

DRAFT**DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION****SUMMARY SHEET****NAVAL AIR STATION MERIDIAN, MS****INSTALLATION MISSION**

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

DOD RECOMMENDATION

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

DOD JUSTIFICATION

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

COST CONSIDERATIONS DEVELOPED BY DOD

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

- | | |
|--------------------------------------|-----------------|
| • One-Time Cost: | \$83.4 million |
| • Net Savings During Implementation: | \$158.8 million |
| • Annual Recurring Savings: | \$33.4 million |
| • Break-Even Year: | Immediate |
| • Net Present Value Over 20 Years: | \$471.2 million |

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MANPOWER IMPLICATIONS OF THIS RECOMMENDATION (EXCLUDES CONTRACTORS)

	<u>Military</u>	<u>Civilian</u>	<u>Students</u>
Baseline	768	265	866
Reductions	388	220	0
Realignments	686	170	1282
Total	1074	390	1282

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

Out		In		Net Gain (Loss)	
<u>Military</u>	<u>Civilian</u>	<u>Military</u>	<u>Civilian</u>	<u>Military</u>	<u>Civilian</u>
1643	947	0	0	(1643)	(947)

ENVIRONMENTAL CONSIDERATIONS

- No significant environmental problems.

REPRESENTATION

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

ECONOMIC IMPACT

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

MILITARY ISSUES

- The Navy reluctantly recommended NAS Meridian for closure.

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COMMUNITY CONCERNS/ISSUES

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

ITEMS OF SPECIAL EMPHASIS

- On 10 May 1995 the Navy officially increased their Pilot and Naval Flight Officer training rates to support fleet, Joint USN/USAF, USCG, FMS, and NOAA requirements, (CNO ltr. N889J6 dtd 10 May 1995). Specifically the Intermediate/Advanced Strike PTR increased from a PTR of 336 in FY-97 to a PTR of 360 in FY-98.

James R. Brubaker/Navy/08/10/95 12:10 PM

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BASE VISIT REPORT

NAVAL AIR STATION MERIDIAN, MISSISSIPPI

3 APRIL 1995

LEAD COMMISSIONER:

Commissioner Josue (Joe) Robles, Jr.

ACCOMPANYING COMMISSIONER:

None.

COMMISSION STAFF:

Mr. Alex Yellin, Navy Team Leader.
LtCol. J.R. Brubaker, DOD Analyst/USMC.
LtCol. M. Beyer, DOD Analyst/USAF.
Ms. Elizabeth King, Legal Counsel.
Mr. Mark Pross, Senior Analyst/GAO.

LIST OF ATTENDEES:

The Honorable Kirk Fordice, Governor, State of Mississippi.
The Honorable Thad Cochran, United States Senator, State of Mississippi.
The Honorable Trent Lott, United States Senator, State of Mississippi.
The Honorable G.V. "Sonny" Montgomery, Congressman, 3rd Congressional District, State of Mississippi.
Major General James H. Garner, USAR, Adjutant General, State of Mississippi.
Mr. John Robert Smith, Mayor of Meridian.
Dr. George Thomas, President, Meridian City Council.
Dr. Hobert Kornegay, President, Lauderdale County Board of Supervisors.
Mr. R. Tucson Roberts, Meridian/Lauderdale County Partnership.
Mr. Bill Crawford, Navy Meridian Team Leader.
Mr. C.D. Smith, Meridian Area Navy League President.
Captain Terry J. Pudas, Commander Training Air Wing ONE.
Captain Robert L. Leitzel, Commanding Officer, Naval Air Station Meridian.
Commander Melinda L. Moran, Commanding Officer, Naval Technical Training Center.
Colonel Stephen L. Goff, Commandant Regional Counterdrug Training Academy.

BASE'S PRESENT MISSION:

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

DOD RECOMMENDATION:

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

DOD JUSTIFICATION:

The 1993 Commission recommended that Naval Air Station (NAS) Meridian remain open because it found that the then-current and future Pilot Training Rate (PTR) required that there be two full-strike training bases, NAS Kingsville, Texas, and NAS Meridian. In the period between 1993 and the present, two factors emerged that required the Department of the Navy again to review the requirement for two such installations. First, the current Force Structure Plan shows a continuing decline in the Pilot Training Rate (PTR) so that Navy strike training could be handled by a single full-strike training base. Second, this consolidation of strike training that follows the closure of NAS Meridian is in the spirit of the policy of the Secretary of Defense that functional pilot training be consolidated. Also the Undergraduate Pilot Training Joint Cross-Service Group included the closure of NAS Meridian in each of its closure/realignment alternatives.

MAIN FACILITIES REVIEWED:

Naval Air Station, Meridian, Mississippi.
Naval Technical Training Center (NTTC).
Regional Counterdrug Training Academy (RCTA).

KEY ISSUES IDENTIFIED:

The Navy reluctantly recommended NAS Meridian for closure.

COMMUNITY CONCERNS RAISED:

The Meridian Community obviously is concerned with the impact of losing the Naval Air Station. The local community has assembled a group of individuals, including a former wing commander, to help in their defense of the Air Station and its function of training Student Naval Aviators. They cite concern that the Navy may have miscalculated their capacity analysis including flight operations per Pilot Training Rate and that the Military Value ranking for NAS Meridian, was lower because of a lack of over water airspace in which to conduct flight operations. Obvious concerns around a single site for intermediate and advanced strike training are that the Navy will be potentially operating an airfield at or near 100% capacity with additional safety of flight concerns in that students are heavily involved in flying operations. The operations per PTR that the Meridian Team used were based upon historical T-2/TA-4J operations and the operations per PTR rates for NAS Kingsville were based upon T-45 estimates. The Navy said as a result of the 1995 DOD recommendations, the utilization of NAS Corpus

Christi as an additional Outlying Field for NAS Kingsville, allows the Navy to conduct intermediate/advanced strike training at a single base.

REQUESTS FOR STAFF AS A RESULT OF VISIT:

None other than those addressed above.

James R. Brubaker/ Navy/08/10/95 12:09 PM

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BASE VISIT REPORT

NAVAL AIR STATION MERIDIAN, MS

8 JUNE 1995

LEAD COMMISSIONER:

Commissioner Al Cornella

ACCOMPANYING COMMISSIONER:

Commissioner Wendi L. Steele

COMMISSION STAFF:

Mr. Charles C. Smith, DBCRC Executive Director.
LtCol J.R. Brubaker, DOD Analyst/USMC.

LIST OF ATTENDEES:

The Honorable Kirk Fordice, Governor, State of Mississippi.
The Honorable G.V. "Sonny" Montgomery, Congressman, 3rd Congressional District, State of Mississippi.
The Honorable Eddie Briggs, Lieutenant Governor, State of Mississippi.
Rear Admiral W.B. Hayden, Chief of Naval Air Training
Mr. John Robert Smith, Mayor of Meridian.
Dr. Hobert Kornegay, President, Lauderdale County Board of Supervisors.
Mr. Roy VanDevender, President, Kemper County Board of Supervisors.
Mr. Bill Crawford, Navy Meridian Team Leader.
Mr. C.D. Smith, Meridian Area Navy League President.
Captain Terry J. Pudas, Commander Training Air Wing ONE.
Captain Robert L. Leitzel, Commanding Officer, Naval Air Station Meridian.
Mr. Mitch Kugler, Aide to Senator Cochran.
Mr. Sam Adcock, Aide to Senator Lott.
Mr. Kyle Steward, Aide to Congressman Montgomery.
Mr. Jimmy Heidel, Executive Director for Economic Development, State of Mississippi.
Mrs. Norma Bourdeaux, Representative, State of Mississippi.
Mr. Al Rosenbaum, Past Mayor of Meridian, Member of Navy League.
Commander Melinda L. Moran, Commanding Officer, Naval Technical Training Center.
Colonel Stephen L. Goff, Commandant Regional Counterdrug Training Academy.

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REQUESTS FOR STAFF AS A RESULT OF VISIT:

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BASE VISIT REPORT

NAVAL AIR STATION, MERIDIAN, MS

16 JUNE 1995

LEAD COMMISSIONER:

Commissioner J. B. Davis

ACCOMPANYING COMMISSIONER:

None

COMMISSION STAFF:

Mr. Doyle Reedy

LIST OF ATTENDEES:

Governor Fordice
Captian Pudas

BASE'S PRESENT MISSION:

The air station trains Naval aviators for their assignments with the active forces as strike attack pilots.

DOD RECOMMENDATION:

Close NAS Meridian, retain the Regional Counterdrug Training Academy Facilities at the base; relocate the undergraduate strike pilot training function to Kingsville, Texas; and move the Naval Technical Training Center to Athens, Georgia and Newport, Rhode Island.

DOD JUSTIFICATION:

The 1993 Commission recommended that NAS Meridian remain open because it found that the then-current and future pilot training rate (PTR) required that there be two full-strike training bases, Kingsville and Meridian. In the period between 1993 and the present Commission, two factors emerged that required the Navy again to review the requirement for two strike training bases. First, the current Force Structure Plan showed a continuing decline in the PTR requirement due to a decrease in the number of air wings from 11 to 10. Second, the Navy believed that consolidating was in the spirit of DOD policy which required that functional pilot training be consolidated.

MAIN FACILITIES REVIEWED:

- The Commissioner visited all of the base facilities.

KEY ISSUES IDENTIFIED

- Since the Navy's (1995) recommendation to close NAS Meridian, the Navy revised (increased) its strike training requirements because the Navy plans to : (1) buy more aircraft than originally planned; (2) accelerate the move of aircraft from Pensacola to Kingsville; and (3) slow the transition to a new strike training aircraft.
- The Navy's second reason for closing NAS Meridian was to comply with DOD's intent to consolidate pilot training. That approach, however, does not consider: (1) the impact of basing a new trainer at Naval air stations; and (2) available capacity at Air Force bases should the trainer be a joint-service buy.
- Some of the data used to make the decision to close NAS Meridian may have resulted in some areas being overstated while others were understated. Yet other factors may not have been given adequate consideration at all. For example, the rates used for estimating the number of airfield operations may be overstated because the rates were established using experienced commercial pilots rather than inexperienced student pilots. The military value for NAS Meridian may have been understated because too much weight was given to whether or not the air station was located near water. The fact is that only two flights in the entire strike training curriculum are over water. (Student pilots do not spend much of their flight time in areas that do not have visual ground references.) Finally, NAS Meridian could operate beyond 80 percent capacity if they had more instructor pilots. Therefore, if more pilots were available NAS Meridian would have less excess capacity. Excess capacity however, is determined by looking at a snapshot of the base operations without considering qualifying remarks.

REQUESTS FOR STAFF AS A RESULT OF VISIT:

- None at this time.

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NAVAL AIR STATION MERIDIAN, MS (McCain Field)

INSTALLATION REVIEW

Mission:

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

Where:

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

Major Units:

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

Environmental/Encroachment Issues:

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

Population:

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

Housing:

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

Temporary Lodging:

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

Commissary/Exchange Mall Complex:

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

Schools:

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

Health Care:

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

Community Support:

- NAS Meridian is Lauderdale County's largest employer.

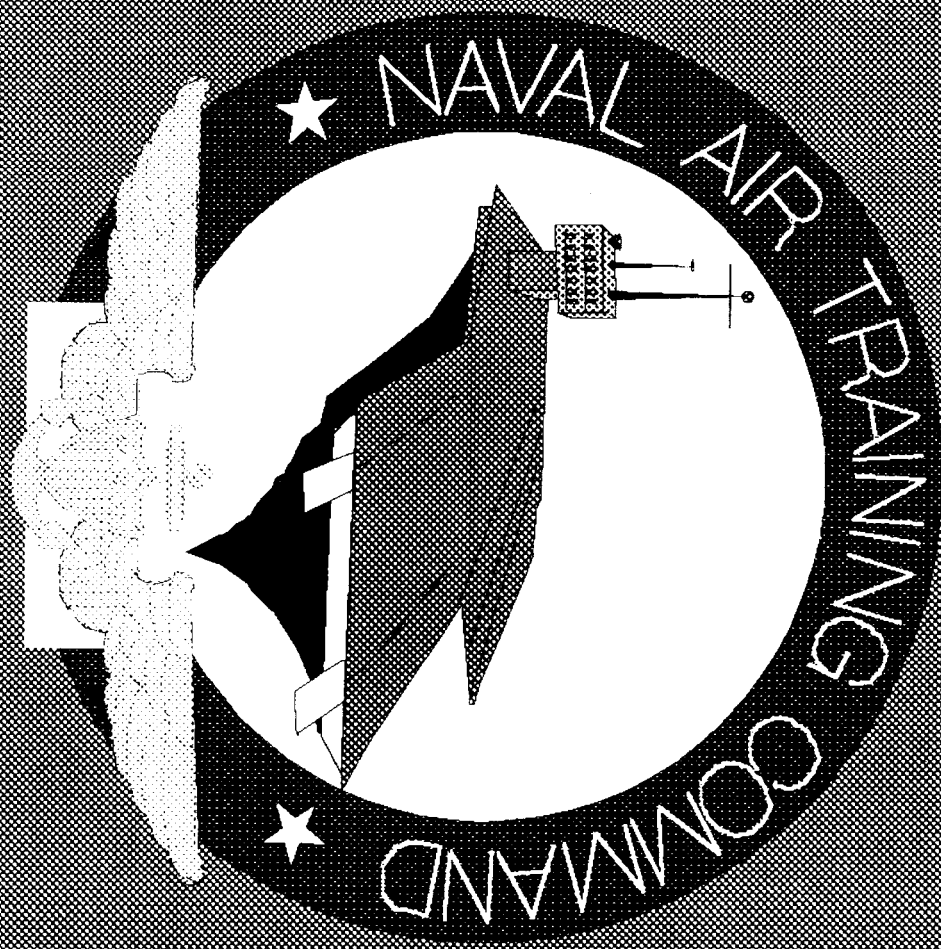
Key Personnel and Phone Numbers:

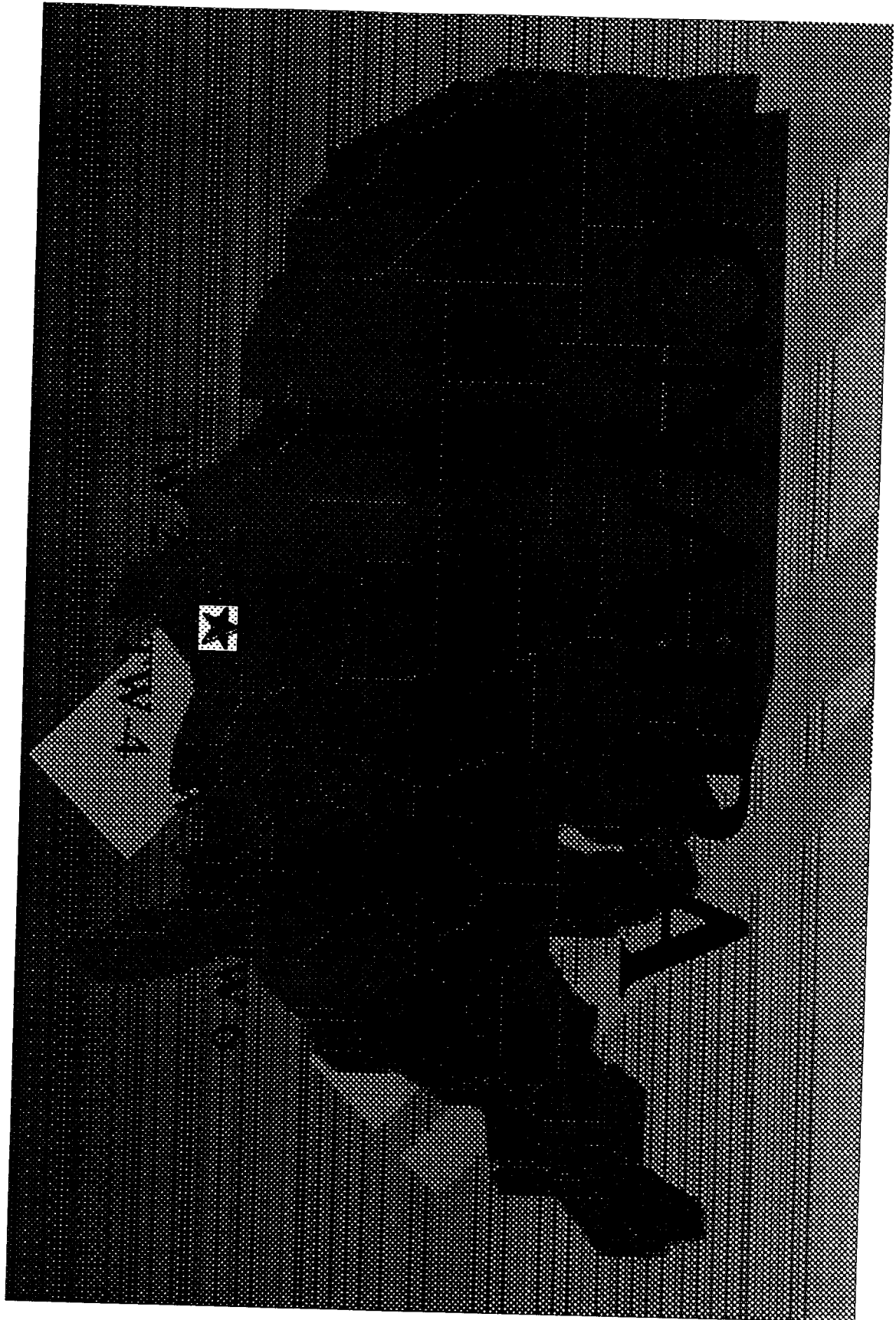
- Mayor of Meridian:
John Robert Smith 601-485-1927
- President, Meridian City Council:
Dr. George Thomas 601-483-8502
- President, Lauderdale County Board of Supervisors:
Dr. Hobert Kornegay 601-482-9746
- Meridian/Lauderdale County Partnership:
R. Tucson Roberts 601-693-1306
- Navy Meridian Team Leader:
Bill Crawford 601-484-7725
- Meridian Area Navy League President:
C.D. Smith 601-693-8917

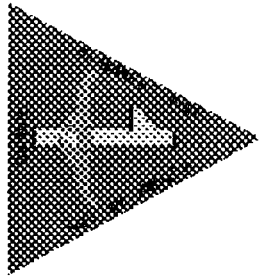
Military Personnel and Phone Numbers:

- Commander Training Air Wing ONE
Captain Terry J. Pudas 601-679-2148/2193
- Commanding Officer, Naval Air Station Meridian
Captain Robert L. Leitzel 601-679-2111/2112
- Commanding Officer, Naval Technical Training Center
Commander Melinda L. Moran 601-679-2161
- Commanding Officer, Marine Aviation Training Support Group
Major Edwin L. Koehler 601-679-2190
- Commandant Regional Counterdrug Training Academy
Colonel Stephen L. Goff 601-679-2063

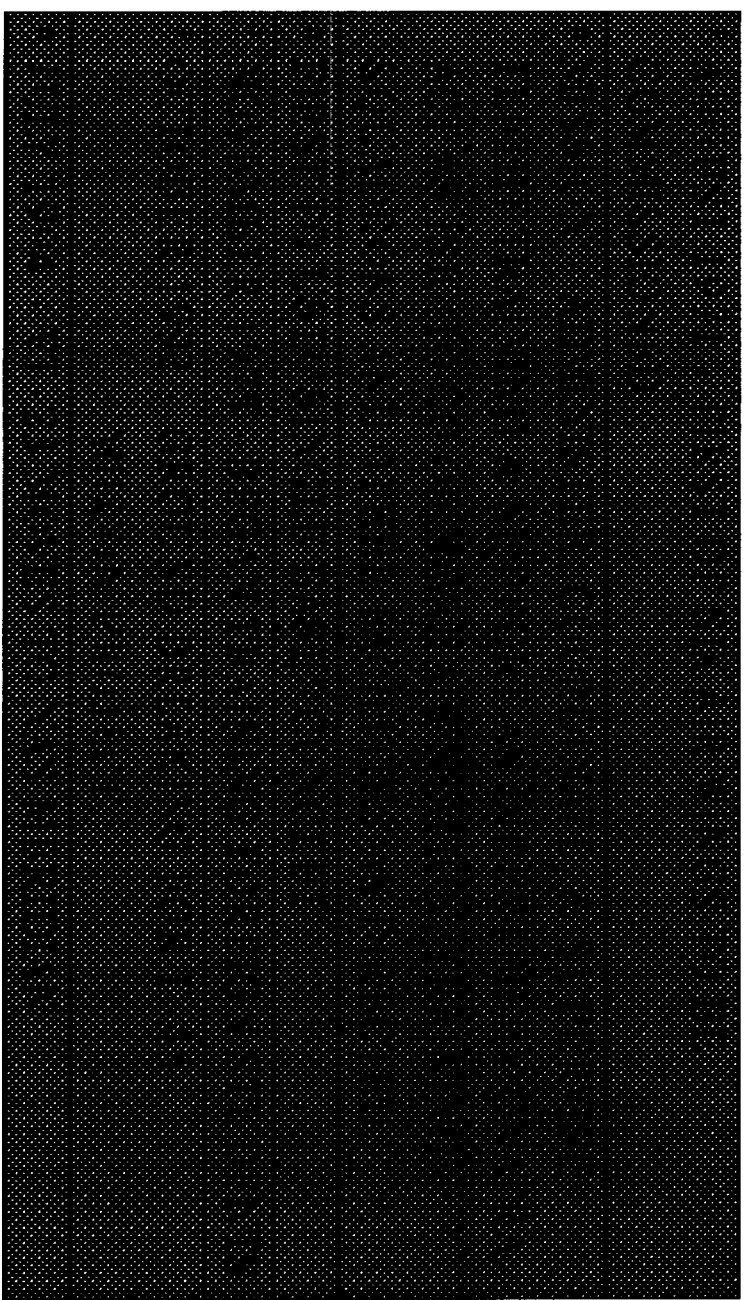
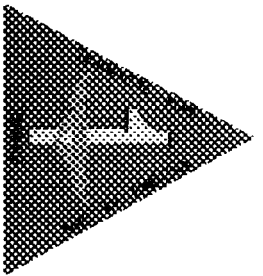
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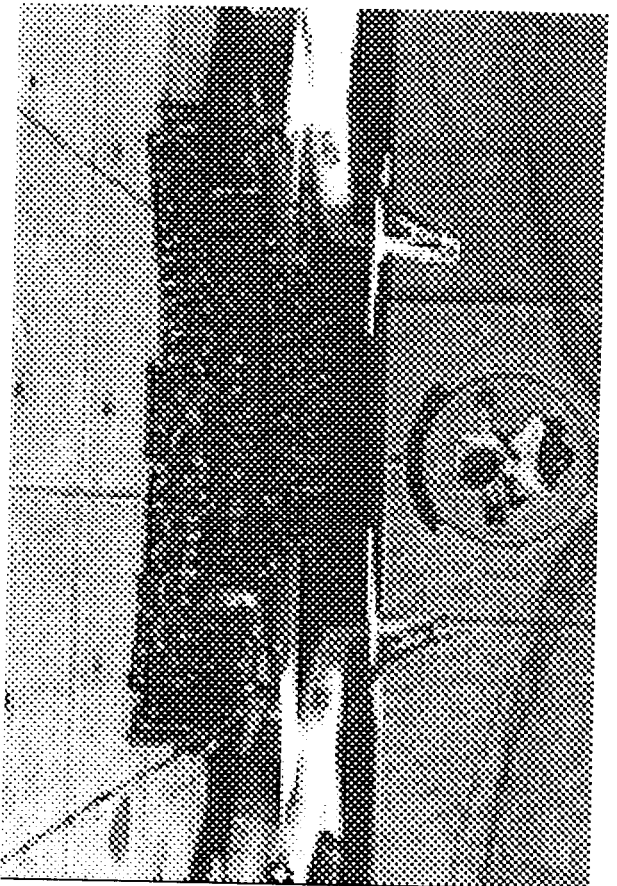






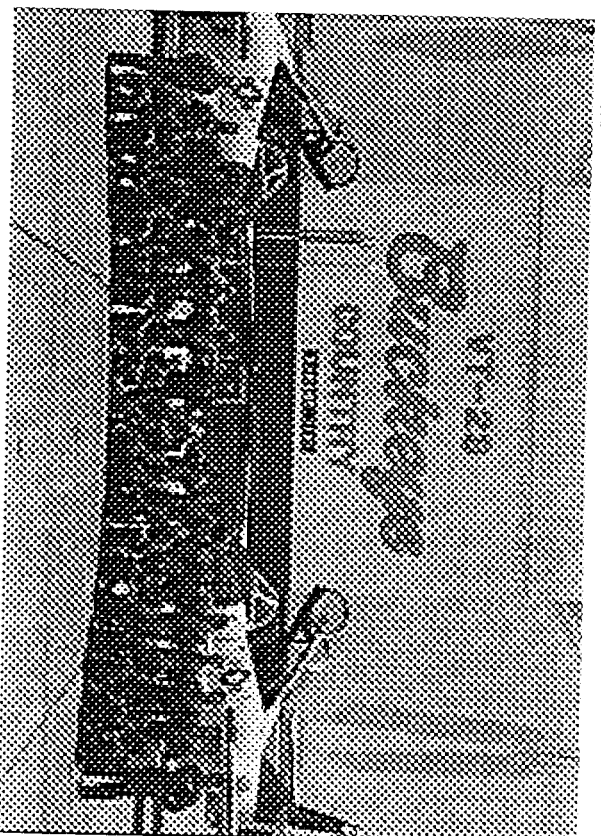
CTW-1 HISTORY



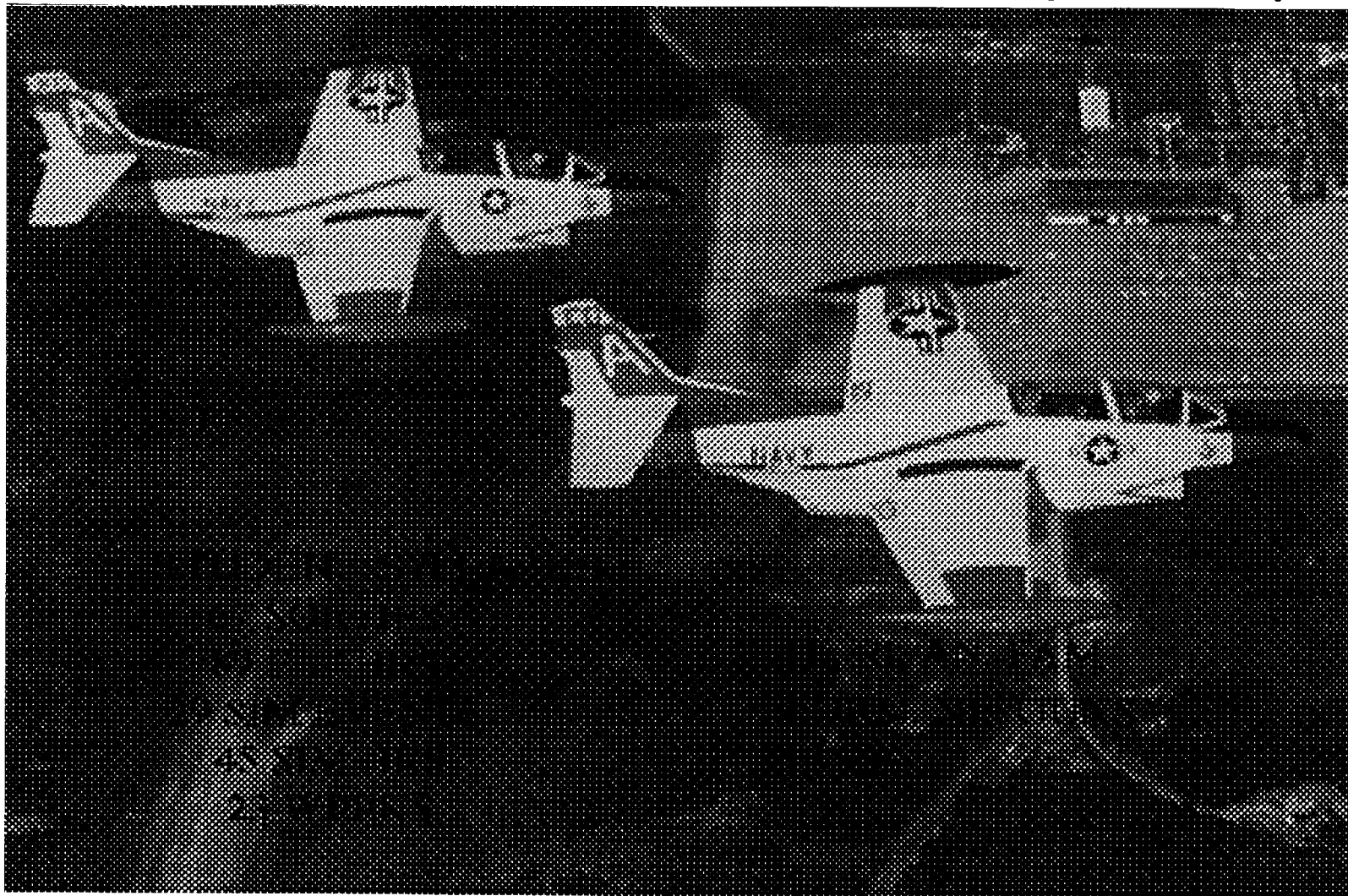


ALL T-2 INTERMEDIATE
STRIKE TRAINING AT TW-1
BEGINNING FY-95 UNTIL
COMPLETION OF T-45
PHASE IN

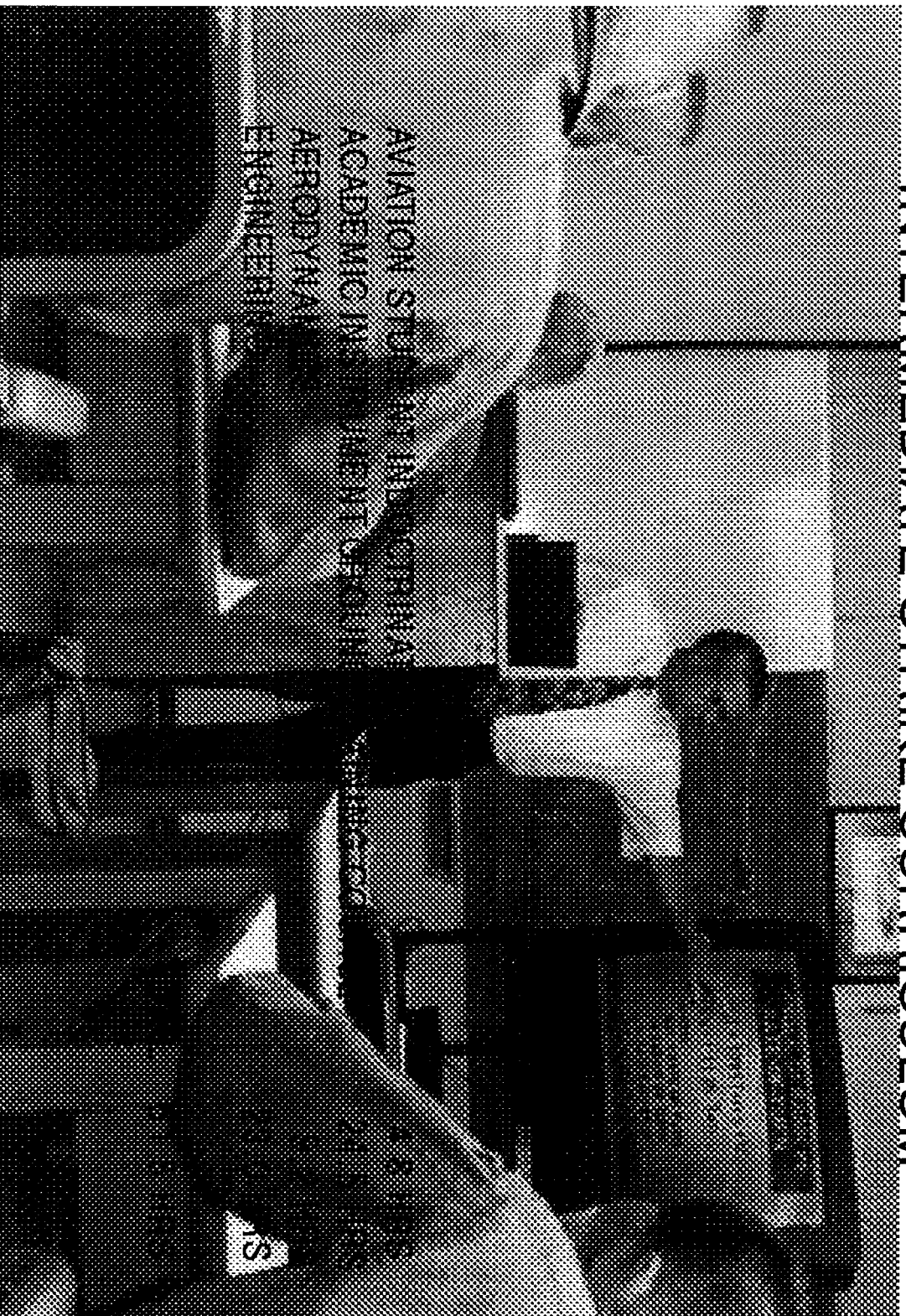
* 2 INTERMEDIATE
TRAINING SQUADRONS
(VT-19, VT-23)
* INTRODUCTION TO JET
AIRCRAFT AND BASIC
FLIGHT MANEUVERS IN
VISUAL AND
INSTRUMENT CONDITIONS



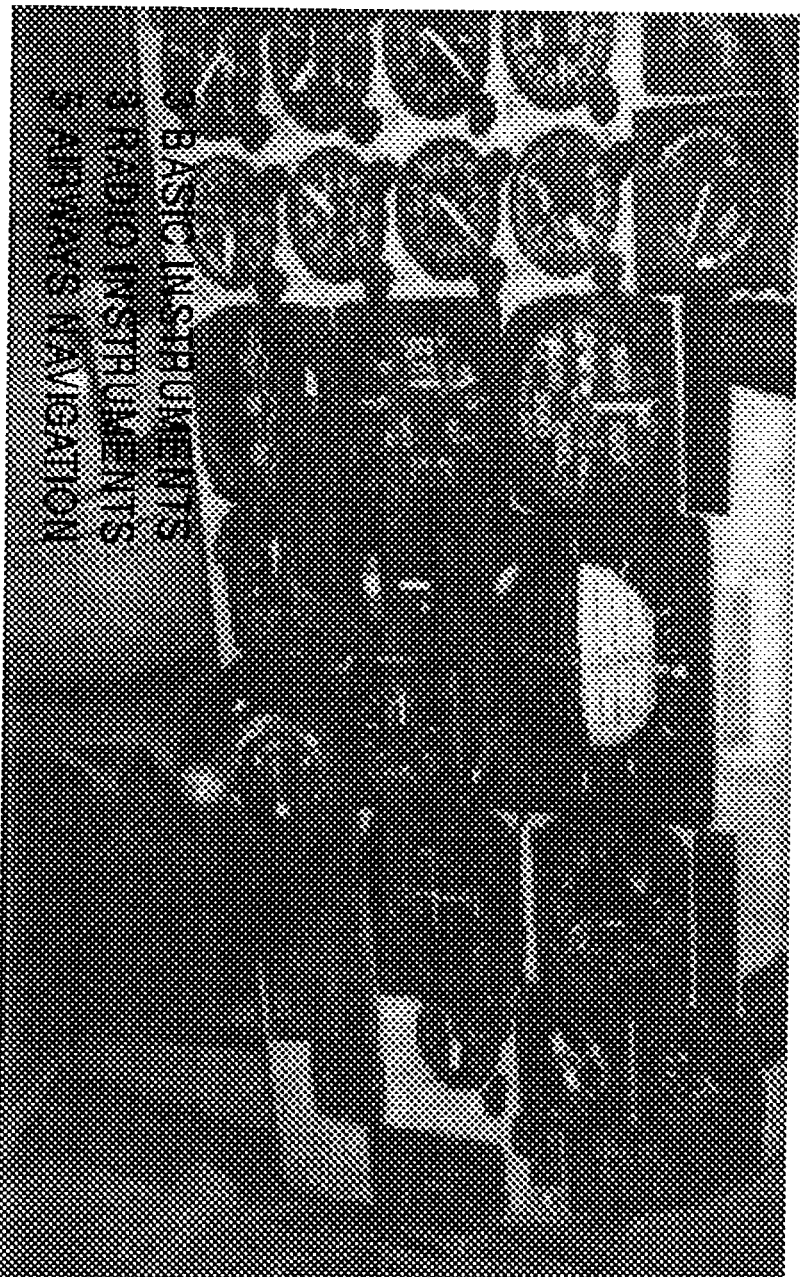
INTERMEDIATE STRIKE (T-2C)



INTERMEDIATE STRIKE CURRICULUM

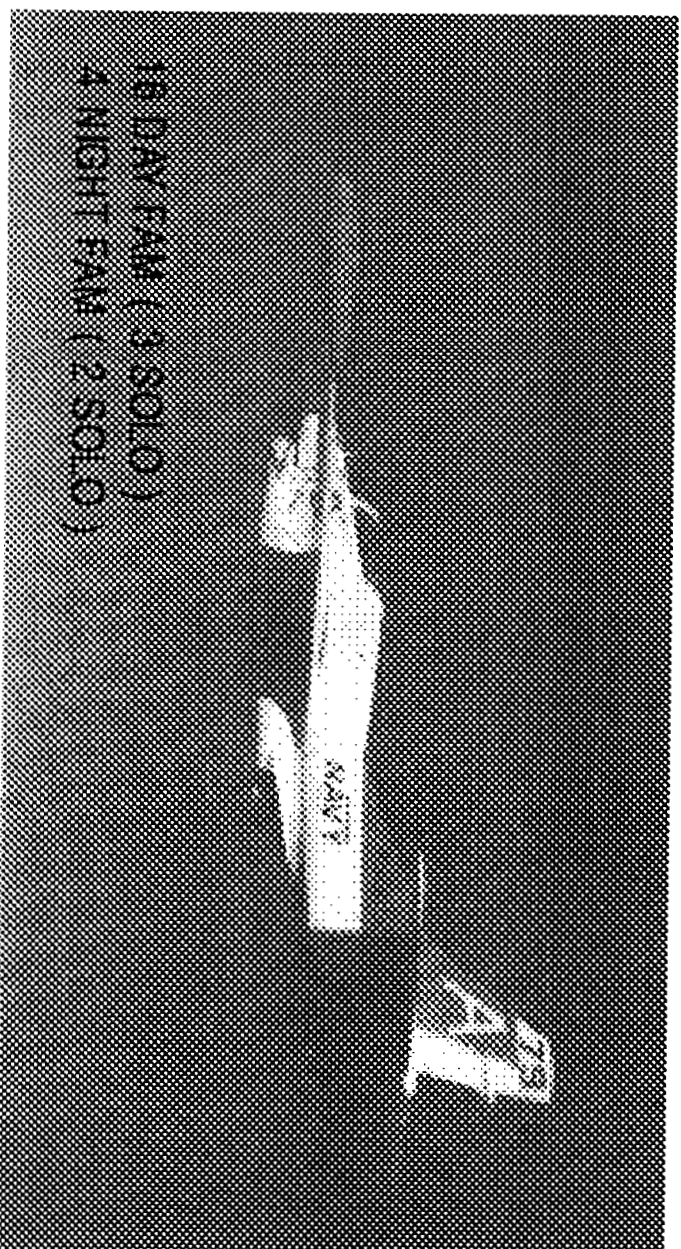


INSTRUMENTS

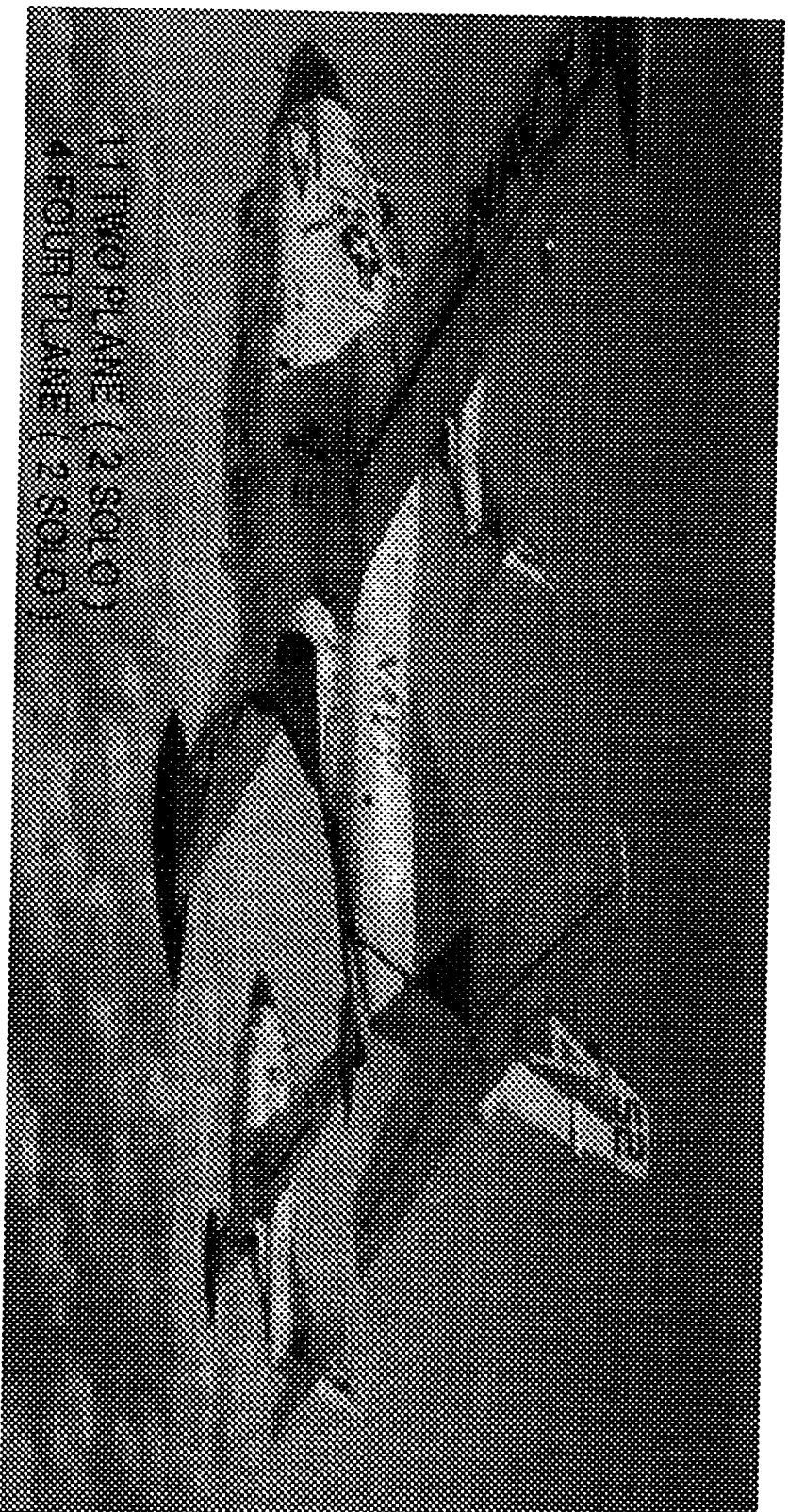


BASIC INSTRUMENTS
ADVANCED INSTRUMENTS
METHODS NAVIGATION

FAMILIARIZATION

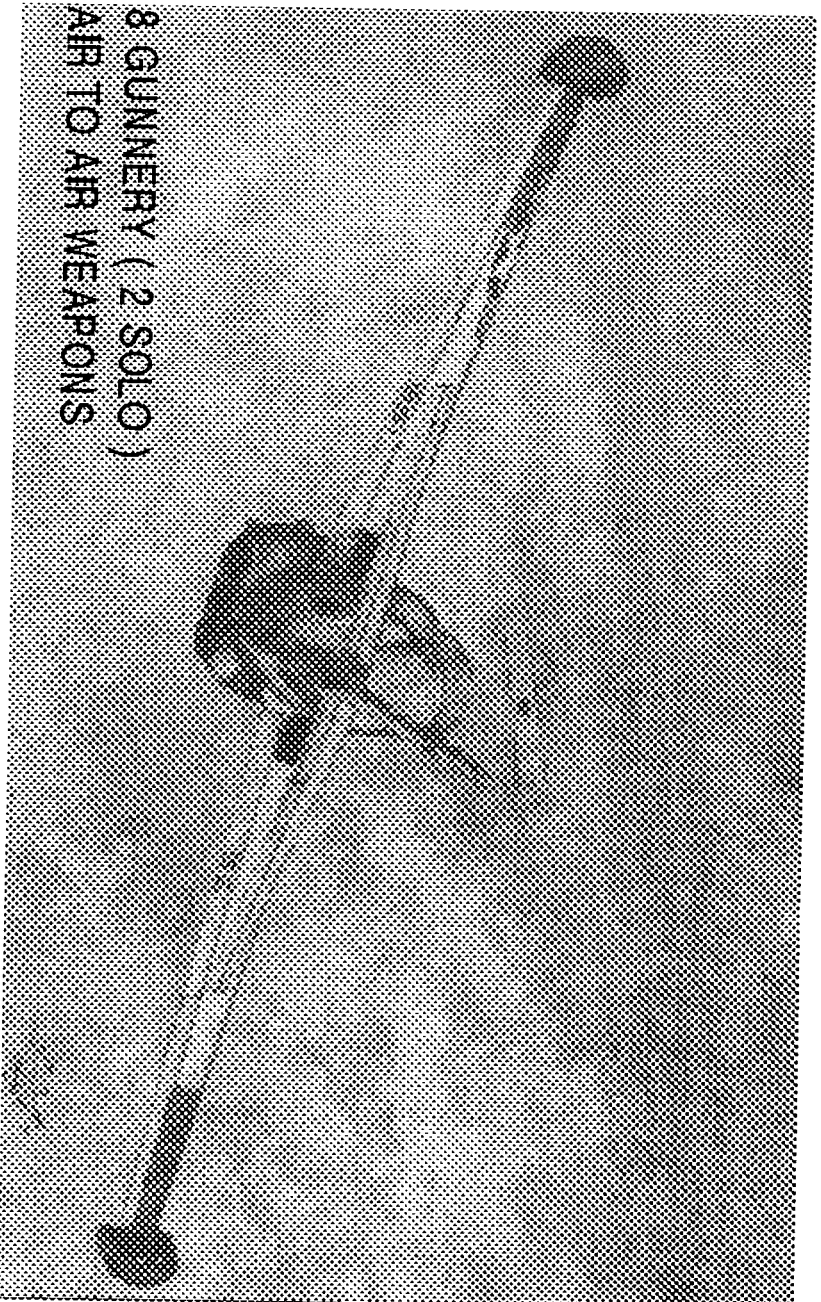


FORMATION



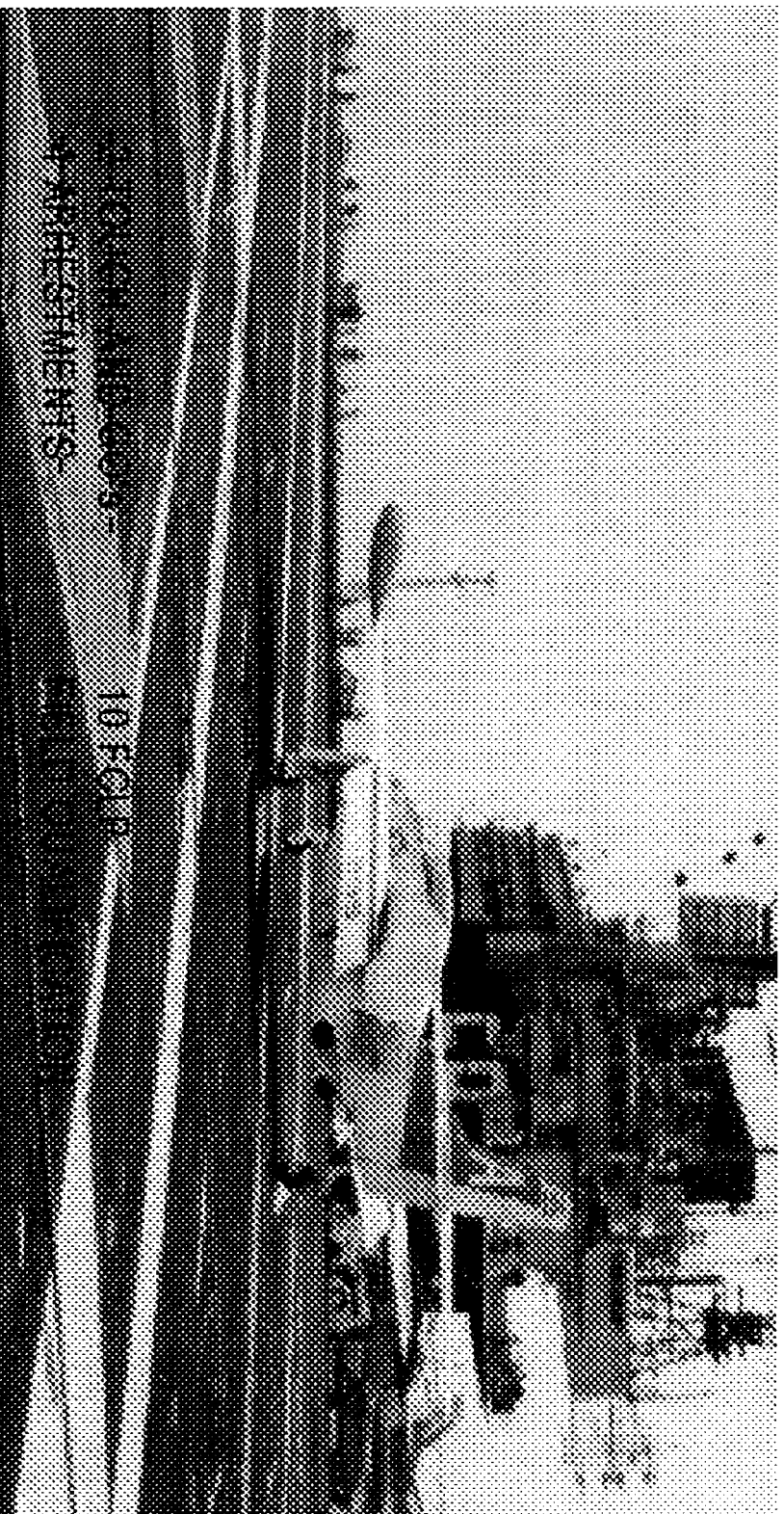
11 INNO PLANE (2 SOLO)
4 FORTIF PLANE (2 SOLO)

GUNS



8 GUNNERY (2 SOLO)
AIR TO AIR WEAPONS

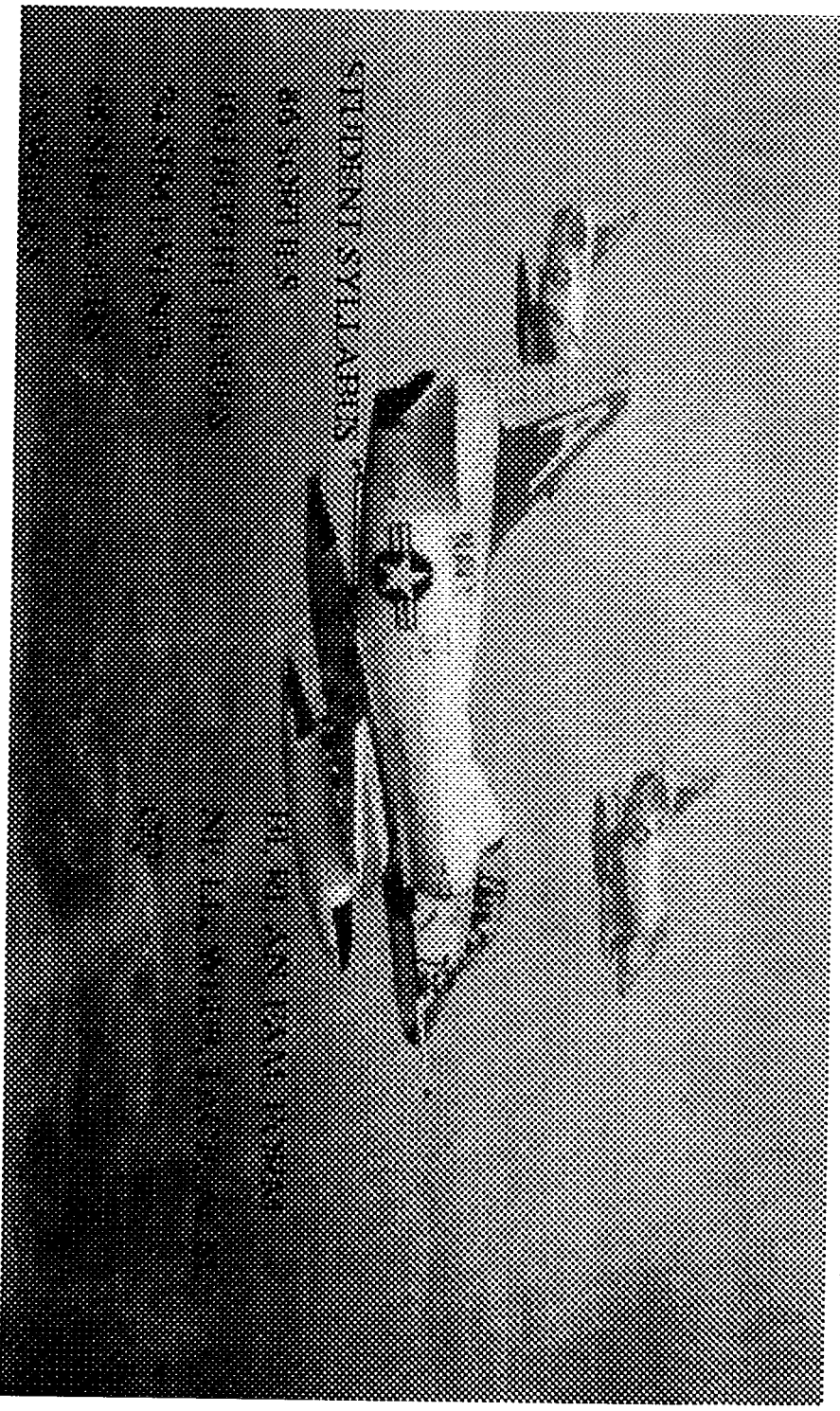
CARRIER QUALIFICATION



AGGRESSIVE MTS

10 EQIP

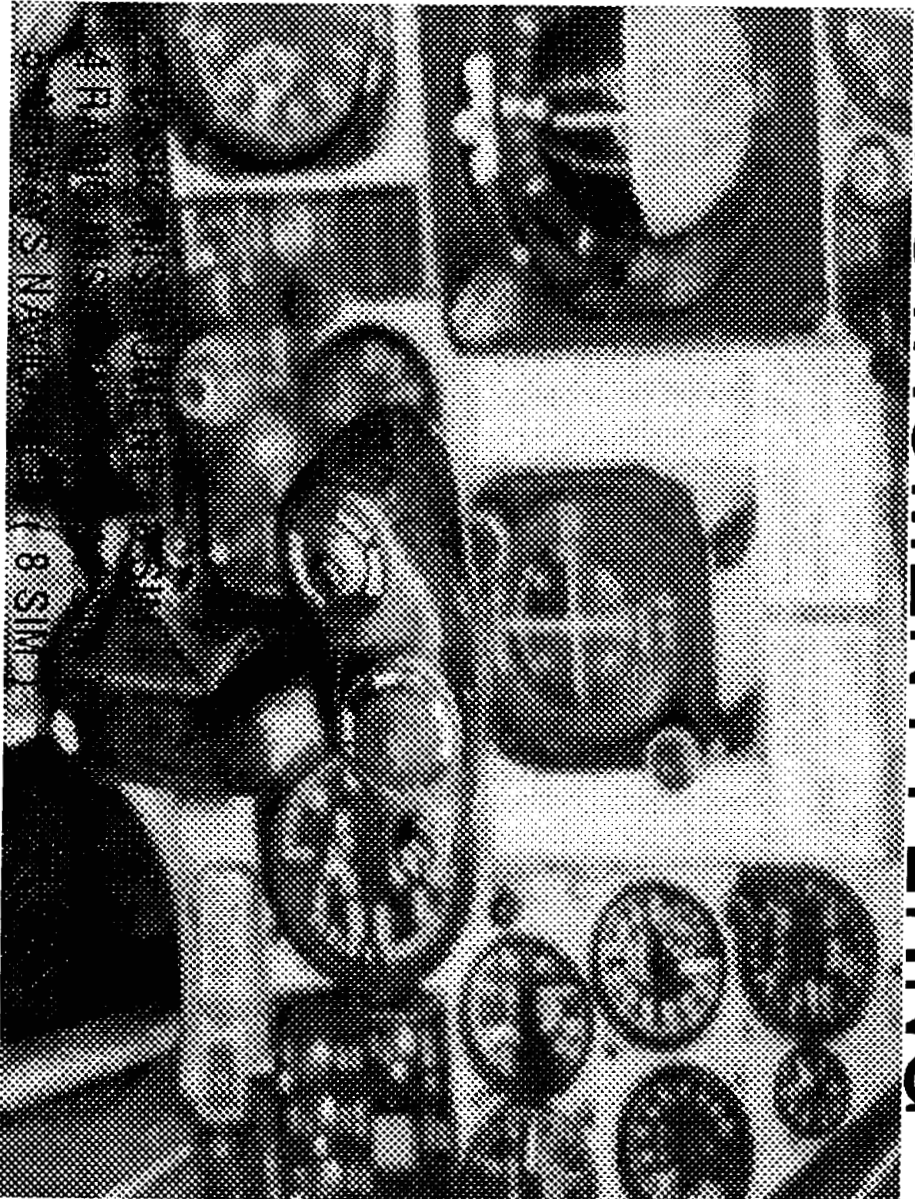
VT-7 ADVANCED STRIKE (TA-4)



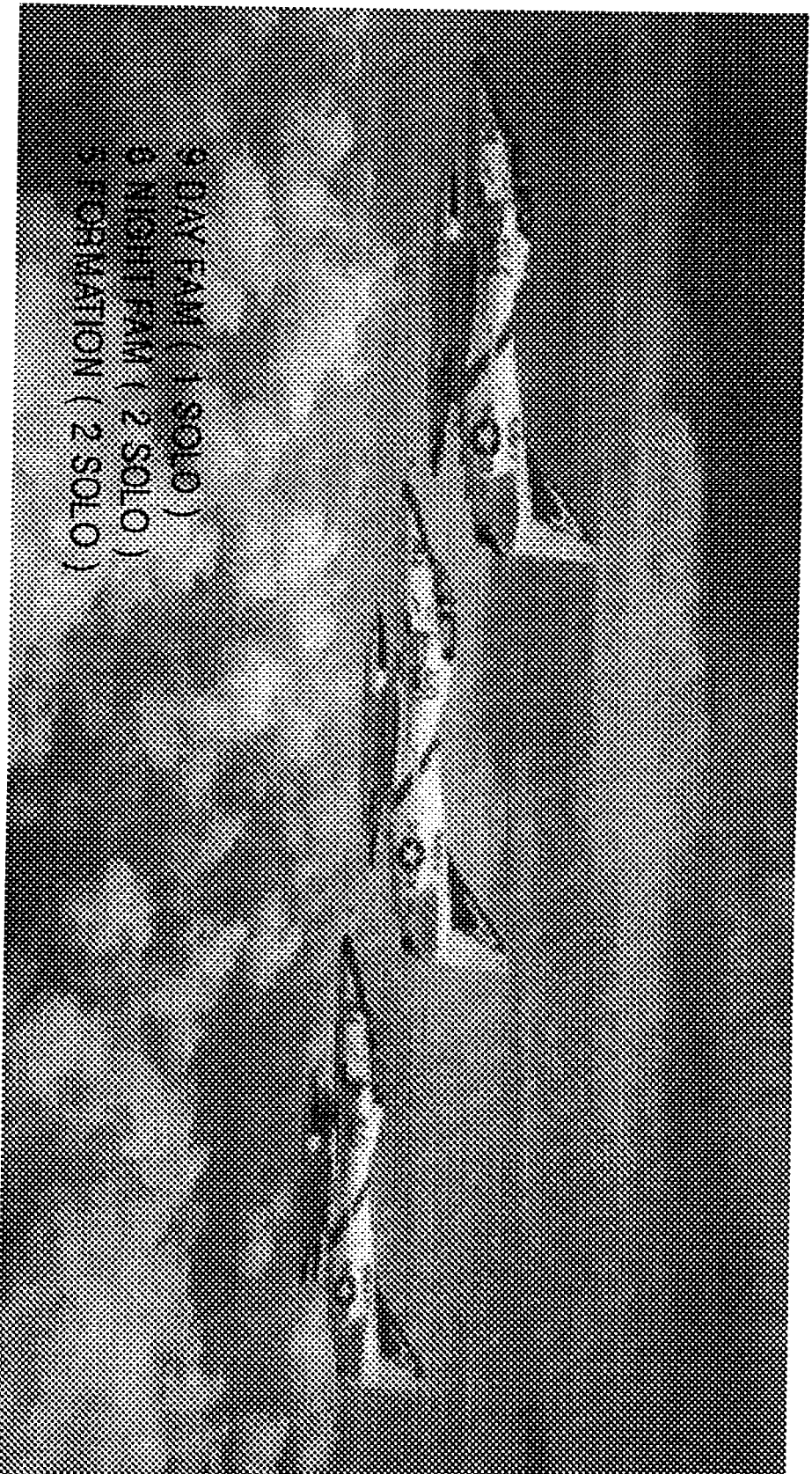
ADVANCED STRIKE CURRICULUM



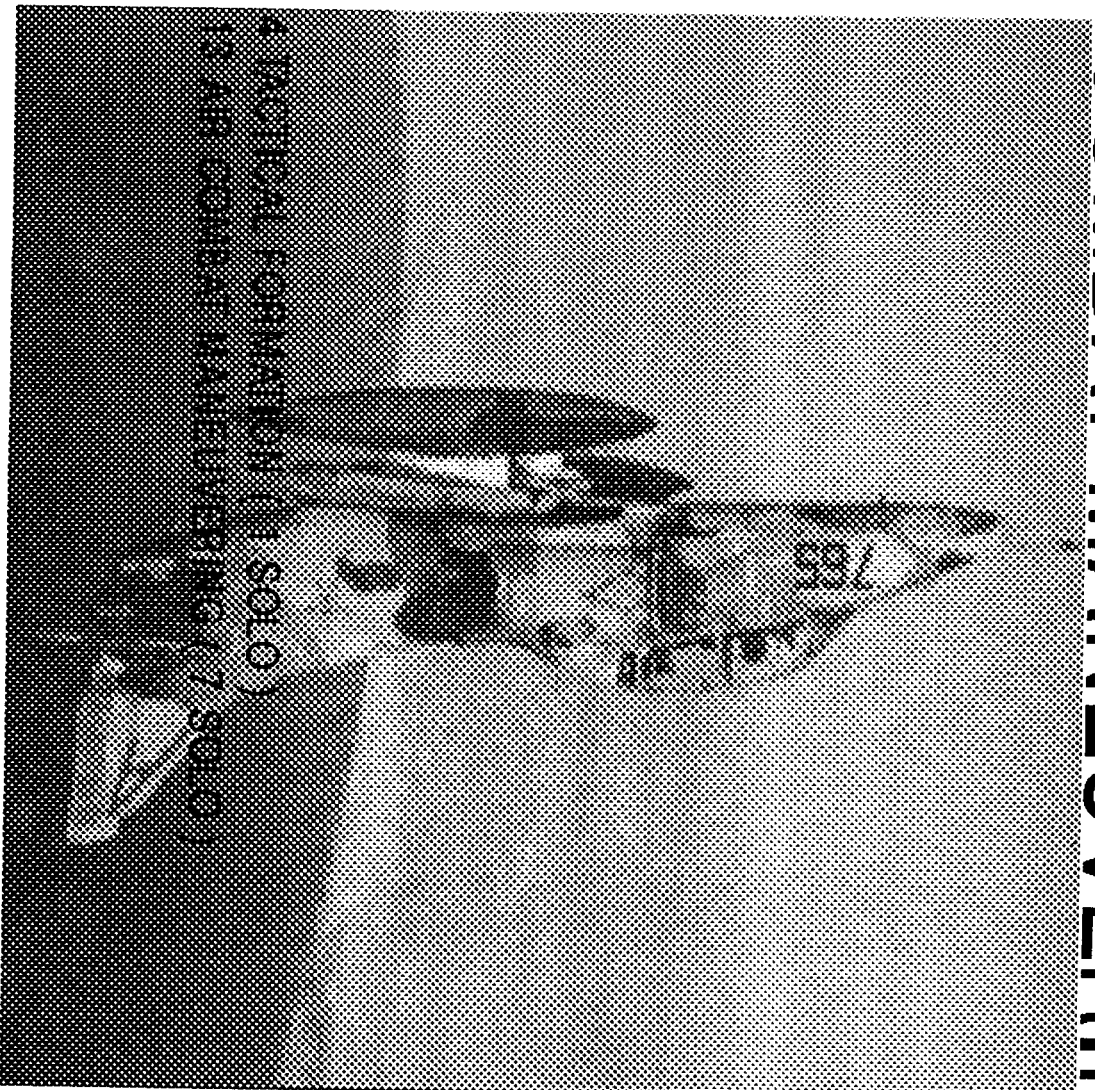
INSTRUMENT FLYING



VFR FAMILIARIZATION FLIGHT



AIR COMBAT MANEUVERING

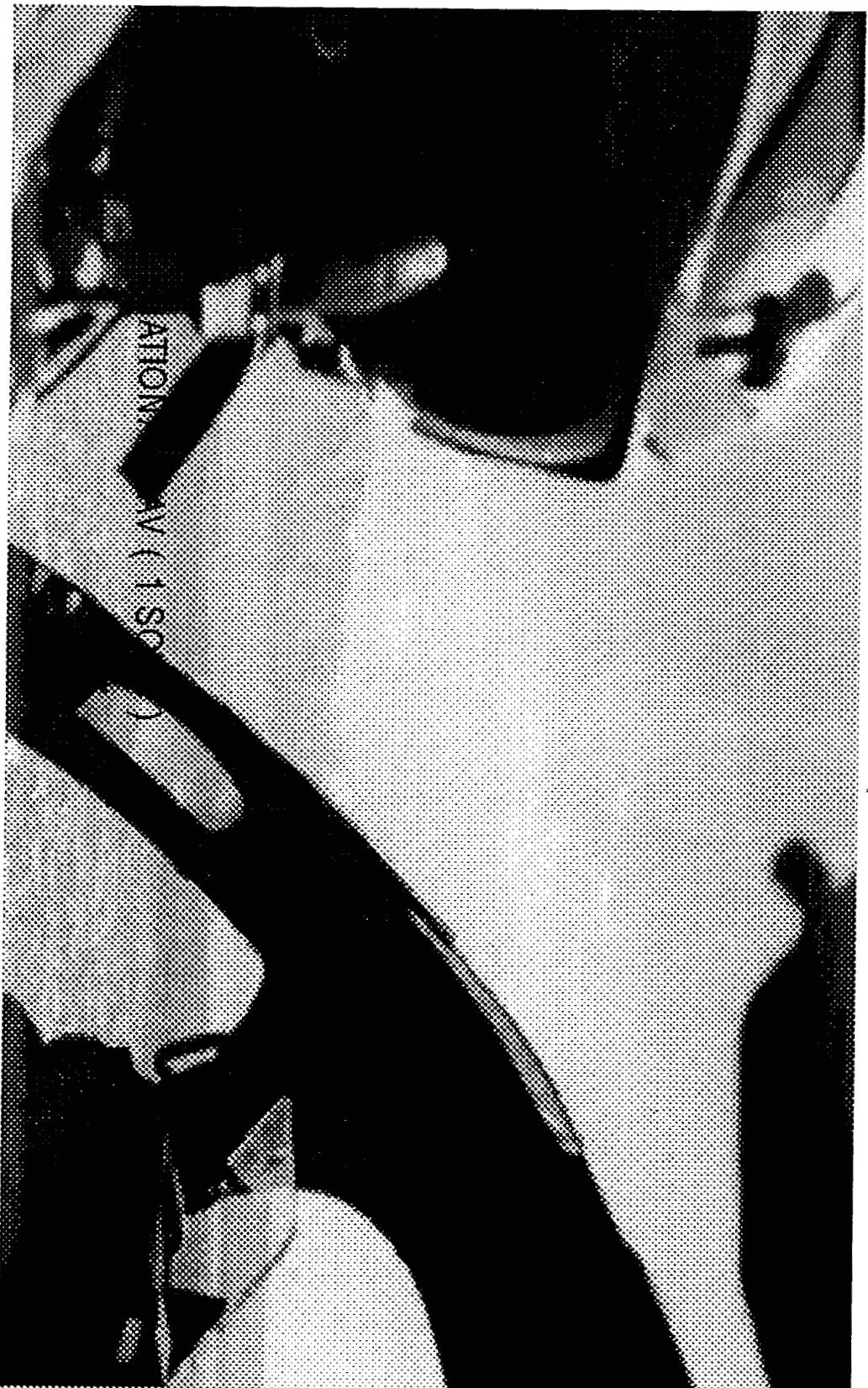


AIR COMBAT MANEUVERING (SOLO)

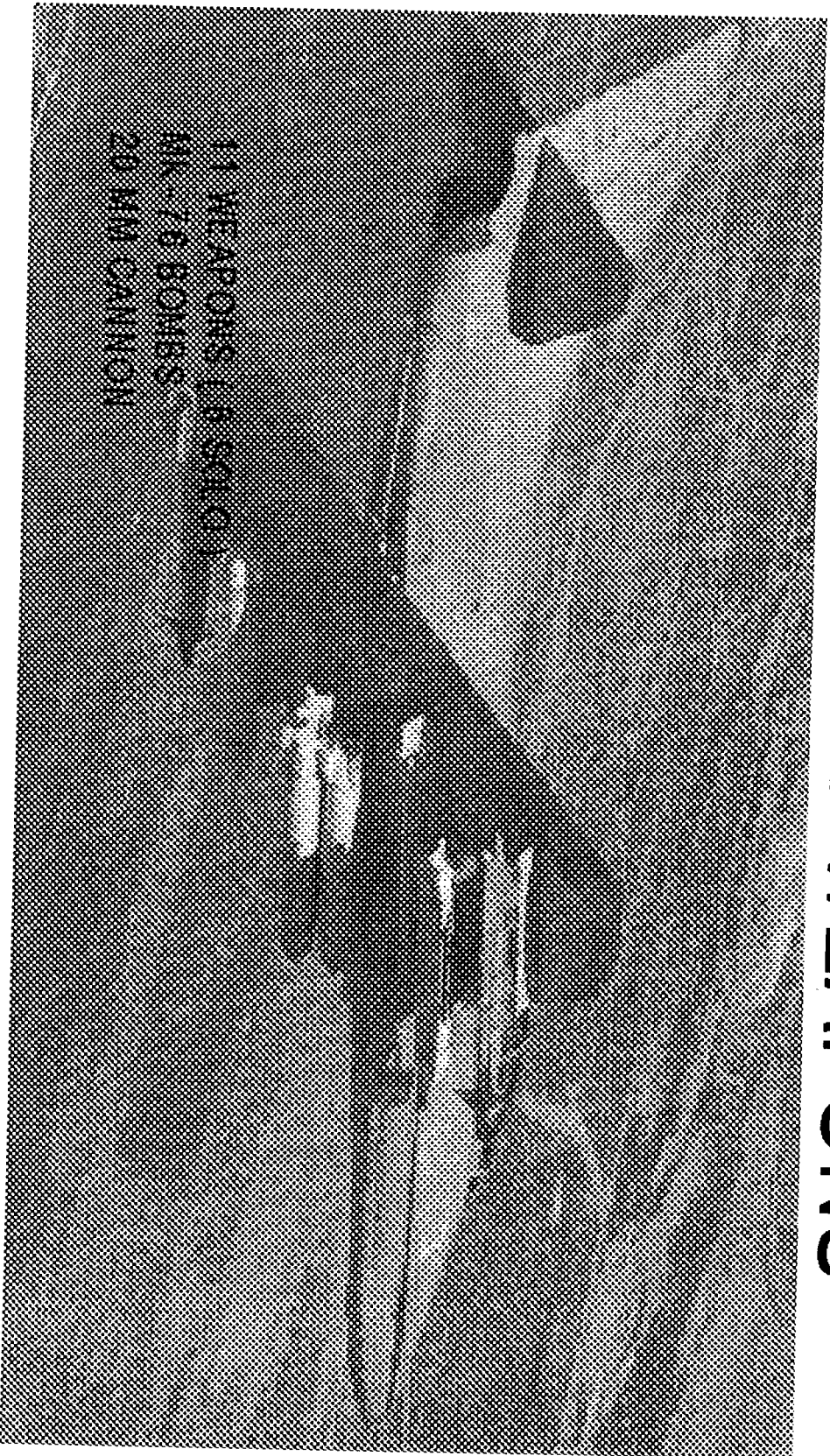
OPERATIONAL FORMATION (SOLO)

OPERATIONAL FORMATION (SOLO)

