# Naval Air Station Brunswick, Maine

*"The last active duty DOD airfield remaining in New England"*

*Brief for*

# The BRAC Commission

July 26, 2005

DCN: 12311

31 May 2005 Rev 1

# BRAC Commission Agenda
## 1 June 2005

| | Subject | Presenter/Attendees |
|---|---|---|
| 09:30 | CAPT Iverson, Shipyard Commander, with Ms. Pat Riordan depart Portsmouth Naval Shipyard for Pease International Airport.<br><br>Mr. C.W. Furlow and Mr. George Delgado will accompany CAPT Iverson and Ms. Riordan to greet BRAC Commissioners. | Terminal is Pan Am Services FBO.<br><br>Two vehicles required with Navy drivers:<br>(1) Van to transport CAPT Iverson and BRAC Commissioners.<br>(1) 15-passenger van to transport BRAC analysts. |
| 11:00 | The following Shipyard Leadership in Shipyard Commander's Office greeting arriving Governors and Congressional Delegation:<br>Mr. Jim Argue<br>Mr. Troy Kaichen<br>Mr. Paul O'Connor<br>Mr. Terry Eleftherion<br>Mr. Arvard Worster<br>Mr. Don Shaw | Parking reserved adjacent to Building 86 outside Shipyard Commander's Office for Governors and Congressional Delegation. |
| 11:00 | BRAC Commissioners arrive Pease International Airport. CAPT Jonathan Iverson will greet and escort BRAC Commissioners.<br><br>BRAC Commissioners scheduled to visit Portsmouth Naval Shipyard:<br>Commission Chairman Principi<br>Commissioner Bilbray<br>Commissioner Newton<br>Commissioner Coyle | CAPT Iverson and BRAC Commissioners will be in one van.<br><br>Ms. Riordan and Mr. Furlow with other BRAC staff will be in second van.<br><br>Police escort from Pease to Portsmouth Naval Shipyard. |

DRAFT

| | | |
|---|---|---|
| 11:00 | | The following leadership will be assembled in Tirante Tavern **Briefing Area awaiting arrival of** Governors and Congressional Delegation:<br><br>Department/Office Heads and Mr. Art Cannon, Mr. Tim Mahoney, Mr. John Wyeth, Mr. Jack Scibisz, Ms. Nancy Peschel, Mr. Al Robinson, Mr. Tom Carleton, Mr. Andy Roy, Mr. Mike McCarthy, Mr. Earl Donnell, Ms. Linda Hamilton, Mr. Jim Culver, Mr. Kevin Brigham, Mr. Bob Burley, Mr. Mark Antaya |
| 11:00-11:15 | Police escort for transport from Pease to Portsmouth Naval Shipyard.<br><br>BRAC Commissioners arrive Portsmouth Naval Shipyard, Shipyard Commander's Office, Building 86. | PAO at Gate 1 with Security.<br><br>Security will advise local police authority of scheduled arrival.<br><br>Parking reserved adjacent to Building 86 outside Shipyard Commander's Office for Governors and Congressional Delegation.<br><br>Van with Navy driver standing by Gate 1 to transport Governors and Congressional Delegation to Shipyard Commander's Office (if desired/required).<br><br>Door escorts posted at Building 86 door entrance to CAPT Iverson's Office, Command passage way and Building 22 entrance and Tirante Tavern. |

DRAFT

| | | |
|---|---|---|
| 11:20-12:15 | BRAC Commissions and Mr. Furlow have lunch with Captain Iverson. | Lunch staged in Shipyard Commander's Conference Room. |
| ~~11:30-12:15~~ 12 | Governors and Congressional Delegation arrive at CAPT Iverson's Office. | The following Shipyard leadership will be in CAPT Iverson's Office to greet arriving VIPs and escort to Tirante Tavern for lunch.<br>Mr. Jim Argue<br>Mr. Troy Kaichen<br>Mr. Paul O'Connor<br>Mr. Terry Eleftherion<br>Mr. Arvard Worster<br>Mr. Don Shaw |
| 12:20 | Captain Iverson escorts BRAC Commission and Mr. Furlow to Tirante Tavern, Building 22.<br><br>Brief greeting opportunity for BRAC Commissioners with Governors and Congressional Delegation. | Door escorts staged at entrance/exit locations in Building 86 and Tirante Tavern. |
| 12:20-13:00 | Command Presentation in Tirante Tavern, Building 22 with Ms. Nancy Peschel presenting. | Department/Office Heads and Union leadership, and Mr. Art Cannon, Mr. Tim Mahoney, Mr. John Wyeth, Mr. Jack Scibisz, Mr. Al Robinson, Mr. Tom Carleton, Mr. Andy Roy, Mr. Mike McCarthy, Mr. Earl Donnell, Ms. Linda Hamilton, Mr. Jim Culver, Mr. Kevin Brigham, Mr. Bob Burley, Mr. Mark Antaya, Mr. Steve Boisvert, Mr. Bond, Mr. Sands and PAO will be seated in Tirante Tavern until arrival of BRAC Commission.<br><br>Assigned seating with name place cards.<br><br>Colored copies of briefing package at each seat.<br><br>Restroom locations identified/posted.<br><br>PPE staged in briefing area for all participants. |

DRAFT

| | | |
|---|---|---|
| ~~13:00~~ | Start of facility tour. | Shipyard leadership assist with PPE for all VIPs. |
| ~~13:05~~ | CAPT Iverson invites BRAC Commission to start the walking tour. Proceed through CIA Gate 4 to the Head End Building, first level.<br><br>Security will be posted at CIA Gate 4 with gate open for entry. | The following Shipyard leadership should join CAPT Iverson for the tour:<br>Mr. Argue<br>Mr. Beaudoin<br>Mr. Kaichen<br>Ms. Nancy Peschel<br>Mr. Art Cannon<br>Mr. Paul O'Connor<br>Mr. Terry Eleftherion<br>Mr. Arvard Worster<br>Mr. Don Shaw<br>(List not yet complete)<br><br>CDR John O'Neill, Commanding Officer, USS JACKSONVILLE and Mr. Bill Caron, Project Superintendent USS JACKSONVILLE will be at front door awaiting arrival of BRAC Commission.<br><br>Bus staged outside Building 300. Vehicle with Navy drivers staged outside Shipyard Commander's Office. |
| 13:05-13:20 | CAPT Iverson introduces CDR O'Neill and Mr. Caron upon arrival at Head End Building and then proceeds to the roof of Head End Building. CAPT Iverson will brief the BRAC Commission on the state-of-art dry dock facility.<br><br>CDR O'Neill and Mr. Caron will take lead to move VIPs to the second floor through the tunnel topside USS JACKSONVILLE (SSN 699) | Door escorts at Head End Building ready for arrival of BRAC Commission.<br><br>Personnel staged at the elevator doors.<br><br>Roof door open with personnel assigned.<br><br>Portable microphone is available for speakers. |

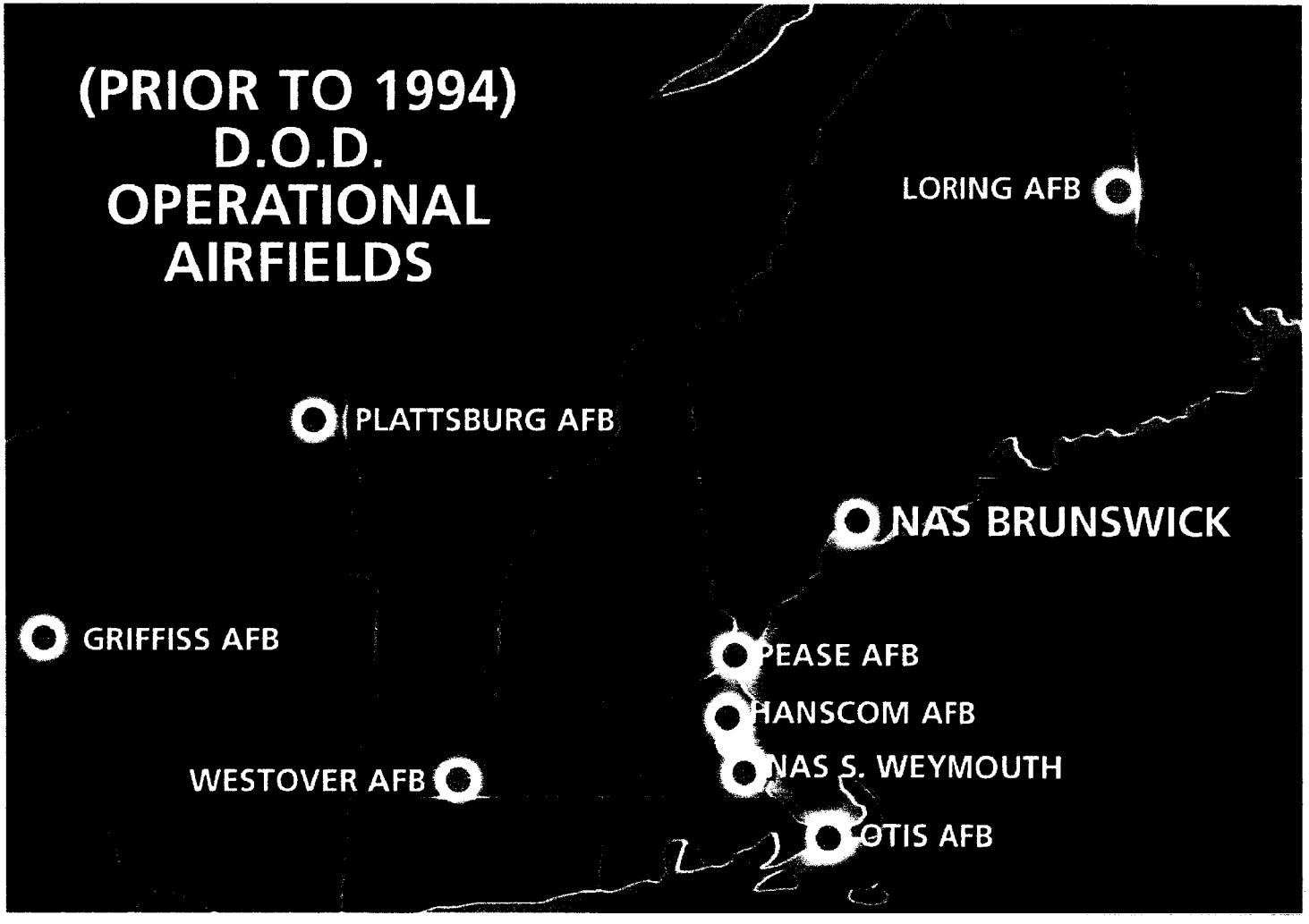
DRAFT

| | | |
|---|---|---|
| 13:25-13:45 | Tour Motor Rewind Section in Building 240.<br><br>Bay Door open.<br><br>Mr. Fred Manley, Electrical/Electronics Shop Head and Mr. Don Pushaw, Motor Rewind Section Head will be staged at shop entrance. | |
| 13:50-14:15 | Tour Inside Machine Shop (Bay 1/Bay 3 shaft lathe area).<br><br>Mr. Marc Boutin, Inside Machine Shop Head will be staged at Bay Door 1 awaiting arrival of VIPs.<br><br>Bay Doors 1 and 3 are open. | **Bus staged outside Building 300.** |
| 14:15 | BRAC Commissioners, Governors, Congressional Delegation, Shipyard Commander with Shipyard leadership board bus for start of windshield tour. | Ms. Pat Riordan, Base Support Officer, please join windshield tour. |
| 14:15-14:30 | Bus departs CIA Gate 6 adjacent to Coast Guard Cutters. Bus drives past Cutters onto Ranger Street to Sloat Avenue past Constitution Pond, Child Care Facility, Johnson Hall and Prison entrance. Bus continues on Prior Street to Goodrich Avenue to highlight MWR facilities and quality of life for Sailors and families. Bus turns right and travels past Naval Branch Health Clinic to view Jamaica Island Landfill from the flagpole location. Turn right on Parker Avenue and continue past Jamaica Island Remediation Project, On Scene Operations Team/Hazardous Waste Transfer Facility to Jamaica Island picnic area to view waterfront. Bus returns via Goodrich Avenue and turns left at Gorges Street past the Navy Exchange. Bus turns left onto Beaumont Street past Commissary and onto Goodrich. Take left on Goodrich and continue through Raleigh Square and take right on Sicard Street and then left on Charles Morris Avenue past historic quarters and Building 86, site of historic Russo-Japanese [illegible]e Treaty. | |

