



DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

OCEANA NAS HEARING AUGUST 20, 2005

106 DIRKSEN SENATE OFFICE BUILDING
WASHINGTON D.C.

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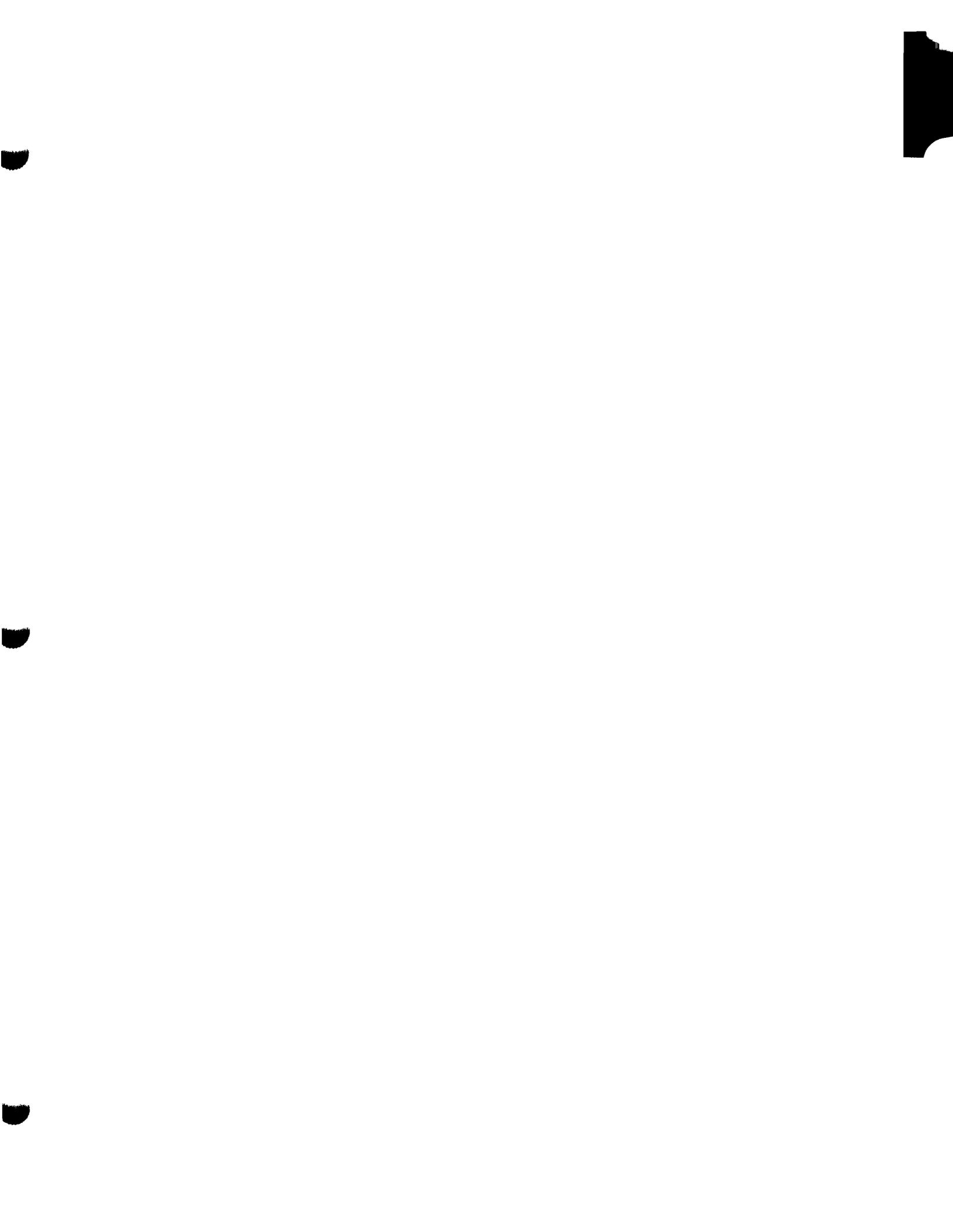
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BRAC 2005 Closure and Realignment Impacts by State





DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

NAS OCEANA/NAVY EAST COAST MASTER JET BASING
HEARING
WASHINGTON, DC

AUGUST 20, 1:30 PM

106 Dirksen Senate Office Building

HEARING AGENDA

Opening Statement by Chairman Anthony J. Principi

General Counsel swears in Witnesses for Florida

Testimony – Florida (60 min)

Commissioners Questions

Break

General Counsel swears in Witnesses for Virginia

Testimony – Virginia (60 min)

Commissioners Questions

Closing Statement by Chairman Anthony J. Principi

Press Availability





DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

Chairman's Opening Statement

Hearing of the 2005 Base Closure and Realignment Commission

Issues relating to the Navy's East Coast Master Jet Base

Washington, D.C.
August 20, 2005

Good Afternoon

I'm Anthony Principi, and I am chairing this hearing of the Defense Base Closure and Realignment Commission. I'm pleased to be joined by my fellow Commissioners, James Bilbray, Phil Coyle, Hal Gehman, James Hanson, James Hill, Hal Gehman, Lloyd Newton, Samuel Skinner, and Sue Turner for today's session.

This afternoon the Commission will hear sworn testimony that will assist us in reaching a decision on an east coast master jet base for the Navy.

The Commission is mandated to consider whether the Department of Defense substantially deviated from the statutory BRAC selection criteria, and the force structure plan, in failing to recommend closure or realignment of an installation. On July 19, 2005 the Commission voted, in accordance with the process established by law, to consider whether failure to recommend closure of NAS Oceana, and move east coast naval aviation to another base, constitutes such a "substantial deviation".

There are eight statutory selection criteria. However, DoD----- and the Commission ----, are required to give the most weight to the four criteria measuring military value.

There are few military values higher than the safety and proficiency of the men and women who accept the responsibilities and risks of service in our armed forces. Naval aviators landing high-performance aircraft on a carrier deck should be able to practice that maneuver realistically before they face the unforgiving environment of a carrier at sea. If conditions at a naval air station compromise the quality of training and operations, then continued operation at that base compromises military values. Testimony in prior Commission hearings confirms the existence of serious issues compromising the military value of training and operations at NAS Oceana. These issues are of critical importance in assessing the impact of this BRAC round on operational readiness and training.

However, I must make it very clear that the Commission, collectively and individually, has not reached a decision.

The Commission's goal is to ensure our Navy provides Atlantic Fleet naval aviators with a location and conditions for training, -----
-- whether at NAS Oceana or at another location, ----- like those they will face when they fly and fight while deployed.

The Commission must explore every possible option to ensure the best possible opportunities and environment for naval aviation operations and training. Sometimes compromises can be mitigated, and sometimes the cost of correcting a deficiency imposes its own compromises. This hearing will contribute to the Commission's assessment of the options and costs of moving the installation, or leaving it as is.

We are directed, to the maximum extent feasible, to base our decisions on certified data and sworn testimony. Today we will hear sworn testimony, from representatives of Virginia and Florida on possible alternatives to continued operations at NAS Oceana.

That testimony will become a part of the body of evidence considered by the Commission on August 24. Our deliberations and decisions on that day will be based on force structure and military value and other selection criteria. No other factors will be considered.

At this time, I ask our witnesses to stand for the administration of the oath required by the Base Closure and Realignment statute. The oath will be administered by Rumu Sarkar, the Commission's Designated Federal Officer.



SWEARING IN OATH

Do you swear or affirm that the testimony you are about to give, and any other evidence that you may provide, are accurate and complete to the best of your knowledge and belief, so help you God?



FLORIDA

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FLORIDA

60 Minutes

EAST COAST MASTER JET BASE/ NAS OCEANA HEARING SCHEDULE OF WITNESS

Introduction

2 Minutes Governor Jeb Bush

Cecil Field Testimony

15 Minutes Captain John Leehouts (USN, Ret)

4 Minutes John Craig (former F-18 Hornet Pilot)

8 Minutes Admiral Stan Arthur (USN, Ret)

10 Minutes Admiral Robert Natter (USN, Ret)

7 Minutes Mayor John Peyton, Jacksonville

4 Minutes Senator Bill Nelson

1 Minute Senator Mel Martinez

1 Minute Representative Ander Crenshaw

1 Minute Representative Cliff Stearns

Closing Remarks

5 Minutes Governor Jeb Bush



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JEB BUSH
GOVERNOR

STATE OF FLORIDA

Office of the Governor

THE CAPITOL
TALLAHASSEE, FLORIDA 32399-0001

www.flgov.com
850-488-7146
850-487-0801 fax

August 1, 2005

The Honorable Anthony J. Principi
Chairman
BRAC Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

Dear Chairman Principi:

I am writing in regards to the July 19, 2005, vote of the Base Realignment and Closure (BRAC) Commission to consider Naval Air Station (NAS) Oceana for closure, and to emphasize the State of Florida's overwhelming support that former NAS Cecil Field be considered as its replacement.

The recent vote by the Commission to consider closing NAS Oceana was based on the Navy's well documented testimony that NAS Oceana and its Navy Outlying Landing Field (NOLF) Fentress have suffered serious and unabated encroachment—a widely known situation that has worsened since the 1993 BRAC round that made Oceana the only Navy Master Jet Base for the Atlantic Fleet's Carrier based aviation force. Exacerbating matters, severe encroachment has impacted flight operations around NAS Oceana and NOLF Fentress to the point that our nation's naval aviators have had to adjust their flight training such that their flight profiles at Oceana/Fentress no longer replicate those flown for aircraft carrier approaches. The serious and increasing encroachment at Oceana/Fentress has also resulted in the Navy's Court-aborted attempt to spend more than \$100 million for a new NOLF in North Carolina.

As a result of these realities and the Commission's subsequent vote regarding NAS Oceana on July 22 at the BRAC Hearing in New Orleans, the Jacksonville community, Florida's Congressional Delegation, and I request that former NAS Cecil Field be considered as a replacement for NAS Oceana. As you know, NAS Cecil Field was the Navy's only other Atlantic Fleet Master Jet Base for about 50 years until it was closed in 1999. That closure resulted from excess Navy airfield capacity in the days when the Navy still had Vieques and the Puerto Rico training areas, and when properties around Oceana and Fentress were less developed and did not encroach upon those bases and their missions.

Since the New Orleans hearing, Mayor Peyton of Jacksonville and I have conducted significant research and discussions in support of our proposal to the BRAC Commission. We firmly believe Cecil Field is the best alternative available for the U.S. Navy's East Coast Master Jet Base in the advent of a NAS Oceana closure.



Governor's Mentoring Initiative

BE A MENTOR. BE A BIG HELP.

1-800-825-3786

The Honorable Anthony J. Principi, Chairman
August 1, 2005
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Since the Navy left Cecil Field on September 30, 1999, the Federal government, the State of Florida, and the City of Jacksonville have worked closely to improve the infrastructure at Cecil Field and to protect NOLF Whitehouse from encroachment. In addition to the relatively minor encroachment around Cecil/Whitehouse, the state and City will commit to stemming future encroachment so that the Oceana experience is not repeated and so the Navy can be assured of operationally realistic training when the F/A-18 E/F's and the Joint Strike Fighter aircraft are operating from these facilities.

Approximately \$133 million has been invested at Cecil Field through federal, state, and local grants since 1999 to upgrade the control tower, eight hangars, utilities, drainage, and roads throughout the complex. The City of Jacksonville has secured \$130 million in funding for a high-speed access road to Interstate-10 to provide Cecil Field with outstanding accessibility. I will commit to accelerating this project if necessary to be timed with the re-opening of NAS Cecil Field. I am also prepared to work intimately with the Florida Legislature to address whatever assistance the state can provide to ensure this proposal is operationally and financially feasible for all parties involved.

A further advantage to Cecil Field is its close proximity to NAS Jacksonville that offers access to significant facilities to include a fully operational Naval hospital, a modern Commissary and Exchange, and many other support amenities present in a Fleet concentration area. Family housing could be built with a public/private initiative, which is already planned for the Southeast Navy Region next year. These are all support facilities that, if located elsewhere, would have to be funded and built from the ground up at great cost. Mayor Peyton has conducted an analysis that indicates the necessary infrastructure to complete NAS Cecil Field would be about \$250 million—far from the billion dollar estimates projected to build a new, future Master Jet Base from scratch.

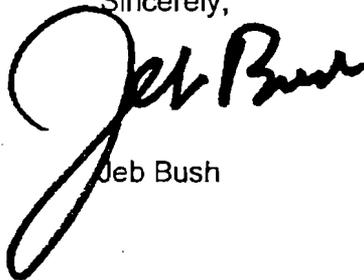
After consultations with the Jacksonville Airport Authority, Mayor Peyton has committed to the BRAC Commission that necessary property issues concerning current tenants at Cecil Field can be resolved to permit complete turnover of all property to the DoD. I support this commitment and will assist the City as appropriate at the state level. We are prepared to work with the Secretary of Defense and the Secretary of the Navy to ensure that a Cecil Field Master Jet Base would be able to conduct continuous, unencumbered flight operations, training, and other required military activities.

To responsibly consider our proposal, I request the BRAC Commission and its analysts visit Cecil Field and the NOLF Whitehouse to see first-hand the significant improvements made by the state and city since the Navy left Cecil Field in 1999 and the relatively sparse encroachment since that date. Additionally, because of the importance of this issue and the relative dire consequences of not directing a replacement for NAS Oceana, I request that the Commission receive an official presentation on the Cecil Field alternative at the August 10 hearing in Washington, D.C.

The Honorable Anthony J. Principi, Chairman
August 1, 2005
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In closing, let me say that there are literally no locations in the eastern United States where a new Navy Master Jet Base might be built today. Cecil Field is the last site on the eastern seaboard capable of accommodating the NAS Oceana mission and personnel, and it offers relatively open surrounding land, close training airspace and bombing ranges, and in-place significant infrastructure. I urge the Commission to seriously consider this proposal on behalf of the U.S. taxpayers and look forward to working with the Commission and the Navy to make this a reality for our men and women in uniform.

Sincerely,

A handwritten signature in black ink that reads "Jeb Bush". The signature is written in a cursive, flowing style with a large initial "J" and "B".

Jeb Bush

cc: The Honorable Donald Rumsfeld, Secretary of Defense
The Honorable Gordon England, Secretary of the Navy
Admiral Mike Mullen, Chief of Naval Operations

**Statement for the Record
Admiral Robert J. Natter, USN Retired**

August 11, 2005

I am Admiral Robert J. Natter. I served as Commander of the U.S. Atlantic Fleet in Norfolk Virginia for three years prior to my retirement about 1-1/2 years ago. During my tenure as the Fleet Commander, I worked closely with the Chief of Naval Operations (CNO), Vern Clark, on Oceana problems and concerns. Specifically, both he and I received a constant stream of complaints from the citizens in Virginia Beach concerning jet noise in and around NAS Oceana and Navy Outlying Field (NOLF) Fentress. Additionally, I met frequently with the Commanding Officers of NAS Oceana and the Air Wing Commanders there to address their concerns over training constraints and safety issues resulting from jet noise mitigation measures that they had to operate under.

During the last fifteen years, encroachment at NAS Oceana and NOLF Fentress has continued and shows no signs of slowing. The Virginia Beach City Council has approved many requests for real estate development around the base even with the knowledge that such development will further encroach upon Oceana/Fentress. As an example, of 70 developments that the Commanding Officer of NAS Ocean opposed in writing to the City Council, the Council approved 51 in spite of the Commanding Officer's objections. That is almost a 75 percent rejection rate. The population encroachment surrounding Oceana/Fentress has seriously impacted flight training for our young pilots and has seriously complicated the scheduling of flight operations, especially in support of carrier deployments.

The CNO and I were very concerned with this population encroachment because of our knowledge that the FA-18 E/F is 25 percent louder than the current F-18 in the departure and approach configuration. The Joint Strike Fighter of course will be louder still. As a result of our concerns for noise complaints and for safety, we actively supported, and the CNO had funded, the land acquisition and construction of a new Navy outlying field in North Carolina for approximately \$180 million (an initiative blocked in the courts).

Turning to the BRAC Process, the CNO, Admiral Vern Clark, testified before the BRAC Commission as to the operating problems at NAS Oceana and NOLF Fentress. He knew this problem was so serious enough that he directed the Navy staff to pursue an alternative site for locating the Navy squadrons at NAS Oceana. The Navy staff determined that the best location was Moody Air Force Base (AFB), and in my discussions with Admiral Clark I agreed with him and encouraged Moody AFB as the best solution. Subsequently as you know, the Air Force opposed turning Moody AFB over to the Navy and relocating its operations elsewhere. Additionally, it was determined that such a series of moves (Navy to Moody and Air Force from Moody to somewhere else) would be too expensive. The Navy's willingness to consider this kind of move and their commitment to invest \$180 million for a very sparsely equipped NOLF in North Carolina indicate how serious they consider the problems at NAS Oceana.

So why are we addressing the issue of Cecil Field now?

First, let me state that Cecil Field was never considered by the Navy in the BRAC process, and the Jacksonville and Florida leaders never considered it a possibility until the BRAC Commission voted on July 19, 2005 to consider NAS Oceana for closure. Upon learning that neither the Navy nor the Commission could identify an adequate and cost effective alternative, the State of Florida and Jacksonville decided to consider the former Master Jet Base NAS Cecil Field.

