

Commissioner's Base Visit Book



Naval Air Station Atlanta, GA Closure Recommendations

Admiral Harold W. Gehman, Jr
(USN, Ret)

25 May 2005

**NAS Atlanta, GA
COMMISSION BASE VISIT
25 May 2005**

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**NAS Atlanta, Marietta, GA
Navy Supply Corps School, Athens, GA**

**Commissioner Gehman Itinerary
24 - 25 May 2005**

**Bill Fetzer – Lead Analyst, NAS Atlanta
David Epstein – Lead Analyst, NSCS**

TIME	EVENT	LOCATION	POC	ACTION
24-May 8:20 PM	ADM Gehman arrives	Atlanta Airport		
9 PM	ADM Gehman arrives at hotel	Atlanta Marriott	Bill Fetzer & David Epstein	Review Briefing Book
25 May 7:15	En route	NAS Atlanta	Bill Fetzer Cell:703-856-3685	Police escort
8:15	Arrive	NAS Atlanta	Bill Fetzer	
8:15-8:30	Meet with base CO	NAS Atlanta	CAPT King	
8:30-9:30	Commissioner's Brief - Conduct Base Visit		CAPT King	CO/XO/CAG-20 & Activity COs. Presentations on affected activities
9:40-10:20	Windshield Tour	NAS Atlanta	CAPT King	CO's vehicle
1030	Press Availability	NAS Atlanta	Bill Fetzer	Outside NAS gate
10:45	Depart	NAS Atlanta	David Epstein	En route Athens, GA
12:00 PM	Arrive	NSCS, Athens	David Epstein	Working lunch @ NSCS
12:30-3:15	Commissioner's Brief - Conduct Base Visit	NSCS, Athens	David Epstein	Presentations on affected activities
3:15 PM	Depart	NSCS, Athens	David Epstein	En route to Atlanta airport
4:45 PM	Arrive	Atlanta Airport	David Epstein	Commissioner departs for Montgomery, AL 6:45 PM

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION**BASE SUMMARY SHEET****NAS Atlanta****INSTALLATION MISSION**

- The mission of Naval Air Station Atlanta is to provide readiness training for assigned active duty and selected reserve personnel while maintaining full commitment to support the requirements of tenant commands and the fleet.
- Major Commands are: VR-46, MAG-42, CAG-20, VMFA-142, VAW-77, RIPO/RIAC-14, HMLA-773, MWSS-472 and 4th LAAD. NAS Atlanta also provides support to Navy/Marine Corps Reserve Center and the Naval Air Reserve Center.

DoD RECOMMENDATION

- Close Naval Air Station Atlanta, GA.
- Relocate its aircraft and necessary personnel, equipment and support to Naval Air Station Joint Reserve Base New Orleans, LA; Naval Air Station Joint Reserve Base Fort Worth, TX; and Robins Air Force Base, Robins, GA.
- Relocate Reserve Intelligence Area 14 to Fort Gillem, Forest Park, GA.
- Relocate depot maintenance Aircraft Components, Aircraft Engines, Fabrication and Manufacturing, and Support Equipment in support of F/A-18, C-9 and C-12 aircraft to Fleet Readiness Center West Site Fort Worth at Naval Air Station Joint Reserve Base Fort Worth, TX.
- Relocate intermediate maintenance in support of E-2C aircraft to Fleet Readiness Center Mid-Atlantic Site New Orleans at Naval Air Station Joint Reserve Base New Orleans, LA.
- Consolidate the Naval Air Reserve Atlanta with Navy Marine Corps Reserve Center Atlanta located at Dobbins Air Reserve Base, Marietta, GA.
- Retain the Windy Hill Annex (for 4th LAAD and MWSS-472).

DoD JUSTIFICATION

- Reduces excess capacity while maintaining reserve forces in regions with favorable demographics.
- The aviation assets will be located closer to their theater of operations and/or will result in increased maintenance efficiencies and operational synergies.
- Relocating Reserve Intelligence Area 14 to Fort Gillem creates synergies with joint intelligence assets while maintaining the demographic base offered by the Atlanta area for this function.

- The Fleet Readiness Center portion of this recommendation realigns and merges depot and intermediate maintenance activities. It supports both DoD and Navy transformation goals by reducing the number of maintenance levels and streamlining the way maintenance is accomplished with associated significant cost reductions.

COST CONSIDERATIONS DEVELOPED BY DoD

- One-Time Costs: \$ 43.0 million
- Net Savings (Cost) during Implementation: \$ 289.9 million
- Annual Recurring Savings: \$ 66.1 million
- Return on Investment Year: Immediate
- Net Present Value over 20 Years: \$ 910.9 million

MANPOWER IMPLICATIONS OF THIS RECOMMENDATION (EXCLUDES CONTRACTORS)

	<u>Military</u>	<u>Civilian</u>	<u>Students</u>
Baseline (2005 COBRA)	1295	156	
Reductions			
Realignments	-1274	-156	
Total	21	0	

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>
This Recommendation	-1274	-156			-1274	-224 (68) *
Other						
Dobbins Air Reserve base			+64	+8	+64	+8
Total	-1274	-156	+64	+8	-1210	-216(68)

* (68) Net Mission Contractor Personnel

ENVIRONMENTAL CONSIDERATIONS

- **Environmental Impact:** There are no known environmental impediments to implementation of this recommendation. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation has been reviewed and is located at TAB C.

REPRESENTATION

Governor: Sonny Perdue (R)

Senators: Saxby Chambliss (R)
Johnny Isakson (R)

Representative: Phil Gingrey (R) 11th District
Tom Price, 6th District

ECONOMIC IMPACT

- Potential Employment Loss: 2196 jobs (1430 direct and 766 indirect)
- MSA Job Base: 2,777,548 jobs
- Percentage: 0.1 percent decrease

MILITARY ISSUES

- Also closing Ft McPherson (4141) and Ft Gillem (1081)
- According to Navy/Marine Corps BRAC staff, Reserve leadership informed on pending closure of several Reserve bases and concurred that NAS Atlanta was least painful due to serious encroachment problems in the surrounding Atlanta metropolitan areas.
- Reduced combat readiness of Reserve units transferred to areas that cannot support personnel requirements.
- Dobbins AFB remains open

COMMUNITY CONCERNS/ISSUES

- No specific issues have surfaced yet, other than the economic impact of losing jobs in the Atlanta area. Local press releases provided at TAB G

ITEMS OF SPECIAL EMPHASIS

- Reserve personnel demographics
- Remaining base infrastructure
- Unique reserve assets and capabilities
- Airspace issues

Bill Fetzer/Navy/23 May 2005

Naval Air Station Atlanta, GA Recommendation for Closure

Recommendation: Close Naval Air Station Atlanta, GA. Relocate its aircraft and necessary personnel, equipment and support to Naval Air Station Joint Reserve Base New Orleans, LA; Naval Air Station Joint Reserve Base Fort Worth, TX; and Robins Air Force Base, Robins, GA. Relocate Reserve Intelligence Area 14 to Fort Gillem, Forest Park, GA. Relocate depot maintenance Aircraft Components, Aircraft Engines, Fabrication and Manufacturing, and Support Equipment in support of F/A-18, C-9 and C-12 aircraft to Fleet Readiness Center West Site Fort Worth at Naval Air Station Joint Reserve Base Fort Worth, TX. Relocate intermediate maintenance in support of E-2C aircraft to Fleet Readiness Center Mid-Atlantic Site New Orleans at Naval Air Station Joint Reserve Base New Orleans, LA. Consolidate the Naval Air Reserve Atlanta with Navy Marine Corps Reserve Center Atlanta located at Dobbins Air Reserve Base, Marietta, GA. Retain the Windy Hill Annex.

Justification: This recommendation reduces excess capacity while maintaining reserve forces in regions with favorable demographics. The aviation assets will be located closer to their theater of operations and/or will result in increased maintenance efficiencies and operational synergies. Relocating Reserve Intelligence Area 14 to Fort Gillem creates synergies with joint intelligence assets while maintaining the demographic base offered by the Atlanta area for this function. The Fleet Readiness Center portion of this recommendation realigns and merges depot and intermediate maintenance activities. It supports both DoD and Navy transformation goals by reducing the number of maintenance levels and streamlining the way maintenance is accomplished with associated significant cost reductions.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$43.0M. The net of all costs and savings to the Department during the implementation period is a savings of \$289.9M. Annual recurring savings to the Department after implementation are \$66.1M with an immediate payback expected. The net present value of the costs and savings to the Department over 20 years is a savings of \$910.9M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 2,186 jobs (1,420 direct jobs and 766 indirect jobs) over the 2006-2011 period in the Atlanta-Sandy Springs-Marietta, GA, Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment. The aggregate economic impact of all recommended actions on this economic region of influence was considered and is at Appendix B of Volume I.

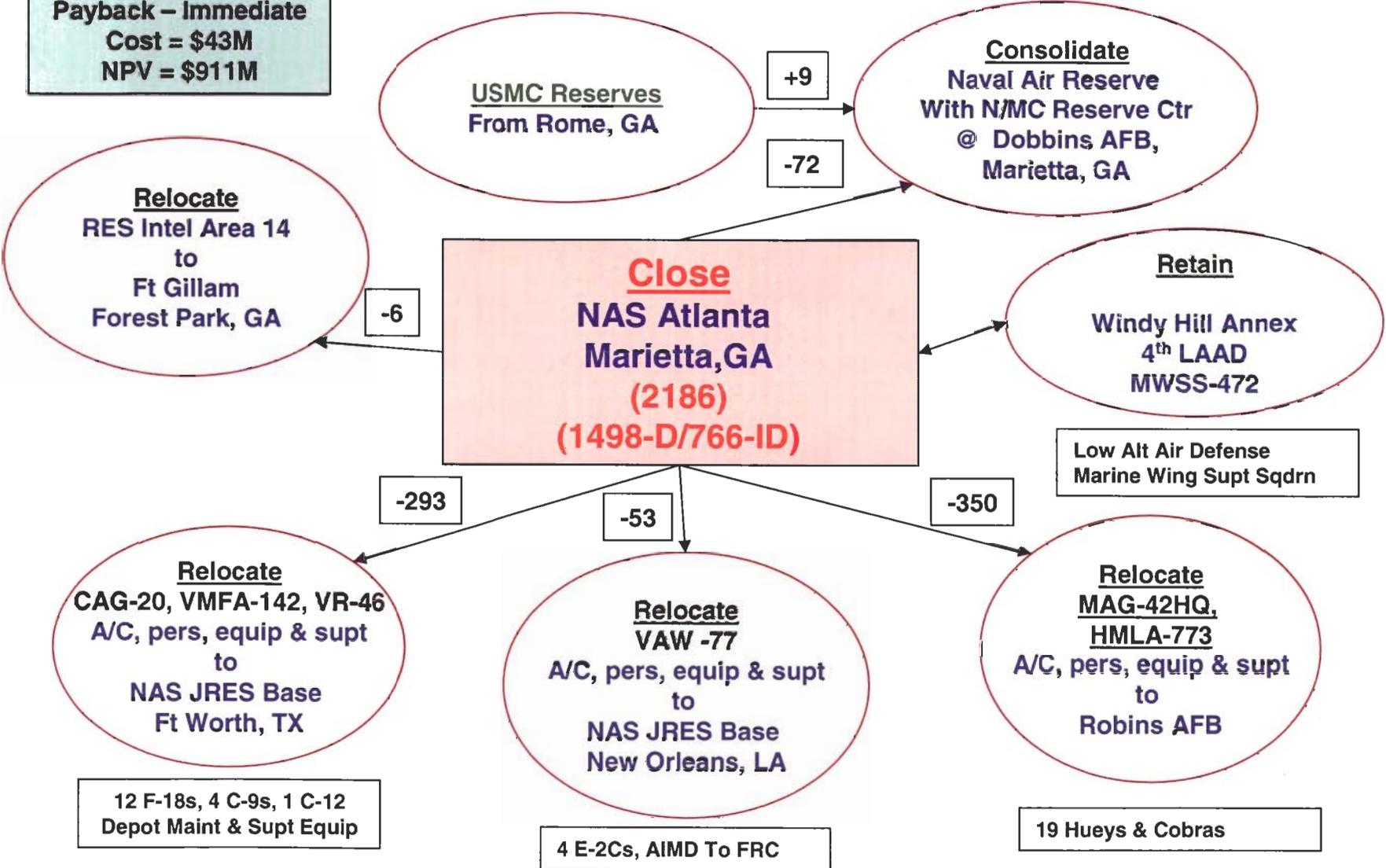
Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: Naval Air Station Joint Reserve Base Fort Worth, TX, is in Serious Non-attainment for Ozone (1-Hour) and an Air Conformity Determination may be required. There are potential impacts to waste management. Naval Air Station Joint Reserve Base New Orleans, LA is in Attainment. Robins Air Force Base, GA, is in Attainment. There are potential impacts to cultural, archeological, tribal resources; land use constraints or sensitive resource areas; noise; waste management; water resources; and wetlands. No impacts are anticipated for the resource areas of dredging, marine mammals, resources, or sanctuaries; or threatened and endangered species. For Fort Gillem, GA, and Dobbins Air Reserve Base, GA, there are no anticipated impacts regarding the resource areas of air quality; cultural, archeological, tribal resources; dredging; land use constraints or sensitive resource areas; marine mammals, resources, or sanctuaries; noise; threatened and endangered species; waste management; water resources; or wetlands. This recommendation indicates impacts of costs at the installations involved, which reported \$0.2M in costs for waste management and environmental compliance. These costs were included in the payback calculation. This recommendation does not otherwise impact the costs of environmental restoration, waste management or environmental compliance activities. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation has been reviewed. There are no known environmental impediments to implementation of this recommendation.

