11614

NAVAL STATION NORFOLK, VA
COMMISSIONER BASE VISIT
May 24, 2005

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BRAC Commission Visit Schedule for 24 May 2005

Chairman Principi
Commissioner Newton
Staff members: Harold (Hal) Tickle, Jim Durso

TIME	LOCATION	VEHICLE	CNRMA Participants
0930-1030	NSHS	BRAC Staff	
1030-1045	Drive to NNSY – Effingham Street pass office	BRAC Staff	
1045-1115	Tour NNSY	NNSY van	Captain Campbell Doug Randolph
1115-1145	Drive to NAVSTA Norfolk (have BRAC staff rental vehicles driven to CFFC)	NNSY van	
1145-1230	LUNCH		ADM Turcotte Commander, Navy Region Mid-Atlantic ADM Bullard Captain Campbell C.O. Portsmouth Shipyard Captain Becker C.O. NAVAL STATION Mr. Zobel Exec. Dir Navy Region mid-Atlantic
1230-1330	MIC Room N-21 Regional Brief		ADM Turcotte Mr. Zobel Captain Campbell Captain Becker Captain Pyle Captain Bailey Captain Eichert Captain Cox Mr. Anthony Captain Howard Captain King Captain Guthner
1330-1430	Windshield tour of NAVSTA	NAVSTA van	ADM Turcotte Captain Pyle Captain Becker Mr. Zobel Captain Bailey
1430-1445	Drive to NSA Norfolk	NAVSTA van	
1445	FFC (BRAC rental vehicles awaiting)		

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

BASE SUMMARY SHEET

Naval Station Norfolk, VA

INSTALLATION MISSION

The mission of Naval Station Norfolk is to support and improve the personnel and logistics readiness of the U.S. Atlantic Fleet. Naval Station Norfolk will provide port facilities, quality of life, and personnel management services with focus on the highest quality response to our customers' needs.

DOD RECOMMENDATION

- (Multiple – Attached)

DOD JUSTIFICATION

- (Multiple – Attached)

COST CONSIDERATIONS DEVELOPED BY DOD

- Supporting data not yet released

MANPOWER IMPLICATIONS OF THIS RECOMMENDATION (EXCLUDES CONTRACTORS)

	Military	Civilian
Baseline	50,000	20,000
Gains	3,450	
Reductions		(872)
Realignments		
Total	**3,450**	**(872)**

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

	Out		**In**		**Net Gain (Loss)**	
	Military	Civilian	Military	Civilian	Military	Civilian
This Recommendation	(370)	(872)	3820	354	3450	(518)

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ENVIRONMENTAL CONSIDERATIONS

- No Change

REPRESENTATION

- Base personnel only

Gov Mark Warner (D)
Senators John Warner (R)
George Allen (R)
Rep Thelma D. Drake (R-2nd)

ECONOMIC IMPACT

- Net gain of 2932 personnel

978,888
+0.2%

MILITARY ISSUES

- Submarines/crews/refresher training from New London
- Submarine Intermediate Repair Function and Naval Security Group Detachment from Groton
- Navy Reserve Readiness Command Northeast from D.C and Newport
- HM-15 (Mine counter warfare helicopters) from NAS Corpus Christi
- Navy Warfare Development Command from Newport
- Navy Region Northeast from New London
- Disestablish DFAS
- Disestablish/relocate supply storage and distribution

COMMUNITY CONCERNS/ISSUES

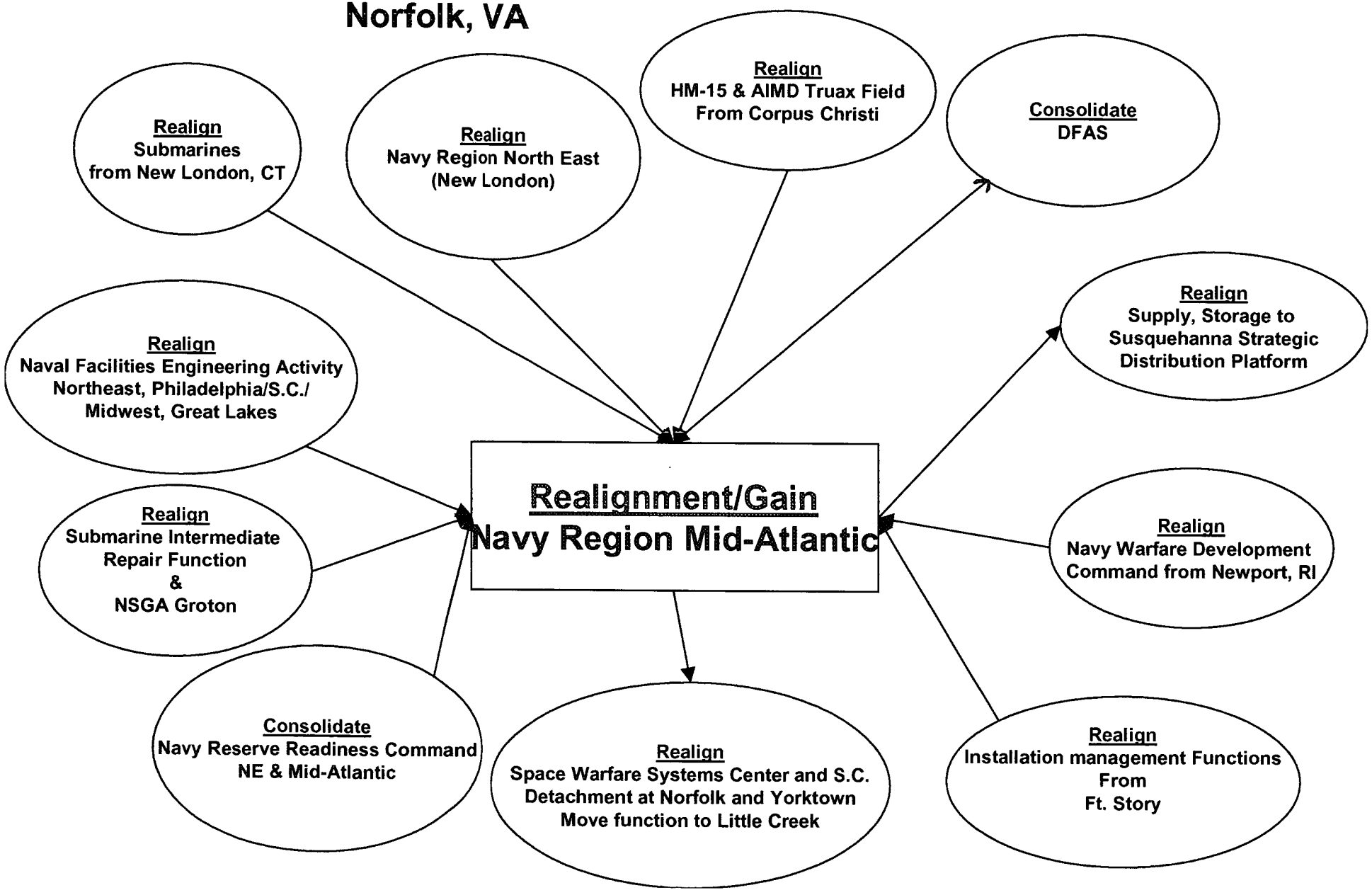
- None

ITEMS OF SPECIAL EMPHASIS

- Capacity to accommodate submarines from New London

Hal Tickle/Navy/Marine Corp/05/24/2005

Recommendation for Realignment/Gain
Naval Station Norfolk
Norfolk, VA



NAVAL STATION NORFOLK

Recommendation: Close Naval Submarine Base New London, CT. Relocate its assigned submarines, Auxiliary Repair Dock 4 (ARDM-4), and Nuclear Research Submarine 1 NR-1) along with their dedicated personnel, equipment and support to Submarine Base Kings Bay, GA, and Naval Station Norfolk, VA. Relocate the intermediate submarine repair function to Shore Intermediate Repair Activity Norfolk, at Naval Shipyard Norfolk, VA, and Trident Refit Facility Kings Bay, GA. Relocate the Naval Submarine School and Center for Submarine Learning to Submarine Base Kings Bay, GA. **Consolidate the Naval Security Group Activity Groton, CT with Naval Security Group Activity Norfolk, VA at Naval Station Norfolk, VA.** Consolidate Naval Submarine Medical Research Laboratory Groton, CT, with Naval Medical Research Center at Walter Reed Army Medical Center Forest Glenn Annex, MD. Relocate Naval Undersea Medical Institute Groton, CT to Naval Air Station Pensacola, FL, and Fort Sam Houston, TX. **Consolidate Navy Region Northeast, New London, CT, with Navy Region, Mid-Atlantic, Norfolk, VA.**

Realign Naval Station Newport, RI by relocating the Navy Warfare Development Command to Naval Station Norfolk, VA.

Justification: Navy Warfare Development Command performs the functions of warfare innovation, concept development, fleet and joint experimentation, and the synchronization and dissemination of doctrine. Relocating the Navy Warfare Development Command to Norfolk better aligns the Navy's warfare development organization with those of the other joint force components and Joint Forces Command, as well as places Navy Warfare Development Command in better proximity to Fleet Forces Command and the Second Fleet Battle Lab it supports, resulting in substantial travel cost savings to conduct experimentation events. Location of Navy Warfare Development Command in Hampton Roads area places it in proximity to Army Training and Doctrine Command, Fort Monroe, VA and Marine Corps Combat Development Command, Quantico, VA, as well as in closer proximity to the Air Force Doctrine Center at Maxwell Air Force Base, AL, which furthers joint interoperability concepts.

Recommendation for Closure and Realignment Naval Station Ingleside, TX and Naval Air Station Corpus Christi, TX

Recommendation: Close Naval Station Ingleside, TX. Relocate its ships along with dedicated personnel, equipment and support to Naval Station San Diego, CA. Relocate the ship intermediate repair function to Shore Intermediate Maintenance Activity San Diego, CA. Consolidate Mine Warfare Training Center with Fleet Anti-submarine Warfare Training Center San Diego, CA. **Realign Naval Air Station Corpus Christi, TX.** Relocate Commander Mine Warfare Command and Commander Mobile Mine Assembly Group to Fleet Anti-Submarine Warfare Center, Point Loma, CA. **Relocate Helicopter Mine Countermeasures Squadron 15 (HM-15) and dedicated personnel, equipment and support to Naval Station Norfolk, VA. Disestablish Commander Helicopter Tactical Wing U.S. Atlantic Fleet Aviation Intermediate Maintenance**

Detachment Truax Field at Naval Air Station Corpus Christi, TX and relocate its intermediate maintenance function for Aircraft Components, Fabrication & Manufacturing, and Support Equipment to Fleet Readiness Center Mid-Atlantic Site Norfolk, VA.

Justification: This recommendation moves mine warfare surface and aviation assets to major fleet concentration areas and reduces excess capacity. Gulf Coast presence can be achieved as needed with available Navy ports at Naval Air Station Key West, FL, and Naval Air Station Pensacola, FL. The Minehunter Coastal ships at Naval Station Ingleside are scheduled for decommissioning between FY 2006 and FY 2008 and will not relocate. Additionally, U.S. Coast Guard presence is expected to remain in the Gulf Coast region. Relocation of Commander Mine Warfare Command and the Mine Warfare Training Center to San Diego, CA, creates a center of excellence for Undersea Warfare, combining both mine warfare and anti-submarine warfare disciplines. This reorganization removes the Mine Warfare community from a location remote from the fleet thereby better supporting the shift to organic mine warfare. This recommendation also supports mission elimination at Shore Intermediate Maintenance Activity Naval Reserve Maintenance Facility Ingleside, TX, and Aviation Intermediate Maintenance Detachment Truax Field at Naval Air Station Corpus Christi and reduces excess repair capacity. **The relocation of Helicopter Mine Countermeasures Squadron 15 (HM-15) to Naval Station Norfolk single sites all Mine Warfare Aircraft in a fleet concentration area. This location better supports the HM-15 mission by locating them closer to the C-5 transport Air Port of Embarkation for overseas employment and mine countermeasures ship and helicopter coordinated exercises.**

Recommendation for Closure Engineering Field Division/Activity

Recommendation: Close Naval Facilities Engineering Field Division South leased space in Charleston, SC. **Consolidate Naval Facilities Engineering Field Division South, Charleston, SC, with Naval Facilities Engineering Field Activity Southeast, Jacksonville, FL, at Naval Air Station Jacksonville, FL; Naval Facilities Midwest, Great Lakes, IL, at Naval Station Great Lakes, IL; and Naval Facilities Atlantic, Norfolk, VA at Naval Station Norfolk, VA**. Close Naval Facilities Engineering Field Activity Northeast leased space in Lester, PA. **Consolidate Naval Facilities Engineering Field Activity Northeast, Philadelphia, PA, with Naval Facilities Atlantic, Norfolk, VA at Naval Station Norfolk, VA and relocate Navy Crane Center Lester, PA, to Norfolk Naval Shipyard, Norfolk, VA.**

Justification: This recommendation enhances the Navy's long-standing initiative to accomplish common management and support on a regionalized basis by consolidating and collocating Naval Facilities commands with the installation management Regions in Jacksonville, FL, Great Lakes, IL and Norfolk, VA. This collocation aligns management concepts and efficiencies and may allow for further consolidation in the future.

Recommendation for Realignment Navy Reserve Readiness Commands

Recommendation: Realign Naval Air Station Joint Reserve Base Fort Worth, TX, by consolidating Navy Reserve Readiness Command South with Naval Reserve Readiness Command Midwest at Naval Station Great Lakes, IL. **Realign Naval Station Newport, RI, and the Washington Navy Yard, Washington, DC, by consolidating Naval Reserve Readiness Command Northeast with Naval Reserve Readiness Command Mid-Atlantic and relocating the consolidated commands to Naval Station, Norfolk, VA.**

Justification: This recommendation enhances the Navy's long-standing initiative to accomplish common management and support on a regionalized basis, by consolidating and collocating reserve readiness commands with the installation management Regions. This collocation aligns management concepts and efficiencies and ensures a reserve voice at each region as well as enabling future savings through consolidation of like functions. This recommendation will result in an increase in the average military value for the remaining Naval Reserve Readiness Commands and ensures that each of the installation management Regions has an organization to manage reserve matters within the region.

Joint Basing

Realign Fort Story, VA, by relocating the installation management functions to Commander Naval Mid-Atlantic Region at Naval Station Norfolk, VA.

Commodity Management Privatization

Realign Defense Supply Center Columbus, OH, Tobyhanna Army Depot, PA, Defense Distribution Depot Susquehanna, PA, **Naval Station Norfolk, VA**, Marine Corps Air Station Cherry Point, NC, Marine Corps Logistics Base, Albany, GA, Robins Air Force Base, GA, Anniston Army Depot, AL, Naval Air Station Jacksonville, FL, Tinker Air Force Base, OK, Corpus Christi Army Depot, TX, Naval Station Bremerton, WA, Naval Station San Diego, CA, Defense Distribution Depot Barstow, CA, Defense Distribution Depot San Joaquin, CA, and Naval Station Pearl Harbor, HI, **by disestablishing storage and distribution functions for tires, packaged petroleum, oils, and lubricants, and compressed gases at each location.**

Justification: This recommendation achieves economies and efficiencies that enhance the effectiveness of logistics support to forces as they transition to more joint and expeditionary operations. This recommendation disestablishes the wholesale supply, storage, and distribution functions for all tires; packaged petroleum, oils and lubricants; and compressed gases used by the Department of Defense, retaining only the supply contracting function for each commodity. The Department will privatize these functions and will rely on private industry for the performance of supply, storage, and distribution of these commodities. By doing so, the Department can divest itself of inventories and can eliminate infrastructure and personnel associated with these functions. This recommendation results in more responsive supply support to user organizations and thus adds to capabilities of the future force. The recommendation provides improved support during mobilization and deployment, and the sustainment of forces when deployed

worldwide. Privatization enables the Department to take advantage of the latest technologies, expertise, and business practices, which translates to improved support to customers at less cost. It centralizes management of tires; packaged petroleum, oils, and lubricants; and compressed gases and eliminates unnecessary duplication of functions within the Department. Finally, this recommendation supports transformation by privatizing the wholesale storage and distribution processes from DoD activities.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $6.4M. The net of all costs and savings to the Department during the implementation period is a savings of $333.6M. Annual recurring savings to the Department after implementing are $43.78M with a payback expected immediately. The net present value of the costs and savings to the Department over 20 years is a savings of $735.3M

Economic Impact on Community
Region of Influence: Virginia Beach-Norfolk-Newport News, VA Metropolitan Statistical Area
Direct job reductions: 7
Indirect job reductions: 10
Total job reductions: 17
% of Economic Area Employment: Less than 0.1

Supply, Storage, and Distribution Management Reconfiguration

Realign Naval Station Norfolk, VA, by consolidating the supply, storage, and distribution functions and associated inventories of the Defense Distribution Depot Norfolk, VA, with all other supply, storage, and distribution functions and inventories that exist at Norfolk Naval Base and at Norfolk Naval Shipyard to support shipyard operations, maintenance, and production. Retain the minimum necessary supply, storage, and distribution functions and inventories required to support Norfolk Naval Shipyard operations, maintenance and production, and to serve as a wholesale Forward Distribution Point. Relocate all other wholesale storage and distribution functions and associated inventories to the Susquehanna Strategic Distribution Platform.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $192.7M. The net of all costs and savings to the Department during the implementation period is a savings of $1,047.3M. Annual recurring savings to the Department after implementing are $203.2M with a payback expected immediately. The net present value of the costs and savings to the Department over 20 years is a savings of $2,925.8M

Economic Impact on Community
Region of Influence: Virginia Beach-Norfolk-Newport News, VA Metropolitan Statistical Area

Direct job reductions: 307
Indirect job reductions: 426
Total job reductions: 733
% of Economic Area Employment: Less than 0.1

Consolidate Maritime C4ISR Research, Development & Acquisition, Test & Evaluation

Realign Naval Station, Norfolk, VA, by disestablishing the Space Warfare Systems Center Norfolk, VA, and the Space Warfare Systems Center Charleston, SC, detachment Norfolk, VA, and assign functions to the new Space Warfare Systems Command Atlantic Naval Amphibious Base, Little Creek, VA.

Realign Naval Weapons Station Yorktown, VA, by relocating the Space Warfare Systems Center Charleston, SC, detachment Yorktown, VA, to Naval Station Norfolk, VA, and consolidating it into the new Space Warfare Systems Command Atlantic detachment, Naval Station Norfolk, VA.

Justification: These recommended realignments and consolidations provide for multifunctional and multidisciplinary Centers of Excellence in Maritime C4ISR. This recommendation will also reduce the number of technical facilities engaged in Maritime Sensors, Electronic Warfare, & Electronics and Information Systems RDAT&E from twelve to five. This, in turn, will reduce overlapping infrastructure increase the efficiency of operations and support an integrated approach to RDAT&E for maritime C4ISR. Another result would also be reduced cycle time for fielding systems to the warfighter.

Supply, Storage, and Distribution Management Reconfiguration

Recommendation: Realign Naval Station Norfolk, VA, by consolidating the supply, storage, and distribution functions and associated inventories of the Defense Distribution Depot Norfolk, VA, with all other supply, storage, and distribution functions and inventories that exist at Norfolk Naval Base and at Norfolk Naval Shipyard to support shipyard operations, maintenance, and production. Retain the minimum necessary supply, storage, and distribution functions and inventories required to support Norfolk Naval Shipyard operations, maintenance and production, and to serve as a wholesale Forward Distribution Point. Relocate all other wholesale storage and distribution functions and associated inventories to the Susquehanna Strategic Distribution Platform.

Justification: This recommendation achieves economies and efficiencies that enhance the effectiveness of logistics support to operational joint and expeditionary forces. It reconfigures the Department's wholesale storage and distribution infrastructure to improve support to the future force, whether home-based or deployed. It transforms existing logistics processes by creating four CONUS support regions, with each having one Strategic Distribution Platform and multiple Forward Distribution Points. Each

Strategic Distribution Platform will be equipped with state-of-the-art consolidation, containerization and palletization capabilities, and the entire structure will provide for in-transit cargo visibility and real-time accountability. Distribution Depots, no longer needed for regional supply, will be realigned as Forward Distribution Points and will provide dedicated receiving, storing, and issuing functions, solely in support of on-base industrial customers such as maintenance depots, shipyards and air logistics centers. Forward Distribution Points will consolidate all supply and storage functions supporting industrial activities, to include those internal to depots and shipyards, and those at any intermediate levels that may exist. This consolidation eliminates unnecessary redundancies and duplication, and streamlines supply and storage processes. In addition to the actions in this recommendation, the Department is abolishing the Defense Distribution Depot at Red River Army Depot. This action is included as part of a recommendation to close the Red River Army Depot installation. The recommendation to fully close the installation achieves the objective of disestablishing the Defense Distribution Depot and is consistent with the intent of this recommendation.

NAVAL STATION NORFOLK

Installation	Action	Out Mil	Out Civ	IN Mil	IN Civ	Net Gain/(Loss) Mil	Net Gain/(Loss) Civ	Net Mission Contractor	Total Direct	Indirect Changes	Total Job Changes	Economic Area Employment	Change as Percentage of Employment
Fort Monroe	Close	(1,393)	(1,948)	0	0	(1,393)	(1,948)	(223)	(3,564)	(4,418)	(7,982)	978,888	-0.8%
Langley Air Force Base	Gain	(53)	(46)	780	68	727	22	0	749	796	1,545	978,888	0.2%
Naval Amphibious Base Little Creek	Gain	0	0	10	27	10	27	0	37	48	85	978,888	0.0%
Naval Shipyard Norfolk	Gain	0	0	177	1,774	177	1,774	85	2,036	2,744	4,780	978,888	0.5%
Naval Station Norfolk	Gain	(373)	(1,085)	3,820	356	3,447	(729)	89	2,807	2,716	5,523	978,888	0.6%
Naval Support Activity Norfolk	Gain	(6)	0	573	205	567	205	16	788	899	1,687	978,888	0.2%
Fort Eustis	Realign	(3,863)	(852)	962	1,432	(2,901)	580	169	(2,152)	(2,066)	(4,218)	978,888	-0.4%
Naval Air Station Oceana	Realign	(110)	(3)	0	53	(110)	50	0	(60)	(46)	(106)	978,888	0.0%
Naval Medical Center Portsmouth Realign		(463)	(25)	28	0	(435)	(25)	(1)	(461)	(494)	(955)	978,888	-0.1%
Naval Weapons Station YorktownRealign		0	(179)	0	0	0	(179)	0	(179)	(248)	(427)	978,888	0.0%
	Total	(6,261)	(4,138)	6,350	3,915	89	(223)	135	1	(69)	(68)	978,888	0.0%

Portsmouth

South Side 5/3 alle

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

Source	Installation	Action	Out		In		Net Gain/(Loss)		Total Direct	Notes
			Mil	Civ	Mil	Civ	Mil	Civ		
Appendix C rev 1	Naval Station Norfolk	Realign and gain			53	58			111	
					741	2			743	HM-15
			(117)	(6)					(123)	
					42	17			59	Navy-
					1	156			157	Region
					2983	100			3083	Subs
			(1)			7			6	
			(31)			14			(17)	
			(217)	(242)					(459)	
			(3)	(311)					(314)	DFAS
				(7)					(7)	Supply
			(1)	(306)					(307)	
			(370)	**(872)**	**3820**	**354**			**2932**	

THE CENTER FOR LAND USE INTERPRETATION

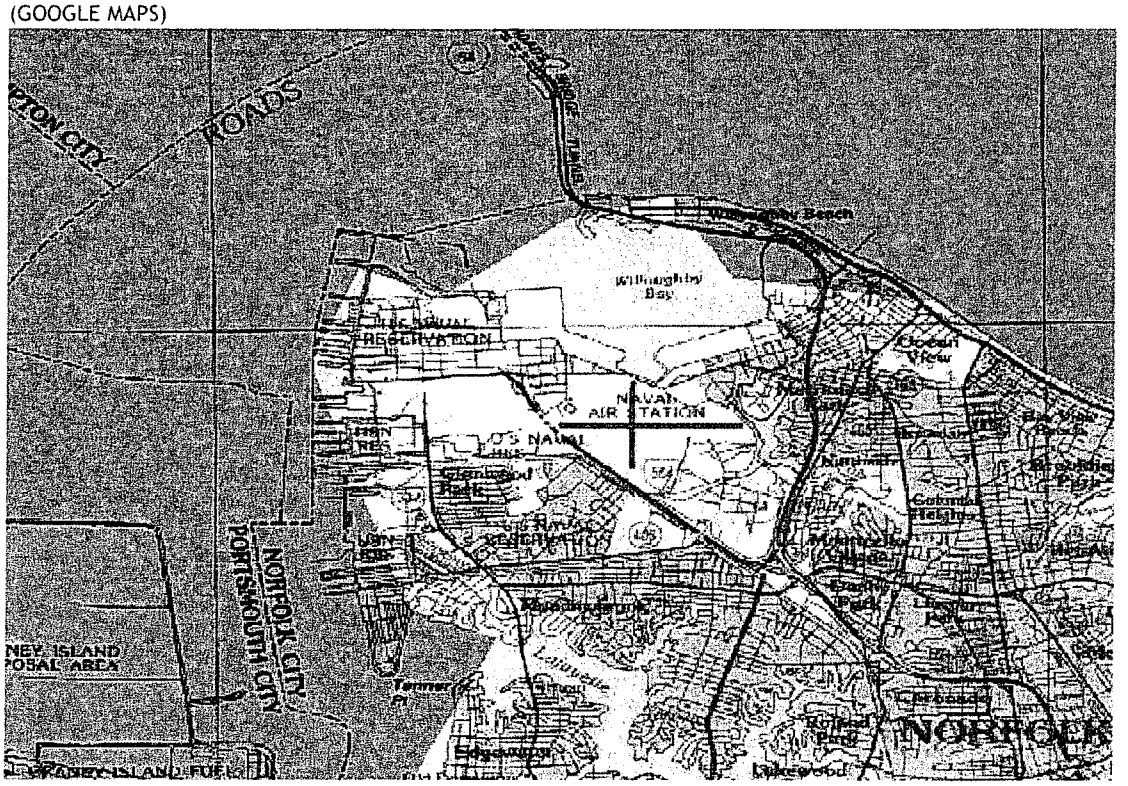
Norfolk Naval Base

Name: NORFOLK NAVAL BASE

Category: MILITARY

Archive ID#: VA3154

(GOOGLE MAPS)



Description: The largest naval installation in the world, and by population the largest military base of any kind in the world. There are 109,000 active naval personnel stationed in the Norfolk area, and over 40,000 civilians work at the area's naval installations.

Location: Norfolk

Contact Info: Public Affairs: (804) 444-1985

Address: Norfolk VA, 23511

Map: (show on map)

city: Norfolk

zipcode: 23511

state: VA

V01: Naval Port

LCS: Military, Active Base, Shipyard, Air Base

Links:: http://www.navstanorva.navy.mil/
http://www.globalsecurity.org/military/facility/norfolk.htm

NAVAL STATION NORFOLK

Command Mission

The mission of Naval Station Norfolk is to support the operational readiness of the U. S. Atlantic Fleet. Naval Station Norfolk provides port and airfield services, extensive facilities to support the many functions performed on the base, and the full range of services needed to enhance the quality of service and quality of life of military personnel and their families. We are committed to safety, security, and continuous improvement in the quality of our service and efficiency of our operations.

Unit Identification Code

62688

Command Organization

Description

Naval Station Norfolk's internal structure consists of seven staff departments, two supporting organizations, and two subordinate commands.

Commanding Officer	CAPT G. L. Becker
Executive Officer	CAPT L. E. Pyle, Jr.
Command Master Chief	CMDCM (SW/SS) A. Villarial

Immediate Superior in Command

Naval Station Norfolk's superior in command is Commander, Navy Region Mid-Atlantic.

Manning

Number of personnel assigned:

Officers	27
Enlisted	410
Civilians	71

Mission Support

Updated MAY 05

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- Largest supported population of any naval facility
- 69 Ships and 13 afloat staffs homeported

  5 Carriers
  12 Submarines
  10 Military Sealift Command
  11 Amphibious (6 LHA/LHD)
  31 Surface Combatants

- 16 Air Squadrons with 134 Aircraft plus AMC airlift
- 125 Tenant Commands Ashore, 50 with CO/OIC
- 54K Military Assigned on Ships & Ashore
- 11K Civilian Government Employees - APF and NAF

Ships

69 Ships and 13 afloat staffs homeported

5 Aircraft Carriers
DWIGHT D EISENHOWER
ENTERPRISE
GEORGE WASHINGTON
THEODORE ROOSEVELT
HARRY S TRUMAN

10 Military Sealift Command
BIG HORN
JOHN LENTHALL
KANAWHA
LARAMIE
LEROY GRUMMAN
PATUXENT
SATURN
SIRIUS
SPICA
ZEUS

12 Submarines
ALBANY
BOISE
FLORIDA
HAMPTON
HYMAN G RICKOVER
JACKSONVILLE
MINNEAPOLIS-ST.PAUL
MONTPELIER
NEWPORT NEWS
NORFOLK
OKLAHOMA CITY
SCRANTON

11 Amphibious (6 LHA/LHD)
AUSTIN
BATAAN
IWO JIMA
KEARSARGE
NASHVILLE
NASSAU
PONCE
SAIPAN
SHREVEPORT
TRENTON
WASP

31 Surface Ships
ANZIO
BULKELEY
COLE
GONZALEZ
KAUFFMAN
MAHAN
MITSCHER
NITZE
PORTER
SAN JACINTO
WINSTON S. CHURCHILL
ARLEIGH BURKE
CAPE ST GEORGE
DONALD COOK
HAWES
LABOON
MASON
MONTEREY
NORMANDY
RAMAGE
STOUT
BARRY
CARR
ELROD
JAMES E WILLIAMS
LEYTE GULF
MCFAUL
NICHOLAS
OSCAR AUSTIN
ROSS
VELLA GULF

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Aircraft Squadrons

16 air squadrons with 134 aircraft plus AMC airlift

Helicopter Combat Support Squadron Two (HC-2)
Helicopter Combat Support Squadron Six (HC-6)
Helicopter Combat Support Squadron Eight (HC-8)
Helicopter Mine Counter Measure Squadron Fourteen (HM-14)
Helicopter Combat Support Special Squadron Four (HCS-4) Reserve
Carrier Airborne Early Warning Squadron One Two Zero (VAW-120)
Carrier Airborne Early Warning Squadron One Two One (VAW-121)
Carrier Airborne Early Warning Squadron One Two Three (VAW-123)
Carrier Airborne Early Warning Squadron One Two Four (VAW-124)
Carrier Airborne Early Warning Squadron One Two Five (VAW-125)
Carrier Airborne Early Warning Squadron One Two Six (VAW-126)
Carrier Airborne Early Warning Squadron Seven Eight (VAW-78) Reserve
Fleet Logistic Support Squadron Four Zero (VRC-40)
Fleet Logistic Support Squadron Five Six (VR-56) Reserve
Fleet Composite Squadron Six (VC-6)
Marine Aircraft Group Four Two Detachment B (MAG-42)

Unit Commanders

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15 Unit Commanders (including 7 with flag officers)

COMMANDER, SECOND FLEET

COMMANDER, NAVAL AIR FORCE US ATLANTIC FLEET (COMNAVAIRLANT)

COMMANDER, CARRIER GROUP TWO (COMCARGRU 2)

COMMANDER, CARRIER GROUP FOUR (COMCARGRU 4)

COMMANDER, CARRIER GROUP EIGHT (COMCARGRU 8)

COMMANDER, CRUISER DESTROYER GROUP TWO (COMCRUDESGRU 2)

COMMANDER, CRUISER DESTROYER GROUP EIGHT (COMCRUDESGRU 8)

COMMANDER, AIRBORNE EARLY WARNING WING ATLANTIC (COMAEWWINGLANT)

COMMANDER, DESTROYER SQUADRON TWO (COMDESRON 2)

COMMANDER, DESTROYER SQUADRON TWENTY TWO (COMDESRON 22)

COMMANDER, DESTROYER SQUADRON TWENTY SIX (COMDESRON 26)

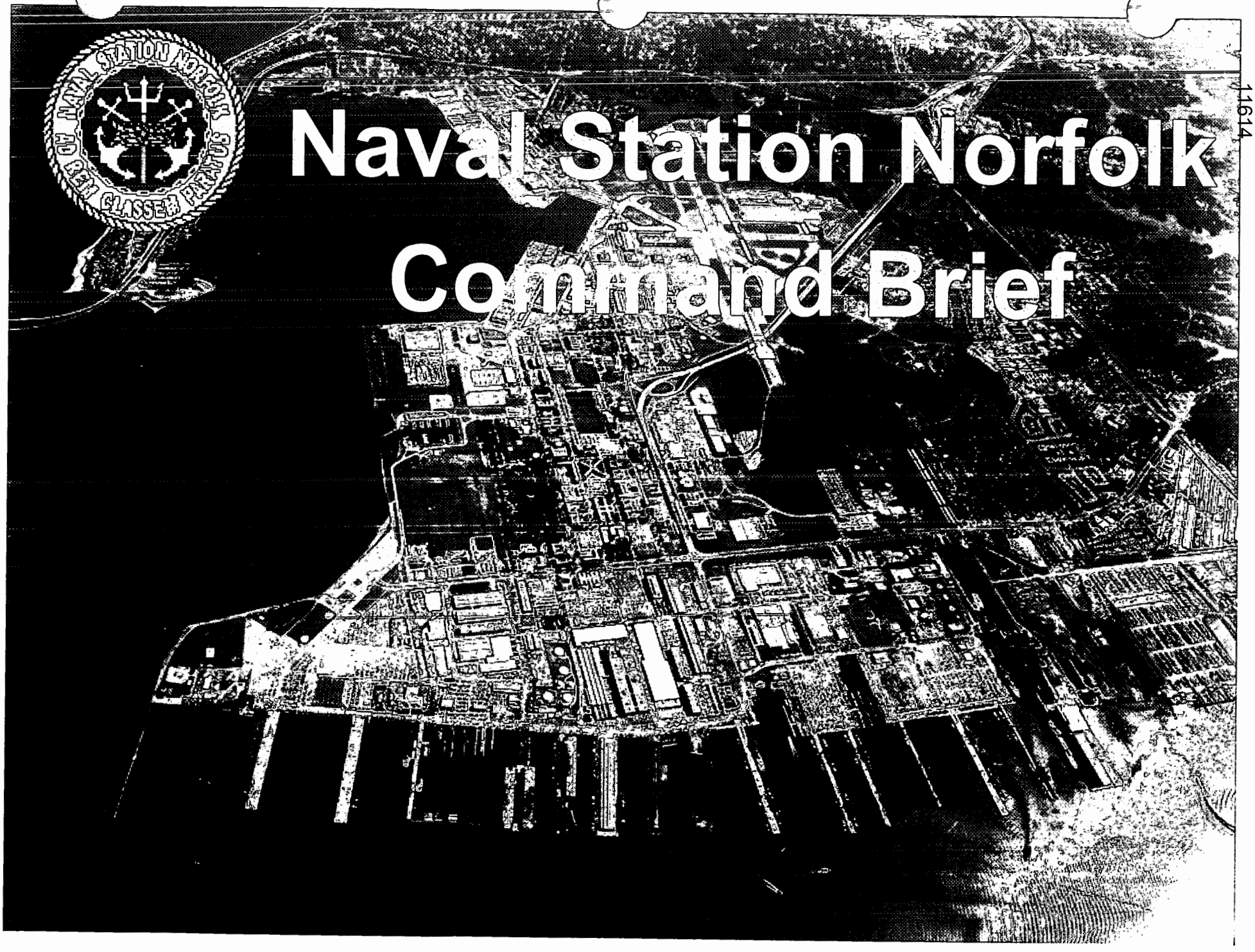
COMMANDER, DESTROYER SQUADRON TWENTY EIGHT (COMDESRON 28)

COMMANDER, HELICOPTER TACTICAL WING ATLANTIC (COMHELTACWINGLANT)

COMMANDER, SUBMARINE SQUADRON SIX (COMSUBRON 6)

COMMANDER, SUBMARINE SQUADRON EIGHT (COMSUBRON 8)

Naval Station Norfolk Command Brief



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Brief Overview

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History and Overview

Mission Statement and Functions

Naval Station Norfolk Departments

Supporting Organization

History of Naval Station Norfolk

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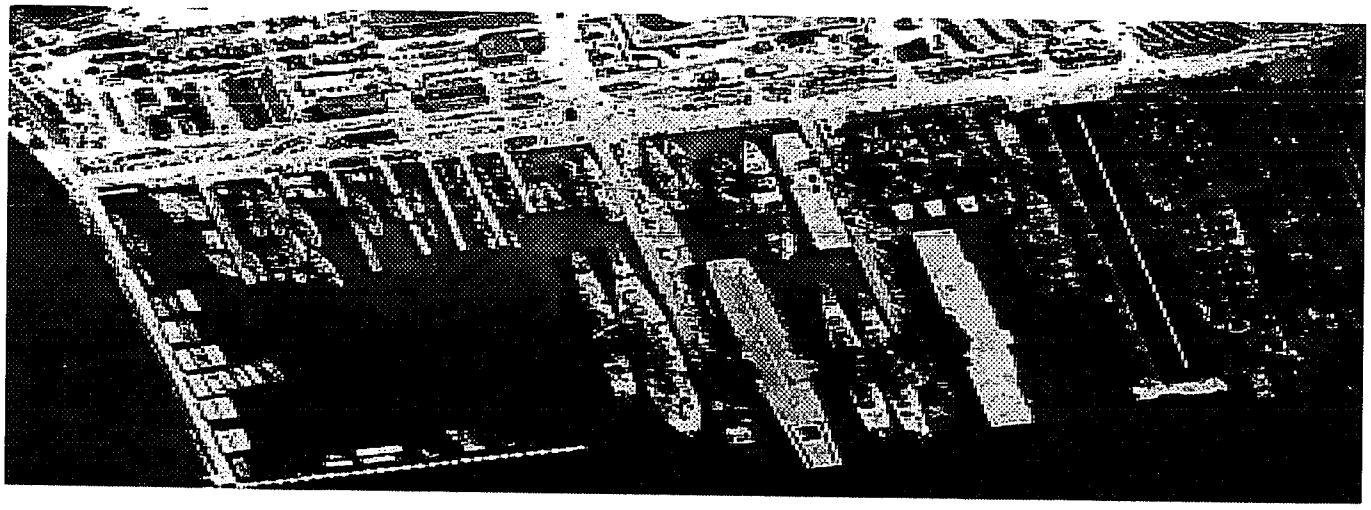
1907: Built on Site of Jamestown Tricentennial Exposition
1917: Airfield established at Naval Operating Base (NOB)
1918: Airfield becomes Naval Air Station (NAS)
1953: NOB renamed Naval Station Norfolk (NAVSTA)
1999: Airfield consolidated into Naval Station Norfolk



NOB during World War II

Mission Statement

Naval Station Norfolk supports the operational readiness of the U.S. Atlantic Fleet, provides facilities and services required by Tenant commands to accomplish their missions, and strives to improve the quality of service and quality of life of military personnel and their families. We are committed to safety, security, integrity, and continuous improvement in the quality and efficiency of our services.

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Major Functions

Port Operations support for the US Atlantic Fleet
Air Operations support for Naval Air Forces Atlantic
- Chambers Field (8,400 x 200 ft)
- 16 aircraft squadrons
- Air Mobility Command

Logistics
- Defense Distribution Depot Norfolk
- Fleet Industrial Supply Command
- Atlantic Ordnance Command

Maintenance and Repair
- Mid-Atlantic Region Maintenance Center
- Aircraft Intermediate Maintenance Department
- Supervisor Shipbuilding, Norfolk Naval Shipyard

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Major Functions

Training
- Center for Learning Excellence
- Afloat Training Group Atlantic
- Submarine Training Facility
- Aircraft training squadrons (x 4)

Communications
- Naval Computer and Telecommunications Area Master Station Atlantic
- Navy and Marine Corps Intranet Global Network Operations Center

Major Functions

Personnel Support to the Fleet

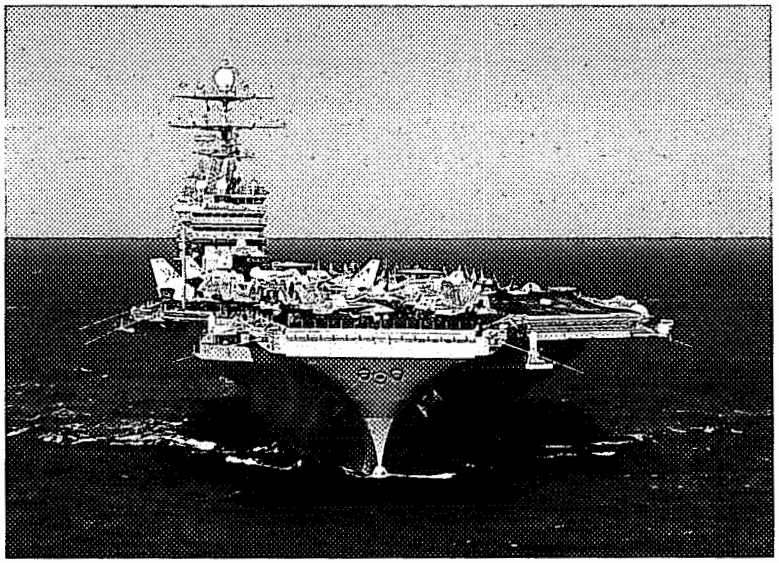
- Transient Personnel Unit
- Fleet and Family Support Center
- Branch Medical Clinic
- Branch Dental Clinic
- Navy Exchange
- Defense Commissary Agency
- Morale, Welfare, and Recreation

Mission Support

Largest supported population of any Naval facility in the world, home to 71 Ships and 13 afloat staffs

- 5 Aircraft Carriers
- 10 Military Sealift Command ships
- 12 Submarines
- 11 Amphibious landing/ transport ships
- 31 Surface Combatants
- 1 Auxiliary Ship

16 Air Squadrons w/134 Aircraft



Mission Support

- 125 Tenant Commands Ashore
- 54,000 Military afloat and ashore
- 11,000 Government Civilians

Infrastructure

11614

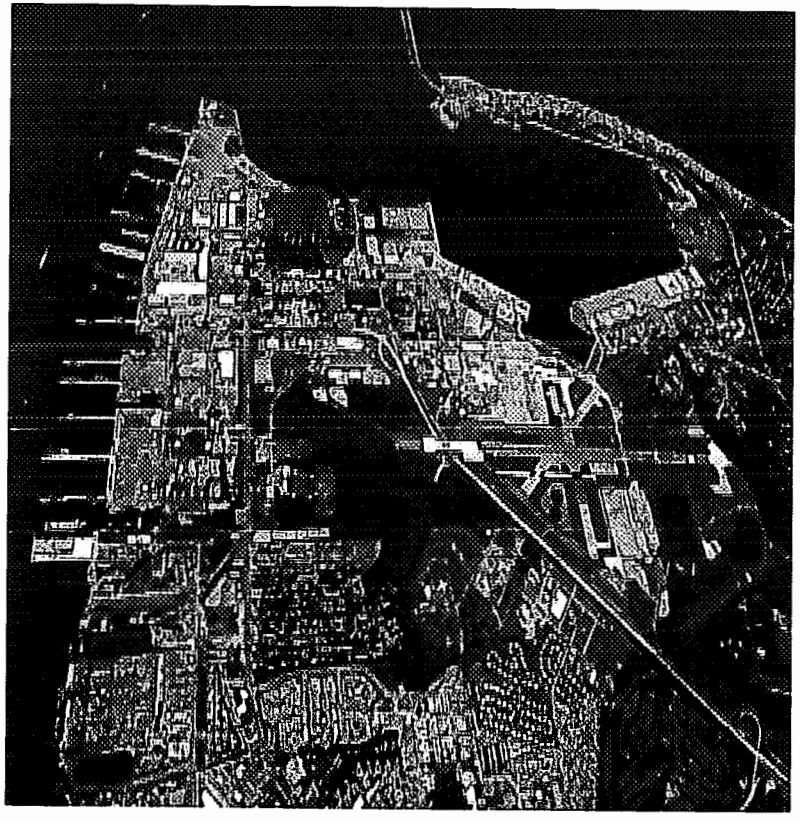
4,030 acres, 603 significant facilities
13 Piers

- 3 new double deck piers
- 1 double deck pier being built
- 9 old single deck piers

Chambers Airfield with 8,369 ft runway

- 10 Aircraft Hangers

Capital plant value $5.8 billion



Naval Station Staff

Total Military Onboard	411	
– Full Duty	281	
– Medical Limited Duty	76	(avg)
– Pregnancy Tour	52	(avg)
– Humanitarian Assignment	2	(avg)
Total Civilian Personnel	57	

Above numbers include:

- All Port Operations Personnel throughout the Mid-Atlantic Region

Additionally, approximately 2000 military and 3700 civilians provide direct support to Naval Station Norfolk as reporting departments.