The fact of the matter is that the Navy did not originally close NAS Cecil Field in the 1993 BRAC process because it was not adequate—it was closed because the Navy had excess airfields. At that time, the airfield infrastructure consisted of two Master Jet Bases, Oceana NAS and Cecil Field NAS, as well as two Marine Corps Air Stations and Roosevelt Roads NAS. As a result of this excess capacity, Cecil Field was closed and the Navy left in 1999. Since then, the Navy has left NAS Roosevelt Roads, and NAS Oceana has been seriously degraded because of encroachment. The result, as testified by the CNO before the BRAC Commission, Atlantic Fleet Naval aviators can no longer train effectively in preparation for carrier operations.

The more we looked into the possibility of Cecil Field as a potential cost effective alternative, the more sense it made to offer it up as a new Master Jet Base.

There are four reasons why Cecil Field is the right location for the Navy's future Atlantic Fleet Master Jet Base:

Reason One:

As can be seen in the accompanying overview of the State (Chart #4), there are a multitude of Air Force and Navy installations, bombing ranges, training areas, and air maneuver areas in and around Florida. The Military Operating Areas (MOAs) depicted over the Gulf of Mexico and into the Atlantic Ocean are more extensive than any other training area available to the Navy. These are the same reasons why the Navy in its Training Resource Strategy (TRS) utilizes these waters and air space for the deployment training of its Combat Strike Groups and Amphibious Strike Groups. These facilities and operating air space have become exceedingly important since the closure of Vieques and the Roosevelt Roads training areas. Of special note is the close proximity and significant capability of the bombing ranges at Eglin AFB, Avon Park, and Pinecastle, among others.

Reason Two:

The Navy has testified that with the introduction of the new aircraft I have already mentioned and due to the encroachment around NAS Oceana and NOLF Fentress, a new Master Jet Base will be needed 10 to 15 years from now. The Navy's own estimates indicate that such a new base will cost between 1 and 2 billion dollars. I believe this estimate is accurate in light of the \$180 million price tag of a new outlying field that the Navy is unable to deliver. Any future Master Jet Base would require a full National Environment Protection Act (NEPA) assessment that I am confident will not allow for the building of a new Master Jet Base along the Eastern United States in this day and age.

The current CNO, Admiral Mike Mullen, testified to your Commission that the Navy could not now afford to spend the billion or so dollars required to relocate NAS Oceana. I submit that that amount of money will certainly not be available to the Navy ten years from now any more than it is available today. Additionally, the politics of closing down a naval air station and garnering public support for building a new one ten to 15 years from now outside a BRAC process will be impossible. In essence, if this Commission and the Department of Defense do not take action now to address this very serious problem, the problem will only get worse and there will be no solution in the out years. This is a NOW or NEVER proposition.

Reason Three:

The Cecil Field proposal is compelling.

- DoD gets the land at Cecil Field for FREE. This includes 17,686 acres, as opposed to 5,331 acres at NAS Oceana. This land will be cleared of all non-DoD tenants.
- The sparse encroachment proximate to Cecil Field and NOLF Whitehouse will be held in check because of the government Greenway properties already located around the base, and others in the process of being acquired by the State (e.g., the Norfolk Southern Tract acquisition) (See Chart #3)
- DoD receives significant and very much improved infrastructure, all for FREE including runways, towers, more hangar space than exists today at NAS Oceana (Oceana 25 modules, Cecil 28 modules), and other support facilities such as a hush house, fuel pits, and administrative support buildings. These are facilities, which were upgraded since 1999 at a cost of \$133 million by City, State, and Federal grants.
- Most importantly, the DoD would receive an operational Master Jet Base with a fully capable outlying field, both with significantly less encroachment than NAS Oceana (145,024 residents at Oceana within the 65db AICUZ; 10,129 at Cecil w/in 65db AICUZ). What this really provides is the ability of our young navy aviators to train and fly the approach and departure patterns around Cecil Field and NOLF Whitehouse exactly as they have to when operating from an aircraft carrier. As the Commission knows, this cannot be done, AT ANY TIME, at and around NAS Oceana and NOLF Fentress.

Reason Four:

There has been discussion and reference to the classified mission at NAS Oceana. Obviously, as Commander of the Atlantic Fleet, I was cleared into and fully cognizant of the classified mission and its relevance to NAS Oceana. Because this an unclassified forum, I can not address the particulars of this mission, but I will say that I have discussed the issue with the Atlantic Fleet staff and am confident that this mission could be done at another naval air station in Norfolk.

Summary

In summary, the issue of finding a replacement for NAS Oceana is all about mitigating risk. The first risk is the flying risk of remaining at NAS Oceana where there is significant and increasing encroachment of people into the air space. As an example, in the early 1970's, an F-14 crashed on approach into NAS Oceana. Today, that crash site is next to Lynnhaven Mall. The other flying risk is that to our young pilots who are unable to train at NAS Oceana and NOLF Fentress in the same way that they are required to fly onto and off our aircraft carriers. I think you will agree that the level of risk is now unacceptable at NAS Oceana. How many of you believe that flight operations will be allowed to continue at NAS Oceana if one of our Navy aircraft crashes into Lynnhaven Mall one summer afternoon and kills countless numbers of innocent citizens? In contrast, if a crash happens at Cecil Field at the same relative location to the airfield, all that will be killed are pine trees.

The second significant risk is that of the future of Navy aviation. As already mentioned, the issue of increasing jet noise with more modern Navy aircraft and the unabated encroachment around NAS Oceana and NOLF Fentress clearly indicate to me that the future of that base is at serious risk. Equally risky is the Navy's ability to find a new location for a Master Jet Base 10 to 15 years in the future, a location acceptable to the people living there, acceptable to the environmental protection interests, and acceptable to the Navy's budget. I know you agree that outside the BRAC process, it will be impossible.

The bottom line is that this issue is all about military readiness, the safety of our young military men and women who we send into combat, and the safety of our citizens who live around these dangerous military operations. Cecil Field is the right decision for the taxpayers and Cecil Field is the right decision for our young naval aviators.

**DVD Video Presentation:
Aerial Flight Profiles over Oceana and Cecil Field
August 09, 2005**

(DVD located in Front Pocket of Notebook)

**Statement for the Record on Cecil Field
Capt. John Leenhouts, USN Retired**

August 11, 2005

I am retired Navy captain with 27 years of active duty service. I spent the last 3 ½ years of my service as the Commodore of the Strike Fighter Wing Atlantic. I have over 6000 flight hours flying A-7Corsairs, F-14 Tomcats, and F/A-18 Hornets. I also hold the record for the most carrier landings of anyone in the United States Navy's history with 1645 traps. Throughout my flying career, I operated over four years from NAS Oceana and utilized NOLF Fentress both day and night. The remainder of my flying was at NAS Cecil Field and Japan. Based on that background, I would like to give you an overview of what it is like to fly from an aviator's perspective out of both bases.

ENCROACHMENT VERSUS WILDERNESS

There are very real differences between NAS Oceana and Cecil Field as it pertains to current development and encroachment, and these differences are very important to aviator training and relative risks. Since the Navy closed NAS Cecil Field in 1999, substantial encroachment has grown steadily at NAS Oceana to a point where it poses serious hazards to both naval aviators and the dense population surrounding the installations. The positioning of NAS Oceana is embedded right in the very center of the congested resort city of Virginia Beach, and the Tidewater area (see Chart #1)

In comparison, NAS Cecil Field has always been outside the populated area of Jacksonville, Florida and set within a wide-open wilderness (see Chart #2). This is also the case for NOLF Whitehouse, just the north by eight miles of Cecil Field, which rests in virtual wilderness. The airfields of Cecil Field and NOLF Whitehouse are well outside of the populated area of Jacksonville, and largely un-encroached upon.

The land immediately surrounding Cecil Field, within the 65db AICUZ, is minimally developed (see Chart #3). The majority of land around Cecil Field, approximately 70 percent, is either owned by state government (as depicted in dark green on Chart #3), or it is privately held land available for government purchase (as depicted in light green). These private owners have been contacted and are amenable to selling their land to the government for the purposes of providing Cecil Field an enhanced and permanent buffer zone. Importantly, the whole area to the west of Cecil Field is considered a "greenbelt." In essence, for 22 miles, there is and will be no major construction which can take place there. In turn, to the east of Cecil Field, there are only sparse pockets of population.

At NAS Oceana, there are 145,000 residents living within the 65db. At Cecil Field, there are only a little over 10,000 residents living within the 65db. In short, there is relatively insignificant development near Cecil Field. As a result it is an easily accessible airfield, with optimal flight training opportunities and conditions that do not infringe upon (or put in harm's way) the population.

OCEANA VERSUS CECIL FIELD – FLIGHT PROFILES

From an experienced aviator's perspective, and based on relative encroachment levels, there are clear differences between flying out of NAS Oceana and out of Cecil Field.

At NAS Oceana (see Chart #1), there is dense population surrounding the installation. The significant and increasing development surrounding NAS Oceana have demanded very restrictive flight profiles which compromise the training opportunities of our naval aviators. When naval aviators fly F/A-18 Hornets out of Oceana, they are required to reduce the noise of their engines to accommodate the population below. This, in turn, creates inefficient fuel consumption and flight paths. At Oceana, naval aviators in training must climb up to 4,000 feet, motor out at a reduced power setting for over 15 miles, before they are able to climb out to their fuel efficiency altitudes. Additionally, commercial air traffic congestion causes excessive delays in gaining take off clearance to the point that target times are frequently missed.

In contrast, at Cecil Field, there is minimal population proximate to the air facility. The Federal Aviation Administration (FAA) normally authorizes aircraft to launch and immediately go to the fuel optimum altitude of 15,000 feet, and then proceed directly to a target or Warning Area.

At present, all of the associated Military Warning/Restricted Areas, Military Operating Areas (MOAs), and targets available to Cecil Field are active and in good working condition (see Chart #4). There are over 200,000 square miles of aviation training space over the Atlantic and Gulf of Mexico, providing unrestricted, tactical jet, supersonic training. Additionally, there is a TACTS range that is instrumented, monitored, and utilized currently by the Marine Corps Hornet Squadrons (out of MCAS Beaufort).

Within 15 minutes or less flying time, Cecil Field is ideally positioned to utilize the Rodman, Townsend, and Lake George Target Areas, and Pinycastle Target Complex, the Live Oak MOA, the Gator MOA, the Moody MOA, the Mayport MOA, and the Palatka MOA--all of which provide in excess of 85 different Tactical Aim Points.

In turn, from Cecil Field, there is air space that goes as high as necessary to practice the delivery of the new precision munitions, including laser munitions that are very difficult to utilize because of the safety hazards associated with laser beams. The only two live ranges to allow the drop of live ordnance in the Eastern Seaboard are Pinycastle—15 minutes from Cecil Field, and Eglin AFB about 30 minutes from Cecil Field. These qualities make the Cecil Field area extremely valuable to the DoD.

In the Virginia Beach area, the Navy has only one Restricted Warning Area in which to do tactical training, and that has to be shared with the USAir Force flying out of Langley. It is a very challenging scheduling problem to ensure that all users have a chance to get a brief 15-minute opportunity to train in a small block of air space (20 by 20 miles in size).

Conversely, the Warning Areas off Jacksonville (see Chart #4) span 100 miles long by 200 miles wide, and can accommodate numerous training flights simultaneously. There has been talk of conflicts between commercial traffic utilizing north-south routes along the Eastern Seaboard and the Navy utilizing their Warning Areas airspace for training in the Atlantic. As good stewards of the airspace, the Navy and the FAA have worked closely to allow civil aircraft to transit through the military Warning Areas when the Navy is not actively utilizing it. Nevertheless, it is always available to the Navy for training on a first rights status.

Cecil Field also has available to it Avon Park Bombing Range within 30 minutes flight time. At present, Avon Park can only be utilized for inert bomb drops but it will be available for explosive bomb drops in 2006. Avon Park has many Target Aim Points and high altitude air space associated with it that will allow for advanced weapon targeting.

WEATHER

One of the best parts about the operating procedures associated with Cecil Field is that it is in good weather.

From my own experience as a naval aviator at NAS Oceana, there were numerous times when we had to suspend flight operations because of inclement weather (whether it be ice, snow, or constant overcast), and we did not have enough good clear air space for which to do our training. In such cases, we had to fly our squadrons to other locations, such as NAS Key West, to accomplish the same training.

There were times when we actually had to drag our airplanes to the hold short line of the runway, then start our engines, launch on the ice-free runway, only to fly down to NAS Key West to operate for days before we could come back. Because of these kinds of weather related issues, two additional training detachments to NAS Key West for Fleet Replacement Squadron Pilot Training had to be added in to our already excessive days away from home base. This was extremely expensive.

In contrast, we never suspended operations from Cecil Field on a multi-day basis due to inclement weather. In Jacksonville, the local thunderstorms are intermittent and only delay operations momentarily.

CARRIER LANDING TRAINING

At Cecil Field, aircraft can operate in a carrier landing-like environment because it is within a wilderness setting, with a minimal number of dwellings. Because of the wilderness setting at Cecil Field and NOLF Whitehouse, the practice flight patterns that naval aviators fly are, in fact, an exact replica of the landing patterns on board an aircraft carrier. Conversely, out of NAS Oceana, a naval aviator cannot practice "touch and go" landings in the carrier pattern environment because of noise restrictions. In turn, at NOLF Fentress, a naval aviator cannot fly the same 800 feet break, 600 feet down wind, and 1.2 mile abeam turn to final runway--as they would normally around a carrier.

At NAS Oceana, naval aviators are required to do dogleg patterns around the airfield. These patterns take them wider and deeper to avoid the housing developments as they grow, at altitudes of about 200 to 400 feet higher in all the local approach positions, than would be the case around a carrier.

At Cecil Field, not only can naval aviators practice carrier landings as they would do in real life situations, but they can also conduct dual operations with the adjoining runway. This allows for 800 feet into the break and 600 feet down wind, a turn to final runway, then "touch and go" after "touch and go," with seven airplanes in the pattern, and other airplanes landing on the adjacent runways. And at night, the Navy can simulate carrier flight operations ("USS Cecil Field"/"USS Whitehouse") by putting a stack of aircraft 15 miles to the south of Cecil Field, running them in exactly as a naval aviator would do on an aircraft carrier, while doing radar control approaches with a simulated tanker over head. This replicates the carrier night environment that is so crucial to survival in the Fleet. Due to noise restrictions, this cannot be done at NAS Oceana at any time. In contrast, Cecil Field is open to carrier landing practice 24-hours a day, seven days a week.

Additionally, in the NOLF Whitehouse area, the runways are aligned with unpopulated areas so as a naval aviator makes an approach, a horizon-less environment is encountered because there is very little background lighting just as is encountered at sea.

NAS Oceana and NOLF Fentress, the airfields are surrounded by lights that make for an easy approach with a horizon that would never be seen out on an aircraft carrier at sea. Especially noteworthy is the fact that field carrier landing practice is not allowed at NAS Oceana after 10:30 PM. Again, at Cecil Field, carrier landing practice can take place 24 hours a day, seven days a week.

SUMMARY

In summary, NAS Oceana is encroached upon dangerously, putting at great risk both resident and naval aviators. Further, its target and training areas are limited. It has only two targets, two MOAs, and only one wide-open, supersonic training area available.

Cecil Field is surrounded by wide-open, unrestricted airspace that allows optimum training of our naval aviators in their naval strike mission. With the only two live target ranges (Eglin AFB and Pinecastle Range) on the Eastern Seaboard, three additional target complexes, five MOAs, and two huge super-sonic Tactical Training Warning Areas all in close proximity, Cecil Field is ideally positioned to be the premier naval strike aircraft training center of excellence.

Combat readiness cannot be over emphasized: Our naval aviators should be allowed to train in a manner they are required to fight. Then we can expect them to fight and win.

Statement for the record on Cecil Field

**Mayor John Peyton, City of Jacksonville
August 11, 2005**

Good morning. I am Mayor John Peyton of the City of Jacksonville. Let me now turn your attention to the business case which supports our commitment to reestablish Cecil Field as a Naval Air Station.

Cecil Field is the largest of 4 master jet bases created by congressional action in 1951. It is 3x larger than NAS Oceana. For a visual size comparison, look at neighbor NAS JAX (see Chart #2).

When the F/A-18's joined the Fleet in 1983 they were home ported exclusively at Cecil Field. Cecil Field has never stopped functioning as a military air field even after the Navy departed. In the last 5 years approximately 70% of the aviation traffic at Cecil Field involved military aircraft. The City and Jacksonville Airport authority---which runs the flight line-- have remained solid partners with the Navy and received NO complaints about Navy jet noise of any sort.

The Navy turned over all Cecil Field property to the City with the exception of NOLF Whitehouse and Yellow Water Housing. The State and City have since invested \$133M to improve infrastructure. 70% of the base is intact and upgraded. The remaining buildings were antiquated and demolished. There is more hangar space on the flight line at Cecil Field than at NAS Oceana. The hangars have been refurbished and expanded. There are 6 miles of new roads, and a major project to connect Cecil Field to the interstate is funded for 2006 at \$130M. Environmental problems have been remediated. The Navy will return to a much better base than they left.

Cecil Field has very minimal encroachment within the AICUZ area, and no improper uses within the accident probability zone. This comparison is dramatic---10,000 people at Cecil Field v. 145,000 people at NAS Oceana...some within the APZ (See Chart #3). The major Greenbelt depicted on the chart is an extraordinary feature of Cecil Field. This undeveloped forest serves as a giant encroachment buffer. Cecil Field will never have the encroachment problems found at NAS Oceana.