**Recommendation for Closure
NAS Atlanta, GA**

Related Issues:
Ft McPherson **Closing** (4141-D)
Ft Gillam **Closing** (1081-D)

Payback – Immediate
Cost = \$43M
NPV = \$911M



NAS Atlanta

The mission of Naval Air Station Atlanta has remained the same over the years - to provide readiness training for assigned active duty and selected reserve personnel while maintaining our full commitment to support the requirements of tenant commands and the fleet.

Major Commands are: VR-46, MAG-42, CAG-20, VMFA-142, VAW-77, RIPO/RIAC-14, HMLA-773, MWSS-472 and 4th LAAD. We also provide support to Navy/Marine Corps Reserve Center and the Naval Air Reserve Center.

Population assigned/served: Active Duty Officer - 160, Active Duty Enlisted - 1323, Family Members - 2500, Retirees - 12000, Civilian employees - 214, Reserve Component Officers - 400, Reserve Component Enlisted - 1800.

NAS Atlanta's history covers two locations, the first near Chamblee in Dekalb County, and the present site near Marietta in Cobb County. The Navy Dept selected Fort Gordon in late 1940 as the site for a Naval Reserve Aviation Base. The new base was officially commissioned March 22, 1941 with the primary mission of training Navy and Marine Corps aviators.

The base was officially designated U.S. Naval Air Station Atlanta in January 1943. In April 1955, Congress appropriated more than \$4 million to start building a new Naval Air Station at a more suitable location to allow longer runways. The site selected was a large military reservation jointly occupied by Dobbins Air Force Base and the Lockheed-Georgia Company between Marietta and Smyrna. The new air station was completed in April 1959.

The Air Station was proudly awarded the Edwin F. Conway Trophy in 1987, 1993 for being the most efficient Naval Air Station in the Naval Reserve, and the Aircraft Intermediate Maintenance Department (AIMD) won the Commander, Naval Reserve Force Robert S. Gray Maintenance Excellence Award in 1987 and 1992. In 1990 the air station was awarded the Meritorious Unit Commendation for unprecedented accomplishments, consistent performance and unswerving dedication to duty. Other awards between 1988 and 1993 include: Secretary of Navy Energy Conservation Award; major claimant nominations for the Bronze Hammer Award, nomination for the Commander in Chief's Installation Excellence Award, and the 1992 Commander, Naval Air Reserve Force Safety Ashore Award.

The base is situated 20 miles north of Atlanta in Marietta, Georgia in Cobb County. Cobb County is located in the Metro Atlanta area and the county seat is Marietta. Marietta was established in 1832 on what was originally Cherokee Indian lands. Settlers organized the government in 1832. In 1837 a surveyor named Stephen Long drove a stake into an upland wilderness to mark the best spot for a railroad line that would eventually link Augusta, Georgia and Chattanooga, Tennessee. The settlement simply called "Terminus" began to grow at that site. That was the beginning of Atlanta.

In 1847 Atlanta became an incorporated town. In 1861 Georgia was the fourth state to secede from the Union. In 1864 the Union Army set fire to Atlanta and completely destroyed her. Atlanta was rebuilt by determined citizens and emerged as a new metropolis. Today, Atlanta's symbol is the Phoenix, a legendary bird that rose from its own ashes with renewed strength and beauty.

In 1939, the legendary film, "Gone with the Wind" premiered at Lowes Grand Theatre in Atlanta and Atlanta has been best known for this production since that time. Dr. Martin Luther King Jr., an Atlanta native and Civil Rights Leader, received the Nobel Peace Prize in 1964, and in 1976 Jimmy Carter from Atlanta became the 39th U.S. President. In 1996, Atlanta hosted the Olympic Games.



Naval Air Station Atlanta (Main Area) - DON

 Installation Boundary

B/CAC 2005

State	Installation	Action	Out	In	Net Gain/[Loss]	Net Mission Contractor	Total Direct
			MIL CIV	MIL CIV	MIL CIV		

Georgia	Fort Gillem	Close	(570)	6	(511)		(1,081)
	Fort McPherson	Close	(1,881)	0	(2,260)		(4,141)
	Inspector/Instructor Rome GA	Close	(9)	0	(9)		(9)
	Naval Air Station Atlanta	Close	(1,274)	0	(1,274)		(1,498)
	Naval Supply Corps School Atlanta	Close	(393)	4	(389)		(513)
	Peachtree Leases Atlanta	Close	(65)	0	(65)		(162)
	U.S. Army Reserve Center Columbus	Close	(9)	0	(9)		(9)
	Dobbins Air Reserve Base	Gain	0	73	73		118
	Fort Benning	Gain	(842)	10,063	9,221		9,839
	Marine Corps Logistics Base Albany	Gain	(2)	1	(1)		150
	Moody Air Force Base	Gain	(604)	1,274	670		575
	Robins Air Force Base	Gain	(484)	453	(31)	781	749
	Savannah International Airport Air Guard Station	Gain	0	17	17		38
	Submarine Base Kings Bay	Gain	0	3,245	3,245		3,367
Georgia Total			(6,459)	15,136	8,677		7,423
Guam	Andersen Air Force Base	Realign	(64)	0	(64)		(95)
Guam Total			(64)	0	(64)		(95)
Hawaii	Army National Guard Reserve Center Honolulu	Close	(118)	0	(118)		(118)
	Naval Station Pearl Harbor	Gain	(29)	0	(29)		82
	Hickam Air Force Base	Realign	(311)	159	(152)		(262)
Hawaii Total			(458)	159	(299)		(298)
				331			
				1			
				0			

This list does not include locations where there were no changes in military or civilian jobs. Military figures include student load changes.

C-7

Marietta vows to fight for Naval air station

By **BRENDAN SAGER, RICH WHITT** | Friday, May 13, 2005, 10:29 AM

The Atlanta Journal-Constitution

Even as they promise a vigorous fight to keep Naval Air Station Atlanta from closing, Cobb officials are already looking toward redeveloping the land.

"Clearly we'll vigorously defend the position for NAS Atlanta to stay open," Cobb Commission Chairman Sam Olens said today, echoing the views of Marietta Mayor Bill Dunaway and others. "And, we'll look at redevelopment at the same time."

The Georgia National Guard is considering moving some units from its Confederate Avenue facility in Atlanta to the Marietta base, Olens said. "We're already having discussions with state about [moving] the National Guard," he said.

Although the 200-acre NAS facility is more suited to military units such as the National Guard and reserves, Olens said, he wouldn't rule out private redevelopment.

"There's a lot of private developer interest here as well as Fort McPherson and Fort Gillem," he said. "I think five years from now we'll see a net gain. We'll have more jobs than now. But immediately we will feel a loss."

As much as the economic loss, Olens said, the county will miss having the air station in Marietta.

"It's not huge job loss," Olens said. "We like them being there. It's almost like losing a member of your family because you had such an affinity with it."

NAS Atlanta employs 1,274 military personnel and 156 civilians, according to Defense Department figures.

The base currently supports some 3,000 Navy and Marine Corps reservists in 31 units, according to a NAS Atlanta spokesman. Reserve units from the Naval air station have been active in fighting the war on terror in Afghanistan and Iraq, said NAS Atlanta Commanding Officer Sean King.

Some residents were confused by impact of the announcement. Dobbins Air Reserve Base will remain open. It's the Navy unit that would go away.

Dobbins and NAS Atlanta contributed about \$162 million to the county's economy in 2002, according to the Cobb Chamber of Commerce. That figure

includes annual payroll at Dobbins of \$66.7 million and \$48.3 million for NAS Atlanta, as well as all subcontracts, purchasing, and construction.

The loss of NAS Atlanta may very well be an economic benefit to Cobb County, according to Don Beaver, chief operating officer of the Cobb Chamber of Commerce and head of a local task force charged with preparing for the base closing.

Local development officials have been working on plans to redevelop the land, Beaver said. "Now they go to action."

Closing the Naval Air Station will free up about 200 acres of prime land which will be turned over to the county, said Beaver.

"We're not leaving any stone unturned," Beaver said. "We're looking for the best use. This could very well create more jobs. Cobb has great infrastructure and great schools so we're in position to do great things with that property."

The loss of jobs will hurt, Beaver said, but will not be devastating to the local economy. There are some 330,000-340,000 jobs in the county, he said.

"There's a lot to be washed out," said Beaver. "Some tenants will remain and become Dobbins tenants. There's a lot of horse-trading going on and it's just hard to say right now."

In a statement Friday morning, U.S. Rep. Phil Gingrey (R-Marietta) vowed to fight to keep NAS Atlanta open.

"NAS Atlanta is important to our community and to U.S. military strength and preparedness," said Gingrey. "I join Gov. Perdue, Sens. Chambliss and Isakson, Congressman Price and all our local Cobb County officials in aggressively advocating for NAS and all the important work conducted at the base. We have a strong case to make before the BRAC (Base Realignment and Closure Commission) commissioners."

While NAS Atlanta was recommended for closure, Gingrey said, the Defense Department recommended that a new mission be added to Dobbins Air Reserve Base. Specifically, the Pentagon recommended that eight new C130-Hs be moved to the Marietta facility.

Marietta Mayor Bill Dunaway said today that he was disappointed at the base closing and predicted a fight to keep it open.

"I was hoping we wouldn't lose anything," Dunaway said.

Dunaway said he was not sure at this point what the economic impact of the closing of the Naval Air Station would be on Marietta and Cobb County.

“Lockheed will not be affected and that was the big concern,” the mayor said.

Local officials had long feared that NAS Atlanta might be a BRAC target.

Last year’s loss of the Blue Dolphins fighter squadron at the Marietta base was the harbinger some members of the F/A-18 reserve squadron feared would make the base vulnerable.

Lt. Comdr. Mark Brazelton, the squadron’s officer in charge, predicted that the decommissioning of the Blue Dolphins could “have a domino effect.”

Cobb gave up 129 active-duty jobs and 91 part-time reservist jobs when the squadron was decommissioned.

[Permalink](#) | Categories: [Base closings list](#)

Chambliss, Isakson Vow to Vigorously Defend Georgia Bases

List puts Georgia 2nd in the Nation for military gains

WASHINGTON – U.S. Senators Saxby Chambliss, R-Ga., and Johnny Isakson, R-Ga., today said that Secretary of Defense Donald Rumsfeld's recommendation to close Naval Air Station Atlanta, Ft. McPherson, Ft. Gillem, and the Athens Naval Supply School will be met with strong opposition from Georgia's entire congressional delegation, Governor Sonny Perdue and Georgia communities. The four bases were included in the Department of Defense's recommendations to the 2005 Base Realignment and Closure Commission for military bases to be closed or realigned nationwide.

The Senators pointed out that despite four Georgia bases being targeted for closure, the recommended list also puts Georgia as the 2nd in the nation for net gains – nationwide. This means Georgia will stand to benefit from other closures and realignments from other states – including employment, missions, personnel and payroll.

"We will make the strongest possible case that these bases are vital to the national security of the United States," said Chambliss. **"We will do everything possible to impress upon the Commission that these bases make valuable contributions to the national security of the United States. Having been through this process before, I know we have a fight on our hands, but as a team, the Governor, Sen. Isakson, our congressional delegation, community leaders and myself, we will make a convincing case based on the key criteria in defense of these bases."**

"Georgia has fought this battle before and we are well prepared to fight it again this time," said Isakson. **"These bases that are on the list are invaluable to our state and to our nation's military and we will waste no time in making a very strong case to the Commission that these bases should not be closed. Our state and community leaders have joined together to defend these installations and we will do everything in our power to save them."**

Chambliss and Isakson said the announcement making Georgia the 2nd net gainer in the country as a result was also significant in that it means the several Georgia bases would gain new missions and responsibilities. For example, the list recommends that Dobbins Air

Reserve Base, Ft. Benning, Marine Corps Logistics Base in Albany, Moody Air Force Base, Robbins Air Force Base, Submarine Base Kings Bay and Savannah International Airport Air Guard Station would all take on additional missions.