LOW LEVEL NAVIGATION

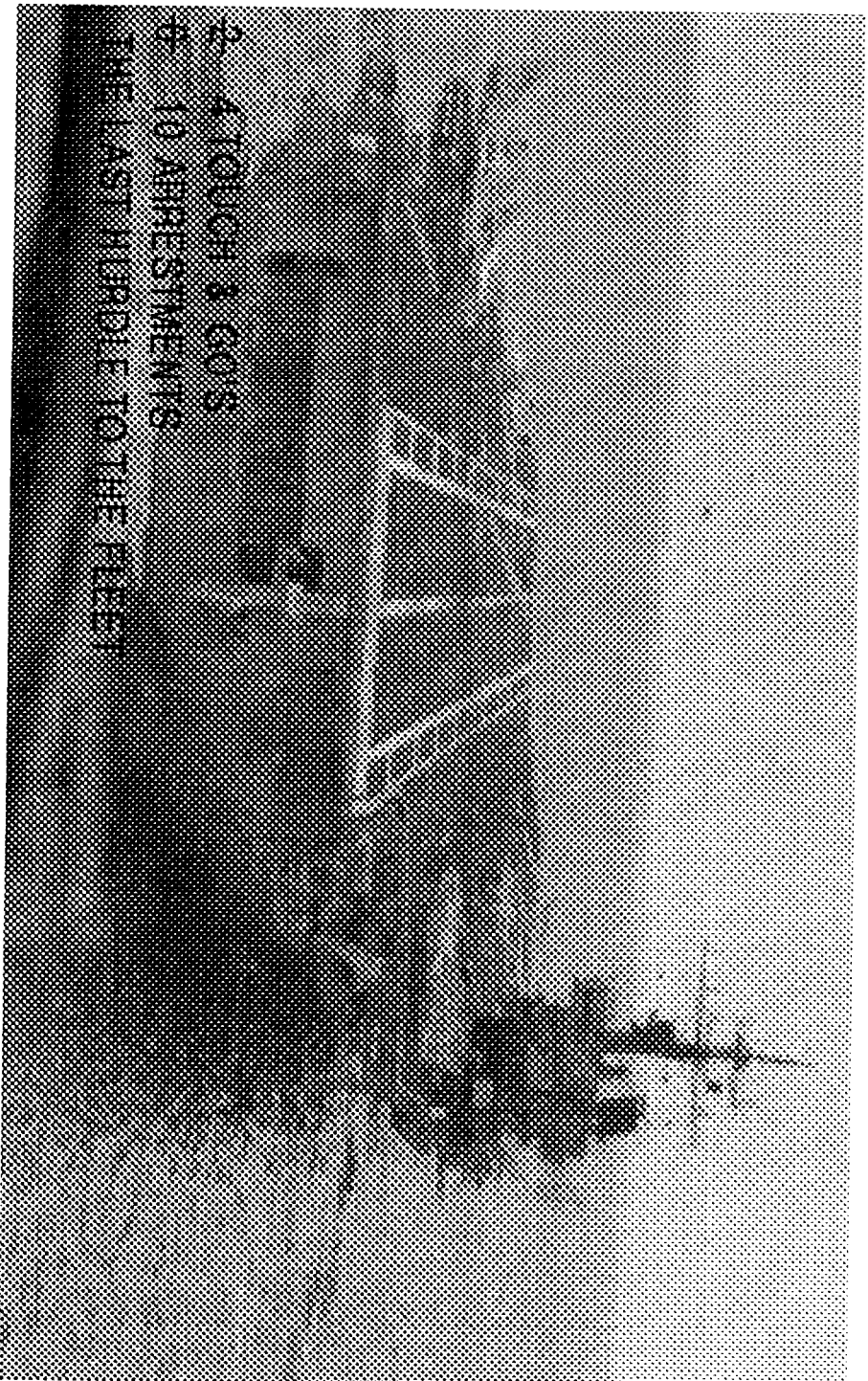


AIR TO GROUND WEAPONS

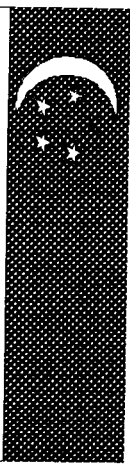


11 WEAPONS IN SKY
M-19 BOMBS
20 MM GUNION

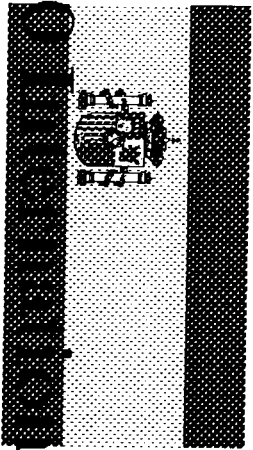
CARRIER QUALIFICATION



2 THROUGH 4 GOES
+ 10 AIRPLANE
THE LAST IMPROVE TO THE FEEL

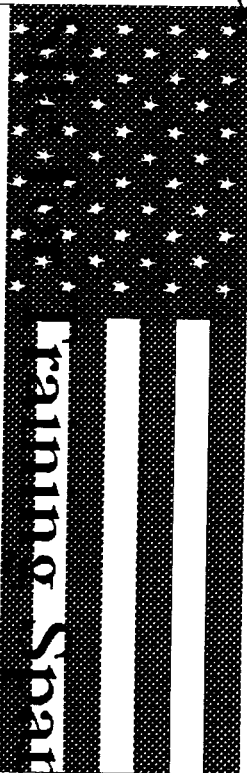


- Approx 30 International Military

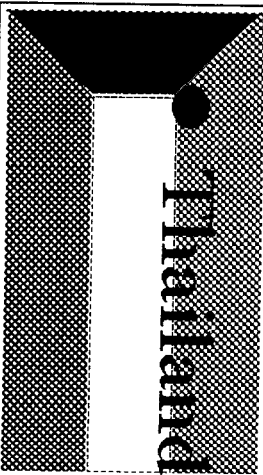


Per Year

- Single Training Spanish



Italian, Kuwaiti, Singaporean
and French Strike Aviators



Thailand

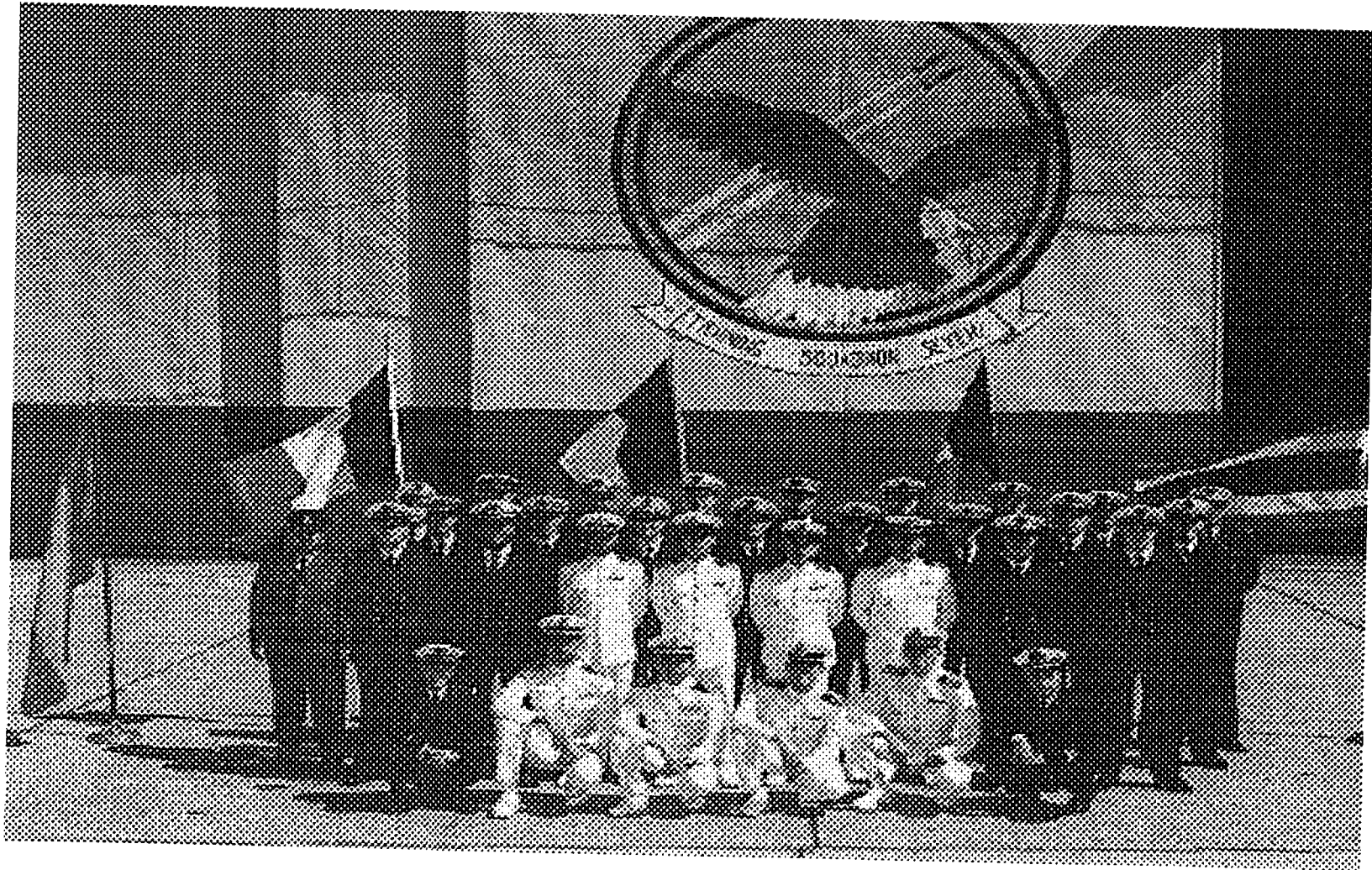


Start Date 1st



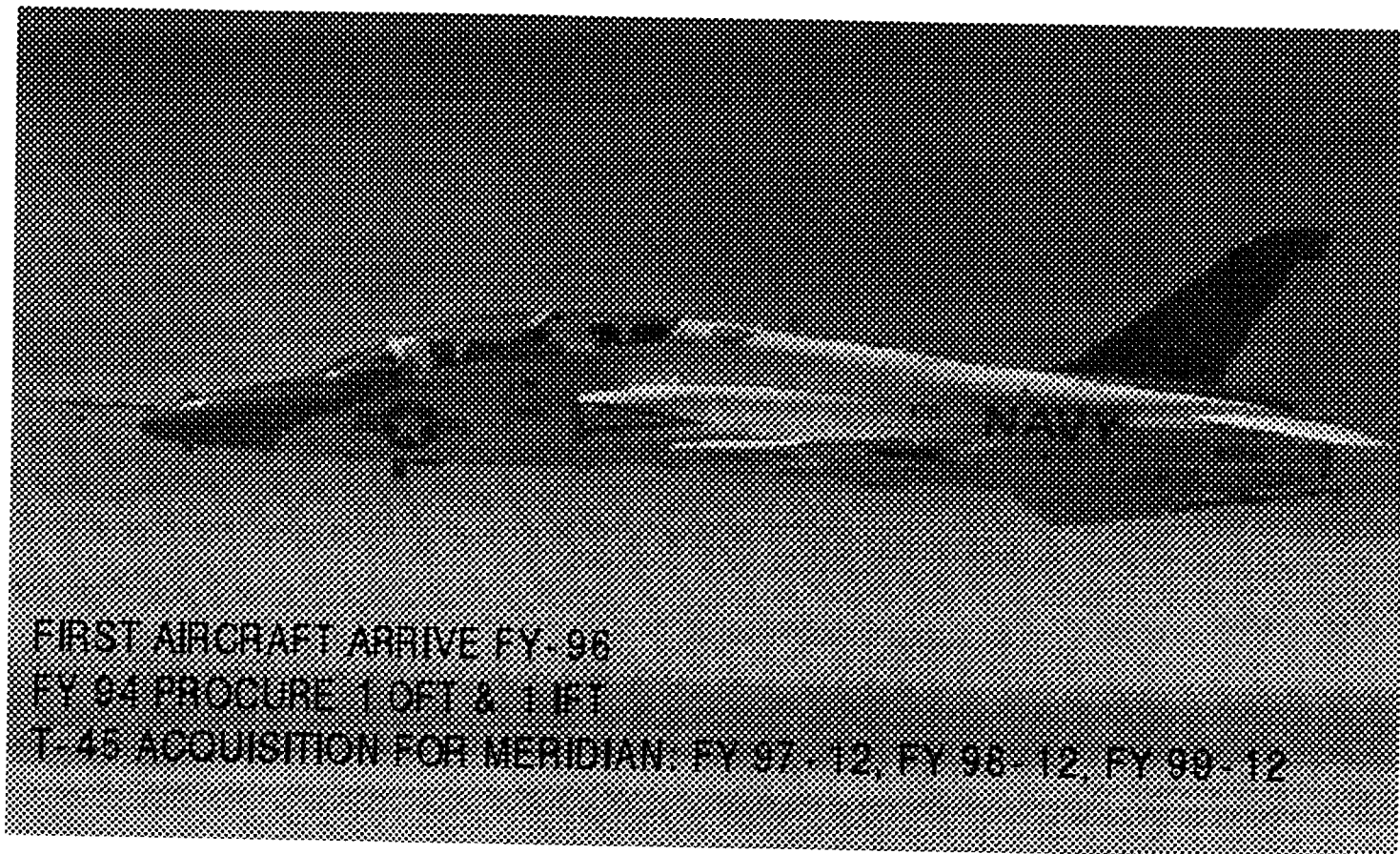
Q4 FY95

FY-95 INTERNATIONAL PTR



THE FUTURE

T-45



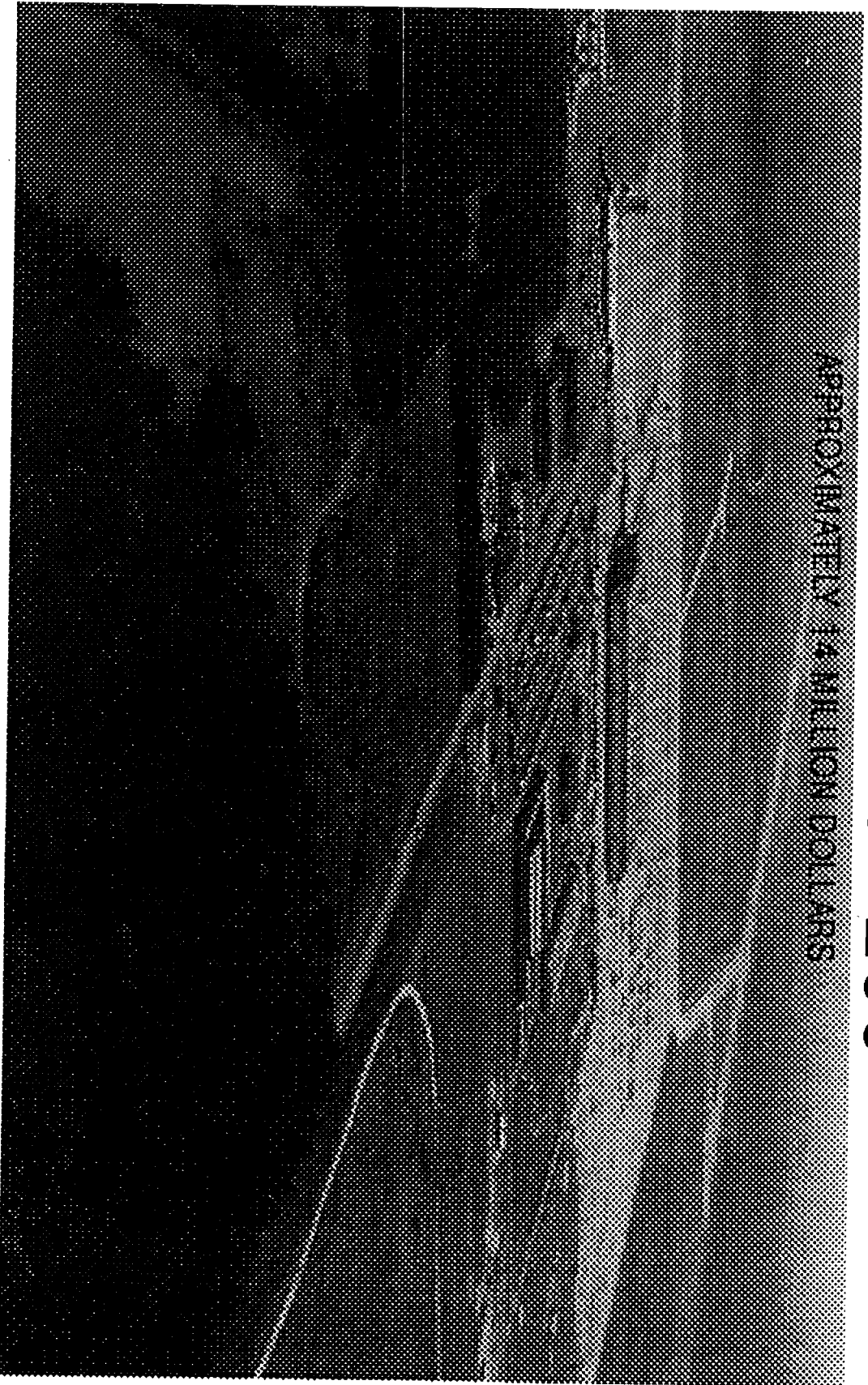
FIRST AIRCRAFT ARRIVE FY-96

FY-94 PROCURE 1 OFT & 1 IFT

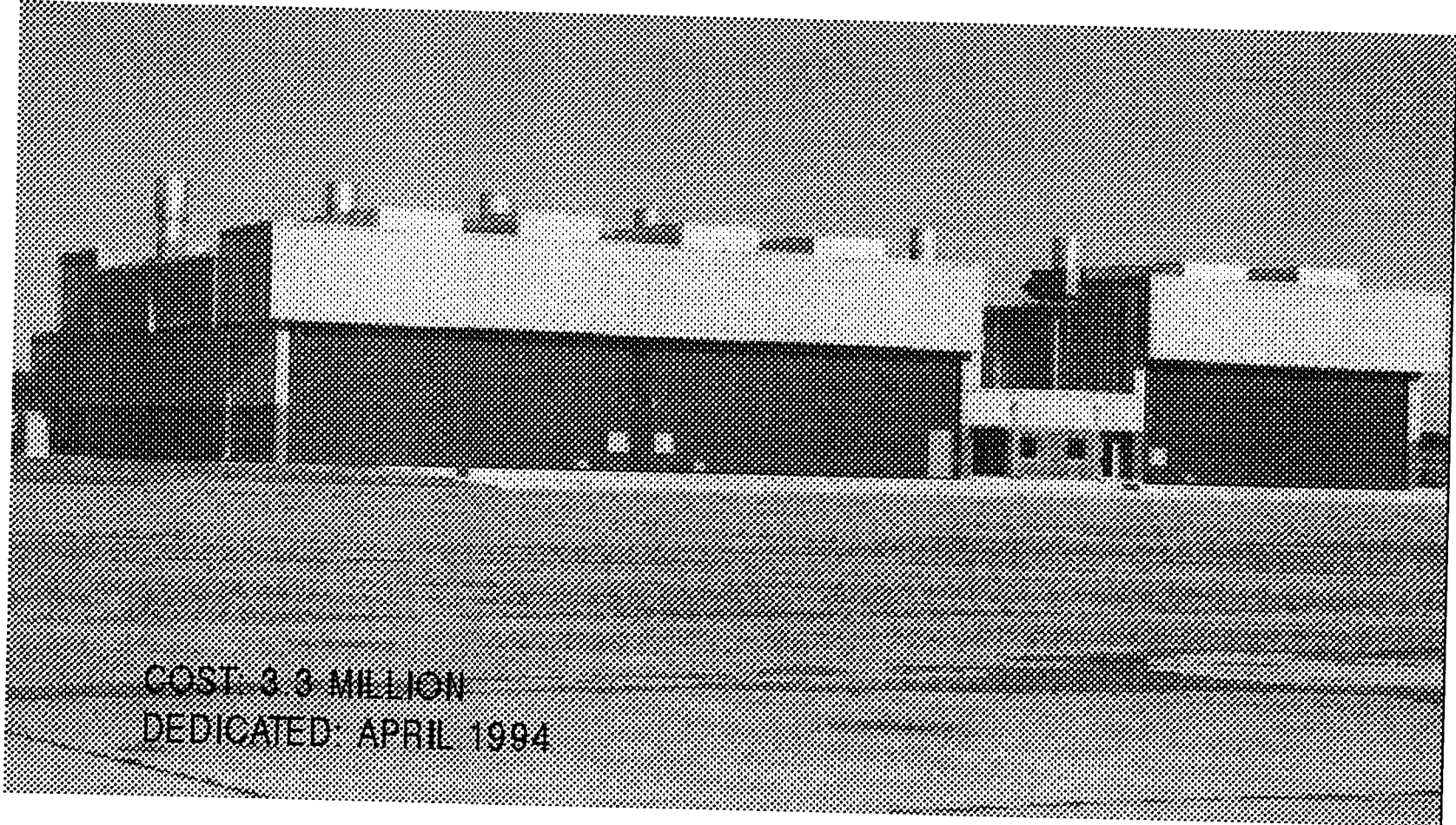
T-45 ACQUISITION FOR MERIDIAN: FY 97-12, FY 98-12, FY 99-12

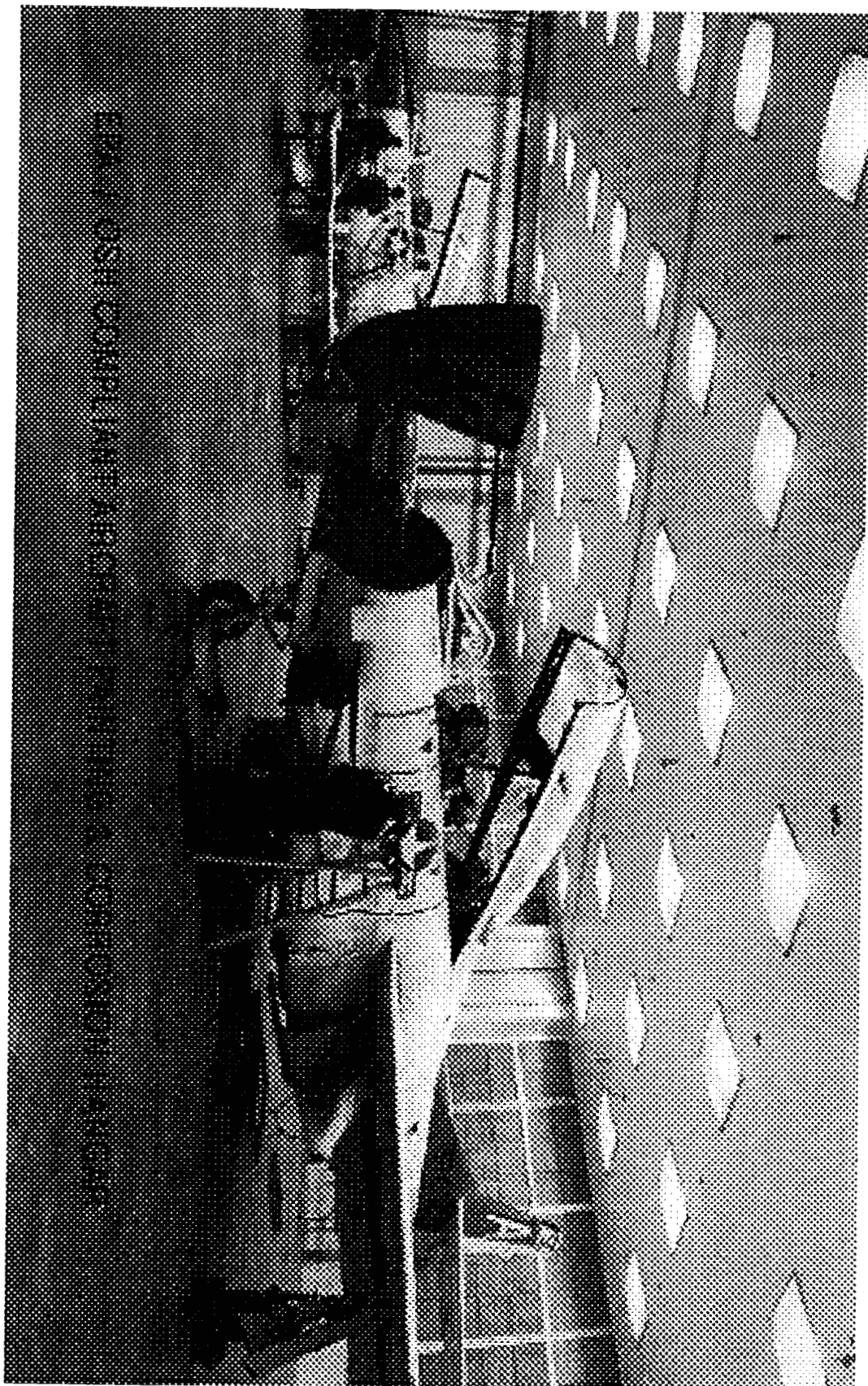
T-45 MILCON P-266

APPROXIMATELY 14 MILLION DOLLARS

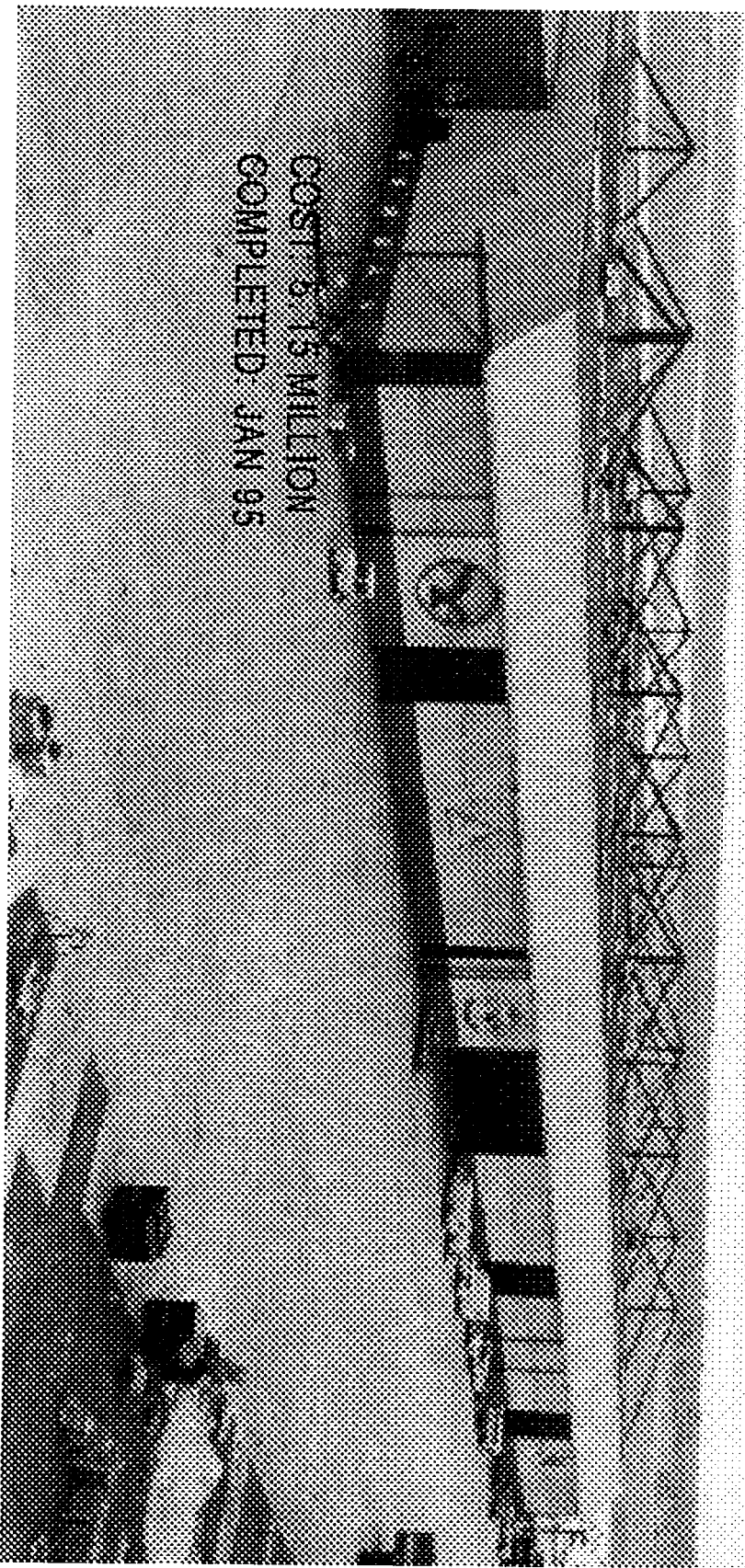


CORROSION CONTROL FACILITY

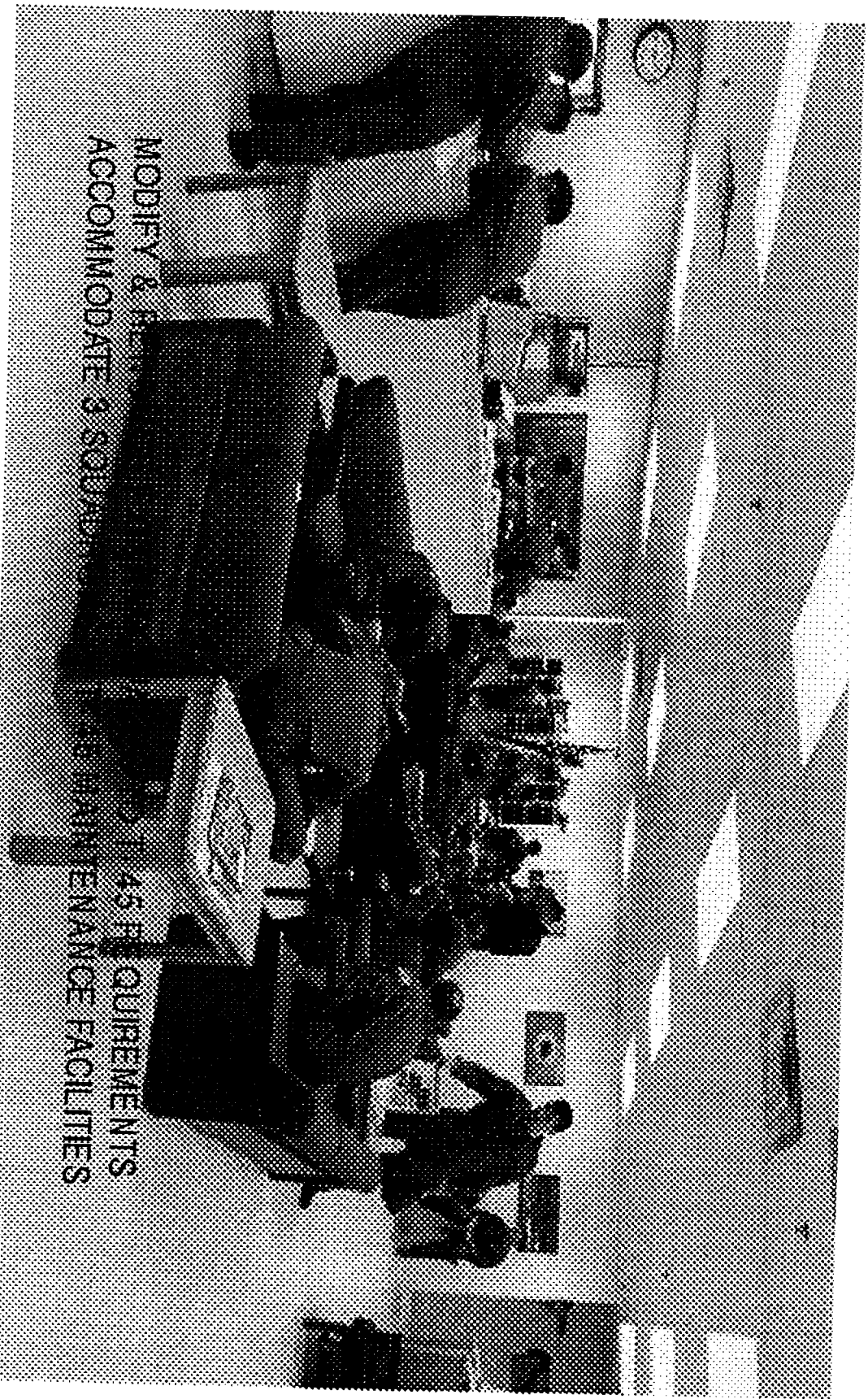




SQUADRON & MAINTENANCE HANGAR

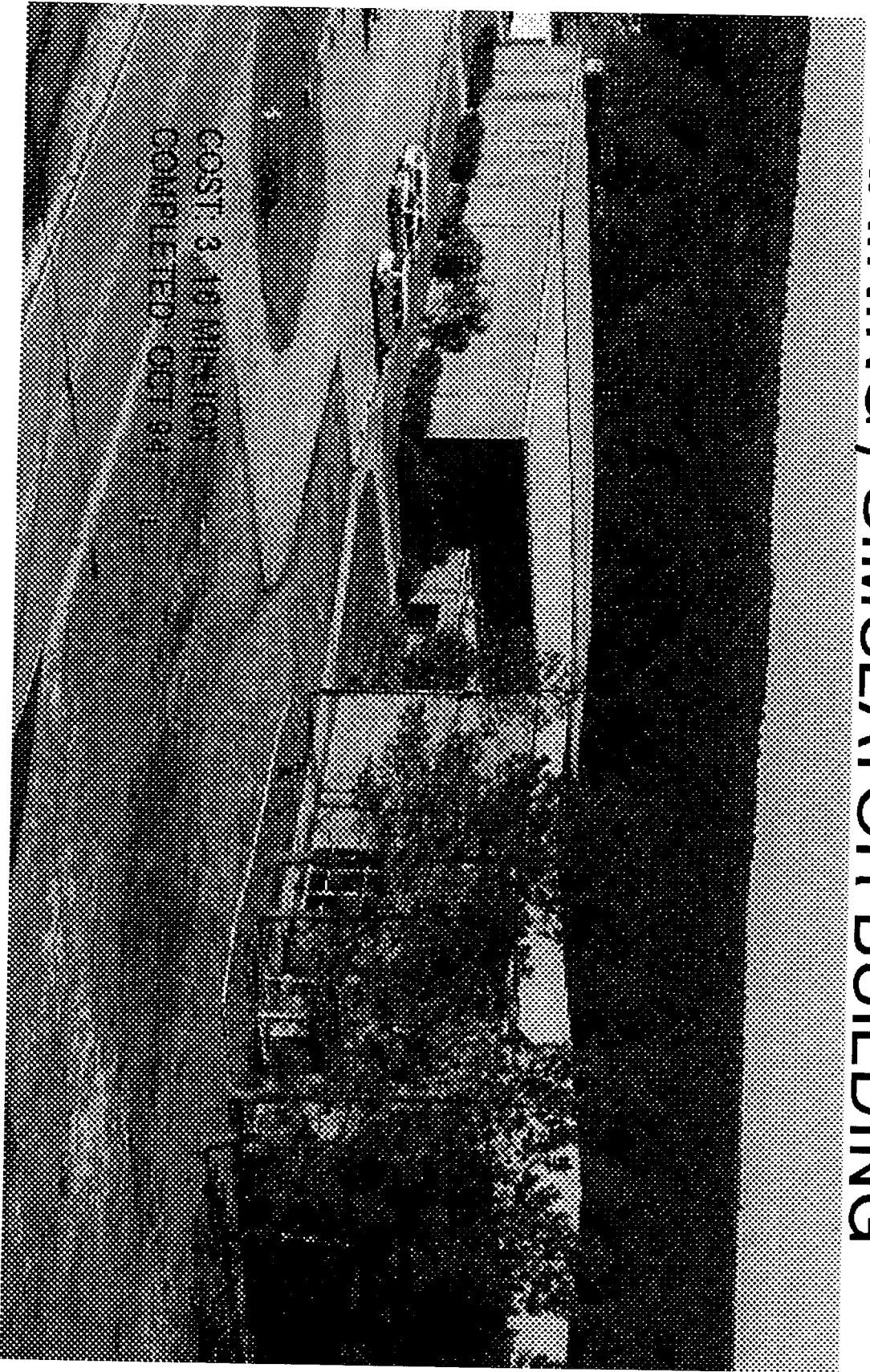


COST: \$13 MILLION
COMPLETED: JAN 95

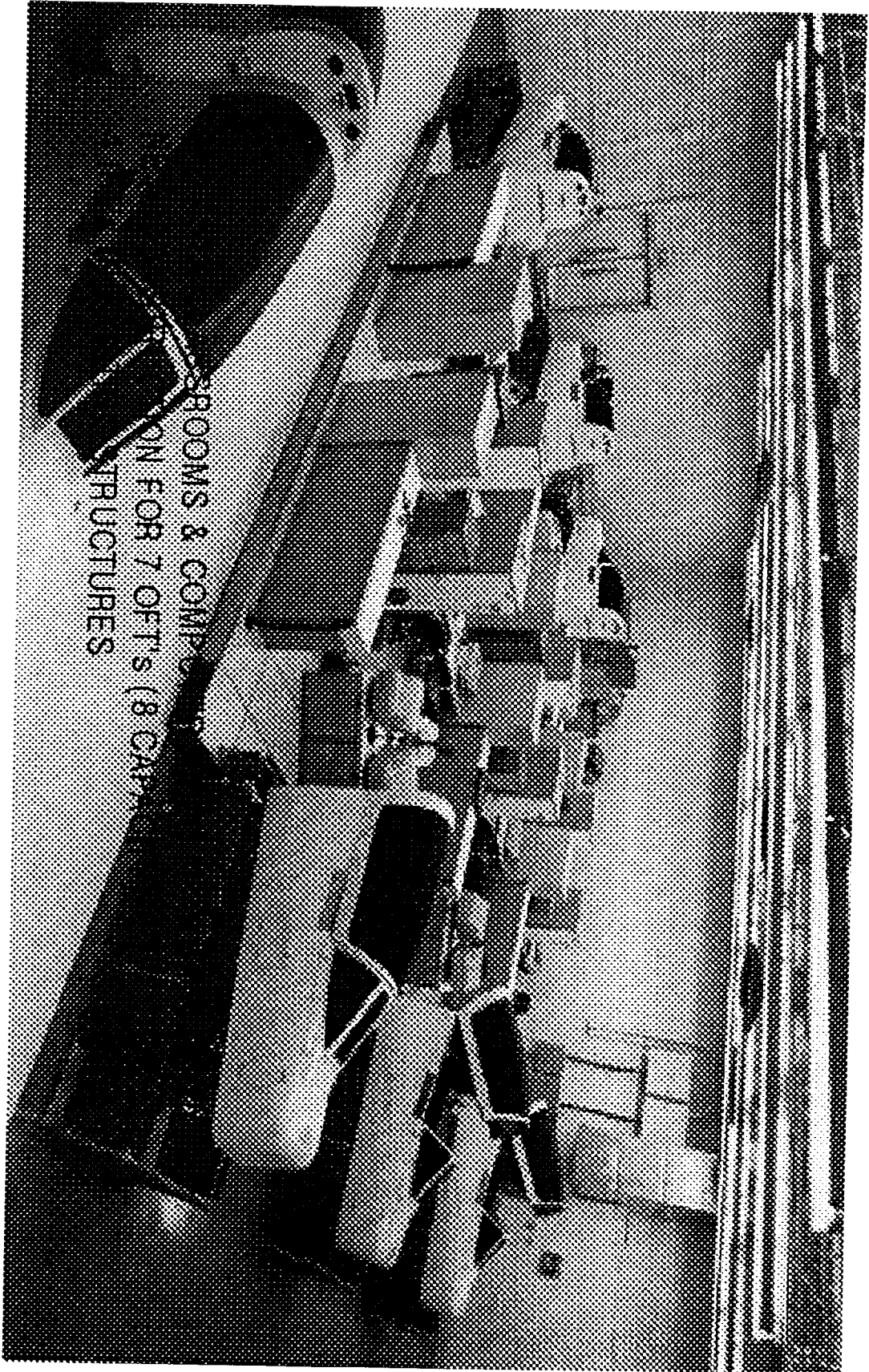


MODIFY & MAINTAIN
ACCOMMODATE & SUPPORT
45 REQUIREMENTS
MANAGEMENT FACILITIES

TRAINING / SIMULATOR BUILDING

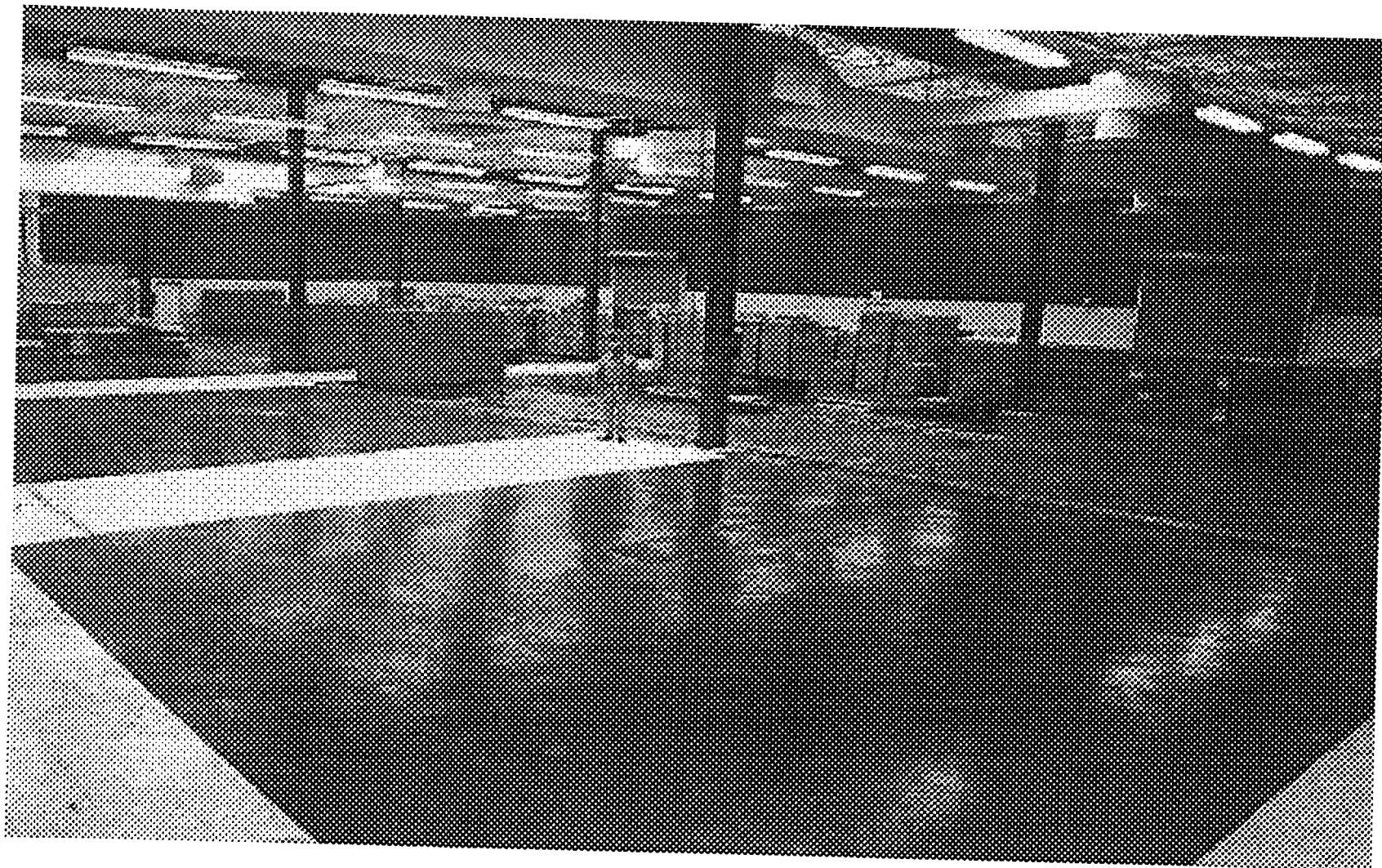


COST 3.10 MILLION
COMPLETED OCT 98

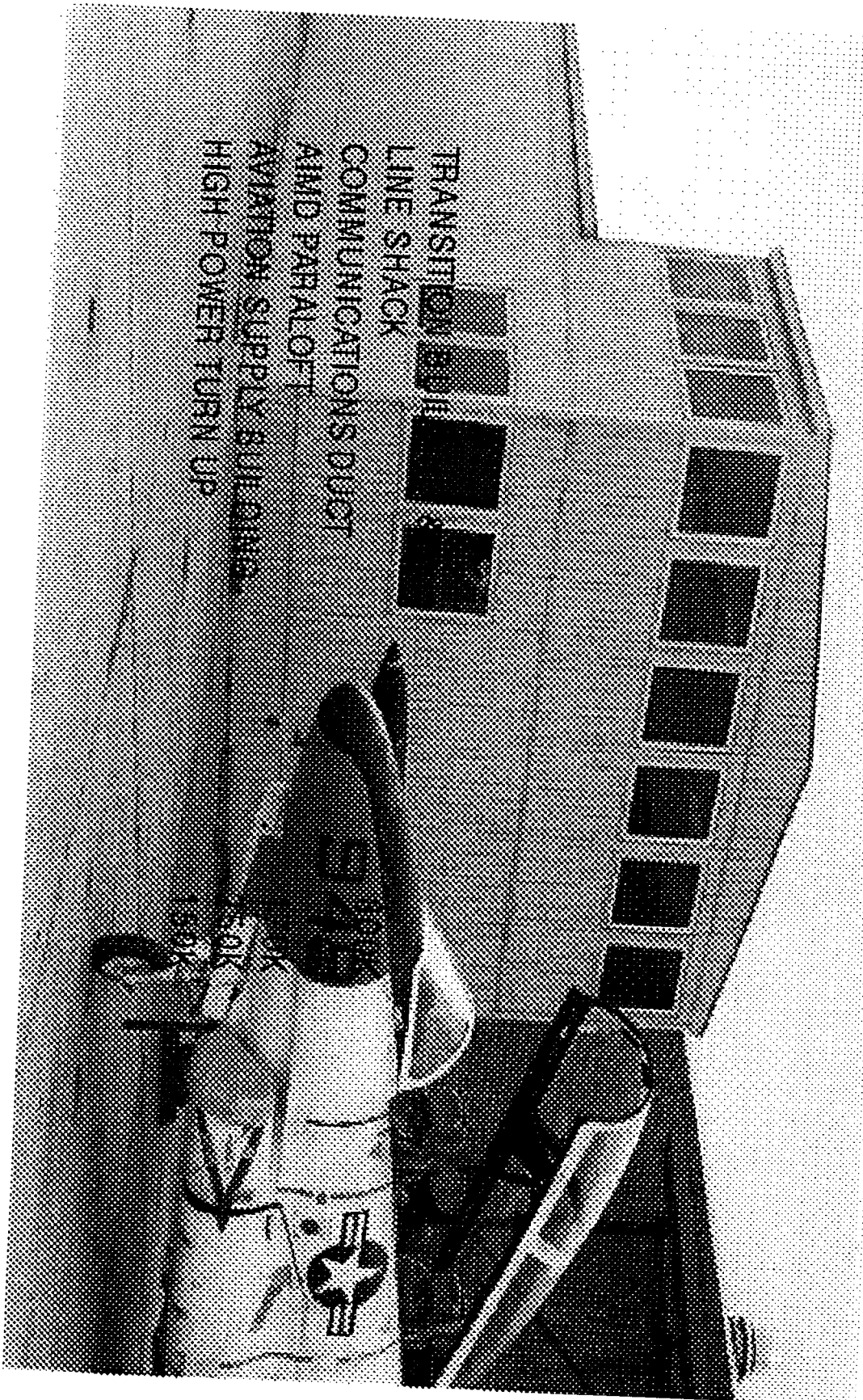


ROOMS & COMP
ON FOR 7 OFTS (3 CA
STRUCTURES

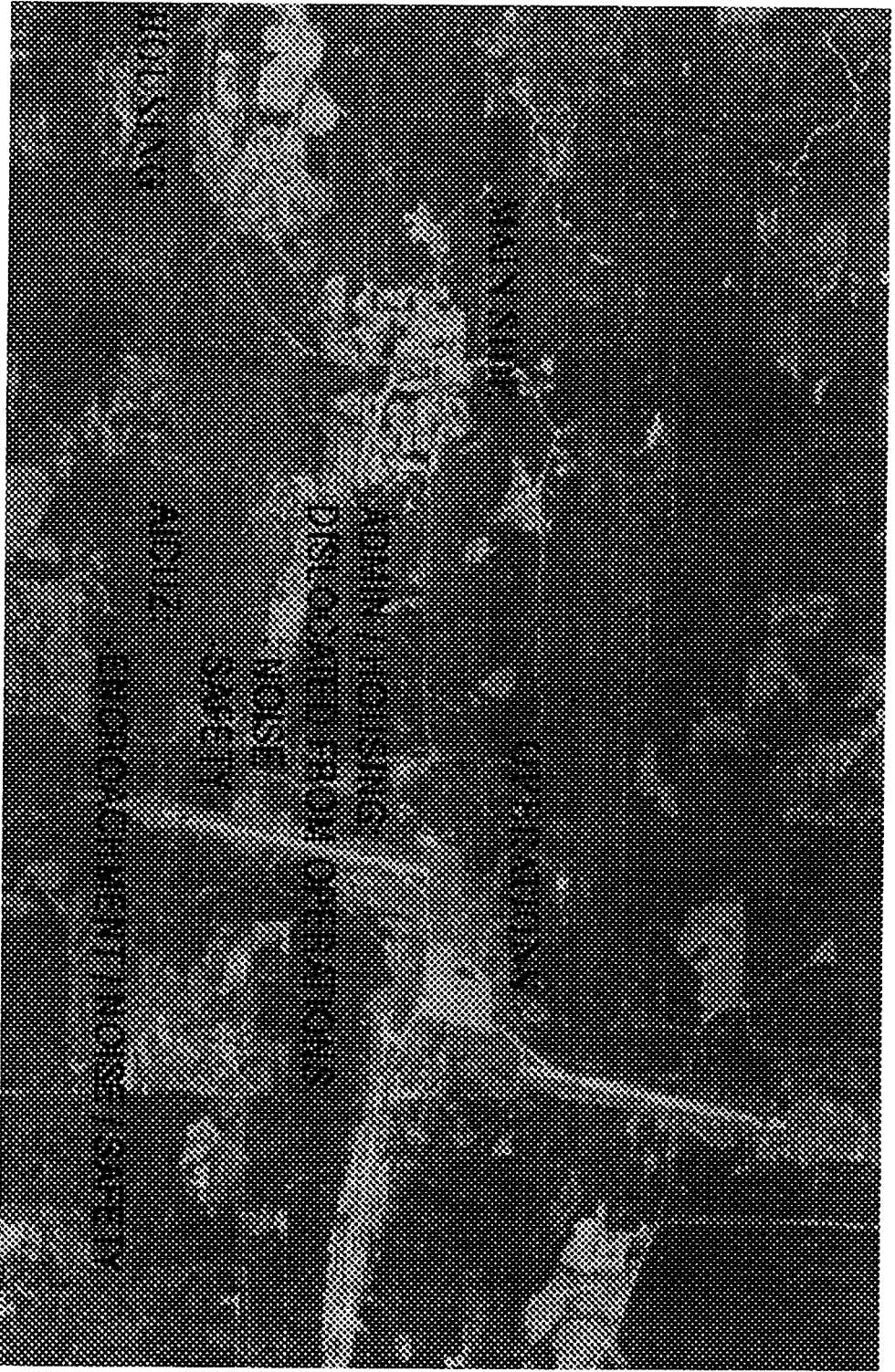
T-45 OFT SIMULATOR BAY



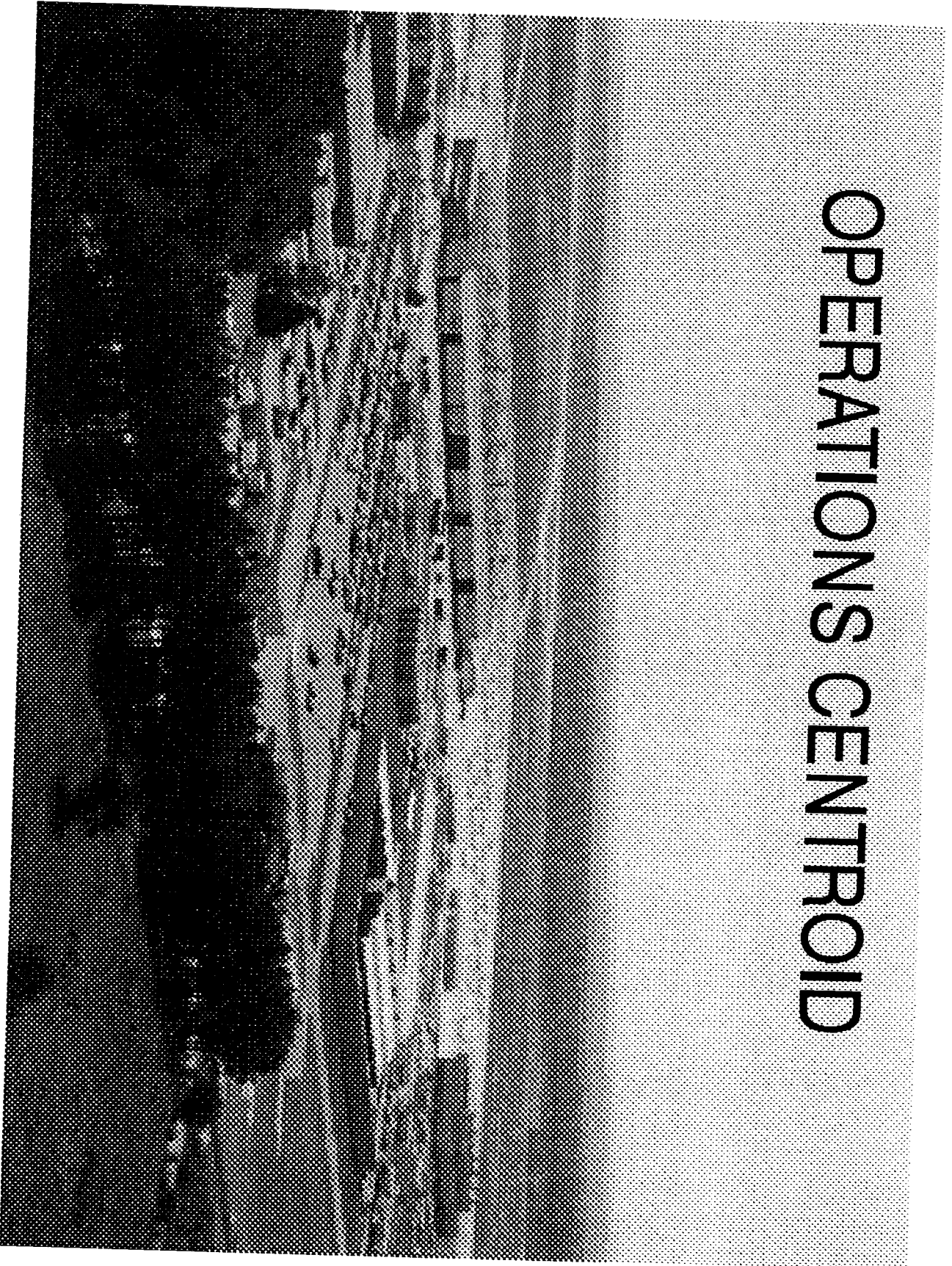
T-45 SUPPORTING CONSTRUCTION



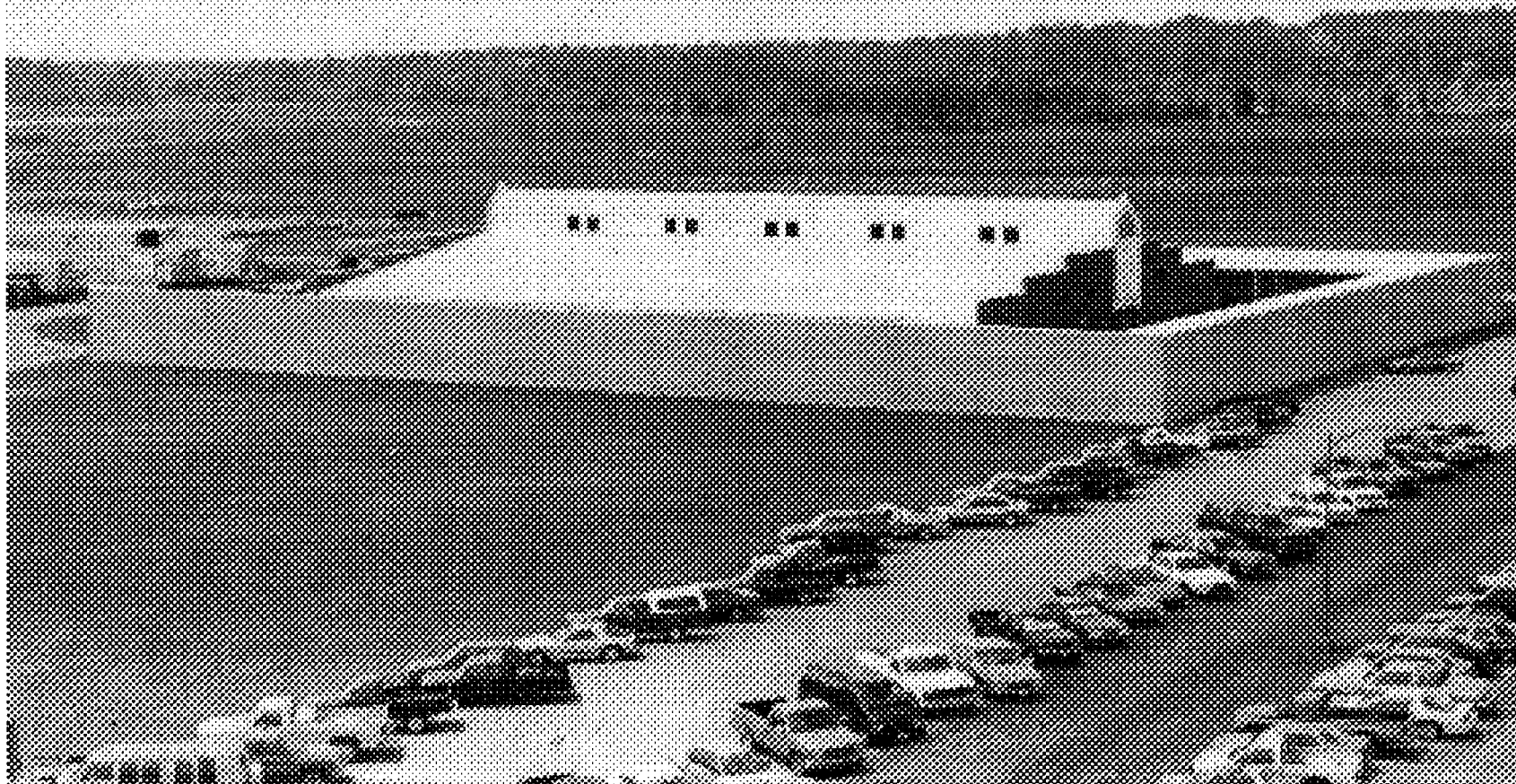
NAS MERIDIAN



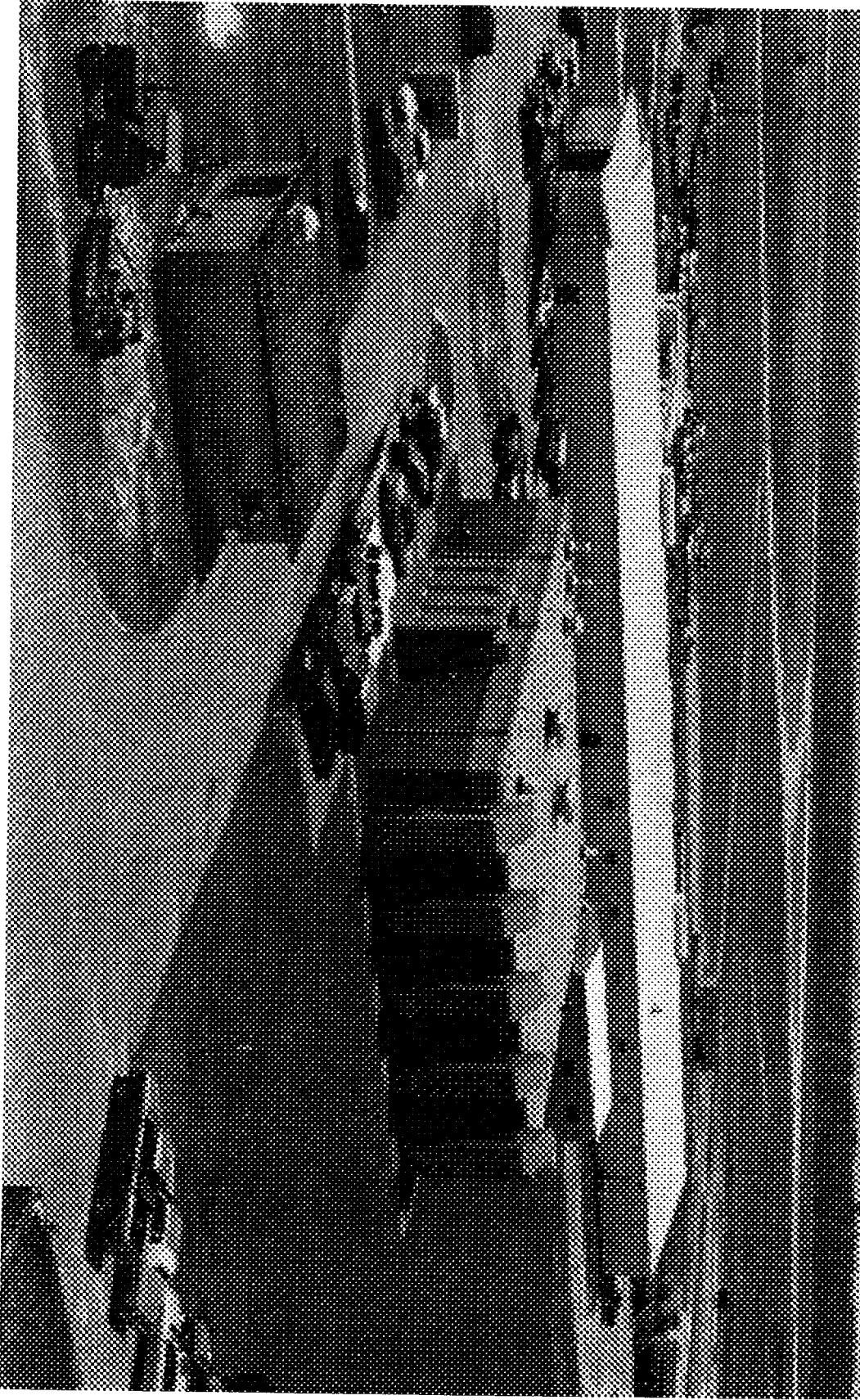
OPERATIONS CENTROID



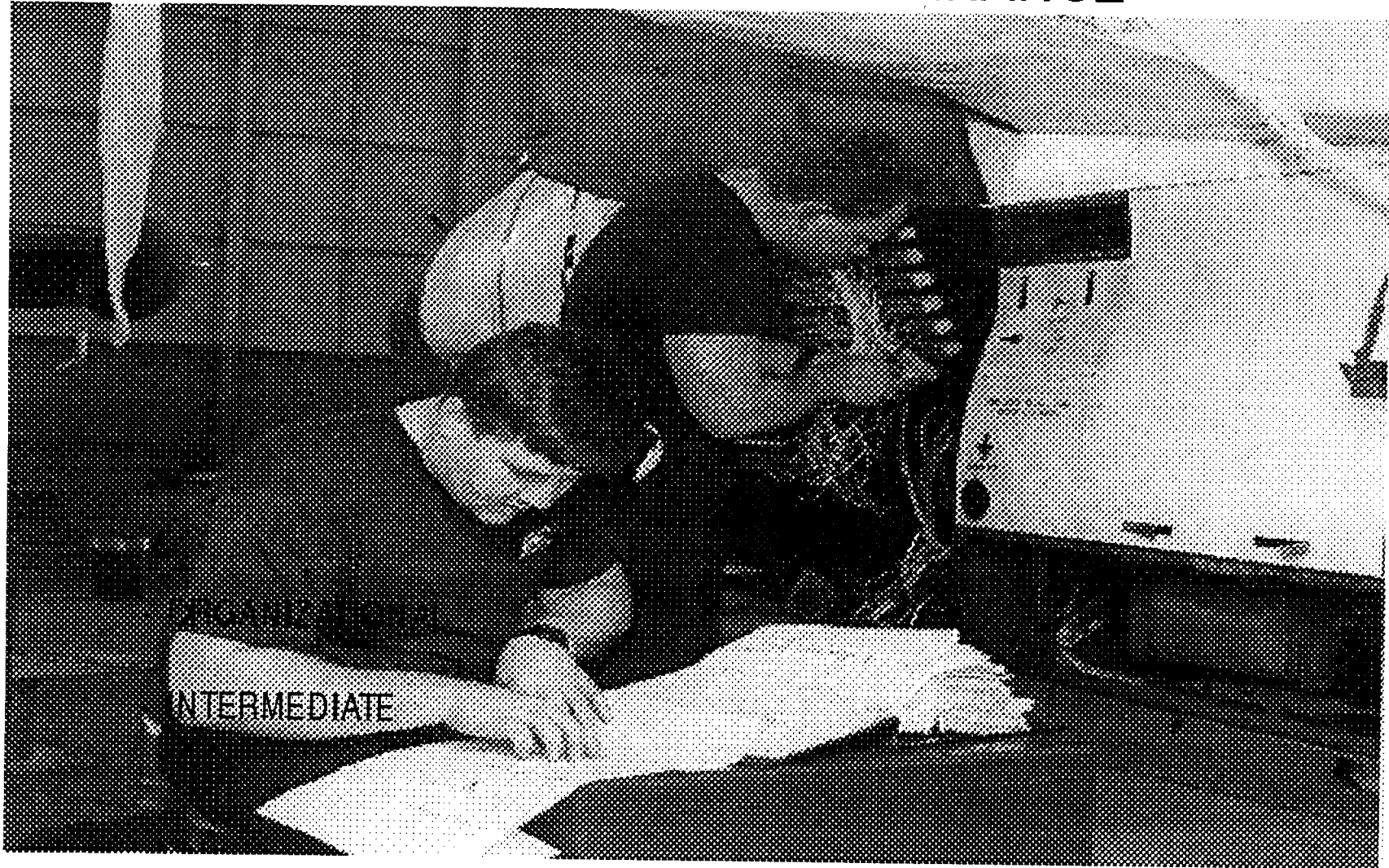
GROUND SUPPORT EQUIPMENT FACILITY



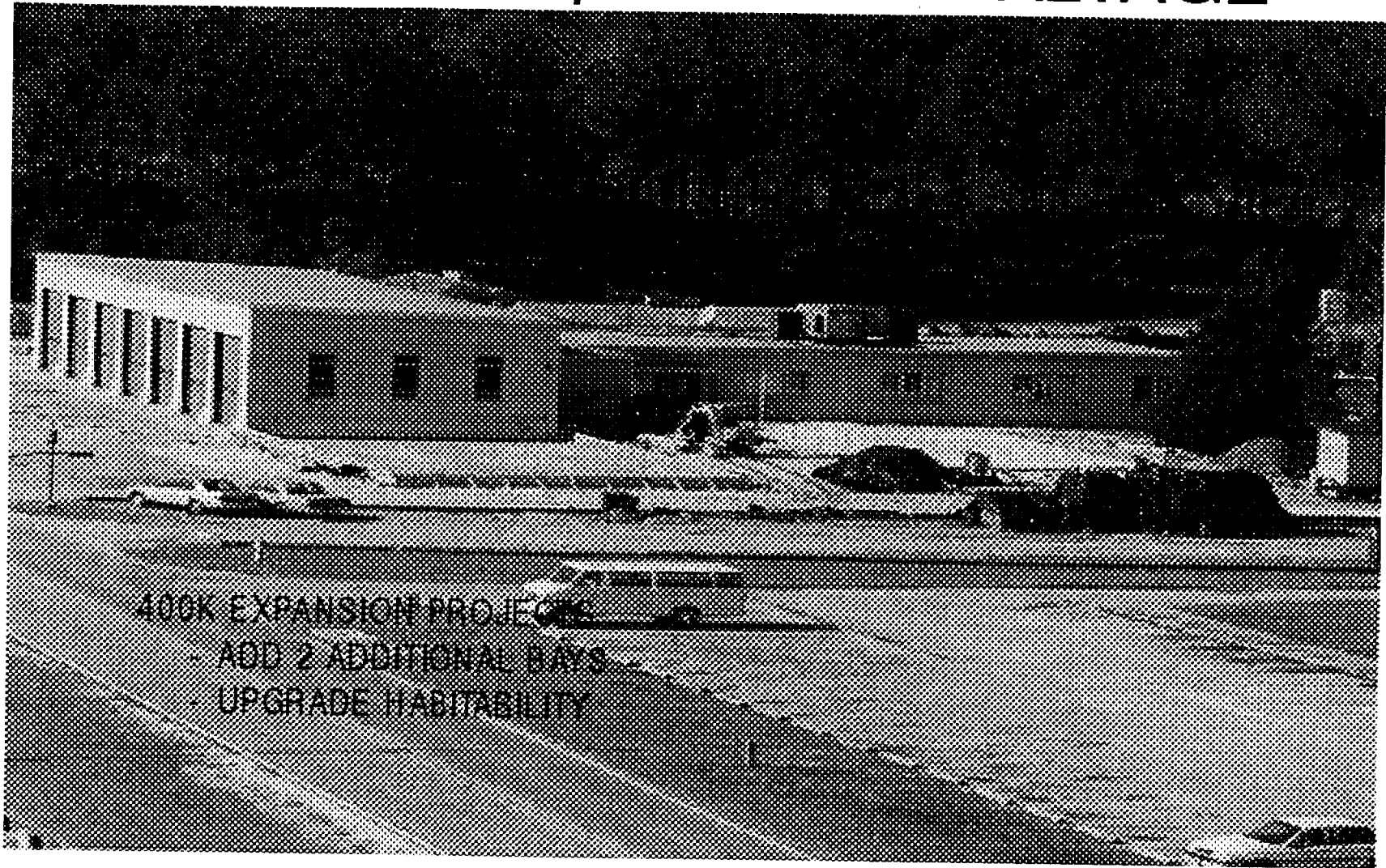
AVIATION SUPPLY/AVIONICS SUPPORT FACILITY



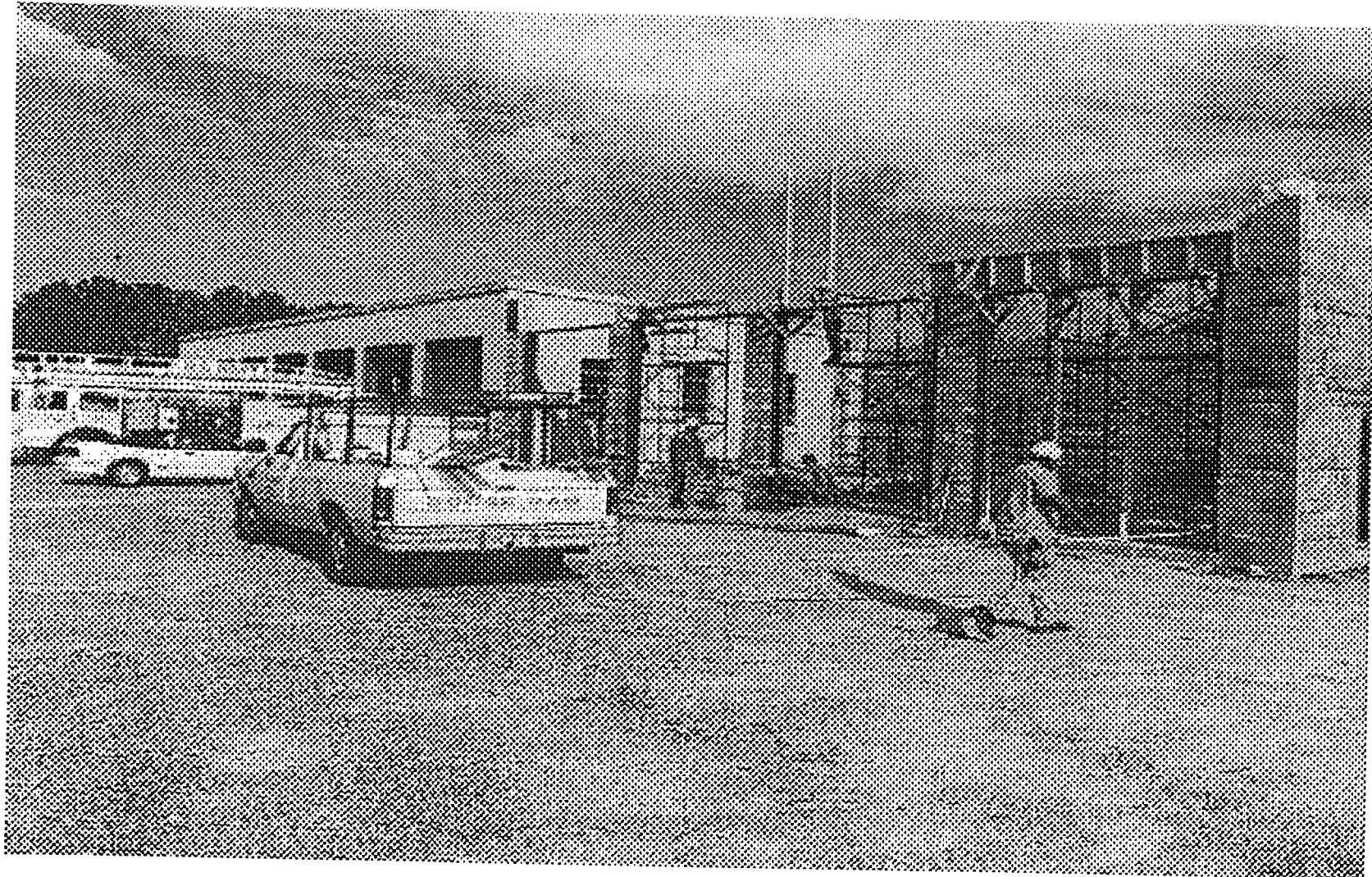
CIVILIAN CONTRACT MAINTENANCE



FIRE STATION / CRASH & SALVAGE



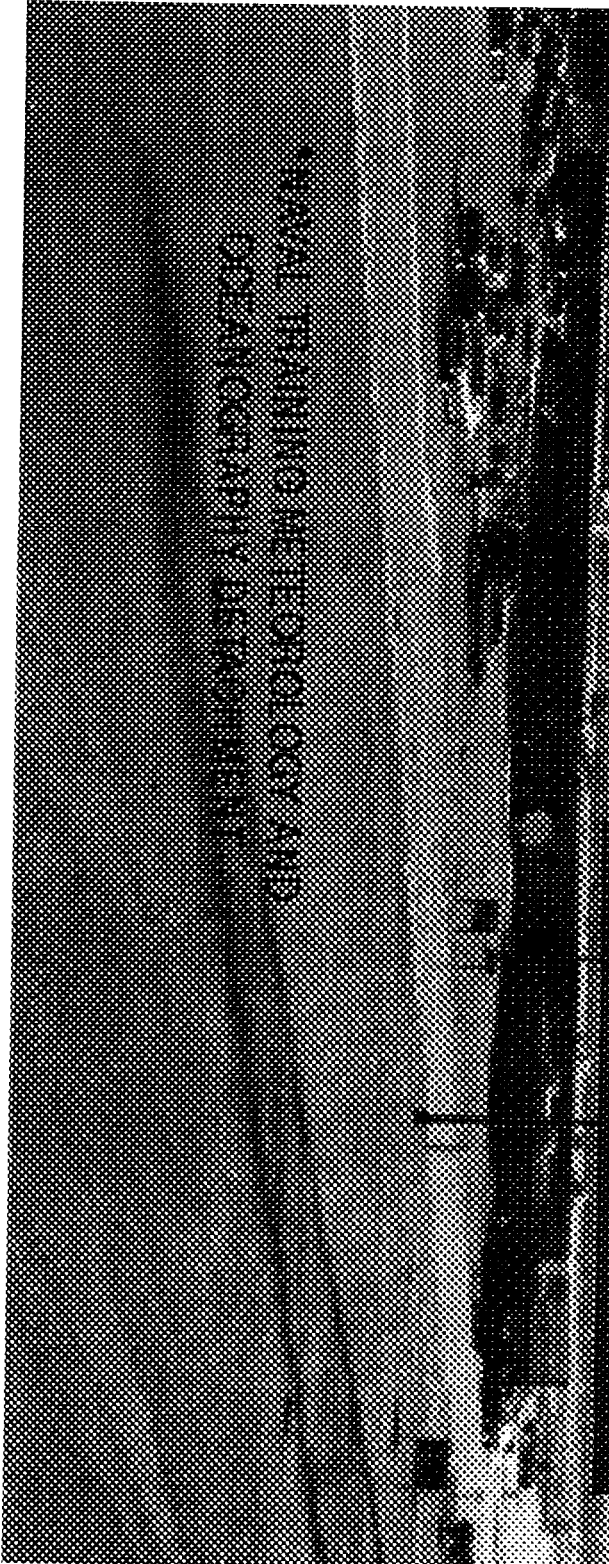
CENTROID FIRE STATION RENOVATION

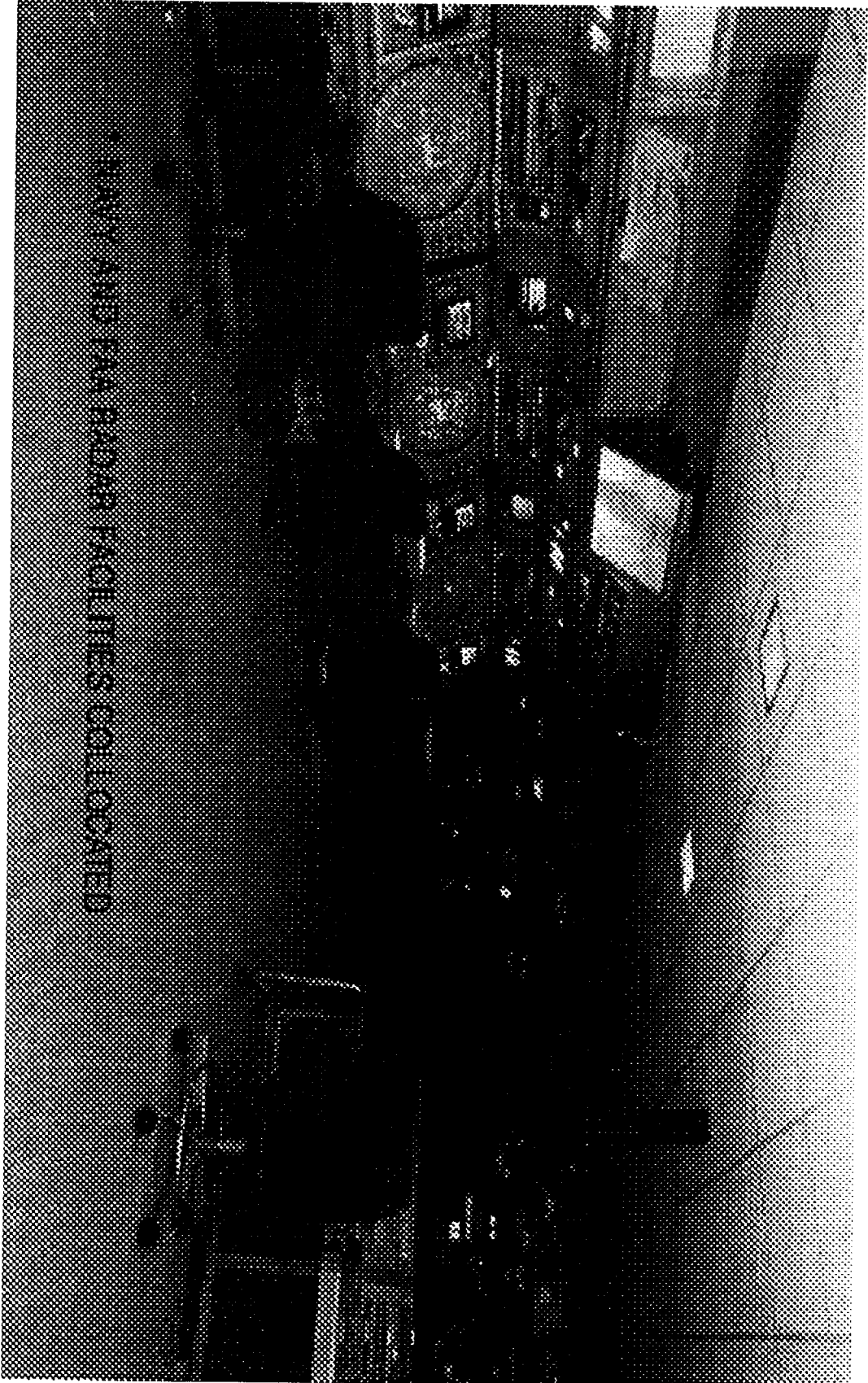


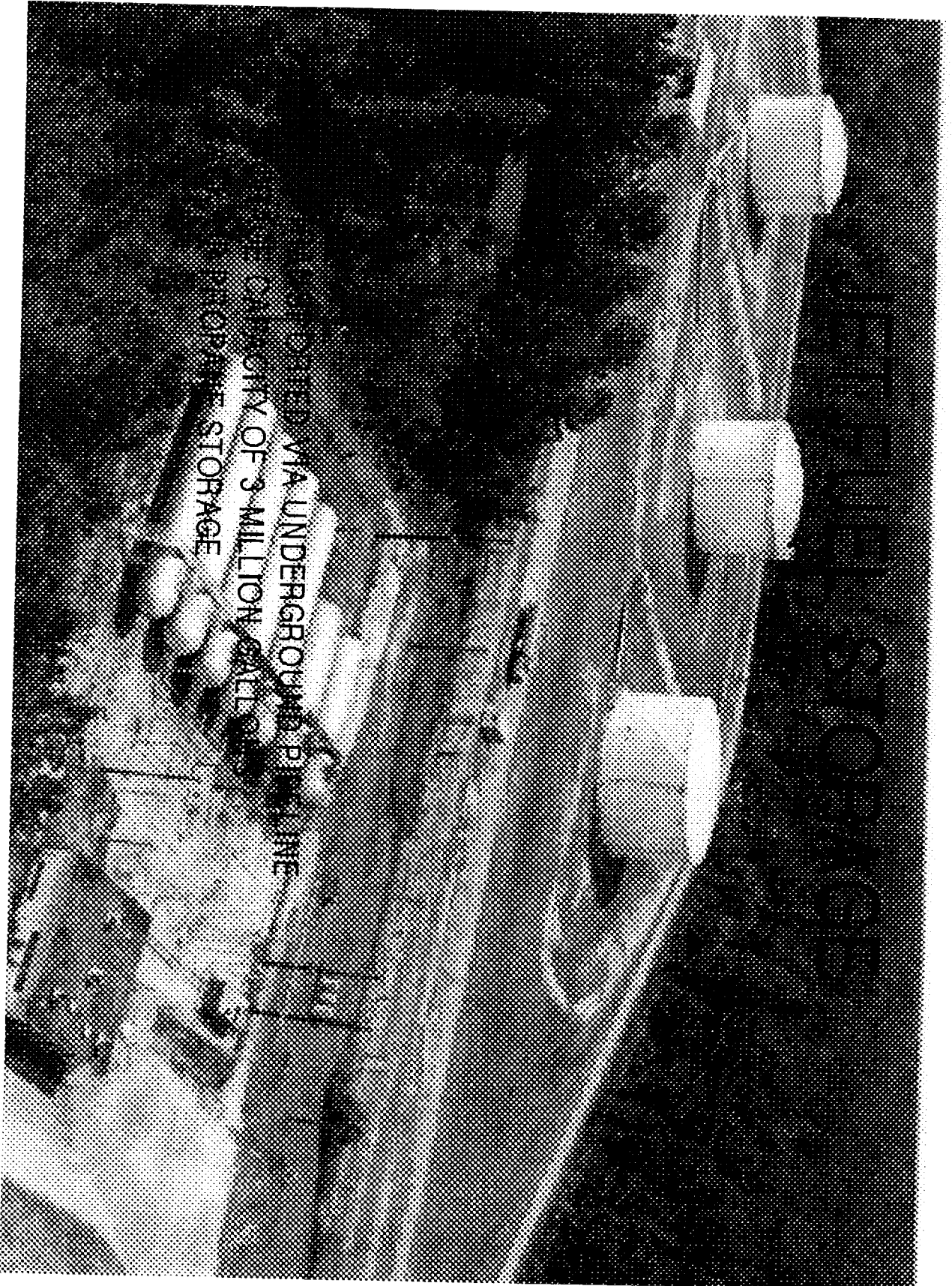
BASE OPERATIONS



AVIATION TRAINING CENTER
OCEAN COUNTY AIRPORT

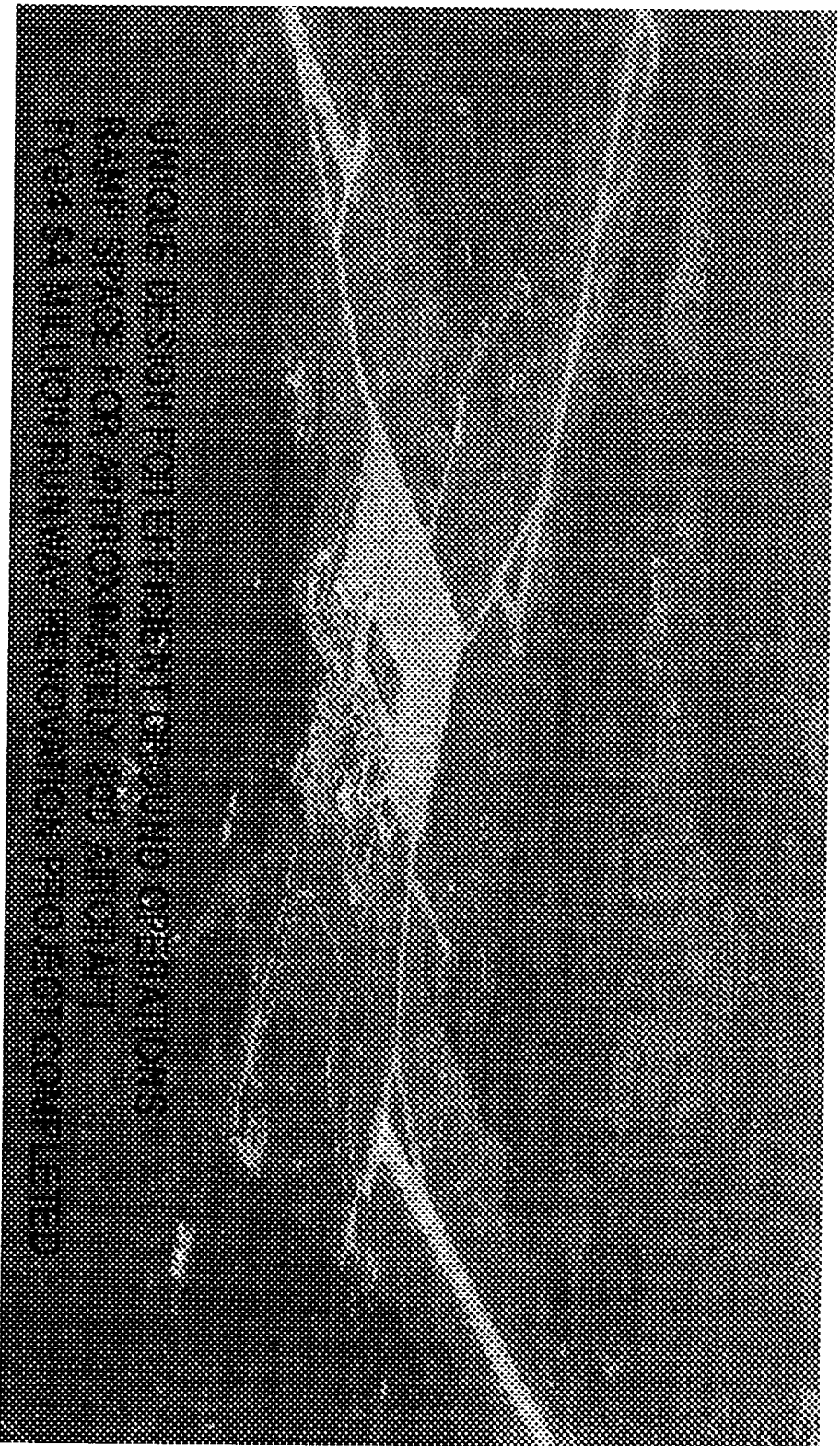




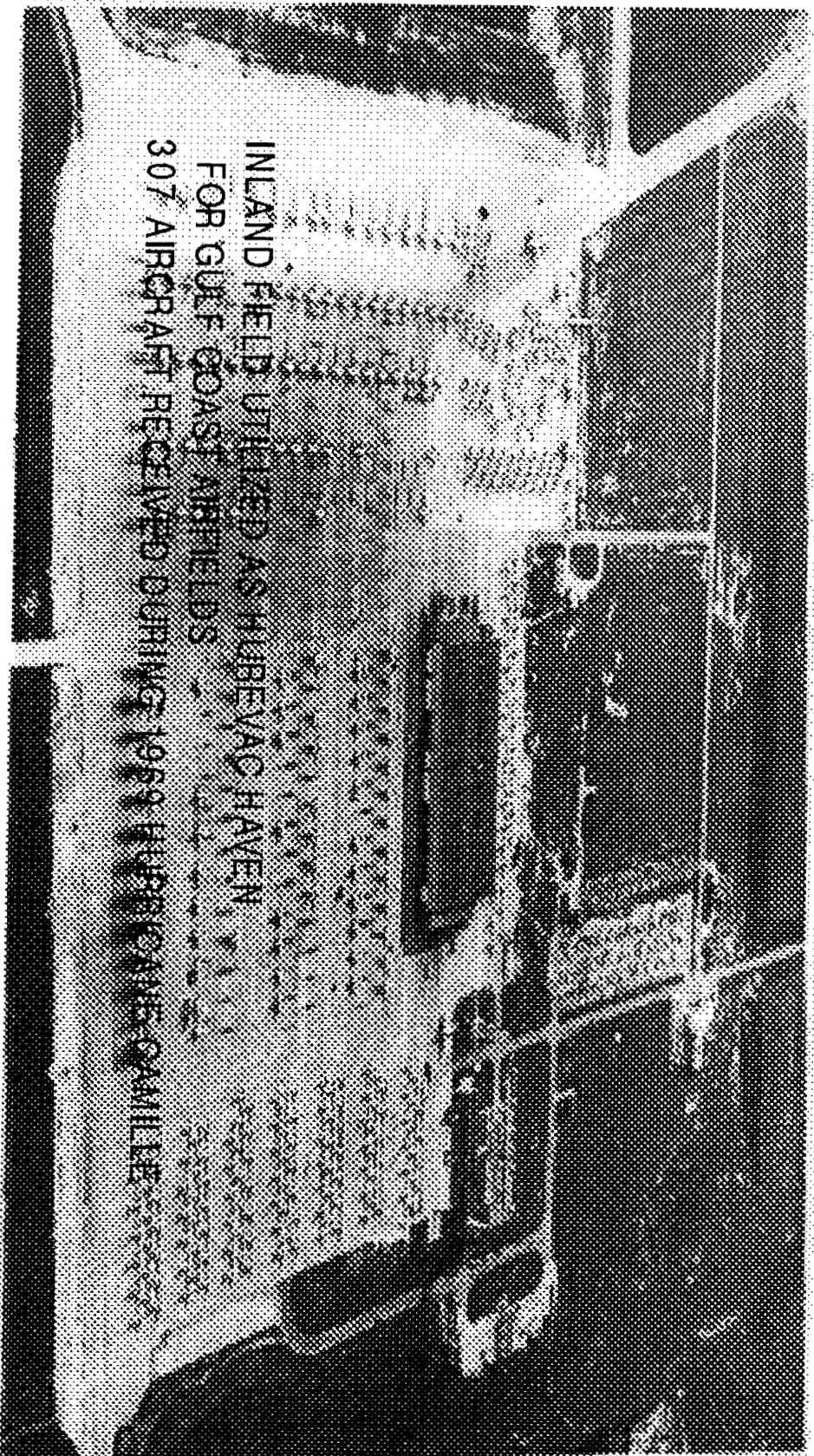


STORAGE VIA UNDERGROUND PIPELINE
CAPACITY OF 3 MILLION GALLONS
FOR THE STORAGE

MCCAIN FIELD

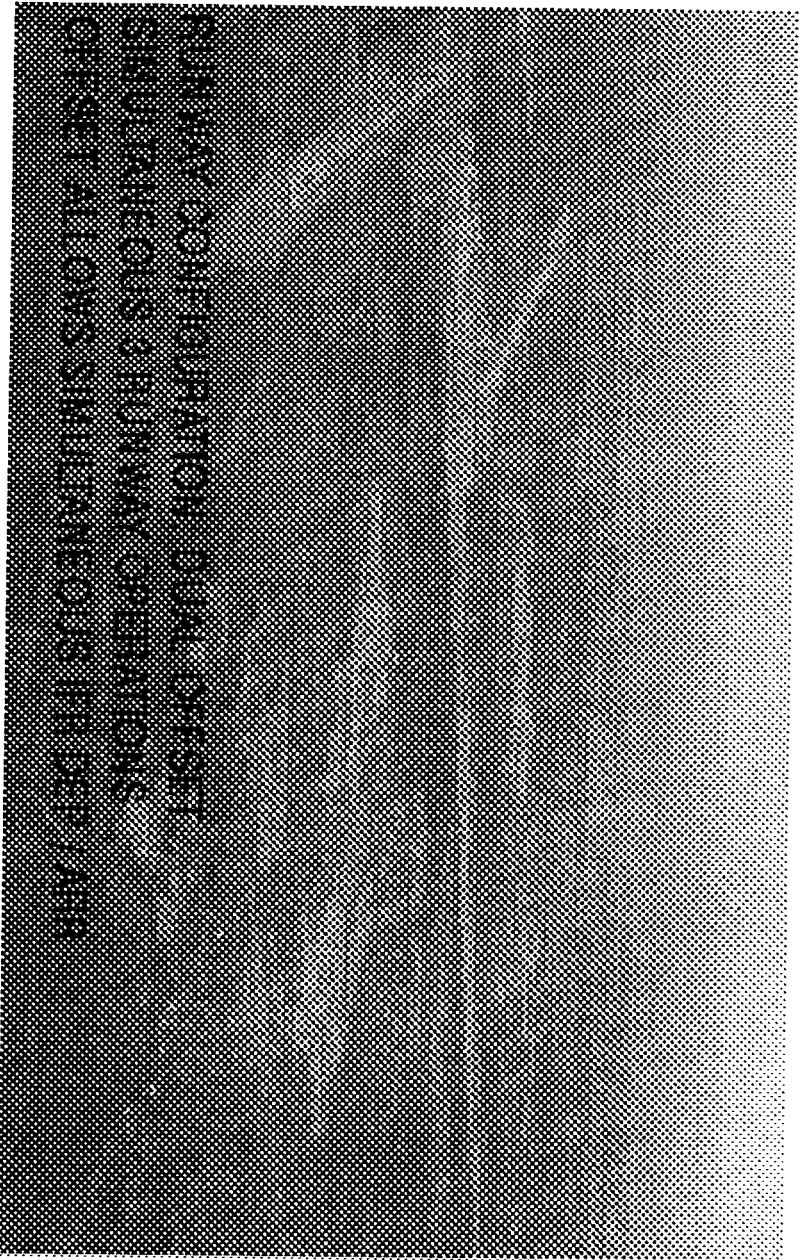


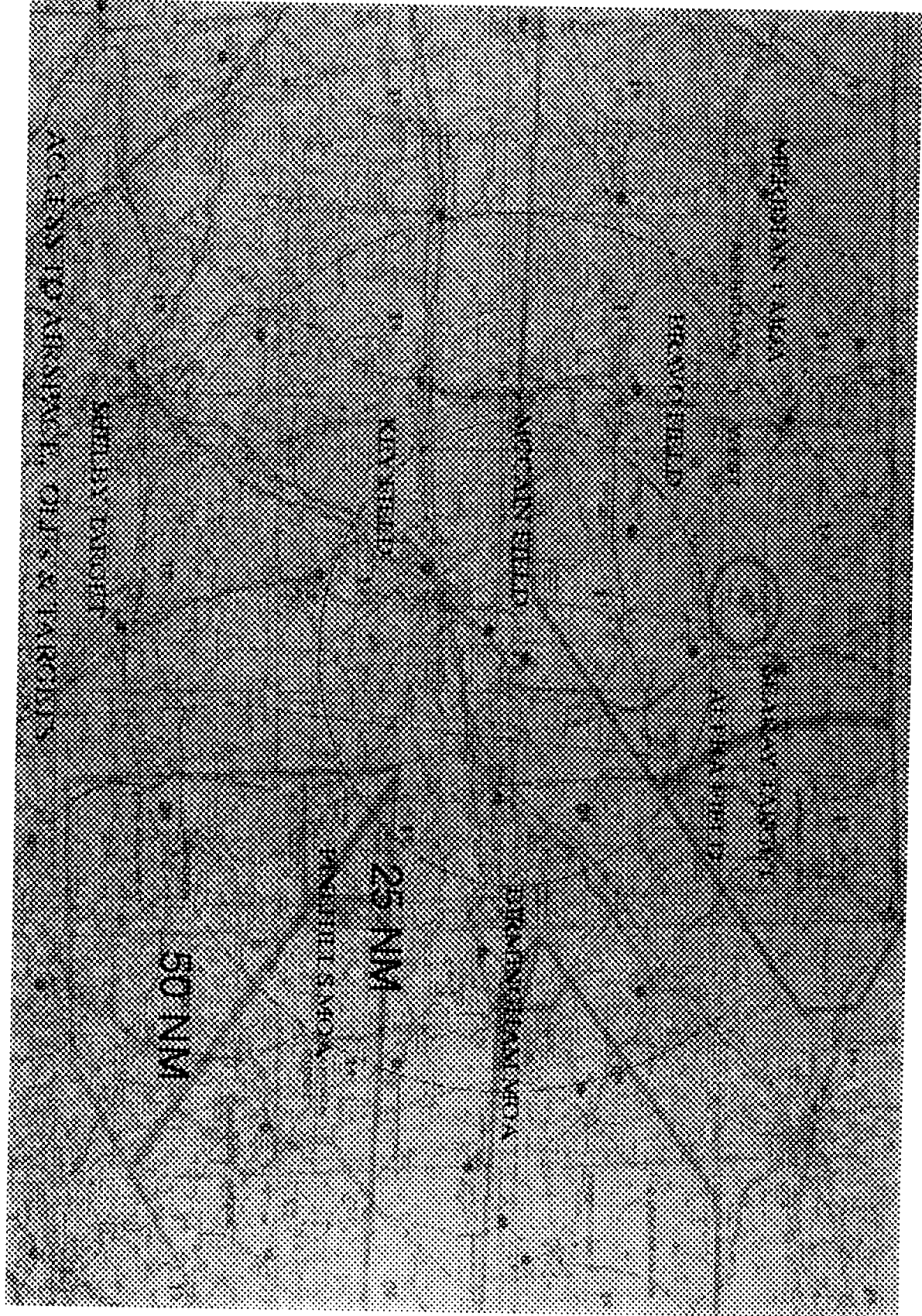
NAS MERIDIAN 1969 HUREVAC



INLAND FIELD UTILIZED AS HUREVAC HAVEN
FOR GULF COAST AIRFIELDS
307 AIRCRAFT RECEIVED DURING 1969 HUREVAC CAMILLE

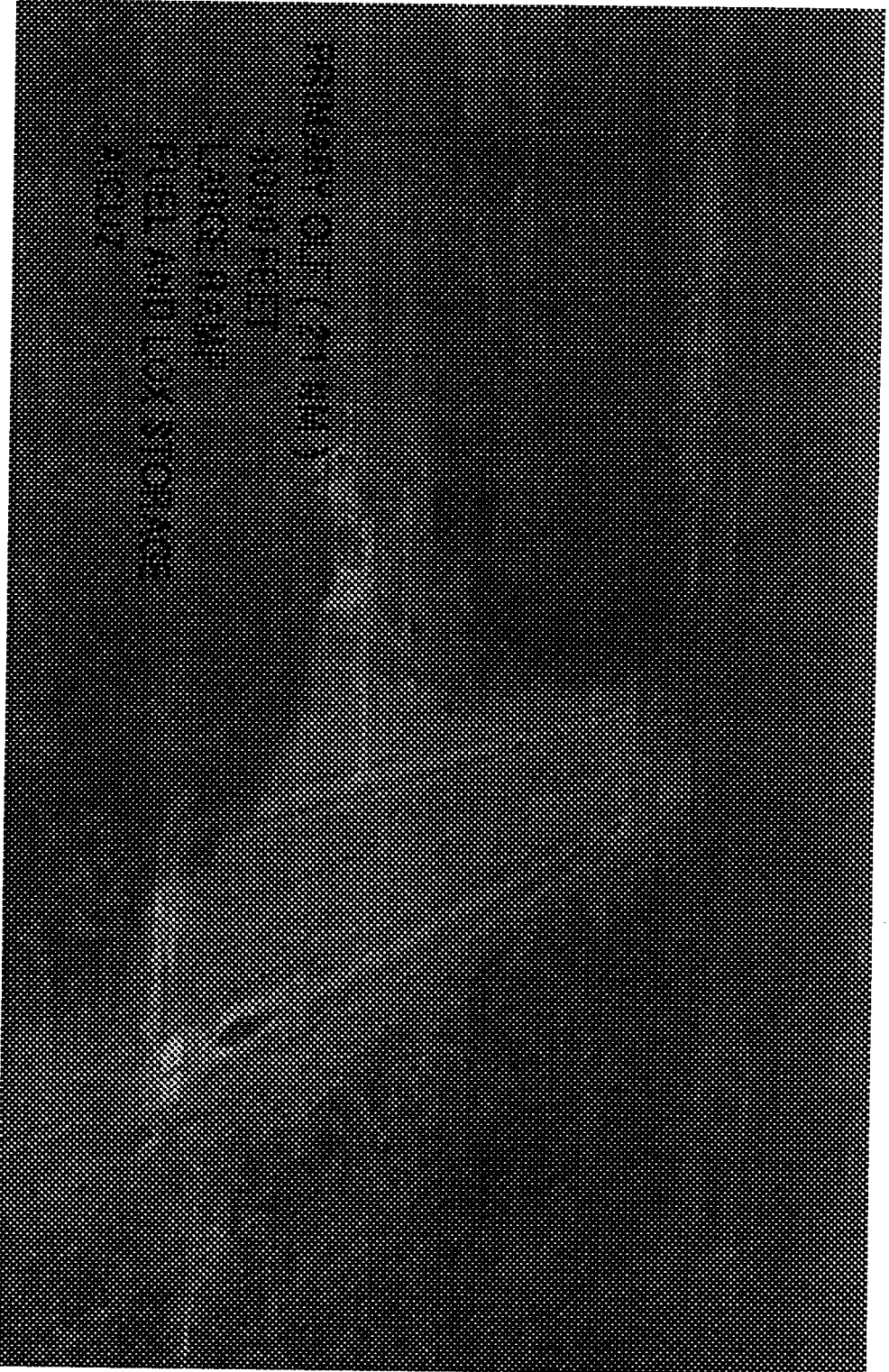
MCCAIN FIELD





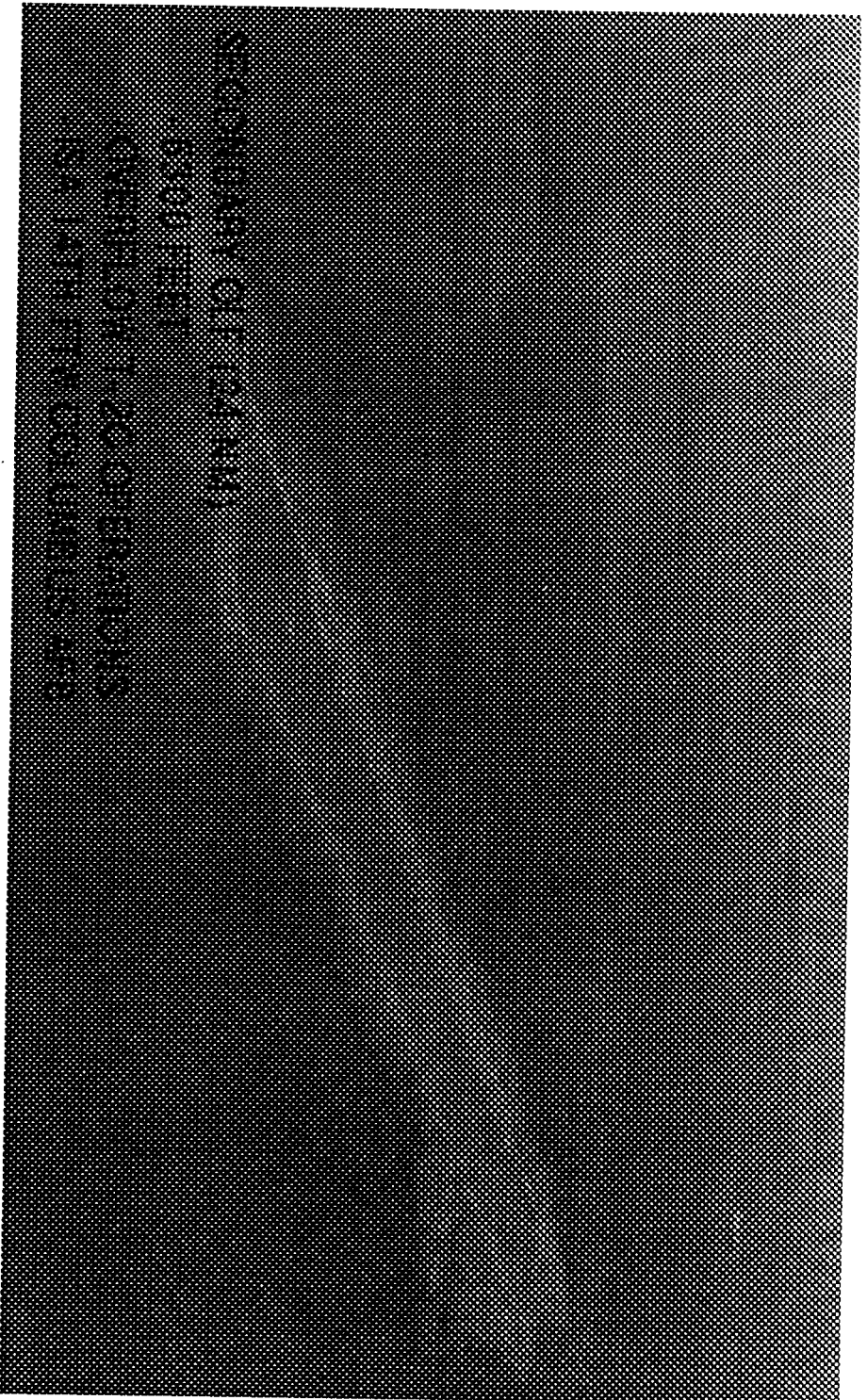
OLF BRAVO

"JOE WILLIAMS"

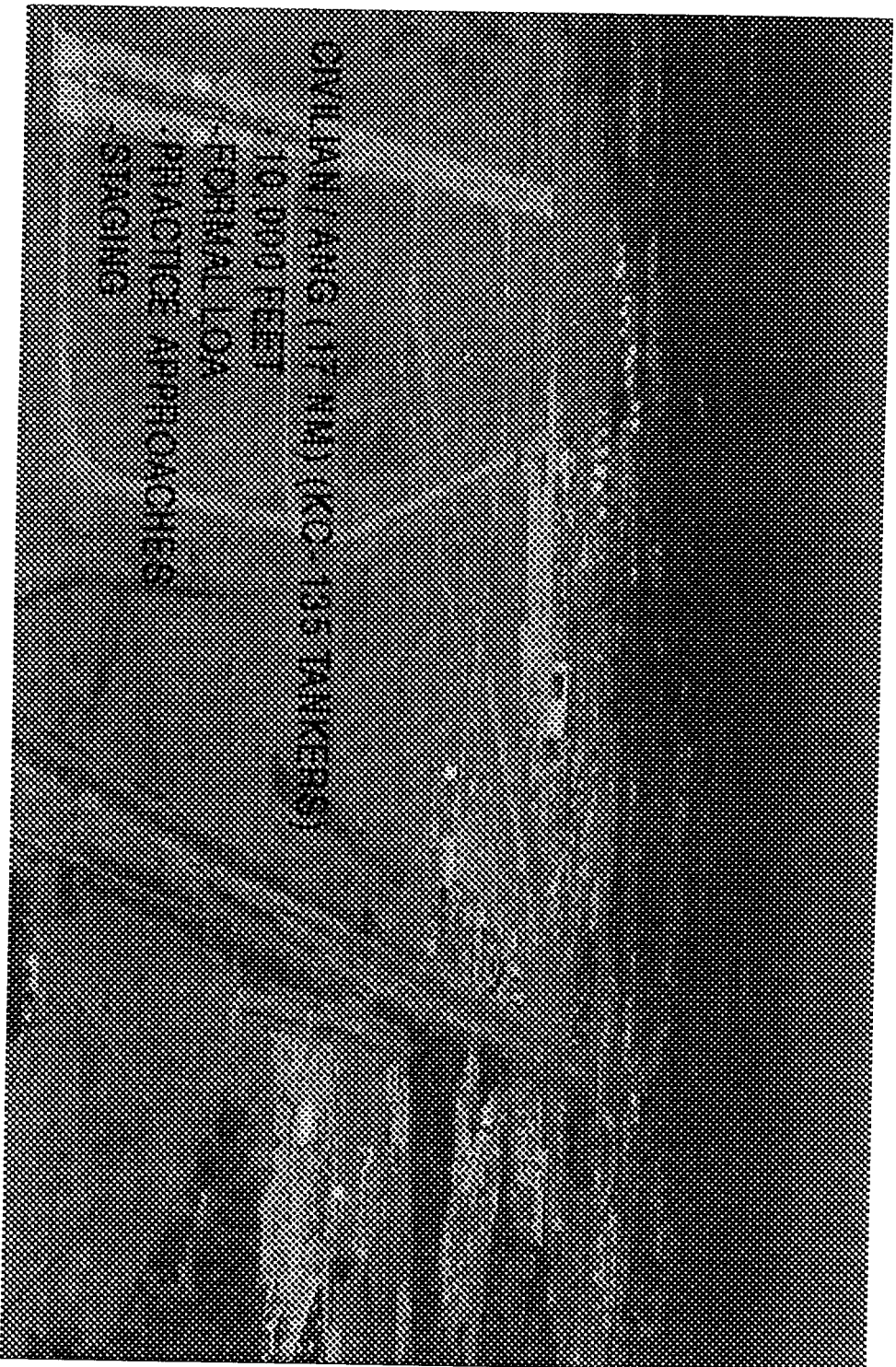


OLF ALPHA

"GUN SHY"



KEY FIELD



OWENBANK AND (FIND) CO. 100 PARKWAY

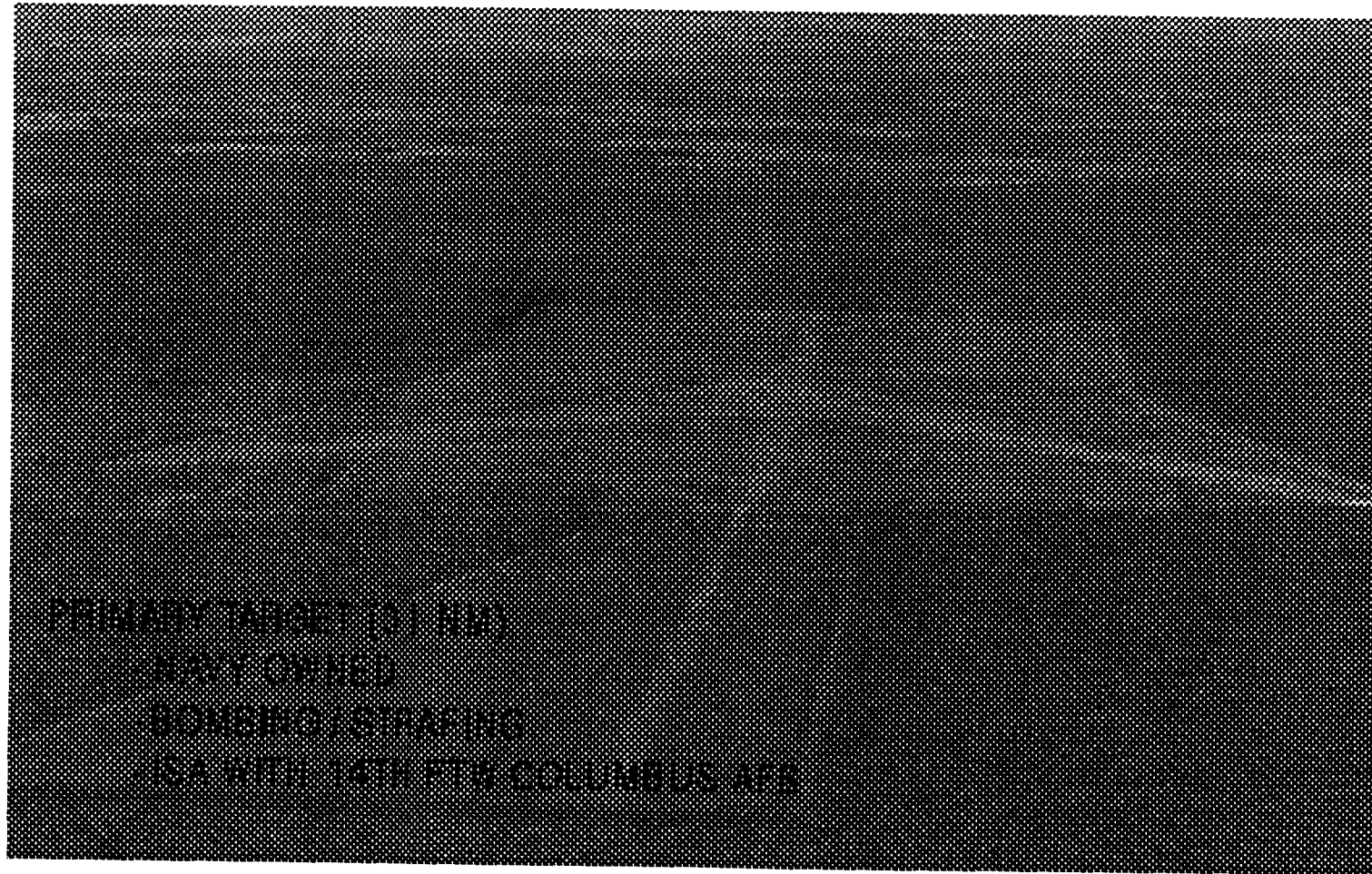
19 1000 FEET

FORWARD FOR

PRACTICE APPROACHES

CHICAGO

SEARAY TARGET

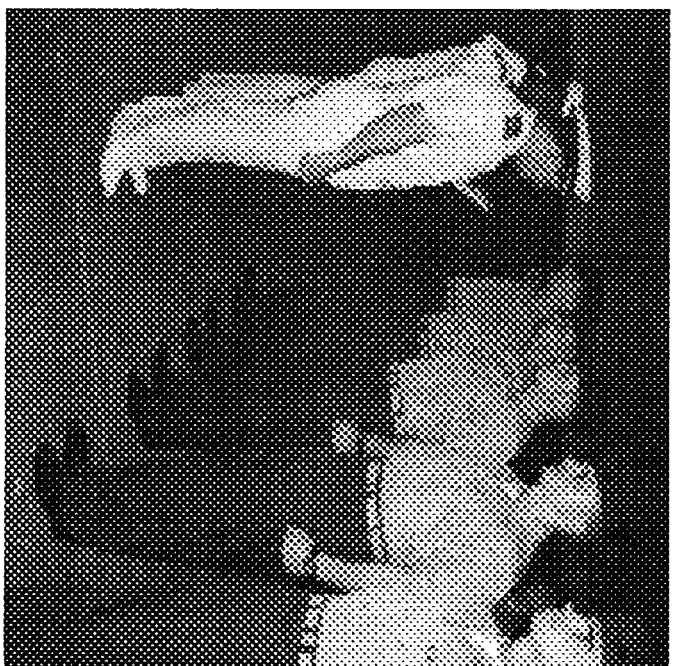
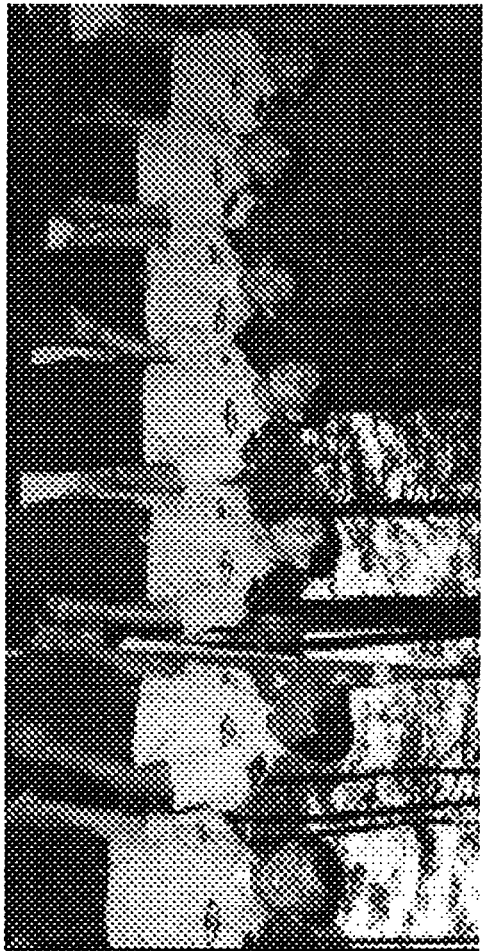


PRIMARY TARGET (S) HV
SEARAY OWNED
BOMBING STRAFING
ISA WITH 14TH FTW COLUMBUS AFB

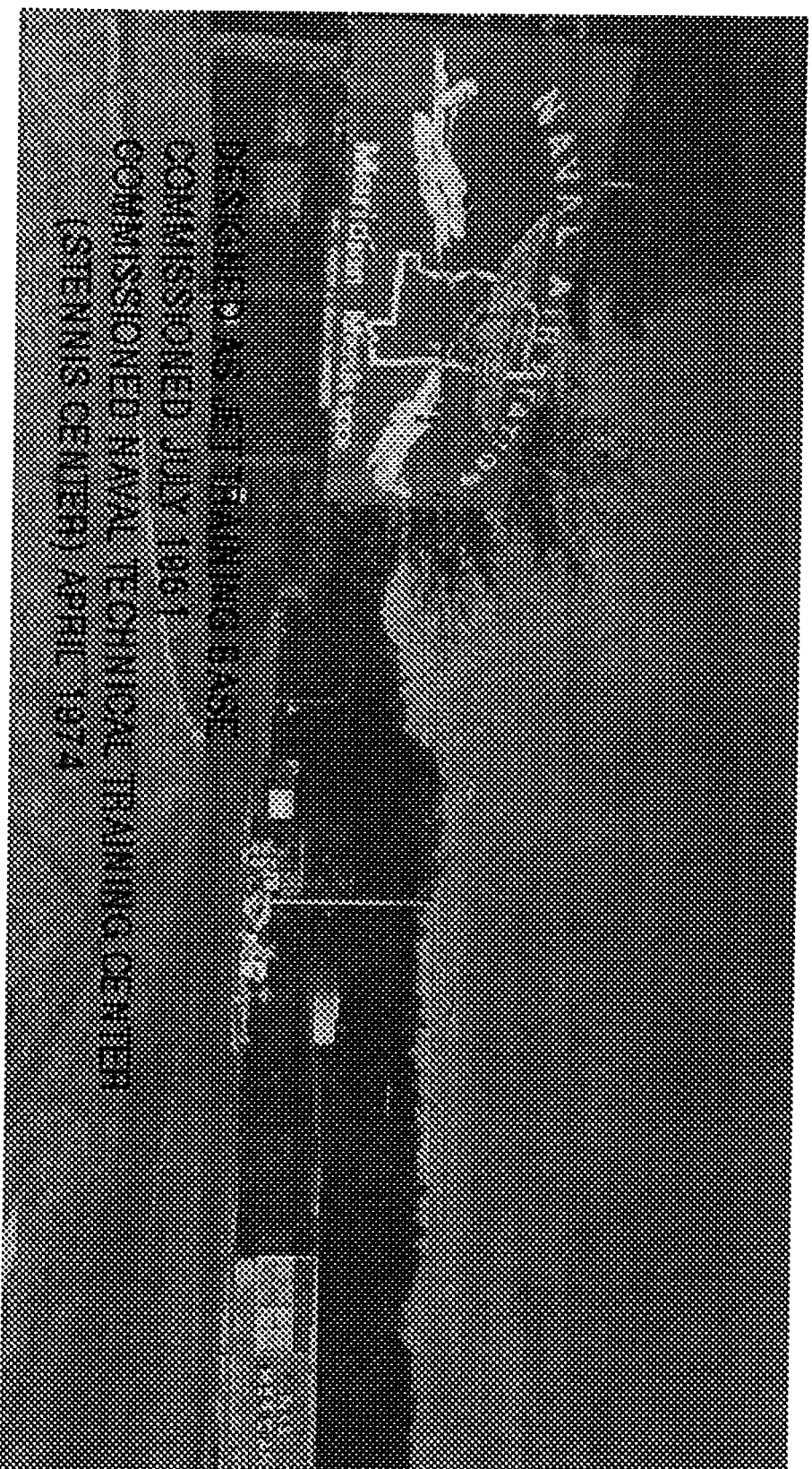
SHELBY TARGET



BOTTOM LINE
CARRIER
STRIKE AVIATORS



HISTORY



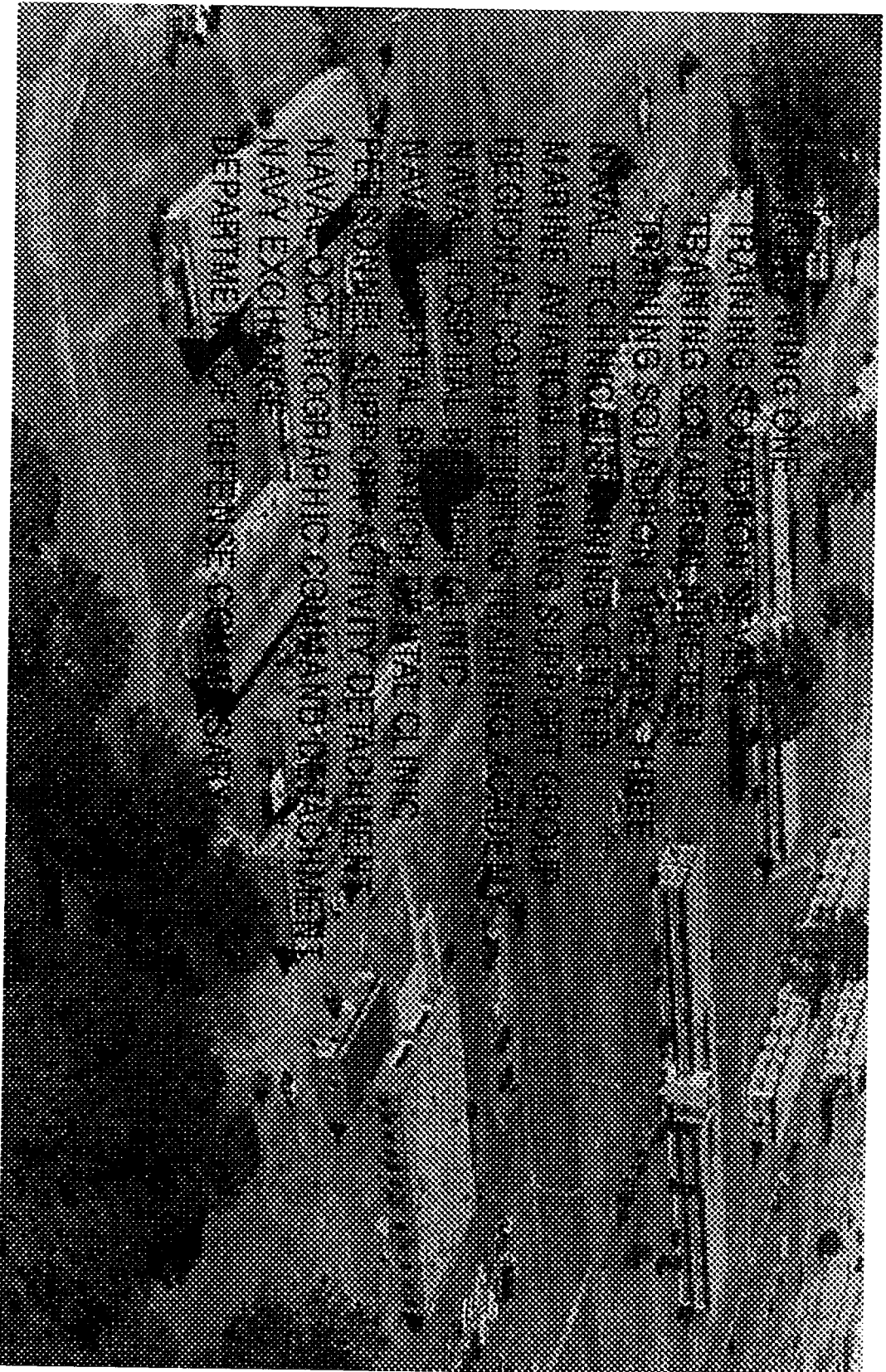
DEVELOPED AND THE TRAINING BASE

COMMISSIONED JULY 1961

COMMISSIONED NAVAL TECHNICAL TRAINING CENTER

SEEBINS CENTER) APRIL 1974

MAJOR TENANTS



PERTINENT FACTS

LOCATION: 12 MILES NORTH OF MERIDIAN

SIZE:	MCLAIN FIELD	2065 ACRES
	JOE WILLIAMS FIELD	1473
	SEAFAY TARGET	2838
	TOTAL	10477 ACRES

POPULATION:	MILITARY	1300
	CIVILIAN	1300
	DEPENDENTS	1500
	TOTAL	4500

WINGMAN	DA 4J 75	7430	83
	HH IV 2	613	1

INFRASTRUCTURE

CURRENT PLANT VALUE 305 MILLION

BUILDINGS 549

SQUARE FOOTAGE

- STATION 1,527,323

- FAMILY HOUSING 607,957

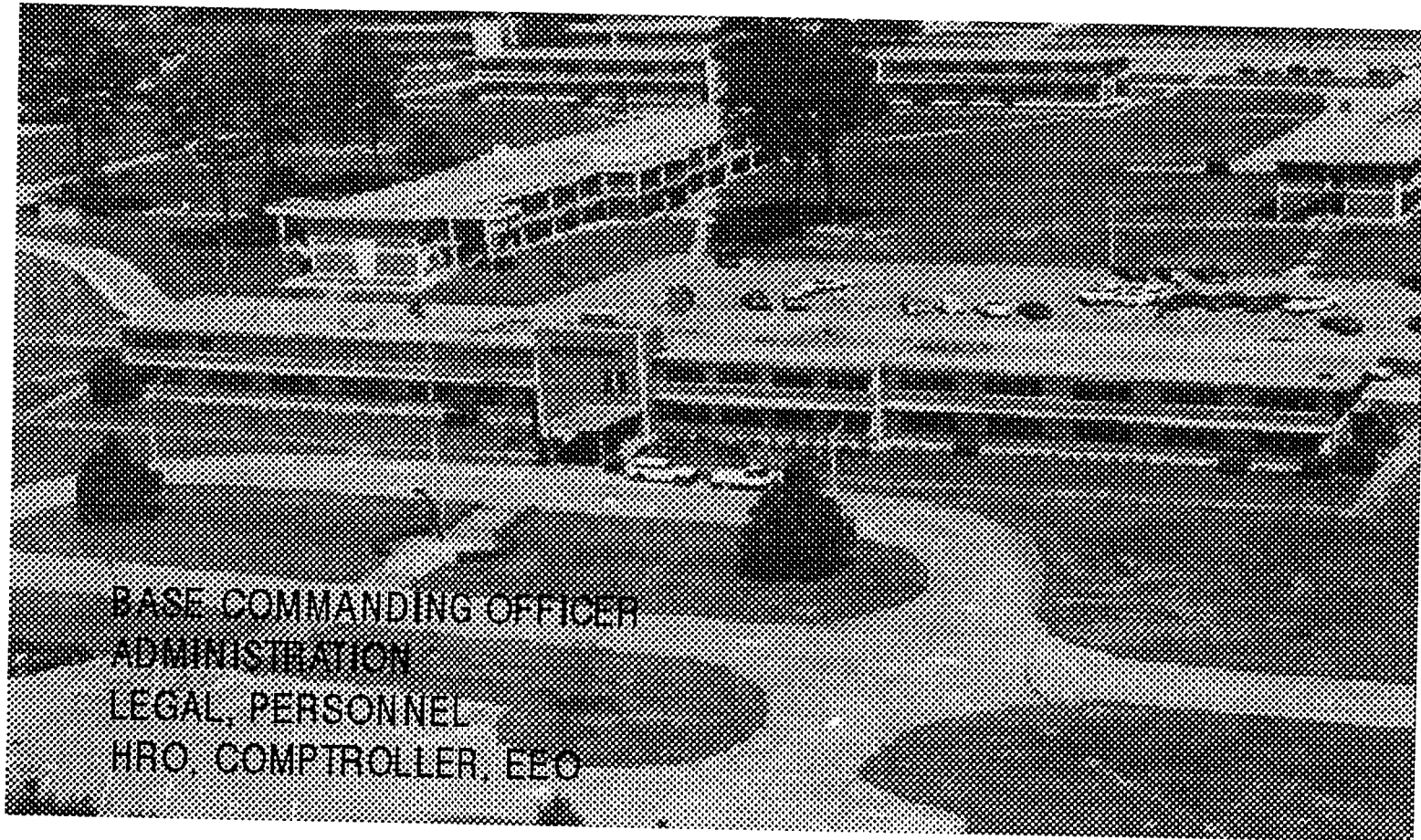
UTILITIES

NATURAL GAS / HEATING 61 BOILERS

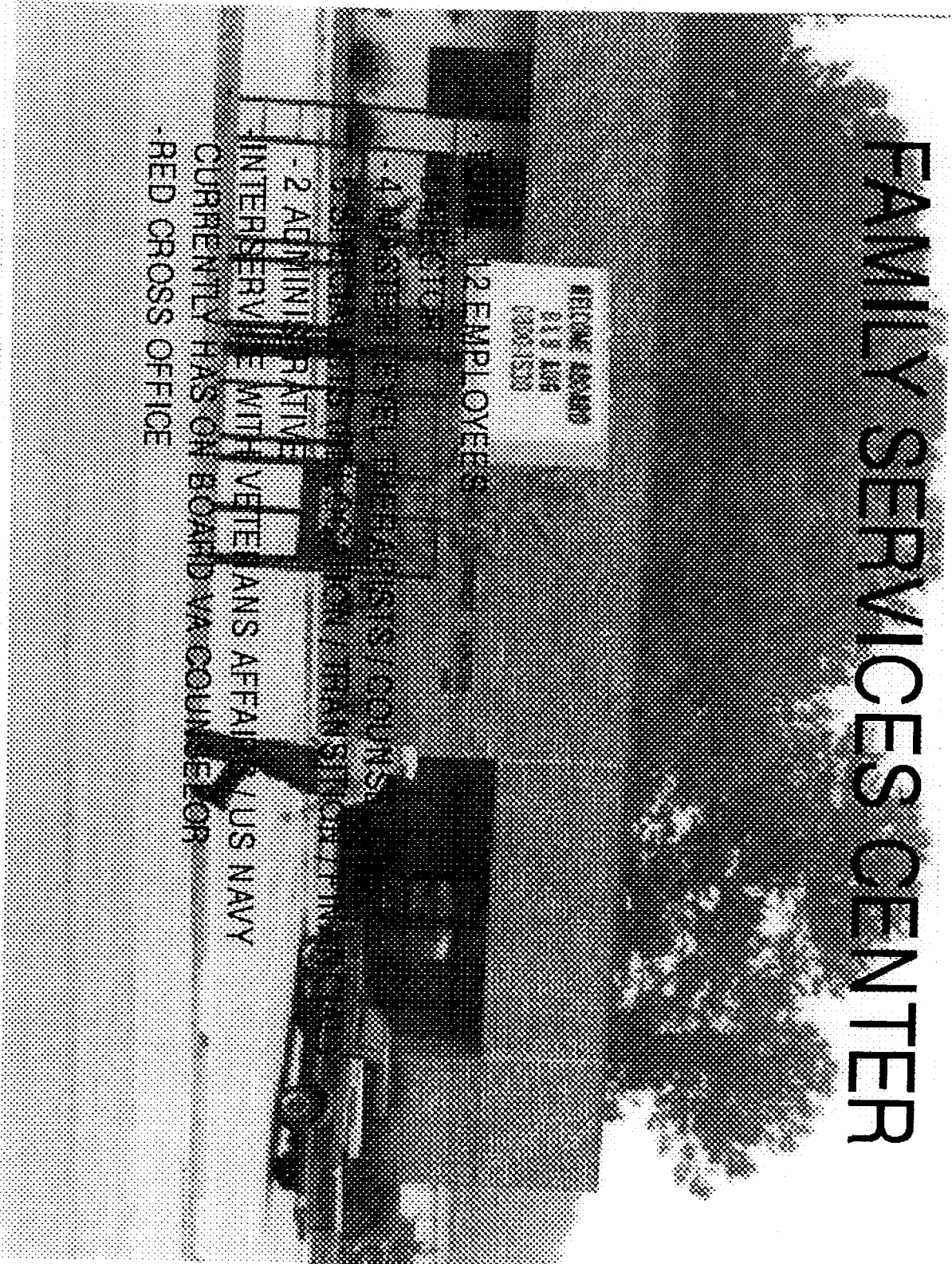
WATER 3 DEEPWELLS USE 1/2 CAPACITY

WASTE WATER USE 1/2 CAPACITY

NAS HEADQUARTERS



FAMILY SERVICES CENTER



- 2 ADMINISTRATIVE INTERSERVICES WITH VETERANS AFFAIRS AND US NAVY
- CURRENTLY HAS ON BOARD A COUNSELOR
- RED CROSS OFFICE

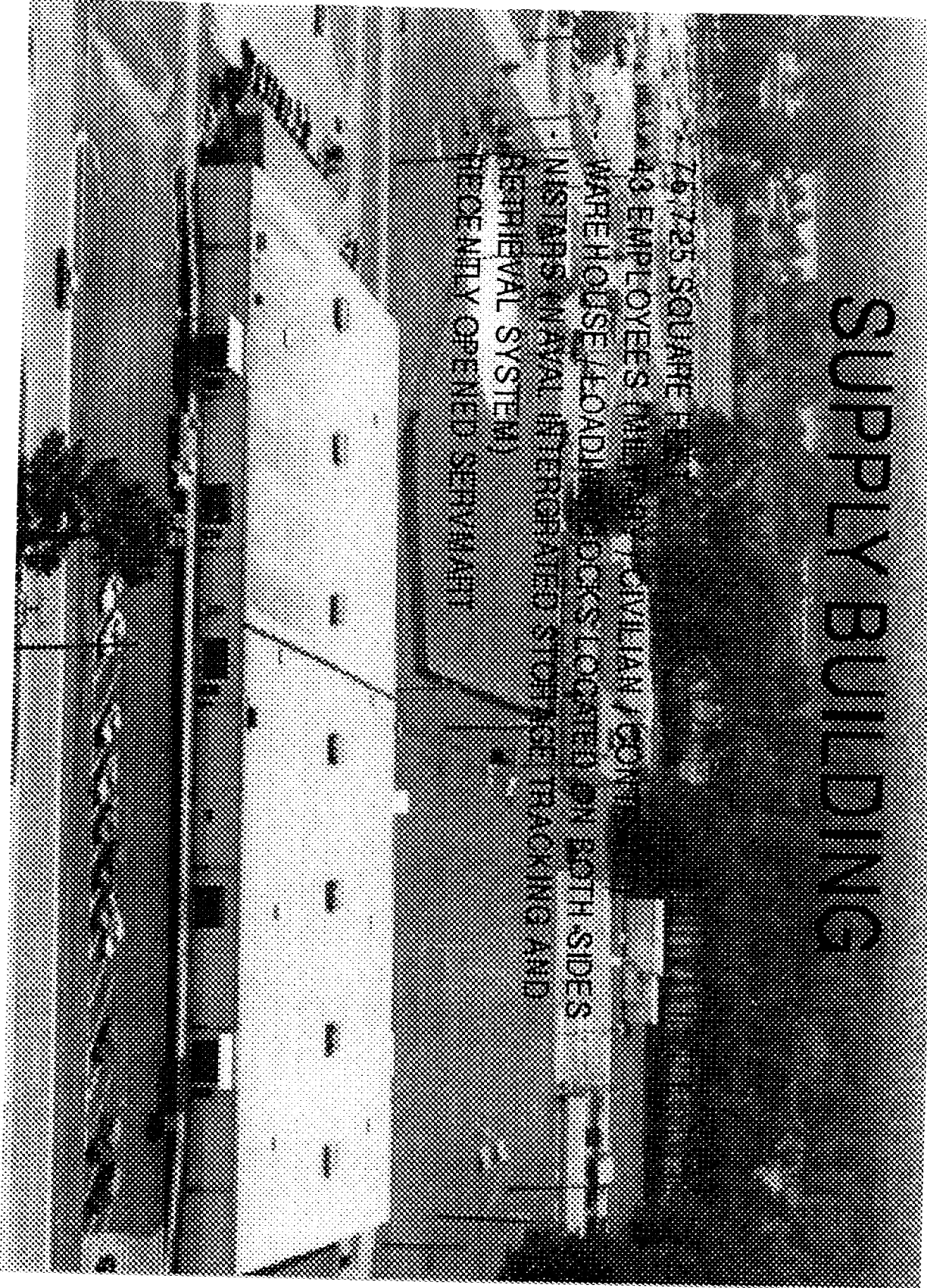
ACADEMIC TRAINING



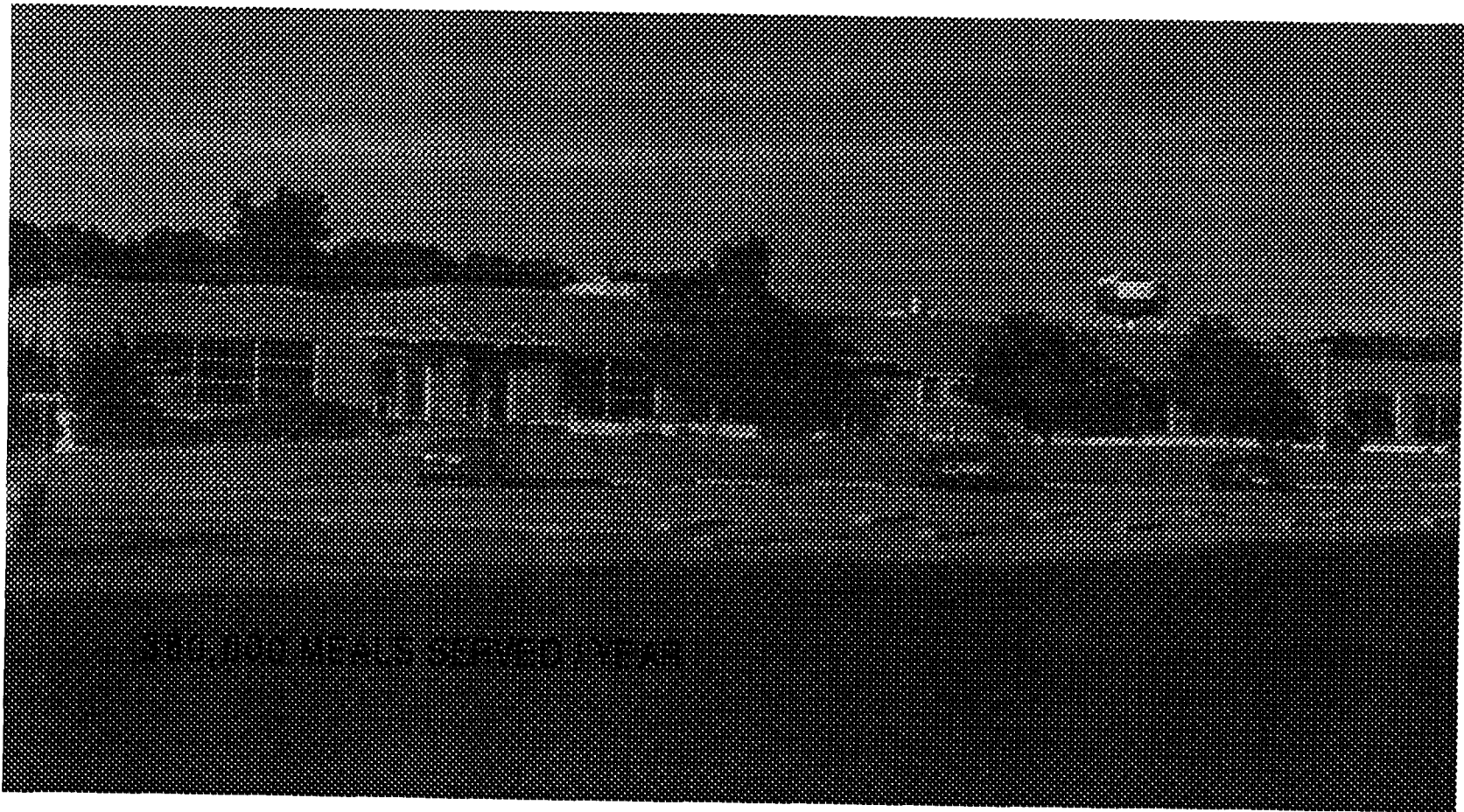
AVIATION GROUND TRAINING
VISUAL INFORMATION
SUPPORT CENTER

SUPPLY BUILDING

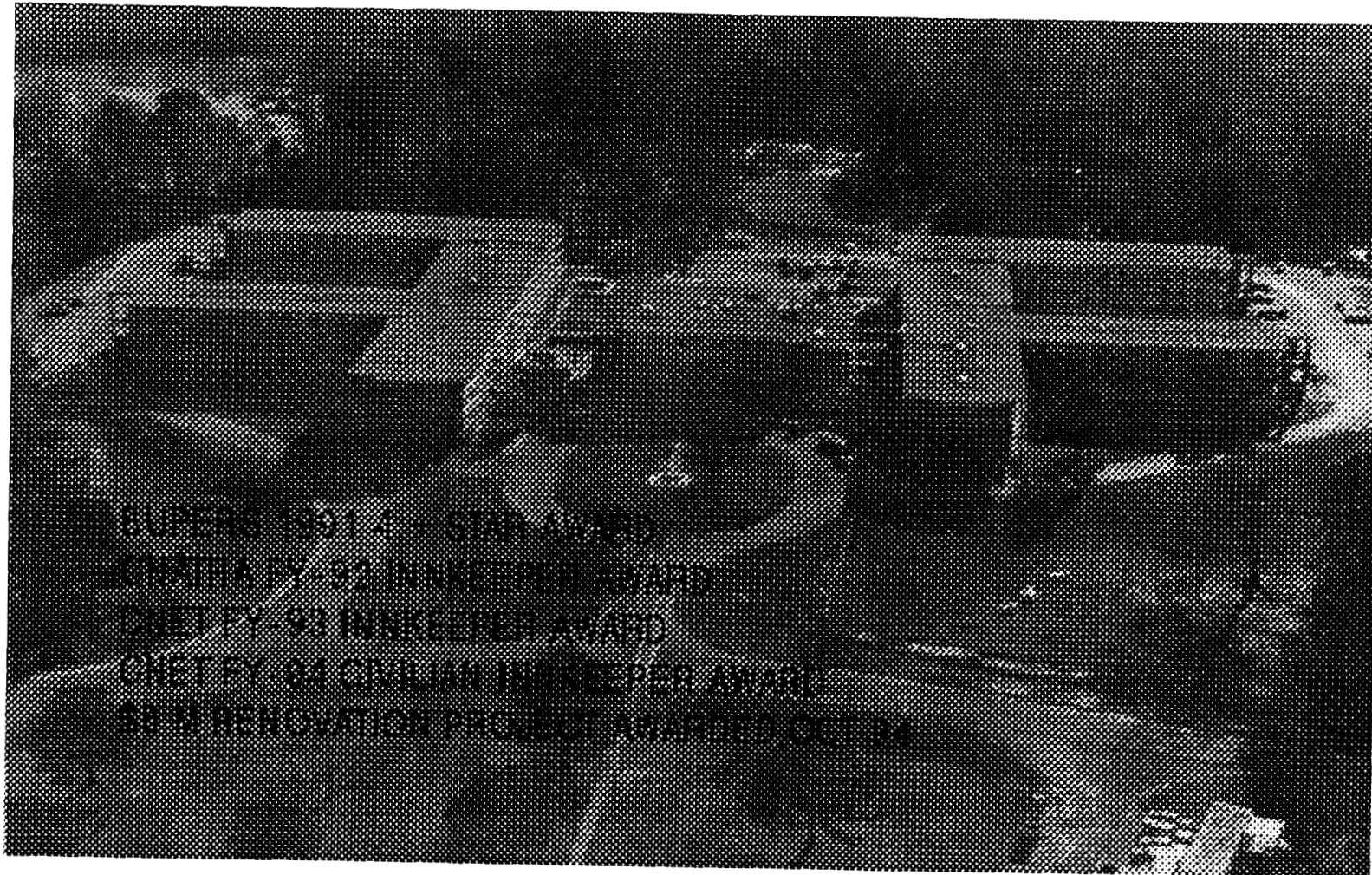
75,725 SQUARE FEET
43 EMPLOYEES (MATERIALS CONTROL CLERK/COIN)
WAREHOUSE (LOADING DOCKS LOCATED ON BOTH SIDES
INSTARS MANUAL INTERFACED STORAGE TRACKING AND
RETRIEVAL SYSTEM)
RECENTLY OPENED SERVAPART