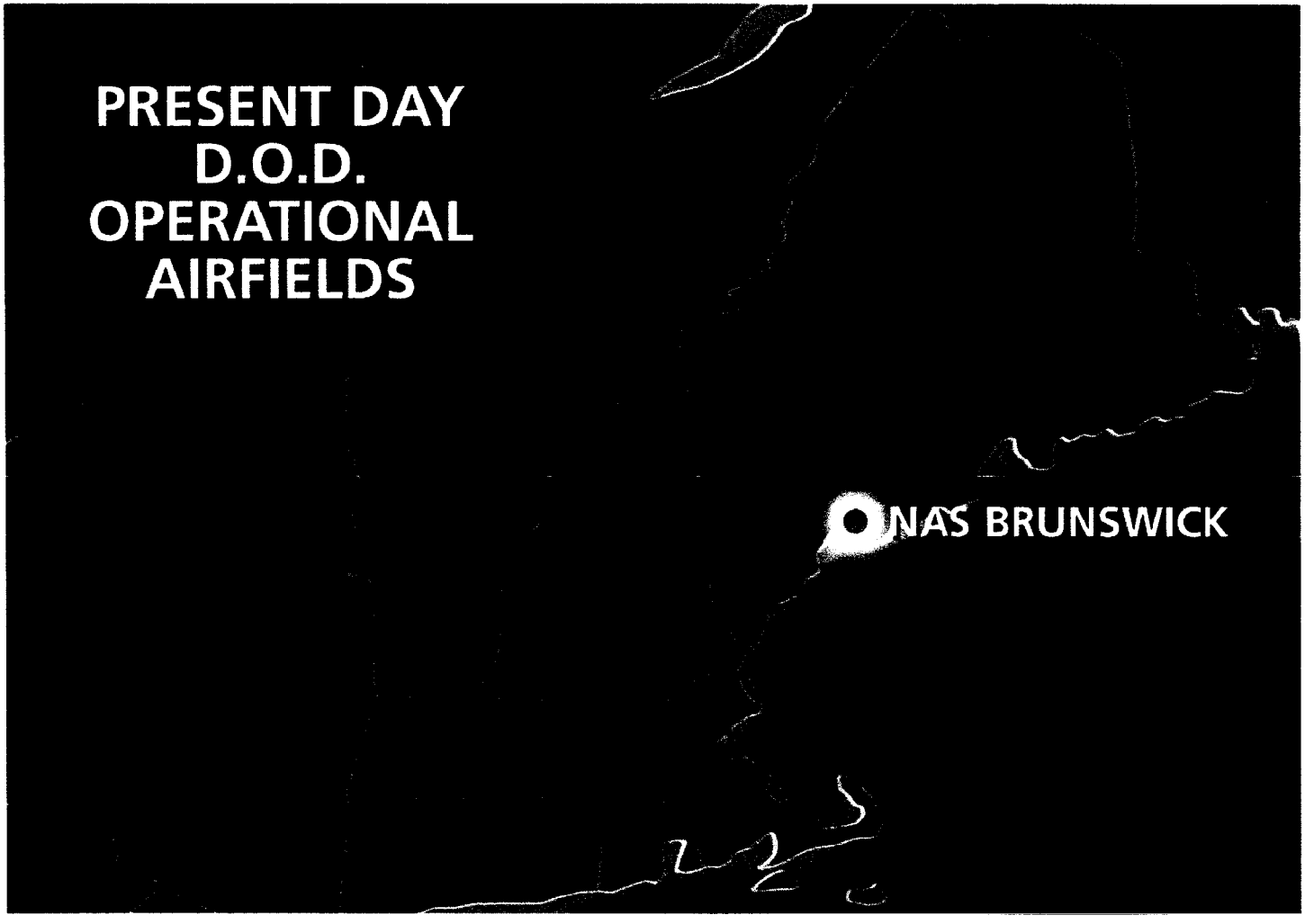
DRAFT

| | | |
|---|---|---|
| 14:30 | Bus stops outside CAPT Iverson's door, Building 86. BRAC Commissioners, Governors and Congressional Delegation exit bus. | PAO posted at the Shipyard Commander's office entrance. |
| 14:30-15:30 | Presentation by Shipyard Associations (NCMA, FMA, NSA) | Tirante Tavern |
| 15:30 | BRAC Commissioners will board vans for transport to Press Availability site.<br><br>Governors and Congressional Delegation board vehicles for transport to Gate 2. | Two Navy drivers with vans staged outside CAPT Iverson's Office ready to transport BRAC Commissioners and staff to press availability at Gate 2.<br><br>CAPT Iverson will escort BRAC Commissioners to Gate 2.<br><br>CAPT Iverson will stand-by with vehicle **inside the Shipyard** awaiting completion of BRAC Commissioners' press availability outside Gate 2.<br><br>Shipyard police standing by Gate 2 (inside Shipyard) to escort BRAC Commissioners' and staff vehicles off Portsmouth Naval Shipyard.<br><br>CAPT Iverson is escorting the Commissioners back to Pease International Tradeport. |
| 15:35 | Press Availability starts outside Gate 2.<br><br>BRAC Commissioners speak first (approximately 10 minutes) followed by Governors and Congressional Delegation. | |
| 15:45 | BRAC Commissioners depart Press Availability. | PAO assists boarding Commissioners and BRAC staff on vehicles for departure from Portsmouth Naval Shipyard. |
| 15:30-16:30 | Press Availability continues with Governors and Congressional Delegation. | PAO assists with logistics. |
| | | **PAO Actions**: |
| | | Reserve parking behind Building 86 |
| | | Messages for Electronic Signs |

DRAFT


(PRIOR TO 1994)
D.O.D.
OPERATIONAL
AIRFIELDS
LORING AFB
PLATTSBURG AFB
NAS BRUNSWICK
GRIFFISS AFB
PEASE AFB
HANSCOM AFB
NAS S. WEYMOUTH
WESTOVER AFB
OTIS AFB

# PRESENT DAY D.O.D. OPERATIONAL AIRFIELDS



# PROGRESS REPORT

# NASB Task Force - Cost Analysis

**Ed Anderson, Aviation Analyst**

May 28, 2005

## Introduction

On Tuesday May 24, 2005, I was engaged to assist the BNAS Task Force in analyzing cost issues related to the DOD's recommended realignment of NAS Brunswick and to offer advice on how to best counter the DOD's claims of substantial cost savings from relocating Brunswick aircraft to Jacksonville.

The DOD made the following specific recommendation:

> "Recommendation: Realign Naval Air Station Brunswick, ME to a Naval Air Facility and relocate its aircraft along with dedicated personnel, equipment and support to Naval Air Station Jacksonville, FL. Consolidate Aviation Intermediate Maintenance with Fleet Readiness Center Southeast Jacksonville, FL."

DOD justified its recommendation, in part, by the claim that the proposed realignment "will reduce operating costs while single siting the East Coast Maritime Patrol community at Naval Air Station Jacksonville." The recommendation postulates that a one-time investment of $147.6 million will result in annual recurring savings of $34.87 million with an expected 4-year payback.

The purpose of this initial analysis is to examine and evaluate the assumptions, data and analytical methods used by DOD that led to the above recommendations. The goal is to uncover any errors, omissions, inconsistencies or other flaws in the data or analysis that bias the results. Where flaws are found, I will propose corrective measures and alternative results.

## Analysis

To date, I have received a limited amount of cost data, including a 35-page report generated by the BRAC COBRA model. This report was made available in pdf and text form only. There is a lot of information in the report; however, important details are lacking.

Some observations:

- The COBRA model develops a business case based on 20-year NPV, yet it analyzes costs for only the six-year implementation period, 2006-2011. Beyond 2011, it assumes (incorrectly) that net costs will never change. So, no matter how accurate the analysis is during the implementation phase, the critical 14-year

recovery phase is simply an estimate, wrongly based on current P-3 operations, multiplied by 14 years.

- There is absolutely no consideration for the fact that P-3s will be replaced by P-8s early in the program.

- The only theoretical savings generated by the realignment are an estimated $38.7 million annually that results from eliminating 403 personnel. Most of the eliminated positions are the result of consolidating the BNAS Aviation Intermediate Maintenance with Fleet Readiness Center Southeast in Jacksonville. These positions are already proposed for elimination with introduction of the P-8.

- There appears to be no consideration for the one-time cost of relocating all aircraft to Florida, or for the many liaison trips that would be made during the transition period.

- The model omits differential mission costs. This ignores the fact that Jacksonville is 700 to 900 NM farther from most operational/exercise locations and deployment sites than Brunswick.

- There is evidence that some entries into the model were based on the assumption that NAS Brunswick would be closed, rather than converted to a NAF.

## BNAS BRAC Cost Model (Attached)

The attached Excel model is a tool for evaluating various cost corrections against the COBRA baseline. The model consists of three worksheets:

- **Summary.** This worksheet has provisions for four user inputs (yellow cells). Changing the P-3 to P-8 transition year will set the year that aircraft operating costs switch to the anticipated lower P-8 costs. The next three cells allow the user to toggle on/off the three corrections that are calculated on the other worksheets. To activate a correction, enter "Y" in the appropriate yellow cell. When the yellow cell is activated, the corresponding correction data from the other worksheets are automatically entered into the cost analysis table. It is also possible to manually enter cost corrections in the "Other" column. (Note: Only the yellow fields are intended to be user modified.) The results are shown in tabular form with a plot of Net Present Value.

- **Personnel**. This worksheet is used adjust the net number of positions (people) eliminated in the baseline. The numbers entered in the yellow fields represent the AIMD positions that will be eliminated with introduction of the P-8. The current entries represent the current full-time personnel count at Brunswick AIMD. These numbers can be changed when we get more data.

- **Mission**. This worksheet is used to calculate corrections for the one-time costs of "Moving" all aircraft to Florida and the recurring "Mission" costs that result from the additional distance flown on many operational or international flights. The numbers of events currently entered in the yellow cells represent a first cut estimate. These entries can be changed when we get more information.

## Preliminary Findings and Recommendations

The DOD case for relocating Brunswick aircraft to Florida is based almost entirely on the elimination of 403 positions due to consolidation of maintenance programs at a single base. This is consistent with DOD's and the Navy's goal of "reducing the number of maintenance levels and streamlining the way maintenance is accomplished with associated significant cost reductions." The elimination of these 403 positions is postulated to save over $38 million annually. The analysis ignores the fact that most of these positions would be eliminated anyway when the P-3s are phased out.

The COBRA analysis used to support this case is flawed in at least three areas:

- **Overstated Personnel Savings.** The COBRA analysis totally ignores the fact that most of these positions are already programmed for elimination with introduction of the P-8. In fact, a large part of the justification for replacing the P-3 with the P-8 was the elimination of AIMD and most other military maintenance positions. The P-8 will be maintained by Boeing under a contractor logistics support program. It is an error of enormous magnitude to credit base realignment with eliminating positions that were programmed for elimination anyway. ***My preliminary analysis indicates that this error alone results in an overstatement of predicted savings of at least $250 million, perhaps even more.***

- **Understated Moving Costs:** The COBRA analysis is very detailed in calculating the costs of moving people, vehicles, household goods, etc. to Florida. However, it makes no allowance for the substantial cost of relocating the aircraft. Nor, does it make any allowance for the numerous shuttle flights that will take place between Brunswick and Jacksonville before and after the move. These are all one-time moving costs. It costs over $27,500 to fly each P-3 the 992 NM from Brunswick to Jacksonville. ***My preliminary analysis indicates that these additional one-time costs could amount to about $2.5 million.***

- **Ignored Mission Costs:** The analysis ignores the substantial increase in mission costs that will result from basing VP aircraft at Jacksonville rather than Brunswick. An analysis of P-3 deployment sites, operational areas and exercise areas shows that Jacksonville is 700 to 900 miles farther from most of these locations than Brunswick. This increases flying time by 4 to 6 hours per round trip, at a cost of $7,876 per P-3 flight hour (less for the P-8). ***My preliminary analysis indicates that these additional costs could amount to over $32 million during the 20-year program.***

The above preliminary findings are based on incomplete data. In order to make the strongest possible case we need to make sure that our claims are supported by the facts. The following information is specifically needed:

- We need to know how many of the 403 eliminated positions are related to P-3 maintenance (AIMD, etc.) We also need to know how many maintenance positions will be eliminated with the introduction of the P-8.

- We need BNAS P-3 operational records for the last year or two. We need the actual number of flights to/from each international destination and to/from each operational/exercise area.

- We need a credible estimate of the number of liaison flights that will shuttle back and forth to Jacksonville before and during the relocation. We know these flights are normally considered "Training" flights, but they should be counted as relocation costs.

Finally, my analysis has thus far been aimed at challenging the claims of cost savings made in the "Recommendation for Realignment." Clearly, the biggest issue is to challenge the overstated claims for savings from personnel cuts.

In my view, the fundamental error made in the DOD analysis is to base the entire realignment analysis on current P-3 operations and maintenance rather than on the planned replacement program. The P-3 Orions are nearing the end or their service lives and will be replaced by a smaller fleet of P-8 aircraft and the Broad-Area Maritime Surveillance (BAMS) system, a long-range surveillance UAV. Any BRAC recommendations that will affect the VP community should be based on the fleet of the future, not the fleet of the past.

***It is wrong to forecast net costs/savings for the next 20 years based on P-3 operations.***

We should insist that any realignment analysis be based on the planned MMA/BAMS force structure. For example, we should evaluate the net savings of relocating all of Jacksonville's VP squadrons to Brunswick when the P-8 becomes operational? This will require running an entirely different scenario through the COBRA model. It would also involve delaying the implementation period to coincide with introduction of the new aircraft.