"While we have a fight on our hands to defend Georgia bases, I am pleased DOD has recognized Georgia by assigning Georgia additional missions," said Chambliss. **"This further validates all the hard work Georgia bases contribute to the national security of the United States."**

"The overall impact of these recommendations is that Georgia has been recognized for what it is – a major contributor to our national defense and our national security. We will make gains in employment, gains in missions, gains in personnel and gains in payroll," Isakson said.

The Senators said the announcement marks the beginning of a process that will last several months. Now, the Base Realignment and Closure Commission, which was appointed by President Bush, will review the recommendations.

The review process will include congressional hearings, visits to the bases and their communities and regional hearings. At the regional hearings, the Governor, Senators Chambliss and Isakson and community officials will testify on behalf of the bases. By September 8, 2005, the Commission will make its final recommendation to President Bush. By November 2005, the President will make his final recommendation to the Congress for approval.

For more information, please **click here** to visit the Department of Defense BRAC website.



CAPTAIN JAMES SEAN KING
United States Naval Reserve

Captain James Sean King graduated from Boston College in May 1978 with a Bachelor of Arts Degree in Political Science and Communications. After being commissioned in August 1979 at Aviation Officer Candidate School he entered flight training and was designated a Naval Flight Officer in May 1980 at Naval Air Station (NAS) Pensacola, Florida.

Upon completion of replacement Electronic Countermeasures Officer training in the Grumman EA-6B "Prowler" at Electronic Attack Squadron (VAQ) 129 at NAS Whidbey Island, Washington, he reported to VAQ-132 in October 1981. He made two Mediterranean deployments aboard USS Dwight D. Eisenhower (CVN-69), which included supporting operations for USMC and multi-national peacekeeping operations in Beirut, Lebanon.

Captain King returned in August 1984 to VAQ-129 at NAS Whidbey Island, Washington, as a Fleet Replacement Squadron Flight Instructor and was selected for the Training and Administration of the Reserve (TAR) program in September 1984. Upon completion of duty at VAQ-129 Captain King reported to Naval Air Reserve Norfolk, Virginia, in March 1987 and served as an augment unit program manager. In July 1988 he reported to VAQ-209 at NAS Norfolk, Virginia, flying the EA-6A "Electric Intruder".

Captain King served in all squadron departments during this assignment and in May 1990 was selected to coordinate the squadron's transition to the EA-6B and the concurrent squadron relocation to NAF Washington, D.C.

In August 1992, Captain King was assigned as the Officer in Charge of the VAQ-309 "Axemen" at NAS Whidbey Island, Washington. Captain King was assigned to NAS Dallas, Texas, in August 1994 as the Reserve Programs Director and in May 1997, he assumed duties as Site Commander, NAS Dallas, until the command's disestablishment in September 1998.

Captain King reported to the Pentagon and the staff of the Chief of Naval Operations in September 1998. He served as the EA-6B/E-2C Aircraft Inventory Manager and as the Head, POM Development Management, Director Air Warfare, Office of the Chief of Naval Operations. Following his Pentagon tour in July 2000 Captain King reported to the U. S. Air Force Air War College, Maxwell AFB, Montgomery, Alabama where he earned a Masters of Science degree in Strategic Studies. Upon graduation in June of 2001 Captain King reported to the staff of the Commander, Naval Air Force Reserve in New Orleans, Louisiana, where he served as the Deputy Chief of Staff for Operations, Plans and Policy (N3/5). He assumed command of Naval Air Station Atlanta in June 2003. On October 1, 2003 Captain King concurrently became Commanding Officer of Naval Air Reserve (NAR) Atlanta.

His decorations include the Meritorious Service Medal (four awards), The Navy and Marine Corps Achievement Medal (three awards) and various campaign and unit commendations.

Commander Victor Bruni, USNR
Executive Officer, Naval Air Station Atlanta

Commander Victor R. Bruni graduated from Saint Mary's College in May 1983 with a Bachelor of Science Degree in Business. After being commissioned in April 1987 at Aviation Officer Candidate School he entered flight training and was designated a Naval Flight Officer in May 1988 at Naval Air Training Unit, Mather Air Force Base (AFB) Sacramento, California.

Upon completion of replacement Navigation/Communication Officer training in the Lockheed P3C "Orion" at Patrol Squadron (VP) 31 at Naval Air Station (NAS) Moffett Field, California, he reported to VP-50 in October 1988. He made three Western Pacific deployments to Misawa AFB, Japan, NAS Cubi Point, Philippines, and NAS Adak, Alaska.

Commander Bruni returned in October 1991 to VP-31 at NAS Moffett Field, California, as a Fleet Replacement Squadron Flight Instructor and was selected for the Full Time Support (FTS) program in September 1993. Upon completion of duty at VP-31 Commander Bruni reported to Commander Reserve Patrol Wing Pacific, NAS Moffett Field, California in November 1993 and served as Weapons and Flight Simulations Training Detachment Officer in Charge. In August 1996 he reported to VP-69 at NAS Whidbey Island, Washington, flying the P3C "Orion".

Commander Bruni served as squadron Training and Administrative Department Heads during this assignment and coordinated the squadron's transition to the P3C-U111 aircraft. In January 1999, Commander Bruni was assigned to Commander Reserve Patrol Wing at NAS Norfolk, Virginia. He served as Wing Operations and Safety Officer.

In July 2000, Commander Bruni was assigned as the Officer in Charge of the VP-65 "Tridents" at NAS Point Mugu, California. Commander Bruni lead the Tridents' transition to the P3C-U111 aircraft and successful fleet detachments to Belize, Central America and Misawa AFB, Japan.

Commander Bruni reported in April 2002 to the staff of the Commander, Naval Air Force Reserve in New Orleans, Louisiana, where he served as the Deputy Chief of Staff for Manpower and Commanding Officer Staff Enlisted (N1). He assumed his present position as Executive Officer of Naval Air Station Atlanta in September 2004.

His decorations include the Meritorious Service Medal (one award), The Navy and Marine Corps Commendation Medal (four awards), The Navy and Marine Corps Achievement Medal (three awards) and various campaign and unit commendations. Commander Bruni is married to the former Ms. Lynda Lee Vincent; they have three children and live in the local community.

Captain Michael E. Cross
United States Navy

Captain Michael E. Cross was born in South Ruislip, England. He graduated from the University of California, San Diego in June 1981. He entered the United States Marine Corps in February 1982 and was commissioned a Second Lieutenant in May 1982. Upon graduation from The Basic School, he reported for flight training and was designated a Naval Aviator in September 1984. In December 1984, Captain Cross reported to VMAT 102 in Yuma, Arizona for training in the A-4M Skyhawk. Shortly after reporting he was offered an inter-service transfer to the United States Navy and was commissioned a Lieutenant Junior Grade in April 1985. In May 1985, he was assigned to VA 122 for training in the A-7E Corsair at NAS Lemoore, California.

Following Replacement Pilot training, he joined the "Warhawks" of VA 97 and completed two Western Pacific and Indian Ocean deployments aboard USS CARL VINSON (CVN 70). Captain Cross reported in December 1988 to VFA 125 for transition training in the F/A-18 Hornet and Instructor Pilot duties. During his tour he served as Landing Signal Officer and the Carrier Qualification Phase head. In February 1991, he was assigned to Carrier Air Wing ELEVEN as an Air Wing Landing Signal Officer aboard USS ABRAHAM LINCOLN (CVN 72) and completed her maiden deployment to the North Arabian Gulf.

Following his CAG LSO tour, Captain Cross reported to the "Fighting Redcocks" of VFA 22 as a Department Head. While there he served as the Administrative, Safety, Operations and Tactics Officer and completed a deployment to the North Arabian Gulf aboard USS ABRAHAM LINCOLN (CVN 72). In March 1995, he was selected to attend the Naval War College in Newport, Rhode Island and earned a Master of Arts Degree in National Security and Strategic Studies. In March 1996, he was assigned joint duty on the staff of the Supreme Headquarters Allied Powers Europe (SHAPE), located in Casteau, Belgium. During his tour at SHAPE, Captain Cross was selected for Aviation Command and returned to NAS Lemoore for refresher training in the F/A-18 in March 1998. He joined the "Eagles" of VFA 115 as Executive Officer in September 1998 and assumed command in October 1999, completing two deployments to the North Arabian Gulf aboard USS ABRAHAM LINCOLN (CVN 72). He reported aboard CINCPACFLT in April 2001 where he served as the Pacific Fleet Readiness Officer and Flight Hour Program Manager.

Captain Cross has accumulated over 3500 flight hours and 800 arrested landings. His personal awards include the Defense Meritorious Service Medal, Meritorious Service Medal, Air Medal (two awards), Navy and Marine Corps Commendation Medal, Navy and Marine Corps Achievement Medal (four awards), and various unit and service awards.

Captain Cross is married to the former Lisa Breen of Hanford, California. They have two daughters, Paige and Emily.



Jeremiah D. Canty
Colonel, United States Marine Corps



Colonel Jeremiah D. Canty was commissioned as a Second Lieutenant in April, 1982 he completed The Basic School and reported for training in the Naval flight program in June, 1983 and was designated a Naval Aviator on 17 August, 1984.

In March of 1985 Col Canty was assigned to HMM 364, serving variously, as the Assistant Administration Officer, Ground Safety Officer, ASO and DOSS. While with the "Purple Foxes" he completed two UDPs before receiving orders to transition to the UH-1N at Camp Pendleton in late 1988.

Upon completion of transition training, in January, 1989 he was assigned to HMLA 367 "Scarface" where he served first as the Airframes Officer and then as the Assistant Aircraft Maintenance Officer completing a UDP tour to Okinawa. Soon after returning to the United States the squadron was ordered to Saudi Arabia to serve as part of the coalition force in Operations Desert Shield/Storm. In March of 1992 Col

Canty miraculously graduated as a Weapons and Tactics Instructor from the 2-91 and 1-92 classes.

During November, 1992, Col Canty was transferred to HMM 161 "Grayhawks", where he served as the Quality Assurance officer while the squadron deployed to Westpac as part of the 11th MEU(SOC).

Ordered to MAWTS-1 in June of 1993, he served as the UH-1N Division Head until mid 1996 after which he was assigned to Marine Command and Staff College, Quantico earning a Masters degree in Military Studies. After graduation Col Canty was selected to attend the School of Advanced Warfighting.

From July 1998 to July 1999 he served in the II MEF G5 as the CENTCOM/PACOM Plans Officer. Col Canty served as the Commanding Officer of HML/A 167 from July 1999 to May 2001 after which he served as the Commanding Officer of H&HS 26 while awaiting orders to the Naval War College at Newport, Rhode Island. After graduating from the Naval War College, Col Canty was ordered to the Joint Staff in July 2002 where he served for 2 years as an action officer in J 3 Information Operations.

Personal decorations include the Navy and Marine Corps Achievement Medal, the Air Medal and the Meritorious Service Medal, 2 awards.

**Commander Shawn P. Cassidy
United States Naval Reserve
Commanding Officer, VR-46**

Commander Cassidy was born in 1963 at Naval Submarine Base New London in Groton, Connecticut. Like all career navy families, he saw much of the world growing up as a navy "junior", from Rota, Spain to Alameda, California, eventually graduating from high school in Rockville, Maryland in 1981. He attended the U.S. Naval Academy where he received a Bachelor of Science degree and was commissioned an Ensign in 1985. He reported to NAS Pensacola for flight training in September 1985.

Upon completion of primary flight training, he reported to Beeville, Texas for jet training and was designated a Naval Aviator in July 1987. In August 1987 he reported to Attack Squadron 42 at NAS Oceana, VA for A-6E Intruder Fleet Replacement Training. After successful FRS training he was assigned to VA-36 in Carrier Air Wing Eight. He made two deployments aboard the USS THEODORE ROOSEVELT, including the 1991 deployment to the Persian Gulf and eastern Mediterranean in support of Operations Desert Storm and Provide Comfort. He flew 56 combat sorties, and accumulated over 1000 A-6 hours and 300 carrier landings.

In August 1991, Commander Cassidy was assigned to VF-43 at NAS Oceana as an Out of Control Flight Instructor flying the T-2C, as well as an adversary pilot flying the A-4F and F-5E. He then separated from active duty in July 1994 and matriculated at Duke University's The Fuqua School of Business as a full time-time student. After receiving his MBA in May of 1996, he worked for IBM as a financial analyst.

In November 1996 Commander Cassidy began his calling back to aviation and affiliated with VR-52 at NASJRB Willow Grove, Pennsylvania. In March 1997 he began his commercial airline career with Trans World Airlines, and in March 1998 he started with Delta Air Lines where he is currently an MD-88 pilot based in Atlanta.

