

3

AIRCRAFT OPERATIONS

- 3.1 Aircraft Types
- 3.2 Aircraft Operations
- 3.3 Runway & Flight Track Utilization

This chapter discusses aircraft types, the number of operations (including projected operations for CY 2020), and runway and flight tracks for NAS Meridian. NAS Meridian and NOLF Joe Williams are utilized by TRAWING ONE for pilot training for the Navy, USMC, and several allied nations. NAS Meridian serves as a pilot training installation and has two training squadrons.

3.1 AIRCRAFT TYPES

There are two basic types of aircraft: fixed-wing and rotary wing. Fixed-wing aircraft are aircraft whose lift is generated not by wing motion relative to the aircraft, but by forward motion through the air. The term is used to distinguish this type of aircraft from rotary-wing aircraft, commonly called helicopters, whose lift is generated by wing motion relative to the aircraft. Only fixed-wing aircraft are permanently stationed at NAS Meridian.

As a training installation, the primary aircraft stationed at NAS Meridian are designated by a “T” to assign them as training aircraft. Additional nomenclature often serves as a designator for different model years or ‘variants’ of the aircraft.

3.1.1 Fixed-Wing Aircraft

T-45C Goshawks

The T-45 is a single-engine, two-seat, advanced training aircraft. The T-45 replaced the T-2 Buckeye trainer and the TA-4 trainer with an integrated training system that includes the T-45C Goshawk aircraft, operations and instrument fighter simulators, and academics.



There are two versions of T-45 aircraft currently in operational use at this time: the T-45A and T-45C. The T-45A, which became operational in 1991, contains an analog design cockpit, while the new T-45C (which began delivery in December 1997) is built around a digital "glass cockpit" design. Only the T-45C is flown at NAS Meridian; the T-45A is flown at NAS Kingsville; however these aircraft are currently transitioning to the T-45C. The 9,400-pound aircraft is powered by a Rolls Royce F405-RR-401 turbofan engine that generates 5,257 pounds thrust. With a wingspan of 30 feet and a length of 39 feet, this aircraft can reach speeds of 640

miles per hour at altitudes of 42,500 feet and has a range of 700 nautical miles (NM). This aircraft is not capable of generating sonic booms due to its limited maximum airspeed.

3.1.2 Transient Aircraft

The term "transient aircraft" refers to all other aircraft not permanently stationed at NAS Meridian that conduct training or other mission-related operations at the station's airfields. A wide range of military aircraft use the runways on NAS Meridian on a transient basis to accomplish specific missions or to stop over while on a cross-county flight. The principal transient aircraft include the F/A-18, AV-8, T-38, F-5, C-26, C-12, T-39 and T-1; however, due to the infrequent use of most transient aircraft, the F/A-18, T-38, and the AV-8B are discussed below, along with the projected transient aircraft, the F-35.

F/A-18 Hornet

The F/A-18 Hornet is an all-weather supersonic aircraft, used as an attack aircraft as well as a fighter. In its fighter mode, the F/A-18 is primarily used as a fighter escort, for reconnaissance, and for fleet air defense; in its attack mode, it is used for force protection, interdiction, and close and deep air support.

Designed by McDonnell Douglas and Northrop, the F/A-18 Hornet is 56 feet long with a 40-foot wing span and a height of 15.3 feet. The aircraft is powered by two General Electric F404-GE-402 engines that deliver 17,750 pounds-force each. The range of the aircraft is 500+ NM, with a maximum airspeed of Mach 1.8.

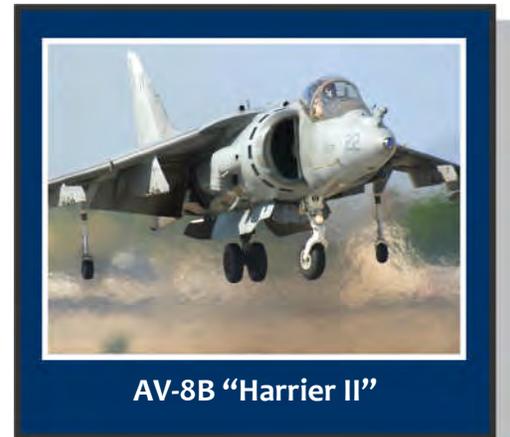


F/A-18 "Hornet"

The majority of F/A-18s use NAS Meridian as a stop-over when flying cross-country missions to/from the west and east coasts. With the upcoming deployment of the Joint Strike Fighter aircraft, the F-35, it is anticipated that the F/A-18 will be replaced by the F-35C variant of the aircraft. Therefore, there is potential for the F-35C to utilize NAS Meridian as a transient aircraft.

AV-8B Harrier II

The Boeing AV-8B Harrier II is a subsonic, short-takeoff, vertical landing (STOVL), tactical strike aircraft. The AV-8B is primarily used for light attack or multi-role tasks and is typically operated from small aircraft carriers, large amphibious assault ships, and simple forward operating bases. There is a dedicated two-seat trainer version known as the TAV-8B.



AV-8B "Harrier II"

The aircraft is powered by a single Rolls-Royce F402-RR-408 Pegasus engine that delivers a total of 23,500 pounds-force. The AV-8B has a maximum gross take-off weight of 32,000 pounds, with a maximum airspeed of Mach 1.0. As a redesign of the original AV-8A (Harrier I), the AV-8B has a larger-area carbon-fiber supercritical wing, a completely revised and raised cockpit, and advanced aerodynamic devices that enhance lift capabilities over the AV-8A.

The AV-8B is used by the USMC and, similar to the transient F/A-18s, these USMC aircraft utilize NAS Meridian as a stop-over when flying cross-

county missions. With the upcoming deployment of the F-35 Joint Strike Fighter (JSF) aircraft, it is anticipated that the AV-8B will be replaced by the F-35B variant of the aircraft.

T-38 Talon

Developed by the Northrop Grumman Corporation, the Talon is a tandem-seat, twin-engine, high-altitude, supersonic, jet trainer primarily used for joint undergraduate pilot and pilot instructor training. Student pilots fly the T-38A to learn supersonic techniques, aerobatics, formation, night and instrument flying, and cross-country navigation. Advanced training for the bomber-fighter track is accomplished using the T-38 Talon and prepares pilots for the transition to fighter and bomber aircraft.

The T-38 is 46 feet long with a 25-foot wing span and a height of 12.8 feet. The aircraft is powered by two General Electric J85-GE-5 turbojet engines with afterburners rated at 2,680 pounds dry thrust and 3,850 pounds with afterburners each. The range of the aircraft is 1,093 NM, with a maximum airspeed of 812 miles per hour.

The Talon is predominantly utilized by the United States Air Force (USAF) Air Education and Training Command (AETC). However, the Air Combat Command, Air Mobility Command, U.S. Naval Test Pilot School, and the National Aeronautics and Space Administration (NASA) also use the T-38 in various roles. Due to the proximity of Columbus AFB to NAS Meridian, USAF student pilots often utilize the airfield and, thus, the T-38 is a common transient aircraft.



Projected Transient Aircraft: F-35 A/B/C Joint Strike Fighter, Lightning II

Lockheed Martin’s F-35 has three different variants. The Air Force F-35A is the conventional takeoff and landing variant. The Marine F-35B is a STOVL variant which is similar in size to the Air Force F-35A, but trades fuel volume for vertical flight systems. The Navy F-35C is a carrier-based variant with a larger, folding wing and larger control surfaces for improved low-speed control, and stronger landing gear for the stresses of carrier landings.