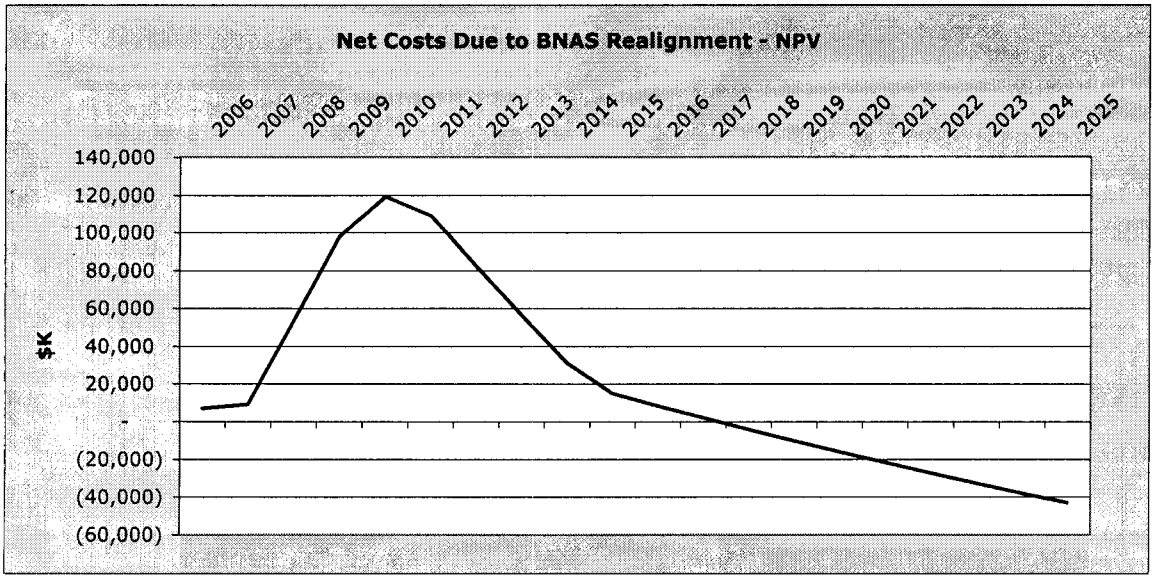
# Net Cost Summary - BNAS Realignment

**Inputs:**

| | |
|---|---|
| Implementation Period | **2006-2011** |
| Recovery Period | **2012-2025** |
| Transition year from P-3 to P-8 Aircraft | **2015** |
| Apply Corrections to Personnel Costs? (Y/N) | **y** |
| Apply Corrections to Mission Costs? (Y/N) | **y** |
| Apply Corrections to Moving Costs? (Y/N) | **y** |

**Results:**

| | |
|---|---|
| Net Implementation Costs ($ millions) | **118.1** |
| Ann recurring savings ($ millions) | **8.8** |
| Payback Years | **7** |
| NPV over 20 years ($ millions) | **(43.1)** |
| ROI | **7.6%** |
| Average Net Savings per Year, NPV ($ millions) | **(2.2)** |




**Net Cost Analysis ($K)**

| | | Corrections to Baseline | | | | Adjustments for NPV | | |
|---|---|---|---|---|---|---|---|---|
| Year | Baseline 2005 $K | Personnel | Mission | Moving | Other | TOTAL | Adjusted | NPV |
| 2006 | 7,022 | - | | | | 7,022 | 6,925 | 6,925 |
| 2007 | 2,327 | - | | | | 2,327 | 2,233 | 9,158 |
| 2008 | 47,116 | - | | | | 47,116 | 43,973 | 53,132 |
| 2009 | 49,401 | - | | | | 49,401 | 44,850 | 97,981 |
| 2010 | 21,482 | - | | 2,569 | | 24,051 | 21,240 | 119,222 |
| 2011 | (14,734) | - | 2,885 | | | (11,850) | (10,180) | 109,042 |
| 2012 | (34,872) | - | 2,885 | | | (31,987) | (26,731) | 82,311 |
| 2013 | (34,872) | - | 2,885 | | | (31,987) | (26,003) | 56,307 |
| 2014 | (34,872) | - | 2,885 | | | (31,987) | (25,295) | 31,012 |
| 2015 | (34,872) | 12,048 | 1,924 | | | (20,900) | (16,077) | 14,935 |
| 2016 | (34,872) | 24,191 | 1,924 | | | (8,757) | (6,553) | 8,382 |
| 2017 | (34,872) | 24,191 | 1,924 | | | (8,757) | (6,374) | 2,008 |
| 2018 | (34,872) | 24,191 | 1,924 | | | (8,757) | (6,201) | (4,193) |
| 2019 | (34,872) | 24,191 | 1,924 | | | (8,757) | (6,032) | (10,225) |
| 2020 | (34,872) | 24,191 | 1,924 | | | (8,757) | (5,868) | (16,092) |
| 2021 | (34,872) | 24,191 | 1,924 | | | (8,757) | (5,708) | (21,800) |
| 2022 | (34,872) | 24,191 | 1,924 | | | (8,757) | (5,552) | (27,352) |
| 2023 | (34,872) | 24,191 | 1,924 | | | (8,757) | (5,401) | (32,753) |
| 2024 | (34,872) | 24,191 | 1,924 | | | (8,757) | (5,254) | (38,007) |
| 2025 | (34,872) | 24,191 | 1,924 | | | (8,757) | (5,111) | (43,118) |

*May 31, 2005* *Discount Rate* *0.027*

# Personnel Cost Corrections

**Cost Factors (From COBRA Report)**

| | Off | Enl | Civ. |
|---|---|---|---|
| Salary | 124,972 | 82,399 | 59,959 |
| Housing | 15,696 | 13,308 | |
| Civ cost factor | | | 1.109 |
| TOTAL | 140,668 | 95,707 | 66,495 |

| **Positions Eliminated** | | **Adjustments for AIMD Phaseout** | | | | **Net Cost Correction ($K)** | | |
|---|---|---|---|---|---|---|---|---|
| | **Baseline** | **Off** | **Enl** | **Civ.** | **Corrected** | **Off** | **Enl** | **Civ.** |
| 2006 | 2 | - | - | - | 2 | - | - | - |
| 2007 | 10 | - | - | - | 10 | - | - | - |
| 2008 | 13 | - | - | - | 13 | - | - | - |
| 2009 | 26 | - | - | - | 26 | - | - | - |
| 2010 | 62 | - | - | - | 62 | - | - | - |
| 2011 | 403 | - | - | - | 403 | - | - | - |
| 2012 | 403 | - | - | - | 403 | - | - | - |
| 2013 | 403 | - | - | - | 403 | - | - | - |
| 2014 | 403 | - | - | - | 403 | - | - | - |
| 2015 | 403 | (4) | (120) | - | 279 | 563 | 11,485 | - |
| 2016 | 403 | (8) | (241) | - | 154 | 1,125 | 23,065 | - |
| 2017 | 403 | (8) | (241) | - | 154 | 1,125 | 23,065 | - |
| 2018 | 403 | (8) | (241) | - | 154 | 1,125 | 23,065 | - |
| 2019 | 403 | (8) | (241) | - | 154 | 1,125 | 23,065 | - |
| 2020 | 403 | (8) | (241) | - | 154 | 1,125 | 23,065 | - |
| 2021 | 403 | (8) | (241) | - | 154 | 1,125 | 23,065 | - |
| 2022 | 403 | (8) | (241) | - | 154 | 1,125 | 23,065 | - |
| 2023 | 403 | (8) | (241) | - | 154 | 1,125 | 23,065 | - |
| 2024 | 403 | (8) | (241) | - | 154 | 1,125 | 23,065 | - |
| 2025 | 403 | (8) | (241) | - | 154 | 1,125 | 23,065 | - |

*Note: The purpose of this adjustment is to correct for the overstatement of AIMD positions eliminated. These positions were already programmed for elimination when the P-3s are replaced.*

# Mission/Moving Cost Corrections

| | | |
|---|---|---|
| Aircraft | **P-3C** | |
| Average Block Ground Speed (kts) | 300 | |
| Taxi, etc. (hrs) | 0.2 | |
| Variable O&S Costs ($/FH) | $ 7,876 | Source: Navy VAMOSC FY2004 |
| P-8 Cost Factor | 67% | (% of P-3 O&S Costs per NM) |

**Moving Cost Corrections (One-Time Events)**

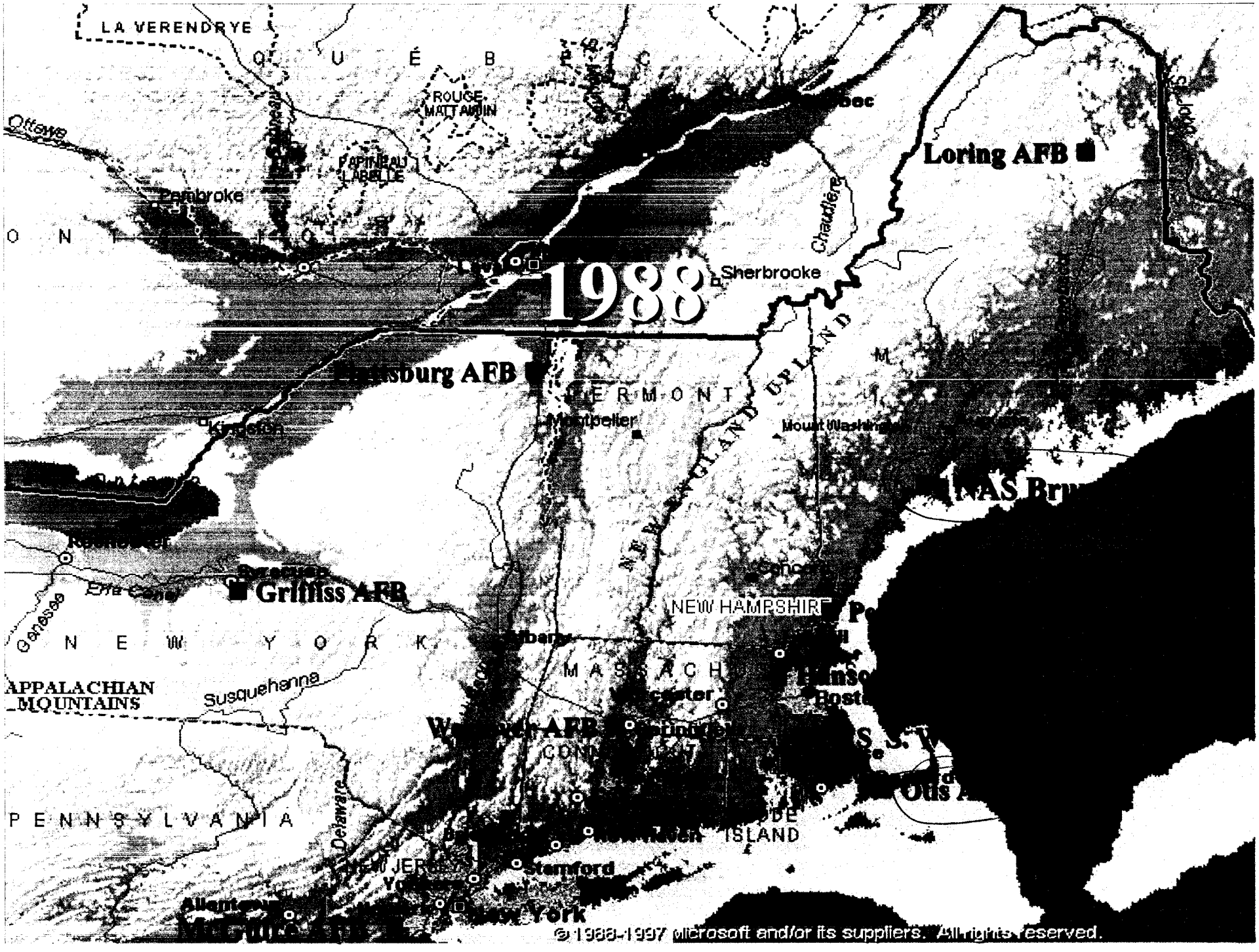
| | Events | Flights/Event | Flights/yr | NM | Ann. Hours | Cost ($K) |
|---|---|---|---|---|---|---|
| Reposition Aircraft to Jax (one-way) | 45 | 1 | 45 | 992 | 158 | $ 1,243 |
| NHZ/NIP Shuttle Flights (round trips) during implementation period | 24 | 2 | 48 | 992 | 168 | $ 1,326 |
| TOTAL | | | | | 326 | $ 2,569 |

**Mission Cost Corrections (Recurring Events)**

| | Events/Yr | Flights/Event | Flights/yr | NM | Ann. Hours | Cost ($K) |
|---|---|---|---|---|---|---|
| NAF Brunswick Aircraft Dets | 12 | 2 | 24 | 992 | 84 | $ 663 |
| W103...W107 Exercises, etc. | 30 | 1 | 30 | 700 | 76 | $ 599 |
| Squadron Deployments | 2 | 18 | 36 | 774 | 100 | $ 788 |
| Other international flights | 12 | 2 | 24 | 900 | 77 | $ 605 |
| Total Additional Aircraft Operating Costs | | | | | | $ 2,655 |
| Additional Costs of NAF Brunswick Dets: | $K | | | | | |
| Per Event | 15 | | | | | $ 180 |
| Per Year | 50 | | | | | $ 50 |
| | | | | | | $ 230 |
| TOTAL Additional Mission Costs/Year | | | | | 337 | $ 2,885 |

**Mission Mileage Deltas (Great Circle Distance NM)**

| | NIP | NHZ | Delta NM |
|---|---|---|---|
| BNAS | 992 | - | 992 |
| W103...W107 Areas, etc. | 700 | 350 | 350 |
| Sigonella | 4,626 | 3,720 | 906 |
| Qatar | 6,458 | 5,489 | 969 |
| Japan | 6,242 | 5,794 | 448 |