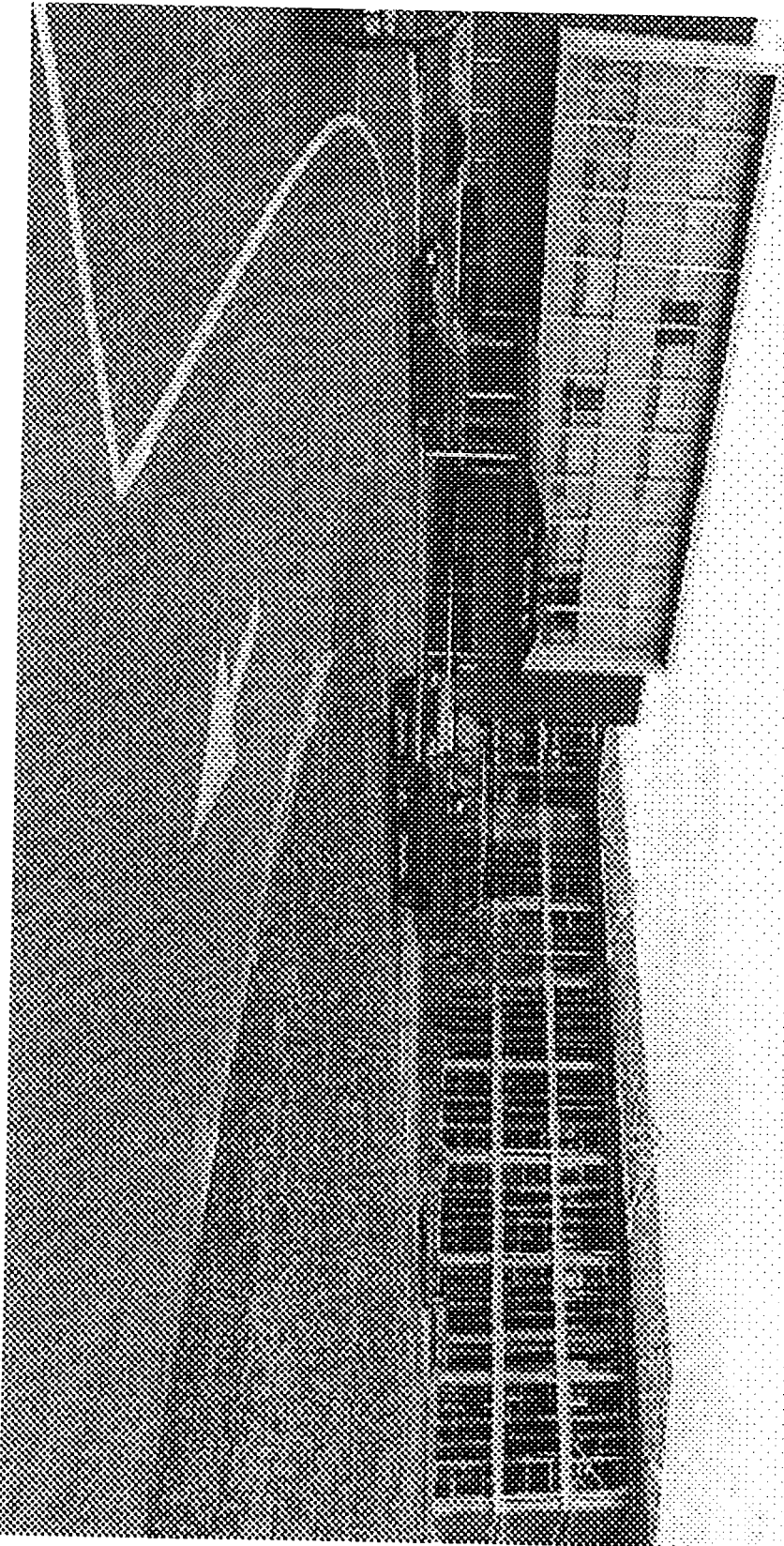
ENLISTED DINING FACILITY (ROY M. WHEAT GALLEY)



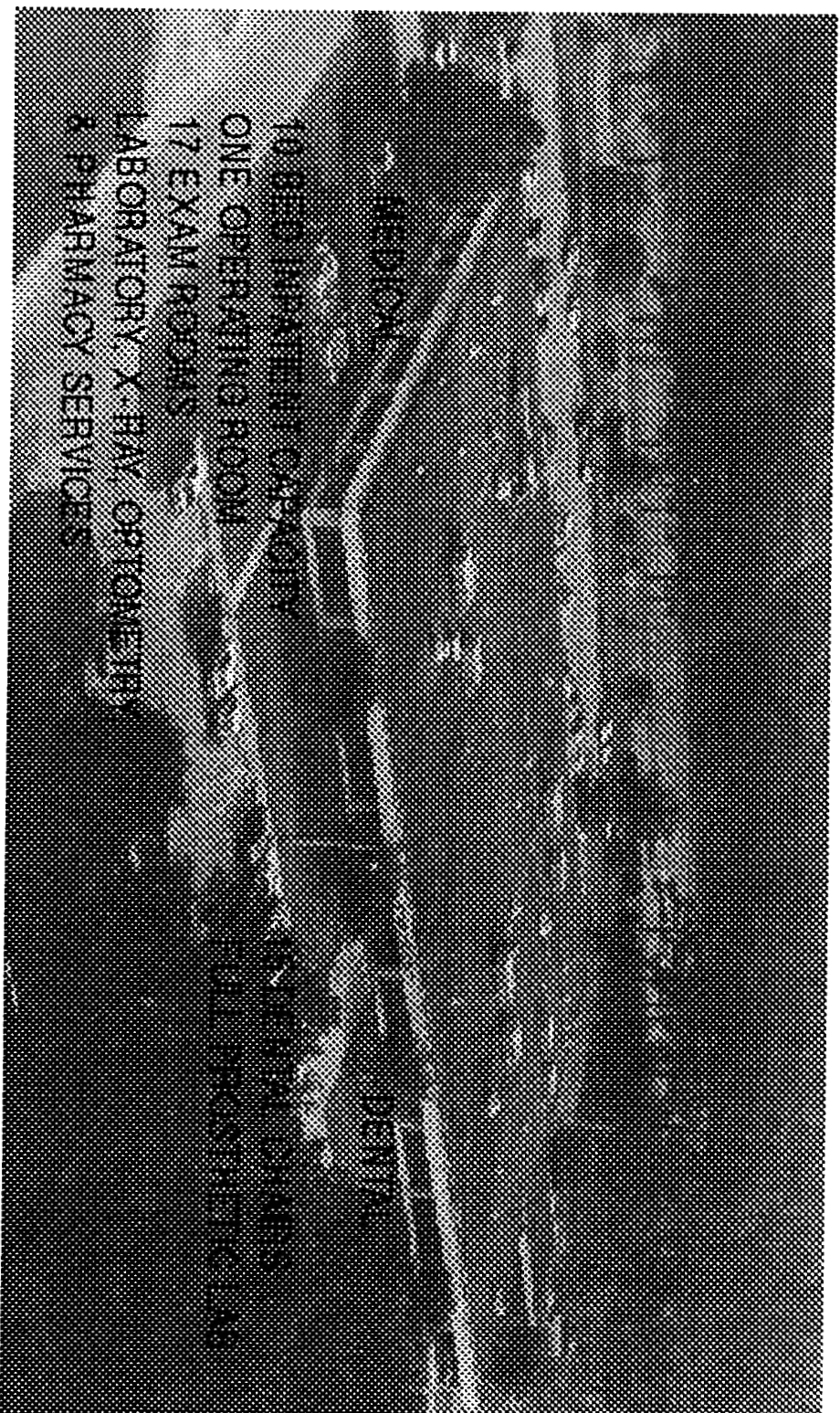
COMBINED BACHELOR QUARTERS



CBO RENOVATION



NAVAL BRANCH MEDICAL/DENTAL CLINIC

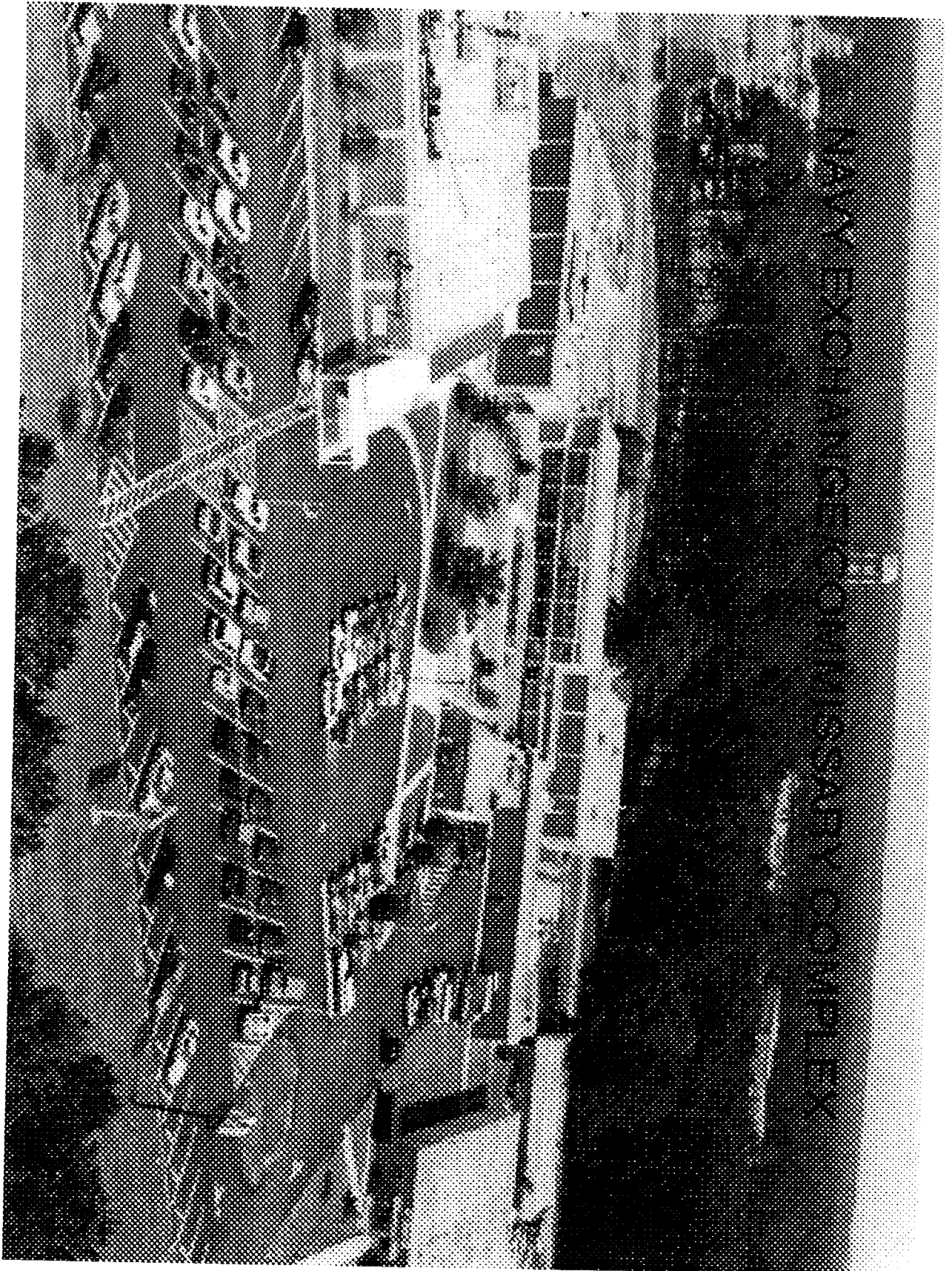


MEDICAL

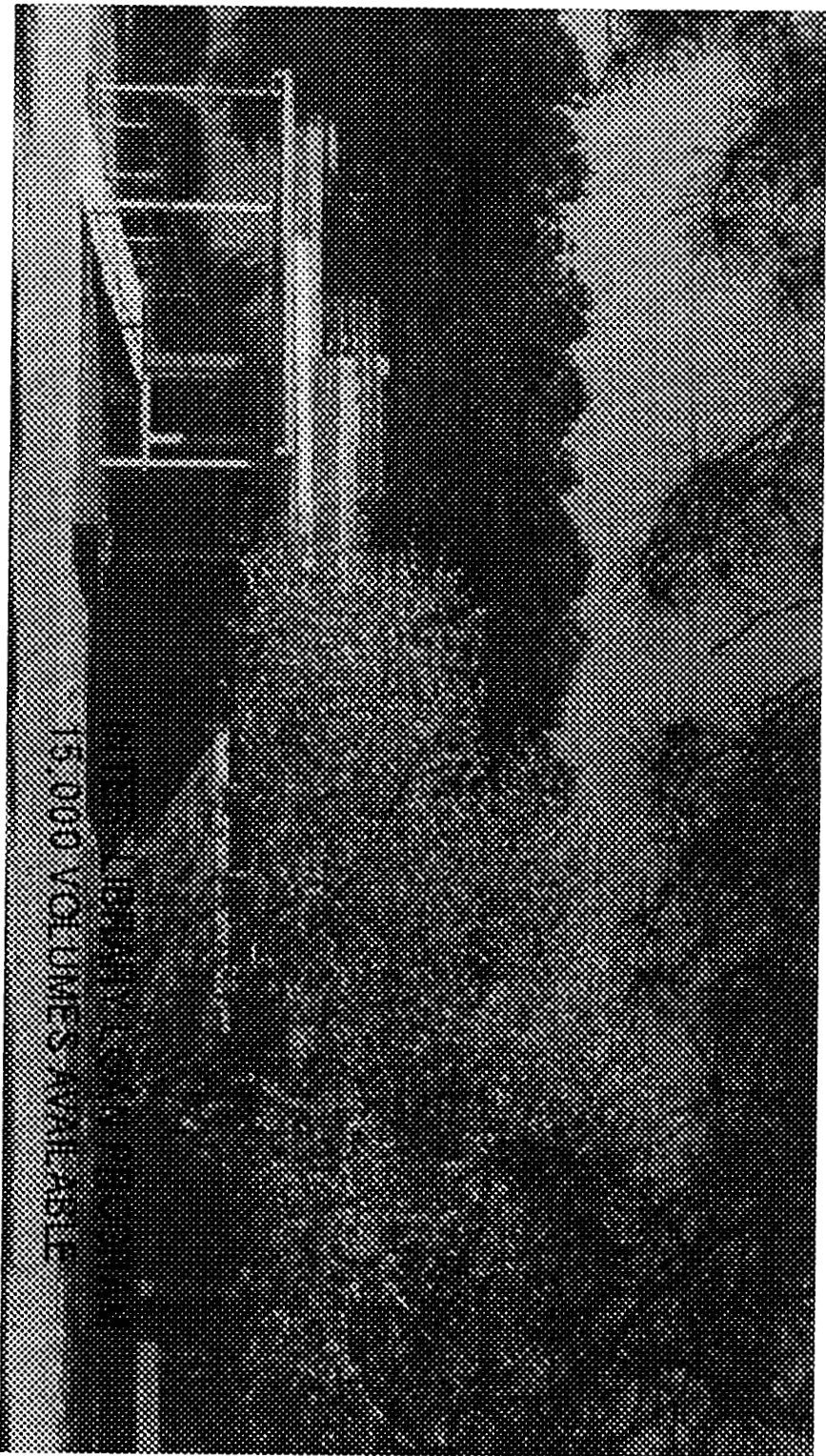
DENTAL

10 BED INPATIENT CAPACITY
ONE OPERATING ROOM
17 EXAM ROOMS
LABORATORY X-RAY OPTOMETRICAL
& PHARMACY SERVICES

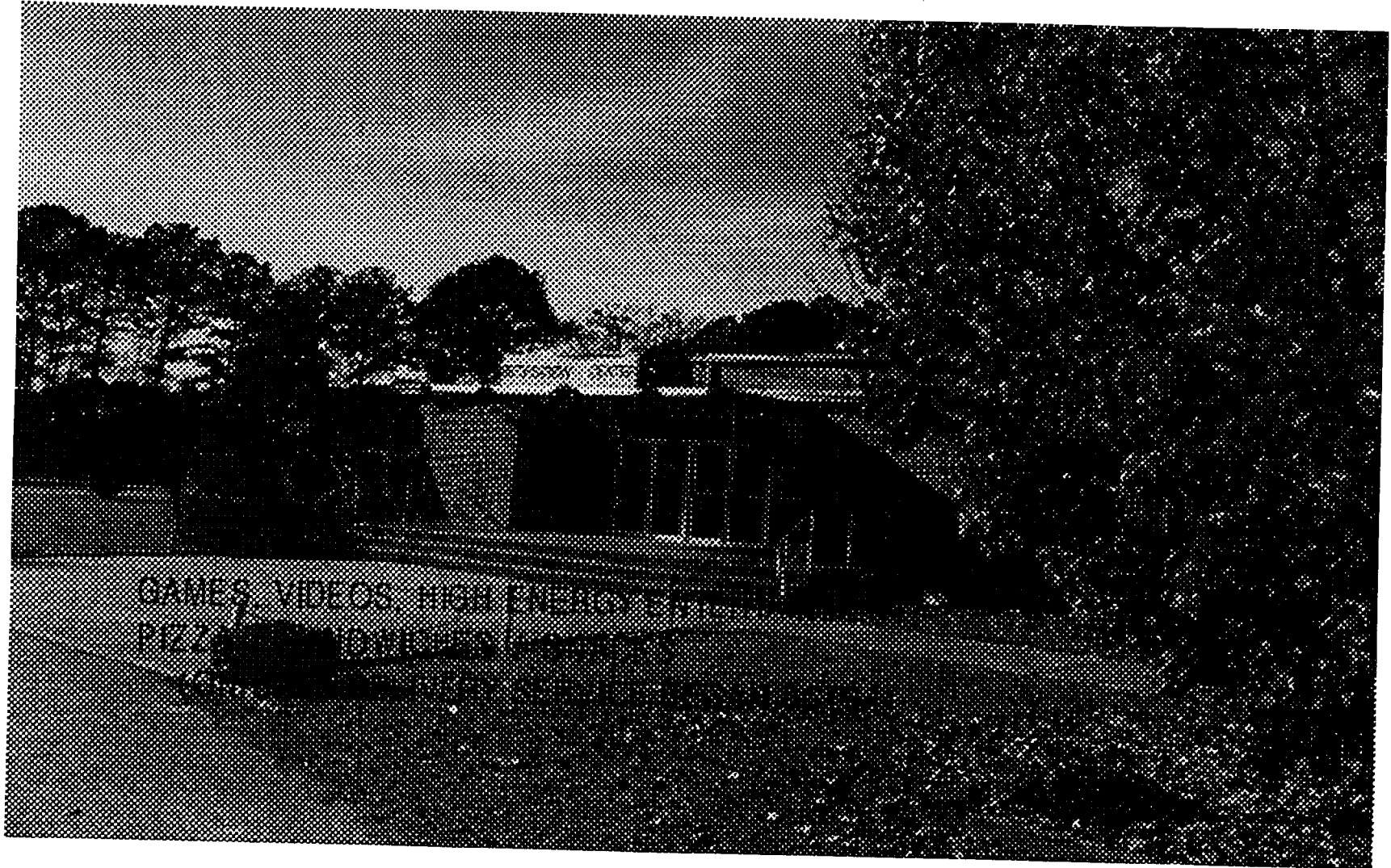
PHYSICIAN OFFICES
NURSING STATION
DENTAL OFFICES



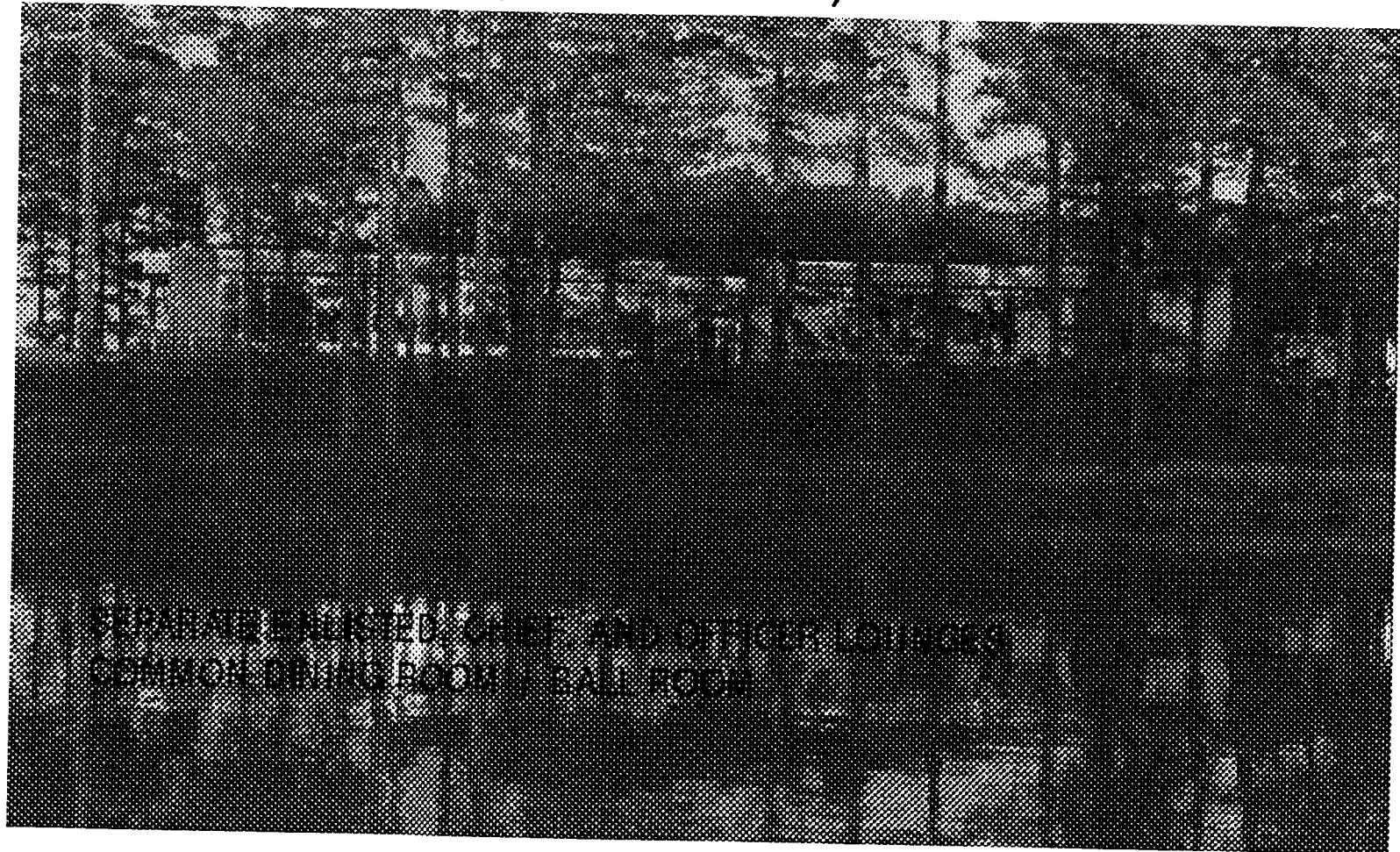
LIBRARY



RECREATION CENTER

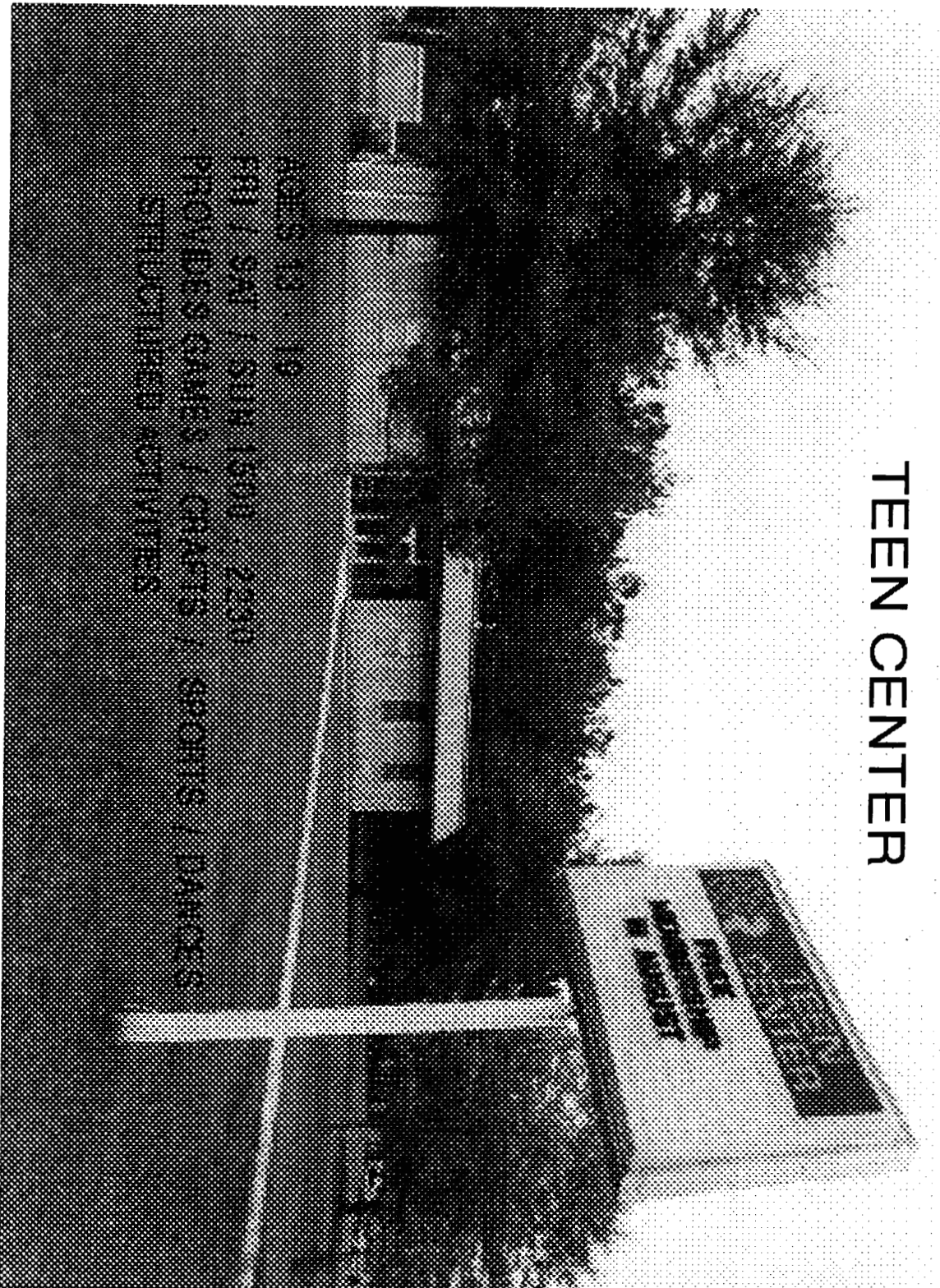


ALL HANDS CLUB (LAKESIDE)



EXPANDED KITCHEN, LOBBY AND OFFICE LOUNGES
COMMON DRINK ROOM, BALL ROOM

TEEN CENTER



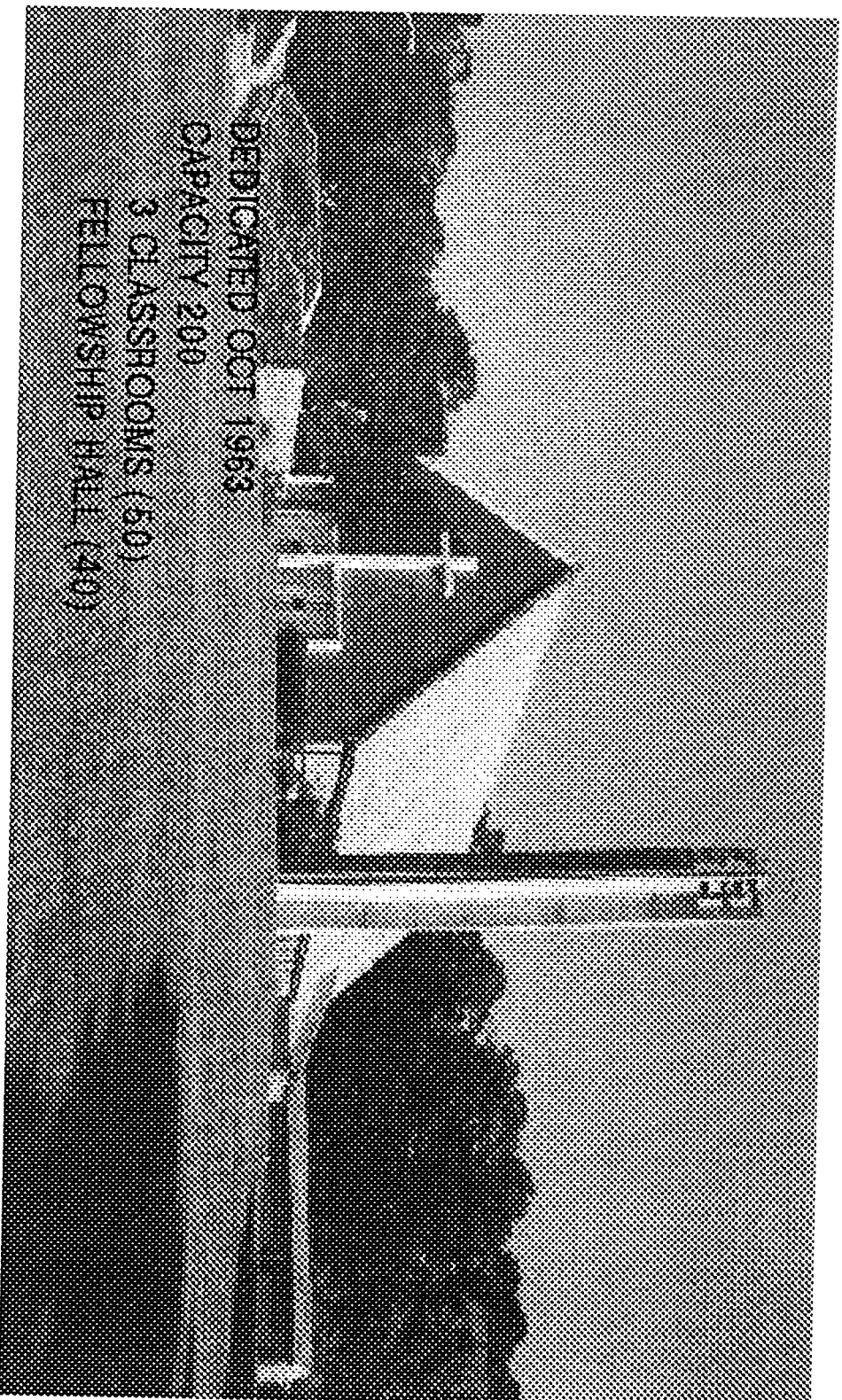
TEEN CENTER
SCHOOL OF COMMUNITY SERVICES
SCHOOL OF COMMUNITY SERVICES
SCHOOL OF COMMUNITY SERVICES

CHILD DEVELOPMENT CENTER



AGE'S SERVICED 1-2
HOURS 0000 1-00 0000 0000
HOME CARE PROVIDER PRO...

BASE CHAPEL

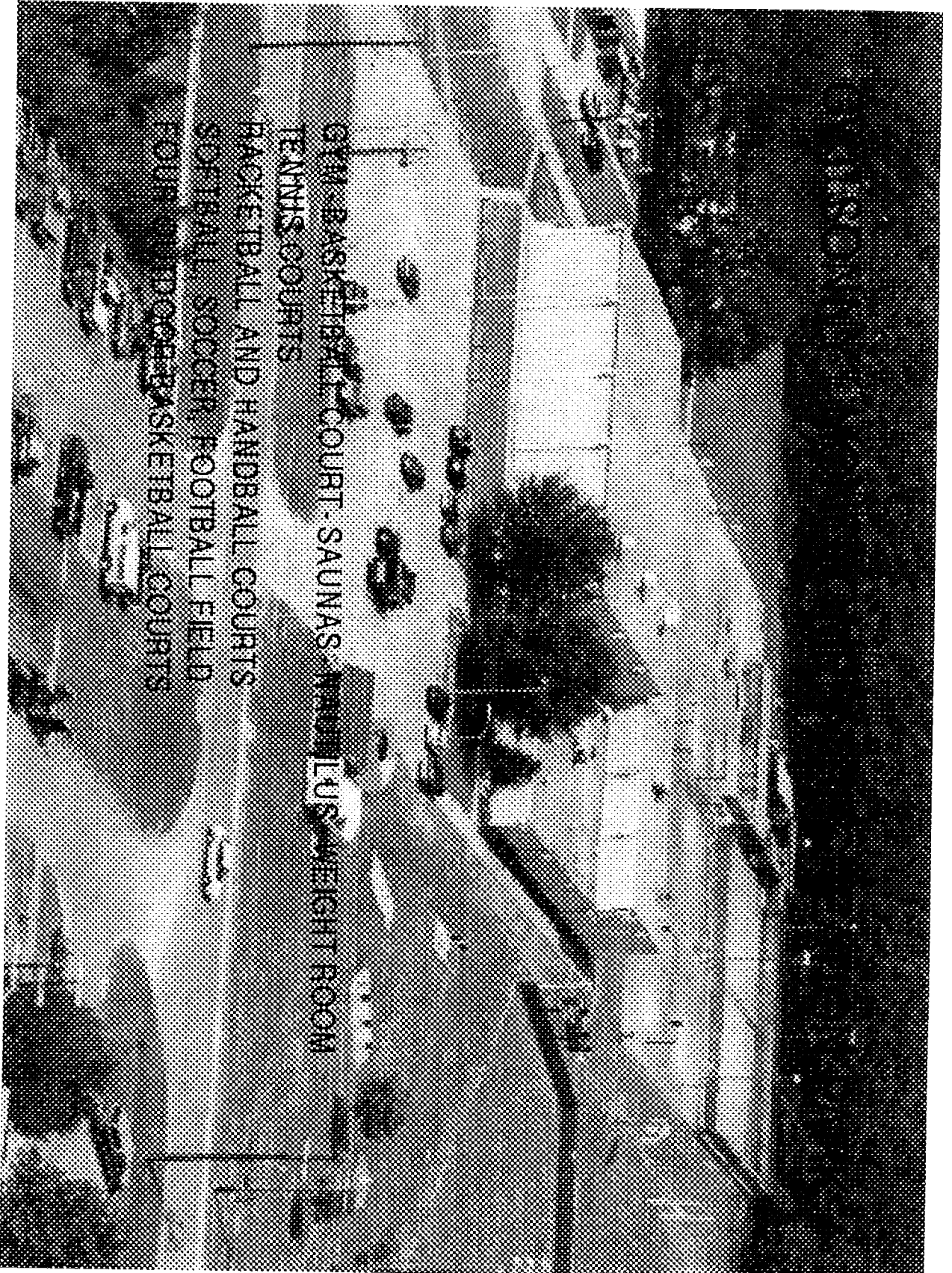


DEDICATED OCT 1953

CAPACITY 200

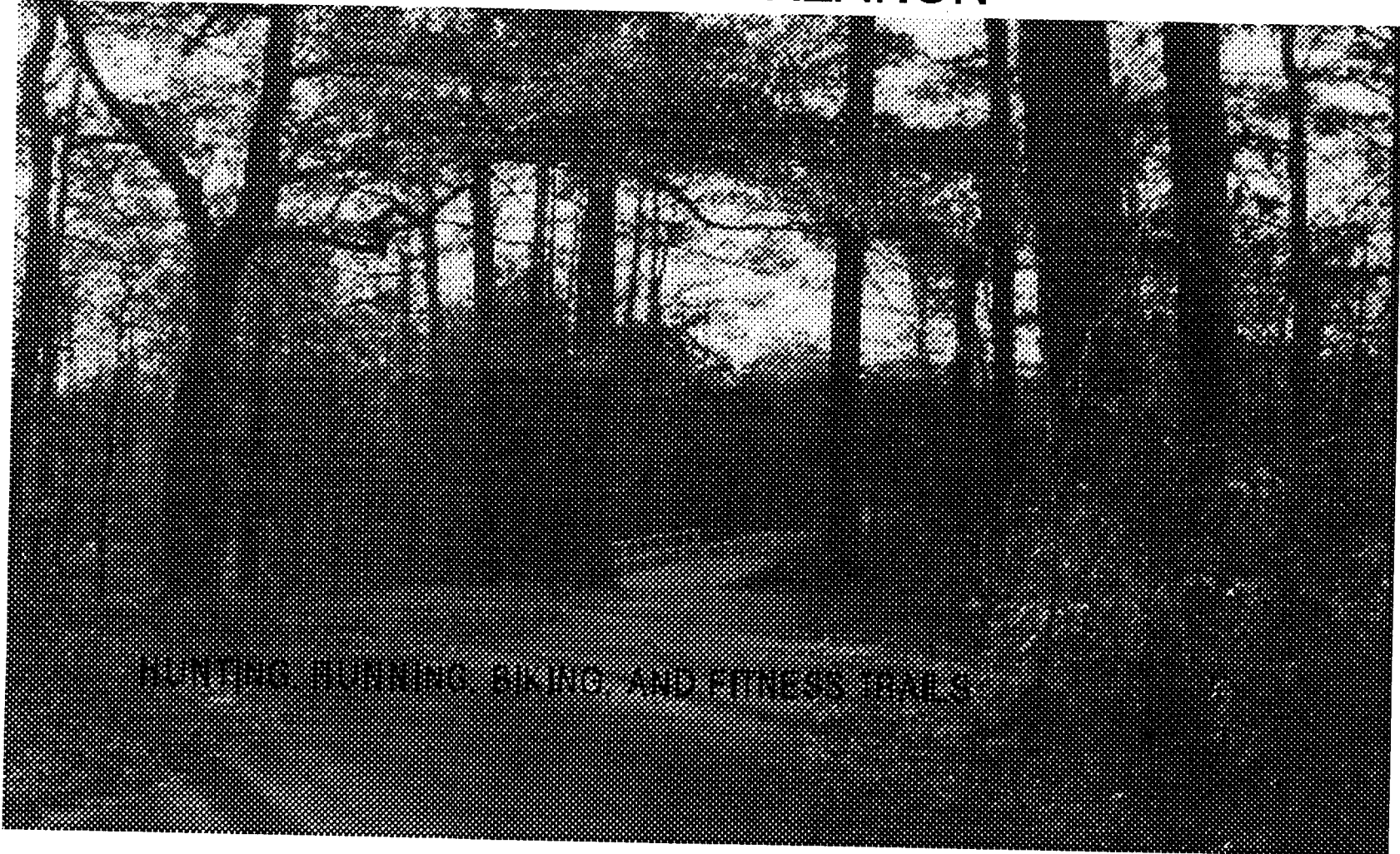
3 CLASSROOMS (50)

FELLOWSHIP HALL (40)



GYM BASKETBALL COURT SAUNAS INDOOR LIGHT ROOM
TENNIS COURTS
BASKETBALL AND HANDBALL COURTS
SOFTBALL SOCCER FOOTBALL FIELD
FOUR INDOOR BASKETBALL COURTS

OUTDOOR RECREATION

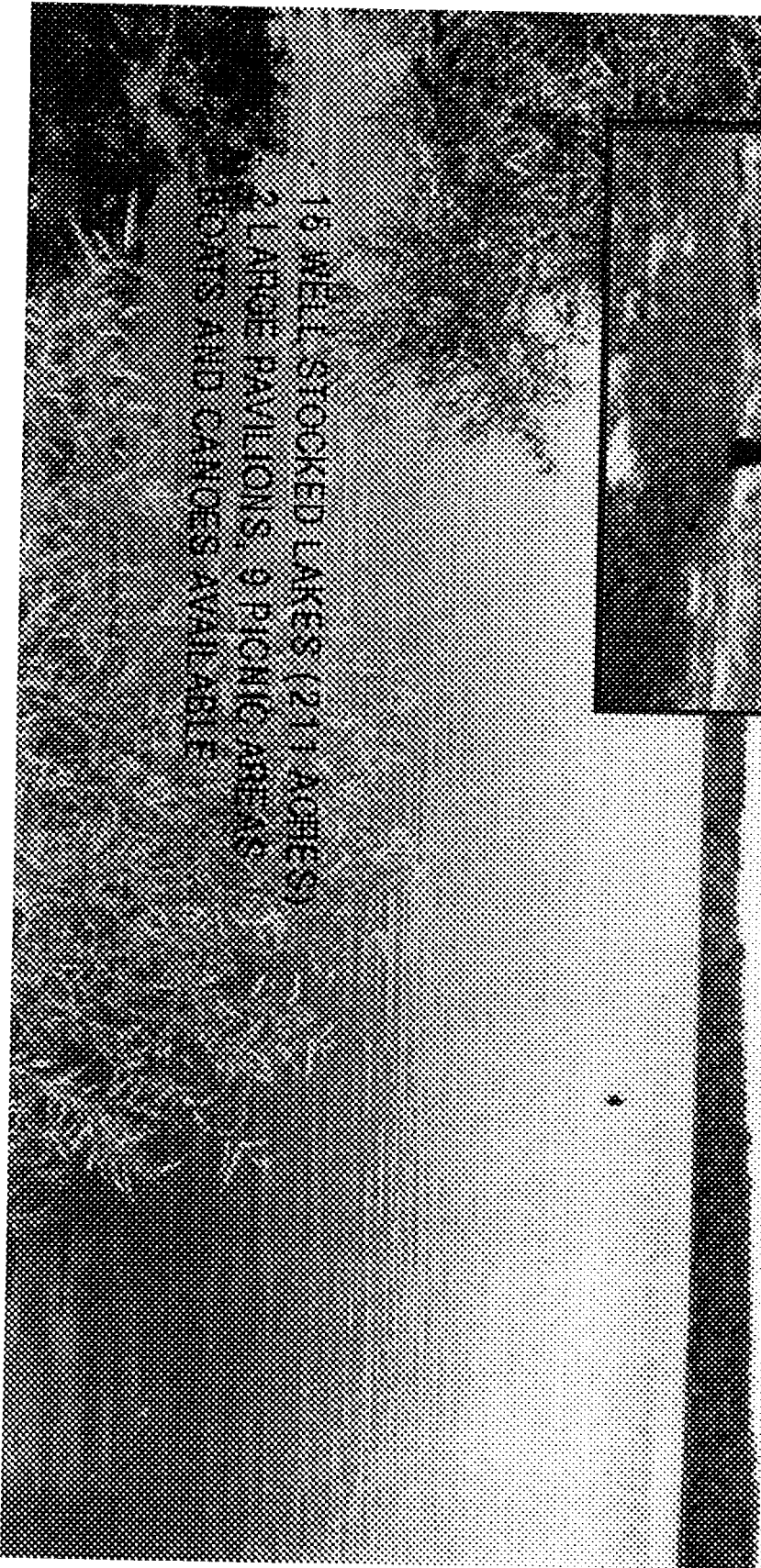


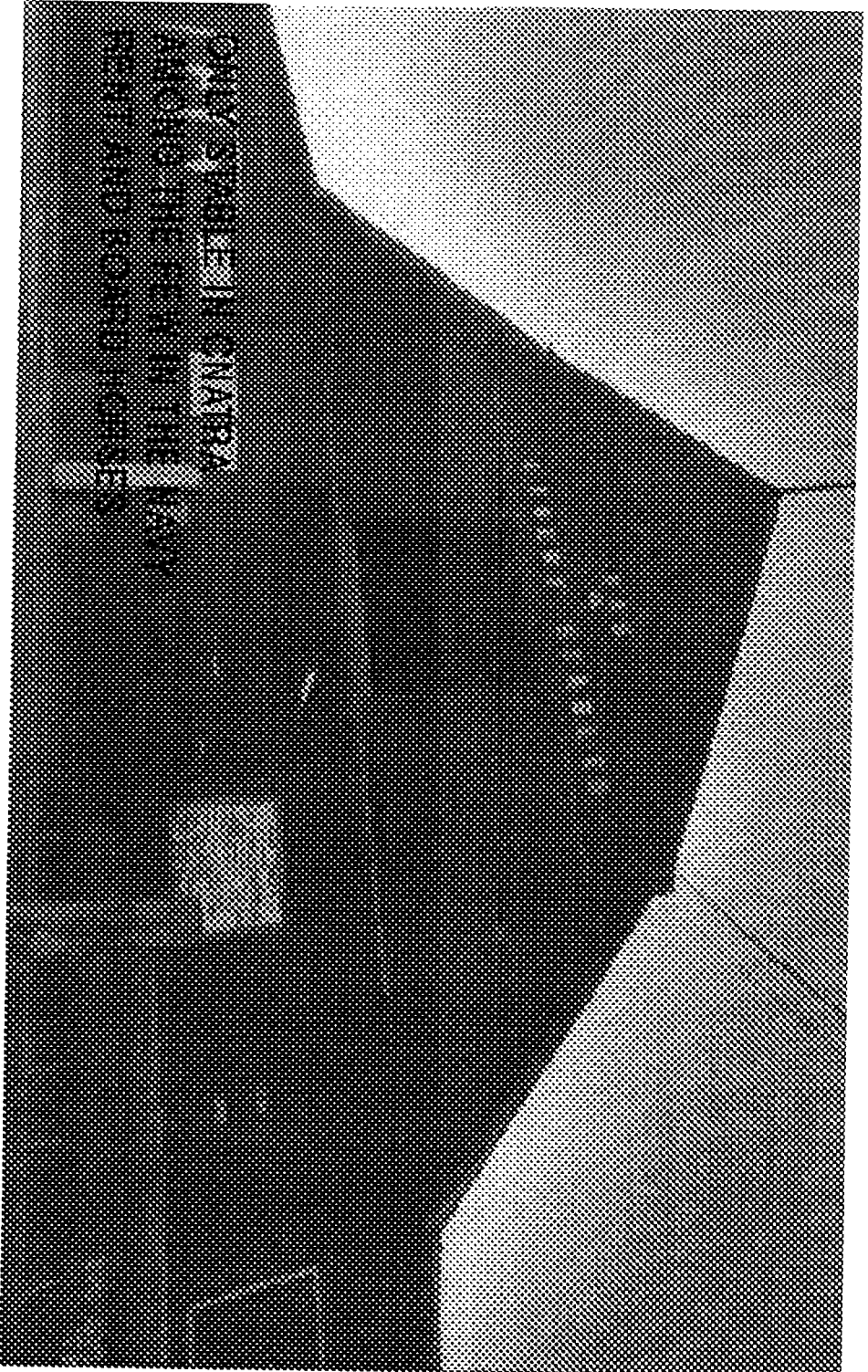
HUNTING, RUNNING, BIKING, AND FITNESS TRAILS

OUTDOOR RECREATION



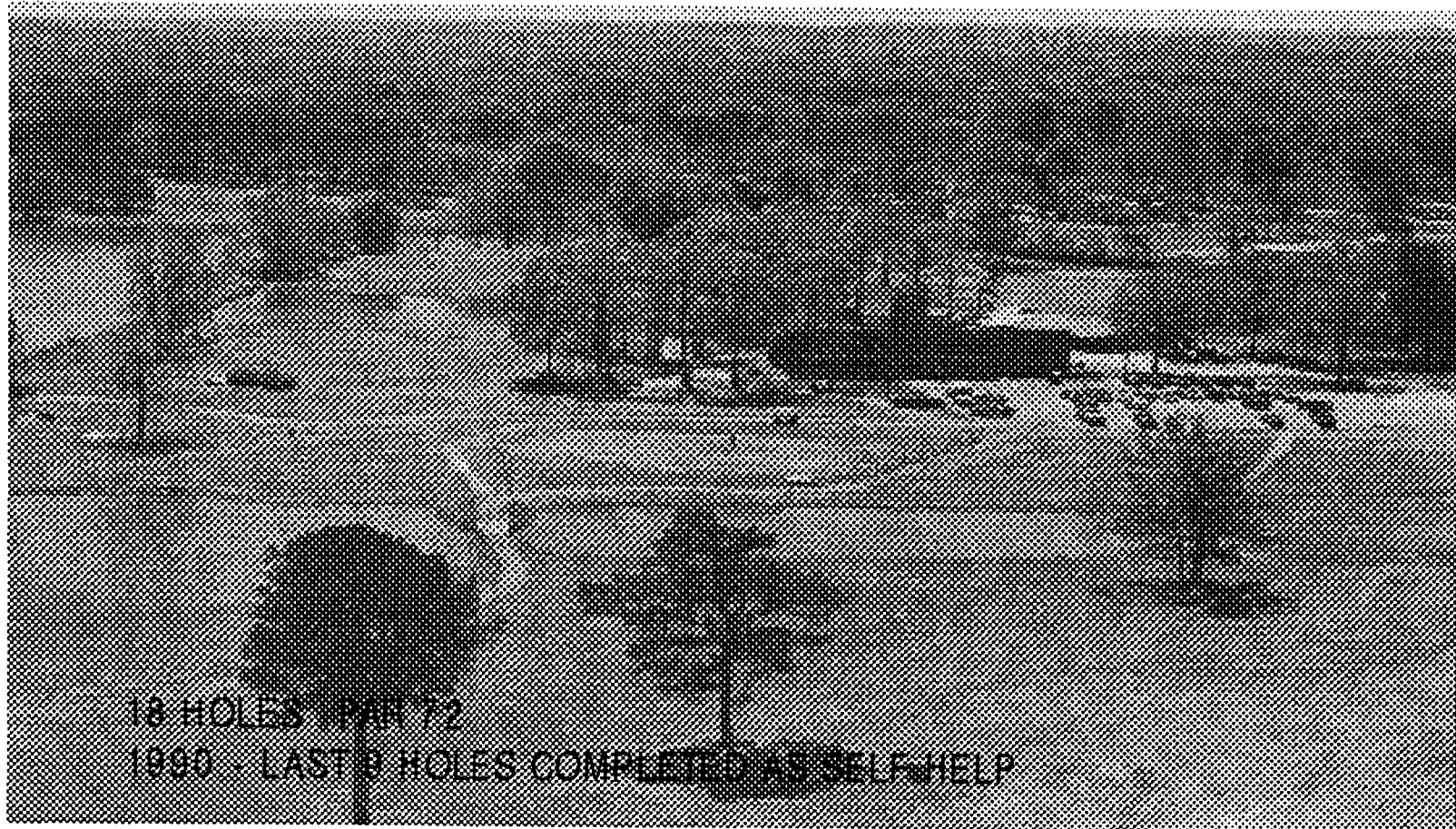
15 WELLS STOCKED LAKES (211 ACRES)
21 LARGE PAVILIONS, 9 PICNIC AREAS
TRAILERS AND CARRIAGES AVAILABLE





STABLES

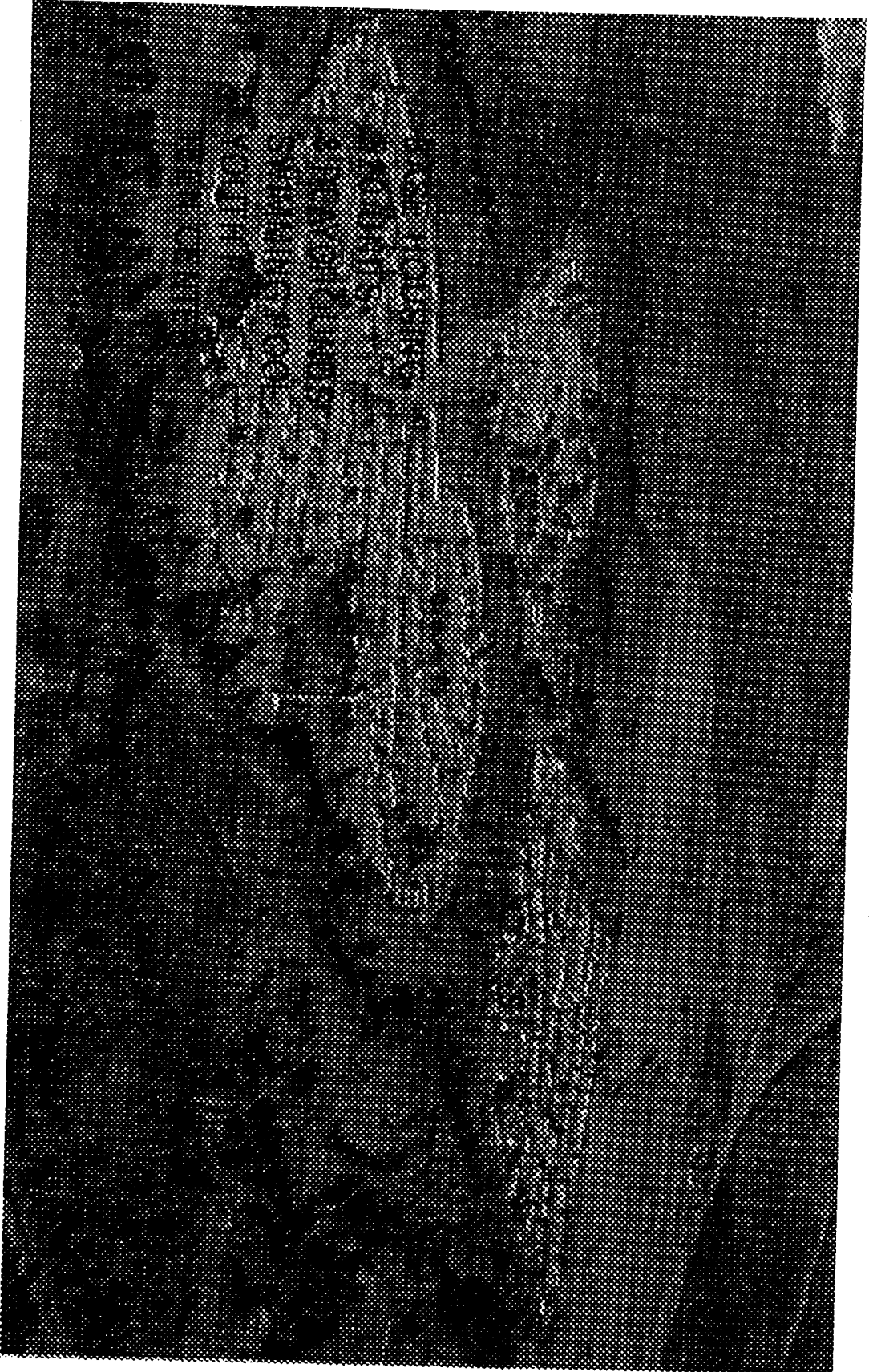
PONTA CREEK GOLF COURSE





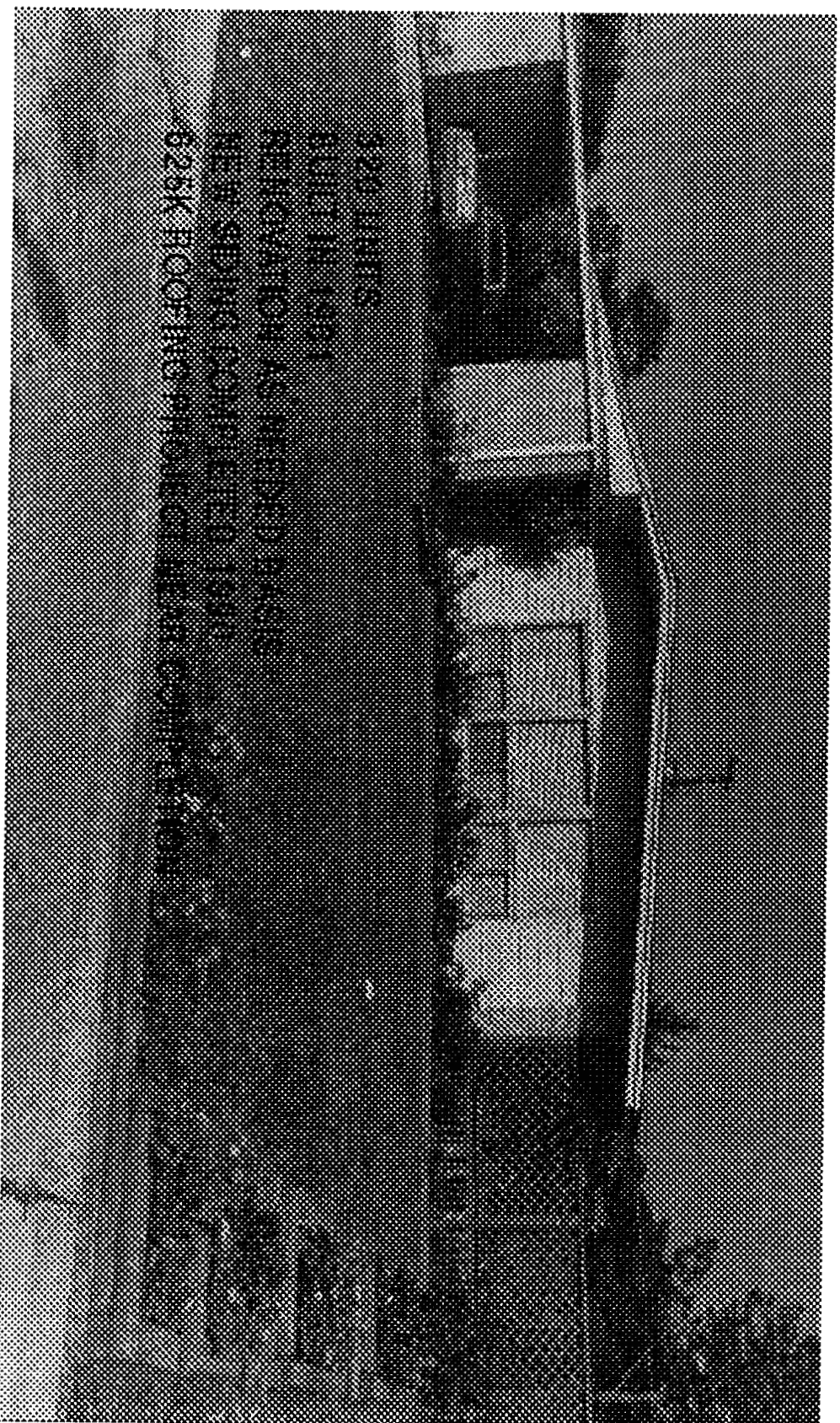
HOUSING ADMINISTRATION

- HOUSING REFERRAL
- ASSIGNMENT / TERMINATION
- INVENTORY / UTILIZATION
- MANAGEMENT OF FACILITIES / CUSTOMER SERVICE
- ADMINISTRATOR FOR CAPE HART AND TURKEY HOUSING

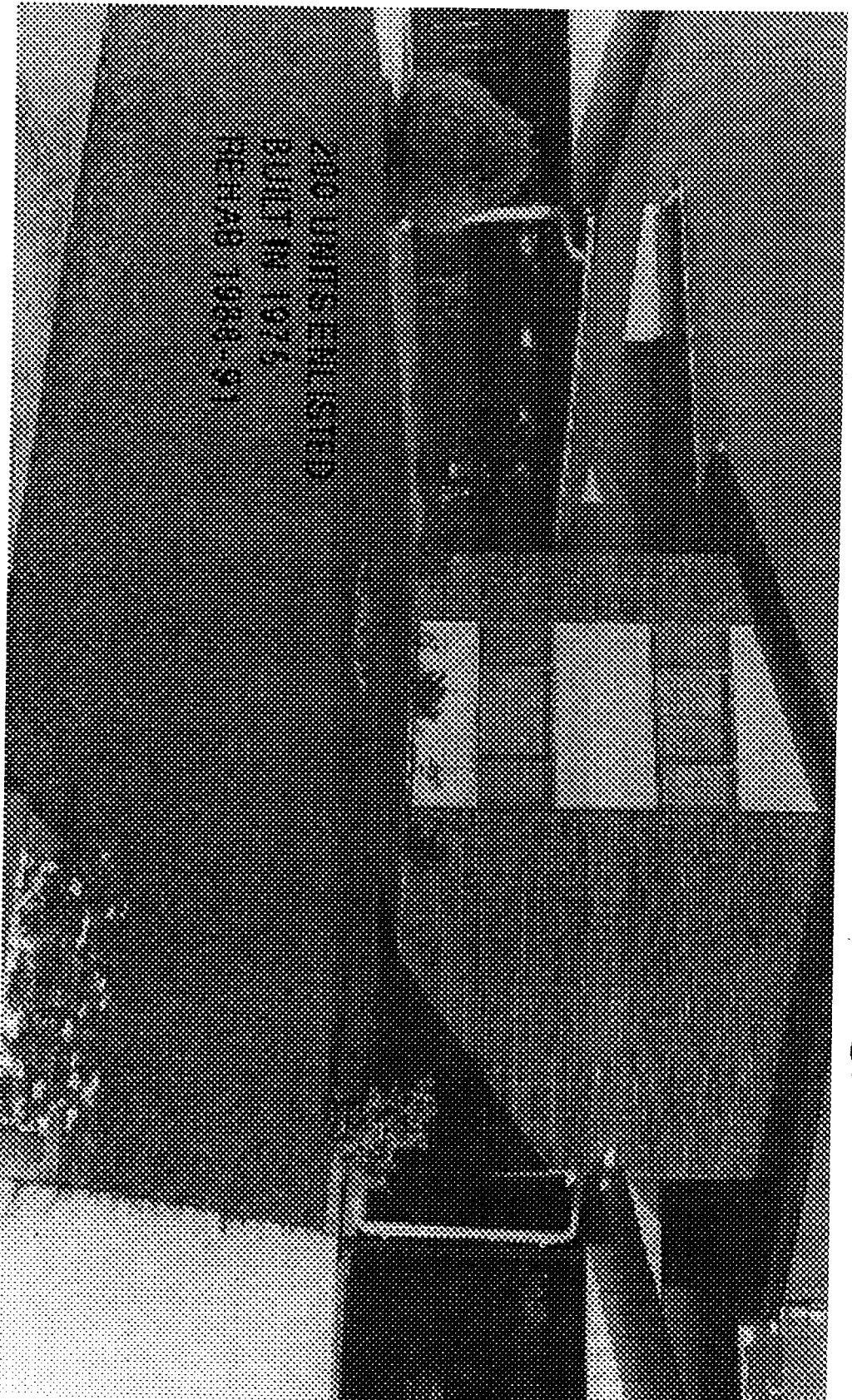


HOUSING

CARPEHART HOUSING



TURKEY HOUSING



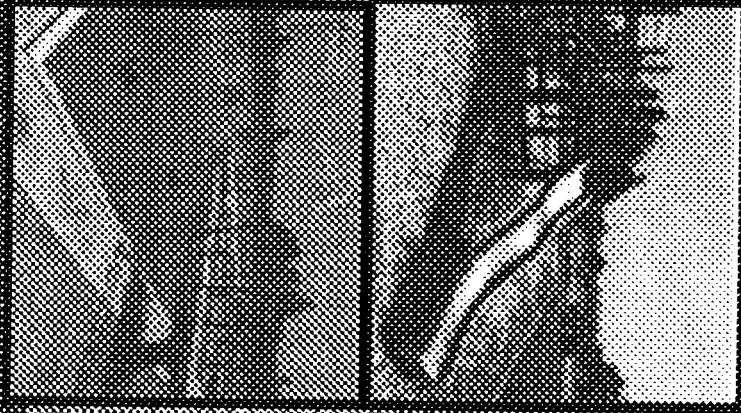
200 YEARS OF
BIRTHDAY
1776-1976

YOUTH CENTER

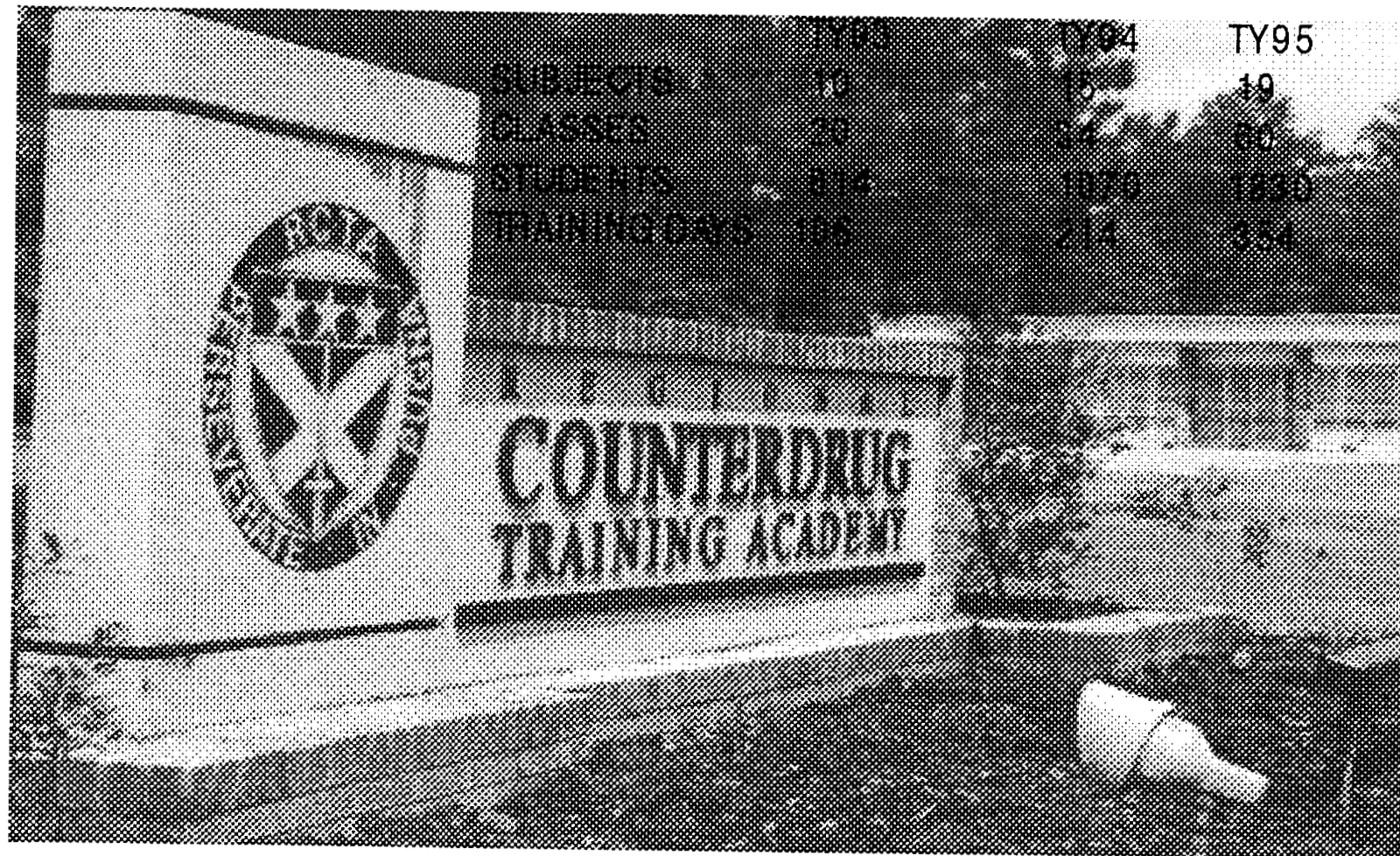
YOUTH CENTER
CAMPUS

FRI / SAT / SUN
PROVIDES GAME
LONGER HOURS
CRAFTS / SPORTS

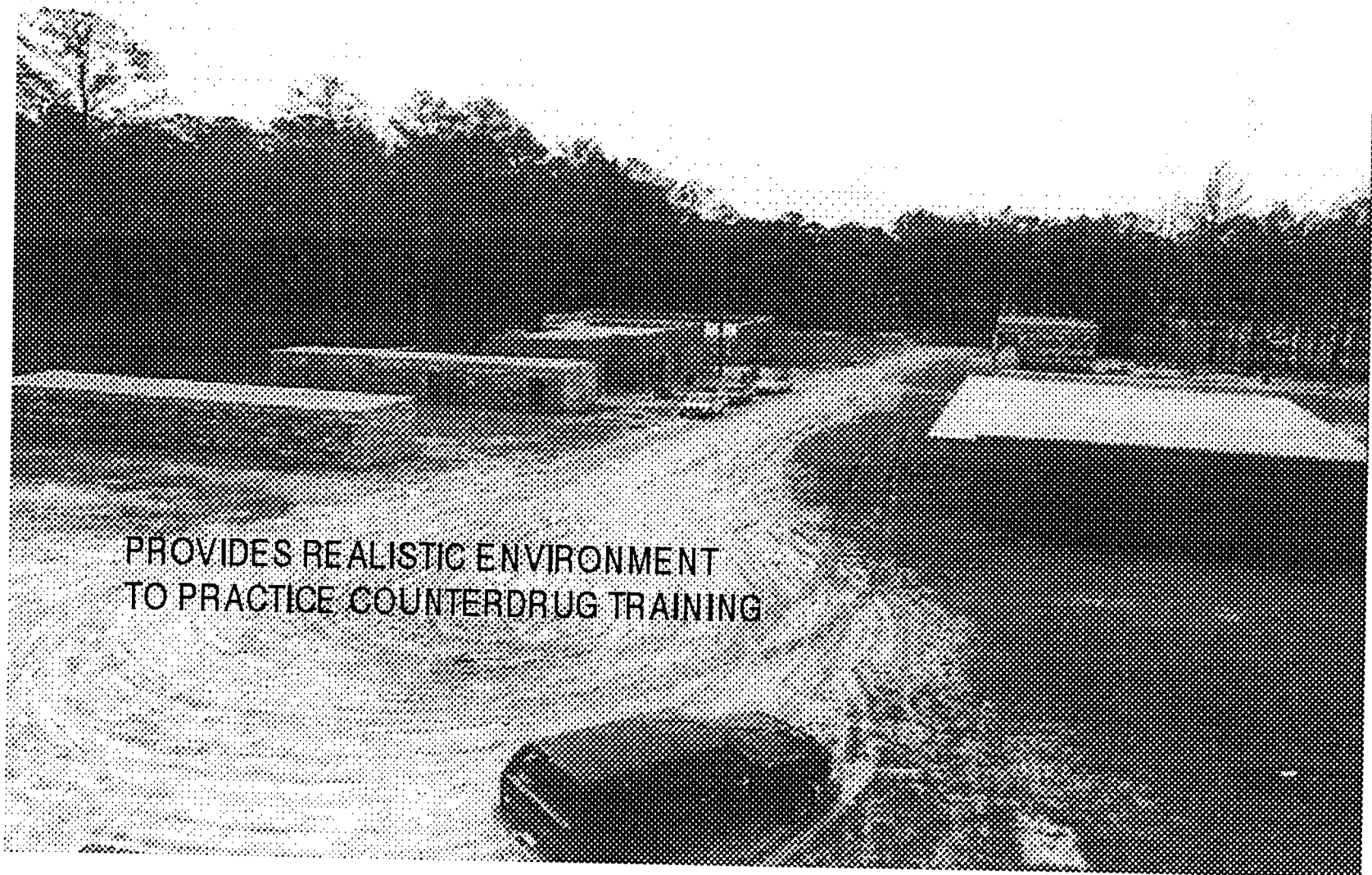
UNTIL 1930



REGIONAL COUNTERDRUG TRAINING ACADEMY FIELD TRAINING FACILITY



RCTA URBAN TRAINING COMPLEX



PROVIDES REALISTIC ENVIRONMENT
TO PRACTICE COUNTERDRUG TRAINING

NAVAL TECHNICAL TRAINING CENTER



NTTC (NAVTECHTRACEN)

NAVY

SCHEDULE

AVIATION STORESUPPORT (AK)

DISBOUSING CLERK (DK)

SHIP'S SERVICE DEPARTMENT (SH)

STORESUPPORT (SM)

PERSONNELMANAGEMENT

LOGISTICS (HL)

REPLACEMENT (R)

Spec (MP)

PERSONNEL Admin (AZ)

Spec (MP)

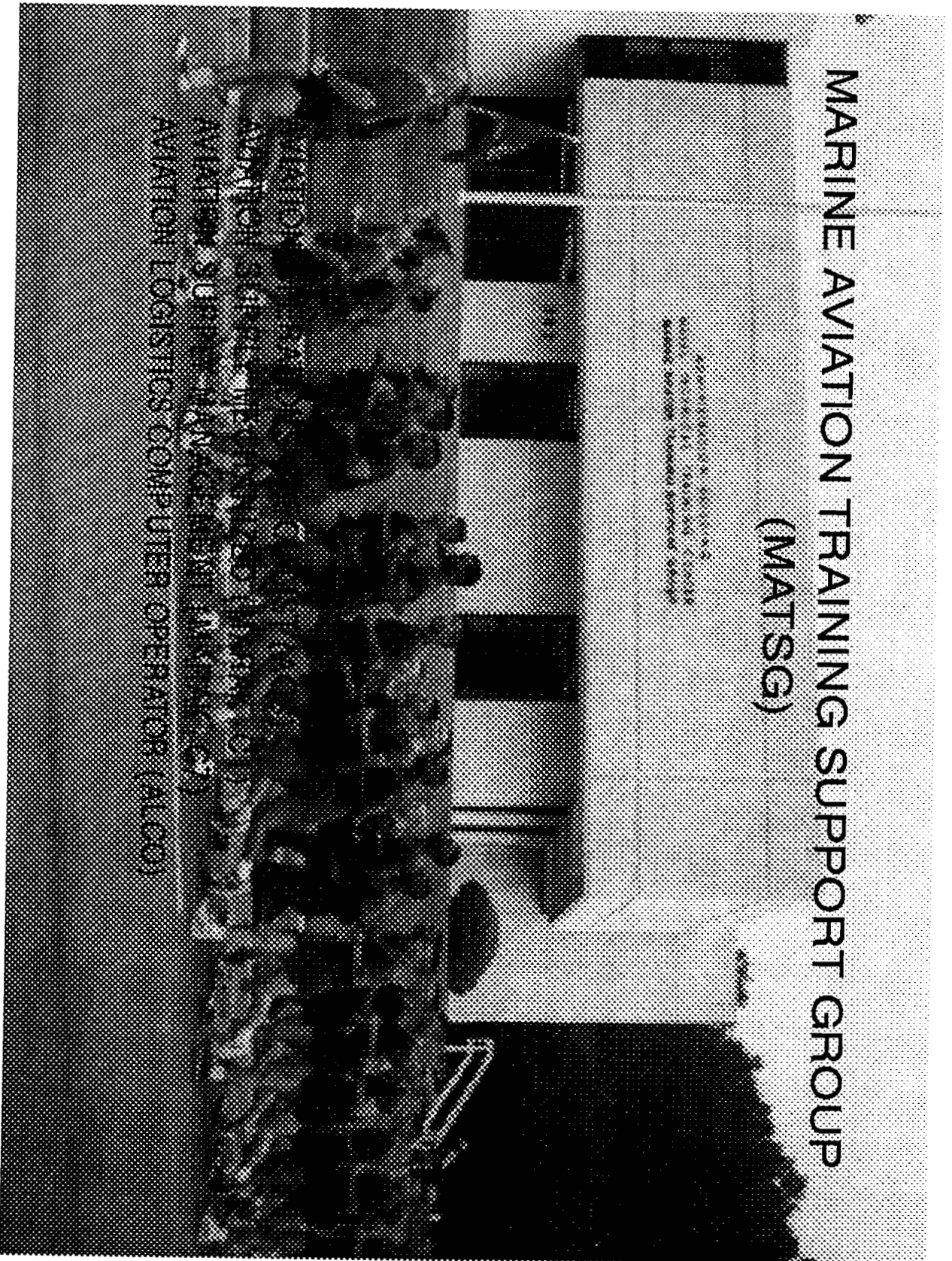
AVIATION STORESUPPORT (AK)

REPAIRS PROGRAM OFFICER

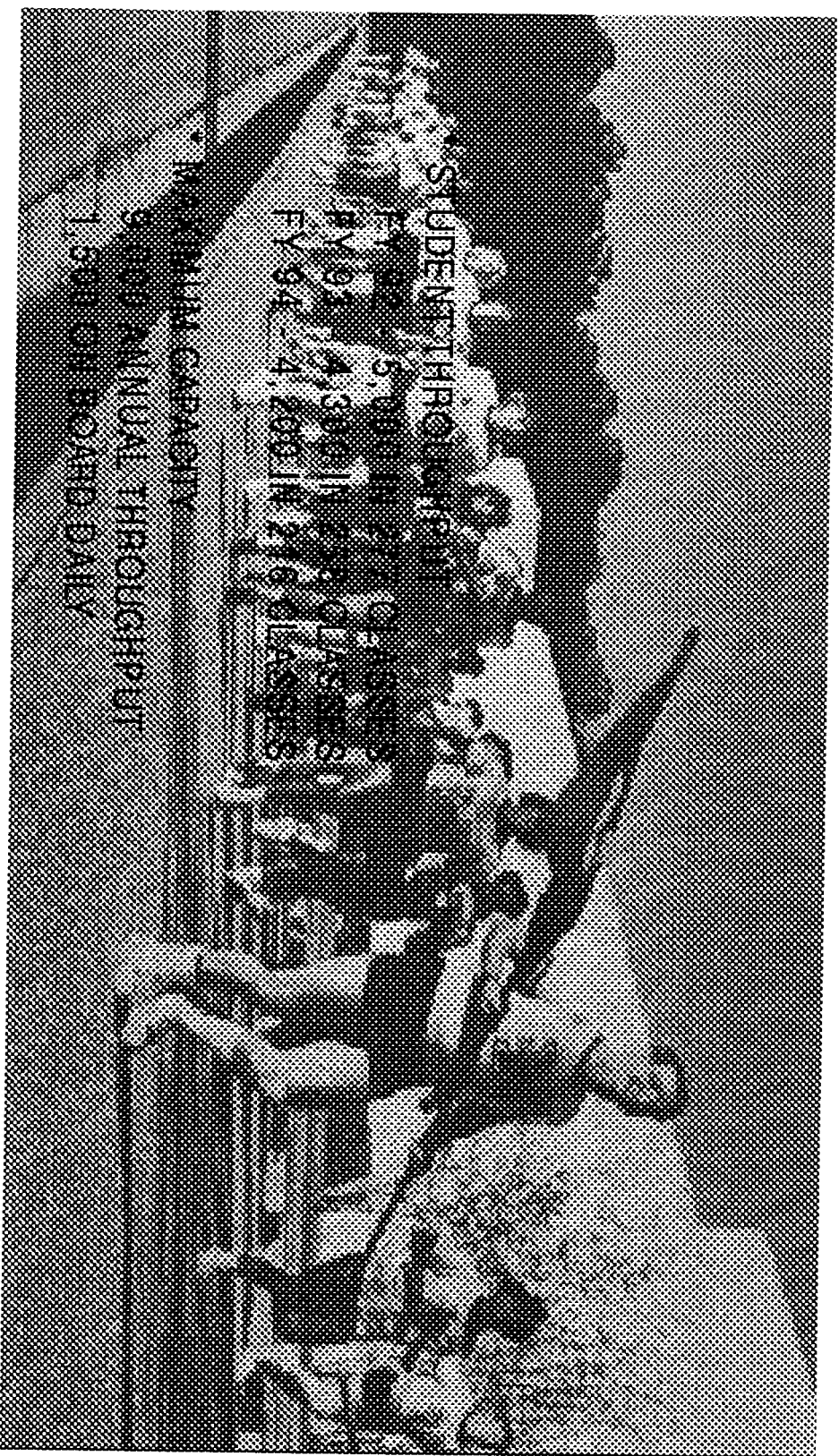
MARINE AVIATION TRAINING SUPPORT GROUP (MATSG)

AVIATION LOGISTICS COMPUTER OPERATOR (ALCO)
AVIATION SUPPORT AND MAINTENANCE (ASMA) GROUP

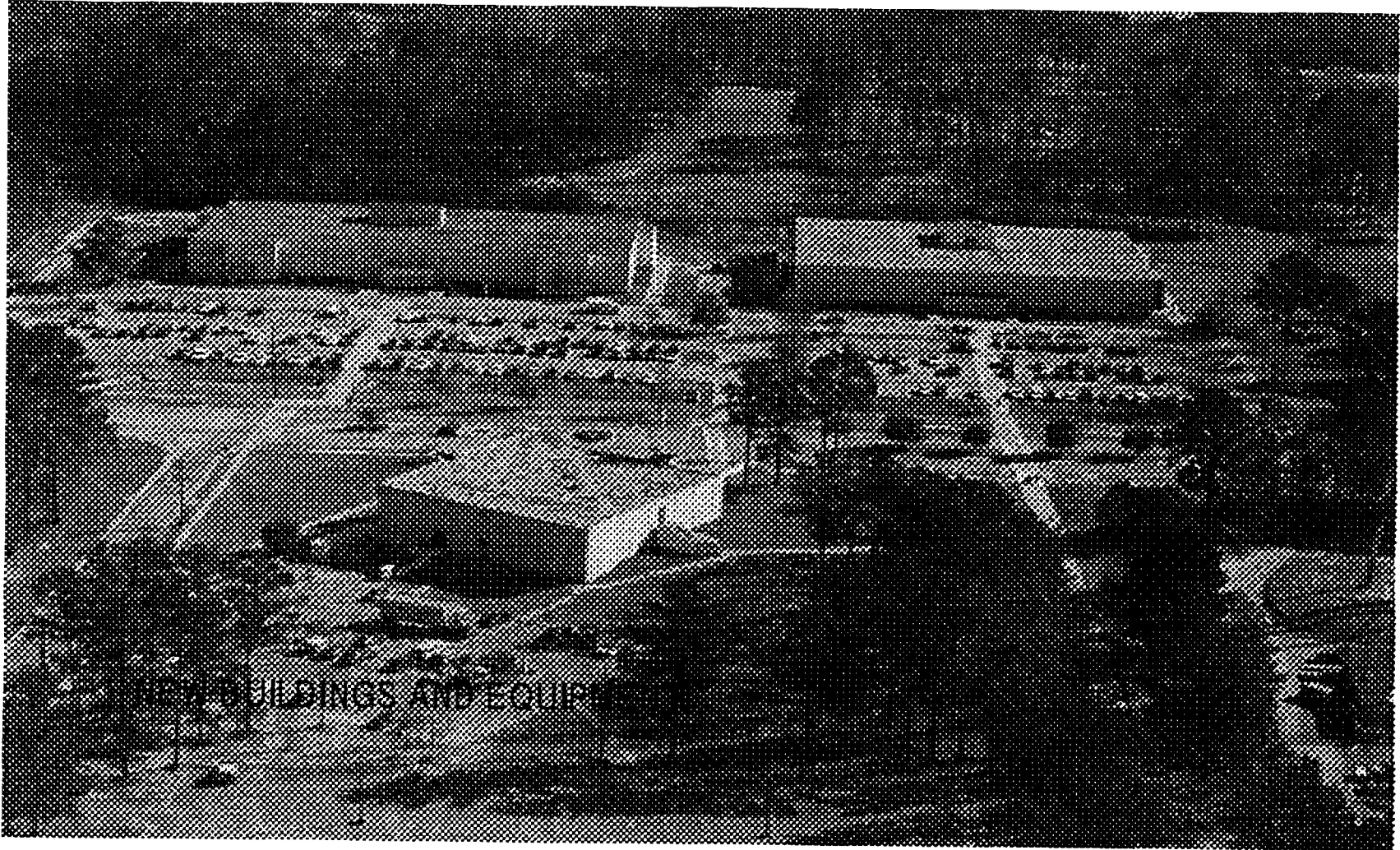
AVIATION LOGISTICS COMPUTER OPERATOR (ALCO)
AVIATION SUPPORT AND MAINTENANCE (ASMA) GROUP
AVIATION LOGISTICS COMPUTER OPERATOR (ALCO)

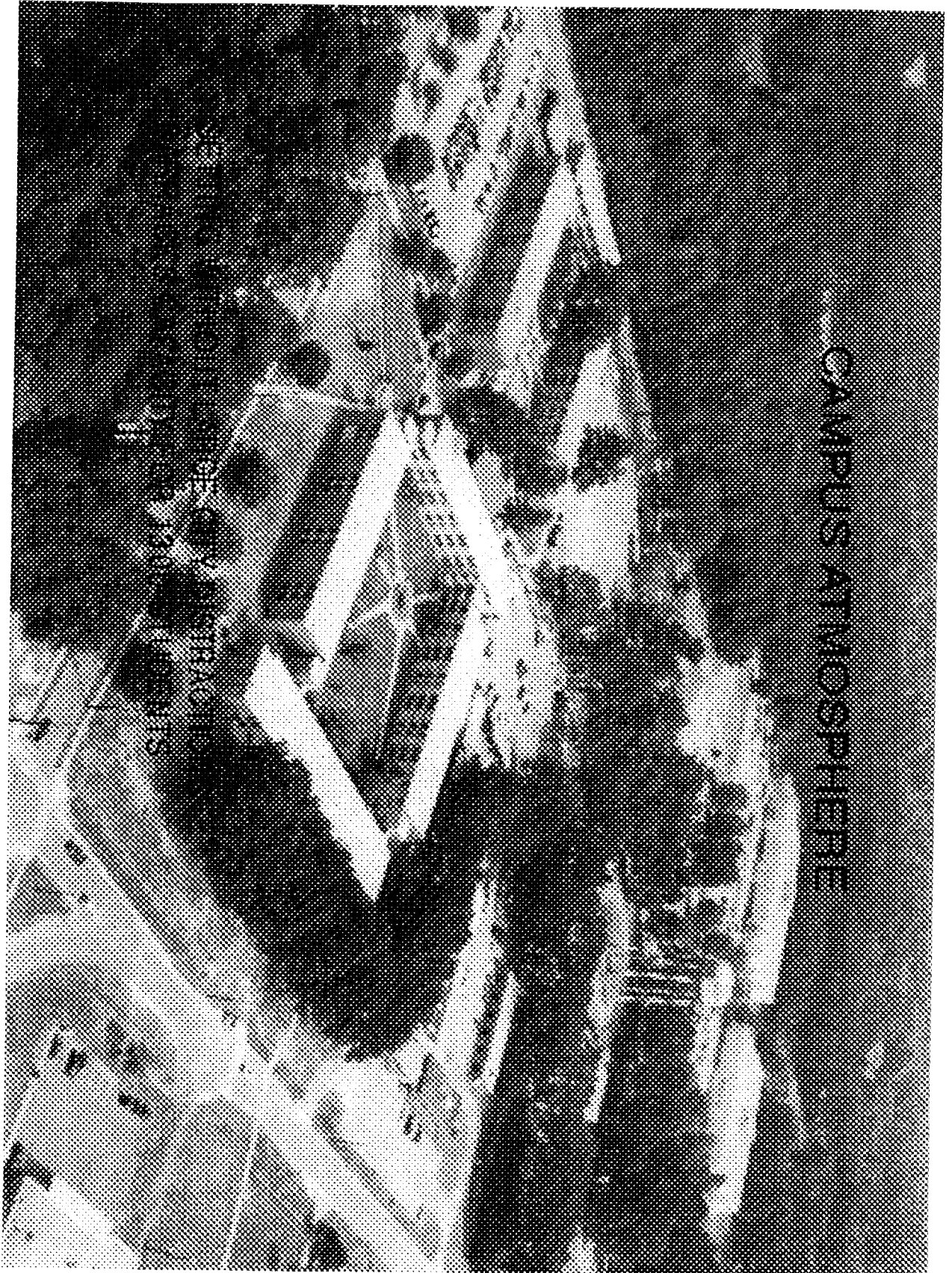


CAPACITY



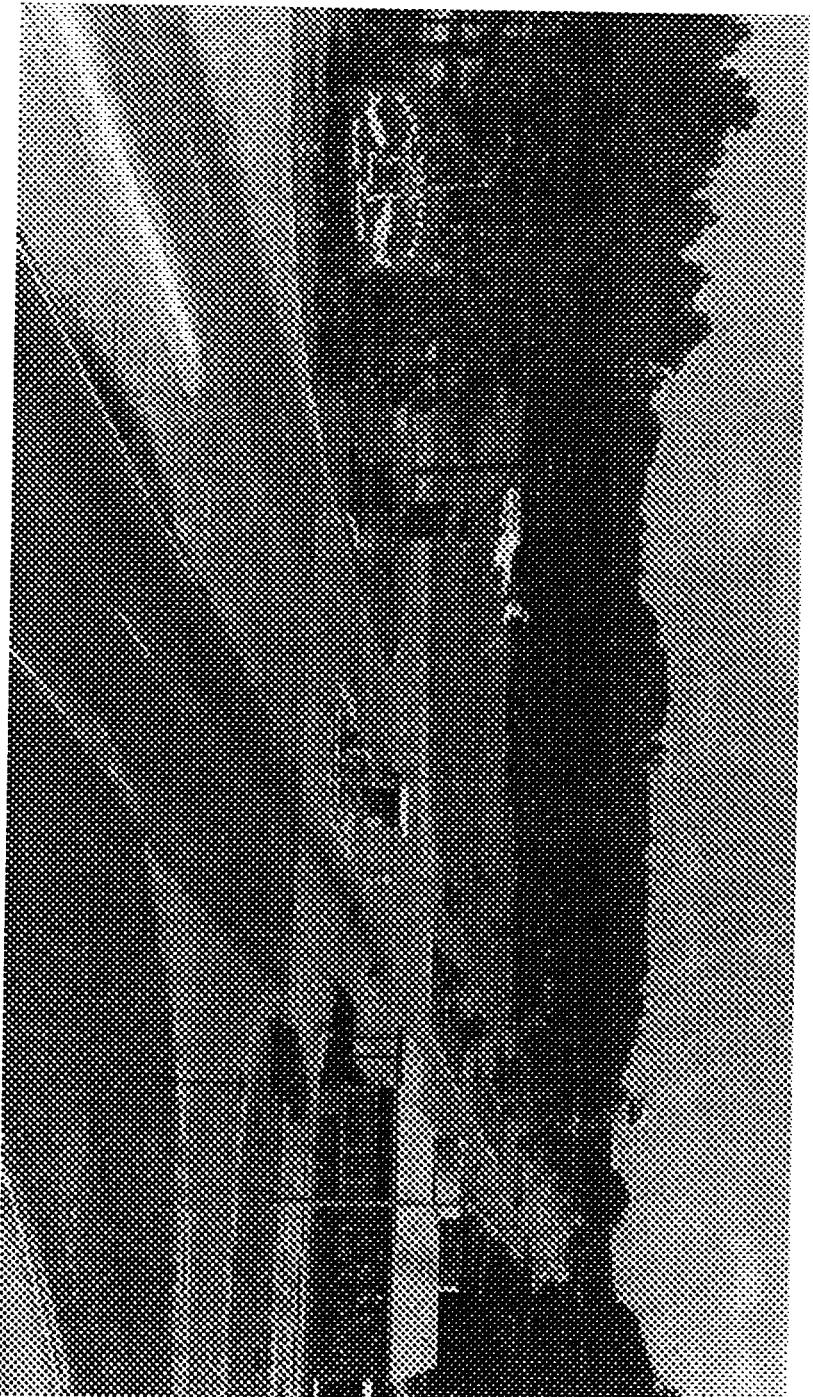
LOCATION ADVANTAGES





CAMPUS ATMOSPHERE

NAS MERIDIAN



" PRIDE OF THE SOUTH "

END OF PRESENTATION

ANY QUESTIONS ? ?

Document Separator



DEPARTMENT OF THE NAVY

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

IN REPLY REFER TO

1542
Ser N889JG/4U661666
20 Jul 1994

From: Chief of Naval Operations

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

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

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

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

2. Significant changes include:

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

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


J.S. MOBLEY
By direction

Distribution:

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

PILOT TRAINING RATES

20 JUL 94

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

ENCLOSURE (1)

NAVAL FLIGHT OFFICER TRAINING RATES20 Jul 1994

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

ENCLOSURE (2)

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

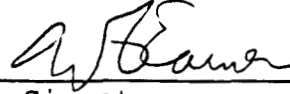
I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

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

W. A. EARNER

NAME (Please type or print)

Title



Signature

11/21/94

Date

Document Separator

Training
Air Stations

<u>1988</u>	<u>USN</u>	<u>MARINE</u>	<u>CG</u>	<u>FMS</u>
STRIKE	315	105		4
MARITIME	282	26	30	27
ROTARY	357	193	14	15
E2/C2	58			
PRIMARY PILOT	1187	349	45	47
PRIMARY NFO	539	51	2	9

<u>1989</u>	<u>USN</u>	<u>MARINE</u>	<u>CG</u>	<u>FMS</u>
STRIKE	341	109		4
MARITIME	279	26	25	31
ROTARY	402	193	25	21
E2/C2	63			
PRIMARY PILOT	1073	330	59	49
PRIMARY NFO	614	48	2	13

<u>1990</u>	<u>USN</u>	<u>MARINE</u>	<u>CG</u>	<u>FMS</u>
STRIKE	315	126		16
MARITIME	283	26	20	32
ROTARY	357	193	23	26
E2/C2	63			
PRIMARY PILOT	1074	364	49	51
PRIMARY NFO	543	55	3	13

<u>1991</u>	<u>USN</u>	<u>MARINE</u>	<u>CG</u>	<u>FMS</u>
STRIKE	259	129		13
MARITIME	220	25	42	34
ROTARY	287	193	25	39
E2/C2	43			
PRIMARY PILOT	633	407	68	69
PRIMARY NFO	380	55	2	9

- NOTE 1: Weapons Systems Operator Curriculum did not exist FY-88 to FY-91.
2. The FY 88-FY 91 NFO curriculum utilized a different syllabus than the current NFO curriculum.

SUBJ: PIPELINE COMPLETION TOTALS FOR FY88 TO FY91

1. The pipeline completions totals are as follows:

<u>1988</u>	<u>USN</u>	<u>MARINE</u>	<u>CG</u>	<u>EMS</u>
RIO	60			
TN	107	32		
OJN	76		2	
ATDS	61			
NAV	190			
<u>1989</u>	<u>USN</u>	<u>MARINE</u>	<u>CG</u>	<u>EMS</u>
RIO	68	2		
TN	114	38		
OJN	74			
ATDS	61		1	
NAV	199			4
<u>1990</u>	<u>USN</u>	<u>MARINE</u>	<u>CG</u>	<u>EMS</u>
RIO	65	6		
TN	130	49		
OJN	75			
ATDS	63		1	
NAV	203			16
<u>1991</u>	<u>USN</u>	<u>MARINE</u>	<u>CG</u>	<u>EMS</u>
RIO	64	8		
TN	95	34		
OJN	56			
ATDS	54		4	
NAV	93			6

NOTE 1: Weapons Systems Operator Curriculum did not exist FY-88 to FY-91.

2. The FY88-FY91 NFO curriculum utilized a different syllabus than the current NFO curriculum.

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)
Chief of Naval Air Training
Title
Naval Air Training Command
Activity

W B Hayden
Signature
3 June 94
Date

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)

Title

Activity

Signature

Date

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)

Title

Signature

Date

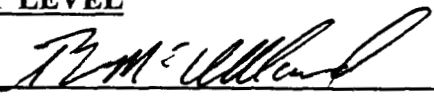
Command: CNATRA

Data Call Number Three Amendment Two

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

MAJOR CLAIMANT LEVEL

T. L. McCLELLAND
NAME


Signature

Acting
Title

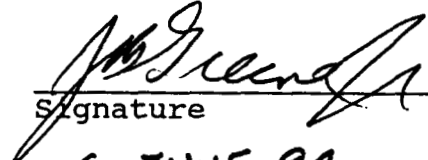
3 JUNE 94
Date

CNET
Activity

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

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

J. B. GREENE, JR.
NAME (Please type or print)


Signature

ACTING
Title

6 JUNE 94
Date

Document Separator

5211

DATA CALL 66
INSTALLATION RESOURCES

UIC: 43324

Activity Information:

Activity Name:	PERSUPPET Meridan
UIC:	43324
Host Activity Name (if response is for a tenant activity):	Naval Air Station Meridan
Host Activity UIC:	63043

General Instructions/Background. A separate response to this data call must be completed for each Department of the Navy (DON) host, independent and tenant activity which separately budgets BOS costs (regardless of appropriation), and, is located in the United States, its territories or possessions.

1. Base Operating Support (BOS) Cost Data. Data is required which captures the total annual cost of operating and maintaining Department of the Navy (DON) shore installations. Information must reflect FY 1996 budget data supporting the FY 1996 NAVCOMPT Budget Submit. Two tables are provided. Table 1A identifies "Other than DBOF Overhead" BOS costs and Table 1B identifies "DBOF Overhead" BOS costs. These tables must be completed, as appropriate, for all DON host, independent or tenant activities which separately budget BOS costs (regardless of appropriation), and, are located in the United States, its territories or possessions. Responses for DBOF activities may need to include both Table 1A and 1B to ensure that all BOS costs, including those incurred by the activity in support of tenants, are identified. If both table 1A and 1B are submitted for a single DON activity, please ensure that no data is double counted (that is, included on both Table 1A and 1B). The following tables are designed to collect all BOS costs currently budgeted, regardless of appropriation, e.g., Operations and Maintenance, Research and Development, Military Personnel, etc. Data must reflect FY 1996 and should be reported in thousands of dollars.

a. Table 1A - Base Operating Support Costs (Other Than DBOF Overhead). This Table should be completed to identify "Other Than DBOF Overhead" Costs. Display, in the format shown on the table, the O&M, R&D and MPN resources currently budgeted for BOS services. O&M cost data must be consistent with data provided on the BS-1 exhibit. Report only direct funding for the activity. Host activities should not include reimbursable support provided to tenants, since tenants will be separately reporting these costs. Military personnel costs should be included on the appropriate lines of the table. Please ensure that individual lines of the table do not include duplicate costs. Add additional

DATA CALL 66
INSTALLATION RESOURCES

UIC: 43324

lines to the table (following line 2j., as necessary, to identify any additional cost elements not currently shown). Leave shaded areas of table blank.

Table 1A - Base Operating Support Costs (Other Than DBOF Overhead)			
Activity Name: PERSUPPET Meridan			UIC: 43324
Category	FY 1996 BOS Costs (\$000)		
	Non-Labor	Labor	Total
1. Real Property Maintenance Costs:			
1a. Maintenance and Repair			
1b. Minor Construction			
1c. Sub-total 1a. and 1b.			
2. Other Base Operating Support Costs:			
2a. Utilities			
2b. Transportation			
2c. Environmental			
2d. Facility Leases			
2e. Morale, Welfare & Recreation			
2f. Bachelor Quarters			
2g. Child Care Centers			
2h. Family Service Centers			
2i. Administration	59	1037	1096
2j. Other (Specify)			
2k. Sub-total 2a. through 2j:	59	1037	1096
3. Grand Total (sum of 1c. and 2k.):	59	1037	1096

DATA CALL 66
INSTALLATION RESOURCES

UIC: 43324

b. **Funding Source.** If data shown on Table 1A reflects more than one appropriation, then please provide a break out of the total shown for the "3. Grand-Total" line, by appropriation:

<u>Appropriation</u>	<u>Amount (\$000)</u>
O&MN	450
MPN	646

c. **Table 1B - Base Operating Support Costs (DBOF Overhead).** This Table should be submitted for all current DBOF activities. Costs reported should reflect BOS costs supporting the DBOF activity itself (usually included in the G&A cost of the activity). For DBOF activities which are tenants on another installation, total cost of BOS incurred by the tenant activity for itself should be shown on this table. It is recognized that differences exist among DBOF activity groups regarding the costing of base operating support: some groups reflect all such costs only in general and administrative (G&A), while others spread them between G&A and production overhead. Regardless of the costing process, all such costs should be included on Table 1B. The Minor Construction portion of the FY 1996 capital budget should be included on the appropriate line. Military personnel costs (at civilian equivalency rates) should also be included on the appropriate lines of the table. Please ensure that individual lines of the table do not include duplicate costs. Also ensure that there is no duplication between data provided on Table 1A. and 1B. These two tables must be mutually exclusive, since in those cases where both tables are submitted for an activity, the two tables will be added together to estimate total BOS costs at the activity. Add additional lines to the table (following line 21., as necessary, to identify any additional cost elements not currently shown). Leave shaded areas of table blank.

Other Notes: All costs of operating the five Major Range Test Facility Bases at DBOF activities (even if direct RDT&E funded) should be included on Table 1B. Weapon Stations should include underutilized plant capacity costs as a DBOF overhead "BOS expense" on Table 1B..

DATA CALL 66
INSTALLATION RESOURCES

UIC: 43324

Table 1B - Base Operating Support Costs (DBOF Overhead)			
Activity Name: N/A; not a DBOF Activity		UIC: 43324	
Category	FY 1996 Net Cost From UC/FUND-4 (\$000)		
	Non-Labor	Labor	Total
1. Real Property Maintenance Costs:			
1a. Real Property Maintenance (> \$15K)			
1b. Real Property Maintenance (< \$15K)			
1c. Minor Construction (Expensed)			
1d. Minor Construction (Capital Budget)			
1e. Sub-total 1a. through 1d.			
2. Other Base Operating Support Costs:			
2a. Command Office			
2b. ADP Support			
2c. Equipment Maintenance			
2d. Civilian Personnel Services			
2e. Accounting/Finance			
2f. Utilities			
2g. Environmental Compliance			
2h. Police and Fire			
2i. Safety			
2j. Supply and Storage Operations			
2k. Major Range Test Facility Base Costs			
2l. Other (Specify)			
2m. Sub-total 2a. through 2l:			
3. Depreciation			
4. Grand Total (sum of 1c., 2m., and 3.) :			

DATA CALL 66
INSTALLATION RESOURCES

UIC: 43324

2. **Services/Supplies Cost Data.** The purpose of Table 2 is to provide information about projected FY 1996 costs for the purchase of services and supplies by the activity. (Note: Unlike Question 1 and Tables 1A and 1B, above, this question is not limited to overhead costs.) The source for this information, where possible, should be either the NAVCOMPT OP-32 Budget Exhibit for O&M activities or the NAVCOMPT UC/FUND-1/IF-4 exhibit for DBOF activities. Information must reflect FY 1996 budget data supporting the FY 1996 NAVCOMPT Budget Submit. Break out cost data by the major sub-headings identified on the OP-32 or UC/FUND-1/IF-4 exhibit, disregarding the sub-headings on the exhibit which apply to civilian and military salary costs and depreciation. Please note that while the OP-32 exhibit aggregates information by budget activity, this data call requests OP-32 data for the activity responding to the data call. Refer to NAVCOMPTINST 7102.2B of 23 April 1990, Subj: Guidance for the Preparation, Submission and Review of the Department of the Navy (DON) Budget Estimates (DON Budget Guidance Manual) with Changes 1 and 2 for more information on categories of costs identified. Any rows that do not apply to your activity may be left blank. However, totals reported should reflect all costs, exclusive of salary and depreciation.

Table 2 - Services/Supplies Cost Data	
Activity Name: PERSUPPDET Meridan	UIC: 43324
Cost Category	FY 1996 Projected Costs (\$000)
Travel:	1
Material and Supplies (including equipment):	47
Industrial Fund Purchases (other DBOF purchases):	0
Transportation:	0
Other Purchases (Contract support, etc.):	11
Total:	59

DATA CALL 66
INSTALLATION RESOURCES

UIC: 43324

3. Contractor Workyears.

a. **On-Base Contract Workyear Table.** Provide a projected estimate of the number of contract workyears expected to be performed "on base" in support of the installation during FY 1996. Information should represent an annual estimate on a full-time equivalency basis. Several categories of contract support have been identified in the table below. While some of the categories are self-explanatory, please note that the category "mission support" entails management support, labor service and other mission support contracting efforts, e.g., aircraft maintenance, RDT&E support, technical services in support of aircraft and ships, etc.

Table 3 - Contract Workyears	
Activity Name: PERSUPPET Meridan	UIC: 43324
Contract Type	FY 1996 Estimated Number of Workyears On-Base
Construction:	
Facilities Support:	
Mission Support:	
Procurement:	
Other:*	
Total Workyears:	0

* **Note:** Provide a brief narrative description of the type(s) of contracts, if any, included under the "Other" category.

DATA CALL 66
INSTALLATION RESOURCES

UIC: 43324

b. Potential Disposition of On-Base Contract Workyears. If the mission/functions of your activity were relocated to another site, what would be the anticipated disposition of the on-base contract workyears identified in Table 3.?

1) Estimated number of contract workyears which would be transferred to the receiving site (This number should reflect the number of jobs which would in the future be contracted for at the receiving site, not an estimate of the number of people who would move or an indication that work would necessarily be done by the same contractor(s)):

N/A; no contract workyears

2) Estimated number of workyears which would be eliminated:

N/A; no contract workyears

3) Estimated number of contract workyears which would remain in place (i.e., contract would remain in place in current location even if activity were relocated outside of the local area):

N/A; no contract workyears

DATA CALL 66
INSTALLATION RESOURCES

UIC: 43324

c. "Off-Base" Contract Workyear Data. Are there any contract workyears located in the local community, but not on-base, which would either be eliminated or relocated if your activity were to be closed or relocated? If so, then provide the following information (ensure that numbers reported below do not double count numbers included in 3.a. and 3.b., above): No.

No. of Additional Contract Workyears Which Would Be Eliminated	General Type of Work Performed on Contract (e.g., engineering support, technical services, etc.)
None	

No. of Additional Contract Workyears Which Would Be Relocated	General Type of Work Performed on Contract (e.g., engineering support, technical services, etc.)
None	

PSA JACKSONVILLE UIC N68585
DATA CALL SIXTY-SIX

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

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print)

Signature

Title

Date

Activity

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

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print)

Signature

Title

Date

Activity

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

MAJOR CLAIMANT LEVEL

RADM H. W. GEHMAN, JR.

NAME (Please type or print)

H.W. Gehman Jr.

Signature

15 AUG 1994

Acting

Title Commander in Chief

U.S. Atlantic Fleet

Date

Activity

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

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

W.A. EARNER

NAME (Please type or print)

W.A. Earner

Signature

7/1/94

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

D. V. VAN SAUN
NAME (Please type or print)

Doris V Van Saun
Signature

Commanding Officer, Acting
Title

8/2/94
Date

Personnel Support Activity, Jacksonville
Activity

Document Separator

RESPONSE TO CAPTAIN BUZZELL INQUIRIES

PRIMARY INT E2/C2 INT MAR INT HELO ADV MAR
Numbers reflect student input for FY99

USN	585	40	151	210	124
USMC	328	0	30	184	29
CG	38	0	0	38	0
FMS	140	0	45	65	45
NOAA	2	0	2	0	2
USAF	100	0	0	0	151

SUBTOTAL	1193	40	228	497	351
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Other students trained at USAF that are not included above

USN	70	0	0	0	25
USMC	30	0	0	0	0

TOTAL	1293	40	228	497	376
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Command: CNET

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

(Page 4/4)

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

MAJOR CLAIMANT LEVEL

P. E. TOBIN
NAME

PEH
Signature

Acting
Title

12/28/94
Date

CNET
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)

P.R. Statskey
Signature

CHIEF OF NAVAL AIR TRAINING (ACTING)

Title

23 DEC 94
Date

NAVAL AIR TRAINING COMMAND

Activity

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

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print)

Signature

Title

Date

Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

NAME (Please type or print)

W.E. Egan
Signature

Title

12/29/94
Date

227

**NAS MERIDIAN MS
UIC: 63043**

DATA CALL 33

**ENVIRONMENTAL DATA CALL:
DATA CALL TO BE SUBMITTED TO
ALL NAVY/MARINE CORPS HOST ACTIVITIES**

16 May 1994

Maps held in original

**BRAC 1995 ENVIRONMENTAL DATA CALL:
All Navy/Marine Corps Host Activities**

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ENVIRONMENTAL DATA CALL

Responses to the following questions provide data that will allow an assessment of the potential environmental impact associated with the closure or realignment of a Navy shore activity. This criterion consists of:

- Endangered/Threatened Species and Biological Habitat
- Wetlands
- Cultural Resources
- Environmental Facilities
- Air Pollution
- Environmental Compliance
- Installation Restoration
- Land/Air/Water Use

As part of the answers to these questions, a *source citation* (e.g., 1993 base loading, 1993 base-wide Endangered Species Survey, 1993 letter from USFWS, 1993 Base Master Plan, 1993 Permit Application, 1993 PA/SI, etc.) must be included. It is probable that, at some point in the future, you will be asked to provide additional information detailing specifics of individual characteristics. In anticipation of this request, supporting documentation (e.g., maps, reports, letters, etc.) regarding answers to these questions should be retained. Information needed to answer these questions is available from the cognizant EFD Planning and Real Estate Divisions, and Environment, Safety, and Health Divisions; and from the activity Public Works Department, and activity Health Monitoring and Safety Offices.

For purposes of the questions associated with land use at your base is *defined as land* (acreage owned, withdrawn, leased, and controlled through easements); *air* (space controlled through agreements with the FAA, e.g., MOAs); and *water* (navigation channels and waters along a base shoreline) *under the control of the Navy*.

AMENDMENT 2

BRAC-95 DC 33/NAS MERIDIAN MS/UIC: 63043

Provide a list of the tenant activities with UICs that are covered in this response.

UIC/TENANT

CTW-1:

0398A VT-7
0399A VT-9 (inactive)
09177 VT-19
09251 CTW-1
30458 CTW-1 STUDENTS
42105 UNDERGRADUATE PILOT TRAINING
47232 CONTRACT SERVICE FOR AIRCRAFT FUEL/DEFUEL
47733 CTW-1 INSTRUCTOR TRAINING UNIT (ITU)
88242 CTW-1 RESERVE DET 182

NTTC:

30128 NTTC, NAVY/MARINE STUDENTS
32739 NTTC
42141 NTTC, GENERAL SKILL TRAINING (GST)
43878 NTTC MERIDIAN, LOG
43879 NTTC MERIDIAN, AIR
43880 NTTC MERIDIAN
43881 NTTC, GST, LOGISTICS
43882 NTTC, GST, AIR
45036 NTTC, FOREIGN MILITARY SALES TRAINING
46741 NTTC, GST, ELECTRONIC WARFARE
68605 MARINE AVIATION TRAINING SUPPORT GROUP

OTHER GOVERNMENT:

33280 NAVAL COMPUTER & TELECOMMUNICATIONS STATION
35627 NIS RESIDENT AGENCY
39167 BRANCH DENTAL CLINIC
42101 NATU COLUMBUS AFB
43324 PERSONNEL SUPPORT DET
44219 RESIDENT OIC OF CONSTRUCTION
49153 NAVAIRTRG MGT SUPPORT ACT (NATMSACT)
49221 DEFENSE COMMISSARY AGENCY DET
63352 NAVY EXCHANGE DET
65777 NAVAL OCEANOGRAPHY COMMAND DET
68322 HUMAN RESOURCES OFFICE DET
NA REGIONAL COUNTERDRUG TRAINING ACADEMY
NA FEDERAL AVIATION ADMINISTRATION
NA POSTAL SERVICES

NON-GOVERNMENT (NO UIC):

AFGE LOCAL 2344
AMERICAN RED CROSS
CITIZENS NATIONAL BANK
NAVAL FEDERAL CREDIT UNION
NAVY-MARINE CORPS RELIEF SOCIETY
INCLUDES ALL CONTRACTORS

1. ENDANGERED/THREATENED SPECIES AND BIOLOGICAL HABITAT

1a. For federal or state listed endangered, threatened, or category 1 plant and/or animal species on your base, complete the following table. Critical/sensitive habitats for these species are designated by the U. S. Fish and Wildlife Service (USFWS). A species is present on your base if some part of its life-cycle occurs on Navy controlled property (e.g., nesting, feeding, loafing). Important Habitat refers to that number of acres of habitat that is important to some life cycle stage of the threatened/endangered species that is not formally designated.

S P E C I E S (plant or animal)	Designation (Threatened/ Endangered)	Federal/ State	Critical / Designated Habitat (Acres)	Important Habitat (acres)
NA				

NOTE: No federal or state listed endangered, threatened, or category 1 plant and/or animal species occur on NAS Meridian; however, a red cockaded woodpecker colony (*Picoides borealis*, threatened, Federal) occurs between 1/4 and 1/2 mile east of the edge of Navy property on land belonging to Georgia-Pacific Corporation. Of 634 acres of Navy land at the Target Range, 522 acres are cleared and hold no habitat for the woodpecker. The remaining 112 acres is timbered but is 3/4 to 1 mile from the colony. The U.S. Fish and Wildlife Service considers 1/2 mile to be the outside limit for foraging distance. It has been determined that Naval operations in the area do not adversely affect the colony.

Source Citation: TOM BURST, WILDLIFE BIOLOGIST, SOUTHNAVFACENGCOM, 1994

1b.