3.2 AIRCRAFT OPERATIONS

“Aircraft operations” is a common term used to describe the pre-flight and flying activities of an aircraft, and these activities make up the two primary sources of aircraft noise at NAS Meridian: ground engine maintenance “run-up” operations and flight operations. Both of these sources have been incorporated into the noise analysis and modeling inputs associated with this AICUZ Study.

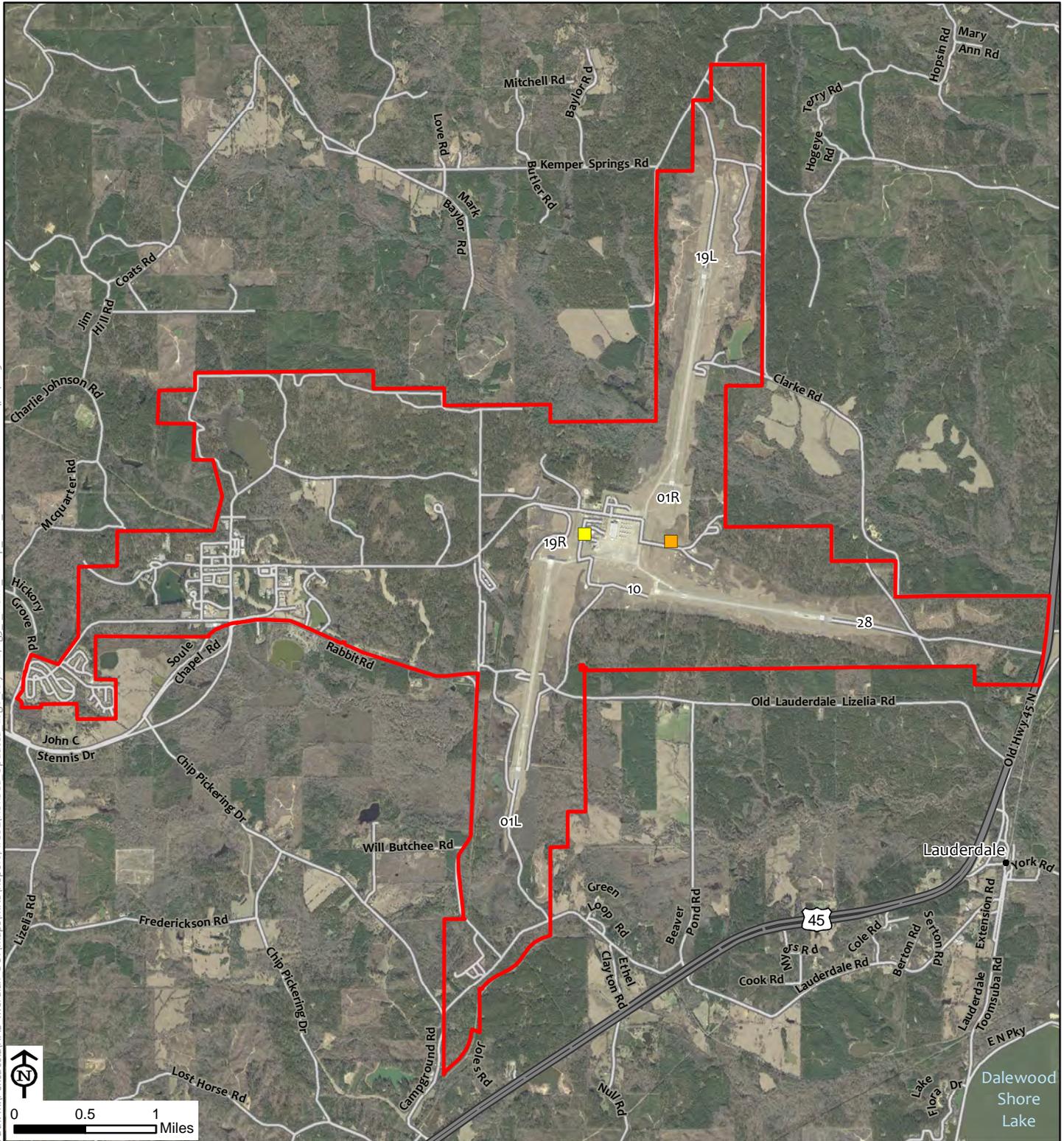
The level of noise exposure is related to the aircraft type, engine power setting, altitudes flown, direction of the aircraft, durations of run-ups, flight tracks, temperature, relative humidity, frequency, and time of operations. These variables, as they relate to NAS Meridian, are discussed in detail below and throughout this AICUZ Study.

3.2.1 Maintenance Run-Up Operations

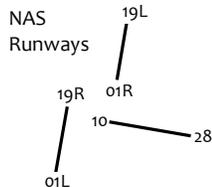
Aircraft engine maintenance, also called “run-up” operations, are conducted east of the flight line, commonly referred to as the high-power turn area (Figure 3-1). These activities include engine rinses and washes, maintenance turns, and high-power turns. Noise associated with these operations is included in the noise analysis and modeled to be incorporated into the noise contours for NAS Meridian.

The two major sources of aircraft noise are engine maintenance “run-up” operations and flight operations.

NAS Meridian



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- Engine Run-Up Location
- Hush-House
- US Highway
- Secondary/Local Road
- Installation Boundary

Figure 3-1
Aircraft Engine Maintenance Locations
NAS Meridian
Lauderdale County, Mississippi

Source: U.S. Navy 2011

A **test cell** is a building specially designed to test aircraft engines out of frame.

A **hush house** is an enclosed and acoustically controlled facility for running and testing aircraft engines.

In addition to the run-up locations, an aircraft engine “test cell” is used at the installation to test engines outside the frame of the aircraft. There is one hush house located on NAS Meridian where aircraft engines are tested in frame in a muffled environment; this facility is expected to be operational by the end of CY 2012.

NOLF Joe Williams does not have any ground engine maintenance run-up locations, as all maintenance is done at NAS Meridian.

3.2.2 Flight Operations

As described above, a flight operation refers to any occurrence of an aircraft crossing over the runway threshold at an airfield. A takeoff and landing may be part of a training maneuver (or pattern) associated with touch down on the runway or simulated touch down, or may be associated with a departure or arrival of an aircraft to or from a defense-related SUA. Certain flight operations are conducted as patterns (e.g., touch-and-go). Departures and arrivals each count as one operation and touch-and-gos and low approaches count as two.

Operations at NAS Meridian and NOLF Joe Williams are tracked by ATC, AOD, and TRAWING ONE. These personnel have been interviewed and the information they maintain has been gathered to develop noise contours and APZs for this AICUZ Study.

Operations conducted at NAS Meridian follow the curriculum set forth by CNATRA for TRAWING ONE student aviators. Since there are no fleet squadrons stationed at NAS Meridian, all flight operations are conducted for the purpose of training student pilots. Each series of flight operations is repeated as new students join the program and begin training. All basic flight maneuvers are flown at NAS Meridian and NOLF Joe Williams, as well as intermediate and advanced operations.

Operations at NAS Meridian and NOLF Joe Williams are tracked by ATC, AOD, and TRAWING ONE and have been utilized for developing noise contours and APZs for this AICUZ Study.