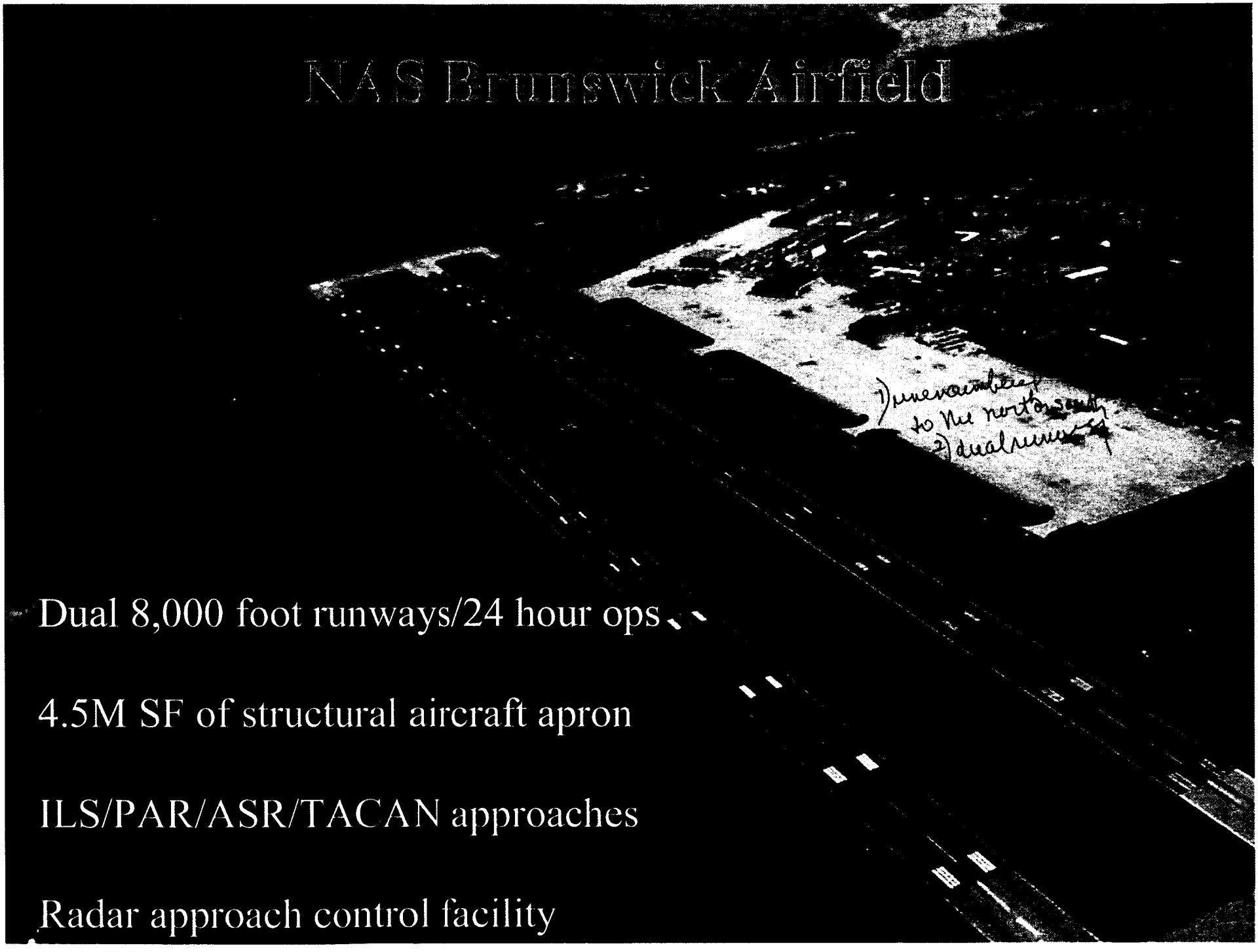

1988
LA VERENDRYE
QUÉBEC
ROUGE MATTAWIN
PAPINEAU LABELLE
Ottawa
Pembroke
ONTARIO
Sherbrooke
Chaudière
Loring AFB
Plattsburg AFB
VERMONT
Montpelier
Mount Washington
Kingston
Rochester
Buffalo
Griffiss AFB
Erie Canal
Genesee
NEW HAMPSHIRE
NEW YORK
Albany
MASSACHUSETTS
Worcester
Boston
APPALACHIAN MOUNTAINS
Susquehanna
Otis AFB
CONNECTICUT
RHODE ISLAND
PENNSYLVANIA
Delaware
NEW JERSEY
Stamford
Allentown
New York
© 1988-1997 microsoft and/or its suppliers. All rights reserved.

3,220 Acres Total
Approx. 1,000 acres
available for development

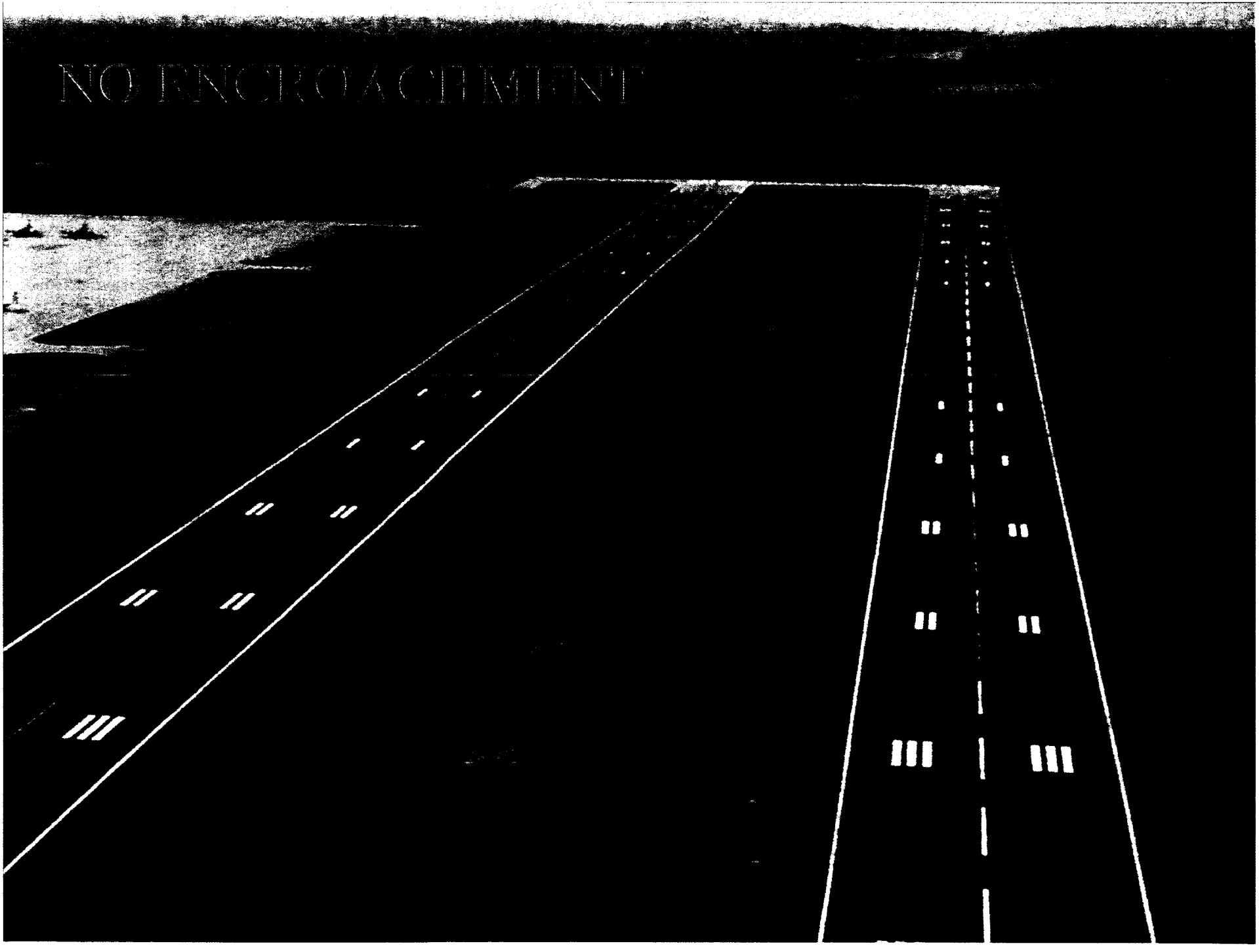
# Missions/Support Functions

- 39 Tenant Commands
- 4,694 Military and Civilian Personnel
- SUPSHIP / AEGIS Support
- Rangeley / SERE School (FASO)
- Transient Aircraft Support

# NAS Brunswick Airfield



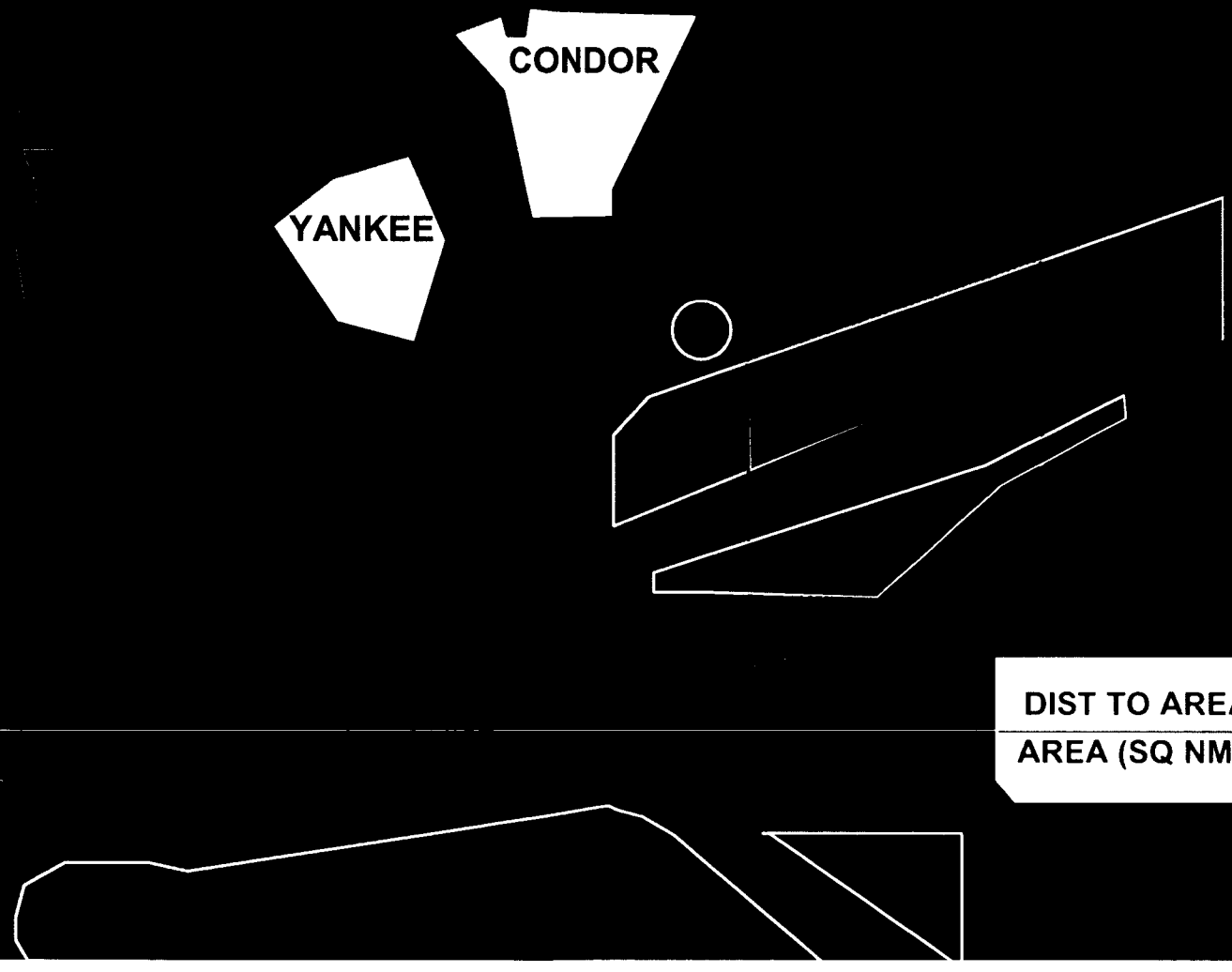

- Dual 8,000 foot runways/24 hour ops
- 4.5M SF of structural aircraft apron
- ILS/PAR/ASR/TACAN approaches
- Radar approach control facility