Have your base operations or development plans been constrained due to: - USFWS or National Marine Fisheries Service (NMFS)? - State required modifications or constraints? If so, identify below the impact of the constraints including any restrictions on land use.	NO
Are there any requirements resulting from species not residing on base, but which migrate or are present nearby? If so, summarize the impact of such constraints.	NO

1c. If the area of the habitat and the associated species have not been identified on base maps provided in Data Call 1, submit this information on an updated version of Data Call 1 map.

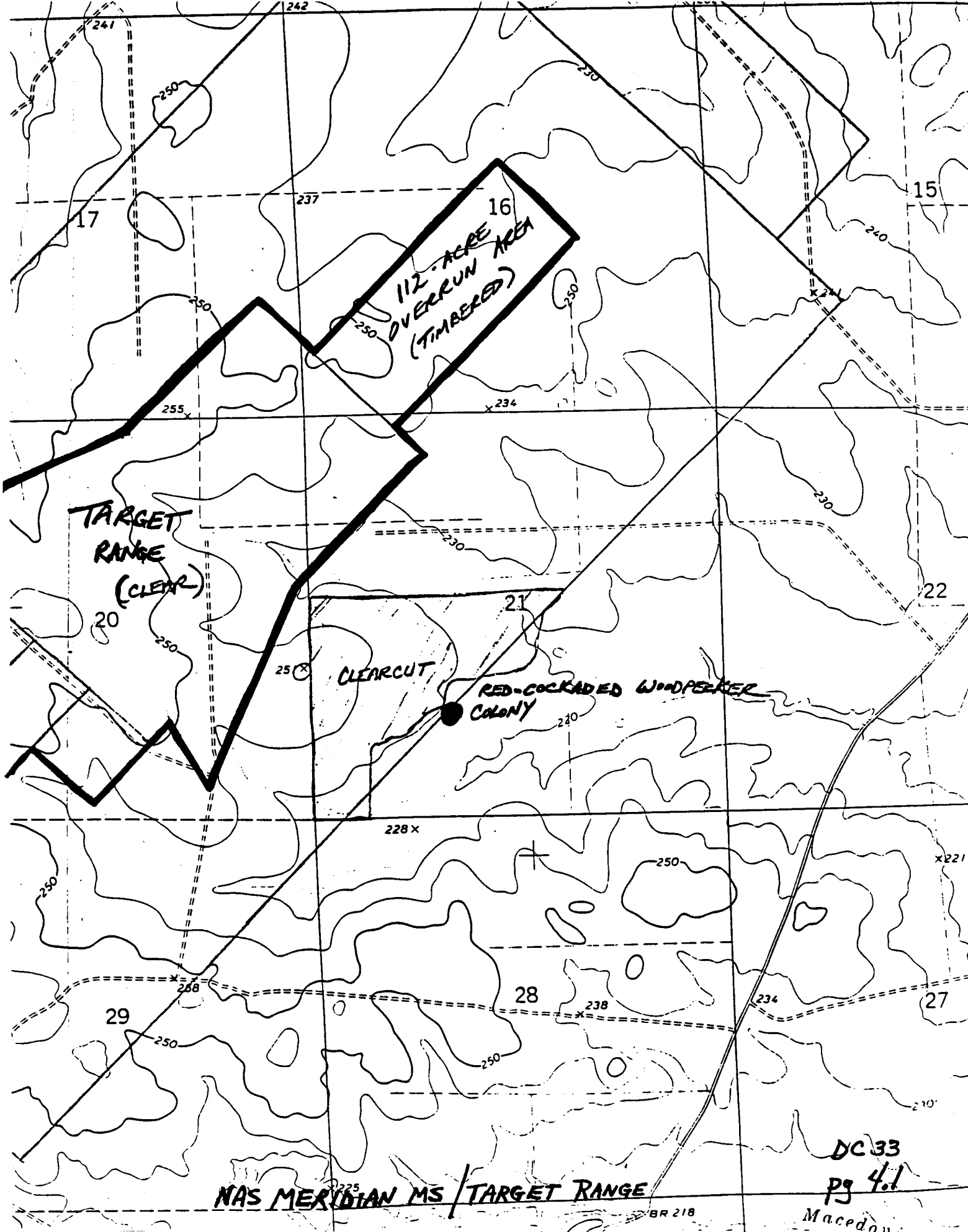
SEE PAGE 4.1, MAP OF NASMER TARGET RANGE.

1d.

Have any efforts been made to relocate any species and/or conduct any mitigation with regards to critical habitats or endangered/threatened species? Explain what has been done and why.	NO
--	----

1e.

Will any state or local laws and/or regulations applying to endangered/threatened species which have been enacted or promulgated but not yet effected, constrain base operations or development plans beyond those already identified? Explain.	NO
---	----



112-ACRE
OVERRUN AREA
(TIMBERED)

TARGET
RANGE
(CLEAR)

CLEARCUT

RED-COCKADED WOODPECKER
COLONY

NAS MERIDIAN MS / TARGET RANGE

DC 33
pg 4.

Macedonia

BR 218

2. WETLANDS

Note: Jurisdictional wetlands are those areas that meet the wetland definitional criteria detailed in the Corps of Engineers (COE) Wetland Delineation Manual, 1987, Technical Report Y-87-1, U.S. Army Engineer Waterway Experiment Station, Vicksburg, MS or officially adapted state definitions.

2a.

Does your base possess federal jurisdictional wetlands?	YES
Has a wetlands survey in accordance with established standards been conducted for your base?	YES
When was the survey conducted or when will it be conducted?	JUN 89
What percent of the base has been surveyed?	100%
What is the total acreage of jurisdictional wetlands present on your base?	1,564

Source Citation: TOM BURST, WILDLIFE BIOLOGIST, SOUTHNAVFACENGCOM, 1994

2b. If the area of the wetlands has not been identified on base maps provided in Data Call 1, submit this on an updated version of Data Call 1 map.

SEE PAGES 5.1 - 5.3, MAP PHOTOS OF WETLANDS. (SEE TAB A)

HEARD
CNET N-4433
ATA T JWSM

2c. Has the EPA, COE or a state wetland regulatory agency required you to modify or constrain base operations or development plans in any way in order to accommodate a jurisdictional wetland? NO. If YES, summarize the results of such modifications or constraints.

3. CULTURAL RESOURCES

3a.

<p>Has a survey been conducted to determine historic sites, structures, districts or archaeological resources which are listed, or determined eligible for listing, on the National Register of Historic Places? If so, list the sites below.</p>	<p>YES</p>
---	------------

NO sites eligible.

3b.

<p>Has the President's Advisory Council on Historic Preservation or the cognizant State Historic Preservation Officer required you to mitigate or constrain base operations or development plans in any way in order to accommodate a National Register cultural resource? If YES, list the results of such modifications or constraints below.</p>	<p>YES</p>
---	------------

NOTE: In JAN 94 clay fragments from a pottery kiln operated from 1870 to 1900 were uncovered by a government bulldozer operator while digging in a dirt borrow pit. The State of Mississippi Historic Preservation Officer and SOUTHNAVFACENGCOM were notified immediately. Work has been stopped on this dirt borrow pit pending the outcome of a Reconnaissance Survey which began 06 MAY 94 by a State approved archaeologist. No delays to work have resulted as borrow material is available from other pits on station.

3c.

<p>Are there any on base areas identified as sacred areas or burial sites by Native Americans or others? List below.</p>	<p>NO</p>
--	-----------

4. ENVIRONMENTAL FACILITIES

Notes: If your facility is permitted for less than maximum capacity, state the maximum capacity and explain below the associated table why it is not permitted for maximum capacity. Under "Permit Status" state when the permit expires, and whether the facility is operating under a waiver. For permit violations, limit the list to the last 5 years.

4a.

Does your base have an operating landfill?				NO	
ID/Location of Landfill	Permitted Capacity (CYD)		Maximum Capacity (CYD)	Contents ¹	Permit Status
	TOTAL	Remaining			
NA					

¹ Contents (e.g. building demolition, asbestos, sanitary debris, etc)

Are there any current or programmed projects to correct deficiencies or improve the facility.

NA

4b. If there are any non-Navy users of the landfill, describe the user and conditions/agreements.

NA

4c.

Does your base have any disposal, recycling, or incineration facilities for solid waste?					NO
Facility/Type of Operation	Permitted Capacity	Ave Daily Throughput	Maximum Capacity	Permit Status	Comments
NA					

List any permit violations and projects to correct deficiencies or improve the facility.

NA

NOTE: Although NAS Meridian does not have a recycling facility, a recycling program is in progress on station and includes a curbside pick up in the Family Housing area. Paper and aluminum products are collected by base personnel and sent to a vendor off station for processing.

4d.

Does your base own/operate a Domestic Wastewater Treatment Plant (WWTP) ?					YES
ID/Location of WWTP	Permitted Capacity	Ave Daily Discharge Rate	Maximum Capacity	Permit Status	Level of Treatment/ Year Built
MS0020010 NAS MERIDIAN MS	0.78 MGD	0.425 MGD	1.4 MGD	EXP:31 MAR 96 NO WAIVERS	AEROBIC DIGESTER/ TRICKLING FILTER/1961

PERMITTED CAPACITY IS DETERMINED BY STATE OF MISSISSIPPI BOARD OF POLLUTION CONTROL WHICH USES POPULATION, COMMERCIAL AND INDUSTRIAL INPUTS, AND CAPACITY OF DISCHARGE STREAM. PERMITTED CAPACITY IS NORMALLY TWICE AVERAGE DAILY DISCHARGE. MAXIMUM CAPACITY IS THE DESIGN CAPACITY BASED ON DESIGN CAPACITY OF POTABLE WATER TREATMENT FACILITY.

List permit violations and discuss any projects to correct deficiencies.

NO permit violations.

SOUTHNAVFACENCOM completed a Environmental Compliance Evaluation APR 94 identifying no projects required.

4e. If you do not have a domestic WWTP, describe the average discharge rate of your base to the local sanitary sewer authority, discharge limits set by the sanitary sewer authority (flow and pollutants) and whether the base is in compliance with their permit. Discuss recurring discharge violations.

NA

4f.

Does your base operate an Industrial Waste Treatment Plant (IWTP)?					NO
ID/Location of IWTP	Type of Treatment	Permitted Capacity	Ave Daily Discharge Rate	Maximum Capacity	Permit Status
NA					

List any permit violations and projects to correct deficiencies or improve the facility.

NA

4g. Are there other waste treatment flows not accounted for in the previous tables? Estimate capacity and describe the system.

Water Pollution Control Permit No. MS0024503 for OLF Joe Williams Field covers septic tank/stormwater drainage system. Monthly flow is .003 MGD with maximum flow design .012 MGD. System properly working. No problems or violations.

4h.

Does your base operate drinking Water Treatment Plants (WTP)?					YES
ID/Location of WTP	Operating (GPD)		Method of Treatment	Maximum Capacity (GPD)	Permit Status
	Permitted Capacity	Daily Rate			
MS0001422 NAS MERIDIAN MS	1,200,000	600,000	Sand Filter Settling Basin	1,500,000	EXP: 31MAR96 NO WAIVERS

PERMITTED CAPACITY IS DETERMINED BY STATE OF MISSISSIPPI DEPARTMENT OF PUBLIC HEALTH WHICH USES POPULATION, COMMERCIAL AND INDUSTRIAL REQUIREMENTS, AND OTHER POTABLE WATER NEEDS. PERMITTED CAPACITY IS TWICE DAILY OPERATING RATE (GPD). MAXIMUM CAPACITY IS THE DESIGN CAPACITY BASED ON SIZES OF DEEP WATER WELLS AND STORAGE TANKS.

List permit violations and projects/actions to correct deficiencies or improve the facility.

NO permit violations.

4i. If you do not operate a WTP, what is the source of the base potable water supply. State terms and limits on capacity in the agreement/contract, if applicable.

NAS Meridian's main station operates a WTP.
OLF Joe Williams Field purchases water from cooperative, Northwest Kemper Water Association.

4j.

Does the presence of contaminants or lack of supply of water constrain base operations. Explain.	NO
--	----

4k.

Other than those described above does your base hold any NPDES or stormwater permits? If YES, describe permit conditions.	NO
If NO, why not and provide explanation of plan to achieve permitted status.	

NAS MERIDIAN applied through SOUTHNAVFACENGCOM in FY92 for the Navy-wide group stormwater permit involving the four other outfalls on station. NAVFACENGCOM is presently testing and studying several bases before permitting all applicants.

4l.

YES/NO

Does your base have bilge water discharge problem?	NO
Do you have a bilge water treatment facility?	NO

Explain: NA

4m.

Will any state or local laws and/or regulations applying to Environmental Facilities, which have been enacted or promulgated but not yet effected, constrain base operations or development plans beyond those already identified? Explain.	NO
---	----

4n. What expansion capacity is possible with these Environmental Facilities? Will any expansions/upgrades as a result of BRACON or projects programmed through the Presidents budget through FY1997 result in additional capacity? Explain.

Ample expansion capacity is available. No expansions or upgrades will be required for any BRAC action.

4o. Do capacity limitations on any of the facilities discussed in question 4 pose a present or future limitation on base operations? Explain.

NO.

Rev.

5. AIR POLLUTION

5a.

What is the name of the Air Quality Control Areas (AQCA) in which the base is located? <p style="text-align: center;">MISSISSIPPI DEPT OF ENVIRONMENTAL QUALITY</p>
Is the installation or any of its OLFs or non-contiguous base properties located in different AQCA's? <u>NO</u> . List site, location and name of AQCA. <u>NA</u>

R

5b. For each parcel in a separate AQCA fill in the following table. Identify with an "X" whether the status of each regulated pollutant is: attainment/nonattainment/maintenance. For those areas which are in non-attainment, state whether they are: Marginal, Moderate, Serious, Severe, or Extreme. State target attainment year.

Site: NAVAL AIR STATION, MERIDIAN, MS

AQCA: SCAQMD

Pollutant	Attainment	Non-Attainment	Maintenance	Target Attainment Year ¹	Comments ²
CO	X			NA	
Ozone	X			NA	
PM-10	X			NA	
SO ₂	X			NA	
NO ₂	X			NA	
Pb	X			NA	

¹ Based on national standard for Non-Attainment areas or SIP for Maintenance areas.

² Indicate if attainment is dependent upon BRACON, MILCON or Special Projects. Also indicate if the project is currently programmed within the Presidents FY1997 budget.

5. AIR POLLUTION

5a.

What is the name of the Air Quality Control Areas (AQCA) in which the base is located? <p style="text-align: center;">SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT (SCAQMD)</p>
Is the installation or any of its OLFs or non-contiguous base properties located in different AQCA's? <u>NO</u> . List site, location and name of AQCA. NA

5b. For each parcel in a separate AQCA fill in the following table. Identify with and "X" whether the status of each regulated pollutant is: attainment/nonattainment/maintenance. For those areas which are in non-attainment, state whether they are: Marginal, Moderate, Serious, Severe, or Extreme. State target attainment year.

Site: NAVAL AIR STATION, MERIDIAN, MS

AQCA: SCAQMD

Pollutant	Attainment	Non-Attainment	Maintenance	Target Attainment Year ¹	Comments ²
CO	X			NA	
Ozone	X			NA	
PM-10	X			NA	
SO ₂	X			NA	
NO ₂	X			NA	
Pb	X			NA	

¹ Based on national standard for Non-Attainment areas or SIP for Maintenance areas.

² Indicate if attainment is dependent upon BRACON, MILCON or Special Projects. Also indicate if the project is currently programmed within the Presidents FY1997 budget.

5c. For your base, identify the baseline level of emissions, established in accordance with the Clean Air Act. Baseline information is assumed to be 1990 data or other year as specified. Determine the total level of emissions (tons/yr) for CO, NOx, VOC, PM10 for the general sources listed. For all data provide a list of the sources and show your calculations. Use known emissions data, or emissions derived from use of state methodologies, or identify other sources used. "Other Mobile" sources include such items as ground support equipment.

FY93 DATA *

Pollutant	Emission Sources (Tons/Year)				Total
	Permitted Stationary	Personal Automobiles	Aircraft Emissions	Other Mobile	
CO	9.02	0	0	0	9.02
NOx	11.88	0	0	0	11.88
VOC	33.25	0	0	0	33.25
PM10	8.26	0	0	0	8.26

*** NOTE: DATA NOT AVAILABLE PRIOR TO FY93.
SEE ENCLOSURE (1) FOR CALCULATIONS.**

Source Document:

AIR EMISSIONS COMPLIANCE AUDIT REPORT OF APR 93, SOUTHNAVFACENGCOM

5d. For your base, determine the total FY1993 level of emissions (tons/yr) for CO, NOx, VOC, PM10 for the general sources listed. For all data provide a list of the sources and show your calculations. Use known emissions data, or emissions derived from use of state methodologies, or identify other sources used. "Other Mobile" sources include such items as ground support equipment.

FY93 DATA

Pollutant	Emissions Sources (Tons/Year)				Total
	Permitted Stationary	Personal Automobiles	Aircraft Emissions	Other Mobile	
CO	9.02	0	0	0	9.02
NOx	11.88	0	0	0	11.88
VOC	33.25	0	0	0	33.25
PM10	8.26	0	0	0	8.26

SEE ENCLOSURE (1) FOR CALCULATIONS.

Source Document:

AIR EMISSIONS COMPLIANCE AUDIT REPORT OF APR 93, SOUTHNAVFACENGCOM (ENCL (1))

5e. Provide estimated increases/decreases in air emissions (Tons/Year of CO, NO_x, VOC, PM10) expected within the next six years (1995-2001). Either from previous BRAC realignments and/or previously planned downsizing shown in the Presidents FY1997 budget. Explain.

NO increase expected in air emissions. With the programmed conversion to the T-45 aircraft projected to consume less fuel; less air emissions expected.

5f. Are there any critical air quality regions (i.e. non-attainment areas, national parks, etc.) within 100 miles of the base?

NO.

5g. Have any base operations/mission/functions (i.e.: training, R&D, ship movement, aircraft movement, military operations, support functions, vehicle trips per day, etc.) been restricted or delayed due to air quality considerations. Explain the reason for the restriction and the "fix" implemented or planned to correct.

NO.

5h. Does your base have Emission Reduction Credits (ERCs) or is it subject to any emission offset requirements? If yes, provide details of the sources affected and conditions of the ERCs and offsets. Is there any potential for getting ERCs?

**NO ERCs or emissions offset requirements.
NO potential for getting ERCs.**

6. ENVIRONMENTAL COMPLIANCE

6a. Identify compliance costs, currently known or estimated that are required for permits or other actions required to bring existing practices into compliance with appropriate regulations. Do not include Installation Restoration costs that are covered in Section 7 or recurring costs included in question 6c. For the last two columns provide the combined total for those two FY's.

Program	Survey Completed?	Costs in \$K to correct deficiencies					
		FY94	FY95	FY96	FY97	FY98-99	FY00-01
Air	4/93	0	94.5	75.0	50.0	0	0
Hazardous Waste	10/93	158.0	65.0	17.5	75.0	70.0	35.0
Safe Drinking Water Act	10/93	60.0	1130.0	230.0	120.0	160.0	160.0
PCBs	10/93	10.0	0	0	0	20.0	0
Other (non-PCB) Toxic Substance Control Act	10/93	25.0	75.0	30.0	20.0	70.0	60.0
Lead Based Paint	NA	17.0	17.0	18.0	18.0	36.0	36.0
Radon	6/90	0	0	0	0	0	0
Clean Water Act	10/93	276.0	568.8	100.0	1658.0	100.0	0
Solid Waste	10/93	35.0	100.0	15.0	15.0	0	0
Oil Pollution Act	2/93	670.0	75.0	180.0	20.0	1100.0	0
USTs	10/88	462.0	5.0	217.0	20.0	40.0	40.0
Other:	NA	0	0	0	0	0	0
Total		1713.0	2130.3	882.5	1996.0	1596.0	331.0

Provide a separate list of compliance projects in progress or required, with associated cost and estimated start/completion date.

SEE ENCLOSURE (2), 9 PAGES.

6. ENVIRONMENTAL COMPLIANCE

6a. Identify compliance costs, currently known or estimated that are required for permits or other actions required to bring existing practices into compliance with appropriate regulations. Do not include Installation Restoration costs that are covered in Section 7. For the last two columns provide the combined total for those two FY's.

Program	Survey Completed?	Costs in \$K to correct deficiencies					
		FY94	FY95	FY96	FY97	FY98-99	FY00-01
Air	4/93	0	94.5	75.0	50.0	0	0
Hazardous Waste	10/93	158.0	65.0	17.5	75.0	70.0	35.0
Safe Drinking Water Act	10/93	60.0	1130.0	230.0	120.0	160.0	160.0
PCBs	10/93	10.0	0	0	0	20.0	0
Other (non-PCB) Toxic Substance Control Act	10/93	25.0	75.0	30.0	20.0	70.0	60.0
Lead Based Paint	NA	17.0	17.0	18.0	18.0	36.0	36.0
Radon	6/90	0	0	0	0	0	0
Clean Water Act	10/93	276.0	568.8	100.0	1658.0	100.0	0
Solid Waste	10/93	35.0	100.0	15.0	15.0	0	0
Oil Pollution Act	2/93	670.0	75.0	180.0	20.0	1100.0	0
USTs	10/88	462.0	5.0	217.0	20.0	40.0	40.0
Other: TRAINING	NA	25.0	30.0	40.0	50.0	120.0	120.0
Total		1738.0	2160.3	922.5	2046.0	1716.0	451.0

Provide a separate list of compliance projects in progress or required, with associated cost and estimated start/completion date.

SEE ENCLOSURE (2), 9 PAGES.

*Replaced by Amend 2,
J. [Signature]
CNSH*

AMENDMENT 2
BRAC-95 DC 33/NAS MERIDIAN MS/UIC: 63043

6b.

Does your base have structures containing asbestos? YES What % of your base has been surveyed for asbestos? 100% Are additional surveys planned? NO What is the estimated cost to remediate asbestos (\$K) 3,474. Are asbestos survey costs based on encapsulation, removal or a combination of both? REMOVAL.

6c. Provide detailed cost of recurring operational (environmental) compliance costs, with funding source.

Funding Source	FY1992	FY1993	FY1994	FY1995	FY1996	FY1997	FY98-99	FY00-01
O&MN								
HA	0	0	0	0	240	250	530	550
PA	0	0	50	75	85	90	190	190
Other O&MN (specify)								
E4	125	310	379	425	404	428	919	979
TRAINING	0	0	25	30	40	50	120	120
Other (specify)	0	0	0	0	0	0	0	0
TOTAL:	125	310	454	530	769	818	1759	1839

6d. Are there any compliance issues/requirements that have impacted operations and/or development plans at your base.

NO.

6b.

Does your base have structures containing asbestos? YES What % of your base has been surveyed for asbestos? 100% Are additional surveys planned? NO What is the estimated cost to remediate asbestos (\$K) 3,474. Are asbestos survey costs based on encapsulation, removal or a combination of both? REMOVAL

6c. Provide detailed cost of operational (environmental) compliance costs, with funding source.

Funding Source (\$K)	FY92	FY93	FY94	FY95	FY96	FY97	FY98-99	FY00-01
O&MN	125	310	379	425	404	428	919	979
HA	0	0	0	0	240	250	530	550
PA	0	0	50	75	85	90	190	190
Other (specify): ENERGY CONSERVATION	0	0	10	1437	162	45	1200	1200
TOTAL	125	310	439	1937	891	813	2839	2919

6d. Are there any compliance issues/requirements that have impacted operations and/or development plans at your base.

NO

*Replan w/ April 2
R. Stand
Caret*

7. INSTALLATION RESTORATION

7a.

Does your base have any sites that are contaminated with hazardous substances or petroleum products?	YES
Is your base an NPL site or proposed NPL site?	NO

7b. Provide the following information about your Installation Restoration (IR) program. Project list may be provided in separate table format. Note: List only projects eligible for funding under the Defense Environmental Restoration Account (DERA). Do not include UST compliance projects properly listed in section VI.

Site # or name	Type site ¹	Groundwater Contaminated?	Extends off base?	Drinking Water Source?	Cost to Complete (\$M)/Est. Compl. Date	Status ² /Comments
EXCHANGE SERVICE STATION	CA	YES	NO	NOT AFFECTED	1.5M/JUL 96	REMEDIAL ACTION (RA)/DUE JUL 94

¹ Type site: CERCLA, RCRA corrective action (CA), UST or other (explain)

² Status = PA, SI, RI, RD, RA, long term monitoring, etc.

NOTE: No list of IR projects available to date. IR Program has not reached project stage.

** LIST OF IR SITES PROVIDED ON NEXT PAGE BY SOWI
F. Stone*

7c. Have any contamination sites been identified for which there is no recognized/accepted remediation process available? List.

NO.

7d.

Is there a groundwater treatment system in place?	NO
Is there a groundwater treatment system planned?	YES

State scope and expected length of pump and treat operation.

As the corrective action at the Navy Exchange Gas Station overflow gasoline spill, a two year pump and treat operation will begin JUL 94.

NAS MERIDIAN



76 p. 14
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 P.02

16(a)

SITE #/NAME	TYPE SITE	GROUNDWATER CONTAMINATION	EXTENDS OFF BASE	DRINKING WATER SOURCE	CTC/ COMPLETION DATE	STATUS
01 Old Fire Fighting Training Area	CERCLA	YES	NO	YES	1-2 MIL June 99	"SI" to be complete "Dec 94"
02-Jet Engine Test Cell Oil/Water Separator	CERCLA	UNKNOWN	NO	YES	1-2 MIL June 99	"SI" to be complete "Dec 95"
03- Lake Martha Landfill and Metal Landfill	CERCLA	YES	NO	YES	1-2 MIL June 99	"SI" to be complete "Dec 95"
04-Sewage Treatment Plant Sludge Disposal	CERCLA	UNKNOWN	NO	YES	1-2 MIL June 99	"SI" to be complete "Dec 95"
05-Former Pesticide Mixing Area	CERCLA	NO	NO	YES	1-2 MIL June 99	"SI" to be complete "Dec 95" IRA scheduled "Dec 94"
06-New Firefighting Training Area	CERCLA	YES	NO	YES	1-2 MIL June 99	"SI" to be complete "Dec 94"

Also, Exchange Service Center, Bldg 228 is listed as a UST on RMIS.

7e.

Has a RCRA Facilities Assessment been performed for your base?	NO
--	----

7f. Does your base operate any conforming storage facilities for handling hazardous materials? If YES, describe facility, capacity, restrictions, and permit conditions.

NO.

7g. Does your base operate any conforming storage facilities for handling hazardous waste? If YES, describe facility, capacity, restrictions, and permit conditions.

NO. NAS Meridian operates a hazardous waste collection area operating with less than a 90 day storage requirement. No permit required for this type facility.

7h. Is your base responsible for any non-appropriated fund facilities (exchange, gas station) that require cleanup? If so, describe facility/location and cleanup required/status.

YES. The Navy Exchange Gas Station located on the Naval Air Station's main base requires a corrective action clean-up of groundwater contamination caused by contractor overfilling the gasoline underground storage tanks. No leaking USTs have been found by survey and annual leak detection testing. Tanks and piping have been replaced and upgraded. A pump and treat operation will begin in JUL 94.

7i.

Do the results of any radiological surveys conducted indicate limitations on future land use? Explain below.	NO
--	----

7j. Have any base operations or development plans been restricted due to Installation Restoration considerations?

NO.

7k. List any other hazardous waste treatment or disposal facilities not included in question 7b. above. Include capacity, restrictions and permit conditions.

NONE.

7e.

Has a RCRA Facilities Assessment been performed for your base?	NO
--	----

7f. Does your base operate any "Conforming Storage" facilities for handling hazardous materials? If YES, describe facility, capacity, restrictions, and permit conditions.

NO.

7g. Does your base operate any "Conforming Storage" facilities for handling hazardous waste? If YES, describe facility, capacity, restrictions, and permit conditions.

NO. NAS Meridian operates a hazardous waste collection area operating with less than a 90 day storage requirement. No permit required for this type facility.

7h. Is your base responsible for any non-appropriated fund facilities (exchange, gas station) that require cleanup? If so, describe facility/location and cleanup required/status.

YES. The Navy Exchange Gas Station located on the Naval Air Station's main base requires a corrective action clean-up of groundwater contamination caused by contractor overfilling the gasoline underground storage tanks. No leaking USTs have been found by survey and annual leak detection testing. Tanks and piping have been replaced and upgraded. A pump and treat operation will begin in JUL 94.

7i.

Do the results of any radiological surveys conducted indicate limitations on future land use? Explain below.	NO
--	----

*Replace w/ April 2
R. Hunter
CWS*

17

8. LAND / AIR / WATER USE

8a. List the acreage of each real estate component controlled or managed by your base (e.g., Main Base - 1,200 acres, Outlying Field - 200 acres, Remote Range - 1,000 acres, remote antenna site - 5 acres, Off-Base Housing Area - 25 acres).

Parcel Descriptor	Acres	Location
NAS MERIDIAN MAIN BASE	8064.76	MAIN BASE LOCATED 15 MILES FROM THE CITY OF MERIDIAN IN EAST CENTRAL MISSISSIPPI IN LAUDERDALE COUNTY
OLF JOE WILLIAMS FIELD (BRAVO)	1473.42	21 NM NORTHWEST OF MAIN STATION IN KEMPER COUNTY, MS
REMOTE SEARAY TARGET RANGE	2888.90	25 NM NORTH OF MAIN BASE IN NOXUBEE COUNTY, MS

NOTE: ACREAGE INCLUDES NAVY OWNED PROPERTIES AND PROPERTIES UNDER EASEMENT.

Rev.

BRAC-95 DC 33/NAS MERIDIAN MS/UIC: 63043
REVISED 25 AUG 94

8b. Provide the acreage of the land use categories listed in the table below:

NAS MERIDIAN, MAIN STATION = 8064.76 acres

R

LAND USE CATEGORY		ACRES
Total Developed: (administration, operational, housing, recreational, training, etc.)		2313
Total Undeveloped (areas that are left in their natural state but are under specific environmental development constraints, i.e.: wetlands, endangered species, etc.)	Wetlands:	1468
	All Others:	0
Total Undeveloped land considered to be without development constraints, but which may have operational/man caused constraints (i.e.: HERO, HERF, HERP, ESQD, AICUZ, etc.) TOTAL		623
Total Undeveloped land considered to be without development constraints		5125
Total Off-base lands held for easements/lease for specific purposes		4.11
Breakout of undeveloped, restricted areas. Some restricted areas may overlap:	ESQD	0
	HERF	0
	HERP	0
	HERO	0
	AICUZ	0
	Airfield Safety Criteria	623
	Other	0

R

8b. Provide the acreage of the land use categories listed in the table below:

8064.76 CNET M 4412
11/19/94
 6-7-94

NAS MERIDIAN, MAIN STATION = 8060.65 acres

LAND USE CATEGORY		ACRES
Total Developed: (administration, operational, housing, recreational, training, etc.)		2313
Total Undeveloped (areas that are left in their natural state but are under specific environmental development constraints, i.e.: wetlands, endangered species, etc.)	Wetlands:	1468
	All Others:	0
Total Undeveloped land considered to be without development constraints, but which may have operational/man caused constraints (i.e.: HERO, HERF, HERP, ESQD, AICUZ, etc.) TOTAL		623
Total Undeveloped land considered to be without development constraints		3656.65
Total Off-base lands held for easements/lease for specific purposes		4.11
Breakout of undeveloped, restricted areas. Some restricted areas may overlap:	ESQD	0
	HERF	0
	HERP	0
	HERO	0
	AICUZ	0
	Airfield Safety Criteria	623
	Other	0

1473.42
 OLF JOE WILLIAMS FIELD (BRAVO) = ~~1255.42~~ acres

CNBT 054912
 8/1/99, 6-7-99

LAND USE CATEGORY		ACRES
Total Developed: (administration, operational, housing, recreational, training, etc.)		555.42
Total Undeveloped (areas that are left in their natural state but are under specific environmental development constraints, i.e.: wetlands, endangered species, etc.)	Wetlands:	96
	All Others:	0
Total Undeveloped land considered to be without development constraints, but which may have operational/man caused constraints (i.e.: HERO, HERF, HERP, ESQD, AICUZ, etc.) TOTAL		604
Total Undeveloped land considered to be without development constraints		0
Total Off-base lands held for easements/lease for specific purposes		218
Breakout of undeveloped, restricted areas. Some restricted areas may overlap:	ESQD	0
	HERF	0
	HERP	0
	HERO	0
	AICUZ	604
	Airfield Safety Criteria	0
	Other	0

SEARAY TARGET RANGE = ~~653.67~~ ^{2888.90} acres

*CVET No. 4412
11.1.94, 6-7-94*

LAND USE CATEGORY		ACRES
Total Developed: (administration, operational, housing, recreational, training, etc.)		0
Total Undeveloped (areas that are left in their natural state but are under specific environmental development constraints, i.e.: wetlands, endangered species, etc.)	Wetlands:	0
	All Others:	0
Total Undeveloped land considered to be without development constraints, but which may have operational/man caused constraints (i.e.: HERO, HERF, HERP, ESQD, AICUZ, etc.) TOTAL		653.67
Total Undeveloped land considered to be without development constraints		0
Total Off-base lands held for easements/lease for specific purposes		2235.23
Breakout of undeveloped, restricted areas. Some restricted areas may overlap:	ESQD	0
	HERF	0
	HERP	0
	HERO	0
	AICUZ	0
	Airfield Safety Criteria	0
	Other	653.67

8c. How many acres on your base (includes off base sites) are dedicated for training purposes (e.g., vehicular, earth moving, mobilization)? This does not include buildings or interior small arms ranges used for training purposes. 1250.09

NAS MERIDIAN MAIN STATION: 41.00
OLF JOE WILLIAMS FIELD: 555.42
SEARAY TARGET RANGE: 653.67

8d. What is the date of your last AICUZ update? JAN 87

Are any waivers of airfield safety criteria in effect on your base? YES

Summarize the conditions of the waivers below. SEE PAGES 22.1, 22.2 AND 22.3

8c. How many acres on your base (includes off base sites) are dedicated for training purposes (e.g., vehicular, earth moving, mobilization)? This does not include buildings or interior small arms ranges used for training purposes. 1250.09

NAS MERIDIAN MAIN STATION: 41.00
OLF JOE WILLIAMS FIELD: 555.42
SEARAY TARGET RANGE: 653.67

8d. What is the date of your last AICUZ update? JAN 87 . Are any waivers of airfield safety criteria in effect on your base? Y/N Summarize the conditions of the waivers below.

NO waivers in effect.

Replaced w/ com. P. 5/27/94

NAS MERIDIAN MS
AIRFIELD SAFETY WAIVERS SUMMARIZED
MAY 94

M-1 To permit obstructions in the 7:1 transitions surface (150' rotating beacon tower). 1960.

M-3 To permit the following obstructions to remain:

- a. Meterological group equipment, 14 feet above ground level and located no closer than 740 feet east of the Runway 19L/01R centerline and extending from 525 feet inboard to 1200 feet outboard the Runway 19L end. 1970/revise 1978.
- b. Meterological group equipment, 14 feet above ground level, 740 feet west of Runway 19R/01L centerline and extending from 2200 feet to 2700 feet inboard the 01L end.
1970/revise 1978.

M-4 To permit the following existing violations of flight safety clearance criteria to exist until corrected by MCON programming:

- a. Runway 19L/01R:
 1. Pond and concrete flume located at the west side of Runway 19 end with the nearest point to the runway centerline of 435 feet.
 2. Culvert crossing beneath the runway, 1500 feet inboard from the Runway 01R end with open ends at 400 feet west and 440 feet east from runway centerline.
 3. Open drainage ditch averaging 8.5 feet wide, 2 feet deep, extending along the east side of runway from the Runway 19L end inboard 6500 feet along the side of the runway. The distance varies with the nearest point 250 feet from the runway centerline.
 4. Shoulder grade drop-off on the west side of taxiway at the Runway 01R end with the nearest point of the drop to centerline of taxiway of 50 feet.
- b. Runway 19R/01L:
 1. Swamp area Runway 01L end, west side, extending 1800 feet inboard the side of the runway with the nearest point to runway centerline of 320 feet.
 2. Culvert crossing beneath the runway, 190 feet inboard the Runway 01L end with open ends 270 feet east and west from the runway centerline.

All obstructions are to be marked and lighted if feasible.
1975.

M-5 To permit three windsocks approximately 12 feet high located as follows:

- a. 150 feet west of Runway 01R edge and 150 feet from the centerline of end turnoff and turnoff taxiways.
- b. 150 feet north of Runway 10R edge and 150 feet from the centerline of the end turnoff and turnoff taxiways.
- c. 150 feet east of Runway 19R edge and 150 feet from the centerline of the end turnoff and turnoff taxiways.
1971.

NAS MERIDIAN/AIRFIELD SAFETY WAIVERS continued

- M-6** To permit tree stands to remain until eliminated through MCON planning and timber harvesting. Locations are as follows:
- a. Tree line with 55 acres of trees of various heights on the north side of Runway 10/28 beginning at the 28 end and extending 1500 feet inboard the 28 end. The nearest distance to the runway centerline is 275 feet. 1970.
 - b. Tree line containing harvestable trees on the south side of Runway 10/28, beginning approximately 3000 feet inboard the 28 end and extending to the 10 end. The closest distance to the runway centerline is 380 feet.
 - c. Tree line with 60 acres of trees of various heights on both sides of Runway 19L/01R.
 1. 1500 feet inboard the 01R end and extending 8000 feet in a northerly direction and no closer than 475 feet west of the runway centerline.
 2. Extending from 600 feet to 3000 feet inboard the 01R end and no closer than 400 feet east of the centerline.
 - d. Tree line with 122 acres of trees of various heights on both sides of Runway 19R/01L. The tree lines are within 320 feet west of the runway centerline and 290 feet east of the runway centerline. 1975.
- M-7** To permit a trailer mounted RDO unit to be located 175 feet left of the centerline of and 750 feet inboard the approach end of Runways 19L, 28 or 01L in proximity of the runway datum light and mirror only when the unit is manned. 1973.
- M-8** To permit two wind indicators approximately 13 feet high located as follows:
- a. 500 feet inboard the threshold of 01L and 300 feet west of the centerline.
 - b. 3750 feet inboard the threshold of 28L and 300 feet south of the centerline. 1974.
- M-10** To permit wind socks mounted on light tubular aluminum masts to be located as follows:
- a. 636 feet inboard the threshold end of Runway 01L and 169 feet east of the Runway 19R/01L centerline.
 - b. 636 feet inboard the threshold end of Runway 19L and 169 feet east of the Runway 19L/01R centerline.
 - c. 1085 feet inboard the threshold end of Runway 28 and 169 feet south of the Runway 10/28 centerline. 1979.
- M-11** To permit an AN/FPN63 and its associated reflectors to be located as follows:
- a. AN/FPN63 radar - 400 feet west of Runway 01L/19R centerline and 4100 feet inboard the Runway 01L threshold.
 - b. Centerline reflectors - one 978 feet outboard the Runway 01L threshold, the other 1480 feet outboard the Runway 19R threshold, all on the Runway 01L/19R centerlines extended.
 - c. End of runway reflector - 192 feet east of Runway 01L/19R centerline and at Runway 01L threshold.

NAS MERIDIAN/AIRFIELD SAFETY WAIVERS continued

- d. TD reflector - 194 feet west of Runway 01L/19R centerline and 690 feet inboard the Runway 01L threshold.
- e. TD reflector - 404 feet west of Runway 01L/19R centerline and 694 feet inboard the Runway 19R threshold.
1981/revised 1987.

M-12 To permit an AN/FPN63 and its associated reflectors to be located as follows:

- a. AN/FPN63 radar - 375 feet east of Runway 01L/19R centerline and 3500 feet inboard the Runway 19L threshold.
- b. Centerline reflectors - one 1415 feet outboard the Runway 01R threshold, the other 3412 feet outboard the Runway 19L threshold, all on the Runway 01R/19L centerlines extended.
- c. End of runway reflector - 200 feet west of Runway 01R/19L centerline and at Runway 19L threshold.
- d. TD reflector - 374 feet east of Runway 01R/19L centerline and 686 feet inboard the Runway 19L threshold.
- e. TD reflector - 250 feet east of Runway 01R/19L centerline and 686 feet inboard the Runway 01R threshold.
1981/revised 1987.

M-14 To permit an automated weather system to be located at OLF Joe Williams about 2500 feet north of the threshold of Runway 31 and 750 feet southwest of the runway centerline. The applicable requirements of NAVFAC P-80.3 are waived provided the top of the tower is less than 20 feet above the 7:1 transition surface. 1993.

M-15 To permit the construction of the Fire Station addition, MCON P-280. The applicable requirements of NAVFAC P-80.3 are waived for as long as the structure is used only as a fire station. 1994.

M-16 To permit alert crew shelters. 1994.

OLF JOE WILLIAMS FIELD

B-1 To permit two portable LSO vehicles to be located as follows:

- a. 80 feet west of the Runway 14/32 centerline and 607 feet inboard the Runway 32 threshold end.
- b. 80 feet east of the Runway 14/32 centerline and 681 feet inboard the Runway 14 threshold end.

This waiver is issued contingent upon the LSO shelters being moved outside of the primary surface when they are not in use for their intended purpose. These LSO shelters may remain in place when the runway is not in use. 1984.

8e. List the off-base land use *types* (e.g, residential, industrial, agricultural) and *acreage* within Noise Zones 2 & 3 generated by your flight operations and whether it is compatible/incompatible with AICUZ guidelines on land use.

Acreage/Location/ID	Zones 2 or 3	Land Use	Compatible/ Incompatible
NAS MERIDIAN, MCCAIN FIELD 4902 ACRES	2	TIMBERLAND, PASTURELAND, WETLAND, SOME AGRICULTURE & SAND MINING, WITH SCATTERED HOUSES & FARMS	COMPATIBLE
NAS MERIDIAN, MCCAIN FIELD 397 ACRES	3	TIMBERLAND, PASTURELAND, WETLAND, SOME AGRICULTURE & SAND MINING, WITH SCATTERED HOUSES & FARMS	COMPATIBLE
OLF JOE WILLIAMS FIELD 3087 ACRES	2	TIMBERLAND, PASTURELAND & SOME AGRICULTURE WITH SCATTERED HOUSES & FARMS	COMPATIBLE
OLF JOE WILLIAMS FIELD 215 ACRES	3	TIMBERLAND, PASTURELAND & SOME AGRICULTURE WITH SCATTERED HOUSES & FARMS	COMPATIBLE
SEARAY TARGET RANGE, # ACRES UNKNOWN	NO AICUZ FOOTPRINT	TIMBERLAND AND PASTURELAND	NA

8f. List the navigational channels and berthing areas controlled by your base which require maintenance dredging? Include the frequency, volume, current project depth, and costs of the maintenance requirement.

NO NAVIGATIONAL CHANNELS OR BERTHING AT NAS MERIDIAN MS

Navigational Channels/ Berthing Areas	Location / Description	Maintenance Dredging Requirement			
		Frequency	Volume (MCY)	Current Project Depth (FT)	Cost (\$M)
NA					

8g. Summarize planned projects through FY 1997 requiring new channel or berthing area dredged depths, include location, volume and depth.

NA

8h.

Are there available designated dredge disposal areas for maintenance dredging material? List location, remaining capacity, and future limitations.	NA
Are there available designated dredge disposal areas for new dredge material? List location, remaining capacity, and future limitations.	NA
Are the dredged materials considered contaminated? List known contaminants.	NA

8i. List any requirements or constraints resulting from consistency with **State Coastal Zone Management Plans**.

NO.

8j. Describe any non-point source pollution problems affecting water quality ,e.g.: coastal erosion.

NO pollution problems exist.

8k.

If the base has a cooperative agreement with the US Fish and Wildlife Service and/or the State Fish and Game Department for conducting a hunting and fishing program, does the agreement or these resources constrain either current or future operations or activities? Explain the nature and extent of restrictions.	NO
---	-----------

8l. List any other areas on your base which are indicated as protected or preserved habitat other than threatened/endangered species that have been listed in Section 1. List the species, whether or not treated, and the acres protected/preserved.

NO other protected or preserved habitat exist.

9. WRAPUP

9a. Are there **existing or potential environmental showstoppers** that have affected or will affect the accomplishment of the installation mission that have not been covered in the previous 8 questions?

NO.

9b. Are there any **other environmental permits** required for base operations, include any relating to industrial operations.

NO. New permits will be required pending the Oil Pollution Act Spill Plans under CWA and Title V National Air Quality Standards under CAAA90.

9c. Describe any **other environmental or encroachment restrictions** on base property not covered in the previous 8 sections.

NO other environmental or encroachment restrictions exist.

9d. List any **future/proposed laws/regulations or any proposed laws/regulations** which will constrain base operations or development plans in any way. Explain.

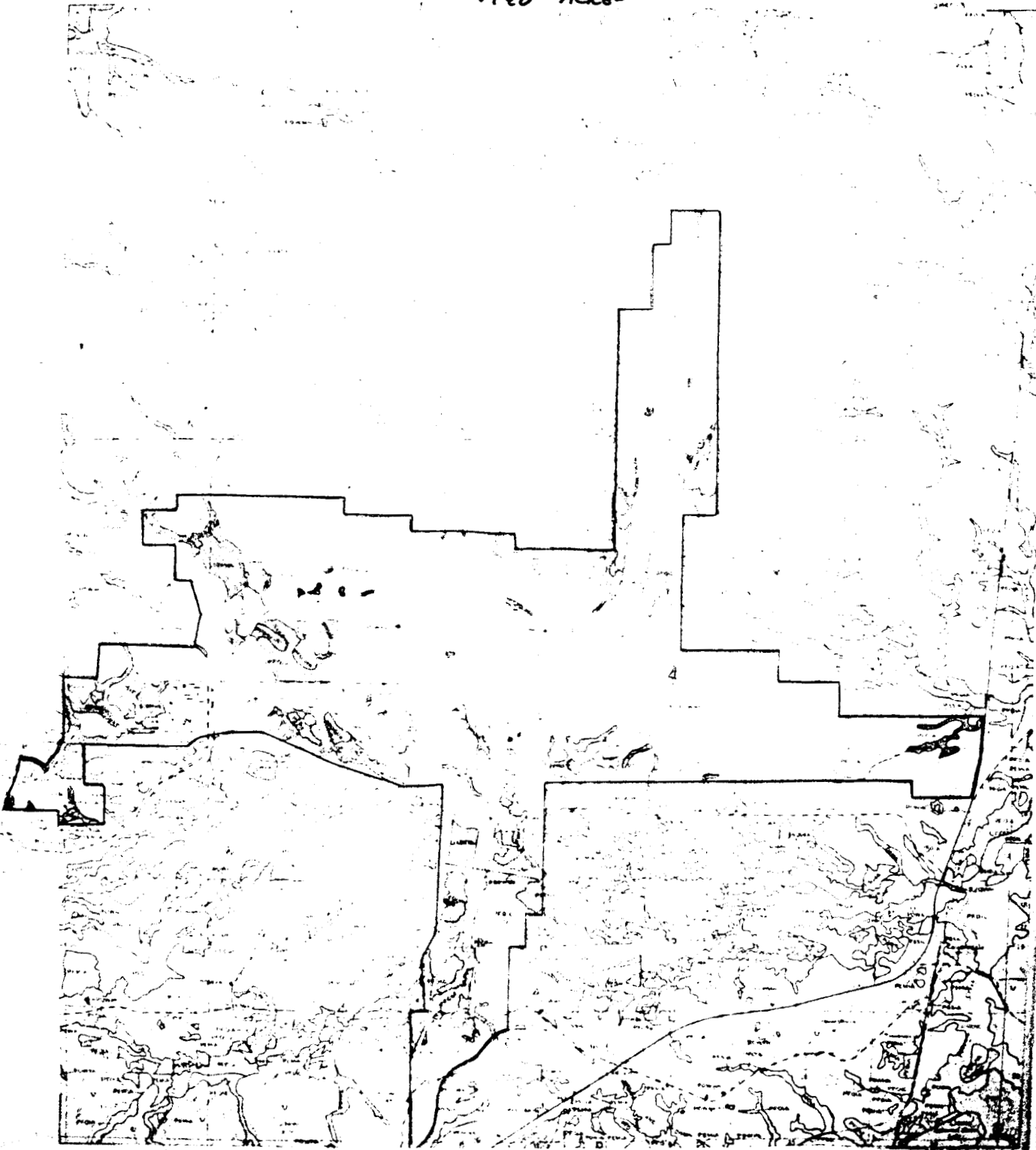
NONE.

NAVAL AIR STATION MERIDIAN, MISSISSIPPI

UIC: 63043 "McCain Field"

NATIONAL WETLANDS INVENTORY
UNITED STATES DEPARTMENT OF THE INTERIOR

1468 Acres



MCMAIN FIELD
DE WALS
RED BOUNDARY - NAVY OWNED PROPERTY
GREEN BOUNDARY - EASEMENTS

5.1

TAB A

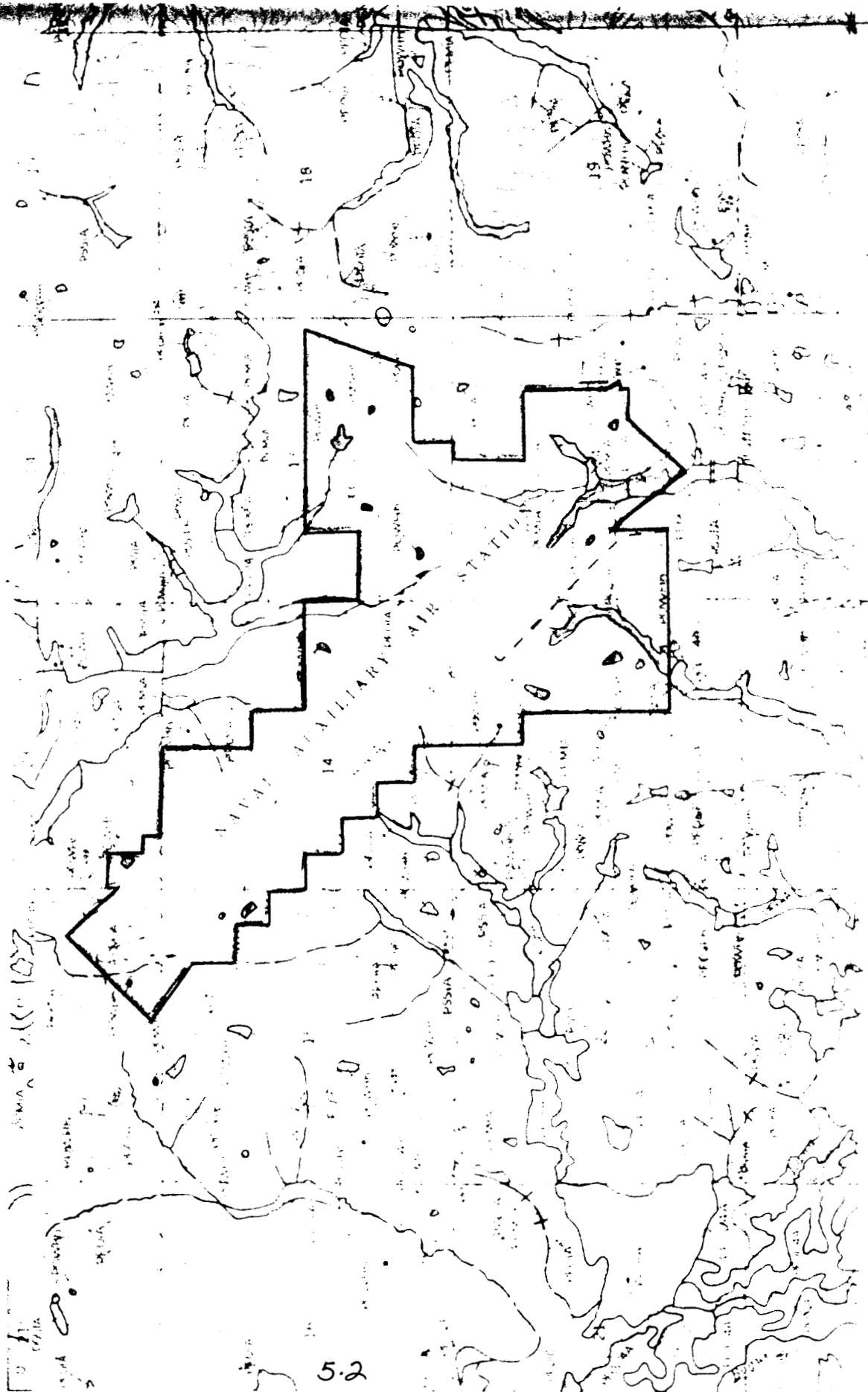
NAVAL AIR STATION MERIDIAN, MISSISSIPPI

UIC: 63043 "OLF JOE WILLIAMS FIELD"

NATIONAL WETLANDS INVENTORY

UNITED STATES DEPARTMENT OF THE INTERIOR

96 Acres



CHAPTER 2. AIR EMISSIONS AUDIT

2.1 FIELD OPERATIONS. After reviewing the facility plot plans, ESE engineers began the project by inspecting air pollution sources in or around the buildings which are listed in a supplement to the Statement of Work (Appendix A). The audit was conducted from September 28 to October 9, 1992. ESE engineers were accompanied by appropriate work area representatives at NAS Meridian, whenever available.

The inspections were conducted to identify all of the potential air emission sources, to collect engineering data necessary to calculate emission estimates, and to gather other relevant data to complete the permit applications. This effort resulted in a final list of 130 air emission sources. For emission inventory purposes, the sources have been grouped into specific industrial source categories. These categories and specific source types are summarized in Table 2-1, along with the pollutants being emitted. More detailed source information is presented in Tables B-1 through B-6 in Appendix B. Miscellaneous sources have been combined into one group.

2.2 EMISSION INVENTORY METHODOLOGY. Emission estimates were calculated using emission factors, material balance principles, and available engineering and historical data. The U.S. Environmental Protection Agency's (EPA's) Compilation of Air Pollutant Emission Factors, commonly referred to as AP-42, was relied on for the emission factor information (EPA, 1985). Additionally, the Air Facility Subsystem Emission Factor (AFSEF) database program (Version 2.0, developed by Pacific Environmental Services for EPA) and the SPECIATE database program (Version 1.4, developed by Radian Corporation for EPA) were also used.

Emission factors are average quantities of pollutants expected to be emitted to the atmosphere from the activities associated with the release of the pollutants. The factors are usually expressed as the weight of a pollutant divided by the unit weight, volume, distance, or duration of the activity (e.g., pounds of particulate produced per ton of fuel burned). In addition to the incorporation of average values found in AP-42, AFSEF, and SPECIATE, the actual process parameters, Material Safety Data Sheets (MSDSs), and control equipment design specifications were used whenever applicable. Tables C-1 through C-6 in Appendix C present specific data used in the emission calculations.

Actual, maximum, and potential emissions were estimated for the air sources at NAS Meridian. The actual emissions are based on the typical operational parameters, and the maximum emissions are calculated considering such factors as the source's physical and operational design, permit restrictions, and historical data. Potential emissions are the uncontrolled emissions assuming continuous operation. The following are some characteristics of potential emission calculations:

1. Potential emissions must be calculated using maximum allowable rather than average hourly emission rate.
2. Emissions must be based on the total hours that a source could operate (i.e., 8,760 hours per year) unless proven impossible.

$$E'_p = \left[\left(\frac{R LF}{1,000} \right) \left(\frac{f H}{2,000} \right) \right] + AHV \quad (2-4)$$

- where: E_p = emission rate for pollutant p [pound per hour (lb/hr)];
 E'_p = emission rate for pollutant p [ton per year (tpy)];
 f = appropriate AP-42 emission factor [pound per thousand gallons (lb/M gal) or pound per million cubic feet (lb/MM ft³)] (see Table C-5a);
 LF = load factor (dimensionless);
 R = rated capacity (MMBtu/hr);
 U = average annual fuel usage [thousand gallons per year (M gal/yr) or million cubic feet per year (MM ft³/yr)];
 H = estimated annual operating hours [hour per year (hr/yr)];
 AHV = average heating value of fuel [British thermal units per thousand gallons (Btu/M gal) or Btu/ft³];
1,000 = unit proportionality constant; and
2,000 = factor for conversion of pounds to tons.

Example Calculation

Given: 2.93 MMBtu/hr boiler (Source ID-F26 on Table B-1)
natural gas usage = 3.70 MM ft³/yr
annual operating hours = 8,760

Find: actual short-term emission rate for NO_x.

Since the fuel usage is known, Equation 2-1 can be used. Emission factors are listed in Table C-6a.

$$E_{NO_x}(N.G.) = 3.70 \frac{MM \text{ ft}^3}{yr} \times \frac{100 \text{ lb}}{MM \text{ ft}^3} \times \frac{1 \text{ yr}}{8,760 \text{ hr}} = 0.042 \frac{\text{lb}}{\text{hr}}$$

2.2.2 Stationary Internal Combustion Sources The stationary internal combustion sources at NAS Meridian include nonutility emergency generators and two gas-fired fire pump engines. The rated powers of these engines range from 6 to 250 kilowatts (kW). They are tested on a regular schedule, typically for about 30 minutes, once a week. The actual operating hours were estimated based on interviews with onsite personnel and historical data. The maximum operating hours were assumed to be no more than 200 hours per year, based on the permitting guidelines of the South Coast Air Quality Management District (SCAQMD). Since the amount of time for emergency usage (which is generally exempt) is unforeseeable, it was not considered for emission estimation purposes. Table B-2 (Appendix B) is a list of the internal combustion sources at NAS Meridian.

The paint booths are equipped with water curtains to control the overspray paint particles. The typical particle control efficiency for such a wet system, if designed properly, is about 95 percent (AP-40, 1973). The particle control efficiency for the new open spraying area (T-45 Hangar Bays) in the Corrosion Control Facility was estimated to be 72 percent in the previous permit application. The amount of overspray is a function of spraying method and type of surface being sprayed. For the painting operations at NAS Meridian, 50 and 70 percent were considered reasonable average overspray estimates for flat surfaces and miscellaneous metal parts, respectively (AP-40, 1992). Most of the VOCs, however, are not removed by the water curtain and escape to the atmosphere. A significant fraction of the volatile organic compounds (VOCs) is released during the drying process of the painted parts.

The following equations were used to estimate the emissions from the surface coating operations:

$$E_{voc} = \frac{8.34 U SG C}{H} \quad (2-7)$$

$$E'_{voc} = \frac{U \rho C}{2,000} = \frac{U V_c}{2,000} \quad (2-8)$$

$$E_{pm} = \left[\frac{U \rho (1 - C) O}{H} \right] \left[\frac{100 - \eta}{100} \right] \quad (2-9)$$

- where:
- E_{voc} = VOC emission rate (lb/hr);
 - E'_{voc} = VOC emission rate (tpy);
 - E_{pm} = particulate emission rate (lb/hr);
 - U = annual material usage [gallon per year (gal/yr)];
 - SG = specific gravity (dimensionless);
 - ρ = density [pound per gallon (lb/gal)];
 - H = annual operating hours (hr/yr);
 - C = volatile fraction (weight percent/100);
 - V_c = VOC content (lb/gal);
 - O = overspray (percent/100);
 - η = control efficiency (percent);
 - 8.34 = density of water (lb/gal); and
 - 2,000 = conversion factor, pounds to ton.

The coatings typically consist of several constituents, some of which are hazardous air pollutants (HAPs). The HAP emissions were calculated in a similar manner, based on the amounts contained in the coatings. In conjunction with the Material Safety Data

drained back into the drum through a filter to catch small parts and coarse dirt. A circulating pump inside the drum provides continuous circulation. The tanks are usually covered when not in use. Based on interviews with the base personnel and the available MSDSs, evaporative losses were conservatively assumed to be 5 to 10 percent of the solvent usage. VOC and HAP emissions were calculated using the same equations as those for the surface coating operations and material balance principles. Details on the solvent use operations are shown in Table C-4.

Example Calculation

Given: paint stripping tank using methylene chloride (Source ID-P9)
amount replenished per year = 20 gallons

Find: annual VOC emissions.

From MSDS,

$$P_{\text{methylene chloride}} = 11.18 \frac{\text{lb}}{\text{gal}}$$

Using Equation 2-8,

$$E_{\text{methylene chloride}} = \frac{20 \text{ gal}}{\text{yr}} \times \frac{11.18 \text{ lb}}{\text{gal}} \times \frac{\text{tons}}{2,000 \text{ lb}} = 0.11 \text{ tpy}$$

2.2.5 Fuel Storage Tanks and Related Operations The main fuel tank farm, located halfway between the Centroid and Administration Areas, contains three 1,000,000-gallon aboveground JP-5 storage tanks, a 25,000-gallon underground Mogas (gasoline) storage tank, and a 25,000-gallon underground waste fuel storage tank. Fuel supply to the farm comes from a contractor-owned 100,000-barrel offstation tank by an underground pipeline. Fuel is then transported to a tanker truck unloading stand (located next to the Control Tower) by another underground pipeline. The 8,000-gallon tanker trucks then deliver an average of 50,000 gallons of JP-5 fuel per day to the aircraft on the flightline. Mogas is transferred from the fuel tank farm directly to the Mogas fuel trucks and transported to the fueling stations.

The OLF BRAVO fuel tank farm is located on a remote field in Kemper County, approximately 35 miles northwest of NAS Meridian. There are three 10,000-gallon aboveground JP-5 tanks, a 5,000-gallon fiberglass oil/water separator, a 500-gallon Mogas tank, and a 500-gallon diesel tank (used for space heating and emergency backup generator). JP-5 is loaded and unloaded using Navy 4,500-gallon tanker trucks.

The jet engine test cell area, located across the north runway, accommodates a 5,000-gallon skid-mounted JP-5 tank, a 2,000-gallon skid-mounted JP-5 tank, a

0.0010 = constant.

Emissions from horizontal tanks are calculated by adjusting the parameters in the previous fixed-roof equations as follows:

$$D_E = \sqrt{\frac{DL}{0.787}} \quad (2-13)$$

$$H_{VO} = \frac{1}{2} D \quad (2-14)$$

where: D_E = effective tank diameter (ft),
 D = actual tank diameter (ft),
 L = length of tank (ft), and
0.787 = constant.

Internal floating-roof tanks have both a permanent fixed roof and a floating deck inside. VOC emissions from these tanks are the sum of withdrawal losses and standing storage losses. The withdrawal losses occur as the floating roof is lowered, and some liquid remains attached to the tank surface and evaporates. The standing losses include rim seal, deck fitting, and deck seam losses. The applicable emission calculating equations are as follows:

$$L_T = L_R + L_{WD} + L_F + L_D \quad (2-15)$$

$$L_R = K_R P^* D M_V K_C \quad (2-16)$$

$$L_{WD} = \frac{(0.943) Q C W_L}{D} \left[1 + \left(\frac{N c F c}{D} \right) \right] \quad (2-17)$$

$$L_F = F_F P^* M_V K_C \quad (2-18)$$

$$L_D = K_D S_D D^2 P^* M_V K_C \quad (2-19)$$

$$P^* = \frac{P_{VA} / P_A}{[1 + (1 - [P_{VA} / P_A])^{0.5}]^2} \quad (2-20)$$

where: L_T = total loss (lb/yr),
 L_R = rim seal loss (lb/yr),
 L_{WD} = withdrawal loss (lb/yr),
 L_F = deck fitting loss (lb/yr),
 L_D = deck seam loss (lb/yr),

From AP-42 and using Equation 2-21,

$$L_1 = \frac{12.46 (1.45)(7.6)(62)}{525^\circ R} = 16.22 \frac{lb}{10^3 gal}$$

$$E = 150 \times \frac{10^3 gal}{yr} \times \frac{16.22 lb}{10^3 gal} \times \frac{tons}{2,000 gal} = 1.22 tpy$$

2.2.6 Miscellaneous Sources A summary of the miscellaneous air pollution sources is contained in Table B-6. Approximately 120 J-52 engines (for A-4 combat aircraft) and 60 J-85 engines (for T-2 aircraft) are tested annually on a schedule of 5 hours/day, 5 days/week, all year round. On the average, approximately 1 hour is required to test an engine, with 20 percent at idle and 80 percent above idle (i.e., takeoff, climbout, and approach).

At the woodworking areas, individual woodworking machines are connected to a common duct directed into a cyclone. Such cyclones are designed to effectively collect large particles (i.e., >40 microns in diameter) but are not effective at controlling small particles such as particulate matter 10 (PM-10). The overall particulate removal efficiency was assumed to be approximately 80 percent (EPA, 1981).

Emissions were estimated using historical technical data and/or back calculating based on wood wastes generated. Typical algorithms are as follows:

$$E = \frac{(W [(1-\eta)/\eta])}{H} \quad (2-22)$$

$$E = \frac{P (1 - \eta) (f)}{H} \quad (2-23)$$

where:

- E = emission rate (lb/hr);
- P = process rate (lb/yr);
- f = applicable emission factors (lb/lb);
- W = waste generated (lb/yr);
- η = control efficiency, percent/100; and
- H = annual operating hours.

Emission factors were used whenever available (see Table C-6c). Because emission factors for welding operations are still being developed at this time, emissions from these operations were estimated using emission factors for metal/alloy melting.

Table 2-1. Summary of Air Emissions Sources at NAS Meridian

Source Category	Activity Center	Number of Sources	Pollutant of Concern
Fuel-Burning Equipment (63)	Centroid	13	Criteria pollutants*
	Administration	48	
	Housing	1	
	BRAVO	1	
Stationary Internal Combustion Engines (26)	Centroid	10	Criteria pollutants
	Administration	12	
	Housing	2	
	BRAVO	1	
	Bombing Range	1	
Surface Coating Operations (7)	Centroid	4	VOC, HAP, PM
	Administration	1	
	CCF†	2	
Solvent Use Operations (18)	Centroid	10	VOC, HAP
	Administration	5	
	CCF	3	
Storage Tanks and Fueling Operations (7)	Centroid	4	VOC, HAP
	Administration	2	
	BRAVO	1	
Miscellaneous Operations (9)	Centroid	4	Criteria pollutants, VOC, HAP
	Administration	4	
	CCF	1	
Facility Total		130	

Note: HAP = hazardous air pollutant.
 PM = particulate matter.
 VOC = volatile organic compound.

*The criteria pollutants are SO₂, NO₂, CO, PM, ozone, and lead.
 †CCF = Corrosion Control Facility to be built in 1993.

Source: NAS Meridian, 1992.

Table 2-2. Summary of Actual Air Pollutant Emissions (Continued, Page 2 of 2)

Source Category	Activity Center	Actual Emissions (tpy)					
		NO _x	SO ₂	CO	PM	VOC	HAP
Miscellaneous Operations	Centroid	2.49	0.47	6.94	6.90	0.312	0.09
	Admin	0.00	-	-	0.160	-	-
	Housing	-	-	-	-	-	-
	BRAVO	-	-	-	-	-	-
	Bomb Range	-	-	-	-	-	-
	CCF	-	-	-	-	-	-
Facility Total		11.88	0.64	9.02	8.26	33.25	14.81



Sources: NAS Meridian, 1992.
ESE.

Table 2-3. Summary of Maximum Air Pollutant Emissions (Continued, Page 2 of 2)

Source Category	Activity Center	Maximum Emissions (tpy)					
		NO _x	SO ₂	CO	PM	VOC	HAP
Miscellaneous Operations	Centroid	4.748	0.874	13.91	13.78	0.624	0.17
	Admin	-	-	-	12.0	-	-
	Housing	-	-	-	-	-	-
	BRAVO	-	-	-	-	-	-
	Bomb Range	-	-	-	-	-	-
	CCF	-	-	-	-	-	-
Facility Total		40.89	1.75	22.63	28.82	40.88	18.30

Sources: NAS Meridian, 1992.
ESE.

--ACTIVITY INFORMATION--

UIC....N63043 NAS MERIDIAN MS

EFD....SOUTH DIV

COUNTRY....US UNITED STATES
STATE.....28 MISSISSIPPI
COUNTY....075 LAUDERDALE

MAJOR CLAIMANT....CNATRA
EPA REGION.....04
AQCR NUMBER.....005

POLLUTANTS IN NON-ATTAINMENT..

ACTIVITY CONTACT....BILL KIRBY
EFD CONTACT.....JANET JORDAN
UST CONTACT.....

ACTIVITY PHONE....601 679 ²⁹²¹~~2447~~
EFD PHONE.....A/V 563 0663
UST PHONE.....

TRANSPORTATION PLAN REQD.....NO
I AND M PLAN REQD.....NO
AIR EPISODE PLAN REQD.....NO

TRANSPORTATION PLAN COMPL.....N/A
I AND M PLAN COMPL.....N/A
AIR-EPISODE PLAN COMPL.....N/A

REMARKS:

- 0001 ENVIRONMENTAL COORDINATOR: BILL KIRBY ^{DSN 637-2921} ~~AV 446-2447~~
- 0002 (601) 679-~~2447~~ 2921
- 0003 FAX: (601) 679-2157, AV 446-2157
- 0006 THE STATION HOLDS ONE AIR PERMIT, #1460-00060,
- 0010 WHICH EXPIRES 1 JUN 96 AND COVERS THE FOLLOWING
- 0011 SOURCES:
- 0012 ~~PATHOLOGIC WASTE INCINERATOR~~ → DISMANTLED JULY, 1993.
- 0013 PAINTING OPERATIONS, HANGAR #1
- 0014 PAINTING OPERATIONS, HANGAR #2
- 0015 PAINTING OPERATIONS, HANGAR #3
- 0016 PARTS DRYHONONG OPERATION
- 0017 PARTS DEGREASING OPERATIONS
- 0018 2 PAINT SPRAY BOOTHS IN CORROSION
- 0019 CONTROL FACILITY
- 0025 NAPSIS UPDATED MARCH, 1993 BY ENVIRONMENTAL
- 0026 SCIENCE AND ENGINEERING, INC.

Encl (1)

Table 1. Air Sources at NAS Meridian that are not Clearly Exempted from Permitting

Source ID	Source Location	Source Description	Pollutant Type	Emissions (tpy)		Applicable MDEQ Regulation	Comments
				Actual	Proposed		
T4	Fuel Farm	Three 1,000,000-gallon AST, JP-5	VOC	0.05	0.05	Permit Exclusion List (APC-S-2), 25 April 1991	Combined Emissions of all 3 tanks
T4	Fuel Farm	Loading stand associated with 25,000 gallon gasoline UST	VOC	1.22	1.22	Permit Exclusion List (APC-S-2), 25 April 1991	Combined losses
M3	177	J52 Jet Engine Test Cell	NO _x	2.0	4.0	No Applicable MDEQ Regulations	Assumes 234 hr/yr maximum
			SO ₂	0.3	0.6		
			CO	3.1	6.3		
			PM	4.5	9.0		
			VOC	0.1	0.2		
M4	177	J85 Jet Engine Test Cell	NO _x	0.25	0.51	No Applicable MDEQ Regulations	Assumes 124 hrs/yr maximum
			SO ₂	0.10	0.21		
			CO	3.8	7.6		
			PM	2.4	4.8		
			VOC	0.21	0.42		
M5	224	Woodworking	PM*	0.06	5.0	Permit Exclusion List (APC-S-2), 25 April 1991	Assumes no control, 8760 hrs/yr
M6	229	Woodworking	PM*	0.21	7.0	Permit Exclusion List (APC-S-2), 25 April 1991	Assumes no control, 8760 hrs/yr

Notes: AST = above ground storage tank.
 CO = carbon monoxide.
 MMBtu/hr = million British thermal units per hour.
 N/G = natural gas.
 NO_x = nitrogen oxides.
 PM = particulate matter.
 SO₂ = sulfur dioxide.
 tpy = tons per year.
 UST = underground storage tank.
 VOC = volatile organic compound.

* Previous studies indicate that most of the suspended particles in such a woodworking environment have a size of less than 2 microns in diameter (Noyes Data Corporation, Pollution Technology Review No. 96, 1983)

Source: ESE.

Table 2. Sources Covered Under MDEQ Air Permit No. 1460-00060 for NAS Meridian

Emission Point	Description	Pollutant Type	Emission Limitations	Comments
AA-001	Consumat Model C-18P Incinerator	PM Opacity	0.2 gr/dscf 40 percent	@ 12% CO ₂
AB-000	Hangar #1 for stripping and painting of aircraft	PM MCI MEK TOL VOC Opacity	0.49 lb/hr & 2.13 tpy 0.125 lb/hr & 0.55 tpy 0.49 lb/hr & 2.13 tpy 0.49 lb/hr & 2.13 tpy 2.58 lb/hr & 11.3 tpy 40 percent	Two Exhaust Fans
AC-000	Hangar #2 for painting and stripping of aircraft	PM MCI MEK TOL VOC Opacity	0.49 lb/hr & 2.13 tpy 0.125 lb/hr & 0.55 tpy 0.49 lb/hr & 2.13 tpy 0.49 lb/hr & 2.13 tpy 2.57 lb/hr & 11.3 tpy 40 percent	Two Exhaust Fans
AD-000	Hangar #3 for painting and stripping of aircraft	PM MCI MEK TOL VOC Opacity	0.49 lb/hr & 2.13 tpy 0.125 lb/hr & 0.55 tpy 0.49 lb/hr & 2.13 tpy 0.49 lb/hr & 2.13 tpy 2.57 lb/hr & 11.3 tpy 40 percent	Two Exhaust Fans
AE-000	Parts Dryhoning Operation	PM Opacity	0.02 lb/hr & 0.08 tpy 40 percent	Two Exhaust Fans
AF-000	Parts Degreasing	TCA	2.94 lb/hr & 12.9 tpy	
AH-000	Paint Spray Booth	VOC	0.07 lb/hr & 0.31 tpy	
AG-000	Paint Spray Booth	VOC	2.75 lb/hr & 12.05 tpy	

Note: CO₂ = carbon dioxide.
 gr/dscf = grains per dry standard cubic feet.
 lb/hr = pounds per hour.
 MCI = methylene chloride.
 MEK = methylethyl ketone.
 PM = particulate matter.
 TOL = toluene.
 tpy = tons per year.
 VOC = volatile organic compound.
 TCA = 1,1,1-trichloroethane

Source: MDEQ/NAS Meridian, 1991.

CE808

AGSAC

APPA

RP99

RP90

RP97

RP96

PT-01

PT-99

PT-90

PT-97

PT-96

CLASS BIC

TOTAL

CATEGORY COMPLIANCE

ISSUETITLE

SUBCATEGORY

CATEGORY

1 63043 80 0.162 0.045 1.200 0.000 1.200 0.000 0 0 1 0 0 0 0 0

CATEGORY CONSERVATION

SUBCATEGORY ENERGY CONSERVATION

PROVIDE ENERGY CONSERVATION FUNDING

SUBCATEGORY ENERGY CONSERVATION TOTAL 0.162 0.045 1.200 0.000 1.200 0.000 0 0 0 0 0 0

1 63043 80 0.200 0.250 0.260 0.270 0.270 0.280 0 0 0 0 0 0 0 0

CATEGORY COMPLIANCE

SUBCATEGORY ASSESS. & PLANNING

PROVIDE ENVIRONMENTAL ASSESSMENTS & PLANNING

SUBCATEGORY ASSESS. & PLANNING TOTAL 0.200 0.250 0.260 0.270 0.270 0.280 0 0 0 0 0 0

SUBCATEGORY BLM/WASTE

PROVIDE BLM/WASTE MANAGEMENT AND DISPOSAL

SUBCATEGORY BLM/WASTE TOTAL 0.225 0.235 0.245 0.255 0.255 0.265 0.275 3 3 3 3 3 3

SUBCATEGORY ASSESS. & PLANNING

PROVIDE PERSONNEL TRAINING FOR ENVIRONMENTAL LAWS

SUBCATEGORY ASSESS. & PLANNING TOTAL 0.040 0.050 0.060 0.060 0.060 0.060 0.060 0 0 0 0 0 0 0 0

SUBCATEGORY ENVIRONMENTAL STAFFING

ENVIRONMENTAL COMPLIANCE STAFFING

SUBCATEGORY ENVIRONMENTAL STAFFING TOTAL 0.139 0.143 0.147 0.152 0.152 0.157 0.162 2 2 2 2 2 2 2 2

CATEGORY	SUBCATEGORY	ISSUBTITLE	CLASS	DIC	BS	PT-56	PT-57	PT-58	PT-59	PT-60	PT-61	RP96	RP97	RP98	RP99	RP00	RP01	ALPHA	ALPHA	ALPHA	CENOT	
			TOTAL			0.050	0.000	0.000	0.025	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000					
			CATEGORY POLL. PREP.			0.050	0.000	0.000	0.025	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000					
			CATEGORY COMPLIANCE																			
			SUBCATEGORY SAFE DRINKING WATER																			
COMPLIANCE	SAFE DRINKING WATER	CONDUCT CONDUCTION CONTROL TREATMENT STUDY <i>PCR # D058A</i>	2	63043	00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5-C
COMPLIANCE	SAFE DRINKING WATER	INSTALL BACIPHIUM PREVENTERS <i>PCR # D058B</i>	1	63043	00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5-B
			TOTAL			0.120	0.000	0.000	0.120	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000					
			SUBCATEGORY POTABLE WATER																			
COMPLIANCE	POTABLE WATER	CONDUCT WATER CONSERVATION PROGRAM STUDY	2	63043	00	0.060	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0-1
			TOTAL			0.060	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000					
			SUBCATEGORY SAFE DRINKING WATER																			
COMPLIANCE	SAFE DRINKING WATER	PERFORM WATER QUALITY IMPROVEMENT STUDIES <i>PCR ATTACH (4)</i>	2	63043	00	0.050	0.000	0.000	0.050	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5-C
			TOTAL			0.050	0.000	0.000	0.050	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000					
			SUBCATEGORY UNDERGROUND STORAGE TANKS																			
COMPLIANCE	UNDERGROUND STORAGE TANKS	IMPLEMENT INVENTORY CONTROL/TANK TIGHTNESS TESTING	2	63043	00	0.025	0.010	0.010	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	7-1
			TOTAL			0.025	0.010	0.010	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000					
			SUBCATEGORY WATER																			
COMPLIANCE	WATER	WETLANDS, ENDANGERED SPECIES PROTECTION, ECOSYSTEM MGMT <i>PCR ATTACH (2&3)</i>	1	63043	00	0.095	0.090	0.101	0.100	0.107	0.110	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0-1
			TOTAL			0.095	0.090	0.101	0.100	0.107	0.110	0.000	0.000	0.000	0.000	0.000	0.000					

CRRT ACTIVITY RESOURCE REQUIREMENTS

CATGORY	SUBCATGORY	ISSUE/TITLE	CLASS	WIC	RS	PT-96	PT-97	PT-98	PT-99	PT-00	PT-01	NP96	NP97	NP98	NP99	NP00	NP01	APPD	ACSAG	CRBOT
		CATEGORY COMPLIANCE	TOTAL		0.644	0.670	0.712	0.737	0.752	0.777		5	5	5	5	1	5			
		ACTIVITY HAS MERIDIAN, NS	TOTAL		1.920	1.800	3.231	1.296	2.200	1.050		5	5	5	5	5	5			
		ACTIVITY HAS MERIDIAN, NS																		
		CATEGORY POLL. PREV.																		
		SUBCATEGORY NON-POINT SOURCE																		
POLL. PREV.	NON-POINT SOURCE	NONPOINT SOURCE POLLUTION/COASTAL ZONE PROTECTION <i>PCR # W167T</i>	2	63043	00	0.050	1.440	0.000	0.000	0.000	0.000	0	0	0	0	0	0	0	0	0
		SUBCATEGORY NON-POINT SOURCE	TOTAL		0.050	1.440	0.000	0.000	0.000	0.000		0	0	0	0	0	0			
		CATEGORY POLL. PREV.	TOTAL		0.050	1.440	0.000	0.000	0.000	0.000		0	0	0	0	0	0			
		ACTIVITY HAS MERIDIAN, NS	TOTAL		0.050	1.440	0.000	0.000	0.000	0.000		0	0	0	0	0	0			

ENVIRONMENTAL ACTION PLAN
FY94, FY95, & FY96

UIC: N63043 NAS MERIDIAN
POC: LCDR CALISTI/BILL KIRBY

* Class 1 ESDP EstablishStndrd deficient/
Deadline Passed
** Class 2 PSDF Pending Stndrd deficient/
Deadline Future

PROJ NO ELEM	PROJECT DESCRIPTION	COMPL STATUS	SCOPE START	SCOPE STOP	SCOPE COST	DESIGN START1	DESIGN END1	DESIGN COST1	EXEC START2	EXEC END2	EXEC COST2	FUND SOURCE	TOTAL COST	ACTUAL OBLIG	COMPL DATE	REMARKS
* **																
FY94 PROJECTS																
W167T	Erosion Contrl /Nonpnt Srce 1 Pollution/Perimeter Road	ESDP*	10/01/90			5/1/91	6/30/93	80,000	1/15/94	8/30/94	800,000	Milcon	880,000			PCR #W167T
P-282	Refueling Aircft JP5 Tanker 1 Parking/Storm Wtr Mod.	ESDP	10/30/93			Compl	Compl	0	1/30/94	6/30/94	640,000	Milcon	640,000			PCR #W167V
R1-91	Underground Stor.Tank Repl/ 1 Removal-Phase II	ESDP	03/26/91			Compl	Compl	5,000	1/30/94	7/31/94	457,000	E4 RX	462,000			PCR #S058F
R2-91	Correct SPCC Def.&Storm Wtr 1 Point Source Pollution	ESDP	03/26/91			Compl	Compl	0	1/30/94	6/30/94	176,000	E4 RX	176,000			PCR #W167S
W167S	Develop OHS Contingncy/Poll 1 Prevention Plan OPA-90	ESDP	10/01/93			1/30/94	4/30/94	0	7/31/94	10/30/94	40,000	E4 RX	40,000			PCR #W167X
A151F	VOC/AIR Toxic Invntory & Testing-CorrCntl Permits	ESDP	Compl			Compl	Compl	0	6/01/94	9/30/94	85,000	E4 RX	85,000			PCR #A151F
CFC94	CFC Substitution-Phase 2 Out /A/C Chiller/Refrig Units	PSDF**	Compl			9/30/93	3/25/93	0	6/01/94	8/01/94	42,000	E4 RX	42,000			Pollution Abtmnt
SWMP	Solid Waste Mangmt Plan- BMP Pract./Land Application	ESDF	1/30/94	3/15/94		2/1/94	4/15/94	0	6/01/94	9/30/94	28,000	E4 RX	28,000			ECE93-SW 001 Must meet new MS DEQ reg
S058G	Pollution Prevention Study 1 Waste Minimztn Plan(CAPP)	ESDP	10/13/92	Compl		1/30/94	6/01/94	0	6/30/94	9/30/94	56,000	E4 RX	56,000			ECE93-HMin001/002.MS Law Reqd Plan by Jul/93
D058A	CrossConnPrevtnPlan-Study 2 &Project Devlpmt	ESDF	3/15/94			6/30/94	9/30/94	60,000	FY95	FY95	-	E4 RX	60,000			ECE93-PW005
HWMP	Update HazWaste Mangmt Plan 1	ESDP	Compl			Compl	Compl	0	1/30/94	5/31/94	20,000	E4 RX	20,000			ECE93-HW008,010,&011
IWTP	Develop Industri Wastewtr M 2 Plan-Use exist. study of 5/91	ESDF	Compl			Compl	Compl	0	1/30/94	5/01/94	40,000	E4 RX	40,000			ECE93-WW 003
W167W	Update SPCC Plan/OPA-90 1 40CFR112 modifications requires	ESDF	Compl			Compl	Compl	0	7/31/94	10/30/94	20,000	E4 RX	20,000			PCR #W167W SouDiv missd Aug 92 dead

Encl (2)

ENVIRONMENTAL ACTION PLAN
FY94, FY95, & FY96

UIC: N63043 NAS MERIDIAN
POC: LCDR CALISTI/BILL KIRBY

* Class 1 ESDP Establish Stndrd deficient/
Deadline Passed
** Class 2 PSDF Pending Stndrd deficient/
Deadline Future

PROJ NO ELEM	PROJECT DESCRIPTION	COMPL STATUS	SCOPE START	SCOPE STOP	SCOPE COST	DESIGN START1	DESIGN END1	DESIGN COST1	EXEC START2	EXEC END2	EXEC COST2	FUND SOURCE	TOTAL COST	ACTUAL OBLIG	COMPL DATE	REMARKS

FY94 PROJECTS DLA/NAVPEOFF Reimbursables																
R3-94	Security Lighting Mod. & Clearzone-Bulk Fuel Farm	1 ESDP	Compl	Compl	-0-	1/30/94	6/30/94	2,500	12/15/94	7/15/95	42,000	E4 RX	44,500			Security Deficiencies
R4-94	Road Repairs-Bulk Fuel Farm	1 ESDP	Compl	Compl	-0-	1/30/94	6/30/94	5,000	12/15/94	7/15/95	83,700	E4 RX	88,700			Road repairs&resurfacing Concrete repair at fuel
R5-94	Replace Oil/Wtr Separator & UG Tank-Bulk Fuel Fm	1 ESDP	Compl	Compl	-0-	1/30/94	6/30/94	7,000	7/1/94	10/1/94	116,300	E4 RX	123,300			Storm Water Regulations USTank reg. deficiency
R6-94	Install Berm Liners-Bulk Fuel Farm AG Stor. Tanks 1,2,&3	1 ESDP	Compl	Compl	-0-	1/30/94	6/30/94	15,800	7/1/94	10/1/94	262,700	E4 RX	278,500			ECE93 & 40CFR112 deficie Berm erosion repair/line
R7-94	Overfill Protect.-Bulk Fuel Farm AG Tanks/UG Fuel Lines	1 ESDP	Compl	Compl	-0-	1/30/94	6/30/94	9,500	7/1/94	10/1/94	157,500	E4 RX	167,000			ECE/IG Deficiency of Oct Feb 93 Study Compltd
R8-94	Recurring Maintenance-Fuels Branch, Supply Dept	2 ESDP	N/A	N/A	-	1/30/94	3/15/94	4,500	6/01/94	9/30/94	45,000	E4 RX	49,500			Recurring maintenance at Fuel frm, fuel lines, Loa
R9-94	Revise Spill Prevention, Con & Countermeasure (SPCC) Plan	1 ESDP	-	-	-	Compl	Compl	-	6/30/94	9/30/94	56,000	E4 RX	56,000			Oil Pollution Act 90 man req. amendg SPCC/OHS Pla

Fuel (a)

ENVIRONMENTAL ACTION PLAN
FY94, FY95, & FY96

UIC: N63043 HAS MERIDIAN
POC: LCDR CALISTI/BILL KIRBY

* Class 1 ESDP Establish Stndrd deficient/
Deadline Passed
** Class 2 PSDF Pending Stndrd deficient/
Deadline Future

PROJ NO ELEM	PROJECT DESCRIPTION	COMPL STATUS	SCOPE START	SCOPE STOP	SCOPE COST	DESIGN START1	DESIGN END1	DESIGN COST1	EXEC START2	EXEC END2	EXEC COST2	FUND SOURCE	TOTAL COST	ACTUAL OBLIG	COMPL DATE	REMARKS
----- FY95 PROJECTS -----																
DO588	Install Backflow Preventers 1 ESDP Mandatory SDWA,MS,& EPA Reqmt	1 ESDP	9/30/94	-	-0-	Compl	Compl	0	1/30/96	7/30/96	1,000,000	Milcon	1,000,000			ECE93-PW005 PCR #00588
R1-91	Underground Stor.Tank Repl/ 1 ESDP Design for Phase III	1 ESDP	03/26/91	Compl	-0-	Compl	Compl	5,000	1/30/95	7/31/95	-0-	E4 RX	5,000			PCR #S058F
S058G	Implementation-Pollution Pr 1 ESDP Plan/Waste Minimizatn Plan	1 ESDP	10/30/92	-	-0-	Compl	Compl	0	10/30/94	3/15/95	56,000	E4 RX	20,000			Miss.Low of Jan/92 Reqd Plan by Jul/93
CFC95	CFC Substitution-Phase 2 PSDF Out /A/C Chiller/Refrig Units	2 PSDF	Compl	Compl	-0-	Compl	Compl	0	10/30/94	3/15/95	45,000	E4 RX	45,000			Pollution Abtmt
A151F	VOC/AIR Toxic Controls & 1 ESDP UST & Vehicle Emission Cntrls	1 ESDP	Compl	Compl	-0-	10/30/94	3/15/95	8,500	6/01/95	9/30/95	85,500	E4 RX	94,500			PCR #A151F
WELLS	Pot.Water Wellhead Prot.Stu 2 PSDF & Hydrologic Flow Patterns	2 PSDF	10/30/94	1/30/95	-0-	1/30/95	6/30/95	13,000	9/30/95	1/30/96	117,000	E4 RX	130,000			SDWA Regs being reviewed
WSMP	Wastewtr Sludge Hgmt Plan- 2 PSDF Monitoring,Records,&Disposal	2 PSDF	10/30/94	12/30/94	-0-	1/30/95	6/30/95	40,000	7/15/95	10/30/95	60,000	E4 RX	100,000			Ms & EPA Regs pending
STW	Stormwater Dischge Biomonit 2 PSDF for Toxics in Outfalls	2 PSDF	Compl		-0-	1/30/95	6/30/95	0	7/15/95	10/30/95	75,000	E4 RX	75,000			Scope/Design w/above SDW

Encl(2)

CERT ACTIVITY RESOURCE REQUIREMENT

CATEGORY	SUBCATEGORY	ISSUE TITLE	CLASS	DIG	03	71-76	71-77	71-78	71-79	71-80	71-81	8295	8297	8298	8299	8300	8301	8302	ACSG	CI901
----------	-------------	-------------	-------	-----	----	-------	-------	-------	-------	-------	-------	------	------	------	------	------	------	------	------	-------

		ACTIVITY HAS RESIDUAL MS																		
		CATEGORY COMPLIANCE																		

		SUBCATEGORY AIR																		
COMPLIANCE	AIR	PREPARE TITLE V INVENTORY FOR CRITERIA POLLUTANTS/APP <i>PCR # A/51I</i>	1	63013	08	0.075	0.050	0.000	0.000	0.000	0.000	0	0	0	0	0	0	0	0	0
		SUBCATEGORY AIR				TOTAL	0.075	0.050	0.000	0.000	0.000	0	0	0	0	0	0	0		1-1

		SUBCATEGORY SOLID WASTE																		
COMPLIANCE	SOLID WASTE	REPLACE UNDERGROUND STORAGE TANKS (UST)-PHASE III <i>PCR # 5058F</i>	1	63013	08	0.217	0.000	0.000	0.000	0.000	0.000	0	0	0	0	0	0	0	0	0
		SUBCATEGORY SOLID WASTE				TOTAL	0.217	0.000	0.000	0.000	0.000	0	0	0	0	0	0	0		7-0

		CATEGORY COMPLIANCE				TOTAL	0.292	0.050	0.000	0.000	0.000	0	0	0	0	0	0	0		1
		CATEGORY POLL. PERM.																		

		SUBCATEGORY ODS REDUC./RECYC.																		
POLL. PERM.	ODS REDUC./RECYC.	CFC SUBSTITUTION-PHASE ONE A/C CHILLER/REFRIG BRITS <i>PCR ATTACH (I)</i>	1	63013	08	0.045	0.000	0.045	0.000	0.000	0.000	0	0	0	0	0	0	0	0	0
		SUBCATEGORY ODS REDUC./RECYC.				TOTAL	0.045	0.000	0.045	0.000	0.000	0	0	0	0	0	0	0		11-0

		CATEGORY COMPLIANCE																		
		CATEGORY SOLID WASTE																		

		SUBCATEGORY SOLID WASTE																		
COMPLIANCE	SOLID WASTE	PREPARE WASTEWATER SLUDGE MGMT PLAN-MONITORING/TESTING	2	63013	08	0.100	0.020	0.020	0.020	0.020	0.020	0	0	0	0	0	0	0	0	0
		SUBCATEGORY SOLID WASTE				TOTAL	0.100	0.020	0.020	0.020	0.020	0	0	0	0	0	0	0		8-0

		SUBCATEGORY STORMWATER																		
COMPLIANCE	STORMWATER	STORMWATER DISCHARGE MONITORING FOR POLLUTANTS <i>PCR # W167Z</i>	2	63013	08	0.075	0.015	0.015	0.015	0.015	0.015	0	0	0	0	0	0	0	0	0
		SUBCATEGORY STORMWATER				TOTAL	0.075	0.015	0.015	0.015	0.015	0	0	0	0	0	0	0		8-0

Func 1(2)

CERT ACTIVITY RESOURCE REQUIREMENTS

CATEGORY SUBCATEGORY ISSUES/TITLE

CLASS OIC BS PT-96 PT-97 PT-98 PT-99 RT-00 RT-01 NP96 NP97 NP98 NP99 WP00 WP01 D272 ACSAC CROOK

SUBCATEGORY STIMULANTE TOTAL 0.015 0.015 0.015 0.015 0.015 0.015 0 0 0 0 0 0 0 0 0

SUBCATEGORY MISLEITE

COMPLIANCE MISLEITE

UPDATE HAZARDOUS WASTE MANAGEMENT PLAN (HWP) 2 0.000 0.015 0.000 0.000 0.015 0.000 0 0 0 0 0 0 0 0 0 2-98

SUBCATEGORY MISLEITE TOTAL 0.000 0.015 0.000 0.000 0.015 0.000 0 0 0 0 0 0 0 0 0

CATEGORY COMPLIANCE TOTAL 0.175 0.050 0.035 0.035 0.050 0.035 0 0 0 0 0 0 0 0 0

CATEGORY POLL. PERT.

SUBCATEGORY MISLEITE REDUCTION

POLL. PERT. MISLEITE REDUCTION

UPDATE POLLUTION PREVENTION PLAN
PCR # 50581

2 0.000 0.000 0.025 0.000 0.000 0.025 0.000 0 0 0 0 0 0 0 0 0

SUBCATEGORY MISLEITE REDUCTION TOTAL 0.000 0.025 0.000 0.000 0.025 0.000 0 0 0 0 0 0 0 0 0

CATEGORY POLL. PERT. TOTAL 0.000 0.025 0.000 0.000 0.025 0.000 0 0 0 0 0 0 0 0 0

CATEGORY COMPLIANCE

SUBCATEGORY WATER

COMPLIANCE WATER

FACILITY OIL POLLUTION ACT (OPA 98) RESPONSE PLAN
PCR # W167X

1 0.050 0.000 0.000 0.025 0.000 0.000 0 0 0 0 0 0 0 0 0 0 0

SUBCATEGORY WATER TOTAL 0.050 0.000 0.000 0.025 0.000 0.000 0 0 0 0 0 0 0 0 0

CATEGORY COMPLIANCE TOTAL 0.050 0.000 0.000 0.025 0.000 0.000 0 0 0 0 0 0 0 0 0

CATEGORY POLL. PERT.

SUBCATEGORY WATER POLL. BEHDC.

POLL. PERT. WATER POLL. BEHDC.

FACILITY MDMA ASSESSMENTS

2 0.000 0.000 0.020 0.000 0.030 0.030 0.030 0.030 0 0 0 0 0 0 0 0 0 0

SUBCATEGORY WATER POLL. BEHDC. TOTAL 0.030 0.020 0.000 0.030 0.030 0.030 0 0 0 0 0 0 0 0 0

Command: NAS Meridian


Data Call Number Thirty Three/Amendments One and Two

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

8 JUN 1994

CNET

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)

P. W. Drennon

NAME


Signature

ACTING


Title

6/24/94
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)
COMMANDER
Title
TRAINING AIR WING ONE
Activity


Signature
27 MAY 94
Date

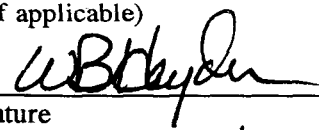
I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print)

Title

Activity


Signature
2 June 94
Date

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)

Title

Activity

Signature

Date

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)

Title


Signature

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

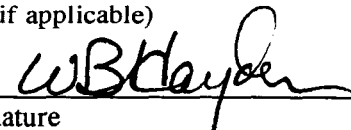
27 MAY 94
Date

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

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

24 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

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


 Signature
 27 MAY 1994
 Date

NAVAL AIR STATION, MERIDIAN, MS
 Activity

BRAC-95 CERTIFICATION

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ACTIVITY COMMANDER

A. INGRAM, CDR, USN
Name
ACTING
COMMANDING OFFICER
Title


Signature
27 MAY 1994
Date

NAVAL AIR STATION, MERIDIAN, MS
Activity

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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

DATA CALL 64

CONSTRUCTION COST AVOIDANCES

Table 1: Military Construction (MILCON) Projects (Excluding Family Housing Construction Projects)

Installation Name:		MERIDIAN MS NAS		
Unit Identification Code (UIC):		N63043	#227	
Major Claimant:		CNET		
Project FY	Project No.	Description	Appn	Project Cost Avoid (\$000)
1992	280	FIRE STATIONS EXPANSION	MCON	79
		Sub-Total - 1992		79
2000	279	TAXIWAYS	MCON	11,500
		Sub-Total - 2000		11,500
2001	265	GYMNASIUM ADDITION	MCON	2,100
2001	274	TRANSPORTATION FAC UPGRADE	MCON	1,000
2001	275	FIRE PROTECTION IMPROVES	MCON	800
		Sub-Total - 2001		3,900
		Grand Total		15,479

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

MAJOR CLAIMANT LEVEL

J. E. BUFFINGTON, RADM, CEC, USN
NAME (Please type or print)

Jack E. Buffington
Signature

COMMANDER
Title

7/13/94
Date

NAVAL FACILITIES ENGINEERING COMMAND
Activity

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

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

W. A. EARNER

NAME (Please type or print)

W. A. Earner
Signature

Title

7/18/94
Date

BRAC-95 CERTIFICATION

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

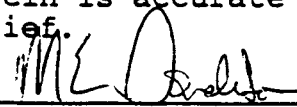
MARK E. DONALDSON
NAME (Please type or print)

CDR, CEC, USN
Title

MILCON PROGRAMMING DIVISION
Division

FACILITIES PROGRAMMING AND CONSTRUCTION DIRECTORATE
Department

NAVAL FACILITIES ENGINEERING COMMAND
Activity


Signature
12 July 1994
Date

BRAC DATA CALL NUMBER 64
CONSTRUCTION COST AVOIDANCE

Information on cost avoidance which could be realized as the result of cancellation of on-going or programmed construction projects is provided in Tables 1 (MILCON) and 2 (FAMILY HOUSING). These tables list MILCON/FAMILY HOUSING projects which fall within the following categories:

1. all programmed construction projects included in the FY1996 - 2001 MILCON/FAMILY HOUSING Project List,
2. all programmed projects from FY1995 or earlier for which cost avoidance could still be obtained if the project were to be canceled by 1 OCT 1995, and,
3. all programmed BRAC MILCON/FAMILY HOUSING projects for which cost avoidance could still be obtained if the project were to be canceled by 1 OCT 1995.

Projects listed in Tables 1 and 2 with potential cost avoidance were determined as meeting any one of the following criteria:

Projects with projected Work in Place (WIP) less than 75% of the Current Working Estimate (CWE) as of 1 OCT 1995 .

Projects with projected completion dates or Beneficial Occupancy Dates subsequent to 31 March 1996.

Projects with projected CWE amount greater than \$15M.

The estimated cost avoidance for projects terminated after construction award would be approximately one-half of the CWE for the remaining work. Close-out, claims and other termination costs can consume the other half.

257

Command: NAS Meridian

**Data Call Number Thirty-Three/Amendments One and Two Revisions
(Pages 11 and 19)**

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

PEH
Signature

Acting
Title

07 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

WAEarn
Signature

Title

9/12/94
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)

T J Pudus
Signature

COMMANDER
Title

25 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)

P R Statskey
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

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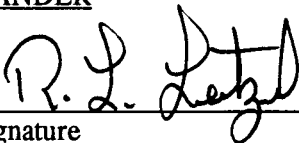
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ACTIVITY COMMANDER

R. L. LEITZEL, CAPT, USN
Name


Signature

COMMANDING OFFICER
Title

25 AUG 94
Date

NAVAL AIR STATION, MERIDIAN, MS
Activity

Document Separator

DATA CALL 63 FAMILY HOUSING DATA

227

Information on Family Housing is required for use in BRAC-95 return on investment calculations.

Installation Name:	NAS Meridian
Unit Identification Code (UIC):	N63043
Major Claimant:	CNET

Percentage Of Military Families Living on-Base:	0
Number of Vacant Officer Housing Units:	0
Number of Vacant Enlisted Housing Units:	0
Fy 1996 Family Housing Budget (\$000):	0
Total Number of Officer Housing Units:	0
Total Number of Enlisted Housing Units:	0

BRAC selected but not closed.

Note: All data should reflect figures as of the beginning of FY 1996. If major DON installations share a family housing complex, figures should reflect an estimate of the installation's prorated share of the family housing complex.

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

MAJOR CLAIMANT LEVEL

J. E. BUFFINGTON, RADM, CEC, USN


NAME (Please type or print)

COMMANDER

Title

NAVAL FACILITIES ENGINEERING COMMAND

Activity


Signature
7/20/94
Date


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

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

W. A. EARNER

NAME (Please type or print)

Title


Signature
7/25/94
Date

BRAC-95 CERTIFICATION

Reference: SECNAV NOTE 11000 dtd 8 Dec 93

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

ACTIVITY COMMANDER

J. R. REVER
NAME (Please type of print)
CAPT. CEC, USN
COMMANDING OFFICER
Title


Signature

27 June 1994
Date

SOUTHNAVFACENCOM
Activity

- Enclosure (1)

BRAC-95 CERTIFICATION

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

YVONNE O. SPRING
NAME (Please type or print)
Housing Management Specialist

Yvonne O. Spring
Signature

Title

27 June 1994
Date

Housing Division
Division
Facilities Management Dept.

Department

SOUTHNAVFACENCON
Activity

Enclosure (1)

Document Separator

DATA CALL 1: GENERAL INSTALLATION INFORMATION

1. **ACTIVITY:** Follow example as provided in the table below (*delete the examples when providing your input*). If any of the questions have multiple responses, please provide all. If any of the information requested is subject to change between now and the end of Fiscal Year (FY) 1995 due to known redesignations, realignments/closures or other action, provide current and projected data and so annotate.

- Name: **NAVAL AIR STATION, MERIDIAN, MISSISSIPPI**

Official name	NAVAL AIR STATION MERIDIAN, MISSISSIPPI
Acronym(s) used in correspondence	NAS MERIDIAN MS NASMER
Commonly accepted short title(s)	NAS MERIDIAN NASMER

- Complete Mailing Address

**COMMANDING OFFICER
NAVAL AIR STATION
1155 ROSENBAUM AVENUE, SUITE 13
MERIDIAN, MS 39309-5003**

- PLAD **NAS MERIDIAN MS**

- PRIMARY UIC: 63043 (Plant Account UIC for Plant Account Holders)

Enter this number as the Activity identifier at the top of each Data Call response page.

BRAC-95 DC 1/NAS MERIDIAN MS/63043

● ALL OTHER UIC(s) PURPOSE

OTHER NAS MERIDIAN

- 48642 Family Service Center, NASMER
- 68599 Counseling & Assistance Center (CAAC), NASMER

CTW-1

- 0398A Training Squadron SEVEN
- 0399A Training Squadron NINE (Inactive)
- 09177 Training Squadron NINETEEN
- 09251 Commander, Training Air Wing ONE
- 30458 CTW-1 Students
- 42105 CTW-1 Undergraduate Pilot Trg
- 47232 Contract Services for Aircraft Fuel/Defuel
- 47733 CTW-1 Instructor Training Unit (ITU)
- 55259 WING Strike Det, NAF, El Centro, CA (Inactive)
- 88242 CTW-1 Reserve Det 182

NTTC MERIDIAN

- 30128 Students, Naval Technical Trg Center (NTTC)
- 32739 NTTC
- 42141 NTTC, General Skill Training (GST)
- 43878 NTTC Meridian LOG
- 43879 NTTC Meridian AIR
- 43880 NTTC Meridian
- 43881 NTTC, GST, Logistics
- 43882 NTTC, GST, Air
- 45036 NTTC, Foreign Military Sales Trg
- 46741 NTTC, GST, Electronic Warfare
- 68605 Marine Aviation Trg Support Grp (MATSG)

OTHERS

- 33280 Naval Computer & Telecomm Station
- 35627 NIS Resident Agency
- 39167 Naval Branch Medical Clinic
- 41785 Branch Dental Clinic
- 43324 Personnel Support Det, Meridian
- 44219 Resident OIC of Construction
- 49153 NAVAIRTRG Mgt Support Act (NATMSACT)
- 49221 Defense Commissary Agency Det
- 63382 Navy Exchange Det
- 65777 Naval Oceanography Cmd Det
- 68322 Human Resources Office Det

*Deleted,
These are listed
under #12
"TENANT ACTIVITIES"
CNATRA N61
JRC
2/2*

2. PLANT ACCOUNT HOLDER:

- Yes X No _____ (check one)

3. ACTIVITY TYPE: Choose most appropriate type that describes your activity and completely answer all questions.

• **HOST COMMAND:** A host command is an activity that provides facilities for its own functions and the functions of other (tenant) activities. A host has accountability for Class 1 (land), and/or Class 2 (buildings, structures, and utilities) property, regardless of occupancy. It can also be a tenant at other host activities.

- Yes _____ No X (check one)

• **TENANT COMMAND:** A tenant command is an activity or unit that occupies facilities for which another activity (i.e., the host) has accountability. A tenant may have several hosts, although one is usually designated its primary host. If answer is "Yes," provide best known information for your primary host only.

- Yes _____ No X (check one)

- Primary Host (current) UIC: 63043
- Primary Host (as of 01 Oct 1995) UIC: 63043
- Primary Host (as of 01 Oct 2001) UIC: 63043

• **INDEPENDENT ACTIVITY:** For the purposes of this Data Call, this is the "catch-all" designator, and is defined as any activity not previously identified as a host or a tenant. The activity may occupy owned or leased space. Government Owned/Contractor Operated facilities should be included in this designation if not covered elsewhere.

- Yes _____ No X (check one)

BRAC-95 DC 1/NAS MERIDIAN MS/63043

4. **SPECIAL AREAS:** List all Special Areas. Special Areas are defined as Class 1/Class 2 property for which your command has responsibility that is not located on or contiguous to main complex.

Name	Location	UIC
JOE WILLIAMS FIELD (OLF BRAVO)	21 NM northwest of NAS Meridian's main station in Kemper County	63043
SEARAY TARGET RANGE	29 NM north of NAS Meridian's main station in Noxubee County	63043

5. **DETACHMENTS:** If your activity has detachments at other locations, please list them in the table below.

Name	UIC	Location	Host name	Host UIC
NA				

6. **BRAC IMPACT:** Were you affected by previous Base Closure and Realignment decisions (BRAC-88, -91, and/or -93)? If so, please provide a brief narrative.

**DUE TO THE BRAC-91 CLOSURE OF NAS CHASE FIELD IN TEXAS,
CTW-1's PILOT TRAINING RATE (PTR) INCREASED SLIGHTLY.**

7. **MISSION:** Do not simply report the standard mission statement. Instead, describe important functions in a bulletized format. Include anticipated mission changes and brief narrative explanation of change; also indicate if any current/projected mission changes are a result of previous BRAC-88, -91,-93 action(s).

Current Missions

- **Maintain and operate facilities.**
- **Provide services and material to support operations of aviation activities of the Naval Air Training Command and other activities designated by the Chief of Naval Operations.**
- **Major aviation training commands supported include:**
 - **Commander, Training Air Wing ONE (CTW-1)**
Administers, coordinates, and supervises flight and associated academic training and support programs conducted by NAS Meridian, Training Squadron NINETEEN and Training Squadron SEVEN.

Trains Navy, Marine Corps and international student aviators in Intermediate and Advanced Strike curriculum employing the T-2C Buckeye and TA-4J Skyhawk aircraft.

Foreign Military Pilot Training includes strike students from Argentina, France, Italy, Kuwait, Singapore and Spain.
 - **Training Squadron NINETEEN (VT-19)**
Intermediate Strike Pilot Training
Curriculum stages include: basic instruments, radio instruments, airways navigation, familiarization, out of control, formation, night familiarization, air-to-air gunnery and carrier qualification.
 - **Training Squadron SEVEN (VT-7)**
Advanced Strike Pilot Training
Curriculum stages include: basic instruments, radio instruments, airways navigation, familiarization, basic formation, night familiarization/formation, tactical formation, operational navigation, air-to-ground weapons, air combat maneuvering and carrier qualifications.

Current Missions - continued

- Major training commands designated by CNO:
 - Naval Technical Training Center, Meridian
 - Marine Aviation Training Support Group, Meridian

- Other major activities supported:
 - Regional Counterdrug Training Academy

Projected Missions for FY 2001

- CTW-1: Currently undergoing a \$14.6M MILCON to accommodate the T-45 aircraft. The T-45 Goshawk has been designated the replacement aircraft for both the T-2C Buckeye and TA-4J Skyhawk. Mission will remain the same, student naval aviation flight training. However, the aircraft, simulators and academic support equipment will change.

- Above is not a result of previous BRAC.

8. UNIQUE MISSIONS: Describe any missions which are unique or relatively unique to the activity. Include information on projected changes. Indicate if your command has any National Command Authority or classified mission responsibilities.

Current Unique Missions

* Pen & ink change

- NAS Meridian maintains and operates facilities and provides services and materials to support operations of the following major tenant commands and activities:

- Naval Technical Training Center (NAVTECHTRACEN or NTTC), Meridian

Primary training for enlisted administrative and supply schools:

"A" Schools

- Aviation Storekeeper (AK)
- Disbursing Clerk (DK)
- Ship's Serviceman (SH)
- Storekeeper (SK)
- Personnelman (PN)
- Yeoman (YN)
- Religious Program Specialist (RP)
- Aviation Maintenance Administrationman (AZ)

"C" Schools

- Yeoman Staff/Flagwriters
- Religious Program Specialist

- Marine Aviation Training Support Group (MATSG), Meridian

Primary training for enlisted support schools:

- Aviation Operations Specialist (AOS)
- Aviation Supply Mechanized (MARAK-C1)
- Aviation Supply Management (MARAK-C7)
- Aviation Logistics Computer Operator (ALCO)

- Regional Counterdrug Training Academy (RCTA)

Provide enforcement level counterdrug training program to civilian law enforcement officers in Alabama, Mississippi, and Louisiana.

- NAS Meridian has no National Command Authority or classified mission responsibilities.