As the City developed Cecil Field an effort was made to assure all commercial leases maintained the aviation character of the base. All leases contain a relocation provision. We commit to clear the base of commercial tenants. Short-term leases will be allowed to expire, and long-term tenants will be relocated or bought out. Per the Governor and I, the state and city will cover the cost to clear the base.

The City has made a detailed effort to estimate the costs necessary to re-establish Cecil Field as a Naval Air Station (see Estimated Construction Cost tab). We have great confidence in this estimate. Our business experience at Cecil Field gives us validated numbers for the sq. ft. costs of admin buildings, barracks, and aviation related infrastructure. The \$250M estimate will rebuild NAS Cecil Field to meet the capacity currently at NAS Oceana. This is a fraction of the cost of a new base; if such a base could even be sited under current environmental regulations.

My commitment as Mayor of Jacksonville, speaking for the residents of this great Navy town, is to convey full title to all land at Cecil Field back to the Navy. We will resolve all relocations issues as we restrict encroachment into the AICUZ area and expand the size of the Greenbelt. We will also work with the Navy to develop a robust Public Private Venture program for housing.

I commit that this conversion can be completed in 4 ½ years (see Execution Timeline tab). As the EIS is underway the master base plan can be formulated. Construction should take 3 years. While I am told that an EIS is necessary, this is no obstacle. Cecil Field has never stopped operating as a jet base, and the 85,000 aviation events last year show that the volume of traffic has remained high.

One last point...the City was never contacted by DoD during BRAC 2005. This is startling when you consider that DoD claims it looked at all alternatives. They missed the only other master jet base on the East Coast, and the original home of the Hornet. We were not contacted after the BRAC Commission vote to consider NAS Oceana for possible closure. However, we did offer our proposal as a result of the commission vote, and as a solution for a new master jet base. Any last minute data analysis by the Navy in the wake of your vote has done without benefit of City and JAA input, and is of little value. The visit to Cecil Field by your staff was the first look at the condition of our infrastructure and the aviation and business case which support our commitment.

In summary, let me restate that Jacksonville is ready to turn over Cecil Field free of tenants and environmental problems, with the assurance that encroachment is minimal. All reports alleging that encroachment, commercial leases, airspace restrictions or costs make this conversion too hard are simply wrong.

You have now heard the aviation case...and the business case. The facts could not be clearer. The overwhelming merits of the comparison between Cecil Field and NAS Oceana, and Cecil Field and a new master jet base, are glaring. The City pledges to make this work. The Governor has made the same pledge. Cecil Field is the largest and best master jet base in the world. Any other use of this ideal military air field does not fully respect its value to our nation.

This is the last best chance. If you punt this problem to future leaders Cecil Field will not be an option...Leaving a restricted and encroached Oceana tied to faint hopes of a future master jet base. If you think that is a good plan I challenge you to find 30,000 acres on the eastern seaboard which is isolated from encroachment, within DoD's budget, and able to pass environmental muster. If you cannot do so now, how will the nation do so later as populations grow and jets get louder?

Our commitment to turnover Cecil Field is firm. Our commitment to clear the base is too. You have the word of the citizens of Jacksonville.



OFFICE OF THE MAYOR

JOHN PEYTON
MAYOR

July 29, 2005

ST. JAMES BUILDING
117 WEST DUVAL STREET, SUITE 400
JACKSONVILLE, FLORIDA 32202
(904) 630-1776

The Honorable Anthony J. Principi
Chairman
Defense Base Closure and Realignment Commission
2521 South Creek Street, Suite 600
Arlington, Virginia 22202

Dear Chairman Principi:

I am writing to inform the BRAC Commission of important information regarding steps which have been taken to improve the infrastructure at Cecil Field since the military departed in 1999, and to provide you with an estimate of the cost to reestablish military operations at the facility.

Since the disestablishment of Naval Air Station Cecil Field, a great deal of effort and spending has gone into improving the infrastructure of the base. Approximately \$133M has been invested through federal, state and city grants to upgrade the facility. The control tower, hangars, utilities, drainage and roads have all been improved and refurbished. Virtually all of the environmental problems have been identified and remediated and wetland mitigation banks have been created which, aside from being of great financial value, will expedite permitting requirements. Cecil Field is now in far better condition than it was when the Navy left and the Department of Defense stands to reap the benefit of this sizeable investment. In addition, the City has secured \$80M in funding for a high speed access route to I-10, giving Cecil Field outstanding accessibility.

Through the advantages of consolidated government, the owners of Cecil Field, the City of Jacksonville and Jacksonville Airport Authority are able to resolve the necessary property issues to permit turnover of the property interests in Cecil Field to the Department of Defense.

A task force of five former Cecil Field Commanding Officers and Wing Commanders who served at the base in its final years of operations, supplemented with a nationally renowned engineering firm that has conducted prior studies of Cecil Field, city planners and infrastructure experts, legal advisors, and representatives of the



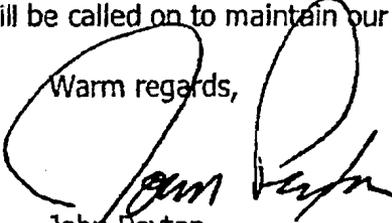
Page 2
July 29, 2005

Jacksonville Airport Authority have worked all week looking at the costs to reestablish Cecil Field as a military installation. They have used the base capacity which existed at Cecil Field when it was in full service as a master jet base in the 1990's as the model. The comprehensive estimate to reestablish Cecil Field as a naval air station is \$240M. This estimate consists of adding a second fuel facility, new hangars, new barracks and dining facilities (655,000 sq. ft), office buildings and public works requirements.

The benefits to the Department of Defense of returning to Cecil Field are great. The City is preparing a submission which will fully disclose the lack of encroachment, significant buffer zones which have been purchased by the state and city, the abundant and unrestricted flight operations areas, the proximity to bombing ranges and other training advantages, the outstanding OLF at Whitehouse (with possibility of developing a second adjacent OLF), the depot level maintenance resources which are at hand, and our suitability for future operations conducted by Joint Strike Fighters. The population density within the FAA mandated AICUZ area is less than 20,000 residents inclusive of Cecil Field and OLF Whitehouse. Compare this with more than 100,000 adjacent to NAS OCEANA exclusive of OLF Fentress. This number will not change appreciably in the decades ahead as future growth has been restricted in these areas due to public purchase of large tracts of land.

While the commercialization of Cecil Field has been successful, its true value to this nation is as a military aviation center of excellence. While returning the base is viable at this time, the next few years will see critical changes in the structure and use of Cecil Field. This is the last best chance for the Navy to return, and the BRAC Commission should fully analyze the capabilities and benefits involved for the brave men and women operating fighter jets that will be called on to maintain our national defense.

Warm regards,



John Peyton
Mayor

cc: Secretary of the Navy
Chief of Naval Operations

**Statement for the Record on Cecil Field
Governor Jeb Bush**

August 11, 2005

I want to thank the BRAC Commission for allowing the State of Florida to present with you the facts about Cecil Field. We believe that the case for Cecil Field as the Navy's future Master Jet Base is a very compelling one, and that you will feel the same way after hearing the facts.

I want to also thank you for your service to our nation in this important BRAC process, a process that is intended to take politics out of very difficult, but exceedingly important set of decisions on behalf of our country and its military.

Since the New Orleans hearing of July 22, Mayor Peyton and I have conducted significant research and discussions in support of our proposal to the BRAC Commission, and we firmly believe that Cecil Field is the best alternative available for the U.S. Navy's East Coast Master Jet Base to replace Naval Air Station (NAS) Oceana.

WE WILL CLEAR LEASE OCCUPANTS FROM CECIL

After consultations with the Jacksonville Airport Authority, Mayor Peyton has committed that necessary property issues concerning current tenants at Cecil Field can be resolved to permit complete turnover of all property to the Department of Defense (DoD) at no cost.

I fully support this commitment and assure you that the termination of all existing leases at Cecil Field will happen. YOU WILL HAVE A "CLEAR BASE."

INFRASTRUCTURE UPGRADES FOR FREE

Since 1999, approximately \$133 million has been invested at Cecil Field through federal, state, and local funding to upgrade the control tower, eight hangars, utilities, drainage, and roads throughout the complex. The turn over of Cecil Field will be at no cost to the Federal government, and all \$133 million of these improvements will be included at no cost.

\$130 MILLION FOUR-LANE HIGH SPEED ACCESS ROAD – FREE

In turn, the City of Jacksonville has secured \$130 million in funding for a high-speed four-lane access road from the front gate of Cecil to Interstate 10 to provide Cecil Field with outstanding accessibility. I will commit to accelerating this project to be timed with the re-opening of NAS Cecil Field, and the arrival of the first Navy squadrons.

ENCROACHMENT PROTECTION

Since the Navy left Cecil Field in 1999, the Federal government, the State, and the City have worked closely to protect Cecil Field and NOLF Whitehouse from encroachment – as a result, there is only minor encroachment around Cecil/Whitehouse at present.

The State and City commit to stem future encroachment through state-funded land preservation purchases. This will be done so that the Oceana experience is not repeated, and so the Navy can be assured of operationally realistic training when the F/A-18 E/F's and the Joint Strike Fighter aircraft are operating from these facilities.

In sum, there are literally no locations in the Eastern United States where a new Navy Master Jet Base might be built today. Cecil Field is the last site on the Eastern Seaboard, with only minor encroachment, capable of accommodating the NAS Oceana mission and personnel. It offers relatively open surrounding land, close training airspace and bombing ranges, and in-place significant infrastructure.

MILITARY HOUSING

Family and bachelor housing could be built with a public/private venture—this is already planned for the Southeast Navy Region next year. If deemed desirable by the Navy, I am committed to develop, at significant value to the Navy, full affordable military housing in the vicinity of Cecil Field. This will ensure adequate and affordable housing is available to the most junior officers and enlisted personnel for purchase.

SUMMARY

In summary, I am prepared to work intimately with the Florida Legislature to address whatever assistance the State can provide to ensure this proposal is operationally and financially feasible for all parties involved.

We will deliver the Navy CLEAR TITLE to Cecil Field including infrastructure improvements already made, and will work aggressively to maintain low population encroachment.

We will work with the Secretary of Defense and the Secretary of the Navy to ensure that a Cecil Field Master Jet Base is able to conduct continuous, unencumbered flight operations, training, and other required military activities.

The BRAC Commission, and your assignment to it, was designed for the purpose of removing politics from a most difficult, but extremely important process.

The BRAC process obviously contributes to the angst and stress of many communities and their leaders throughout the United States. You know that better than I do. I am no different than any of the other political leaders in this regard, and neither are Florida's communities different from others throughout the nation.

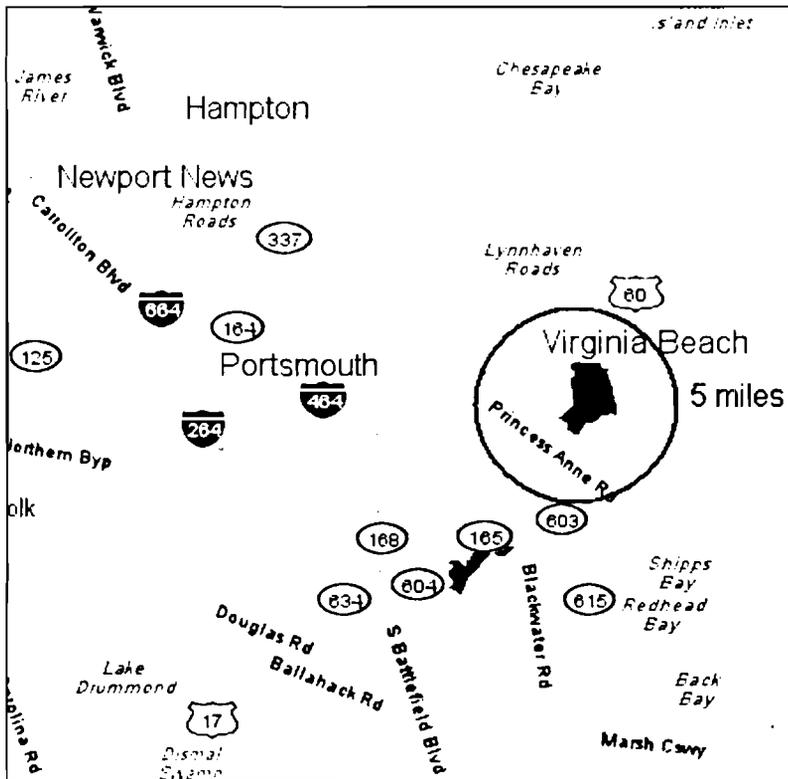
Congress fully understood that they were incapable of deliberating over this process because of their vested community and State self interests, and they should not be allowed to interpose themselves into your decisions.

Having said all of that, the only way this process can work is if the American people have confidence in the integrity and strength of you nine BRAC Commissioners.

Americans are depending on you, and we are depending on you, to act for what is right for our men and women in uniform. Americans are depending on you to do what is right so that the entire process can be stomached with pain, but with confidence, that your decisions were the right decisions for the nation.

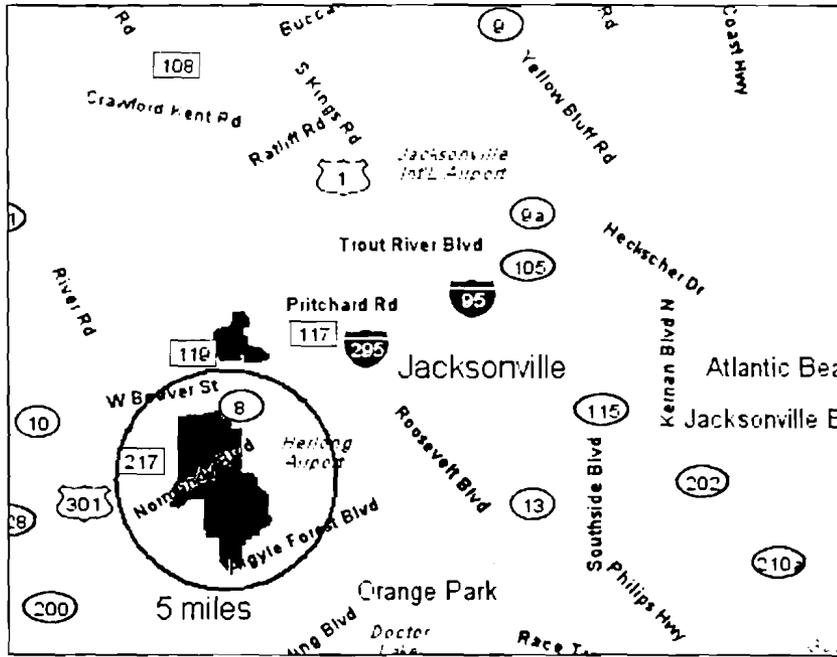
Density Development (5 mile radius) Around NAS Oceana

- Base located in the middle of Virginia Beach
- Less than two miles from the coast, surrounded by beach developments