After serving 6 years in VR-52, Commander Cassidy was selected for prospective command of VR-46 in NAS Atlanta where he assumed the duties of executive officer in January 2003. In June 2004 Commander Cassidy assumed command of VR-46.

Commander Cassidy's personal decorations include the Air Medal (three awards), Navy Commendation Medal (5 awards), Navy and Marine Corp Achievement Medal, Southwest Asia Service Medal and numerous other unit and service awards.

Commander Cassidy is married to the former Elizabeth Kirkland of Brookneal, Virginia. They have two children, Katie and Christopher and reside in Fayetteville, Georgia.

AVIATION OPERATIONS

The Aviation Operations function analyzed those Department of the Navy, Department of the Army, Department of the Air Force, and civilian activities that have a principal mission to conduct aviation operations, homeport aviation units, provide training facilities, or operate a base from which operational and Fleet training missions can be flown by Navy and Marine Corps aircraft squadrons and detachments. The following activities were included in this function (asterisks indicate those activities considered "non-operational," in that their primary function is Undergraduate Training, Fleet Training, or Research, Development, Test and Evaluation):

- Marine Corps Air Station Yuma, Arizona
- Marine Corps Air Station Camp Pendleton, Oceanside, California
- Marine Corps Air Station, Miramar, California
- Marine Corps Air Station Cherry Point, Havelock, North Carolina
- Marine Corps Air Station New River, Jacksonville, North Carolina
- Marine Corps Air Station, Beaufort, South Carolina
- Marine Corps Air Facility, Quantico, Virginia
- Marine Corps Base Camp Hawaii, Kaneohe, Hawaii
- Naval Air Facility, El Centro, California*
- Naval Air Facility, Washington, DC
- Naval Air Station, Lemoore, California
- Naval Air Station North Island, San Diego, California
- Naval Air Station, Point Mugu, California
- Naval Air Station, Jacksonville, Florida
- Naval Air Station, Key West, Florida*
- Naval Air Station Whiting Field, Milton, Florida*
- Naval Air Station, Pensacola, Florida*
- Naval Air Station, Atlanta, Georgia
- Naval Air Station, Brunswick, Maine
- Naval Air Station, Patuxent River, Maryland*
- Naval Air Station, Meridian, Mississippi*
- Naval Air Station, Fallon, Nevada*
- Naval Air Station, Corpus Christi, Texas*
- Naval Air Station, Kingsville, Texas*
- Naval Air Station Oceana, Virginia Beach, Virginia
- Naval Air Station Whidbey Island, Oak Harbor, Washington
- Naval Air Station Joint Reserve Base, Willow Grove, Pennsylvania
- Naval Air Station Joint Reserve Base, New Orleans, Louisiana
- Naval Air Station Joint Reserve Base, Fort Worth, Texas
- Naval Station, Mayport, Florida
- Naval Station, Norfolk, Virginia
- Cambria Regional Airport, Johnstown, Pennsylvania
- Stewart Air National Guard Base, Stewart, New York
- Naval Air Weapons Station, China Lake, California*
- Naval Air Engineering Station, Lakehurst, New Jersey*

DoN Installation	Capacity
<u>Operational</u>	
NS Norfolk	15.0
MCAS Cherry Point	17.0
NAS Jacksonville	20.0
NAS Whidbey Island	24.0
MCAS Miramar	20.0
NAS Oceana	21.5
NAS North Island	22.0
NAS Lemoore	25.0
MCAS Beaufort	10.0
NB Ventura Cty/Pt Mugu	31.0
MCAS New River	15.0
NS Mayport	7.0
MCAS Yuma	7.0
MCAS Camp Pendleton	9.0
NAS JRB New Orleans	7.0
MCB Hawaii	13.0
NAF Washington	10.0
NAS Brunswick	20.0
NAS JRB Willow Grove	4.0
NAS JRB Ft Worth	13.0
NAS Atlanta	5.0
HMLA 775 DET A	0.5
MAG 49 DET B	1.0
Sum of Operational Bases	317.0
 <u>Other</u>	
NAS Pensacola	3.0
NAS Whiting Field	24.0
NAS Corpus Christi	6.0
NAS Meridian	4.0
NAS Patuxent River	30.0
NAS Fallon	8.0
NAS Key West	12.0
NAS Kingsville	4.0
NAWS China Lake	8.0
NAF EI Centro	8.0
MCAS Quantico	8.0
NAES Lakehurst	1.0
Sum of Other Bases	116.0
Total DoN Capacity	433.0

Aviation Military Value Evaluation Questions

Attribute: Operational Infrastructure

Component: *Runways and Arresting Gear*

Air 1. Length of longest runway greater than 150 feet wide.

Air 1. What is the length of your longest runway at least 150 feet wide?

Source: Capacity Data Call question DoD 9, CDC 1.6.2.a

The minimum length of runway considered adequate for Navy operations is 3,000 feet for helicopters; for fixed wing aircraft, the standard is 8000 feet. Scoring will be 1 point for 8000 or greater, then a linear scale to 0 points at 3,000.

Air 2. Crosswind Runway.

Air 2. Do you have a crosswind runway?

Source: Capacity Data Call question DoD 9, CDC 1.6.2.a

Binary response. 1 point for yes, 0 for no.

Air 3. Number of runways with arresting gear.

Air 3. How many runways have arresting gear?

Source: Capacity Data Call question DoD 9, CDC 1.6.2.a.

Two runways with arresting gear earn 1 point. One runway earns .5 point.

Air 4a-b. Parallel runway operations.

Air 4a. What percentage of time is the crosswind component to your primary runway at least 15 knots?

Source: Military Value Data Call

Air 4b. Airfield configuration.

Source: Capacity Data Call question DoD 9; CDC 1.6.2.a

Scoring is based upon what percent of the time a field can perform parallel runway operations. If the field does not have parallel runways, the answer is 0 and 0 points given. If the field has crossing parallel runways, the answer is 100 and 1 point

Air 9. How many runways are serviced by the Automatic Carrier Landing System?

Source: Military Value Data Call

Two or more receives 1 point. 1 receives .5 point.

Air 10. Number of runways serviced by Precision Approach Radar (PAR).

Air 10. How many runways are serviced by PAR?

Source: Military Value Data Call

Two or more receives 1 point. 1 receives .5 point.

Component: Munitions Storage

Air 11: Relative surface area of available munitions storage facilities.

Air 11. What are the total square feet of available aviation munitions storage facilities?

Source: Capacity Data Call question DoD 20; CDC 1.2.4.1.e

Based upon responses, 1 point will be given to the largest value, then linear scaled to the minimum value.

Component: Intermediate Maintenance

Air 12. Relative Aviation Intermediate Maintenance.

Air 12. What are the total square feet of Aviation Intermediate Level Maintenance facilities on your installation?

Source: Capacity Data Call question DoD 483-485, 488-490 ; CDC 5.1.1.a, b, c, f, g, h

Answer will be summed by six Industrial JCSG questions asking for square feet of AIMD spaces, which were broken down by component/system. We are interested only in the total square feet. Linear scale scoring from max, 1 min, 0.

Attribute: Operational Training

Component: *Outlying and Auxiliary Fields (OLFs)*

Air 13. Existence of Outlying and Auxiliary Fields.

Air 13. How many OLFs do you own?

Source: Capacity Data Call question DoD 558; CDC 1.6.1.a

One or more field earns 1 point.

Air 14. Night capable OLF.

Air 14. Is at least one OLF night capable?

Source: Capacity Data Call question DoD 9; CDC 1.6.2.a

Binary response. 1 point for yes. 0 for no or N/A

Air 15. Relative average distance from home field.

Air 15. What is the average distance of your OLF(s) from home field?

Source: Capacity Data Call question DoD 558; CDC 1.6.1.a

Average less than 25 nm receives 1 point, then linear scaled to 0 at 75 nm.

Air 16. OLF runway length.

Air 16. What is the length of longest OLF runway greater than 150 feet wide?

Source: Capacity Data Call question DoD 9; CDC 1.6.2.a

Scoring is same as for home field runway length: 1 point for 8000 or greater, then a linear scale to 0 points at 3,000.

Air 17. OLF pattern restriction.

Air 17. Are any traffic patterns altered due to noise, ordinance or obstruction?

Source: Capacity Data Call question DoD 201; CDC 2.2.2.d

Binary response. 0 for yes, 1 for no.

Air 18. OLF 24/7 capable.

Based upon responses, 1 point is given to the closest area, linear scaled to the farthest and 0.

Air 23. Relative distance to live fire air-to-ground range.

Air 23. What is the distance to the closest or most preferred live fire air-to-ground range?

Source: Military Value Data Call

Based upon responses, 1 point is given to the shortest distance, linear scaled to the farthest and 0.

Air 24. Relative size of live fire air-to-ground range.

Air 24. What is the size in square nautical miles of your closest or most preferred live fire air-to-ground range?

Source: Military Value Data Call

Based upon responses, 1 point is given to the largest range, linear scaled to the smallest and 0.

Air 25. Relative distance to nearest acoustic range.

Air 25. What is the distance to the nearest acoustic range?

Source: Military Value Data Call

Based upon responses, 1 point is given to the shortest distance, linear scaled to the farthest and 0.

Air 26. Accessibility to Military Training Routes.

Air 26. How many low-level MTR entry or exit points are within 100nm of home field?

Source: Military Value Data Call

Linear scale scoring from 0 routes, 0 points, to a maximum of 4, 1 point.

Component: Simulator Facilities

Air 31. Operational Flight Trainer/simulator facilities for home based operational aircraft.

Air 31. Are Operational Flight Trainer (OFT)/simulator facilities located on your installation for the operational aircraft that are home based? OFT/simulator facilities include those designed to provide pilots and aircrew the look and feel of actual flight, and are certified for NATOPS, Standardization, Instrument, and Weapons Proficiency training and evaluations. Include simulators that are classified as Level C or D simulators as per FAA circular AC 120-40B.

Source: Military Value Data Call

Binary answer. Yes is 1, no is 0.

Air 32. Size of simulator bays.

Air 32. What is the total square footage of OFT bays on your installation? Calculate only the area of the bays built to hold simulators, not control rooms, maintenance spaces, or briefing areas.

Source: Military Value Data Call

Based upon responses, linear scaled from maximum to minimum square footage.

Based on maximum number provided, analyst will apply a function for zero credit to a maximum credit corresponding to this value.

GRD-35a-b: Relative value of Sea Port of Embarkation (SPOE) that supports aviation units.

GRD-35a. (0.5) What is the distance (miles) to the primary Sea Port of Embarkation (SPOE) used for loadout of cargo (0.3)? Who manages it (0.2 if Federally managed)? If not federally managed, is a user agreement in place (0.1)?

Source: Capacity Data Call

Based on responses to three questions, analyst will apply a function for zero credit to a maximum credit corresponding to this value.

GRD-35b. (0.5) For your primary SPOE, what is the maximum throughput in terms of short tons of cargo that can be staged and loaded per day?

Source: Military Value Data Call

Based on responses to the two questions, analyst will apply a function for zero credit to a maximum credit corresponding to this value. Question amplification will include DoD references for transportation and material handling.

Air 35. Distance to suitable SAR swimmer jump training area.

Air 35. What is the range, in nautical miles, from your field to the nearest body of water where SAR jumps can be conducted?

AMP: JCS 3-50 provides guidance for SAR training. SAR jumps require water at least 12 feet deep, to ensure jumpers don't plug. Currents need to be less than 5 knots. Conditions also must allow the occupants of the safety boat to be within UHF range to the home base.

Source: Military Value Data Call

Linear scaled scoring from 1 point for less than 10nm, to 0 at 50 nm.

Air 36. Distance to nearest Class Bravo airspace.

Air 36. What is the range in miles to the closest center of Class Bravo air space?

Source: Military Value Data Call

foot runway, complete with clear zones and APZs, so no additional value is given for excess.

Air 41a-b. Relative Bird and Animal Hazard.

Air 41a. What is the number of Bird/Animal Strike Hazard (BASH) reports submitted in FY 02 and FY 03?

Source: Military Value Data Call

Air 41b. What are your total number of runway operations for FY 02 and FY 03?

Source: Military Value Data Call (DoD 568; CDC 1.6.2.f NOT ASKED OF AIR FORCE OR ARMY). Answers will be normalized to a "Bash report per 1000 flight operations", and scored 1 point for min to 0 points for max.

Component: Weather

Air 42. Relative percent of time field is IFR.

Air 42. What percentage of time is your field operating under IFR?

Source: Military Value Data Call

Based upon responses, linear scaled scoring from 1 point for minimum % to 0 points for maximum.