Regionalization Map

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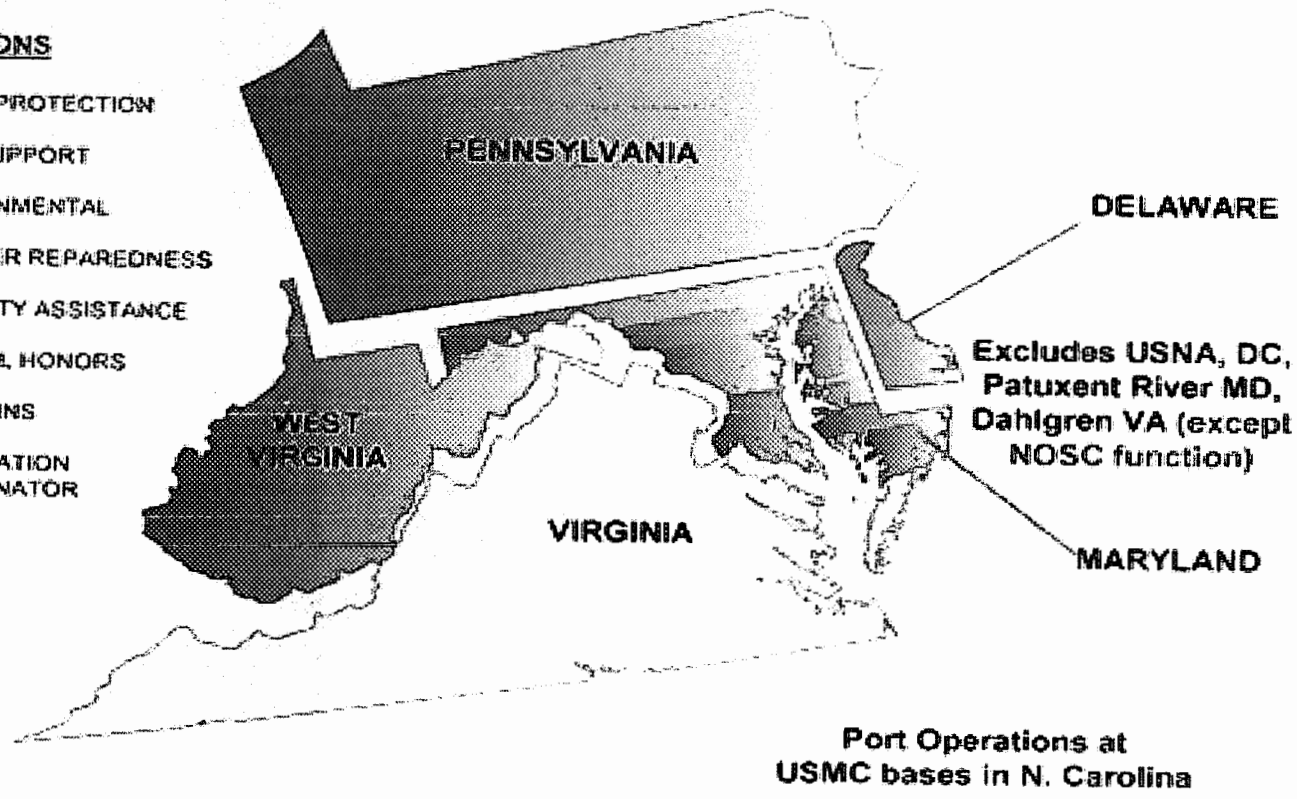
Commander Navy Region Mid-Atlantic

FUNCTIONS

- FORCE PROTECTION
- BASE SUPPORT
- ENVIRONMENTAL
- DISASTER REPAREDNESS
- CASUALTY ASSISTANCE
- FUNERAL HONORS
- CHAPLAINS
- MOBILIZATION COORDINATOR



Naval Station Departments

- Administration
  - Career Counselor
- Business Office
- Command Chaplain
- Navy Exchange
- Legal
- Regional Port Operations
- Public Affairs
- Special Operations
  - Disaster Preparations

Administration

Provides professional and technical advice to the Commanding Officer and its staff in the administration and resource management of Naval Station Norfolk

Major Programs:

- Manpower/Personnel
- Civilian Personnel Liaison
- Directives
- Color Guard
- Limited Duty Personnel
- DAPA/SAVI/FAP
- Security Manager
- EEO/Training
- Career Counselor Office

Business Office

Staff: 1 Civilian, 1 Military Officer

Co-chairman of CNI sponsored Port Operations Integrated Product Team (IPT)

BRAC Data calls

Command Budget development and coordination

Command Resource Management

Executes all technology-related innovations, ex. Port Operations Management System (POMS) Activity Based Costing/ Management (ABC/M) and Balanced Scorecard (BSC)

Interface with state and local governments, business community, other federal agencies.

Development and execution of strategic sourcing initiatives

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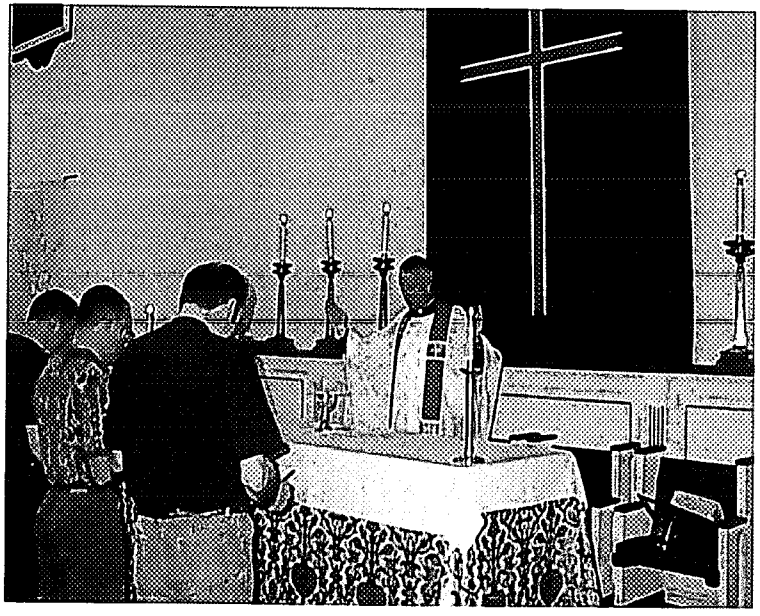
Command Chaplain

Staff: 7 Chaplains, 7 Enlisted, 1 Civilian

650 worship services conducted annually in 4 chapels
- Catholic, Protestant, Muslim, Jewish

52,700 annual attendance

2,750 service members and family members counseled annually



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Navy Exchange

11614

World's 2nd Largest at 189,000 Square Feet.

2004 Sales

- Direct $116M
- – Concession $20M

750 NAF Personnel employed

Navy Lodge

- – $5.3M annual revenue
- – 294 rooms…largest in the Navy

Legal

Staff: 1 JAG, 1 LDO, 37 enlisted, 5 Civilians

Responsibilities:

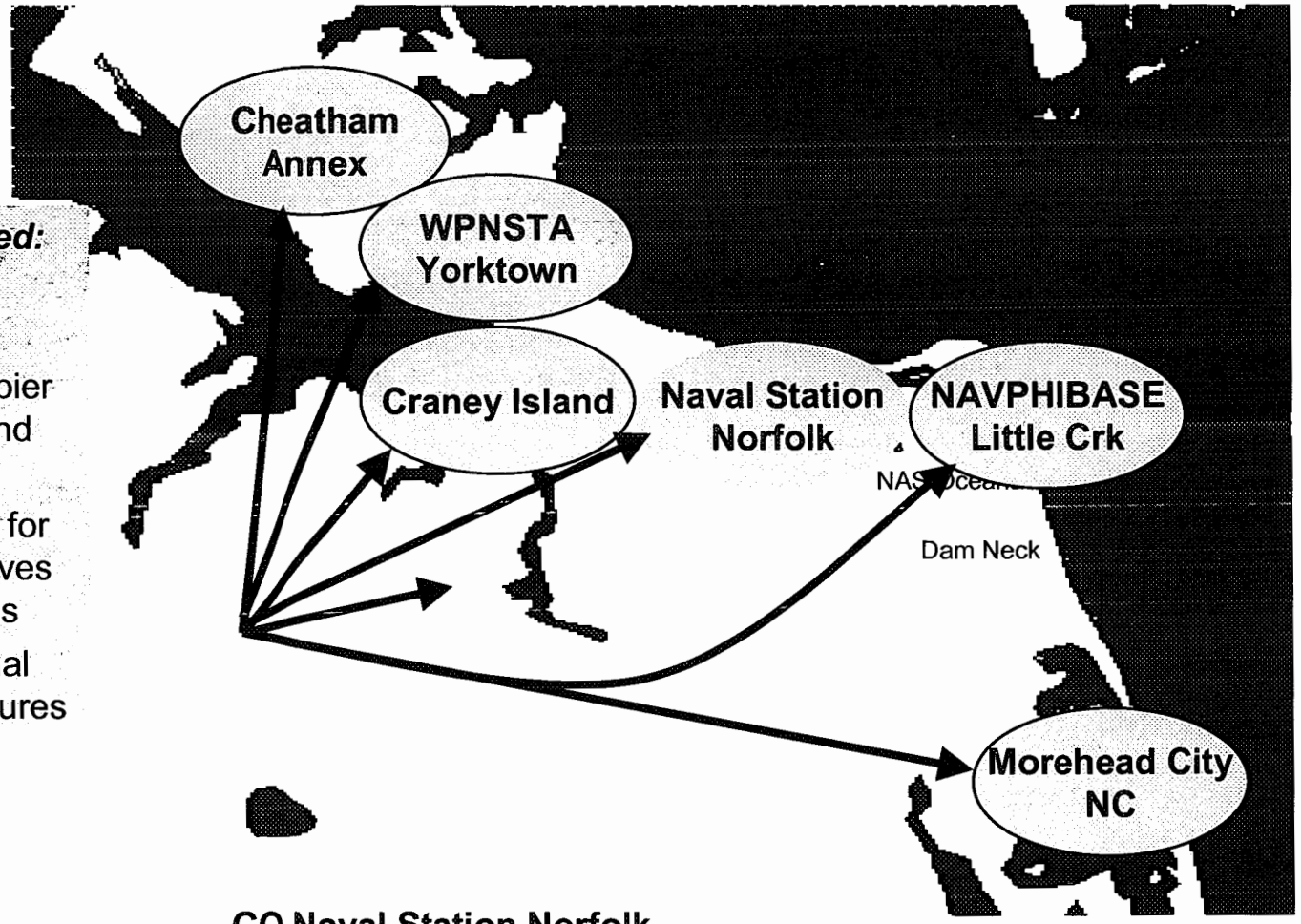
- Administrative Separations, Criminal Investigations, Commanding Officer's NJP, Courts-Martial
- Federal Court Liaison
- Master at Arms Force
- Restricted Barracks
- Good Order & Discipline
- Urinalysis Program

11614

Regional Port Operations

Benefits Achieved:

- Floating assets shared regionally
- Single regional pier recapitalization and repair plan
- Single manager for all Navy ship moves and berthing plans
- Standard regional LOGREQ procedures



CO Naval Station Norfolk
Designated Port Operations
Program Manager 11/98

Regional Port Operations

11614

8 Officers, 252 enlisted, 39 Civilians

CO Naval Station Norfolk is responsible for all harbor operations throughout the Mid-Atlantic region

- Magnetic Silencing Facility
- Deperming Station

Capacity (annually):

– Homeported Ships Supported	99
– Ship Movements (includes berth shifts)	3,059
– Berth Days	22,322
– Tons of Ammunition handled	3,575
– Gallons of Fuel Transferred	35,380,515

Public Affairs

Staff: 4 Civilian, 2 Enlisted, 15 Enlisted (LIMDU/TAD)

Function:

- Media, Community Relations
- Internal Relations
- Flagship Newspaper
- NAVSTA Web Site
- Protocol
- Naval Tour and Information Center
  - Visitors Annually: 45,000

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Special Operations

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Disaster Preparedness Program

- Destructive Weather (Hurricane/Winter Storm)
- Radiological emergency planning and response
- CBRNE attack planning and response support
- Environmental response (serious spills/releases)
- Plan for emergencies and disasters
- Open operations Communication Center (OFCOM)
- Coordinate response from tenant commands

Repatriation Program

- Process American citizens back into the U.S. following their evacuation from overseas.

Supporting Organizations

- Aviation Intermediate Maintenance Detachment
- Air Operations
- Bachelor Housing
- Branch Medical Clinic
- Branch Dental Clinic
- Family Housing
- Family Advocacy
- Fire and Emergency Services
- Fleet & Family Support Center
- Galley
- Morale Welfare and Recreation
- Naval Commissary
- Naval Construction Battalion Unit 411
- Naval Air Terminal Norfolk

Supporting Organizations

Navy College Office

Personnel Support Activity

Program Manager for Information Technology

Regional Supply Office

Sewells Point Ordnance

Sewells Point Police Precinct

Sewells Point Public Works Officer

Sewells Point Safety

Transient Personnel Unit

11614

Aircraft Intermediate Maintenance

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Staff: 9 Officers, 650 Military, 1 civilian

AIMD Norfolk provides intermediate level maintenance support to 16 tenant squadrons consisting of 14 Type/Model/Series aircraft, and support to CV/CVNs and L-class ships and other shore sites

Production: 35,000 component repairs annually and over 70,000 maintenance actions yearly

Currently occupies space in 14 facilities, however underway MILCON project consolidates all into one Ground Support Equipment/Bldg SP-356 to be completed by end FY2005

Air Operations

Supports 16 homeported squadrons with 134 aircraft
- 22 squadrons with 200 aircraft by FY-10

Naval Air Station Oceana DET Norfolk Staff
- 8 Officers, 236 Enlisted, 37 Civilians

Traffic (per Month)
- 8,000 fixed wing arrivals/departures
- 2,000 rotary wing arrivals/departures
- 300 Distinguished Visitor movements

Air Mobility Command/Navy Air Terminal
- Process over 9K passengers and 9.2 million pounds of cargo per month

11614

Bachelor Housing

A Total of 26 buildings available

Transient spaces

- 10 bldgs/1277 beds

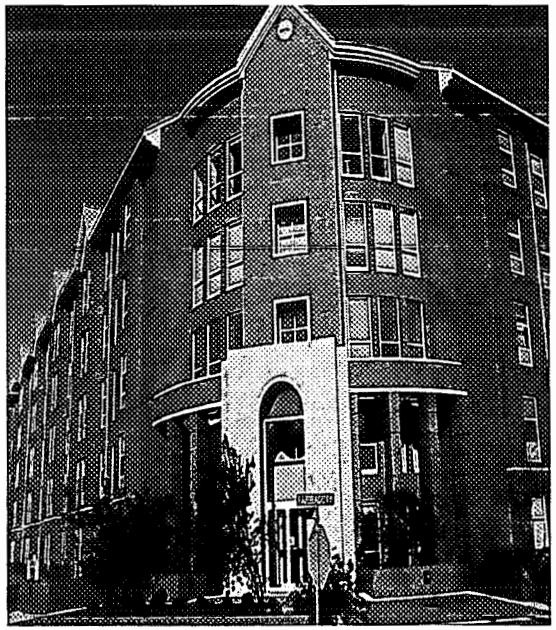
Permanent Party spaces

- 16 bldgs/3649 beds

Currently only 32% of BEH rooms meet DoD 1+1 standards

Bachelor Housing Staff

- Military 233, Civil Service 11, NAF 125



Branch Medical Clinic

Staff: 27 Officers; 116 Enlisted (HM); 65 Government employees

Capacity: 11,500 monthly primary care patients and 3,250 monthly specially care patients

Facility:

- 66,000 sqft existing, additional 57,000 sqft complete FY2005
- Ambulance service

Most medical specialty services available including

- OB, Immunization, Physical Therapy, Occupational Health, Optometry, Preventative Medicine, Radiology, Pharmacy

11614

Branch Dental Clinic

Staff: 57 Dentists; 22 Hygienists; 154 Assistants

Capacity: 6500 treatment appointments monthly

Facility:

- 110 treatment spaces
- Area Dental Laboratory
- Dental Repair Center
- 5 Mobile Dental units

All dental specialty services available

Family Housing

Assets on Base
- 50 Officer Townhouses
- 22 Enlisted Apartments/Townhouses
- 35 F&GOQ and Senior Officer Quarters

Assets off Base
- 378 Enlisted Apartments – Willoughby Housing

Referral Services
- Provided by the Housing Welcome Center, Hampton Blvd

Family Advocacy Program

US Navy's Largest Family Advocacy Program
- Assessment & Clinical Treatment
- 24/7 Victim Advocacy Counseling
- Case Management/Coordination Services
- Child Counseling
- New Parent Support

Staff
- 22 Clinicians, 7 Admin/Clerical, 4 Victim Advocates

Norfolk Statistics:
-- 300 Child Abuse Cases
-- 1, 424 FAP Intakes
-- 20% I & R
-- 55% of Cases Substantiated

Fire and Emergency Services

4 Fire Stations, 109 Firefighters

Emergency calls and standbys

- 13,430 annually

Family Housing Inspections

- 1,529 annually

Facility Fire Prevention Inspections

- 3,285 annually

Fleet & Family Support Center

What is Unique

- Navy's Largest FFSC
- 5 separate locations
- 24 Hour Information and Referral
- Deployment Focused Programming

Customer Base: 60,000

Over 401,000 contacts in FY04

Galley

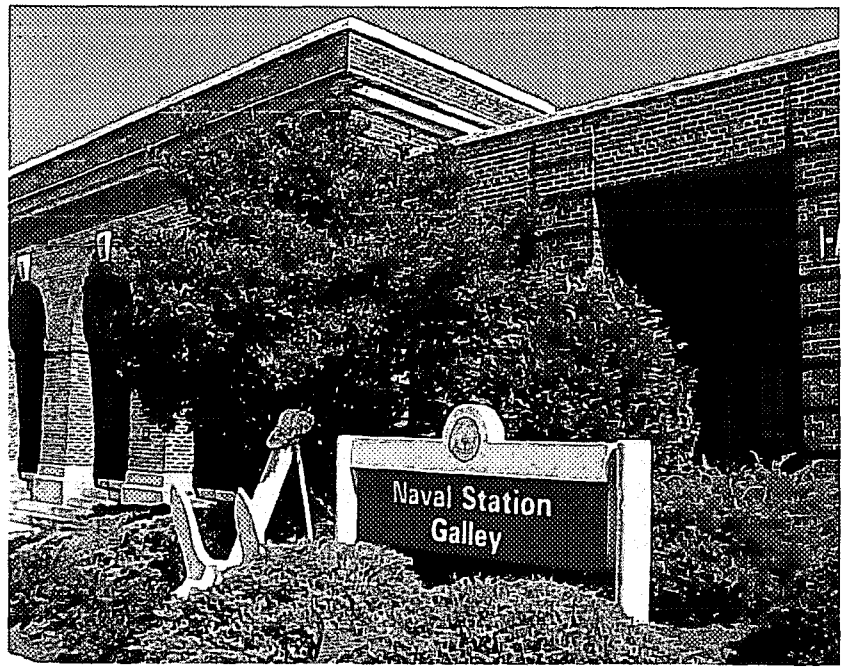
Staff: 41 military, 34 contract support employees

1,300 meals per weekday

465,00 meals annually

Supports all Naval Station staff, ships with galleys closed, and official visitors

Major renovation complete by end FY2005



Morale, Welfare & Recreation

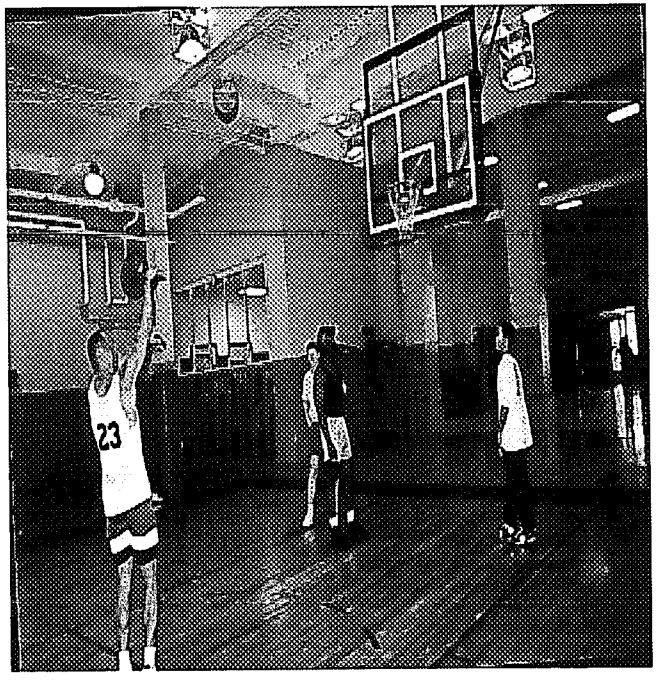
Staff: 47 Appropriated Fund and 538 Non-Appropriated Fund employees

Capacity: 8,000 patrons daily

Facilities: 25 bldgs

- Gymnasiums
- Pools (recreational and training)
- Clubs
  - Officer (Breezy Point)
  - CPO (Anchor Station)
  - New enlisted club approx FY2008
- 11 Ball fields, 23 Courts

Budget: $19.5 million



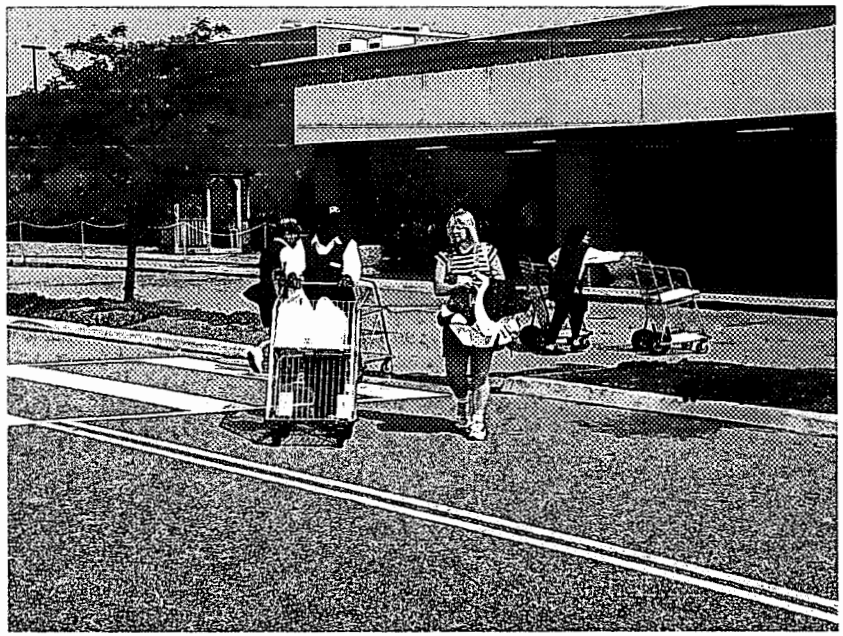
Defense Commissary

Staff: 52 full time and 39 part time civilians (APF)

Tenant command under Defense Commissary Agency

Product transactions (monthly):

- Gross $3.3M
- Service 62,000 customers



Construction Batt Maint Unit 202

11614

Staff: Platoon Detachment
Wartime Mission: Fleet
Hospital Support

Peacetime Mission: Provide
Disaster Recovery & Construction
Support on board Naval Station Norfolk

Direct Labor: 3,250 Man Days

Projects Value: $400,000

Cost Avoidance: $1,137,500

Air Terminal Norfolk

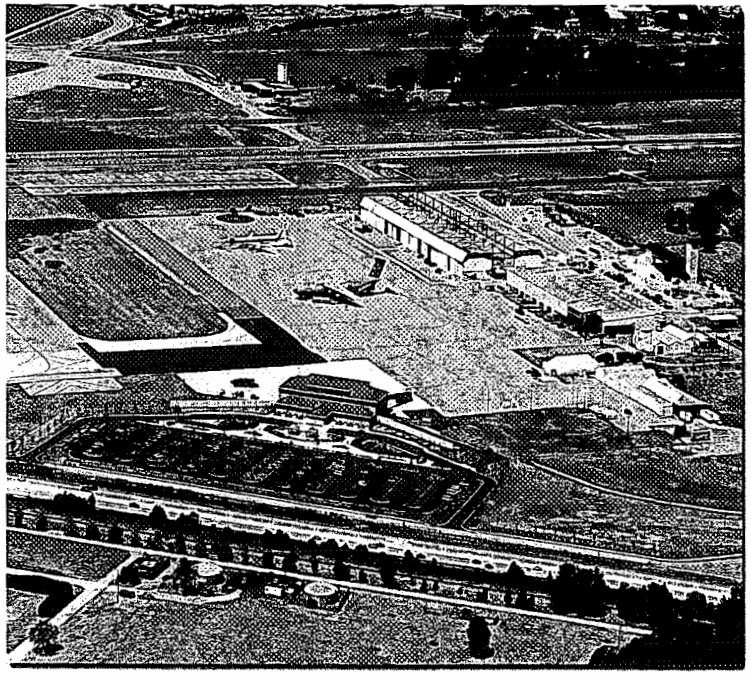
Staff: 189 Civilians, 24 Contractors, 8 Military

Capacity (per month):

- 9,500 Passengers
- 2,800 tons of cargo/mail
- 420 Aircraft

Facilities:

- 7 Buildings (203K Sqft.)
- 203 Pieces of Military Heavy Equipment/Vehicles

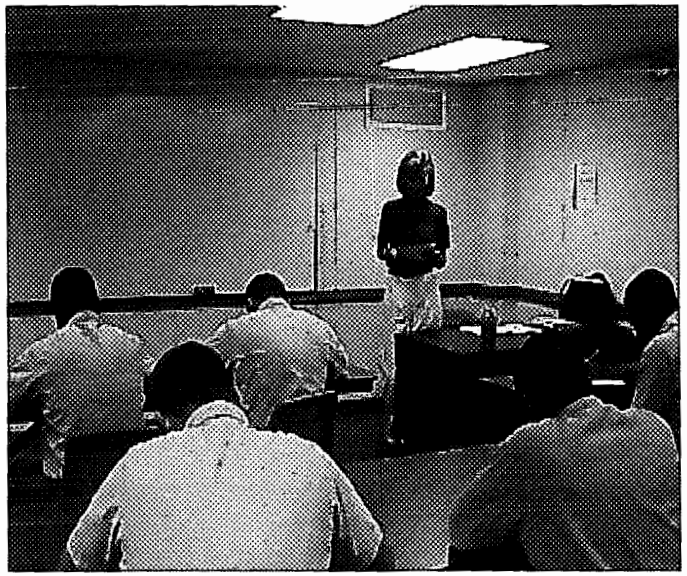


Navy College Office

Staff: 12 civilian, 13 contractor

Capacity (FY2004):

- 1,166 courses held at Naval Station Norfolk
- 668 courses delivered onboard ships
- 13,585 enrollees
- Distributes $7.8 M in tuition assistance dollars annually
- 10,183 DANTES/CLEP exams administered



Personnel Support Activity

Staff: 68 Military, 60 Civilians

Provide administrative customer service support for:

- 10,000 Active Duty Military
- 8,800 Transient Students
- 950 Mobilized Reservists
- 1,770 Demobilizing Reservists

Supports Personnel Attached to

225 Command UIC's

5/24/2005

11614

Information Technology

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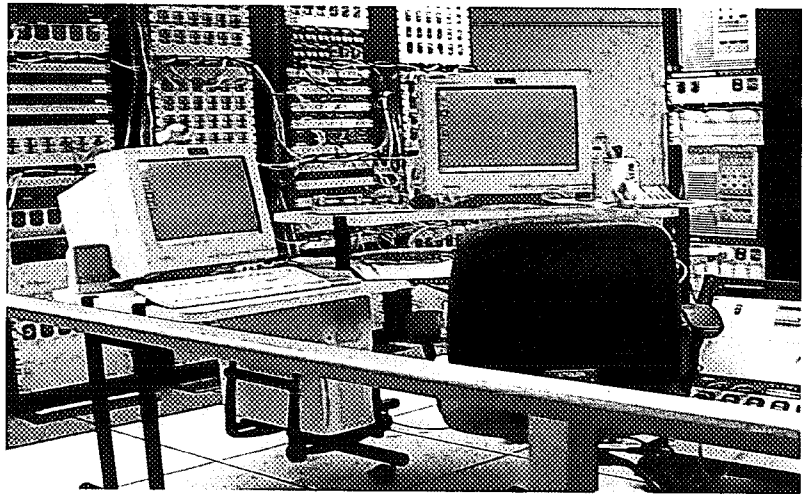
Program Director Staff: 6 Civilians, 3 Military

Provides voice, video and data services to Mid-Atlantic Region, including Naval Station Norfolk and all her tenant commands

Manage provision of Navy and Marine Corps Intranet services for 1,152 seats

Provide government liaison for NMCI services and legacy network support



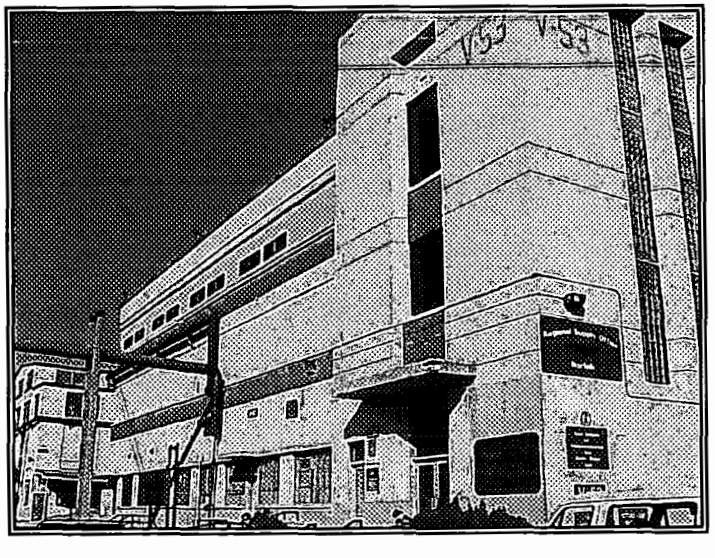
5/24/2005

Regional Supply Office

Staff: 4 officers, 35 enlisted, 38 civilians

Full retail supply and related material support service for all Naval Station Norfolk departments

Operate customer service, retail supply, fuel, logistic transportation, procurement, and minor plant property



Sewells Point Ordnance

11614

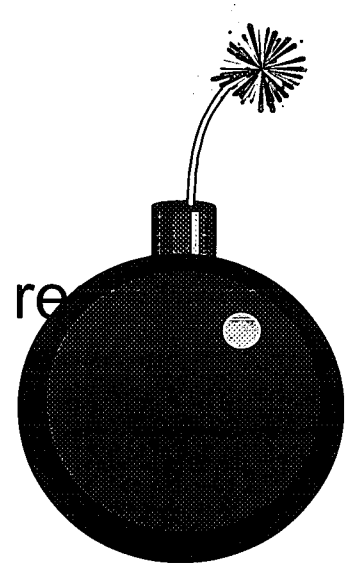
Staff: 6 officers, 105 enlisted, 17 civilians

Provide ammunition receipt, issue, transshipment, and stowage

Provide secure stowage for 2,000
small arms weapons in two armories

Process annually:

- 8,000 tons of arms, ammunition and explosives throughout the Mid-Atlantic re
- 2,150 explosive laden vehicles
- 200 air shipments / AMC flights



Sewells Point Police Precinct

11614

Staff: 200 civilians (152 police officers), 435 Auxiliary security force (military) billets on-board.

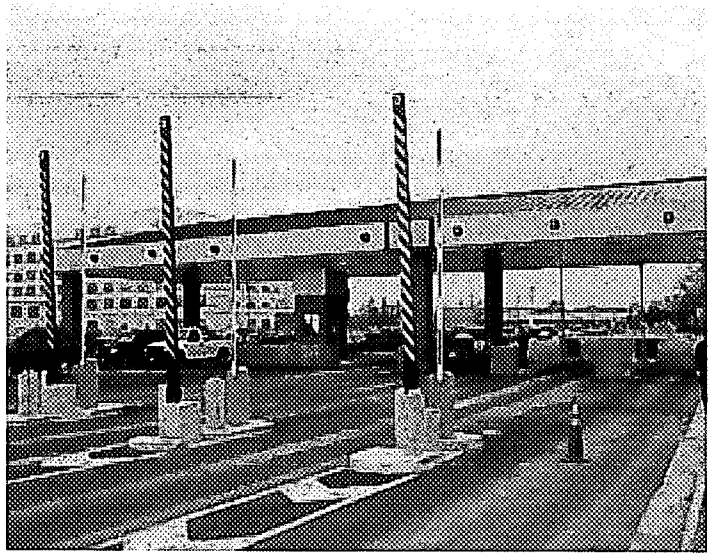
Provides all aspects of base security

Perimeter security - nine entry gates

Waterfront security & harbor patrol

Criminal investigations, MWD patrol, narcotic and explosive detection

Issue warrants, protective orders, etc.



5/24/2005

Public Works

The Public Works Officer (PWO) serves as Naval Station Norfolk's direct representative to the Commanding Officer for:

- Maintenance
- Repair
- Design
- Construction

The PWO also acts as Officer In Charge of construction advisor to all tenant commands located on Naval Station Norfolk

Sewells Point Safety

Staff: 16 Safety professionals

Manage 32 NAVOSH Programs/Elements

Explosive Safety Program Management

- Provide safety observers for all waterfront explosive loading evolutions

Provide safety training for managers and supervisors

- Students trained annually: 9,880
- Conduct over 750 safety inspections annually

Provide Gas Free services for Maritime, Shore, and Aviation commands

Traffic Safety Program

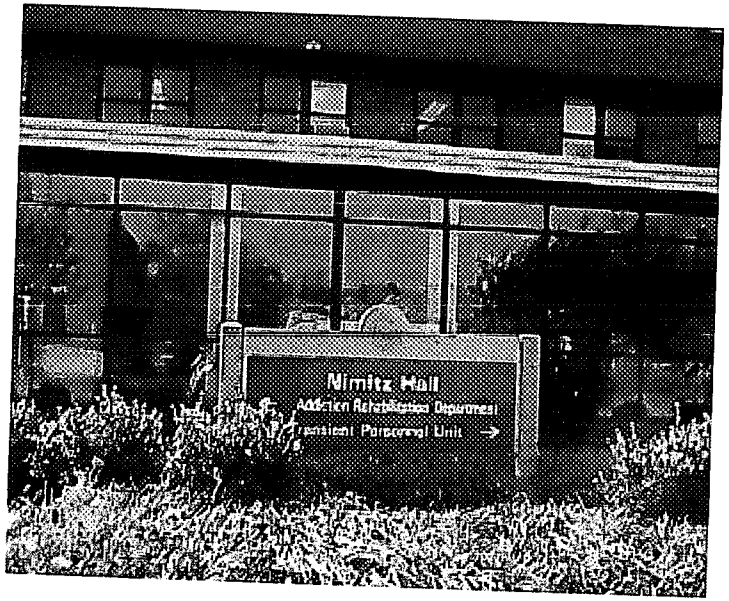
11614

Transient Personnel Unit

Subordinate Command
- Direct reporter to Naval Station Norfolk

Staff: 3 Officer, 2 Civilian, 94 Enlisted

Processes transient personnel through administrative separations, awaiting transfer, awaiting disciplinary hearings and medical pipelines for deployed and overseas commands



Transient throughput in FY04: 8377

2004 CNRMA Environmental Stewardship Award

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COMMANDER NAVY REGION MID-ATLANTIC

BRAC COMMISSION VISIT
24 May 2005

CNRMA Mission and Vision

OUR MISSION:

Support operating forces by promoting readiness through the efficient operation of shore installations and effective force protection and quality support to operational forces.

VISION:

Our vision is an operationally ready, secure shore infrastructure. We will develop streamlined shore installation management organizations committed to quality of life for our military members and civilian staffs, quality of service for our customers, and quality of community developed through extensive interaction and involvement with the community. All of this will be attained within a safe working environment.

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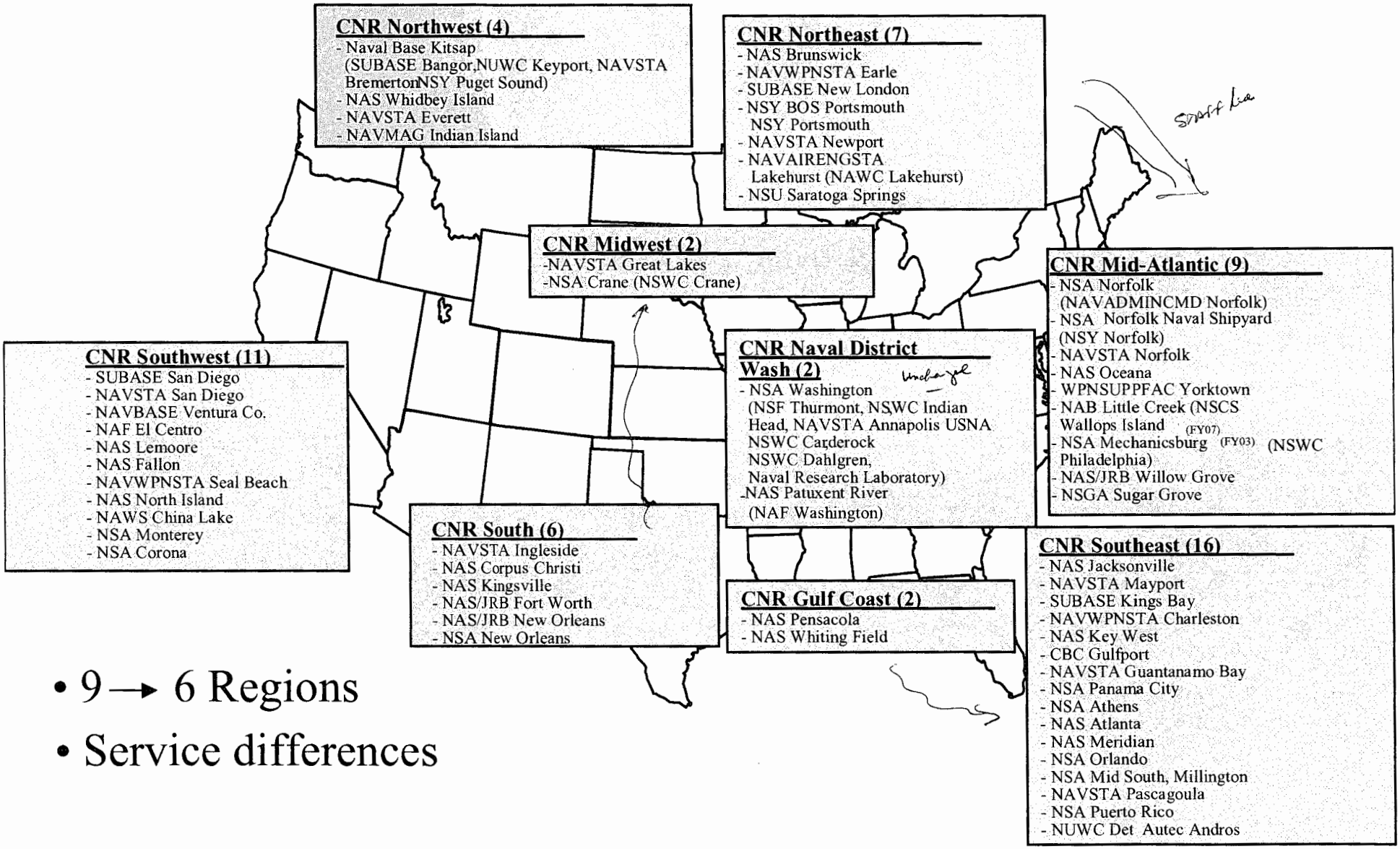
Navy Shore Installations
CONUS Navy Regions
March 2005

9 to 6

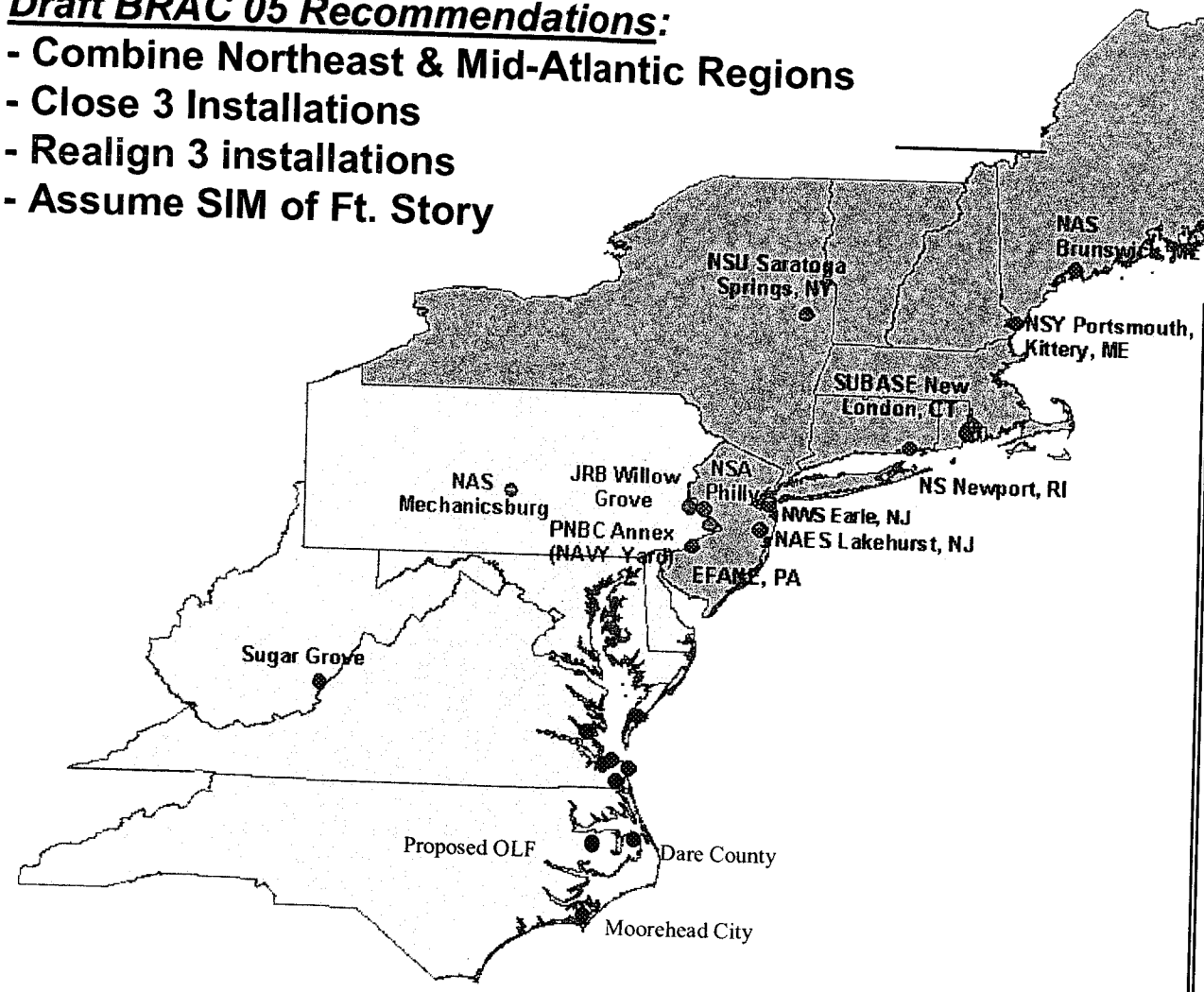


- 9 → 6 Regions
- Service differences

Navy Region Mid-Atlantic and Northeast

Draft BRAC 05 Recommendations:

- Combine Northeast & Mid-Atlantic Regions
- Close 3 Installations
- Realign 3 installations
- Assume SIM of Ft. Story



CNR Mid-Atlantic

NSA Norfolk
NSA Norfolk Naval Shipyard
NAVSTA Norfolk
NAS Oceana
NAVWEPSTA Yorktown
NAB Little Creek,
NSCSC Wallops Island, Ft. Story
NSA Mechanicsburg
NAS/JRB Willow Grove *(Close)*
NSGA Sugar Grove

CNR Northeast

NAS Brunswick *(Realign)*
NAVWPNSTA Earle
SUBASE New London *(Close)*
NSY Portsmouth *(Close)*
NAVSTA Newport *(Realign)*
NAVAIRENGSTA Lakehurst *(Realign)*
NSU Saratoga Springs

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MID-ATLANTIC BRAC RECOMMENDED ACTIONS

Hampton Roads Cumulative Impact

	Gains	Losses
Naval Station Norfolk	2807	
Norfolk Naval Shipyard	2306	
Naval Support Activity Norfolk	788	
Naval Amphibase L Creek	37	
Naval Air Station Oceana		60
Naval Medical Center Portsmouth		461
Naval Weapons Station Yorktown		179

Total Navy Impact in Hampton Roads 4968

"Small Bldg in Seven" (Adm T)

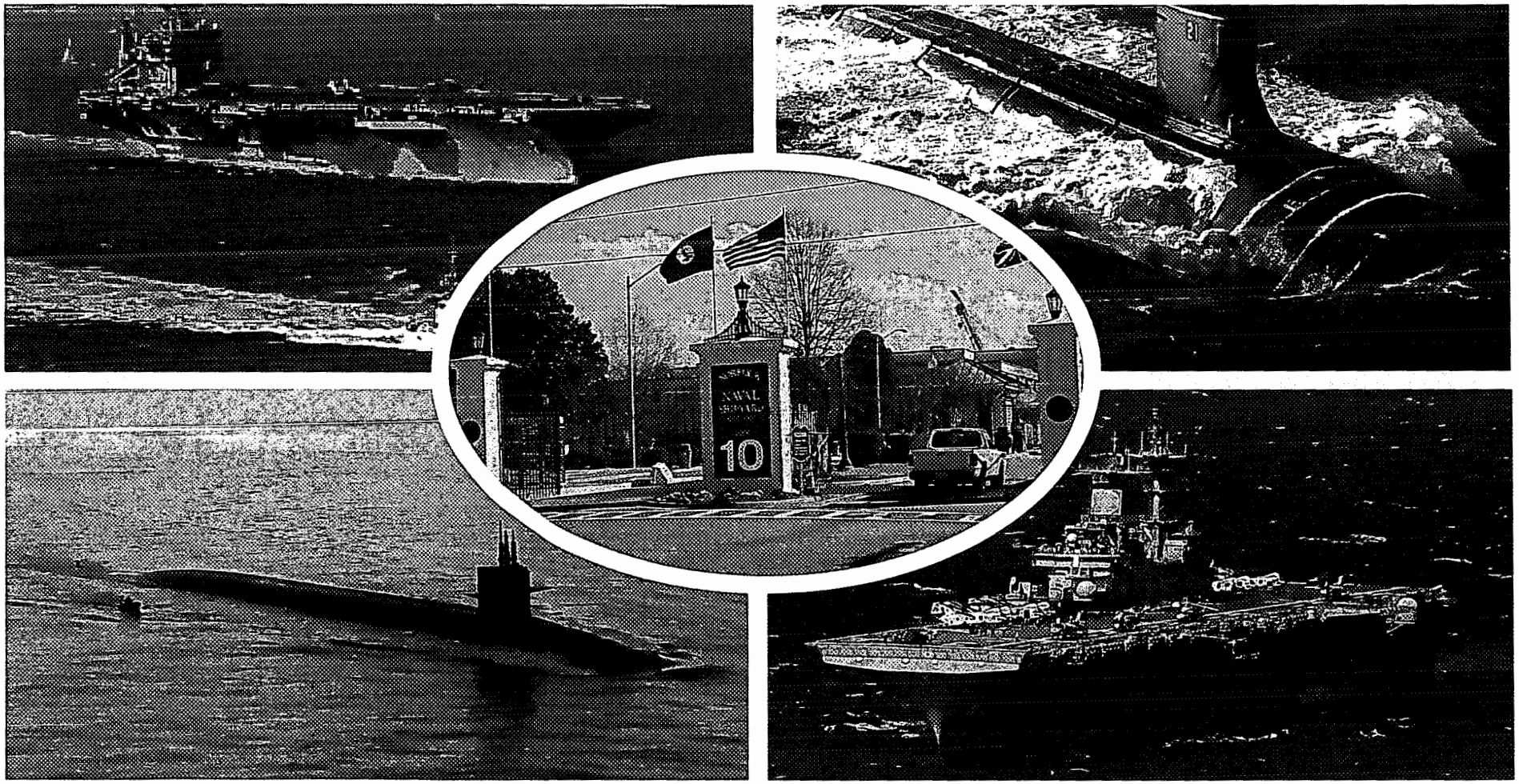
Way Ahead

- Process
  - 6 months, good data
  - Fleet and Region lockstep
- Existing Infrastructure
  - Large support infrastructure
  - Training ranges, open water/airspace
- Execution

11614

WELCOME TO NORFOLK NAVAL SHIPYARD

Presentation for BRAC Commission
Chairman, Anthony J. Principi
&
General Lloyd "Fig" Newton, USAF RET
24 May 2005



NAVSEA
NAVAL SEA SYSTEMS COMMAND
Norfolk Naval Shipyard
Any Ship, Any Time, Any Where

DISCUSSION TOPICS

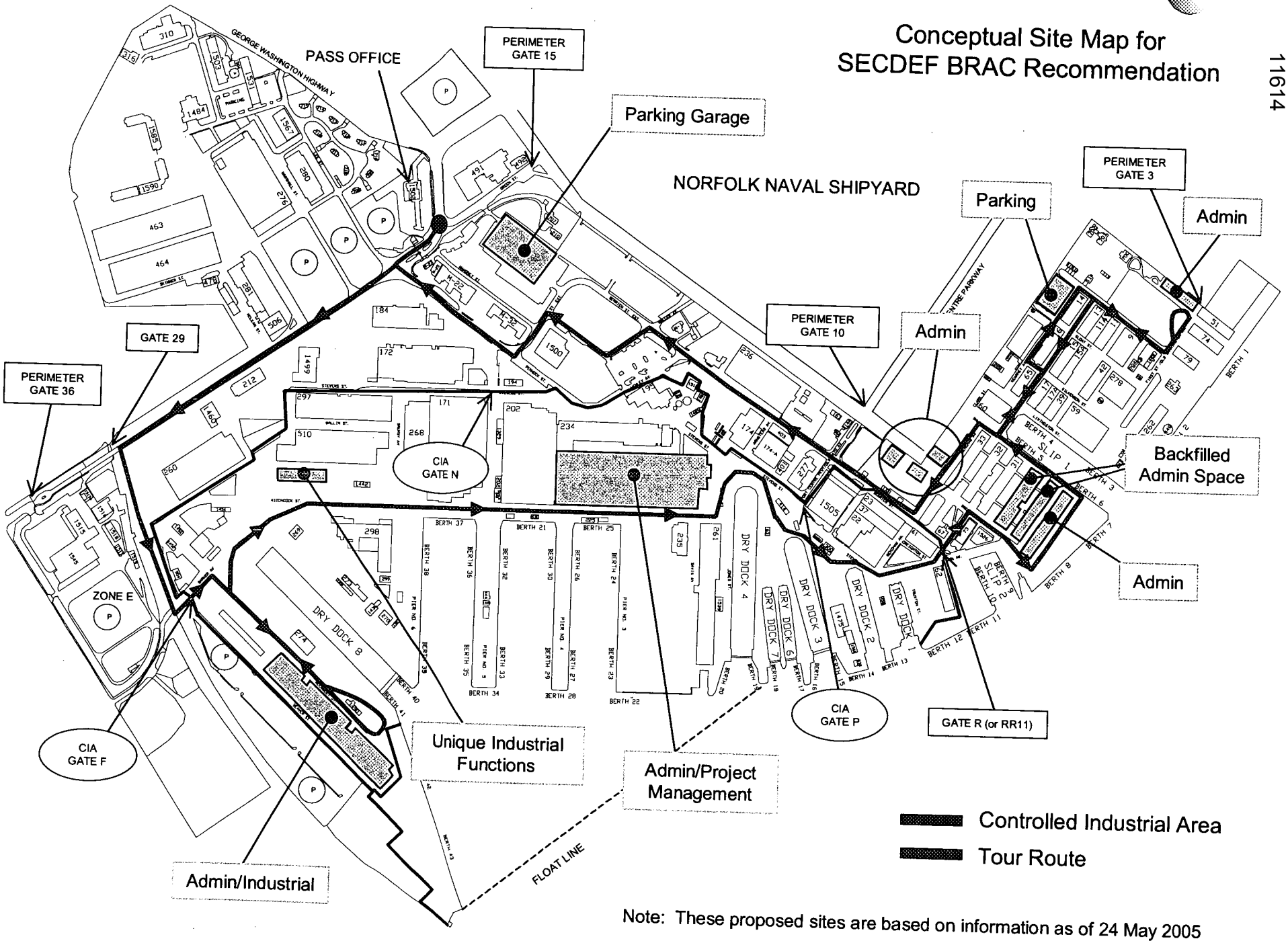
- WINDSHIELD TOUR
- SHIPYARD OVERVIEW
- ORGANIZATION & WORKLOAD
- EFFICIENT USE OF RESOURCES
- PERFORMANCE
- ROAD AHEAD

NAVSEA
NAVAL SEA SYSTEMS COMMAND
Norfolk Naval Shipyard
Any Ship, Any Time, Any Where

NNSY GAINING ACTIONS IN SECDEF RECOMMENDATION

SECDEF Recommendation	BRAC Action	Impact Military	Impact Civili
Close Portsmouth Naval Shipyard	Relocate the ship depot repair function to NNSY, PHNSY&IMF and PSNS&IMF. Relocate SUBMEPP to NNSY		
Realign SIMA Norfolk to NNSY	Relocate the Intermediate Ship Maintenance Function to NNSY		
Close Naval Submarine Base New London, CT	Relocate the Intermediate submarine repair function ot SIMA Norfolk and Kings Bay GA		
Realign Naval Philadelphia Bussiness Center, PA	Relocate NAVSHIPSO det to NNSY		
Close Naval Facilities Engineering Field Activity Northeast leased space in Lester, PA	Relocate Navy Crane Center, Lester PA to NNSY		
Realign Naval Station Annapolis, MD	Relocate NAVPESO det to NNSY		
Total		177	1774

Conceptual Site Map for SECDEF BRAC Recommendation



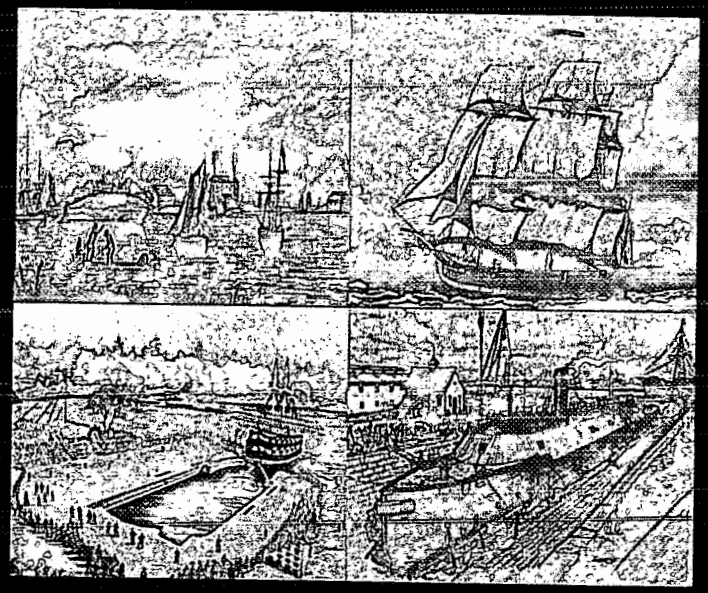
Note: These proposed sites are based on information as of 24 May 2005

NAVSEA
NAVAL SEA SYSTEMS COMMAND
Norfolk Naval Shipyard
Any Ship, Any Time, Any Where

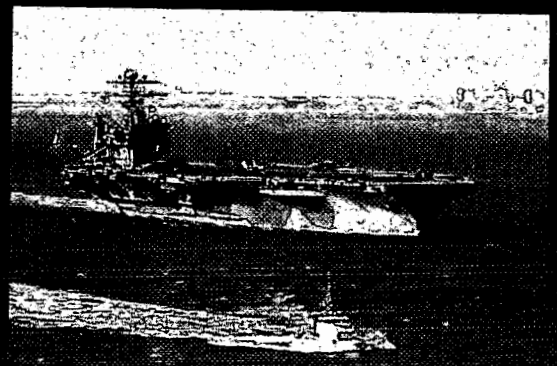
SHIPYARD OVERVIEW

MISSION

"To Maintain, Modernize, and Provide Emergency Repair of Naval Ships as Directed...."



From 1767 Supporting Today's Fleet



Ready for the Fleet of Tomorrow

Service to the Fleet

- *"Any Ship/Any Time/Any Where" Philosophy*
- *"Battle Damage" Repair*
- *Carrier & LHA/LHD Expanded Planning Yards*
- *Mock-ups and Training*
- *Ship Repair Facilities*
- *Intermediate & Depot Maintenance Integration*
- *Strike Free Workforce*
- *Apprentice Program*

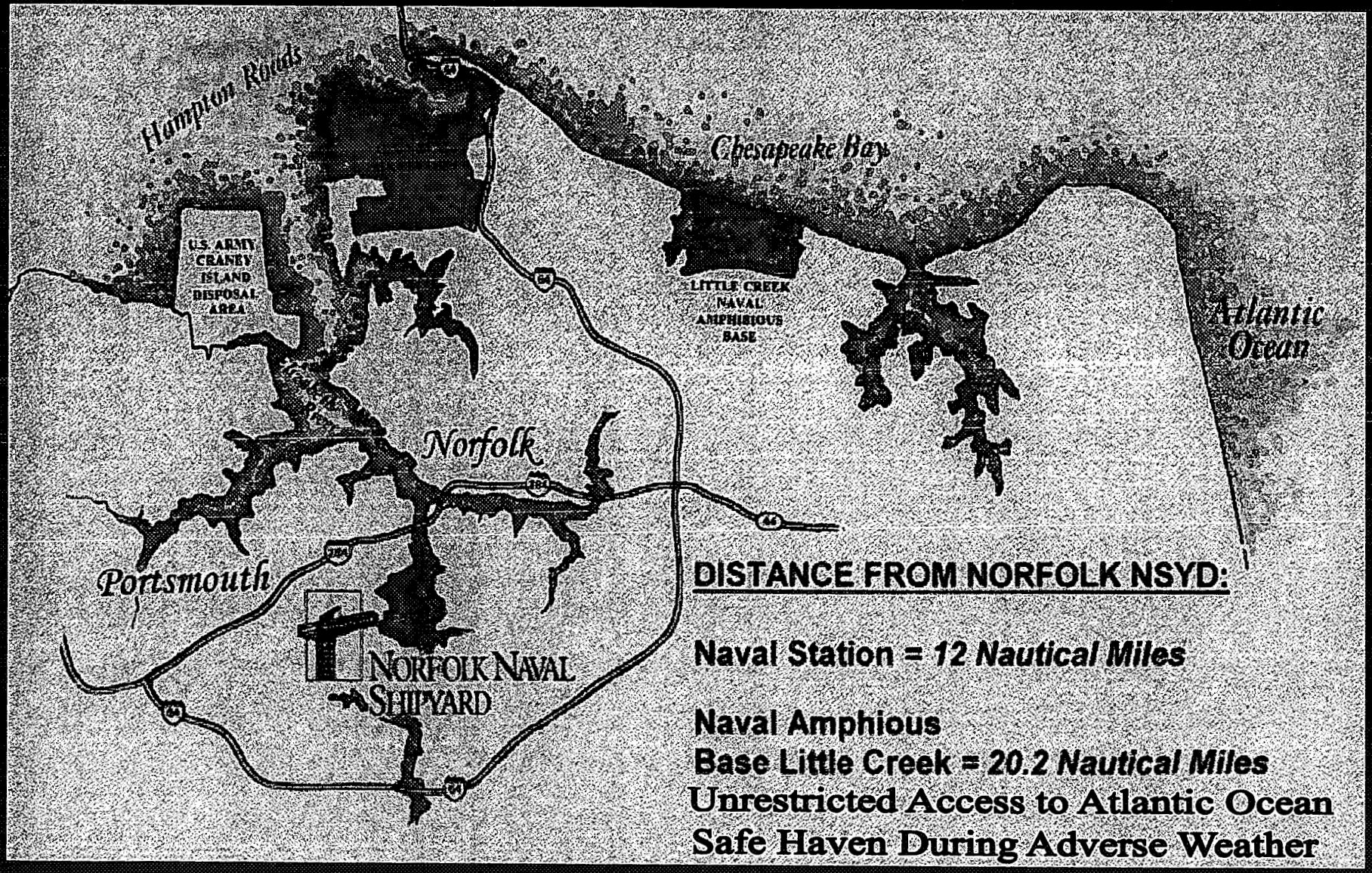
NAVSEA

NAVAL SEA SYSTEMS COMMAND

Norfolk Naval Shipyard

Any Ship, Any Time, Any Where

PROXIMITY TO THE FLEET



DISTANCE FROM NORFOLK NSYD:

Naval Station = *12 Nautical Miles*

Naval Amphious Base Little Creek = *20.2 Nautical Miles*

Unrestricted Access to Atlantic Ocean

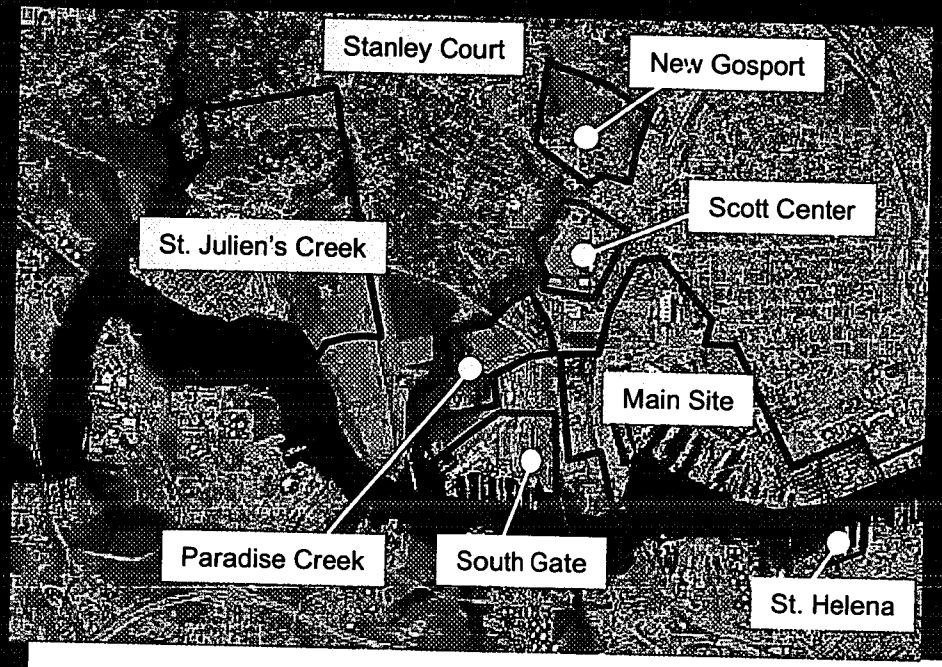
Safe Haven During Adverse Weather

11614

NAVSEA
NAVAL SEA SYSTEMS COMMAND
Norfolk Naval Shipyard
Any Ship, Any Time, Any Where

SHIPYARD OVERVIEW

DAILY ACTIVITY



10,000 TO 25,000 PEOPLE GO THROUGH OUR GATES DAILY

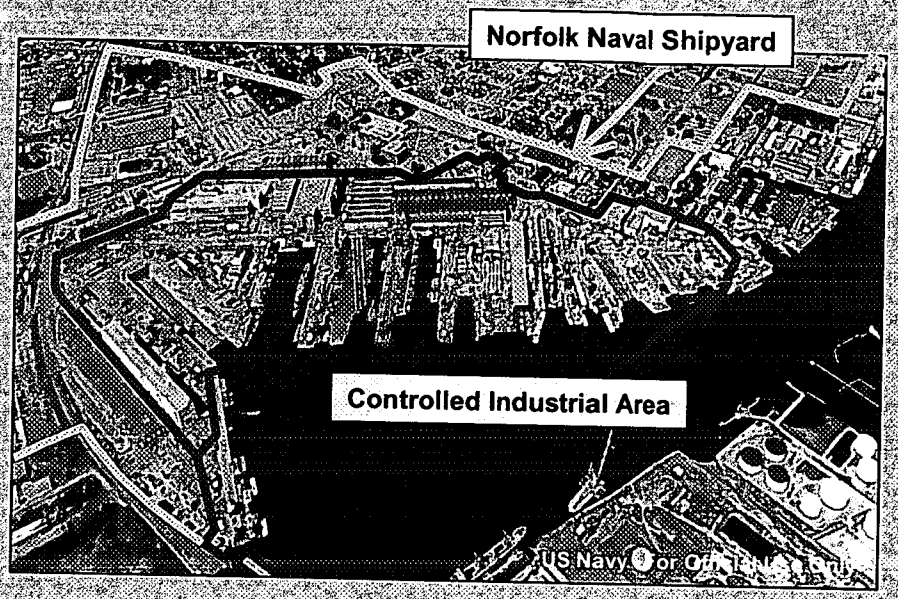
- Employees
- Military
- Ship's Force
- Tenants
- Retirees
- Contractors
- Visitors
- Vendors
- Suppliers

Norfolk Naval Shipyard

	ACRES	BLDG SF	REPLACEMENT VALUE
MAIN SITE	523	6,066,064	$1,672,082,770
ST JULIENS CREEK ANNEX	500	961,685	195,504,870
SCOTT CENTER	62	346,076	58,123,826
SOUTH GATE	63	135,600	32,185,998
ST HELENA NORFOLK	12	1,044	34,867,870
NEW GOSPORT/NNSY	57	7,330	5,812,845
STANLEY COURT/NNSY		16	161,566
PARADISE CRK DISPOSAL	91	---------	16,113,000
TOTAL	**1,324**	**7,679,365**	**$2,014,691,179**

11614

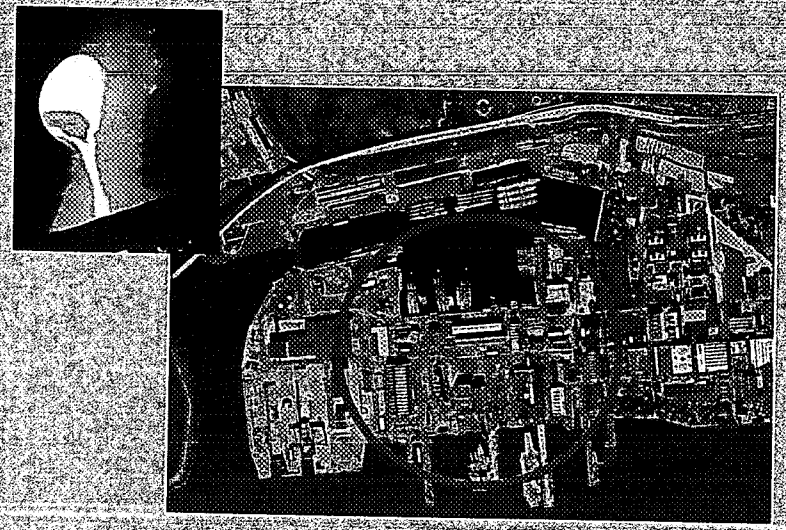
ON ANY GIVEN DAY 13,000 TO 15,000 PEOPLE GO THROUGH OUR GATES



- 523 Acres (179 acres within the CIA)
- Seven Dry Docks (5 certified)
- Five Major Piers/Wharves
- 10 Miles Railroad Trackage
- 4 Miles Ground Level Crane Trackage
- 6M SF Building Space
- $1.7B (Replacement Value)
- NWCF and O&M,N Funded Facilities
- 7,788 Civilian Personnel
- 46 Military Personnel
- 2,000 – 7,000 Ship's Force Personnel
- 500 – 4,000 Contractor Personnel
- 52 Berthing Officers and Chiefs
- 1,062 Berthing Enlisted Personnel

NNSY Detachment, Philadelphia
Naval Foundry and Propeller Center

NFPC foundry supports castings for all Naval Shipyards, Ship Intermediate Maintenance Activities (SIMA) and Industrial Maintenance Activities (IMA) both east and west coast. The Propeller Machining Facility provides the Navy with all submarine propellers as well as selected classes of surface ship propellers.



NAVSEA
NAVAL SEA SYSTEMS COMMAND
Norfolk Naval Shipyard
Any Ship, Any Time, Any Where

NNSY ORGANIZATIONAL CHART

SHIPYARD COMMANDER 100

- CHAPLAIN 100R
- COMMAND MASTER CHIEF 100C
- BRANCH MEDICAL CLINIC 100M
- BRANCH DENTAL CLINIC 100D
- LEGAL 107
- PROCESS IMPROVEMENT DEPARTMENT 100PI
- OCCUPATIONAL SAFETY, HEALTH AND ENVIRONMENT OFFICE 106
- ENGINEERING AND PLANNING DEPARTMENT 200
- SUPPLY DEPARTMENT 500
- LIFTING & HANDLING DEPARTMENT 700
- PRODUCTION RESOURCES DEPARTMENT 900
- BUSINESS AND STRATEGIC PLANNING OFFICE 1200
- RADIOLOGICAL CONTROL OFFICE 105
- QUALITY ASSURANCE OFFICE 130
- OPERATIONS DEPARTMENT - 300 NUCLEAR OPERATION - 300N
- COMPTROLLER DEPARTMENT 600
- BASE SUPPORT OFFICE 800
- EXECUTIVE SUPPORT STAFF 1100
- PHILADELPHIA DETACHMENT NATIONAL FOUNDRY & PROPELLAR CENTER 1400
- NUCLEAR ENGINEERING AND PLANNING DEPARTMENT 2300

Captain
Joseph F. Campbell

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SHIPYARD OVERVIEW

FLEET READINESS SUPPORT

FLEET RESPONSE PLAN SUPPORT

JIMMY CARTER	Dry Dock Services Post Sea Trials
VIRGINIA	Dry Dock Services Post Sea Trails
HARTFORD	Damage Repair
HURRICANE ISABEL	Safe-haven for 8 Ships
SEAWOLF	Emergent Docking (RBPs)
CONNECTICUT	Emergent Docking (SPM)
MT WHITNEY	Steam System Repairs
VELLA GULF	TACAN Repairs
IWO JIMA	Well Deck Repairs
SAIPAN	S/A 941K Repairs / Tank Level Indicators
ENTERPRISE	Main Engine Repairs
OKLAHOMA CITY	Emergent Sail Repairs
BATAAN	Feed Pump Repairs
STUMP	Various Pump Repairs
CARR	Various Pump Repairs
CARTER HALL	Combat System Grooming Repairs
ROOSEVELT	SSTG Repairs, Water Brake
TRUMAN	SSTG Repairs

SUPPORTING GWOT

BELLEAU WOOD
- Eng Assessment of Damage to EDG/Tanks

KEARSARGE
- Main Steam Valve Repairs
- ACFT Elevator Repairs

BON HOMME RICHARD
- Service Steam Valve Overhaul/Installation

SAIPAN
- Deck Edge Elevator Repairs Technical Assistance

TARAWA
- Force Draft Blower Repairs

THEODORE ROOSEVELT
- JP-5 Pipe Vibrations
- Troubleshooting Ship's Service Turbine Generator
- 02N2 Repair Technical Assistance

HARRY S TRUMAN
- Main Reduction Gear Lube Oil Leaks
- Repairs to NR 3 Service Lube Oil Pump

COLE
- Docking Assist
- Stabilized
- Structural Assessment

JOINTNESS
- US ARMY vehicle armoring up (Texas/Kuwait/Waterervliet Arsenal)

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TENANTS AT MAIN SITE AND ADJACENT ANNEXES

Total Population:

Civilians	1,534
Military	1,088

Tenants With Largest Population:

- Commander, Navy Region, Mid-Atlantic Storefronts
- Mid-Atlantic Regional Maintenance Center
- Naval Coastal Warfare Group Two (and subordinate commands)
- Naval Facilities Engineering Command, Mid-Atlantic
- Human Resources Service Center, East Region

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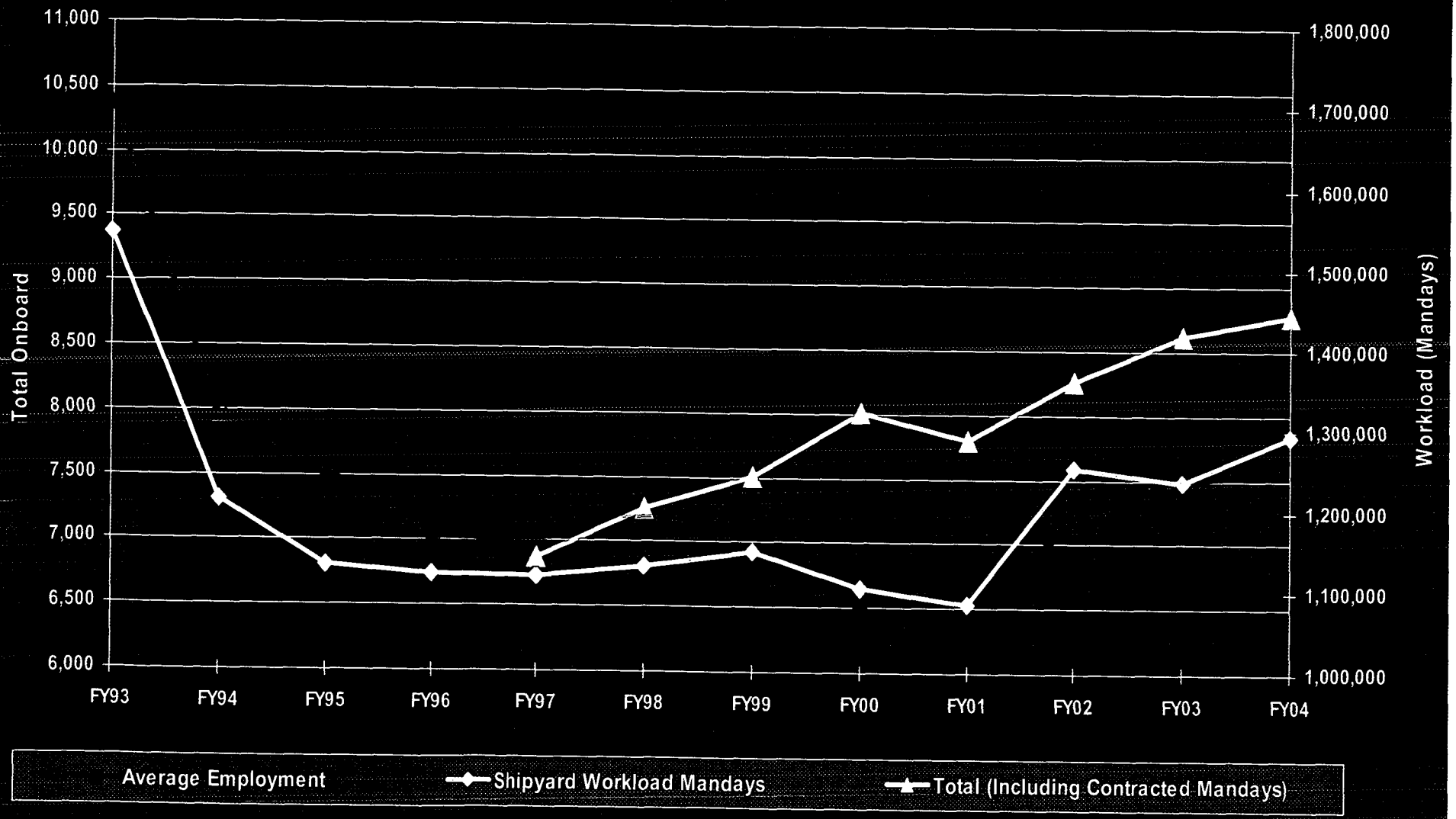
WORKLOAD AND MANNING LEVEL



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EFFICIENT USE OF RESOURCES

HUMAN CAPITAL STRATEGY

Establishment of a Human Capital Management Team to:

"To design an integrated strategy for Human Capital Management at NNSY"

Objectives:

- Create a Value Flow of Human Capital/Resources within NNSY's work flow
- Increase productivity through an integrated HR Management System
- Create ROI for people as well as the organization
- Validate/Identify Human Capital Metrics
- Validate alignment to existing NNSY Baldrige processes
- Integrate with Task Force Lean and NNSY Lean Deployment Plan to reshape the workforce
- Alignment to Task Force Total Force (TF2)

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EFFICIENT USE OF RESOURCES

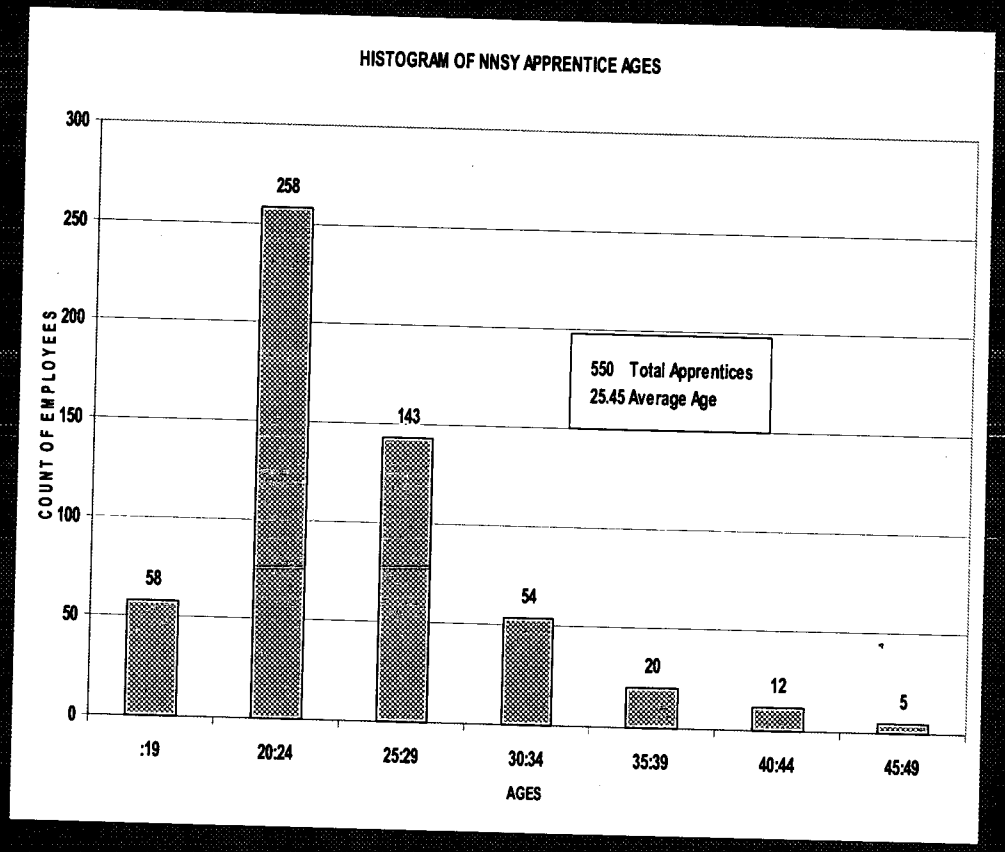
APPRENTICE PROGRAM

4 Year Program leading to Journeyman Certificate

- Reestablished at NNSY in Jan 96
- Academic Portion at TCC
- Trade Theory conducted at NNSY
- On-the-job Training at the worksite
- 276 have graduated since 1996

  FY00-16 FY01-71 FY02-40 FY03-57

  FY04-92
- 175 Apprentices hired each year
- 550 apprentices currently in program
- Average Apprentice age is 25.5 yrs
- FY05 Apprentice Funding 1M



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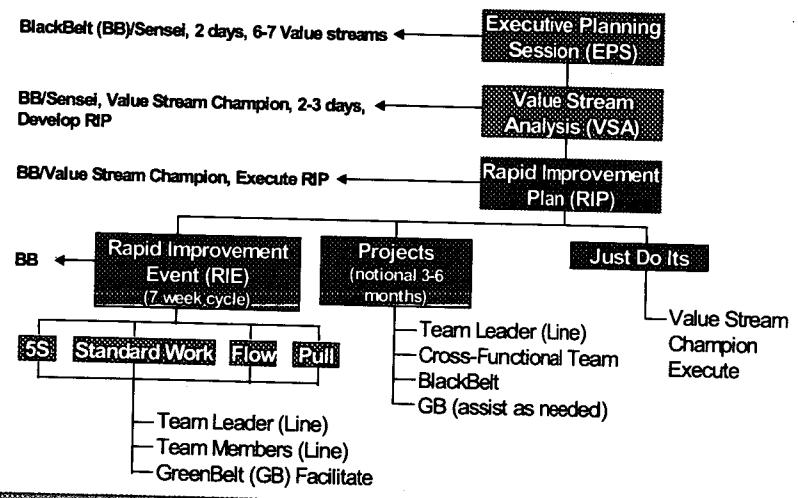
EFFICIENT USE OF RESOURCES

TASK FORCE LEAN IMPLEMENTATION

NAVSEA Process for Process Improvement

DEFINE → MEASURE → ANALYZE → IMPROVE → CONTROL

NNSY Process for Process Improvement

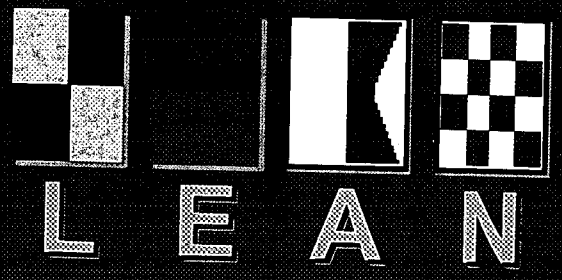


NNSY Plan

- ✓ Define Process
- ✓ Train Workforce

Lean Six-Sigma College

Courses	Activities
Black Belt Six weeks of instruction over six months	NAVSEA/PEOs
Green Belt Five days of instruction over 1 week	Naval Warfare Centers
Champion Three days of instruction	Naval Shipyards
	Fleet



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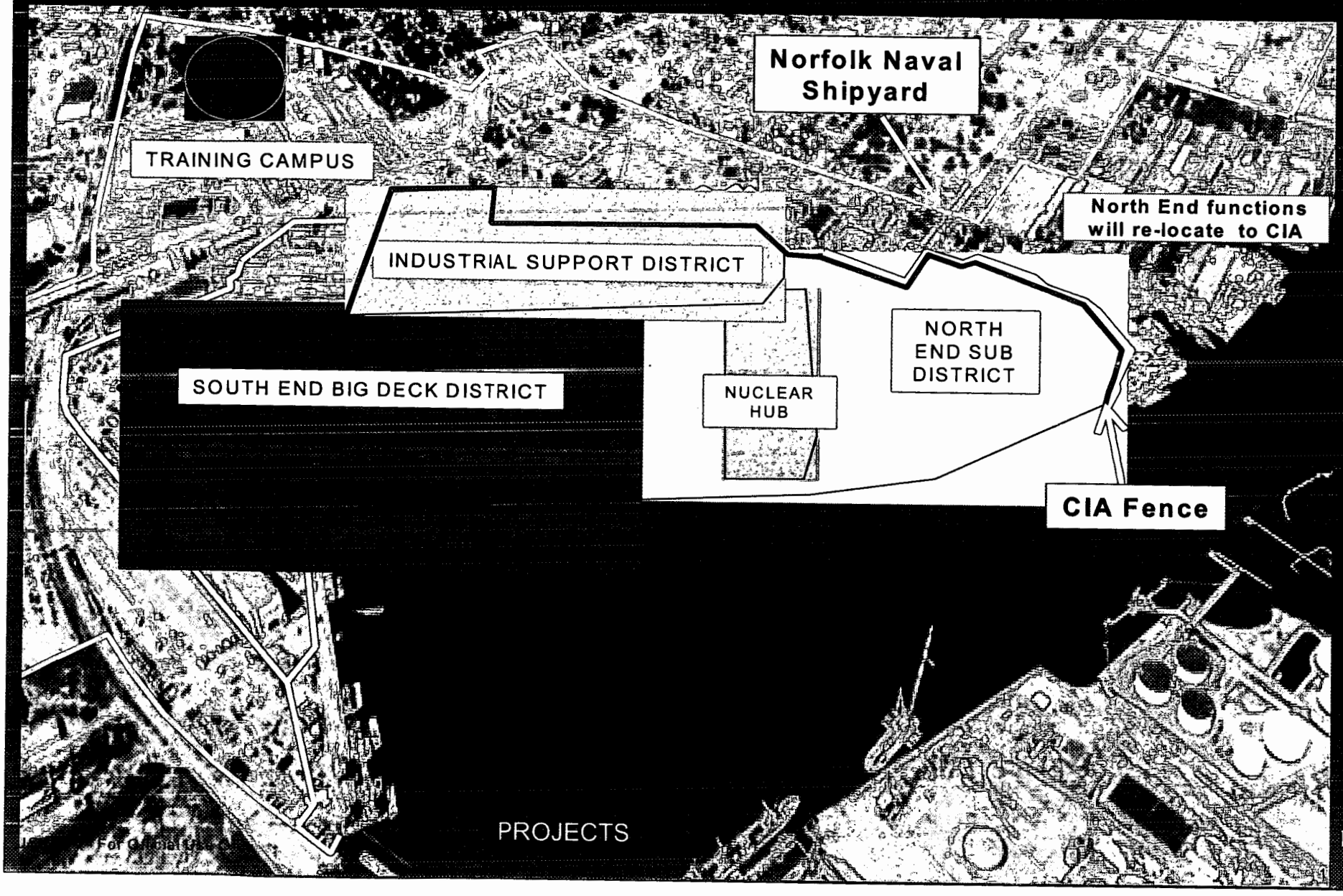
EFFICIENT USE OF RESOURCES

SHIPYARD 2030 VISION DEVELOPMENT APPROACH



PROJECTS

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NAVAL SEA SYSTEMS COMMAND
Norfolk Naval Shipyard
Any Ship, Any Time, Any Where

21ST CENTURY INFRASTRUCTURE AND OBJECTIVES

- Focus On Product Lines/Mission

  (3 CVNs, 1 LHA/LHD, 2 SSBNs, and 1 SSN)