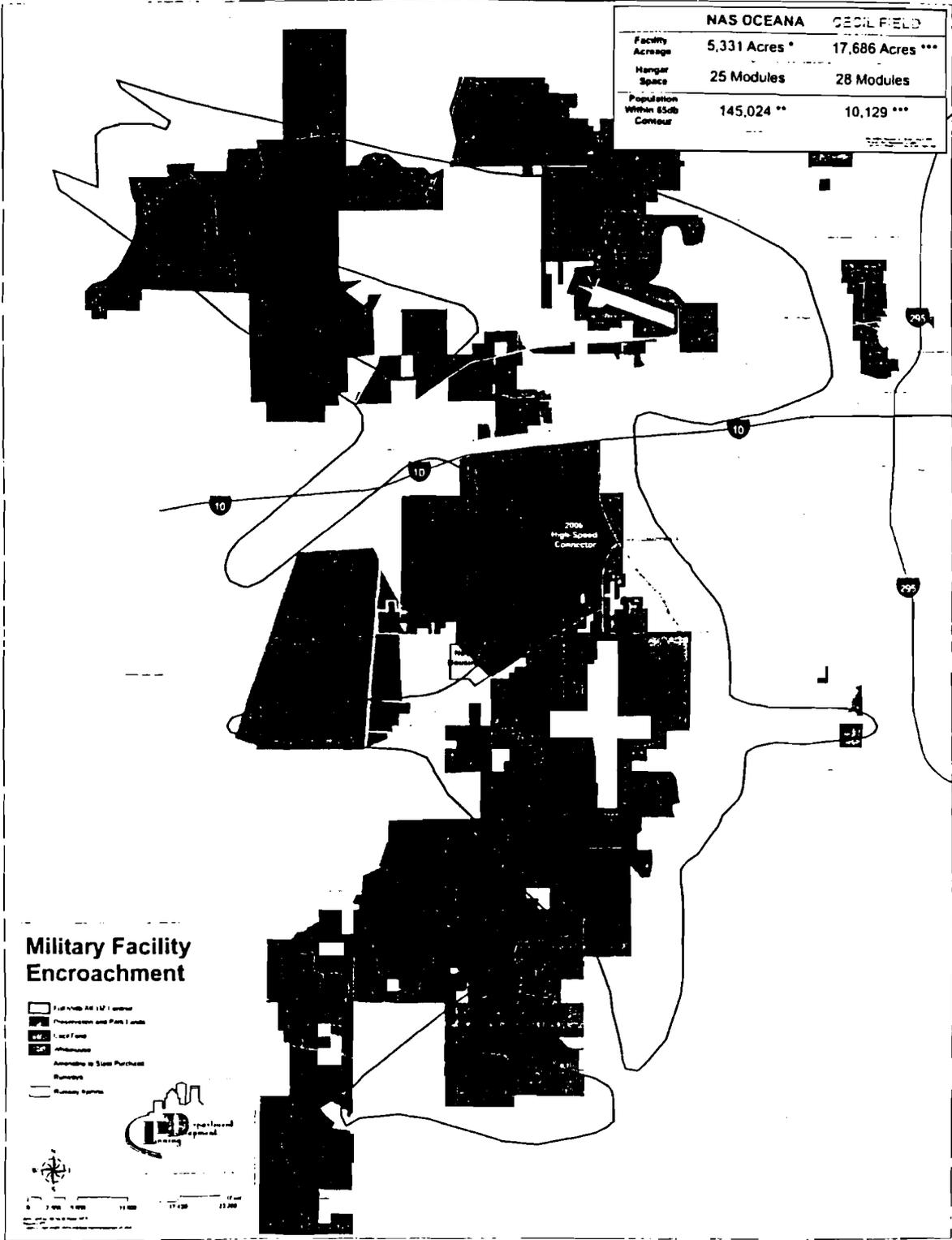


Development Density (5 mile radius) Around Cecil Field

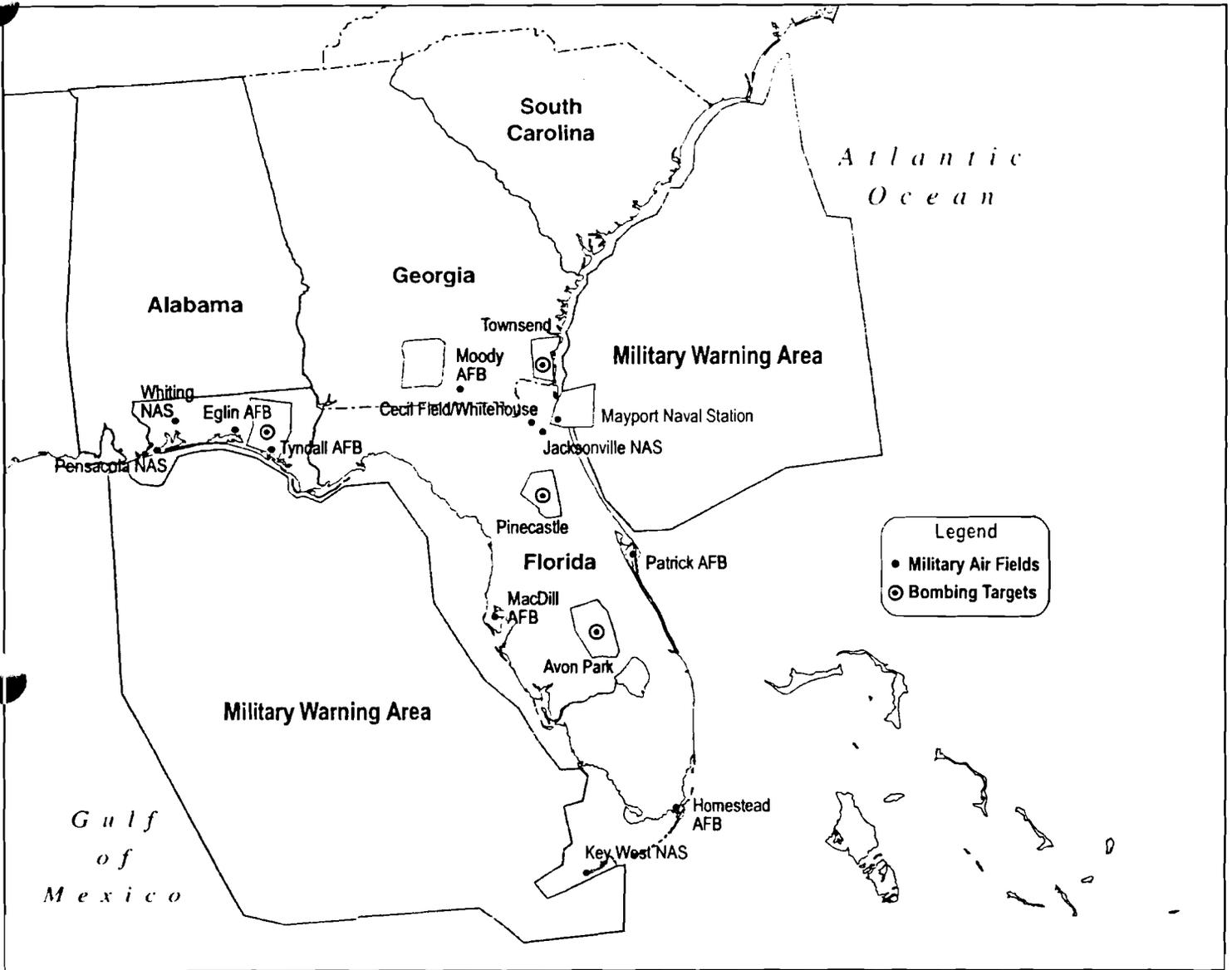
- Base located far west of developed city
- Over 30 miles from heavily populated beaches



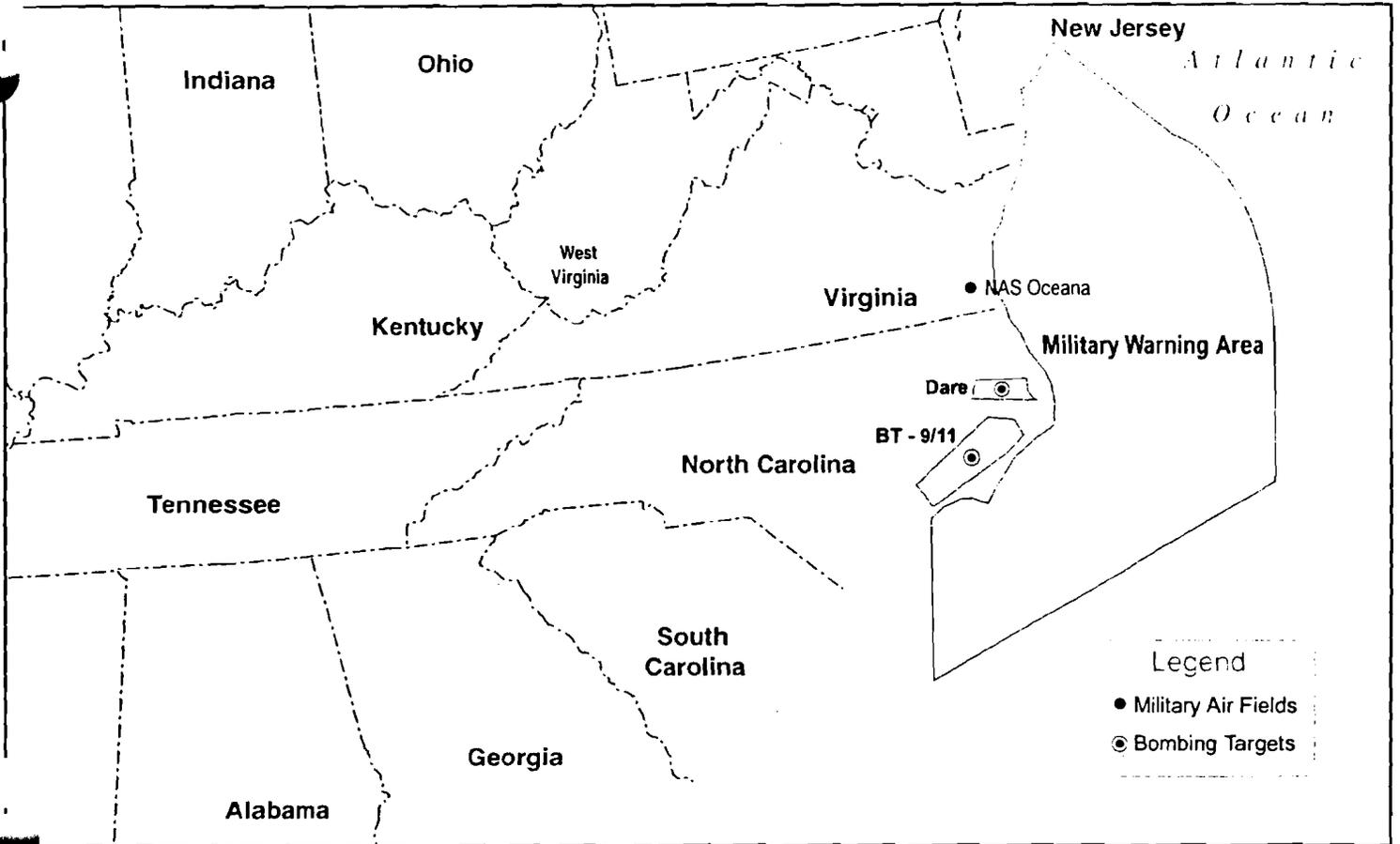
	NAS OCEANA	GEORFIELD
Facility Acreage	5,331 Acres *	17,686 Acres ***
Hanger Space	25 Modules	28 Modules
Population Within 65db Contour	145,024 **	10,129 ***



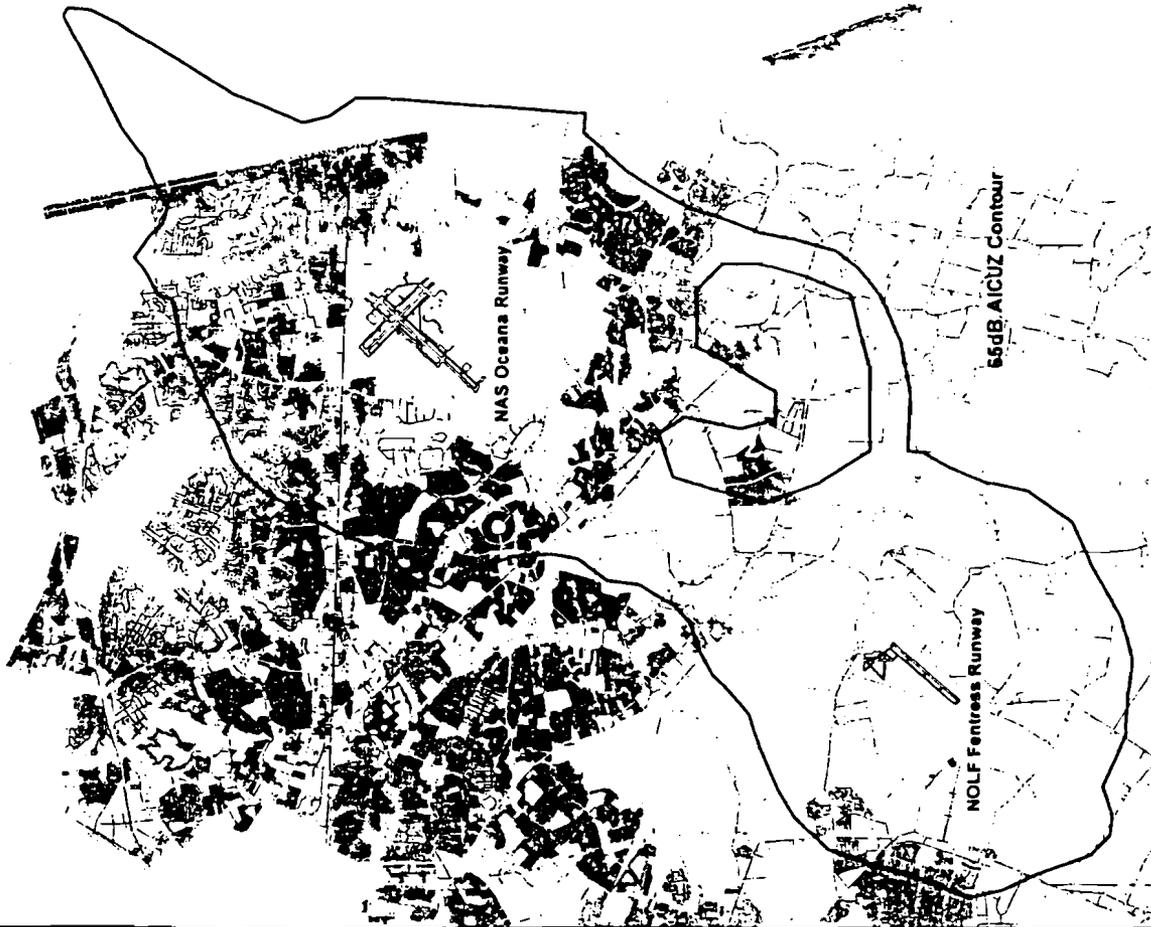
Warning Areas - Cecil Field



Warning Areas - Oceana



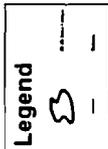
NAS Oceana / NOLF Fentress



	NAS OCEANA	CECIL FIELD
Facility Acreage	5,331 Acres*	17,666 Acres***
Hanger Space	25 Modules	26 Modules
Population within 85 dB Contour	145,024**	10,129***
		<small>*** 2000 Census Data</small>