NO ENCROACHMENT

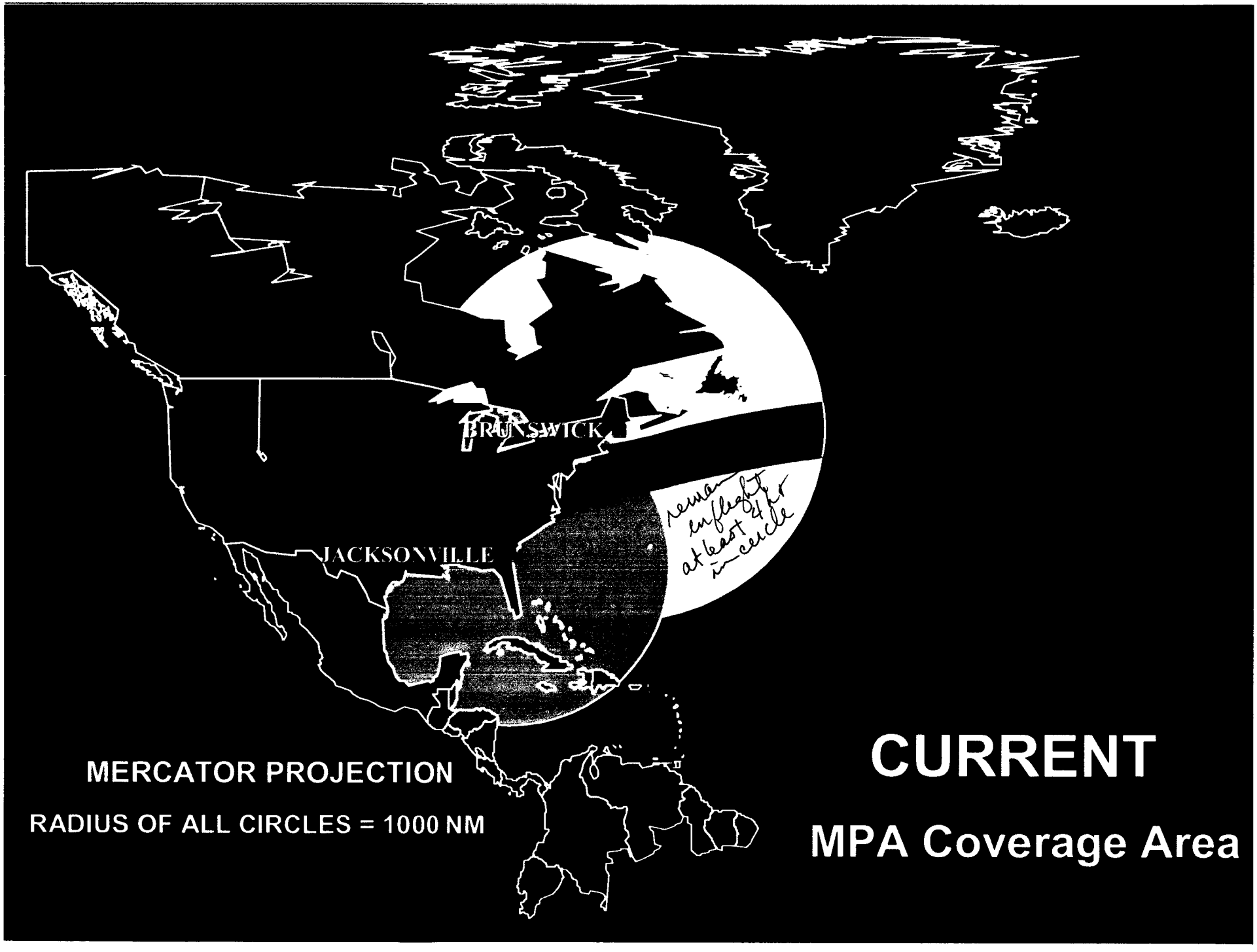
# Airfield Support Customers

- Presidential Support
- DOD
- NALO
- BIW/AEGIS Testing Program
- U.S.C.G.
- SERE (student training)
- Naval Special Warfare & EOD
  ("Essex Mountain" &
  "Highland Contact")
- State of Maine

# NAS Brunswick
## Unencumbered Training Airspace




| DIST TO AREA | 0-100 | 100-180 | TOTAL |
|---|---|---|---|
| AREA (SQ NM) | 30,989 | 32,500 | 63,489 |


BRUNSWICK
JACKSONVILLE
remain in flight at least 4 hr in circle
MERCATOR PROJECTION
RADIUS OF ALL CIRCLES = 1000 NM
CURRENT
MPA Coverage Area

# NASB Squadrons
## (Current)

| | | | | |
|---|---|---|---|---|
| VP-8, 10, 26 | P-3C | 27 | Maritime Patrol | Active |
| VPU-1 | P-3C | 4 | Special Projects | Active |
| VP-92 | P-3C | 6 | Maritime Patrol | Reserve |
| VR-62 | C-130 | 3 | Cargo Transport | Reserve |

# Personnel

| | |
|---|---|
| **Base & Tenant Commands** | |
| Active Duty Personnel | 2,710 |
| Civilian Personnel | 643 |
| TOTAL | 3,353 |
| **Drilling Reservists** | 1,341 |
| **Off-Base Supported Activities** | |
| Military Personnel | 1,075 |
| Civilian Personnel | 301 |
| TOTAL | 1,376 |

Both
aegis
const
recruit
en

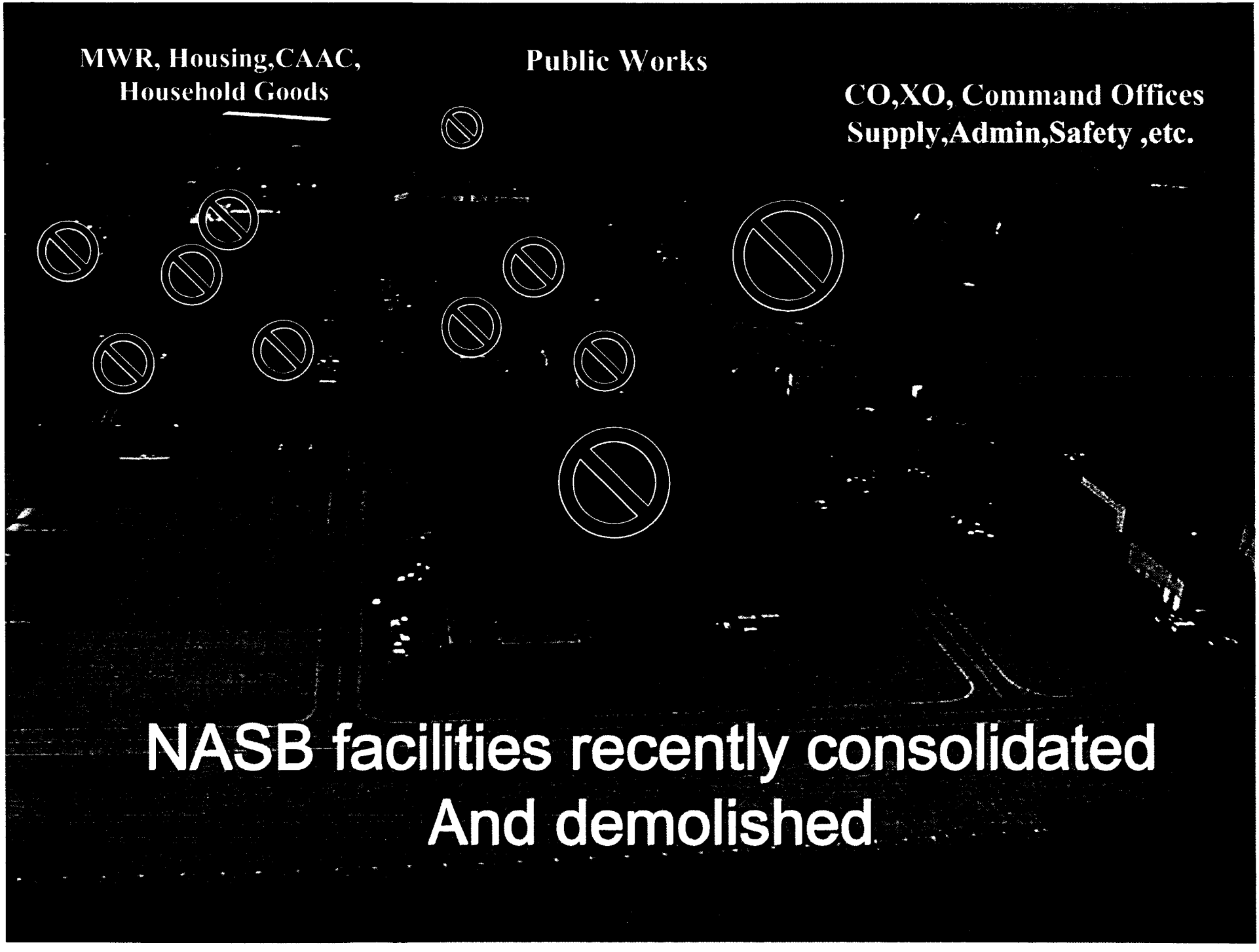
# Increased Facility Efficiency

- Demolition
  Since 1997, NASB has demolished 45 buildings totaling 628,698 SF

- Reduced fuel consumption by 40% and fuel budget by 48%

- Facilities Index – FCI 0.051
  "The relative condition of facilities -a ratio of the cost of maintenance deficiencies to the current replacement value"

high rate for facilit


MWR, Housing,CAAC,
Household Goods
Public Works
CO,XO, Command Offices
Supply,Admin,Safety ,etc.
NASB facilities recently consolidated
And demolished

# Past Initiatives

- DSM Boiler Consolidation - $838k annually
  - Labor Savings from Steam Plant manning and maintenance avoidance is 10.2 FTEs ($518k/year)
  - Energy Savings is $320k per year (40% redux)
- Demolition Program – $1.2M annual savings
  - Since 1997, demolished 45 buildings, 628,698 SF
  - O&M savings of $700k/year based on DoD Cost Manual
  - Energy avoidance savings of $500k/year based on historic cost per square foot base wide.
- DSM Energy Work
  - Energy consumption savings of $210k/year

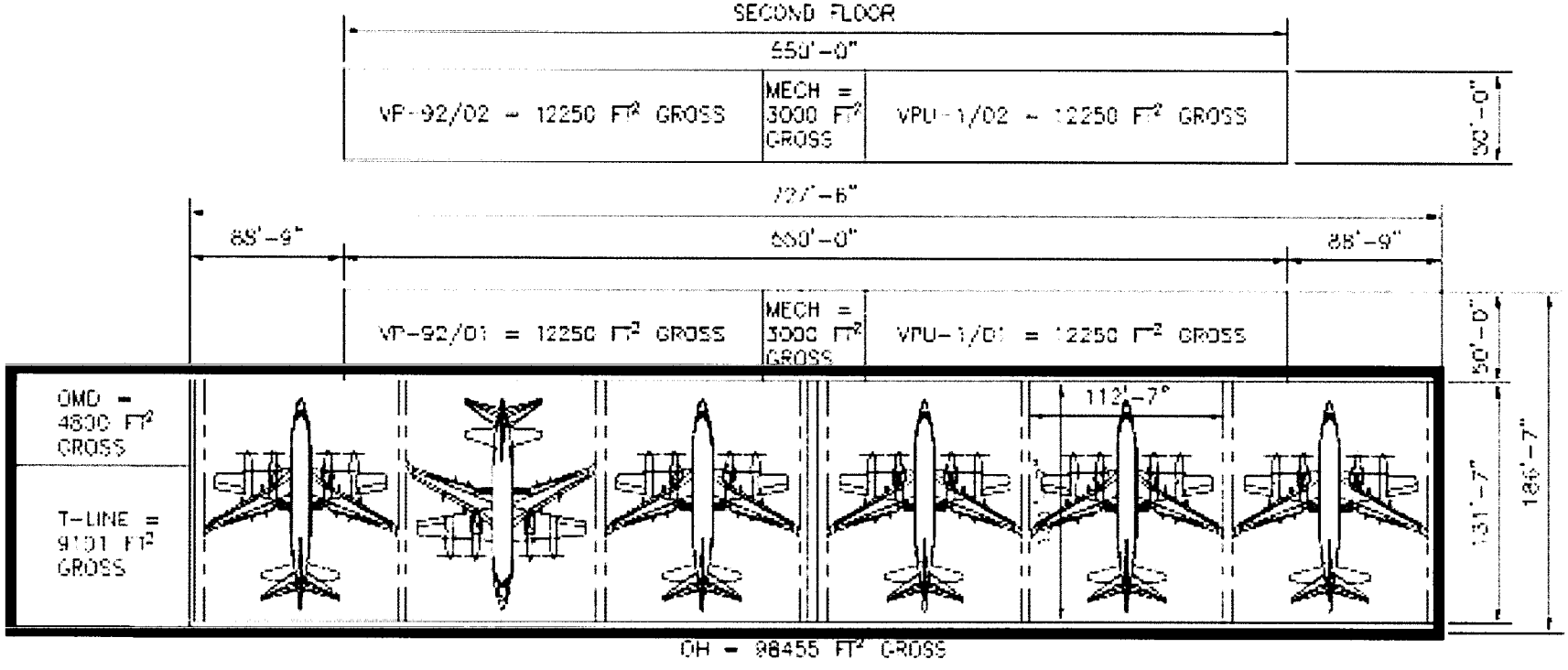
# Recent Recapitalization

- Hangar 6 - Six bays ($33.9M)
- Airfield Tower ($8.2M)
- Tower Electronics & Communications Suite ($5.0M)
- Runway Recapitalization ($10.7M)
- Ramp & Taxiway Repairs ($8.7M)
- Family Housing - Phases I, II & III - 220 Homes ($33.4M)
- Transient Quarters ($17.7M)
- Re-Locate Base Entrance ($1.65M)
- Separate Truck & Vendor Entrance ($1.3 M)
- Small Arms Range ($940K)
- Construct Security Building ($750K)
- Replace Flight Line & Weapons Fence ($1.0M)
- Construct MWD Kennel ($346K)