Typical flight operations conducted by student aviators at NAS Meridian and NOLF Joe Williams are described below:

- **Departure.** An aircraft taking off to a training area or as part of a training maneuver (e.g., touch-and-go).
- **Straight-In/Full-Stop Arrival.** An aircraft lines up on the runway centerline, descends gradually, lands, comes to a full stop, and then taxis off the runway.
- **Overhead Break Arrival.** An expeditious arrival using VFR. An aircraft approaches the runway 500 feet above the altitude of the landing pattern. Approximately halfway down the runway, the aircraft performs a 180-degree turn to enter the landing pattern. Once established in the pattern, the aircraft lowers landing gear and flaps and performs a 180-degree descending turn to land on the runway.
- **Pattern Work.** Pattern work refers to traffic pattern training where the pilot performs takeoffs and landings in quick succession by taking off, flying the pattern, and then making a touch-and-go landing. Traffic pattern training is demanding and utilizes all the basic flying maneuvers a pilot learns: takeoffs, climbs, turns,



climbing turns, descents, descending turns, and straight and level landings. Most patterns are left-handed (counter clockwise, as viewed from above) which mimics how they fly on a carrier.

1. **Touch-and-Go.** An aircraft lands and takes off on a runway without coming to a full stop. After touching down, the pilot immediately goes to full power and takes off again. The touch-and-go is counted as two operations—the landing is counted as one operation, and the takeoff is counted as another.

2. **Field Carrier Landing Practice (FCLP).** An FCLP is a training procedure that simulates landing an aircraft on the flight deck of a carrier.

3. **Ground Control Approach (GCA).** A GCA is a radar or “talk down” approach directed from the ground by ATC personnel. ATC personnel provide pilots with verbal course and glide slope information, allowing them to make an instrument approach during inclement weather. The Box Pattern is normally flown to practice GCA approaches. The Box Pattern utilizes a “box-shaped” flight pattern with four 90-degree turns done at a set altitude.

➤ **Practice Precautionary Emergency Landing (PPEL).** The PPEL is a procedure taught to student pilots to ensure that a safe landing at a paved field can be made if indications of an impending engine failure should occur. It is used any time engine reliability is questionable or there are indications of impending engine failure.

➤ **Low Approach.** A low approach is a runway approach when the pilot does not make contact with the runway but rather increases altitude and departs the airfield’s airspace.

➤ **Radar Approach.** A radar instrument approach is provided with active assistance from ATC. ATC personnel direct the aircraft to align itself with the runway centerline, continuing until the pilot can

complete the approach and landing by sight. A radar approach may be given to any aircraft upon request and may be offered to pilots of aircraft in distress or to expedite traffic.

- **Formation Flights.** Formation flight operations are conducted with multiple aircraft flying in close proximity.
- **Sortie.** A sortie is a flight conducted by one aircraft. A sortie begins when the aircraft begins to move forward on takeoff from rest at any point and ends after airborne flight when the aircraft returns to the surface and the engines are stopped, or the aircraft has been on the ground for five minutes, whichever comes first.

As briefly discussed in Chapter 2, a pilot can operate an aircraft by VFR or IFR. As part of the TRAWING ONE curriculum, both rules are taught and flown at NAS Meridian.

VFR is a standard set of rules that govern the procedures for conducting flight under visual conditions (i.e., pilots remain clear of clouds, avoid other aircraft, and usually fly unassisted by ATC). IFR is a standard set of rules governing the procedures for conducting flights under instrument conditions or when weather becomes degraded. Pilots flying IFR do so with the assistance of ATC and aircraft instruments. At NAS Meridian, IFR is required to fly to a MOA. Although not required, VFR is often used to fly to NOLF Joe Williams or Key Field.. At NAS Meridian and NOLF Joe Williams, VFR rules are predominantly used while conducting landing pattern practice.

When pilots can see the ground and other aircraft they can usually operate visually (Visual Flight Rules, VFR). When they cannot, pilots rely on instruments (Instrument Flight Rules, IFR).

In addition to daytime flying, students are also instructed on nighttime flying. Historic and projected aircraft operations for NAS Meridian and NOLF Joe Williams were presented in Table 1-3 (Chapter 1), and Tables 3-1 and 3-2 provide a detailed list of the projected operations (CY 2020) that will be conducted at NAS Meridian and NOLF Joe Williams, respectively.

Table 3-1. Projected Annual Air Operations for NAS Meridian

Category	Operation Type	Day 0700-2200	Night 2200-0700	Total
T-45C	Departure	63,010	8,402	65,833
	Arrival ^a	62,986	8,402	65,833
	Pattern ^b	57,308	3,888	59,606
	Total	170,580	20,692	191,272
Transient Aircraft	Departure	150	0	150
	Arrival	150	0	150
	Pattern	0	0	0
	Total	300	0	300
Grand Total	Departure	63,160	8,402	65,983
	Arrival	63,136	8,402	65,983
	Pattern	57,308	3,888	59,602
	Total	183,604	20,692	191,572^c

Source: Wyle Laboratories 2012

Notes:

- ^a Arrivals include both straight-in and carrier break.
- ^b Patterns include intra facility, touch-and-go's, FCLP, and GCA Box Pattern operations.
- ^c Aircraft operations modeled in the Noise Study only include the T-45C aircraft operations. General aviation operations (103 annual operations) are not included in the table.

Table 3-2. Projected Annual Air Operations for NOLF Joe Williams

Category	Operation Type	Day 0700-2200	Night 2200-0700	Total
T-45C	Departure	9,374	0	9,374
	Arrival ^a	9,374	0	9,374
	Pattern ^b	15,440	0	15,440
	Total	34,188	0	34,188

Source: Wyle Laboratories 2012

Notes:

- ^a Arrivals include both straight-in and carrier break.
- ^b Patterns include touch-and-go's, FCLP, and GCA Box Pattern operations.

3.3 RUNWAY AND FLIGHT TRACK UTILIZATION

Each airfield has designated runways, and those runways have designated flight tracks which provide for the safety, consistency, and control of an airfield. A flight track is a route an aircraft follows while conducting an operation at the airfield, between airfields, or a MOA. Flight tracks typically depict departure and arrival patterns to demonstrate how the aircraft fly in relation to the airfield.

Flight tracks are graphically represented as single lines, but flights vary due to aircraft performance, pilot technique, and weather conditions, such that the actual flight track is a band, often one-half to several miles wide. The flight tracks shown in this AICUZ Study are idealized representations based on pilot and ATC input. As discussed in Section 3.2 above, not only are operations tracked, but they are tracked according to flight track/runway.

As stipulated by AICUZ Instruction, APZs are determined necessary if a runway exceeds 5,000 annual operations. Therefore, flight track utilization is also pertinent to this AICUZ Study because of the role the flight tracks play in APZ development. APZs are presented and further discussed in Chapter 5.

Typical flight operations were discussed in Section 3.2 and include departure, straight-in arrival, overhead break arrival, touch-and-go operations, low approach, and FCLPs. Predominant arrival, departure, and pattern flight tracks for NAS Meridian and NOLF Joe Williams are shown on Figures 3-2 through 3-8 (provided at the end of this chapter) and depict operations between the two airfields (interfacility operations) and those occurring at NAS Meridian (intrafacility operations; i.e., departing one runway at NAS Meridian and arriving at another runway at NAS Meridian).

Abbreviations for the some of these flight operations include:

- Departure – D
- Straight-In Arrival – A
- Overhead Break Arrival – O
- FCLP – F

Individual flight track IDs are labeled according to the runway, flight operation, and numerical sequence for multiple flight tracks. An example flight track ID for NAS Meridian has been provided below and is color-coded for example purposes only:

NAS Meridian, Flight Track ID: **1RD1**

Runway: 01R

Flight Operation: Departure

Flight Track Sequence Number: 1

Tables 3-3 and 3-4, provided at the end of this chapter, identify dominant flight tracks at NAS Meridian and NOLF Joe Williams.