- Integrate Vision Into Regional Shore Infrastructure Plans
- Improve Facility Infrastructure By:
  - Maximizing productivity - coordinating lean manufacturing efforts
  - Recapitalizing mission essential infrastructure
  - Allowing use of vacated and re-capitalized facilities for other military activities, e.g. **Naval Coastal Warfare Group Two**
  - Reducing footprint
- Maintain Ability to Respond to Emergent or Unique Tasking

NAVSEA

NAVAL SEA SYSTEMS COMMAND

Norfolk Naval Shipyard

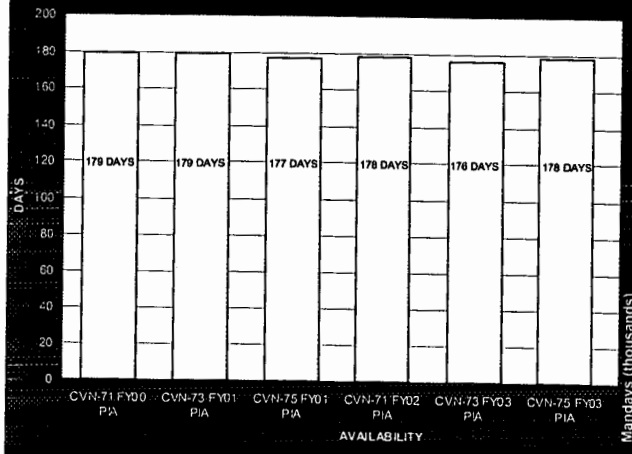
Any Ship, Any Time, Any Where

BUSINESS RESULTS

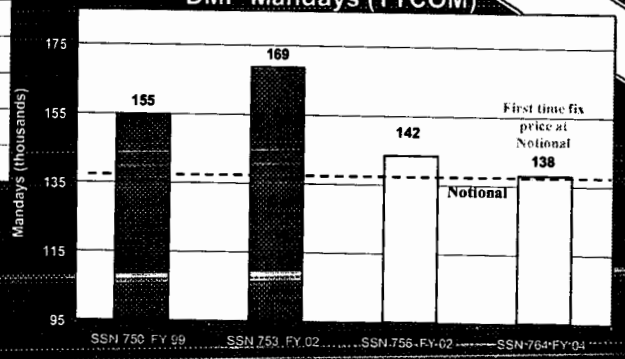
CNO AVAILABILITIES

Consistent Performance Across Multiple Product Lines

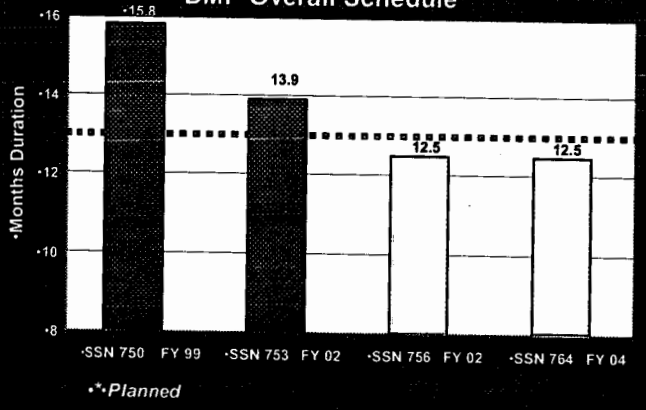
CVN Schedule Adherence



DMP Mandays (TYCOM)

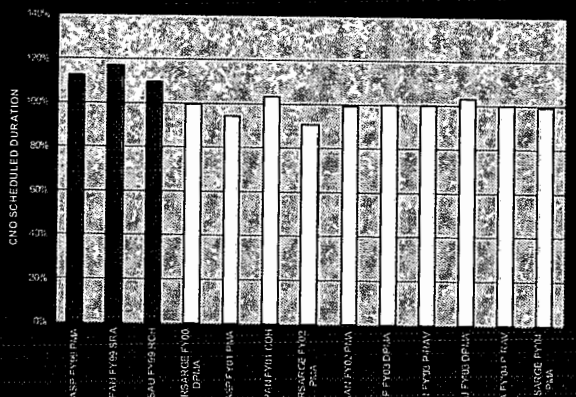


DMP Overall Schedule



Integrated Teams

L-Deck Schedule Adherence

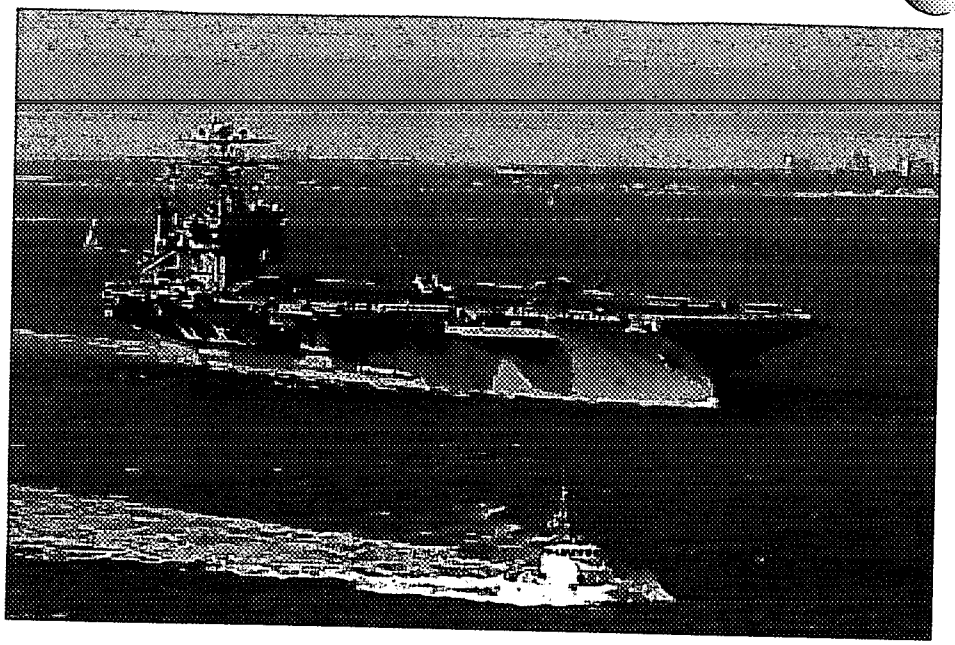


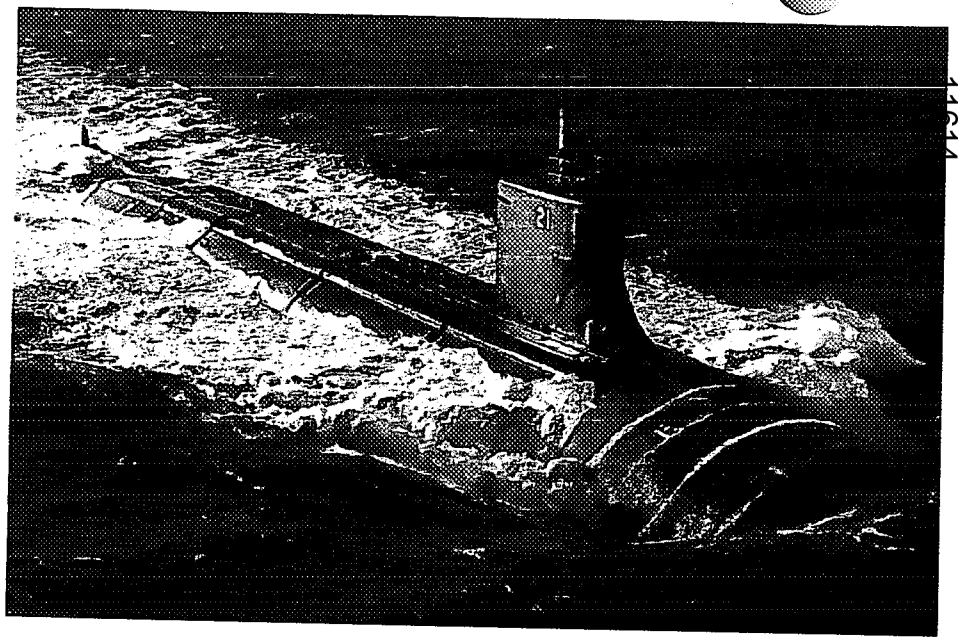
Providing "Service to the Fleet"

NAVSEA
NAVAL SEA SYSTEMS COMMAND
Norfolk Naval Shipyard
Any Ship, Any Time, Any Where

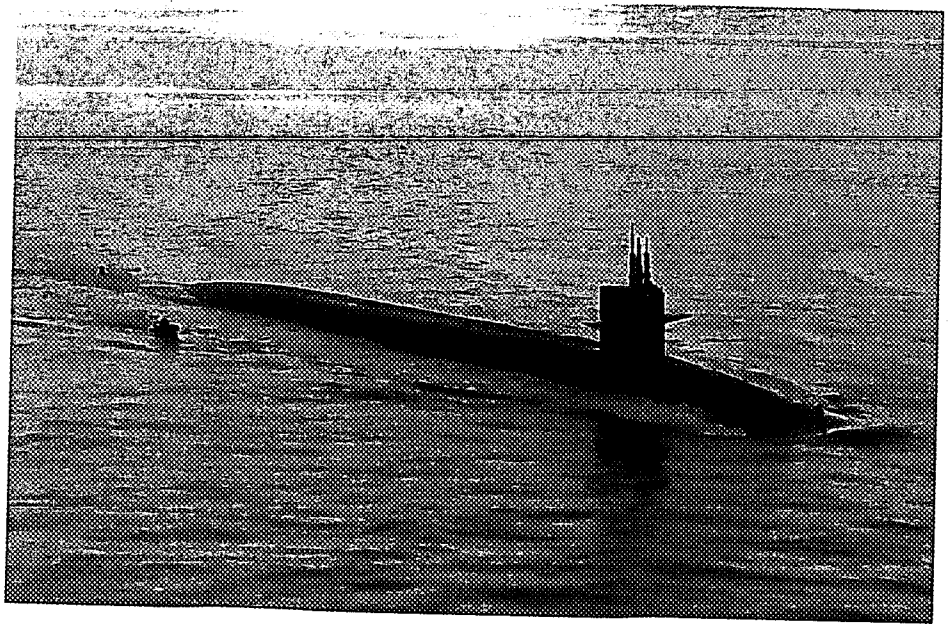
SHIPYARD ROAD AHEAD

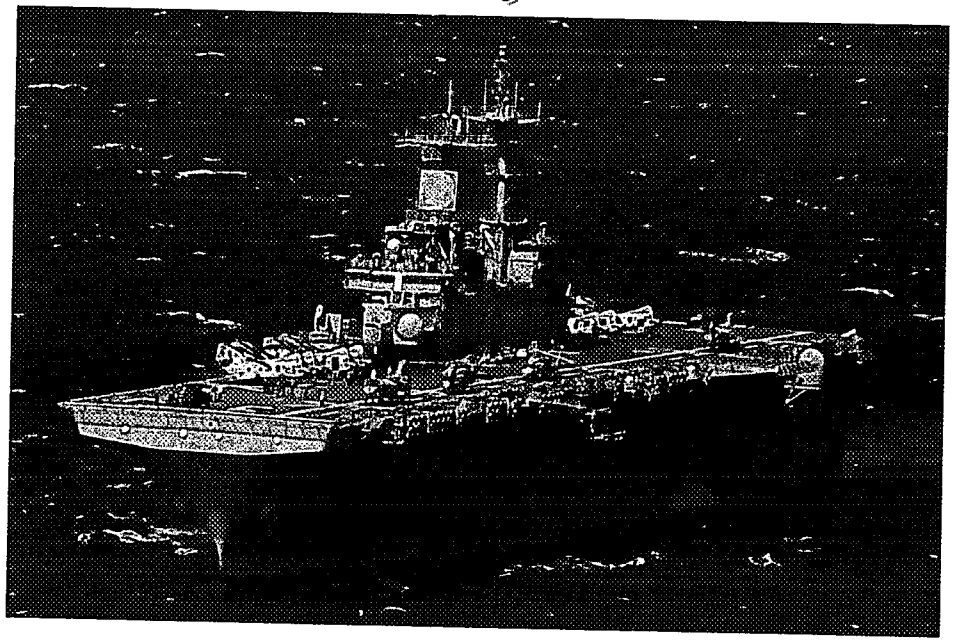
- Improvement through Human Capital Management and Lean
- Meet all Schedule, Financial & Performance Metrics
- Better Customer Relations
- Improved Responsiveness – speed and agility





NNSY - "Any Ship, Any Time, Any Where"





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BASE VISIT REPORT

Naval Station Norfolk
Norfolk Naval Shipyard Portsmouth

23 May 2005

LEAD COMMISSIONER: Chairman Principi

COMMISSION STAFF: Hal Tickle, Senior Navy/Marine Corps Analyst, Jim Durso and, Lesia Mandzia, Joint Cross-Service Analysts

LIST OF ATTENDEES:

RADM Turcott - Commander, Navy Region Mid-Atlantic
RADM Bullard - N7 COMFLTFORCOM
Captain Becker - Commanding Officer, Naval Station Norfolk
Captain Campbell - Commanding Officer, Norfolk Naval Shipyard Portsmouth
Captain Pyle - Executive Officer, Naval Station Norfolk
Captain Bailey- Chief of Staff, Navy Region, Mid-Atlantic
Captain Keeley - Commanding Officer, Naval Air Station, Oceana
CDR Hamilton - Commanding Officer, Sub Support Center, Norfolk, VA
Captain Eichert - Commanding Officer, Naval Facilities Engineering Command, Mid-Atlantic
Captain Cox - Executive Officer, Space Warfare Systems Center, Norfolk, VA
Ms. Watson - Department Head, Space Warfare Systems Center Charleston, Det Norfolk, VA
CDR Coyle - Chief Staff Officer, Helicopter Sea Combat Wing Atlantic
Captain Howard - Commander, Defense Depot Norfolk
Captain Guthner - Commanding Officer, DFAS
Mr. Zobel - Executive Director, Navy Region Mid-Atlantic
Mr. Anthony - N44 COMFLTFORCOM
Captain Bennett - Commander, Naval School of Health Sciences
Captain Herron - Deputy Commander, Naval School of Health Sciences
RADM Lescavage - Commander, Naval Medicine Education and Training Command, Bethesda (via VTC)

Mr. Cord Sterling - Senator Warner's Office

CNRMA MISSION:

- Support operating forces by promoting readiness through the efficient operation of shore installations and effective force protection and quality support to operational forces.
- Commands under CNRMA: NS Norfolk, Norfolk Naval Shipyard (Base Operating Support function), NSA Norfolk, NAS Oceana, WPNSUPPFAC Yorktown, NAB Little Creek, NSCS Wallops Island, NSA Mechanicsburg, NSA Philadelphia, NAS/JRB Willow Grove and NSGA Sugar Grove.

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NAVAL STATION NORFOLK MISSION:

- Support the operational readiness of the U. S. Atlantic Fleet, provide facilities and services required by Tenant commands to accomplish their missions, and strive to improve the quality of service and quality of life of military personnel and their families. We are committed to safety, security, integrity, and continuous improvement in the quality of our services and efficiency of our operations.
- Major tenants are: 70 Ships and 13 afloat staffs, 5 Carriers, 11 Amphibious (6 LHA/LHD), 12 Submarines, 31 Surface Combatants, 10 Military Sealift Command, 16 Air Squadrons with 134 Aircraft plus AMC airlift, 125 Tenant Commands Ashore, 50 with CO/OIC, 54K Military Assigned on Ships & Ashore and 11K Civilian Government Employees.

SECRETARY OF DEFENSE RECOMMENDATION:

- Close Naval Submarine Base New London, CT. Relocate its assigned submarines, Auxiliary Repair Dock 4 (ARDM-4), and Nuclear Research Submarine 1 (NR-1) along with their dedicated personnel, equipment and support to Submarine Base Kings Bay, GA, and Naval Station Norfolk, VA. Relocate the intermediate submarine repair function to Shore Intermediate Repair Activity Norfolk, at Naval Shipyard Norfolk, VA, and Trident Refit Facility Kings Bay, GA.
- Realign Naval Air Station Corpus Christi, TX. Relocate Helicopter Mine Countermeasures Squadron 15 (HM-15) and dedicated personnel, equipment and support to Naval Station Norfolk, VA. Disestablish Commander Helicopter Tactical Wing U.S. Atlantic Fleet Aviation Intermediate Maintenance Detachment Truax Field at Naval Air Station Corpus Christi, TX and relocate its intermediate maintenance function for Aircraft Components, Fabrication & Manufacturing, and Support Equipment to Fleet Readiness Center Mid-Atlantic Site Norfolk, VA.
- Realign Naval Station Newport, RI by relocating the Navy Warfare Development Command to Naval Station Norfolk, VA.
- Consolidate Navy Region Northeast, New London, CT, with Navy Region, Mid-Atlantic, Norfolk, VA.
- Consolidate the Naval Security Group Activity Groton, CT with Naval Security Group Activity Norfolk, VA at Naval Station Norfolk, VA.
- Close the Defense Finance and Accounting Service (DFAS) sites at Norfolk Naval Station, VA. Relocate and consolidate business, corporate and administrative functions to the Defense Supply Center-Columbus, OH, and the Buckley Air Force Base Annex, Denver, CO.
- Consolidate Naval Facilities Engineering Field Division Naval Facilities Atlantic, Norfolk, VA at Naval Station Norfolk, VA. Consolidate Naval Facilities Engineering

Field Activity Northeast, Philadelphia, PA, with Naval Facilities Atlantic, Norfolk, VA at Naval Station Norfolk, VA and relocate Navy Crane Center Lester, PA, to Norfolk Naval Shipyard, Norfolk, VA.

- Realign Naval Station Newport, RI, and the Washington Navy Yard, Washington, DC, by consolidating Naval Reserve Readiness Command Northeast with Naval Reserve Readiness Command Mid-Atlantic and relocating the consolidated commands to Naval Station, Norfolk, VA.

- Realign Fort Story, VA, by relocating the installation management functions to Commander Naval Mid-Atlantic Region at Naval Station Norfolk, VA.

- Realign Defense Supply Center Naval Station Norfolk, VA, by disestablishing storage and distribution functions for tires, packaged petroleum, oils, and lubricants, and compressed gases at each location.

SECRETARY OF DEFENSE JUSTIFICATION:

- The existing berthing capacity at surface/subsurface installations exceeds the capacity required to support the Force Structure Plan. The closure of Submarine Base New London materially contributes to the maximum reduction of excess capacity while increasing the average military value of the remaining bases in this functional area. Sufficient capacity and fleet dispersal is maintained with the East Coast submarine fleet homeports of Naval Station Norfolk and Submarine Base Kings Bay, without affecting operational capability. The intermediate submarine repair function is relocated to Shore Intermediate Maintenance Activity Norfolk at Norfolk Naval Shipyard, and the Trident Refit Facility Kings Bay, GA, in support of the relocating submarines. Consolidating the Naval Submarine Medical Research Laboratory with assets at the Walter Reed Army Medical Center Forest Glenn Annex will create a DoD Center of Hyperbaric and Undersea Medicine that will increase synergy by consolidating previously separate animal and human research capabilities at a single location.

- This recommendation moves mine warfare surface and aviation assets to major fleet concentration areas and reduces excess capacity. Gulf Coast presence can be achieved as needed with available Navy ports at Naval Air Station Key West, FL, and Naval Air Station Pensacola, FL. This recommendation also supports mission elimination at Aviation Intermediate Maintenance Detachment Truax Field at Naval Air Station Corpus Christi and reduces excess repair capacity. The relocation of Helicopter Mine Countermeasures Squadron 15 (HM-15) to Naval Station Norfolk single sites all Mine Warfare Aircraft in a fleet concentration area. This location better supports the HM-15 mission by locating them closer to the C-5 transport Air Port of Embarkation for overseas employment and mine countermeasures ship and helicopter coordinated exercises.

- Navy Warfare Development Command performs the functions of warfare innovation, concept development, fleet and joint experimentation, and the synchronization and

dissemination of doctrine. Relocating the Navy Warfare Development Command to Norfolk better aligns the Navy's warfare development organization with those of the other joint force components and Joint Forces Command, as well as places Navy Warfare Development Command in better proximity to Fleet Forces Command and the Second Fleet Battle Lab it supports, resulting in substantial travel cost savings to conduct experimentation events. Location of Navy Warfare Development Command in Hampton Roads area places it in proximity to Army Training and Doctrine Command, Fort Monroe, VA and Marine Corps Combat Development Command, Quantico, VA, as well as in closer proximity to the Air Force Doctrine Center at Maxwell Air Force Base, AL, which furthers joint interoperability concepts.

- The consolidation of Navy Region, Northeast with Navy Region, Mid-Atlantic is one element of the Department of the Navy efforts to reduce the number of Installation Management Regions from twelve to eight.

- Consolidation of the Regions rationalizes regional management structure and allows for opportunities to collocate regional entities to align management concepts and efficiencies (consolidate the Naval Security Group Activity Groton, CT with Naval Security Group Activity Norfolk, VA at Naval Station Norfolk, VA.).

- This action accomplishes a major facilities reduction and business line mission realignment, transforming the current DFAS organization into an optimum facilities configuration, which includes strategic redundancy to minimize risks associated with man-made or natural disasters/challenges. All three of the gaining sites meet DoD Antiterrorism/Force Protection (AT/FP) Standards. The current number of business line operating locations (26) inhibits the ability of DFAS to reduce unnecessary redundancy and leverage benefits from economies of scale and synergistic efficiencies. The scenario basing strategy included reducing the number of locations to the maximum extent possible, while balancing the requirements for an environment meeting DoD Antiterrorist and Force Protection standards, strategic business line redundancy, area workforce availability, and to include an anchor entity for each business line and thus retain necessary organizational integrity to support DoD customer needs while the DFAS organization relocation is executed.

- This recommendation enhances the Navy's long-standing initiative to accomplish common management and support on a regionalized basis by consolidating and collocating Naval Facilities commands with the installation management Regions in Norfolk, VA. This collocation aligns management concepts and efficiencies and may allow for further consolidation in the future.

- This recommendation enhances the Navy's long-standing initiative to accomplish common management and support on a regionalized basis, by consolidating and collocating reserve readiness commands with the installation management Regions. This collocation aligns management concepts and efficiencies and ensures a reserve voice at each region as well as enabling future savings through consolidation of like functions. This recommendation will result in an increase in the average military value

for the remaining Naval Reserve Readiness Commands and ensures that each of the installation management Regions has an organization to manage reserve matters within the region.

- All installations employ military, civilian, and contractor personnel to perform common functions in support of installation facilities and personnel. All installations execute these functions using similar or near similar processes. Because these installations share a common boundary with minimal distance between the major facilities or are in near proximity, there is significant opportunity to reduce duplication of efforts with resulting reduction of overall manpower and facilities requirements capable of generating savings, which will be realized by paring unnecessary management personnel and achieving greater efficiencies through economies of scale. Intangible savings are expected to result from opportunities to consolidate and optimize existing and future service contract requirements. Additional opportunities for savings are also expected to result from establishment of a single space management authority capable of generating greater overall utilization of facilities and infrastructure. Further savings are expected to result from opportunities to reduce and correctly size both owned and contracted commercial fleets of base support vehicles and equipment consistent with the size of the combined facilities and supported populations.

- This recommendation achieves economies and efficiencies that enhance the effectiveness of logistics support to forces as they transition to more joint and expeditionary operations. This recommendation disestablishes the wholesale supply, storage, and distribution functions for all tires; packaged petroleum, oils and lubricants; and compressed gases used by the Department of Defense, retaining only the supply contracting function for each commodity. The Department will privatize these functions and will rely on private industry for the performance of supply, storage, and distribution of these commodities. By doing so, the Department can divest itself of inventories and can eliminate infrastructure and personnel associated with these functions. This recommendation results in more responsive supply support to user organizations and thus adds to capabilities of the future force. The recommendation provides improved support during mobilization and deployment, and the sustainment of forces when deployed worldwide. Privatization enables the Department to take advantage of the latest technologies, expertise, and business practices, which translates to improved support to customers at less cost. It centralizes management of tires; packaged petroleum, oils, and lubricants; and compressed gases and eliminates unnecessary duplication of functions within the Department. Finally, this recommendation supports transformation by privatizing the wholesale storage and distribution processes from DoD activities.

MAIN FACILITIES REVIEWED:

- Navy Region Mid-Atlantic
- Naval Station Norfolk
- Norfolk Naval Shipyard, Portsmouth, VA
- NAS Oceana (not visited)

- Naval School of Health Sciences Portsmouth

KEY ISSUES IDENTIFIED

- NNSY capacity to accommodate additional work/personnel/equipment from the closure of PNSY
- Naval Station capacity to accommodate additional work/personnel/equipment from the closure of Submarine Base New London
- Naval Station capacity to accommodate additional equipment/personnel from the realignment of NAS Corpus Christi (HM-15)
- Encroachment concerns with NAS Oceana
- Consolidation vice collocation of Health Science Schools to Ft Sam Huston with no loss of service to the Navy
- DFAS loss of service quality by not being on site with customers

INSTALLATION CONCERNS RAISED

- Execution of recommendations

COMMUNITY CONCERNS RAISED:

- None

REQUESTS FOR STAFF AS A RESULT OF VISIT:

- A staff visit was conducted prior to Commissioners' visit with appropriate contact information exchanged. There were no requests for additional visits.

DON 0001 re: move two FFGs from Pascagoula to NORVA DATA CALL COMMENTS ON VARIOUS SCENARIOS

CFFC: *"2009 homeport schedule has Norfolk with only 10% excess capacity and this additional requirement would reduce flexibility to accommodate future transformational options in Norfolk. Locating the FFGs in Norfolk does co-locate the ships with the training source however this should not be a primary driver. In summary, moving 2 FFGs and all associated command and support organizations could easily be accommodated in Norfolk. However, Mayport is viewed as the primary option because of location of ISIC (CDS-14, COMNAVSO); 4 days closer in mission transit to Caribbean OPAREAs; increased excess capacity at Mayport; and potential transformation basing scenarios that rely on Norfolk'c current excess capacity".*

NS Norfolk: *"The following information was verified and approved by Mr. Greg Young at CNI (Financial Manager). Due to saturation at CDC/CDH in the Hampton roads area, any increase of incoming personnel (in this case 400 active duty), requires an immediate increase in funding. 400 active duty personnel equates to an incoming number of 81 children (ages 0-5) at $1,588 per body or 129K per year for child care. Also 400 active duty personnel equates to an incoming number of 39 children (ages 6-12) at $8,500 per body for contract spaces"*

DON 0038 Move SSNs et al to Norfolk and Kings Bay

CFFC: *Scenario assumes 6 Los Angeles class SSNs and ARDM relocate to Kings Bay in FY08 and 11 LA/VA/Seawolf class mix and NR-1 relocate to Norf in FY10/11. This scenario is not supported for both operational and cost related issues. 1) NS Norf assumes full nesting for subs and increased nesting for surface ships resulting in decreased operational capability. 2) Major costs facilitating infrastructure construction is required to relocate subs and sub training to Norf. and KB. Pier construction is required in KB and upgrades in Norf. SUBSCOL facilities will have to be reproduced in Norf. and KB. VA Class and Seawolf trainers will need to be moved from NL to Norf. Barracks are needed at both locations delaying SSN transfer to Norf until 2010. 3) SSN Maint. Plan is built on homeport presence in NL and Norf. This scenario will necessitate a larger number of homeport shifts for maint. back to the NE than currently planned. Since half the maint. will now be out of homeport, the Navy will incur significant future costs for homeport shifts. 4) With the closure of SUBASE NL, crews of ships in depot maint. in NL will not have access to military housing causing a financial hardship on junior sailors. 5) All SSN depot maint. for KB will occur in either Norf or the NE. 6) TAD costs will increase for training crews undergoing depot maint. in Portsmouth Naval Shipyard for training in the Norf area. Currently, SUBSCOL conducts all crew training for ships in Portsmouth. 7) Frequent missile loads limit access to piers at KB during some periods resulting in some maint. delays, which may impact SSN operations. 8) Synergy with sub R&D facilities in the NE will also be lost. The sub force benefits from NUWC personnel involved in sub capability research having access to the subs, the sub squadrons and Submarine Group 2. Advanced SSN training is conducted at NUWC resulting in loss of synergy with the advanced skills training personnel in NUWC and Submarine Group 2 personnel.*

NS Norfolk: *Submarine berthing is different from surface ships and the two do not integrate well pierside. A submarine cannot nest with surface ship. Submarines require additional facility support, which render the berths unusable to a surface*

ship. Therefore, specific berths will need to be earmarked for submarines and outfitted to provide the required support (pier 5). An additional 11 submarines would bring our total to 23. Assuming 1/3 deployed, 12 berths are required. With current capacity at 12, pier preparations would require removal of permanently attached fenders, backing systems installed for submarine camels, shore power booms, cable trays and cable tray protectors installed plus additional security equipment purchased and installed. With the assumption of full nesting there will be an increase in the number of berth shifts and hold outs to meet submarine fleet operational schedule, accommodate weapons evolutions and maintenance (same is true for displaced surface ships). The increase in nesting will also negatively impact ability to maintain, repair and dredge piers and will increase contract costs. Weapons handling cannot be done on a vessel nested outboard and maintenance on a nested vessel is difficult. Additionally the NR1 and its support ship Carolyn Chouest will have to be berthed an adds to the already very limited pier space. Finally, the introduction of 2,500 personnel (and associated vehicles) to the NAVSTA waterfront area will significantly degrade an already serious traffic congestion problem with spillover impacts to City of Norfolk public roads.

NNSY *There are notionally 320 man-years per year of SSN SRA work at NEW LONDON. Consistent with the Navy homeport policy, this work would be performed at Norfolk and Kings Bay.*

NAVSUBMEDRSCHLAB_NEW_LONDON_CT *All of NSMRL's POSITIONS and BILLETS will be moved. Thus, consistent with prior data calls, 53 GS positions, 9 officer billets and 11 enlisted billets will be moved. However, NSMRL's civilian positions are filled according to research needs, subject to available funding. Thus, only 19 civil servants, 8 officers and 9 enlisted are on board (using FY03 data). The number of contractors lost and gained are identical. The functions are needed, but the Groton area will be losing the positions while the Panama City area will be gaining for EIT use. Thus room for 86 persons will be needed vs. the 26 used in the initial scenario, since the intent is to relocate the entire command vs. only a portion. On 9 Dec 04, NSMRL will be uploading revised Enclosures (1) and (2) of the SDC DON-0033 spreadsheet to reflect these changes and to update the equipment being moved (ignore previously uploaded Encl (1) of 8 Dec as this only moved the people not the unfilled billets). These updates have been discussed with CO, NEDU and should be consistent with the revised Enclosure (3) uploaded by NEDU.*

NAVSUBSCOL_GROTON_CT *Naval Submarine School, Groton, has an approved MILCON for a $17M submarine escape tower and 20 instructors. MILCON project should be transferred to Kings Bay, GA, and construction completed by FY10. TRITRAFAC, Kings Bay requires a Multi-SCTT to be installed by FY08 to support the six SSN submarines. The FIDE trainer scheduled to be built at NAVSUBSCOL, Groton in FY06 should be built in Kings Bay by FY08 to support the six SSN submarines. The SMMTT-3 trainer scheduled to be installed at Naval Submarine School in FY09 should be built at SUBTRAFAC, Norfolk, VA to support eleven more SSN submarines. Naval Submarine School requires five MILCON projects in Kings Bay to relocate all pipeline, new accession, fleet, and predeployment training. MILCON #1 104,774 s.f., #2 118,372 s.f., #3 74,171 s.f., #4 70,500 s.f., #5 118,730 s.f. for a total of 484,000 s.f. Naval Submarine School will also require 30,000 s.f. in Norfolk to support additional trainers and fleet and team training courses. Additionally, Naval Submarine School requires 800 BEQ rooms to berth an average on board population of 1500 students in Kings Bay. Naval Submarine School also requires four to six military vehicles in Kings Bay. TRITRAFAC, Kings Bay should ensure MWR support*

facilities are adequate to support an increased student and staff population of over 2000 personnel.

SUBASE_KINGS_BAY_GA *1. FISC JAX/Kings Bay Satellite Personal Property Ofc would require 6 addtl FTEs. 2. Increase PSA staff by 26. 3. NSB Kings Bay's explosive site approval is based solely on the operational relationship that exists between the Trident II Weapons System, the Trident II Weapons Support Facilities (SWFLANT, EHW, TRF, etc.) and the Trident II Weapons Platform, the SSBN. This site approval specifically allows Trident II related operations to be conducted at a distance closer to the Explosive Handling Wharf (EHW) than would normally be allowed by Explosive Safety Quantity Distances (ESQD) restrictions. This means that Trident II related activities at TRF or Site Six, for example, may continue during Trident II missile operations at the EHW, even though such operations are, technically, within an ESQD that would normally disallow such activity. No other naval vessels are addressed in the Kings Bay site approval. Therefore, no other operations would be allowed within the Trident II ESQD arcs during Trident II missile operations. The result of this is that SSN operations would not be allowed at Site Six or RFW's during Trident II missile operations at the EHW. In order to allow SSN operations at the Kings Bay waterfront during Trident II missiles operations, a new site approval must be obtained from the DoD Explosive Safety Board or through the SECNAV Certification Process. Additionally, SWFLANT's TRIDENT II missile ordnance operations require setting strict security perimeters. This perimeter extends from SWFLANT's missile stowage area down the missile movement route to an area that extends approximately 500 yards from the Explosive Handling Wharves. On average, there are two ordnance operations per week. These operations are extremely time consuming and intrusive, and would considerably impact personnel movements and work at site Six. 4. FISC Det needs 10 contracting per.*

SUBASE_NEW_LONDON_CT *Base Closure will result in the loss of 25,000 jobs and $2.5 Billion to CT's economy. 2. Veterinary support to Naval Station Newport and Otis Air Station is provided by New London Veterinary Services. TDY costs would be incurred to support function at these locations. 3. Closure of Naval Submarine Base New London would extremely reduce or non-existent immediate responses to CBRNE (chemical, biological, radiological, nuclear and high yield explosive) type incidents. The Subase NLON Fire Dept Hazardous Materials Response Team has been responding to all mutual aid requests in this capacity since the inception of the team (1986). Without this capability within Southeastern CT, municipalities will need to facilitate this type of emergency response at a much greater cost and liability for the area involved. Additionally, the SUBASE FD responds to mutual aid to most confirmed structure fires within New London County as requested for FAST (Fire Fighter Assistance Search Team) operations. Municipal Fire Departments will need to augment their manpower (increased staffing levels) and possibly their fire apparatus inventory. 4. The consolidated reserve center and IBU 22 that are moving to SUBASE in FY-05 from New Haven will have to relocate. 5. SUBASE has responsibility for several special areas as listed in DoD 588 in Capacity Data Call 1. That property would need to be transferred to another installation. Facility Support Contract Administration for several other facilities in NY and MA would have to be shifted as well. 6. The Nautilus museum currently utilizes building 172 for artifact storage and other support functions. If SUBASE is closed, the functional requirements filled by that building, as well as other support functions would need to be housed elsewhere. These requirements are listed as an enclave. If a new facility is required moving costs for approx. 5700 tons of artifacts must be considered.*

SIMA_NORFOLK_VA *Comment #1 - General Assumption for this scenario by MARMC - Transfer of (5) SSN's and NR1 in year 2010; Transfer of (3) SSN's, (2) 21 class and (1) Virginia class in year 2011. Comment #2 – Reference DOD 21246 – Contractor reduction due to concurrent AIT installations at NAVSTA Norfolk vice concurrent installations between SUB BASE New London and NAVSTA Norfolk permits less total workforce. Comment #3 - DON 21246 for contractor question: Add'l 29 contractors associated with IMA level work currently performed by Electric Boat Personnel working for NSSF. The number is less than that being released by NSSF for the following reasons, the first of which is related to enlisted personnel. The 266 enlisted billets being relocated represent a mix of overhead, production, and support personnel. MARMC would need a smaller proportion of overhead personnel billets than NSSF is relocating due to the fact that the command structure and staffing already exists at MARMC. Therefore, the mix of ratings being provided to MARMC could represent a greater proportion of direct productive labor if the some of the billet relocations are performed in conjunction with PCS and the billet being filled at MARMC is productive and billet being vacated at NSSF is overhead. The second reason is efficiencies associated with consolidation. The third is differences in workload split between maintenance activities in Norfolk and New London. This workload may be executed as full time equivalent contractors as it was in New London or as piece work contracting.*

DON 0004 SSNs from Norfolk to New London

CFFCn: "*This scenario is not supported for both operational and cost related issues. Major infrastructure costs that have been captured in this data call include an additional floating dry dock ($93M) and conversion of an existing pier to a repair pier ($2M). There are also yet undetermined base support costs required to accommodate the additional crews and dependents (housing, galley, QOL, etc.). Fleet Forces Command is also concerned that the transfer of submarine maintenance functions to New London may have an unintended adverse impact on the ability of current maintenance activities (SIMA, NRMD) to continue the required level of support to the surface and CVN communities in the Norfolk area. A further consideration is the need to maintain flexibility to align the submarine force with the evolving national security situation, as well as provide emergent submarine maintenance and repair capability near Fleet training areas. Under the premise of ensuring critical SSN operational and AT/FP flexibility through strategic and tactical Fleet dispersion, it is advantageous to retain SSN presence in Norfolk.*

NS Norva: "*Personnel to support the transfer of 11 Submarines to NAVSTA Groton. NAVSTA Norfolk base loading document supports an area population of approx 81,000 personnel. The transfer of 11 submarines, one Submarine Squadron, and the Naval Submarine Support Unit (NSSU) equates to a total of approx 1,777 personnel. Of which 50 personnel were eliminated due to the decision to decommission one Submarine Squadron and some NSSU staff. The 1,727 figure calculates to 2 percent of NAVSTA's total served population. We queried all program directors i.e. (FFSC, Galley, BEQ, MWR, Family housing, Child Care) and elimination of 2 percent base loading did not trip any thresholds that these directors use for determination to transfer billets to support the increased work loads at Groton. For example if we removed 500 personnel from BEQ rooms, the waiting list is such that personnel would role directed into those open slots, hence there would be no reduction in staffing to transfer. This example could be used for each of the above-mentioned*

programs. Billets for the Harbor security boat that is being transferred are reflected in the total numbers of transferring personnel."

New London Subschool: "*NAVSUBSCOL can accept the additional staff, classrooms, and trainers into our current facilities. To meet additional training requirements for eleven SSNs, SUBTRAFAC, Norfolk must move the Virtual Environmental Submarine Ship Handling Trainer (VESUB) and the Multi-Ship Control Team Trainer. In addition, NAVSUBSCOL, Groton has submitted a MILCON project for FY 09 that will increase schoolhouse square footage by 38,000 s.f. All answers in this SDC assume that the IUSS training currently given at STF, Norfolk would be moved to Groton. The resolution on a final location for IUSS training will require further evaluation."*

SUBTRAFAC: "*There is a Program of Record to install a Fleet Interactive Display Equipment (FIDE) Maneuvering Room Trainer for the A4W Plant in FY07 at STF Norfolk. If the CVNs (primary customer for this FIDE trainer) remain in Norfolk at the conclusion of the realignment and STF Norfolk is realigned as described in this SDC, this trainer will likely be installed in Norfolk but cognizance for training would be transferred to some command other than STF Norfolk. Additionally, a second FIDE Maneuvering Room Trainer for the S6G Plant is scheduled for installation at STF Norfolk in FY08. It is unlikely that this trainer will be built if realignment action per this SDC is taken. If all Norfolk submarines move to Groton, the submarine crews would use the Groton S6G FIDE trainer scheduled to be built in Groton in FY08. All answers provided in this SDC assume that the IUSS training currently given at STF, Norfolk would be moved to Groton. The resolution on a final location for IUSS training will require further evaluation."*

SUBASE New London: "*Pier replacements are not required for the initial transfer of additional submarines. Milcon projects are currently in POM for Pier replacement are required to modernize infrastructure that support the existing homeported submarines. 2. Response is based on accepting 4 submarines in FY06, 3 submarines in FY07, and the remaining 4 in FY10. This schedule is based on the availability of general purpose mooring that avoids double breasting submarines. This Phasing plan also provides a smooth transition for the estimated 550 sailors requiring quarters (50 per sub). BQ requirements for the first 4 additional subs can be met without additional facility costs. BQ requirements for the 5th, 6th, and 7th sub would require occupying barracks below the current standard until the proposed MILCON would be completed in FY09. Quarters for sailors for the 8th, 9th, 10th, and 11th would require construction of a new barracks as proposed in the reply. It is feasible to transfer all submarines sooner with the impact of increased double breasting of submarines and a requirement to either lease or rent sailor quarters located off the installation. Double breasting is expected to cause increased ship movements resulting in inefficiencies in maintenance and Port Ops personnel usage. 3. An additional drydock is included in this scenario because the addition of 11 submarines from Norfolk would result in OPTEMPO/PERSTEMPO/TAR busts if additional local capacity in New London is not available. There is sufficient drydocking capability for the current submarine maintenance plan, but it is predicated on having 11 submarines in Norfolk to take advantage of NNSY and NNSB drydocking capacity for the Norfolk stationed submarines. This is an operational and quality of life issue. 4. The additional drydock will be installed at Pier 17N and requires dredging to be rated for Virginia and Seawolf class submarines.*

TRIREFFAC_KINGS_BAY_GA *Assumptions: Test equipment, weight handling equipment and other Combat Systems/ Vertical Launch Systems/Weapons Maintenance Equipment previously located at New London for SSN support will be transferred to TRF Kings Bay. FTE Manyear rate 69K. Service trays and shore power cofferdams previously located at New London for SSN support will be transferred to TRFKB. All SSN support equipment will transfer with the submarines to include camels/separators, service and personnel brows, and specific lifting fixtures for shaft/propeller removal, large internal equipment, etc. The floating dry dock will be located at existing Site VI pier. All SSN Logistical Technical Documents will be transferred from NSSF to TRF. Any planning Yard On-Site Support will be accounted for under DoD21139. TAD costs associated with SSN Depot-assigned Selected Restricted Availabilities (SRAs) are included by FY in DOD21139 and per SRA in DOD21139 . The number of tomahawk missiles that need to be stored at one time will not exceed 80. Periscope maintenance of 6 SSNs will be performed on-site by TRF. TRF has the infrastructure in place to support SSN periscope maintenance. By leveraging the existing manpower resources, TRF only needs 4 personnel to perform SSN periscope maintenance. Transportation of the periscopes from Kings Bay, GA to NUWC Newport, RI for maintenance is time consuming and the periscopes may experience intransit damage. DoD 21134 rationale document uploaded.*

NAVXDIVINGU_PANAMA_CITY_FL *This scenario collocates NAVSUBMEDRSCHLAB NEW LONDON CT (NSMRL) with NAVXDIVINGU PANAMA CITY FL (NEDU) at Panama City, FL. NEDU is a tenant of Naval Support Activity Panama City (NSA-PC). IAW the scenario, after NSMRL relocates to NSA- PC, it will remain a separate activity and retain separate command identity. Accordingly, the actual "gaining activity" would be NSMRL. However, as there is no means for NSMRL to enter "gaining command" data, NEDU is entering the data as a surrogate for this gaining command. All information in this data call is based on the Medical Joint Cross Services Group (MJCSG) model provided by IAT in the Don0033 scenario notebook, modified as a result of conversations between CO NSMRL and CO NEDU and endorsed by the scenario "quarterback". A revised MJCSG spreadsheet (DON0033 Enclosure3-Update1) has been uploaded to DONBITS as a certification document.*

NSHS_PORTSMOUTH_VA Can accommodate.