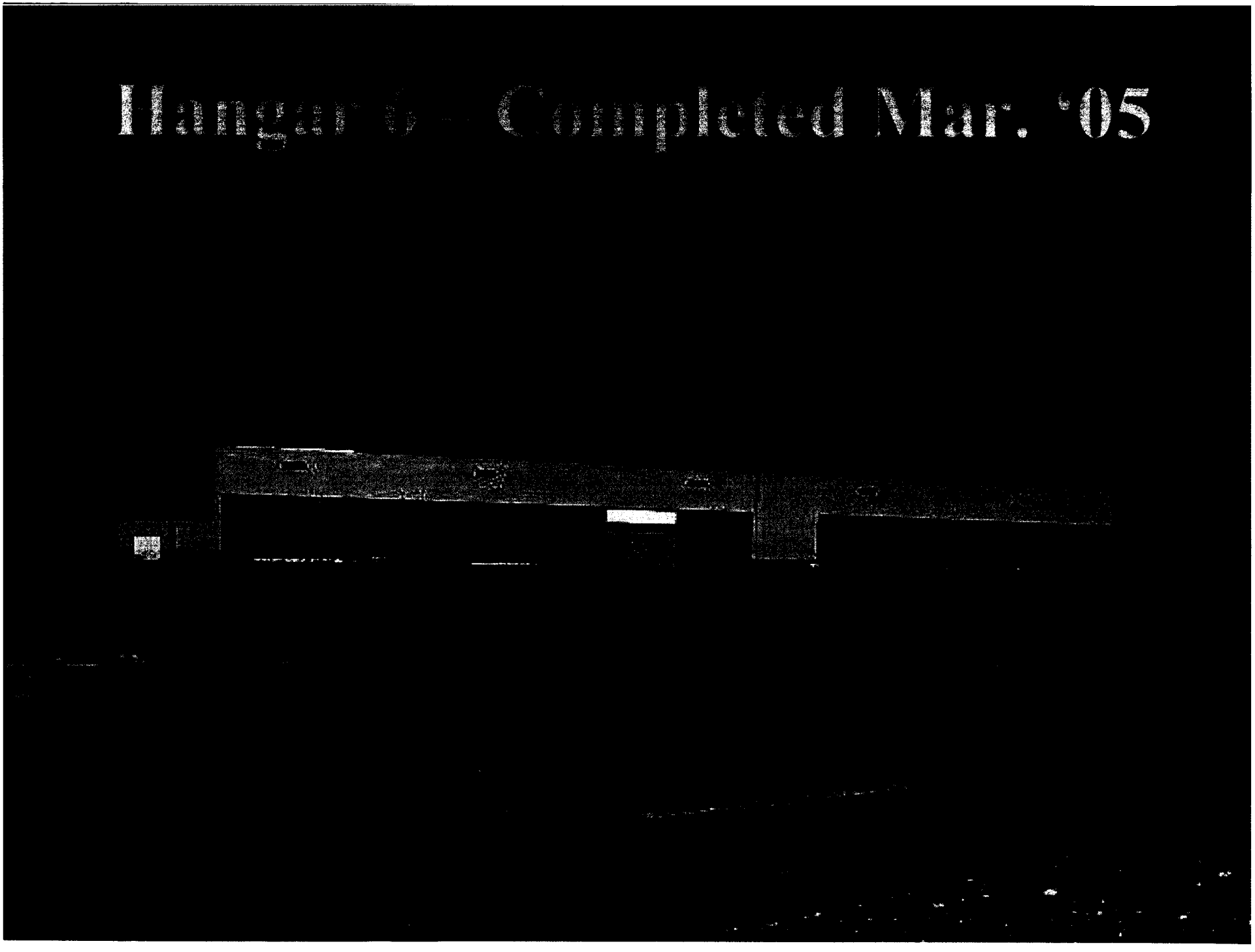
P8 Alpha MMA

# Any P-3 or MMA

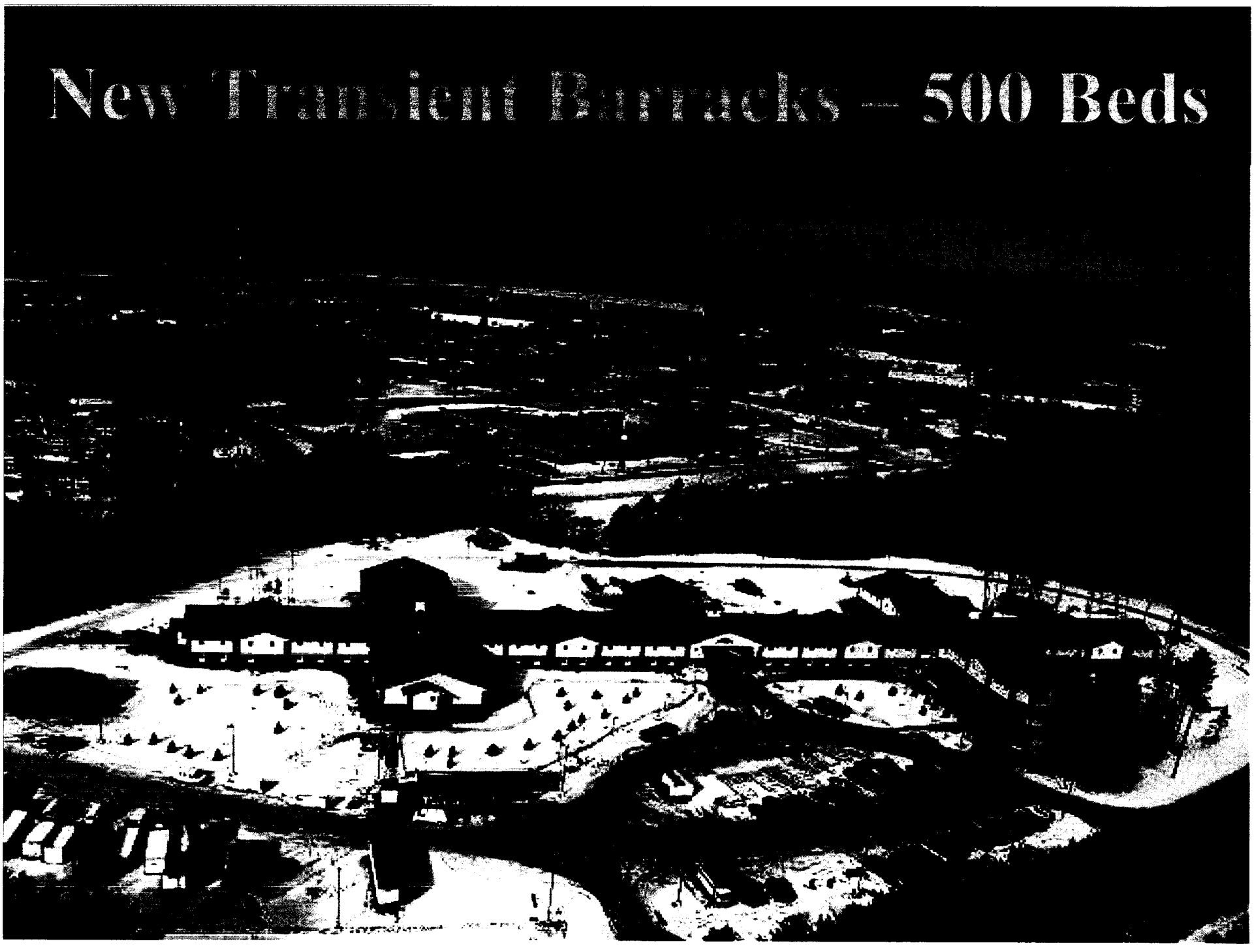
## 6 BAYS FOR P-3/737-700



# Hangar 6 – Completed Mar. '05



# New Transient Barracks – 500 Beds



New Tower – Under Construction

# Navy Reserve

- NAR Brunswick Full-Time Support staff (FTS)
  - 6 Officers, 41 Enlisted
  - Bldg 151, 13,000 Sq. ft. facility built with private funds
- Provide administrative support to:
  - 2 RESFORONs (250 DRILRES, 289 FTS)
  - 19 augment units (630 DRILRES)
- Drilling Reservist demographics
  - Total living in Maine = 390
  - Total living outside Maine = 490
- 313 Reservists to date mobilized in support of GWOT
- Operational support to AC commands

# Joint Armed Forces Reserve Center

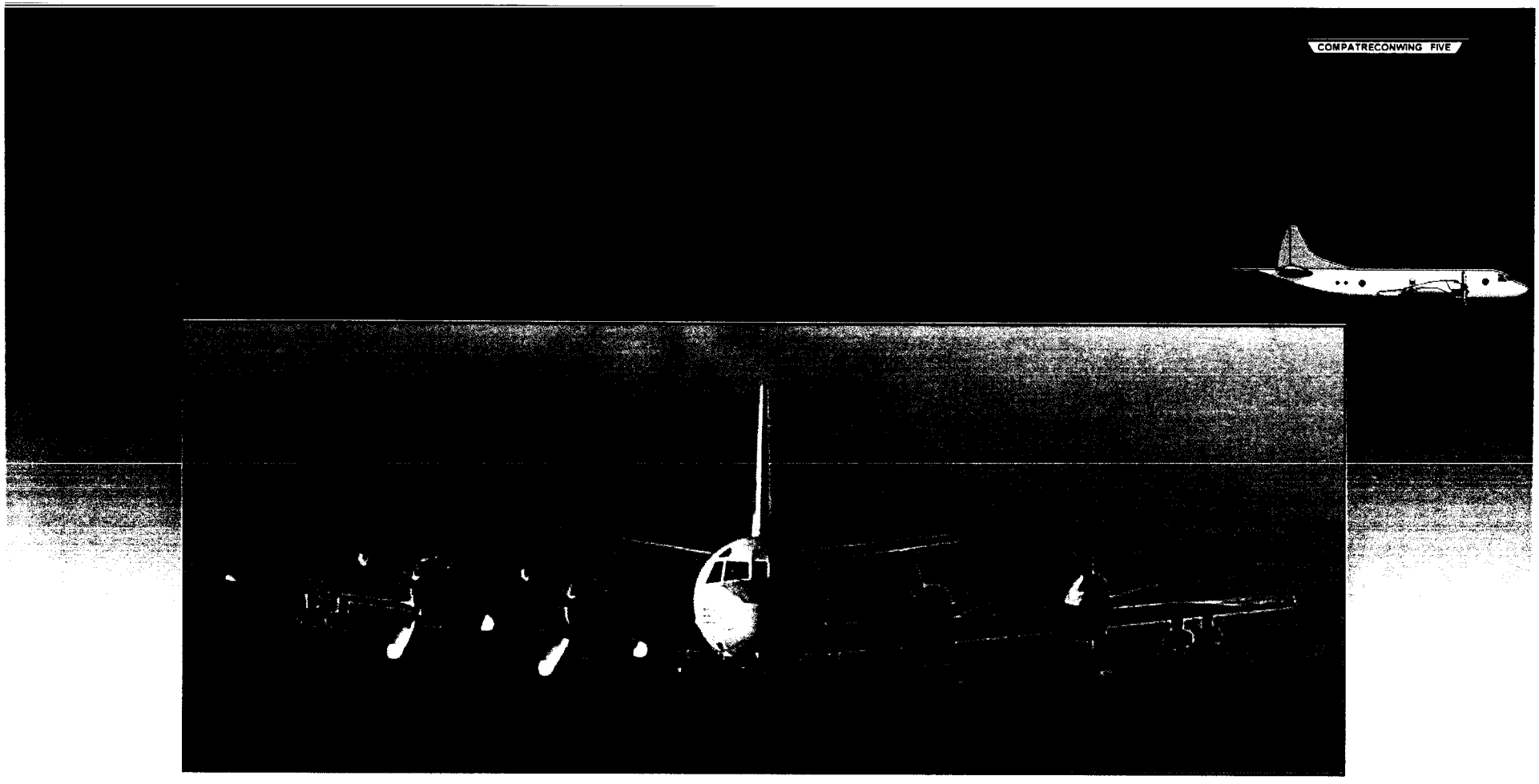
## Me. Nat'l Guard Installation #23A60

## At NAS Brunswick

- Army Nat'l Guard, Air Force National Guard & Marine Corps Reserves
- Combat, Engineering & Communication Units
- 16 Acres at NAS Brunswick
- 220,000 sq. ft. two-story building
- 374 Vehicles, box trailers, bulldozers, Oshkosh, etc.
- 976 personnel – monthly utilization
- $41.9 Million
- NG is targeting FYDP in '05 for '07 Add-On