3.3.1 NAS Meridian

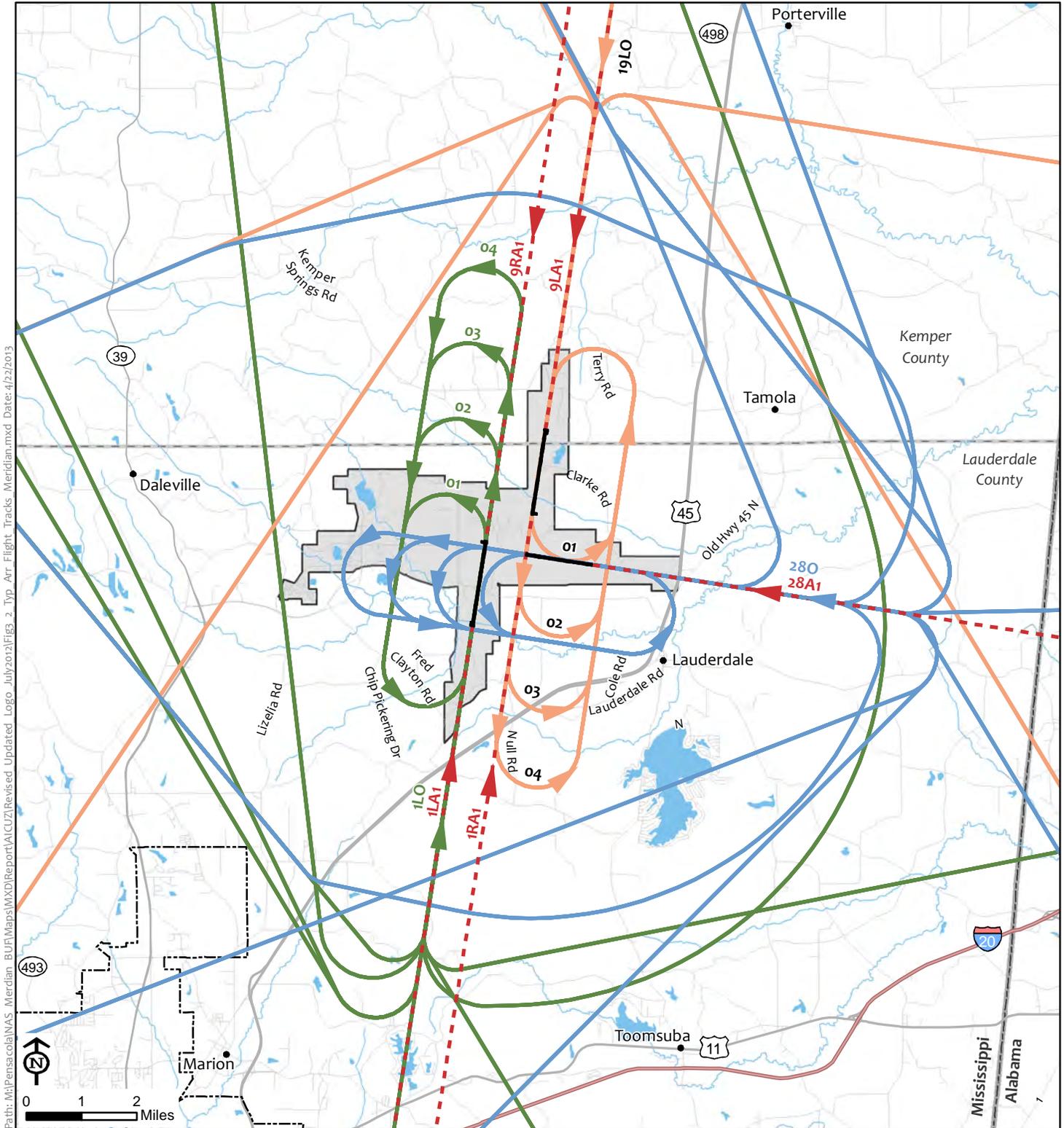
Operations at NAS Meridian are conducted on one of three runways, the parallel runways, 01L/19R and 01R/19L, or the cross-wind runway, 10/28. Based on historical averages and projected usage, the following percentages summarize airfield runway utilization. The parallel runways are the preferred runways and are used over 87 percent of the time. Over 50 percent of the departure and intra-facility departures are conducted off of Runway 19R, and 37 percent are conducted off of Runway 01R; the remaining 13 percent are conducted off of Runway 10. Likewise, straight-in arrivals are conducted 48 percent of the time on Runway 19R and 33 percent on Runway 01R. Carrier break arrivals, which account for approximately 56,000 annual operations, are conducted 55 percent of the time on Runway 19L and 42 percent of the time on Runway 01L; only 3 percent are conducted on Runway 28. Pattern operations, touch-and-go's and FCLPs, are performed 56 percent of the time on Runway 19L, 42 percent of the

time on Runway 01L, and the remaining 2 percent are conducted on Runway 28. The GCA Box Pattern is performed 42 percent of the time on Runway 19R, 32 percent on 01R, and the remaining operations are performed on Runways 19L, 28, and 01L. Figures 3-2 through 3-5 depict typical flight tracks at NAS Meridian.

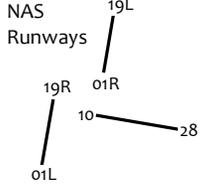
3.3.2 NOLF Joe Williams

Operations at NOLF Joe Williams are conducted on Runway 14/32. All operations, excluding the GCA Box Pattern, are conducted 70 percent of the time on Runway 32 and 30 percent of the time on Runway 14. All GCA Box Pattern operations are conducted on Runway 32. Figures 3-6 through 3-8 depict typical flight tracks at NOLF Joe Williams.