NAVSUBSUPPFAC_NEW_LONDON_CT *1. Facilities Shutdown and Milcon Cost Avoidance , DoD21130 and 21129, are covered by host activity (Subase New London). 2. The floating drydock towed to Kings Bay, ARDM-4, is under a GOCO contract. It is assumed the current contract structure stays with the dock.*

NAVSECGRUACT_GROTON_CT *As long as we are in close proximity to the SSN's, regardless of geolocation, there is minimal impact on the mission*

DON 33A: Move Subschool to Newport:

Subschool: *The Submarine Learning Center was established in 2003 and is expected to be fully manned by the end of FY 05. The billet numbers provided in earlier questions are those provided in the Capacity Data Call and represent billets assigned as of 30 Sep 03. Once fully manned, SLC will have a complement of 16 officers, 33 enlisted and 24 government civilians that will need to be relocated to Naval Station Newport , RI in FY2010. To support this relocation, SLC will need 11,000 sq ft of office space.*

CFFC: *CFFC does not support the alternate actions in DON-0033A. In addition to the issues identified in DON-0033 the following is provided. 1Locating SUBSCHOL outside a submarine homeport destroys synergy between operational forces & professional development training command. SUBSCHOL staff instructors stay grounded in real world tactical experiences with the boats they serve. 2 SUBSCHOL works with SUBDEVRON 12 to develop submarine force tactics based on intelligence estimates of potential adversaries. SUBSCHOL instructors & equipment are used to develop, test, & polish these tactics before sending them to the fleet. 3Trainers & simulators at SUBSCHOL serve dual purpose of professional training & training the operational forces. Co-locating SUBSCHOL with the operational forces would prevent duplicating trainers & simulators. 4Moving SUBSCHOL to Newport would require the Navy to duplicate staff instructors to man SUBSCHOL in Newport & to augment the training staffs in Norfolk and Kings Bay. 5Shore training infrastructure co-located with the fleet reduces TAD costs, housing costs, & travel costs & facilitates CNO guidance to train Sailors in their homeports. 6SUBSCHOL conducts pre-deployment training for all submarines in New London (TS/SCI level). SUBTRAFAC Norfolk provides the same training for Norfolk based SSNs. Moving SUBSCHOL to Newport and SSNs to Kings Bay would require those ships to either sail to Norfolk or Newport or build additional TS/SCI training and briefing capability in Kings Bay. 7SUBSCHOL uses the ships on the waterfront for familiarization platforms for junior enlisted submarine force selectees. The students are sent regularly to the ships to become familiar with the submarine's layout before they report to their own reducing indoctrination and orientation period when reporting to their first boat. 8SUBSCHOL creates training material and curricula for the operational forces including video clips shot on site onboard the submarines.*

NAVSTA NEWPORT :) *This scenario (DoN 0033A) would increase the number of personnel located at Naval Station Newport by approximately 20 percent. The relocation of approximately 2000 students and staff associated with NAVSUBSCOL and CENSUBLEARNING would impact the local communities infrastructure by two means: i) traffic congestion on local roadways and ii) public schools. 2) Naval Station Newport coordinated with Surface Warfare Officer School to see if there could be any consolidation of administrative or other overhead requirements with NAVSUBSCOL. This effort resulted in no administrative or overhead consolidation. 3) There are two actions associated with this scenario Action 1- SUBSCOL and Action 4 - CENSUBLEARN; however, action 4 is so incidental to action 1 that action 4 is only specifically addressed under question 53333.*

SUBTRAFAC: *Naval Submarine School will require 30,000 s.f. in Norfolk to support additional trainers and fleet and team training courses*

NAVHLTHCARE_NEW_ENGLAND_NEWPORT_RI *Ongoing $22M Special Project at NACC Groton will continue until completed in 2007. 2. No equipment lists are provided due to having no receiving facility in the data call. There is a new CAT Scan unit at NACC Groton that may want to be considered for movement. 3. Personnel data now includes Dental numbers not reported in the original Criterion 5 data that the COBRA model uses. The quarterback for the scenario has been notified of this discrepancy and a discrepancy call will be handled by NAVSTA Groton.*

COMSUBGRU_TWO *The amount of ACINT support for Submarine Surveillance Equipments Program (SSEP) deemed by ONI at new location will drive SCIF & man power requirements. This could lead to the elimination of up to 12 billets from SSEP*

(UICs 42914 & 42915). Original Data Call (SDC 2) did not include personnel in Submarine OnBoard Training (SOBT) (UIC 3180B). SOBT currently works under an MOU with the Submarine Learning Center (UIC 3597A). COMSUBGRU TWO recommends that SOBT be transferred to the Submarine Learning Center. COMSUBGRU TWO has one reserve unit of 14 local drillers (6 enlisted & 8 officer). This reserve unit is from the New Haven, CT Naval Reserve Center.

DON 33M

NAVHLTHCARE_NEW_ENGLAND_NEWPORT_RI *If NACC Groton closes there are 7 civilian billets that will have to move to NACC Newport. They are 4 IT positions to support the relocation of services and three Program Managers who support NHCNE wide functions. These are Safety, Managed Care and Infection Control.*

NAVHOSP_JACKSONVILLE_FL *To accommodate increased beneficiary population and to decrease interference with training man-hours of students a Standalone MED/DEN facility on campus with training facility is required. Alteration of existing MED/DEN facility will enable access for approximately 1300 additional active duty and 1800 active duty family members as a result of this BRAC scenario. Standalone MED/DEN clinic will provide basic military sick call (2 Physician Assistants and 10 HM's), Mental Health Services (1 Psychiatrist, 3 (1 Military and 2 civilians) Clinical Psychologist, 3 Psych Techs, 1 Civilian Case Worker), Dental Services (5 Dentist and 10 Dental Technicians). Existing MED/DEN facility will require additional 3 physicians, 8 HM's, 1 Pharmacist and 2 civilian pharmacy technicians. MILCON and Alteration costs include collateral equipment requirements and are reported in FY05 dollars.*

NAVMEDCEN_PORTSMOUTH_VA *NMC Portsmouth has sufficient facilities in place and does not require anything for this scenario. However, due to ATF requirements, the 2 TRICARE Prime clinics currently in operation in Virginia Beach and Chesapeake which primary support dependant care for regional military assets are utilizing leased property. The clinics will need to relocate if the property does not meet ATF requirements per UFC 4-010-01 dated 8 October 2003 by FY09.*

MID-ATLANTIC REGION BRAC RECOMMENDATIONS HAMPTON ROADS			
INSTALLATION	GAINS	LOSSES	Notes
Naval Station Norfolk	Submarines/New London activities	DFAS	
	CNRNE/CNRMA consolidation	DDNV	
	Navy Warfare Development Command	Space Warfare Systems Center	
	HM-15/AIMD	SIMA Norfolk	
	Naval Facilities Engineering Command		
	Space Warfare Systems Command Det		
Total Impact to Installation	+2807		
Norfolk Naval Shipyard	Submarine workload from Naval Shipyard Portsmouth		
	SIMA		
	NAVSEA Plant Equipment Support Office		
	NAVSEA Shipbuilding Support Office		
Total Impact to Installation	+2306		
Naval Support Activity Norfolk	Naval Reserve Readiness Command		includes NE roll-up and NAVRESFOR relocation
	Mid-Atlantic Joint Regional Correctional Facility		
Total Impact to Installation	+788		
Naval Amphibious Base Little Creek	Space Warfare Systems Command Atlantic		several actions comprise, relocation, consoldiation within region
	Installation Management for Ft Story		
Total Impact to Installation	+37		
Naval Air Station Oceana		Instructor pilots	
Total Impact to Installation		-60	
Naval Medical Center Portsmouth		Naval School of Health Sciences enlisted medical training	
Total Impact to Installation		-461	
Naval Weapons Station Yorktown		Space Warfare Systems Center Det	
		Naval Surface Warfare Center Weapons and Armament Research	
Total Impact to Installation		-179	
Impact to Region within Hampton Roads	+4968		

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Navy Shore Installations
{Navy Regions (16)}
March 2005

12 CONUS → 8

N61076 CNR Japan (6)
- N61029 CFA Okinawa
- N61028 CFA Yokosuka
- N61030 CFA Sasebo
- N61031 NAF Atsugi
- N61032 NAF Misawa
- N61078 NSF Diego Garcia

N61075 CNR Korea (1)
- N32778 CFA Chinhae

N68047 NRCC Singapore (1)
- N68047 NRCC Singapore

N68742 CNR Northwest (4)
- N68436 Naval Base Kitsap (SUBASE Bangor,NUWC Keyport, NAVSTA BremertonNSY Puget Sound)
- N00620 NAS Whidbey Island
- N68967 NAVSTA Everett
- N32013 NAVMAG Indian Island

N69078 CNR Northeast (7)
- N60087 NAS Brunswick
- N69213 NAVWPNSTA Earle
- N00129 SUBASE New London
- N32446 NSY BOS Portsmouth (N00102 NSY Portsmouth)
- N32411 NAVSTA Newport
- N48558 NAVAIRENGSTA Lakehurst (NAWC Lakehurst)
- N68317 NSU Saratoga Springs

N3049B CNR Europe (9)
- N62588 NSA Naples (NSA Gaeta)
- N62995 NAS Sigonella
- N66691 NSA Souda Bay
- N32960 NSA La Maddalena
- N62863 NAVSTA Rota (FY08)
- N49422 JMF St. Mawgans
- N62585 NAVACTS UK
- N57032 NAF Mildenhall
- N63032 NAS Keflavik

N61108 CNR SW Asia (1)
- N63005 NSA Bahrain

N61040 CNR Midwest (2)
- N00128 NAVSTA Great Lakes
- N61018 NSA Crane (NSWC Crane)

N61463 CNR Mid-Atlantic (9)
- N57095 NSA Norfolk (NAVADMINCMD Norfolk)
- N32443 NSA Norfolk Naval Shipyard (NSY Norfolk)
- N62688 NAVSTA Norfolk
- N60191 NAS Oceana
- N69212 WPNSUPPFAC Yorktown
- N61414 NAB Little Creek (NSCS Wallops Island (FY07))
- N32414 NSA Mechanicsburg (FY03) (NSWC Philadelphia)
- N00158 NAS/JRB Willow Grove
- N31188 NSGA Sugar Grove

5 states + N.Y.

N00242 CNR Southwest (11)
- N63406 SUBASE San Diego
- N00245 NAVSTA San Diego
- N69232 NAVBASE Ventura Co.
- N60042 NAF El Centro
- N63042 NAS Lemoore
- N60495 NAS Fallon
- N61065 NAVWPNSTA Seal Beach
- N00246 NAS North Island
- N47609 NAWS China Lake
- N61014 NSA Monterey
- N61013 NSA Corona

N00171 CNR Naval District Wash (2)
- N68469 NSA Washington (NSF Thurmont, NSWC Indian Head, NAVSTA Annapolis USNA NSWC Carderock NSWC Dahlgren, Naval Research Laboratory)
- N0428A NAS Patuxent River (NAF Washington)

N30037 CNR South (6)
- N68891 NAVSTA Ingleside
- N00216 NAS Corpus Christi
- N60241 NAS Kingsville
- N83447 NAS/JRB Fort Worth
- N00206 NAS/JRB New Orleans
- N00205 NSA New Orleans

N61041 CNR Gulf Coast (2)
- N00204 NAS Pensacola
- N60508 NAS Whiting Field

N09697 CNR Southeast (16)
- N00207 NAS Jacksonville
- N60201 NAVSTA Mayport
- N42237 SUBASE Kings Bay
- N69214 NAVWPNSTA Charleston
- N00213 NAS Key West
- N62604 CBC Gulfport
- N60514 NAVSTA Guantanamo Bay
- N61008 NSA Panama City
- N61006 NSA Athens
- N00196 NAS Atlanta
- N63043 NAS Meridian
- N61007 NSA Orlando
- N00639 NSA Mid South, Millington
- N68890 NAVSTA Pascagoula
- N40003 NSA Puerto Rico
- N63821 NUWC Det Autec Andros

N61128 CNR Marianas (Guam) (1)
- N61755 NAVBASE Guam (CNF Marianas SA)

N61449 CNR Hawaii (2)
- N62813 NAVSTA Pearl Harbor (NSY & IMF Pearl Harbor, NCTAMS EASTPAC, NSGA Kunia, NAVMAG Pearl
- N0534A PMRF Barking Sands

Department of the Navy
Infrastructure Analysis Team

Surface-Subsurface Capacity Analysis

Capacity	CGEs
Max Theoretical	578
Non-Operational	-152
FRP - impact for Ship Maint & Weaps	- 50
Pier Maintenance (5%)	- 21
Navy Operational Capacity	355

Requirements	CGE
20 year FSP	411
Less Shipyard	- 6
Less FDNF	- 38
Net	367
Apply Inport % Paradigm (.726)	
Navy Operational Requirement:	267

Excess= 88 CGE (25%) [6]

Navy Operational Capacity – Navy Operational Requirement

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Department of the Navy

Infrastructure Analysis Team

CGE's and In Port % by Ship Class

SHIP CLASS	CGEs	INPORT %
SSBN	1.00	50%
SSN	0.75	70%
SSGN	1.00	67%
CV	4.00	100%
CVN	4.00	100%
CG	1.00	70%
DDG	1.00	70%
FFG	0.75	70%
LHA	2.50	70%
LHD	2.50	70%
LPD	2.00	70%
LSD	1.50	70%
LCS	1.00	70%

SHIP CLASS	CGEs	INPORT %
LCS	1.00	70%
MCM	0.50	100%
MHC	0.25	100%
AE	1.50	70%
AKE	2.50	70%
AO	2.00	70%
AOE	2.00	70%
AFS	1.50	67%
AS	1.50	67%
ARS	0.50	67%
ATF	0.50	67%
AGOS	0.50	67%
LCC	2.00	67%
DD(X)/CG(X)	1.50	70%

Surface / Subsurface Operations
Military Value Evaluation Questions

Attribute: ***Operational Infrastructure***

Component: ***Ship Berthing***

SEA-1. Relative ability to berth multiple naval combatants.

SEA-1. What is the maximum combined CG Equivalent (CGE) capacity for your activity's piers / wharves? (CGEs)

Source: Data Call I

Based on largest combined CGE value received from field, analyst will apply a function for zero credit to a maximum credit corresponding to this value.

SEA-2. Relative number of CVNs that can be berthed in cold iron status.

SEA-2. How many CVNs can you berth at your activity in cold iron status? (Count)

Source: Data Call I

Based on largest CVN berthing value received from field, analyst will apply a function for zero credit to a maximum credit corresponding to this value.

SEA-3. Infrastructure supports homeporting of SSBNs.

SEA-3. Does the installation have the ability to homeport SSBNs to include the ability to meet weapons stowage, transportation, maintenance, and handling requirements?

Source: Data Call II

Binary value

SEA-4. Relative condition of the piers.

SEA-4. What is the combined total linear feet of berthing for your piers / wharves in the following categories:

Adequate Linear Feet	Substandard Linear Feet	Inadequate Linear Feet

Source: Data Call I

Based on largest Adequate and Substandard (with .5 factor) Linear Feet value received from field, analyst will apply a function for zero credit to a maximum credit corresponding to this value.

Surface / Subsurface Operations-Military Value Evaluation Questions

Attribute: ***Operational Infrastructure***

Component: Ship Maintenance

SEA-7a-c. Relative value of the on-base IM facility in terms of capability and capacity.

SEA-7a. (0.6) What is the Maximum Capacity Index for Ship Maintenance for your on-base IM facilities (DLH) divided by the maximum combined CG Equivalent (CGE) capacity for your activity's piers / wharves.

Source: Data Call I (2 values)

Ratio of DLH to CGE to normalize capacity to ships berthing ability. Analyst will apply function for zero to maximum credit.

SEA-7b. (0.2) Is your nearest IM facility nuclear capable? (y/n) **<credited only for on-base facility>**

Source: Data Call I

Binary value.

SEA-7c. (0.2) What is the Maximum Capacity Index for Ship Maintenance for your on-base IM facilities (DLH).

Source: Data Call I (2 values)

Analyst will apply function for zero to maximum credit.

SEA-8a-b. Relative value of the available drydocks in the harbor complex.

SEA-8a. (0.25) How many NAVSEA certified floating drydocks are in your natural harbor complex? (Count)

Source: Data Call II

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

SEA-8b. (0.75) How many NAVSEA certified graving drydocks are in your natural harbor complex? (Count)

Source: Data Call II

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

SEA-9. Relative value of proximity to the nearest nuclear capable shipyard.

SEA-9. What is the distance (safe navigation route) from your pier / wharf complex to the nearest nuclear capable shipyard? (Distance: nautical miles)

Source: Data Call II

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

SEA-10. Degaussing range available in the natural harbor complex.

SEA-10. Is there a degaussing range in the natural harbor complex? (y/n)

Surface / Subsurface Operations-Military Value Evaluation Questions

Attribute: ***Operational Infrastructure***

Component: ***Specialized Security / Emergency Services***

SEA-13. Relative value of specialized security / emergency services capabilities.

SEA-13. Does the activity have specialized security / emergency service capabilities: (y/n)

Capabililty	Yes/No
Nuclear Weapons Security Requirements of Berthed SSBNs (0.25)	
Nuclear Weapons Handling (y/n) (0.25)	
Nuclear Weapons Radiological Accident Response (y/n) (0.25)	
Nuclear Reactor Radiological Accident Response (y/n) (0.25)	

Source: Data Call II

Binary values.

Surface / Subsurface Operations-Military Value Evaluation Questions

Attribute: ***Operational Infrastructure***

Component: Munitions Storage and Handling

SEA-16. Relative value of ordnance handling pier capacity for your waterfront piers/wharves.

SEA-16. What is the combined ESQD Net Explosive Weight for your waterfront piers / wharves?

Source: Data Call I

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

SEA-17. Relative value of on-base ordnance storage capability and capacity.

SEA-17. What is the total of current and appropriated ordnance capacity (tons) divided by the maximum combined CG Equivalent (CGE) capacity for your activity's piers / wharves?

Source: Data Call I

Ratio of tons over CG Equivalents. Based on responses received, analyst will apply a function for zero credit to maximum credit.

Surface / Subsurface Operations-Military Value Evaluation Questions

Attribute: ***Operational Training***

Component: Training Facilities

SEA-19. Relative value of proximity to the nearest shipboard firefighting training facility.

SEA-19. What is the distance to the nearest shipboard firefighting training facility? (Distance: miles)

Source: Data Call II

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

SEA-20. Relative value of proximity to the nearest damage control training facility.

SEA-20. What is the distance to the nearest damage control training facility? (Distance: miles)

Source: Data Call II

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

SEA-21. Relative value of proximity to the nearest submarine training facility.

SEA-21. What is the distance to the nearest submarine training facility? (Distance: miles)

Source: Data Call II

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

~~SEA-22. Relative value of unique training capabilities.~~

~~SEA-22. List any unique operational training facilities at your activity (defined as facility which exists at no other location).~~

~~Facility Title (text)~~	~~Specific Location (text)~~	~~Training Objective (text)~~

~~*Source: Data Call I*~~

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

SEA 22 Deleted by DAG – 07 SEP 04

SEA-23. Relative value of proximity to the nearest ship handling training facility.

SEA-23. What is the distance to the nearest ship handling training facility? (Distance: miles)

Source: Data Call II

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

Surface / Subsurface Operations-Military Value Evaluation Questions

Attribute: ***Operational Training***

Component: OPAREAs / Ranges

SEA-25. Relative value of proximity to the nearest anti-air warfare range.

SEA-25. What is the transit distance (safe navigation route) to the nearest anti-air warfare range? (Distance: nautical miles)

Source: Data Call II

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

SEA-26. Relative value of proximity to the nearest naval gunnery qualification range.

SEA-26. What is the transit distance (safe navigation route) to the nearest naval gunnery qualification range? (Distance: nautical miles)

Source: Data Call II

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

SEA-27. Relative value of proximity to the nearest submarine operating area.

SEA-27. What is the transit distance (safe navigation route) to the nearest submarine operating area? (Distance: nautical miles)

Source: Data Call II

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

SEA-28. Relative value of proximity to the nearest mine warfare training area.

SEA-28. What is the transit distance (safe navigation route) to the nearest mine warfare training area? (Distance: nautical miles)

Source: Data Call II

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

SEA-29. Relative value of proximity to the nearest submarine training range.

SEA-29. What is the transit distance (safe navigation route) to the nearest submarine training range? (Distance: nautical miles)

Source: Data Call II

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

Surface / Subsurface Operations-Military Value Evaluation Questions

Attribute: ***Port Characteristics***

Component: Operational Location

SEA-31. Relative value of the transit distance (safe navigation route) to sea.

SEA-31. What is the channel distance (safe navigation route) to sea? (Distance: nautical miles)

Source: Data Call I

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

SEA-32. Relative value of the transit distance (safe navigation route) to the 50 fathom curve.

SEA-32. What is the transit distance (safe navigation route) to the 50 fathom curve? (Distance: nautical miles)

Source: Data Call II

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

SEA-33. Percent of the day the harbor channel allows CV/CVN transits.

SEA-33. What percent of the day (averaged for FY03) would your harbor channel allow CV/CVN transits? (%)

Source: Data Call II

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

SEA-34a-b. Relative impact of local weather on operations.

SEA-34a. (0) ~~In the table below, provide the percent of ship underways and arrivals delayed more than three hours due to weather.~~

	~~% Delay CY00~~	~~% Delay CY01~~	~~% Delay CY02~~	~~% Delay CY03~~
~~JAN~~				
~~FEB~~				
~~MAR~~				
~~APR~~				
~~MAY~~				
~~JUN~~				
~~JUL~~				
~~AUG~~				
~~SEP~~				
~~OCT~~				
~~NOV~~				
~~DEC~~				

~~*Source: Data Call II*~~

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

Question Deleted by DAG due to non-availability of data from some activities – 7 SEP 04

Surface / Subsurface Operations-Military Value Evaluation Questions

Attribute: ***Port Characteristics***

Component: Strategic Location

SEA-37. Port location is of strategic military value.

SEA-37. What is the geographic location of the installation?

Source: Data Call I

IEG determines which locations are of strategic military value.

Surface / Subsurface Operations-Military Value Evaluation Questions

Attribute: ***Port Characteristics***

Component: Anti-Terrorism/Force Protection

SEA-39a-b. Relative value of buildings which 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: Data Call II

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)?

Source: Data Call II

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: Data Call II

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: Data Call II

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

Surface / Subsurface Operations-Military Value Evaluation Questions

Attribute: ***Environment and Encroachment***

Component: Dredging

ENV-1a-c. Relative value of known impediments to conducting dredging operations.

ENV-1a. (1.0) Does your harbor/channel require dredging operations?

Source: Data Call II

Binary. If no, full credit is applied. If yes, ENV-1b-c. apply.

ENV-1b. (0.75) Is a dredge spoil site identified? If so what is the remaining capacity?

Source: Data Call I

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

ENV-1c. (0.25) Is dredging activity impacted because of the known or suspected presence of ordnance in the water?

Source: Data Call I

Binary value.

Surface / Subsurface Operations-Military Value Evaluation Questions

Attribute: **Environment and Encroachment**

Component: Land Constraints

ENV-2g. (0.1) Are there operational testing/training restrictions as a result of the presence of Threatened and Endangered Species (TES), candidate species, biological opinions or sensitive resource areas?

Source: Data Call I

Binary credit. Credit is applied for a "no" response.

Surface / Subsurface Operations-Military Value Evaluation Questions

Attribute: ***Environment and Encroachment***

Component: Environmental Costs

ENV-4. Relative value of the costs associated with conducting the installation's environmental program.

ENV-4. Excluding DERA funds, provide the average annual total cost of environmental fees, studies, permits, licenses, projects, etc., over the last 3 fiscal years (FY01-03). Provide the annual installation budget over this same period. Divide the environmental costs by the installation budget.

Source: Data Call II

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

Surface / Subsurface Operations-Military Value Evaluation Questions

Attribute: ***Environment and Encroachment***

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: Data Call I

Binary value.

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

Source: Data Call I

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

Surface / Subsurface Operations-Military Value Evaluation Questions

Attribute: ***Environment and Encroachment***

Component: Air Quality

ENV-8a-g: Relative value of air quality control issues due to current or proposed regulations.

ENV-8a. (0.2) Have operations, testing or training been restricted as a result of air quality requirements?

Source: Data Call I

Binary value. Credit is applied for a "no" response.

ENV-8b. (0.2) Has the installation been required to implement emission reduction procedures through special actions?

Source: Data Call I

Binary value. Credit is applied for a "no" response.

ENV-8c. (0.1) Are there critical air quality regions within 100 statute miles of the installation that restrict operations?

Source: Data Call I

Binary value. Credit is applied for a "no" response.

ENV-8d. (0.2) Is the installation, range, or auxiliary field located in an area currently designated non-attainment or maintenance for any criteria pollutant?

Source: Data Call I

Binary value. Credit is applied for a "no" response.

ENV-8e. (0.1) Is the installation, range, or auxiliary field located in an area proposed to be designated non-attainment for the new 8-Hour ozone or the PM2.5 standard?

Source: Data Call I

Binary value. Credit is applied for a "no" response.

ENV-8f. (0.1) Are emission credits owned by the installation or available for purchase in the area?

Source: Data Call I

Binary value.

ENV-8g. (0.1) Do the Clean Air Act (CAA) operating permits have any unused capacity?

Source: Data Call I

Binary value.

Attribute: ***Personnel Support***

Component: Medical

Surface / Subsurface Operations-Military Value Evaluation Questions

Attribute: ***Personnel Support***

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?

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

Source: Data Call II

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: Data Call I

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 availability nights over the past five years (1999-2003) divided by the total number of transient rooms as of 30 Sept. 2003 at your installation?

Source: Data Call I

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

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

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

Source: Data Call II (Criteria 7 question)

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

PS-3b. (0.50) What is the BAH (O-3 without dependents) for the locality as of 1 Jan 2004?

Source: Data Call II (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: Data Call II

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

Attribute: ***Personnel Support***

Surface / Subsurface Operations-Military Value Evaluation Questions

Attribute: ***Personnel Support***

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.

Surface / Subsurface Operations-Military Value Evaluation Questions

Attribute: ***Personnel Support***

Component: MWR

PS-9. Relative availability of MWR 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: Data Call II

Binary value.

Surface / Subsurface Operations-Military Value Evaluation Questions

Attribute: ***Personnel Support***

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: Data Call II (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: Data Call II (Criterion 7)

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

PS-13. Relative local crime rate.

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: Data Call II (Criterion 7)

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

NAVSTA_NORFOLK_VA, VA

Demographics

The following tables provide a short description of the area near the installation/activity. NAVSTA_NORFOLK_VA is within Norfolk, VA, the nearest city with a population of 100,000 or more. The nearest metropolitan statistical area (MSA) is

MSA	Population
Norfolk-Virginia Beach-Newport News, VA-NC MSA	1,569,541

The following entities comprise the military housing area (MHA):

County/City	Population
Chesapeake City	199184
Currituck	18190
Fredericksburg City	19279
Isle Of Wight	29728
Norfolk City	234403
Portsmouth City	100565
Suffolk City	63677
Virginia Beach City	425257
Total	1,090,283

Child Care

This attribute captures the number of nationally accredited child-care centers within the local community: 14

Cost of Living

Cost of Living provides a relative measure of cost of living in the local community. General Schedule (GS) Locality pay provides a relative scale to compare local salaries with government salaries and Basic Allowance for Housing (BAH) is an indicator of the local rental market. In-state tuition is an indicator of the support provided by the state for active duty family members to participate in higher-level education opportunities. For median household income and house value, the basis of the data (either MSA or number of counties in the MHA or the county of the installation) is indicated.

Median Household Income	(US Avg $41,994)	$42,448	Basis: MSA
Median House Value	(US Avg $119,600)	$110,000	
GS Locality Pay	("Rest of US" 10.9%)	10.9%	
O-3 with Dependents BAH Rate		$1,130	

In-state Tuition for Family Member	No	
In-state Tuition Continues if Member PCSs Out of State	No	

Education

This attribute defines the population in local school districts and identifies capacity. The pupil/teacher ratio, graduation rate, and composite SAT I/ACT scores provide a relative quality indicator of education. This attribute also attempts to give communities credit for the potential intellectual capital they provide.

NOTE: "MFR"--means a Memorandum For Record is on file at the installation/activity/agency to document problems in obtaining the required information. Reasons for not being able to obtain information may be that the school district refused to provide the information or the school district does not use or track the information. For each entry, the number of school districts for which data are available of the total number of school districts reported, and the number of MFRs is indicated.

		Basis
School District(s) Capacity	266,811	8 of 8 districts
Students Enrolled	246,945	8 of 8 districts
Average Pupil/Teacher Ratio	12.6:1	8 of 8 districts
High School Students Enrolled	69,791	8 of 8 districts
Average High School Graduation Rate (US Avg 67.3%)	83.4%	8 of 8 districts
Average Composite SAT I Score (US Avg 1026)	971	8 of 8 districts
Average ACT Score (US Avg 20.8)	20	8 of 8 districts
Available Graduate/PhD Programs	12	
Available Colleges and/or Universities	17	
Available Vocational and/or Technical Schools	15	

Employment

Unemployment and job growth rates provide an indicator of job availability in the local community. National rates from the Bureau of Labor Statistics are also provided. For each entry, the basis of the data (either MSA or number of counties in the MHA or the county of the installation) is indicated.

The unemployment rates for the last five years:

	1999	2000	2001	2002	2003
Local Data	3.4%	2.6%	3.5%	4.2%	4.4%
National	4.2%	4.0%	4.7%	5.8%	6.0%
Basis:	MSA	MSA	MSA	MSA	MSA

The annual job growth rate for the last five-years:

	1999	2000	2001	2002	2003
Local Data	.1%	1.3%	1.1%	1.7%	1.9%
National	1.5%	2.4%	.03%	-.31%	.86%
Basis:	MSA	MSA	MSA	MSA	MSA

Housing

This attribute provides an indication of availability of housing, both sales and rental, in the local community. Note: According to the 2000 Census, Vacant Sale and Vacant Rental Units do not equal total Vacant Housing Units. Vacant housing units may also include units that are vacant but not on the market for sale or rent. For each entry, the basis of the data (either MSA or number of counties in the MHA or the county of the installation) is indicated.

Total Vacant Housing Units	41,676	Basis: MSA
Vacant Sale Units	7,856	
Vacant Rental Units	13,560	

Medical Providers

This attribute provides an indicator of availability of medical care for military and DoD civilians in the local community. The table reflects the raw number of physicians/beds and ratio of physicians/beds to population. The basis of the data (either MSA or number of counties in the MHA or the county of the installation) is indicated.

	# Physicians	# Beds	Population	
Local Community	3,599	2,936	1,569,541	Basis: MSA
Ratio	1:436	1:535		
National Ratio (2003)	1:421.2	1:373.7		

Safety/Crime

The local community's Uniform Crime Reports (UCR) Index for 2002 per 100,000 people and the national UCR based on information from the Federal Bureau of Investigation (FBI) for 2002 is provided. The basis of the data (either MSA or state) is indicated.

Local UCR	4,478.8	Basis: MSA
National UCR	4,118.8	

Transportation

Distance to an airport shows convenience and availability of airline transportation. Public transportation shows potential for members and DoD civilians to use it to commute to/from work under normal circumstances and for leisure.

Distance from NAVSTA_NORFOLK_VA to nearest commercial airport: 8.0 miles
Is NAVSTA_NORFOLK_VA served by regularly scheduled public transportation? Yes

Utilities

This attribute identifies a local community's water and sewer systems' ability to receive 1,000 additional people.

Does the local community's water system have the ability to meet an expanded need of an additional 1,000 people moving in the local community? Yes

Does the local community's sewer system have the ability to meet an expanded need of an additional 1,000 people moving in the local community? Yes

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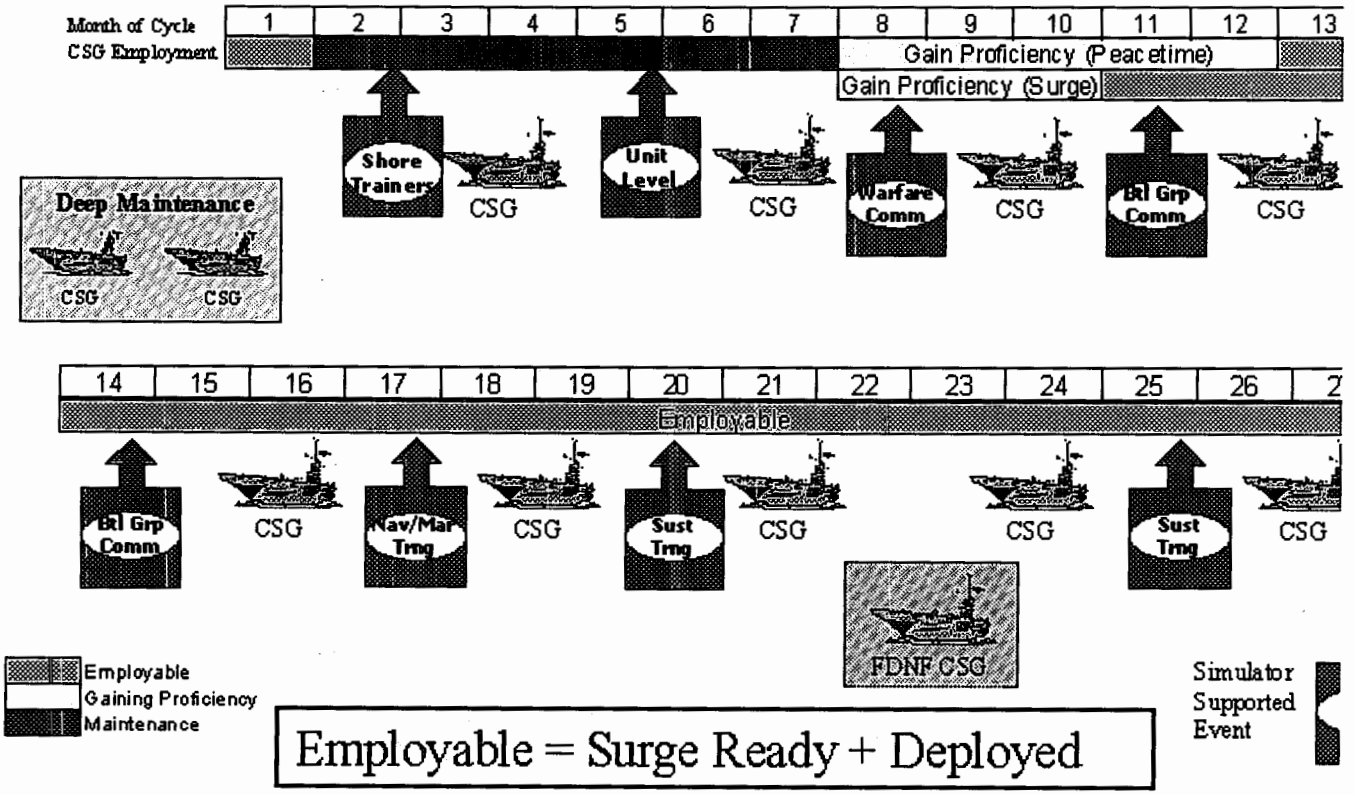
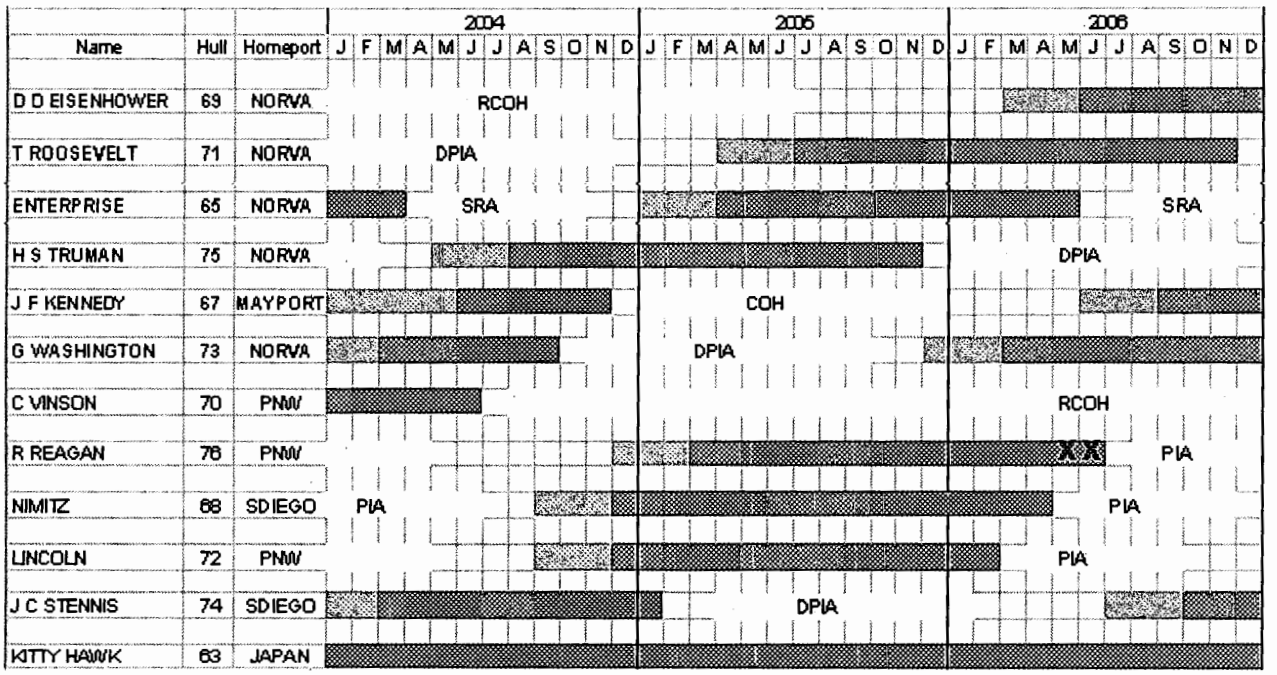
Fleet Response Plan



Employable = Surge Ready + Deployed

Fleet Response Plan
Surge Readiness - by Fleet



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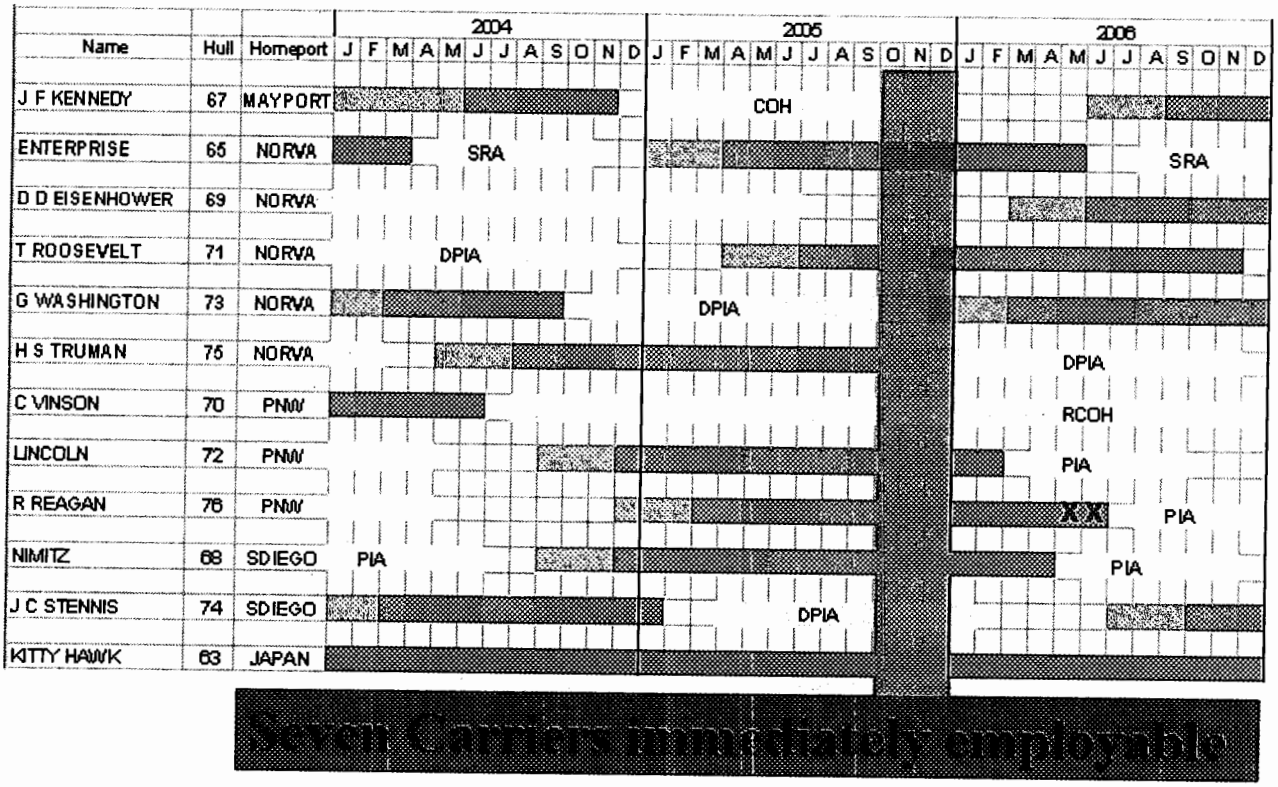
What if N. Korea invades in 2005?



Seven Carriers immediately employable

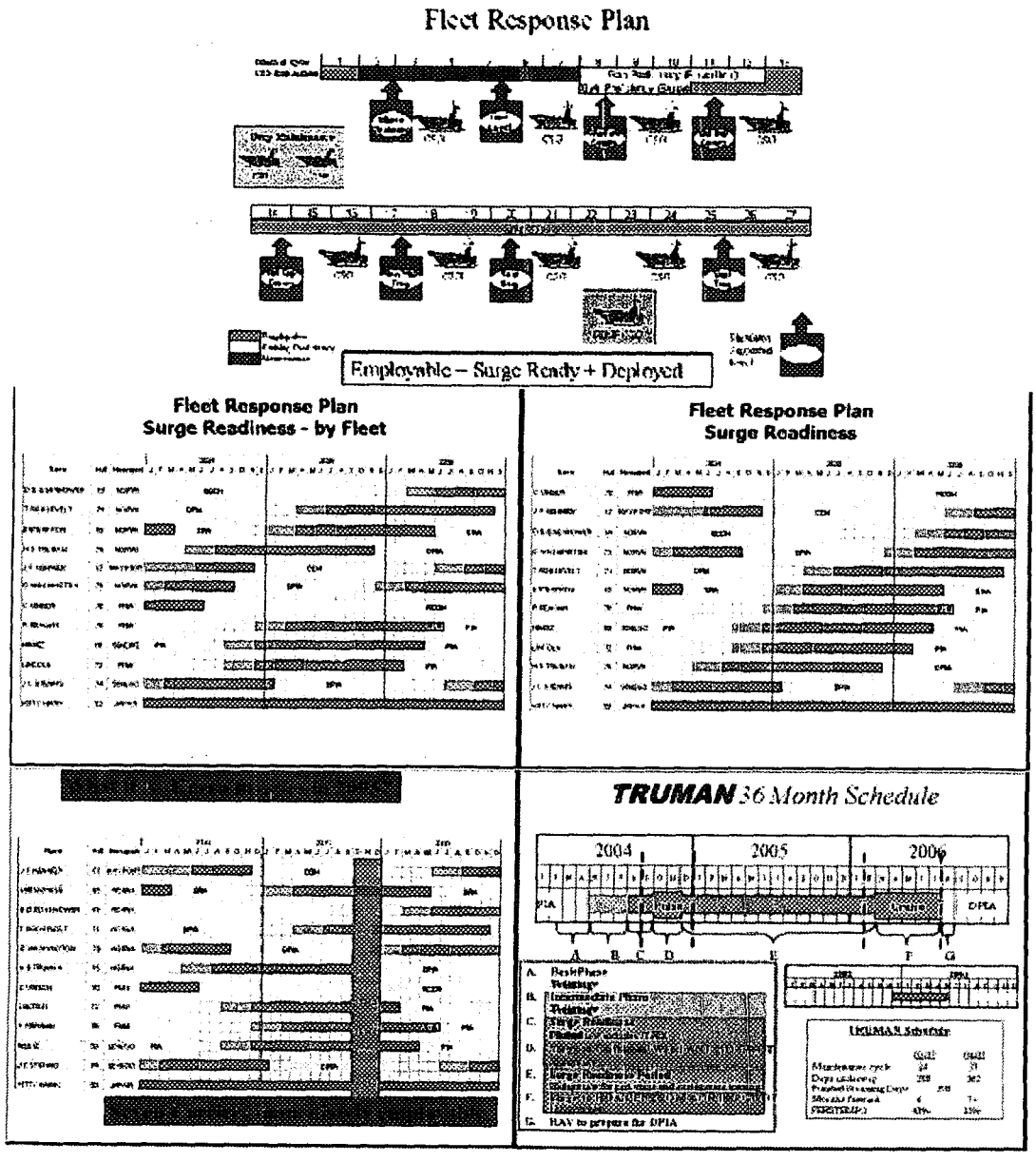
Fleet Response Plan

The requirement to be able to swiftly defeat aggression in overlapping conflicts called for in the 2001 QDR has necessitated a focus on developing new surge capabilities to complement and capitalize on our current competency in providing immediately employable forward-deployed naval forces. The recently created Fleet Response Plan (FRP) will significantly increase the rate at which we can augment deployed forces as contingencies require. Under the regular rotation approach, the training, manning, maintenance, and readiness funding practices of the Inter-Deployment Readiness Cycle (IDRC) were optimized to meet the requirements of Global Naval Forward Presence Policy. While a modest number of forward deployed units were at peak readiness, the majority of ships and associated units were not deployed and thus at a point in their IDRC that made it difficult and expensive to swiftly "surge" to a crisis, conflict or for Homeland Defense.