Component: Anti-Terrorism / Force Protection

SEA-39a-b. Relative value of buildings that meet structural criteria and/or perimeter standoff criteria.

SEA-39a. (0.4) What total square footage of your buildings comply with structural criteria (frame, walls, glazing, etc.) contained in DoD Minimum Antiterrorism Standards for Buildings (UFC 4-010-01)?

Source: Military Value Data Call

Based on responses received, analyst will apply a function for zero credit to a maximum credit.

SEA-39b. (0.6) What total square footage of your buildings meet the minimum perimeter standoff distance distances as specified in DoD Minimum Antiterrorism Standards for Buildings (UFC 4-010-01)?

Attribute: Environment and Encroachment**Component: Encroachment**

Air 43. External encroachments on operations.

Air 43. Are operations hindered by external encroachments?

Source: Capacity Data Call question DoD 201/CDC 2.2.2.d

Binary response. Yes is 0, no is 1

Component: Air Quality

Air 44. Relative Air Quality Flexibility.

Air 44. To what extent does air quality impact your operational flexibility?

Source: Capacity Data Call, Environment and Encroachment Group.

E&E will compute a relative value from 0 to 1 that reflects the installations air control flexibility as depicted in the table below:

AIR QUALITY

(0.6) Attainment Classification (DoD#210, 213)

Attainment	1
marginal, moderate, maintenance	0.5
serious, severe, extreme	0

(0.1) SIP (DoD#221)

Attainment or yes	1
no	0

(0.1) Emission credits (DoD#222, #223, #224, #225)

Attainment or yes	1
no	0

(0.2) Operating restrictions (DoD#218)

no	1
yes	0

(1.0) Air Quality Flexibility

Component: Noise**Air 48. Noise Flexibility.**

Air 48. To what extent are your operations constrained by noise?

Source: Capacity Data Call, Environment and Encroachment Group.

E&E will compute a relative value from 0 to 1 that reflects the installations noise flexibility, as depicted in the table below:

NOISE

(0.5) Noise contours extend off-base into incompatible land use areas (DoD#239)

No acres listed incompatible	1
Any acres in 65-69 dB	0.75
Any acres in 70-74 dB	0.25
Any acres in 75 - above dB	0

(0.5) Noise Abatement Procedures published? (DoD#202)

no or N/A	1
yes	0

(1.0) Noise Flexibility

Air 49. Real estate disclosures.

Air 49. Do the local communities around your main and auxiliary (OLF) fields require real estate disclosures?

Source: Military Value Data Call

Binary scoring, yes and N/A is 1, "some" and no is 0. N/A is for those fields with no local communities.

Component: Potable Water

ENV-6a-b. Relative value of potable water resource constraints.

ENV-6a. (0.25) Can the existing water system/treatment facility provide 50% more water than current demand?

Source: Capacity Data Call

Binary value.

ENV-6b. (0.75) How many days during FY 1999-2003 were restrictions implemented that limited production or distribution?

Source: Capacity Data Call

Based on responses received, analyst will apply a function for zero credit to a maximum credit.

Ratio of number of non-availabilities per total number of transient rooms. Based on responses received, analyst will apply a function for zero to maximum credit.

PS-3a-d. Relative value of community housing availability, affordability and proximity.

PS-3a (0.25) What is the community rental vacancy rate?

Source: Military Value Data Call (Criteria 7 question)

Based on responses received, analyst will apply a function for zero to maximum credit.

PS-3b. (0.5) What is the BAH (O-3 with dependents) for the locality as of 1 Jan 2004?

Source: Military Value Data Call (Criteria 7 question)

Based on responses received, analyst will apply a function for zero to maximum credit

PS-3c. (0.25) What is the average commute time for those living off base (source: Census Bureau)? (Time: minutes)

Source: Military Value Data Call

Based on responses received, analyst will apply a function for zero to maximum credit.

Component: Non-Military Education

PS-4a-c. Relative value of dependent primary and secondary education opportunities in the local community. (Amplification: Local Community is defined as the Military Housing Area (MHA)).

PS-4a. (0.4) What is the total average composite SAT score in the local school districts in the 2002-2003 school year?

Source: Military Value Data Call (Criterion 7)

Based on responses received, analyst will apply a function for zero credit to a maximum credit.

PS-4b. (0.3) What was the pupil/teacher ratio in the local school districts in the 2002-2003 school year?

Source: Military Value Data Call (Criterion 7)

Based on responses received, analyst will apply a function for zero credit to a maximum credit.

Component: Employment

PS-6a-b. Relative opportunity for dependent/off-duty employment.

PS-6a. (0.5) What were the annual unemployment rates for the 5-year period of 1999-2003?

Source: Military Value Data Call (Criterion 7)

Based on responses received, analyst will apply a function for zero credit to a maximum credit.

PS-6b. (0.5) What was the annual covered employment (job growth) for the periods 1998-2003 (%)

Source: Military Value Data Call (Criterion 7)

Based on responses received, analyst will apply a function for zero credit to a maximum credit.

Component: MWR

PS-9. Relative availability of MWR/MCCS facilities.

PS-9. Which MWR facilities are located at your installation? (y/n)

FACILITY	Available (yes/no)	Value
Gymnasium/Fitness Center		0.3
Swimming Facilities		0.2
Golf Course		0.1
Youth Center		0.1
Officer/Enlisted Club		0.1
Bowling		0.03
Softball Field		0.02
Library		0.01
Theater		0.01
ITT		0.01
Museum/Memorial		0.01
Wood Hobby		0.01
Beach		0.01
Tennis CT		0.01
Volleyball CT (outdoor)		0.01
Basketball CT (outdoor)		0.01
Racquetball CT		0.01
Driving Range		0.01
Marina		0.01
Stables		0.01
Football Field		0.01
Soccer Field		0.01
TOTAL		1.00

*Source: Military Value Data Call**Binary value.*

PS-13. What is the FBI Crime Index for your activity's location (MHA)? (source: FBI Crime Index 2002; <http://www.fbi.gov/ucr/ucr.htm>) (Numeric)

Source: Military Value Data Call

Based on responses received, analyst will apply a function for zero credit to a maximum credit.

NAVAL AVIATION MILITARY VALUE SUMMARY

Criteria Weight		READINESS 50					FACILITIES 20					SURGE CAPABILITIES 15					COST 15					Wgt	
Attribute-to-Criteria Weight	IEG Score	25	35	20	10	10	30	25	20	20	5	30	20	25	15	10	15	30	15	10	30		
		OI	OT	AC	EE	PS	OI	OT	AC	EE	PS	OI	OT	AC	EE	PS	OI	OT	AC	EE	PS		
A-C Partial Score		12.50	17.50	10.00	5.00	5.00	6.00	5.00	4.00	4.00	1.00	4.50	3.00	3.75	2.25	1.50	2.25	4.50	2.25	1.50	4.50		
OPERATIONAL TRAINING																							
Outlying and Auxiliary Fields																						5.82	
15	AIR-13	OLFs	7	1.25					0.36						0.21					0.32			2.14
16	AIR-14	Night Capable	3	0.54					0.15						0.09					0.14			0.92
17	AIR-15	Dist to Home Base	4	0.71					0.20						0.12					0.18			1.22
18	AIR-16	OLF Rwy Length	1	0.18					0.05						0.03					0.05			0.31
19	AIR-17	Pattern Restrictions	2	0.36					0.10						0.06					0.09			0.61
20	AIR-18	24/7 Capable	2	0.36					0.10						0.06					0.09			0.61
Proximity to Training Airspace																						17.14	
21	AIR-19	Dist to MOA/W-Area	10	1.79					0.51						0.31					0.46			3.06
22	AIR-20	Dist to Air-to-Air	6	1.07					0.31						0.18					0.28			1.84
23	AIR-21	Size of Air-to-Air	6	1.07					0.31						0.18					0.28			1.84
24	AIR-22	Dist to Supersonic	6	1.07					0.31						0.18					0.28			1.84
25	AIR-23	Dist to Live Bombing	10	1.79					0.51						0.31					0.46			3.06
26	AIR-24	Size of Live Bombing	6	1.07					0.31						0.18					0.28			1.84
27	AIR-25	Dist to Acoustic	6	1.07					0.31						0.18					0.28			1.84
28	AIR-26	MTR accessibility	6	1.07					0.31						0.18					0.28			1.84
Aircrew Training Facilities																						2.76	
29	AIR-27	Phys/Swim	2	0.36					0.10						0.06					0.09			0.61
30	AIR-28	SAR Swimmer Pool	4	0.71					0.20						0.12					0.18			1.22
31	AIR-29	Firefighting School	2	0.36					0.10						0.06					0.09			0.61
32	AIR-30	Small Arms Range	1	0.18					0.05						0.03					0.05			0.31
Simulator Facilities																						4.29	
33	AIR-31	Sims	7	1.25					0.36						0.21					0.32			2.14
34	AIR-32	Size Sim Bay	7	1.25					0.36						0.21					0.32			2.14
Question Total				17.50					5.00						3.00					4.50			30.00

NAVAL AVIATION MILITARY VALUE
SUMMARY

Criteria Weight			READINESS 50					FACILITIES 20					SURGE CAPABILITIES 15					COST 15					
Attribute-to-Criteria Weight	IEG Score	A-C Partial Score	25	35	20	10	10	30	25	20	20	5	30	20	25	15	10	15	30	15	10	30	
			OI	OT	AC	EE	PS	OI	OT	AC	EE	PS	OI	OT	AC	EE	PS	OI	OT	AC	EE	PS	
A-C Partial Score			12.50	17.50	10.00	5.00	5.00	6.00	5.00	4.00	4.00	1.00	4.50	3.00	3.75	2.25	1.50	2.25	4.50	2.25	1.50	4.50	Wgt
ENVIRONMENT & ENCROACHMENT																							
Encroachment																						2.00	
51	AIR-43	Ext. Encroachments	10			0.81				0.61				0.36					0.23			2.00	
Air Quality																						2.00	
52	AIR-44	Air Quality	10			0.81				0.61				0.36					0.23			2.00	
Accident Potential Zone I and II																						2.80	
53	AIR-45	APZ I	7			0.56				0.42				0.25					0.16			1.40	
54	AIR-46	APZ II	7			0.56				0.42				0.25					0.16			1.40	
Clear Zones																						1.40	
55	AIR-47	Clear Zone	7			0.56				0.42				0.25					0.16			1.40	
Noise																						2.80	
56	AIR-48	Noise	10			0.81				0.61				0.36					0.23			2.00	
57	AIR-49	Real Estate disclosures	4			0.32				0.24				0.15					0.09			0.80	
Zoning																						1.40	
58	AIR-50	AICUZ data for zoning	7			0.56				0.42				0.25					0.16			1.40	
Waste Disposal																						0.17	
59	ENV-5a	Waste Disposal	2			0.00				0.12				0.00					0.05			0.17	
Potable Water																						0.17	
60	ENV-6a	Potable Water	2			0.00				0.12				0.00					0.05			0.17	
Question Total						5.00				4.00				2.25					1.50			12.75	

Capacity Analysis

As noted above, the number of Hangar Modules on board an airfield defines capacity. Each activity provided a certified response of the data described above in order to determine the number of Type I and Type II Hanger Modules. These reported capacities were reviewed and validated, and where necessary, data call clarifications and corrections were requested and obtained in accordance with the data certification process. Analysis of the certified data resulted in the determination of a total capacity, which included all Department of the Navy activities that possessed the capability to house and operate naval aircraft. In order to determine potential excess capacity, this total capacity was reduced by the non-operational capacity (those activities indicated with an asterisk on the above list). These activities were not included since their primary function is Undergraduate Training, Fleet Training or Research, Development, Test and Evaluation. Additionally, the Marine Corps Air Facility Quantico was not included in the operational capacity since its exclusive mission is Presidential support.

The 20-year Force Structure Plan provided incremental requirements for Department of the Navy aviation assets through 2024. The Force Structure Plan shows requirements increasing for the next six years, and then slowly declining through 2024 to a level 12 percent below 2005 requirements. The Fleet Response Plan requires a permanent facility within the continental United States and Hawaii for each squadron, including those based overseas. Additionally, the requirement was not reduced to account for underway periods or deployments. Coordination with Commander, Fleet Forces Command indicated a need to accommodate follow-on maintenance not yet accounted for in the Facility Planning Criteria for Navy and Marine Corps Shore Installations (NAVFAC P-80) or the Fleet Response Plan. Therefore, the Department of the Navy (DON) Analysis Group approved a factor of 1.22 modules per squadron in order to accurately determine required capacity. Finally, in determining the operational requirements, the squadrons in the Force Structure Plan that were designated for Undergraduate Training, Fleet Training, and Research, Development, Test and Evaluation were subtracted from the total to determine the aviation operational requirement. A surge factor in calculating the amount of Hanger Modules required at its operational bases was not needed because it would require additional aircraft procurement to utilize that surge capability. The DON Analysis Group and Infrastructure Evaluation Group ensured that sufficient flexibility was retained to handle surge represented by operational tempo changes or emergent force positioning changes, and also concluded that there were sufficient Hanger Modules available in non-operational bases (e.g., Training and Research, Development, Test and Evaluation bases) to meet surge or other emergent operational requirements.