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NAS MERIDIAN
PW ADMIN

Projected Unique Missions for FY 2001

- NTTC Meridian is being considered for establishment/relocation of DOD Joint Services Chaplain and Religious Program Schools.
- NTTC Meridian's expansion of Supply "A" Schools to include courses for Naval Aviation Logistics Command Information System (NALCOMIS) and Shipboard Non-Tactical ADP Program (SNAP).
- NTTC Meridian to establish a "Center for Cooperative Learning".
- Regional Counterdrug Training Academy is being considered for expansion to the National Counterdrug Training Academy.
- Naval Reserve Center at Jackson, MS is considering relocating to NAS Meridian due to the costly maintenance required to their present facilities.
- Department of Veterans Affairs is considering establishing a VA Counseling Center on NAS Meridian to assist veterans in the east Mississippi area.

9. IMMEDIATE SUPERIOR IN COMMAND (ISIC): Identify your ISIC. If your ISIC is not your funding source, please identify that source in addition to the operational ISIC.

● Operational name	UIC
<u>Commander, Training Air Wing ONE</u>	<u>09251</u>

● Funding Source	UIC
<u>Chief of Naval Air Training (CNATRA)</u>	<u>63110</u>

BRAC-95 DC 1/NAS MERIDIAN MS/63043

10. **PERSONNEL NUMBERS:** Host activities are responsible for totalling the personnel numbers for all of their tenant commands, even if the tenant command has been asked to separately report the data. The tenant totals here should match the total tally for the tenant listing provided subsequently in this Data Call (see Tenant Activity list). (Civilian count shall include Appropriated Fund personnel only.)

On Board Count as of 01 January 1994

	Officer / Students	Enlisted / Students	Civilian (Approp)	
• Reporting Command	<u>30 / 0</u>	<u>393 / 0</u>	<u>262</u> 251	<i>Ad Count N15 2/8/94</i>
• Tenants (total)	<u>188 / 246</u>	<u>348 / 722</u>	<u>119</u>	

NOTE: STUDENT FIGURES DO NOT INCLUDE REGIONAL COUNTERDRUG TRAINING ACADEMY (RCTA). RCTA STUDENTS ARE NOT DOD OFFICER OR ENLISTED. RCTA STUDENTS ON BOARD = 40.

STUDENT COUNT LOW DUE TO ACCELERATED GRADUATION BEFORE HOLIDAYS.

Authorized Positions as of 30 September 1994

	Officers	Enlisted	Civilian (Appropriated)	
• Reporting Command	<u>32</u> 31	<u>397</u> 395	<u>268</u> 269	CNATRA N15 ✓
• Tenants (total)	<u>185</u> 158	<u>331</u>	<u>145</u>	

REPORTING COMMAND:

NAS MERIDIAN:	UIC	OFF	ENL	CIV
NAS Meridian/BOS	63043	3117	394	268
Counseling & Asst Ctr (CAAC)	68599	1	32	0
Family Service Center	48642	0	0	0*

* 12 FSC Civilians included in UIC 63043 total.

NAS MERIDIAN/UPT	42105	13	190	0
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TENANTS TOTAL: See Item 12.

CNATRA N15 ✓

BRAC-95 DC 1/NAS MERIDIAN MS/63043

11. **KEY POINTS OF CONTACT (POC):** Provide the work, FAX, and home telephone numbers for the Commanding Officer or OIC, and the Duty Officer. Include area code(s). You may provide other key POCs if so desired in addition to those above.

<u>Title/Name</u>	<u>Office/FAX</u>	<u>Home</u>
Terry J. Pudas, CAPT, USN Commander Training Air Wing ONE	601/679-2148/2193 DSN/637-2148/2193 FAX/637-2377	601/679-1135
Robert L. Leitzel, CAPT, USN Commanding Officer Naval Air Station, Meridian	601/679-2111/2112 DSN/637-2111/2112 FAX/637-2067	601/679-9699
Cory Whitehead, CDR, USN Commanding Officer Naval Technical Training Center Meridian, MS	601/679-2161/2647 DSN/637-2161/2647 FAX/637-2477	601/679-8965
David Moore, LCDR, USN CTW-1 OPS Officer CTW-1 BRAC Coordinator	601/679-2706 DSN/637-2706 FAX/637-2377	601/482-3054
Scott P. Calisti, LCDR, USN Public Works Officer BRAC Primary Coordinator	601/679-2113 DSN/637-2113 FAX/637-2157	601/693-2285
Sue Van Court, PW Admin Officer BRAC Alternate Coordinator	601/679-2418 DSN/637-2418 FAX/637-2157	601/681-6461
Ronald D. Lane, MAJ, MSARNG Reg Counterdrug Trg Academy	601/679-2066/2063 DSN/637-2066/2063	
CTW-1 Duty Office	601/679-2619/2448 DSN/637-2619/2448	
NAS Meridian Duty Office	601/679-2528 DSN/637-2528	

BRAC-95 DC 1/NAS MERIDIAN MS/63043

12. **TENANT ACTIVITY LIST:** This list must be all-inclusive. Tenant activities are to ensure that their host is aware of their existence and any "subleasing" of space. This list should include the name and UIC(s) of all organizations, shore commands and homeported units, active or reserve, DOD or non-DOD (include commercial entities). The tenant listing should be reported in the format provide below, listed in numerical order by UIC, separated into the categories listed below. Host activities are responsible for including authorized personnel numbers, as of **30 September 1994**, for all tenants, even if those tenants have also been asked to provide this information on a separate Data Call. (Civilian count shall include Appropriated Fund personnel only.)

ALL REAL ESTATE OCCUPIED IS GOVERNMENT-OWNED INCLUDING BOTH CLASS 1 AND CLASS 2 PROPERTIES. NO TENANT LEASES OR SUB-LEASES EXIST.

• **Tenants residing on main complex (shore commands)**

Tenant Command Name	UIC	Officer	Enlisted	Civilian
---------------------	-----	---------	----------	----------

CTW-1 UICs:

VT-7	0398A	50 35	20	3	CNATRA N15 7
VT-9 (Inactive)	0399A	0	0	0	
VT-19	09177	52 36	21	3	
CTW-1	09251	28 11	29 21	7	
CTW-1 Students	30458	0	0	0	
Undergraduate Pilot Training	42105	0	0	0	
Contract Serv for Aircrf Fuel/Def	47232	0	0	0	
CTW-1 Instructor Trg Unit (ITU)	47733	0 17	0 8	0	
WING Strike Det,NAF El Centro (Inactive)	55259	0	0	0	
CTW-1 Reserve Det 182	88242	20	0	0	

NTTC UICs:

NTTC, Navy Students	30128	0	0	0
NTTC, Marine Students	30128	0	0	0
NTTC	32739	3	10	25
NTTC, General Skill Training (GST)	42141	3	87	0
NTTC Meridian, LOG	43878	0	0	0
NTTC Meridian, AIR	43879	0	0	0
NTTC Meridian	43880	0	0	0

BRAC-95 DC 1/NAS MERIDIAN MS/63043

NTTC, GST, Logistics	43881	0	0	0
NTTC, GST, Air	43882	0	0	0
NTTC, Foreign Military Sales Trg	45036	0	1	0
NTTC, GST, Electronic Warfare	46741	0	0	0
Marine Aviation Trg Support Grp	68605	3	45	0

OTHER GOVERNMENT:

Naval Computer & Telecomm Stat	33280	0	1	2
NIS Resident Agency	35627	0	0	2
Naval Branch Medical Clinic	39167	12	49	10
Branch Dental Clinic	41785	5	10	3
Personnel Support Det	43324	1	23	18
Resident OIC of Construction	44219	1	0	6
NAVAIRTRG Mgt Spt Act(NATMSACT)	49153	1	7	9
Defense Commissary Agency Det	49221	0	5	22
Navy Exchange Det	63352	1	0	0
Naval Oceanography Cmd Det	65777	0	11	2
Human Resources Office Det	68322	0	0	5
Regional Counterdrug Trg Academy	NA	5	12	1
Federal Aviation Administration	NA	0	0	27
Postal Services	NA	0	0	0
NATU COLUMBUS AFB	41202	4	0	0

TOTALS:

185	331	145
158		

CNATRA N15 *y*

BRAC-95 DC 1/NAS MERIDIAN MS/63043

EMPLOYEES
ON BOARD DEC 93

NON-GOVERNMENT:

MWR Non-Appropriated	101
NEX Non-Appropriated	83
AFGE Local 2344	0
American Red Cross	1
Citizens National Bank	7
Naval Federal Credit Union	2
Navy-Marine Corps Relief Society	2

CONTRACTORS:

UNC (Aircraft Maint)	436
Loral (Simulators)	26
Hughes Aero-Space (Simulator Maint)	9
SYSCON (CTW-1 ADP)	1
ROICC/Construction Contracts	185
NTTC Contract Instructors	18
Custodial Workers	16
Galley Workers	41
AVANTRA (Fuel Farm)	19
Supply Warehouse	16
Post Office Contract	1
McDonald's	18
AT&T Tech Rep	1
South Central Bell Tech Rep	1
CAAC/NADSAP Contracts	2
SATO (Ticketing Office)	2
Housing Maintenance	7
Commissary Stockers	3
Dental Hygienist	1
Refuse Collectors	4
Miscellaneous	11

TOTAL:

1014

BRAC-95 DC 1/NAS MERIDIAN MS/63043

- Tenants residing on main complex (homeported units.)

Tenant Command Name	UIC	Officer	Enlisted	Civilian
NA				

- Tenants residing in Special Areas (Special Areas are defined as real estate owned by host command not contiguous with main complex; e.g. outlying fields).

Tenant Command Name	UIC	Location	Officer	Enlisted	Civilian
NA					

- Tenants (Other than those identified previously)

Tenant Command Name	UIC	Location	Officer	Enlisted	Civilian
NA					

BRAC-95 DC 1/NAS MERIDIAN MS/63043

13. **REGIONAL SUPPORT:** Identify your relationship with other activities, not reported as a host/tenant, for which you provide support. Again, this list should be all-inclusive. The intent of this question is capture the full breadth of the mission of your command and your customer/supplier relationships. Include in your answer any Government Owned/Contractor Operated facilities for which you provide administrative oversight and control.

Activity name	Location	Support function (include mechanism such as ISSA, MOU, etc.)
Columbus AFB, 14th Flying Trg Wing (ATC)	Columbus AFB, MS	USAF/USN Joint-use of SEARAY Target Range/ISSA (owned by Navy) and OLF ALPHA (owned by Air Force)/LTR of Agreement.
Columbus Air Force Base, MS	Columbus, MS	Provides Search and Rescue (SAR) services as required.
Navy Reserve Center	Jackson, MS	NASMERS ROICC Office provides contract administration.
Army Reserve Centers	Alabama & Mississippi	NASMERS ROICC Office provides Small Purchase Contract administration for contracts under \$25K.
Lauderdale Emergency Management Agency (LEMA)	Lauderdale County, MS and east central MS	Provides evacuation and search and rescue (SAR) services in natural disasters, as deemed necessary by CTW-1.
Mississippi Air National Guard components	Meridian, MS	NASMERS Navy Oceanographic Command Detachment provides DD-175 flight plan briefs via telephone.
Meridian Municipal Airport; Air National Guard unit, 186th Air Refueling Group; and flights from Columbus AFB	Meridian and Columbus, MS	NASMERS Federal Aviation Administration (FAA) provides ATC support. FAA radar tower located at NAS Meridian.
Drug Enforcement Agency (DEA)	Varies	DEA aircraft routinely stage out of NAS Meridian during counterdrug operations.
MS ANG 186th Air Refueling Group / ISSA	Key Field, Meridian, MS	Provides housing, space available; munitions storage; subsistence during authorized; oil analysis; fuel, oils, lubs, chemicals; and supply support.
US Army Jackson Dist Recruiting Cmd / ISSA	East central MS	Provides housing, space available; alcohol/ drug testing; and medical/dental.
US Air Force 3548th Recruiting Squadron / ISSA	East central MS	Provides housing, space available; and medical/dental.

BRAC-95 DC 1/NAS MERIDIAN MS/63043

<p>US Army units combined ISSA: 3rd Battalion, 83rd Field Artillery; 121st Reserve Comm; 1181st Transp Terminal; Ft McClelland Chemical & Military Police Ctr</p>	<p>MS & AL</p>	<p>Provides housing, space available; legal assistance; medical/dental; subsistence as authorized; personal property transportation/storage as auth; education assistance; and supply support.</p>
<p>Cities of Meridian, Marion, and DeKalb, MS; Kemper and Lauderdale Counties, MS; and Mississippi Forestry Commission.</p>	<p>East central MS</p>	<p>Provides firefighting and emergency MEDIVAC support.</p>
<p>CNATRA Squadrons</p>	<p>Varies</p>	<p>Provides TA-4 aircraft maintenance support on carrier qualification dets.</p>
<p>Air National Guard, Key Field</p>	<p>Meridian, MS</p>	<p>Provides aircraft parking support.</p>
<p>Transient reserve/ military units</p>	<p>Units enroute thru east central MS</p>	<p>Provides lodging and refueling point.</p>
<p>Various coastal bases located in Florida, Texas, Louisiana, Mississippi, Georgia, South Carolina, etc.</p>	<p>Various locations</p>	<p>Provides hurricane evacuation point for weather threatened aircraft and personnel.</p>

14. FACILITY MAPS: This is a primary responsibility of the plant account holders/host commands. Tenant activities are not required to comply with submission if it is known that your host activity has complied with the request. Maps and photos should not be dated earlier than 01 January 1991, unless annotated that no changes have taken place. Any recent changes should be annotated on the appropriate map or photo. Date and label all copies.

- Local Area Map. This map should encompass, at a minimum, a 50 mile radius of your activity. Indicate the name and location of all DoD activities within this area, whether or not you support that activity. Map should also provide the geographical relationship to the major civilian communities within this radius. (Provide 12 copies.)

- Installation Map / Activity Map / Base Map / General Development Map / Site Map. Provide the most current map of your activity, clearly showing all the land under ownership/control of your activity, whether owned or leased. Include all outlying areas, special areas, and housing. Indicate date of last update. Map should show all structures (numbered with a legend, if available) and all significant restrictive use areas/zones that encumber further development such as HERO, HERP, HERF, ESQD arcs, agricultural/forestry programs, environmental restrictions (e.g., endangered species). (Provide in two sizes: 36"x 42" (2 copies, if available); and 11"x 17" (12 copies).)

- Aerial photo(s). Aerial shots should show all base use areas (both land and water) as well as any local encroachment sites/issues. You should ensure that these photos provide a good look at the areas identified on your Base Map as areas of concern/interest - remember, a picture tells a thousand words. Again, date and label all copies. (Provide 12 copies of each, 8½"x 11".)

- Air Installations Compatible Use Zones (AICUZ) Map. (Provide 12 copies.)

* ENCLOSURES (12 EACH):

LOCAL AREA MAPS

INSTALLATION MAPS AND LIST OF FACILITY NUMBERS

AERIAL PHOTOS:

NAS MERIDIAN MAIN STATION INCLUDING NTTTC, RCTA AND HOUSING
JOE WILLIAMS FIELD (OLF BRAVO)
SEARAY TARGET RANGE

AICUZ MAPS + MATRIX:

NAS MERIDIAN / MCCAIN FIELD
JOE WILLIAMS FIELD (OLF BRAVO)

* Maps and photos will be forwarded under separate correspondence.

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BRAC-95 DC 1/NAS MERIDIAN MS/63043

LIST OF CERTIFICATIONS

BRAC-95 DATA CALL 1

NAS MERIDIAN

UIC: 63043

JAN 94

COMM PREFIX:

601/679-

<u>NAME</u>	<u>TITLE</u>	<u>COMMAND</u>	<u>DSN PHONE</u>
Terry J. Pudas, CAPT, USN	CTW-1	CTW-1	637-2148
W.G. Howard, CDR, USN	Chief Staff Off.	CTW-1	637-2148
Dave Moore, LCDR, USN	OPS Officer	CTW-1	637-2706
R. L. Leitzel, CAPT, USN	CO	NAS Meridian	637-2111
Helen Massey	Mgt Analyst	NAS Meridian	637-2430
Mike Easterwood	Draftsman	NAS Meridian	637-2924
Sue Van Court	PWD Admin Off.	NAS Meridian	637-2418
Cory Whitehead, CDR, USN	CO	NTTC	637-2161
Kimberly Campbell, LCDR, USN	XO	NTTC	637-2161
R. Gibbons, LCDR, USN	Trg Support Off.	NTTC	637-2896
Claudia Stokes	Comptroller	NTTC	637-2898
Reba Conn	Manpower Spec	NTTC	637-2721
Ronald Lane, MAJ, MSARNG	Mil Suppt Off	RCTA	637-2066

Enclosure (1)

Command: NAS Meridian

Data Call Number One

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

MAJOR CLAIMANT LEVEL

T. L. McCLELLAND
NAME

T. L. McClelland
Signature

Acting CNET
Title

2/10/94
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)

S. F. Loftus
Vice Admiral, U.S. Navy
NAME (Please type Navalprint)
Operations (Logistics)
Title

S. F. Loftus
Signature
17 FEB 1994
Date

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

NEXT ECHELON LEVEL (if applicable)

T. J. PUDAS, CAPT, USN

NAME (Please type or print)

COMMANDER

Title

TRAINING AIR WING ONE

Activity

T J Pudas

Signature

27 JAN 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)

Chief of Naval Air Training

Title

Naval Air Training Command

Activity

WB Hayden

Signature

3 FEB 94

Date

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)

Title

Activity

Signature

Date

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)

Title

Signature

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."

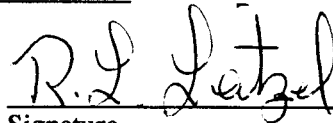
The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

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


Signature

COMMANDING OFFICER
Title

20 JAN 1994
Date

NAVAL AIR STATION, MERIDIAN, MS
Activity

Document Separator

221
DATA CALL 66
INSTALLATION RESOURCES

Activity Information:

Activity Name:	NAVAL AIR STATION, MERIDIAN, MS
UIC:	63043
Host Activity Name (if response is for a tenant activity):	NA
Host Activity UIC:	NA

General Instructions/Background. A separate response to this data call must be completed for each Department of the Navy (DON) host, independent and tenant activity which separately budgets BOS costs (regardless of appropriation), and, is located in the United States, its territories or possessions.

1. Base Operating Support (BOS) Cost Data. Data is required which captures the total annual cost of operating and maintaining Department of the Navy (DON) shore installations. Information must reflect FY 1996 budget data supporting the FY 1996 NAVCOMPT Budget Submit. Two tables are provided. Table 1A identifies "Other than DBOF Overhead" BOS costs and Table 1B identifies "DBOF Overhead" BOS costs. These tables must be completed, as appropriate, for all DON host, independent or tenant activities which separately budget BOS costs (regardless of appropriation), and, are located in the United States, its territories or possessions. Responses for DBOF activities may need to include both Table 1A and 1B to ensure that all BOS costs, including those incurred by the activity in support of tenants, are identified. If both table 1A and 1B are submitted for a single DON activity, please ensure that no data is double counted (that is, included on both Table 1A and 1B). The following tables are designed to collect all BOS costs currently budgeted, regardless of appropriation, e.g., Operations and Maintenance, Research and Development, Military Personnel, etc. Data must reflect FY 1996 and should be reported in thousands of dollars.

a. Table 1A - Base Operating Support Costs (Other Than DBOF Overhead).

This Table should be completed to identify "Other Than DBOF Overhead" Costs. Display, in the format shown on the table, the O&M, R&D and MPN resources currently budgeted for BOS services. O&M cost data must be consistent with data provided on the BS-1 exhibit. Report only direct funding for the activity. Host activities should not include reimbursable support provided to tenants, since tenants will be separately reporting these costs. Military personnel costs should be included on the appropriate lines of the table. Please ensure that individual lines of the table do not include duplicate costs. Add additional lines to the table (following line 2j., as necessary, to identify any additional cost elements not currently shown). Leave shaded areas of table blank.

~~NOTE: TABLE 1A TO BE COMPLETED BY CNET.~~ See page 2a.

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Table 1A - Base Operating Support Costs (Other Than DBOF Overhead)			
Activity Name: NAS MERIDIAN MS		UIC: 63043	
Category	FY 1996 BOS Costs (\$000)		
	Non-Labor	Labor	Total
1. Real Property Maintenance Costs:			
1a. Maintenance and Repair			
1b. Minor Construction			
1c. Sub-total 1a. and 1b.			
2. Other Base Operating Support Costs:			
2a. Utilities			
2b. Transportation			
2c. Environmental			
2d. Facility Leases			
2e. Morale, Welfare & Recreation			
2f. Bachelor Quarters			
2g. Child Care Centers			
2h. Family Service Centers			
2i. Administration			
2j. Other (Specify)			
2k. Sub-total 2a. through 2j:			
3. Grand Total (sum of 1c. and 2k.):			

Table 1A - Base Operating Support Costs (Other Than DBOF Overhead)
 Claimant : CNET

Activity Name: NAS MERIDIAN MS

UIC: 63043

Category	FY 1996 BOS Costs (\$000)		
	Non-Labor	Labor	Total
1. REAL PROPERTY MAINTENANCE COSTS:			
1a. Maintenance and Repair	2989	2405	5394
1b. Minor Construction	240	0	240
1c. Sub-total 1a. and 1b.	3229	2405	5634
2. OTHER BASE OPERATING COSTS:			
2a. Utilities	664	230	894
2b. Transportation	180	176	356
2c. Environmental	2428	197	2625
2d. Facility Leases	0	0	0
2e. Morale, Welfare & Recreation	433	1336	1769
2f. Bachelor Quarters	902	650	1552
2g. Child Care Centers	79	256	335
2h. Family Service Centers	18	463	481
2i. Administration	42	3173	3215
2j. Other	244	9980	10224
2k. Sub-total 2a. through 2j.	4990	16461	21451
3. GRAND TOTAL (sum of 1c. and 2k.)	8219	18866	27085
Appropriation:			
O&M,N	19356		
MPN	7729		
Other:			
Other Engineering Support	244	9980	10224
Retail Supply Operations	70	3456	3526
Other Personnel Support	42	1894	1936
Base Communications	105	2042	2147
Physical Security	20	167	187
	7	2421	2428

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Table 1A - Base Operating Support Costs (Other Than DBOF Overhead)
 Claimant : CNET

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Activity Name: NAB MERIDIAN MS

UIC: 63043

Category	FY 1996 BOS Costs (\$000)		
	Non-Labor	Labor	Total
1. REAL PROPERTY MAINTENANCE COSTS:			
1a. Maintenance and Repair	2989	2405	5394
1b. Minor Construction	240	0	240
1c. Sub-total 1a. and 1b.	3229	2405	5634
2. OTHER BASE OPERATING COSTS:			
2a. Utilities	664	230	894
2c. Transportation	190	176	366
2c. Environmental	2428	197	2625
2d. Facility Leases	0	0	0
2e. Morale, Welfare & Recreation	433	1336	1769
2f. Bachelor Quarters	902	650	1552
2g. Child Care Centers	79	256	335
2h. Family Service Centers	18	463	481
2i. Administration	42	3173	3215
2j. Other	244	9980	10224
2k. Sub-total 2a. through 2j.	4990	16461	21451
3. GRAND TOTAL (sum of 1c. and 2k.)	8219	18866	27085
b. Funding Source			
Appropriation:			
D&M,N	19356		
MPN	7729		

b. **Funding Source.** If data shown on Table 1A reflects more than one appropriation, then please provide a break out of the total shown for the "3. Grand-Total" line, by appropriation:

~~NOTE: 1B TO BE COMPLETED BY CNET.~~

See page 2a.

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<u>Appropriation</u>	<u>Amount (\$000)</u>
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c. **Table 1B - Base Operating Support Costs (DBOF Overhead).** This Table should be submitted for all current DBOF activities. Costs reported should reflect BOS costs supporting the DBOF activity itself (usually included in the G&A cost of the activity). For DBOF activities which are tenants on another installation, total cost of BOS incurred by the tenant activity for itself should be shown on this table. It is recognized that differences exist among DBOF activity groups regarding the costing of base operating support: some groups reflect all such costs only in general and administrative (G&A), while others spread them between G&A and production overhead. Regardless of the costing process, all such costs should be included on Table 1B. The Minor Construction portion of the FY 1996 capital budget should be included on the appropriate line. Military personnel costs (at civilian equivalency rates) should also be included on the appropriate lines of the table. Please ensure that individual lines of the table do not include duplicate costs. Also ensure that there is no duplication between data provided on Table 1A. and 1B. These two tables must be mutually exclusive, since in those cases where both tables are submitted for an activity, the two tables will be added together to estimate total BOS costs at the activity. Add additional lines to the table (following line 21., as necessary, to identify any additional cost elements not currently shown). Leave shaded areas of table blank.

Other Notes: All costs of operating the five Major Range Test Facility Bases at DBOF activities (even if direct RDT&E funded) should be included on Table 1B. Weapon Stations should include underutilized plant capacity costs as a DBOF overhead "BOS expense" on Table 1B..

Not applicable - not a DBOF activity.

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NOTE: TABLE 1B IS NOT APPLICABLE TO CNET ACTIVITIES.

Table 1B - Base Operating Support Costs (DBOF Overhead)			
Activity Name: NAS MERIDIAN MS		UIC: 63043	
Category	FY 1996 Net Cost From UC/FUND-4 (\$000)		
	Non-Labor	Labor	Total
1. Real Property Maintenance Costs:			
1a. Real Property Maintenance (>\$15K)			
1b. Real Property Maintenance (<\$15K)			
1c. Minor Construction (Expensed)			
1d. Minor Construction (Capital Budget)			
1c. Sub-total 1a. through 1d.			
2. Other Base Operating Support Costs:			
2a. Command Office			
2b. ADP Support			
2c. Equipment Maintenance			
2d. Civilian Personnel Services			
2e. Accounting/Finance			
2f. Utilities			
2g. Environmental Compliance			
2h. Police and Fire			
2i. Safety			
2j. Supply and Storage Operations			
2k. Major Range Test Facility Base Costs			
2l. Other (Specify)			
2m. Sub-total 2a. through 2l:			
3. Depreciation			
4. Grand Total (sum of 1c., 2m., and 3.) :			

2. Services/Supplies Cost Data. The purpose of Table 2 is to provide information about projected FY 1996 costs for the purchase of services and supplies by the activity. (Note: Unlike Question 1 and Tables 1A and 1B, above, this question is not limited to overhead costs.) The source for this information, where possible, should be either the NAVCOMPT OP-32 Budget Exhibit for O&M activities or the NAVCOMPT UC/FUND-1/IF-4 exhibit for DBOF activities. Information must reflect FY 1996 budget data supporting the FY 1996 NAVCOMPT Budget Submit. Break out cost data by the major sub-headings identified on the OP-32 or UC/FUND-1/IF-4 exhibit, disregarding the sub-headings on the exhibit which apply to civilian and military salary costs and depreciation. Please note that while the OP-32 exhibit aggregates information by budget activity, this data call requests OP-32 data for the activity responding to the data call. Refer to NAVCOMPTINST 7102.2B of 23 April 1990, Subj: Guidance for the Preparation, Submission and Review of the Department of the Navy (DON) Budget Estimates (DON Budget Guidance Manual) with Changes 1 and 2 for more information on categories of costs identified. Any rows that do not apply to your activity may be left blank. However, totals reported should reflect all costs, exclusive of salary and depreciation.

Table 2 - Services/Supplies Cost Data	
Activity Name: NAS MERIDIAN MS	UIC: 63043
Cost Category	FY 1996 Projected Costs (\$000)
Travel:	573
Material and Supplies (including equipment):	16,120
Industrial Fund Purchases (other DBOF purchases):	0
Transportation:	0
Other Purchases (Contract support, etc.):	46,527
Total:	63,220

3. Contractor Workyears.

a. **On-Base Contract Workyear Table.** Provide a projected estimate of the number of contract workyears expected to be **performed "on base"** in support of the installation during FY 1996. Information should represent an annual estimate on a full-time equivalency basis. Several categories of contract support have been identified in the table below. While some of the categories are self-explanatory, please note that the category "mission support" entails management support, labor service and other mission support contracting efforts, e.g., aircraft maintenance, RDT&E support, technical services in support of aircraft and ships, etc.

Table 3 - Contract Workyears	
Activity Name: NAS MERIDIAN MS	UIC: 63043
Contract Type	FY 1996 Estimated Number of Workyears On-Base
Construction:	1
Facilities Support:	30
Mission Support: CNATRA TO COMPLETE	549
Procurement:	0
Other:*	80
Total Workyears:	660 <i>HT</i>

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* **Note:** Provide a brief narrative description of the type(s) of contracts, if any, included under the "Other" category.

OTHER:	
SUPPLY WAREHOUSE/STORAGE	797K
MESS ATTENDANT SERVICES	761K
ALONGSIDE AIRCRAFT REFUELING	918K
PACKING/CRATING/DRAYAGE OF HOUSEHOLD GOODS	90K
WASHER/DRYER RENTAL	33K
CUSTODIAL & REFUSE	325K

b. **Potential Disposition of On-Base Contract Workyears.** If the mission/functions of your activity were relocated to another site, what would be the anticipated disposition of the on-base contract workyears identified in Table 3.?

1) Estimated number of contract workyears which would be transferred to the receiving site (This number should reflect the number of jobs which would in the future be contracted for at the receiving site, not an estimate of the number of people who would move or an indication that work would necessarily be done by the same contractor(s)):

MISSION SUPPORT WORKYEARS: ~~TO BE COMPLETED BY CNATRA~~

549

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2) Estimated number of workyears which would be eliminated:

111

3) Estimated number of contract workyears which would remain in place (i.e., contract would remain in place in current location even if activity were relocated outside of the local area):

0

c. "Off-Base" Contract Workyear Data. Are there any contract workyears located in the local community, but not on-base, which would either be eliminated or relocated if your activity were to be closed or relocated? If so, then provide the following information (ensure that numbers reported below do not double count numbers included in 3.a. and 3.b., above):

NO OFF-BASE CONTRACT WORKYEARS.

No. of Additional Contract Workyears Which Would Be Eliminated	General Type of Work Performed on Contract (e.g., engineering support, technical services, etc.)
0	

No. of Additional Contract Workyears Which Would Be Relocated	General Type of Work Performed on Contract (e.g., engineering support, technical services, etc.)
0	

Command: NAS Meridian

Data Call Number Sixty-Six

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

MAJOR CLAIMANT LEVEL

P. E. TOBIN

NAME


Signature

CNET

Title

29 JUL 1994
Date

CNET

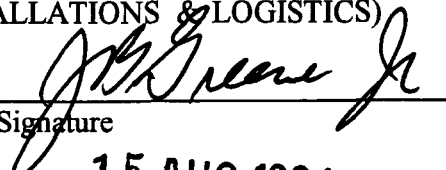
Activity

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

ACTING


Signature

15 AUG 1994

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)

M. D. MOORE, CDR, USN
NAME (Please type or print)
COMMANDER, ACTING
Title
TRAINING AIR WING ONE
Activity

M. D. Moore
Signature
18 July 94
Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief, and applies only to sections 2 and 3 and within the controls established by CNET.

NEXT ECHELON LEVEL (if applicable)

P. R. STATSKEY, CAPT, USN
NAME (Please type or print)
CHIEF OF NAVAL AIR TRAINING (ACTING)
Title
NAVAL AIR TRAINING COMMAND
Activity

P. R. Statskey
Signature
7/20/94
Date

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)

Title

Activity

Signature

Date

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)

Title

Signature

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."

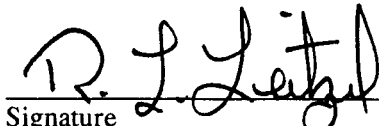
The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

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


Signature

COMMANDING OFFICER
Title

18 JUL 94
Date

NAVAL AIR STATION, MERIDIAN, MS
Activity

Command: NAS Meridian

**Data Call Number Sixty Six Revision
(Page 2A)**

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

MAJOR CLAIMANT LEVEL

T. W. WRIGHT
NAME

T. W. Wright
Signature

CNET
Title

11 Aug 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
ACTING

J. B. Greene Jr.
Signature

Title

15 AUG 1994
Date

Document Separator

**BRAC-95 DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA**

Activity Identification: Please complete the following table, identifying the activity for which this response is being submitted.

Activity Name:	NAVAL AIR STATION, MERIDIAN, MS
UIC:	63043
Major Claimant:	CNATRA/CNET

General Instructions/Background:

Information requested in this data call is required for use by the Base Structure Evaluation Committee (BSEC), in concert with information from other data calls, to analyze both the impact that potential closure or realignment actions would have on a local community and the impact that relocations of personnel would have on communities surrounding receiving activities. In addition to Cost of Base Realignment Actions (COBRA) analyses which incorporate standard Department of the Navy (DON) average cost factors, the BSEC will also be conducting more sophisticated economic and community infrastructure analyses requiring more precise, activity-specific data. For example, activity-specific salary rates are required to reflect differences in salary costs for activities with large concentrations of scientists and engineers and to address geographic differences in wage grade salary rates. Questions relating to "Community Infrastructure" are required to assist the BSEC in evaluating the ability of a community to absorb additional employees and functions as the result of relocation from a closing or realigning DON activity.

Due to the varied nature of potential sources which could be used to respond to the questions contained in this data call, a block appears after each question, requesting the identification of the source of data used to respond to the question. To complete this block, identify the source of the data provided, including the appropriate references for source documents, names and organizational titles of individuals providing information, etc. Completion of this "Source of Data" block is critical since some of the information requested may be available from a non-DoD source such as a published document from the local chamber of commerce, school board, etc. Certification of data obtained from a non-DoD source is then limited to certifying that the information contained in the data call response is an accurate and complete representation of the information obtained from the source. Records must be retained by the certifying official to clearly document the source of any non-DoD information submitted for this data call.

General Instructions/Background (Continued):

The following notes are provided to further define terms and methodologies used in this data call. Please ensure that responses consistently follow this guidance:

Note 1: Throughout this data call, the term "activity" is used to refer to the DON installation that is the addressee for the data call.

Note 2: Periodically throughout this data call, questions will include the statement that the response should refer to the "area defined in response to question 1.b., (page 3)". Recognizing that in some large metropolitan areas employee residences may be scattered among many counties or states, the scope of the "area defined" may be limited to the sum of:

- those counties that contain government (DoD) housing units (as identified in 1.b.2)), and,
- those counties closest to the activity which, in the aggregate, include the residences of 80% or more of the activity's employees.

Note 3: Responses to questions referring to "civilians" in this data call should reflect federal civil service appropriated fund employees.

1. Workforce Data

a. **Average Federal Civilian Salary Rate.** Provide the projected FY 1996 average gross annual appropriated fund civil service salary rate for the activity identified as the addressee in this data call. This rate should include all cash payments to employees, and exclude non-cash personnel benefits such as employer retirement contributions, payments to former employees, etc.

Average Appropriated Fund Civilian Salary Rate:	32,250 \$ 32,140.00
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Source of Data (1.a. Salary Rate): Data provided by Comptroller, NAS Meridian using projected FY96 Object Class II.

* ACTUAL FY 93 CPRRS DATA, CIVILIAN PAY RAISES FOR FY 94 (3.9%), FY 95 (1.6%), FY 96 (2.2%)

BRAC-95 DC 65/NAS MERIDIAN MS/UIC: 63043

b. Location of Residence. Complete the following table to identify where employees live. Data should reflect current workforce.

1) Residency Table. Identify residency data, by county, for both military and civilian (civil service) employees working at the installation (including, for example, operational units that are homeported or stationed at the installation). For each county listed, also provide the estimated average distance from the activity, in miles, of employee residences and the estimated average length of time to commute one-way to work. For the purposes of displaying data in the table, any county(s) in which 1% or fewer of the activity's employees reside may be consolidated as a single line entry in the table, titled "Other".

County of Residence	State	No. of Employees Residing in County		Percentage of Total Employees	Average Distance From Base (Miles)	Average Duration of Commute (Minutes)
		Military	Civilian			
LAUDERDALE	MS	767	291	94%	18	20-25
KEMPER	MS	1	32	3%	20	25-30
NEWTON	MS	2	19	2%	30	35-45
OTHERS (CLARKE/NESHOBA/NOXUBEE/WINSTON/ETC)	MS	2	16	1%	25-35	30-50

= 100%

As discussed in Note 2 on Page 2, subsequent questions in the data call refer to the "area defined in response to question 1.b., (page 3)". In responding to these questions, the scope of the "area defined" may be limited to the sum of: a) those counties that contain government (DoD) housing units (as identified below), and, b) those counties closest to the activity which, in the aggregate, include the residences of 80% or more of the activity's employees.

2) **Location of Government (DoD) Housing.** If some employees of the base live in government housing, identify the county(s) where government housing is located:

LAUDERDALE COUNTY, MS

Source of Data (1.b. 1) & 2) Residence Data): 1.B.1: Military data provided by PSD Meridian. Civilian data provided by David Litton, Human Resources Officer, NAS Meridian. 1.B.2 Data on Plant Account Records filed at Public Works Dept, NAS Meridian.

c. **Nearest Metropolitan Area(s).** Identify all major metropolitan area(s) (i.e., population concentrations of 100,000 or more people) which are within 50 miles of the installation. If no major metropolitan area is within 50 miles of the base, then identify the nearest major metropolitan area(s) (100,000 or more people) and its distance(s) from the base.

City	County	Distance from base (miles)
JACKSON, MS	HINDS	111
TUSCALOOSA, AL	TUSCALOOSA	111

Source of Data (1.c. Metro Areas): Mileage provided by PSD from official Table of Distances.

d. **Age of Civilian Workforce.** Complete the following table, identifying the age of the activity's civil service workforce.

Age Category	Number of Employees	Percentage of Employees
16 - 19 Years	4	1.1
20 - 24 Years	13	3.6
25 - 34 Years	51	14.3
35 - 44 Years	95	26.5
45 - 54 Years	122	34.1
55 - 64 Years	64	17.9
65 or Older	9	2.5
TOTAL	358	100 %

Source of Data (1.d.) Age Data): Data provided by David Litton, Human Resources Officer, NAS Meridian.

e. Education Level of Civilian Workforce

1) Education Level Table. Complete the following table, identifying the education level of the activity's civil service workforce.

Last School Year Completed	Number of Employees	Percentage of Employees
8th Grade or less	0	0
9th through 11th Grade	6	1.7
12th Grade or High School Equivalency	175	48.8 48.9
1-3 Years of College	134	37.5 37.4
4 Years of College (Bachelors Degree)	30	8.4
5 or More Years of College (Graduate Work)	13	3.6
TOTAL	358	100 %

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2) **Degrees Achieved.** Complete the following table for the activity's civil service workforce. Identify the number of employees with each of the following degrees, etc. To avoid double counting, only identify the highest degree obtained by a worker (e.g., if an employee has both a Master's Degree and a Doctorate, only include the employee under the category "Doctorate").

Degree	Number of Civilian Employees
Terminal Occupation Program - Certificate of Completion, Diploma or Equivalent (for areas such as technicians, craftsmen, artisans, skilled operators, etc.)	9
Associate Degree	29
Bachelor Degree	27
Masters Degree	10
Doctorate	2

Source of Data (1.e.1) and 2) Education Level Data): Data provided by David Litton, Human Resources Officer, NAS Meridian

f. **Civilian Employment By Industry.** Complete the following table to identify by "industry" the type of work performed by civil service employees at the activity. The intent of this table is to attempt to stratify the activity civilian workforce using the same categories of industries used to identify private sector employment. Employees should be categorized based on their primary duties. Additional information on categorization of private sector employment by industry can be found in the Office of Management and Budget Standard Industrial Classification (SIC) Manual. However, you do not need to obtain a copy of this publication to provide the data requested in this table.

Note the following specific guidance regarding the "Industry Type" codes in the first column of the table: Even though categories listed may not perfectly match the type of work performed by civilian employees, please attempt to assign each civilian employee to one of the "Industry Types" identified in the table. However, only use the Category 6, "Public Administration" sub-categories when none of the other categories apply. Retain supporting data used to construct this table at the activity-level, in case questions arise or additional information is required at some future time. Leave shaded areas blank.

Industry	SIC Codes	No. of Civilians	% of Civilians
1. Agriculture, Forestry & Fishing	01-09	1	.3
2. Construction (includes facility maintenance and repair)	15-17	21	5.8
3. Manufacturing (includes Intermediate and Depot level maintenance)	20-39		
3a. Fabricated Metal Products (include ordnance, ammo, etc.)	34	0	
3b. Aircraft (includes engines and missiles)	3721 et al	0	
3c. Ships	3731	0	
3d. Other Transportation (includes ground vehicles)	various	0	
3e. Other Manufacturing not included in 3a. through 3d.	various	0	
Sub-Total 3a. through 3e.	20-39	0	0
4. Transportation/Communications/Utilities	40-49		
4a. Railroad Transportation	40	0	

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Industry	SIC Codes	No. of Civilians	% of Civilians
4b. Motor Freight Transportation & Warehousing (includes supply services)	42	25	7
4c. Water Transportation (includes organizational level maintenance)	44	0	
4d. Air Transportation (includes organizational level maintenance)	45	6	1.7
4e. Other Transportation Services (includes organizational level maintenance)	47	17	4.7
4f. Communications	48	2	.6
4g. Utilities	49	34	9.5
Sub-Total 4a. through 4g.	40-49	84	23.5
5. Services	70-89		
5a. Lodging Services	70	9	2.5
5b. Personal Services (includes laundry and funeral services)	72	0	0
5c. Business Services (includes mail, security guards, pest control, photography, janitorial and ADP services)	73	3	.8
5d. Automotive Repair and Services	75	10	2.8
5e. Other Misc. Repair Services	76	4	1.1
5f. Motion Pictures	78	0	0
5g. Amusement and Recreation Services	79	9	2.5
5h. Health Services	80	14	3.9
5i. Legal Services	81	1	.3
5j. Educational Services	82	10	2.8
5k. Social Services	83	11	3.1
5l. Museums	84	0	0

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Industry	SIC Codes	No. of Civilians	% of Civilians
5m. Engineering, Accounting, Research & Related Services (includes RDT&E, ISE, etc.)	87	21	5.9
5n. Other Misc. Services	89	69	19.3
Sub-Total 5a. through 5n.:	70-89	159 161	45.0
6. Public Administration	91-97		
6a. Executive and General Government, Except Finance	91	21	5.9
6b. Justice, Public Order & Safety (includes police, firefighting and emergency management)	92	60	16.7
6c. Public Finance	93	0	
6d. Environmental Quality and Housing Programs	95	10	2.8
Sub-Total 6a. through 6d.		91	25.4
TOTAL		358	100 %

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Source of Data (1.f.) Classification By Industry Data): Data provided from the Efficiency Review of JUN 94 by Barbara Pearson, Management Analyst, NASMER.

g. Civilian Employment by Occupation. Complete the following table to identify the types of "occupations" performed by **civil service** employees at the activity. Employees should be categorized based on their primary duties. Additional information on categorization of employment by occupation can be found in the Department of Labor Occupational Outlook Handbook. However, you do not need to obtain a copy of this publication to provide the data requested in this table.

Note the following specific guidance regarding the "Occupation Type" codes in the first column of the table: Even though categories listed may not perfectly match the type of work performed by civilian employees, please attempt to assign each civilian employee to one of the "Occupation Types" identified in the table. Refer to the descriptions immediately following this table for more information on the various occupational categories. Retain supporting data used to construct this table at the activity-level, in case questions arise or additional information is required at some future time. Leave shaded areas blank.

Occupation	Number of Civilian Employees	Percent of Civilian Employees
1. Executive, Administrative and Management	47	13.1
2. Professional Specialty		
2a. Engineers	5	1.4
2b. Architects and Surveyors	0	
2c. Computer, Mathematical & Operations Research	0	
2d. Life Scientists	0	
2e. Physical Scientists	0	
2f. Lawyers and Judges	0	
2g. Social Scientists & Urban Planners	0	
2h. Social & Recreation Workers	8	2.2
2i. Religious Workers	0	
2j. Teachers, Librarians & Counselors	17	4.8
2k. Health Diagnosing Practitioners (Doctors)	0	
2l. Health Assessment & Treating (Nurses, Therapists, Pharmacists, Nutritionists, etc.)	14	3.9
2m. Communications	2	.6

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Occupation	Number of Civilian Employees	Percent of Civilian Employees
2n. Visual Arts	4	1.1
Sub-Total 2a. through 2n.:	50	14
3. Technicians and Related Support		
3a. Health Technologists and Technicians	0	
3b. Other Technologists	4	
Sub-Total 3a. and 3b.:	4	1.1
4. Administrative Support & Clerical	102	28.5
5. Services		
5a. Protective Services (includes guards, firefighters, police)	57	16
5b. Food Preparation & Service	0	
5c. Dental/Medical Assistants/Aides	0	
5d. Personal Service & Building & Grounds Services (includes janitorial, grounds maintenance, child care workers)	3	.8
Sub-Total 5a. through 5d.	60	17.16.8
6. Agricultural, Forestry & Fishing	1	.3
7. Mechanics, Installers and Repairers	34	9.5
8. Construction Trades	19	5.3
9. Production Occupations	13	3.6
10. Transportation & Material Moving	19	5.3
11. Handlers, Equipment Cleaners, Helpers and Laborers (not included elsewhere)	9	2.5
TOTAL	358	100 %
Source of Data (1.g.) Classification By Occupation Data): Data provided from the Efficiency Review of JUN 94 by Barbara Pearson, Management Analyst, NASMER.		

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Description of Occupational Categories used in Table I.g. The following list identifies public and private sector occupations included in each of the major occupational categories used in the table. Refer to these examples as a guide in determining where to allocate appropriated fund civil service jobs at the activity.

1. **Executive, Administrative and Management.** Accountants and auditors; administrative services managers; budget analysts; construction and building inspectors; construction contractors and managers; cost estimators; education administrators; employment interviewers; engineering, science and data processing managers; financial managers; general managers and top executives; chief executives and legislators; health services managers; hotel managers and assistants; industrial production managers; inspectors and compliance officers, except construction; management analysts and consultants; marketing, advertising and public relations managers; personnel, training and labor relations specialists and managers; property and real estate managers; purchasing agents and managers; restaurant and food service managers; underwriters; wholesale and retail buyers and merchandise managers.
2. **Professional Specialty.** Use sub-headings provided.
3. **Technicians and Related Support.** Health Technologists and Technicians sub-category - self-explanatory. Other Technologists sub-category includes aircraft pilots; air traffic controllers; broadcast technicians; computer programmers; drafters; engineering technicians; library technicians; paralegals; science technicians; numerical control tool programmers.
4. **Administrative Support & Clerical.** Adjusters, investigators and collectors; bank tellers; clerical supervisors and managers; computer and peripheral equipment operators; credit clerks and authorizers; general office clerks; information clerks; mail clerks and messengers; material recording, scheduling, dispatching and distributing; postal clerks and mail carriers; records clerks; secretaries; stenographers and court reporters; teacher aides; telephone, telegraph and teletype operators; typists, word processors and data entry keyers.
5. **Services.** Use sub-headings provided.
6. **Agricultural, Forestry & Fishing.** Self explanatory.
7. **Mechanics, Installers and Repairers.** Aircraft mechanics and engine specialists; automotive body repairers; automotive mechanics; diesel mechanics; electronic equipment repairers; elevator installers and repairers; farm equipment mechanics; general maintenance mechanics; heating, air conditioning and refrigeration technicians; home appliance and power tool repairers, industrial machinery repairers; line installers and cable splicers; millwrights; mobile heavy equipment mechanics; motorcycle, boat and small engine mechanics; musical instrument repairers and tuners; vending machine servicers and repairers.
8. **Construction Trades.** Bricklayers and stonemasons; carpenters; carpet installers; concrete masons and terrazzo workers; drywall workers and lathers; electricians; glaziers; highway maintenance; insulation workers; painters and paperhangers; plasterers; plumbers and pipefitters; roofers; sheet metal workers; structural and reinforcing ironworkers; tilesetters.
9. **Production Occupations.** Assemblers; food processing occupations; inspectors, testers and graders; metalworking and plastics-working occupations; plant and systems operators, printing occupations; textile, apparel and furnishings occupations; woodworking occupations; miscellaneous production operations.
10. **Transportation & Material Moving.** Busdrivers; material moving equipment operators; rail transportation occupations; truckdrivers; water transportation occupations.
11. **Handlers, Equipment Cleaners, Helpers and Laborers** (not included elsewhere). Entry level jobs not requiring significant training.

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h. Employment of Military Spouses. Complete the following table to provide estimated information concerning **military spouses** who are also employed in the area defined in response to question 1.b., above. **Do not fill in shaded area.**

1. Percentage of Military Employees Who Are Married:	69%
2. Percentage of Military Spouses Who Work Outside of the Home:	50%
3. Break out of Spouses' Location of Employment (Total of rows 3a. through 3d. should equal 100% and reflect the number of spouses used in the calculation of the "Percentage of Spouses Who Work Outside of the Home".	
3a. Employed "On-Base" - Appropriated Fund:	11%
3b. Employed "On-Base" - Non-Appropriated Fund:	19%
3c. Employed "Off-Base" - Federal Employment:	3%
3d. Employed "Off-Base" - Other Than Federal Employment	67%

Source of Data (1.h.) Spouse Employment Data): Survey conducted JUN 94 by NASMER BRAC Coordinator to obtain data. PSD Meridian provided listing identifying married and single personnel. NOTE: Survey was completed by only 740 MILPERS available out of 767 total. 240 MILPERS are single.

2. Infrastructure Data. For each element of community infrastructure identified in the two tables below, rate the community's ability to accommodate the relocation of additional functions and personnel to your activity. Please complete each of the three columns listed in the table, reflecting the impact of various levels of increase (20%, 50% and 100%) in the number of personnel working at the activity (and their associated families). In ranking each category, use one of the following three ratings:

- A** - Growth can be accommodated with little or no adverse impact to existing community infrastructure and at little or no additional expense.
- B** - Growth can be accommodated, but will require some investment to improve and/or expand existing community infrastructure.
- C** - Growth either cannot be accommodated due to physical/environmental limitations or would require substantial investment in community infrastructure improvements.

Table 2.a., "Local Communities": This first table refers to the local community (i.e., the community in which the base is located) and its ability to meet the increased requirements of the installation.

Table 2.b., "Economic Region": This second table asks for an assessment of the infrastructure of the economic region (those counties identified in response to question 1.b., (page 3) - taken in the aggregate) and its ability to meet the needs of additional employees and their families moving into the area.

For both tables, annotate with an asterisk (*) any categories which are wholly supported on-base, i.e., are not provided by the local community. These categories should also receive an A-B-C rating. Answers for these "wholly supported on-base" categories should refer to base infrastructure rather than community infrastructure.

a. Table A: Ability of the local community to meet the expanded needs of the base.

1) Using the A - B - C rating system described above, complete the table below.

Category	20% Increase	50% Increase	100% Increase
Off-Base Housing	A	B	B
Schools - Public	A	A	A
Schools - Private	A	A	A
Public Transportation - Roadways	A	A	A
Public Transportation - Buses/Subways	A	A	A
Public Transportation - Rail	A	A	A
Fire Protection	A	A	A
Police	A	A	A
Health Care Facilities	A	A	A
Utilities:	A	A	A
Water Supply	A	A	A
Water Distribution	A	A	A
Energy Supply	A	A	A
Energy Distribution	A	A	A
Wastewater Collection	A	A	A
Wastewater Treatment	A	A	A
Storm Water Collection	A	A	A
Solid Waste Collection and Disposal	A	A	A
Hazardous/Toxic Waste Disposal	A	A	A
Recreational Activities	A	A	A

Remember to mark with an asterisk any categories which are wholly supported on-base.

2) For each rating of "C" identified in the table on the preceding page, attach a brief narrative explanation of the types and magnitude of improvements required and/or the nature of any barriers that preclude expansion.

NO "C" RATINGS.

Source of Data (2.a. 1) & 2) - Local Community Table): Provided by the Meridian/Lauderdale County Partnership, Dorothy Allen, and the City of Meridian, Maureen Lofton.

b. Table B: Ability of the region described in the response to question 1.b. (page 3) (taken in the aggregate) to meet the needs of additional employees and their families relocating into the area.

1) Using the A - B - C rating system described above, complete the table below.

Category	20% Increase	50% Increase	100% Increase
Off-Base Housing	A	A	B
Schools - Public	A	A	A
Schools - Private	A	A	A
Public Transportation - Roadways	A	A	A
Public Transportation - Buses/Subways	A	A	A
Public Transportation - Rail	A	A	A
Fire Protection	A	A	A
Police	A	A	A
Health Care Facilities	A	A	A
Utilities:	A	A	A
Water Supply	A	A	A
Water Distribution	A	A	A
Energy Supply	A	A	A
Energy Distribution	A	A	A
Wastewater Collection	A	A	A
Wastewater Treatment	A	A	A
Storm Water Collection	A	A	A
Solid Waste Collection and Disposal	A	A	A
Hazardous/Toxic Waste Disposal	A	A	A
Recreation Facilities	A	A	A

Remember to mark with an asterisk any categories which are wholly supported on-base.

2) For each rating of "C" identified in the table on the preceding page, attach a brief narrative explanation of the types and magnitude of improvements required and/or the nature of any barriers that preclude expansion.

NO "C" RATINGS.

Source of Data (2.b. 1) & 2) - Regional Table): Provided by the Meridian/Lauderdale County Partnership and the City of Meridian.

3. Public Facilities Data:

- a. **Off-Base Housing Availability.** For the counties identified in the response to question 1.b. (page 3), in the aggregate, estimate the current average vacancy rate for community housing. Use current data or information identified on the latest family housing market analysis. For each of the categories listed (rental units and units for sale), combine single family homes, condominiums, townhouses, mobile homes, etc., into a single rate:

Rental Units:

The latest Apartment Survey dated September 1989 showed a 4.6% vacancy rate in apartments within commuting distance of the base. Since that time the apartment assets have increased from 1822 units to 1992 units due to the construction of new apartment complexes. At the present time there are less than 1% available for rent. Combining all types/categories of rental units available (houses, apartments, townhouses, etc.), there are 64 units available for rent in Lauderdale County.

Units for Sale:

Based on information received from the Meridian Board of Realtors, there are 228 houses listed for sale on the Multiple Listing and 28 other houses listed in the newspaper and Housing Referral Services listings within Lauderdale County bringing the total housing units available for sale to 256.

Source of Data (3.a. Off-Base Housing): Data provided by NASMER Family Housing Office staff through contact with and referencing the Meridian Board of Realtors, the Meridian Star newspaper, Housing Referral Office listings, Apartment Complex and Mobile Home Park listings.

b. Education.

1) Information is required on the current capacity and enrollment levels of school systems serving employees of the activity. Information should be keyed to the counties identified in the response to question 1.b. (page 3).

School District	County	Number of Schools			Enrollment		Pupil-to-Teacher Ratio		Does School District Serve Gov't Housing Employees
		Elementary	Middle	High	Current	Max. Capacity	Current	Max. Ratio	
MERIDIAN	LAUDERDALE	7	4	1	7,529	10,000	STATE REQ **	STATE REQ **	NO
LAUDERDALE COUNTY	LAUDERDALE	4	2	4	7,500	8,519	STATE REQ **	STATE REQ **	YES

* Answer "Yes" in this column if the school district in question enrolls students who reside in government housing.

**** PUPIL-TO-TEACHER RATIO AS REQUIRED BY THE STATE OF MISSISSIPPI:**

K-4: 27/1

5-12: 33/1

7-12: MAXIMUM 150 STUDENTS

Source of Data (3.b.1) Education Table): Data provided by Diane Crawford with the Meridian City Schools and Nancy Byrd with the Lauderdale County School Superintendent's Office.

2) Are there any on-base "Section 6" Schools? If so, identify number of schools and current enrollment.

NO.

Source of Data (3.b.2) On-Base Schools): No schools exist on-base.

3) For the counties identified in the response to question 1.b. (page 3), in the aggregate, list the names of undergraduate and graduate colleges and universities which offer certificates, Associate, Bachelor or Graduate degrees :

**MERIDIAN COMMUNITY COLLEGE
MISSISSIPPI STATE UNIVERSITY - MERIDIAN BRANCH
UNIVERSITY OF SOUTHERN MISSISSIPPI - MERIDIAN NURSING PROGRAM**

Source of Data (3.b.3) Colleges): Data provided by the Navy Campus for Achievement Office, NAS Meridian.

4) For the counties identified in the response to question 1.b. (page 3), in the aggregate, list the names and major curriculums of vocational/technical training schools:

MERIDIAN COMMUNITY COLLEGE - VOCATIONAL/TECHNICAL PROGRAMS INCLUDES BUSINESS, HEALTH, AND INDUSTRIAL PROGRAMS.

Source of Data (3.b.4) Vo-tech Training): Data provided by Mrs. Goodman, Dean of Occupational Education at MCC VO/Tech.

c. **Transportation.**

1) Is the activity served by public transportation?

	<u>Yes</u>	<u>No</u>
Bus:	X	
Rail:		X **
Subway:		X **
Ferry:		X **

**** NOTE: RAIL IS NOT AVAILABLE DIRECTLY TO THE BASE, BUT IS AVAILABLE IN DOWNTOWN MERIDIAN. SUBWAY AND FERRY NOT APPLICABLE AT NAS MERIDIAN.**

Source of Data (3.c.1) Transportation): Sue Van Court, Public Works Dept, NAS Meridian.

2) Identify the location of the nearest passenger railroad station (long distance rail service, not commuter service within a city) and the distance from the activity to the station.

MERIDIAN RAILROAD DEPOT IS LOCATED IN DOWNTOWN MERIDIAN, 16.7 MILES FROM NAS MERIDIAN.

Source of Data (3.c.2) Transportation): Measured by Sue Van Court, Public Works Dept, NAS Meridian.

3) Identify the name and location of the nearest commercial airport (with public carriers, e.g., USAIR, United, etc.) and the distance from the activity to the airport.

MERIDIAN REGIONAL AIRPORT IS LOCATED 22 MILES FROM NAS MERIDIAN.

Source of Data (3.c.3) Transportation): Measured by Sue Van Court, Public Works Dept, NAS Meridian

4) How many carriers are available at this airport?

TWO CARRIERS: ASA and NORTHWEST AIR LINK.

Source of Data (3.c.4) Transportation): Data provided by Meridian Regional Airport Manager's Officer.

5) What is the Interstate route number and distance, in miles, from the activity to the nearest Interstate highway?

INTERSTATE 20/59 IS 16.3 MILES FROM NAS MERIDIAN.

Source of Data (3.c.5) Transportation): Measured by Sue Van Court, Public Works Dept, NAS Meridian.

6) Access to Base:

a) Describe the quality and capacity of the road systems providing access to the base, specifically during peak periods. (Include both information on the area surrounding the base and information on access to the base, e.g., numbers of gates, congestion problems, etc.)

EXCELLENT FOUR LANE ACCESS AND CONDITIONS IN A RURAL SETTING. NO TRAFFIC CONGESTION DURING PEAK PERIODS. PER ENVIRONMENTAL ASSESSMENT DATED FEB 92, THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) REPORTED LOCAL ROADWAYS ARE CURRENTLY OPERATING AT ACCEPTABLE LEVELS OF SERVICE IN THE VICINITY OF THE BASE.

b) Do access roads transit residential neighborhoods?

NO.

c) Are there any easements that preclude expansion of the access road system?

NO.

d) Are there any man-made barriers that inhibit traffic flow (e.g., draw bridges, etc.)?

NO.

Source of Data (3.c.6) Transportation): Data provided by the Engineering Division, Public Works Dept, NAS Meridian.

- d. **Fire Protection/Hazardous Materials Incidents.** Does the activity have an agreement with the local community for fire protection or hazardous materials incidents? Explain the nature of the agreement and identify the provider of the service.

YES. NAS MERIDIAN HAS FIVE MUTUAL AID FIRE FIGHTING ASSISTANCE AGREEMENTS WITH THE CITY OF MERIDIAN, THE CITY OF MARION, THE CITY OF DEKALB, THE COUNTY OF LAUDERDALE, AND THE COUNTY OF KEMPER.

Source of Data (3.d. Fire/Hazmat): Data provided by NAS Meridian's Fire Chief with copies of the agreements on file.

e. **Police Protection.**

1) What is the level of legislative jurisdiction held by the installation?

PROPRIETARY INTEREST (REGULATORY AUTHORITY) PER U.S. CODE 40, SECTION 255.

2) If there is more than one level of legislative jurisdiction for installation property, provide a brief narrative description of the areas covered by each level of legislative jurisdiction and whether there are separate agreements for local law enforcement protection.

N/A. ONLY ONE LEVEL.

3) Does the activity have a specific written agreement with local law enforcement concerning the provision of local police protection?

NO. CONCURRENT JURISDICTION IN CRIMINAL MATTERS.

4) If agreements exist with more than one local law enforcement entity, provide a brief narrative description of whom the agreement is with and what services are covered.

N/A.

5) If military law enforcement officials are routinely augmented by officials of other federal agencies (BLM, Forest Service, etc.), identify any written agreements covering such services and briefly describe the level of support received.

STATE GAME WARDEN PER NASMERINST 1710.5M. ALL GAME VIOLATIONS ARE TURNED OVER TO STATE GAME WARDENS WITH COMMANDING OFFICER APPROVAL.

Source of Data (3.e. 1) - 5) - Police): Data provided by NAS Meridian's Security Officer.

f. **Utilities.**

1) Does the activity have an agreement with the local community for water, refuse disposal, power or any other utility requirements? Explain the nature of the agreement and identify the provider of the service.

YES.

WATER: ALTHOUGH NAS MERIDIAN HAS A GOVERNMENT OWNED AND OPERATED POTABLE WATER PLANT WHICH PROVIDES ALL STATION WATER NEEDS, NORTH LAUDERDALE WATER ASSOCIATION HAS AN INTERCONNECTION AGREEMENT WHICH ALLOWS WATER SERVICES WHEN REQUIRED TO BE TRANSFERRED BETWEEN THE BASE AND THE LOCAL WATER SUPPLIER WHICH INCLUDES TRANSFERS FROM THE BASE TO THE LOCAL WATER SUPPLIER.

ELECTRICITY: NAS MERIDIAN CONTRACTS WITH EAST MISSISSIPPI ELECTRIC POWER COMPANY FOR ELECTRICAL POWER SERVICES.

NATURAL GAS: NAS MERIDIAN CONTRACTS WITH MISSISSIPPI VALLEY GAS USING THE SPOT GAS RATE.

REFUSE DISPOSAL: WASTE MANAGEMENT OF MISSISSIPPI IS THE CONTRACTOR FOR REFUSE COLLECTION AND DISPOSAL SERVICES.

2) Has the activity been subject to water rationing or interruption of delivery during the last five years? If so, identify time period during which rationing existed and the restrictions imposed. Were activity operations affected by these situations? If so, explain extent of impact.

NO.

3) Has the activity been subject to any other significant disruptions in utility service, e.g., electrical "brown outs", "rolling black outs", etc., during the last five years? If so, identify time period(s) covered and extent/nature of restrictions/disruption. Were activity operations affected by these situations? If so, explain extent of impact.

NO.

Source of Data (3.f. 1) - 3) Utilities): Contracts, agreements and records on file at Public Works Dept, NAS Meridian.

4. **Business Profile.** List the top ten employers in the geographic area defined by your response to question 1.b. (page 3), taken in the aggregate, (include your activity, if appropriate):

Employer	Product/Service	No. of Employees
1. NAVAL AIR STATION, MERIDIAN	U.S. NAVY PILOT TRAINING BASE	3337
2. PEAVEY ELECTRONICS	ELECTRONIC INSTRUMENT MFG	1200
3. RUSH FOUNDATION HOSPITAL	HOSPITAL	1068
4. MERIDIAN PUBLIC SCHOOLS	EDUCATION	1051
5. EAST MISSISSIPPI STATE HOSPITAL	HOSPITAL	940
6. JEFF ANDERSON REGIONAL MEDICAL CENTER	HOSPITAL	808
7. LAUDERDALE COUNTY SCHOOLS	EDUCATION	800
8. RILEY MEMORIAL HOSPITAL	HOSPITAL	782
9. DELCO AMERICA	AUTOMOTIVE PARTS MFG	584
10. CITY OF MERIDIAN	MUNICIPAL SERVICES	580

Source of Data (4. Business Profile): Data provided by the Meridian/Lauderdale County Partnership.

5. **Other Socio-Economic Impacts.** For each of the following areas, describe other recent (past 5 years), on-going or projected economic impacts (both positive and negative) on the geographic region defined by your response to question 1.b. (page 3), in the aggregate:

- a. Loss of Major Employers:

GENERALLY CAUSED BY CUTBACKS IN PRODUCT NEED.

- b. Introduction of New Businesses/Technologies:

ESTABLISHED JOB RELATED TRAINING PROGRAM BETWEEN MERIDIAN COMMUNITY COLLEGE AND PEAVEY ELECTRONICS.

ESTABLISHED BUSINESS TECHNOLOGY CENTER.

NUMEROUS SMALL BUSINESSES HAVE BEEN AND CONTINUE TO BE ESTABLISHED.

- c. Natural Disasters:

THE MOST COMMON NATURAL DISASTERS IN THE AREA ARE TORNADOS. WHILE DEVASTATING TO INDIVIDUALS, IN THE POSITIVE SENSE, LOCAL CONTRACTORS AND MERCHANTS PROFIT DUE TO THE REBUILDING REQUIRED.

- d. Overall Economic Trends:

THE REGION'S ECONOMY REFLECTS THE ECONOMY OF THE COUNTRY; HOWEVER, OUR UNEMPLOYMENT HAS REMAINED STABLE (LAUDERDALE COUNTY IS 6.5% AS OF JUN 94). SINCE MERIDIAN/LAUDERDALE COUNTY'S FOCUS IS ON THE CONTINUED DEVELOPMENT OF SMALL TO MEDIUM SIZED BUSINESSES, THE ECONOMIC TREND OUTLOOK IS EXCELLENT.

Source of Data (5. Other Socio/Econ): Data provided by Meridian/Lauderdale County Partnership.

6. Other. Identify any contributions of your activity to the local community not discussed elsewhere in this response.

NAS Meridian is Lauderdale County's largest employer and represents an influx of millions of dollars to the local economy each year. Navy personnel at NAS Meridian and the residents of Lauderdale county have enjoyed a cooperative relationship since the base's creation in 1962. The military families assigned to NAS Meridian are active members of the community participating in many civic projects and events, affiliating with local churches and organizations, and supporting the local schools which their children attend.

The Naval Air Station provides helicopter search and rescue and medical evacuation services to the civilian community.

Two civic groups, the Military Liaison Committee of the Meridian Partnership Organization and the Meridian Navy League, make a concerted effort to keep the communication lines with station officials open. These groups do not operate in competition, but rather in consonance with each other. Whenever an occasion of mutual interest involving the Naval Air Station arise, the two organizations meet jointly so that all parties can be equally visible for the good of the base. They are major players in lobbying for the base.

The Navy sponsors "open house" events to acquaint area residents with the activities on the base. The Naval Air Station's 1992 Air Show was one of the largest successes in recent years with an attendance estimated at over 20,000.

The Naval Air Station provides multimillion dollar projects for small business contractors. The East Central Mississippi's Contract Procurement Center, funded by the Meridian community, assists small businesses in obtaining federal contracts and has been instrumental in expanding the contract support base at the base.

Military Spouse Employment Program is active in providing qualified skilled and unskilled labor to the City of Meridian.

The aircraft maintenance, pilot training, and other support contracts on the Naval Air Station provide the retired military community with excellent job opportunities.

NTTC sponsors the SHIPMATES Program (Staff and Students Helping Interesting People of the Meridian Area Through Enthusiastic Services). Since its origination in 1981, Navy personnel have performed thousands of hours of community service. NTTC has outlined the policy and guidance for the program which is designed to give staff and students an additional option to constructively fill their off-duty hours, become involved in the community, establish new friendships, and combat the feeling of isolation for those away from home for the first time. At the same time, personnel foster good

community relations for the Navy by providing service to the community. A partial list of the organizations and facilities they have helped includes: various community hospitals and schools, Merrehope Historical Foundation, Head Start Programs, Museum of Art, Meridian Archives, East Mississippi State Hospital, disaster victims, etc.

The Naval Air Station has adopted and actively supports three different public schools, providing many education benefits and services to the community ranging from physical improvements to facilities by base Seabees to tutoring students. One of the favorite projects of the year is providing judges for the various science fairs. Navy professionals delight in participating in the various job fairs, including those at the college level.

The base provides numerous public affairs appearances in the community, from flyovers and SAR demonstrations to participation at the annual business expo or "Main Event" as it is called. Numerous events request the presence of the Naval Air Station's color guard and ceremonial detail squad.

The community can always count on base personnel to lift the spirits of the needy during the holiday season with the various base organizations providing food and gift drives. Navy personnel are also readily available to lend a helping hand during disasters such as tornado, flood and fire relief.

<p>Source of Data (6. Other): Data provided by Sue Van Court, PWD Admin Officer, NAS Meridian.</p>

Command: NAS Meridian

Data Call Number Sixty-Five

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

7/19/94
Date

CNET
Activity

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

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)
W. A. EARNER

NAME

W. A. Earner
Signature

Title

8/9/94
Date


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BRAC 95 DATA 65
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

13 JULY 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

15 JUL 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

12 JUL 94
Date

NAVAL AIR STATION, MERIDIAN, MS
Activity

Document Separator

227

**DATA CALL 66
INSTALLATION RESOURCES**

Activity Information:

Activity Name:	Activity Providing Telephone Service (APTS) Meridian
UIC:	N33280
Host Activity Name (if response is for a tenant activity):	Naval Air Station, Meridian
Host Activity UIC:	N63043

General Instructions/Background. A separate response to this data call must be completed for each Department of the Navy (DON) host, independent and tenant activity which separately budgets BOS costs (regardless of appropriation), and, is located in the United States, its territories or possessions.

1. Base Operating Support (BOS) Cost Data. Data is required which captures the total annual cost of operating and maintaining Department of the Navy (DON) shore installations. Information must reflect FY 1996 budget data supporting the FY 1996 NAVCOMPT Budget Submit. Two tables are provided. Table 1A identifies "Other than DBOF Overhead" BOS costs and Table 1B identifies "DBOF Overhead" BOS costs. These tables must be completed, as appropriate, for all DON host, independent or tenant activities which separately budget BOS costs (regardless of appropriation), and, are located in the United States, its territories or possessions. Responses for DBOF activities may need to include both Table 1A and 1B to ensure that all BOS costs, including those incurred by the activity in support of tenants, are identified. If both table 1A and 1B are submitted for a single DON activity, please ensure that no data is double counted (that is, included on both Table 1A and 1B). The following tables are designed to collect all BOS costs currently budgeted, regardless of appropriation, e.g., Operations and Maintenance, Research and Development, Military Personnel, etc. Data must reflect FY 1996 and should be reported in thousands of dollars.

a. Table 1A - Base Operating Support Costs (Other Than DBOF Overhead). This Table should be completed to identify "Other Than DBOF Overhead" Costs. Display, in the format shown on the table, the O&M, R&D and MPN resources currently budgeted for BOS services. O&M cost data must be consistent with data provided on the BS-1 exhibit. Report only direct funding for the activity. Host activities should not include reimbursable support provided to tenants, since tenants will be separately reporting these costs. Military personnel costs should be included on the appropriate lines of the table. Please ensure that individual lines of the table do not include duplicate costs. Add additional lines to the table (following line 2j., as necessary, to identify any additional cost elements not currently shown). Leave shaded areas of table blank.

**DATA CALL 66
INSTALLATION RESOURCES**

Table 1A - Base Operating Support Costs (Other Than DBOF Overhead)			
Activity Name: APTS Meridian		UIC: N33280	
Category	FY 1996 BOS Costs (\$000)		
	Non-Labor	Labor	Total
1. Real Property Maintenance Costs:			
1a. Maintenance and Repair			
1b. Minor Construction			
1c. Sub-total 1a. and 1b.			
2. Other Base Operating Support Costs:			
2a. Utilities			
2b. Transportation			
2c. Environmental			
2d. Facility Leases			
2e. Morale, Welfare & Recreation			
2f. Bachelor Quarters			
2g. Child Care Centers			
2h. Family Service Centers			
2i. Administration			
2j. Other (Specify)			
2k. Sub-total 2a. through 2j:			
3. Grand Total (sum of 1c. and 2k.):	0	0	0

**DATA CALL 66
INSTALLATION RESOURCES**

b. Funding Source. If data shown on Table 1A reflects more than one appropriation, then please provide a break out of the total shown for the "3. Grand-Total" line, by appropriation:

<u>Appropriation</u>	<u>Amount (\$000)</u>
----------------------	-----------------------

c. Table 1B - Base Operating Support Costs (DBOF Overhead). This Table should be submitted for all current DBOF activities. Costs reported should reflect BOS costs supporting the DBOF activity itself (usually included in the G&A cost of the activity). For DBOF activities which are tenants on another installation, total cost of BOS incurred by the tenant activity for itself should be shown on this table. It is recognized that differences exist among DBOF activity groups regarding the costing of base operating support: some groups reflect all such costs only in general and administrative (G&A), while others spread them between G&A and production overhead. Regardless of the costing process, all such costs should be included on Table 1B. The Minor Construction portion of the FY 1996 capital budget should be included on the appropriate line. Military personnel costs (at civilian equivalency rates) should also be included on the appropriate lines of the table. Please ensure that individual lines of the table do not include duplicate costs. Also ensure that there is no duplication between data provided on Table 1A. and 1B. These two tables must be mutually exclusive, since in those cases where both tables are submitted for an activity, the two tables will be added together to estimate total BOS costs at the activity. Add additional lines to the table (following line 21., as necessary, to identify any additional cost elements not currently shown). **Leave shaded areas of table blank.**

Other Notes: All costs of operating the five Major Range Test Facility Bases at DBOF activities (even if direct RDT&E funded) should be included on Table 1B. Weapon Stations should include underutilized plant capacity costs as a DBOF overhead "BOS expense" on Table 1B..

**DATA CALL 66
INSTALLATION RESOURCES**

Table 1B - Base Operating Support Costs (DBOF Overhead)			
Activity Name: APTS Meridian		UIC: N33280	
Category	FY 1996 Net Cost From UC/FUND-4 (\$000)		
	Non-Labor	Labor	Total
1. Real Property Maintenance Costs:			
1a. Real Property Maintenance (> \$15K)			
1b. Real Property Maintenance (< \$15K)			
1c. Minor Construction (Expensed)			
1d. Minor Construction (Capital Budget)			
1c. Sub-total 1a. through 1d.			
2. Other Base Operating Support Costs:			
2a. Command Office			
2b. ADP Support			
2c. Equipment Maintenance			
2d. Civilian Personnel Services			
2e. Accounting/Finance			
2f. Utilities			
2g. Environmental Compliance			
2h. Police and Fire			
2i. Safety			
2j. Supply and Storage Operations			
2k. Major Range Test Facility Base Costs			
2l. Other (Specify)			
2m. Sub-total 2a. through 2l:			
3. Depreciation			
4. Grand Total (sum of 1c., 2m., and 3.) :	0	0	0

**DATA CALL 66
INSTALLATION RESOURCES**

2. Services/Supplies Cost Data. The purpose of Table 2 is to provide information about projected FY 1996 costs for the purchase of services and supplies by the activity. (Note: Unlike Question 1 and Tables 1A and 1B, above, this question is not limited to overhead costs.) The source for this information, where possible, should be either the NAVCOMPT OP-32 Budget Exhibit for O&M activities or the NAVCOMPT UC/FUND-1/IF-4 exhibit for DBOF activities. Information must reflect FY 1996 budget data supporting the FY 1996 NAVCOMPT Budget Submit. Break out cost data by the major sub-headings identified on the OP-32 or UC/FUND-1/IF-4 exhibit, disregarding the sub-headings on the exhibit which apply to civilian and military salary costs and depreciation. Please note that while the OP-32 exhibit aggregates information by budget activity, this data call requests OP-32 data for the activity responding to the data call. Refer to NAVCOMPTINST 7102.2B of 23 April 1990, Subj: Guidance for the Preparation, Submission and Review of the Department of the Navy (DON) Budget Estimates (DON Budget Guidance Manual) with Changes 1 and 2 for more information on categories of costs identified. Any rows that do not apply to your activity may be left blank. However, totals reported should reflect all costs, exclusive of salary and depreciation.

Table 2 - Services/Supplies Cost Data	
Activity Name: APTS Meridian	UIC: N33280
Cost Category	FY 1996 Projected Costs (\$000)
Travel:	
Material and Supplies (including equipment):	1
Industrial Fund Purchases (other DBOF purchases):	
Transportation:	
Other Purchases (Contract support, etc.):	167
Total:	168

**DATA CALL 66
INSTALLATION RESOURCES**

3. Contractor Workyears.

a. On-Base Contract Workyear Table. Provide a projected estimate of the number of contract workyears expected to be performed "on base" in support of the installation during FY 1996. Information should represent an annual estimate on a full-time equivalency basis. Several categories of contract support have been identified in the table below. While some of the categories are self-explanatory, please note that the category "mission support" entails management support, labor service and other mission support contracting efforts, e.g., aircraft maintenance, RDT&E support, technical services in support of aircraft and ships, etc. N/A

Table 3 - Contract Workyears	
Activity Name:	UIC:
Contract Type	FY 1996 Estimated Number of Workyears On-Base
Construction:	
Facilities Support:	
Mission Support:	
Procurement:	
Other:*	
Total Workyears:	

* Note: Provide a brief narrative description of the type(s) of contracts, if any, included under the "Other" category.

**DATA CALL 66
INSTALLATION RESOURCES**

b. Potential Disposition of On-Base Contract Workyears. If the mission/functions of your activity were relocated to another site, what would be the anticipated disposition of the on-base contract workyears identified in Table 3.?

1) Estimated number of contract workyears which would be transferred to the receiving site (This number should reflect the number of jobs which would in the future be contracted for at the receiving site, not an estimate of the number of people who would move or an indication that work would necessarily be done by the same contractor(s)):

N/A

2) Estimated number of workyears which would be eliminated:

N/A

3) Estimated number of contract workyears which would remain in place (i.e., contract would remain in place in current location even if activity were relocated outside of the local area):

N/A

**DATA CALL 66
INSTALLATION RESOURCES**

c. "Off-Base" Contract Workyear Data. Are there any contract workyears located in the local community, but not on-base, which would either be eliminated or relocated if your activity were to be closed or relocated? If so, then provide the following information (ensure that numbers reported below do not double count numbers included in 3.a. and 3.b., above):

No. of Additional Contract Workyears Which Would Be Eliminated	General Type of Work Performed on Contract (e.g., engineering support, technical services, etc.)
0	

No. of Additional Contract Workyears Which Would Be Relocated	General Type of Work Performed on Contract (e.g., engineering support, technical services, etc.)
0	

INSTALLATION RESOURCES, DATA CALL 66 for COMNAVCOMTELCOM

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

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print)

Signature

Title

Date

Activity

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

NEXT ECHELON LEVEL (if applicable)

(Please type or print)

Signature Name

Title

Date

Activity

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

MAJOR CLAIMANT LEVEL

T. A. STARK

Name (Please type or print)

T. A. Stark
Signature

Commander,

Title

25 Aug 1994

Date

Naval Computer and

Telecommunications Command

Activity

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

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

W. A. EARNER

NAME (Please type or print)

W. A. Earner
Signature

Title

9/6/94
Date

Document Separator

20 April 1994

**MILITARY VALUE ANALYSIS:
DATA CALL WORK SHEET FOR
TRAINING AIR STATION:**

NAVAL AIR STATION, MERIDIAN, MS

UIC: 63043

DATA CALL THREE

CategoryEducation and Training

Sub-categoryTraining Air Stations

TypesNavy and Marine Corps Training Air Stations and Facilities

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

BRAC-95 DATA CALL THREE
NAS MERIDIAN MS
UIC: 63043

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TRAINING AIR STATION LISTING:

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

Mission Requirements

A. Undergraduate Pilot/NFO Training

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

Level/Type Training	Yes/No	PTR/NFOTR		
		FY 91	FY 92	FY 93
Officer Candidate Training	No			
Aviation Pre-flight Indoc	No			
Primary Pilot	No			
Intermediate Strike	Yes	119	202	159
Advanced Strike	Yes	125	92	123
Intermediate E2/C2	No			
Advanced E2/C2	No			
Intermediate Maritime (T-34C)	No			
Advanced Maritime	No			
Intermediate Helo (T-34C)	No			
Advanced Helo	No			
Primary NFO	No			
Intermediate NFO	No			
Tactical Navigator (TN/BN)	No			
Radar Intercept Officer (RIO)	No			
Overwater Jet Navigator (OJT)	No			

NOTE: PTR DATA PROVIDED BY CNATRA.

Mission Requirements**A. Undergraduate Pilot/NFO Training (cont.)**

2. Indicate in the table below which other types of undergraduate pilot and NFO training (if any) were conducted at your air station during the past ten years (i.e., since FY 1984) and give the year when each type training ended.

Type/Level Training	Yes/No	Year Training Ended
Officer Candidate Training	No	
Aviation Pre-flight Indoc	No	
Primary Pilot	No	
Intermediate Strike	Yes	Ongoing
Advanced Strike	Yes	Ongoing
Intermediate E2/C2	No	
Advanced E2/C2	No	
Intermediate Maritime (T-34C)	No	
Advanced Maritime	No	
Intermediate Helo (T-34C)	No	
Advanced Helo	No	
Primary NFO	No	
Intermediate NFO	No	
Advanced Navigator (NAV)	No	
Tactical Navigator (TN/BN)	No	
Radar Intercept Officer (RIO)	No	
Overwater Jet Navigator (OJT)	No	
Airborne Tactical Data System (ATDS)	No	

Mission Requirements

B. Other Training

1. Using the categories identified below, list all other officer training (i.e., non-undergraduate pilot/NFO training) by activity conducted at your air station. For each type training, give the FY 1993 throughput in terms of number of students trained that year. Also give the average number of students on board (AOB) for each activity.

CTW-1

Other Officer Training							
Activity Name	FY 1993 Throughput (students per year)						AOB
	OA	IS	SP	FO	PD	Other	
IUT - INTERMEDIATE	0	0	0	16	0	0	2.7
IUT - ADVANCED	0	0	0	25	0	0	5.6
TEST PILOT SCHOOL (TPS)	0	0	0	0	6	0	.8
FLEET REFRESHER PILOT	0	0	0	4	0	0	.88

Training Categories:

OA (Officer Acquisition) IS (Initial Skills) PD (Professional Development)
 SP (Skills Progression) FO (Functional Officer)

*Heard
 CNET N-4433
 A-MA
 30 APR 94*

Use the following formula to calculate "AOB:"

$$\frac{\text{Activity Throughput (OA+IS+SP+FO+PD)} \times \text{Avg Number of days each student was aboard}}{250}$$

Mission Requirements

B. Other Training (cont.)

2. Using the categories given below, list all enlisted training conducted at your air station. For each type training, give the FY 1993 throughput in terms of number of students trained that year. Also give the average number of students on board (AOB) for each activity.

NOTE: THE FOLLOWING SCHOOLS ARE ATTACHED TO NAVAL TECHNICAL TRAINING CENTER, MERIDIAN

Enlisted Training						
Activity Name: NTTC	FY 1993 Throughput (Students per Year)					AOB
	A	IS	SP	FE	PD	
YN "A"	0	909	0	0	0	178.2
YN "A" SUB	0	47	0	0	0	9.2
YN "C"	0	0	20	0	0	8.4
PN "A"	0	437	0	0	0	85.7
AZ "A"	0	387	0	0	0	75.9
RP "A"	0	102	0	0	0	18.0
RP "C"	0	0	0	22	0	3.5
SK "A" ✓	0	597	0	0	0	136.1
SK "A" SUB ✓	0	44	0	0	0	10.0
SH "A" ✓	0	510	0	0	0	57.1
AK "A"	0	344	0	0	0	79.8
DK "A"	0	185	0	0	0	37.0
MARMAK-C1	0	298	0	0	0	85.8
MARAOCS	0	179	0	0	0	41.5
MARALCO	0	19	0	0	0	3
MARMAK C7 (MGR)	0	4	0	0	0	1
MARMAK C7 (Refresher)	0	8	0	0	0	1.2

Training Categories:

A (Apprentice) SP (Skills Progression) PD (Professional Development)
 IS (Initial Skills) FE (Functional Enlisted)

Use the following formula to calculate "AOB:"

$$\frac{\text{Activity Throughput (OA + IS + SP + FO + PD)} \times \text{Avg Number of days each student was aboard}}{250}$$

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 CNET N-4433
 AWW
 30 APR 94

Mission Requirements

B. Other Training (cont.)

3. List all ground combat units that train at this air station.

Ground Unit	Training Function / Training Facilities Used
None.	

4. List all other units not previously mentioned (active, reserve, guard, etc.) that train at this air station.

Operational Unit	Training Function / Training Facilities Used
Regional Counterdrug Training Academy	Provide enforcement level counterdrug training program to civilian law enforcement officer in Alabama, Mississippi and Louisiana. Building 219 is currently being renovated to accommodate classroom training and a full scale mock village is under constructed. Future use of a designated barracks is also planned.
Naval Reserve Center, Jackson, MS	^{RELOCATION} Relocating to NAS Meridian is programmed for FY95.

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5. List all requirements the air station or its tenants have to support fleet training of other Navy and Marine Corp forces (e.g., ground force training, battle group exercise, etc.)

Forces	Location/Distance	Type of Support	Frequency
None			



Revised page

BRAC-95 DC 3/NAS MERIDIAN MS/UIC: 63043

Mission Requirements

C. Operational Squadron Support

1. * List the fleet operational (active or reserve) or special squadrons based at your air station. Include any programmed additions or deletions through FY 1997.

Squadron Name	Aircraft Type(s)	Mission
Reserve Detachment 182	TA-4J T-2	Supplement both VT-19 and VT-7 instructor cadres

2. List all other DoD, non-DoD, and other aircraft which are or are programmed (through FY 1997) to be parked or stationed at your air station.

Service/Agency/ Custodian	Aircraft Type(s)	Mission
NA US NAVY / FWZ TW1	F-45 TA-45 / T-2	STRIKE TRAINING

2
CNA TRA N3
5-18-94

of CNA TRA N3
5/18/94



Mission Requirements

C. Operational Squadron Support

1. * List the fleet operational (active or reserve) or special squadrons based at your air station. Include any programmed additions or deletions through FY 1997.

Squadron Name	Aircraft Type(s)	Mission
Reserve Detachment 182	TA-4J T-2	Supplement both VT-19 and VT-7 instructor cadres

2. List all other DoD, non-DoD, and other aircraft which are or are programmed (through FY 1997) to be parked or stationed at your air station.

Service/Agency/ Custodian	Aircraft Type(s)	Mission
NA		

BRAC-95 DC 3/NAS MERIDIAN MS/UIC: 63043

3. List the types and number of transient aircraft supported at this air station during FY 1993 and describe the training and/or military missions conducted by these aircraft while stationed here.

Types of Aircraft	Description of Frequency, Quantity and Primary Mission	
A4	94	Servicing
A6	25	Servicing
AV8	52	Servicing
C2	2	Servicing
C9	57	NALO Flight PAX/Cargo
C12	97	NALO Flights
C20	1	VIP Movement
C130	9	Cargo
C135	1	Cargo
E2	2	Servicing
F4	3	Servicing
F14	17	Servicing
F16	4	Servicing
F18	44	Servicing
H47	1	Servicing
H53	1	Servicing
H60	2	Servicing
MC20	1	Civilian Contractor
PA31	2	Civilian Contractor
S3	3	Servicing
T2	276	Servicing
T34	28	Servicing
T37	19	Servicing
T38	29	Servicing
T39	101	Servicing
T44	25	Servicing/PAX
T45	22	Servicing
UH1	18	Servicing
UH2	3	Servicing
UH46	7	Servicing
UH47	2	Servicing
UH58	34	Drug Enforcement
CESSNA 172	1	Emergency Landing
CESSNA 310	1	Civilian Contractor

Mission Requirements

C. Operational Squadron Support (cont.)

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

FY	Main Airfield		Auxiliary Field		Auxiliary Field		Auxiliary Field	
	No. Ops	No. ¹ Days	No. Ops	No. Days	No. Ops	No. Days	No. Ops	No. Days
1991	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 were conducted by NASMER's C-12 and UH-1.

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

NOTE: ONLY NON-DEPLOYABLE UNITS ASSIGNED TO NAS MERIDIAN AT THIS TIME.

Type of Unit	Number of Units	Mission	Equipment Items
NA			

¹Include only days when the air station operates at normal training levels (Do not include weekends and holidays if the training rate is at minimal levels).

²Include FY 1994 data through 31 March 1994.

Mission Requirements

D. Managed Training Areas

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

Managed Training Assets	Management Role
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

BRAC-95 DC 3/NAS MERIDIAN MS/UIC: 63043

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

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

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Mission Requirements

E. General Military Support

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

Yes.

CTW-1 and 14th FTW, Columbus AFB, jointly use SEARAY Target Range (R-4404). NAS Meridian provides support for Drug Enforcement Agency (DEA) detachments.

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

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

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

Equipment/Facility	Function
NA	

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

~~No~~ Yes.

1. AIR STATION IS COVERED UNDER "OPEN SKIES" TREATY.
2. UNDER SCATANA, A PLAN EXIST TO DEACTIVATE NAVIGATIONAL AIDS.

CIATRA N3

Mission Requirements

E. General Military Support (cont.)

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

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.

CNATRA N3

4. Describe the role this air station plays in the Logistics Support and Mobilization Plan (LSMP).

None.

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

None.

6. Are any new military missions planned for this air station?

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.

Mission Requirements

F. Other Support

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

Yes.

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

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

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

FIREFIGHTING ASSISTANCE: NAS Meridian has mutual aid firefighting assistance agreements with the Mississippi Forestry Commission, Lauderdale County, Kemper County, the City of Meridian, the City of Marion, and the City of DeKalb.

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

NOCD provides weather service for TRAINING Air Wing One operations

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

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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 a National Counterdrug Training Academy.

Facilities

A. Air Space and Flight Training Areas

1. List all SUA and airspace for special use within 100 nmi. of your air station. For each piece of airspace, provide the following data:

1 - Airspace Designator: MERIDIAN ONE WEST MOA

- a. Type of airspace: **MOA** / **ATCAA** 8000-FL230
- b. Dimensions (nmi. x nmi. x ft): **75 NM X 50 NM X 15000' (3750 SQ MI)** 2
CHART 4
N3
- c. Distance from main airfield: **5 NM**
- d. Time en route from main airfield: **0.1 HOURS**
- e. Controlling agency: **MEMPHIS ARTCC**
- f. Scheduling agency: **TRAINING AIR WING ONE**
- g. Are canned/stereo airways needed to access air space? **YES** ~~NO~~
- If so, how many? **2**
- If so, what types? **IFR OR VFR**
- h. Is the airspace under radar coverage? **YES**
- i. Is the airspace under communications coverage? **YES**
- j. Number of low level airways (below 18,000 ft) that bisect airspace: **1 (VICTOR AIRWAY 245)**
- k. Number of high altitude airways (above 18,000 ft) that bisect airspace: **0**
- l. Number of sorties flown in FY 1993
- By Navy: **22,440**
- By other services: **150 USAF**
- m. Percent of sorties cancelled due to weather: **SORTIE WEATHER CANCELLATION RATE DATA NOT KEPT BY AIRSPACE. ACCURATE DATA NOT AVAILABLE.**
- n. Number of available daylight hours in FY 1993: **3120**
- o. Number of scheduled hours in FY 1993:
- By Navy: **4720 (INCLUDES NIGHT TIME)**
- By other services: **150 USAF**
- p. Number of hours used:
- By Navy: **3882**
- By other services: **150 USAF**
- q. Types of training permitted:
Currently Undergraduate Flight Training is conducted in this airspace which includes: Basic Instruments, Radio Instruments, Familiarization, Formation, Air-to-Air Gunnery, Air-to-Ground Weapons, Tactical Formation, Night Familiarization and Air Combat Maneuvering Flights.

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2 - Airspace Designator: MERIDIAN ONE EAST MOA

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- a. Type of airspace: MOA/ATCAA
- b. Dimensions (nmi. x nmi. x ft): 30 NM X 24 NM X 15000' (720 SQ MI) 8000-FL230
- 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
- i. Is the airspace under communications coverage? YES
- j. Number of low level airways (below 18,000 ft) that bisect airspace: 0
- k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
- l. Number of sorties flown in FY 1993
 - By Navy: 0
 - By other services: USAF DATA NOT AVAILABLE.
- m. Percent of sorties cancelled due to weather: NAVY/NA;
USAF/DATA NOT AVAILABLE
- n. Number of available daylight hours in FY 1993: 3120
- o. Number of scheduled hours in FY 1993
 - By Navy: 0
 - By other services: USAF DATA NOT AVAILABLE
- p. Number of hours used:
 - By Navy: 0
 - By other services: USAF DATA NOT AVAILABLE
- q. Types of training permitted: USAF UNDERGRADUATE PILOT TRAINING

3 - Airspace Designator: PINEHILL EAST/WEST MOA

- a. Type of airspace: MOA / ATCAA
- b. Dimensions (nmi. x nmi. x ft): 42 NM X 52 NM X ~~10000'~~ (2185 SQ MI) 10000-FL 230
- c. Distance from main airfield: ~~21 NM~~ 23 NM
- d. Time en route from main airfield: 0.1 ~~0.2 HR~~ HR 2
CNATRA N3
- e. Controlling agency: ATLANTA ARTCC
- f. Scheduling agency: TRAINING AIR WING ONE
- g. Are canned/stereo airways needed to access air space? ~~YES~~ NO
 - If so, how many? ~~4~~
 - If so, what types? ~~HR~~
- h. Is the airspace under radar coverage? YES
- i. Is the airspace under communications coverage? YES
- j. Number of low level airways (below 18,000 ft) that bisect airspace: 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 Maneuvering Flights.

4 - Airspace Designator: BIRMINGHAM MOA

- a. Type of airspace: **MOA**
- 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**
- 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 Maneuvering Flights.

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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-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**
- 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**

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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^{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~~**
- h. Is the airspace under radar coverage? **YES**
- i. Is the airspace under communications coverage? **YES**
- j. Number of low level airways (below 18,000 ft) that bisect airspace: **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.**

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Facilities

A. Air Space and Flight Training Areas

NOTE: CTW-1 CONSIDERED PRIMARY USER OF FACILITY

7 - Airspace Designator: R-4401 A. B. C. (CAMP SHELBY TARGET RANGE)

- 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 TRNG CTR
- 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 (including reserves and national guard) 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 (including reserves and national guard) DATA NOT AVAILABLE
- p. Number of hours used
 - By Navy 49
 - By other services including reserves and national guard) DATA NOT AVAILABLE
- q. Types of training permitted AIR-TO-GROUND WEAPONS DELIVERY

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Facilities

A. Air Space and Flight Training Areas (cont)

2. List all the air-to-ground training ranges within 100 nmi. of your air station. For each range, provide the following data:

Range Name: R-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 MAX, DEPENDING ON RUNWAY**
- 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**
 - If so, what types? **IFR or VFR**
- h. Is the airspace under radar coverage? **YES**
- i. Is the airspace under communications coverage? **YES**
- j. Number of low level airways (below 18,000 ft) that bisect airspace: **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.**

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Facilities

A. Air Space and Flight Training Areas

1. List all SUA and airspace for special use within 100 nmi. of your air station. For each piece of airspace, provide the following data:

1 - Airspace Designator: MILITARY TRAINING ROUTE

- a. Type of airspace: **VR-1083**
- b. Dimensions (nmi. x nmi. x ft): **VARIES WITH ROUTE AND EACH LEG OF ROUTE**
- c. Distance from main airfield: **92 NM**
- d. Time en route from main airfield: **15 MINUTES**
- e. Controlling agency: **ATLANTA ARTCC**
- f. Scheduling agency: **46 TW/DOAO EGLIN AFB, FL**
- g. Are canned/stereo airways needed to access air space?
 - If so, how many? **DATA NOT AVAILABLE AT THIS COMMAND**
 - If so, what types? **DATA NOT AVAILABLE AT THIS COMMAND**
- h. Is the airspace under radar coverage? **DEPENDS ON TERRAIN, ATMOSPHERIC CONDITIONS, ETC**
- i. Is the airspace under communications coverage? **YES**
- j. Number of low level airways (below 18,000 ft) that bisect airspace: **NA**
- k. Number of high altitude airways (above 18,000 ft) that bisect airspace: **NA**
- l. Number of sorties flown in FY 1993
 - By Navy: **DATA NOT AVAILALBE AT THIS COMMAND**
 - By other services: **DATA NOT AVAILABLE AT THIS COMMAND**
- 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: **DATA NOT AVAILABLE AT THIS COMMAND**
 - By other services: **DATA NOT AVAILABLE AT THIS COMMAND**
- p. Number of hours used:
 - By Navy: **DATA NOT AVAILABLE AT THIS COMMAND**
 - By other services: **DATA NOT AVAILABLE AT THIS COMMAND**
- q. Types of training permitted: **LOW LEVEL NAVIGATION**

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Facilities

A. Air Space and Flight Training Areas

1. List all SUA and airspace for special use within 100 nmi. of your air station. For each piece of airspace, provide the following data:

1 - Airspace Designator: MILITARY TRAINING ROUTE

- a. Type of airspace: **VR-1085**
- b. Dimensions (nmi. x nmi. x ft): **VARIES WITH ROUTE AND EACH LEG OF ROUTE**
- c. Distance from main airfield: **135 NM ****
- d. Time en route from main airfield: **22 MINUTES**
- e. Controlling agency: **ATLANTA ARTCC**
- f. Scheduling agency: **46 TW/DOAO EGLIN AFB, FL**
- g. Are canned/stereo airways needed to access air space?
 - If so, how many? **DATA NOT AVAILABLE AT THIS COMMAND**
 - If so, what types? **DATA NOT AVAILABLE AT THIS COMMAND**
- h. Is the airspace under radar coverage? **DEPENDS ON TERRAIN, ATMOSPHERIC CONDITIONS, ETC**
- i. Is the airspace under communications coverage? **YES**
- j. Number of low level airways (below 18,000 ft) that bisect airspace: **NA**
- k. Number of high altitude airways (above 18,000 ft) that bisect airspace: **NA**
- l. Number of sorties flown in FY 1993
 - By Navy: **DATA NOT AVAILALBE AT THIS COMMAND**
 - By other services: **DATA NOT AVAILABLE AT THIS COMMAND**
- 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: **DATA NOT AVAILABLE AT THIS COMMAND**
 - By other services: **DATA NOT AVAILABLE AT THIS COMMAND**
- p. Number of hours used:
 - By Navy: **DATA NOT AVAILABLE AT THIS COMMAND**
 - By other services: **DATA NOT AVAILABLE AT THIS COMMAND**
- q. Types of training permitted: **LOW LEVEL NAVIGATION**

**** NOTE: THIS DISTANCE IS FROM NAS MERIDIAN TO POINT "A" OF THE SPECIFIC ROUTE. ALTHOUGH THIS DISTANCE IS OVER 100 NM FROM NAS MERIDIAN, THE MAJORITY OF NAVIGATIONAL CHECK-POINTS ARE WITHIN 100 NM. THESE CHECK-POINTS INCLUDE ALTERNATE ENTRY/EXIT POINTS TO THAT ROUTE.**

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Facilities

A. Air Space and Flight Training Areas

1. List all SUA and airspace for special use within 100 nmi. of your air station. For each piece of airspace, provide the following data:

1 - Airspace Designator: MILITARY TRAINING ROUTE

- a. Type of airspace: **VR-1072**
- b. Dimensions (nmi. x nmi. x ft): **VARIES WITH ROUTE AND EACH LEG OF ROUTE**
- c. Distance from main airfield: **45 NM**
- d. Time en route from main airfield: **8 MINUTES**
- e. Controlling agency: **MEMPHIS ARTCC**
- f. Scheduling agency: **14TH FTW COLUMBUS AFB, MS**
- g. Are canned/stereo airways needed to access air space?
 - If so, how many? **DATA NOT AVAILABLE AT THIS COMMAND**
 - If so, what types? **DATA NOT AVAILABLE AT THIS COMMAND**
- h. Is the airspace under radar coverage? **DEPENDS ON TERRAIN, ATMOSPHERIC CONDITIONS, ETC**
- i. Is the airspace under communications coverage? **YES**
- j. Number of low level airways (below 18,000 ft) that bisect airspace: **NA**
- k. Number of high altitude airways (above 18,000 ft) that bisect airspace: **NA**
- l. Number of sorties flown in FY 1993
 - By Navy: **DATA NOT AVAILALBE AT THIS COMMAND**
 - By other services: **DATA NOT AVAILABLE AT THIS COMMAND**
- 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: **DATA NOT AVAILABLE AT THIS COMMAND**
 - By other services: **DATA NOT AVAILABLE AT THIS COMMAND**
- p. Number of hours used:
 - By Navy: **DATA NOT AVAILABLE AT THIS COMMAND**
 - By other services: **DATA NOT AVAILABLE AT THIS COMMAND**
- q. Types of training permitted: **LOW LEVEL NAVIGATION**

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Facilities

A. Air Space and Flight Training Areas

1. List all SUA and airspace for special use within 100 nmi. of your air station. For each piece of airspace, provide the following data:

1 - Airspace Designator: MILITARY TRAINING ROUTE

- a. Type of airspace: **VR-1050**
- b. Dimensions (nmi. x nmi. x ft): **VARIES WITH ROUTE AND EACH LEG OF ROUTE**
- c. Distance from main airfield: **98 NM**
- d. Time en route from main airfield: **16 MINUTES**
- e. Controlling agency: **ATLANTA ARTCC**
- f. Scheduling agency: **117 RECON WING 5401, BIRMINGHAM, AL**
- g. Are canned/stereo airways needed to access air space?
 - If so, how many? **DATA NOT AVAILABLE AT THIS COMMAND**
 - If so, what types? **DATA NOT AVAILABLE AT THIS COMMAND**
- h. Is the airspace under radar coverage? **DEPENDS ON TERRAIN, ATMOSPHERIC CONDITIONS, ETC**
- i. Is the airspace under communications coverage? **YES**
- j. Number of low level airways (below 18,000 ft) that bisect airspace: **NA**
- k. Number of high altitude airways (above 18,000 ft) that bisect airspace: **NA**
- l. Number of sorties flown in FY 1993
 - By Navy: **DATA NOT AVAILALBE AT THIS COMMAND**
 - By other services: **DATA NOT AVAILABLE AT THIS COMMAND**
- 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: **DATA NOT AVAILABLE AT THIS COMMAND**
 - By other services: **DATA NOT AVAILABLE AT THIS COMMAND**
- p. Number of hours used:
 - By Navy: **DATA NOT AVAILABLE AT THIS COMMAND**
 - By other services: **DATA NOT AVAILABLE AT THIS COMMAND**
- q. Types of training permitted: **LOW LEVEL NAVIGATION**

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Facilities

A. Air Space and Flight Training Areas

1. List all SUA and airspace for special use within 100 nmi. of your air station. For each piece of airspace, provide the following data:

1 - Airspace Designator: MILITARY TRAINING ROUTE

- a. Type of airspace: **VR-1024**
- b. Dimensions (nmi. x nmi. x ft): **VARIES WITH ROUTE AND EACH LEG OF ROUTE**
- c. Distance from main airfield: **132 NM ****
- d. Time en route from main airfield: **22 MINUTES**
- e. Controlling agency: **ATLANTA ARTCC**
- f. Scheduling agency: **FACSFACNPA, NAS PENSACOLA, FL**
- g. Are canned/stereo airways needed to access air space?
 - If so, how many? **DATA NOT AVAILABLE AT THIS COMMAND**
 - If so, what types? **DATA NOT AVAILABLE AT THIS COMMAND**
- h. Is the airspace under radar coverage? **DEPENDS ON TERRAIN, ATMOSPHERIC CONDITIONS, ETC**
- i. Is the airspace under communications coverage? **YES**
- j. Number of low level airways (below 18,000 ft) that bisect airspace: **NA**
- k. Number of high altitude airways (above 18,000 ft) that bisect airspace: **NA**
- l. Number of sorties flown in FY 1993
 - By Navy: **DATA NOT AVAILALBE AT THIS COMMAND**
 - By other services: **DATA NOT AVAILABLE AT THIS COMMAND**
- 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: **DATA NOT AVAILABLE AT THIS COMMAND**
 - By other services: **DATA NOT AVAILABLE AT THIS COMMAND**
- p. Number of hours used:
 - By Navy: **DATA NOT AVAILABLE AT THIS COMMAND**
 - By other services: **DATA NOT AVAILABLE AT THIS COMMAND**
- q. Types of training permitted: **LOW LEVEL NAVIGATION**

**** NOTE: THIS DISTANCE IS FROM NAS MERIDIAN TO POINT "A" OF THE SPECIFIC ROUTE. ALTHOUGH THIS DISTANCE IS OVER 100 NM FROM NAS MERIDIAN, THE MAJORITY OF NAVIGATIONAL CHECK-POINTS ARE WITHIN 100 NM. THESE CHECK-POINTS INCLUDE ALTERNATE ENTRY/EXIT POINTS TO THAT ROUTE.**

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Facilities

A. Air Space and Flight Training Areas

1. List all SUA and airspace for special use within 100 nmi. of your air station. For each piece of airspace, provide the following data:

1 - Airspace Designator: MILITARY TRAINING ROUTE

- a. Type of airspace: **VR-1022**
- b. Dimensions (nmi. x nmi. x ft): **VARIES WITH ROUTE AND EACH LEG OF ROUTE**
- c. Distance from main airfield: **135 NM ****
- d. Time en route from main airfield: **23 MINUTES**
- e. Controlling agency: **ATLANTA ARTCC**
- f. Scheduling agency: **FACSFACNPA, NAS PENSACOLA, FL**
- g. Are canned/stereo airways needed to access air space?
 - If so, how many? **DATA NOT AVAILABLE AT THIS COMMAND**
 - If so, what types? **DATA NOT AVAILABLE AT THIS COMMAND**
- h. Is the airspace under radar coverage? **DEPENDS ON TERRAIN, ATMOSPHERIC CONDITIONS, ETC**
- i. Is the airspace under communications coverage? **YES**
- j. Number of low level airways (below 18,000 ft) that bisect airspace: **NA**
- k. Number of high altitude airways (above 18,000 ft) that bisect airspace: **NA**
- l. Number of sorties flown in FY 1993
 - By Navy: **DATA NOT AVAILALBE AT THIS COMMAND**
 - By other services: **DATA NOT AVAILABLE AT THIS COMMAND**
- 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: **DATA NOT AVAILABLE AT THIS COMMAND**
 - By other services: **DATA NOT AVAILABLE AT THIS COMMAND**
- p. Number of hours used:
 - By Navy: **DATA NOT AVAILABLE AT THIS COMMAND**
 - By other services: **DATA NOT AVAILABLE AT THIS COMMAND**
- q. Types of training permitted: **LOW LEVEL NAVIGATION**

**** NOTE: THIS DISTANCE IS FROM NAS MERIDIAN TO POINT "A" OF THE SPECIFIC ROUTE. ALTHOUGH THIS DISTANCE IS OVER 100 NM FROM NAS MERIDIAN, THE MAJORITY OF NAVIGATIONAL CHECK-POINTS ARE WITHIN 100 NM. THESE CHECK-POINTS INCLUDE ALTERNATE ENTRY/EXIT POINTS TO THAT ROUTE.**

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Facilities

A. Air Space and Flight Training Areas

1. List all SUA and airspace for special use within 100 nmi. of your air station. For each piece of airspace, provide the following data:

1 - Airspace Designator: MILITARY TRAINING ROUTE

- a. Type of airspace: **VR-1021**
- b. Dimensions (nmi. x nmi. x ft): **VARIES WITH ROUTE AND EACH LEG OF ROUTE**
- c. Distance from main airfield: **135 NM ****
- d. Time en route from main airfield: **22 MINUTES**
- e. Controlling agency: **ATLANTA ARTCC**
- f. Scheduling agency: **FACSFACNPA, NAS PENSACOLA, FL**
- g. Are canned/stereo airways needed to access air space?
 - If so, how many? **DATA NOT AVAILABLE AT THIS COMMAND**
 - If so, what types? **DATA NOT AVAILABLE AT THIS COMMAND**
- h. Is the airspace under radar coverage? **DEPENDS ON TERRAIN, ATMOSPHERIC CONDITIONS, ETC**
- i. Is the airspace under communications coverage? **YES**
- j. Number of low level airways (below 18,000 ft) that bisect airspace: **NA**
- k. Number of high altitude airways (above 18,000 ft) that bisect airspace: **NA**
- l. Number of sorties flown in FY 1993
 - By Navy: **DATA NOT AVAILALBE AT THIS COMMAND**
 - By other services: **DATA NOT AVAILABLE AT THIS COMMAND**
- 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: **DATA NOT AVAILABLE AT THIS COMMAND**
 - By other services: **DATA NOT AVAILABLE AT THIS COMMAND**
- p. Number of hours used:
 - By Navy: **DATA NOT AVAILABLE AT THIS COMMAND**
 - By other services: **DATA NOT AVAILABLE AT THIS COMMAND**
- q. Types of training permitted: **LOW LEVEL NAVIGATION**

**** NOTE: THIS DISTANCE IS FROM NAS MERIDIAN TO POINT "A" OF THE SPECIFIC ROUTE. ALTHOUGH THIS DISTANCE IS OVER 100 NM FROM NAS MERIDIAN, THE MAJORITY OF NAVIGATIONAL CHECK-POINTS ARE WITHIN 100 NM. THESE CHECK-POINTS INCLUDE ALTERNATE ENTRY/EXIT POINTS TO THAT ROUTE.**

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**BRAC-95 DC3/NAS MERIDIAN MS/UIC: 63043
REVISED 29 JUL 94**

Facilities

A. Air Space and Flight Training Areas

1. List all SUA and airspace for special use within 100 nmi. of your air station. For each piece of airspace, provide the following data:

1 - Airspace Designator: MILITARY TRAINING ROUTE (MTR)

- a. Type of airspace: **VR-1020**
- b. Dimensions (nmi. x nmi. x ft): **VARIES WITH ROUTE AND EACH LEG OF ROUTE**
- c. Distance from main airfield: **95 NM**
- d. Time en route from main airfield: **16 MINUTES**
- e. Controlling agency: **ATLANTA ARTCC**
- f. Scheduling agency: **FACSFACNPA, NAS PENSACOLA, FL**
- g. Are canned/stereo airways needed to access air space?
 - If so, how many? **DATA NOT AVAILABLE AT THIS COMMAND**
 - If so, what types? **DATA NOT AVAILABLE AT THIS COMMAND**
- h. Is the airspace under radar coverage? **DEPENDS ON TERRAIN, ATMOSPHERIC CONDITIONS, ETC**
- i. Is the airspace under communications coverage? **YES**
- j. Number of low level airways (below 18,000 ft) that bisect airspace: **NA**
- k. Number of high altitude airways (above 18,000 ft) that bisect airspace: **NA**
- l. Number of sorties flown in FY 1993
 - By Navy: **DATA NOT AVAILALBE AT THIS COMMAND**
 - By other services: **DATA NOT AVAILABLE AT THIS COMMAND**
- 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:
 - Ly Navy: **DATA NOT AVAILABLE AT THIS COMMAND**
 - By other services: **DATA NOT AVAILABLE AT THIS COMMAND**
- p. Number of hours used:
 - By Navy: **DATA NOT AVAILABLE AT THIS COMMAND**
 - By other services: **DATA NOT AVAILABLE AT THIS COMMAND**
- q. Types of training permitted: **LOW LEVEL NAVIGATION**

revised page

BRAC-95 DC3/NAS MERIDIAN MS/UIC: 63043
REVISED 29 JUL 94

Facilities

A. Air Space and Flight Training Areas

1. List all SUA and airspace for special use within 100 nmi. of your air station. For each piece of airspace, provide the following data:

1 - Airspace Designator: MILITARY TRAINING ROUTE (MTR)

- a. Type of airspace: **VR-1014**
- b. Dimensions (nmi. x nmi. x ft): **VARIES WITH ROUTE AND EACH LEG OF ROUTE**
- c. Distance from main airfield: **59 NM**
- d. Time en route from main airfield: **10 MINUTES**
- e. Controlling agency: **MEMPHIS ARTCC**
- f. Scheduling agency: **14TH FTW, COLUMBUS AFB, MS**
- g. Are canned/stereo airways needed to access air space?
 - If so, how many? **DATA NOT AVAILABLE AT THIS COMMAND**
 - If so, what types? **DATA NOT AVAILABLE AT THIS COMMAND**
- h. Is the airspace under radar coverage? **DEPENDS ON TERRAIN, ATMOSPHERIC CONDITIONS, ETC**
- i. Is the airspace under communications coverage? **YES**
- j. Number of low level airways (below 18,000 ft) that bisect airspace: **NA**
- k. Number of high altitude airways (above 18,000 ft) that bisect airspace: **NA**
- l. Number of sorties flown in FY 1993
 - By Navy: **DATA NOT AVAILALBE AT THIS COMMAND**
 - By other services: **DATA NOT AVAILABLE AT THIS COMMAND**
- 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: **DATA NOT AVAILABLE AT THIS COMMAND**
 - By other services: **DATA NOT AVAILABLE AT THIS COMMAND**
- p. Number of hours used:
 - By Navy: **DATA NOT AVAILABLE AT THIS COMMAND**
 - By other services: **DATA NOT AVAILABLE AT THIS COMMAND**
- q. Types of training permitted: **LOW LEVEL NAVIGATION**

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**BRAC-95 DC3/NAS MERIDIAN MS/UIC: 63043
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Facilities

A. Air Space and Flight Training Areas

1. List all SUA and airspace for special use within 100 nmi. of your air station. For each piece of airspace, provide the following data:

1 - Airspace Designator: MILITARY TRAINING ROUTE (MTR)

- a. Type of airspace: **VR-60**
- b. Dimensions (nmi. x nmi. x ft): **VARIES WITH ROUTE AND EACH LEG OF ROUTE**
- c. Distance from main airfield: **81 NM**
- d. Time en route from main airfield: **13 MINUTES**
- e. Controlling agency: **ATLANTA ARTCC**
- f. Scheduling agency: **187 FG (ANG), DANNELLY FIELD, MONTGOMERY, AL**
- g. Are canned/stereo airways needed to access air space?
 - If so, how many? **DATA NOT AVAILABLE AT THIS COMMAND**
 - If so, what types? **DATA NOT AVAILABLE AT THIS COMMAND**
- h. Is the airspace under radar coverage? **DEPENDS ON TERRAIN, ATMOSPHERIC CONDITIONS, ETC**
- i. Is the airspace under communications coverage? **YES**
- j. Number of low level airways (below 18,000 ft) that bisect airspace: **NA**
- k. Number of high altitude airways (above 18,000 ft) that bisect airspace: **NA**
- l. Number of sorties flown in FY 1993
 - By Navy: **DATA NOT AVAILALBE AT THIS COMMAND**
 - By other services: **DATA NOT AVAILABLE AT THIS COMMAND**
- 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: **DATA NOT AVAILABLE AT THIS COMMAND**
 - By other services: **DATA NOT AVAILABLE AT THIS COMMAND**
- p. Number of hours used:
 - By Navy: **DATA NOT AVAILABLE AT THIS COMMAND**
 - By other services: **DATA NOT AVAILABLE AT THIS COMMAND**
- q. Types of training permitted: **LOW LEVEL NAVIGATION**

revised page

BRAC-95 DC3/NAS MERIDIAN MS/UIC: 63043
REVISED 29 JUL 94

Facilities

A. Air Space and Flight Training Areas

1. List all SUA and airspace for special use within 100 nmi. of your air station. For each piece of airspace, provide the following data:

1 - Airspace Designator: MILITARY TRAINING ROUTE (MTR)

- a. Type of airspace: **VR-1033**
- b. Dimensions (nmi. x nmi. x ft): **VARIES WITH ROUTE AND EACH LEG OF ROUTE**
- c. Distance from main airfield: **10 NM**
- d. Time en route from main airfield: **3 MINUTES**
- e. Controlling agency: **MEMPHIS ARTCC**
- f. Scheduling agency: **TRAINING AIR WING ONE, NAS MERIDIAN, MS**
- g. Are canned/stereo airways needed to access air space?
 - If so, how many? **2**
 - If so, what types? **1 VFR, 1 IFR**
- h. Is the airspace under radar coverage? **DEPENDS ON TERRAIN, ATMOSPHERIC CONDITIONS, ETC**
- i. Is the airspace under communications coverage? **YES**
- j. Number of low level airways (below 18,000 ft) that bisect airspace: **NA**
- k. Number of high altitude airways (above 18,000 ft) that bisect airspace: **NA**
- l. Number of sorties flown in FY 1993
 - By Navy: **203**
 - By other services: **0**
- 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: **358**
 - By other services: **0**
- p. Number of hours used:
 - By Navy: **233**
 - By other services: **0**
- q. Types of training permitted: **LOW LEVEL NAVIGATION**

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**BRAC-95 DC3/NAS MERIDIAN MS/UIC: 63043
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Facilities

A. Air Space and Flight Training Areas

1. List all SUA and airspace for special use within 100 nmi. of your air station. For each piece of airspace, provide the following data:

1 - Airspace Designator: MILITARY TRAINING ROUTE (MTR)

- a. Type of airspace: **VR-1032**
- b. Dimensions (nmi. x nmi. x ft): **VARIES WITH ROUTE AND EACH LEG OF ROUTE**
- c. Distance from main airfield: **102 NM ****
- d. Time en route from main airfield: **17 MINUTES**
- e. Controlling agency: **MEMPHIS ARTCC**
- f. Scheduling agency: **TRAINING AIR WING ONE, NAS MERIDIAN, MS**
- g. Are canned/stereo airways needed to access air space?
 - If so, how many? **2**
 - If so, what types? **1 VFR, 1 IFR**
- h. Is the airspace under radar coverage? **DEPENDS ON TERRAIN, ATMOSPHERIC CONDITIONS, ETC**
- i. Is the airspace under communications coverage? **YES**
- j. Number of low level airways (below 18,000 ft) that bisect airspace: **NA**
- k. Number of high altitude airways (above 18,000 ft) that bisect airspace: **NA**
- l. Number of sorties flown in FY 1993
 - By Navy: **203**
 - By other services: **0**
- 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: **358**
 - By other services: **0**
- p. Number of hours used:
 - By Navy: **233**
 - By other services: **0**
- q. Types of training permitted: **LOW LEVEL NAVIGATION**

**** NOTE: THIS DISTANCE IS FROM NAS MERIDIAN TO POINT "A" OF THE SPECIFIC ROUTE. ALTHOUGH THIS DISTANCE IS OVER 100 NM FROM NAS MERIDIAN, THE MAJORITY OF NAVIGATIONAL CHECK-POINTS ARE WITHIN 100 NM. THESE CHECK-POINTS INCLUDE ALTERNATE ENTRY/EXIT POINTS TO THAT ROUTE.**

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**BRAC-95 DC3/NAS MERIDIAN MS/UIC: 63043
REVISED 29 JUL 94**

Facilities

A. Air Space and Flight Training Areas

1. List all SUA and airspace for special use within 100 nmi. of your air station. For each piece of airspace, provide the following data:

1 - Airspace Designator: MILITARY TRAINING ROUTE (MTR)

- a. Type of airspace: **VR-1031**
- b. Dimensions (nmi. x nmi. x ft): **VARIES WITH ROUTE AND EACH LEG OF ROUTE**
- c. Distance from main airfield: **20 NM**
- d. Time en route from main airfield: **5 MINUTES**
- e. Controlling agency: **MEMPHIS ARTCC**
- f. Scheduling agency: **TRAINING AIR WING ONE, NAS MERIDIAN, MS**
- g. Are canned/stereo airways needed to access air space?
 - If so, how many? **2**
 - If so, what types? **1 VFR, 1 IFR**
- h. Is the airspace under radar coverage? **DEPENDS ON TERRAIN, ATMOSPHERIC CONDITIONS, ETC**
- i. Is the airspace under communications coverage? **YES**
- j. Number of low level airways (below 18,000 ft) that bisect airspace: **NA**
- k. Number of high altitude airways (above 18,000 ft) that bisect airspace: **NA**
- l. Number of sorties flown in FY 1993
 - By Navy: **203**
 - By other services: **0**
- 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: **358**
 - By other services: **0**
- p. Number of hours used:
 - By Navy: **233**
 - By other services: **0**
- q. Types of training permitted: **LOW LEVEL NAVIGATION**

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BRAC-95 DC3/NAS MERIDIAN MS/UIC: 63043
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Facilities

A. Air Space and Flight Training Areas

1. List all SUA and airspace for special use within 100 nmi. of your air station. For each piece of airspace, provide the following data:

1 - Airspace Designator: MILITARY TRAINING ROUTE (MTR)

- a. Type of airspace: **VR-1030**
- b. Dimensions (nmi. x nmi. x ft): **VARIES WITH ROUTE AND EACH LEG OF ROUTE**
- c. Distance from main airfield: **37 NM**
- d. Time en route from main airfield: **9 MINUTES**
- e. Controlling agency: **MEMPHIS ARTCC**
- f. Scheduling agency: **TRAINING AIR WING ONE, NAS MERIDIAN, MS**
- g. Are canned/stereo airways needed to access air space?
 - If so, how many? **2**
 - If so, what types? **1 VFR, 1 IFR**
- h. Is the airspace under radar coverage? **DEPENDS ON TERRAIN, ATMOSPHERIC CONDITIONS, ETC**
- i. Is the airspace under communications coverage? **YES**
- j. Number of low level airways (below 18,000 ft) that bisect airspace: **NA**
- k. Number of high altitude airways (above 18,000 ft) that bisect airspace: **NA**
- l. Number of sorties flown in FY 1993
 - By Navy: **203**
 - By other services: **0**
- 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: **358**
 - By other services: **0**
- p. Number of hours used:
 - By Navy: **233**
 - By other services: **0**
- q. Types of training permitted: **LOW LEVEL NAVIGATION**

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BRAC-95 DC3/NAS MERIDIAN MS/UIC: 63043
REVISED 29 JUL 94

Facilities

A. Air Space and Flight Training Areas

1. List all SUA and airspace for special use within 100 nmi. of your air station. For each piece of airspace, provide the following data:

1 - Airspace Designator: MILITARY TRAINING ROUTE

- a. Type of airspace: IR-037
- b. Dimensions (nmi. x nmi. x ft): VARIES WITH ROUTE AND EACH LEG OF ROUTE
- c. Distance from main airfield: 110 NM **
- d. Time en route from main airfield: 18 MINUTES
- e. Controlling agency: ATLANTA ARTCC
- f. Scheduling agency: FACSFACNPA, NAS PENSACOLA, FL
- g. Are canned/stereo airways needed to access air space?
 - If so, how many? ~~DATA NOT AVAILABLE AT THIS COMMAND~~
 - If so, what types? ~~DATA NOT AVAILABLE AT THIS COMMAND~~
- h. Is the airspace under radar coverage? DEPENDS ON TERRAIN, ATMOSPHERIC CONDITIONS, ETC
- i. Is the airspace under communications coverage? YES
- j. Number of low level airways (below 18,000 ft) that bisect airspace: NA
- k. Number of high altitude airways (above 18,000 ft) that bisect airspace: NA
- l. Number of sorties flown in FY 1993 183
 - By Navy: ~~DATA NOT AVAILALBE AT THIS COMMAND~~ 175
 - By other services: ~~DATA NOT AVAILABLE AT THIS COMMAND~~ -8
- 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 4380
- o. Number of scheduled hours in FY 1993: 92
 - By Navy: ~~DATA NOT AVAILABLE AT THIS COMMAND~~ 88
 - By other services: ~~DATA NOT AVAILABLE AT THIS COMMAND~~ 4
- p. Number of hours used: 92
 - By Navy: ~~DATA NOT AVAILABLE AT THIS COMMAND~~ 88
 - By other services: ~~DATA NOT AVAILABLE AT THIS COMMAND~~ 4
- q. Types of training permitted: MID ALTITUDE NAVIGATION

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 NO 2
 CNATRA N3
 N3
 8-4-94
 2
 CNATRA N3
 8-4-94
 2
 CNATRA N3
 8-4-94
 4

** NOTE: THIS DISTANCE IS FROM NAS MERIDIAN TO POINT "A" OF THE SPECIFIC ROUTE. ALTHOUGH THIS DISTANCE IS OVER 100 NM FROM NAS MERIDIAN, THE MAJORITY OF NAVIGATIONAL CHECK-POINTS ARE WITHIN 100 NM. THESE CHECK-POINTS INCLUDE ALTERNATE ENTRY/EXIT POINTS TO THAT ROUTE.