NAS Meridian



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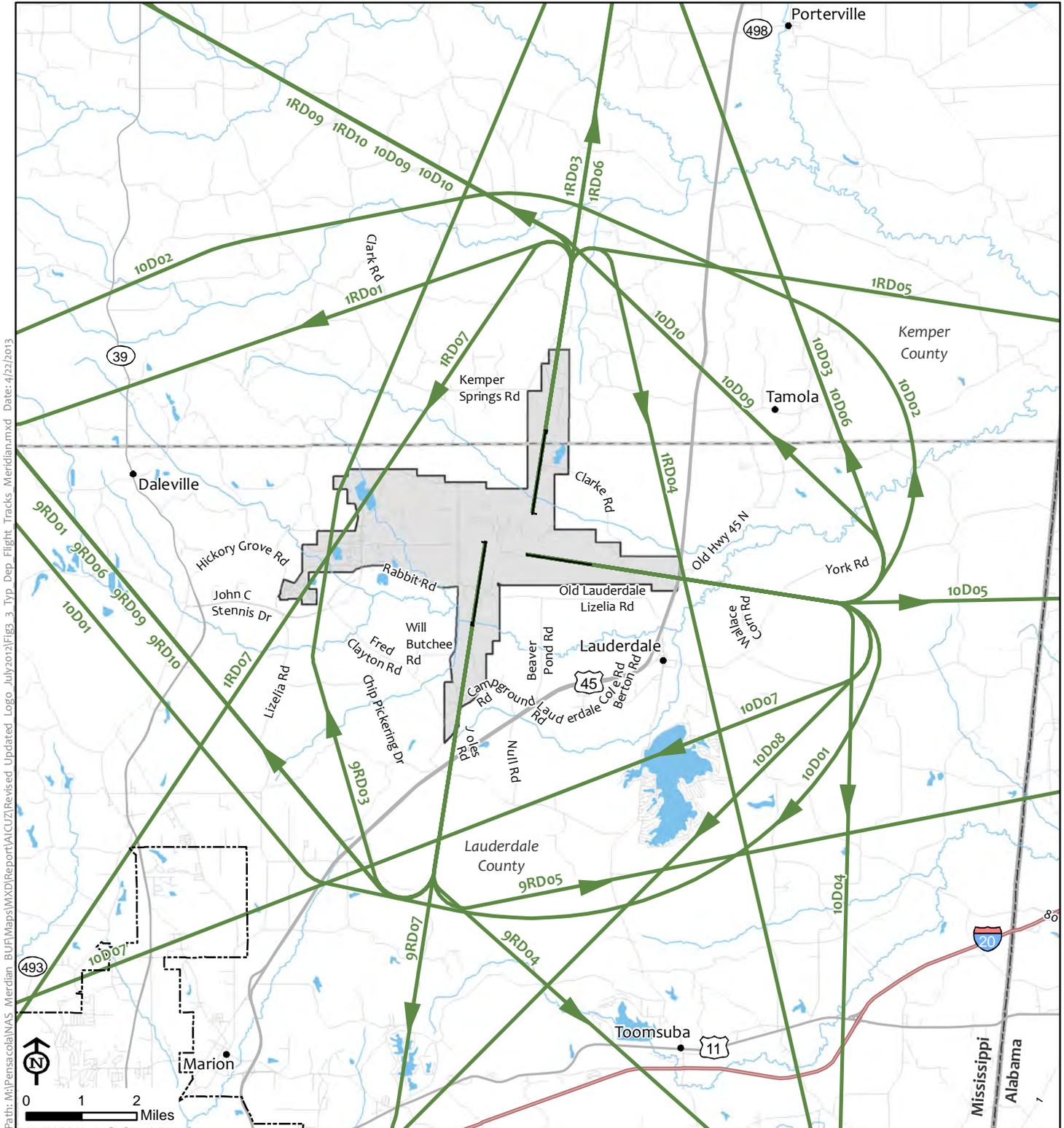


- - - Straight in Arrivals
- Carrier Break Arrivals to Runway 01L
- Carrier Break Arrivals to Runway 28
- Carrier Break Arrivals to Runway 19L
- Runway
- NAS Meridian
- County Boundary
- State Boundary
- Meridian Corporate Boundary
- Interstate
- US Highway
- State Highway
- Secondary/Local Road

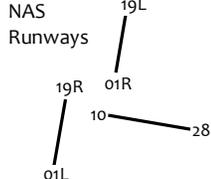
Figure 3-2
 Typical Arrival Flight Tracks
 NAS Meridian
 Lauderdale County, Mississippi

Source: U.S. Navy 2011; ESRI 2010; Wyle 2011

NAS Meridian



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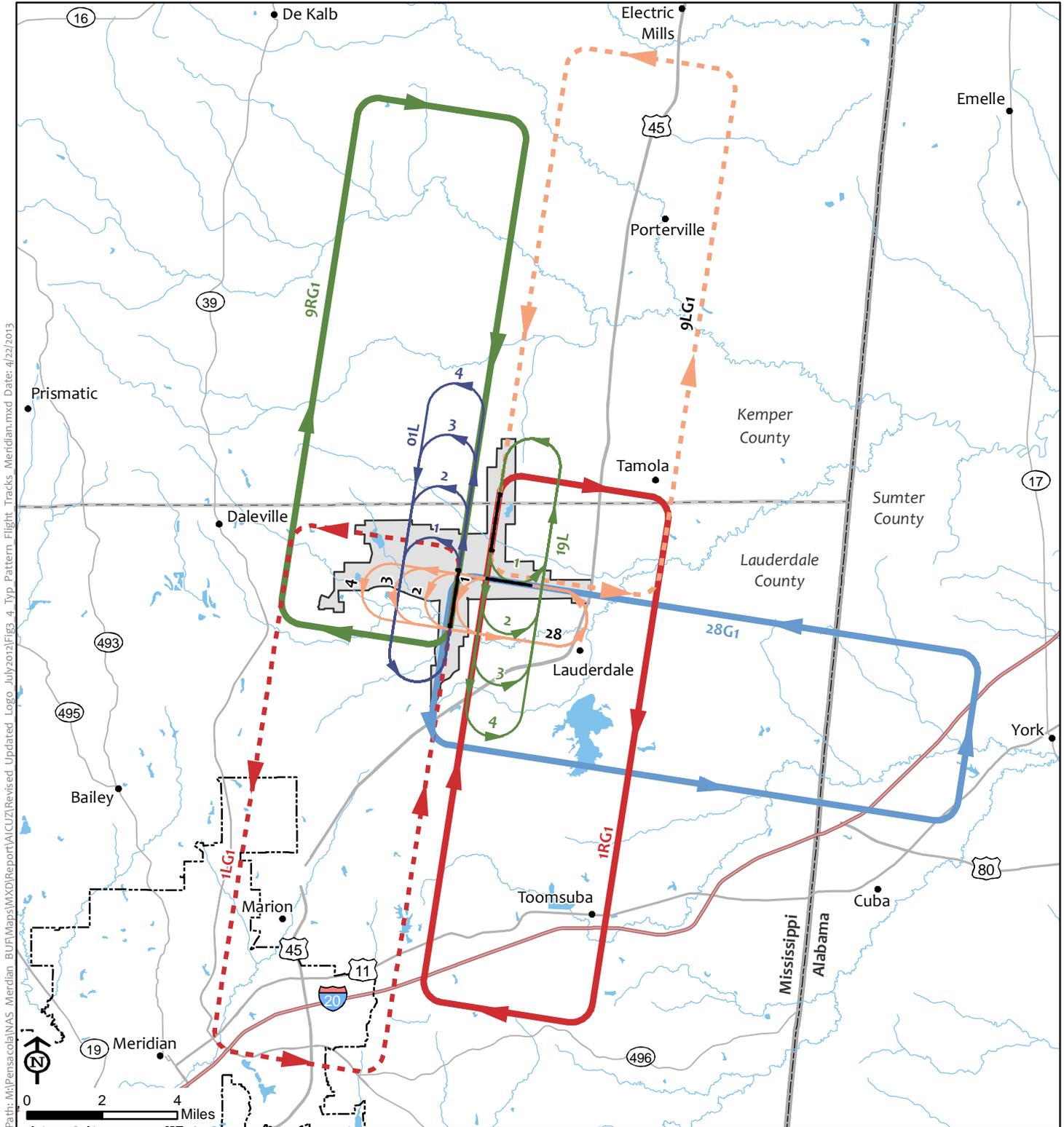


- Departure Flight Tracks
- Runway
- NAS Meridian
- County Boundary
- State Boundary
- Interstate
- US Highway
- State Highway
- Secondary/Local Road
- Meridian Corporate Boundary

Figure 3-3
Typical Departure Flight Tracks
NAS Meridian
Lauderdale County, Mississippi