Comparing the number of Hangar Modules of current operational Navy and Marine Corps aviation activities against the number of projected operational squadrons (times 1.22) based on the March 2005 revision of the 2024 Force Structure Plan resulted in an excess capacity in 2024 of 19 percent. The two closure recommendations reduce the excess capacity for the Aviation Operations function from 19 percent to 16 percent (9.5 Hangar Modules).

Military Value Analysis

The matrix developed for military value analysis was modeled on the BRAC 1995 Naval Station matrix with modifications based on lessons learned, Fleet input, and improved modeling. Scaling functions were used to allow partial or relative value for a particular data point. The matrixes for the different operational functions (Surface/Subsurface, Aviation, and Ground) were similar in many respects, each having five attributes. However, the specific data and weighting of the attributes reflected the differences between each function. The military value data call was composed to assess an aviation activity's "value" regarding its ability or potential ability to base operational squadrons.

Operational Infrastructure questions principally measured the size and versatility of the airfield, hangar, maintenance, and support capabilities. Operational Training questions measured the proximity to training facilities, training ranges and airspace. Airfield Characteristics questions principally measured operational and strategic locations, restrictions, and anti-terrorism/force protection capabilities. Environment and Encroachment questions measured an array of constraints, costs, and capabilities associated with balancing an activity's mission and compliance with federal and state environmental regulations. Air quality, noise and encroachment issues were major factors in this attribute. Personnel Support/Quality of Life questions measured an activity's ability to support squadron personnel and their families.

Question weights developed by the Infrastructure Evaluation Group placed high value on operational infrastructure and training. The military value scores for the activities in the Aviation Operations function were distributed between 28.0 and 71.6 for all 35 Department of the Navy activities, with an average military value for this category of 56.5. The scores of all the operational air stations were evenly distributed throughout this range, except Cambria Regional Airport and Stewart Air National Guard Base, which scored very low due largely to the fact that the units responding to the data calls do not own or control the airfield on which they operate.

given. For other configurations (e.g. parallel runways with a single or no crosswind runway), we will compute the percent of time, based on crosswind components, that the parallel runways are active. Scoring is linear scaled 0 to 100 percent.

Component: Hangars/Ramps

Air 5. Relative square feet of hangar space classified "adequate."

Air 5. How many square feet of hangar space is classified as "adequate?"

Source: Capacity Data Call question DoD 19; CDC 1.6.5.b.

Based upon responses from activities, the most adequate hangar space gets 1 point, linear scaled to the least amount of adequate hangar space and 0.

Air 6. Number of hot refueling hydrants.

Air 6. How many hot refueling hydrants are at your airfield?

Source: Capacity Data Call question DoD 558; CDC 1.6.1.a.

Eight hydrants and above receive 1 point, linear scaled to 0.

Air 7. Relative surface area of useable ramp space.

Air 7. What is the total surface area of ramp space rated adequate or substandard?

Source: Capacity Data Call question DoD 8; CDC 1.6.3.a.

Based upon largest Adequate and Substandard (with .5 factor) square yards value received from field, scalable functions will be applied from 0 to 1 for minimum and maximum values.

Component: Nav aids/Lighting

Air 8. Number of runways serviced by Optical Landing System (OLS).

Air 8. How many runways are serviced by the OLS/fresnel lense system?

Source: Military Value Data Call

Two or more receives 1 point. 1 receives .5 point.

Air 9. Number of runways serviced by Automatic Carrier Landing System (ALCS).

Component: Unique or Specialized Capabilities / Missions

SEA-14. Relative value of unique capabilities or missions.

~~SEA-14. List and describe any unique capabilities or missions performed at your installation. Unique is defined as a capability or mission performed at no other location.
Deleted by 7 Sept DAG.~~

Capability/Mission	Description

Source: Military Value Data Call

Based upon responses received, IEG will evaluate and assign credit.

SEA-15. Relative value of specialized capabilities or missions.

~~SEA-15. List and describe any specialized (not unique) capabilities or missions performed at your installation. Examples of specialized capabilities or missions include but are not limited to: Homeland Defense, Strategic Deterrence Missions, Special Warfare, Mine Warfare, Landing Craft Capability, etc.
Deleted by 7 Sept DAG.~~

Capability/Mission	Description

Source: Military Value Data Call

Based upon responses received, IEG will evaluate and assign credit.

Air 18. Are local laws or restrictions in place that would prohibit at least one of your OLFs from operating 24 hours a day, seven days a week?

Source: *Source: Capacity Data Call question DoD 201; CDC 2.2.2.d*

Binary response. 1 for no, 0 for yes.

Component: Proximity to Training Airspace

Air 19. Relative distance to Military Operating Area (MOA) or Warning Area.

Air 19. What is the distance to your closest or most preferred Military Operating Area (MOA) or Warning Area?

Source: *Military Value Data Call*

Based upon responses, 1 point is given to the shortest distance to the MOA or Warning Area, linear scaled to the farthest and 0.

Air 20. Relative distance to air-to-air range.

Air 20. What is the distance to your closest or most preferred air-to-air range?

Source: *Military Value Data Call*

Based upon responses, 1 point is given to the shortest distance, linear scaled to the farthest and 0.

Air 21. Relative size of air-to-air range.

Air 21. What is the size of the closest or most preferred air-to-air range in square nautical miles?

Source: *Military Value Data Call*

Based upon responses, 1 point is given to the largest range, linear scaled to the smallest and 0.

Air 22. Relative distance to supersonic operating area.

Air 22. What is the distance to your closest supersonic operating area?

Source: *Military Value Data Call*

Component: Aircrew Training Facilities

Air 27. Distance to aviation physiology/swim facilities.

Air 27. What is the distance in miles to the nearest facility where aviation and swim quals can be performed for flight crew certification? If facilities are on your installation, answer 0.

Source: Military Value Data Call

Zero to 25 miles receives 1 point, then linear scaled to 50 miles and 0 points.

Air 28. Distance to pool adequate for year round SAR swimmer training.

Air 28. What is the distance in miles to the nearest facility where SAR swimmers can perform their required pool training? If pool is on your installation, answer 0. Facilities do not have to be DOD owned, but they must be accessible year round. If circumstances in your area require multiple locations, provide the average travel distance to the facilities.

Source: Military Value Data Call

Zero to 25 miles receives 1 point, then linear scaled to 50 miles and 0 points.

Air 29. Distance to Aviation Shipboard Firefighting school.

Air 29. What is the distance in miles to the nearest facility where shipboard aviation firefighting training can be provided for aviation personnel who deploy on aviation capable ships? If the training is conducted on your installation, answer 0.

Source: Military Value Data Call

Zero to 25 miles receives 1 point, then linear scaled to 50 miles and 0 points.

Air 30. Distance to small arms range.

Air 30. What is the distance in miles to the nearest small arms range suitable for aircrew and force protection small arms qualifications? If a small arms range is on your installation, answer 0.

Source: Military Value Data Call

Zero to 25 miles receives 1 point, then linear scaled to 50 miles and 0 points.

Attribute: Airfield Characteristics**Component: Operational Location**

Air 33. Published field elevation.

Air 33. What is your published field elevation?

Source: Military Value Data Call

Based on responses from all airfields, scoring will be assigned which gives more credit to the lower elevations. 1 point will be given for under 1,000 feet. Points will slide linearly to 3,000 feet and .5 point. Then linear again to the highest reported field elevation and 0 points.

Air 34. Distance to primary supported ground units.

Air 34. What is the range in nautical miles from your field to the nearest installation or training area hosts ground units requiring air support?

Source: Military Value Data Call

Answers within 10 nm receive 1 point, then linear scaled to 75 nm and 0.

Note: This question intends to determine how far an aviation unit has to travel to support the units it is most often called upon to support. It is aimed mostly at USMC and Army ground support squadrons, but is asked so that any airfield can answer and receive points.

GRD-34a-b: Relative value of Aerial Port of Embarkation (APOE) that supports aviation units.

GRD-34a. (0.5) What is the distance (miles) to the primary Aerial Port of Embarkation (APOE) used for loadout of cargo (0.3)? Who manages it (0.2 if Federally managed)? If not federally managed, is a user agreement in place (0.1)?

Source: Capacity Data Call

Based on responses to three questions, analyst will apply a function for zero credit to a maximum credit corresponding to this value. Question amplification will include DoD references for transportation and material handling.

GRD-34b. (0.5) For your primary APOE, what is the maximum throughput in terms of short tons of cargo that can be staged and loaded per day?

Source: Military Value Data Call

Answers less than 10 miles receive 0 points, then linear scaled to 30 miles and 1 point.

Air 37. Strategic Location.

Air 37. Is the installation strategically located?

Source: Military Value Data Call

IEG will assign credit based upon judgment.

Component: Airfield Restrictions

Air 38. 24/7 capable.

Air 38. Are local laws or restrictions in place that would prohibit your field from operating 24 hours a day, seven days a week?

Source: Capacity Data Call question DoD 201; 2.2.2.d

Binary response. 1 for no, 0 for yes.

Air 39. Percent of runway operations conducted by non-DOD aircraft.

Air 39. What is the total number of runway operations performed at your field by non-DOD aircraft? Include all civilian operations, including private and government agency traffic.

Source: Military Value Data Call

Linear scaled answers from 1 at 0% to 0 at 25%.

Air 40. Buildable acres.

Air 40. How many Airfield Operations Total Buildable Acres are on your installation?

Source: Capacity Data Call question DoD 30; 1.4.a item B. "Airfield Operations-includes acreage that is appropriate for airfield pavements and lighting, air operations facilities, and supporting facilities such as aircraft maintenance hangars and shops."

Linear scaled answers from 0 for less than 5 to 1 for greater than 200. Five acres represents the smallest amount of land a small hangar and ramp could be constructed. 200 acres is sufficient land to build hangars, ramps, taxiways, and an additional 8000

Source: Military Value Data Call

Based on responses received, analyst will apply a function for zero credit to a maximum credit.

SEA-40. Adequate space available for Entry Control points to have vehicle search, holding areas, and rejection lanes.

SEA-40. Is adequate space available for all Entry Control Points (ECPs) to have vehicle search, holding areas, and rejection lanes as specified in UFC 4-010-01?

Source: Military Value Data Call

Binary value.

SEA-41. Relative value of utility (government or commercial; electric or water) redundancy.

SEA-41. Is the installation supported by an electric or water utility (government or commercial) that is a single point source (no redundant capability)?

Source: Military Value Data Call

Installation will receive 0.5 points for each listed utility that has redundancy.

Component: Locality Cost

SEA-42a-b. Relative value of the locality cost.

SEA-42a. (0.5) What is the GS Locality Pay percentage for you activity's geographical area? (%)

Source: Military Value Data Call (Criterion 7)

Based on maximum value, analyst will apply a function for zero credit to a maximum credit corresponding to this value.

SEA-42b. (0.5) What is your host installation's Area Cost Factor (ACF) as described in the DoD Facilities Pricing Guide? (Number)

Source: Military Value Data Call

Based on maximum value, analyst will apply a function for zero credit to a maximum credit corresponding to this value.

Component: Accident Potential Zone I and II

Air 45. Relative incompatible land use for Accident Potential Zone I.

Air 45. For each runway end, provide the percent of off-installation incompatible land use in the extended Clear Zone, Accident Potential Zone (APZ) I, and APZ II. (Percentage of incompatible land use off installation = Acres of land off-installation zoned incompatibly / Total acres of land off-installation in extended clear zone, APZ I and APZ II) Include information for each end of the runways.

Source: Capacity Data Call DoD 208; CDC 2.2.1.h

Based on responses, linear scaled scoring max is 0 and min is 1

Air 46. Relative incompatible land use for Accident Potential Zone II.

Air 46. For each runway end, provide the percent of off-installation incompatible land use in the extended Clear Zone, Accident Potential Zone (APZ) I, and APZ II. (Percentage of incompatible land use off installation = Acres of land off-installation zoned incompatibly / Total acres of land off-installation in extended clear zone, APZ I and APZ II) Include information for each end of the runways.

Source: Capacity Data Call question DoD 208; CDC 2.2.1.h

Based on responses, linear scaled scoring max is 0 and min is 1

Component: Clear Zones

Air 47. Relative Clear Zone control.

Air 47. Does the installation own or control through easements all the acres in the clear zone?

Source: Capacity Data Call question DoD 207; CDC 2.2.1.g

Binary scoring, yes is 1, no is 0.