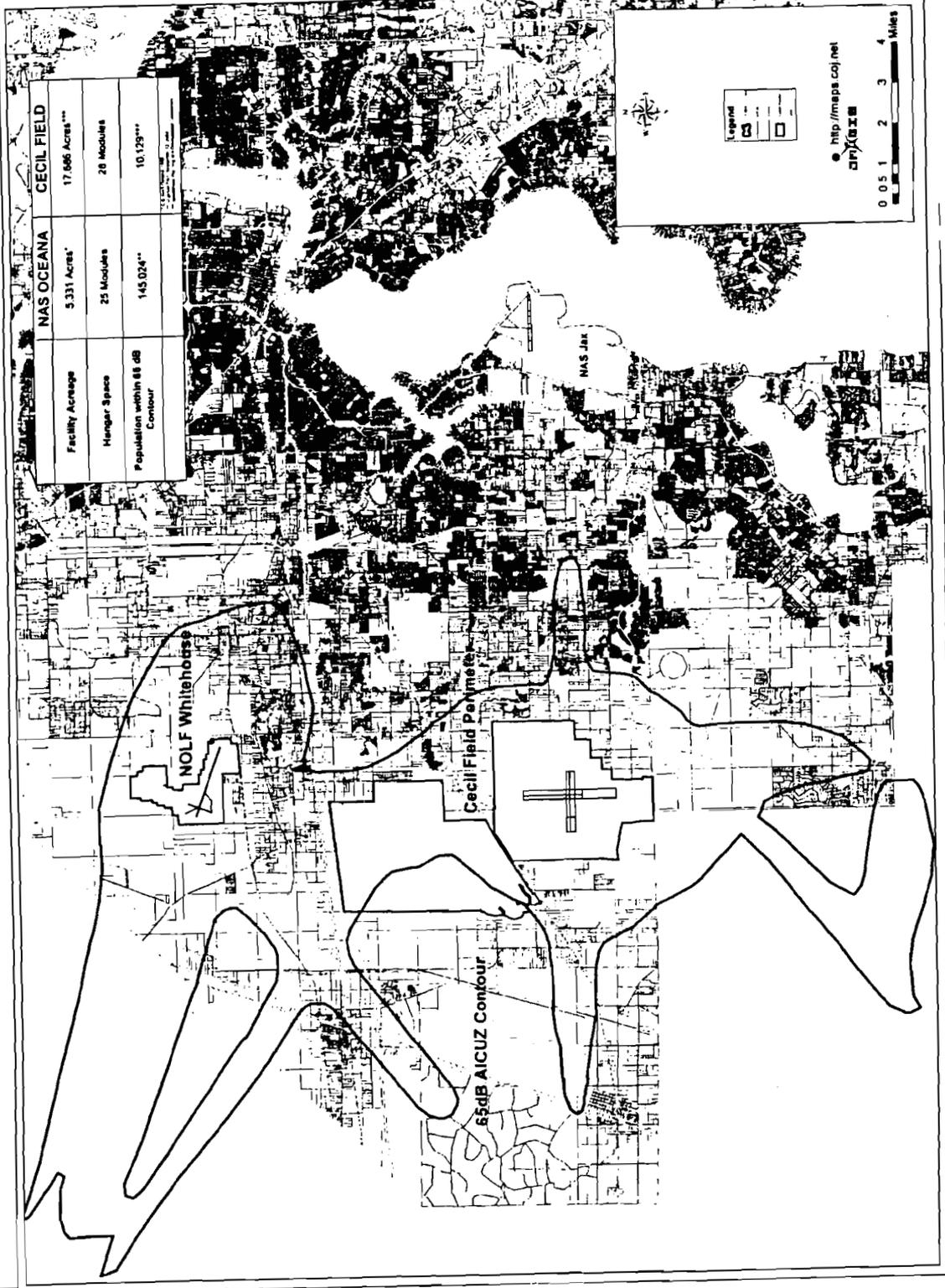


Legend

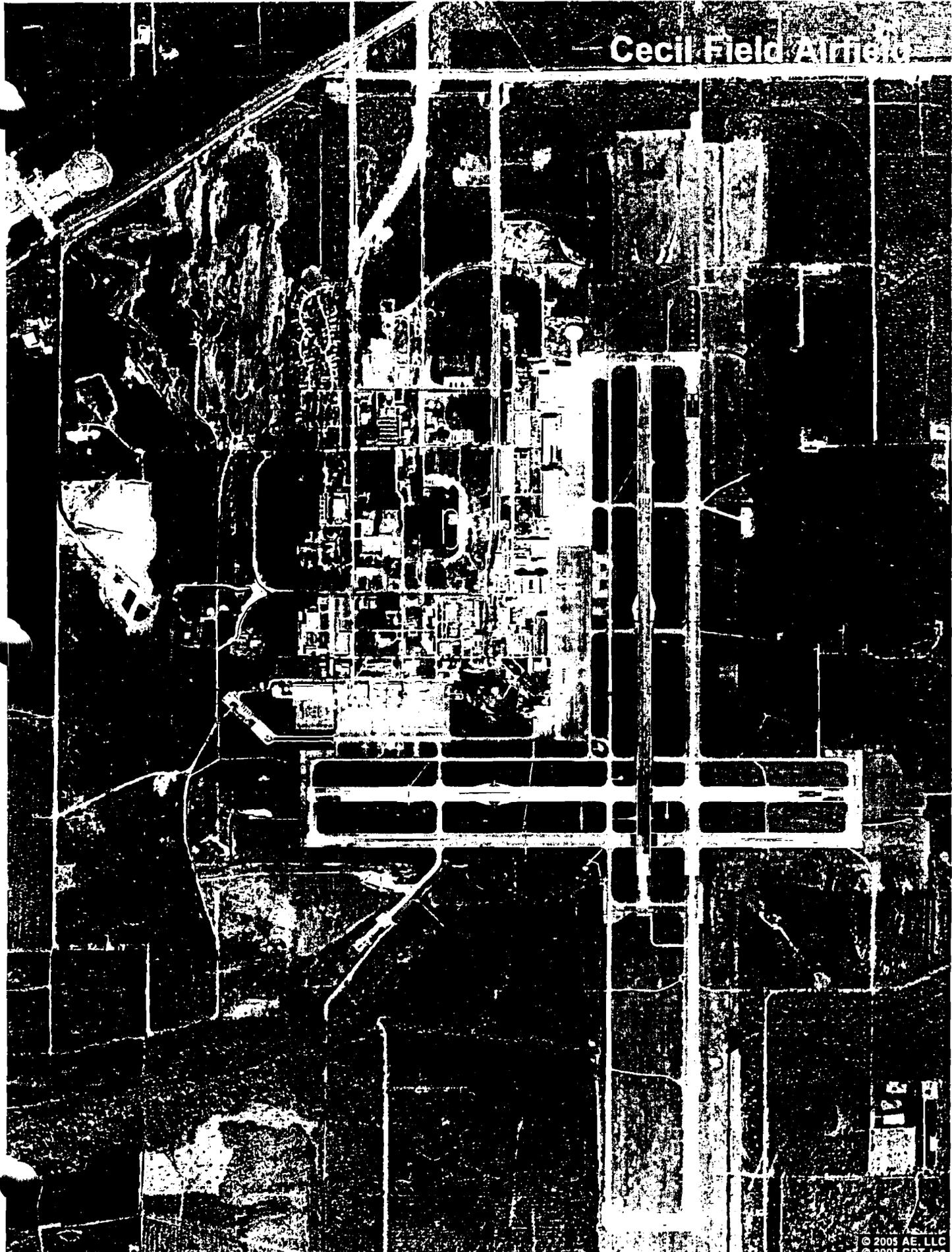




Cecil Field / NOLF Whitehouse



Cecil Field Airfield



Comparision: Cecil Field vs Oceana

	Cecil Field	Oceana
Size (acres)	17,686	5,331
Hangar Space (equivalents)	28	25
Population within 65 db AICUZ	10,129	145,024
Simulated Carrier Flight Ops.	Yes	No
OLF with Sim. Carrier Flight Ops.	Yes (Whitehouse)	No

All within 30 minutes:

Live Ordnance Ranges	3*	0
Target Complexes	6	2
Military Operating Areas	6	1
Unrestricted Tactical Training Zones	2	1
Training Airspace available (sq. mi.)	~200,000	~125,000
TACTS Ranges	1	1
EW Ranges	1	1

* - Avon Park will become a live bombing range in early 2006

CECIL FIELD - OCEANA COMPARISON/REQUIREMENTS
 ASSUMPTIONS: ADMIN/SUPPORT FACILITIES AT OCEANA ARE ADEQUATE AT THIS TIME
 4-Aug-05

FACILITIES	OCEANA EXISTING ASSETS	CECIL FIELD EXISTING ASSETS	CECIL FIELD ADDED REQTS	CECIL FIELD ADDED COSTS (\$M)
AIRCRAFT REQTS (HANGAR EQUIV)	25	32	0	0

CECIL FIELD ASSETS ALLOCATION

HANGAR	SQDNS CAPACITY
1845	2
815	8
825	4
67 *	6
820	2
14	2
13	2
860	6
	32

* HANGAR 67 CAN ALSO SERVE AS DEPOT LEVEL MAINTENANCE HANGAR USING 4 HANGAR EQUIVALENT SPACES

ADMIN / SUPPORT FACILITIES REQTS AND COSTS					
	EXIST SF	REQD SF	ADDED SF REQD	\$/SF	TOTAL COST
BEQ / BOQ	0	613,000	613,000	200	122,600,000
DINING FACILITY	0	42,000	42,000	200	8,400,000
PUBLIC WORKS	0	82,000	82,000	200	16,400,000
MAGAZINES	42,000	67,000	25,000	100	2,500,000
FUEL FACILITIES	0	1	1	LS	30,000,000
F-18 TRAINERS	80,000	80,000	0		
AIMD	101,000	101,000	0		
NAMTRADET TRAINING	136,000	136,000	0		
CORROSION CONTROL	50,000	50,000	0		
HUSH HOUSE	50,000	50,000	0	upgrade	1,000,000
SUPPLY WHSE	120,000	120,000	0		
ADMIN/OFFICE	129,000	295,000	166,000	200	33,200,000
FIRE STATION	15,000	27,000	12,000	200	2,400,000
MED/DENTAL CLINIC	47,000	47,000	0		
CHAPEL	15,000	15,000	0		
MWR FACILITIES (CLUBS-NEX-REC)	104,000	139,000	35,000	200	7,000,000
	889,000	1,864,001	975,001		223,500,000
ADDL EQPT FOR OPS/AIMD/TR	0	1	1	LS	25,000,000
TOTAL REQTS (NEW)					248,500,000
2 ADDL HANGARS (?)	0	200,000	200,000	200	40,000,000
GOLF COURSE	1	1	-		
ON-BASE HOUSING	92 UNITS	PPV	-	0	0

2005 BRAC

	2006 Year 1	2007 Year 2	2008 Year 3	2009 Year 4	2010 Year 5	2011 Year 6
Environmental Impact Study	■	■				
Cecil Field Master Plan	■	■				
Construction		■	■	■	■	
Phased Move-in					■	■



U.S. Department
Of Transportation

Federal Aviation
Administration

Memorandum

FAA Navy Liaison Officer
P.O. Box 799
Orange Park, Florida 32067-0799

Subject: Availability and Procedures for Access to
Special Use Airspace (SUA) in the Jacksonville,
Florida Area

Date: August 4, 2005

Reply to: Peter G. Hooper

Attn. of: FTS: 904-232-1984

From: FAA Navy Liaison Officer,
Jacksonville, Florida

To: The Honorable Jeb Bush
Governor, State of Florida

This memorandum is in response to the inquiry from your staff and the City of Jacksonville, Florida in regards to the availability and procedures to access the Special Use Airspace (SUA) in the Jacksonville, Florida area. The inquiry is prompted by the possibility of the U.S. Navy re-opening the former Naval Air Station Master Jet Base, now known as Cecil Field, Florida Airport.

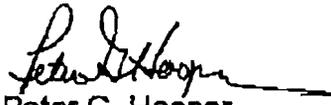
For the purpose of this memorandum, the Special Use Airspace involved is as follows. The Atlantic Off-Shore Warning Areas W-132, W133, W134, W-157, W-158 and W-159. The Military Operating Area(s) are Mayport High and Mayport Low MOA, Live Oak MOA, Gator 1 MOA, Gator 2 MOA, Palatka 1 MOA and Palatka 2 MOA. Restricted Area(s) are R-2906 (Rodman), R-2907 (Lake George) and R-2910, (Pinecastle).

It should be noted that within the above mentioned Warning Areas that the Tactical Air Combat Training System (TACTS) over water ranges are still utilized daily by the U.S. Marine Corps as well as the Florida Air National Guard and other DOD units. Additionally, the Restricted Area(s) are one of the very few locations within the United States that live ordnance is still allowed to be employed.

The availability of the above mentioned airspace and the procedures to ingress and egress that airspace remains unchanged since the departure of the Navy's FA-18 Community in 1999. In fact, additionally, new procedures to allow a more streamlined flow of aircraft to these areas was completed in July, 2003 in support of the Overarching Range Cooperative Agreement for Coordination and Control Procedures to support large scale aircraft carrier operations along the East Coast and Gulf of Mexico.

The real time coordination and scheduling between the U.S. Navy and the Federal Aviation Administration air traffic control facilities of the above Special Use Airspace

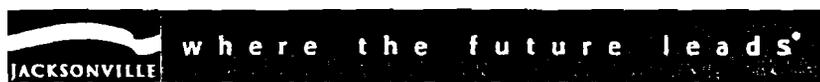
allow for the transition of civilian and military air traffic unimpeded with no prohibited restrictions . Existing airways and jet routes remain the same as when the Navy's presence at Cecil Field was in operation. Presently, both FAA air traffic control facilities at Hilliard, Florida and Jacksonville International Airport utilize the existing procedures on a daily basis.



Peter G. Hooper



NORTHEAST FLORIDA MEGASITES
**CECIL COMMERCE
CENTER SOUTH**



Cecil Commerce Center South

Cecil Commerce Center is without question the premier development site in the Southeast. Unique qualities include its incredible size, multi-modal access, publicly-owned status, and ideal location just 17 miles from downtown Jacksonville.

Overview

- 652-acre industrial development owned and operated by the City of Jacksonville.
- Full-service industrial utilities, including dual-feed electric, municipal water and sewer, natural gas and fiber-optic telecommunications.
- Three interstate access points, industrial park interior service roads.
- Formerly used for light industrial/berthing/administrative offices as part of the main operating base of 17,000-acre Naval Air Station Cecil Field, closed in 1999.
- Available sites from 25 to 600 acres.

Location

- 17 miles from downtown Jacksonville.
- Southwest Duval County in the consolidated City of Jacksonville, Florida.
- Bounded on north by Normandy Blvd., east by existing Branam Field-Chaffee Rd., south by Cecil Field Airport and west by a 5,800-acre recreation/nature conservation area.

Transportation/Accessibility

Interstate highways:

- Interstate 10: 4 miles to north.
- Interstate 295: 8 miles to east via I-10.
- Interstate 95: 17 miles to east via I-10.
- Interstate 75: 50 miles to west via I-10.

Surface roads:

- Branam Field-Chaffee Rd: 4-lane divided expressway intersecting with I-10 adjacent, to be completed in 2008.
- Normandy Blvd: adjacent, 4-lane divided.
- Existing interior business park roads.

Rail:

- Existing CSX rail service 4 miles from site, with rail spur that can be reactivated and extended into site.

Marine port:

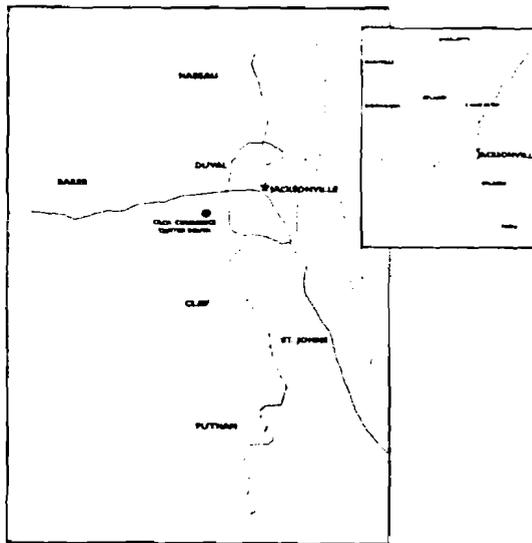
- Jacksonville Port Authority.
 - Talleyrand terminal: 18 miles.
 - Blount Island and Ed Austin terminals: 23 miles.
- Port of Fernandina Terminal: 50 miles.

Airport:

- Jacksonville International Airport: 20 miles.
- Cecil Field General Aviation Airport: adjacent to site, multiple runways, 12,500 ft.

Ownership/Availability/Cost

- Owned in fee simple by the City of Jacksonville.
- All sites immediately available for qualified projects.
- City will consider lower-than-market sales for certain high-economic-impact projects.



Elevation/Zoning & Land Use/Wetlands

- 85 feet above sea level. Less than 1 percent slope across entire site.
- Planned Unit Development (PUD) allows for manufacturing and industrial uses.
- Current use is mixed use, with a number of existing leased buildings.
- No wetlands on site. Stormwater drainage system in place with sufficient capacity for immediate development of entire site.
- All land-use permitting has been accomplished.

Utilities

Electric:

- JEA (Jacksonville utilities authority), 8th largest municipal utility in the U.S.
- 230 KV (looped) existing. Planned dual-feed substation(s) system adjacent to site.
- 26 KV distribution underground feeder system in the area.

Water:

- 24" and 16" water mains from JEA's North Grid water system. The North Grid has a capacity of 134.7 MGD and a current demand of 42.4 MGD, leaving a capacity surplus of 92.3 MGD. The Cecil Commerce Center water treatment plant is the North Grid plant of influence to the site. It has a current capacity of 7.2 MGD, and will be increased to 10.8 MGD in early 2005.

Sewer:

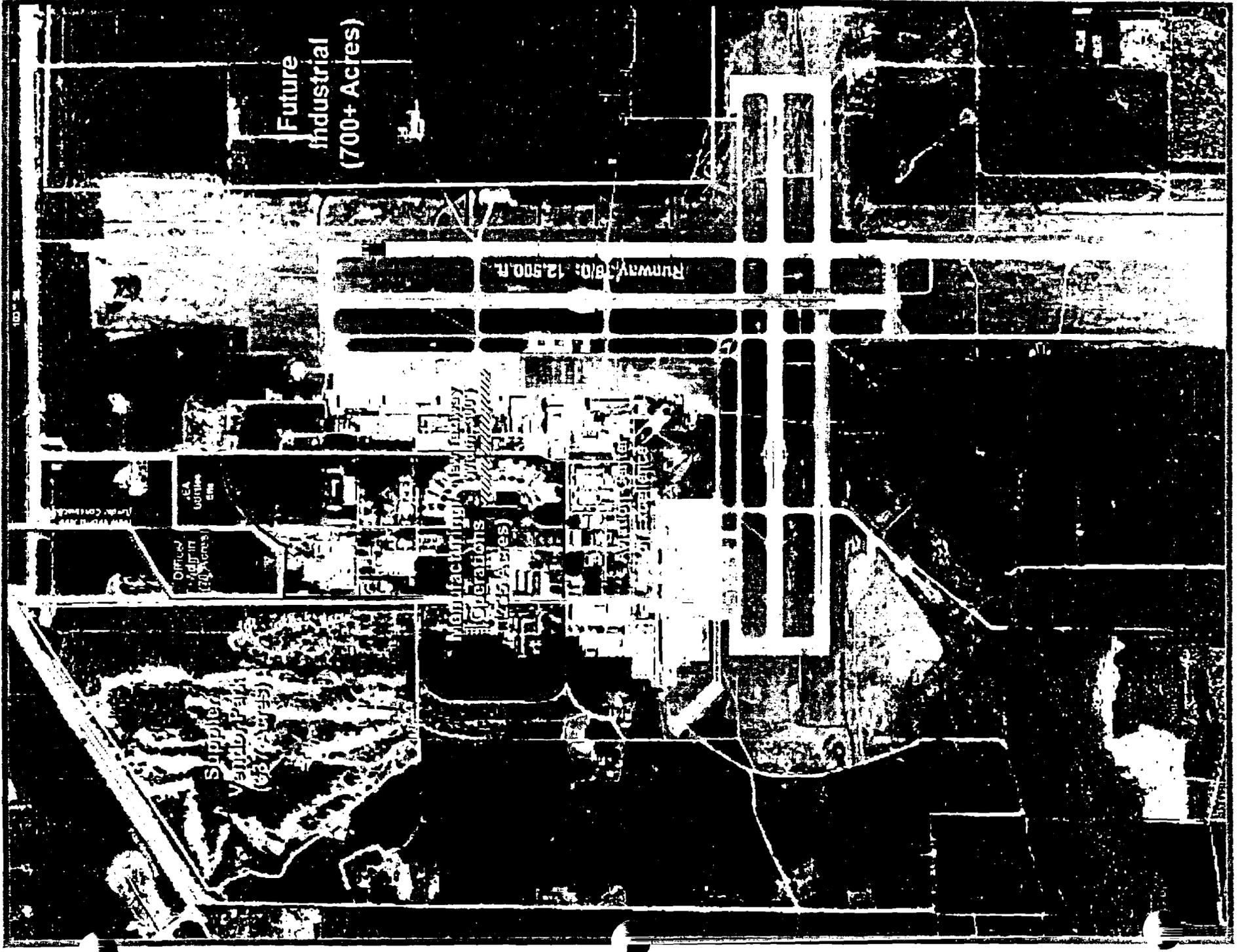
- Waste water treatment plant has 10 MGD permitted capacity.
- Average daily flow as of May 2004 is 8 MGD.
- Capacity surplus of 2 MGD, can be expanded.