Source: U.S. Navy 2011; ESRI 2010; Wyle 2011

NAS Meridian



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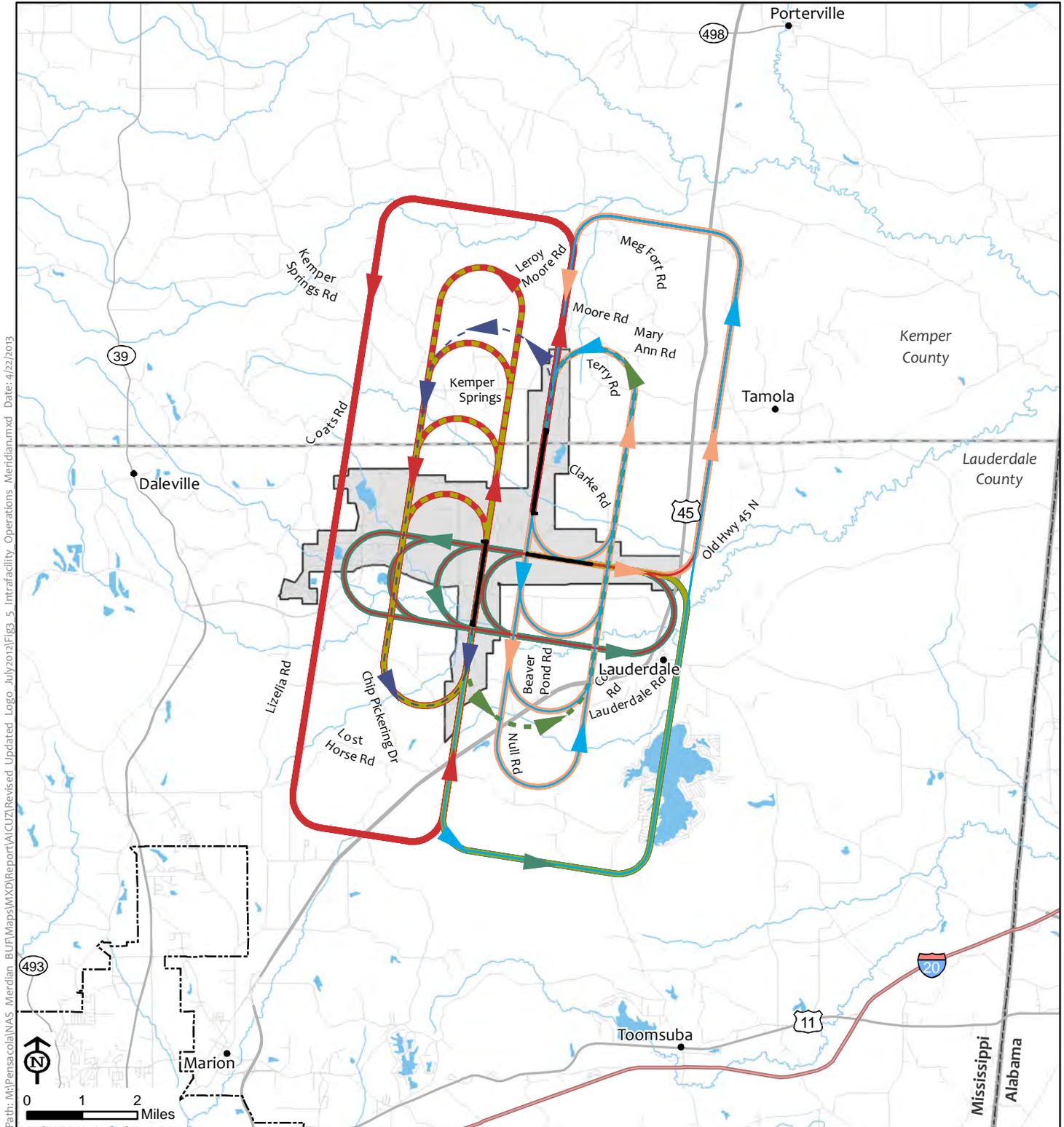


NAS Runways	19L	FCLP/Touch-and-Go	9LG1	GCA Box	Runway	Interstate
	19R	19L	1LG1	9RG1	NAS Meridian	US Highway
	01R	01L	9RG1	1RG1	County Boundary	State Highway
	10	28	1RG1	28G1	Meridian Corporate Boundary	Meridian Corporate Boundary
	01L		28G1		State Boundary	

Figure 3-4
Typical Pattern Flight Tracks
NAS Meridian
Lauderdale County, Mississippi

Source: U.S. Navy 2011; ESRI 2010; Wyle 2011

NAS Meridian



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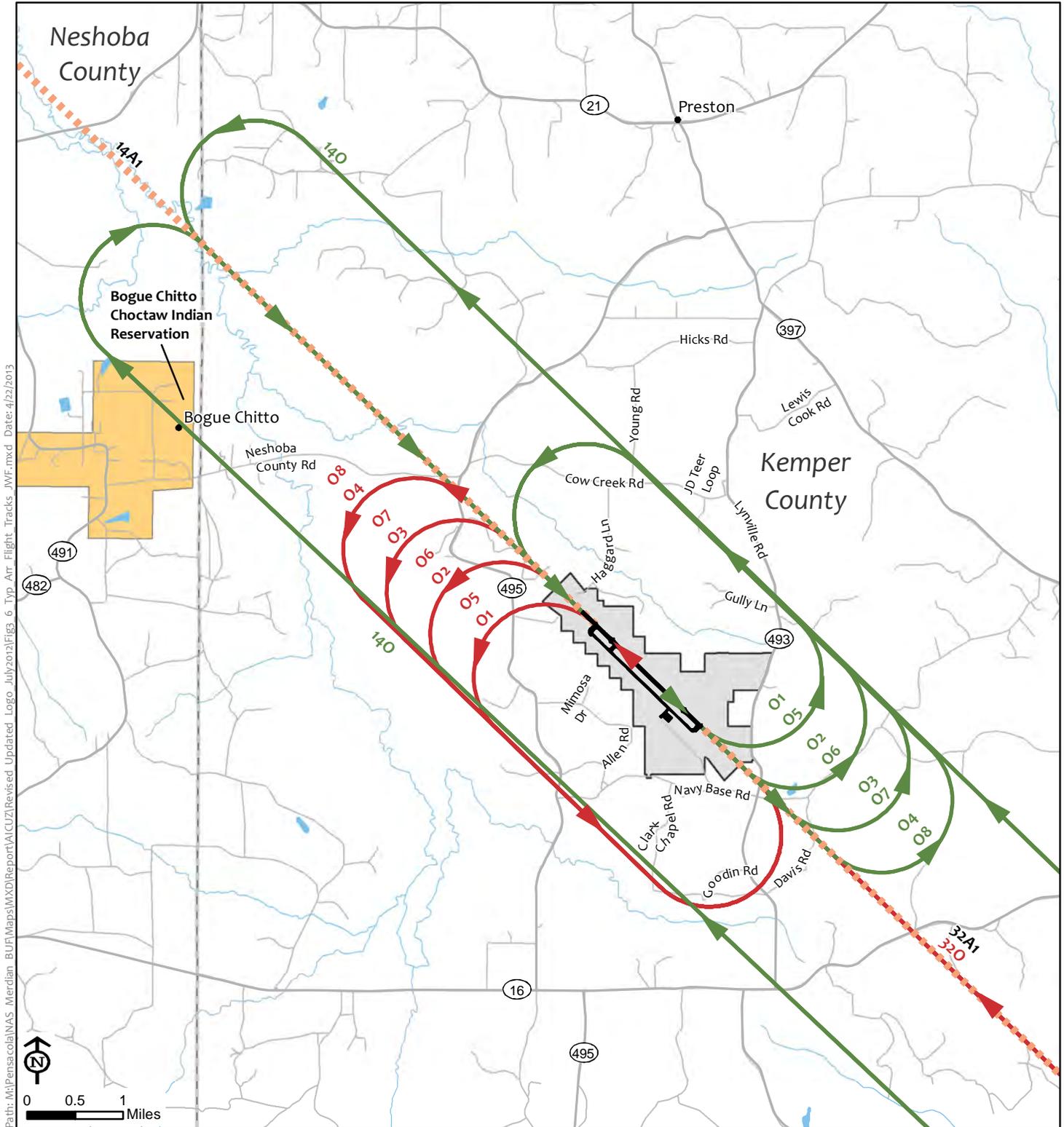