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**BRAC-95 DC3/NAS MERIDIAN MS/UIC: 63043
REVISED 29 JUL 94**

Facilities

A. Air Space and Flight Training Areas

1. List all SUA and airspace for special use within 100 nmi. of your air station. For each piece of airspace, provide the following data:

1 - Airspace Designator: MILITARY TRAINING ROUTE

- a. Type of airspace: **IR-091**
- b. Dimensions (nmi. x nmi. x ft): **VARIES WITH ROUTE AND EACH LEG OF ROUTE**
- c. Distance from main airfield: **75 NM**
- d. Time en route from main airfield: **13 MINUTES**
- e. Controlling agency: **MEMPHIS ARTCC**
- f. Scheduling agency: **14TH FTW, COLUMBUS AFB, MS**
- g. Are canned/stereo airways needed to access air space?
 - If so, how many? **DATA NOT AVAILABLE AT THIS COMMAND**
 - If so, what types? **DATA NOT AVAILABLE AT THIS COMMAND**
- h. Is the airspace under radar coverage? **DEPENDS ON TERRAIN, ATMOSPHERIC CONDITIONS, ETC**
- i. Is the airspace under communications coverage? **YES**
- j. Number of low level airways (below 18,000 ft) that bisect airspace: **NA**
- k. Number of high altitude airways (above 18,000 ft) that bisect airspace: **NA**
- l. Number of sorties flown in FY 1993
 - By Navy: **DATA NOT AVAILALBE AT THIS COMMAND**
 - By other services: **DATA NOT AVAILABLE AT THIS COMMAND**
- 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: **DATA NOT AVAILABLE AT THIS COMMAND**
 - By other services: **DATA NOT AVAILABLE AT THIS COMMAND**
- p. Number of hours used:
 - By Navy: **DATA NOT AVAILABLE AT THIS COMMAND**
 - By other services: **DATA NOT AVAILABLE AT THIS COMMAND**
- q. Types of training permitted: **LOW LEVEL/TERRAIN FOLLOWING NAVIGATION**

*Revised
pg*

**BRAC-95 DC3/NAS MERIDIAN MS/UIC: 63043
REVISED 29 JUL 94**

Facilities

A. Air Space and Flight Training Areas

1. List all SUA and airspace for special use within 100 nmi. of your air station. For each piece of airspace, provide the following data:

1 - Airspace Designator: MILITARY TRAINING ROUTE (MTR)

- a. Type of airspace: **IR-044**
- b. Dimensions (nmi. x nmi. x ft): **VARIES WITH ROUTE AND EACH LEG OF ROUTE**
- c. Distance from main airfield: **31 NM**
- d. Time en route from main airfield: **9 MINUTES**
- e. Controlling agency: **MEMPHIS ARTCC**
- f. Scheduling agency: **TRAINING AIR WING ONE, NAS MERIDIAN, MS**
- g. Are canned/stereo airways needed to access air space?
 - If so, how many? **1**
 - If so, what types? **IFR**
- h. Is the airspace under radar coverage? **DEPENDS ON TERRAIN, ATMOSPHERIC CONDITIONS, ETC**
- i. Is the airspace under communications coverage? **YES**
- j. Number of low level airways (below 18,000 ft) that bisect airspace: **NA**
- k. Number of high altitude airways (above 18,000 ft) that bisect airspace: **NA**
- l. Number of sorties flown in FY 1993
 - By Navy: **203**
 - By other services: **0**
- 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: **358**
 - By other services: **0**
- p. Number of hours used:
 - By Navy: **233**
 - By other services: **0**
- q. Types of training permitted: **MID ALTITUDE NAVIGATION**

Revised
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BRAC-95 DC3/NAS MERIDIAN MS/UIC: 63043
REVISED 29 JUL 94

Facilities

A. Air Space and Flight Training Areas

1. List all SUA and airspace for special use within 100 nmi. of your air station. For each piece of airspace, provide the following data:

1 - Airspace Designator: MILITARY TRAINING ROUTE (SLOW ROUTE)

2
ENRANW3
8-4-94

- a. Type of airspace: SR-137
- b. Dimensions (nmi. x nmi. x ft): VARIES WITH ROUTE AND EACH LEG OF ROUTE
- c. Distance from main airfield: 55 NM
- d. Time en route from main airfield: 9 MINUTES
- e. Controlling agency: MEMPHIS ARTCC
- f. Scheduling agency: 14 OSS/DOOR, COLUMBUS AFB, MS
- g. Are canned/stereo airways needed to access air space?
 - If so, how many? DATA NOT AVAILABLE AT THIS COMMAND
 - If so, what types? DATA NOT AVAILABLE AT THIS COMMAND
- h. Is the airspace under radar coverage? DEPENDS ON TERRAIN, ATMOSPHERIC CONDITIONS, ETC
- i. Is the airspace under communications coverage? YES
- j. Number of low level airways (below 18,000 ft) that bisect airspace: NA
- k. Number of high altitude airways (above 18,000 ft) that bisect airspace: NA
- l. Number of sorties flown in FY 1993
 - By Navy: DATA NOT AVAILALBE AT THIS COMMAND
 - By other services: DATA NOT AVAILABLE AT THIS COMMAND
- 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: DATA NOT AVAILABLE AT THIS COMMAND
 - By other services: DATA NOT AVAILABLE AT THIS COMMAND
- p. Number of hours used:
 - By Navy: DATA NOT AVAILABLE AT THIS COMMAND
 - By other services: DATA NOT AVAILABLE AT THIS COMMAND
- q. Types of training permitted: SLOW SPEED NAVIGATION

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**BRAC-95 DC3/NAS MERIDIAN MS/UIC: 63043
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Facilities

A. Air Space and Flight Training Areas

1. List all SUA and airspace for special use within 100 nmi. of your air station. For each piece of airspace, provide the following data:

1 - Airspace Designator: MILITARY TRAINING ROUTE (slow route)

*C. N. AMMA 213
5-1-54*

- a. Type of airspace: **SR-31**
- b. Dimensions (nmi. x nmi. x ft): **VARIES WITH ROUTE AND EACH LEG OF ROUTE**
- c. Distance from main airfield: **80 NM**
- d. Time en route from main airfield: **13 MINUTES**
- e. Controlling agency: **ATLANTA ARTCC**
- f. Scheduling agency: **815 TAS, KEESLER AFB, MS**
- g. Are canned/stereo airways needed to access air space?
 - If so, how many? **DATA NOT AVAILABLE AT THIS COMMAND**
 - If so, what types? **DATA NOT AVAILABLE AT THIS COMMAND**
- h. Is the airspace under radar coverage? **DEPENDS ON TERRAIN, ATMOSPHERIC CONDITIONS, ETC**
- i. Is the airspace under communications coverage? **YES**
- j. Number of low level airways (below 18,000 ft) that bisect airspace: **NA**
- k. Number of high altitude airways (above 18,000 ft) that bisect airspace: **NA**
- l. Number of sorties flown in FY 1993
 - By Navy: **DATA NOT AVAILALBE AT THIS COMMAND**
 - By other services: **DATA NOT AVAILABLE AT THIS COMMAND**
- 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: **DATA NOT AVAILABLE AT THIS COMMAND**
 - By other services: **DATA NOT AVAILABLE AT THIS COMMAND**
- p. Number of hours used:
 - By Navy: **DATA NOT AVAILABLE AT THIS COMMAND**
 - By other services: **DATA NOT AVAILABLE AT THIS COMMAND**
- q. Types of training permitted: **SLOW SPEED NAVIGATION**

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Facilities

A. Air Space and Flight Training Areas

1. List all SUA and airspace for special use within 100 nmi. of your air station. For each piece of airspace, provide the following data:

1 - Airspace Designator: MILITARY TRAINING ROUTE (slow route)

2
CHARTER N3
8-4-94

- a. Type of airspace: **SR-30**
- b. Dimensions (nmi. x nmi. x ft): **VARIES WITH ROUTE AND EACH LEG OF ROUTE**
- c. Distance from main airfield: **150 NM ****
- d. Time en route from main airfield: **25 MINUTES**
- e. Controlling agency: **ATLANTA ARTCC**
- f. Scheduling agency: **815 TAS, KEESLER AFB, MS**
- g. Are canned/stereo airways needed to access air space?
 - If so, how many? **DATA NOT AVAILABLE AT THIS COMMAND**
 - If so, what types? **DATA NOT AVAILABLE AT THIS COMMAND**
- h. Is the airspace under radar coverage? **DEPENDS ON TERRAIN, ATMOSPHERIC CONDITIONS, ETC**
- i. Is the airspace under communications coverage? **YES**
- j. Number of low level airways (below 18,000 ft) that bisect airspace: **NA**
- k. Number of high altitude airways (above 18,000 ft) that bisect airspace: **NA**
- l. Number of sorties flown in FY 1993
 - By Navy: **DATA NOT AVAILALBE AT THIS COMMAND**
 - By other services: **DATA NOT AVAILABLE AT THIS COMMAND**
- 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: **DATA NOT AVAILABLE AT THIS COMMAND**
 - By other services: **DATA NOT AVAILABLE AT THIS COMMAND**
- p. Number of hours used:
 - By Navy: **DATA NOT AVAILABLE AT THIS COMMAND**
 - By other services: **DATA NOT AVAILABLE AT THIS COMMAND**
- q. Types of training permitted: **SLOW SPEED NAVIGATION**

**** NOTE: THIS DISTANCE IS FROM NAS MERIDIAN TO POINT "A" OF THE SPECIFIC ROUTE. ALTHOUGH THIS DISTANCE IS OVFR 100 NM FROM NAS MERIDIAN, THE MAJORITY OF NAVIGATIONAL CHECK-POINTS ARE WITHIN 100 NM. THESE CHECK-POINTS INCLUDE ALTERNATE ENTRY/EXIT POINTS TO THAT ROUTE.**

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

NOTE: CTW-1 CONSIDERED PRIMARY USER OF FACILITY.

- a. Type of airspace: **RESTRICTED AREA**
- b. Dimensions (nmi. x nmi. x ft): **12 NM X 8.5 NM**
- c. Distance from main airfield: **88 NM SOUTH OF NAS MERIDIAN**
- d. Time en route from main airfield: **0.6 IIR**
- 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.**

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Facilities

A. Air Space and Flight Training Areas (cont)

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

See diagram attached.

4. Are air station operations currently affected by the major air traffic structures within 50 NM of each air-to-ground range, airspace, and airfield? If so, describe the effect.

No.

5. Are there planned changes to the major air traffic structures in the region? If so, will these changes affect air station operations. Describe the effect.

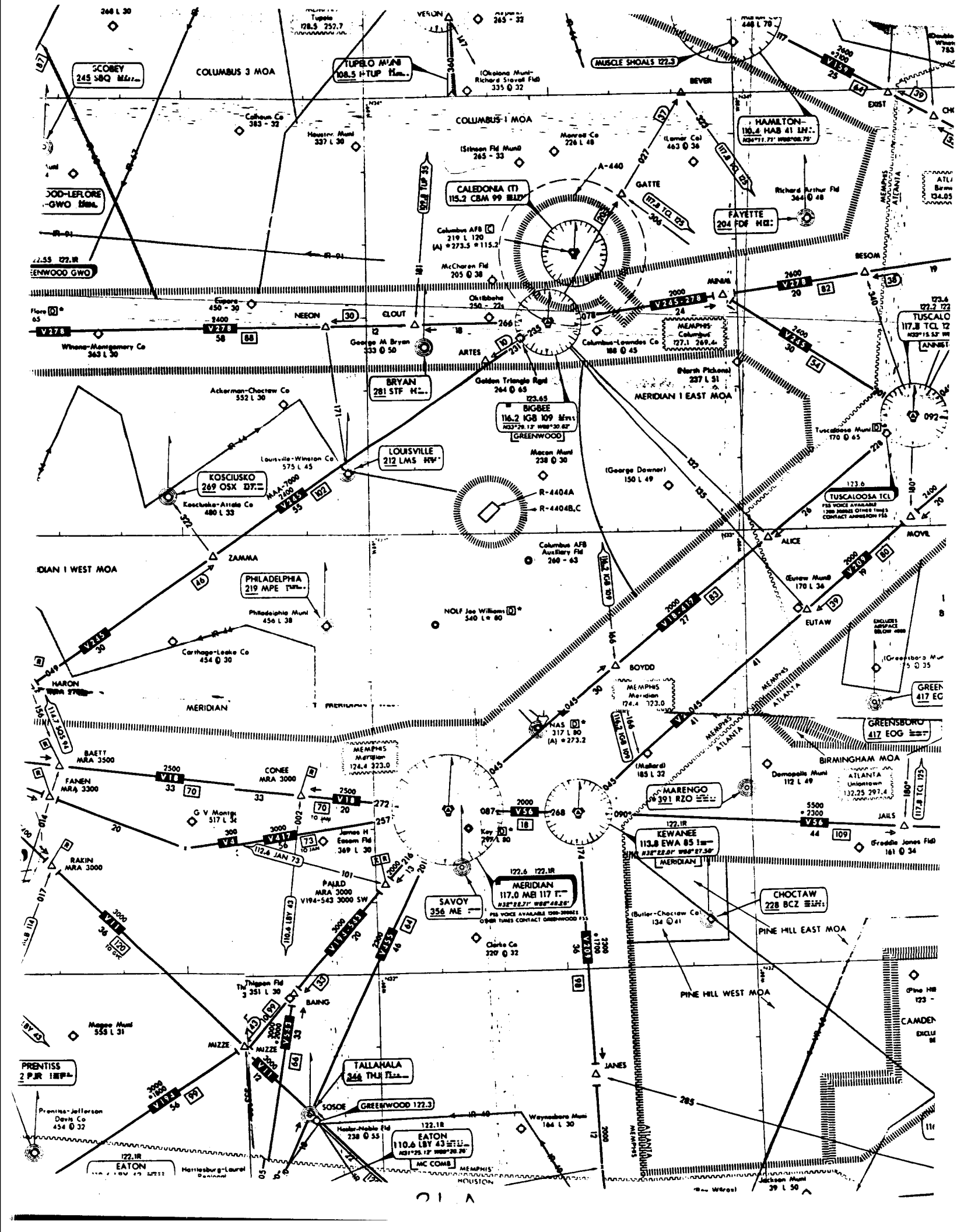
No.

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

No.

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

No.



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SCOBEE
245 580 ME...

COLUMBUS 3 MOA

TUPLO MAN
108.5 H-TUP M...

COLUMBUS 1 MOA

HAMILTON
110.2 MAB 41 LH...

CALEDONIA (T)
115.2 CBM 99 MAB

FAYETTE
204 FDR MCI...

NEON

GLOUT

GATTE

BESOM

KOSCIUSKO
269 OSK 37...

LOUISVILLE
212 LMS RW...

BIGBEE
116.2 IGB 109 M...

TUSCALOOSA TEL

DIAN I WEST MOA

PHILADELPHIA
219 MPE T...

NOLF Joe Williams
540 L 80

BOYDO

EUTAW

HARON

BAETT MRA 3500

CONEE MRA 3000

MEMPHIS
124.4 323.0

MARENGO
391 RZO

BIRMINGHAM MOA

RAXIN MRA 3000

PAULD MRA 3000

SAVOY
356 ME

MERIDIAN
117.0 MAB 117 T...

KEWANEE
113.8 EWA 85 1...

CHOCTAW
228 BCZ M...

PRENTISS
2 P JR

WIZZE

TALLAHALA
246 THA T...

SOSOE GREENWOOD 172.3

JANES

PINE HILL WEST MOA

EATON

WIZZE

EATON
110.6 LBY 43 M...

MC COMB

JANES

PINE HILL EAST MOA

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Facilities

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

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

No.

9. Does the current airspace which you schedule/control permit Advanced Strike training? If not, explain why.

Yes.

10. Is there airspace within 50 NM which permits Advanced Strike training?

Yes.

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

Yes. Some general use airspace would need to be designated "ALERT AREAS" if flight operations exceeded 250,000 operations per year.

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

No. To complete NFO training, 4 surface search (over-water) sorties are required per student. Those sorties, when conducted in conjunction with airway navigation sorties, could be flown out of NAS Meridian to NAS Pensacola, re-fuel, then to W-155 and vice versa. All air intercept sorties required for NFO training can be conducted at NAS Meridian. R

Facilities

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

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

No.

9. Does the current airspace which you schedule/control permit Advanced Strike training? If not, explain why.

Yes.

10. Is there airspace within 50 NM which permits Advanced Strike training?

Yes.

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

Yes. Some general use airspace would need to be designated "ALERT AREAS" if flight operations exceeded 250,000 operations per year.

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

No.

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Facilities

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

13. For each stage and for each type of undergraduate pilot flight training, state whether overland or overwater training is required or preferred. Use the abbreviations in the key below the table. If a stage of flight training is not listed, please include.

Stage	Strike	E2/C2	Maritime	Helo	Primary
Familiarization	LP	NA	NA	NA	NA
Basic Instrument	NP				
Radio Instrument	LR				
Formation	NP				
Tactical Formation	LP				
Airway Navigation	NP				
Visual Navigation	NA				
Overwater Navigation	NA				
Out-of-control Flight	LR				
Carrier Qualifications	WR				
Air Combat Maneuvers	LP NP				
Operational Navigation	LR				
Weapons	LR				
Gunnery	LP NP				
Precision Aerobatics	LP NA				
Helo Tactics	NA				
Helo Ship Qualifications	NA				
Night Familiarization	LR				

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Key: LR (Overland Required) WR (Overwater Required) NP (No Preference)
 LP (Overland Preferred) WP (Overwater Preferred) NA (Not Applicable)

INSTRUMENT RATING	NP	NA	NA	NA	NA
NIGHT FORMATION	NP	NA	NA	NA	NA

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Facilities

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

14. For each stage and for each type of undergraduate NFO flight training, state whether overland or overwater training is required or preferred. Use the abbreviations in the key below the table. If a stage of flight training is not listed, please include.

NO NFO TRAINING AT NAS MERIDIAN

Stage	OJN	RIO	TN
Radar Navigation	NA		
Surface Search			
Low Level			
AirwaysNav/Radar/Low Level			
Familiarization			
Tactical Low Level			
Advanced Tactical Maneuvers			
Pursuit Intercepts			
Attack/Reattack Intercepts			
Conversion Intercepts			
Unknown Intercepts			
Advanced Intercepts			

Key: LR (Overland Required) WR (Overwater Required) NP (No Preference)
 LP (Overland Preferred) WP (Overwater Preferred) NA (Not Applicable)

Facilities

B. Airfields

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

Airfield Name: MCCAIN FIELD, NAS MERIDIAN

a. Location: **NAS MERIDIAN IN EAST CENTRAL MISSISSIPPI IN LAUDERDALE COUNTY**

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

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**

e. If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations? **NO Yes, see Note 2.**

e. Does the airfield have full-length parallel taxiways? **YES NO, see note 3**

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

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

h. If conditions force the use of this runway, does the airfield lose in terms of number of flight ops/hour capacity? **NO. THIS RUNWAY IS USED, BY ITSELF, LESS THAN 4% OF TIME.**

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

j. What percent of the time do conditions force the crosswind runway to be used? **2.4% 3.7%**

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

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

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

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 configuration supports simultaneous instrument arrivals and departures.

Note 1. NAS Meridian runway centerlines are separated by 3900 feet. The Thresholds are displaced by 4000 feet.

Note 2. Dual IFR flight arrivals vs. departures are permitted by runway design.

Note 3. In normal configuration mode, full length taxiways connect the centroid ramp area to all arrival and departure thresholds.

Airfield Name: OLF JOE WILLIAMS FIELD (BRAVO)

- a. Location: 19.3 NM NORTHWEST OF NAS MERIDIAN IN KEMPER COUNTY
- b. Distance from main field: 19.3 NM NORTHWEST
- c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations? NO
- d. Does the airfield have parallel or dual offset runways? NO
- e. If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations? NO
- 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 course wind 96.39.
- h. If conditions force the use of this runway, does the airfield lose in terms of number of flight ops/hour 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 the navy or leased? OWNED BY NAVY
- m. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop. or jet train aircraft).

8000' X 150' RUNWAY WHICH SUPPORTS JET TRAFFIC.

Note 1. IFR 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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2. List all NAVAIDS with published approaches that support the main airfield and/or your outlying and auxiliary airfields. Note any additions/upgrades to be added between now and FY 1997.

NAVAID	Description
TACAN Channel 56	UHF Omnidirectional NAVAID (NAS)
NDB	Non-Directional Beacon (NAS)
ASR-8	Surveillance Radar (NAS)
FPN-63	Precision Final Radar (NAS)
TACAN at OLF	UHF Omnidirectional NAVAID at OLF (to be installed FY95)
ILS	Instrument Landing System (to be installed OCT 94) (NAS)
CONTROL TOWER AT OLF	Self-explanatory

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Facilities

B. Airfields (cont)

3. List the major facility assets (by 5 digit category code number (CCN)) under air station control (e.g. runway, parking apron, hangars, terminal, administrative spaces) and assess their material condition by indicating the quantities that are adequate, substandard and inadequate. Specify how the facility is used if it is not obvious from its CCN.

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate	Substandard	Inadequate
211-xx	Hangar - Bldg #2	SF	186,407	0	0
211-03	Corrosion Control Hangar	SF	18,044	0	0
133-72	Ops/Terminal Facility: 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
211-xx	Other Aircraft Maintenance and Production Facilities	SF	8,906	0	0
141-87	Liquid Oxygen Facilities	SF	1,548	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	82086	6509	0

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Facilities

B. Airfields (cont)

3. List the major facility assets (by 5 digit category code number (CCN)) under air station control (e.g. runway, parking apron, hangars, terminal, administrative spaces) and assess their material condition by indicating the quantities that are adequate, substandard and inadequate. Specify how the facility is used if it is not obvious from its CCN.

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate	Substandard	Inadequate
211-xx	Hangar	SF	186,407	0	0
211-03	Corrosion Control Hangar	SF	18,507	0	0
133-72	Ops/Terminal Facility: 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	1,548	0	0
211-xx	Other 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
610-10	ADMIN BLDG	SF	88,596	0	0

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179-35	Target Range Facilities: Observation Towers (2)	SF	144	0	0
	OLF Joe Williams Field Facilities:				
111-10	Runway	SY	164,784	0	0
112-10	Taxiway	SY	54,916	0	0
113-20	Parking Apron	SY	28,210	0	0
136-36	Carrier Deck				
	Lighting/Embedded	EA	2	0	0
141-70	Control Tower	SF	2,400	0	0
134-20	Beacon Tower	EA	1	0	0
141-40	Operations Bldg	SF	2,972	0	0
141-20	Fire & Rescue Bldg	SF	2,090	0	0
411-50	Jet Fuel Storage	GA	420,000	0	0

4. 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.

Facilities**C. Ground Training Facilities**

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

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate	Substandard	Inadequate
171-20	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	EA	7	0	0
179-50	Firefighting Training Course	EA	1	0	0
179-40	Small Arms Pistol Range	EA	1	0	0

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

No facilities are inadequate.

Facilities

D. Aircraft Maintenance Facilities

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

Aircraft Types	Level of Maintenance			Source	
	Depot	Intermediate	Organizational	DOD	Contract
T-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 not accomplished ~~on site~~. AT assigned NAVAL Aviation Depots. Minor field repairs completed on site by depot field repair teams.

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Facilities

NO SHIPS OR PIERS AT NAS MERIDIAN

E. Ship Berthing and Maintenance Facilities

1. List all ships (military and other) scheduled to be homeported at this facility through Fiscal Year 1997.

Ship name (hull number)	Military/Other	Arrival/Departure or Decommission Date
NA		

2. List the ship maintenance facilities located at or near this air station.

Organization (military/private)	Level of Maintenance (shipyard/depot/intermediate)	Drydock (capacity)
NA		

3. In the following table, provide the optimum ship berthing configurations available at the installation.

Ship Class	Configuration					Comments
	option 1	option 2	option 3	option 4	option 5	
NA						

4. Describe restrictions and limitations on homeporting different types of ships.

Ship Class	Comments on Limitations and Restrictions
NA	

Facilities**F. Special Military Facilities**

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

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

2. List any weapons storage and handling facilities located at the air station.

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

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Facilities

G. Non-DON Facility Support Arrangements

1. List all arrangements (e.g., inter-service support agreements) that involve supporting military (non-DON) activities at the air station.

Activity Name / Military Service	Description of Activity Role and Degree of Support
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/Air Force	USAF/USN Joint-Use of SEARAY Target Range ISSA (Range owned by Navy). NASMER provides common use fac, 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 medical services.
437 MAW/DOXC, Charleston AFB/SC/Air Force	Hurricane Evacuation (HURREVAC) site for 10 C-141s.
NAS Cecil Field, Jacksonville, FL/Navy	Hurricane Evacuation (HURREVAC) site for 85 FA-18s.
3390th US Army Reserves Forces School/Army	Army Reserve Schools Command. NASMER provides facilities & utilities, police, admin, communications, maintenance, galley, medical, housing, supply & purchasing, disaster preparedness, chaplain, clubs.
186th Air Refueling Group/MS ANG	NASMER provides communications, galley, housing, supply & purchasing, other support.
US Army Jackson District Recruiting Command/Army	Military Recruiting Office. NASMER provides command element, medical, & housing.
3548 USAF Recruiting Squadron/RSR/Air Force	Military Recruiting Office. NASMER provides housing & medical.
England AFB, LA/Air Force	NASMER provides transportation services.
150th Quartermaster Battalion, MS ANG/MS Army Natl Guard	NASMER provides housing.
121st US Army Reserve Command/Army	Army Reserve Command. NASMER's ROICC Office provides Small Purchase Contract administration for contracts under \$25K. Chaplain, command element, MWR, education services, housing, galley, medical, legal, personnel, purchasing, & transportation.

Facilities**e. Non-DON Facility Support Arrangements**

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

Location

A. Proximity to Operational Mission Areas

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

None known.

Location

B. Proximity to Training Areas

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

Currently the mission, 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 and helicopter landing trainer 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 air station 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 or Mexico.

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

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.

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Location

C. Proximity to Other Support Facilities

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

Airfield Name	Major Use / Capability	Location / Distance
Columbus AFB, MS	Military Emergency Divert Field/USAF	Northeast MS/ 66 NM
Key Field, Meridian, MS	Civilian Airfield and ANG Field/Emergency OLF	Meridian, MS/ 16 NM

2. What other military facilities located in the vicinity are/could be used to support the air station's and tenants' mission?

Military Facility Name	Actual / Proposed Use	Distance
Columbus AFB, MS	Active USAF Base/Support Base	63 NM
USAF OLF Gunshy	Active USAF OLF/Navy OLF	23 NM
NAS New Orleans, LA	Naval Reserve Base/Support Base	180 NM
NAS Pensacola, FL	Active NAS/Support Base	156 NM

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

Features and Capabilities**A. Weather**

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

Local Field: NAS MERIDIAN

Month	% of Hours ¹ VFR	% of Hours IFR	% of Hours Below 500 ft Ceilings and 1.0 Mile Visibility	Annual Number of Daylight Flying Hours Rescheduled/Canceled Due to Weather
Jan.	81	19	7	34.7
Feb.	87	13	4	36.9
Mar.	90	10	3	35.7
Apr.	92	8	2	23.5
May	92	8	2	29.9
June	93	7	2	27.0
July	92	8	2	26.4
Aug.	90	10	3	26.7
Sept.	87	13	3	23.7
Oct.	89	11	3	25.7
Nov.	87	13	5	25.3
Dec.	83	17	7	19.0

BASED

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.

¹Percentage of total normal operating hours that specified weather conditions were observed (include list of normal operating hours used for this calculation).

2
CNATMA N3

Features and Capabilities

A. Weather (cont.)

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

~~17.8% (six year average).~~ 18% for T-2 2
17% for TA-4 CHATRA N3

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

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

2
CHATRA
N3

Features and Capabilities

B. Encroachment

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

No.

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

NOTE: No ATC delays.

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

3. How many times during each of the past three years have any of your low level training routes or any of the low level training routes you used been modified to accommodate construction and/or noise complaints?

None.

Fiscal Year	Number of changes
1991	0
1992	0
1993	0

Features and Capabilities

B. Encroachment (cont)

4. Is the existing AICUZ study encoded in local zoning ordinances?

Yes.

a. Attach a copy of any applicable sections of the air station's AICUZ plan and those for OLFs used, and note any recent modifications.

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

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

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

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

No.

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

Local government does not have a comprehensive land use plan in effect.

EFFECT

2
CNATRA N3

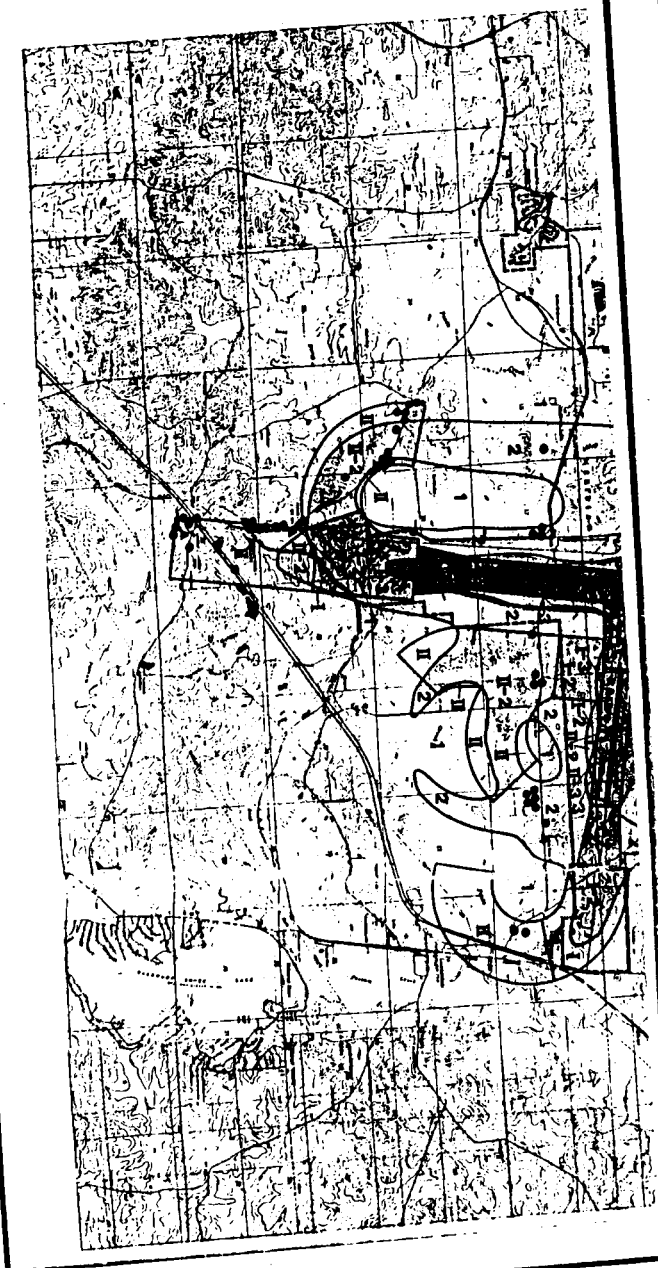
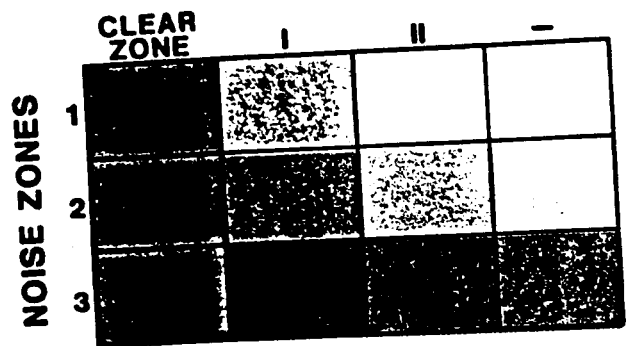
COMPOSITE AICUZ FOOTPRINT AND LAND USE INCOMPATIBILITIES

McCain Field
NAS Meridian

LEGEND

- Residential
- ▲ Institutional

ACCIDENT POTENTIAL ZONES



43-A

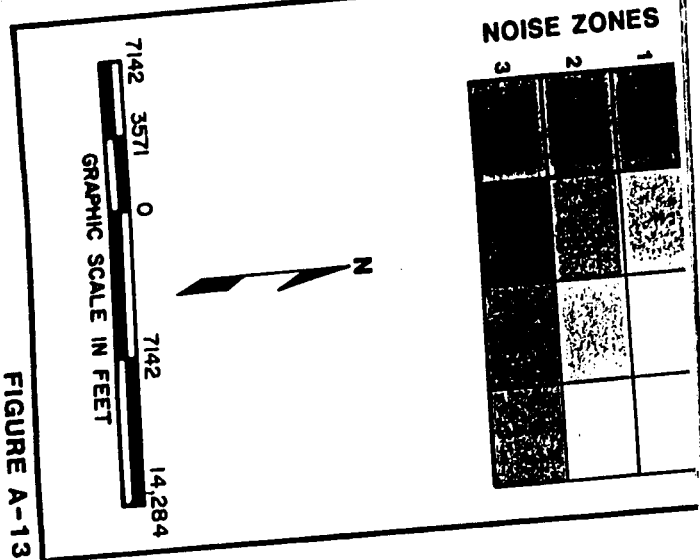


FIGURE A-13

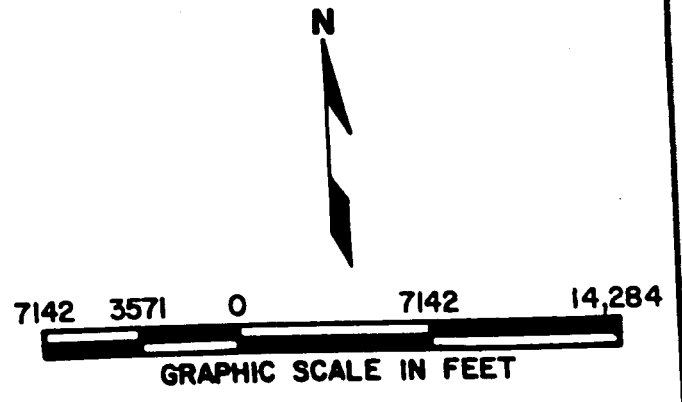


FIGURE A-13

42-A

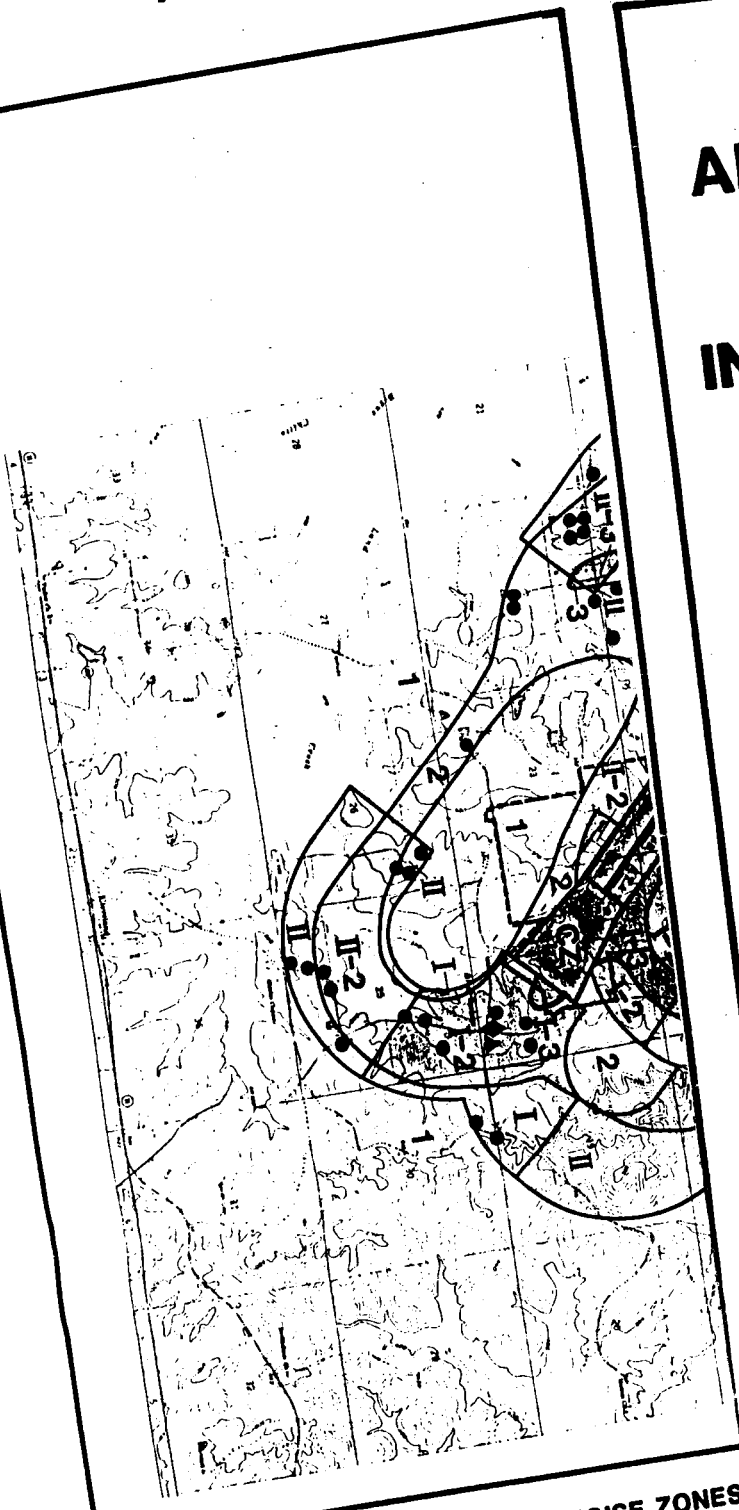
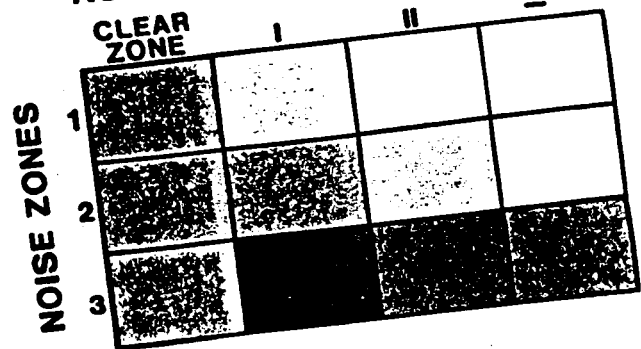
COMPOSITE AICUZ FOOTPRINT AND LAND USE INCOMPATIBILITIES

OLF Bravo
NAS Meridian
OLF JOE WILLIAMS FIELD

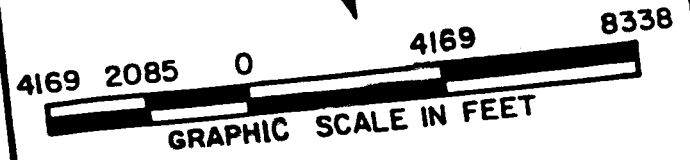
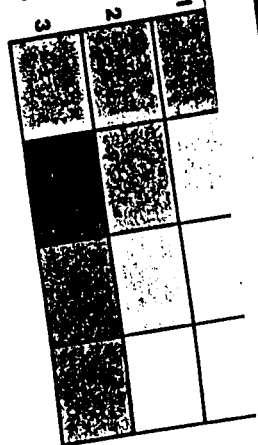
LEGEND

- Residential
- ▲ Institutional
- ◆ Commercial

ACCIDENT POTENTIAL ZONES



NOISE ZONES



43-B

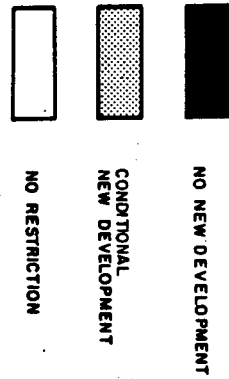
FIGURE A-14

FIGURE A-14

43-B

TABLE A-8

LAND USE OBJECTIVES MATRIX

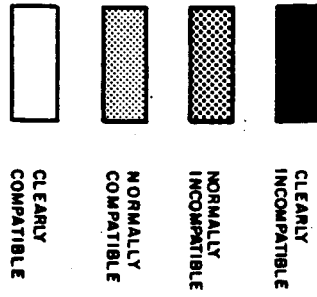


AICUZ ZONES

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																				

TABLE A-7

LAND USE COMPATIBILITY MATRIX



AICUZ ZONES

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

	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

LAND USE

Features and Capabilities**C. Quality of Life****1. Military Housing****(a) Family Housing:**

(1) Do you have mandatory assignment to on-base 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.

Features and Capabilities

C. Quality of Life (cont.)

(4) Complete the following table for the military housing waiting list.

Pay Grade	Number of Bedrooms	Number on List ²	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 SEE NOTE BELOW. GR Manley CMT N443 30 APR 94	1	NA	NA
	2	NA	NA
	3	0	0-2 months
	4+	0	0-1 month
E1-E6 SEE NOTE BELOW. GR Manley CMT N443 30 APR 94	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.

²As of 31 March 1994.

Features and Capabilities

C. Quality of Life (cont.)

(5) What do you consider to be the top five factors driving the demand for base housing? Does it vary by grade category? If so provide details.

Top Five Factors Driving the Demand for Base Housing	
1	Risky market due to fear of base closure
2	Cost
3	Location/Convenience
4	School District
5	Appearance

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

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

Type of Quarters	Utilization Rate
Adequate	96.03
Substandard	NA
Inadequate	NA

(8) 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?

YES
V
CMATRA N61

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

Features and Capabilities

C. Quality of Life (cont.)

(b) **BEQ:**

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

Type of Quarters	Utilization Rate
Adequate	51%
Substandard	16%
Inadequate	0

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

No change.

(3) Calculate the Average on Board (AOB) for geographic bachelors as follows:

AOB = 63.

$$\text{AOB} = \frac{(\# \text{ Geographic Bachelors} \times \text{average number of days in barracks})}{365}$$

(4) Indicate in the following chart the percentage of geographic bachelors (GB) by category of reasons for family separation. Provide comments as necessary.

Reason for Separation from Family	Number of GB	Percent of GB	Comments
Family Commitments (children in school, financial, etc.)	21	33%	
Spouse Employment (non-military)	8	13%	
Other	34	54%	
TOTAL	63	100	

(5) How many geographic bachelors do not live on base?
Information is not available.

Features and Capabilities

C. Quality of Life (cont.)

(c) **BOQ:**

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

Type of Quarters	Utilization Rate
Adequate	58%
Substandard	0
Inadequate	0

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

No change.

(3) Calculate the Average on Board (AOB) for geographic bachelors as follows:

AOB = 9.

$$\text{AOB} = \frac{\text{\# Geographic Bachelors} \times \text{average number of days in barracks}}{365}$$

(4) Indicate in the following chart the percentage of geographic bachelors (GB) by category of reasons for family separation. Provide comments as necessary.

Reason for Separation from Family	Number of GB	Percent of GB	Comments
Family Commitments (children in school, financial, etc.)	2	22%	
Spouse Employment (non-military)	2	22%	
Other	5	56%	
TOTAL	9	100	

(5) How many geographic bachelors do not live on base?

Information is not available.

Features and Capabilities**C. Quality of Life (cont.)**

2. For on-base MWR facilities³ available, complete the following table for each separate location. For off-base government owned or leased recreation facilities indicate distance from base. If there are any facilities not listed, include them at the bottom of the table.

LOCATION NAS MERIDIANDISTANCE: 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

BP CNET
N-432

³Spaces designed for a particular use. A single building might contain several facilities, each of which should be listed separately.

Features and Capabilities

C. 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 (s.f. inc w/21K in Gym)	SF	In Gym 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

SA (Mentel)
CWEI
N#331
BP

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

Revised page

BRAC-95 DC 3/NAS MERIDIAN MS/UIC: 63043
 REVISED 28 JUL 94

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

+ included w/ gym
 SH
 CNET
 N4434
 8/16/94

R

SH
 CNET
 N4434
 8/16/94

*Kindred
pg*

BRAC-95 DC-3/NAS MERIDIAN MS/UIC 63043

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

YES

50a-R (8-16-94)

SH
CNET
N4434
8/16/94

Features and Capabilities

C. Quality of Life (cont.)

4. Base Family Support Facilities and Programs

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

Age Category	Capacity (Children)	SF			Number on Wait List	Average Wait (Days)
		Adequate	Substandard	Inadequate		
	A 3128	SF	0	0	NA	
0-6 Mos	0	N/A**	N/A	N/A	0	NA
6-12 Mos	0	437	0	0	0	0
12-24 Mos	9	719	0	0	10	NA
24-36 Mos	7	594	0	0	2	1 MO
3-5 Yrs	21	2800 1378	0	0	30	NA

B. PATRICK
CNET
N-432
5-1-94

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

Facilities are not inadequate.

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. How many "certified home care providers" are registered at your base? **22**

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

* ONE FACILITY, OTHER FACILITY CLOSED IN AUG 93 DUE TO SAFETY/SANITATION,
** INFANT CARE PRIMARILY PROVIDED BY FAMILY HOME CARE PROGRAM.

Features and Capabilities

C. Quality of Life (cont.)

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

Service	Unit of Measure	Qty
Exchange	SF	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	0
Chapel	PN	250
FSC Classrm/Auditorium	PN	2
Recreation Center	SF	14082

NEX AUTO SERVICE CENTER AND COUNTRY STORE COMPLEX INCLUDE THE GAS PUMPS, AUTO PARTS STORE AND REPAIR AREA, AND RETAIL STORE SPACE, TO INCLUDE VIDEO RENTAL SHOP. MULTI-PURPOSE FACILITY.

B. PATRICK
N-432
CWET

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

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

Features and Capabilities**C. Quality of Life (cont.)****6. Standard Rate VHA Data for Cost of Living:**

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

Features and Capabilities**C. Quality of Life (cont.)****7. Off-base housing rental and purchase**

(a) Fill in the following table for average rental costs in the area for the period 1 April 1993 through 31 March 1994.

Type Rental	Average Monthly Rent		Average Monthly Utilities Cost
	Annual High	Annual Low	
Efficiency * All electric	295.00	295.00	* 27.00
Apartment (1-2 Bedroom)	355.00	355.00	* 37.00
Apartment (3+ Bedroom)	452.00	452.00	* 50.00
Single Family Home (3 Bedroom)	600.00	600.00	125.00
Single Family Home (4+ Bedroom)	700.00	700.00	175.00
Town House (2 Bedroom)	NA	NA	NA
Town House (3+ Bedroom)	NA	NA	NA
Condominium (2 Bedroom)	NA	NA	NA
Condominium (3+ Bedroom)	NA	NA	NA

* Utilities figured on all electric apartment - power only.

Features and Capabilities**C. Quality of Life (cont.)**

(b) What was the rental occupancy rate in the community as of 31 March 1994?

Type Rental	Percent Occupancy Rate
Efficiency	98
Apartment (1-2 Bedroom)	95
Apartment (3+ Bedroom)	99
Single Family Home (3 Bedroom)	97
Single Family Home (4+ Bedroom)	98
Town House (2 Bedroom)	NA
Town House (3+ Bedroom)	NA
Condominium (2 Bedroom)	NA
Condominium (3+ Bedroom)	NA

(c) What are the median costs for homes in the area?

Type of Home	Median Cost
Single Family Home (3 Bedroom)	65,000
Single Family Home (4+ Bedroom)	80,000
Town House (2 Bedroom)	NA
Town House (3+ Bedroom)	NA
Condominium (2 Bedroom)	NA
Condominium (3+ Bedroom)	NA

Features and Capabilities**C. Quality of Life (cont.)**

(d) For calendar year 1993, from the local MLS listings provide the number of 2, 3, and 4 bedroom homes available for purchase. Use only homes for which monthly payments would be within 90 to 110 percent of the E5 BAQ and VHA for your area.

Month	Number of Bedrooms		
	2	3	4+
January	295	284	NA *
February	309	270	NA
March	314	281	NA
April	329	313	NA
May	328	345	NA
June	336	339	NA
July	339	354	NA
August	319	326	NA
September	314	346	NA
October	306	336	NA
November	293	285	NA
December	296	286	NA

* BEYOND BAQ.

NOTE: FIGURES BASED ON FY93 E-5 BAQ OF \$406.00. AT 90 TO 110 PERCENT THE RANGE IS \$366.00 TO \$488.00. ASSUMPTIONS: 7% MORTGAGE FOR 30 YEARS.

(e) Describe the principle housing cost drivers in your local area.

Location, school district, amenities and taxes.

Features and Capabilities

C. Quality of Life (cont.)

8. For the top five sea intensive ratings in the principle warfare community your base supports, provide the following:

This information is not recorded as there is no principle warfare community at NAS Meridian.

Rating	Number Sea Billets in the Local Area	Number of Shore billets in the Local Area
Naval Aviators		

*NAS Meridian
compiling information
and it will be
forwarded as soon
as it is available.
JHC
CMATER REG*

9. Complete the following table for the average one-way commute for the five largest concentrations of military and civilian personnel living off-base.

Location	% Employees	Distance (mi)	Time(min)
Lauderdale County	50	18	20-25
City of Meridian	45	18	20-25
Dalewood Lake	2	15	20-25
Kemper County	2	20	25-30
Newton County	1	30	35-45

Features and Capabilities**C. Quality of Life (cont.)**

10. Complete the tables below to indicate the civilian educational opportunities available to service members stationed at the air station (to include any outlying fields) and their dependents:

(a) List the local educational institutions which offer programs available to dependent children. Indicate the school type (e.g. DODDS, private, public, parochial, etc.), grade level (e.g. pre-school, primary, secondary, etc.), what students with special needs the institution is equipped to handle, cost of enrollment, and for high schools only, the average SAT score of the class that graduated in 1993, and the number of students in that class who enrolled in college in the fall of 1994.

Institution	Type	Grade Level(s)	Special Education Available	Annual Enrollment Cost per Student	1993 Avg SAT/ACT Score	% HS Grad to Higher Educ	Source of Info
Meridian City Schools	Public	K - 12	See Note 1 below	None	ACT: 20.9	70	Sup of Education
Lauderdale County Schools	Public	K - 12	See Note 2 below	None	ACT: 19.9	Data not available	Same
Lamar Academy	Private	K - 12	See Note 3 below	Grades 6-12 pay \$470/yr	ACT: 23.4	97	Same

NOTES:

1. Meridian City Schools Special Education: Available for the educationally mentally retarded, trainable mentally retarded, slow learning disabled, physically handicapped, visually impaired, hearing impaired, multi-handicapped, developmentally delayed, emotionally handicapped, and language/speech impaired.

2. Lauderdale County Schools Special Education: Available for the developmentally delayed, learning disabled, mentally retarded, emotionally handicapped, physically handicapped, language/speech impaired, autistic, brain injured, and multiple disabled.

3. Lamar Academy Special Education: Available for physical handicapped, emotional handicapped in which medication is used to control, and language/speech impaired.

*SU
CNET 11/4/93
(Went)
Per Phoenix
S. Va. Court*

Features and Capabilities

C. Quality of Life (cont.)

(b) List the educational institutions within 30 miles which offer programs off-base available to service members and their adult dependents. Indicate the extent of their programs by placing a "Yes" or "No" in all boxes as applies.

Institution	Type Classes	Program Type(s)				
		Adult High School	Vocational/ Technical	Undergraduate		Graduate
				Courses only	Degree Program	
Mississippi State Univ, Meridian Branch	Day	No	No	Yes	Yes	Yes
	Night	No	No	Yes	Yes	Yes
Meridian Community College	Day	Yes	Yes	Yes	Yes	No
	Night	Yes	Yes	Yes	Yes	No
East Mississippi Community College	Day	No	Yes	Yes	Yes	No
	Night	No	Yes	Yes	Yes	No

Features and Capabilities**C. Quality of Life (cont.)**

(c) List the educational institutions which offer programs on-base available to service members and their adult dependents. Indicate the extent of their programs by placing a "Yes" or "No" in all boxes as applies.

Institution	Type Classes	Program Type(s)				
		Adult High School	Vocational/ Technical	Undergraduate		Graduate
				Courses only	Degree Program	
Mississippi State Univ, Meridian Branch	Day	No	No	Yes	Yes	Yes
	Night	No	No	Yes	Yes	Yes
	Correspondence	Yes	Yes	Yes	No	No
Meridian Community College	Day	Yes	Yes	Yes	Yes	No
	Night	Yes	Yes	Yes	Yes	No
	Correspondence	Yes	No	Yes	No	No
East Mississippi Community College	Day	No	Yes	Yes	Yes	No
	Night	No	Yes	Yes	Yes	No
	Correspondence	No	No	Yes	No	No

Features and Capabilities

C. Quality of Life (cont.)

11. Spousal Employment Opportunities

Provide the following data on spousal employment opportunities.

Skill Level	Number of Military Spouses Serviced by Family Service Center Spouse Employment Assistance			Local Community Unemployment Rate
	1991	1992	1993	
Professional	3	12	22	See note *
Manufacturing	0	9	11	*
Clerical	42	110	231	*
Service	28	68	164	*
Other	2	5	10	*

* Note: The following unemployment rates were obtained from the Labor Market Division, Department of Labor, Jackson, MS and were not broken down by skill levels.

1991: 7.8%
 1992: 7.0%
 1993: 5.5%
 FEB 94: 5.5%

12. Do your active duty personnel have any difficulty with access to medical or dental care, in either the military or civilian health care system? Develop the why of your response.

No.

MEDICAL CARE: Active duty personnel do not have difficulty with access to medical care either in the military or civilian health care system. Primary care is provided at NAS Meridian's Medical Branch Clinics. Access to care beyond NASMER's capabilities is available at the Naval Hospital, Pensacola; Keesler Air Force Base Medical Center, Biloxi; or at Columbus Air Force Base Hospital including speciality care. If an emergency arises, personnel have access to three local civilian hospitals for immediate medical care. NAS Meridian can then access the MEDEVAC system to transfer the member to a military medical treatment facility if applicable.

DENTAL CARE: Meridian Branch Dental Clinic provides general dental care and specialty services in Oral Surgery, Prosthodontics, Endodontics, Restorative Dentistry and Periodontics for active duty military personnel. Complicated Oral Surgery, Endodontics, and Periodontics patients are referred to Dental Services, Naval Hospital or Naval Dental Center, Pensacola, FL.

13. Do your military dependents have any difficulty with access to medical or dental care, in either the military or civilian health care system? Develop the why of your response.

No.

MEDICAL CARE: Military dependents do not have difficulty with access to medical care. Primary care is provided at NAS Meridian's Medical Branch Clinic for beneficiaries within 24 to 36 hours after calling for an appointment. Specialty care is available from local physicians and hospitals under CHAMPUS. Appointments by consultation at military medical treatment facilities is available depending on specialists availability; however, transportation is the responsibility of the beneficiary.

DENTAL CARE: Meridian's Branch Dental Clinic provides emergency dental treatment for dependents of active duty military personnel. Remaining treatment is covered under the Delta Dental Plan. There are enough private dentists honoring the Delta Dental Plan that access to treatment for dependents is easy. Military retirees receive dental cleaning, emergency care and restorative treatment on standby basis.

Features and Capabilities

C. Quality of Life (cont.)

14. Complete the table below to indicate the crime rate for your air station for the last three fiscal years. The source for case category definitions to be used in responding to this question are found in NCIS - Manual dated 23 February 1989, at Appendix A, entitled "Case Category Definitions." Note: the crimes reported in this table should include 1) all reported criminal activity which occurred on base regardless of whether the subject or the victim of that activity was assigned to or worked at the base; and 2) all reported criminal activity off base.

NOTE: Data from off-base sources is not included. Data will be forwarded later.

NOTE: Security Department is only required to retain records for two years, so data is not available prior to MAR 92. However, NIS records were available for FY91 and FY92.

Crime Definitions	FY 1991	FY 1992	FY 1993
1. Arson (6A)			
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
2. Blackmarket (6C)			
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
3. Counterfeiting (6G)			
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
4. Postal (6L)			

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Base Personnel - military	2		
Base Personnel - civilian	1		
Off Base Personnel - military			
Off Base Personnel - civilian			

Features and Capabilities

C. Quality of Life (cont.)

Crime Definitions	FY 1991	FY 1992	FY 1993
5. Customs (6M)			
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
6. Burglary (6N)			
Base Personnel - military			3
Base Personnel - civilian	4	1	1
Off Base Personnel - military	1		
Off Base Personnel - civilian			1
7. Larceny - Ordnance (6R)			
Base Personnel - military		5	1
Base Personnel - civilian	1	1	1
Off Base Personnel - military			
Off Base Personnel - civilian			
8. Larceny - Government (6S)			
Base Personnel - military		6	12
Base Personnel - civilian		3	4
Off Base Personnel - military			1
Off Base Personnel - civilian			

Features and Capabilities

C. Quality of Life (cont.)

Crime Definitions	FY 1991	FY 1992	FY 1993
9. Larceny - Personal (6T)			
Base Personnel - military	2	40	50
Base Personnel - civilian		5	8
Off Base Personnel - military		1	6
Off Base Personnel - civilian			
10. Wrongful Destruction (6U)			
Base Personnel - military	1	30	60
Base Personnel - civilian		8	25
Off Base Personnel - military		2	2
Off Base Personnel - civilian		1	1
11. Larceny - Vehicle (6V)			
Base Personnel - military	1	2	3
Base Personnel - civilian			
Off Base Personnel - military			1
Off Base Personnel - civilian			
12. Bomb Threat (7B)			
Base Personnel - military			
Base Personnel - civilian			1
Off Base Personnel - military			
Off Base Personnel - civilian			

Features and Capabilities

C. Quality of Life (cont.)

Crime Definitions	FY 1991	FY 1992	FY 1993
13. Extortion (7E)			
Base Personnel - military	1	1	
Base Personnel - civilian			
Off Base Personnel - military		1	
Off Base Personnel - civilian			
14. Assault (7G)			
Base Personnel - military		21	37
Base Personnel - civilian		8	26
Off Base Personnel - military	1	3	7
Off Base Personnel - civilian		3	
15. Death (7H)			
Base Personnel - military	1	4	
Base Personnel - civilian		1	
Off Base Personnel - military		1	4
Off Base Personnel - civilian			
16. Kidnapping (7K)			
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			

Features and Capabilities

C. Quality of Life (cont.)

Crime Definitions	FY 1991	FY 1992	FY 1993
18. Narcotics (7N)			
Base Personnel - military	6	9	13
Base Personnel - civilian		3	7
Off Base Personnel - military	2	1	3
Off Base Personnel - civilian		1	5
19. Perjury (7P)			
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
20. Robbery (7R)			
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military		2	2
Off Base Personnel - civilian		1	1
21. Traffic Accident (7T)			
Base Personnel - military		7	23
Base Personnel - civilian		2	10
Off Base Personnel - military		1	3
Off Base Personnel - civilian		3	

Features and Capabilities

C. Quality of Life (cont.)

Crime Definitions	FY 1991	FY 1992	FY 1993
22. Sex Abuse - Child (8B)			
Base Personnel - military	1	2	2
Base Personnel - civilian			
Off Base Personnel - military			2
Off Base Personnel - civilian			
23. Indecent Assault (8D)			
Base Personnel - military	1		2
Base Personnel - civilian	1		1
Off Base Personnel - military			1
Off Base Personnel - civilian			
24. Rape (8F)			
Base Personnel - military	1	5	8
Base Personnel - civilian			
Off Base Personnel - military			5
Off Base Personnel - civilian			
25. Sodomy (8G)			
Base Personnel - military	3	1	
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			

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Features and Capabilities**D. Ability for Expansion**

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

Yes.

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

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

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

Type of Facility or Capability	On Base Capacity	Off Base Long Term Contract	Normal Steady State Load	Peak Demand
Electricity (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
Short Term Parking	0			
Long Term Parking	0			

* UTILITY COMPANY TRANSFORMER SIZE CAPACITY.

** OFF BASE CAPACITY (33,000 CFH) PLUS ON STATION PROPANE PLANT GENERATING CAPACITY (8,667 CFH).

*** 33,000 CFH ON SPOT GAS RATES AND 100,000 CFH ON FIRM CONTRACT RATES.

Features and Capabilities

D. Ability for Expansion

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

Yes.

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

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

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

Type of Facility or Capability	On Base Capacity	Off Base Long Term Contract	Normal Steady State Load	Peak Demand
Electricity (KWH)	34,346,500 12,500 KW	None 8,500 KW	94,100 5,250 KW	7,908 KW
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
Short Term Parking	NA			
Long Term Parking	NA			

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Features and Capabilities

D. Ability for Expansion (cont.)

4. Identify in the table below the real estate resources which have the potential to facilitate future development and for which you are the plant account holder or into which, though a tenant, your activity could reasonably expect to expand. Complete a separate table for each individual site, i.e., main base, outlying airfields, special off-site areas, off base housing, etc. Unit of measure is acres. Developed are is defined as land currently with buildings, roads, and utilities that prevent it from being further developed without demolition of existing infrastructure. Include in "Restricted" areas that are restricted for future development due to environmental constraints (e.g. wet lands, landfills, archaeological sites), operational restrictions (e.g. ESQD arcs, HERO, HERP, HERF, AICUZ ranges) or cultural resources. Identify the reason for the restriction when providing the acreage in the table below. Specify any other entry in "Other" (e.g. submerged lands).

Site Location: NAS 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

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Site Location: OLF JOE WILLIAMS FIELD (BRAVO)

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

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

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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	N/A			
Training	653.67	0	653.67	
Maintenance	N/A			
Research & Development	N/A			
Supply and Storage	N/A			
Admin	N/A			
Housing	N/A			
Recreational	N/A			
Navy Forestry Program	N/A			
Navy Agricultural Outlease Program	N/A			
Hunting/fishing Programs	N/A			
Other	N/A			
TOTAL	653.67	0	653.67	

Heard
 CNET N-4433
 A74
 30 APR 94

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.

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5. Identify the features of this air station that make it a strong candidate for basing/training other types of aircraft/aircrews and other operational units in the future.

RUNWAY DESIGN: Designed specially for jet training, simultaneous IFR departure and recovery.

NAS LOCATION: Proximity to three readily accessible overland airspace Military Operating Areas (MOAs).

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 US Air Force needs.

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

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

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

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

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

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

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

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

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

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

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

Features and Capabilities

E. Unique features

1. Identify any unique (one of a kind) features (function, equipment, ranges, etc.) possessed by this training air station. Please list each feature separately and provide a narrative explanation of the importance of the unique feature.

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 do 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. The multi-purpose SEARAY Target Range provides bombing and strafing training for jet pilot syllabus and is located 29 NM north of the main station in a rural area with no encroachment problems. The station's outlying field (OLF) located 21 NM northwest has an 8,000 foot runway with a lighted carrier deck layout.

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

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

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

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

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

CONDITION OF FACILITIES: Since NAS Meridian is one of the newest Naval bases commissioned in 1961, the facilities are in good to excellent condition with most requiring only normal maintenance to preserve their condition. Less than five percent of the Annual Inspection Summary (AIS) is critical backlog deficiencies. MILCON 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 with 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 for on hands application in the field.

NAS MERIDIAN DOES NOT HAVE PIERS/WHARFS**ANNEX A: Berthing Capacity**

1. For each Pier/Wharf at your facility list the following structural characteristics. Indicate the additional controls required if the pier is inside a Controlled Industrial Area or High Security Area. Provide the average number of days per year over the last eight years that the pier was out of service (OOS) because of maintenance, including dredging of the associated slip:

Table 1

Pier/ Wharf & Age ¹	CCN ²	Moor Length (ft)	Design Dredge Depth ³ (ft) (MLLW)	Slip Width ⁴ (ft)	Pier Width (ft) ⁵	CIA/Security Area? (Y/N) ⁶	ESQD Limit ⁷	# Days OOS for maint.
NA								

¹Original age and footnote a list of MILCON improvements in the past 10 years.

²Use NAVFAC P-80 for category code number.

³Comment if unable to maintain design dredge depth

⁴Water distance between adjacent finger piers.

⁵Indicate if RO/RO and/or Aircraft access. Indicate if pier structures limit open pier space.

⁶Describe the additional controls for the pier.

⁷Net explosive weight. List all ESQD waivers that are in effect with expiration date.

NAS MERIDIAN DOES NOT HAVE PIERS/WHARFS

2. For each Pier/Wharf at your facility list the following ship support characteristics:

Table 2

Pier/ Wharf	OPNAV 3000.8 (Y/N)	Shore Pwr (KVA) & 4160V (KVA)	Comp. Air Press. & Capacity ¹	Potable Water (GPD)	CHT (GPD)	Oily Waste ¹ (gpd)	Steam (lbm/hr & PSI) ²	Fendering limits ³
NA								

¹List only permanently installed facilities.

²Indicate if the steam is certified steam.

³Describe any permanent fendering arrangement limits on ship berthing.

NAS MERIDIAN DOES NOT HAVE PIERS/WHARFS

3. For each pier/wharf listed above state today's normal loading, the maximum capacity for berthing, maximum capacity for weapons handling evolutions, and maximum capacity to conduct intermediate maintenance.

Table 3

Pier/ Wharf	Typical Steady State Loading ¹	Ship Berthing Capacity	Ordnance Handling Pier Capacity ²	IMA Maintenance Pier Capacity ³
NA				

¹Typical pier loading by ship class with current facility ship loading.

²List the maximum number of ships that can be moored to conduct ordnance handling evolutions at each pier/berth without berth shifts. Consider safety, ESQD and access limitations.

³List the maximum number of ships that can be serviced in maintenance availabilities at each pier without berth shifts because of crane, laydown, or access limitations.

NAS MERIDIAN DOES NOT HAVE PIERS/WHARFS

4. For each pier/wharf listed above, based on Presidential Budget 1995 budgeted infrastructure improvements in the Presidential Budget 1995 through FY 1997 and the BRAC-91 and BRAC-93 realignments, state the expected normal loading, the maximum capacity for berthing, maximum capacity for weapons handling evolutions, and maximum capacity to conduct intermediate maintenance.

Table 4

Pier/ Wharf	Typical Steady State Loading ¹	Ship Berthing Capacity	Ordnance Handling Pier Capacity ²	IMA Maintenance Pier Capacity ³
NA				

¹Typical pier loading by ship class with current facility ship loading.

²List the maximum number of ships that can be moored to conduct ordnance handling evolutions at each pier/berth without berth shifts. Consider safety, ESQD and access limitations.

³List the maximum number of ships that can be serviced in maintenance availabilities at each pier without berth shifts because of crane, laydown, or access limitations.

NAS MERIDIAN DOES NOT HAVE PIERS/WHARFS

5.a. How much pier space is required to berth and support ancillary craft (tugs, barges, floating cranes, etc.) currently at your facility? Indicate if certain piers are uniquely suited to support these craft.

NA

5.b. What is the average pier loading in ships per day due to visiting ships at your base. Indicate if it varies significantly by season.

NA

5.c. Given no funding or manning limits, what modifications or improvements would you make to the waterfront infrastructure to increase the cold iron ship berthing capacity of your installation? Provide a description, cost estimates, and additional capacity gained.

NA

5.d. Describe any unique limits or enhancements on the berthing of ships at specific piers at your base.

NA

ANNEX B: Weapons and Munitions

Please answer the following questions if your activity performs any stowage or maintenance on any of the following ordnance commodity types:

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

1. Ordnance Stowage and Support

1.1 Provide present and predicted inventories (coordinate with inventory control manager) and maximum rated capability of all stowage facilities at each weapons storage location controlled by this activity. In predicting the out year facility utilization, distribute overall ordnance compliment to the most likely configuration. The maximum rated capability is also an out year projection taking into account any known or programmed upgrades that may increase current stowage capacity. When listing stowage facilities, group by location (e.g. main base, outlying field, special area).

Table 1.1: Total Facility Ordnance Stowage Summary

Facility Number	PRESENT INVENTORY		PREDICTED INVENTORY FY 2001		MAXIMUM RATED CAPABILITY	
	TONS	SQ FT	TONS	SQ FT	TONS	SQ FT
2-00017	.50	144	.70	144	.72	144
2-00018	.50	144	.70	144	.72	144
2-00019	1.67	68	2.0	68	2.45	68
2-00020	1.67	68	2.0	68	2.45	68
2-00153	0.0	400	0.0	400	SEE NOTE	400
2-00154	1.67	598	2.0	598	2.45	598
2-00155	0.0	750	0.0	750	SEE NOTE	750
TOTAL	6.01	2172	7.4	2172	8.79	2172

NOTE: 2-00153 IS USED FOR INERT STOWAGE ONLY. 2-00155 IS USED FOR AMMUNITION BUILD-UP ONLY, NO STOWAGE.

ANNEX B: Weapons and Munitions (continued)

1.2 For each Stowage facility identified in question 1.1 above, identify the type of facility (specify if "igloo", "box", etc.). Identify the type of ordnance commodity (from the list above) which are currently stowed in that facility and all other ordnance types which, given existing restrictions, could be physically accommodated in that stowage facility. Specify below if such additional accommodation would require a modification of the facility (e.g. enhanced environmental controls, ESQD waiver).

● Identify the reason(s) for which this ordnance is stored at your facility from the following list: own activity use (training); own activity use (operational stock); Receipt/Segregation/Stowage/Issue (RSSI); transshipment/awaiting issue; deep stow (war reserve); deep stow (awaiting Demil); other. Explain each "other" entry in the space provided, including ordnance stowed which is not a DON asset.

Table 1.2: Total Facility Ordnance Stowage Summary

Facility Number/Type	Currently Stowed Commodity Type(s)	Reason for Stowage at your Activity	Commodity Type(s) Which Can Be Stowed
2-00017/CORBETTA	SMALL ARMS	OWN ACTIVITY USE (PILOT TRAINING & SECURITY FORCES)	SMALL ARMS
2-00018/CORBETTA	CAD/APES	OWN ACTIVITY USE (FLIGHT PERSONNEL SAFETY)	CAD/APES
2-00019/READY SERVICE LOCKER	GUN AMMO/CAD	OWN ACTIVITY USE (PILOT TRAINING & SECURITY FORCES)	GUN AMMO/CAD
2-00020/READY SERVICE LOCKER	EXPIRED CAD/APES	OWN ACTIVITY USE (STOWAGE FOR EXPIRED ORDNANCE)	EXPIRED CAD/APES
2-00153/READY SERVICE MAGAZINE	INERT	OWN ACTIVITY USE (SUPPORT CTW-1)	INERT
2-00154/CORBETTA	GUN AMMO/SEAT ROCKETS	OWN ACTIVITY USE (SUPPORT CTW-1)	GUN AMMO/SEAT ROCKETS

2-00155/OPERATING BUILDING	NONE	NA	NONE
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ANNEX B: Weapons and Munitions (continued)

1.3 Identify the rated category, rated NEW and status of ESQD arc for each stowage facility listed above.

Table 1.3: Facility Rated Status

Facility Number / Type	Hazard Rating (1.1-1.4)	Rated NEW	ESQD Arc		
			Established (Y / N)	Waiver (Y / N)	Waiver Expiration Date
2-00017/ CORBETTA	1.3-1.4	10,000 LBS	Y	N	NA
2-00018/ CORBETTA	1.3-1.4	10,000 LBS	Y	N	NA
2-00019/READY SERVICE LOCKER	1.4	10,000 LBS	Y	N	NA
2-00020/READY SERVICE LOCKER	1.4	10,000 LBS	Y	N	NA
2-00153/READY SERVICE MAGAZINE	INERT	PHY CAP	NA	NA	NA
2-00154/ CORBETTA	1.2-1.4	10,000 LBS	Y	N	NA
2-00155/OPS BUILDING	1.2-1.4	5,000 LBS	Y	N	NA

ANNEX B: Weapons and Munitions (continued)

1.4 Identify any restrictions which prevent maximum utilization of your facilities. If restrictions are based on facility conditions, specify reason, the cost to correct the deficiency, and identify any programmed projects that will correct the deficiency and/or increase your capability.

NO RESTRICTIONS.

1.5 Identify if your activity performs any of the following functions on any of the ordnance commodities previously listed. Technical support includes planning, financial, administrative, process engineering and SOP support. Within each related function identify each ordnance commodity type for which you provide these services and the total Direct Labor Man Hours (DLMHs) expended (FY 1994); identify only those DLMHs expended by personnel under your command.

Table 1.5: Related Ordnance Support

Related Functions	Performed? (Y / N)	Type of Commodity	DLMHs
Maintenance (specify level)	N	NA	NONE
Testing	N	NA	NONE
Manufacturing	N	NA	NONE
Outload	N	NA	NONE
Technical Support	N	NA	NONE

ANNEX C: Maintenance, Repair and Equipment Expenditures

1. Identify the facility and equipment values for your activity in the Table below, as executed and budgeted for the period requested. As applied herein:

- Maintenance of Real Property (MRP) is the budgetary term gathering the expenses or budget requirements for facility work and includes recurring maintenance, major repairs and minor construction (non-MILCON) inclusive of all Major Claimant funded Special Projects. It is the amount of funds spent on or budgeted for maintenance and repair of real property assets to maintain the facility in satisfactory operating condition. For purposes of this Data Call, MRP includes all M1/R1 and M2/R2 expenditures.
- Current Plant Value (CPV) referred to incorporates Class 2 Real Property and is the hypothetical dollar amount required to replace a Class 2 facility in kind at today's dollars (e.g.: the cost today to replace an existing wood frame barracks with another barracks, also wood frame).
- Acquisition Cost of Equipment (ACE) reports the total cumulative acquisition cost of all "Personal Property" equipment which includes the cost of installed equipments directly related to mission execution (such as lab test equipment). Class 2 installed capital equipment which is integral to the facility should not be reported as ACE.

Table A: Expenditures and Equipment Values

FY	MRP (\$ K)	CPV (\$ K)	ACE (\$ K)
1986	2495	277,769	182
1987	3772	281,434	55
1988	4138	301,945	405
1989	4045	306,666	106
1990	3242	313,626	90
1991	5268	317,049	251
1992	3374	314,452	627
1993	6061	330,253	618
1994	8438	345,550	250
1995	7805	NA	NA
1996	5579	NA	NA
1997	3357	NA	NA



R

ANNEX C: Maintenance, Repair and Equipment Expenditures

1. Identify the facility and equipment values for your activity in the Table below, as executed and budgeted for the period requested. As applied herein:

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FOR NAVAL TECHNICAL TRAINING CENTER (NTTC) MERIDIAN ONLY:

NOTE: THESE MRP ESTIMATES ARE BASED ON SQUARE FOOTAGE PERCENTAGE OF NTTC'S TRAINING FACILITIES (65% OF TOTAL STATION TRAINING SF, MRP COST ACCOUNT 7110) AND BARRACKS FACILITIES (42% OF TOTAL STATION BARRACKS SF, MRP COST ACCOUNT 7170) AND OTHER MINOR MRP WORK (COST ACCOUNT 7820). THIS IS MRP FUNDING NAS MERIDIAN EXPENDS ON FACILITIES OCCUPIED BY NTTC. THESE FACILITIES ARE ON NAS MERIDIAN'S PLANT PROPERTY RECORDS. THESE AMOUNTS ARE INCLUDED IN THE TOTAL STATION AMOUNTS ON THE PRECEDING PAGE.

Table A: Expenditures and Equipment Values

FY	MRP (\$ K)	CPV (\$ K)	ACE (\$ K)
1990	165	NA	0
1991	125	NA	0
1992	233	NA	0
1993	204	NA	0
1994	320	28,743	0
1995	325	NA	0
1996	330	NA	0
1997	335	NA	0

ANNEX C: Maintenance, Repair and Equipment Expenditures

1. Identify the facility and equipment values for your activity in the Table below, as executed and budgeted for the period requested. As applied herein:

- Maintenance of Real Property (MRP) is the budgetary term gathering the expenses or budget requirements for facility work and includes recurring maintenance, major repairs and minor construction (non-MILCON) inclusive of all Major Claimant funded Special Projects. It is the amount of funds spent on or budgeted for maintenance and repair of real property assets to maintain the facility in satisfactory operating condition. For purposes of this Data Call, MRP includes all M1/R1 and M2/R2 expenditures.
- Current Plant Value (CPV) referred to incorporates Class 2 Real Property and is the hypothetical dollar amount required to replace a Class 2 facility in kind at today's dollars (e.g.: the cost today to replace an existing wood frame barracks with another barracks, also wood frame).
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1993	6061	330,253	618
1994	8438	345,550	250
1995	7805	NA	NA
1996	5579	NA	NA
1997	3357	NA	NA

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

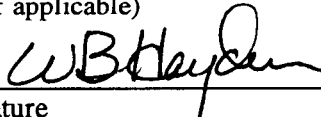
20 APRIL 1994
Date

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

29 APR 94
Date

Naval Air Training Command
Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

NAME (Please type or print)

Signature

Title

Date

Command: NAS Meridian

Data Call Number Three Amendment One

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

MAJOR CLAIMANT LEVEL

T. L. McCLELLAND
NAME

T. L. McClelland
Signature

Acting
Title

5/2/94
Date

CNET
Activity

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

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

J. B. Greene, Jr.
NAME (Please type or print)

J. B. Greene Jr.
Signature

Acting
Title

6 MAY 1994
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."

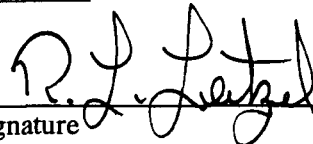
The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

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


Signature

COMMANDING OFFICER
Title

20 APR 94
Date

NAVAL AIR STATION, MERIDIAN, MS
Activity

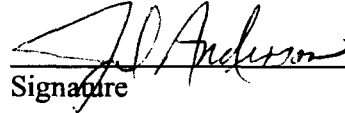
Command: NAS Meridian

Data Call Number Three Amendment One Revisions
(Pages 6, ~~20~~, & 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

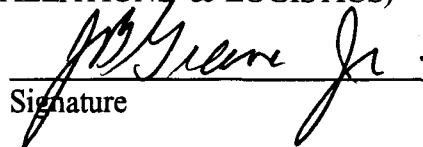
5/31/94
Date

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

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

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

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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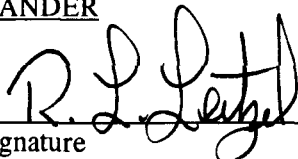
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ACTIVITY COMMANDER

R. L. LEITZEL, CAPT, USN
Name


Signature

COMMANDING OFFICER
Title

13 MAY 94
Date

NAVAL AIR STATION, MERIDIAN, MS
Activity

501

Command: NAS Meridian

**Data Call Number Three Amendment One Revision
(Page 28)**

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

MAJOR CLAIMANT LEVEL

T. W. WRIGHT
NAME

TW Wright
Signature

CNET
Title

9-1-94
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)
W. A. EARNE**

NAME

W. A. Earne
Signature


Title

9/8/94
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

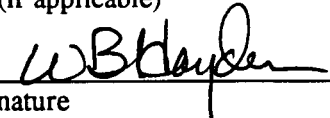
23 Aug 94
Date

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

Date

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

ACTIVITY COMMANDER

R. L. LEITZEL, CAPT, USN
Name

R. L. Leitzel
Signature

COMMANDING OFFICER
Title

22 Aug 94
Date

NAVAL AIR STATION, MERIDIAN, MS
Activity

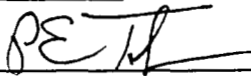
Command: NAS Meridian

**Data Call Number Three Amendment One Revision
(Page 19a)**

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

MAJOR CLAIMANT LEVEL

P. E. TOBIN
NAME


Signature

Acting
Title

23 AUG 1994
Date

CNET
Activity

ENC 1 (4)

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)
Chief of Naval Air Training
Title
Naval Air Training Command
Activity

WB Hayden
Signature
9 Aug 94
Date

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)

Title

Activity

Signature

Date

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

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

W. A. EARNER
NAME (Please type or print)

Title

W A Earner
Signature
8/29/94
Date

237

Command: NAS Meridian

**Data Call Number Three Amendment One Revisions
(Pages 20.A-20.T, 50, and 50a)**

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

MAJOR CLAIMANT LEVEL

P. E. TOBIN
NAME

PET
Signature

Acting
Title

07 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

W. A. Earner
Signature

Title

7/12/94
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)

COMMANDER

Title

TRAINING AIR WING ONE

Activity



Signature

28 July 94

Date

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

NEXT ECHELON LEVEL (if applicable)

W. B. HAYDEN, RADM, USN

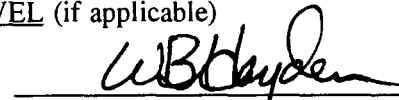
NAME (Please type or print)

Chief of Naval Air Training

Title

Naval Air Training Command

Activity



Signature

9 Aug 94

Date

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)

Title

Activity

Signature

Date

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)

Title

Signature

Date

ENCL(1)

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

28 Jul 94
Date

NAVAL AIR STATION, MERIDIAN, MS
Activity

Command: NAS Meridian

**Data Call Number Three Amendment One Revision
(Page 22)**

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

PETH
Signature

Acting
Title

10/28/94
Date

CNET
Activity

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

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

W. A. EARNER
NAME

W. A. Earner
Signature

Title

11/3/94
Date


NAS MERIDIAN MS/UIC: 63043

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

NEXT ECHELON LEVEL (if applicable)

T. J. PUDAS, CAPT, USN

NAME (Please type or print)


Signature

COMMANDER

Title

20 SEP 94
Date

TRAINING AIR WING ONE


Activity

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

NEXT ECHELON LEVEL (if applicable)

P. R. STATSKEY, CAPT, USN

NAME (Please type or print)


Signature

CHIEF OF NAVAL AIR TRAINING (ACTING)

Title

25 Oct 94
Date

NAVAL AIR TRAINING COMMAND

Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

NAME (Please type or print)

Signature

Title

Date

NAS MERIDIAN MS/UIC: 63043

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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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.

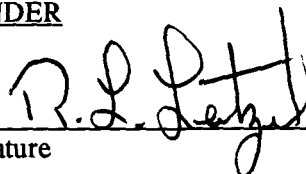
I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

R. L. LEITZEL, CAPT, USN

Name

Signature



COMMANDING OFFICER

Title

Date

19 SEP 94

NAVAL AIR STATION, MERIDIAN, MS

Activity

Command: NAS Meridian

**Data Call Number Three Amendment One Additional Page
(Page 11)**

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

MAJOR CLAIMANT LEVEL

T. W. WRIGHT
NAME

T. W. Wright
Signature

CNET
Title

4 Nov 94
Date

CNET
Activity

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

**DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)
W. A. EARNER**

W. A. EARNER
NAME

W. A. Earner
Signature

Title

11/15/94
Date

227

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)

COMMANDER

Title

TRAINING AIR WING ONE

Activity

TJ Pudas

Signature

28 OCTOBER 94

Date

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

NEXT ECHELON LEVEL (if applicable)

W. B. HAYDEN, RADM, USN

NAME (Please type or print)
CHIEF OF NAVAL AIR TRAINING

Title

NAVAL AIR TRAINING COMMAND

Activity

WB Hayden

Signature

1 Nov 94

Date

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)

Title

Activity

Signature

Date

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)

Title

Signature

Date

Encl (3)

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.

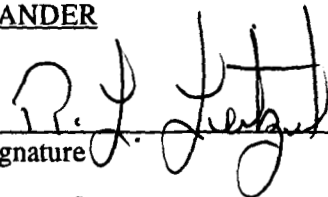
I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

R. L. LEITZEL, CAPT, USN

Name

Signature



COMMANDING OFFICER

Title

Date

28 OCT 94

NAVAL AIR STATION, MERIDIAN, MS

Activity

Document Separator

13 Apr 94

**CAPACITY ANALYSIS:
DATA CALL WORK SHEET FOR
TRAINING AIR STATION: NAVAL AIR STATION, MERIDIAN, MS
UIC: 63043**

DATA CALL TWO

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

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

TRAINING AIR STATION LISTING:

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

Data For Capacity Analysis

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Mission Requirements

a. Undergraduate Flight Training Throughput

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

Type of Pilot Training		PTR Requirements (Fiscal Year)						
		1995	1996	1997 *	1998 *	1999 *	2000	2001
CTW-1 Advanced Strike	USN	90	53	46	43	43	45	61
	USMC	62	41	20	13	13	23	30
	FMS	30	30	30	30	30	30	30
	TOTAL	182	124	96	86	86	98	121
CTW-1 Intermediate Strike	USN	125	154	204	213	185	137	118
	USMC	86	87	104	109	100	74	56
	FMS	30	30	30	30	30	30	30
	TOTAL	241	271	338	352	315	241	204

NOTE: PTR Requirements provided by CNATRA.

* 1997/1998/1999 PTR is combined TA-4J and T-45 during initial aircraft transition years.

Mission requirements NO NFO AT NAS MERIDIAN

a. Undergraduate Flight Training Throughput (cont.)

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

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

Mission Requirements

a. Undergraduate Pilot Training Throughput (cont.)

3. Provide total planned accessions for undergraduate pilot primary training.

NO PRIMARY TRAINING AT NAS MERIDIAN

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

4. Provide total planned accessions for undergraduate NFO primary training.

NO NFO TRAINING AT NAS MERIDIAN

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

BRAC-95 DC 2/NAS MERIDIAN MS/UTC: 63043

Mission Requirements

a. Undergraduate Flight Training Throughput (cont.)

5. Provide the historical attrition data for undergraduate ^{primary} pilot training.

2
CNATRA N3

NAS MERIDIAN CONDUCTS NO PRIMARY TRAINING

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

6. Provide the historical attrition data for undergraduate NFO primary training.

NO NFO TRAINING AT NAS MERIDIAN

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

BRAC-95 DC 2/NAS MERIDIAN MS/UTC: 63043

Mission Requirements

b. Flight Training

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

Type Training: Advanced Strike Type Aircraft: TA-4J

Stage	Type Airspace NOTE ①+②	Other Airspace	# Flights/ pilot	Avg Transit Time/ Event	Flight Time in Airspace / Event	Total Flight Time/ Event
Familiarization	MOA/PAT	WA/RA	9	0.2	0.8	1.4/10
Basic Instrument	MOA	WA/RA	2	0.2	1.0	1.4/2
Radio Instrument	AW/MOA	ATCAA ^{GEN}	4	NA	1.5	1.5
Formation	MOA/PAT	WA/RA	5	0.3	0.8	1.4/11
Tactical Formation	MOA	WA/RA	4	0.2	1.2	1.4
Airway Navigation	AW	ATCAA ^{GEN}	10	NA	1.59	1.59
Visual Navigation	NA	NA	NA	NA	NA	NA
Over Water Navigation	NA	NA	NA	NA	NA	NA
Out-of-control Flight	NA	NA	NA	NA	NA	NA
Carrier Qualifications	PAT	WA	14	0.0	0.74	0.74
Air Combat Maneuvers	MOA	WA/RA	13	0.2	1.0	1.2
Operational Navigation	MTR	RA/MOA	7	0.2/0.5*	0.7	1.2
Weapons	RR	RA	11	0.3	0.8	1.1
Gunnery	NA	NA	NA	NA	NA	NA
Helo Tactics	NA	NA	NA	NA	NA	NA
Helo Ship Qualifications	NA	NA	NA	NA	NA	NA
Night Familiarization/ Formation	MOA	WA/ ATCAA	6	0.2	0.97	1.16 1.17
IUT	MOA	WA/PAT	38	0.2	1.3	1.5
PMCF	MOA	PAT	50 **	0.2	0.6	0.8

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

* NOTE: TRANSIENT TIME TO VR ROUTE VARIES FROM 0.2 TO 0.5 DEPENDING ON ROUTE.
** PMCF RATE DEPENDENT ON AIRCRAFT MAINTENANCE. THIS NUMBER REPRESENTS A MONTHLY AVERAGE OF PMCF FLIGHTS FOR 3 YEARS.

NOTE ① ATCAA'S ARE USED WITH ASSOCIATED MOA'S
② AIRSPACE NOTED IS THE PRIMARY TYPE OF AIRSPACE USED FOR STAGE. HOWEVER, ALERT AREAS, AIRWAYS, GENERAL USE AIRSPACE AND PATTERN AIRSPACE ARE USED FOR ALL STAGES.

CNATRA N3

BRAC-95 DC 2/NAS MERIDIAN MS/UTC: 63043

Type Training: Intermediate Strike

Type Aircraft: T-2

Stage	Type Airspace <small>NOTE ① + ②</small>	Other Airspace	# Flights/ pilot	Avg Transit Time/ Event	Flight Time in Airspace / Event	Total Flight Time/ Event
Familiarization	MOA/PAT	WA/RA	16	0.2	0.8	1.4 1.0
Basic Instrument	MOA	WA/RA	3	0.2	1.0	1.5 1.2
Radio Instrument	AW/MOA	ATCAA	3	NA	1.6	1.6
Formation	MOA/PAT	WA/RA	15	0.1/0.3*	0.8	1.4 1.1
Tactical Formation	NA	NA	NA	NA	NA	NA
Airway Navigation	AW	ATCAA GEN	7	NA	1.7	1.7
Visual Navigation	NA	NA	NA	NA	NA	NA
Over Water Navigation	NA	NA	NA	NA	NA	NA
Out-of-control Flight	MOA/PAT	WA/RA	3	0.2	0.9	1.1
Carrier Qualifications	PAT	WA	11	0.0	0.76	0.76
Air Combat Maneuvers	NA	NA	NA	NA	NA	NA
Operational Navigation	NA	NA	NA	NA	NA	NA
Weapons	NA	NA	NA	NA	NA	NA
Gunnery	MOA * NOTE 3	WA/RA	8	0.1/0.3*	0.7	1.2 1.0
Helo Tactics	NA	NA	NA	NA	NA	NA
Helo Ship Qualifications	NA	NA	NA	NA	NA	NA
Night Familiarization	MOA/PAT	WA	4	0.2	0.82	1.02
IUT	MOA/PAT	WA/PAT	43	0.2	1.2	1.4
PMCF	MOA	PAT	27 **	0.2	0.6	0.8

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27 APR 94
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CNATRA N3

MOAs -- Military Operating Areas

WA -- Warning Areas

AA -- Alert Areas

RA -- Restricted Areas

ATCAA -- Air Traffic Control Assigned Airspace GEN -- General Use Airspace

RR -- Restricted Areas with Ranges

MTR -- Military Training Routes

AW -- Airways (e.g. corridors to and from training areas)

PAT -- Pattern (e.g. airspace above runways)

*** NOTE: TRANSIENT TIME VARIES DEPENDING ON AIRSPACE BEING USED. ** PMCF RATE DEPENDENT ON AIRCRAFT MAINTENANCE. THIS NUMBER REPRESENTS A MONTHLY AVERAGE OF PMCF FLIGHTS FOR 3 YEARS.**

NOTE ① ATCAA'S ARE USED WITH ASSOCIATED MOA'S

② AIRSPACE NOTED IS THE PRIMARY TYPE OF AIRSPACE USED FOR STAGE. HOWEVER, ALERT AREAS, AIRWAYS, GENERAL USE AIRSPACE AND PATTERN AIRSPACE ARE USED FOR ALL STAGES.

③ REQUIRES TARGET

92
CNATRA N3

Mission Requirements NO NFO TRAINING AT NAS MERIDIAN

b. Flight Training (cont.)

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

Type Training: NONE AT NAS MERIDIAN Type Aircraft: _____

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

Key:

MOAs -- Military Operating Areas

WA -- Warning Areas

AA -- Alert Area

RA -- Restricted Areas

ATCAA -- Air Traffic Control Assigned Airspace

RR -- Restricted Areas with Ranges

MTR -- Military Training Routes

AW-- Airways (e.g. corridors to and from training areas)

PAT -- Pattern (e.g. airspace above runways)

GEN -- General Use Airspace

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Mission Requirements

b. Flight Training (cont.)

3. Give the total number of flight operations (i.e., take-offs, landings, and approaches without landings) and the minimum number of night flight operations required per student for each type and level of pilot training (and trainer aircraft). Include only those flight operations that are conducted at your air station and outlying/auxiliary fields. Do not include flight ops required by the syllabus but conducted at other sites (e.g., on detachments to other air stations or on a carrier). To complete the below table, give the historical average for day and night (1) flight operations required per graduate at the air station and OLFs, (2) overhead¹ flight operations per student, and (3) total flight operations at the air station and OLFs attributed to each student. Also verify the type(s) of trainer aircraft for each type and level of training, and make corrections where necessary.

R

Type of Pilot Training	Level of Pilot Training	Trainer Aircraft	Flight Operations per Student					
			Student		Overhead ¹		Total	
			Day	Night	Day	Night	Day	Night
Strike	Intermediate	T-2	638	70	103	11	741	81
	Advanced	TA-4J	1063	146	157	22	1220	168
	Intermediate/ Advanced	T-45 ²	NA	NA	NA	NA	NA	NA

NOTE: Overhead air operations derived using CNO planning factors.

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

Mission Requirements**b. Flight Training (cont.)**

3. Give the total number of flight operations (i.e., take-offs, landings, and approaches without landings) and the minimum number of night flight operations required per student for each type and level of pilot training (and trainer aircraft). Give the historical average for day and night (1) flight operations required by the syllabus for each student, (2) overhead¹ flight operations per student, and (3) total flight operations attributed to each student. Also verify the type(s) of trainer aircraft for each type and level of training, and make corrections where necessary.

Type of Pilot Training	Level of Pilot Training	Trainer Aircraft	Flight Operations per Student					
			Student		Overhead ¹		Total	
			Day	Night	Day	Night	Day	Night
Strike	Intermediate	T-2	638	70	103	11	741	81
	Advanced	TA-4J	1063	146	157	22	1220	168
	Intermediate/ Advanced	T-45 ²	NA	NA	NA	NA	NA	NA

NOTE: Overhead air operations derived using CNO planning factors.

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

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BRAC-95 DC2/NAS MERIDIAN MS/UIC: 63043
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Mission Requirements NO NFO TRAINING AT NAS MERIDIAN

b. Flight Training (cont.)

4. Give the total number of flight operations (i.e., take-offs, landings, and approaches without landings) and the minimum number of night flight operations required per student for each type and level of NFO training (and trainer aircraft). Include only those flight operations that are conducted at your air station and outlying/auxiliary fields. Do not include flight ops required by the syllabus but conducted at other sites (e.g., on detachments to other air stations or on a carrier). To complete the below table, give the historical average for day and night (1) flight operations required per graduate at the air station and OLFs, (2) overhead¹ flight operations per student, and (3) total flight operations at the air station and OLFs attributed to each student. Also verify the type(s) of trainer aircraft for each type and level of training, and make corrections where necessary.

R

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

²Overhead includes extra flights due to unsatisfactory performance, maintenance flights, incomplete flights, instructor training flights, warm-up flights, and instrument check flights.

³If requirements are still being derived, give best estimate.

Mission Requirements NO NFO TRAINING AT NAS MERIDIAN

b. Flight Training (cont.)

4. Give the total number of flight operations (i.e., take-offs, landings, and approaches without landings) and the minimum number of night flight operations required per student for each type and level of NFO training (and trainer aircraft). Give the historical average for day and night (1) flight operations required by the syllabus for each student, (2) overhead¹ flight operations per student, and (3) total flight operations attributed to each student. Also verify the type(s) of trainer aircraft for each type and level of training, and make corrections where necessary.

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

²Overhead includes extra flights due to unsatisfactory performance, maintenance flights, incomplete flights, instructor training flights, warm-up flights, and instrument check flights.

³If requirements are still being derived, give best estimate.

Mission Requirements

b. Flight Training (cont.)

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

Type Training: Advanced Strike Type Aircraft: TA-4J

Stage	NOTE ① + ② Type Airspace	Airspace Dimensions				Time in Airspace (hr)
		Vertical (1000 ft)	Length (nmi.)	Width (nmi)	Ave Size (nmi. ²)	
Familiarization	MOA/PAT	14000	20	20	400	0.8
Basic Instrument	MOA	8000	20	20	400	1.0
Radio Instrument	AW/MOA	NA	NA	NA	NA	1.5
Formation	MOA/PAT	7000	20	20	400	0.8
Tactical Formation	MOA	12000	27	27	729	1.2
Airway Navigation	AW	NA	NA	NA	NA	1.59
Visual Navigation	NA	NA	NA	NA	NA	NA
Over Water Navigation	NA	NA	NA	NA	NA	NA
Out-of-control Flight	MOA	NA	NA	NA	NA	NA
Carrier Qualifications	PAT/WA	NA	NA	NA	NA	.74
Air Combat Maneuvers	MOA	15000	27	27	729	1.0
Operational Navigation	MTR	NA	NA	NA	NA	0.7
Weapons	RR NOTE ③	10000	10	5	50	0.8
Gunnery	NA	NA	NA	NA	NA	NA
Helo Tactics	NA	NA	NA	NA	NA	NA
Helo Ship Qualifications	NA	NA	NA	NA	NA	NA
Night Familiarization/ Formation	MOA	4000	20	20	400	0.97

Key:

MOA -- Military Operating Area

WA -- Warning Area

AA -- Alert Area

RA -- Restricted Area

ATCAA -- Air Traffic Control Assigned Airspace

RR -- Restricted Area with Ranges

MTR -- Military Training Route

AW-- Airway (corridor to and from training areas)

PAT -- Pattern (airspace above runways)

GEN -- General Use Airspace

NOTE ①: ATCAA'S ARE USED WITH ASSOCIATED MOA'S

②: AIRSPACE NOTED IS PRIMARY TYPE OF AIRSPACE USED FOR STAGE. HOWEVER, ALERT AREAS, AIRWAYS, GENERAL USE AIRSPACE AND PATTERN AIRSPACE ARE USED FOR ALL STAGES.