# Questions?

**Reserve Port Harbor Security Unit for SUPSHIP Bath**



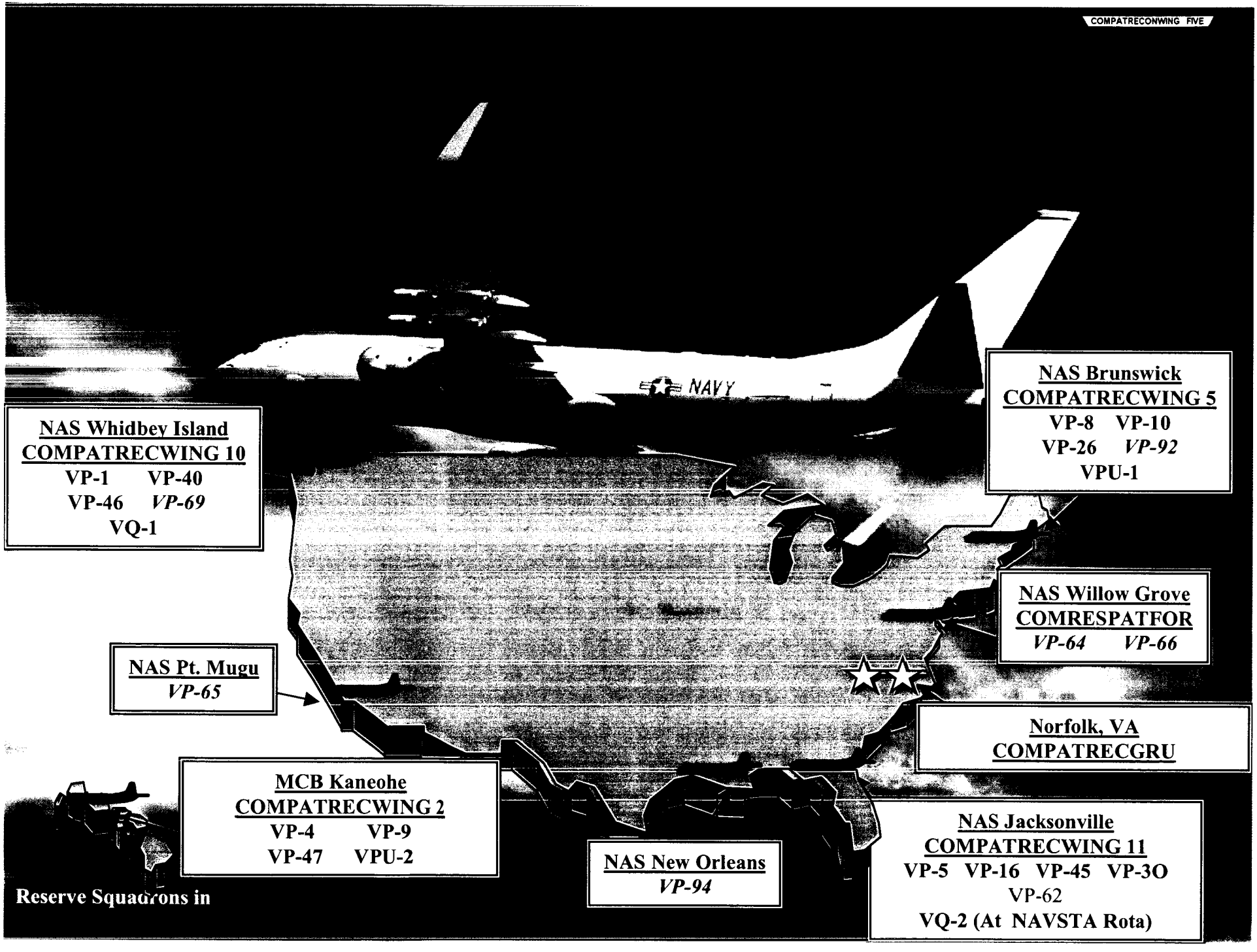

# CAPT Mike Hewitt
# Commander, Patrol & Reconnaissance Wing FIVE

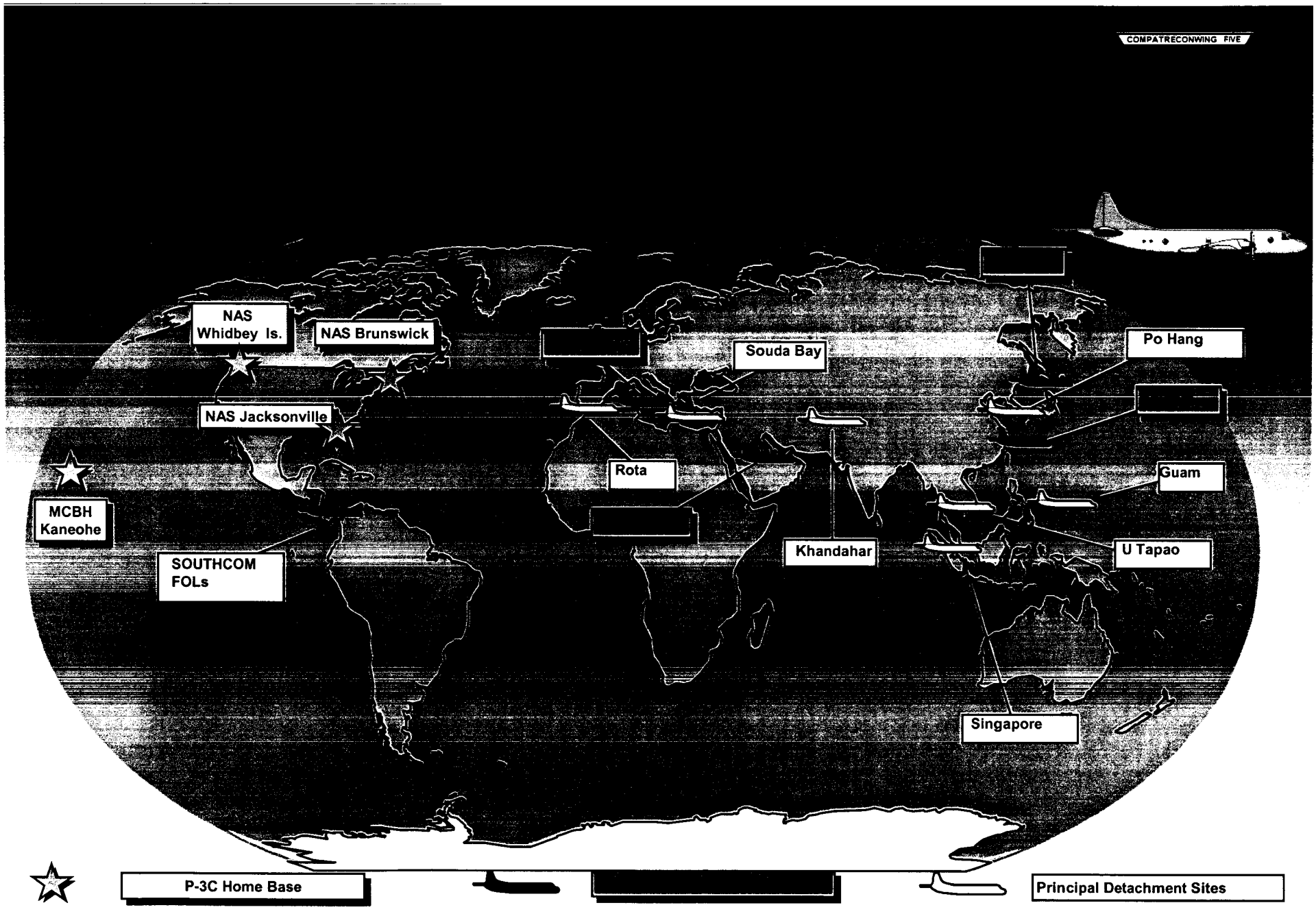
**THIS SLIDE IS UNCLASSIFIED**

- Homeland Defense Overview
- P-3 Capabilities
- Multi-Mission Aircraft (MMA)

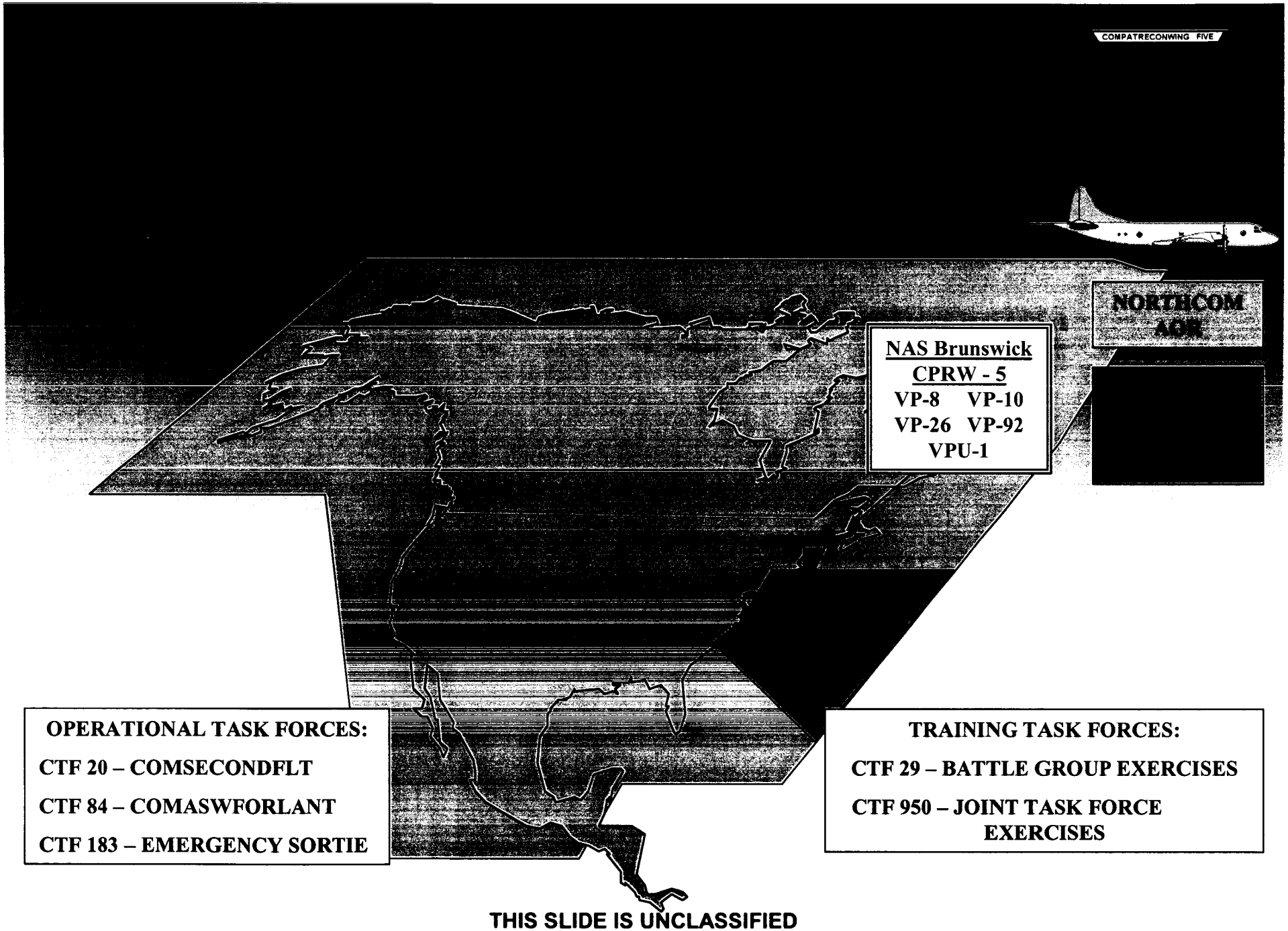
Mission maritime patrol homeland defens in/out over no homes dual runway. air space

THIS SLIDE IS UNCLASSIFIED


COMPATRECONWING FIVE
NAVY
NAS Whidbey Island
COMPATRECWING 10
VP-1 VP-40
VP-46 VP-69
VQ-1
NAS Brunswick
COMPATRECWING 5
VP-8 VP-10
VP-26 VP-92
VPU-1
NAS Willow Grove
COMRESPATFOR
VP-64 VP-66
NAS Pt. Mugu
VP-65
Norfolk, VA
COMPATRECGRU
MCB Kaneohe
COMPATRECWING 2
VP-4 VP-9
VP-47 VPU-2
NAS New Orleans
VP-94
NAS Jacksonville
COMPATRECWING 11
VP-5 VP-16 VP-45 VP-3O
VP-62
VQ-2 (At NAVSTA Rota)
Reserve Squadrons in