- | | | | | | |
|-------------|-----|-------|--------|-----------------------------|----------------------|
| NAS Runways | 19L | 1R1L1 | 10I1LO | NAS Meridian | Interstate |
| | 01R | 9R9LO | 10GLO | Runway | US Highway |
| | 19R | 1R280 | 1R1LO | County Boundary | State Highway |
| | 10 | 9R9L1 | 9R280 | State Boundary | Secondary/Local Road |
| | 01L | | | Meridian Corporate Boundary | |

Figure 3-5
Intra-facility Flight Tracks
NAS Meridian
Lauderdale County, Mississippi

Source: U.S. Navy 2011; ESRI 2010; Wyle 2011

NOLF Joe Williams



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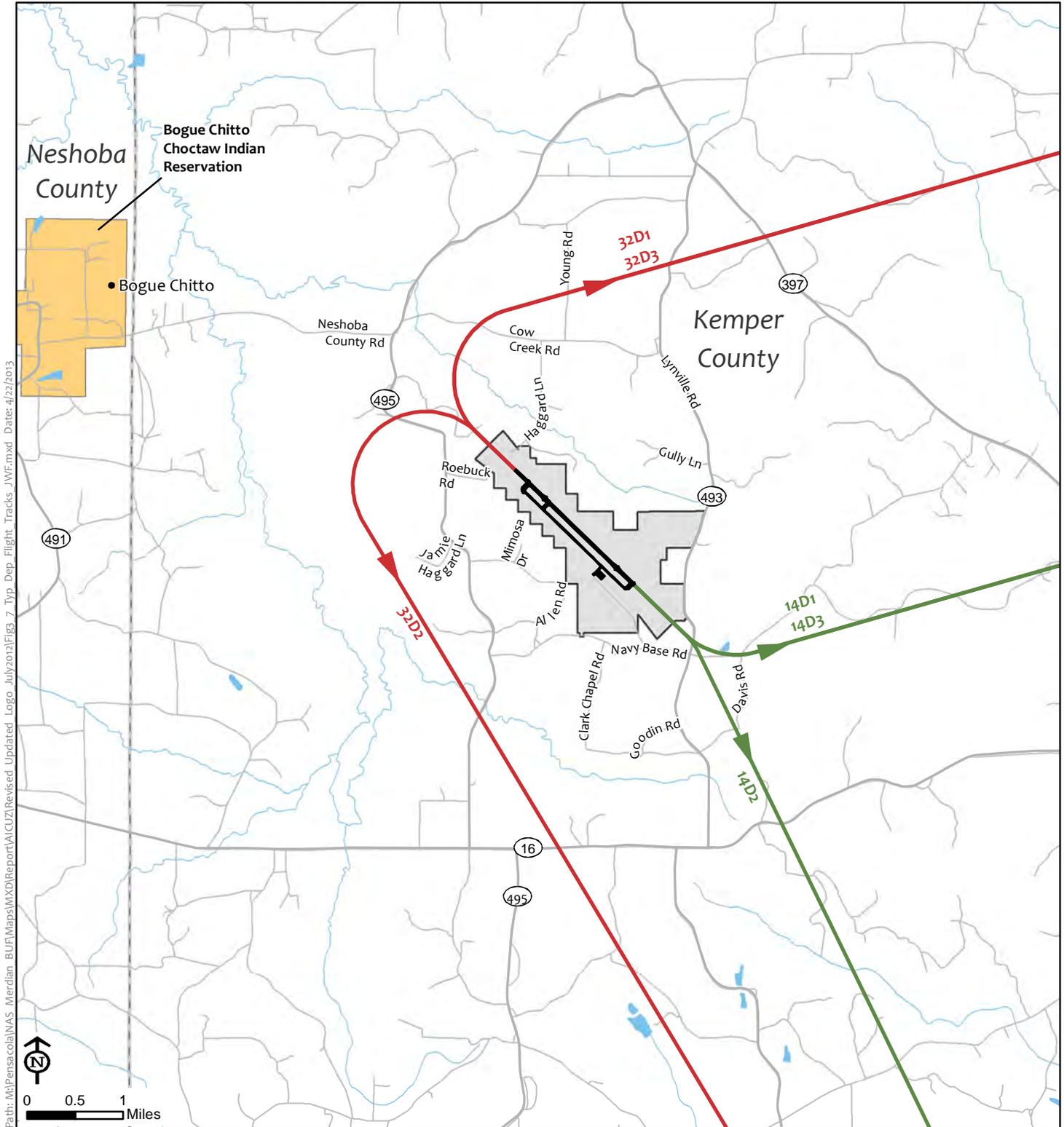
14
NOLF
Runways
32

- Straight in Arrivals
- Carrier Break Arrivals to Runway 32
- Carrier Break Arrivals to Runway 14
- Runway
- State Highway
- Secondary/Local Road
- NOLF Joe Williams
- County Boundary

Figure 3-6
Typical Arrival Flight Tracks
NOLF Joe Williams
Kemper County, Mississippi