③: TARGET REQUIRED

2
CNATRA N3

BRAC-95 DC 2/NAS MERIDIAN MS/UIC: 63043

Type Training: Intermediate Strike

Type Aircraft: T-2

Stage	NOTE ① + ② Type Airspace	Airspace Dimensions				Time in Airspace (hr)
		Vertical (1000 ft)	Length (nmi.)	Width (nmi)	Ave Size (nmi. ²)	
Familiarization	MOA/PAT	7000	15	15	225	0.8
Basic Instrument	MOA	2000	15	15	225	1.0
Radio Instrument	AW/MOA	1000	NA	NA	NA	1.6
Formation	MOA/PAT	4000	20	20	400	0.8
Tactical Formation	NA	NA	NA	NA	NA	NA
Airway Navigation	AW	NA	NA	NA	NA	1.7
Visual Navigation	NA	NA	NA	NA	NA	NA
Over Water Navigation	NA	NA	NA	NA	NA	NA
Out-of-control Flight	MOA	15000	10	10	100	0.9
Carrier Qualifications	PAT/AW	NA	NA	NA	NA	.76
Air Combat Maneuvers	NA	NA	NA	NA	NA	NA
Operational Navigation	NA	NA	NA	NA	NA	NA
Weapons	NA	NA	NA	NA	NA	NA
Gunnery	MOA	5000	30	5	150	0.7
Helo Tactics	NA	NA	NA	NA	NA	NA
Helo Ship Qualifications	NA	NA	NA	NA	NA	NA
Night Familiarization	MOA	1000	NA	NA	NA	0.82

Key:

MOA -- Military Operating Area

WA -- Warning Area

AA -- Alert Area

RA -- Restricted Area

ATCAA -- Air Traffic Control Assigned Airspace GEN -- General Use Airspace

RR -- Restricted Area with Ranges

MTR -- Military Training Route

AW-- Airway (corridor to and from training areas)

PAT -- Pattern (airspace above runways)

NOTE ① : ATCAA'S ARE USED WITH ASSOCIATED MOA'S

② : AIRSPACE NOTED IS PRIMARY TYPE OF AIRSPACE USED FOR STAGE. HOWEVER, ALERT AREAS, AIRWAYS, GENERAL USE AIRSPACE AND PATTERN AIRSPACE ARE USED FOR ALL STAGES.

²
CNATRA N3

Mission Requirements

b. Flight Training (cont.)

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

Type Training: NO NFO TRAINING AT NAS MERIDIAN Type Aircraft: _____

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

Key:

MOA -- Military Operating Area

WA -- Warning Area

AA -- Alert Area

RA -- Restricted Area

ATCAA -- Air Traffic Control Assigned Airspace

RR -- Restricted Area with Ranges

MTR -- Military Training Route

AW-- Airway (corridor to and from training areas)

PAT -- Pattern (airspace above runways)

GEN -- General Use Airspace

Mission Requirements

c. Ground School Flight Training

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

(a) **PILOT**

CCN: 171-10 - 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

Type of Pilot Training	Level of Pilot Training	Facility Type(s)	Requirement (Hrs/Student)
Strike	Intermediate	Operational Simulator Training in OFT Building, 2-00150	44.5
	Advanced	Operational Simulator Training in OFT Building, 2-00150	67.5

R

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

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

CCN: 179-35 - Target Range Observation Towers

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

CCN: 211-07 - Hangar - 2-00002

ADDED

Type of Pilot Training	Level of Pilot Training	Facility Type(s)	Requirement (Hrs/Student)
Strike	Intermediate	Hangar	143
	Advanced	Hangar	165.4

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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 Air-Ground Weapons Stage	Multi-Purpose SEARAY Target Range, 2-00146	23.1*

R

* This data includes overhead.

CCN: 179-35 - Target Range Observation Towers

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

NOTE: This CCN does not apply to student training. Observation towers are used as a safety measure only.

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

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

CCN: 179-35 - Target Range Observation Towers

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

Mission requirements NO NFO TRAINING AT NAS MERIDIAN

c. Ground School Flight Training (cont.)

(b) NFO

CCN: NA

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

Mission Requirements

d. Other Ground Training

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

CCN: NA

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

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

CCN: 171-10 - Academic Instruction Building

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

CCN: 171-20 - Applied Instruction Building

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

Mission Requirementse. Other Flight Training Requirements

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

Type of Training	# of Personnel Trained	Annual # of Flights
Test Pilot School Pilot Transition	4	52
Fleet Pilot Refresher	2.3	28
IUT	42	846

NOTE:

1. International Pilot Training not shown. International Pilot Training indicated in PTR figures Page 1 of this Data Call.
2. This data is an average of past three years.
3. IUT training requirements are PTR dependent.

Mission Requirements

f. Training Airframes

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

(a) Air Station: NAS MERIDIAN

BB
CNATRA N5

	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997
T-2	44	85	85	85 84	85 83
TA-4J	60	76 70	76 76 70	68 76 62	49 32 43
T-45	0	0	0	0	12

NOTE: T-2/TA-4 aircraft assigned to CTW-1 by CNATRA. T-45 aircraft buy schedule provided by CNATRA N34.

Mission Requirements

f. Training Airframes (cont.)

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

(a) Air Station: NAS MERIDIAN

BBK
CNATRA NS

	FY 1998	FY 1999	FY 2000	FY 2001
T-2	85 81	76 68 63	42	36
TA-4J	30 9 24	0	0	0
T-45	24	36	48	66

NOTE: T-2/TA-4 aircraft assigned to CTW-1 by CNATRA. T-45 aircraft buy schedule provided by CNATRA N34. N32/N33/NS.

2
CNATRA N3

Facilities

a. Airfield

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

1. **Airfield Name:** NAS MERIDIAN (NMM)

Location: East central Mississippi in Lauderdale County

Type and Level of Training Supported: Intermediate and Advanced Strike Pilot

Ownership: Navy

Airfield Name: OLF JOE WILLIAMS FIELD (BRAVO)

Location: East central Mississippi in Kemper County

Type and Level of Training Supported: Intermediate and Advanced Strike Pilot

Ownership: Navy

For OLF: **Distance from home field** 21 NM northwest of NAS Meridian

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

NAS MERIDIAN, MCCAIN FIELD

		FY 1991	FY 1992	FY 1993
Operational Events	Student Training	162,014	151,551	197,967
	Instructor Training	14,695	13,746	17,957
	Maintenance Flights	6,570	6,180	8,033
	Station Hops	218	370	344
	Proficiency Flights	2,726	2,448	3,095
	NATOPS	1,186	1,108	1,430
	Transient	1,486	1,920	1,802

OLF JOE WILLIAMS FIELD (BRAVO)

		FY 1991	FY 1992	FY 1993
Operational Events	Student Training	41,982	59,962	63,658
	Instructor Training	424	606	643
	Maintenance Flights	0	0	0
	Station Hops	157	144	162
	Proficiency Flights	0	0	0
	NATOPS	0	0	0
	Transient	0	0	0

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

NAS MERIDIAN, MCCAIN FIELD

		FY 1991	FY 1992	FY 1993
Non-Operational Hours	Standdowns	64	64	64
	Maintenance ¹	0	0	0
	Other Events ²	16	16	16

OLF JOE WILLIAMS FIELD (BRAVO)

		FY 1991	FY 1992	FY 1993
Non-Operational Hours	Standdowns	40	40	40
	Maintenance ³	48	48	48
	Other Events ⁴	10	10	10

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

"Other events" include Changes of Command and base wide Command functions.

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

For both NAS MERIDIAN and OLF JOE WILLIAMS FIELD:

Daytime Hours: 10.0

Days per year: 237

NOTE: 12.1 HR/DAY OF DAYLIGHT AVAILABLE BASED ON HISTORICAL DATA.

¹Total hours dedicated to facilities maintenance.

²Do not include hours lost due to weather restrictions.

³Total hours dedicated to facilities maintenance.

⁴Do not include hours lost due to weather restrictions.

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Facilities

a. Airfield (cont.)

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

NAS MERIDIAN, MCCAIN FIELD

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	NA	NA	NA
	Intermediate	8.8	6.5	9.0
	Advanced	7.3	5.4	9.6
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other	OPERATIONS	5.0	5.7	3.7
	MAINTENANCE	4.8	5.6	4.2
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.

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

MAINTENANCE: Aircraft availability.

OPERATIONS: Cancellations due to unforeseen causes (student medically down, scheduling constraints, etc.)

Facilities

a. Airfield (cont.)

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

VT-19 - INTERMEDIATE STRIKE

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	NA	NA	NA
	Intermediate	20.4	15.0	20.8
	Advanced	NA	NA	NA
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other	OPERATIONS	5.4	7.7	5.5
	MAINTENANCE	3.2	6.6	5.4
Total		29.0	29.3	31.7

²
CNATRA N3

NOTE: Based on ATSS data.

VT-7 - ADVANCED STRIKE

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	NA	NA	NA
	Intermediate	NA	NA	NA
	Advanced	17.0	12.6	22.2
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other	OPERATIONS	6.1	5.6	3.2
	MAINTENANCE	8.0	6.5	4.4
Total		31.1	24.7	29.8

²
CNATRA N3

NOTE: Based on ATSS data.

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

MAINTENANCE: Aircraft availability.

OPERATIONS: Cancellations due to unforeseen causes (student medically down, scheduling constraints, etc.)

Facilities

a. Airfield (cont.)

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

Data for NAS MERIDIAN and OLF JOE WILLIAMS FIELD.

	FY 1991	FY 1992	FY 1993
IFR	237 (10.0%)	166 (7.0%)	355.5 (15.0%)
VFR	2133 (90.0%)	2204 (93.0%)	2014.5 (85.0%)

NOTE: Data from CPOIC NAVOCEANDET Meridian. Data based on 237 operational days x 10 hr/day field opened = 2370 daylight hours.

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

* Runway Complex Name: NAS MERIDIAN, MCCAIN FIELD

Type of Training	Level of Training	FY 1993 Runway Use (Percent)	
		Day	Night
Strike	Intermediate	43.7	43.7
	Advanced	56.3	56.3
Total		100	100

* Runway Complex Name: OLF JOE WILLIAMS FIELD (BRAVO)

Type of Training	Level of Training	FY 1993 Runway Use (Percent)	
		Day	Night
Strike	Intermediate	40	0
	Advanced	60	100
Total		100	100

* PERCENTAGE OF RUNWAY USE² DEPENDENT ON ASSIGNED PTR MIX. 100% OF AIRFIELD HOURS USED FOR STRIKE TRAINING

CNATRA N3

Facilities

a. Airfield (cont.)

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield can support/sustain over a one year period (assume 237 operating days per year). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate pilot/NFO training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived.

2

NAS MERIDIAN: 81 PER HOUR

OLF J.WILLIAMS: 53 PER HOUR

NOTE: See attached calculations on Page 26.1. Data provided by CNATRA.

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

McCain

	Percent Touch-and-Go's
VFR	99.9 70
IFR	1 25

OLF

	% TOUCH AND GO'S
VFR	90
IFR	90

2
CNATRA N3

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

McCain

	Percent Departures	Percent Arrivals
VFR	17.6 50	72.1 50
IFR	82.4 50	27.9 50

OLF

	% DEPT	% ARR
VFR	50	50
IFR	50	50

NOTE: THESE PERCENTAGES DO NOT REFLECT VMC/IMC METEROLOGICAL CONDITIONS, BUT RATHER AIR TRAFFIC CONTROL MANAGMENT. 2
CNATRA N3

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 Factor
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 minimum

Date run: 12 April 94

This portion of the spreadsheet calculates hourly capacity if the hourly capacity base, 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 Factor
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 base, 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

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

No constraints.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, aircraft mix, etc., what additional capacity (in flight operations per hour) could be gained? Provide details and assumptions for all calculations⁵.

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.

	<u>T-2/TA-4J:</u>	<u>T-45</u>
Annual Work Days	237	237
NASMER Op Hr/Day	12.1	12.1
OLF Op Hr/Day	11.6	11.6
NAS Annual Hrs	2867.7	2867.7
OLF Annual Hrs	2749.2	2749.2
NAS Ops/Hr	81 *	81 *
OLF Ops/Hr	53 *	53 *
NAS Ops/Yr	232283	232283
OLF Ops/Yr	145707	145707
Total Ops/Yr	377990	377990
Ops/PTR	1598 *	1452 *
PTR Capacity	236	260

NOTE: Data based on use of all daylight hours.

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.

* Data provided by CNATRA N334.

14. List and explain the limiting factors that further funding for personnel, equipment, facilities, etc. cannot overcome (e.g., airspace size/availability, AICUZ restrictions, environmental restrictions, land areas). **NONE.**

⁵Answer for each independent runway complex.



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

No constraints.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, aircraft mix, etc., what additional capacity (in flight operations per hour) could be gained? Provide details and assumptions for all calculations³.

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.

	<u>T-2/TA-4J:</u>	<u>T-45</u>
Annual Work Days	237	237
NASMER Op Hr/Day	12.1	12.1
OLF Op Hr/Day	11.6	11.6
NAS Annual Hrs	2867.7	2867.7
OLF Annual Hrs	2749.2	2749.2
NAS Ops/Hr	81 *	81 *
OLF Ops/Hr	53 *	53 *
NAS Ops/Yr	232283	232283
OLF Ops/Yr	154707 145,707	154707 145,707
Total Ops/Yr	377990	377990
Ops/PTR	1598 *	1452 *
PTR Capacity	236	260 250**

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CNET N4473
27 Apr 94
A-10

2
CNATRA N3
5/18/94

** DUE TO WEATHER FACTOR, SORTIE CANCELLATION RATES, CNATRA DOESN'T SUPPORT A T-45 PTR HIGHER THAN 250

NOTE: Data based on use of all daylight hours.

* Data provided by CNATRA N334.

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

NONE.

³Answer for each independent runway complex.



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

No constraints.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, aircraft mix, etc., what additional capacity (in flight operations per hour) could be gained? Provide details and assumptions for all calculations⁵.

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.

	<u>T-2/TA-4J:</u>	<u>T-45</u>
Annual Work Days	237	237
NASMER Op Hr/Day	12.1	12.1
OLF Op Hr/Day	11.6	11.6
NAS Annual Hrs	2867.7	2867.7
OLF Annual Hrs	2749.2	2749.2
NAS Ops/Hr	81 *	81 *
OLF Ops/Hr	53 *	53 *
NAS Ops/Yr	232283	232283
OLF Ops/Yr	154707 145,707	154707 145,707
Total Ops/Yr	377990	377990
Ops/PTR	1598 *	1452 *
PTR Capacity	236	260

HEARD
CNET N-4473
27 Apr 90
A-20

NOTE: Data based on use of all daylight hours.

* Data provided by CNATRA N334.

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

NONE.

⁵Answer for each independent runway complex.

Facilities

a. Airfield (cont.)

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

Runway	Length (ft)	Width (ft)	Weight Bearing Capacity	Lighting				Arresting gear (Type)
				F	P	C	N	
NORTH: 1R/19L	8000	200	147,000 (TT 445K)	X				E-28 (Hyd) & E-5 (Chain)
SOUTH: 1L/19R	8000	200	173,000 (TT 525K)	X				E-28 (Hyd) & E-5 (Chain)
EAST: 10/28	6400	200	47,000 (TT 228K)		X			E-28 (Hyd) & E-5 (Chain)
OLF: 13/31	8000	150	41,000 (TT 224K)		X	X		E-28 (Hyd) & E-5 (Chain)

YLL
CNATRA
N61

F -- Full Lighting (approach, runway edge, center, and threshold)

P -- Partial Lighting (less than full)

C -- Carrier Deck Lighting Simulated (embedded)

N -- No lighting

TT - TWIN TANDEM

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

Runway	Navy	Army	Air Force
NORTH: 1R/19L	ALL	ALL	ALL
SOUTH: 1L/19R	ALL	ALL	ALL
EAST: 10/28	ALL	ALL	ALL *
OLF: 13/31	ALL	ALL	ALL

* Except T-38.

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Facilities

a. Airfield (cont.)

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

THE FOLLOWING INCLUDES BOTH NAS MERIDIAN AND OLF JOE WILLIAMS FIELD.

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
111-10	Runways Fixed Wing	SY	692699	0	0	
111-15	Runways Rotor Wing	SY	0	0	0	
111-20	Landing Pads	SY	0	0	278	D30/LOCATION/STRUCTURE
113-20	Parking Aprons	SY	329668	0	0	
113-40	Access Aprons	SY	9100	0	0	
121-10	Direct Fueling	OL / GM	0	0	0	
121-20	Truck Fueling	OL / GM	6/2700	0	0	
121-30	Defueling	OL / GM	0	0	0	
124-30	Fuel Storage	GA	3427990	0	0	
136-36	Carrier Lighting	EA	2	0	0	
149-30	Arresting Gear	EA	6	0	0	
421-xx	Ammunition Storage	CF	11782	0	0	
425-xx	Open Ammunition Storage	SY	0	0	0	

R

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

- Facility Type/Code: **111-20 - Landing Pads**
- What Makes it inadequate? **Code D30 - Location/Structure**
- What use is being make of the facility? **Helo Landing Pad**
- What is the cost to upgrade the facility to substandard? **Not available.**
- What other use could be made of the facility and at what cost? **Aircraft Parking Area. No Cost.**
- Current improvement plans and programmed funding: **None.**
- Has this facility condition resulted in "C3" or C4" designation on your BASEREP? **NO.**

R



Revision 1

BRAC-95 DC 2/NAS MERIDIAN MS/UTC: 63043

Facilities

a. Airfield (cont.)

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

THE FOLLOWING INCLUDES BOTH NAS MERIDIAN AND OLF JOE WILLIAMS FIELD.

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
111-10	Runways Fixed Wing	SY	692699 670477	0	0	
111-15	Runways Rotor Wing	SY	0	0	0	
111-20	Landing Pads	SY	278	0	0	
113-20	Parking Aprons	SY	329668 328073	0	0	
113-40	Access Aprons	SY	9100	0	0	
121-10	Direct Fueling	OL / GM	0	0	0	
121-20	Truck Fueling	OL / GM	6/2700	0	0	
121-30	Defueling	OL / GM	0	0	0	
124-30	Fuel Storage	GA	3427990	0	0	
136-36	Carrier Lighting	EA	2	0	0	
149-30	Arresting Gear	EA	6	0	0	
421-xx	Ammunition Storage	CF	11782	0	0	
425-xx	Open Ammunition Storage	SY	0	0	0	

JMC
CNATRA
N61
5/18/94
JMC
CNATRA
N61
5/18/94

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

No inadequate facilities.



Facilitiesa. Airfield (cont.)

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

THE FOLLOWING INCLUDES BOTH NAS MERIDIAN AND OLF JOE WILLIAMS FIELD.

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
111-10	Runways Fixed Wing	SY	670477	0	0	
111-15	Runways Rotor Wing	SY	0	0	0	
111-20	Landing Pads	SY	278	0	0	
113-20	Parking Aprons	SY	328073	0	0	
113-40	Access Aprons	SY	9100	0	0	
121-10	Direct Fueling	OL / GM	0	0	0	
121-20	Truck Fueling	OL / GM	6/2700	0	0	
121-30	Defueling	OL / GM	0	0	0	
124-30	Fuel Storage	GA	3427990	0	0	
136-36	Carrier Lighting	EA	2	0	0	
149-30	Arresting Gear	EA	6	0	0	
421-xx	Ammunition Storage	CF	11782	0	0	
425-xx	Open Ammunition Storage	SY	0	0	0	

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

No inadequate facilities.



Revision 1

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Facilities

b. Airspace

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

Type of Pilot Training	Level of Pilot Training	Trainer Aircraft	# Workable Blocks of Airspace	Average Block Dimensions
Strike <u>2</u> CNATRA N3	Intermediate	T-2	12	15 NM X 13 NM X 16000' 15000
	Advanced	TA-4J	8	25 NM X 19 NM X 16000' 15000
	Intermediate/Advanced	T-45	20 *	25 NM X 19 NM X 16000'

2
CNATRA
5-18-94
2
CNATRA
N3
5-18-94

* Indicates total of T-2 and TA-4J airspace blocks combined.

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.

NA



Facilities

b. Airspace

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

Type of Pilot Training	Level of Pilot Training	Trainer Aircraft	# Workable Blocks of Airspace	Average Block Dimensions
Strike <u>2</u> CNATRA W3	Intermediate	T-2	12	15 NM X 13 NM X 16000'
	Advanced	TA-4J	8	25 NM X 19 NM X 16000'
	Intermediate/Advanced	T-45	20 *	25 NM X 19 NM X 16000'

* Indicates total of T-2 and TA-4J airspace blocks combined.

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.

NA

Facilities NO NFO TRAINING AT NAS MERIDIAN

b. Airspace (cont.)

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

Type of NFO Training	Level of NFO Training	Trainer Aircraft	# Workable Blocks of Airspace	Average Block Dimensions
General	Primary	T-34/T-2	NA	
		JPATS ⁶		
General	Intermediate	T-34/T-2/T-47		
		JPATS ⁶		
NAV	Advanced	T-43		
TN/BN	Advanced	T-2		
	Advanced	T-39		
RIO	Advanced	T-2		
	Advanced	T-39		
OJN	Advanced	T-2		
	Advanced	T-39		
ATDS	Advanced	E-2C		
Total				

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

NA

⁶ If requirements are still being derived, give best estimate

Facilities

b. Airspace (cont.)

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

THE FOLLOWING (a) - (f) QUESTIONS ARE ANSWERED BELOW BY AIRSPACE:

(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.

ON PROXIMITY TO AIRPORT TRAFFIC AREAS (ATA) NOTE: Airport Traffic Areas (ATAs) 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 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 and time en route?

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

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

MERIDIAN ONE WEST

- (a) TYPE: MILITARY OPERATING AREA (MOA)/ATCAA
LOCATION: 5 NM NNW OF NAS MERIDIAN
SIZE: 75 NM X 50 NM X 15000' (3750 SQ MI) 8000- FL230
AVAILABLE TIMES: 0700-2300 MON-FRI; 1600-1800 SUN
CONTROLLING AGENCY: MEMPHIS ARTCC
SCHEDULING ACTIVITY: TRAINING AIR WING ONE
SCORING/RECORDING: NA
PROXIMITY TO ATA: NA
- (b) RADAR COVERAGE? YES / MEMPHIS CENTER
- (c) NAVY OWNED LAND? SEARAY TARGET RANGE & OLF J. WILLIAMS FIELD
- (d) DISTANCE/TIME EN ROUTE: 10 NM/0.1 HR
- (e) ENVIRONMENTAL LIMITATIONS: NONE
- (f) ENCROACHMENT: NONE

2
CNATRA N3

MERIDIAN ONE EAST

- (a) TYPE: MILITARY OPERATING AREA/ATCAA
LOCATION: 25 NM NE OF NAS MERIDIAN
SIZE: 30 NM X 24 NM X 15000' (750 SQ MI) 8000- FL230
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

2
CNATRA N3

PINEHILL EAST

- (a) TYPE: MILITARY OPERATING AREA / ATCAA
LOCATION: 30 NM SE OF NAS MERIDIAN
SIZE: 42 NM X 52 NM X 10000' (975 SQ MILES) 10000 - 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

2
CNATRA N3

PINEHILL WEST

- (a) TYPE: MILITARY OPERATING AREA / ATCAA
LOCATION: 20 NM SE OF NAS MERIDIAN
SIZE: 770 SQ MILES, ~~10000 AND ABOVE~~ 10000 - FL 230
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

1
CNATRA N3

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

- (a) TYPE: RESTRICTED
LOCATION: 25 NM NORTH OF NAS MERIDIAN
SIZE: R4404 A - 10 NM CIRCLE X 11500'
R4404 B - 10 NM CIRCLE X 10300'
R4404 C - 10 NM CIRCLE X 3000'
AVAILABLE TIMES: 0730-1730
CONTROLLING AGENCY: MEMPHIS ARTCC
SCHEDULING ACTIVITY: TRAINING AIR WING ONE
SCORING/RECORDING: ENHANCED AIR FORCE COMPUTER SCORING PROGRAM
PROXIMITY TO ATA: NA
- (b) RADAR COVERAGE? YES / MEMPHIS CENTER *EXTRA N3*
- (c) NAVY OWNED LAND? YES. 653.67 ACRES NAVY OWNED/2235.23 ACRES UNDER EASEMENT TO NAVY.
- (d) DISTANCE/TIME EN ROUTE: 25 NM/0.2 HR
- (e) ENVIRONMENTAL LIMITATIONS: NONE
(RED COCKCADED WOODPECKER COLONY IS LOCATED 1 MILE FROM TARGET BOUNDARY. THIS COLONY DOES NOT ENVIRONMENTALLY CONTRAIN OPERATIONS. REF: ENVIRONMENTAL ASSESSMENT FOR MODIFICATION TRAINING AT SEARAY TARGET RANGE, MAY 93.)
- (f) ENCROACHMENT: NONE.
-

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

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

a
CUATRA N3

COLUMBUS 1/3

- (a) TYPE: MILITARY OPERATING AREA / 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

a
CUATRA N3

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

Yes, airspace available for training use by CTW-1 units would allow a 240% increase in Advanced Strike and 170% increase in Intermediate Strike over the FY 95 PTR of 182 Advanced Strike and 241 Intermediate Strike.

ASSUMPTIONS:

237 flying days per year
18% cancellation rate for weather

A-4 (.905) T-2 (.907) overhead factor for IUT/PMCF
A-4 (.93) T-2 (.95) attrition factor
12 hrs daytime training available during summer months
10 hrs daytime training available during winter months

Calculations are based on the following formula:

- 237 flying days x (wx cancellation factor) = annual VFR flyable days
- annual flyable days \div 2 = number of days summer or winter
- number of days summer or winter x summer hrs (12) and winter hrs (10) = available MOA day hrs (summer and winter) per year. Available MOA hrs may vary if the airspace is not available for use during all daylight hrs.
- available MOA hrs annually multiplied by x's (student sorties) per hr = annual number of X's (student sorties) possible in specific airspace
- annual number of MOA X's divided by number of X's in stage = PTR capacity
- PTR multiplied by overhead factors = airspace PTR capacity

Meridian 1 West MOA

237 flyable days x 82% = 194
194 \div 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

A-4

2134 hrs x 3X/hr = 6402 total X's
6402 \div 20 (X's in FORM, FAM, BI, OCF, TACF) = 320 total PTR capacity
320 x .905 (overhead factors) (.93 attrition) = 269 airspace PTR capacity
2134 hrs x 2X/hr = 4268
4268 \div 13 (ACM stage) = 328
328 X (.905) (.93) = 276 PTR

T-2

2134 hr x 8X/hr = 17072 total X's
17072 \div 41 = 416
416 x (.907) (.95) = 358 PTR

BIRMINGHAM MOA

237 x 82% = 194
194 \div 2 = 97
97 x 6 (average number summer hours available/day) = 582
97 x 6 (average number winter hours available/day) = 582
total = 1164

2
CNATRA N3

BRAC-95 DC 2/NAS MERIDIAN MS/UIC: 63043

A-4
 1164 x 1 = 1164
 1164 ÷ 20 = 58
 58 x (.905) (.93) = 49

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

PINEHILL MOA
 237 x 82 = 194
 194 ÷ 20 = 97
 97 x 6 = 582
 Total = 1164

A-4
 1164 x 2 = 2328
 2328 ÷ 20 = 116
 116 x (.905) (.93) = 98
 1164 x 2 = 2328
 2328 ÷ 13 (ACM stage) = 179
 179 x (.905) (.93) = 150
 TOTAL

T-2
 1164 x 1 = 1164
 1164 ÷ 8 (GUN stage) = 145
 145 x (.907) (.95) = 124

2
 CNATRA NS

	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	471 426	—
GUNS	—	437
AVERAGE PTR CAPACITY	443 420.5	421

HEARD
 CNET N-4433
 28 APR
 ATTA

NUMBER OF MOA EVENTS

STAGE	T-2 TOTAL (DAY/NT)	TA-4J TOTAL DAY/NT
FAM	16 (16/0)	8 (8/0)
BI	3 (0/3)	2 (2/0)
RI	- (X-C)	- (X-C)
OCF	2 (2/0)	1 (1/0)
FORM	15 (15/0)	5 (5/0)
AN	- (X-C)	- (X-C)
NF	4 (0/4)	4 (0/4)
GUNS	8 (8/0)	NA
CQ	- (OLF)	- (OLF)
TACF	—	4 (4/0)
ACM	—	13 (13/0)
TOTAL:	48 (41/7)	37 (33/4)

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

Yes.

7. If deployments/detachments to other domestic locations are required to satisfy these shortfalls, provide the following information:

(a) Where do these units/squadrons deploy?

**NAS KEY WEST, FL
NAS MIRIMAR, CA
NAS NORTH ISLAND, CA
NAS CECIL FIELD, FL
MCAS BEAUFORT, SC**

(b) How far from your installation?

NAS KEY WEST, FL	650 NM
NAS MIRIMAR, CA	1500 NM
NAS NORTH ISLAND, CA	1500 NM
NAS CECIL FIELD, FL	375 NM
MCAS BEAUFORT, SC	400 NM

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(c) Reasons for deployment (e.g., adverse weather, airspace saturation, training versatility, etc.)

NAS KEY WEST, FL	CARRIER QUALIFICATION
NAS MIRIMAR, CA	CARRIER QUALIFICATION
NAS NORTH ISLAND, CA	CARRIER QUALIFICATION
NAS CECIL FIELD, FL	CARRIER QUALIFICATION
MCAS BEAUFORT, SC	CARRIER QUALIFICATION

(d) Annual TAD costs incurred for deployments due to adverse weather.

9
~~\$16,500 PER DEPLOYMENT.~~ NONE
CNATRA N3

(e) Annual TAD costs incurred for deployments due to airspace nonavailability.

ZERO.

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

ZERO.

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Facilities

c. Ground Training

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

For example: in the category 171-10, a type of training facility is academic instruction classroom. If you have 10 classrooms with a capacity of 25 students per room, the design capacity would be 250. If these classrooms are available 8 hours a day for 300 days a year, the capacity in student hours per year would be 600,000.

CCN: 171-10

Type Training Facility	Total Number	Design Capacity (PN) ¹	Capacity (Student HRS/YR)
Academic Classroom Training Building #266	6	90	319,950

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CCN: 171-20

Type Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)
Academic Applied Training Building #266	8	120	426,600

R

CCN: 171-35

Type Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)
Operational Flight Simulators, Building #150	14	14	49,770
Dedicated Classrooms, Building #150	3	90	319,950
CAI Learning Center, Building #150	1	18	63,990

R

ADDED

ADDED

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.

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Added page.

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; and seats or positions for operational trainer spaces and training facilities other than buildings, i.e., ranges. Design Capacity (PN) must reflect current use of the facilities.

Facilities

c. Ground Training

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

For example: in the category 171-10, a type of training facility is academic instruction classroom. If you have 10 classrooms with a capacity of 25 students per room, the design capacity would be 250. If these classrooms are available 8 hours a day for 300 days a year, the capacity in student hours per year would be 600,000.

CCN: 171-10

Type Training Facility	Total Number	Design Capacity (PN) ¹	Capacity (Student HRS/YR)
Academic Classroom Training Building #266	4	60	113,760

CCN: 171-20

Type Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)
Academic Applied Training Building #266	4	60	113,760

CCN: 171-35

Type Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)
Operational Simulator Training Building 150	12	12	42,660

¹ Design Capacity (PN) is the total number of seats available for students in spaces used for academic instruction; applied instruction; and seats or positions for operational trainer spaces and training facilities other than buildings, i.e., ranges. Design Capacity (PN) must reflect current use of the facilities.

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BRAC-95 DC 2/NAS MERIDIAN MS/UIC: 63043
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CCN: 179-10

Type Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)
Multi-Purpose SEARAY Target Range, 2-00146	1	Does not apply	22941.6

4 students on range every 1/2 hour.
 12.1 hours of daylight available based on historical data.
 237 days per year.
 2 periods per hour X 4 students = 8 students per hour
 8 students per hour X 12.1 hours per day = 96.8 student hours per day
 96.8 student hours per day X 237 work days = 22941.6 student hours per year.
SEARAY TARGET CAPACITY = 22941.6 STUDENT HOURS PER YEAR

NOTE: This data does not reflect weather cancellations.

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.

CCN 171-10 - Academic Instruction Building,
 CCN 171-20 - Applied Instruction Building, and
 CCN 171-35 - Operational Training Building:
 237 days (CNATRA Planning Factor)
 237 days x 15 hours/day = 3555 hours per facility available.
 3555 hours available x design capacity (PN) = student hr/yr.

R

CCN 171-35 - Operatinal 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.

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CCN: 179-10

Type Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)
Multi-Purpose SEARAY Target Range, 2-00146	1	Does not apply	22941.6

4 students on range every 1/2 hour.
 12.1 hours of daylight available based on historical data.
 237 days per year.
 2 periods per hour X 4 students = 8 students per hour
 8 students per hour X 12.1 hours per day = 96.8 student hours per day
 96.8 student hours per day X 237 work days = 22941.6 student hours per year.
SEARAY TARGET CAPACITY = 22941.6 STUDENT HOURS PER YEAR

NOTE: This data does not reflect weather cancellations.

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.

CCN 171-10 - Academic Instruction Building and

CCN 171-20 - Applied Instruction Building:

237 days (CNATRA Planning Factor)

237 days x 8 hours/day = 1896 hours per facility available.

1896 hours available x 60 student capacity = 113,760 student hr/yr.

CCN 171-35 - Operational Training Building:

237 days (CNATRA Planning Factor)

237 days x 15 hours/day = 3555 hours per facility available.

3555 hours available x 14 student capacity = 49,770 student hr/yr.

R

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.

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CCN: 179-10

Type Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)
Multi-Purpose SEARAY Target Range, 2-00146	1	Does not apply	22941.6

R

R

4 students on range every 1/2 hour.
12.1 hours of daylight available based on historical data.
237 days per year.
2 periods per hour X 4 students = 8 students per hour
8 students per hour X 12.1 hours per day = 96.8 student hours per day
96.8 student hours per day X 237 work days = 22941.6 student hours per year.
SEARAY TARGET CAPACITY = 22941.6 STUDENT HOURS PER YEAR

NOTE: This data does not reflect weather cancellations.

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.

CCN 171-10 - Academic Instruction Building and

CCN 171-20 - Applied Instruction Building:

237 days (CNATRA Planning Factor)

237 days x 8 hours/day = 1896 hours per facility available.

1896 hours available x 60 student capacity = 113,760 student hr/yr.

CCN 171-35 - Operational Training Building:

237 days (CNATRA Planning Factor)

237 days x 15 hours/day = 3555 hours per facility available.

3555 hours available x 12 student capacity = 42,660 student hr/yr.

NOTE: 6 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.

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CCN: 179-10

Type Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)
Multi-Purpose SEARAY Target Range, 2-00146	1	Does not apply	NA

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.

CCN 171-10 - Academic Instruction Building and

CCN 171-20 - Applied Instruction Building:

237 days (CNATRA Planning Factor)

237 days x 8 hours/day = 1896 hours per facility available.

1896 hours available x 60 student capacity = 113,760 student hr/yr.

CCN 171-35 - Operational Training Building:

237 days (CNATRA Planning Factor)

237 days x 15 hours/day = 3555 hours per facility available.

3555 hours available x 12 student capacity = 42,660 student hr/yr.

NOTE: 6 2F101 Trainers (Intermediate Strike) and

6 2F90A Trainers (Advance Strike)

(Each trainer is scheduled 6 times per day for 2.5 hours = 15 hours per day).

72 sorties per day.

2F101 Trainers are only used for Intermediate Strike

2F90A Trainers are only used for Advanced Strike

R

CCN: 179-10

Type Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)
Multi-Purpose SEARAY Target Range, 2-00146	1	Does not apply	NA

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.

CCN 171-10 - Academic Instruction Building and

CCN 171-20 - Applied Instruction Building:

237 days (CNATRA Planning Factor)

237 days x 8 hours/day = 1896 hours per facility available.

1896 hours available x 60 student capacity = 113,760 student hr/yr.

CCN 171-35 - Operational Training Building:

237 days (CNATRA Planning Factor)

237 days x 15 hours/day = 3555 hours per facility available.

3555 hours available x 12 student capacity = 42,660 student hr/yr.

NOTE: 6 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.

Facilities

c. Ground Training (cont.)

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

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

No limiting factors.

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

Excess capacity could be converted into PTR or excess classroom hours could be used for alternate training.

SEE CALCULATIONS BELOW:

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

Key: [A] -- Capacity (Student Hrs/Yr) taken from Facilities question c.1.

[B] -- Sum of Pilot Ground Flight School Training Requirements identified in Mission Requirements question c.1(a)

[C] -- Pilot PTR for FY 2001 identified in Mission Requirements question a.1

[D] -- Sum of NFO Ground Flight School Training Requirements identified in Mission Requirements question c.1(b)

[E] -- NFO PTR for FY 2001 identified in Mission Requirements question a.2

[F] -- Sum of Other Ground Training Requirements identified in Mission Requirements question d.1

2001 PROJECTION

FOR CCN 171-10:

HRS AVAILABLE/YR BASED ON 8 HR/DAY

A = 113,760 STUDENT HRS/YR

B.1 = 44 HRS/STUDENT T-2

B.2 = 33 HRS/STUDENT TA-4J

C.1 = 204 STUDENT PTR T-2

C.2 = 121 STUDENT PTR TA-4J

GEC = A - (B.1 X C.1) + (B.2 X C.2)

= 113,760 STUDENT HRS - (44 HR/STUDENT T-2 X 204 PTR T-2) + (33 HRS/STUDENT TA-4J X 121 PTR TA-4J)

= 113,760 - 8976 HRS + 3993 HRS

= 113,760 - 12,969 HRS

= 100,791 HRS EXCESS AVAILABLE

GEC: 100%

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

Excess capacity could be converted into PTR or excess classroom hours could be used for alternate training.

SEE CALCULATIONS BELOW:

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

Key: [A] -- Capacity (Student Hrs/Yr) taken from Facilities question c.1.

[B] -- Sum of Pilot Ground Flight School Training Requirements identified in Mission Requirements question c.1(a)

[C] -- Pilot PTR for FY 2001 identified in Mission Requirements question a.1

[D] -- Sum of NFO Ground Flight School Training Requirements identified in Mission Requirements question c.1(b)

[E] -- NFO PTR for FY 2001 identified in Mission Requirements question a.2

[F] -- Sum of Other Ground Training Requirements identified in Mission Requirements question d.1

2001 PROJECTION

FOR CCN 171-10:

HRS AVAILABLE/YR BASED ON 8 HR/DAY

A = 113,760 STUDENT HRS/YR

B.1 = 44 HRS/STUDENT T-2

B.2 = 33 HRS/STUDENT TA-4J

C.1 = 204 STUDENT PTR T-2

C.2 = 121 STUDENT PTR TA-4J

GEC = A - (B.1 X C.1) + (B.2 X C.2)

= 113,760 STUDENT HRS - (44 HR/STUDENT T-2 X 204 PTR T-2) + (33 HRS/STUDENT TA-4J X 121 PTR TA-4J)

= 113,760 - 8976 HRS + 3993 HRS

= 113,760 - 12,969 HRS

= 100,791 HRS EXCESS AVAILABLE

FOR CCN 171-20:

HRS AVAILABLE/YR BASED ON 8 HR/DAY

- A = 113,760 STUDENT HRS/YR
- B.1 = 19.0 HRS/STUDENT T-2
- B.2 = 19.0 HRS/STUDENT TA-4J
- C.1 = 204 STUDENT PTR T-2
- C.2 = 121 STUDENT PTR TA-4J

$$\begin{aligned} \text{GEC} &= A - (B.1 \times C.1) + (B.2 \times C.2) \\ &= 113,760 \text{ STUDENT HRS} - (19.0 \text{ HR/STUDENT T-2} \times 204 \text{ PTR T-2}) + (19.0 \\ &\text{HRS/STUDENT TA-4J} \times 121 \text{ PTR TA-4J}) \\ &= 113,760 - 3876 \text{ HRS} + 2299 \text{ HRS} \\ &= 113,760 - 6175 \text{ HRS} \\ &= 107,585 \text{ HRS EXCESS AVAILABLE} \end{aligned}$$

GEC: 100%

R

FOR CCN 171-35:

HRS AVAILABLE/YR BASED ON 6 SIMULATORS T-2 . & 6 SIMULATORS TA-4J

SIMULATOR HRS AVAILABLE = 42,660 HR

- A = 42,660 SIM STUDENT HRS/YR
- B.1 = 44.5 SIM HRS/STUDENT T-2
- B.2 = 67.5 HRS/STUDENT TA-4J
- C.1 = 204 STUDENT PTR T-2
- C.2 = 121 STUDENT PTR TA-4J

$$\begin{aligned} \text{GEC} &= A - (B.1 \times C.1) + (B.2 \times C.2) \\ &= 42,660 \text{ STUDENT HRS} - (44.5 \text{ HR/STUDENT T-2} \times 204 \text{ PTR T-2}) + (67.5 \\ &\text{HRS/STUDENT TA-4J} \times 121 \text{ PTR TA-4J}) \\ &= 42,660 - 9078 \text{ HRS T-2} + 8167.5 \text{ HRS TA-4} \\ &= 42,660 - 17,245 \text{ HRS T-2+TA-4} \\ &= 25,415 \text{ HRS EXCESS AVAILABLE} \end{aligned}$$

GEC: 100%

R

FOR CCN 171-20:

HRS AVAILABLE/YR BASED ON 8 HR/DAY

- A = 113,760 STUDENT HRS/YR
- B.1 = 19.0 HRS/STUDENT T-2
- B.2 = 19.0 HRS/STUDENT TA-4J
- C.1 = 204 STUDENT PTR T-2
- C.2 = 121 STUDENT PTR TA-4J

$$\begin{aligned} \text{GEC} &= A - (B.1 \times C.1) + (B.2 \times C.2) \\ &= 113,760 \text{ STUDENT HRS} - (19.0 \text{ HR/STUDENT T-2} \times 204 \text{ PTR T-2}) + (19.0 \\ &\text{HRS/STUDENT TA-4J} \times 121 \text{ PTR TA-4J}) \\ &= 113,760 - 3876 \text{ HRS} + 2299 \text{ HRS} \\ &= 113,760 - 6175 \text{ HRS} \\ &= 107,585 \text{ HRS EXCESS AVAILABLE} \end{aligned}$$

FOR CCN 171-35:

HRS AVAILABLE/YR BASED ON 6 SIMULATORS T-2 & 6 SIMULATORS TA-4J

SIMULATOR HRS AVAILABLE = 42,660 HR

- A = 42,660 SIM STUDENT HRS/YR
- B.1 = 44.5 SIM HRS/STUDENT T-2
- B.2 = 67.5 HRS/STUDENT TA-4J
- C.1 = 204 STUDENT PTR T-2
- C.2 = 121 STUDENT PTR TA-4J

$$\begin{aligned} \text{GEC} &= A - (B.1 \times C.1) + (B.2 \times C.2) \\ &= 42,660 \text{ STUDENT HRS} - (44.5 \text{ HR/STUDENT T-2} \times 204 \text{ PTR T-2}) + (67.5 \\ &\text{HRS/STUDENT TA-4J} \times 121 \text{ PTR TA-4J}) \\ &= 42,660 - 9078 \text{ HRS T-2} + 8167.5 \text{ HRS TA-4} \\ &= 42,660 - 17,245 \text{ HRS T-2+TA-4} \\ &= 25,415 \text{ HRS EXCESS AVAILABLE} \end{aligned}$$

Facilities

c. Ground Training (cont.)

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

For example: in the category 171-10, a type of training facility is academic instruction classroom. If you have 10 classrooms with a capacity of 25 students per room, the design capacity would be 250. If these classrooms are available 8 hours a day for 300 days a year, the capacity in student hours per year would be 600,000.

CCN: 171-10

Type Training Facility	Total Number	Design Capacity (PN) ²	Capacity (Student HRS/YR)
Regional Counterdrug Training Academy, Bldg 219	4 3	140 100	237,120 200,000

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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	739 750	1,478,000 1,500,000

HEARD
CNET N-4433
28 APR 94
ATA

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

For CCN-171-20:

8 HRS/DAY X 250 DAYS/YR UTILIZED = 2000 HRS/YR

25 STUDENTS PER ROOM CAPACITY X NUMBER OF ROOMS = TOTAL STUDENTS PER YEAR

2000 HR/YR X STUDENTS PER YEAR = CAPACITY (STUDENT HRS/YR)

For CCN-171-10:

8 HRS/DAY X 250 DAYS/YR = 2000 HRS/YR.

30 STUDS PER ROOM CAPACITY X 2 ROOMS = 60 STUDS

40 STUDS PER ROOM CAPACITY X 1 ROOM = 40 STUDS

2000 HR/YR X 100 STUDS PER YR = CAPACITY (STUD HRS/YR)

HEARD
CNET N-4433
28 APR 94
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2 Design Capacity (PN) is the total number of seats available for students in spaces used for academic instruction; applied instruction; and seats or positions for operational trainer spaces and training facilities other than buildings, i.e., ranges. Design Capacity (PN) must reflect current use of the facilities.

Facilities

c. Ground Training (cont.)

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.

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 = 237,120 STUDENT HRS
- 16 HR/DAY = 474,240 STUDENT HRS
- 24 HR/DAY = 711,360 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~~ STUDENT HRS

*HEARD N-4433
C RET 28 APR 94
ATA*

4,800,000

CCN: 171-20, NTTC BLDG 361 would increase capacity as follows:

- 8 HR/DAY = 1,478,000 STUDENT HRS
- 16 HR/DAY = 2,956,000 STUDENT HRS
- 24 HR/DAY = 4,434,000 STUDENT HRS

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

No limiting factors.

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

NONE.

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

Key: [A] -- Capacity (Student Hrs/Yr) taken from Facilities question c.6.

[B] -- Sum of Other Ground Training Requirements identified in Mission Requirements question d.2

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Facilities

c. Ground Training (cont.)

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

CCN	Facility Type	Units of Measure	Adequate	Substandard	Inadequate	Comments
171-10	Classroom Training, Bldg 266	SF	13085	0	0	Academic Training Building #266
171-20	Applied Training, Bldg 266	SF	7300	0	0	Academic Training Building #266
171-35	Operational Training, Bldg 150	SF	50224	0	0	Simulator Training Building #150
179-10	Multi-Purpose SEARAY Target Range, 2-00146	EA ACRES	1 654 owned + 2235 easements	0	0	
179-35	Observation Towers	EA	2	0	0	

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

No inadequate facilities.

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Facilities

c. Ground Training (cont.)

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

CCN	Facility Type	Units of Measure	Adequate	Substandard	Inadequate	Comments
171-10	Classroom Training, Bldg 266	SF	13085	0	0	Academic Training Building #266
171-20	Applied Training, Bldg 266	SF	7300	0	0	Academic Training Building #266
171-35	Operational Training, Bldg 150	SF	50224	0	0	OFT Building #150

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

No inadequate facilities.

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Facilities

c. Ground Training (cont.)

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

CCN	Facility Type	Units of Measure	Adequate	Substandard	Inadequate	Comments
171-10	Classroom Training, Bldg 266	SF	13085	0	0	Academic Training Building #266
171-20	Applied Training, Bldg 266	SF	7300	0	0	Academic Training Building #266
171-35	Operational Training, Bldg 150	SF	33534	0	0	OFT Building #150
179-10	Multi-Purpose SEARAY Target Range, 2-00146	ACRES	654 owned 2235 easm't	0	0	
179-35	Observation Towers	EACH	2	0	0	

R

R

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

No inadequate facilities.

Facilitiesc. Ground Training (cont.)

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

CCN	Facility Type	Units of Measure	Adequate	Substandard	Inadequate	Comments
171-10	Classroom Training, Bldg 266	SF	13085	0	0	Academic Training Building #266
171-20	Applied Training, Bldg 266	SF	7300	0	0	Academic Training Building #266
171-35	Operational Training, Bldg 150	SF	33534	0	0	OFT Building #150

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

No inadequate facilities.

Facilities

c. Ground Training (cont.)

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

CCN	Facility Type	Units of Measure	Adequate	Substandard	Inadequate	Comments
171-10	Regional Counterdrug Training Academy, Bldg 219	SF	11,016	0	0	
171-20	NTTC Supply Schools Applied Instruction, Bldg 330	SF	67,200	0	0	
171-20	NTTC Admin Schools Applied Instruction, Bldg 361	SF	66,048	0	0	

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

No inadequate facilities.

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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

* NAS Meridian currently utilizes 90 degree parking, calculations done per NAVFAC P-80, Table 113-20A, Page 113-6B.

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-2*	99	129	90 degree parking
TA-4J*	96	114	90 degree parking

* NAS Meridian currently utilizes 90 degree parking, calculations done per NAVFAC P-80, Table 113-20A, Page 113-6B.

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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.

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SURGE PARKING: See attached diagrams.

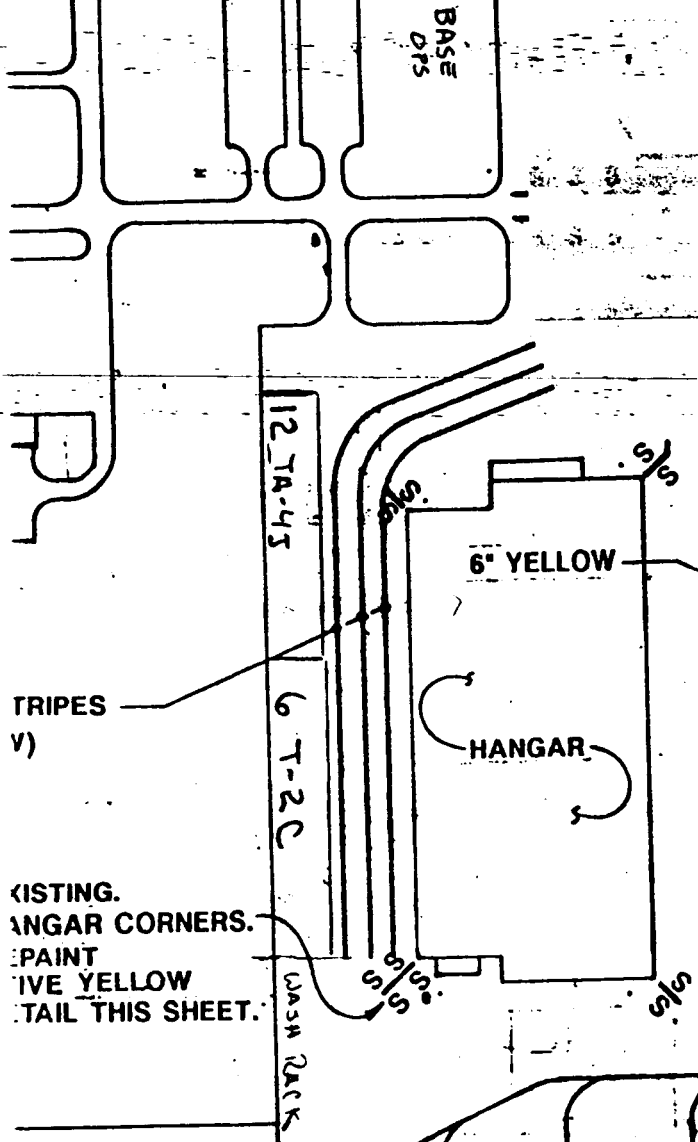
3. Provide the details of your calculations, including your assumptions on the minimum separation between aircraft, folding of aircraft wings and any obstructions that may limit the placement of aircraft on the parking apron spaces.

Assumes NAVFAC P-80 150' peripheral taxiway.

T-2: NAVFAC P-80 requirements of 90' row separation, 7 rows of 13 aircraft, 1 row 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.

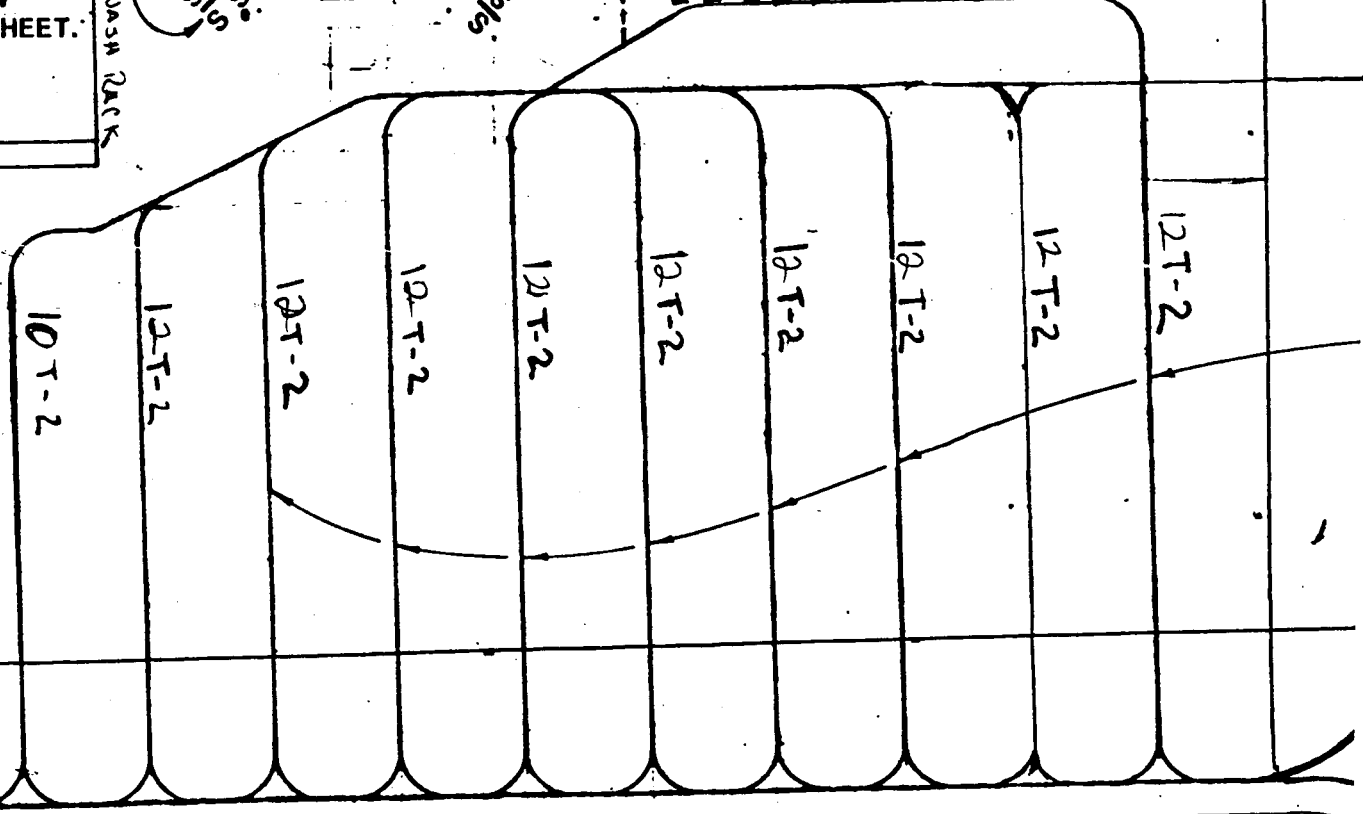
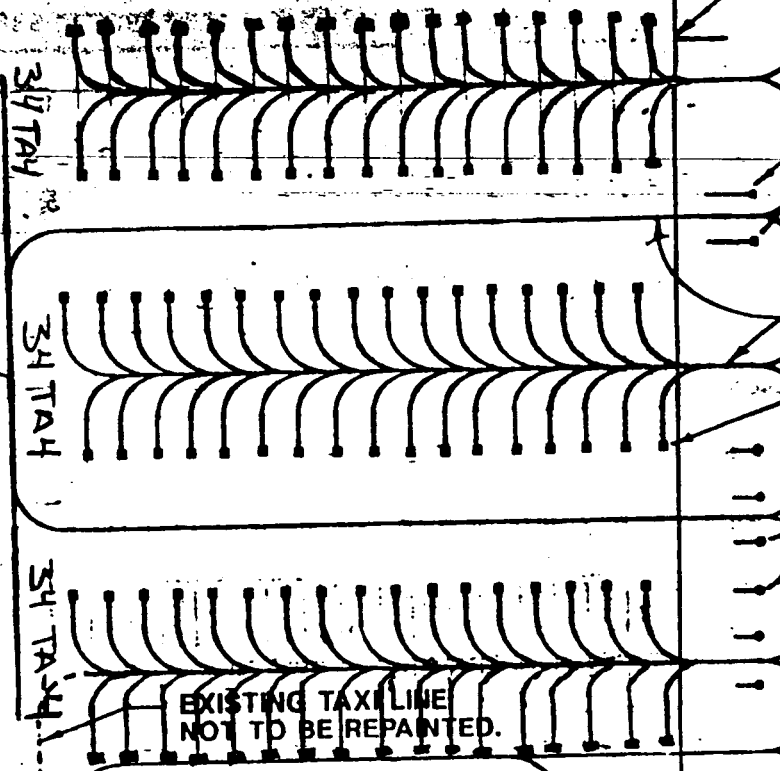
SURGE PARKING: See attached diagrams.



TRIPES
V)

EXISTING.
HANGAR CORNERS.
PAINT
IVE YELLOW
TAIL THIS SHEET.

CORROSION
HANGAR



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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 ^{OF} 20 TA-4Js
T-45	47	51	
UH-1N	2	3	
UC-12B	1	1	

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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.

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- 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.

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- Corrosion Control Hangar: Yields 4 TA-4J aircraft.
- Yields 3 T-2 aircraft.
- Yields 4 T-45 aircraft

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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 TA-4Js
UH-1N	2	3	
UC-12B	1	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.

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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 *	

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*** 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.



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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	40 480*	Maximum # of T-2 workable in both hangars
TA-4J	35 660*	Maximum # of TA-4J workable in both hangars

* SCHEDULED MAINTENANCE ONLY. HANGAR SPACE IS USED AS LIMITER.

7. Provide the basis (including source data) of your calculations in enough detail so they can be reproduced. NUMBER OF HANGAR SPACES TIMES 12 PER NAVFAC P-80

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-4 wing span 27.5', yield 25 aircraft.

Hangar Width-West Bay: 484', TA-4 wing span 27.5', yield 26 aircraft.

Hangar Width-West Bay: 484', T-2 wing span 38.1', yield 19 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.

Hangar at NAS Meridian is currently undergoing renovation to accommodate T-45 aircraft under T-45 MILCON project. Project completion date is NOV 94.

CNATRA N6 5/18/94
CNATRA N6 5/18/94



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	40	Maximum # of T-2 workable in both hangars
TA-4J	55	Maximum # of TA-4J workable in both hangars

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

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:

$$\text{RHW} = N(W) + (N-1) D$$

Hangar Width-East Bay: 448', T-2 wing span 38.1', yield 18 aircraft.

Hangar Width-East Bay: 448', TA-4 wing span 27.5', yield 25 aircraft.

Hangar Width-West Bay: 484', TA-4 wing span 27.5', yield 26 aircraft.

Hangar Width-West Bay: 484', T-2 wing span 38.1', yield 19 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.

Hangar at NAS Meridian is currently undergoing renovation to accommodate T-45 aircraft under T-45 MILCON project. Project completion date is NOV 94.

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Facilities

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

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

CCN	Facility Type	Avg Age	Unit Measure	Adequate	Substandard	Inadequate	Comments
211-xx	Aircraft Maintenance Hangar	Type I	25	SF	218457	0	0
		Type II	NA				
		Other	NA				
441-xx	General Supply Storage - Covered	21	SF TC SH	86285 946019 139	0	0	
451-xx	General Supply Storage - Open	32	SY	3447	0	0	

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

No inadequate facilities.

Facilities

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

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

CCN	Facility Type	Avg Age	Unit Measure	Adequate	Substandard	Inadequate	Comments
211-xx	Aircraft Maintenance Hangar	Type I	25	SF	197749	0	0
		Type II	N/A				
		Other	N/A				
211-03	Corrosion Control Hangar	New	SF	18507	0	0	
441-xx	General Supply Storage - Covered	21	SF TC SH	87345 959599 139	0	0	
451-xx	General Supply Storage - Open	32	SY	3447	0	0	

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

No inadequate facilities.

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Facilities

e. Other Facilities

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

Building type	NAVFAC (P-80) category code	Installation space (KSF)			
		Adequate	Substandard	Inadequate	Total
Maintenance Facilities	210-xx	284	0	0	284
Production Facilities	220-xx	0	0	0	0
RDT&E Facilities	300-xx	0	0	0	0
Supply Facilities	400-xx	91	2	0	93
Hospital, Medical, Dental	500-xx	32	10	0	42
Administrative Facilities	600-xx	84	9	0	93
Utilities/Grounds Improvements	800-xx	542	0	0	542
	TOTAL	1,033	21	0	1,054

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

NO FACILITIES ARE INADEQUATE.

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Facilities

e. Other Facilities

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

Building type	NAVFAC (P-80) category code	Installation space (KSF)			
		Adequate	Substandard	Inadequate	Total
Maintenance Facilities	210-xx	276,775	0	0	276,775
Production Facilities	220-xx	0	0	0	0
RDT&E Facilities	300-xx	0	0	0	0
Supply Facilities	400-xx	91,154	1,686	0	92,840
Hospital, Medical, Dental	500-xx	31,884	10,200	0	42,084
Administrative Facilities	600-xx	84,479	8,678	0	93,157
Utilities/Grounds Improvements	800-xx	541,972	0	0	541,972
	TOTAL	991,521	20,564	0	1,012,085

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

NO FACILITIES ARE INADEQUATE.

Facilities

e. Other Facilities

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

Building type	NAVFAC (P-80) category code	Installation space (KSF)			
		Adequate	Substandard	Inadequate	Total
Maintenance Facilities	210-xx	276,775	0	0	276,775
Production Facilities	220-xx	0	0	0	0
RDT&E Facilities	300-xx	0	0	0	0
Supply Facilities	400-xx	91,154	1,686	0	92,840
Hospital, Medical, Dental	500-xx	31,884	10,200	0	42,084
Administrative Facilities	600-xx	49,736	8,678	0	58,414
Utilities/Grounds Improvements	800-xx	541,972	0	0	541,972
	TOTAL	991,521	20,564	0	1,012,085

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28 April 94*

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

NO FACILITIES ARE INADEQUATE.

Features and Capabilities

a. Ship Berthing, Maintenance, and Supply

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

Pier/ Wharf & Age	CCN	Moor Length (ft)	Design Dredge Depth (ft) (MLLW)	Slip Width (ft)	Pier Width (ft)
NONE AT NAS MERIDIAN					

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Features and Capabilities

b. Housing and Messing

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

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	Adequate		Substandard		Inadequate	
			Beds	Sq Ft	Beds	Sq Ft	Beds	Sq Ft
201/721-14 CLASS A STUDENTS	123	32	0	0	123	15680	0	0
202/721-14 CLASS A STUDENTS	126	42	0		126	20534	0	0
203/721-14 CLASS A STUDENTS	96	48	96	20650	0	0	0	0
205/721-12 E5/E6 TRANSIENTS	48	48	48	20659	0	0	0	0
206/721-11 E1/E4	84	42	0	0	84	20530	0	0
208/740-20 TEMP LODGING	25	25	25	22613	0	0	0	0
326/721-11 E1-E4 & 721-40 DISCIP	108 + 18	42	108 + 18	15498 + 7748	0	0	0	0
353/721-14 CLASS A STUDENTS	120	40	120	19536	0	0	0	0
354/721-14 CLASS A STUDENTS	120	40	120	16650	0	0	0	0
355/721-14 CLASS A STUDENTS	144	48	144	20091	0	0	0	0

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Features and Capabilities

b. Housing and Messing

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

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	Adequate		Substandard		Inadequate	
			Beds	Sq Ft	Beds	Sq Ft	Beds	Sq Ft
201/721-14 CLASS A STUDENTS	123	32	123	15680	0	0	0	0
202/721-14 CLASS A STUDENTS	126	42	126	20534	0	0	0	0
203/721-14 CLASS A STUDENTS	144	48	144	20650	0	0	0	0
205/721-12 E5/E6 TRANSIENTS	96	48	96	20659	0	0	0	0
206/721-11 E1/E4	84	42	0	0	84	20530	0	0
208/740-20 TEMP LODGING	25	25	25	22613	0	0	0	0
326/721-11 E1-E4	126	42	126	15498	0	0	0	0
353/721-14 CLASS A STUDENTS	120	40	120	19536	0	0	0	0
354/721-14 CLASS A STUDENTS	120	40	120	16650	0	0	0	0
355/721-14 CLASS A STUDENTS	144	48	144	20091	0	0	0	0

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Features and Capabilities

b. Housing and Messing

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

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	Adequate		Substandard		Inadequate	
			Beds	Sq Ft	Beds	Sq Ft	Beds	Sq Ft
201/721-14 CLASS A STUDENTS	123	32	123	15680	0	0	0	0
202/721-14 CLASS A STUDENTS	126	42	126	20534	0	0	0	0
203/721-14 CLASS A STUDENTS	144 96	48	144 96	20650	0	0	0	0
205/721-12 E5/E6 TRANSIENTS	96 48	48	96 48	20659	0	0	0	0
206/721-11 E1/E4	84	42	84	20530	0	0	0	0
208/740-20 TEMP LODGING	25	25	25	22613	0	0	0	0
326/721-11 E1-E4	126	42	126	15498	0	0	0	0
353/721-14 CLASS A STUDENTS	120	40	120	19536	0	0	0	0
354/721-14 CLASS A STUDENTS	120	40	120	16650	0	0	0	0
355/721-14 CLASS A STUDENTS	144	48	144	20091	0	0	0	0

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 27 May 94
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Features and Capabilities**b. Housing and Messing**

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

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	Adequate		Substandard		Inadequate	
			Beds	Sq Ft	Beds	Sq Ft	Beds	Sq Ft
201/721-14 CLASS A STUDENTS	123	32	123	15680	0	0	0	0
202/721-14 CLASS A STUDENTS	126	42	126	20534	0	0	0	0
203/721-14 CLASS A STUDENTS	144	48	144	20650	0	0	0	0
205/721-12 E5/E6 TRANSIENTS	96	48	96	20659	0	0	0	0
206/721-11 E1/E4	84	42	84	20530	0	0	0	0
208/740-20 TEMP LODGING	25	25	25	22613	0	0	0	0
326/721-11 E1-E4	126	42	126	15498	0	0	0	0
353/721-14 CLASS A STUDENTS	120	40	120	19536	0	0	0	0
354/721-14 CLASS A STUDENTS	120	40	120	16650	0	0	0	0
355/721-14 CLASS A STUDENTS	144	48	144	20091	0	0	0	0

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Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	Adequate		Substandard		Inadequate	
			Beds	Sq Ft	Beds	Sq Ft	Beds	Sq Ft
356/721-14 CLASS A STUDENTS	132	44	132	19536	0	0	0	0
357/721-12 E5/E6	16	16	16	8880	0	0	0	0
358/721-14 CLASS A STUDENTS	180	60	180	24420	0	0	0	0
359/721-14 CLASS A STUDENTS	180	60	180	24420	0	0	0	0
360/721-14 CLASS A STUDENTS	108	36	108	25641	0	0	0	0
390/721-12 BOQ WING A E5/E6	56	42	56	15645	0	0	0	0
391/721-12 BOQ WING B E5/E6	65	48	65	18020	0	0	0	0
392/721-12 & 721-13 BOQ WING C E5/E9	65	42	62	20121	3	982	0	0
393/721-13 721-13 BOQ WING D E7/E9	47	47	47	25948	0	0	0	0
394/724-11 BOQ WING E W1/02	46	46	46	25948	0	0	0	0
395/724-12 BOQ WING F 03 & ABOVE	22	22	22	21103	0	0	0	0
396/724-12 BOQ WING G 03 & ABOVE	24	24	24	18020	0	0	0	0

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Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	Adequate		Substandard		Inadequate	
			Beds	Sq Ft	Beds	Sq Ft	Beds	Sq Ft
356/721-14 CLASS A STUDENTS	132	44	132	19536	0	0	0	0
357/721-12 E5/E6	16	16	16	8880	0	0	0	0
358/721-14 CLASS A STUDENTS	180	60	180	24420	0	0	0	0
359/721-14 CLASS A STUDENTS	180	60	180	24420	0	0	0	0
360/721-14 CLASS A STUDENTS	108	36	108	25641	0	0	0	0
390/721-12 BOQ WING A E5/E6	56	42	56	15645	0	0	0	0
391/721-12 BOQ WING B E5/E6	65	48	65	18020	0	0	0	0
392/721-12 & 721-13 BOQ WING C E5/E9	65	42	65	21103	0	0	0	0
393/721-13 721-13 BOQ WING D E7/E9	47	47	47	25948	0	0	0	0
394/724-11 BOQ WING E W1/02	46	46	46	25948	0	0	0	0
395/724-12 BOQ WING F 03 & ABOVE	22	22	22	21103	0	0	0	0
396/724-12 BOQ WING G 03 & ABOVE	24	24	24	18020	0	0	0	0

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Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	Adequate		Substandard		Inadequate	
			Beds	Sq Ft	Beds	Sq Ft	Beds	Sq Ft
397/724-12 BOQ WING H - 03 & ABOVE	23	23	7	6384	16	9851	0	0

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

NO FACILITIES ARE INADEQUATE.

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Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	Adequate		Substandard		Inadequate	
			Beds	Sq Ft	Beds	Sq Ft	Beds	Sq Ft
397/724-12 BOQ WING H - 03 & ABOVE	23	23	23	6384	0	9831	0	0

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

NO FACILITIES ARE INADEQUATE.

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Features and Capabilities

b. Housing and Messing

3. Provide data on the BOQs and BEQs projected to be assigned to your plant account in FY 1997. The desired unit of measure for this capacity is people housed. Use CCN to differentiate between pay grades, i.e., E1-E4, E5-E6, E7-E9, CWO-O2, O3 and above.

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	Adequate		Substandard		Inadequate	
			Beds	Sq Ft	Beds	Sq Ft	Beds	Sq Ft
201/721-14 CLASS A STUDENTS	64	32	0	0	64	15680	0	0
202/721-14 CLASS A STUDENTS	84	42	0	0	84	20534	0	0
203/721-14 CLASS A STUDENTS	96	48	96	20650	0	0	0	0
205/721-12 E5/E6 TRANSIENTS	48	48	48	20659	0	0	0	0
206/721-11 E1/E4. *Convert to Naval Reserve Ctr 96	0*	0*	0	0	0*	20530	0	0
208/740-20 TEMP LODGING	25	25	25	22613	0	0	0	0
326/721-11 E1-E4 & 721-40 DISCIP	108 + 18	42	108 + 18	15498 + 7748	0	0	0	0
353/721-14 CLASS A STUDENTS	120	40	120	19536	0	0	0	0
354/721-14 CLASS A STUDENTS	120	40	120	16650	0	0	0	0
355/721-14 CLASS A STUDENTS	144	48	144	20091	0	0	0	0

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Features and Capabilities**b. Housing and Messing**

3. Provide data on the BOQs and BEQs projected to be assigned to your plant account in FY 1997. The desired unit of measure for this capacity is people housed. Use CCN to differentiate between pay grades, i.e., E1-E4, E5-E6, E7-E9, CWO-O2, O3 and above.

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	Adequate		Substandard		Inadequate	
			Beds	Sq Ft	Beds	Sq Ft	Beds	Sq Ft
201/721-14 CLASS A STUDENTS	64	32	64	15680	0	0	0	0
202/721-14 CLASS A STUDENTS	84	42	84	20534	0	0	0	0
203/721-14 CLASS A STUDENTS	96	48	96	20650	0	0	0	0
205/721-12 E5/E6 TRANSIENTS	48	48	48	20659	0	0	0	0
206/721-11 E1/E4	84	42	84	20530	0	0	0	0
208/740-20 TEMP LODGING	25	25	25	22613	0	0	0	0
326/721-11 E1-E4	126	42	126	15498	0	0	0	0
353/721-14 CLASS A STUDENTS	120	40	120	19536	0	0	0	0
354/721-14 CLASS A STUDENTS	120	40	120	16650	0	0	0	0
355/721-14 CLASS A STUDENTS	144	48	144	20091	0	0	0	0

Rev.

REVISED 12AUG94
BRAC-95 DC 2/NAS MERIDIAN MS/UIC: 63043

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	Adequate		Substandard		Inadequate	
			Beds	Sq Ft	Beds	Sq Ft	Beds	Sq Ft
356/721-14 CLASS A STUDENTS	132	44	132	19536	0	0	0	0
357/721-12 E5/E6	16	16	16	8880	0	0	0	0
358/721-14 CLASS A STUDENTS	180	60	180	24420	0	0	0	0
359/721-14 CLASS A STUDENTS	180	60	180	24420	0	0	0	0
360/721-14 CLASS A STUDENTS	108	36	108	25641	0	0	0	0
390/721-12 BOQ WING A E5/E6	35	35	35	15645	0	0	0	0
391/721-12 BOQ WING B E5/E6	40	40	40	18020	0	0	0	0
392/721-12 & 721-13 BOQ WING C E5/E9	35	35	35	21103	0	0	0	0
393/721-13 721-13 BOQ WING D E7/E9	37	37	37	25948	0	0	0	0
394/724-11 BOQ WING E W1/02	38	38	38	25948	0	0	0	0
395/724-12 BOQ WING F 03 & ABOVE	22	22	22	21103	0	0	0	0
396/724-12 BOQ WING G 03 & ABOVE	24	24	24	18020	0	0	0	0

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BRAC-95 DC 2/NAS MERIDIAN MS/UIC: 63043

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	Adequate		Substandard		Inadequate	
			Beds	Sq Ft	Beds	Sq Ft	Beds	Sq Ft
356/721-14 CLASS A STUDENTS	132	44	132	19536	0	0	0	0
357/721-12 E5/E6	16	16	16	8880	0	0	0	0
358/721-14 CLASS A STUDENTS	180	60	180	24420	0	0	0	0
359/721-14 CLASS A STUDENTS	180	60	180	24420	0	0	0	0
360/721-14 CLASS A STUDENTS	108	36	108	25641	0	0	0	0
390/721-12 BOQ WING A E5/E6	42	42	42	15645	0	0	0	0
391/721-12 BOQ WING B E5/E6	48	48	48	18020	0	0	0	0
392/721-12 & 721-13 BOQ WING C E5/E9	42	42	42	21103	0	0	0	0
393/721-13 721-13 BOQ WING D E7/E9	44	44	44	25948	0	0	0	0
394/724-11 BOQ WING E W1/02	46	46	46	25948	0	0	0	0
395/724-12 BOQ WING F 03 & ABOVE	22	22	22	21103	0	0	0	0
396/724-12 BOQ WING G 03 & ABOVE	24	24	24	18020	0	0	0	0

Rev.

REVISED 12AUG94
BRAC-95 DC 2/NAS MERIDIAN MS/UIC: 63043

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	Adequate		Substandard		Inadequate	
			Beds	Sq Ft	Beds	Sq Ft	Beds	Sq Ft
3971724-12 BOQ WING H - 03 & ABOVE	23	23	7	6384	16	9831	0	0

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

NO FACILITIES ARE INADEQUATE.

NOTE: BARRACKS 206 IS PROGRAMMED TO BE CONVERTED TO A NAVAL RESERVE CENTER IN FY96.

R

BARRACKS 390, 391, 392, 393, & 394 ARE BEING RENOVATED STARTING FY95.

R

BRAC-95 DC 2/NAS MERIDIAN MS/UTC: 63043

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	Adequate		Substandard		Inadequate	
			Beds	Sq Ft	Beds	Sq Ft	Beds	Sq Ft
397/724-12 BOQ WING H - 03 & ABOVE	23	23	23	6384	0	9831	0	0

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

NO FACILITIES ARE INADEQUATE.

Features and Capabilitiesb. Housing and Messing (cont.)

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

Facility Type, CCN and Bldg. #	Total Sq. Ft.	Adequate		Substandard		Inadequate		Avg # Noon Meals Served
		Seats	Sq Ft	Seats	Sq Ft	Seats	Sq Ft	
Enlisted Dining Facility, 722-10, Building #207	26624	1960	26624	0	0	0	0	650

NOTE: Seating may vary depending of loading required by rearranging tables.

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

Facility is not inadequate.

Features and Capabilitiesb. Housing and Messing (cont.)

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

Facility Type, CCN and Bldg. #	Total Sq. Ft.	Adequate		Substandard		Inadequate		Avg # Noon Meals Served
		Seats	Sq Ft	Seats	Sq Ft	Seats	Sq Ft	
Enlisted Dining Facility, 722-10, Building #207	26624	1960	26624	0	0	0	0	750

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

Facility is not inadequate.

Addendum to Data Call Two: Capacity for Training Air Stations

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

Type of Pilot Training	Level of Pilot Training	Trainer Aircraft	Number of Planes per PTR
General	Primary	T-34C	
		JPATS	
Strike	Intermediate	T-2	.22203 *
	Advanced	TA-4J	.38479 *
	Inter & Adv	T-45	
E2/C2	Intermediate	T-44	
	Advanced	T-2	
Maritime	Intermediate	T-34C	
		JPATS	
	Advanced	T-44	
Rotary Wing	Intermediate	T-34C	
		JPATS	
	Advanced	TH-57	

.21329 R
 .38958 R
 CLS
 T254/ONET
 9-30-94

* SOURCE: CNO PLANNING FACTORS DATED 25 MAY 93.

UPDATED TO APRIL 94
 CLS
 T254/ONET
 9-30-94

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

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

NO NFO TRAINING AT NAS MERIDIAN

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

Type of Pilot Training	Level of Pilot Training	Instructor-to-Student Ratio
General	Primary	
Strike	Intermediate	.22012 * .21308
	Advanced	.34004 * .34362
	Inter & Adv	
E2/C2	Intermediate	
	Advanced	
Maritime	Intermediate	
	Advanced	
Rotary Wing	Intermediate	
	Advanced	

*SOURCE: CNO PLANNING
FACTORS DATED 25MAY93

CLS
7259/CWET
4-30-94

UPDATED TO
APRIL 94

4. For each type and level of NFO training, give the instructor-to-student ratio.
NO NFO TRAINING AT NAS MERIDIAN MS.

Type of NFO Training	Level of NFO Training	Instructor-to-Student Ratio
General	Primary	
	Intermediate	NA
RJO	Advanced	NA
OJN	Advanced	
TN	Advanced	
WSO	Advanced	
NAV	Advanced	

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

Type of Pilot Training	Level of Pilot Training	Percent of Overhead Flights
General	Primary	
Strike	Intermediate	23.9 *
	Advanced	35.7 *
	Inter & Adv	
E/C	Intermediate	
	Advanced	
Maritime	Intermediate	
	Advanced	
Rotary Wing	Intermediate	
	Advanced	

*SOURCE: FY93 ATSS CUMULATIVE TRAINING BRIEF.

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

NO NFO TRAINING AT NAS MERIDIAN MS.

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

BRAC-95 DC 2 ADDENDUM/NAS MERIDIAN MS/UIC: 63043

Facilities

Base Infrastructure and Investment

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

Table 19.1 Capital Improvement Expenditure

Project Number	Description	Fund Year	Value
P-169	Airfield Improvements	90	3.397M
P-266	T-45 Support Facilities	90	11.8M
P-260	BEQ 203 & 205 Upgrades	89	3.1M
P-277	Fire Training Facility	92	1.2M
P-280	Fire Station Expansion	92	.418M
P-281	Construct Child Development Center	93	1.1M
P-251	Construct Youth Center	88	.3M

NOTE: NONE OF THE ABOVE PROJECTS WERE A RESULT OF BRAC.

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

Table 20.1 Planned Capital Improvements

Project Number	Description	Fund Year	Value
P-285	Energy Conservation Lighting Improvements	95	1.437M

BRAC-95 DC 2 ADDENDUM/NAS MERIDIAN MS/UIC: 63043

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

Table 20.2 Planned Capital Improvements

Project Number	Description	Fund Year	Value
	NONE		

207

Command: NAS Meridian

**Data Call Number Two Revisions
(Pages 1-4, Questions 19, 20.a, and 20.b)**

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

MAJOR CLAIMANT LEVEL

P. E. TOBIN
NAME

PE/T
Signature

Acting
Title

10/3/94
Date

CNET
Activity

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

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

P. W. DRENNON
NAME

[Signature]
Signature


Acting
Title

12 OCT 1994
Date

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

NEXT ECHELON LEVEL (if applicable)

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


Signature

COMMANDER
Title

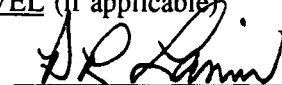
22 SEP 94
Date

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

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


Signature
22 SEP 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)

T J Pudas
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)

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

P R Lanier
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

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

Command: NAS Meridian

Data Call Number Two

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

MAJOR CLAIMANT LEVEL

T. L. McCLELLAND
NAME

T. L. McClelland
Signature

Acting
Title

4/28/94
Date

CNET
Activity

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

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

J. B. Greene, Jr.
NAME (Please type or print)

J. B. Greene Jr
Signature

Acting
Title


5 MAY 1994
Date

DATA CALL 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)

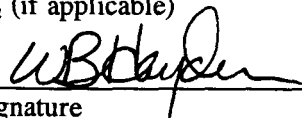
T. J. PUDAS, CAPT, USN
NAME (Please type or print)
COMMANDER
Title
TRAINING AIR WING ONE
Activity


Signature
20 APRIL 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)
Chief of Naval Air Training
Title
Naval Air Training Command
Activity


Signature
22 APR 94
Date

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)

Title

Activity

Signature

Date

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)

Title

Signature

Date

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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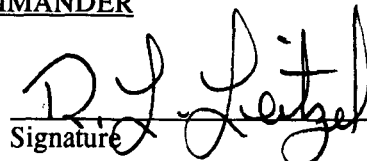
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I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

R. L. LEITZEL, CAPT, USN
Name


Signature

COMMANDING OFFICER
Title

20 APR 94
Date

NAVAL AIR STATION, MERIDIAN, MS
Activity

Revision

Command: NAS Meridian

Data Call Number Two Revisions
(Pages 24, 27, 29, 30, 53, & 57)

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

MAJOR CLAIMANT LEVEL

J. D. ANDERSON
NAME

J. D. Anderson
Signature

Acting
Title

6/1/94
Date

CNET
Activity

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

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

FA-7 J. B. GREENE JR
NAME

J. B. Greene Jr
Signature

Acting
Title

6/8/94
Date

Revision pg 24

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)

T J Pudas
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)

P R Statskey
Signature

Chief of Naval Air Training
Title (ACTING)

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

Revision
pgs. 24, 27, 29, 30, 53, 57

NAS MERIDIAN MS/UIC: 63043

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

ACTIVITY COMMANDER

R. L. LEITZEL, CAPT, USN
Name

R. L. Leitzel
Signature

COMMANDING OFFICER
Title

13 MAY 94
Date

NAVAL AIR STATION, MERIDIAN, MS
Activity

Revision

BRAC-95 DATA CALL 2
NAS MERIDIAN UIC 63043

CNATRA REVISIONS OF 5/18/94, PAGES 27,29,30,53,& 57

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)
Chief of Naval Air Training (ACTING)
Title
Naval Air Training Command
Activity

P.R. Statskey
Signature
25 May 94
Date

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)

Title

Activity

Signature

Date

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)

Title

Signature

Date

Command: NAS Meridian

**Data Call Number Two Revisions
(Pages 14, 42, and 48)**

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

MAJOR CLAIMANT LEVEL

R. K. U. KIHUNE
NAME


Signature

CNET
Title

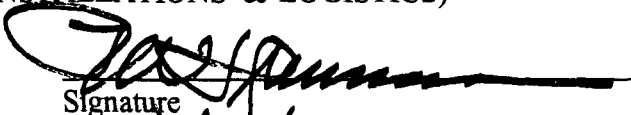
20 JUN 1994
Date

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)

P. W. DRENNON
NAME


Signature

ACTING
Title

6/24/94
Date


Station revisions of 6/1/94, pages 14, 42, & 48 (in response to BSAT MEMO of 31 May 94 - Major Gerke)

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

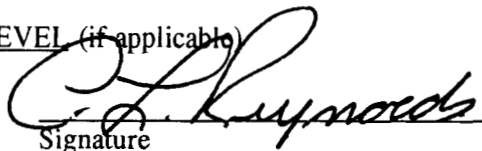
14 JUNE 1994
Date

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)

C. L. REYNOLDS, CAPT, USN
NAME (Please type or print)


Signature

CHIEF OF NAVAL AIR TRAINING (ACTING)
Title

15 JUNE 1994
Date

NAVAL AIR TRAINING COMMAND
Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

NAME (Please type or print)

Signature

Title

Date

DC #2 Revisions
pages 17, 42, + 48

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

13 JUN 94
Date

NAVAL AIR STATION, MERIDIAN, MS
Activity

Command: NAS Meridian

**Data Call Number Two Revisions
(Pages 42, 44, and 45)**

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

7/20/94
Date

CNET
Activity

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

**DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)
W. A. EARNER**

NAME

W. A. Earner
Signature

Title

8/3/94
Date

18 JUL 1994

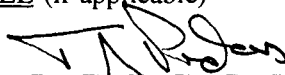
STATION REVISIONS OF 7/8/94, PAGES 42,44 &45
(IRT BSAT LTR OF 30 JUN 94, MAJ GERKE)

BRAC 95 DATA CALL 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

8 JUL 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

15 JULY 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

A. INGRAM, CDR, USN
Name
ACTING
COMMANDING OFFICER
Title


Signature
9 Jul 94
Date

NAVAL AIR STATION, MERIDIAN, MS
Activity

**BRAC-95 DATA CALL 2
NAS MERIDIAN MS**

ANSWERS TO BSAT QUESTIONS

- a. Page 28/29, Question a.15/17 - Are both sets of carrier deck lighting at the OLF?

Answer: Yes. Data certified by Public Works Facilities Manager, Perry Davis, 02 AUG 94.

- b. Page 50-53, Question d.2-7 - These questions must be answered for the T-45 aircraft that is scheduled to arrive beginning in FY97.

Answer: See attached revised pages 50 - 53 with T-45 aircraft added. Data provided by LCDR Dave Moore, CTW-1 Ops Officer.

- c. Page 59/62, Question b.1/3 - What is the number of beds that can be put in the substandard rooms?

Answer: 16 beds in substandard and 7 beds in adequate. Information certified by Assistant CBQ Manager, MSCM Rivers, 02 AUG 94.

- d. Page 55, Question e.1 - The SF for CCN 600-xx is significantly less than the SF reported for CCN 610-10 in question b.3, page 28 of Data Call 3. Why?

Answer: Error made in calculations of Data Call 2 square footage (SF). CCN 600-xx, page 55, Question e.1 should be 84,479 Adequate SF and 8,678 Substandard SF. Data Call 3, Question b.3, page 28, CCN 610-10 total of 88,596 SF is correct. These do not equal as Data Call 2 CCN 600-xx includes all CCN in 600 series and Data Call 3 is for CCN 610-10 only. Square footage verified by Public Works Plant Account holder, Sue Van Court, 02 AUG 94.

- e. Page 48, Question c.11 - The SF for CCN 171-35 is significantly less than the SF reported in Quest B.3, Page 28 of Data Call 3. Why?

Answer: Both Data Calls 2 and 3 are in error. Data Call 2, CCN 171-35 SF did not include the new addition under construction as the facility has not been completed to date. Data Call 3 SF was an estimation of the new square footage calculated wrong. The correct calculation for CCN 171-35 is 33,534 SF for the old portion and 16,690 SF for the new addition of Facility 2-00150, totaling 50,224 Adequate SF. Calculations prepared by Public Works Engineering Technician, Mike Easterwood on 02 AUG 94.

f. Per CNATRA memo of 05 AUG 94, Data Call 19, A.1 and A.2, Housing and Messing Section, e.i, breakdown of BQ rooms, Page 57 and 58, Question b.1 - Any changes to Columns "Adequate, Substandard, Inadequate"? Reverified by Facility Planning Document dated MAY 94.

Answer: Page 57, Facility 206, CCN 721-11: Change "Beds: 84 and Sq Ft: 20530" from Adequate column all to Substandard column.

Page 58, Facility 392, CCN 721-13: Deduct "3 Beds and 982 Sq Ft" from Adequate column and add to Substandard column; leaving in Adequate column: 62 Beds and 20121 Sq Ft.

g. Per CNATRA memo of 05 AUG 94, Can NAS Meridian load munitions on training aircraft at the installation?

Answer: YES. NAS Meridian loads 20 MM, Mark 76's, practice bombs and rockets. Data provided by Ordnance Division of Air Operations Department.

227

Command: NAS Meridian

**Data Call Number Two Revisions
(Answers to BSAT questions and Revised pages 50-53)**

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

PEH
Signature

ACTING
Title

18 AUG 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

22 AUG 1994
Date

Encl (9)

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

NEXT ECHELON LEVEL (if applicable)

M. D. MOORE, LCDR, USN
NAME (Please type or print)

M D Moore
Signature

COMMANDER, ACTING
Title

5 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)

WB Hayden
Signature

CHIEF OF NAVAL AIR TRAINING
Title

9 AUG 94
Date

NAVAL AIR TRAINING COMMAND
Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

NAME (Please type or print)

Signature

Title

Date

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

5 AUG 94
Date

NAVAL AIR STATION, MERIDIAN, MS
Activity

Command: NAS Meridian

**Data Call Number Two Revisions
(Pages 48, 55, and 57-59)**

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

MAJOR CLAIMANT LEVEL

P. E. TOBIN
NAME

PE T
Signature

Acting
Title

21 FEB 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

W Earner
Signature

Title

9/1/94
Date

STATION REVISIONS OF 8/5/94, PAGES 48, 55,57,58 & 59

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

NEXT ECHELOU LEVEL (if applicable)

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

Chief of Naval Air Training

Title
Naval Air Training Command

Activity

WB Hayden
Signature
22 Aug 94

Date

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)

Title

Activity

Signature

Date

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)

Title

Signature

Date

Command: NAS Meridian

**Data Call Number Two Revision
(Page 27)**

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

PEH
Signature

Acting
Title

09 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)

J. B. GREENE, JR.

NAME

J. B. Greene Jr
Signature

ACTING

14 SEP 1994

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

25 AUG 94
Date

NAVAL AIR STATION, MERIDIAN, MS
Activity

Command: NAS Meridian

**Data Call Number Two Revisions
(Pages 8, 9, 29, 48, 54, 55, 57, and 60-62)**

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


Signature

Acting
Title

09 SEP 1994
Date

CNET
Activity

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DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)
J. B. GREENE, JR.

NAME

ACTING


Signature

14 SEP 1994


Title

Date

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

NEXT ECHELON LEVEL (if applicable)

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


Signature

COMMANDER
Title

23 AUG 94
Date

TRAINING AIR WING ONE
Activity

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

NEXT ECHELON LEVEL (if applicable)

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

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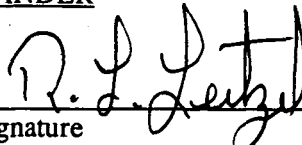
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ACTIVITY COMMANDER

R. L. LEITZEL, CAPT, USN
Name


Signature

COMMANDING OFFICER
Title

22 AUG 94
Date

NAVAL AIR STATION, MERIDIAN, MS
Activity


Command: NAS Meridian

**Data Call Number Two Revisions
(Pages 14, 41, 41.1, and 42)**

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

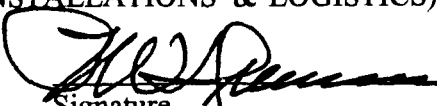
9/27/94
Date

CNET
Activity

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

P. W. DRENNON
NAME


Signature

Acting
Title

12 OCT 1994
Date

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

NEXT ECHELON LEVEL (if applicable)

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

T. J. Pudas
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)

P. R. Statskey
Signature

CHIEF OF NAVAL AIR TRAINING(ACTING)
Title
NAVAL AIR TRAINING COMMAND

22 Sep 94
Date

Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

NAME (Please type or print)

Signature


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Date

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NEXT ECHELON LEVEL (if applicable)

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


Signature

COMMANDER
Title

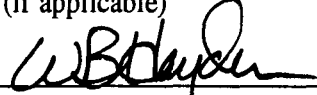
25 SEP 94
Date

TRAINING AIR WING ONE
Activity

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NEXT ECHELON LEVEL (if applicable)

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


Signature

Chief of Naval Air Training
Title
Naval Air Training Command

12 SEP 94
Date

Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

SIGNATURE

TITLE

DATE

ACTIVITY

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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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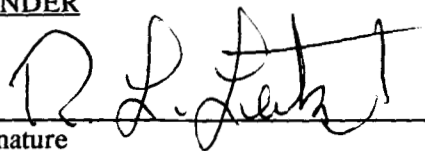
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ACTIVITY COMMANDER

R. L. LEITZEL, CAPT, USN
Name


Signature

COMMANDING OFFICER
Title

19 Sep 94
Date

NAVAL AIR STATION, MERIDIAN, MS
Activity

BRAC-95 CERTIFICATION

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ACTIVITY COMMANDER

R. L. LEITZEL, CAPT, USN
Name


Signature

COMMANDING OFFICER
Title

1 SEP 94
Date

NAVAL AIR STATION, MERIDIAN, MS
Activity

CLOSE HOLD
NAS MERIDIAN MS
UIC: 63043

JOINT CROSS-SERVICE

CATEGORY:

UNDERGRADUATE PILOT TRAINING

**CAPACITY ANALYSIS:
DATA CALL WORK SHEETS**

DATA CALL 19

4 May, 1994

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

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

CLOSE HOLD

Data For Capacity Analysis

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PILOT/NFO/NAVIGATOR TRAINING INSTALLATION LISTING:

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

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

Mission Requirements

A. Undergraduate Flight Training (UFT) Throughput/Graduates

1. Using the Base Force Structure as outlined in the JCS memo dated 7 February 1994, re: 1995 Base Realignment 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 Inter mediate VT-19 T-2	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
	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
	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 Advanced VT-7 TA-4J	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
	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
	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
	TOTAL	159/5/134	182/5/153	124/5/104	96/5/80	86/5/72	86/5/72	98/5/82	121/5/101

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

Mission requirements (cont.)

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

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

Airfield: NO NFO TRAINING AT NAS MERIDIAN

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

Mission requirements (cont.)

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

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

Type of Pilot Training by Syllabus * (EXAMPLES)		Historical Attrition By Fiscal Year		
		1991	1992	1993
STRIKE: INTERMEDIATE	USN	7.4 12%	7.7	5.5 4.8
	USMC	6.3 22%	0.8 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

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NOTE: CNO PLANNING FACTORS:

INTERMEDIATE: 7%

ADVANCED: 5%

Mission Requirements (cont.)**A. Undergraduate Flight Training Throughput/Graduates (cont.)**

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

NO NFO TRAINING AT NAS MERIDIAN

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

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

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

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

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

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

NOTES:

1. TPS/FLEET REFRESHER TOTALS PROVIDED BY CNATRA N5.
2. IUT NUMBERS ARE PROJECTIONS OF TA-4/T-2/T-45 INSTRUCTORS NEEDED TO MEET PROJECTED PTR.
3. FOR ADSL SEE MISSION REQUIREMENTS A.1.

Use the following formula to calculate ADSL:

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

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

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

Enlisted Training (Graduates)										
Activity	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	ADSL for FY 1993
NTTC MER:										
YN "A"	909	1068	1046	1094	1104	1104	1104	1104	1104	124
YN "A" SUB	47	90	90	90	81	81	81	81	81	6
YN "C"	20	22	22	22	22	22	22	22	22	5
PN "A"	437	475	643	640	647	647	647	647	647	59
AZ "A"	387	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
SK "A"	597	609	554	709	704	704	704	704	704	96
SK "A" SUB	44	100	100	90	81	81	81	81	81	7
SH "A"	510	351	508	500	490	490	490	490	490	41
AK "A"	344	540	349	347 362*	346 390*	346 418*	346 450*	346 489*	346	58
DK "A"	185	225	225	222	218	218	218	218	218	27
MARMA K-CI	298	353	308	192	193	193	193	193	193	62
MARAO CS	179	163	152	131	132	132	132	132	132	30
MARAL CO	19	35	41	31	31	31	31	31	31	3
MARMA K C7	12	77	77	79	79	79	79	79	79	2
TOTAL:	4112	4460	4901	4943	4971	4971	4971	4971	4971	592

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

Use the following formula to calculate ADSL:

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

Mission Requirements (cont.)**B. Flight Training**

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

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

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

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

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.

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Syllabus of Training: ADVANCED STRIKEType 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 (nm ²)	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

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Key to types of airspace:

MOAs -- Military Operating Areas

WA -- Warning Areas

AA -- Alert Areas

RA -- Restricted Areas

ATCAA -- Air Traffic Control Assigned Airspace

OWAW -- Overwater Airways

RR -- Restricted Areas with Ranges

MTR -- Military Training Routes

AW-- Airways (e.g. corridors to and from training areas)

PAT -- Pattern (e.g. airspace above runways)

OWA -- Overwater Airspace

CLG -- Uncontrolled Airspace

NOTE:

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

Mission Requirements (cont.)

B. Flight Training (cont.)

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

Syllabus of Training *	Level (Track) of Pilot Training *	Trainer Aircraft *	Sorties required per graduate					
			Student (syllabus)		Overhead		Total	
			Day	Night	Day	Night	Day	Night
Strike	Intermediate	T-2	65.3	4	14.1	2.3	79.1	6.3
		T-45					71.1	
	Advanced	TA-4J	80	6	21	3.9	101	9.9
		T-45						

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

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

CROSSWIND LIMITS:

INTERMEDIATE STRIKE - T-2:

SOLO: 90/10 KNOTS

DUAL: 90/30 KNOTS

ADVANCED STRIKE - TA-4J:

SOLO: 90/15 KNOTS WITH SPOILERS

DUAL: 90/25 KNOTS WITH SPOILERS

WEATHER MINIMUM BY PHASE/STAGE:

INTERMEDIATE STRIKE - T-2

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

*Student solos shall maintain VMC at all times.

ADVANCED STRIKE - TA-4J

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

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

Mission Requirements (cont.)**C. Flight Training Ground School**

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

(a) PILOT**CCN: 171-10 - Academic Instruction Building**

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

CCN: 171-20 - Applied Instruction Building

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

*Revised 8/94***CCN: 171-35 - Operational Trainer Facility**

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

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

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

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

CCN: 171-35 - Operational Trainer Facility

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

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

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

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

CCN: 179-35 - Target Range Observation Towers

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

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

NO CONSTRAINTS OR LIMITATIONS.

Mission Requirements (cont.)

D. Other Ground Training

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

CCN: NA

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

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

CCN: 171-10 - Academic Instruction Building

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

CCN: 171-20 - Applied Instruction Building

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

Mission Requirements (cont.)**E. Training Airframes**

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

Base: NAS MERIDIAN

AIRCRAFT USED FOR TRAINING

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

AIRCRAFT NOT USED FOR TRAINING

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

Mission Requirements (cont.)

E. Training Airframes (cont.)

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

AIRCRAFT TYPE: T-2

FACTOR	VALUE
Utilization Rate (UTE Rate--sorties or hours per month)	572 <i>hours/month</i>
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 (ft ² /Aircraft)	SEE NOTE 1 2318 8865
Hangar Space Required (ft ² /Aircraft)	SEE NOTE 2 2110 SF
Navigation Equipment On-Board (GPS?--when?)	SEE NOTE 3 TACAN/ADF

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".~~ PER 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 <i>hours per month</i>
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 (ft ² /Aircraft)	SEE NOTE 1 2014 SF 6435
Hangar Space Required (ft ² /Aircraft)	SEE NOTE 2 1610 SF
Navigation Equipment On-Board (GPS?--when?)	SEE NOTE 3 TACAN/NDB

NOTE 1: AIRCRAFT DIMENSIONS PER NATOPS: LENGTH = 43'7 1/4", WING SPAN = 37'6".

~~MINIMUM SEPARATION OF 10' BETWEEN AIRCRAFT IN ANY DIRECTION.~~

~~43'7 1/4" (AC LENGTH) + 10' (AC SEPARATION) = 53'7 1/4".~~ PER NAVFAC P-80, TABLE 113-20B
~~37'6" (AC WIDTH) + 10' (AC SEPARATION) = 47'6".~~ (45° PARKING)
~~53'7 1/4" X 37'6" = 2014 SQ FT PER AIRCRAFT.~~

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

NOTE 3: AIRCRAFT NOT SCHEDULED TO RECEIVE GPS.

3. List any additional constraints or limitations to the training airframes that impact the training mission.
NO CONSTRAINTS OR LIMITATIONS.

Facilities

A. Airfield

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

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

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

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

Ownership: NAVY

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

OLF Name: OLF JOE WILLIAMS FIELD (BRAVO)

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

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

Ownership: NAVY

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

Airfield Name: OLF GUNSHY (USAF)

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

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

Ownership: AIR FORCE

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

*Ex-Navy Airfield now owned totally by USAF. However, common term "OLF Gunshy",
makes it listable in this section. IT IS AN ex-Navy OLF. CHARTERED*

~~Airfield Name: KEY FIELD~~

2
CHARTERED

~~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.

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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
DATA N3

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

NAS MERIDIAN

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

OLF JOE WILLIAMS FIELD

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

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

OLF GUNSHY (USAF)

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

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

KEY FIELD

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

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Facilities (cont.)**A. Airfield (cont.)**

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

NAS MERIDIAN, MCCAIN FIELD

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

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

OLF JOE WILLIAMS FIELD:

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

Facilities (cont.)

A. Airfield (cont.)

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

Aircraft Type: T-2Undergraduate Training: Yes

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

NOTE: BASED ON ATSS DATA.

Aircraft Type: TA-4JUndergraduate Training: Yes

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

NOTE: BASED ON ATSS DATA.

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

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

~~NONE FOR ALL FOUR FIELDS.~~ ² CHASTRA N?

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% CHASTRA N3
- c. Percentage of time WX at or above 500/1? ~~95.0%~~ ~~96.9%~~ 95.0%
- d. Percentage of time WX at or above 1000/3? ~~86.3%~~ 86.2%
- e. Percentage of time WX 3000/5 and above? 68.0%
- f. Percentage of time WX 3000/3 and above? 76.4%
- g. Percentage of time WX 1500/3 and above? 83.4%
- h. Percentage of time crosswind component to the primary runway at or below 15 knots? 99.6%
- i. Percentage of time crosswind component to the primary runway at or above 25 knots? 0.0%
- j. Mean number of days of icing in the local flying area?

NO DATA AVAILABLE FOR THIS PARAMETER.

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

Facilities (cont.)**A. Airfield (cont.)**

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

Runway Complex Name: MCCAIN FIELD, NAS MERIDIAN

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

Runway Complex Name: OLF JOE WILLIAMS FIELD (BRAVO)

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

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

FACILITIES

a. Airfield (cont)

9.

ANNUAL DAYLIGHT SERVICE VOLUME
(ASV.WK1)NAS MERIDIAN

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

Weather	mix index	% of yr	hrly cap	% max cap	Weighting Factor
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 minima

Date run: 12 April 94

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

hrly cap base	t & g 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 Factor
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 base t & g factor and exit factor are given.

hrly cap base	t & g 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

29(a)
26 → HEAD

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

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

NOTE: See attached calculations on next page. Data provided by CNATRA N334.

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

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

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

NOTE: Runway usage information for 1992 and 1993 is based on 1991 runway usage percentages.

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

Facilities (cont.)**A. Airfield (cont.)**

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

Data for MCCAIN FIELD, NAS MERIDIAN

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

Data for OLF JOE WILLIAMS FIELD

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

NOTE: DATA PROVIDED BY CNATRA N334.

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

Facilities (cont.)

A. Airfield (cont.)

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

NO CONSTRAINTS KNOWN AT ANY FIELD.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations².

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.

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

NOTE:

1. Data based on use of all daylight hours.

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

* Data provided by CNATRA N334.

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

ADDED PARAGRAPH

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

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

Facilities (cont.)

A. Airfield (cont.)

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

NO CONSTRAINTS KNOWN AT ANY FIELD.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations².

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

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

Due to weather factor, some 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.

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

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations³

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

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

NONE FOR ALL FIELDS.

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

NAS MERIDIAN

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

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R

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

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

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

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations³

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

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

NONE FOR ALL FIELDS.

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

NAS MERIDIAN

Syllabus of Training	Level (Track) of Pilot Training	Trainer Aircraft	Maximum Sorties
Strike	Intermediate	T-2	236 PTR * X 85.4 ** = 20154.4 19682.4
		T-45 ⁴	
	Advanced	TA-4J	236 PTR * X 111 ** = 26196 110.9
		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 requirements for the T-45 are still being derived, give best estimate.

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

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

Facilities (cont.)

A. Airfield (cont.)

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

Runway/Lane/Pad (Airfield Name & Runway Designation)	Length (ft)	Width (ft)	Load Bearing Capacity (lbs/ft ²)	Lighting					Arresting gear type and location	IFR or VFR (I or V) Capable? Night (N) Capable?	Approach Aids (IFR/ VFR)
				F	P	C	N	G			
NORTH: 1R/19L	8000	200	147,000 TT 445K	X					E-28 & E-5 **	I/N	IFR
SOUTH: 19L/1R	8000	200	173,000 TT 525K	X					E-28 & E-5 **	I/N	IFR
EAST: 10/28	6400	200	47,000 TT 228K		X				E-28 & E-5 **	I/N	IFR
OLF JOE WILLIAMS: 13/31	8000	150	41,000 TT 224K		X	X			E-28 & E-5 **	I/N	IFR
OLF GUNSHY: 31/13	6300	150	UNKNOW N				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 ARRESTING CAPABILITY REGARDLESS OF LANDING DIRECTION. E-5 CHAIN OVERRUN GEAR AVAILABLE WHEN LANDING TOWARD THE CENTROID AREA AND EXCEPT FOR RUNWAY 10, HAVE E-5 CHAIN GEAR AVAILABLE WHEN DEPARTING.

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

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

NOTE

NASMER:

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

OLF:

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

OLF GUNSHY: NO NAVAIDS AVAILABLE.

Facilities (cont.)**A. Airfield (cont.)**

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

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

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

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

NONE.

Facilities (cont.)

B. Airspace

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

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

CNATRA 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.

NO LIMITATIONS.

Facilities (cont.)

B. Airspace (cont.)

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

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

HEARD
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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.

MERIDIAN ONE WEST

- (a) TYPE: MILITARY OPERATING AREA (MOA/ATCAA)
LOCATION: 5 NM NNW OF NAS MERIDIAN
SIZE: 75 NM X 50 NM X 15000' (3750 SQ MI) 8000 - FL230
AVAILABLE TIMES: 0700-2300 MON-FRI; 1600-1800 SUN
CONTROLLING AGENCY: MEMPHIS ARTCC
SCHEDULING ACTIVITY: TRAINING AIR WING ONE
SCORING/RECORDING: NA
PROXIMITY TO ATA: NA
- (b) RADAR COVERAGE? YES/MEMPHIS CENTER
- (c) NAVY OWNED LAND? SEARAY TARGET RANGE & OLF J. WILLIAMS FIELD
- (d) DISTANCE/TIME EN ROUTE: 10 NM/0.1 HR
- (e) ENVIRONMENTAL LIMITATIONS: NONE
- (f) ENCROACHMENT: NONE
-

MERIDIAN ONE EAST

- (a) TYPE: MILITARY OPERATING AREA (MOA/ATCAA)
LOCATION: 25 NM NE OF NAS MERIDIAN
SIZE: 30 NM X 24 NM X 15000' (750 SQ MI) 8000 - FL 230
AVAILABLE TIMES: UNKNOWN
CONTROLLING AGENCY: MEMPHIS ARTCC
SCHEDULING ACTIVITY: 14TH FTW, COLUMBUS AFB, MS
SCORING/RECORDING: NA
PROXIMITY TO ATA: NA
- (b) RADAR COVERAGE? YES/MEMPHIS CENTER
- (c) NAVY OWNED LAND? NO
- (d) DISTANCE/TIME EN ROUTE: 23 NM/0.1 HR
- (e) ENVIRONMENTAL LIMITATIONS: NONE
- (f) ENCROACHMENT: NONE

PINEHILL EAST

- (a) TYPE: MILITARY OPERATING AREA (MOA/ATCAA)
LOCATION: 30 NM SE OF NAS MERIDIAN
SIZE: 42 NM X 52 NM (975 SQ MILES) 10,000 - FL 230
AVAILABLE TIMES: 0700-2300 MON-FRI & 0800-1500 SAT
CONTROLLING AGENCY: ATLANTA ARTCC
SCHEDULING ACTIVITY: TRAINING AIR WING ONE
SCORING/RECORDING: NA
PROXIMITY TO ATA: NA
 - (b) RADAR COVERAGE? YES/ATLANTA CENTER
 - (c) NAVY OWNED LAND? NO
 - (d) DISTANCE/TIME EN ROUTE: 23 NM/0.1 HR
 - (e) ENVIRONMENTAL LIMITATIONS: NONE
 - (f) ENCROACHMENT: NONE
-

PINEHILL WEST

- (a) TYPE: MILITARY OPERATING AREA (MOA/ATCAA)
LOCATION: 20 NM SE OF NAS MERIDIAN
SIZE: 770 SQ MILES, 10,000 - FL230
AVAILABLE TIMES: 0700-2300 MON-FRI & 0800-1500 SAT
SCHEDULING ACTIVITY: TRAINING AIR WING ONE
CONTROLLING AGENCY: ATLANTA ARTCC
SCORING/RECORDING: NA
PROXIMITY TO ATA: NA
- (b) RADAR COVERAGE? YES/ATLANTA CENTER
- (c) NAVY OWNED LAND? NO
- (d) DISTANCE/TIME EN ROUTE: 23 NM/0.1 HR
- (e) ENVIRONMENTAL LIMITATIONS: NONE
- (f) ENCROACHMENT: NONE

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

- (a) TYPE: RESTRICTED
 LOCATION: 25 NM NORTH OF NAS MERIDIAN
 SIZE: R4404 A - 10 NM CIRCLE X 11500'
 R4404 B - 10 NM CIRCLE X 10300'
 R4404 C - 10 NM CIRCLE X 3000'
 AVAILABLE TIMES: 0730-1730
 CONTROLLING AGENCY: MEMPHIS ARTCC
 SCHEDULING ACTIVITY: TRAINING AIR WING ONE
 SCORING/RECORDING: ENHANCED AIR FORCE COMPUTER SCORING PROGRAM
 PROXIMITY TO ATA: NA
- (b) RADAR COVERAGE? YES/MEMPHIS CENTER
- (c) NAVY OWNED LAND? YES. 653.67 ACRES NAVY OWNED/2235.23 ACRES UNDER EASEMENT TO NAVY.
- (d) DISTANCE/TIME EN ROUTE: 25 NM/0.2 HR
- (e) ENVIRONMENTAL LIMITATIONS: NONE
 (RED COCKCADED WOODPECKER COLONY IS LOCATED 1 MILE FROM TARGET BOUNDARY. THIS COLONY DOES NOT ENVIRONMENTALLY CONTRAIN OPERATIONS. REF: ENVIRONMENTAL ASSESSMENT FOR MODIFICATION TRAINING AT SEARAY TARGET RANGE, MAY 93.)
- (f) ENCROACHMENT: NONE.