THIS SLIDE IS UNCLASSIFIED




**OPERATIONAL TASK FORCES:**

CTF 20 – COMSECONDFLT

CTF 84 – COMASWFORLANT

CTF 183 – EMERGENCY SORTIE

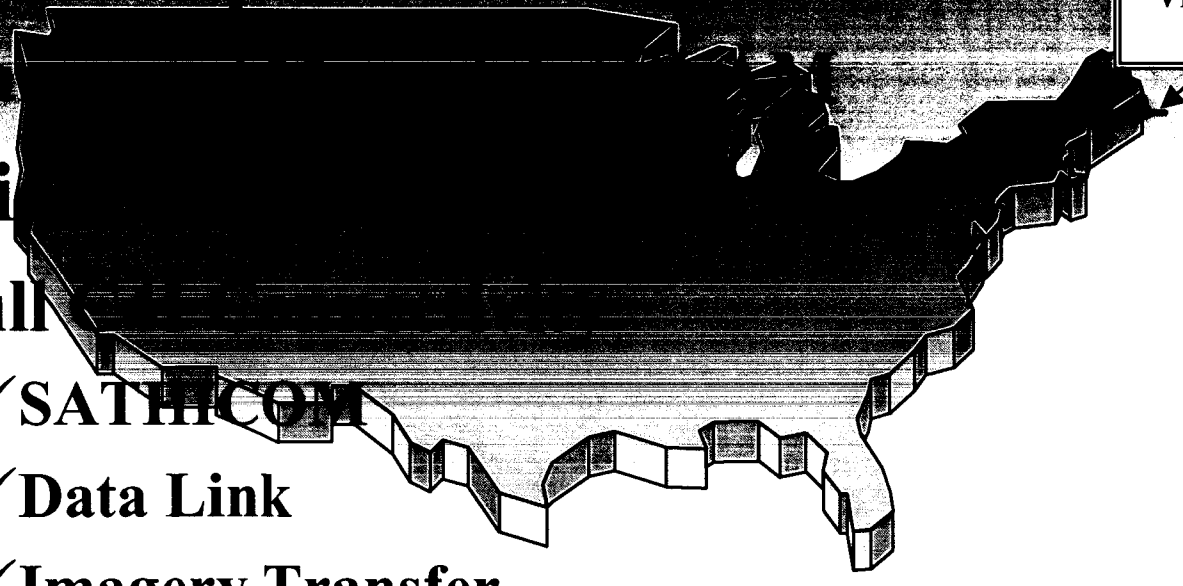
**TRAINING TASK FORCES:**

CTF 29 – BATTLE GROUP EXERCISES

CTF 950 – JOINT TASK FORCE EXERCISES

THIS SLIDE IS UNCLASSIFIED

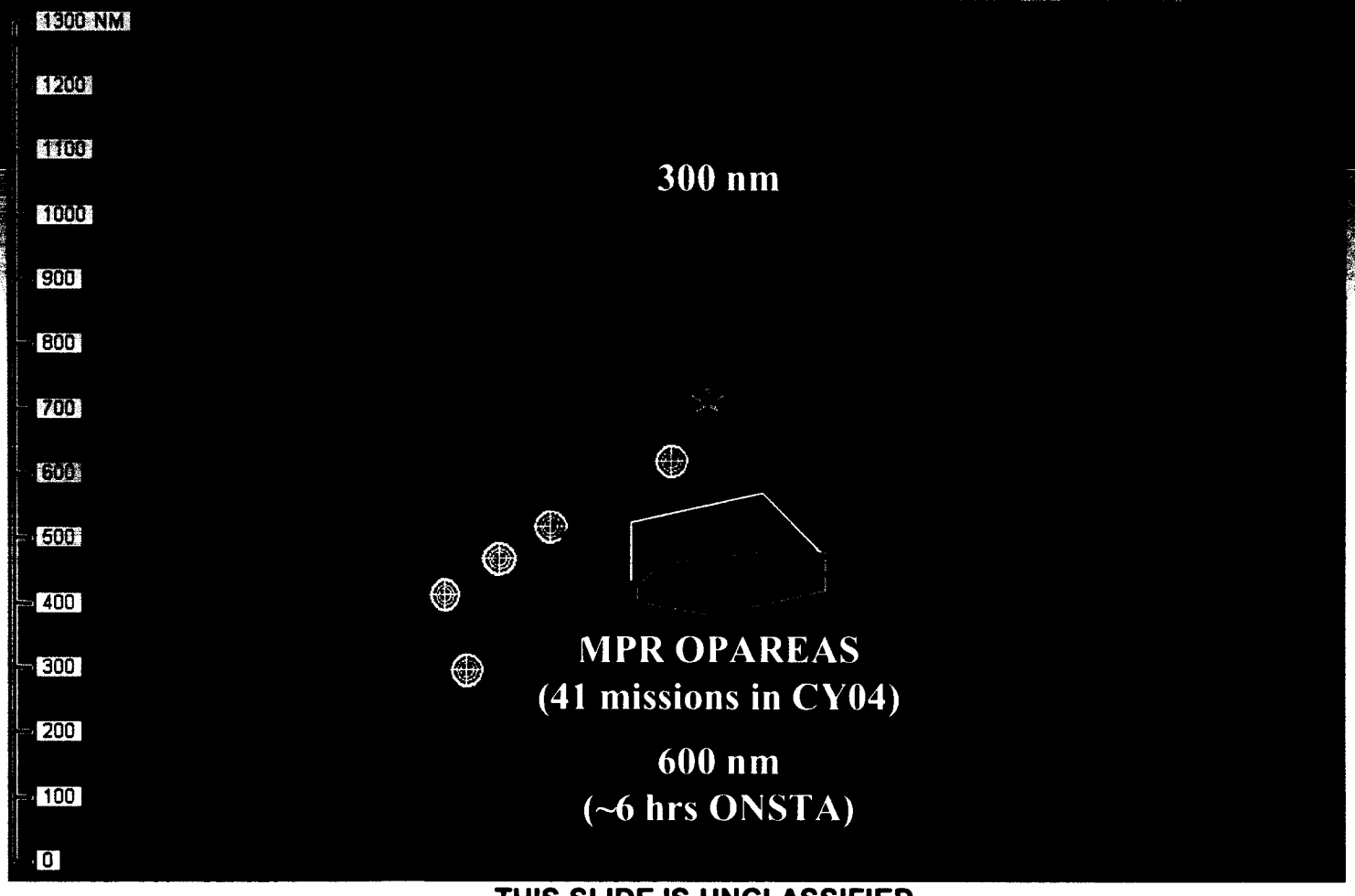
COMPATRECONWING FIVE



**NAS Brunswick**
**CPRW - 5**
**VP-8 VP-10**
**VP-26 VP-92**
**VPU-1**

- **Ha**
- **Tacti**
  - **Full**
    - ✓**SATHICOM**
    - ✓**Data Link**
    - ✓**Imagery Transfer**

**THIS SLIDE IS UNCLASSIFIED**




THIS SLIDE IS UNCLASSIFIED

THIS SLIDE IS UNCLASSIFIED

# Purpose of MMA Program

To recapitalize the capabilities currently provided by the P-3 aircraft systems

The P-3 aircraft provides the USN with blue water and littoral Undersea Warfare (USW) capabilities, and performs armed intelligence, surveillance and reconnaissance functions

Transformation

## Sea Power 21

Right availability at the right cost

Fleet transformational training objectives

Innovative logistic solutions

Technologically Agile Open Systems Architecture

- Persistent ASW
- ASUW
- Operational Agility

FORCEnet

- Pervasive Awareness
- Common Maritime Picture provider

COMPATRECONWING FIVE

## P-3 (AIP/BMUP)

- Broad Area ASW
- ASUW
- ISR
- Strike force support
- Forward Presence

## MMA

- Persistent ASW (Core)
- ASUW
- ISR

737

## BAMS UAV's

- Persistent ISR

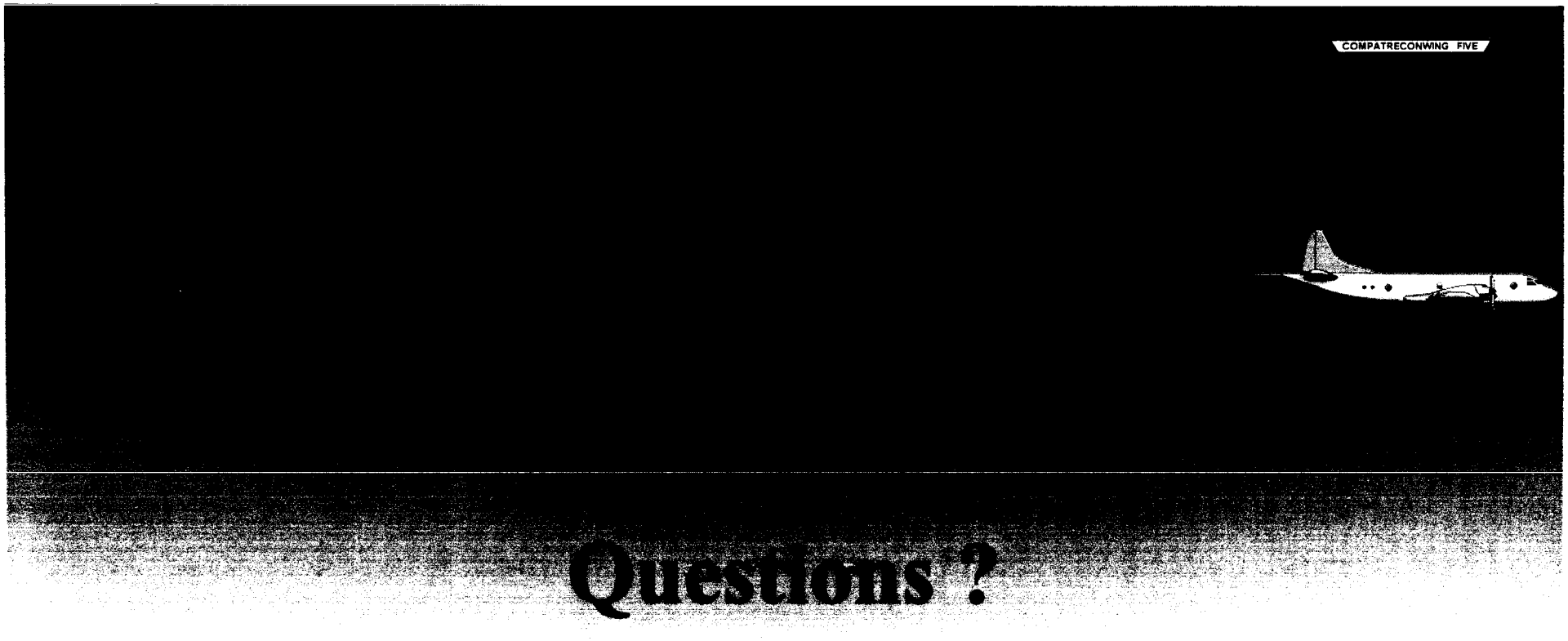
UAV

## EP-3

- SIGINT (High capacity)
- Real time fusion
- Comms Electronic Attack
- Data links

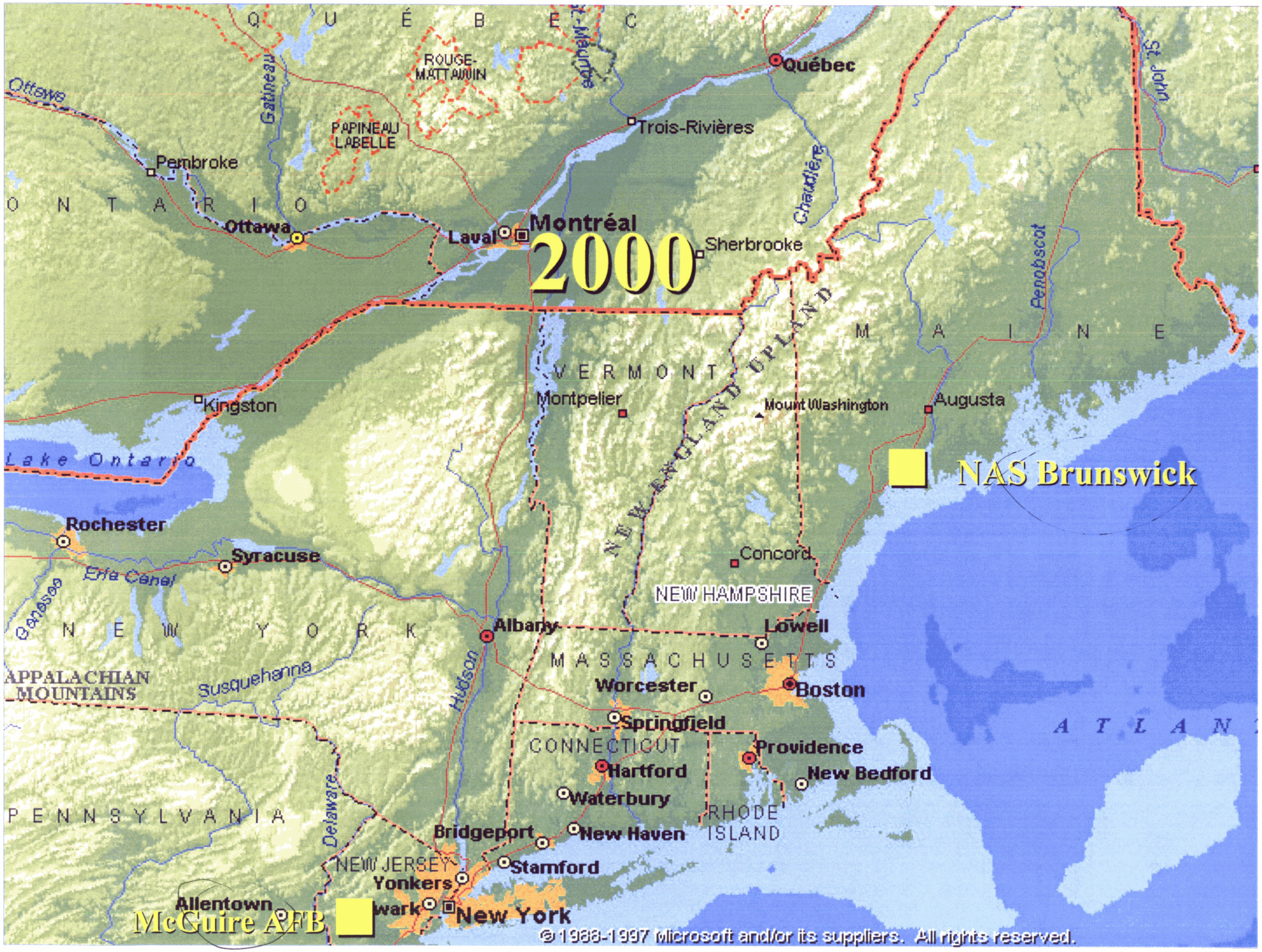
Embraer CRJ

# Maritime Warfighting




THIS SLIDE IS UNCLASSIFIED

# 12,000 Acre Range
# Rangeley, ME


2000
NAS Brunswick
McGuire AFB
Québec
Trois-Rivières
Montréal
Laval
Sherbrooke
Ottawa
Pembroke
Kingston
Rochester
Syracuse
Albany
Montpelier
Mount Washington
Augusta
Concord
Lowell
Boston
Worcester
Springfield
Providence
New Bedford
Hartford
Waterbury
New Haven
Bridgeport
Stamford
Yonkers
New York
Allentown
QUÉBEC
ONTARIO
MAINE
VERMONT
NEW HAMPSHIRE
MASSACHUSETTS
CONNECTICUT
RHODE ISLAND
NEW YORK
NEW JERSEY
PENNSYLVANIA
NEW ENGLAND UPLAND
APPALACHIAN MOUNTAINS
ATLAN
ROUGE-MATTAWIN
PAPINEAU LABELLE
Ottawa
Gatineau
St-Maurice
St. John
Chaudière
Penobscot
Lake Ontario
Erie Canal
Genesee
Susquehanna
Hudson
Delaware
© 1988-1997 Microsoft and/or its suppliers. All rights reserved.