The FRP features a change in readiness posture that institutionalizes an enhanced surge capability for the Navy. Under the guidance of Commander Fleet Forces Command (CFFC), a revised IDRC is being developed that meets the demand for a more responsive force. With refined maintenance, modernization, manning and training processes, as well as fully-funded readiness accounts, the Fleet can consistently sustain a level of at least 6 surge-capable carrier strike groups, with two additional strike groups able to deploy within approximately 90 days of an emergency order. In parallel with this, the Naval Reserve Force is embarked on a fully integrated active-reserve transformation to a more flexible unit structure. Part of this transformation is focused on providing a rapid surge capability of skilled aviators who have trained with active-duty units to reinforce them and rapidly boost their ability to generate combat sorties.

The enhanced and expanded readiness availability delivered by the Fleet Response Plan provides the President with unprecedented responsiveness. Instead of predictable, lock-step, 6-month deployments to pre-determined regions in support of the Global Naval Forward Presence Policy, the Flexible Deployment Concept allows units that have attained high readiness to embark on deployments of varied duration in support of specific national priorities such as Homeland Defense, multi-national exercises, security cooperation events, deterrent operations, or prosecution of the Global War on Terrorism... often in multi-Carrier Strike Group formations. These deployments provide "presence with a purpose" and can also occur in less predictable patterns, thereby forcing potential adversaries to adjust to our operational timelines. The sustained readiness created via the Fleet Response Plan will enable the Flexible Deployment Concept.

Flexible Deployment Concept implementation will occur under the emerging Joint Presence Policy. Naval implementation of these new presence requirements will be carefully monitored to ensure that schedules and OPTEMPO standards are adhered to so that our unprecedented force levels will not result in uncertainties for our sailors or allies.



The military build-up for and waging of Operation Iraqi Freedom dramatically impacted the IDTC and the deployment schedules of the Navy's aircraft carriers as six carriers were sent to the Persian Gulf and another carrier was sent to fill the vacuum left by the Kitty Hawk's deployment to the Persian Gulf. In some instances carriers were surged earlier than expected and in other cases carriers experienced an extended deployment, most notably the USS Abraham Lincoln, who deployed in July 2002 and did not return to the US until May 2003.

Prior to OIF the Navy began to experiment with an altered IDTC that reduced the time that a carrier would spend in the yard and accelerated the ships training cycle. The USS Carl Vinson returned from a deployment on January 23, 2002 and after spending roughly 4 months in the yard began sea trials and its IDTC in September. The Vinson had completed its COMPTUEX by late November, its JTFEX in January and was deployed on February 6, 2003.

In March 2003, the Chief of Naval Operations released his "Culture of Readiness" message to the Navy that directed Commander, Fleet Forces Command to develop IDTC processes and milestones that would improve the speed of response for the full combat power of the Navy. The CFFC convened a working group

composed of fleet and TYCOM representatives and developed a fleet response concept that would make the necessary changes to attain the increased readiness and responsiveness.

In May 2003, the Navy issued a message to major commands describing the Fleet Response Plan which would dramatically alter the IDTC and the way in which the Navy leadership viewed deployments. The FRP would shift the focus away from rotational deployments and presence to being capable of surging substantial forces, ideally 6 surge ready carrier strike groups and 2 carrier strike groups that would follow shortly thereafter.

In addition, under FRP, eight out of 10 of the Navy's submarines are able to respond to emergent fleet requirements at any time.

To meet this objective the Navy intends to extend the interval between maintenance periods and modify training and manpower processes. The Navy also adopted a mindset of "R+plus" (R=return) rather than "D-minus" (D=Deploy). The idea being that working up for a scheduled deployment was not as important as being available as quickly as possible from the end of the last deployment.

Instead of the rather vague "surge status" or "deployed status" the Navy created emergency surge status, surge ready status, and routine deployable.

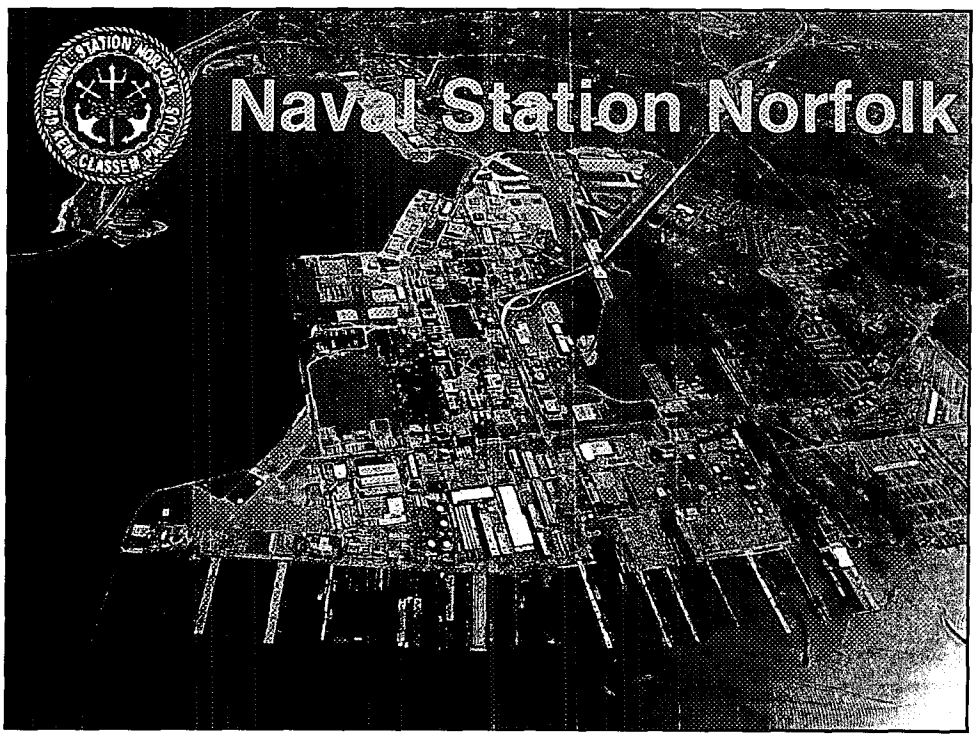
- Emergency surge assets are those that would be employed in cases of urgent need. Attaining emergency surge status occurs upon completion of the Basic phase of the IDTC. "Emergency Surge" status should be attained with three to four months of the completion of its maintenance period.
- Surge ready status are those assets that can deploy upon completion of the intermediate phase of the IDTC. Ships should attain Surge Ready status within six months of the completion of its maintenance period.
- Routine deployable is equivalant to completion of the current IDTC.

The goal of the current new concept would be to move assets through the IDTC as quickly as possible and conducting refesher training to insure readiness.

The FRP was instituted by July 1, 2003 and the 6+2 surge goals were completed by December 1, 2003.

Maintaining the Fleet Readiness Plan (FRP) construct of six aircraft carriers available within 30 days plus two additional carriers available within 90 days is a difficult task. Maintenance requirements on carriers alone make satisfying the FRP a challenging scheduling problem. By increasing the average cycle time for a Carrier Strike Group (CSG) to 27 months, the FRP requirements can be met continuously, after an initial maintenance adjustment period of 62 months.

During the summer of 2004 the Navy surged some aircraft carriers from their homeports ... to generate as many as seven of 12 carriers on station ... for Coalition operations. The ability to push that kind of military capability to the four corners of the world is quite remarkable and recent. Several years ago, the Navy could deploy only two. Through this series of deployments, surge operations and exercises, the Navy will demonstrate and exercise a new approach to operations and maintenance.



Largest Base - world

Naval Station Norfolk Mission

The mission of Naval Station Norfolk is to support the operational Readiness of the U. S. Atlantic Fleet. Naval Station Norfolk provides port and airfield services, extensive facilities to support the many functions performed on the base, and the full range of services needed to enhance the quality of life of families. We are committed to safety, security, integrity, and continuous improvement in the quality of our services and efficiency of our operations.

ONE-STOP shopping/Source to Sailor

Mission Support

- Largest supported population of any naval facility
- 70 Ships and 13 afloat staffs homeported

5 Carriers	11 Amphibious (6 LHA/LHD)
12 Submarines	31 Surface Combatants
10 Military Sealift Command	

- 16 Air Squadrons with 134 Aircraft plus AMC airlift
- 125 Tenant Commands Ashore, 50 with CO/OIC
- 54K Military Assigned on Ships & Ashore (8K in region)
- 11K Civilian Government Employees - APF and NAF (+ contractor)

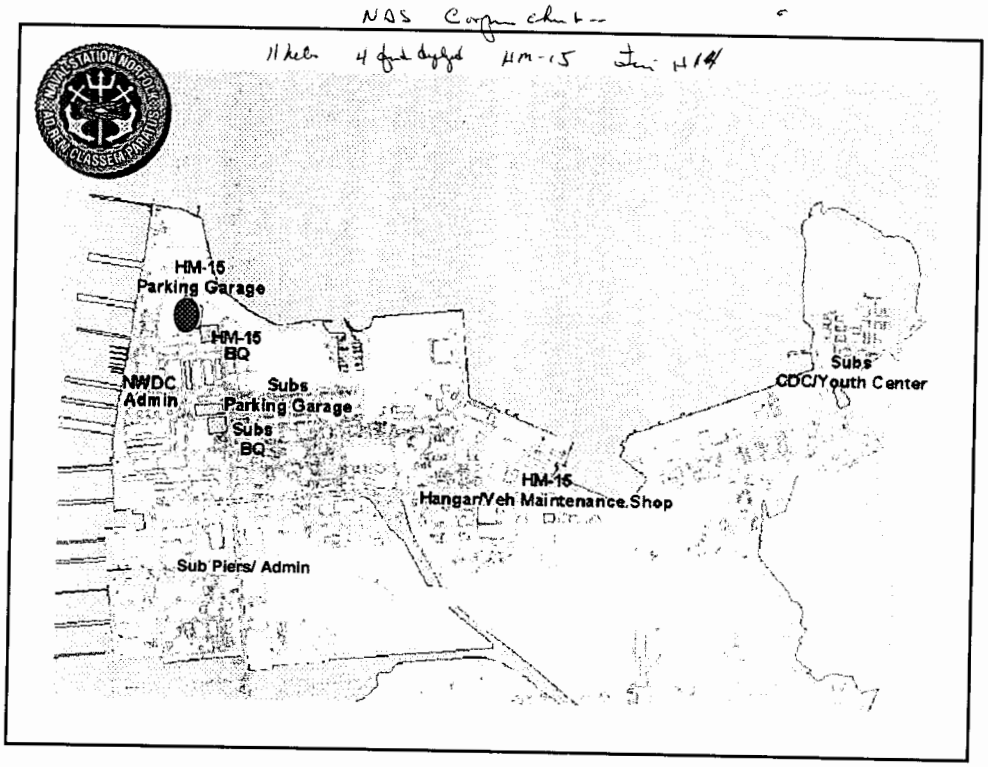
SUMMARY OF BRAC RECOMMENDED ACTIONS NAVAL STATION NORFOLK

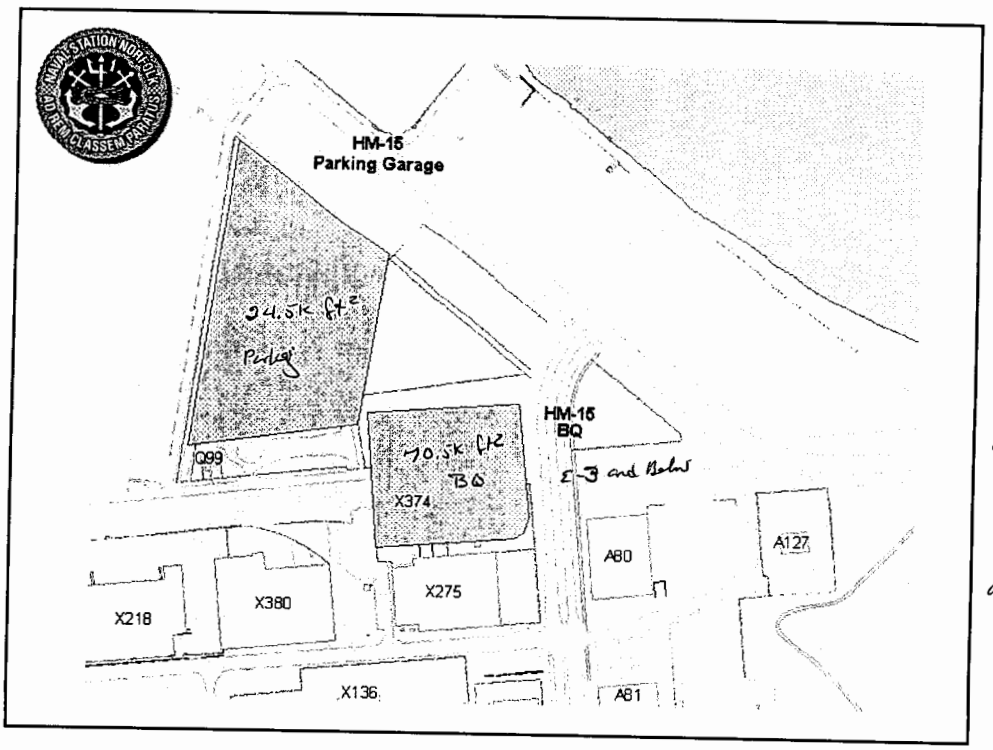
	GAINS	LOSSES
Naval Station Norfolk	Submarines/New London activities (BRAC-Con)	DFAS 709 ft2 327 → AVAILABLE
	CNRNE/CNRMA consolidation 45-55 transparent	DDNV Big footprint — Jim Dow ~300 + 55
200 mil line + contractor	Navy Warfare Development Command (BRAC-Con)	Space Warfare Systems Center
—	HM-15/AIMD (BRAC-Con)	SIMA Norfolk Mid-Atlantic Region In place 450 → Shipyard 2 200 (mil) 15 civ
	Naval Facilities Engineering Command ~~Solution~~ 125 consolidate here	Philadelphia (partly unit need bldg cont)
	Space Warfare Systems Command Det + yorktown det — line to Lit Creek	— streamline (sys com function)
Total Impact to Installation	+2870 42 civilian	Engineering — 2K CSN — 8K.

Day to day - Not much
— Community

NAS Cooper chart --

11 hel 4 fold dyfyd HM-15 item H14





end strength
E-4 > go in along
5,000 beds
3,000 short
all use - +1,000

11614

DAY'S SCHEDULE

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BASE MAP

COMMANDER NAVY REGION MID-ATLANTIC

BRAC COMMISSION VISIT
24 May 2005

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CNRMA Mission and Vision

OUR MISSION:

Support operating forces by promoting readiness through the efficient operation of shore installations and effective force protection and quality support to operational forces.

VISION:

Our vision is an operationally ready, secure shore infrastructure. We will develop streamlined shore installation management organizations committed to quality of life for our military members and civilian staffs, quality of service for our customers, and quality of community developed through extensive interaction and involvement with the community. All of this will be attained within a safe working environment.

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NAVAL STATION NORFOLK MISSION

The mission of Naval Station Norfolk is to support the operational Readiness of the U. S. Atlantic Fleet. Naval Station Norfolk provides port and airfield services, extensive facilities to support the many functions performed on the base, and the full range of services needed to enhance the quality of life of families. We are committed to safety, security, and continuous improvement in the quality of our service and efficiency of our operations.

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Mission Support

Updated MAY 05

- Largest supported population of any naval facility
- 69 Ships and 13 afloat staffs homeported

  5 Carriers
  12 Submarines
  10 Military Sealift Command
  11 Amphibious (6 LHA/LHD)
  31 Surface Combatants

- 16 Air Squadrons with 134 Aircraft plus AMC airlift
- 125 Tenant Commands Ashore, 50 with CO/OIC
- 54K Military Assigned on Ships & Ashore
- 11K Civilian Government Employees - APF and NAF

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Mission

The official mission assigned to this shipyard by the Secretary of the Navy is:

- Provide logistic support for assigned ships and service craft
- Perform authorized work in connection with construction, conversion, overhaul, repair, alteration, dry docking, and outfitting of ships and craft, as assigned
- Perform manufacturing, research, development and test work, as assigned
- Provide services and material to other activities and units, as directed by competent authority."

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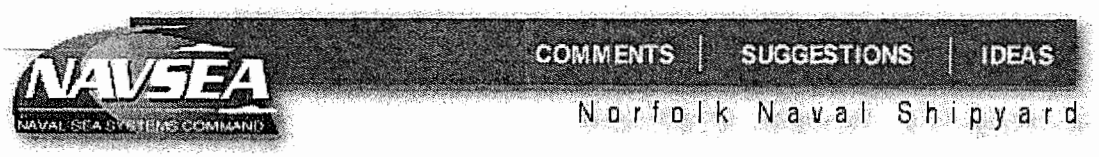

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SUMMARY OF BRAC RECOMMENDED ACTIONS
NAVAL STATION NORFOLK

	GAINS	LOSSES
Naval Station Norfolk	Submarines/New London activities	DFAS
	CNRNE/CNRMA consolidation	DDNV
	Navy Warfare Development Command	Space Warfare Systems Center
	HM-15/AIMD	SIMA Norfolk
	Naval Facilities Engineering Command	
	Space Warfare Systems Command Det	
Total Impact to Installation	+2807	

MID-ATLANTIC BRAC RECOMMENDED ACTIONS

Cumulative Impact

	Gains	Losses
Naval Station Norfolk	2807	
Norfolk Naval Shipyard	2306	
Naval Support Activity Norfolk	788	
Naval Amphibase L Creek	37	
Naval Air Station Oceana		60
Naval Medical Center Portsmouth		461
Naval Weapons Station Yorktown		179
Total Navy Impact in Region	4968	

Concerns/Issues

- BRACON
  - Prioritization
  - Timetable for execution with resources allocated
  - Integration with programmed MILCON
- Communication
  - Disparity between workforce
  - Unofficial channels
  - Correcting inaccuracies
- Staffing
  - Manning of workforce, relocation vs. hiring
  - Learning curve

MID-ATLANTIC REGION BRAC RECOMMENDATIONS HAMPTON ROADS			
INSTALLATION			
	GAINS	LOSSES	Notes
Naval Station Norfolk	Submarines/New London activities	DFAS	
	CNRNE/CNRMA consolidation	DDNV	
	Navy Warfare Development Command	Space Warfare Systems Center	
	HM-15/AIMD	SIMA Norfolk	
	Naval Facilities Engineering Command		
	Space Warfare Systems Command Det		
Total Impact to Installation	+2807		
Norfolk Naval Shipyard	Submarine workload from Naval Shipyard Portsmouth		
	SIMA		
	NAVSEA Plant Equipment Support Office		
	NAVSEA Shipbuilding Support Office		
Total Impact to Installation	+2306		
Naval Support Activity Norfolk	Naval Reserve Readiness Command		includes NE roll-up and NAVRESFOR relocation
	Mid-Atlantic Joint Regional Correctional Facility		
Total Impact to Installation	+788		
Naval Amphibious Base Little Creek	Space Warfare Systems Command Atlantic		several actions comprise, relocation, consoldiation within region
	Installation Management for Ft Story		
Total Impact to Installation	+37		
Naval Air Station Oceana		Instructor pilots	
Total Impact to Installation		-60	
Naval Medical Center Portsmouth		Naval School of Health Sciences enlisted medical training	
Total Impact to Installation		-461	
Naval Weapons Station Yorktown		Space Warfare Systems Center Det	
		Naval Surface Warfare Center Weapons and Armament Research	
Total Impact to Installation		-179	
Impact to Region within Hampton Roads	+4968		

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NAVAL STATION NORFOLK BRACON LIST

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NORFOLK NAVAL SHIPYARD BRACON LIST

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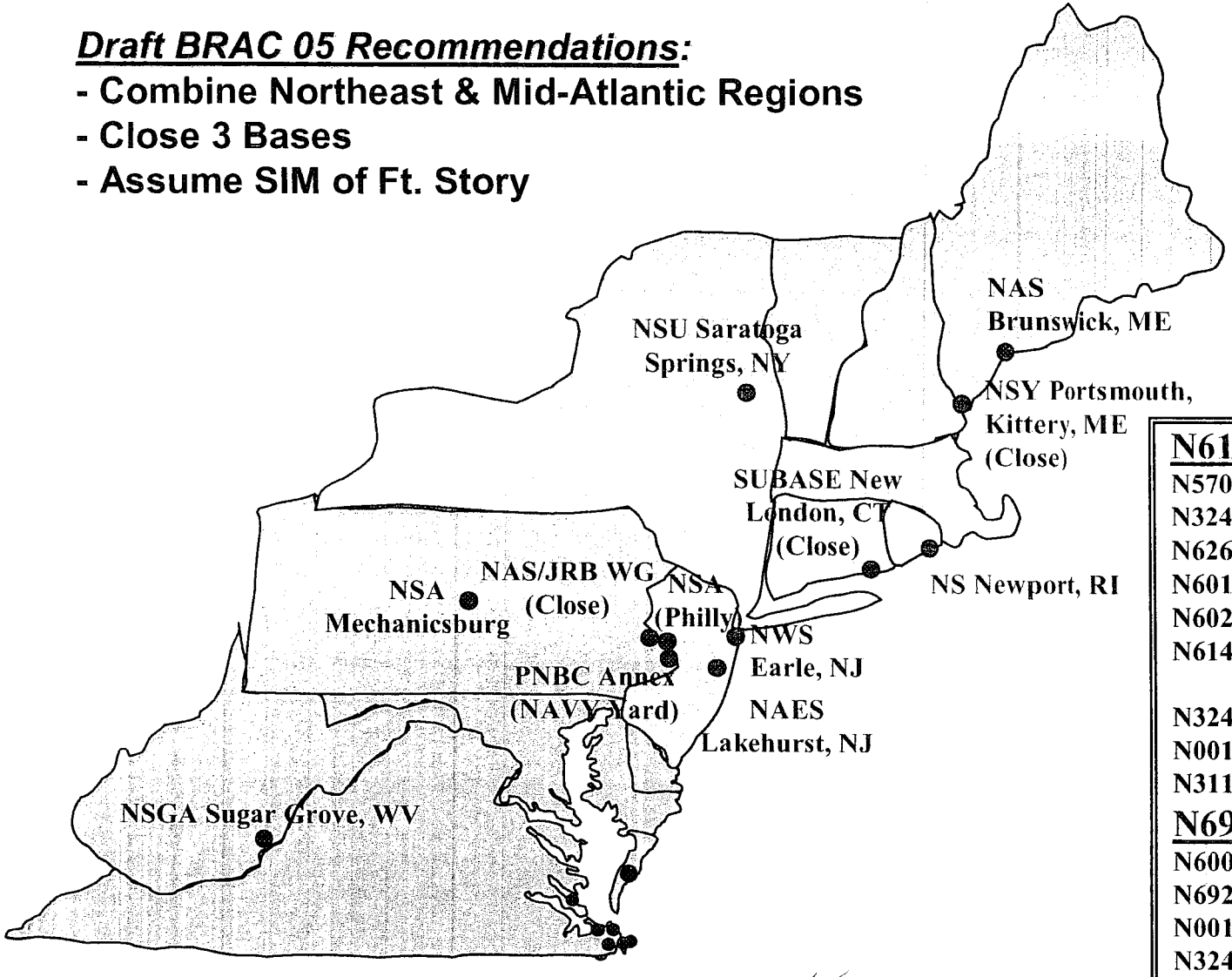
Navy Region Mid-Atlantic/Northeast

Draft BRAC 05 Recommendations:

- Combine Northeast & Mid-Atlantic Regions
- Close 3 Bases
- Assume SIM of Ft. Story



add NC

N61463 CNR Mid-Atlantic

N57095 NSA Norfolk
N32443 NSA Norfolk Naval Shipyard
N62688 NAVSTA Norfolk
N60191 NAS Ocenana
N60212 WPNSUPPFAC Yorktown
N61414 NAB Little Creek, NSCSC
Wallops Island, Ft. Story
N32414 NSA Mechanicsburg
N00158 NAS/JRB Willow Grove *(Close)*
N31188 NSGA Sugar Grove

N69078 CNR Northeast

N60087 NAS Brunswick
N69213 NAVWPNSTA Earle
N00129 SUBASE New London *(Close)*
N32446 NSY Portsmouth *(Close)*
N32411 NAVSTA Newport
N48558 NAVAIRENGSTA Lakehurst
N68317 NSU Saratoga Springs

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Navy Shore Installations
{Navy Regions (16)}
March 2005

N61076 CNR Japan (6)
- N61029 CFA Okinawa
- N61028 CFA Yokosuka
- N61030 CFA Sasebo
- N61031 NAF Atsugi
- N61032 NAF Misawa
- N61078 NSF Diego Garcia

N61075 CNR Korea (1)
- N32778 CFA Chinhae

N68047 NRCC Singapore (1)
- N68047 NRCC Singapore

N68742 CNR Northwest (4)
- N68436 Naval Base Kitsap (SUBASE Bangor,NUWC Keyport, NAVSTA BremertonNSY Puget Sound)
- N00620 NAS Whidbey Island
- N68967 NAVSTA Everett
- N32013 NAVMAG Indian Island

N69078 CNR Northeast (7)
- N60087 NAS Brunswick
- N69213 NAVWPNSTA Earle
- N00129 SUBASE New London
- N32446 NSY BOS Portsmouth (N00102 NSY Portsmouth)
- N32411 NAVSTA Newport
- N48558 NAVAIRENGSTA Lakehurst (NAWC Lakehurst)
- N68317 NSU Saratoga Springs

N3049B CNR Europe (9)
- N62588 NSA Naples (NSA Gaeta)
- N62995 NAS Sigonella
- N66691 NSA Souda Bay
- N32960 NSA La Maddalena
- N62863 NAVSTA Rota (FY08)
- N49422 JMF St. Mawgans
- N62585 NAVACTS UK
- N57032 NAF Mildenhall
- N63032 NAS Keflavik

N61108 CNR SW Asia (1)
- N63005 NSA Bahrain

N61040 CNR Midwest (2)
- N00128 NAVSTA Great Lakes
- N61018 NSA Crane (NSWC Crane)

N61463 CNR Mid-Atlantic (9)
- N57095 NSA Norfolk (NAVADMINCMD Norfolk)
- N32443 NSA Norfolk Naval Shipyard (NSY Norfolk)
- N62688 NAVSTA Norfolk
- N60191 NAS Oceana
- N69212 WPNSUPPFAC Yorktown
- N61414 NAB Little Creek (NSCS Wallops Island (FY07))
- N32414 NSA Mechanicsburg (FY03) (NSWC Philadelphia)
- N00158 NAS/JRB Willow Grove
- N31188 NSGA Sugar Grove

N00242 CNR Southwest (11)
- N63406 SUBASE San Diego
- N00245 NAVSTA San Diego
- N69232 NAVBASE Ventura Co.
- N60042 NAF El Centro
- N63042 NAS Lemoore
- N60495 NAS Fallon
- N61065 NAVWPNSTA Seal Beach
- N00246 NAS North Island
- N47609 NAWS China Lake
- N61014 NSA Monterey
- N61013 NSA Corona

N00171 CNR Naval District Wash (2)
- N68469 NSA Washington (NSF Thurmont, NSWC Indian Head, NAVSTA Annapolis USNA NSWC Carderock NSWC Dahlgren, Naval Research Laboratory)
- N0428A NAS Patuxent River (NAF Washington)

N30037 CNR South (6)
- N68891 NAVSTA Ingleside
- N00216 NAS Corpus Christi
- N60241 NAS Kingsville
- N83447 NAS/JRB Fort Worth
- N00206 NAS/JRB New Orleans
- N00205 NSA New Orleans

N61041 CNR Gulf Coast (2)
- N00204 NAS Pensacola
- N60508 NAS Whiting Field

N09697 CNR Southeast (16)
- N00207 NAS Jacksonville
- N60201 NAVSTA Mayport
- N42237 SUBASE Kings Bay
- N69214 NAVWPNSTA Charleston
- N00213 NAS Key West
- N62604 CBC Gulfport
- N60514 NAVSTA Guantanamo Bay
- N61008 NSA Panama City
- N61006 NSA Athens
- N00196 NAS Atlanta
- N63043 NAS Meridian
- N61007 NSA Orlando
- N00639 NSA Mid South, Millington
- N68890 NAVSTA Pascagoula
- N40003 NSA Puerto Rico
- N63821 NUWC Det Autec Andros

N61128 CNR Marianas (Guam) (1)
- N61755 NAVBASE Guam (CNF Marianas SA)

N61449 CNR Hawaii (2)
- N62813 NAVSTA Pearl Harbor (NSY & IMF Pearl Harbor, NCTAMS EASTPAC, NSGA Kunia, NAVMAG Pearl
- N0534A PMRF Barking Sands

"The Navy in Hampton Roads"

A Statistical Report for Fiscal Year 2004 (1 October – 30 September)
Information compiled at Navy Region Mid-Atlantic, Norfolk, Virginia

Military (Navy and USMC)	**2003**	**2004**
Shore Based Commands	25,350	25,164
Fleet Units	56,647	55,287
Students and Other Transients	3,005	3,017
Total Active Duty	**85,002**	**83,468**
Drilling Reserves	4,100	4,300
Retired and Survivors (est)	38,200	38,700
Military Family Members (est)	**104,000**	**120,500**
Total Military & Family	**231,302**	**246,968**
Civilian Employees		
Civil Service	22,529	22,502
Nonappropriated Fund	5,002	4,870
Total Civilian Employees	**27,531**	**27,372**
Total Navy "Family"	**258,833**	**274,340**

HOMEPORTED OPERATING UNITS

Ships Homeported	**97**	**90**
Aircraft Squadrons Homeported	**35**	**35**
Military Family Housing		
Occupy Government Housing	**4,356**	**4,357**
Own Private Dwellings	17,889	18,291
Rent Private Dwellings	17,518	20,627
Own Mobile Homes	37	18
Total	**39,800**	**43,293**

"The Navy in Hampton Roads"

Personnel Work Locations	2003	2004
Norfolk		
Military	60,416	58,490
Civilian	9,886	9,593
Virginia Beach		
Military	11,730	11,891
Civilian	3,754	3,705
Portsmouth		
Military	3,709	3,805
Civilian	10,407	10,675
Peninsula		
Military	1,148	1,139
Civilian	1,321	1,196
Chesapeake		
Military	465	395
Civilian	253	323
Little Creek		
Military	7,495	7,693
Civilian	1,649	1,548
Suffolk		
Military	39	55
Civilian	261	332
Total		
Military	**85,002**	**83,468**
Civilian	**27,531**	**27,372**

Economic Impact ($ Millions)

ANNUAL PAYROLL

Active Duty Military	**3,977**	**3,857**
Retired Military	784	783
Reserves	40	40
Civil Service	1,452	1,519
Nonappropriated Funds	117	95
Total Annual Payroll	**6,370**	**6,294**

GOODS AND SERVICES

Includes contract awards for ship construction, conversion and repair in private yards; military construction, maintenance, repair and alterations; utilities; materials, equipment, supplies, services and transportation (freight and passenger).

Total Procurement	**$3,400**	**$3,675**
TOTAL DIRECT ECONOMIC IMPACT	**$9,770**	**$9,969**

The United States Navy

United States Navy Biography

Rear Admiral Stephen A. Turcotte
Commander, Navy Region Mid-Atlantic

Rear Admiral Turcotte a native of Patuxent River, Md,. grew up in Grand Rapids, Mich. He graduated from Marquette University NROTC with a bachelor of science degree in Political Science in December 1975. He received his commission upon graduation, was ordered to flight training, and was designated a Naval Aviator in June 1977.

Rear Adm. Turcotte was then assigned to VS-41 at NAS North Island, Calif., for replacement training in the S-3A *Viking*. He next reported to VS-21 at NAS North Island and deployed to the western Pacific/Indian Ocean aboard *USS Kitty Hawk* (CV-63) during the Iranian Hostage Crisis.

In December 1980, Rear Adm. Turcotte reported to VS-41 as a flight instructor and NATOPS Model Manager. In May 1983, he was assigned as Aide and Flag Lieutenant to Commander Sixth Fleet deploying to the eastern Mediterranean. He was embarked during the hostilities in southern Lebanon, including the bombing of the U.S. Marine barracks, the retaliatory air strikes, and the subsequent actions.

Beginning in November 1985, Rear Adm. Turcotte served as the stand-up coordinator for VS-27 (the S-3B Fleet Replacement Squadron) at NAS Cecil Field. He also served as the Operations Officer and Training Director. In November 1988, he reported to VS-22 as Maintenance Officer deploying to the Mediterranean aboard *USS John F. Kennedy* (CV-67).

He next reported to the Naval War College in Newport, R.I., receiving a master's degree in National Security and Strategic Studies as well as a master's degree in Management from Salve Regina University. He subsequently attended the Armed Forces Staff College, graduating in June 1991. In September 1991, Rear Adm. Turcotte became Executive Officer of VS-24, attached to *USS Theodore Roosevelt*. He assumed command of the squadron in November 1992.

In March 1994, Rear Adm. Turcotte reported to *USS Kitty Hawk* as navigator and deployed to the western Pacific. In April 1996, he reported to the Joint Staff, where he served in J-3 (operations) first as Southern Command Branch Chief and subsequently as Chief, Western Hemisphere Division.

Rear Adm. Turcotte's next assignment, from April 1998 until April 2001, was as the Commanding

Officer of Naval Air Station Jacksonville. His first flag assignment was Norfolk, Va., where he became the 48th Commander of the Naval Safety Center, serving from January 2002 until August 2003. While there, he served as Deputy Commander, Joint Task Force Southwest Asia at Prince Sultan Air Base, Saudi Arabia, from September to December 2002 and as a member of the Columbia Accident Investigation Board. Admiral Turcotte assumed command of the Mid-Atlantic Region in August of 2003.

Rear Adm. Turcotte has flown more than 5,500 flight hours in 15 different aircraft, and logged over 500 carrier landings. His awards include the Defense Superior Service Medal, Legion of Merit, the Bronze Star, Defense Meritorious Service Medal, Meritorious Service Medal, Navy and Marine Corps Commendation Medal, Navy and Marine Corps Achievement Medal, and various other unit and service awards.

Updated: 21 October 2003

Return to the Biographies top page

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Commanding Officer, Norfolk Naval Station
CAPT Jerry Becker
United States Navy

Captain Jerry Becker, a native of Pittsburgh, Pennsylvania, was commissioned an Ensign in the U.S. Navy after completion of Officer Candidate School in February 1978. He is a graduate of St. Vincent College, Latrobe, Pennsylvania, where he received a Bachelor's degree in Political Science.

Captain Becker's initial afloat assignment was as Deck Division Officer and Deputy Damage Control Assistant (DCA) in USS RANGER (CV 61), where he earned his Surface Warfare and Engineering Officer qualifications. During this tour, RANGER completed two extended deployments to the Western Pacific. As a Department Head, Captain Becker served as Operations Officer in USS REASONER (FF 1063), where he made an extended deployment to the Indian Ocean and Mediterranean Sea as a member of Battle Group Foxtrot. Subsequently, he served as Operations Officer on the staff of Destroyer Squadron Twenty-Three, where he deployed again to the Persian Gulf directing Kuwaiti Tanker Escort Operations followed by a second deployment as the Antisurface Warfare Commander (ASUWC) in Battle Group Delta. He then served as Executive Officer in USS WADDELL (DDG 24). Captain Becker's most recent afloat assignment was as Commanding Officer, USS CHANDLER (DD 996). In his Executive Officer and Commanding Officer tours, Captain Becker completed successful counter narcotics deployments to the Eastern Pacific and Caribbean.

Ashore, in addition to a Division Officer tour at Recruit Training Command, San Diego, California, Captain Becker studied at the Naval Postgraduate School, Monterey, California; and the Naval War College, Newport, Rhode Island. He holds Master's degrees in Strategic Studies and National Security Affairs/Intelligence. He has served at the Pentagon in Washington, DC, as Executive Assistant to the Navy Chief of Legislative Affairs and on the Intelligence Staff, International Military Committee at NATO Headquarters in Brussels, Belgium. Prior to reporting to Naval Station, his previous assignment was Deputy for Fleet Operations at Atlantic Fleet Headquarters in Norfolk, Virginia.

In addition to campaign and unit awards, Captain Becker's personal awards include the Defense Superior Service Medal, Meritorious Service Medal (three awards), Navy and Marine Corps Commendation Medal (four awards), and Navy and Marine Corps Achievement Medal.

Captain Loyd E. Pyle, Jr.

United States Navy

Captain Loyd E. Pyle Jr., a second generation Naval Aviator, was born in Key West, Florida and graduated from the United States Naval Academy in 1983. Designated a Naval Aviator in September of 1985, he reported to the "Kestrels" of Strike Fighter Squadron ONE THREE SEVEN at NAS Cecil Field, Florida, flying the F/A-18A. Assigned to USS CORAL SEA (CV 43), he made two workups and a Mediterranean deployment.

He returned to his native soil in the Conch Republic in May of 1989, where he was assigned to the "Blackbirds" of Fighter Squadron FORTY FIVE. He graduated from the Navy Fighter Weapons School (TOPGUN) and served three years as an adversary instructor pilot flying the F-16N Falcon, the A-4E Skyhawk, and the F-5E Tigershark II.

In May 1992, Captain Pyle reported to the staff of Commander, Second Fleet embarked in USS MOUNT WHITNEY (LCC 20) where he served as Flag Lieutenant. Returning to NAS Cecil Field in August of 1993, he joined the "Wildcats" of Strike Fighter Squadron ONE THREE ONE flying the F/A-18C. He served as the Operations and Maintenance Officer while making workups and two deployments in USS GEORGE WASHINGTON (CVN 73).

He reported to Harvard University in Cambridge, Massachusetts and was awarded a *Masters in Public Administration* from the JFK School of Government in June of 1997. In December 1997, he reported as Executive Officer of Strike Fighter Squadron THREE FOUR and deployed to the Mediterranean and Arabian Gulf aboard USS Dwight D. Eisenhower (CVN 69). He assumed command of the "Blue Blasters" in March of 1999 and deployed to Arabian Gulf in USS GEORGE WASHINGTON (CVN 73).

He reported to the Naval War College in Newport, Rhode Island in November of 2000, graduating with a *Masters in National Security Affairs and Strategic Studies*. He reported to the Joint Staff in the Pentagon in November 2001 and served as a Joint Operations Division Chief for the Northern and Southern Command in the J-3 Operations Directorate. Captain Pyle graduated from the Joint Forces Staff College in June of 2004 and reported as Executive Officer, Naval Station Norfolk in September 2004.

His personal awards include the Defense Superior Service Medal, two Meritorious Service Medals, three Strike/Flight Air Medals, the Joint Service Commendation Medal, three Navy and Marine Corps Commendation Medals, the Joint Service Achievement Medal, and two Navy and Marine Corps Achievement Medals. He has accumulated over 3700 tactical flight hours and 800 arrested landings.

11614

CAPTAIN CAMPBELL BIO

11614

BACK-UP DATA

"The Navy in Hampton Roads"

A Statistical Report for Fiscal Year 2004 (1 October – 30 September)
Information compiled at Navy Region Mid-Atlantic, Norfolk, Virginia

Military (Navy and USMC)	**2003**	**2004**
Shore Based Commands	25,350	25,164
Fleet Units	56,647	55,287
Students and Other Transients	3,005	3,017
Total Active Duty	**85,002**	**83,468**
Drilling Reserves	4,100	4,300
Retired and Survivors (est)	38,200	38,700
Military Family Members (est)	**104,000**	**120,500**
Total Military & Family	**231,302**	**246,968**
Civilian Employees		
Civil Service	22,529	22,502
Nonappropriated Fund	5,002	4,870
Total Civilian Employees	**27,531**	**27,372**
Total Navy "Family"	**258,833**	**274,340**

HOMEPORTED OPERATING UNITS

Ships Homeported	**97**	**90**
Aircraft Squadrons Homeported	**35**	**35**
Military Family Housing		
Occupy Government Housing	**4,356**	**4,357**
Own Private Dwellings	17,889	18,291
Rent Private Dwellings	17,518	20,627
Own Mobile Homes	37	18
Total	**39,800**	**43,293**

"The Navy in Hampton Roads"

Personnel Work Locations	2003	2004
Norfolk		
Military	60,416	58,490
Civilian	9,886	9,593
Virginia Beach		
Military	11,730	11,891
Civilian	3,754	3,705
Portsmouth		
Military	3,709	3,805
Civilian	10,407	10,675
Peninsula		
Military	1,148	1,139
Civilian	1,321	1,196
Chesapeake		
Military	465	395
Civilian	253	323
Little Creek		
Military	7,495	7,693
Civilian	1,649	1,548
Suffolk		
Military	39	55
Civilian	261	332
Total		
Military	**85,002**	**83,468**
Civilian	**27,531**	**27,372**

Economic Impact ($ Millions)

ANNUAL PAYROLL

Active Duty Military	**3,977**	**3,857**
Retired Military	784	783
Reserves	40	40
Civil Service	1,452	1,519
Nonappropriated Funds	117	95
Total Annual Payroll	**6,370**	**6,294**

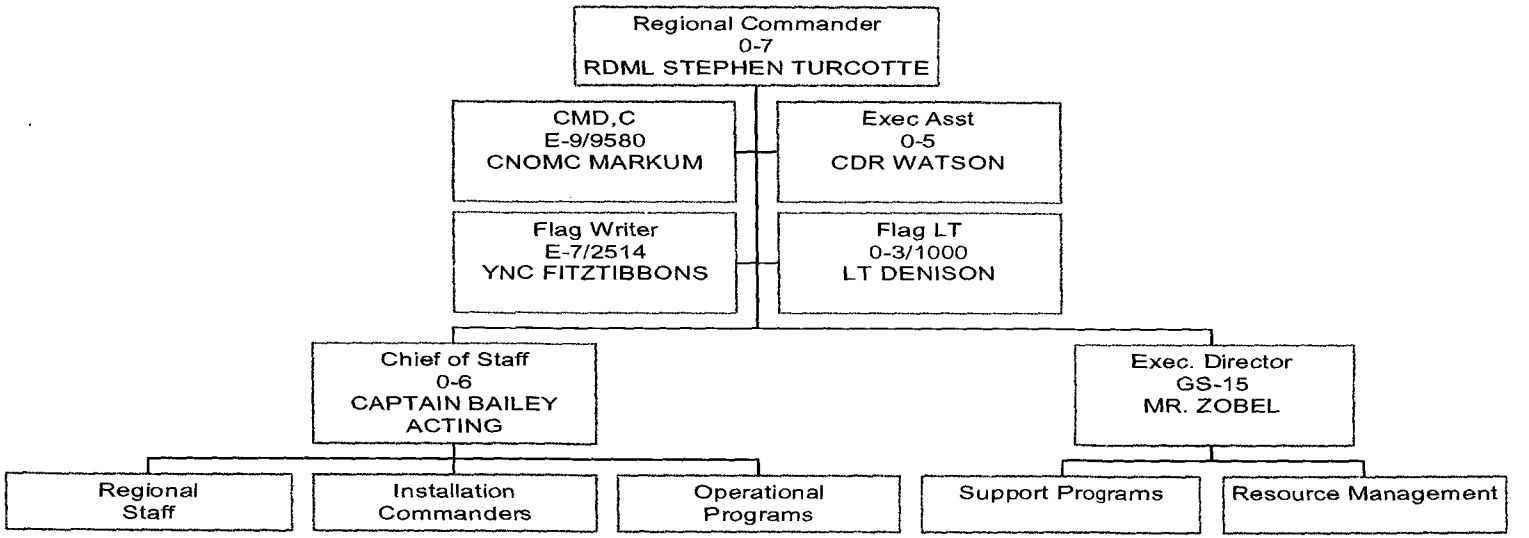
GOODS AND SERVICES

Includes contract awards for ship construction, conversion and repair in private yards; military construction, maintenance, repair and alterations; utilities; materials, equipment, supplies, services and transportation (freight and passenger).