Component: Zoning

Air 50. AICUZ data for zoning.

Air 50. Has the local community, state or county adopted AICUZ or FAA Part 150 study land use compatibility guidelines in their land use planning outside of your main installation, auxiliary airfield, training range and/or RDT&E range? A "yes" answer to this question signifies the local community, state or county has adopted the AICUZ or FAA Part 150 study in total. Partial adoption requires a "no" answer.

Source: Capacity Data Call question Dod 203; CDC 2.2.1.c.

Binary answer, yes is 1, no is zero.

Component: Waste Disposal

ENV-5a-c. Relative value of the capacity to dispose of solid or hazardous waste.

ENV-5a. (0.4) Does the installation have a permitted hazardous waste Resource Conservation and Recovery (RCRA) Treatment, Storage or Disposal (TSD) facility? (0.2) If so, does the hazardous waste TSD facility permit allow acceptance of off-site waste? (0.2)

Source: Capacity Data Call

Two binary values.

ENV-5b. (0.4) If the installation has a permitted solid waste disposal facility, what is the remaining capacity?

Source: Capacity Data Call

Based upon maximum capacity remaining, analyst will apply a function for zero credit to a maximum credit corresponding to this value.

ENV-5c. (0.2) Does the installation have an interim or final RCRA Subpart X permit for operation of an open burning/open detonation facility? (0.1) If so, does the RCRA Subpart X permit allow acceptance of off-site waste (e.g. from other DoD facilities)? (0.1)

Source: Capacity Data Call

Two binary values.

Attribute: Personnel Support (OOL)

Component: *Medical*

PS-1. Located within the medical catchment area of an in-patient military medical treatment facility.

PS-1. Is your activity within the medical catchment area of an in-patient military medical treatment facility? (yes/no)

Source: Military Value Data Call

Binary.

Component: *Housing*

PS-2a-c. Relative value of government and PPV housing availability.

PS-2a. (0.5) What was the average wait time (in months) for family housing, including Public Private Venture (PPV) units, at your installation as of 30 September 2003?

$$\text{Avg Wait Time} = \frac{(\text{List}_1 \text{ Wait Time} \times \text{List}_1 \text{ Units}) + (\text{List}_2 \text{ Wait Time} \times \text{List}_2 \text{ Units}) + \dots}{\text{Total Housing Units}}$$

Source: Military Value Data Call

Based on responses received, analyst will apply a function for zero to maximum credit.

PS-2b. (0.25) What is the total number of adequate Bachelor Quarters (combined officer and enlisted; both current and budgeted) at your installation divided by the total military population as of 30 Sep 2003?

Source: Capacity Data Call

Ratio of number of rooms per active duty population. Based on responses received, analyst will apply a function for zero to maximum credit.

PS-2c. (0.25) What was the total number of non availabilities (nights) issued over the past three years (2001-2003) divided by the total number of transient rooms as of 30 Sept. 2003 at your installation?

Source: Capacity Data Call

Based on responses received, analyst will apply a function for zero credit to a maximum credit.

~~PS-4e. (0.3) What percent of high school classroom teachers were certified in their subject/core area in the local school districts in the 2002-2003 school year? (%)~~

JPAT 7 deleted due to non-uniformity of answers among states. Re-apportioned a and b to 0.5 each.

Source: Military Value Data Call (Criterion 7)

Analyst will apply a function to answers from zero to 100 percent.

PS-5a-d. Relative availability of dependent and member post-secondary education in the local community.

PS-5a. (0.4) Does your installation's state charge military family members the in-state tuition rate for higher education? (yes/no)

Source: Military Value Data Call (Criterion 7)

Binary value.

PS-5b. (0.2) How many vocational/technical schools are available in the local community? (count)

Source: Military Value Data Call (Criterion 7)

Based on responses received, analyst will apply a function for zero credit to a maximum credit.

PS-5c. (0.3) How many undergraduate colleges/universities are available in the local community? (count)

Source: Military Value Data Call (Criterion 7)

Based on responses received, analyst will apply a function for zero credit to a maximum credit.

PS-5d. (0.1) How many colleges/universities with graduate programs (Masters and/or Ph.D. level) are available in the local community? (count)

Source: Military Value Data Call (Criterion 7)

Component: Fleet and Family Services

PS-7. Relative availability of base services.

PS-7. Which Support Services facilities are located at your installation? (y/n)

FACILITY	Available (yes/no)	Value
Commissary		0.4
Exchange		0.2
Family Service Center		0.2
Convenience Store		0.1
Religious Support Services		0.1
TOTAL		1.00

Source: Capacity Data Call

Binary values.

PS-8a-b. Relative availability of child development services.

PS-8a. (0.5) What is the average wait to enroll (in days) for on-base child care? (Count: days)

Source: Military Value Data Call

Based on responses received, analyst will apply a function for zero credit to a maximum credit.

PS-8b. (0.5) How many licensed and/or accredited child care centers do you have in your community (MHA)?

Source: Military Value Data Call (Criterion 7)

Based on responses received, analyst will apply a function for zero credit to a maximum credit. Normalize total population.

Component: Follow-on Tour Opportunities

PS-10. Relative opportunity for follow-on tour in the homeport.

PS-10. For the top five sea intensive ratings in the principle warfare community your base supports, provide the following: (Text: Counts)

Rating	# of Sea Billets in Local Area	#of Shore Billets in Local Area

Source: Military Value Data Call

Based on responses received, analyst will apply a function for zero credit to a maximum credit.

Component: Metropolitan Area Characteristics

PS-11. Relative proximity to a population center/city that has a population greater than 100,000.

PS-11. What is the distance in miles to the nearest population center/city that has a population greater than 100,000?

Source: Military Value Data Call (Criterion 7)

Based on responses received, analyst will apply a function for zero credit to a maximum credit.

PS-12. Relative proximity to the nearest commercial airport that offers regularly scheduled service by a major airline carrier.

PS-12. What is the distance in miles to the nearest commercial airport that offers regularly scheduled service by a major airline carrier?

Source: Military Value Data Call (Criterion 7)

Based on responses received, analyst will apply a function for zero credit to a maximum credit.

PS-13. Relative local crime rate.

NAVAL AVIATION MILITARY VALUE
SUMMARY

Criteria Weight			READINESS 50					FACILITIES 20					SURGE CAPABILITIES 15					COST 15					Wgt
Attribute-to-Criteria Weight	IEG Score	A-C Partial Score	25	35	20	10	10	30	25	20	20	5	30	20	25	15	10	15	30	15	10	30	
			OI	OT	AC	EE	PS	OI	OT	AC	EE	PS	OI	OT	AC	EE	PS	OI	OT	AC	EE	PS	
OPERATIONAL INFRASTRUCTURE																							
Runways and Arresting Gear																							8.52
1	AIR-1	Rwy Length	10	1.69				0.81					0.64					0.56					3.71
2	AIR-2	X-wind Rwy	4	0.68				0.32					0.26					0.23					1.48
3	AIR-3	A-Gear	2	0.34				0.16					0.13					0.11					0.74
4	AIR-4a-b	Parallel Rwy Ops	7	1.18				0.57					0.45					0.39					2.59
Hangars/Ramps																							8.25
5	AIR-5	Hgr Space	8	1.35				0.65					0.51					0.00					2.51
6	AIR-6	Hot Refueling	7	1.18				0.57					0.45					0.39					2.59
7	AIR-7	Ramp Space	10	1.69				0.81					0.64					0.00					3.14
Nav aids/Lighting																							5.03
8	AIR-8	OLS	5	0.84				0.41					0.32					0.00					1.57
9	AIR-9	ACLS	4	0.68				0.32					0.26					0.00					1.26
10	AIR-10	PAR	7	1.18				0.57					0.45					0.00					2.20
Munitions Storage																							1.23
11	AIR-11	Munitions	4	0.68				0.32					0.00					0.23					1.23
Intermediate Maintenance																							2.22
12	AIR-12	AIMD	6	1.01				0.49					0.39					0.34					2.22
Unique or Specialized Caps/Mens																							0.00
13	SEA-14	Unique Caps	0	0.00				0.00					0.00					0.00					0.00
14	SEA-15	Specialized Caps	0	0.00				0.00					0.00					0.00					0.00
Question Total			12.50				6.00					4.50						2.25				25.25	

NAVAL AVIATION MILITARY VALUE SUMMARY

Criteria Weight	Attribute-to-Criteria Weight	IEG Score	READINESS 50					FACILITIES 20					SURGE CAPABILITIES 15					COST 15					Wgt
			25	35	20	10	10	30	25	20	20	5	30	20	25	15	10	15	30	15	10	30	
			OI	OT	AC	EE	PS	OI	OT	AC	EE	PS	OI	OT	AC	EE	PS	OI	OT	AC	EE	PS	
A-C Partial Score			12.50	17.50	10.00	5.00	5.00	6.00	5.00	4.00	4.00	1.00	4.50	3.00	3.75	2.25	1.50	2.25	4.50	2.25	1.50	4.50	
AIRFIELD CHARACTERISTICS																							
Operational Location																							13.44
35	AIR-33	Fld Elevation	5		0.78				0.27					0.29					0.18			1.53	
36	AIR-34	Dist supported units	7		1.09				0.38					0.41					0.25			2.14	
37	GRD-34a	APOE	7		1.09				0.38					0.41					0.25			2.14	
38	GRD-35a	SPOE	7		1.09				0.38					0.41					0.25			2.14	
39	AIR-35	SAR Swimmer Area	4		0.63				0.22					0.23					0.14			1.22	
40	AIR-36	Class B Airspace	7		1.09				0.38					0.41					0.25			2.14	
41	AIR-37	Strategic Location	7		1.09				0.38					0.41					0.25			2.14	
Airfield Restrictions																							3.51
42	AIR-38	24/7 capable	8		1.25				0.44					0.47					0.00			2.16	
43	AIR-39	Non-DOD Ops	2		0.31				0.11					0.12					0.00			0.54	
44	AIR-40	Buildable acres	1		0.16				0.05					0.06					0.00			0.27	
45	AIR-41a	BASH	2		0.31				0.11					0.12					0.00			0.54	
Weather																							2.14
46	AIR-42	IFR conditions	7		1.09				0.38					0.41					0.25			2.14	
Anti-Terror/Force Protection																							0.81
47	SEA-39a	Buildings	3		0.00				0.16					0.00					0.11			0.27	
48	SEA-40	ECPs	3		0.00				0.16					0.00					0.11			0.27	
49	SEA-41	Utility redundancy	3		0.00				0.16					0.00					0.11			0.27	
Locality Cost																							0.11
50	SEA-42a	Locality Cost	3		0.00				0.00					0.00					0.11			0.11	
Question Total					10.00				4.00					3.75					2.25			20.00	

NAVAL AVIATION MILITARY VALUE
SUMMARY

Criteria Weight	Attribute-to-Criteria Weight	REG Score															Wgt										
		READINESS					FACILITIES					SURGE CAPABILITIES						COST									
		OI	OT	AC	EE	PS	OI	OT	AC	EE	PS	OI	OT	AC	EE	PS		OI	OT	AC	EE	PS					
A-C Partial Score		12.50	17.50	10.00	5.00	5.00	6.00	5.00	5.00	4.00	4.00	1.00	4.50	3.00	3.75	2.25	1.50	2.25	1.50	2.25	1.50	4.50	4.50	1.50	4.50	1.35	
PERSONNEL SUPPORT (QOL)																									1.35		
Medical																											
61 PS-1	In-patient treatment	4																								0.26	1.35
Housing																									6.44		
62 PS-2a-c	Govt/PPV Housing	10																								0.66	3.37
63 PS-3a-b	Community Housing	10																								0.66	3.07
Non-Military Education																									0.86		
64 PS-4a-c	K-12	7																								0.46	0.46
65 PS-5a-d	Post-Secondary Ed	6																								0.40	0.40
Employment																									0.20		
66 PS-6a-b	Off-base Employment	3																								0.20	0.20
Fleet and Family Services																									1.25		
67 PS-7	Base Services	7																								0.46	0.68
68 PS-8a-b	Child Development	6																								0.40	0.58
MWR																									0.58		
69 PS-9	MWR	6																								0.40	0.58
Follow-on-Tour Opportunities																									0.07		
70 PS-10	Follow-On Tours	1																								0.07	0.07
Metropolitan Area Characteristics																									1.25		
71 PS-11	Big City	2																								0.13	0.13
72 PS-12	Commercial Air	3																								0.20	0.92
73 PS-13	Crime	3																								0.20	0.20
Question Total		5.00					1.00					1.00					1.50					4.50				12.00	