Source: U.S. Navy 2011; ESRI 2010; Wyle 2011

NOLF Joe Williams



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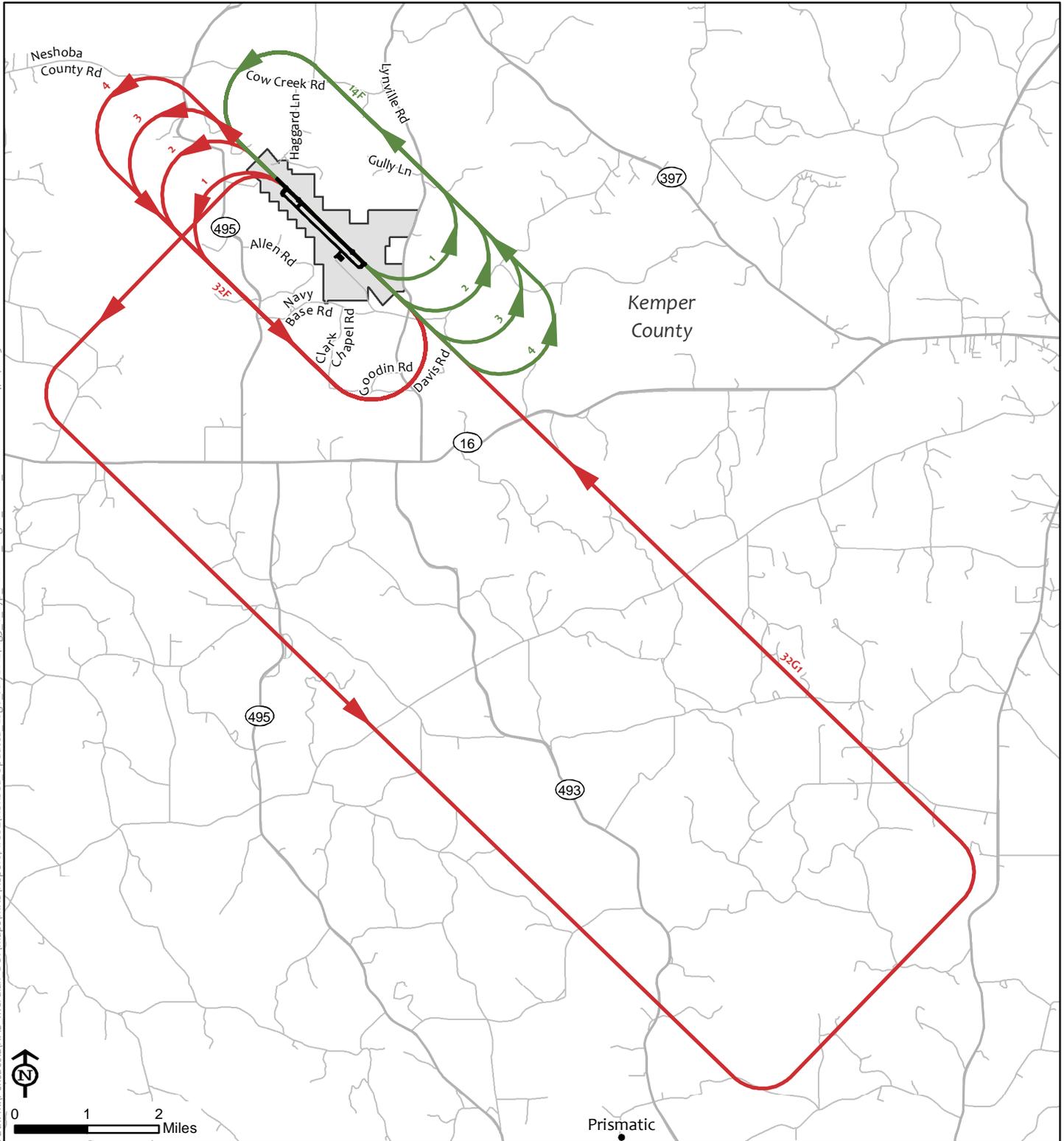
14
NOLF Runways
32

- Departures from Runway 32
- Departures from Runway 14
- Runway
- County Boundary
- State Highway
- Secondary/Local Road
- NOLF Joe Williams

Figure 3-7
Typical Departure Flight Tracks
NOLF Joe Williams
Kemper County, Mississippi

Source: U.S. Navy 2011; ESRI 2010; Wyle 2011

NOLF Joe Williams



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14
NOLF Runways
32

- Runway 32 Typical Pattern
- Runway 14 Typical Pattern
- Runway
- State Highway
- Secondary/Local Road
- NOLF Joe Williams

Figure 3-8
Typical Pattern Flight Tracks
NOLF Joe Williams
Kemper County, Mississippi

Source: U.S. Navy 2011; ESRI 2010; Wyle 2011

3-3. Dominant Flight Tracks at NAS Meridian

Operation Type	Runway	Flight Tracks	
		Destination of Departure/ Origin of Arrival	Track ID
Departures	19R	Meridian One West MOA - Area 1	9RD01
		Meridian One West MOA - Area 4	9RD03
	01R	Meridian One West MOA - Area 1	1RD01
		Meridian One West MOA - Area 4	1RD03
	10	Meridian One West MOA - Area 1	10D01
		Meridian One West MOA - Area 4	10D03
Interfacility Departures	19R	Joe Williams	9RD09
			9RD10
	01R		1RD09
			1RD10
	10		10D09
			10D10
Straight-In Arrivals	19R	---	9RA1
	01R	---	1RA1
	28	---	28A1
	01L	---	1LA1
	19L	---	9LA1
Carrier Break Arrivals	19L	Meridian One West MOA - Area 1	9LO01
		Meridian One West MOA - Area 4	9LO09
		Pine Hill MOA	9LO13
		Birmingham MOA	9LO17
	01L	Meridian One West MOA - Area 1	1LO01
		Meridian One West MOA - Area 4	1LO09
		Pine Hill MOA	1LO13
		Birmingham MOA	1LO17

3-3. Dominant Flight Tracks at NAS Meridian

Operation Type	Runway	Flight Tracks	
		Destination of Departure/ Origin of Arrival	Track ID
Carrier Break Arrivals (cont.)	28	Meridian One West MOA - Area 1 (North Side Approach)	28001
		Meridian One West MOA - Area 1 (South Side Approach)	28005
		Meridian One West MOA - Area 4	28009
		Pine Hill MOA	28013
		Birmingham MOA	28017
		SEARAY Range	28021
Interfacility Carrier Break Arrivals	19L	Joe Williams - Runway 32	9L033
		Joe Williams - Runway 14	9L037
	01L	Joe Williams - Runway 32	1L033
		Joe Williams - Runway 14	1L037
	28	Joe Williams - Runway 32	28033
		Joe Williams - Runway 14	28037
Intrafacility	01R to 01L	Pattern	1R1L1
	19R to 19L	Pattern	9R9L1
Intrafacility with Overhead Arrival	19R to 19L	Pattern	9R9L01
	01R to 01L	Pattern	1R1L01
	10 to 01L	Pattern	101L01
	10 to 19L	Pattern	109L01
	01R to 28	Pattern	1R2801
	19R to 28	Pattern	9R2801
Touch & Go Patterns	19L	Pattern	9LF1
	01L	Pattern	1LF1
	28	Pattern	28F1
FCLP Patterns	19L	Pattern	9LF1
	01L	Pattern	1LF1
	28	Pattern	28F1

3-3. Dominant Flight Tracks at NAS Meridian

Operation Type	Runway	Flight Tracks	
		Destination of Departure/ Origin of Arrival	Track ID
GCA Box Patterns	19R	Pattern	9RG1
	01R	Pattern	1RG1
	19L	Pattern	9LG1
	28	Pattern	28G1
	01L	Pattern	1LG1

3-4. Dominant Flight Tracks at NOLF Joe Williams

Operation Type	Runway	Flight Tracks	
		Destination of Departure/ Origin of Arrival	Track ID
Departures	32	NAS Meridian Runway 19L	32D1
		NAS Meridian Runway 01L	32D2
		NAS Meridian Runway 28	32D3
	14	NAS Meridian Runway 19L	14D1
		NAS Meridian Runway 01L	14D2
		NAS Meridian Runway 28	14D3
Straight-In Arrivals	32	NAS Meridian	32A1
	14	NAS Meridian	14A1
Carrier Break Arrivals	32	NAS Meridian Runway 01R	32O1
		NAS Meridian Runway 19R	32O5
		NAS Meridian Runway 10 (North Flow)	32O9
		NAS Meridian Runway 10 (South Flow)	32O13
	14	NAS Meridian Runway 01R	14O1
		NAS Meridian Runway 19R	14O5
		NAS Meridian Runway 10 (North Flow)	14O9
		NAS Meridian Runway 10 (South Flow)	14O13

3-4. Dominant Flight Tracks at NOLF Joe Williams

Operation Type	Runway	Flight Tracks	
		Destination of Departure/ Origin of Arrival	Track ID
Touch & Go Patterns	32	Pattern	32F1
	14	Pattern	14F1
FCLP Patterns	32	Pattern	32F1
	14	Pattern	14F1
GCA Pattern	32	Pattern	32G1

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