Total Procurement	**$3,400**	**$3,675**
TOTAL DIRECT ECONOMIC IMPACT	**$9,770**	**$9,969**

11614

COMNAVREG MIDLANT Organization Chart



The United States Navy

United States Navy Biography

Rear Admiral Stephen A. Turcotte
Commander, Navy Region Mid-Atlantic

Rear Admiral Turcotte a native of Patuxent River, Md,. grew up in Grand Rapids, Mich. He graduated from Marquette University NROTC with a bachelor of science degree in Political Science in December 1975. He received his commission upon graduation, was ordered to flight training, and was designated a Naval Aviator in June 1977.

Rear Adm. Turcotte was then assigned to VS-41 at NAS North Island, Calif., for replacement training in the S-3A *Viking*. He next reported to VS-21 at NAS North Island and deployed to the western Pacific/Indian Ocean aboard *USS Kitty Hawk* (CV-63) during the Iranian Hostage Crisis.

In December 1980, Rear Adm. Turcotte reported to VS-41 as a flight instructor and NATOPS Model Manager. In May 1983, he was assigned as Aide and Flag Lieutenant to Commander Sixth Fleet deploying to the eastern Mediterranean. He was embarked during the hostilities in southern Lebanon, including the bombing of the U.S. Marine barracks, the retaliatory air strikes, and the subsequent actions.

Beginning in November 1985, Rear Adm. Turcotte served as the stand-up coordinator for VS-27 (the S-3B Fleet Replacement Squadron) at NAS Cecil Field. He also served as the Operations Officer and Training Director. In November 1988, he reported to VS-22 as Maintenance Officer deploying to the Mediterranean aboard *USS John F. Kennedy* (CV-67).

He next reported to the Naval War College in Newport, R.I., receiving a master's degree in National Security and Strategic Studies as well as a master's degree in Management from Salve Regina University. He subsequently attended the Armed Forces Staff College, graduating in June 1991. In September 1991, Rear Adm. Turcotte became Executive Officer of VS-24, attached to *USS Theodore Roosevelt*. He assumed command of the squadron in November 1992.

In March 1994, Rear Adm. Turcotte reported to *USS Kitty Hawk* as navigator and deployed to the western Pacific. In April 1996, he reported to the Joint Staff, where he served in J-3 (operations) first as Southern Command Branch Chief and subsequently as Chief, Western Hemisphere Division.

Rear Adm. Turcotte's next assignment, from April 1998 until April 2001, was as the Commanding

Officer of Naval Air Station Jacksonville. His first flag assignment was Norfolk, Va., where he became the 48th Commander of the Naval Safety Center, serving from January 2002 until August 2003. While there, he served as Deputy Commander, Joint Task Force Southwest Asia at Prince Sultan Air Base, Saudi Arabia, from September to December 2002 and as a member of the Columbia Accident Investigation Board. Admiral Turcotte assumed command of the Mid-Atlantic Region in August of 2003.

Rear Adm. Turcotte has flown more than 5,500 flight hours in 15 different aircraft, and logged over 500 carrier landings. His awards include the Defense Superior Service Medal, Legion of Merit, the Bronze Star, Defense Meritorious Service Medal, Meritorious Service Medal, Navy and Marine Corps Commendation Medal, Navy and Marine Corps Achievement Medal, and various other unit and service awards.

Updated: 21 October 2003

Return to the Biographies top page

The United States Navy

United States Navy Biography

Rear Admiral Donald K. Bullard
Director, Fleet Readiness and Training, U.S. Fleet Forces Command

Rear Admiral Donald K. Bullard is a native of Santa Paula, Calif. He received his Bachelor of Science degree from the University of Southern California and was commissioned through the NROTC Program in June 1973. Rear Admiral Bullard was designated a Naval Aviator in March 1975.

Rear Adm. Bullard's operational sea tours include flying the A-7E *Corsair* in Attack Squadron One One Three (VA 113) in *USS Ranger* (CV 61), Attack Squadron One Nine Five (VA 195) in *USS Kitty Hawk* (CV 63), Carrier Air Wing Fourteen (CVW 14) in *USS Coral Sea* (CV 43), Attack Squadron Two Seven (VA 27) in *USS Carl Vinson* (CVN 70) and flying the F/A-18 *Hornet* in Strike Fighter Squadron Nine Seven (VFA 97) in *USS Kitty Hawk* (CV 63).

Rear Adm. Bullard's shore assignments include duty with Attack Squadron One Two Two (VA 122), with Commander, Naval Air Force, U.S. Pacific Fleet and on the Staff of the Deputy Chief of Naval Operations (Air Warfare).

Rear Adm. Bullard received his master's degree with highest distinction from the Naval War College and is a graduate of the Armed Forces Staff College. He is also a graduate of the Syracuse University Maxwell School National Security Studies Program and has served on the Staff of the Center for Naval Warfare Studies

In January 1991, Rear Adm. Bullard assumed command of Strike Fighter Squadron Nine Seven (VFA 97) embarked in *Kitty Hawk*. In July 1995, Rear Adm. Bullard reported as Commanding Officer of *USS New Orleans* (LPH 11). Rear Adm. Bullard became the 28th Commanding Officer of *USS Constellation* (CV 64) in January 1998. In October 1999, he reported as Chief of Staff for Commander, Naval Air Force, U.S. Pacific Fleet. In July 2000, Rear Adm. Bullard was assigned to the Joint Staff as Deputy Director for Operations in the National Military Command Center. In September 2002 he assumed command of Carrier Group Six/*John F. Kennedy* Battle Group. He assumed his current duties in October 2004.

Rear Adm. Bullard has logged over 4,000 hours in various aircraft with over 1,000 carrier landings. His personal awards include the Defense Superior Service Medal (two awards), Legion of Merit (four awards), Meritorious Service Medal (three awards), Navy Commendation Medal, Navy Achievement Medal, and various unit and campaign awards.

11614

Commanding Officer, Norfolk Naval Station
CAPT Jerry Becker
United States Navy

Captain Jerry Becker, a native of Pittsburgh, Pennsylvania, was commissioned an Ensign in the U.S. Navy after completion of Officer Candidate School in February 1978. He is a graduate of St. Vincent College, Latrobe, Pennsylvania, where he received a Bachelor's degree in Political Science.

Captain Becker's initial afloat assignment was as Deck Division Officer and Deputy Damage Control Assistant (DCA) in USS RANGER (CV 61), where he earned his Surface Warfare and Engineering Officer qualifications. During this tour, RANGER completed two extended deployments to the Western Pacific. As a Department Head, Captain Becker served as Operations Officer in USS REASONER (FF 1063), where he made an extended deployment to the Indian Ocean and Mediterranean Sea as a member of Battle Group Foxtrot. Subsequently, he served as Operations Officer on the staff of Destroyer Squadron Twenty-Three, where he deployed again to the Persian Gulf directing Kuwaiti Tanker Escort Operations followed by a second deployment as the Antisurface Warfare Commander (ASUWC) in Battle Group Delta. He then served as Executive Officer in USS WADDELL (DDG 24). Captain Becker's most recent afloat assignment was as Commanding Officer, USS CHANDLER (DD 996). In his Executive Officer and Commanding Officer tours, Captain Becker completed successful counter narcotics deployments to the Eastern Pacific and Caribbean.

Ashore, in addition to a Division Officer tour at Recruit Training Command, San Diego, California, Captain Becker studied at the Naval Postgraduate School, Monterey, California; and the Naval War College, Newport, Rhode Island. He holds Master's degrees in Strategic Studies and National Security Affairs/Intelligence. He has served at the Pentagon in Washington, DC, as Executive Assistant to the Navy Chief of Legislative Affairs and on the Intelligence Staff, International Military Committee at NATO Headquarters in Brussels, Belgium. Prior to reporting to Naval Station, his previous assignment was Deputy for Fleet Operations at Atlantic Fleet Headquarters in Norfolk, Virginia.

In addition to campaign and unit awards, Captain Becker's personal awards include the Defense Superior Service Medal, Meritorious Service Medal (three awards), Navy and Marine Corps Commendation Medal (four awards), and Navy and Marine Corps Achievement Medal.

Captain Loyd E. Pyle, Jr.

United States Navy

Captain Loyd E. Pyle Jr., a second generation Naval Aviator, was born in Key West, Florida and graduated from the United States Naval Academy in 1983. Designated a Naval Aviator in September of 1985, he reported to the "Kestrels" of Strike Fighter Squadron ONE THREE SEVEN at NAS Cecil Field, Florida, flying the F/A-18A. Assigned to USS CORAL SEA (CV 43), he made two workups and a Mediterranean deployment.

He returned to his native soil in the Conch Republic in May of 1989, where he was assigned to the "Blackbirds" of Fighter Squadron FORTY FIVE. He graduated from the Navy Fighter Weapons School (TOPGUN) and served three years as an adversary instructor pilot flying the F-16N Falcon, the A-4E Skyhawk, and the F-5E Tigershark II.

In May 1992, Captain Pyle reported to the staff of Commander, Second Fleet embarked in USS MOUNT WHITNEY (LCC 20) where he served as Flag Lieutenant. Returning to NAS Cecil Field in August of 1993, he joined the "Wildcats" of Strike Fighter Squadron ONE THREE ONE flying the F/A-18C. He served as the Operations and Maintenance Officer while making workups and two deployments in USS GEORGE WASHINGTON (CVN 73).

He reported to Harvard University in Cambridge, Massachusetts and was awarded a *Masters in Public Administration* from the JFK School of Government in June of 1997. In December 1997, he reported as Executive Officer of Strike Fighter Squadron THREE FOUR and deployed to the Mediterranean and Arabian Gulf aboard USS Dwight D. Eisenhower (CVN 69). He assumed command of the "Blue Blasters" in March of 1999 and deployed to Arabian Gulf in USS GEORGE WASHINGTON (CVN 73).

He reported to the Naval War College in Newport, Rhode Island in November of 2000, graduating with a *Masters in National Security Affairs and Strategic Studies*. He reported to the Joint Staff in the Pentagon in November 2001 and served as a Joint Operations Division Chief for the Northern and Southern Command in the J-3 Operations Directorate. Captain Pyle graduated from the Joint Forces Staff College in June of 2004 and reported as Executive Officer, Naval Station Norfolk in September 2004.

His personal awards include the Defense Superior Service Medal, two Meritorious Service Medals, three Strike/Flight Air Medals, the Joint Service Commendation Medal, three Navy and Marine Corps Commendation Medals, the Joint Service Achievement Medal, and two Navy and Marine Corps Achievement Medals. He has accumulated over 3700 tactical flight hours and 800 arrested landings.

CAPTAIN JOSEPH F. CAMPBELL

Commander, Norfolk Naval Shipyard
Portsmouth, Virginia

Captain Joseph F. Campbell was born in Lancaster, Pennsylvania and raised in Newark, Delaware. He graduated from the University of Pennsylvania with a Bachelor of Science Degree in Mechanical Engineering in 1980 and later earned a Naval Engineer's Degree and Master of Science in Mechanical Engineering from the Massachusetts Institute of Technology. He is a registered Professional Engineer in the State of Delaware.

Captain Campbell was commissioned as an Engineering Duty Officer in May 1980 via the NROTC program and reported for duty on board USS HOLLAND (AS 32) in Holy Loch, Scotland. He served in various billets in the Repair Department including Outside Machinery Repair Officer. In 1982, he reported to Pearl Harbor Naval Shipyard (PHNSY). During an extended temporary duty period, he attended the Submarine Officer Basic Course (graduating with distinction) and was assigned to USS JAMES MADISON (SSBN 627). After completing this patrol he was designated as an Engineering Duty Officer Qualified in Submarines (ED Dolphin). Upon return to PHNSY, he was assigned as Senior Ship Superintendent for USS OMAHA (SSN 692) Regular Overhaul. From 1986 to 1989, Captain Campbell completed post-graduate study at MIT. Following commencement, he was assigned to the staff of Commander Submarine Force, U.S. Atlantic Fleet where he served first as Operational Submarine Type Desk Officer and later as the Budget and Scheduling Officer. In 1992, he reported to Supervisor of Shipbuilding, Conversion and Repair, Newport News where he completed the Post Shakedown Availability of USS JEFFERSON CITY (SSN 759) and USS ATLANTA (SSN 712) Selected Restricted Availability. Also at Newport News, he completed new construction of USS CHARLOTTE (SSN 766), the Navy's first Improved Propulsion Machinery Program submarine. In May 1995, he reported to Trident Refit Facility, Kings Bay, Georgia, where he served in two department head billets, first as Planning Officer and then Repair Officer. While at Kings Bay, the number of TRIDENT submarines increased from six to the planned end strength of ten. He reported to Norfolk Naval

Shipyard in October 1999 where he served as the Business and Strategic Planning Officer. In June 2002, he began his second tour on the staff of Commander, Submarine Force, U.S. Atlantic Fleet, serving this time as Force Material Officer. In November 2003, he returned to Norfolk Naval Shipyard as its 101st Shipyard Commander.

Captain Campbell has been awarded the Legion of Merit, three Meritorious Service Medals, two Navy and Marine Corps Commendation Medals and the Navy and Marine Corps Achievement Medal and numerous campaign and unit awards.

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NAVSEA
COMMENTS | SUGGESTIONS | IDEAS
Norfolk Naval Shipyard

EMAIL webMASTER

NAVSEA

NAVAL SEA SYSTEMS COMMAND

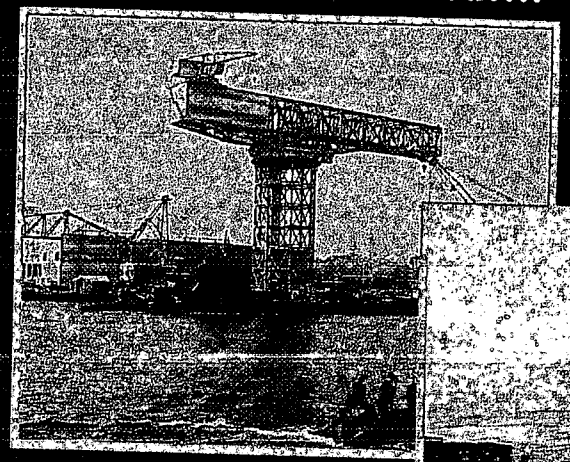
Norfolk Naval Shipyard

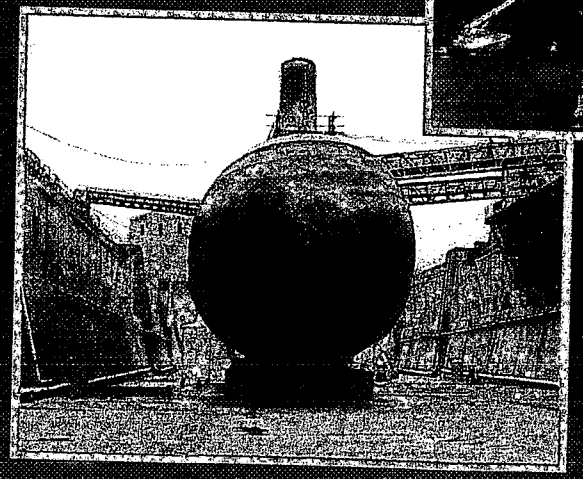
Any Ship, Any Time, Any Where

SHIPYARD OVERVIEW

MISSION

"To Maintain, Modernize, and Provide Emergency Repair of Naval Ships as Directed...."

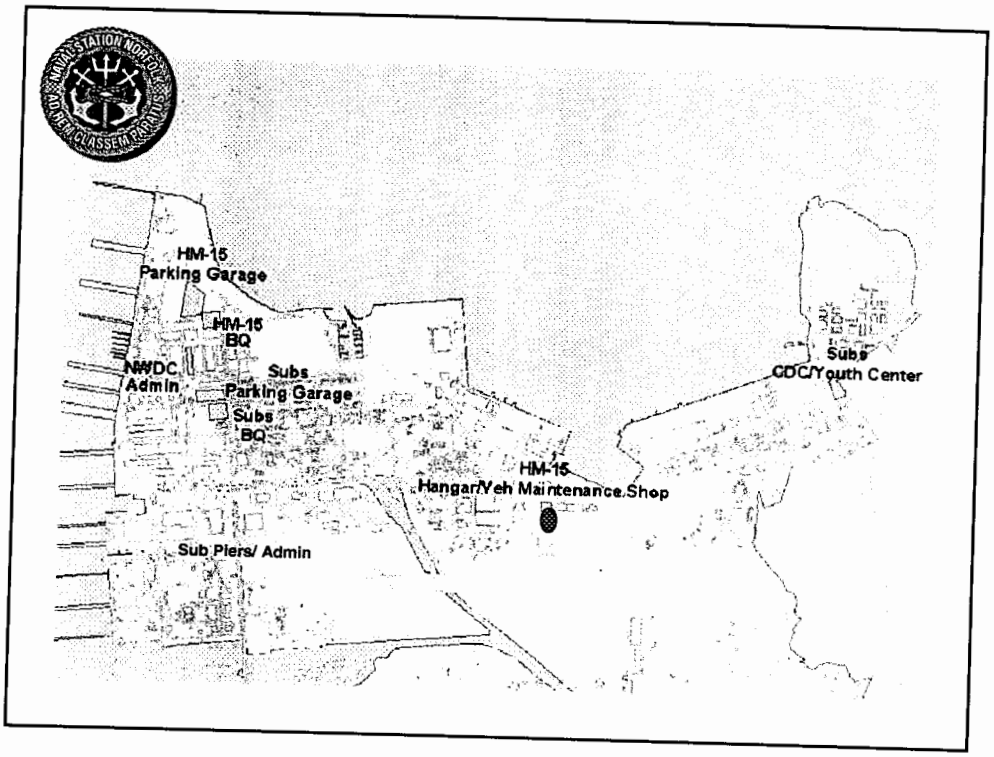


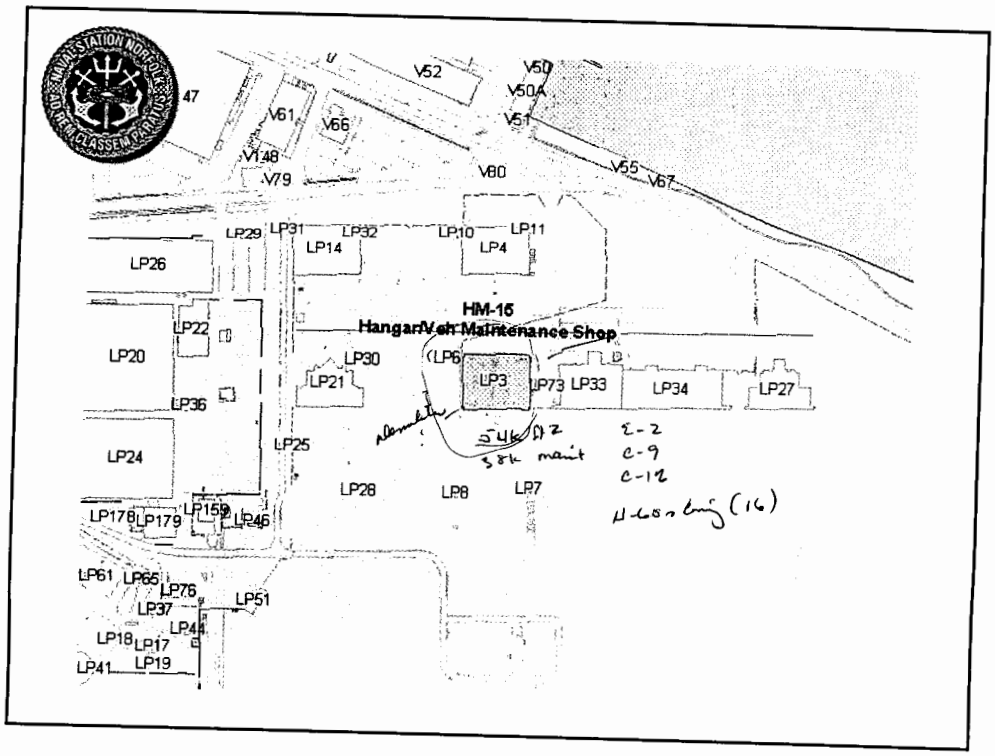


Service to the Fleet

"Any Ship/Any Time/Any Where"

- *"Any Ship/Any Time/Any Where" Philosophy*
- *"Battle Damage" Repair*
- *Carrier & LHA/LHD Expanded Planning Yards*
- *Mock-ups and Training*
- *Ship Repair Facilities*
- *Intermediate & Depot Maintenance Integration*
- *Strike Free Workforce*
- *Apprentice Program*


HM-15
Parking Garage
HM-15
BQ
NWDC
Admin
Subs
Parking Garage
Subs
BQ
Subs
CDC/Youth Center
HM-15
Hangar/Veh Maintenance Shop
Sub Piers/ Admin


47
V52
V50
V50A
V51
V61
V66
V148
V79
V80
V65
V67
LP29
LP31
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LP10
LP11
LP14
LP4
LP26
HM-15
Hangar/Veh Maintenance Shop
LP22
LP20
LP30
LP6
LP3
LP73
LP33
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LP24
LP25
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LP179
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LP46
LP61
LP65
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LP51
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LP44
LP18
LP17
LP41
LP19

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1595 E
225 O
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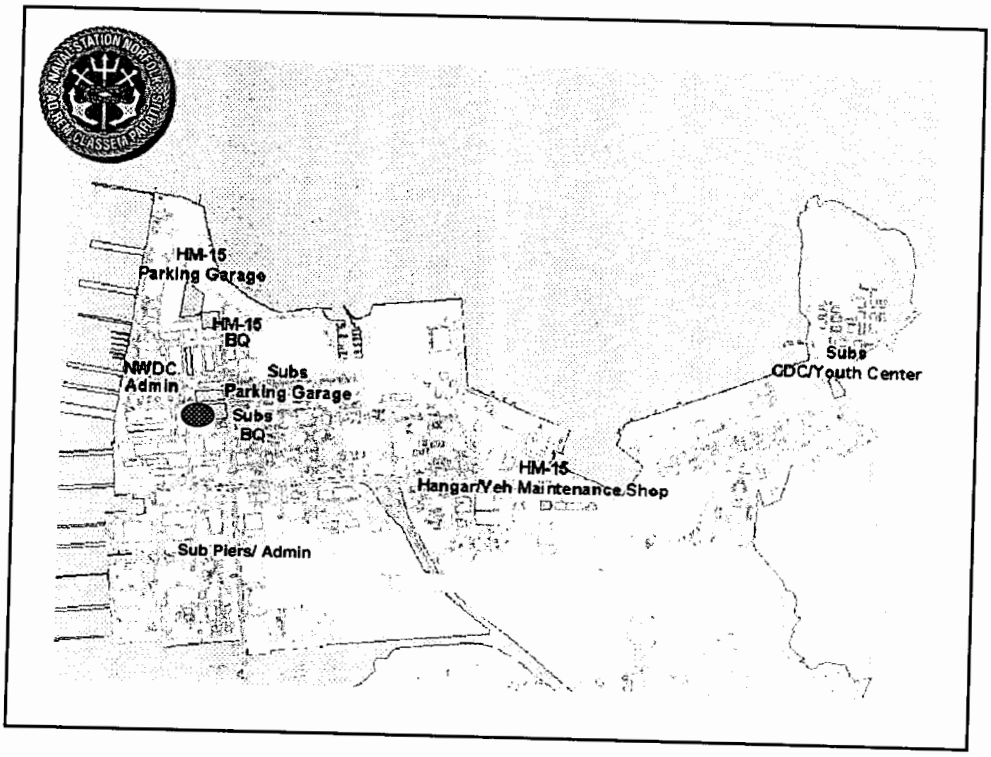
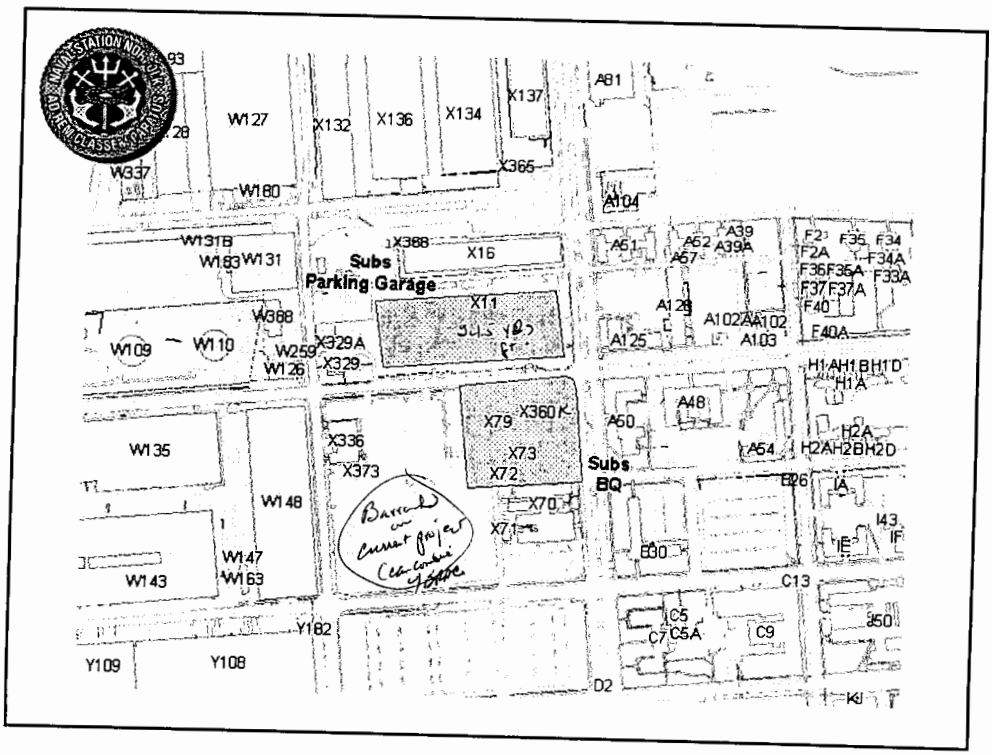
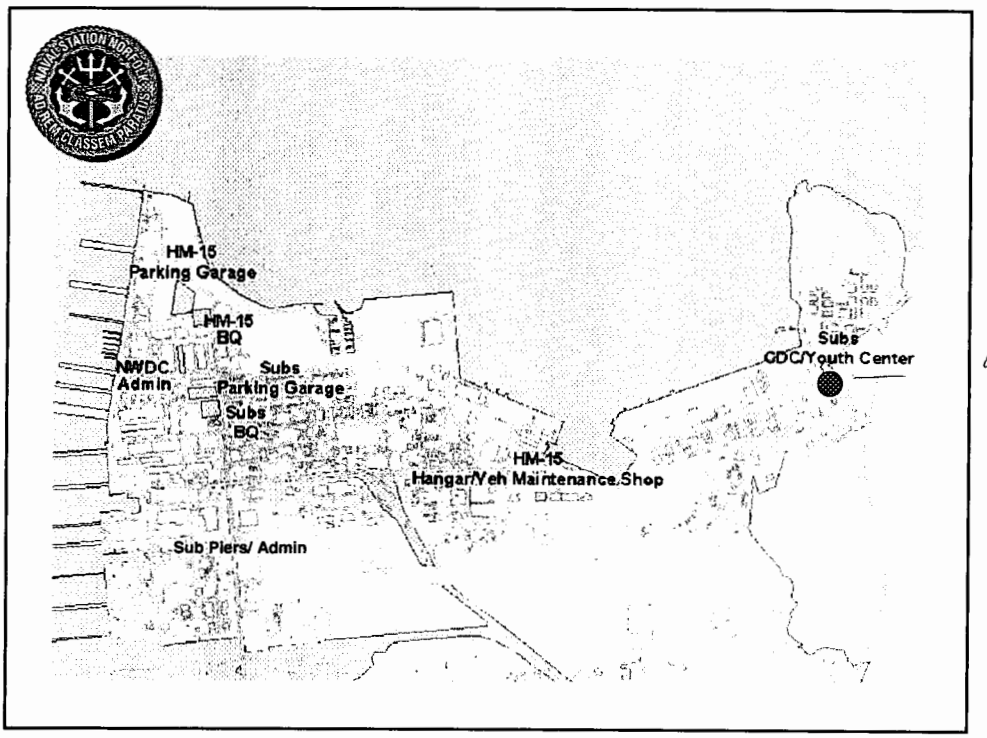
Subs 2
NE Region






HM-15
Parking Garage
HM-15
BQ
NWDC
Admin
Subs
Parking Garage
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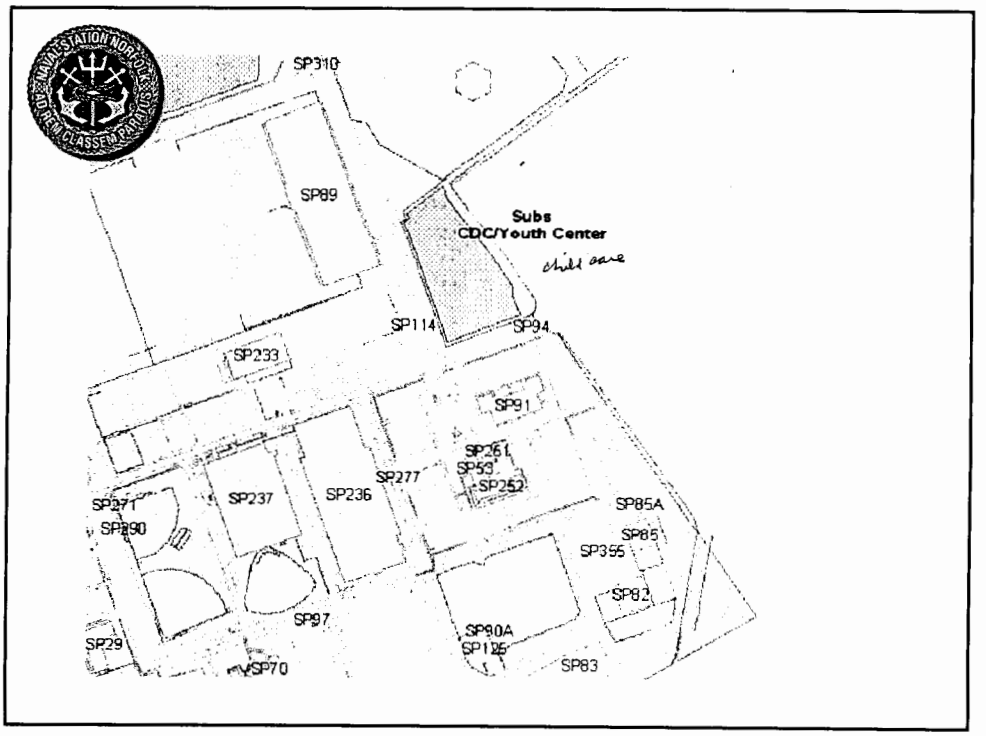
Subs
CDC/Youth Center
HM-15
Hangar/Veh Maintenance Shop
Sub Piers/ Admin


SP310
SP89
Subs
CDC/Youth Center
child care
SP114
SP94
SP233
SP91
SP261
SP53
SP252
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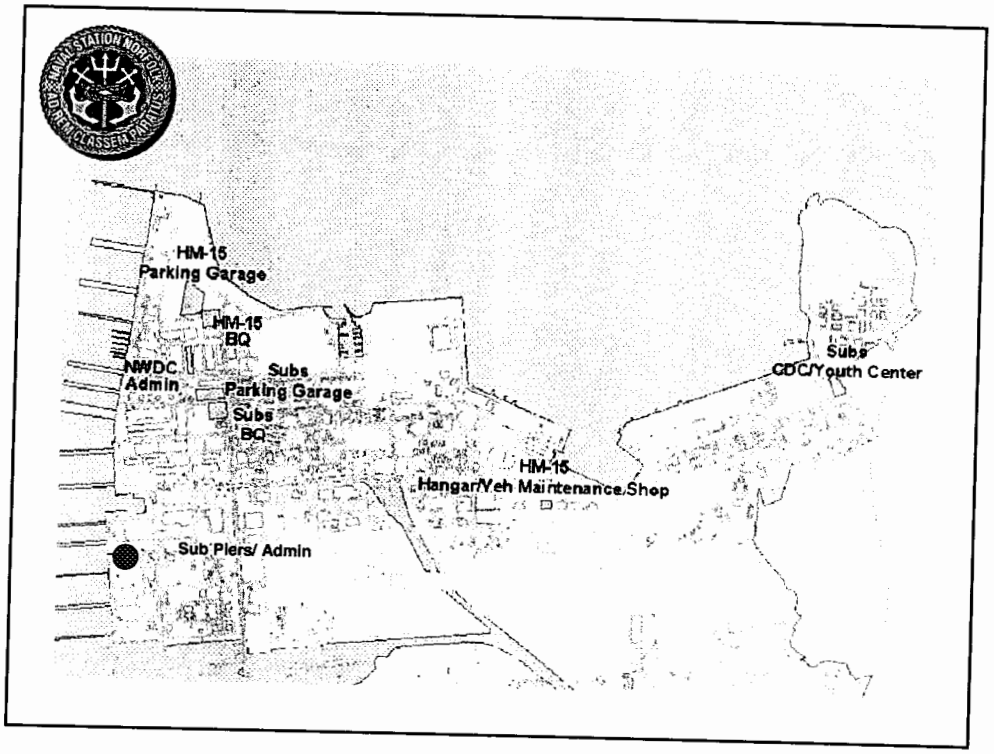
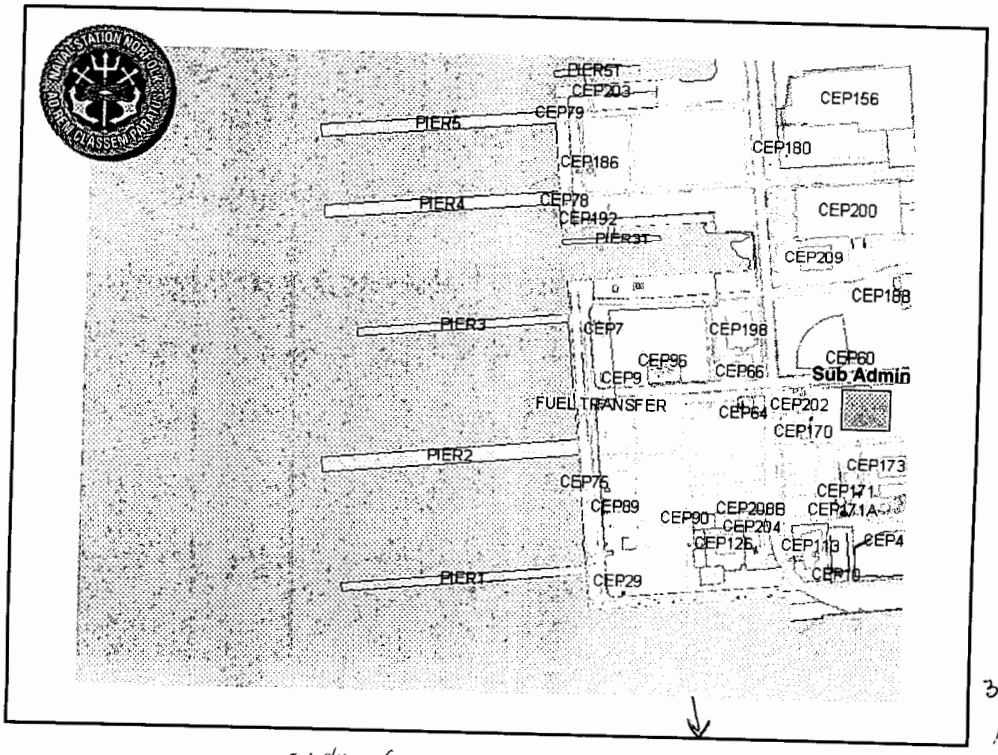


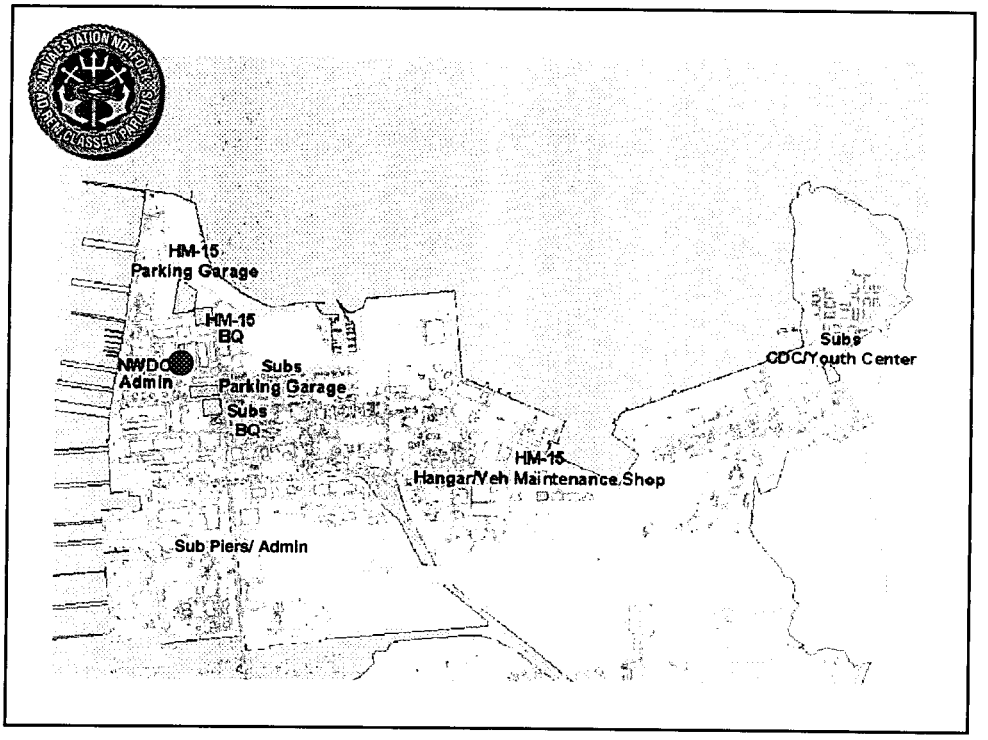


30 of flow
Reing all 13 piers
2 finish
4 "
7 "

Fy 4/10 6
Fy 11 6

NOVA A/P

Build #15 dewalk #1
keep ~~P-1~~ Rebuild 1 so 12 now
Pier 3 - move Sub to 5 (4 rebuilt)
~~Pier~~ #15 - the Pier 3 rebuilt.