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

- (a) TYPE: LOW LEVEL ROUTE
 LOCATION: CENTRAL MS
 SIZE: LENGTH VARIES
 AVAILABLE TIMES: DAYLIGHT HOURS
 CONTROLLING AGENCY: MEMPHIS ARTCC
 SCHEDULING ACTIVITY: TRAINING AIR WING ONE
 SCORING/RECORDING: NA
 PROXIMITY TO ATA: NA
- (b) RADAR COVERAGE? YES/MEMPHIS CENTER
- (c) NAVY OWNED LAND? NO
- (d) DISTANCE/TIME EN ROUTE: VARIES ON ROUTE/0.2 TO 0.5 HOURS
- (e) ENVIRONMENTAL LIMITATIONS: NONE
- (f) ENCROACHMENT: NONE

BIRMINGHAM

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

COLUMBUS 1/3

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

R-4401 A, B, C - CAMP SHELBY TARGET RANGE

NOTE: CTW-1 CONSIDERED PRIMARY USER OF FACILITY.

- (a) TYPE: RESTRICTED AREA
 LOCATION: 88 NM SOUTH OF NAS MERIDIAN
 SIZE: 12 NM X 8.5 NM
 A: SURFACE TO 4000' MSL
 B: 4000' MSL TO 18,000' MSL
 C: 18,000' MSL TO 29,000 MSL
 AVAILABLE TIMES: 24 HRS/DAY WITH 24 HR PRIOR NOTICE AND BY NOTAM. 2 HR NOTICE IS ACCEPTABLE IF NO PREVIOUS SCHEDULING.
 SCHEDULING ACTIVITY: MISSISSIPPI AIR NATIONAL GUARD COMBAT READINESS TRAINING CENTER
 CONTROLLING AGENCY: HOUSTON ARTCC
 SCORING/RECORDING: ELECTRO-OPTICAL
 PROXIMITY TO ATA: HAGLER AAF LOCATED JUST OUTSIDE NORTH WEST CORNER OF R-4401
- (b) RADAR COVERAGE? YES/HOUSTON CENTER
- (c) NAVY OWNED LAND? NO. OWNED BY MS ANG.
- (d) DISTANCE/TIME EN ROUTE: 88 NM/0.6 HR
- (e) ENVIRONMENTAL LIMITATIONS: NONE
- (f) ENCROACHMENT: NONE

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

Yes, airspace available for training use by CTW-1 units would allow a 240% increase in Advanced Strike and 170% increase in Intermediate Strike over the FY 95 PTR of 182 Advanced Strike and 241 Intermediate Strike.

ASSUMPTIONS:

- 237 flying days per year
- 18% cancellation rate for weather
- A-4 (.905) T-2 (.907) overhead factor for IUT/PMCF
- A-4 (.93) T-2 (.95) attrition factor
- 12 hrs daytime training available during summer months
- 10 hrs daytime training available during winter months

Calculations are based on the following formula:

- 237 flying days x (wx cancellation factor) = annual VFR flyable days
- annual flyable days - 1/2 = number of days summer or winter
- number of days summer or winter x summer hrs (12) and winter hrs (10) = available MOA day hrs (summer and winter) per year. Available MOA hrs may vary if the airspace is not available for use during all daylight hrs.
- available MOA hrs annually multiplied by x's (student sorties) per hr = annual number of X's (student sorties) possible in specific airspace
- annual number of MOA X's divided by number of X's in stage = PTR capacity
- PTR multiplied by overhead factors = airspace PTR capacity

Meridian 1 West MOA

237 flyable days x 82% = 194
 194 ÷ 2 = 97 summer days/97 winter days
 97 summer days x 12 hrs/day = 1164 hrs
 97 winter days x 10 hrs/day = 970 hrs
 total = 2134 hrs annually

CNATRA N3
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A-4

2134 hrs x 3X/hr = 6402 total X's
 6402 - 20 (X's in FORM, FAM, BI, OCF, TACF) = 320 total PTR capacity
 320 x .905 (overhead factors) (.93 attrition) = 269 airspace PTR capacity
 2134 hrs x 2X/hr = 4268
 4268 ÷ 13 (ACM stage) = 328
 328 X (.905) (.93) = 276 PTR

CNATRA N3

T-2

2134 hr x 8X/hr = 17072 total X's
 17072 ÷ 41 = 416
 416 x (.907) (.95) = 358 PTR

CNATRA N3
5-12-94

BIRMINGHAM MOA

237 x .82 = 194
 194 ÷ 2 = 97
 97 x 6 (average number summer hours available/day) = 582
 97 x 6 (average number winter hours available/day) = 582
 total = 1164

CNATRA N3

A-4

1164 x 1 = 1164
 1164 ÷ 20 = 58
 58 x (.905) (.93) = 49

CNATRA N3
5-12-94

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

CNATRA N3
5-12-94

PINEHILL MOA

237 x 82 = 194
 194 ÷ 20 = 97
 97 x 6 = 582
 Total = 1164

A-4

1164 x 2 = 2328
 2328 ÷ 20 = 116
 116 x (.905) (.93) = 98
 1164 x 2 = 2328
 2328 + 13 (ACM stage) = 179
 179 x (.905) (.93) = 150

T-2

1164 x 1 = 1164
 1164 ÷ 8 (GUN stage) = 145
 145 x (.907) (.95) = 124

CNATRA MS

TOTAL

MERIDIAN 1 W MOA

FAM/FORM/BI/OCF
 ACM

A-4

269
 276

T-2

358

BIRMINGHAM

FAM/FORM/BI/OCF
 ACM
 GUNS

49

48

 313

PINEHILL

FAM/FORM/BI/OCF
 ACM
 GUNS
 FAM/FORM/BI/OCF
 ACM
 GUNS
 AVERAGE PTR CAPACITY

98
 150

 416
~~471~~ 426

 443

HEARD
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 JWH

 124
 406

 437
 421

NUMBER OF MOA EVENTS

STAGE	<u>T-2</u>	<u>TA-4J</u>
	TOTAL (DAY/NT)	TOTAL DAY/NT
FAM	16 (16/0)	8 (8/0)
BI	3 (0/3)	2 (2/0)
RI	- (X-C)	- (X-C)
OCF	2 (2/0)	1 (1/0)
FORM	15 (15/0)	5 (5/0)
AN	- (X-C)	- (X-C)
NF	4 (0/4)	4 (0/4)
GUNS	8 (8/0)	NA
CQ	- (OLF)	- (OLF)
TACF	-----	4 (4/0)
ACM	-----	13 (13/0)
TOTAL:	48 (41/7)	37 (33/4)

Facilities (cont.)

B. Airspace (cont.)

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

YES. EXCEPT CARRIER QUALIFICATIONS.

5. If deployments/detachments to other domestic locations are required to satisfy these shortfalls, provide the following information:

(a) Where do these units/squadrons deploy?

- NAS KEY WEST, FL
- NAS MIRIMAR, CA
- NAS NORTH ISLAND, CA
- NAS CECIL FIELD, FL
- MCAS BEAUFORT, SC

(b) How far from your installation?

- | | |
|----------------------|---------|
| NAS KEY WEST, FL | 650 NM |
| NAS MIRIMAR, CA | 1500 NM |
| NAS NORTH ISLAND, CA | 1500 NM |
| NAS CECIL FIELD, FL | 375 NM |
| MCAS BEAUFORT, SC | 400 NM |

2
QUATRA A3

revised pg

(c) Reasons for deployment (e.g., adverse weather, airspace saturation, training versatility, etc.)

NAS KEY WEST, FL	CARRIER QUALIFICATION
NAS MIRIMAR, CA	CARRIER QUALIFICATION
NAS NORTH ISLAND, CA	CARRIER QUALIFICATION
NAS CECIL FIELD, FL	CARRIER QUALIFICATION
MCAS BEAUFORT, SC	CARRIER QUALIFICATION

(d) Annual TAD costs incurred for deployments due to adverse weather.

~~NOT AVAILABLE.~~ ZERO

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CNATRA N3
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(e) Annual TAD costs incurred for deployments due to airspace nonavailability.

ZERO.

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

ZERO.

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

ZERO.

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

NA.

47 (1st)
46.1 *CNATRA N61*
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CLOSE HOLD



(c) Reasons for deployment (e.g., adverse weather, airspace saturation, training versatility, etc.)

NAS KEY WEST, FL	CARRIER QUALIFICATION
NAS MIRIMAR, CA	CARRIER QUALIFICATION
NAS NORTH ISLAND, CA	CARRIER QUALIFICATION
NAS CECIL FIELD, FL	CARRIER QUALIFICATION
MCAS BEAUFORT, SC	CARRIER QUALIFICATION

(d) Annual TAD costs incurred for deployments due to adverse weather.

~~NOT AVAILABLE.~~ ZERO

2
CXATRA N3
REVISION
5/12/94

(e) Annual TAD costs incurred for deployments due to airspace nonavailability.

ZERO.

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

ZERO.

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

ZERO.

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

NA.



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

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

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

NONE.

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CNATRA N61
9/9/94*

CLOSE HOLD



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

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

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

NONE.

R

Facilities (cont.)

C. Ground Training

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

For example: in the category 171-10, a type of training facility is academic instruction classroom. If you have 10 classrooms with a capacity of 25 students per room, the design capacity would be 250. If these classrooms are available 8 hours a day for 300 days a year, the capacity in student hours per year would be 600,000.

CCN: 171-10

Type Training Facility	Total Number	Design Capacity (PN) ¹	Capacity (Student HRS/YR)
Academic Classroom Training Building #266	6	90	319,950

CCN: 171-20

Type Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)
Academic Applied Training Building #266	8	120	426,600

CCN: 171-35 - Building #150 - 2-00150

Type Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)
Operational Flight Simulators	14	14	49,770
Dedicated Classrooms	3	90	319,950
CAI Learning Center	1	18	63,990

R - Design Cap

¹ Design Capacity (PN) is the total number of seats available for students in spaces used for academic instruction; applied instruction; and seats or positions for operational trainer spaces and training facilities other than buildings, i.e., ranges. Design Capacity (PN) must reflect current use of the facilities.

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Facilities (cont.)

C. Ground Training

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

For example: in the category 171-10, a type of training facility is academic instruction classroom. If you have 10 classrooms with a capacity of 25 students per room, the design capacity would be 250. If these classrooms are available 8 hours a day for 300 days a year, the capacity in student hours per year would be 600,000.

CCN: 171-10

Type Training Facility	Total Number	Design Capacity (PN) ¹	Capacity (Student HRS/YR)
Academic Classroom Training Building #266	6	90	319,950

R

CCN: 171-20

Type Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)
Academic Applied Training Building #266	8	120	426,600

R

CCN: 171-35 - Building #150 - 2-00150

Type Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)
Operational Flight Simulators	14	14	49,770
Dedicated Classrooms	3	X 90	319,950
CAI Learning Center	1	18	63,990

R

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ADDED

ADDED

¹ Design Capacity (PN) is the total number of seats available for students in spaces used for academic instruction; applied instruction; and seats or positions for operational trainer spaces and training facilities other than buildings, i.e., ranges. Design Capacity (PN) must reflect current use of the facilities.

Facilities (cont.)

C. Ground Training

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

For example: in the category 171-10, a type of training facility is academic instruction classroom. If you have 10 classrooms with a capacity of 25 students per room, the design capacity would be 250. If these classrooms are available 8 hours a day for 300 days a year, the capacity in student hours per year would be 600,000.

CCN: 171-10

Type Training Facility	Total Number	Design Capacity (PN) ¹	Capacity (Student HRS/YR)
Academic Classroom Training Building #266	4	60	113,760

CCN: 171-20

Type Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)
Academic Applied Training Building #266	4	60	113,760

CCN: 171-35

Type Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)
Operational Simulator Training Building 150	12	12	42,660

¹ Design Capacity (PN) is the total number of seats available for students in spaces used for academic instruction; applied instruction; and seats or positions for operational trainer spaces and training facilities other than buildings, i.e., ranges. Design Capacity (PN) must reflect current use of the facilities.

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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; 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.

R

CCN: 179-10

Type 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.

CCN 171-10 - Academic Instruction Building,
 CCN 171-20 - Applied Instruction Building, and
 CCN 171-35 - Operational Training Building:

237 days (CNATRA Planning Factor)

237 days x 15 hours/day = 3555 hours per facility available.

3555 hours available x design capacity (PN) = student hr/yr capacity.

R

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.

revised page

CCN: 179-10

Type 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

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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.

CCN 171-10 - Academic Instruction Building and

CCN 171-20 - Applied Instruction Building:

237 days (CNATRA Planning Factor)

237 days x 8 hours/day = 1896 hours per facility available.

1896 hours available x ~~60~~ student capacity = ~~113,760~~ student hr/yr.

3555 *design capacity (PN) = student hr/yr*

CCN 171-35 - Operational Training Building:

237 days (CNATRA Planning Factor)

237 days x 15 hours/day = 3555 hours per facility available.

3555 hours available x ~~14~~ *design* student capacity (PN) = ~~49,770~~ student hr/yr.

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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.

CCN: 179-10

Type Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)
Multi-Purpose SEARAY Target Range, 2-00146	1	Does not apply	NA

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.

CCN 171-10 - Academic Instruction Building and

CCN 171-20 - Applied Instruction Building:

237 days (CNATRA Planning Factor)

237 days x 8 hours/day = 1896 hours per facility available.

1896 hours available x 60 student capacity = 113,760 student hr/yr.

CCN 171-35 - Operational Training Building:

237 days (CNATRA Planning Factor)

237 days x 15 hours/day = 3555 hours per facility available.

3555 hours available x 12 student capacity = 42,660 student hr/yr.

NOTE: 6 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.

Facilitiesc. Ground Training (cont.)

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

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 assumptions for all calculations²

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

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

NO LIMITING FACTORS.

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

Facilities (cont.)

C. Ground Training (cont.)

6. 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 STU DS PER ROOM FOR CCN 171-10)

2000 HR/YR X STUDENTS PER YEAR = CAPACITY (STUDENT HRS/YR)

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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.

Facilities

c. Ground Training (cont.)

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

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

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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.)**C. Ground Training (cont.)**

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 calculations⁴

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 STUDENT HRS
 4,800,000

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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.

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

Facilities (cont.)

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.

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 UTILIZES 90 DEGREE PARKING, CALCULATIONS DONE PER NAVFAC P-80, TABLE 113-20A, PAGE 113-6B.**

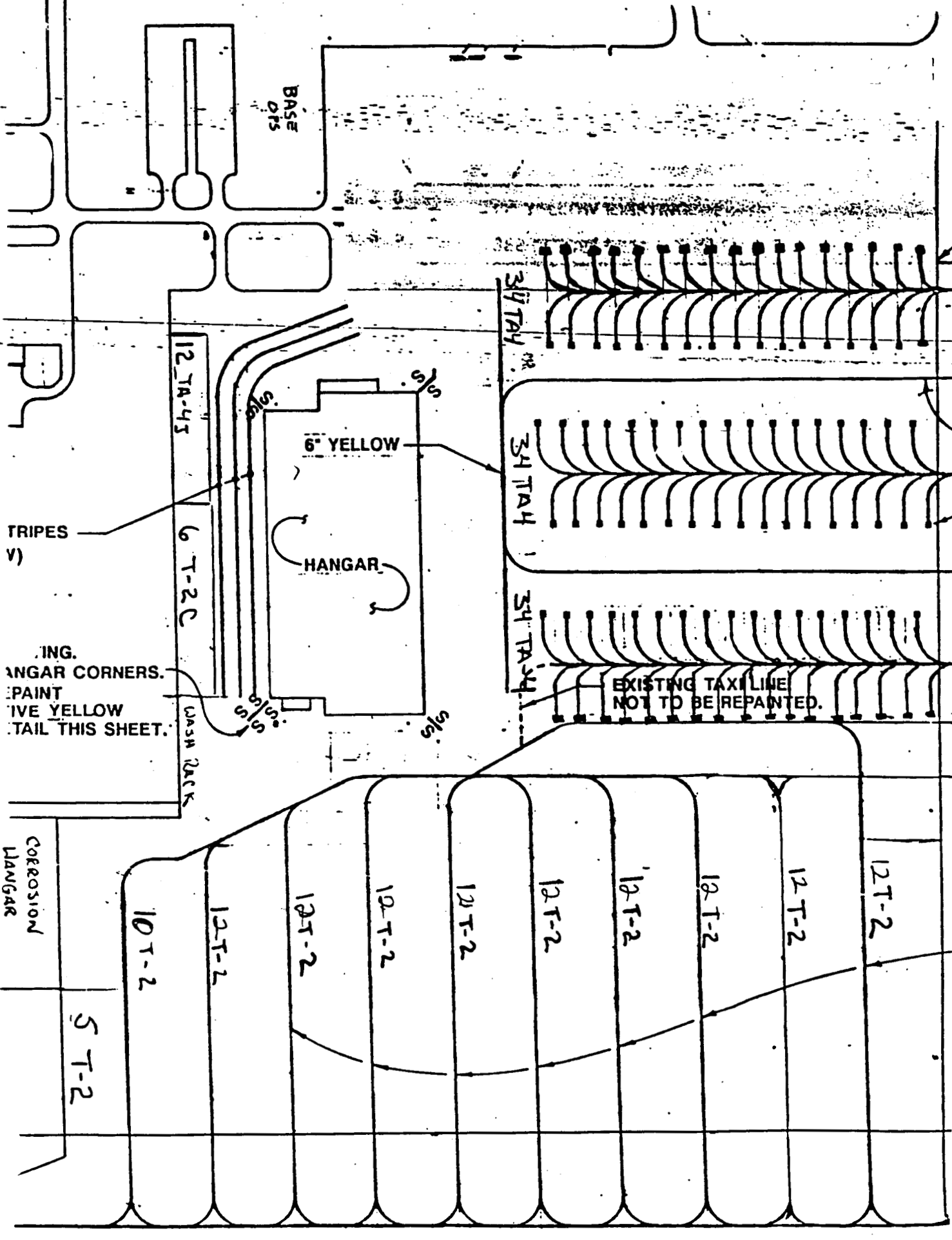
3. Provide the details of your calculations, including your assumptions on the minimum separation between aircraft, folding of aircraft wings, and any obstruction that may limit the placement of aircraft on the parking apron spaces.

Assumes NAVFAC P-80 150' peripheral taxiway.

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.



BASE
DPS

12 TA-4J

6 T-2C

WASH JACK

6" YELLOW

HANGAR

34 TAY

34 TAY

34 TAY

EXISTING TAXI LINE
NOT TO BE REPAINTED.

TRIPES
v)

ING.
HANGAR CORNERS.
PAINT
IVE YELLOW
TAIL THIS SHEET.

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

53-(a)

Facilities (cont.)

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. 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.

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-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.

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

ASSUMPTIONS: Number of hangar spaces times 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).~~

~~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-~~

~~4. 52.8% of 85,540 = 45,165 sq ft-~~

~~-47.2% 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-~~

~~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.

Facilities (cont.)**D. Aircraft Parking, Maintenance, and Supply (cont.)**

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-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.

3. TOTAL USABLE STORAGE SPACE AT THE AVIATION SUPPLY WAREHOUSE, BLDG 99, IS 12,060 SQ FT.

4. 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.

Revised PS

Features and Capabilities

A. 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

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REVISION - 5/13/94

Features and Capabilities**A. 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 PERM	126	42	91 ENL
353/721-14 CLASS A STUDENTS NTTC	120	40	69 ENL

Features and Capabilities

A. 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	* 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.

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REVISION 5/13/94

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	AVG People
			Housed
354/721-14 CLASS A STUDENTS NTTC	120	40	81 ENL
355/721-14 CLASS A STUDENTS NTTC	144	48	94 ENL
356/721-14 CLASS A STUDENTS NTTC	132	44	99 ENL
357/721-12 E5/E6 NTTC/PERM	16	16	10 ENL
358/721-14 CLASS A STUDENTS NTTC	180	60	113 ENL
359/721-14 CLASS A STUDENTS NTTC	180	60	69 ENL
360/721-14 CLASS A STUDENTS NTTC	108	36	67 ENL
390/721-12 BOQ WING A E5/E6 PERM	56	42	30 ENL
391/721-12 BOQ WING B E5/E6 PERM	65	48	35 ENL
392/721-12 & 721-13 BOQ WING C E5/E9 PERM	65	42	47 ENL

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	People
			Housed
355/721-14 CLASS A STUDENTS NTTC	144	48	144
356/721-14 CLASS A STUDENTS NTTC	132	44	132
357/721-12 E5/E6 NTTC/PERM	16	16	16
358/721-14 CLASS A STUDENTS NTTC	180	60	180
359/721-14 CLASS A STUDENTS NTTC	180	60	180
360/721-14 CLASS A STUDENTS NTTC	108	36	108
390/721-12 BOQ WING A E5/E6 PERM	56	42	42
391/721-12 BOQ WING B E5/E6 PERM	65	48	48
392/721-12 & 721-13 BOQ WING C E5/E9 PERM	65	42	65
393/721-13 721-13 BOQ WING D E7/E9 PERM	47	47	47

Revised Pg

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	AVG People
			Housed
393/721-13 721-13 BOQ WING D E7/E9 PERM	47	47	33 ENL 1 CIV
394/724-11 BOQ WING E W1/02 STUDENTS	46	46	27 OFF 1 ENL
395/724-12 BOQ WING F 01 & ABOVE PERM	22	22	12 OFF 1 ENL
396/724-12 BOQ WING G E7 & ABOVE TRANSIENTS	24	24	13 OFF 6 ENL 3 CIV
397/724-12 BOQ WING H - 03 & ABOVE PERM & TRANSIENTS	23	23	19 OFF 2 CIV

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REVISION 5/13/94

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	AVG People Housed
393/721-13 721-13 BOQ WING D E7/E9 PERM	47	47	33 ENL 1 CIV
394/724-11 BOQ WING E W1/02 PERM	46	46	27 OFF 1 ENL
395/724-12 BOQ WING F 03 & ABOVE STUDENTS	22	22	12 OFF 1 ENL
396/724-12 BOQ WING G 03 & ABOVE STUDENTS	24	24	13 OFF 6 ENL 3 CIV
397/724-12 BOQ WING H - 03 & ABOVE	23	23	19 OFF 2 CIV

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	People
			Housed
394/724-11 BOQ WING E W1/02 PERM	46	46	46
395/724-12 BOQ WING F 03 & ABOVE STUDENTS	22	22	22
396/724-12 BOQ WING G 03 & ABOVE STUDENTS	24	24	24
397/724-12 BOQ WING H - 03 & ABOVE	23	23	23

Revised pg

Features and Capabilities

b. Housing and Messing

3. Provide data on the BOQs and BEQs projected to be assigned to your plant account in FY 1997. The desired unit of measure for this capacity is people housed. Use CCN to differentiate between pay grades, i.e., E1-E4, E5-E6, E7-E9, CWO-O2, O3 and above.

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	# People
			Housed
201/721-14 CLASS A STUDENTS E1-E4	64	32	64
202/721-14 CLASS A STUDENTS E1-E4 USMC	84	42	84
203/721-14 CLASS A STUDENTS E1-E4 USMC	96	48	96
205/721-12 E5/E6 TRANSIENTS	48	48	48
206/721-11 E1/E4 PERM *Convert to Naval Reserve	0 *	0	0
208/740-20 TEMP LODGING ENL	25	25	25
326/721-11 E1-E4 & 721-40 Discip	108 + 18	42	126
353/721-14 CLASS A STUDENTS NTTC	120	40	120

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Features and Capabilities

b. Housing and Messing

3. Provide data on the BOQs and BEQs projected to be assigned to your plant account in FY 1997. The desired unit of measure for this capacity is people housed. Use CCN to differentiate between pay grades, i.e., E1-E4, E5-E6, E7-E9, CWO-O2, O3 and above.

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	# People
			Housed
201/721-14 CLASS A STUDENTS E1-E4	64	32	64
202/721-14 CLASS A STUDENTS E1-E4 USMC	84	42	84
203/721-14 CLASS A STUDENTS E1-E4 USMC	48	48	48
205/721-12 E5/E6 TRANSIENTS	48	48	48
206/721-11 E1/E4 PERM	84	42	84
208/740-20 TEMP LODGING ENL	25	25	25
326/721-11 E1-E4 PERM	84	42	84
353/721-14 CLASS A STUDENTS NTTC	120	40	120

Revised pg

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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
391/721-12 BOQ WING B E5/E6 PERM	40	40	40
392/721-12 & 721-13 BOQ WING C E5/E9 PERM	35	35	35

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Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	# People Housed
354/721-14 CLASS A STUDENTS NTTC	120	40	120
355/721-14 CLASS A STUDENTS NTTC	144	48	144
356/721-14 CLASS A STUDENTS NTTC	132	44	132
357/721-12 E5/E6 NTTC/PERM	16	16	16
358/721-14 CLASS A STUDENTS NTTC	180	60	180
359/721-14 CLASS A STUDENTS NTTC	180	60	180
360/721-14 CLASS A STUDENTS NTTC	108	36	108
390/721-12 BOQ WING A E5/E6 PERM	42	42	42
391/721-12 BOQ WING B E5/E6 PERM	48	48	48
392/721-12 & 721-13 BOQ WING C E5/E9 PERM	42	42	42

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	# People
			Housed
393/721-13 721-13 BOQ WING D E7/E9 PERM	37	37	37
394/724-11 BOQ WING E W1/02 STUDENTS	38	38	38
395/724-12 BOQ WING F 01 & ABOVE PERM	22	22	22
396/724-12 BOQ WING G E7 & ABOVE TRANSIENTS	24	24	24
397/724-12 BOQ WING H - 03 & ABOVE PERM & TRANS	23	23	23

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NOTE: DUE TO THE RENOVATION PROJECTS FOR BARRACKS 201, 202, 326, 390, 391, 392, & 393, RECONFIGURATION OF ROOMS HAS REDESIGNED 2-MEN SUITES TO 1-MAN SUITES DECREASING THE CAPACITY HOUSED EFFECTIVE FY95.

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	# People Housed
393/721-13 721-13 BOQ WING D E7/E9 PERM	44	44	44
394/724-11 BOQ WING E W1/02 PERM	46	46	46
395/724-12 BOQ WING F 03 & ABOVE STUDENTS	22	22	22
396/724-12 BOQ WING G 03 & ABOVE STUDENTS	24	24	24
397/724-12 BOQ WING H - 03 & ABOVE	23	23	23

NOTE: DUE TO THE RENOVATION PROJECTS FOR BARRACKS 201, 202, 326, 390, 391, 392, & 393, RECONFIGURATION OF ROOMS HAS REDESIGNED 2-MEN SUITES TO 1-MAN SUITES DECREASING THE CAPACITY HOUSED EFFECTIVE FY95.

Features and Capabilities (cont.)**A. Housing and Messing (cont.)**

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

Facility Type, Cat Code and Bldg. #	Total Sq. Ft.	Seats	Avg # Noon Meals Served
Enlisted Dining Facility, 722-10, 2-00207	26,624	1,960	650

NOTE: SEATING MAY VARY DEPENDING OF LOADING REQUIRED BY REARRANGING TABLE PLACEMENT.

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

Facility Type, Cat Code and Bldg. #	Total Sq. Ft.	Seats	Avg # Noon Meals Served
Enlisted Dining Facility, 722-10, 2-00207	26,624	1,960	750

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

Type Facility	Average Daily Student Load (ADSL)						
	1995	1996	1997	1998	1999	2000	2001
BOQ - OFFICER	46	46	46	46	46	46	46
BEQ - ENLISTED	1345	1345	1292	1292	1292	1292	1292
On-Base Housing	44	44	44	44	44	44	44
Off-Base Housing	230	230	230	230	230	230	230
Messing	1960	1960	1960	1960	1960	1960	1960

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

BOQ/BEQ: FIGURES FOR FY95/96 WERE BASED ON CURRENT NUMBER OF AVAILABLE BEDS PRESENTLY DESIGNATED FOR STUDENT PILOTS AND NTTC STUDENTS. FIGURES FOR FY97-FY01 ARE BASED ON THE NUMBER OF BEDS AVAILABLE AFTER RENOVATION PROJECTS ARE COMPLETED. CAPACITY CAN BE INCREASED BY REARRANGING ROOMS TO INCREASE NUMBER OF BEDS TO EACH ROOM.

ON-BASE HOUSING: FAMILY HOUSING HAS DESIGNATED 44 UNITS FOR STUDENT OFFICERS TRAINING 20 WEEKS OR MORE. OTHER UNITS MAY BE ASSIGNED WHEN NO ONE IS ON THE STAFF OFFICER WAITING LIST. NAS MERIDIAN HAS A TOTAL OF 520 UNITS AVAILABLE. ON-BASE HOUSING IS NOT AVAILABLE TO CIVILIAN EMPLOYEES WORKING AT NAS MERIDIAN.

OFF-BASE HOUSING: AS THIS IS BASED ON SHORT TERM TEMPORARILY ASSIGNED NTTC ENLISTED "STUDENT" LOAD AND NOT PERMANENT OR LONGER TERM PILOT STUDENT PERSONNEL, ONLY RENTAL PROPERTY IS CONSIDERED. ALTHOUGH NO STATISTICS ARE MAINTAINED BASED SOLELY ON STUDENT LOAD, RENTAL HOUSES, APARTMENTS AND TRAILERS PROVIDE APPROXIMATELY 2,300 UNITS TOTAL IN THE LOCAL AREA WITH AN AVERAGE OF 10% OF BASE PERSONNEL TO SUPPORT THE BALANCE OF ON-STATION HOUSING AVAILABLE.

MESSING: PER THE NAVFAC P-80, THE DESIGN CAPACITY IS 1960 PERSONNEL. CAPACITY CAN BE INCREASED FROM THE PRESENT SEATING ARRANGEMENT BY REARRANGING THE LAYOUT AND ADDING MORE TABLES, AND EXTENDING SERVING HOURS.

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

NO LIMITING CONSTRAINTS.

Command: NAS Meridian

Data Call Number Nineteen

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

MAJOR CLAIMANT LEVEL

T. L. McCLELLAND
NAME

T L McClelland
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

J B Greene Jr.
Signature

Acting
Title

27 May 1994
Date

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

NEXT ECHELON LEVEL (if applicable)

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

T J Pudas
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)

WB Hayden
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 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."

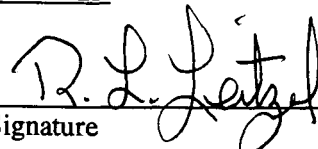
The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

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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


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)

Chief of Naval Air Training
Title

Naval Air Training Command
Activity

W B Hayden
Signature

12 MAY 94
Date

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)

Title

Activity

Signature

Date

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)

Title

Signature

Date

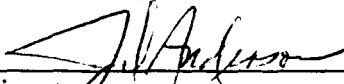
Command: NAS Meridian

**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

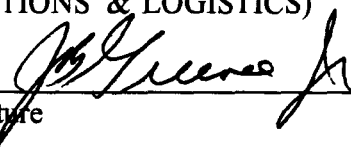
5/31/94
Date

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. GAZAK, JR
NAME


Signature

ACTING
Title


2 JUN 94
Date

NAS MERIDIAN MS/UIC: 63043

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

NEXT ECHELON LEVEL (if applicable)

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


Signature

COMMANDER
Title

16 MAY 94
Date

TRAINING AIR WING ONE
Activity

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

NEXT ECHELON LEVEL (if applicable)

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


Signature

Chief of Naval Air Training (ACTING)
Title

25 May 94
Date

Naval Air Training Command
Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

NAME (Please type or print)

Signature

Title

Date

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


Signature

COMMANDING OFFICER
Title

13 MAY 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

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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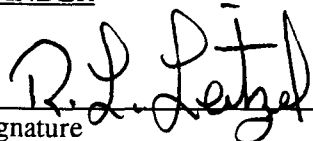
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ACTIVITY COMMANDER

R. L. LEITZEL, CAPT, USN
Name


Signature

COMMANDING OFFICER
Title


13 MAY 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

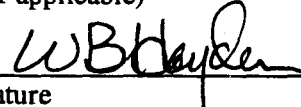
23 Aug 94
Date

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

7/12/94
Date

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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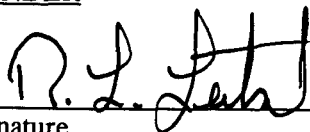
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ACTIVITY COMMANDER

R. L. LEITZEL, CAPT, USN
Name


Signature

COMMANDING OFFICER
Title

22 AUG 94
Date

NAVAL AIR STATION, MERIDIAN, MS
Activity

307

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

PEH
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

W. A. EARNER
NAME

W. A. Earner
Signature

Title


9/8/94
Date

ENC 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

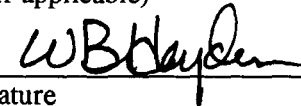
23 AUG 94
Date

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

BRAC-95 CERTIFICATION

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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

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

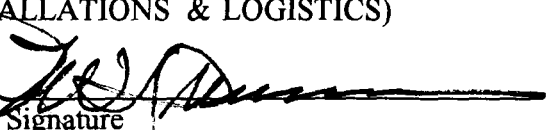
9/27/94
Date

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)
Chief of Naval Air Training
Title
Naval Air Training Command
Activity

W B Hayden
Signature
12 SEP 94
Date

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)
Title
Activity

Signature
Date

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)
Title

Signature
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)

T J Pudus
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)

WB Hayden
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

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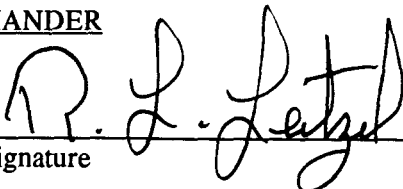
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ACTIVITY COMMANDER

R. L. LEITZEL, CAPT, USN
Name


Signature

COMMANDING OFFICER
Title

1 SEP 94
Date

NAVAL AIR STATION, MERIDIAN, MS
Activity

R

Pg 47, 48

Command: NAS Meridian

**Data Call Number Nineteen Revisions
(Pages 47 and 48)**

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

MAJOR CLAIMANT LEVEL

P. E. TOBIN
NAME

PET
Signature

Acting
Title

10/28/94
Date

CNET
Activity

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

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

W. A. EARNER
NAME

W. A. Earner
Signature

Title

11/3/94
Date

NAS MERIDIAN MS/UIC: 63043

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

NEXT ECHELON LEVEL (if applicable)

T. J. PUDAS, CAPT, USN


NAME (Please type or print)

COMMANDER

Title

TRAINING AIR WING ONE

Activity


Signature

20 SEP 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)

P. R. STATSKEY, CAPT, USN

NAME (Please type or print)

CHIEF OF NAVAL AIR TRAINING (ACTING)

Title

NAVAL AIR TRAINING COMMAND

Activity


Signature

25 OCT 94
Date

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)

Title

Activity

Signature

Date

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)

Title

Signature

Date

NAS MERIDIAN MS/UIC: 63043

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

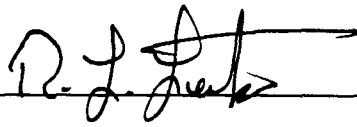
The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

Each individual in your activity generating information for the BRAC-95 process must certify that information. Enclosure (1) is provided for individual certifications and may be duplicated as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the Chain of Command reviewing the information will also sign this certification sheet. This sheet must remain attached to this package and be forwarded up the Chain of Command. Copies must be retained by each level in the Chain of Command for audit purposes.

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

ACTIVITY COMMANDER

R. L. LEITZEL, CAPT, USN
Name


Signature

COMMANDING OFFICER
Title

19 SEP 94
Date

NAVAL AIR STATION, MERIDIAN, MS
Activity

Document Separator

251
Clarification to Joint Military Value and Capacity Analysis Data Calls
27 Aug 94

Please clarify the following questions:

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

AIRCRAFT	⁽¹⁾ UTILIZATION RATE (SORTIES/MONTH)	PAA FOR THE COMMAND	TOTAL AIRCRAFT IN THE COMMAND INVENTORY
T-34 (FY 94)			
T-34 (FY 01)			
T-37 (FY 94)			
T-37 (FY 01)			
JPATS (TOTAL BUY)			
T-1 (FY 94)			
T-1 (FY 01)			
T-38 (FY 94)			
T-38 (FY 01)			
AT-38 (FY 94)			
AT-38 (FY 01)			
T-3 (FY 94)			
T-3 (FY 01)			
T-2 (FY 94)	36	37	* 44
T-2 (FY 01)	0	0	0
TA-4 (FY 94)	33	51	* 60
TA-4 (FY 01)	0	0	0
T-44 (FY 94)			
T-44 (FY 01)			
T-45 (FY 94)	0	0	0
T-45 (FY 01) (TOTAL BUY)	44	48	** 72

Note: 1. Based on peacetime planning factors.

* Updated data (as to info provided in data call #19 mission RQMNTS, Para E., Ques #1) which reflects ACFT inventory as of beginning of FY94. Current total ACFT inventory at CTW-1 is 83 T-2C's and 76 TA-4J's due to recent transfer of all T-2 & TA-4 ACFT from Kingsville to Meridian.

** Reflects total buy of T-45 ACFT scheduled to be assigned to NAS Meridian and scheduled for delivery by the end of FY2001. Total Navy buy planned for 194 T-45's.

Command: CNATRA

**Data Call Number Nineteen Amendment One
(Addendum Pages - Clarification of Joint Military Value and Capacity Analysis)**

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

MAJOR CLAIMANT LEVEL

T. W. WRIGHT
NAME

T. W. Wright
Signature

14 OCT 1994

CNET
Title

Date

CNET
Activity

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

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

W. A. EARNER

NAME

W. A. Earner
Signature

Title

10/21/94
Date

RESPONSE FOR NATRACOM STATIONS TO:
BRAC 95: CLARIFICATION TO JOINT MILITARY VALUE AND CAPACITY ANALYSIS
DATA CALLS, DTD 27 AUG 94

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

NEXT ECHELON LEVEL (if applicable)

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

P.R. Statskey
Signature

CHIEF OF NAVAL AIR TRAINING (ACTING)
Title

9-29-94
Date

NAVAL AIR TRAINING COMMAND
Activity

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

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print)

Signature

Title

Date

Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

NAME (Please type or print)

Signature

Title

Date

7

DATA CALL 64

CONSTRUCTION COST AVOIDANCES

Table 1: Military Construction (MILCON) Projects (Excluding Family Housing Construction Projects)

Installation Name:		MERIDIAN MS NAS		
Unit Identification Code (UIC):		N63043		
Major Claimant:		CNET		
Project FY	Project No.	Description	Appn	Project Cost Avoid (\$000)
1992	277	FIRE TRAINING FACILITY	MCON	1,200
		Sub-Total - 1992		1,200
1993	281	CHILD DEVELOPMENT CENTER	MCON	1,100
		Sub-Total - 1993		1,100
2000	279	TAXIWAYS	MCON	11,500
		Sub-Total - 2000		11,500
2001	274	TRANSPORTATION FAC UPGRADE	MCON	1,000
2001	275	FIRE PROTECTION IMPROVES	MCON	800
		Sub-Total - 2001		1,800
		Grand Total		15,600

BRAC-95 CERTIFICATION

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

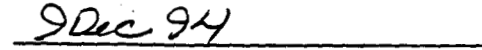
MICHAEL D. THORNTON
NAME (Please type or print)

CDR, CEC, USN
Title

MILCON PROGRAMMING DIVISION
Division

NAVAL FACILITIES ENGINEERING COMMAND
Activity


Signature


Date

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

MAJOR CLAIMANT LEVEL

J. E. BUFFINGTON, RADM, CEC, USN


NAME (Please type or print)

COMMANDER

Title

NAVAL FACILITIES ENGINEERING COMMAND

Activity


Signature

12/9/94
Date

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

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

W. A. EARNER

NAME (Please type or print)

Title


Signature

12/11/94
Date

Document Separator

CLOSE HOLD

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.*****

CLOSE HOLD

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

Mission Requirements**A. Training Other Than Undergraduate Pilot and NFO/Navigator Training**

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

Ground Unit/MTOE	Training Function
NONE	

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

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

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

Forces	Location/ Distance	Type of Support	Frequency
NONE			

Revision

Mission Requirements (cont.)

B. Operational Squadron Support

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

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

✓
C/MATRA NS

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

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

2
C/MATRA NS
REVISION
5/12/94

Mission Requirements (cont.)**B. Operational Squadron Support**

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

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

✓
C. NATRANS

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

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

Mission Requirements (cont.)**B. Operational Squadron Support (cont.)**

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

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

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

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

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

Type of Unit	Number of Units	Mission	Equipment Items
NA			

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

Include FY 1994 data through 31 March 1994.

Mission Requirements (cont.)**C. Managed Training Areas**

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

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

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

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

Mission Requirements (cont.)

D. General Military Support

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

Yes.

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

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

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

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

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

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

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

~~NO.~~ Yes.

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

~~SH~~ (HERTEL)
CNET
N44331
11 MAY 24

Mission Requirements (cont.)

D. General Military Support (cont.)

3. Does this installation directly support a military or civilian area control and surveillance mission (e.g., FACSAC, 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. ² CNATRA-13

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

NONE.

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

NONE.

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

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

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

E. Other Support

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

YES.

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

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

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

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

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

*NOCD PROVIDES WEATHER SERVICE FOR TRAINING AIR WING ONG OPERATIONS. ✓
CNATRA/NS*

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.

R

Mission Requirements (cont.)

F. Weather

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

Airfield: **NAS MERIDIAN**

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

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

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

Mission Requirements (cont.)**F. Weather**

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

Airfield: **NAS MERIDIAN**

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

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

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

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

17.8% (six year average).

18 % FOR T-2

17 % FOR TA-4

2
CNATRA N3

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

During winter months contingency weather detachments are planned to maintain student flow.

~~Historically VT-7 has executed one (1) two-week air-to-ground weapons detachment annually.~~

2
CNATRA N3

Facilities

A. Air Space and Flight Training Areas

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

NO.

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

NO.

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

NA

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

NO.

a. If yes, state all reasons.

NA

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

NO.

a. If yes, list all changes.

NA

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

MERIDIAN ONE WEST MOA

PINEHILL EAST MOA

PINEHILL WEST MOA

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

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

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

NA

Facilities (cont.)

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

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

MERIDIAN ONE WEST MOA

- a. Has an environmental analysis (EA, EIS, etc.) been conducted on each airspace? **YES, EA, FEB92.**
 - What is the status of each environmental analysis and supplement? **FONSI**
 - Were there any problems associated with the analysis? **FONSI**
 - Does the current "Description of Proposed Actions/Alternatives" (DOPAA) define your operations, and if it does, was it used for the latest environmental analysis and supersonic waiver if required? Explain any lack of reports. **YES. YES. SUPERSONIC WAIVER NOT REQUIRED.**
- b. Are there known noise sensitive areas (NSAs) associated with each piece of airspace? **NO.**
 - List those documented in Flight Information Publication (FLIP) and those you have concerns about. **NA**
 - Do any of these NSAs affect or threaten the quality of training or mission? **NO.**
- c. Are there any known civilian/commercial encroachments with each piece of airspace? **NO.**
 - List those for ground or airspace encroachment. (i.e., Public-use airports, parachute operations, gliders, etc.) **NA**
- d. Are there any planned expansions to your special use airspace? **NO.** (Include new airspace proposals)
 - Explain proposal and give status (to include community reactions) **NA**
 - What was the primary rationale supporting expansion? **NA**
- e. What type of restrictions exist with each airspace? (i.e., hours of operation, subsonic, altitude restrictions, exercise only, ATC delays, etc.) **NO RESTRICTIONS.**
- f. What is the published availability of each airspace?
SUNRISE - 2300, MONDAY - FRIDAY AND BY NOTAM
 - How many hours (average per year for 1990 thru 1993) was the airspace scheduled?
1990: DATA NOT AVAILABLE.
1991: DATA NOT AVAILABLE.
1992: 3936.5 HRS
1993: 4720.0 HRS
 - How many hours were actually used (average per year for 1990 thru 1993, total of all users)?
1990: DATA NOT AVAILABLE.
1991: DATA NOT AVAILABLE.
1992: 3872.0 HRS
1993: 3882.0 HRS
 - State reasons for difference between scheduled and actually used.
Scheduled hours and hours used difference is based on aircraft availability, instructor availability and weather cancellations.
- g. Is it possible to increase utilization of the airspace?
YES. Currently airspace is scheduled to meet existing needs; however, extending MOA hours and more efficient airspace utilization (scheduling) would increase utilization.
- h. Can it be expanded in volume and/or hours of use? **IN VOLUME: NO. IN HOURS: YES.**
- i. Describe the volume or area of the airspace. **3750 SQ MI X 15000'**
- j. What percentage of the airspace is usable? **100% OF AIRSPACE IS USABLE. ***

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

2
ENATRA 43

CLOSE HOLD

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

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

MERIDIAN ONE WEST MOA

- a. Has an environmental analysis (EA, EIS, etc.) been conducted on each airspace? **YES, EA, FEB92.**
- What is the status of each environmental analysis and supplement? **FONSI**
 - Were there any problems associated with the analysis? **FONSI**
 - Does the current "Description of Proposed Actions/Alternatives" (DOPAA) define your operations, and if it does, was it used for the latest environmental analysis and supersonic waiver if required? **Explain any lack of reports.**
- b. Are there known noise sensitive areas (NSAs) associated with each piece of airspace? **NO.**
- List those documented in Flight Information Publication (FLIP) and those you have concerns about. **NA**
 - Do any of these NSAs affect or threaten the quality of training or mission? **NO.**
- c. Are there any known civilian/commercial encroachments with each piece of airspace? **NO.**
- List those for ground or airspace encroachment. (i.e., Public-use airports, parachute operations, gliders, etc.) **NA**
- d. Are there any planned expansions to your special use airspace? **NO.** (Include new airspace proposals)
- Explain proposal and give status (to include community reactions) **NA**
 - What was the primary rationale supporting expansion? **NA**
- e. What type of restrictions exist with each airspace? (i.e., hours of operation, subsonic, altitude restrictions, exercise only, ATC delays, etc.) **NO RESTRICTIONS.**
- f. What is the published availability of each airspace?
- SUNRISE - 2300, MONDAY - FRIDAY AND BY NOTAM**
- How many hours (average per year for 1990 thru 1993) was the airspace scheduled?
 - 1990: DATA NOT AVAILABLE.**
 - 1991: DATA NOT AVAILABLE.**
 - 1992: 3936.5 HRS**
 - 1993: 4720.0 HRS** - How many hours were actually used (average per year for 1990 thru 1993, total of all users)?
 - 1990: DATA NOT AVAILABLE.**
 - 1991: DATA NOT AVAILABLE.**
 - 1992: 3872.0 HRS**
 - 1993: 3882.0 HRS** - State reasons for difference between scheduled and actually used.
 - Scheduled hours and hours used difference is based on aircraft availability, instructor availability and weather cancellations.**
- g. Is it possible to increase utilization of the airspace?
- YES. Currently airspace is scheduled to meet existing needs; however, extending MOA hours and more efficient airspace utilization (scheduling) would increase utilization.**
- h. Can it be expanded in volume and/or hours of use? **IN VOLUME: NO. IN HOURS: YES.**
- i. Describe the volume or area of the airspace. **3750 SQ MI X 15000'**
- j. What percentage of the airspace is usable? **100% OF AIRSPACE IS USABLE.***

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

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 ND

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.**

2
CNATRA/NS

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.

CAUTION N3

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.

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CANTRAN 13

Facilities (cont.)

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

8. Potential For Growth in Training Airspace (Area)

a. Is expansion possible? **YES.**

- If yes, give an estimate of the percentage of increase and rationale for your estimate
MERIDIAN ONE EAST MOA (OLF Gunshy) currently utilized by Columbus AFB under an interservice support agreement could be reacquired by CTW-1.

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

c. Are reductions expected? **NO.**

- If yes, give an estimate of the percentage of decrease and rationale for your estimate
NA

d. Do current special use airspace and training areas meet all training requirements?

YES. MEETS ALL OVERLAND TRAINING REQUIREMENTS. CARRIER QUALIFICATION IS ONLY TRAINING REQUIRED OVERWATER.

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

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

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

9. Commercial Aviation Impact

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

b. Identify all of the airfields (to include civilian/commercial/general aviation/uncontrolled) within a 50 mile radius of the installation.

MERIDIAN MUNICIPAL AIRPORT/KEY FIELD (JOINT USE, AIR NATIONAL GUARD)

c. Do civilian/commercial 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**

BRAC-95 DC 20/NAS MERIDIAN MS/UIC: 63043

Facilities (cont.)

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

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

1 - Airspace Designator: MERIDIAN ONE WEST MOA

- a. Type of airspace: **MOA/ATCAA**
 b. Dimensions (nm x nm x ft): **75 NM X 50 NM X 15000'** (3750 SQ MD) 8000-FL 230
 c. Distance from main airfield: **5 NM**
 d. Time en route from main airfield: **0.1 HOURS**
 e. Controlling agency: **MEMPHIS ARTCC**
 f. Scheduling agency: **TRAINING AIR WING ONE**
 g. Are canned/stereo airways needed to access air space? **YES** No }
 - If so, how many? **2**
 - If so, what types? ~~IFR OR VFR~~
 h. Is the airspace under radar coverage? **YES**
 - If so, who provides the coverage? **MEMPHIS CENTER**
 i. Is the airspace under communications coverage? **YES**
 - If so, who provides the coverage? **MEMPHIS CENTER**
 j. Number of low level airways (below 18,000 ft) that bisect airspace: **1 (VICTOR AIRWAY 245)**
 k. Number of high altitude airways (above 18,000 ft) that bisect airspace: **0**
 l. Total number of sorties/movements flown in FY 1990 thru 1993
 - By Navy: **41295** - FY92 + 93 DATA (DATA NOT AVAILABLE IN THIS FORMAT FY90-91)
 - By other services: **150 USAF (DATA NOT AVAILABLE FOR FY90-92)**
 m. Total number of available hours in FY 1990 thru 1993: **23360**
 n. Total number of scheduled hours in FY 1990 thru 1993:
 - By Navy: **8656** - FY92 + 93 DATA (DATA NOT AVAILABLE IN THIS FORMAT FY90-91)
 - By other services: **150 (DATA NOT AVAILABLE FOR FY90-92)**
 o. Total number of hours used:
 - By Navy: **7754** - FY92 + 93 DATA (DATA NOT AVAILABLE IN THIS FORMAT FY90-91)
 - By other services: **150**
 p. Types of training permitted:

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

Replacement Page

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Facilities (cont.)

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

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

1 - Airspace Designator: MERIDIAN ONE WEST MOA

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

BRAC-95 DC 20/NAS MERIDIAN MS/UTC: 63043

2 - Airspace Designator: MERIDIAN ONE EAST MOA

- a. Type of airspace: **MOA/ATCAA**
- b. Dimensions (nm x nm x ft): **30 NM X 24 NM X 15000'(720 SQ MI) 8000-FL 230**
- c. Distance from main airfield: **25 NM**
- d. Time en route from main airfield: **0.1 HRS**
- e. Controlling agency: **MEMPHIS ARTCC**
- f. Scheduling agency: **TRAINING AIR WING ONE**
- g. Are canned/stereo airways needed to access air space?
 - CURRENTLY AIRSPACE NOT USED BY CTW-1 UNITS.**
 - If so, how many?
 - If so, what types?
- h. Is the airspace under radar coverage? **YES**
 - If so, who provides the coverage? **MEMPHIS CENTER**
- i. Is the airspace under communications coverage? **YES**
 - If so, who provides the coverage? **MEMPHIS CENTER**
- j. Number of low level airways (below 18,000 ft) that bisect airspace: **0**
- k. Number of high altitude airways (above 18,000 ft) that bisect airspace: **0**
- l. Total number of sorties/movements flown in FY 1990 thru 1993
 - By Navy: **0 - FY93 DATA (DATA NOT AVAILABLE IN THIS FORMAT FY90-92)**
 - By other services: **USAF DATA NOT AVAILABLE**
- m. Total number of available hours in FY 1990 thru 1993: **12480**
- n. Total number of scheduled hours in FY 1990 thru 1993:
 - By Navy: **0 - FY93 DATA (DATA NOT AVAILABLE IN THIS FORMAT FY90-92)**
 - By other services: **USAF DATA NOT AVAILABLE**
- o. Total number of hours used:
 - By Navy: **0 - FY93 DATA (DATA NOT AVAILABLE IN THIS FORMAT FY90-92)**
 - By other services: **USAF DATA NOT AVAILABLE**
- p. Types of training permitted: **USAF UNDERGRADUATE PILOT TRAINING**

Replacement Page

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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**

BRAC-95 DC 20/NAS MERIDIAN MS/UIC: 63043

3 - Airspace Designator: PINEHILL EAST/WEST MOA

- a. Type of airspace: MOA/ATCAA
- b. Dimensions(nm x nm x ft): 42 NM X 52 NM X 13,000 (2185 SQ MI) 10,000-FL230
- c. Distance from main airfield: ²³21 NM
- d. Time en route from main airfield: 0.1 ~~0.2~~ HR } $\frac{94}{CNET}$
N44331
- e. Controlling agency: ATLANTA ARTCC
- f. Scheduling agency: TRAINING AIR WING ONE
- g. Are canned/stereo airways needed to access air space? YES
 - If so, how many? 1
 - If so, what types? IFR
- h. Is the airspace under radar coverage? YES
 - If so, who provides the coverage? ATLANTA CENTER
- i. Is the airspace under communications coverage? YES
 - If so, who provides the coverage? ATLANTA CENTER
- j. Number of low level airways (below 18,000 ft) that bisect airspace: 0
- k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
- l. Total number of sorties/movements flown in FY 1990 thru 1993
 - By Navy: 2678 - FY92 + 93 DATA (DATA NOT AVAILABLE IN THIS FORMAT FY90-91)
 - By other services: DATA UNKNOWN
- m. Total number of available hours in FY 1990 thru 1993: 18096
- n. Total number of scheduled hours in FY 1990 thru 1993:
 - By Navy: 6336 - FY92 + 93 DATA (DATA NOT AVAILABLE IN THIS FORMAT FY90-91)
 - By other services: DATA UNKNOWN
- o. Total number of hours used:
 - By Navy: 2340 - FY92 + 93 DATA (DATA NOT AVAILABLE IN THIS FORMAT FY90-91)
 - By other services: DATA UNKNOWN
- p. Types of training permitted:

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

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 CNET N-44331
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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 Maneuvering Flights.

CNATRA VJ

BRAC-95 DC 20/NAS MERIDIAN MS/UIC: 63043

4 - Airspace Designator: BIRMINGHAM MOA

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

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

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CWET N44331

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4 - Airspace Designator: BIRMINGHAM MOA

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

BRAC-95 DC 20/NAS MERIDIAN MS/UIC: 63043

5 - Airspace Designator: COLUMBUS 1/3 MOAs

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

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5 - Airspace Designator: COLUMBUS 1/3 MOAs

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

BRAC-95 DC 20/NAS MERIDIAN MS/UIC: 63043

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

- a. Type of airspace: **RESTRICTED AREA**
- b. Dimensions (nmi. x nmi. x ft): **10 NM CIRCLE**
- c. Distance from main airfield: **25 NM**
- d. Time en route from main airfield: ~~0.1 HR~~ **.2 HR**
- e. Controlling agency: **MEMPHIS ARTCC**
- f. Scheduling agency: **TRAINING AIR WING ONE**
- g. Are canned/stereo airways needed to access air space? **YES NO**
 - If so, how many? **1**
 - If so, what types? ~~IFR or VFR~~ **N/A**
- h. Is the airspace under radar coverage? **YES**
 - If so, who provides the coverage? **MEMPHIS CENTER**
- i. Is the airspace under communications coverage? **YES**
 - If so, who provides the coverage? **MEMPHIS CENTER**
- j. Number of low level airways (below 18,000 ft) that bisect airspace: **0**
- k. Number of high altitude airways (above 18,000 ft) that bisect airspace: **0**
- l. Total number of sorties/movements flown in FY 1990 thru 1993
 - By Navy: **2416 - FY92 + 93 DATA (DATA NOT AVAILABLE IN THIS FORMAT FY90-91)**
 - By other services: **150 (DATA NOT AVAILABLE FOR FY90-92)**
- m. Total number of available hours in FY 1990 thru 1993: **9360**
- n. Total number of scheduled hours in FY 1990 thru 1993:
 - By Navy: **2576 - FY92 + 93 DATA (DATA NOT AVAILABLE IN THIS FORMAT FY90-91)**
 - By other services: **446 (DATA NOT AVAILABLE FOR FY90-92)**
- o. Total number of hours used:
 - By Navy: **1568 - FY92 + 93 DATA (DATA NOT AVAILABLE IN THIS FORMAT FY90-91)**
 - By other services: **298 (DATA NOT AVAILABLE FOR FY90-92)**
- p. Types of training permitted: **Air-to-Ground Weapons Delivery.**

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

- a. Type of airspace: **RESTRICTED AREA**
- b. Dimensions (nmi. x nmi. x ft): **10 NM CIRCLE**
- c. Distance from main airfield: **25 NM**
- d. Time en route from main airfield: ~~0.1 HR~~ **0.2 HR**
- e. Controlling agency: **MEMPHIS ARTCC**
- f. Scheduling agency: **TRAINING AIR WING ONE**
- g. Are canned/stereo airways needed to access air space? **YES ND**
 - If so, how many? **1**
 - If so, what types? **IFR or VFR**
- h. Is the airspace under radar coverage? **YES/MEMPHIS CENTER**
- i. Is the airspace under communications coverage? **YES**
- j. Number of low level airways (below 18,000 ft) that bisect airspace: **0**
- k. Number of high altitude airways (above 18,000 ft) that bisect airspace: **0**
- l. Number of sorties flown in FY 1993
 - By Navy: **2230**
 - By other services: **150 USAF**
- m. Percent of sorties cancelled due to weather. **SORTIE WEATHER CANCELLATION RATE DATA NOT KEPT BY AIRSPACE. ACCURATE DATA NOT AVAILABLE.**
- n. Number of available daylight hours in FY 1993: **3120**
- o. Number of scheduled hours in FY 1993
 - By Navy: **2007**
 - By other services: **446**
- p. Number of hours used
 - By Navy: **1350**
 - By other services: **298**
- q. Types of training permitted: **Air-to-Ground Weapons Delivery.**

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 (NATLAN3)

BRAC-95 DC 20/NAS MERIDIAN MS/UIC: 63043

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

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

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- 7 - Airspace Designator: VR-1030, 1031, 1032, 1033, IR-044
- a. Type of airspace: **MTR**
 - b. Dimensions (nmi. x nmi. x ft): **VARIES WITH ROUTE.**
 - c. Distance from main airfield: **VARIES WITH ROUTE.**
 - d. Time en route from main airfield: **VARIES WITH ROUTE, 0.2 HRS TO 0.5 HRS.**
 - e. Controlling agency: **MEMPHIS ARTCC**
 - f. Scheduling agency: **TRAINING AIR WING ONE**
 - g. Are canned/stereo airways needed to access air space? **YES**
 - If so, how many? **1 PER ROUTE**
 - If so, what types? **IFR or VFR**
 - h. Is the airspace under radar coverage? **YES/MEMPHIS CENTER**
 - i. Is the airspace under communications coverage? **YES**
 - j. Number of low level airways (below 18,000 ft) that bisect airspace: **0**
 - k. Number of high altitude airways (above 18,000 ft) that bisect airspace: **NA**
 - l. Number of sorties flown in FY 1993
 - By Navy: **819**
 - By other services: **148**
 - m. Percent of sorties cancelled due to weather. **SORTIE WEATHER CANCELLATION RATE DATA NOT KEPT BY AIRSPACE. ACCURATE DATA NOT AVAILABLE.**
 - n. Number of available daylight hours in FY 1993: **3120**
 - o. Number of scheduled hours in FY 1993
 - By Navy: **745**
 - By other services: **193**
 - p. Number of hours used
 - By Navy: **573**
 - By other services: **103**
 - q. Types of training permitted: **LOW LEVEL NAVIGATION.**

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CAMRA N3
5-18-94

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

NOTE: CTW-1 CONSIDERED PRIMARY USER OF FACILITY.

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

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CAMRA N3
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CLOSE HOLD

BRAC-95 DC 20/NAS MERIDIAN MS/UTC: 63043

8 - Airspace Designator: R-4401 A, B, C (CAMP SHELBY TARGET RANGE)NOTE: CTW-1 CONSIDERED PRIMARY USER OF FACILITY.

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

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

NOTE: CTW-1 CONSIDERED PRIMARY USER OF FACILITY.

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

Facilities (cont.)

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

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

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

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

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

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

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

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

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

AIRFIELDS

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

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

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

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

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

AIRWAYS

V18
V56
V194-543
V455
V209

NOTE: Minimum Altitude 2000 feet.

JET ROUTES

J4-20
J22-31

NOTE: Minimum Altitude FL240.

MILITARY TRAINING ROUTES (MRT)

IR44
VR1030
VR1031
VR1032
VR1033
VR1050

NOTE: No delays experienced in getting clearance into MTR's.

APPROACH CONTROL SERVICES

AIRSPACE DIMENSIONS:

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

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

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

NO.

R

Facilities (cont.)

A. Air Space and Flight Training Areas (cont)

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

NO.

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

NO.

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

NO.

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

NO.

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

YES.

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

ONLY THE AIRSPACE USED BY NAS MERIDIAN.

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

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

22. Does the airspace configuration prohibit other types of undergraduate pilot training? If so, explain why. R
NO. TO COMPLETE NFO TRAINING, 4 SURFACE SEARCH (OVER-WATER) SORTIES ARE REQUIRED PER STUDENT. THOSE SORTIES, WHEN CONDUCTED IN CONJUNCTION WITH AIRWAY NAVIGATION SORTIES, COULD BE FLOWN OUT OF NAS MERIDIAN TO NAS PENSACOLA, RE-FUEL, THEN TO W-155, AND VICE VERSA. ALL AIR INTERCEPT SORTIES REQUIRED FOR NFO TRAINING CAN BE CONDUCTED AT NAS MERIDIAN.

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

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

Facilities (cont.)

A. Air Space and Flight Training Areas (cont)

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

NO.

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

NO.

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

NO.

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

NO.

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

YES.

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

ONLY THE AIRSPACE USED BY NAS MERIDIAN.

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

YES. SOME GENERAL USE AIRSPACE WOULD NEED TO BE DESIGNATED "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.)

B. Airfields

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

Airfield Name: NAS MERIDIAN, MCCAIN FIELD

a. Location (city/county and state and latitude and longitude)

MERIDIAN, MS/LAUDERDALE COUNTY 32°33'17"N / 88°33'34"W

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

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?

NO. Airfield configuration supports simultaneous instrument arrivals and departures. see note 2.

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

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

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

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

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).

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.

NOTE 1: NAS MERIDIAN RUNWAY CENTERLINES ARE SEPARATED BY 3900 FEET. THE THRESHOLDS ARE DISPLAYED BY 4080 FEET.

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

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

Airfield Name: OLF JOE WILLIAMS FIELD (BRAVO)

- a. Location (city/county and state and latitude 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** ²
 (NATRANS)
- 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.

2
 (NATRANS)

Facilities (cont.)

B. Airfields (cont.)

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

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

Facilities (cont.)

B. Airfields (cont.)

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

Facilities (cont.)

B. Airfields (cont.)

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

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate	Substandard	Inadequate
211-xx	Hangar	SF	186,407	0	0
211-03	Corrosion Control Hangar	SF	18,044	0	0
133-72	<u>Ops/Terminal Facility:</u> 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
141-20	Fire & Rescue Station	SF	10042	0	0
179-35	<u>Target Range Facilities:</u> Observation Towers (2)	SF	144	0	0

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Facilities (cont.)

B. Airfields (cont.)

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

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate	Substandard	Inadequate
211-xx	Hangar	SF	186,407	0	0
211-03	Corrosion Control Hangar	SF	18,507	0	0
	<u>Ops/Terminal Facility:</u>				
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
	<u>Target Range Facilities:</u>				
179-35	Observation Towers (2)	SF	144	0	0

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

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

No inadequate facilities.

Facilities (cont.)

C. Ground Training Facilities

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

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

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

No inadequate facilities.

Facilities (cont.)

C. Ground Training Facilities

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

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

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

R

No inadequate facilities.

Facilities (cont.)**C. Ground Training Facilities**

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

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

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

No inadequate facilities.

Facilities (cont.)

D. Aircraft Maintenance Facilities

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

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

* SCHEDULED AND MAJOR DEPOT REWORK / REPAIR ACCOMPLISHED AT ASSIGNED NAVAL AVIATION DEPOTS. MINOR FIELD REPAIRS COMPLETED ON SITE BY DEPOT FIELD REPAIR TEAMS.

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Facilities (cont.)**E. Special Military Facilities**

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

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

2. Contingency and Deployment Requirements:

(Assume full mobilization, sustained 24-hour capability)

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

YES.

3. Does installation have a dedicated munitions loading pad? NO.

a. If yes, are there any access limitations? NA

b. What type aircraft have used your pad over the last five years? NA

Facilities (cont.)

E. Special Military Facilities

4. Is the installation located within 150NM of:

a. Ground Force Installation (active)? (If yes, give name(s))

YES. ARMY NATIONAL GUARD TRAINING SITE, CAMP SHELBY, MS.

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

YES.

c. Deep water port facility? Yes/No (If yes, give name(s))

YES.

PASCAGOULA, MS

MOBILE, AL

PENSACOLA, FL

NEW ORLEANS, LA.

5. Does the installation medical treatment facility routinely receive referral patients?

NO.

6. Do installation medical facilities have any unique missions (aeromedical staging facility, environmental health laboratory, area dental laboratory, physiological training unit, wartime tasking, etc.)? Identify.

NO.

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

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

Facilities (cont.)

F. Facility Support Arrangements for Other Services

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

Activity Name / Military Service	Description of Activity Role and Degree of Support
* Naval Technical Training Center, Meridian	Training center for USN and USMC entry level in-rate training to junior personnel in supply, administrative, and religious program rates. NASMER provides full support including facilities, utilities, police, admin, communications, custodial, refuse, maintenance, galley, medical, housing, supply & purchasing, 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 medical services.
437 MAW/DOXC, Charleston AFB, SC/Air Force	Hurricane Evacuation (HURREVAC) site for 10 F-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
Key Field, Meridian Municipal Airport	Letter of Agreement for use of airfield for routine training.
Lauderdale County & City of Meridian	Search and Rescue (SAR) and Medical Evacuation (MEDIVAC) services are provided to the civilian community as deemed necessary by CTW-1.
Citizens National Bank	Fire protection, police services, & communications.
Mississippi State University, NAS Branch	Command element, common use facilities, fire protection, police services, custodial, education services, facility & equipment maintenance, supply, & utilities.
East MS Community College	Command element, common use facilities, fire protection, police services, custodial, education services, facility & equipment maintenance, supply, & utilities.
Meridian Community College	Command element, common use facilities, fire protection, police services, custodial, education services, facility & equipment maintenance, supply, & utilities.
Meridian Naval Federal Credit Union	Fire protection, police, communications, facilities, facility maintenance, & utilities.
FAA - Southern Region	Fire protection, police, communications, custodial, maintenance, supply services & utilities.
City of Meridian, City of Marion, City of DeKalb, Lauderdale County, Kemper County	Fire protection support.
United Blood Services	Other support.
Red Cross	Common use facilities activities.
AFGE	Command element, common use facilities activities, fire protection, police, admin services, printing & reproduction, & utilities.
MS Forestry Commission	Fire protection services.
MS State Fish & Game Commission	Police services and purchasing/contracting services.

Facilities (cont.)

G. Proximity to Operational Mission Areas

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

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

H. Proximity to Training Areas

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

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

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

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

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

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

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

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

Facilities (cont.)

I. Proximity to Other Support Facilities

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

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

2
CNATRA/MS

2. What other military facilities located in the vicinity are/could be used to support the air station's and tenants' mission?

Military Facility Name	Actual / Proposed Use	Distance
Columbus AFB, MS	Active USAF Base/Support Base	63 NM
USAF OLF Gunshy	Active USAF OLF/Navy OLF	23 NM
NAS New Orleans, LA	Naval Reserve Base/Support Base	180 NM
NAS Pensacola, FL	Active NAS/Support Base	156 NM
Camp Shelby, MS	Active MS ANG/Support Target Range	88 NM

3. What civilian owned facilities located in the vicinity are/could be used to support the air station's and tenants' mission?

Facility Name	Actual / Proposed Use	Distance
Key Field, Meridian, MS	Civilian and Air National Guard Base/Emergency OLF	16 NM

Facilities (cont.)**J. Unique features**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2. Are there any on-installation facilities unique (one-of-a-kind) to your service that must be replaced if the installation is closed. ~~YES.~~ If so, list the following information:

No.

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

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

c. Cat code: ~~NTTC Complex has the following major facilities:~~

~~171-20-2-00361 NTTC Admin Schools Building (66,048 SF)~~

~~171-20-2-00330 NTTC Supply Schools Building (67,200 SF)~~

~~610-10-2-00362 NTTC Administrative Building (20,800 SF)~~

~~723-30-2-00387 NTTC Student Laundry Facility (1,710 SF)~~

~~721-14 & 721-12 NTTC Student Barracks (10 TOTALING - 217,226 SF)~~

SH
CNET
N-44331
11 MAY 94

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

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

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

c. Cat code: 171-10

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

Future Requirements

A. Air Quality

1. What is the name of the Air Quality Management District in which the base is located?
MISSISSIPPI DEPARTMENT OF ENVIRONMENTAL QUALITY.
 - a. Is the installation or any of its OLFs or Staging Bases located in different Air Quality Management Districts? **NO.**
 - b. If the answer is yes, provide acres of installation at each location, and answer questions 2-4 for each Air Quality Management District location. **NA**

2. Has EPA designated the air quality control area in which your installation is located as a maintenance or non-attainment area for any of the six criteria air pollutants (ozone, carbon monoxide, particulate matter (PM 10), sulfur dioxide, nitrogen dioxide, lead)? **NO.**
 - a. If the base is in a maintenance area, identify the regulated pollutant(s). **NA**
 - b. If the base is in a non-attainment area, identify the pollutant(s) and the degree of severity (marginal, moderate, serious, severe, or extreme). **NA**

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

4. Has the local Air Quality Board (or similar organization) restricted or delayed any on- or off-installation activities due to air quality considerations? Examples to consider include restrictions to construction permits, restrictions to operating hours for industrial facilities, implementation of High Occupancy Vehicle (HOV) procedures during rush hour, etc. **NO.**
 - a. If activities have been restricted, describe the nature, extent and duration of the restriction. **NA**
 - b. Has the installation been required to implement emissions reduction through special actions, such as carpooling or emissions credit transfer? **NO.**
 - c. If special actions have been implemented, specify the nature of the actions. **NA**

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

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

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

NO.

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

NOTE: NO ATC DELAYS.

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

3. How many times during each of the past three years have any of your low level training routes been modified to accommodate construction and/or noise complaints?

NONE.

Fiscal Year	Number of changes
1991	0
1992	0
1993	0

Future Requirements (cont.)

B. Encroachment (cont)

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

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

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

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

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

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

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

NO.

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

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

7. Air Space Encroachment.

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

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

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

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

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

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

a. Instructions:

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

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

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

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

(5) What is the percent current off-base incompatible land use:

- (a) Within the Clear Zone (CZ) at each end of each active runway? 0%
- (b) Within Accident Potential Zone (APZ)I at each end of each active runway? 0%
- (c) Within APZ II at each end of each active runway? 0%
- (d) Between the 60 Ldn and 65 Ldn noise contours (if available)? 0%
- (e) Between the 65 Ldn and 75 Ldn noise contours? 0%
- (f) Between the 75 Ldn and 80 Ldn noise contours (if available)? 0%
- (g) Within the 80 Ldn noise contour and above (if available)? 0%

Future Requirements (cont.)

B. Encroachment (cont)

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

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

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

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

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

* If available

Future Requirements (cont.)

B. Encroachment (cont)

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

a. Provide a rough estimate of how previous BRAC or operational realignments will impact your AICUZ footprint (i.e., what types and quantities of aircraft and operations tempo increases are expected from incoming units, and what is their predicted effect on your footprints)?

NO IMPACT.

b. How are local land use plans expected to impact the AICUZ footprints?

NO IMPACT.

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

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

BOTH LAUDERDALE AND KEMPER COUNTIES HAVE ZONING ORDINANCES FOR AICUZ. DUE TO THE RURAL LOCATION AND SLOW DEVELOPMENT OF THE AREA, NO SIGNIFICANT DEVELOPMENT EXISTS NOW OR WILL EXIST IN THE FUTURE. WITHIN THE SURROUNDING PROXIMITY OF THE BASE, THERE IS ONLY PRIVATELY OWNED LAND WITH SPARSELY SPACED HOUSES, WOODED AREAS AND FARMLAND.

- (1) AICUZ recommended height restrictions.
- (2) AICUZ recommended development limits for Accident Potential Zone (APZ) I.
- (3) AICUZ recommended development limits for APZ II
- (4) AICUZ recommended development limits between the 60 Ldn and 65 Ldn noise contours (if available).
- (5) AICUZ recommended development limits between the 65 Ldn and 75 Ldn noise contours.
- (6) AICUZ recommended development limits between the 75 Ldn and 80 Ldn noise contours (if available).
- (7) AICUZ recommended development limits above the 80 Ldn noise contour (if available).
- (8) Are real estate disclosure statements required by local communities? **YES.**

R

Future Requirements (cont.)**B. Encroachment (cont)**

11. Future local/regional community encroachment. Answer the following questions regarding future community and other land encroachment near or at the installation.

a. Provide a rough estimate of how previous BRAC or operational realignments will impact your AICUZ footprint (i.e., what types and quantities of aircraft and operations tempo increases are expected from incoming units, and what is their predicted effect on your footprints)?

NO IMPACT.

b. How are local land use plans expected to impact the AICUZ footprints?

NO IMPACT.

c. If the latest publicly released AICUZ is outdated (does not reflect current flying operations), provide milestones for completion of an updated AICUZ. NA

d. Describe how local governments (municipalities, counties) have incorporated AICUZ recommendations into land use controls (zoning, etc.) by indicating which local governments, if any, have incorporated any of the following into their land use controls. Be sure to specify which types of controls: zoning, building codes, subdivision regulations, etc. Indicate if any new local land use control efforts are to be implemented, when implemented, what jurisdiction, and what type of controls, as well as how encroachment will be limited.

BOTH LAUDERDALE AND KEMPER COUNTIES HAVE ZONING ORDINANCES FOR ACUIZ. DUE TO THE RURAL LOCATION AND SLOW DEVELOPMENT OF THE AREA, NO SIGNIFICANT DEVELOPMENT EXISTS NOW OR WILL EXIST IN THE FUTURE. WITHIN THE SURROUNDING PROXIMITY OF THE BASE, THERE IS ONLY PRIVATELY OWNED LAND WITH SPARSELY SPACED HOUSES, WOODED AREAS AND FARMLAND.

- (1) AICUZ recommended height restrictions.
- (2) AICUZ recommended development limits for Accident Potential Zone (APZ) I.
- (3) AICUZ recommended development limits for APZ II
- (4) AICUZ recommended development limits between the 60 Ldn and 65 Ldn noise contours (if available).
- (5) AICUZ recommended development limits between the 65 Ldn and 75 Ldn noise contours.
- (6) AICUZ recommended development limits between the 75 Ldn and 80 Ldn noise contours (if available).
- (7) AICUZ recommended development limits above the 80 Ldn noise contour (if available).
- (8) Are real estate disclosure statements required by local communities?

Future Requirements (cont.)

B. Encroachment (cont)

11. Future local/regional community encroachment (cont.)

e. Indicate if significant development (i.e. a residential subdivision, shopping mall or center, industrial park, etc.) exists or is anticipated or has been announced or started. If so, indicate what type of land use (residential, commercial, industrial, etc.), the type and size of the development (for residential subdivision: number of housing units, number of acres, population; for shopping mall/center: number of stores, total number of acres), when completed or when completion expected. Indicate any long range (20 years) trends for new growth.

DUE TO THE RURAL LOCATION AND SLOW DEVELOPMENT OF THE AREA, NO SIGNIFICANT DEVELOPMENT EXISTS NOW OR WILL EXIST IN THE FUTURE. WITHIN THE SURROUNDING PROXIMITY OF THE BASE, THERE IS ONLY PRIVATELY OWNED LAND WITH SPARSELY SPACED HOUSES, WOODED AREAS AND FARMLAND.

f. Has all clear zone acquisition been completed? **YES.**

(1) If not, indicate the runway approach and number of acres to be acquired, as well as timetable and expected acquisition costs. **NA**

g. Are on-base facilities and proposed facility development sited in accordance with AICUZ recommendations? Refer to the Base Comprehensive or Master Plan. For each incompatible facility (existing or proposed), indicate facility type (dormitory, etc.), approximate number of occupants, why the facility is incompatible, the reason this incompatibility is necessary, and the anticipated completion date if projected or under construction.

YES. NAS MERIDIAN WAS SPECIFICALLY DESIGNED FOR JET PILOT TRAINING WITH THE AIRFIELD LOCATED COMPLETELY SEPARATED FROM THE ADMINISTRATIVE AND HOUSING AREAS. THE AIRFIELD HAS NO NOISE IMPACT ON THE REST OF THE AIR STATION.

COMPOSITE AICUZ FOOTPRINT AND LAND USE INCOMPATIBILITIES

OLF Bravo
NAS Meridian
OLF JOE WILLIAMS FIELD

LEGEND

- Residential
- ▲ Institutional
- ◆ Commercial

ACCIDENT POTENTIAL ZONES

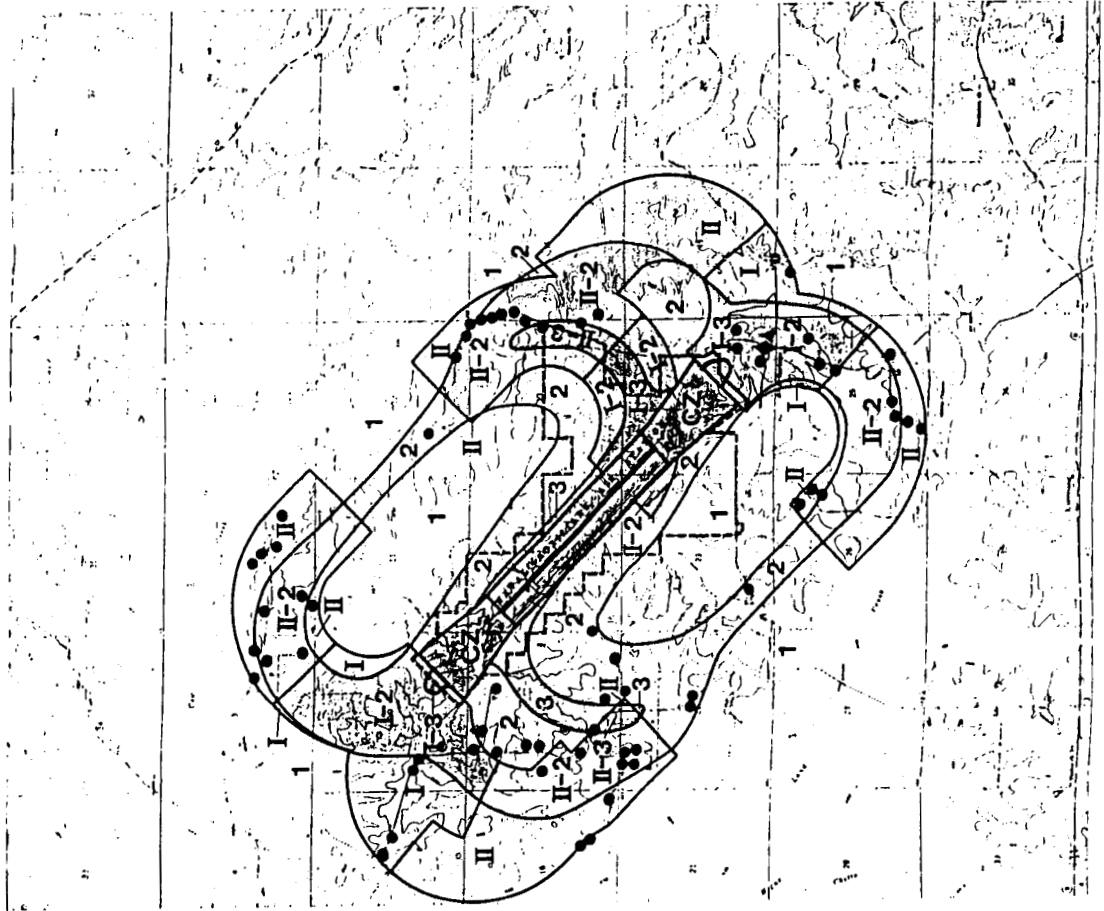
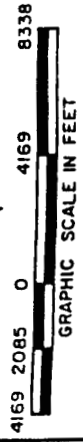
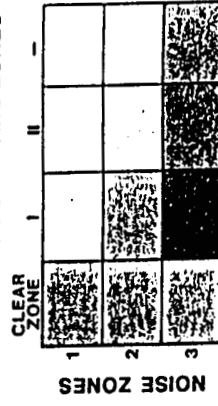


FIGURE A-14

COMPOSITE AICUZ FOOTPRINT AND LAND USE INCOMPATIBILITIES

McCain Field
NAS Meridian

- LEGEND
- Residential
 - ▲ Institutional

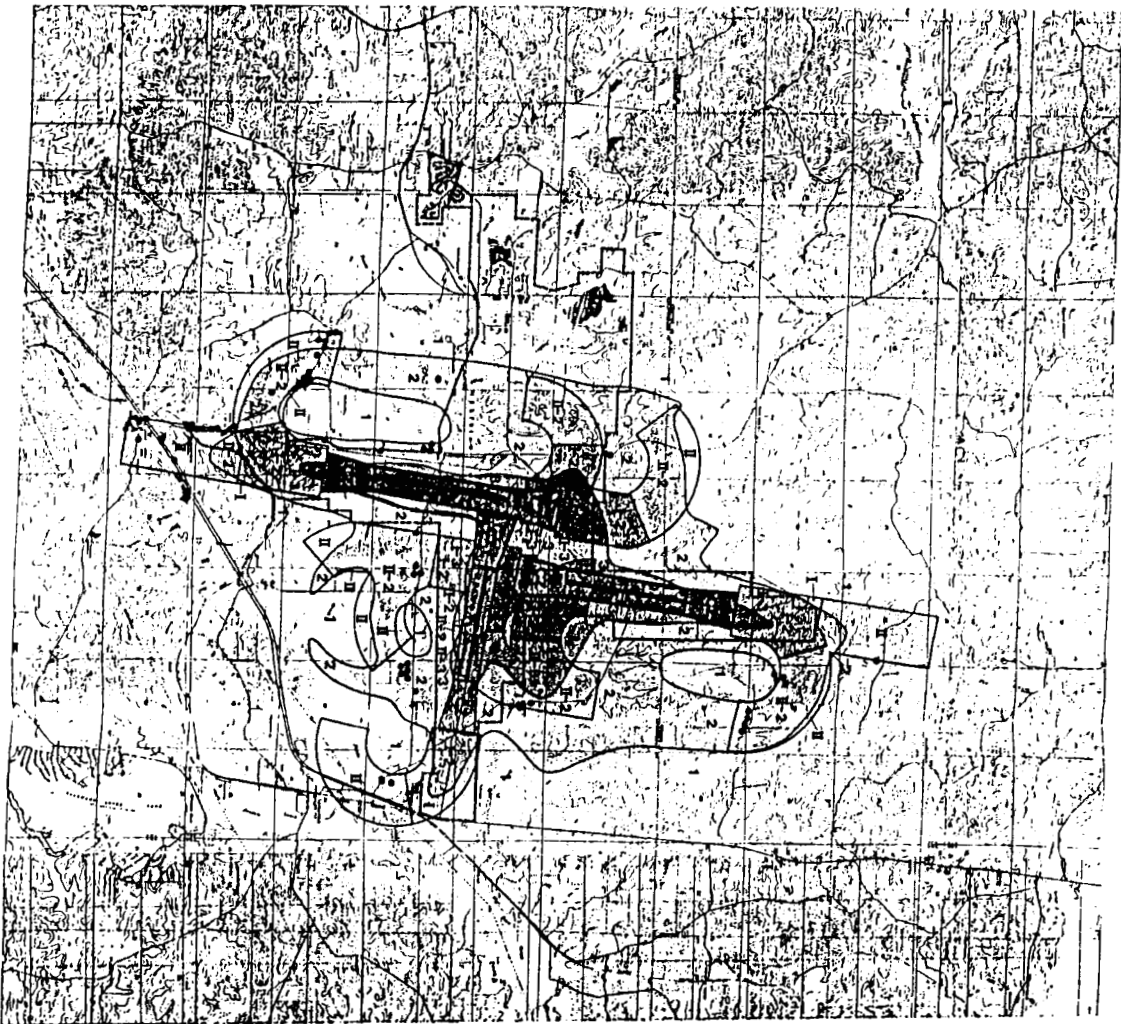
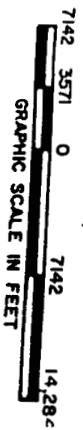
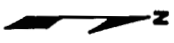
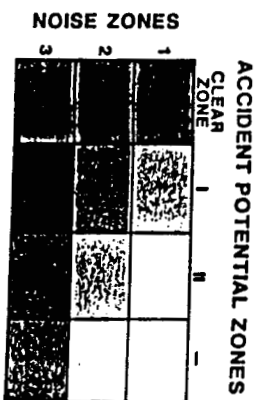
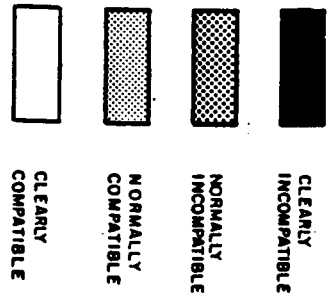


FIGURE A-1

TABLE A-7

LAND USE COMPATIBILITY MATRIX



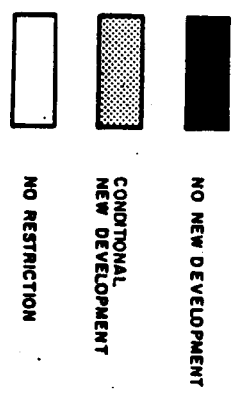
AICUZ ZONES

AICUZ ZONE	Residential - Low, Medium, High Density	Residential - Mobile Homes	Residential - Transient Lodgings	Commercial - Retail	Commercial - Wholesale	Commercial - Restaurants, Theaters	Services - Personal, Business, Professional	Institutional - Schools, Churches	Institutional - Cultural Activities	Recreational - Golf Courses, Water	Recreational - Playgrounds, Parks	Recreational - Spectator Sports	Industrial - Manufacturing	Agricultural - Livestock	Agricultural - Crops	Fishing Activities	Transportation/Utilities	Wetlands	Forests / Open Space
CLEAR ZONE	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible
I-3 Accident Potential Zone I High Noise Impact - Zone 3	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible
I-2 Accident Potential Zone I Moderate Noise Impact - Zone 2	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible
II-3 Accident Potential Zone II High Noise Impact - Zone 3	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible
II-2 Accident Potential Zone II Moderate Noise Impact - Zone 2	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible
3 High Noise Impact Zone	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible
2 Moderate Noise Impact Zone	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible
I Accident Potential Zone I	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible
II Accident Potential Zone II	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible

LAND USE

TABLE A-8

LAND USE OBJECTIVES MATRIX



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	[Solid Black]																		
I-3 Accident Potential Zone I High Noise Impact - Zone 3	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]
I-2 Accident Potential Zone I Moderate Noise Impact - Zone 2	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]
II-3 Accident Potential Zone II High Noise Impact - Zone 3	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]
II-2 Accident Potential Zone II Moderate Noise Impact - Zone 2	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]
3 High Noise Impact Zone	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]
2 Moderate Noise Impact Zone	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]
1 Accident Potential Zone I	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]
II Accident Potential Zone II	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]	[Stippled]

REVISION 5/13/94

*Revision 1***Future Requirements (cont.)****C. Ability for Expansion**

1. Does the operational infrastructure (e.g., parking apron, fuel and munitions storage, warehouse space, hangar space) provide capabilities for future expansion or change in mission?

YES.

2. What is the availability of off-installation acreage for possible future installation development?

Due to the rural location with no encroachment, unlimited acreage is available surrounding the base.

3. Provide the following information for installation infrastructure related facilities and functions. If these or other installation infrastructure attributes may be a determining factor for installation loading and expansion, provide additional comments and capacity measures as appropriate.

Type of Facility or Capability	On Base Capacity	Off Base Long Term Contract	Normal Steady State Load	Peak Demand
Electricity (KW)	12,500 *	12,500	5,950	7,908
Water (GPD)	1,500,000	None	600,000	1,200,000
Sewage (GPD)	1,400,000	None	425,000	1,200,000
Natural Gas (CFH)	41,667 **	33,000*** 100,000	20,000	33,000
High Temp Water/Steam Gen	NA			
Short Term Parking	0			
Long Term Parking	0			

* UTILITY COMPANY TRANSFORMER SIZE CAPABILITY.

** OFF BASE CAPACITY (33,000 CFH) PLUS ON BASE PROPANE PLANT GENERATING CAPACITY (8,667 CFH).

*** 33,000 CFH ON SPOT GAS RATES AND 100,000 CFH ON FIRM CONTRACT RATES.

4. Are there any characteristics regarding your utility systems that should be considered?

Future Requirements (cont.)

C. Ability for Expansion

1. Does the operational infrastructure (e.g., parking apron, fuel and munitions storage, warehouse space, hangar space) provide capabilities for future expansion or change in mission?

YES.

2. What is the availability of off-installation acreage for possible future installation development?

Due to the rural location with no encroachment, unlimited acreage is available surrounding the base.

3. Provide the following information for installation infrastructure related facilities and functions. If these or other installation infrastructure attributes may be a determining factor for installation loading and expansion, provide additional comments and capacity measures as appropriate.

Type of Facility or Capability	On Base Capacity	Off Base Long Term Contract	Normal Steady State Load	Peak Demand
Electricity (KWH)	12,500	None 8,500 KW	5,950	7,908
Water (GPD)	1,500,000	None	600,000	1,200,000
Sewage (GPD)	1,400,000	None	425,000	1,200,000
Natural Gas (CFH)	41,667	None	20,000	33,000
High Temp Water/Steam Gen	NA			
Short Term Parking	NA			
Long Term Parking	NA			

DATA PER NAS
MERIDIAN
TRD-DAVIS
CNET NY42
11 MAY 94

4. Are there any characteristics regarding your utility systems that should be considered?

NO.

Future Requirements (cont.)**C. Ability for Expansion (cont.)**

5. Identify in the table below the real estate which has the potential to facilitate future development and for which you are the plant account holder. Complete a separate table for each individual site, i.e., main installation, outlying airfields, special off-site areas, off installation housing, etc. Unit of measure is acres.

Site Location: NAS MERIDIAN

TOTAL ACRES GOVT OWNED: 8060.65

TOTAL ACRES LEASED: 4.11

Land Use	Total Acres	Developed	Available for Development	
			Restricted	Unrestricted
Operational	1781	1741	40	0
Training	61	61	0	0
Maintenance	41	41	0	0
Research & Development	0	0	0	0
Supply and Storage	18	18	0	0
Admin	11	11	0	0
Housing	226	131	15	80
Recreational	310	310	0	0
Navy Forestry Program	5613	0	568	5045
Navy Agricultural Outlease Program	0	0	0	0
Hunting/fishing Programs	Used as part of Forestry Programs	0	0	0
Other	0	0	0	0
TOTAL	8061	2313	623	5125

Site Location: OLF JOE WILLIAMS FIELD (BRAVO)

TOTAL ACRES GOVT OWNED: 1255.42

TOTAL ACRES UNDER EASEMENTS: 218.0

Land Use	Total Acres	Developed	Available for Development	
			Restricted	Unrestricted
Operational				
Training	555.42	555.42	0	0
Maintenance				
Research & Development				
Supply and Storage				
Admin				
Housing				
Recreational				
Navy Forestry Program	700	0	700	0
Navy Agricultural Outlease Program				
Hunting/fishing Programs				
Other				
TOTAL	1255.42	555.42	700	0

NOTE: This property is used strictly as an Outlying Field (OLF) and no future development is permitted except for Air Training facilities related to OLF operations.

Site Location: MULTI-PURPOSE SEARAY TARGET RANGE

TOTAL ACRES GOVT OWNED: 653.67

TOTAL ACRES UNDER EASEMENTS: 2235.23

Land Use	Total Acres	Developed	Available for Development	
			Restricted	Unrestricted
Operational				
Training	653.67	0	653.67	0
Maintenance				
Research & Development				
Supply and Storage				
Admin				
Housing				
Recreational				
Navy Forestry Program				
Navy Agricultural Outlease Program				
Hunting/fishing Programs				
Other				
TOTAL	653.67	0	653.67	0

NOTE: This property is used strictly as a Target Range and no future development is permitted except for Air Training facilities related to the operation.

6. Identify the features of this air station that make it a strong candidate for basing/training other types of aircraft/aircrews and other operational units in the future.

RUNWAY DESIGN: Designed specially for jet training, with staggered parallel runways to accommodate simultaneous IFR departure and recovery.

TARGET RANGE/R4404 A,B,C: Controlling authority for SEARAY Target Range with 29 NM and newly installed electronic scoring equipment to meet current fleet and U.S. Air Force needs.

TARGET RANGE/R4401, A,B,C: Primary user of Mississippi Air National Guard Camp Shelby's Target Range.

OLF JOE WILLIAMS FIELD: Controlling authority for modern outlying field with embedded carrier deck lighting.

LOW AIRSPACE TRAFFIC DENSITY: Rural location of base and airspace allows for excellent pilot training conditions eliminating mid-air collision potential and creating hazard free airspace for training.

T-45 CAPABLE: With the T-45 renovation MILCON project completion in FY94, NAS Meridian is one of only two Air Stations with T-45 training capabilities.

EXCELLENT RUNWAY CONDITION: Airfield surveys of the concrete was good to excellent; however, all runways are being grooved to improve runway friction coefficient.

LOW CORROSIVE ATMOSPHERE: Inland location allows for less aircraft corrosion control maintenance and less downtime.

NO ENCROACHMENT: Air Station located in rural setting with no airspace or property encroachment problems.

TRAINING AIR STATION DESIGN: Specially designed for jet training with Administrative and Housing facilities located 3 to 5 miles outside accepted AICUZ.

GEOGRAPHIC SIZE AND LOCATION: Greater than 8,000 acres located and surrounded by rural woodlands; ample room for future expansion and development.

USN/USAF JOINT-USE TRAINING: Close proximity of Navy and Air Force (Columbus AFB) jet pilot training bases allows for maximum utilization of facilities. Currently the Navy and Air Force have agreements for joint use of the Navy's SEARAY Target Range and the Air Force's OLF Gunshy (ALPHA).

NAVAL TECHNICAL TRAINING CENTER FACILITIES: NTTC is the only location that teaches Navy and Marine Corps entry level in-rate training to junior personnel in supply, administrative, and religious program rates with the exception of Mess Specialists.

COUNTERDRUG TRAINING FACILITIES: Newly established counterdrug training facilities, including a mock village for counterdrug tactics application, allows for one of a kind law enforcement training for civilian law officers and security forces.

Manpower Implications**A. Quality of Life****1. Military Housing****a. Family Housing:**

- (1) Do you have mandatory assignment to on-installation housing? **NO.**
- (2) For military family housing in your locale provide the following information:

Type of Quarters	Number of Bedrooms	Total number of units	Number Adequate	Number Substandard	Number Inadequate
Officer	4+	13	13	0	0
Officer	3	69	69	0	0
Officer	1 or 2	50	50	0	0
Enlisted	4+	102	102	0	0
Enlisted	3	174	174	0	0
Enlisted	1 or 2	112	112	0	0
Mobile Homes	0	0	0	0	0
Mobile Home lots	0	0	0	0	0

(3) In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified provide the following information:

No inadequate facilities.

(4) Complete the following table for the military housing waiting list.

Pay Grade	Number of Bedrooms	Number on List ⁴	Average Wait
O-6/7/8/9	1	NA	NA
	2	NA	NA
	3	0	0
	4+	0	0
O-4/5	1	NA	NA
	2	NA	NA
	3	0	6-9 months
	4+	0	12-18 months
O-1/2/3/CWO	1	NA	NA
	2	5	1-4 months
	3	0	1-3 months
	4+	1	9-12 months
E7-E9	1	NA	NA
	2	NA	NA
	3	0	0-2 months
	4+	0	0-1 month
E1-E6	1	NA	NA
	2	6*	0-2 months
	3	1	0-2 months
	4+	0	0-1 month

* 4 are deferred due to lease agreements and 2 have not reported to area.

NOTE: E1-E9s are all assigned to same type housing units from the same waiting list.

⁴As of 31 March 1994.

Manpower Implications (cont.)**A. Quality of Life (cont.)**

(5) What percent of your family housing units have all the amenities required by "The Facility Planning & Design Guide" (Military Handbook 1190 & Military Handbook 1035-Family Housing)? **100%**

(6) Provide the utilization rate for family housing for FY 1993.

Type of Quarters	Utilization Rate
Adequate/Permanent	96.03
Substandard/Semi-Permanent	NA
Inadequate/Temporary	NA

(7) As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 98% (or vacancy over 2%), is there a reason?

Due to contracting of aircraft maintenance services for AIMD and VT squadrons, enlisted personnel loading has decreased. As a result NAS has redesignated 44 units for student pilot officers, permitted families to retain housing if the service member was going to sea duty, and permit E1-E3 to compete equally for housing with all enlisted.

(b) BEQ:

(1) Provide the utilization rate for BEQ's for FY 1993.

Type of Quarters	Utilization Rate
Adequate/Permanent	51
Substandard/Semi-Permanent	16
Inadequate/Temporary	0

(2) As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 95% (or vacancy over 5%), is there a reason?

No change.

Manpower Implications (cont.)

A. Quality of Life (cont.)

(c) BOQ:

(1) Provide the utilization rate for BOQs for FY 1993.

Type of Quarters	Utilization Rate
Adequate/Permanent	58
Substandard/Semi-Permanent	0
Inadequate/Temporary	0

(2) As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 95 % (or vacancy over 5%), is there a reason?

NO CHANGE.

(d) Have any family housing/BOQ/BEQ units been vacated for purposes of renovation or are new units under construction? **NO.**

State type unit, total number of units, size, capacity and availability date.

Units Under Renovation or Construction				
Type Unit (Family Housing/BOQ/BEQ)	Total Number	Size (Appropriate Measure)	Capacity (Appropriate Measure)	Availability Date
NA				

(e) Provide the following information on any family housing/BOQ/BEQ units planned for construction (MILCON) for FY94 - 97. State type unit, total number of units, size, capacity, and availability date.

NO MILCONs PLANNED.

Manpower Implications (cont.)

A. Quality of Life (cont.)

2. For on-installation MWR facilities⁵ 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 MERIDIANDISTANCE: 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
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Spaces designed for a particular use. A single building might contain several facilities, each of which should be listed separately.

Facility	Unit of Measure	Total	Profitable (Y,N,NA)
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
Sofball Fld	Each	3	N
Football Fld	Each	1	N
Soccer Fld	Each	1	N
Youth Center	SF	3522	N
Teen Center	SF	2400	N
Okatbee Lake Rec Area	Each	1	NA
Rod & Gun Club	SF	1344	N
Playgrounds	Each	3	NA
Picnic Pavilions & 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

3. Is your library part of a regional interlibrary load program? YES.

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ADDED REST OF PAGE

Howard

Manpower Implications (cont.)**A. Quality of Life (cont.)**

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Volleyball CT (outdoor)	Each	1	N
Basketball CT (outdoor)	Each	4	N
Racquetball CT	Each	2	N
Golf Course	Holes	18	Y
Driving Range	Tee Boxes	15	Y
Gymnasium	SF	21000	N
Fitness Center	SF	5023 A ROOM IN THE GYM	N
Marina	Berths	0	NA
Stables	Stalls	32	Y
Softball Fld	Each	3	N
Football Fld	Each	1	N
Soccer Fld	Each	1	N
Youth Center	SF	3522	N
Teen Center	SF	2400	N
Okatibbee Lake Rec Area	Each	1	NA
Rod & Gun Club	SF	1344	N

3. Is your library part of a regional interlibrary loan program? **YES.**

Manpower Implications (cont.)

A. Quality of Life (cont.)

4. Installation Family Support Facilities and Programs

a. Complete the following table on the availability of child care in a child care center on your installation.

Age Category	Capacity (Children)	SF			Number on Wait List	Average Wait (Days)
		Adequate	Substandard	Inadequate		
		3128 SF	0	0	NA	NA
0-6 Mos	NA				NA	NA
6-12 Mos	NA				NA	NA
12-24 Mos	9				1	0 DAYS
24-36 Mos	7				2	1 MO
3-5 Yrs	21	2800 SF	0	0	3	0 DAYS

NOTE: CHILD CARE HAS 2 SEPARATE BUILDINGS. NO SPECIFIED AREA FOR ONLY 12-24 MOS OR 24-36 MOS. DO NOT PROVIDE FOR YOUNGER THAN 12 MONTHS OLD.

b. An inadequate/temporary facility cannot be made adequate/permanent for its present use through "economically justifiable means." For all the categories above where inadequate/temporary facilities are identified provide the following information:

No inadequate facilities.

c. If you have a waiting list, describe what programs or facilities other than those sponsored by your command are available to accommodate those on the list.

Family Home Care.

d. Are there other military child care facilities within 30 minutes of the installation? State owner and capacity (i.e., 60 children, 0-5 yrs). **No.**

Manpower Implications (cont.)

A. Quality of Life (cont.)

f. Complete the following table for services available on your installation. If you have any services not listed, include them at the bottom.

Service	Unit of Measure	Qty
Exchange	SF	15351
Gas Station	SF	2576
Auto Repair	SF	Part of Gas Station
Auto Parts Store	SF	Part of Gas Station
Commissary	SF	14600
Mini-Mart	SF	6544
Package Store	SF	2046
Fast Food Restaurants	Each	6
Bank/Credit Union	Each	1 / 1
Family Service Center	SF	6720
Laundromat	SF	3034
Dry Cleaners	Each	1
ARC	PN	NO ARC ON STATION
Chapel	PN	250
FSC Classrm/Auditorium	PN	2
Base Auditorium	SF	6102
Recreation Center	SF	14082

NEX AUTO SERVICE CENTER AND "COUNTRY STORE" COMPLEX INCLUDES THE GAS PUMPS, AUTO PARTS STORE, WITH REPAIR AREA; RETAIL STORE SPACE; VIDEO RENTAL SHOP. THIS IS A VERY FUNCTIONAL MULTI-PURPOSE AREA.

B. PATRICK
CNET N-432
BP 5-11-94

5. Proximity of closest major metropolitan areas (provide at least three):

City	Distance (Miles)
Jackson, MS	100
Birmingham, AL	140
New Orleans, LA	200

Manpower Implications (cont.)**A. Quality of Life (cont.)****6. Standard Rate VHA Data for Cost of Living:**

Paygrade	With Dependents	Without Dependents
E1	None	None
E2	None	None
E3	None	None
E4	None	None
E5	None	None
E6	None	None
E7	None	None
E8	None	None
E9	None	None
W1	None	None
W2	None	None
W3	None	None
W4	None	None
O1E	None	None
O2E	None	None
O3E	None	None
O1	None	None
O2	None	None
O3	None	None
O4	None	None
O5	None	None
O6	None	None
O7	None	None

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Command: NAS Meridian

**Data Call Number Twenty Revisions
(Page 58)**

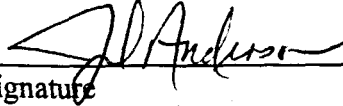
I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

J. D. ANDERSON

NAME

Signature



Acting

Title

Date

6/1/94

CNET

Activity

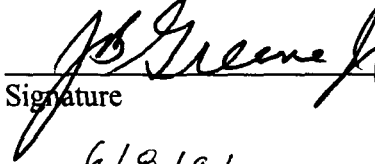
I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

**DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)**

J. B. GREEVE JR

NAME

Signature



ACTING

Title

Date

6/8/94

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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)

T J Pudus

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)

PR Statskey

Signature

Chief of Naval Air Training (ACTING)
Title

25 May 94

Date

Naval Air Training Command
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

NAME (Please type or print)

Signature

Title

Date

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

13 MAY 94
Date

NAVAL AIR STATION, MERIDIAN, MS
Activity

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

6 JUN 1994

CNET

Title

Date

CNET

Activity

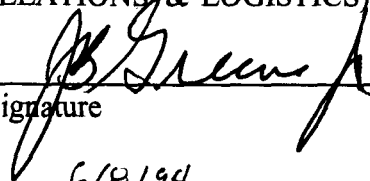
I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

**DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)**

J. B. GREENE JR

NAME

Signature



ACTING

Title

Date

6/8/94

Hermsen pg 5

BRAC-95 DATA CALL 20
15000 NAS MERIDIAN UIC 63043

CNATRA REVISIONS OF 5/27/94, PAGE 5

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

W. B. HAYDEN, RADM, USN
NAME (Please type or print)

W B Hayden
Signature

Chief of Naval Air Training
Title

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

Revision pgs
15, 16, 17

REVISIONS OF 5/27/94, Pages 15, 16 & 17


BRAC-95 DATA CALL 20
NAS MERIDIAN MS/UIC: 63043

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

T. J. PUDAS, CAPT, USN

NAME (Please type or print)



Signature

COMMANDER

Title

27 MAY 94

Date

TRAINING AIR WING ONE

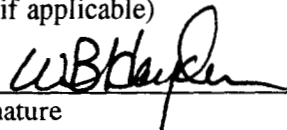
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

W. B. HAYDEN, RADM, USN

NAME (Please type or print)



Signature

Chief of Naval Air Training

Title

2 June 94

Date

Naval Air Training Command

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

NAME (Please type or print)

Signature

Title

Date

revision page
15, 16, 17

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."

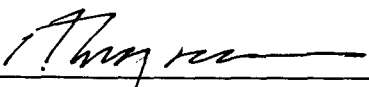
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I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

A. INGRAM, CDR, USN
Name
ACTING
COMMANDING OFFICER
Title


Signature
27 MAY 1994
Date

NAVAL AIR STATION, MERIDIAN, MS
Activity

Command: NAS Meridian

Data Call Number Twenty (Revision)

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

T. L. McCLELLAND
NAME

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

6/8/94
Date

BRAC DATA CALL 20
NAS MERIDIAN UIC 63043

REVISION OF 5/12/94, PAGE 5

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

W. B. HAYDEN, RADM, USN
NAME (Please type or print)

Chief of Naval Air Training
Title

Naval Air Training Command
Activity

W B Hayden
Signature
12 MAY 94

Date

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)

Title

Activity

Signature

Date

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)

Title

Signature

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

T L McClelland
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

J B Greene Jr.
Signature

ACTING
Title

6/8/94
Date

BRAC-95 DATA CALL 20

NAS MERIDIAN MS/UIC: 63043

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

T. J. PUDAS, CAPT, USN
NAME (Please type or print)

COMMANDER
Title

TRAINING AIR WING ONE
Activity

T J Pudas
Signature

5 MAY 94
Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

W. B. HAYDEN, RADM, USN
NAME (Please type or print)

Chief of Naval Air Training
Title

Naval Air Training Command
Activity

WB Hayden
Signature

9 MAY 94
Date

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)

Title

Activity

Signature

Date

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)

Title

Signature

Date

BRAC-95 DATA CALL 20

NAS MERIDIAN MS/UIC: 63043

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

R. L. LEITZEL, CAPT, USN
Name

R. L. Leitzel
Signature

COMMANDING OFFICER
Title

5 MAY 94
Date

NAVAL AIR STATION, MERIDIAN, MS
Activity

527

Command: NAS Meridian

**Data Call Number Twenty Revisions
(Pages 36, 38, 56, and 69)**

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

P. E. TOBIN
NAME

PET
Signature

Acting
Title

06 SEP 1984
Date

CNET
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

**DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)**

W. A. EARNER
NAME

W. A. Earner
Signature

Title


9/8/84
Date

018

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

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I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

R. L. LEITZEL, CAPT, USN
Name

R. L. Leitzel
Signature

COMMANDING OFFICER
Title

22 Aug 94
Date

NAVAL AIR STATION, MERIDIAN, MS
Activity

Command: NAS Meridian

**Data Call Number 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

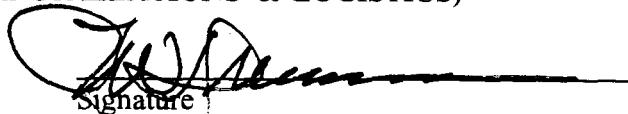
9/27/94
Date

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

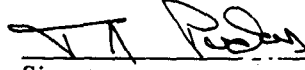
Acting
Title

12 OCT 1994
Date

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

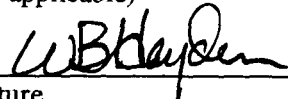
8 SEP 94
Date

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

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

7 SEP 94
Date

NAVAL AIR STATION, MERIDIAN, MS
Activity

J J T

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

PET
Signature

Acting
Title

10/3/94
Date

CNET
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

**DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)**

P.W. DRENNON
NAME

[Signature]
Signature

Acting
Title

12 OCT 1994
Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

T. J. PUDAS, CAPT, USN
NAME (Please type or print)

T J Pudas
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)

P R Lanier
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

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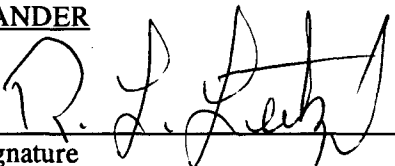
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ACTIVITY COMMANDER

R. L. LEITZEL, CAPT, USN
Name


Signature

COMMANDING OFFICER
Title

19 SEP 94
Date

NAVAL AIR STATION, MERIDIAN, MS
Activity