Natural gas:

- Teco-Peoples Gas Co. 6"-125 psi distribution line adjacent to site.
- 20"-700 psi main transmission line 2.5 miles from site.

Telecommunications:

- BellSouth underground redundant fiber or copper cabling available on site.
- T1 and DSO thru OC-48 also available.



Future
Industrial
(700+ Acres)

Runway 8/10: 12,500 ft

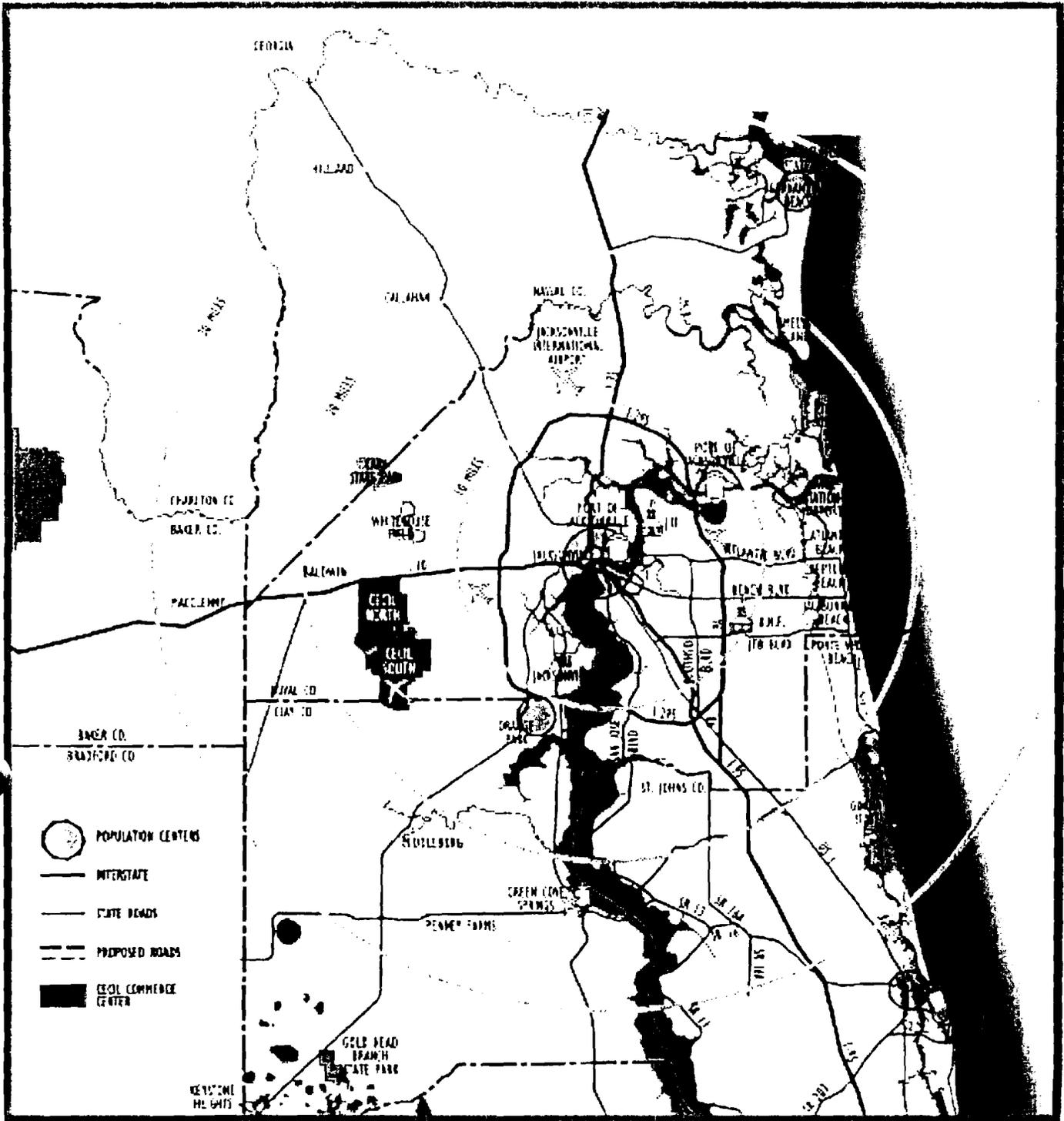
Office
Admin
(170 Acres)

Manufacturing
Operations
(225 Acres)

Tax Analysis
Vehicle Center

Supplier
Vendor Park
(37 Acres)

10-2



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Jacksonville Facts

POPULATION Duval County 830,101 Jacksonville MSA 1,204,659 (Baker, Clay, Duval, Nassau & St. Johns counties) Northeast Florida 1,366,900 (Baker, Clay, Duval, Flagler, Nassau, St. Johns & Putnam) (Source: DemographicsNow 2004)		LAND AREA (In Square Miles) Baker 585 Duval 834 Clay 592 Nassau 649 Putnam 722 St. Johns 617 Flagler 485 (Source: US Census, 2000)																						
RACIAL COMPOSITION Jacksonville MSA White 72.9% Black 21.5% Asian/Pacific Islander 2.3% Other 3.4% Hispanic Origin- all races 4.3% (Source: DemographicsNow 2004)		EDUCATIONAL ATTAINMENT (Highest level of education completed for population over age 25) Jacksonville MSA High School Diploma 29.1% Some College, No Diploma 24.0% Associate's Degree 7.5% Bachelor's Degree 15.5% Grad/Prof Degree 7.4% (Source: DemographicsNow 2004)																						
COST OF LIVING (National Average = 100) Jacksonville MSA Composite: Grocery: 92.3 Housing: 103.7 Utilities: 84.0 Trans.: 87.5 Healthcare: 97.1 Misc. Goods: 95.8 94.8 (Source: ACCRA Cost of Living Index, 1st quarter, 2005)																								
LABOR FORCE Jacksonville MSA <table border="1"> <thead> <tr> <th>Year</th> <th>Labor Force</th> <th>Unemployment Rate</th> </tr> </thead> <tbody> <tr><td>1999</td><td>542,808</td><td>3.1%</td></tr> <tr><td>2000</td><td>579,117</td><td>3.1%</td></tr> <tr><td>2001</td><td>589,730</td><td>4.3%</td></tr> <tr><td>2002</td><td>591,156</td><td>5.3%</td></tr> <tr><td>2003</td><td>588,805</td><td>5.3%</td></tr> <tr><td>2004</td><td>614,639</td><td>4.8%</td></tr> </tbody> </table> (Source: Florida Agency for Workforce Innovation)		Year	Labor Force	Unemployment Rate	1999	542,808	3.1%	2000	579,117	3.1%	2001	589,730	4.3%	2002	591,156	5.3%	2003	588,805	5.3%	2004	614,639	4.8%	TRANSPORTATION Number of Interstates: 3 Number of Highways: 17 Number of Toll Ways: 0	
Year	Labor Force	Unemployment Rate																						
1999	542,808	3.1%																						
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2002	591,156	5.3%																						
2003	588,805	5.3%																						
2004	614,639	4.8%																						
SCHOOLS – Jacksonville Region Students 201,206 Public Schools 255 Teachers 11,496 16 Colleges & Universities 70,000		HOUSEHOLD INFORMATION Jacksonville MSA Median Household Income \$46,271 Average Household Income \$63,228 Per Capita Income \$25,907 Total Number of Households 489,832 Average Household Size 2.53 (Source: DemographicsNow 2004)																						
RANKINGS <ul style="list-style-type: none"> Jacksonville is consistently rated as one of the top "Hottest Cities in America" for business expansions and relocations by site consultants in an annual poll for <i>Expansion Management</i> magazine. Ranked #3 in 2004, Jacksonville has been in the top ten for six straight years and is the only city to be ranked #1 three times. Jacksonville ranked #8 of the Top 25 Large Metropolitan Cities for Doing Business in America in the March 2004 issue of Inc. Magazine. According to a 2003 study by <i>Money Magazine</i> and data provider OnBoard, the City of Jacksonville was ranked as the 14th of "America's Safest Cities" for all cities with over half a million in population. In its June 2003 issue, <i>Expansion Management</i> magazine ranked Jacksonville 2nd in the "Top 15 Southeastern Cities for Logistics." In the April 2003 <i>Business Facilities Location Guide</i> Jacksonville ranked #12 on a list of the Top 15 Cities for Corporate Headquarters. For the second year in a row, Florida Community College at Jacksonville ranked 1st in the nation by the Center for Digital Education survey of community colleges with outstanding information technology services. 		HOUSING – Jacksonville MSA New Home Price (based on 2400 sqft, 3br) \$227,327 Apartment Rent (based on 950 sqft, 2br) \$717 New & Resale Home Price \$164,400 (Source: ACCRA, Cost of Living Index 1st quarter 2005; National Association of Realtors, 1 st quarter 2005)																						

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The Florida Times-Union

August 7, 2005

CECIL FIELD: Looking good

The debate over reopening Cecil Field boils down to a single, two-pronged question: Is Oceana Naval Air Station unable to meet the military's rapidly evolving needs over the long run and, if not, would the sprawling former base on Jacksonville's Westside be the best solution? In both cases, any rational analysis would conclude the answer is "yes."

Here are 10 of the most obvious reasons:

1. Encroachment. Virginia Beach, Va., city officials have allowed considerable growth near Oceana, in some cases directly under air space that pilots use for take-offs and landings. As a result, according to that city's newspaper, 145,000 people live in the encroachment zone -- where, in many cases, "Navy jets drown out TVs and disrupt backyard barbecues."

By contrast, only about 7,000 people live in the encroachment zone for Cecil Field, says Dan McCarthy, the city of Jacksonville's director of military affairs.

2. Community support. Virginia Beach residents demand the right to build out toward Oceana, citing property rights, then bitterly complain about the roar of engines. By contrast, Cecil Field had an air station for more than five decades, and noise complaints were virtually non-existent.

3. Leadership. Gov. Jeb Bush meets with commanders twice a year to formulate a military package for the Legislature. Mayor John Peyton gives football tickets to sailors and has a staff member assigned to assure that military issues are considered by city leadership. Jacksonville refunds the property taxes of local military people in war zones, even though that cost \$700,000 during last year's budget crunch.

Virginia Beach officials have been far less accommodating. Of 70 development proposals in the encroachment zone examined since 1975, that city's newspaper reports, the City Council approved 51 over Navy opposition.

Two years ago, in fact, the council approved construction of a condo near a runway -- bringing it in the flight path of 100,000 jets a year, each emitting a noise that the Navy compared to that of a rock concert.

Oceana seems even to have lost support from the Virginia Beach newspaper. In a recent editorial, it

wrote: "The Navy has a mission, and so does the city. Both have changed over the years, arguably becoming less and less compatible. But American culture has changed, too. Mere inconvenience is too much a sacrifice to expect ..."

4. Training. Encroachment at Fentress, the outlying field for Oceana, prevents pilots from practice that replicates landing on a carrier. There are no such problems at Whitehouse, which served Cecil Field in the past.
5. Fleet concentration. For efficiency, the Navy wants to bunch its forces together as much as possible. Jacksonville already has submarines, ships, airplanes and helicopters with adequate base infrastructure over three locations -- and that doesn't even count the Naval Air Depot, Blount Island, Camp Blanding or the Florida National Guard jet facility.
6. Location. There is unrestricted and abundant air space above water here, on both the Atlantic and Gulf coasts.
7. Infrastructure. Cecil is a far better facility than the one abandoned in 1999. About 130 aging buildings have been demolished and the others refurbished. Utilities, roads and drainage have been upgraded -- and a four-lane highway is to be built there from Interstate 10, greatly improving access.
8. Cost. A city of Jacksonville analysis has concluded it would cost less than \$250 million to get Cecil ready, compared to perhaps \$2 billion for a new base. Besides, new runways would require cutting large swaths of forest somewhere -- causing environmental problems and tying up the process in court for years. Also, there would be no need for a new commissary, exchange and naval hospital for Cecil. They are already available at nearby Jacksonville Naval Air Station.
9. Quality of life. Jacksonville, McCarthy says, is the most desired stateside duty station in the Navy. Sailors want to be stationed here, and this is where many of them retire. There is no draft, so retention is important. Also, there are good spousal employment opportunities, reasonable housing costs and low taxes -- all important considerations for enlisted people with families.
10. The future. Cecil has 17,000 acres; Oceana, 6,000. As one retired vice admiral told the Times-Union, there is plenty of room for expansion here, none there.

Oceana served this nation well in past years. However, it is the future that the Navy should be studying.

The future is in Jacksonville.

This story can be found on Jacksonville.com at http://www.jacksonville.com/tu-online/stories/080705/opi_19432214.shtml.

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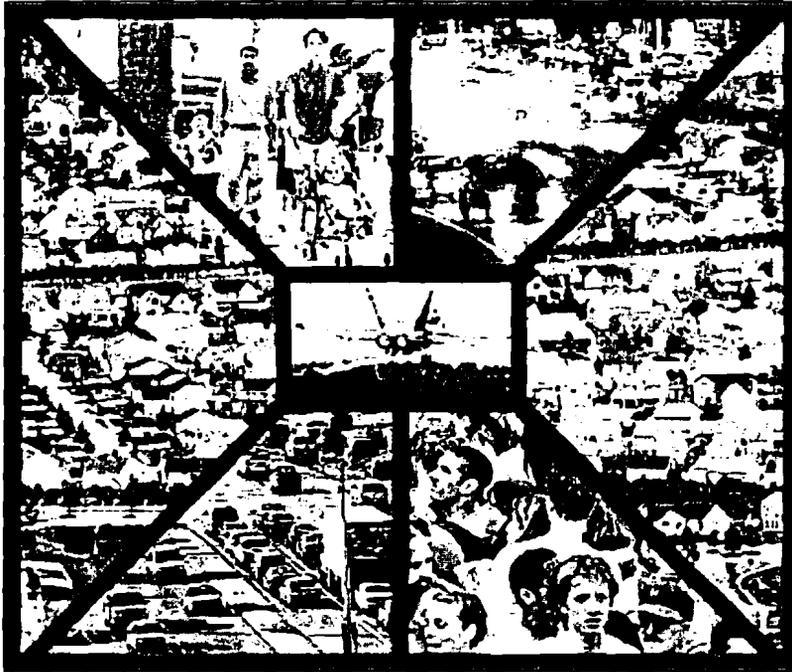


Navy has been tuned out, crowded out at Oceana

By JON W. GLASS, The Virginian-Pilot

© September 12, 2004

Last updated: 8 01 PM



file photos

VIRGINIA BEACH — In this Navy town, where many embrace the roar of fighter jets as the "sound of freedom," city leaders never miss a chance to tout their partnership with the military.

Even so, they repeatedly have turned a deaf ear when asked to rein in development that the Navy has said threatens the mission and future of Oceana Naval Air Station.

From 1975 to mid-2004, the City Council ignored Navy objections in nearly three out of every four votes, based on a review of Navy letters and city records.

OCEANA UNDER PRESSURE

More in this special report:

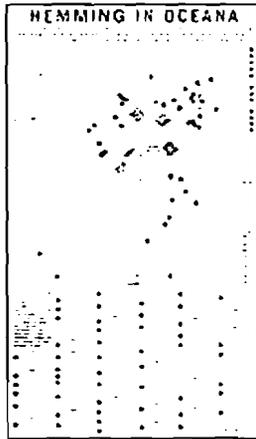
Part 2: Training is touch-and-go around Oceana

Maps and Graphics

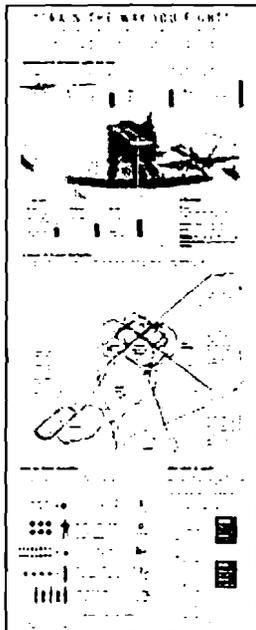
(Note: These are large PDF files that may take a while to load)

Of 70 development proposals examined, the council approved 51 over Navy opposition while denying 19. More than half of the votes came during the go-go 1980s as careening growth turned the Beach into Virginia's most populous city.

The pattern is revealed in a stack of letters written by more than a dozen captains who commanded Oceana. The letters, released earlier this year by the Navy, show that the officers fought a mostly losing battle to keep growth at bay.



Development encroachment around Oceana (6 megas)



Training and flight patterns at Oceana (2 megas)

But they also show that the Navy is not blameless. Some Oceana skippers lobbied City Hall more aggressively than others. The Navy also offered little or no resistance to housing developments in low- and medium-jet-noise zones around Oceana until last year – a stance the military now regrets.

The letters offer a historic window on a long-running, high-stakes debate that involves national defense, property rights and money.

Typical is a 1981 letter urging against a developer's plan to increase the housing density on 23 acres for the resort area's Salt Marsh Point neighborhood. "I must very strongly recommend the requested zoning change be denied and, further, urge the City not to permit dense residential development to take place in this area," Oceana's commander wrote. The City Council approved the rezoning.