HM-15
Parking Garage
HM-15
BQ
NWDC
Admin
Subs
Parking Garage
Subs
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CDC/Youth Center
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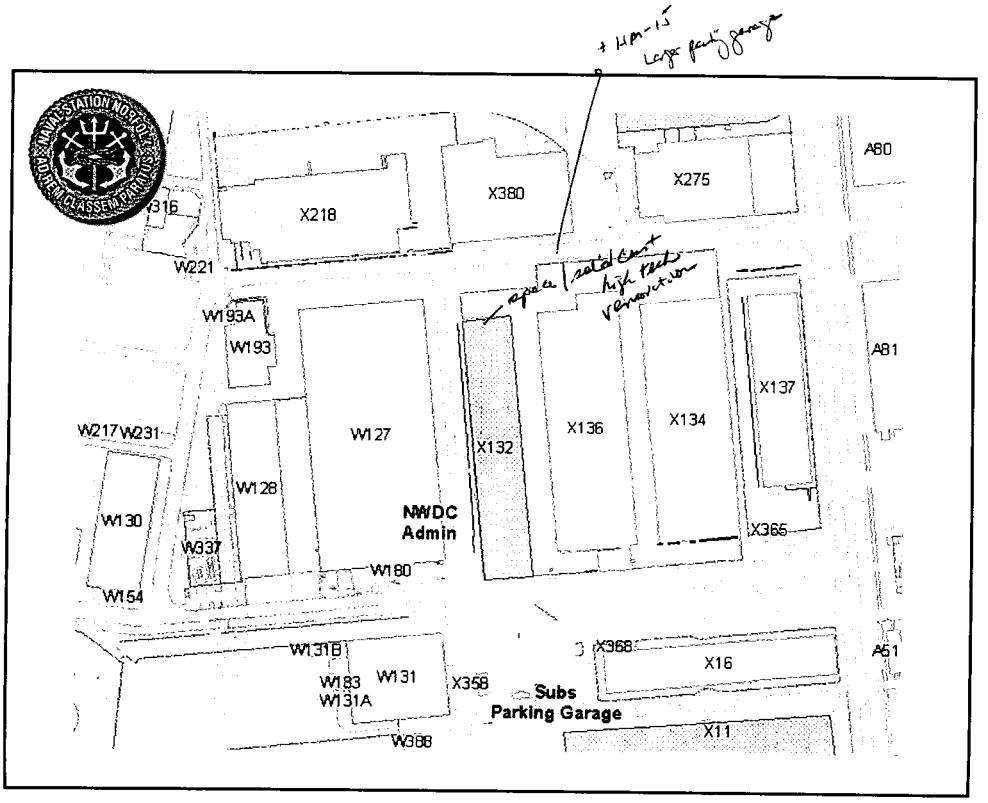
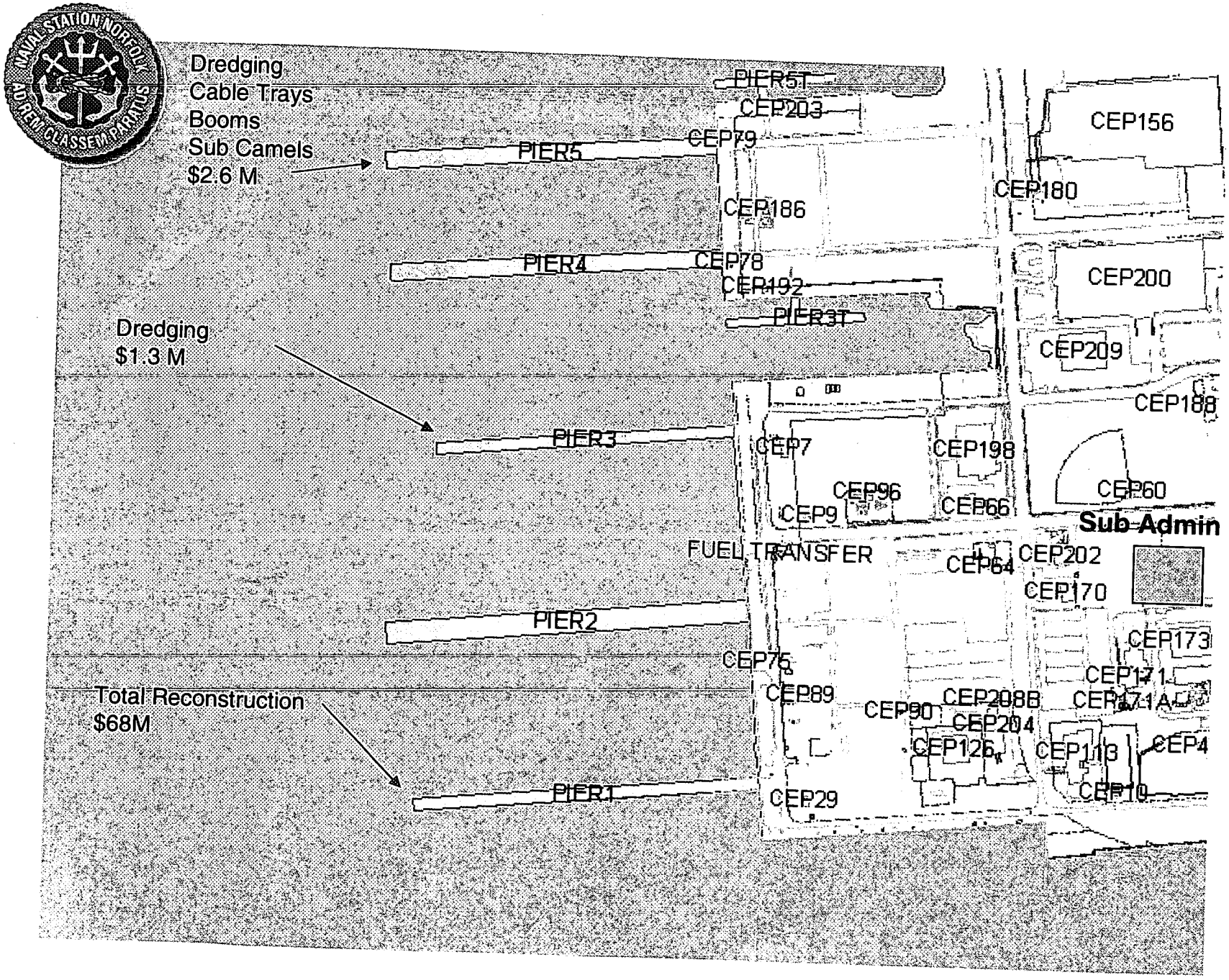
Hangar/Veh Maintenance Shop
Sub Piers/ Admin

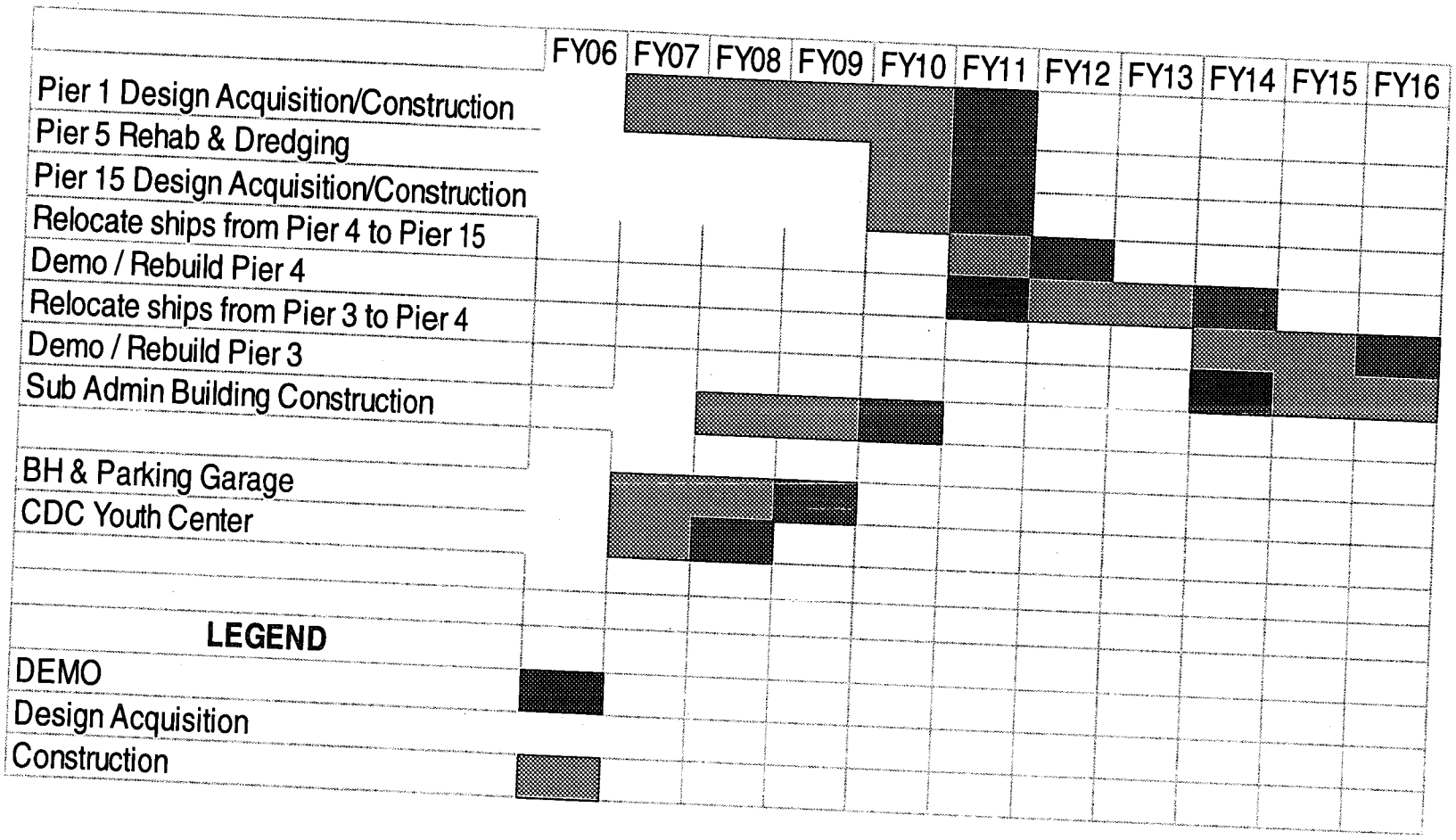

+ HM-15
Large parking garage
A80
X275
X380
X218
W316
W221
space | sold out
high tech
renovation
W193A
W193
A81
X137
W217 W231
W127
X132
X136
X134
W128
W130
NWDC
Admin
X365
W337
W180
W154
W131B
X368
X16
A61
W183
W131A
W131
X358
Subs
Parking Garage
W388
X11

Installation		Scenario	Description	New Facility	Rehab	Location	Comments	Cost
NAVSTA Norfolk	GAIN	Realignment of Corpus Christi, TX; relocate HM 15 to Naval Station Norfolk, VA	Build new helicopter Hanger	54,415 SF Hangar		Located primarily within the footprint of LP-3	LP-3 Demolished	Cobra
NAVSTA Norfolk	GAIN	Realignment of Corpus Christi, TX; relocate HM 15 to Naval Station Norfolk, VA	HM-15	38,891 SF Vehicle Maintenance		Located primarily within the footprint of LP-3	LP-3 Demolished	Cobra
NAVSTA Norfolk	GAIN	Realignment of Corpus Christi, TX; relocate HM 15 to Naval Station Norfolk, VA	HM-15	70,500 SF BEQ		3.6 acres south of Massey Hughes drive and west of Maryland ave		Cobra
NAVSTA Norfolk	GAIN	Realignment of Corpus Christi, TX; relocate HM 15 to Naval Station Norfolk, VA	Supports HM-15 and Fleet parking requirements	24,500 SY Parking Garage		West of Pier 12, IVO BLDG Q99		11.1M
NAVSTA Norfolk	GAIN	Close New London, move Sub's to Naval Station Norfolk, VA	Refurbish Existing Pier Infrastructure		15,500 SY	Pier 5	Required IOT facilitate the berthing of new Sub's at pier 5	1.5 M
NAVSTA Norfolk	GAIN	Close New London, move Sub's to Naval Station Norfolk, VA	New Pier	15,500 SY Pier		Pier at planned location (Pier 1)	DEMO existing pier 1 and build new 1	68M
NAVSTA Norfolk	GAIN	Close New London, move Sub's to Naval Station Norfolk, VA	Supports new SUB E-1 thru E-3 personnel	300K SF BEQ 24,500 SY Parking		3.7 Acres adjacent and partially on site of X-360	Demo X-360 Pier 26 Club	Cobra
NAVSTA Norfolk	GAIN	Close New London, move Sub's to Naval Station Norfolk, VA	New CDC and Youth Center	10,100 SF CDC 7,500 SF Yth Ctr		North of the Naval Safety Center, SP area		Cobra
NAVSTA Norfolk	GAIN	Close New London, move Sub's to Naval Station Norfolk, VA	COMSUBGRU TWO	33.2K SF Admin 3,300SY Parking		Baseball field east of CEP-170 (2.1 acres)		Cobra
NAVSTA Norfolk	GAIN	Close New London, move Sub's to Naval Station Norfolk, VA	Region NE		5,000 SF Admin	N26	3rd Flr NE Corner	Cobra
NAVSTA Norfolk	GAIN	Close New London, move Sub's to Naval Station Norfolk, VA	Dredging		310,000 CY per pier	Pier's 3 and 5	Required IOT berth Sea Wolf class submarines	2.6 M

Installation		Scenario	Description	New Facility	Rehab	Location	Comments	Cost
NAVSTA Norfolk	GAIN	Close New London, move Sub's to Naval Station Norfolk, VA	NSGA		5,000 SF Ops	U132		Cobra
NAVSTA Norfolk	GAIN	Realignment of Naval Station Newport, RI; relocate NWDC to Naval Station Norfolk, VA	Refurbish BLDG X-132 IOT facilitate NWDC		67,300	X-132	There are 12 different MILCON's that are desired IOT house the NWDC in this facility. IE. ADMIN space; Security Office, Flag Suite, Auditorium; Receiving; Technical Library; Battle Center Lab; VTC; SCIF; Modeling	Cobra
NAVSTA Norfolk	GAIN	Realignment of Naval Station Newport, RI; relocate NWDC to Naval	NWDC	11,375 Parking Garage	11,375	Adjacent to X-132		Cobra
NAVSTA Norfolk	GAIN	Closure Engineering Field Division Charleston, SC; Consolidate portions with Naval Station Norfolk	EFA NE	23,500 SF Admin		Addition to Z140 or A81		Cobra
NAVSTA Norfolk	GAIN	Realign Fleet Readiness Center's	AIMD				Naval Station gain's personnel from AWC Lakehurst, Cherry Point, and Truax Field	
NAVSTA Norfolk	LOSS	Close DFAS	DFAS	109,000 SF in Z-133				
NAVSTA Norfolk	LOSS	Realign SIMA/MARMAC and certain functions to NNSY	SIMA/MARMC				To NNSY	
NAVSTA Norfolk	LOSS	Commodity Management Privatization	Consolidate DDNVs			Footprint of Z101, Z103. And Z107	Disestablish storage and distro functions, maintain minimum necessary to	
NAVSTA Norfolk	GAIN LOSS	Relocate Yorktown SPAWAR Det to Naval Station Norfolk	SPAWARSYSCEN			Bldg V53 ?	From NWS Yorktown	


NAVAL STATION NORFOLK
ADREM CLASSEM PARATUS
Dredging
Cable Trays
Booms
Sub Camels
$2.6 M
Dredging
$1.3 M
Total Reconstruction
$68M
PIER5T
CEP203
CEP79
PIER5
CEP186
PIER4
CEP78
CEP192
PIER3T
PIER3
CEP7
CEP96
CEP9
CEP198
CEP66
FUEL TRANSFER
CEP64
CEP202
CEP170
PIER2
CEP75
CEP89
CEP90
CEP208B
CEP204
CEP126
CEP173
CEP171
CEP171A
CEP113
CEP4
CEP10
PIER1
CEP29
CEP156
CEP180
CEP200
CEP209
CEP188
CEP60
Sub Admin

Construction Timeline



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38 miles

2021 S. Clark St 22202

Mark Anthony N44 757 836-3698 (w) 757 646-7097 (c) 757 463-9968 (h) 699-2950 Fax 699-2735

POC FOR NAVAL STATION NORFOLK

Captain Skip Zobel, Executive Director, Navy Mid-Atlantic Region 757 322-2810 (w) 757 322-2950 Home office

757 816-1856 (cell)

Karen Matthias, Regional BRAC Director 757 322-2660

karen.matthias@navy.mil NR 802

Chairman Principi cell: 202 299-0177

General Newton cell: 860 490-8333

Jim Durso cell: 571 263-1552 Rm: 715

Leshia Mandzia cell: 703 568-5981

Gary Dinsick cell: 703 675-4006

Dan Cowhig 703 699-2974

Marilyn Wasleski 703 699-2925

Jim 703 699-2917 (no 2916)

cell: 410 243-6979

Mike 703 699-2944

Kristen Baxter 699-2978

Joe Bennett: 699X 2943

Hotel for Gary/Admiral Newton: Comfort Inn 12330 Jefferson Ave 23602 HAMPTON

Chairman Principi's son: Tony Principi, 126 Nate Turner Blvd, Newport News, VA 23606 757 223-4605

Airport to NS Norfolk

Turn right toward I-64/Airport Exit

Turn left onto Norview Ave

Merge onto I-64 W/Hampton Roads Belt toward Hampton/Richmond

Merge onto I-564 W via Exit 276B on the Left toward VA-406/Naval Base/Terminal Blvd

I-564 becomes VA-337 W/Admiral Taussig Blvd

Follow signs to gate 3A, come straight through the gate onto Bainbridge Ave.

Turn Left at Stoplight onto Gilbert St.

End 1510 Gilbert St

Dalatree 757 461-9192

Rob Buckland

Rob Turcotte

Capt Beach

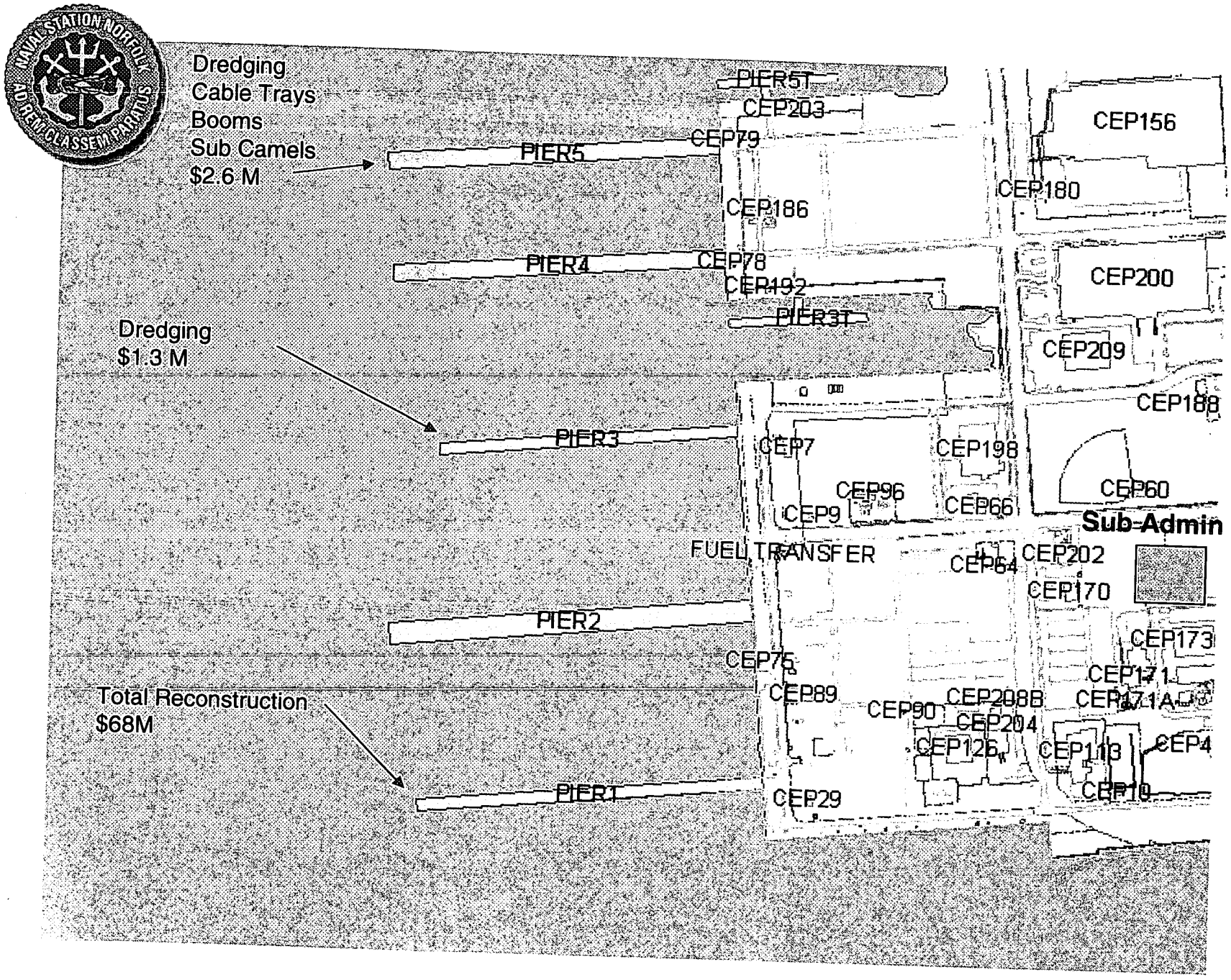
Capt Coffield

Mike.Kessler@wsh.whs.mil

mike 703 699-2944

-2917

James.Hanna@WSO.whs.mil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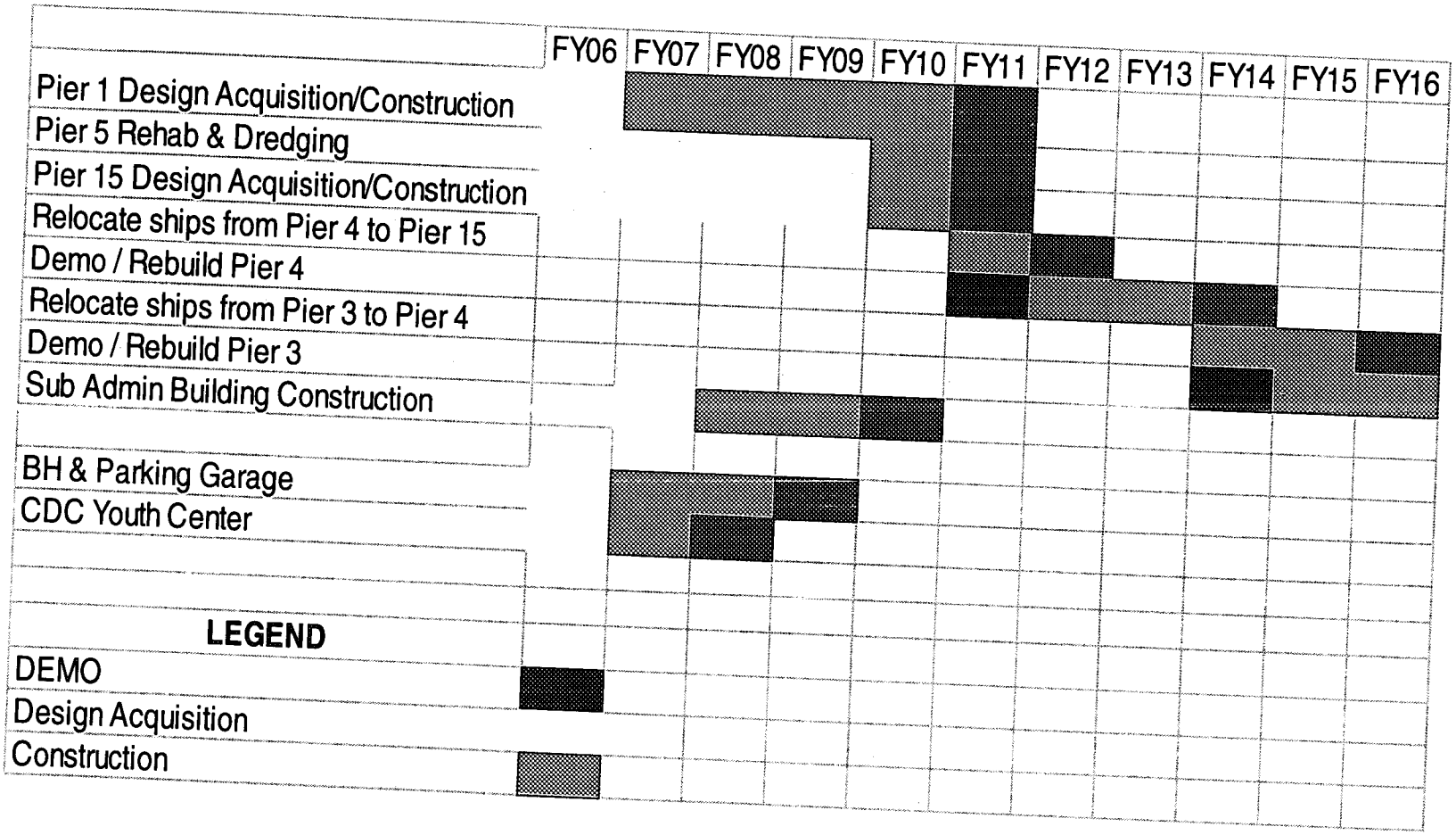

Norfolk capacity

Northrop Grumman Newport News building two of the next three VA class SSNs

Installation		Scenario	Description	New Facility	Rehab	Location	Comments	Cost
NAVSTA Norfolk	GAIN	Realignment of Corpus Christi, TX; relocate HM 15 to Naval Station Norfolk, VA	Build new helicopter Hanger	54,415 SF Hangar		Located primarily within the footprint of LP-3	LP-3 Demolished	Cobra
NAVSTA Norfolk	GAIN	Realignment of Corpus Christi, TX; relocate HM 15 to Naval Station Norfolk, VA	HM-15	38,891 SF Vehicle Maintenance		Located primarily within the footprint of LP-3	LP-3 Demolished	Cobra
NAVSTA Norfolk	GAIN	Realignment of Corpus Christi, TX; relocate HM 15 to Naval Station Norfolk, VA	HM-15	70,500 SF BEQ		3.6 acres south of Massey Hughes drive and west of Maryland ave		Cobra
NAVSTA Norfolk	GAIN	Realignment of Corpus Christi, TX; relocate HM 15 to Naval Station Norfolk, VA	Supports HM-15 and Fleet parking requirements	24,500 SY Parking Garage		West of Pier 12, IVO BLDG Q99		11.1M
NAVSTA Norfolk	GAIN	Close New London, move Sub's to Naval Station Norfolk, VA	Refurbish Existing Pier Infrastructure		15,500 SY	Pier 5	Required IOT facilitate the berthing of new Sub's at pier 5	1.5 M
NAVSTA Norfolk	GAIN	Close New London, move Sub's to Naval Station Norfolk, VA	New Pier	15,500 SY Pier		Pier at planned location (Pier 1)	DEMO existing pier 1 and build new 1	68M
NAVSTA Norfolk	GAIN	Close New London, move Sub's to Naval Station Norfolk, VA	Supports new SUB E-1 thru E-3 personnel	300K SF BEQ 24,500 SY Parking		3.7 Acres adjacent and partially on site of X-360	Demo X-360 Pier 26 Club	Cobra
NAVSTA Norfolk	GAIN	Close New London, move Sub's to Naval Station Norfolk, VA	New CDC and Youth Center	10,100 SF CDC 7,500 SF Yth Ctr		North of the Naval Safety Center, SP area		Cobra
NAVSTA Norfolk	GAIN	Close New London, move Sub's to Naval Station Norfolk, VA	COMSUBGRU TWO	33.2K SF Admin 3,300SY Parking		Baseball field east of CEP-170 (2.1 acres)		Cobra
NAVSTA Norfolk	GAIN	Close New London, move Sub's to Naval Station Norfolk, VA	Region NE		5,000 SF Admin	N26	3rd Flr NE Corner	Cobra
NAVSTA Norfolk	GAIN	Close New London, move Sub's to Naval Station Norfolk, VA	Dredging		310,000 CY per pier	Pier's 3 and 5	Required IOT berth Sea Wolf class submarines	2.6 M

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Installation		Scenario	Description	New Facility	Rehab	Location	Comments	Cost
NAVSTA Norfolk	GAIN	Close New London, move Sub's to Naval Station Norfolk, VA	NSGA		5,000 SF Ops	U132		Cobra
NAVSTA Norfolk	GAIN	Realignment of Naval Station New port, RI; relocate NWDC to Naval Station Norfolk, VA	Refurbish BLDG X-132 IOT facilitate NWDC		67,300	X-132	There are 12 different MILCON's that are desired IOT house the NWDC in this facility. IE ADMIN space; Security Office, Flag Suite, Auditorium; Receiving; Technical Library; Battle Center Lab; VTC; SCIF; Modeling	Cobra
NAVSTA Norfolk	GAIN	Realignment of Naval Station New port, RI; relocate NWDC to Naval	NWDC	11,375 Parking Garage	11,375	Adjacent to X-132		Cobra
NAVSTA Norfolk	GAIN	Closure Engineering Field Division Charleston, SC; Consolidate portions with Naval Station Norfolk	EFA NE	23,500 SF Admin		Addition to Z140 or A81		Cobra
NAVSTA Norfolk	GAIN	Realign Fleet Readiness Center's	AIMD				Naval Station gain's personnel from AWC Lakehurst, Cherry Point, and Truax Field	
NAVSTA Norfolk	LOSS	Close DFAS	DFAS	109,000 SF in Z-133				
NAVSTA Norfolk	LOSS	Realign SIMA/MARMAC and certain functions to NNSY	SIMA/MARMC				To NNSY	
NAVSTA Norfolk	LOSS	Commodity Management Privatization	Consolidate DDNV's			Footprint of Z101, Z103. And Z107	Disestablish storage and distro functions, maintain minimum necessary to	
NAVSTA Norfolk	GAIN LOSS	Relocate Yorktown SPAWAR Det to Naval Station Norfolk	SPAWARSYSCEN			Bldg V53 ?	From NWS Yorktown	

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BRAC Commission Visit Schedule for 24 May 2005

Chairman Principi
Commissioner Newton
Staff members: Harold (Hal) Tickle, Jim Durso

TIME	LOCATION	VEHICLE	CNRMA Participants
0930-1030	NSHS	BRAC Staff	
1030-1045	Drive to NNSY – Effingham Street pass office	BRAC Staff	
1045-1115	Tour NNSY	NNSY van	Captain Campbell Doug Randolph
1115-1145	Drive to NAVSTA Norfolk (have BRAC staff rental vehicles driven to CFFC)	NNSY van	
1145-1230	LUNCH		ADM Turcotte Commander, Navy Region Mid-Atlantic ADM Bullard Captain Campbell C.O. Portsmouth Shipyard Captain Becker C.O. NAVAL STATION Mr. Zobel Exec. Dir Navy Region mid-Atlantic
1230-1330	MIC Room N-21 Regional Brief		ADM Turcotte Mr. Zobel Captain Campbell Captain Becker Captain Pyle Captain Bailey Captain Eichert Captain Cox Mr. Anthony Captain Howard Captain King Captain Guthner
1330-1430	Windshield tour of NAVSTA	NAVSTA van	ADM Turcotte Captain Pyle Captain Becker Mr. Zobel Captain Bailey
1430-1445	Drive to NSA Norfolk	NAVSTA van	
1445	FFC (BRAC rental vehicles awaiting)		

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DRAFT

BRAC Commission Visit Schedule for 24 May 2005

Chairman Principi
Commissioner Newton
Staff members: Harold (Hal) Tickle, Jim Durso

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1030-1045	Drive to NNSY – Effingham Street pass office	BRAC Staff	
1045-1115	Tour NNSY	NNSY van	Captain Campbell Doug Randolph
1115-1145	Drive to NAVSTA Norfolk (have BRAC staff rental vehicles driven to CFFC)	NNSY van	
1145-1230	LUNCH		ADM Turcotte . stave Captain Campbell (Joe) Captain Becker Jerry (Godsey → Steve) Captain Bailey Steve (Beef) Captain Pyle Lloyd (Dink) XO PCO S.S. Mr. Zobel Mr. Crabtree WCW N-46/7 Adm Northwood dude Mr. Anthony
1230-1330	MIC Room N-21 Regional Brief		ADM Turcotte Mr. Zobel Captain Campbell Captain Becker Captain Pyle Captain Bailey Mr. Crabtree Mr. Anthony Captain Howard Captain King DDVM Surgeon. Captain Guthner AFAS
1330-1430	Windshield tour of NAVSTA	NAVSTA van	ADM Turcotte Captain Pyle Captain Becker Mr. Zobel
1430-1445	Drive to NSA Norfolk Fleet Forces Cmd	NAVSTA van	Commander ADM [illegible] (Capt [illegible])
1445	FFC (BRAC rental vehicles awaiting)		Rep SO Capt [illegible] Airland

Spaiwds:

11614

2521 S. Clark St
22202
699.2950 Fax Stevens
Fax 699-2735

POC FOR NAVAL STATION NORFOLK

Captain Skip Zobel, Executive Director, Navy Mid-Atlantic Region 57 322-2810
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Karen Matthias, Regional BRAC Director 757 322 2660
karen.matthias@navy.mil

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Marilyn Wasleski 703 699-2925

Jim 703 699-2917 (ma 2916
cell: 410 263-6977

Kristen Baxter 699-2975

Hotel for Gary/Admiral Newton: Comfort Inn 12330 [redacted] Jefferson Ave 23602
HAMPTON
Chairman Principi's son: Tony Principi, 126 Nate Turner Blvd, Newport News, VA 23606 757 223-4605
Airport to NS Norfolk
Turn right toward I-64/Airport Exit
Turn left onto Norview Ave
Merge onto I-64 W/Hampton Roads Belt toward Hampton/Richmond
Merge onto I-564 W via Exit 276B on the Left toward VA-406/Naval Base Terminal Blvd
I-564 becomes VA-337 W/Admiral Taussig Blvd
Follow signs to gate 3A, come straight through the gate onto Bainbridge Ave.
Turn Left at Stoplight onto Gilbert St.
End 1510 Gilbert St

Dalleline
757 451-9192

mike.kessler@whs.wsa.mil

703 699-2944
-2917

96 #

Chairman Principi
Base Visit Schedule With Corresponding R&A Analyst
5/24/05 – 5/27/05

5/24/05 (AM)
- NAS Norfolk – Hal Tickle, Senior Analyst Navy Team
  - Cell Phone 571-214-2871

5/24/05 (PM)
- Naval Medical Center Portsmouth - Leshia, Mandzia, Senior Analyst, Joint Issues Team
  - Cell Phone 703-568-5981

5/25/05 (AM)
- Ft. Monroe – Gary Dinsick, Team Leader, Army Team
  - Cell Phone 703-675-~~3475~~ 4066 Hampton Convention Ctr

5/25/05 (PM)

Ft. Eustis – Dean Rhody, Senior Analyst, Army Team
- Cell Phone 757-871-7709

5/26/05 (AM)

NSWC Dahlgren – David Epstein, Senior Analyst, Navy Team
- Home Phone 301-299-7850

5/26/05 (PM)

National Geospatial-Intelligence Agency – Michael Delaney, Intelligence Analyst, Joint Issues Team
- Cell Phone 703-403-3622

5/27/05 (AM)

DFAS Arlington – Marilyn Wasleski, Deputy Team Leader, Interagency Team
- Cell Phone 410-693-1852

Source	Installation	Action	Out Mil	Out Civ	In Mil	In Civ	Net Gain/(Loss) Mil	Net Gain/(Loss) Civ	Net Mission Contractor	Total Direct
App C	NAS Brunswick, ME	Realign	(2317)	(61)	0	0	(2317)	(61)	(42)	(2420)
New			(2317)	(61)			(2317)	(61)		(2378) No contractors
Vol I (2) p. DoN 18										(2420) (D) (1846) (I)
Vol IV p. C-11									Portland-South Portland-Biddeford MSA	(2420) (D) (1846) (I) 1.29 %

- How were indirect losses computed?
- How many of each (positions/billets/bodies?) are going to JAX?
- How was the number of projected transfers computed (positions/billets/bodies?)

Source	Installation	Action	Out Mil	Out Civ	In Mil	In Civ	Net Gain/(Loss) Mil	Net Gain/(Loss) Civ	Net Mission Contractor	Total Direct
App C	NS Norfolk, VA	Realign and Gain (listed as gain only)	(373)	(1085)	3820	356	3447	(729)	89	2807
~~*New~~					53	58				111
					741	2				743
			(117)	(6)						(123)
					42	17				59
					1	156				157
					2983	100				3083
			(1)			7				6
			(31)			14				(17)
			(217)	(242)						(459)
			(3)	(311)						(314)
				(7)						(7)
			(1)	(306)						(307)
			(370)	(872)	3820	354				2932
Vol I (2) p. DoN	Multiple									
Vol IV p.	Nothing									

- How are the losses/gains/realignments (Vol I, 2 of 2) aggregated/accounted for?
- * One entry line consists of zeros only
- What are the individual gains/losses tied to?

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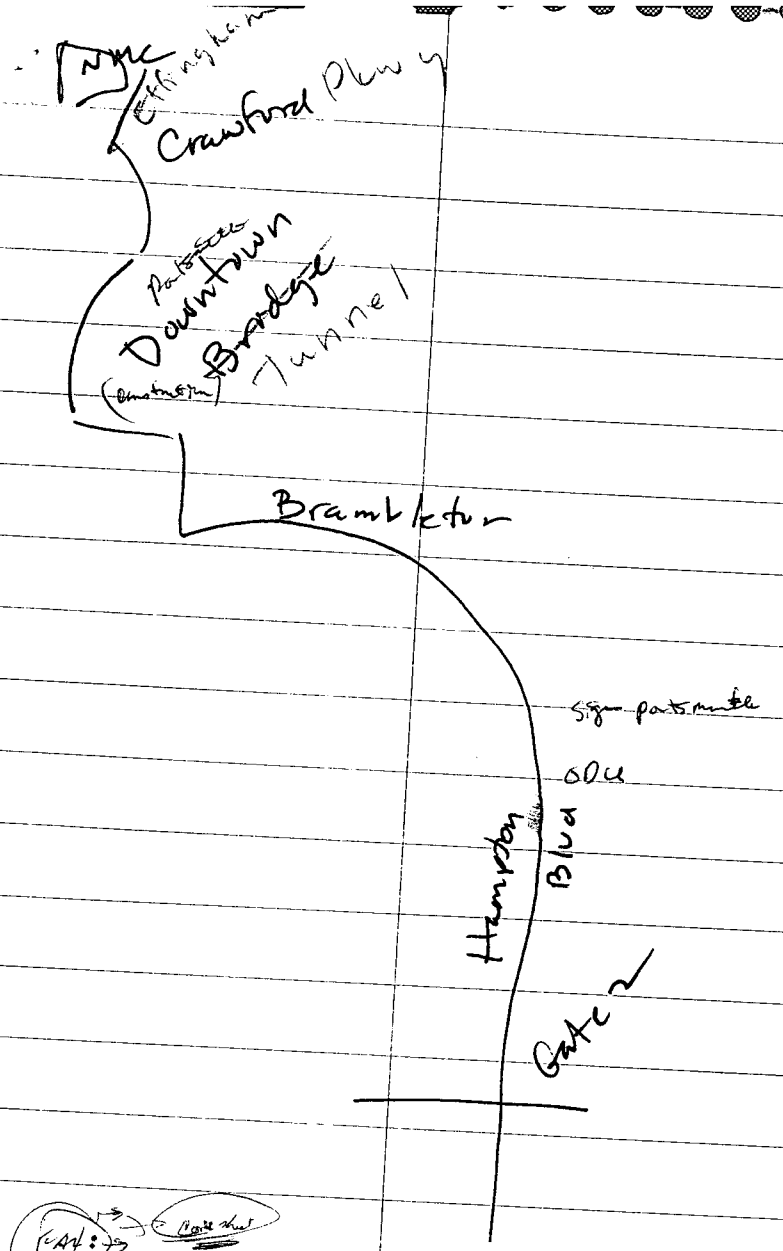


Portsmouth Naval Hospital (2nd exit)
Right onto Effingham - straight
→ into NMC

1000 - 1050

Portsmouth Contact Information

Portsmouth Naval Medical Center
620 John Paul Jones Circle
Portsmouth, VA 23708

Capt. Forrest Faison, Deputy Cmdr., Naval Medical Center
757-953-7424
757-592-8891 (cell)
757-410-9710 (home)
cffaison@mar.med.navy.mil

Naval School of Health Sciences
1001 Holcomb Rd.
Portsmouth, VA 23708

Capt. Brad Bennett, Commanding Officer
757-953-5032

Capt. Susan Herron, Executive Officer
757-953-6414

V/C

Radm ~~Liskch~~ Bethesda

Liskevich

Naval Medical Education & Training Cmd

Les

in Bethesda – here is Naval School of Health Science:

461 personnel

Dent { 435 (mil) 26 (civ) ~ TOTAL Jb Δ 955

Team DT San Antonio hr 3 in → funds

→ capacity at Bethesda + A/F, –

hurry

11614

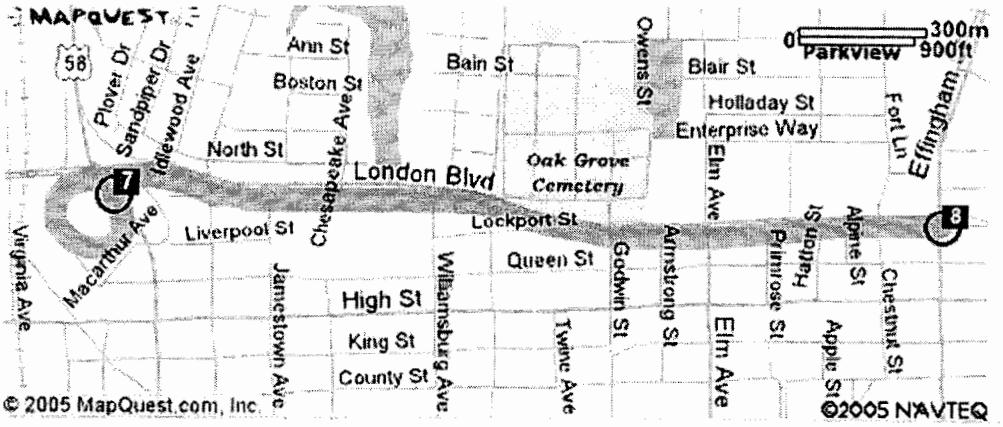
MAPQUEST.

NSHS

START **1510 Gilbert St**
Norfolk, VA 23511-2738, US

END **Crawford Pkwy & Effingham St**
Portsmouth, VA 23704, US

Maneuvers	**Distance**
1: Start out going WEST on GILBERT ST toward BACON AVE.	0.1 miles
2: Turn LEFT onto BACON AVE.	0.2 miles
3: Turn RIGHT onto VA-337 W/ADMIRAL TAUSSIG BLVD.	0.1 miles
4: Turn LEFT onto VA-337 W/HAMPTON BLVD. Continue to follow VA-337 W.	5.9 miles
5: VA-337 W becomes MIDTOWN TUNNEL EXPY.	0.1 miles
6: Turn SLIGHT LEFT onto US-58 W/MIDTOWN TUNNEL EXPY. Continue to follow US-58 W.	2.5 miles
7: Merge onto LONDON BLVD/VA-141 S toward NAVAL SHIPYARD/NAVAL HOSPITAL/DOWNTOWN.	1.4 miles



8: Turn LEFT onto EFFINGHAM ST. 0.3 miles

9: Turn LEFT onto CRAWFORD PKWY. <0.1 miles

END **10:** End at **Crawford Pkwy & Effingham St**
Portsmouth, VA 23704, US

Total Est. Time: 23 minutes **Total Est. Distance:** 10.89 miles

11614

MAPQUEST

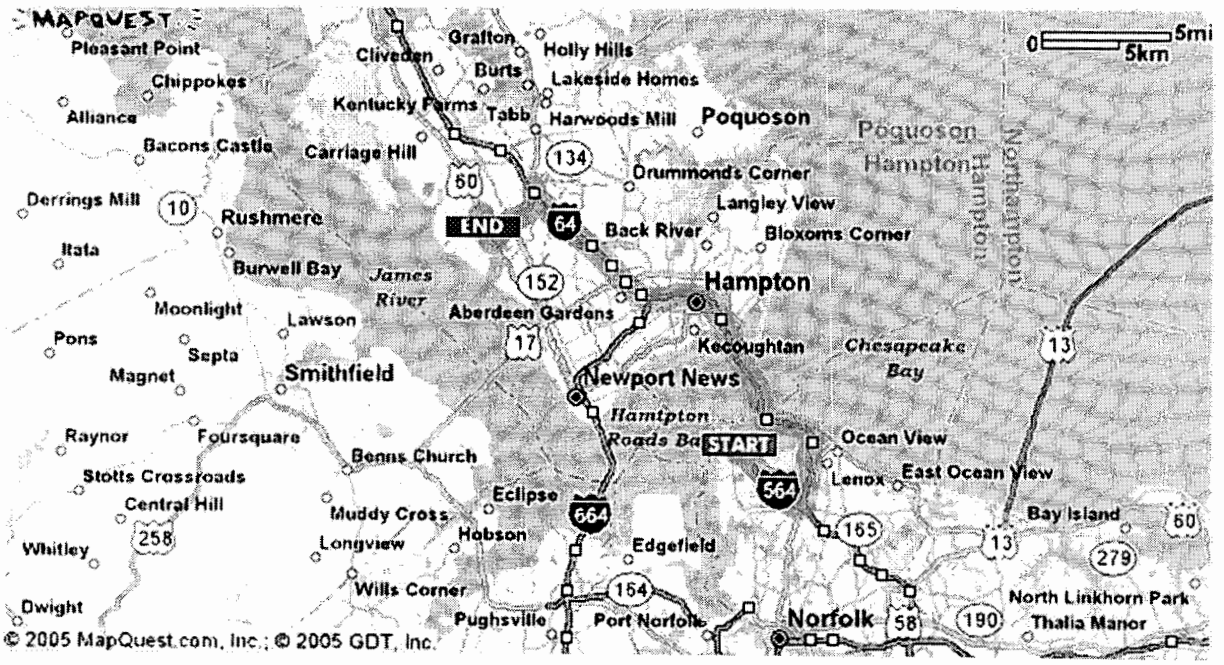
Advertisement

Start: **1510 Gilbert St**
Norfolk, VA 23511-2738, US

End: Newport News, VA 23606, US

Directions	Distance
1: Start out going EAST on GILBERT ST toward FARRAGUT AVE.	0.4 miles
2: Turn RIGHT onto BAINBRIDGE AVE.	0.2 miles
3: Merge onto ADMIRAL TAUSSIG BLVD/I-564 E.	2.0 miles
4: Merge onto I-64 W toward HAMPTON/RICHMOND.	19.1 miles
5: Merge onto J CLYDE MORRIS BLVD via EXIT 258A.	3.0 miles
6: Turn RIGHT onto US-60/WARWICK BLVD.	1.3 miles
7: Turn RIGHT onto PENNINGTON AVE.	<0.1 miles
8: End at Newport News, VA 23606, US	

Total Est. Time: 36 minutes **Total Est. Distance: 26.32 miles**



Start:
1510 Gilbert St
Norfolk, VA 23511-2738, US

End:
Newport News, VA 23606, US

Notes:

NAVTEQ ON BOARD

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These directions are informational only. No representation is made or warranty given as to their content, road conditions or route usability or expeditiousness. User assumes all risk of use. MapQuest and its suppliers assume no responsibility for any loss or delay resulting from such use.

11614

2521 S. Clark St
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699-2950 [illegible]
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