AVIATION MILVAL RANKINGS AS OF 4 APR 05

Rank Bases	Value		
1 NAS Jacksonville	71.62		
2 NAS Pensacola	69.49		
3 MCAS Cherry Point	69.19		
4 NAS Whidbey Island	67.13		
5 MCAS Miramar	67.00		
6 NAS Oceana	66.18		
7 NAS North Island	65.23		
8 NAS Whiting Field	64.00		
9 NAS Corpus Christi	63.69		
10 MCAS Beaufort	61.73		
11 NAS Meridian	61.41		
12 NS Norfolk	61.08		
13 NAS Patuxent River	61.01		
14 NAS Lemoore	60.56		
15 NAS Fallon	60.34		
16 NAS Kingsville	59.25		
20 NB Ventura Cty/Pt Mugu	59.22		
21 MCAS New River	58.89		
19 NAS Key West	58.79		
20 NAWS China Lake	57.31		
21 NS Mayport	57.10		
22 MCAS Yuma	56.36		
23 MCAS Camp Pendleton	55.78		
24 NAS JRB New Orleans	54.06		
26 NAF Washington	53.62		
27 MCB Hawaii	52.52		
28 NAF El Centro	52.48		
29 NAS Brunswick	50.85		
30 NAS JRB Ft Worth	47.42		
31 NAS JRB Willow Grove	45.12		
32 MCAS Quantico	45.12		
33 NAES Lakehurst	44.50		
34 NAS Atlanta	43.25		
35 HMLA 775 DET A	29.73		
36 MAG 49 DET B	28.03		
		Standard Deviation	9.97
		Mean	56.55
		Median	58.89
		Maximum	71.62
		Minimum	28.03
		Range	43.59

NAS ATLANTA ACCESS LIST25 MAY 2005

<u>Name</u>	<u>Approximate Time</u>	<u>Organization</u>
Adm Harold Gehman (USN, Ret)	0730	BRAC Commission (GA State Police Escort)
Mr. Bill Fetzer	0730	BRAC Commission (GA State Police Escort)
Mr. Chris Cummiskey	0800	U.S. Senator Isakson's Office
Mr. Jim Irwin	0800	Representative Gingrey's Office
Mr. Clyde Taylor	0800	U.S. Senator Chambliss's Office
Mr. Patrick Moore	0800	Representative Gov. Purdue's Office
Representative Phil Gingrey	0930	U.S. Congress
Mr. David Epstein	0900	BRAC Commission Analyst
Mr. Don Beaver	0800	Cobb Chamber of Commerce, CEO Economic Development
Mr. Jared Thomas	0800	Representative Price's Office



NAS Atlanta

“One Team, One Focus...The Warfighter”

Welcome Admiral Gehman

Three Activities at One Airfield

NAS ATLANTA
Lockheed Martin

Dobbins ARB



Atlanta NAS Location



NAS Atlanta Property

166 Acres of Class-1 Property





History

- 1943 Established Peachtree DeKalb
- 1959 Moved to Dobbins
- 1995 BRAC redirect 2 squadrons from NAS Cecil
“...*Recognition of the superior demographics for the Navy and Marine Corps reserves by relocation of reserve assets to Atlanta*” pg 1-49 BRAC report to the President
- 1995 VAW-77 established
- 2004 VFA-203 disestablished
- 2005 VAW-77 merges VAW-78 6 E-2's
- NAS Atlanta currently supports 4500 Sailors and Marines and 40 assigned aircraft



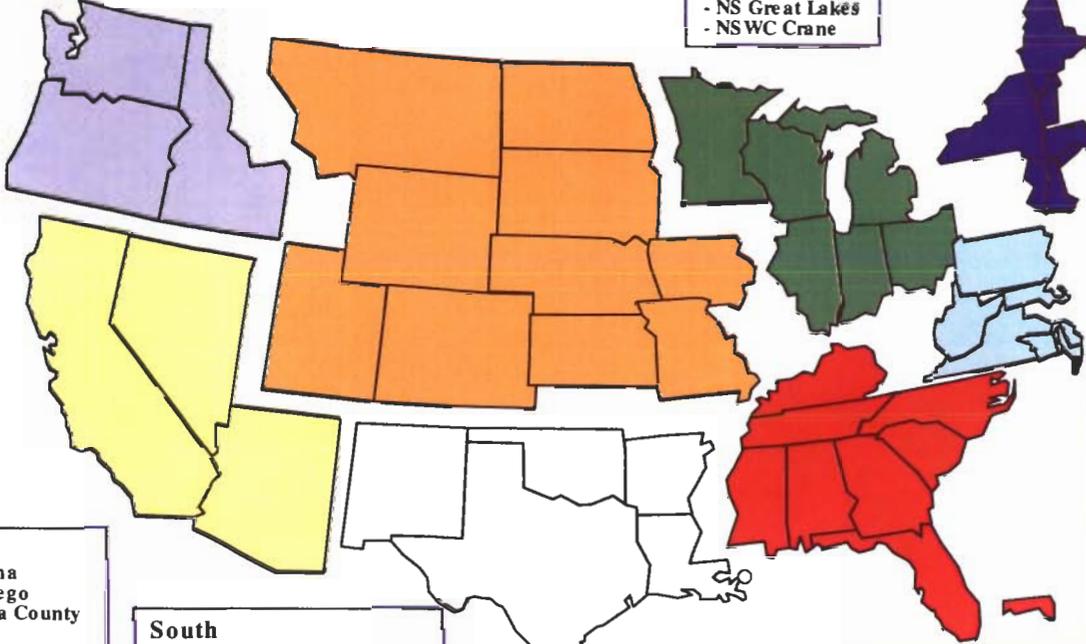
CNI REGIONS

- Northwest**
- SUBASE Bangor
 - NS Everett
 - NSY Puget Sound
 - NAS Whidbey Island
 - NS Bremerton
 - NAVMAG Indian Island
 - NR Northwest(Keyport)

North Central
No Installations

- Midwest**
- NS Great Lakes
 - NSWC Crane

- Northeast**
- NAS Brunswick
 - NWS Earle
 - SUBASE New London
 - NSY Portsmouth
 - NS Newport
 - NAES Lakehurst
 - NSU Saratoga Springs
 - NCTS LANT DET Cutler



- NDW**
- NAF Washington
 - NSWC Indian Head
 - NS Annapolis
 - NSWC Carderock
 - NSA Washington
 - NSF Thurmont
 - NRL
 - NSWC Dahlgren
 - NAS Patuxent River

- Mid-Atlantic**
- NSA Norfolk
 - NAS Oceana
 - NAVSTA Norfolk
 - NWS Yorktown
 - NAB Little Creek
 - NSY Norfolk
 - NSGA Sugar Grove
 - NSWC Philadelphia
 - NSA Mechanicsburg
 - NAS/JRB Willow Grove
 - NSCSC Wallops Island

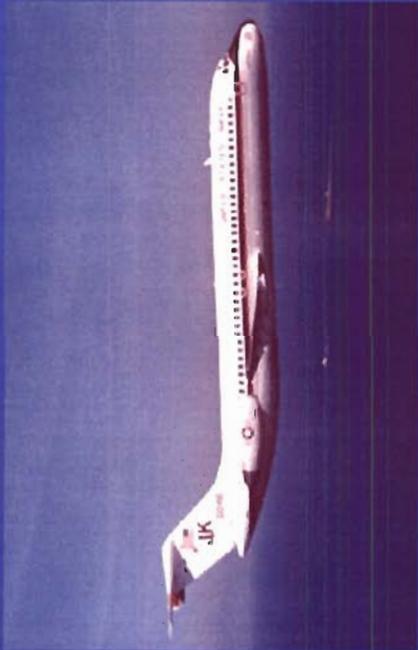
- Southwest**
- NAVBASE Pt. Loma
 - NAVBASE San Diego
 - NAVBASE Ventura County
 - NAF El Centro
 - NAS Lemoore
 - NAS Fallon
 - NWS Seal Beach
 - NAVBASE Coronado
 - NAWs China Lake
 - NPGS Monterey
 - NSWC Corona

- South**
- NS Ingleside
 - NAS Corpus Christi
 - NAS Kingsville
 - NAS/JRB Fort Worth
 - NAS/JRB New Orleans
 - NSA New Orleans

- Gulf Coast**
- NAS Pensacola
 - NAS Whiting Field

- Southeast**
- NAS Jacksonville
 - NS Roosevelt Roads
 - SUBASE Kings Bay
 - NAVS CSCOL Athens
 - NCSC Panama City
 - NS Pascagoula
 - NS Guantanamo Bay
 - NAS Meridian
 - NAS Atlanta
 - NAS Key West
 - NWS Charleston
 - CBC Gulfport
 - NSA Mid South
 - NAVAIR Orlando
 - NS Mayport

Hardware Units





VMFA-142



- Currently deployed to IRAQ
- 12 F/A-18 A+'s

SELECTIVE RESERVIST LOCATION DEMOGRAPHICS

VMFA-142

	<u>SELRES Officers</u>	<u>SELRES Enlisted</u>
<u>Within 50 Miles</u>	10	46
<u>Outside 50 Miles</u>	2	17
<u>Outside 100 Mile</u>	8	19



HMLA-773

- Returned last month after 18 month deployment Afghanistan
- Det in NAS New Orleans
- Supported by MALS-42/NAS AIMD Team

SELECTIVE RESERVIST LOCATION DEMOGRAPHICS			
HMLA-773			
	SELRES Officers	SELRES Enlisted	
<u>Within 50 Miles</u>	12	77	
<u>Outside 50 Miles</u>	2	23	
<u>Outside 100 Mile</u>	16	43	



VR-46



- 4 C-9's
- 14 X 2 week dets per year to Med
- OIF flew 626 missions/3800 hours. 788K lbs cargo/12,800 passengers

SELECTIVE RESERVIST LOCATION DEMOGRAPHICS

VR-46

	<u>SELRES Officers</u>	<u>SELRES Enlisted</u>
<u>Within 50 Miles</u>	27	106
<u>Outside 50 Miles</u>	0	9
<u>Outside 100 Miles</u>	6	20



VAW-77



- Counter Drug
- Fleet support
- Space Shuttle Launches
- Homeland Defense

SELECTIVE RESERVIST LOCATION DEMOGRAPHICS
VAW-77

	<u>SELRES Officers</u>	<u>SELRES Enlisted</u>
<u>Within 50 Miles</u>	11	8
<u>Outside 50 Miles</u>	1	0
<u>Outside 100 Mile</u>	29	2
	<u>Northrop Gruman Personnel</u>	
<u>Within 50 Miles</u>	45	
<u>Outside 50 Miles</u>	2	



VAW-77 Military Success last 12 months

- In the last 12 months, VAW-77 has been credited with 3 drug busts:
 - 3 boats stopped
 - 18 aircraft captured destroyed
 - 8 people arrested
 - Over 10,000 pounds cocaine seized (over \$125,000,000 street value)



I-Level Maintenance

- MALS-42 integrated with AIMD

SELECTIVE RESERVIST LOCATION DEMOGRAPHICS

MALS-42

	<u>SELRES Officers</u>	<u>SELRES Enlisted</u>
<u>Within 50 Miles</u>	5	125
<u>Outside 50 Miles</u>	1	47
<u>Outside 100 Miles</u>	3	40



BRAC Data Calls

- Process timeline: December 2004- through May 2005
- 3 Major Scenarios
 - Realign to Dobbins 0119
 - Close FT. Worth 0069
 - Close NAS Atlanta 0068
- BRAC Scenario 0068



Recommendations

TENANT COMMAND RELOCATION:

- VAW-77 (6 E-2C Hawkeye) NAS JRB New Orleans
- VR-46 (4 C-9B Skytrain) NAS JRB Ft. Worth
- **VMFA-142** (12 F/A-18 Hornet)
NAS JRB Ft. Worth
- **HMLA-773** (13 AH-1W Cobra/ 5 UH-1N Huey)
Robins AFB, GA



Recommendations (continued)

- CVWR-20 to NAS JRB Ft. Worth
- AIMD to FRC New Orleans/ Fort Worth
- MAG-42 to Robbins
- Close NAR Atlanta and move units to NMCRC. @1100 SELRES augmentees, non-hardware
- Close Branch Medical Clinic

Navy Reserve Manning

Total Billets/Billets Filled

Hardware Units 217 / 199 = **91.7%**

Non-Hardware Units 476 / 426 = **89.0%**

Average 693 / 625 = **90.2%**



Questions?



Naval Air Station Atlanta

“One Team, One Focus...The Warfighter”



Back-up





Reserve Demographics

SELECTIVE RESERVIST LOCATION DEMOGRAPHICS

NAS Atlanta Tenant Command Totals

	<u>SELRES Officers</u>		<u>SELRES Enlisted</u>
<u>Within 50 Miles</u>	79		422
<u>Outside 50 Miles</u>	8		115
<u>Outside 100 Miles</u>	67		143