As the dust settles on 30 years of sprawling growth, the letters underscore why Oceana, the city's top employer, is also No. 1 on the Defense Department's tally of most-encroached-upon air bases.

That's a red flag for the Navy as it braces for another round of base closings from the Defense Base Closure and Realignment Act, or BRAC.

It also has given Beach leaders pause. This summer, the city and the Navy agreed to a truce of sorts, launching a joint land-use study on how the city can continue to grow and redevelop without threatening the base's military value – key to Oceana's survival.

Encroachment around Oceana became an issue at a 1993 BRAC hearing and gave city leaders a scare. But pressure to develop has continued.

If Oceana is put on the BRAC hit list in 2005, the city may have itself to blame, said Councilwoman Reba S. McClanan.

"I think the wolf is at the door," she said.

The letters make clear why the Navy's East Coast master jet base is so hemmed in today. The problem crept up one rezoning at a time, each approval making it harder to say no to the next.

Nearly a third of the city's 439,467 residents now live in jet-noise zones that the Navy considers incompatible for housing developments. Many are in homes where roaring Navy jets drown out TVs and disrupt backyard barbecues.

Over the years, development moved down Lynnhaven and London Bridge roads to the west and southwest of Oceana, spurred, in part, by the city's approval of Lynnhaven Mall in 1976, over vehement Navy protests.

To the east and northeast, a series of rezonings turned sections of the Oceanfront resort into dense rows of condos and apartment complexes. The same thing happened to the north and northwest in Great Neck.

Rezonings have consumed most of the farm fields and woods that surrounded Oceana when it opened in 1940.

The Virginian-Pilot requested the letters under the federal Freedom of Information Act. Here's a sampling from the Navy's file:

- In 1976, the City Council approved Lynnhaven Mall, one of the largest malls in Virginia. It lies in Oceana's

loudest noise zone and partly in an area where the risk of jet crashes is highest.

The base's commander at the time, Capt. W.D. Knutson, opposed the project, writing that the city and the Navy had a "moral commitment" to avoid putting people in harm's way.

Today, jets bank into hard 180-degree turns around the mall as they head for downwind landings at Oceana. Shoppers in the parking lot can wave to the pilots.

"The odds are that there's going to be a plane crash in the center of that mall," Knutson, retired in California, said recently. "I hope to God it doesn't."

- In 1978, the council rezoned 70 acres of industrial land for 160 homes in Oceana's loudest noise zone along London Bridge Road. The Navy wrote that complaints from the "adverse effects of noise would be repeated and vigorous" and sent a delegation to City Hall to oppose it.

"Everybody seemed to think the Navy was just being obstinate," said Floyd E. Taylor, a retired civilian personnel officer who testified for the Navy.

- In 1985, the council rezoned 30 acres that once sprouted strawberries on South Lynnhaven Road for a condo community. A Navy letter called it "highly incompatible" and "most undesirable." A coalition of civic leagues, armed with 1,000 signatures, opposed it, too.

- In 1989, the council agreed to increase the density on 13 acres for the 96-unit apartment complex Herons Point, off Fremac Drive, between Laskin Road and Interstate 264 in the highest noise and accident-potential zones.

"If incompatible development is allowed to continue, the operating capability of this Master Jet Base will be compromised, affecting our ability to perform mission requirements in support of our national policy," Oceana's commander wrote.

- In 2000, the council rezoned farm land along Indian River Road for Dewberry Farms, a single-family neighborhood of about 50 homes in a medium jet-noise zone.

"The Environmental Protection Agency, Department of Housing and Urban Development and the Department of Defense consider this noise zone normally unacceptable for residential uses," the Navy argued.

- Last year, the council approved a developer's plan to demolish an aging motel off Laskin Road and replace it with a 10-building, 90-unit luxury condo complex in an accident-potential zone off Oceana's most heavily used runway.

Council members applauded the redevelopment of a problem property near an Oceanfront gateway. The Navy urged redeveloping the site in ways that would not conflict with the base.

In the 1970s and '80s, J. Henry McCoy, a former mayor and council member, cast votes for much of the development that drapes Oceana like a horseshoe.

"To Monday morning quarterback," McCoy said recently, "I'd say some of those things should never have been approved." Jerry Riendeau, a retired rear admiral and Beach resident, recalls Oceana in 1955, when "I felt like I was flying out of a jungle." But "slow, insidious" growth has changed that, raising doubts that the upcoming land-use study, known as JLUS, can solve the base's encroachment problem.

"I would suggest that JLUS is about 35 years too late," Riendeau told Beach leaders last month.

Since its founding in 1963, Virginia Beach has been a city on the move. Beach leaders have seemed to want it all – the taxes and prestige that growth produced and the economic benefits generated by Oceana, essentially a Fortune 500 heavyweight with its \$759 million payroll and 12,300 military and civilian employees.

Mayor Meyera E. Oberndorf, who joined the council in 1976, after the mall vote, became one of the Navy's staunchest supporters. With land prices rising and property owners itching to cash in, she said, efforts to balance the Navy's concerns against the lure of economic development have caused "constant stress."

"It became a struggle between land owners' rights and the need and desire to protect Oceana," she said.

McClanan, like Oberndorf, rose from the ranks of neighborhood civic activists who worried that unchecked growth would bring traffic jams, crowded schools and higher taxes.

"It was totally a developer's world," McClanan said. "There was so much money to be made, nobody wanted to hear what the Navy said. The thought that you would limit what people could do with their land was just a foreign concept."

In the '80s, up to 1,000 new residents a month poured into the city. The development proposals flowing into City Hall reflected that.

Littleton Hudgins, a real-estate developer who won several resort-area rezonings opposed by the Navy, said the council was trying to keep pace with the market.

Council watchers in the '80s left meetings in disbelief as developers won high-density rezonings. Virginia zoning laws call for a "reasonable use" of property, but putting more people in homes where jets might crash, or pass by with a deafening roar, seemed "absurd," said former North End resident Georgette Constant.

Noise didn't seem to scare away buyers or renters.

Today, a marketing brochure for Herons Point, built near a finger of Linkhorn Bay, promises a "calm, relaxing lifestyle." There's no mention of jet noise, but renters must sign a lease addendum that discloses the noise, said property manager Leighann Nichols.

The council made disclosure a condition of the 1989 rezoning. Now, it is required on any sale or rental in the noise zones.

"It's kind of hard to hide," Nichols said of the thunderous jets. Even so, the complex is nearly full year-round, she said.

Lynnhaven Mall's success reinforced a prevalent view in City Hall that Virginia Beach's growth would not jeopardize Oceana.

"The Lynnhaven Mall, despite the fact it was probably a risky decision, has turned out to be a very beneficial element in our community," said city Planning Director Robert Scott, hired the year the mall was approved. "It's hard to look back and say the council made a wrong decision."

Then, as now, builders and developers contributed the most money to council election campaigns and carried weight.

"No question about it," McCoy said. "They approached everybody on council. I don't think anybody was being dishonest. It was, 'We helped you get elected.' A lot of politics was involved."

Lawyer Grover Wright became the development industry's go-to guy. At council meetings, he went for the jugular.

"It was like watching an alligator snapping at his prey," Oberndorf said.

His attack was simple and powerful: If the Navy wanted a parcel to remain undeveloped, Washington should buy it.

"I just don't feel they have the right to control people's property for nothing," Wright, who is semi-retired, said recently. "Why punish one guy when development has occurred all around him? It's discriminatory."

That logic resonated in City Hall. Former Councilman John Baum, trained as a land appraiser, routinely criticized the Navy for asking the City Council to zone away a person's ability to develop their land. During 28 years on the council, Baum rarely voted the Navy's way.

"The Navy is important here, and I respect them; they're protecting the country," Baum said. "But in a democracy one of your rights is private property."

The Navy's counter-argument hasn't changed over the years: Land owners have other options. The Navy views industrial, commercial and some retail developments as compatible, if they don't draw large numbers of people.

To answer critics, the Navy eventually turned to Congress for money to buy land or development rights around Oceana. U.S. Rep. G. William Whitehurst, a Republican military hawk, steered nearly \$60 million to Oceana between the mid-'70s and mid-'80s.

"My position was, the Navy was there first and the city should not be granting permits to people to build close to a military airfield," Whitehurst said recently.

With the money, the Navy purchased some land outright, but mostly bought development rights – nearly 3,700 acres around Oceana's 5,300-acre base and another 8,800 acres around Fentress Auxiliary Landing Field in Chesapeake, also threatened by development.

But even this solution had problems. Navy lawyers dragged land owners to court to settle disputes over property values. People criticized the Navy for spending as much to buy development rights as it would have taken to buy the land.

Money for the program, which competed with other defense needs, dried up by the late 1980s. "It turned out to be quite unsatisfactory," said former Rep. Owen B. Pickett, a Democrat who replaced Whitehurst in 1987.

In the end, the effort "has almost been money thrown away," said former Oceana commander John E. Allen, a Chesapeake resident.

For all the Navy's concerns, there's evidence that the military contributed to the problem.

Oceana's commanders rotated every two or three years. Some fought development aggressively; others rarely wrote letters. Some spoke at City Council meetings to make the point; others sent a subordinate or no one at all.

Most of all, they wanted Oceana to be a good neighbor. Since the Navy lacked veto power over the council's zoning decisions, all the commanders had was public opinion and the government's goodwill.

Capt. Knutson created such an uproar in City Hall with his objections to Lynnhaven Mall in 1976 that a four-star admiral muzzled him.

"We had senators and congressmen calling the Navy and saying, 'What's going on here? You're butting into local politics,'" Knutson recalled.

City leaders and developers have said the Navy has been inconsistent. The Navy, for example, opposed the Dewberry Farms development off Indian River Road in 2000 but sent no letters objecting to several other subdivisions built nearby under the same flight path and in the same noise zone, said city planner Stephen White.

In some cases, Oceana's opposition seemed half-hearted. The Navy would write a letter about official policy but would not actively object.

"There was an understanding that the Navy had certain degrees of opposition," said Charles Salle, a former assistant city attorney and Planning Commission member. "They were 'opposed' and they were 'strongly opposed.'"

Former Oceana commanders said some development that passed without a fight caused headaches later. One was the Verizon Wireless Virginia Beach Amphitheater, off Princess Anne Road, near a Navy flight path between Oceana and Fentress.

Oceana signed off on the location in a 1993 letter. That was before the arrival, in 1998 and '99, of the louder F/A-18 Hornets.

"I used to get calls from folks running the amphitheater saying, 'Hey, we're having a concert over here, is there anything you can do?'" said retired Capt. William C. "Skip" Zobel, who commanded Oceana from 1999 to 2001. "I would never have said they could've built that there."

Last year, the Navy began opposing all new homes in all noise zones, but even that tougher policy has gray areas. The dilemma was clear during debate in February over the proposed 490-home Ashville Park.

The Navy opposed the development, off Princess Anne Road, in the city's transition area and partially in Oceana's lowest noise zone. Council members, though, gushed over its neo-traditional homes and open spaces, designed by a nationally known architect.

They turned for guidance to Rear Adm. Stephen A. Turcotte, head of the Mid-Atlantic Command, which oversees all area Naval installations. Put on the spot, the admiral gave a Zen-like answer: Its impact on Oceana, he said, would be a "pebble" in the water, not a "boulder."

Suddenly, everyone in City Hall began assessing development proposals as stones and rocks. A few weeks later, though, Turcotte clouded the water by pointing out that a few pebbles could amount to a boulder.

Navy officials acknowledge that past attempts to discourage homes in noise zones sent a mixed message. The U.S. government now is defending itself against lawsuits filed by 2,093 property owners in Virginia Beach and Chesapeake who claim that the noisy Navy Hornets have devalued their property.

"We were a kinder, gentler Navy," said Alan F. Zusman, head of the service's noise-zone program. "We finally realized we were getting too many complaints. We believe that continued development under the flight paths is not a wise decision for us or the city."

If past is prologue, the Navy may face an uphill battle in what some worry could be Oceana's last stand.

"From a practical point of view, the development is there and we continue to fly," Zusman said. "The question for the future is, how much more development will occur."

The last prime pieces of undeveloped land in Virginia Beach, mostly south of Oceana, are increasing in value. Developers are itching to build pricey homes there.

For now, City Hall is on board with the Navy. The City Council has delayed acting on several development proposals, mainly in the transition area, pending the expected December completion of the land-use study.

Beach leaders are optimistic that the study will show ways for Oceana to continue its mission and the city to grow its tax base.

They're eyeing tougher noise-disclosure laws, new restrictions on development and purchases of property that the Navy wants undeveloped. They're open to sharing the costs of buying out landowners, noting that the city already has spent millions to preserve farm land from development in the southern, rural half of Virginia Beach.

As the city ages, redevelopment, especially at the resort, offers possibilities for undoing some past mistakes, Scott said.

So far, the Beach has dodged the base-closing bullet. But McClanan said time may be running out.

"I think we need to put our money where our mouth is because we're down now to where there isn't room to talk about it," McClanan said. "The Navy is so much of what we are, it's just hard for me to imagine the city without the Navy."

Reach Jon W. Glass at 222-5119 or jon.glass@pilotonline.com

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"TRAIN THE WAY YOU FIGHT"

A basic tenet of military life — "train the way you fight" — simply doesn't reflect reality for Navy pilots stationed at Oceana Naval Air Station. Here are ways the geography and residential development surrounding the Naval airfields at Oceana and Fentress inhibit pilots from training the way they fly from their aircraft carriers:

DIFFERENCES BETWEEN LAND AND SEA

Oceana-based pilots cannot practice and train at home the same way they fly off their deployed aircraft carriers. The biggest difference is the altitude of the approach. At home, the pilots must come in much steeper.



1. THE APPROACH

At sea: Pilots typically approach their aircraft carrier from a mile away at an altitude of 800 feet.

800'



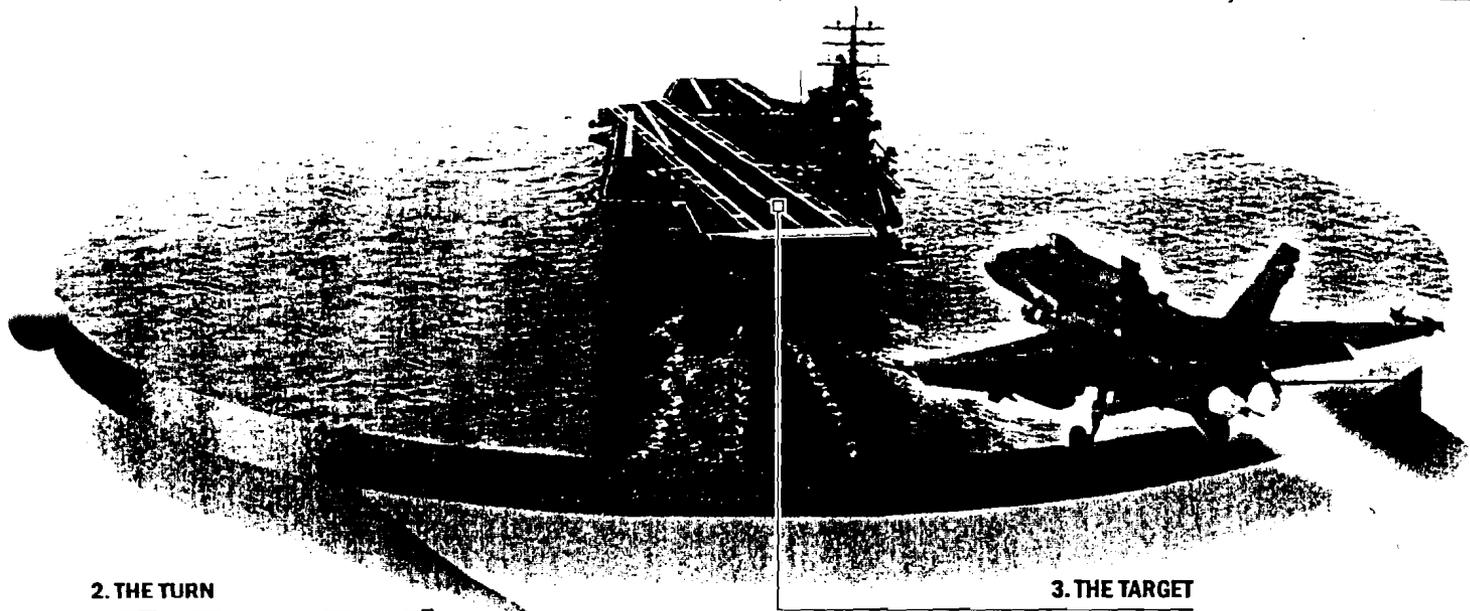
Fentress: Pilots conducting touch-and-gos must approach from 1,000 feet.

1,000'



Oceana: Pilots conducting touch-and-gos must approach from 1,500 feet — nearly twice the altitude they use at sea.

1,500'



2. THE TURN

At sea: After banking their planes hard to the left, pilots approach from an altitude of 600 feet.

600'



Fentress: Pilots make their turn and descend to 800 feet.

800'



Oceana: Pilots make their turn and descend no lower than 1,000 feet.

1,000'



3. THE TARGET

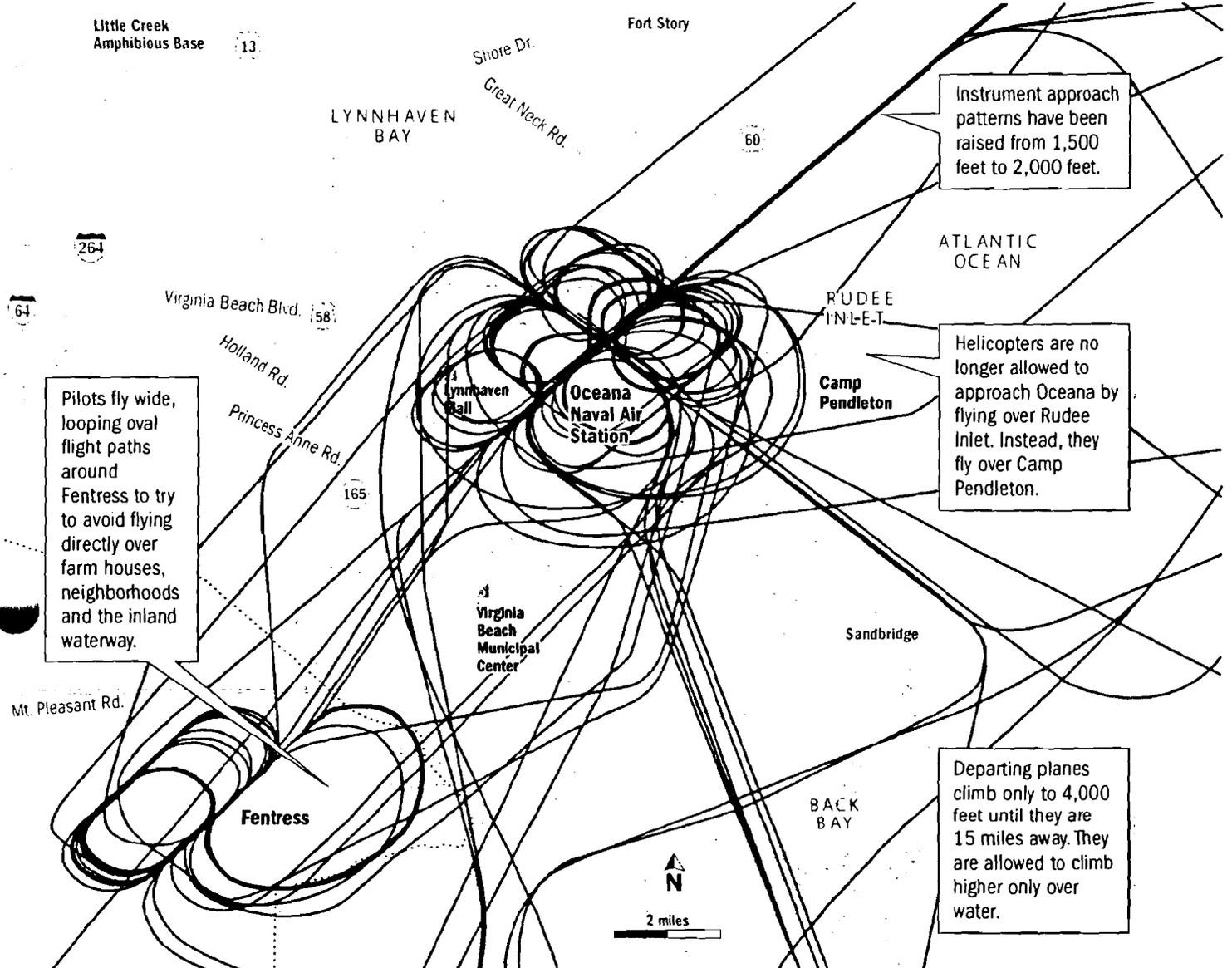
At sea: Pilots must set their planes down on a 200-foot-long section of the 1,000-foot-long carrier deck.

Fentress: Pilots aim for a 200-foot-long section of an 8,000-foot-long runway.

Oceana: Pilots aim for a 200-foot-long section of 8,000- to 12,000-foot-long runways.

MAZE OF FLIGHT PATTERNS

Primarily because of their efforts to minimize jet noise around developments, pilots approach and take off from Oceana and Fentress in a multitude of patterns. Often, the path is far from a direct line.





FLORIDA

1988:

CLOSE - Cape St. George
CLOSE - Naval Reserve Center (Coconut Grove) Miami

1991:

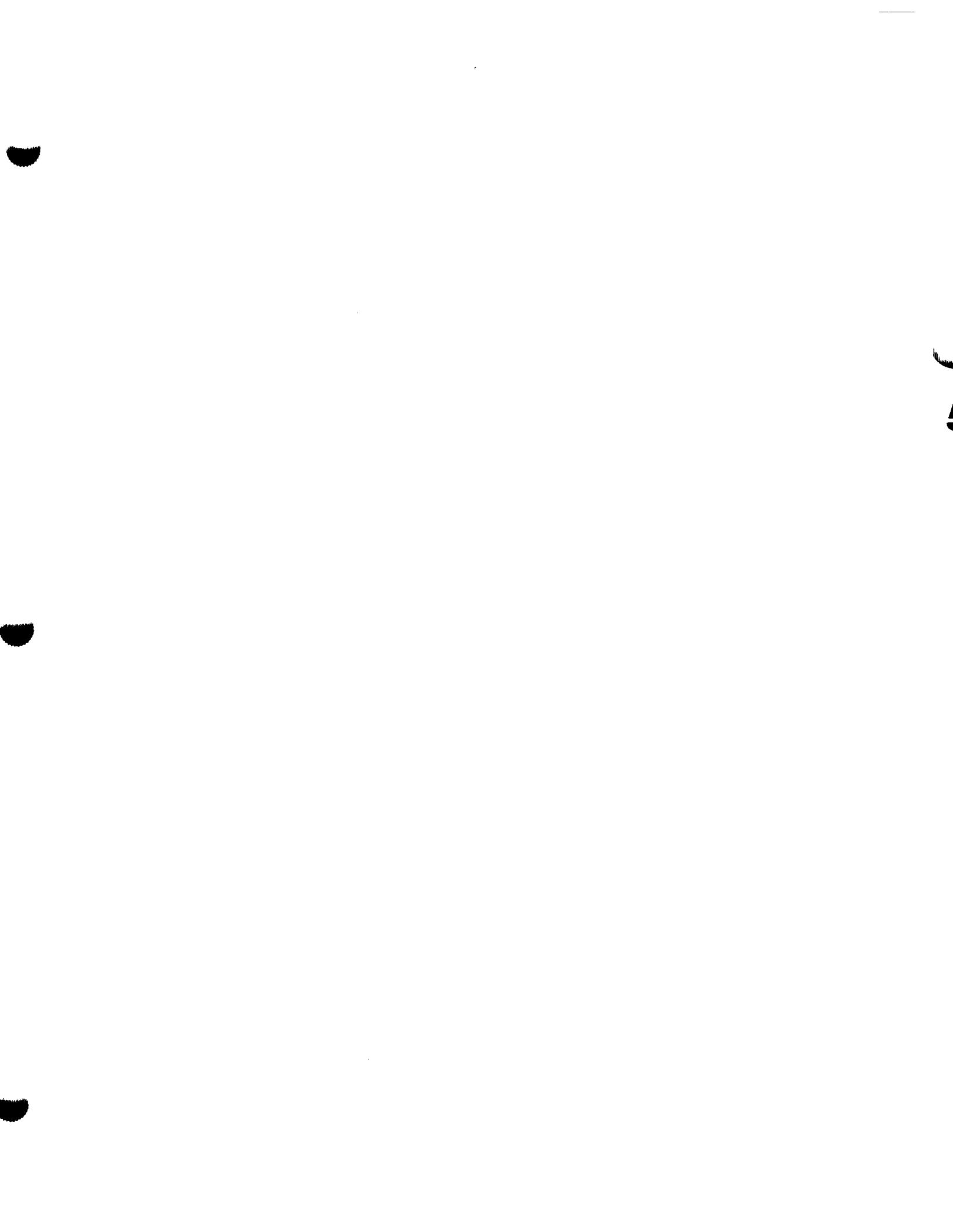
REALIGN - MacDill Air Force Base, Tampa
REALIGN - Naval Costal Systems Center, Panama City

1993:

CLOSE - Data Processing Center Naval Air Station Key West
CLOSE - Data Processing Center Naval Air Station Mayport
CLOSE - Data Processing Center Naval Computer & Telecommunications Station,
Pensacola
REALIGN - Homestead Air Force Base
REDIRECT - MacDill Air Force Base (Airfield to be operated by the Department of
Commerce or another federal agency. Joint Communications Support Element stays at
MacDill vice relocating to Charleston AFB.)
CLOSE - Naval Air Station Cecil Field
CLOSE - Naval Aviation Depot Pensacola
CLOSE - Naval Hospital Orlando
DISESTABLISHED - Fleet and Industrial Supply Center (Naval Supply Center) Pensacola
DISESTABLISHED - Defense Distribution Depot Pensacola
CLOSE - Naval Training Center Orlando

1995:

REALIGN - Naval Air Station Key West
REALIGN - Eglin Air Force Base
CLOSE - Big Coppett Key
DISESTABLISHED - Naval Research Laboratory, Underwater Sound Reference
Detachment, Orlando
REDIRECT - Naval Air Station Cecil Field
REDIRECT - Naval Aviation Depot Pensacola
REDIRECT - Navy Nuclear Power Propulsion Training Center, Naval Training Center,
Orlando
REDIRECT - Navy Training Center Orlando
REDIRECT - Homestead Air Force Base (301st Rescue Squadron)
REDIRECT - Homestead Air Force Base (726th Air Control Squadron)
REDIRECT - MacDill Air Force Base
CLOSE - Naval Research Laboratory, Underwater Sound Reference Detachment, Orlando



VIRGINIA

TABLE OF CONTENTS

- A. SCHEDULE OF WITNESSES**
 - i. Topics, Witness Names/Positions, Timing

- B. INSTALLATION CONTENTS - OCEANA NAS**
 - i. Base Summary Sheet
 - ii. R&A Adds Presentation
 - iii. Commission Base Visit
 - iv. Additional Background Information

- C. STATE CLOSURE INFORMATION**



VIRGINIA

60 Minutes

EAST COAST MASTER JET BASE/ NAS OCEANA HEARING SCHEDULE OF WITNESS

Part One: The Case for Oceana

5 minutes Governor Mark Warner

12 minutes Steve Mondul

Part Two: Managing Future Development

5 minutes Mayor Meyera Orberndorf

5 minutes Delegate Terri Suit

Part Three: Oceana's Military Value

5 minutes Congresswoman Thelma Drake

5 minutes Retired Navy Captain

20 minutes Senator George Allen/Governor Warner



DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

BASE SUMMARY SHEET

Naval Air Station Oceana, VA

INSTALLATION MISSION

- **Mission:** Naval Air Station Oceana's primary mission is to support Pacific and Atlantic Aircraft Carriers, Coast Guard, Army, Air Force and National Guard in maintaining optimum combat readiness. NAS Oceana is a modern Atlantic Fleet Naval Air Force strike fighter complex with over seven miles of runways and the latest equipment to serve military air traffic on the East Coast, as well as flying the Navy's most advanced aircraft. NAS Oceana is considered a "Master Jet Base."
- **Tenant Commands** include:
 - Commander, Strike Fighter Wing Atlantic
 - Commander, Carrier Air Wing One
 - Commander, Carrier Air Wing Three
 - Commander, Carrier Air Wing Seven
 - Commander, Carrier Air Wing Eight
 - Commander, Carrier Air Wing Seventeen
 - Construction Battalion Unit 415
 - Aircraft Intermediate Maintenance Department
 - Fleet Area Control and Surveillance Facility
 - Branch Medical and Dental Clinics
 - Fleet Aviation Specialized Operational Training Group
 - Fleet Imaging Center
 - Marine Aviation Training Support Group Thirty Three
 - Navy Landing Signal Officer School
 - Naval Aviation Engineering Support Unit
 - Naval Atlantic Meteorology and Oceanography Detachment
 - Center for Naval Aviation Technical Training Unit
 - Personnel Support Detachment

DoD RECOMMENDATIONS – BRAC 2005

- **Fleet Readiness Centers:** Realign Naval Air Station Oceana, VA, by disestablishing the Aircraft Intermediate Maintenance Department Oceana, the Naval Air Depot Cherry Point Detachment, and the Naval Air Depot Jacksonville Detachment; establishing Fleet Readiness Center Mid Atlantic, Naval Air Station Oceana, VA; and transferring all intermediate maintenance workload and capacity to Fleet Readiness Center Mid Atlantic, Naval Air Station Oceana, VA.
- **JSF Training:** Realign Naval Air Station Oceana, VA, by relocating to Eglin Air Force Base, FL, a sufficient number of instructor pilots, operations, and maintenance support personnel to stand up the Navy's portion of the JSF Initial Joint Training Site, hereby established at Eglin Air Force Base, FL.

DoD JUSTIFICATION

- Realigns and merges depot and intermediate maintenance activities. It creates 6 Fleet Readiness Centers (FRCs), with 13 affiliated FRC Sites at satellite locations.
- FRC Mid-Atlantic will be located on NAS Oceana, VA, with affiliated FRC Sites at NAS Patuxent River, MD, NAS Norfolk, VA, and JRB New Orleans, LA.
- Establishes Eglin Air Force Base, FL as an Initial Joint Training Site that teaches entry-level aviators and maintenance technicians how to safely operate and maintain the new Joint Strike Fighter (JSF) (F-35) aircraft. The Department is scheduled to take delivery of the F-35 beginning in 2008. This joint basing arrangement will allow the Inter-service Training Review Organization (ITRO) process to establish a DoD baseline program in a consolidated/joint school with curricula that permit services latitude to preserve service-unique culture and a faculty and staff that brings a "Train as we fight; jointly" national perspective to the learning process.

COST CONSIDERATIONS DEVELOPED BY DoD

	<u>FRC (All Activities)</u>	<u>JSF Training (All Sites)</u>
• One-Time Costs:	\$ 298.1 million	\$ 199.1 million
• Net Savings (Cost) during Implementation:	\$ 1,528.2 million	\$ 209.6 million
• Annual Recurring Savings:	\$ 341.2 million	\$ 3.3 million (cost)
• Return on Investment Year:	Immediate	No payback
• Net Present Value over 20 Years:	\$ 4,724.2 million	\$ 226.3 million (cost)

MANPOWER IMPLICATIONS OF THE DoD RECOMMENDATIONS

- The personnel implications of the DoD Recommendations for Naval Air Station Oceana are 60 total direct personnel.

BRAC 2005 COMMISSION CONSIDERATION FOR CLOSURE OF NAS OCEANA

- Close NAS Oceana and establish a Master Jet Base at another suitable location (Site X)
- Close base operations at NAS Oceana.
- Relocate all VFA squadrons, station aircraft, and VR-46 to Site X to include required personnel, equipment and support.
- Disestablish the Naval Medical and Dental Centers
- Relocate AIMD to Site X to include required personnel, equipment and support.
- Relocate Naval Air Maintenance Training Unit to Site X

JUSTIFICATION

- The primary reason to consider NAS Oceana for closure is to establish a facility that is not encroached and enable the single siting of all F/A-18E/F aircraft squadrons.

COST CONSIDERATIONS DEVELOPED BY DoD - FOR MOODY AFB SCENARIO
 (Note: Existing capacity at Moody AFB is about half of Navy required infrastructure)

- One-Time Costs: \$ 493.5 million
- Net Implementation Cost \$ 416.7 million
- Annual Recurring Savings: \$ 43.7 million
- Return on Investment Year: 2024
- Net Present Value over 20 Years: \$ 36.0 million

	<u>Military</u>	<u>Civilian</u>	<u>Students</u>
Baseline (Pre BRAC 2005)	9899	1657	1859
Total (After BRAC 2005)	1814	39	1171

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

	Relocated		Eliminated		Net Gain (Loss)	
	<u>Military</u>	<u>Civilian</u>	<u>Military</u>	<u>Civilian</u>	<u>Military</u>	<u>Civilian</u>
Total	8627	1368	146	250	(8773)	(1618)

ENVIRONMENTAL CONSIDERATIONS

- **Environmental Impact:** There are no known environmental impediments to implementation of this recommendation.

REPRESENTATION

Governor: Mark Warner (D)
 Senators: John Warner (R)
 George Allen (R)
 Representative: Thelma Drake (R) 2nd District

ECONOMIC IMPACT – Virginia Beach – Norfolk – Newport News, VA MSA

- Potential Employment Loss: 21,886 jobs
- MSA Job Base: 978,888 jobs
- Percentage: 2.24% decrease

MILITARY ISSUES

- Operations at NAS Oceana are significantly encroached, affecting ability to operate.
- Navy desires to single-site all F/A-18E/F aircraft (244 total aircraft).
 - 10 VFA Squadrons (24 aircraft each)
 - 1 Fleet Replacement (24 aircraft)
- Classified mission capability affected by the airfield closure – separate briefing planned.
- Out Lying Field (OLF) proposals by BRAC Commission may affect ongoing litigation over planned North Carolina site.
- The Navy considers NAS Oceana to be the best option for the east coast Master Jet Base.
- Present encroachment issues are manageable.
- Funds to construct a new MJB are not available in the current POM (FY-06 through FY-11).

COMMUNITY CONCERNS/ISSUES

- Economic impact of losing jobs (2.24%) in the Virginia Beach MSA.
- Significant investments have been made by the state to improve road access around the base and move schools that were in the Accident Prevention Zones.
- The Hampton Roads/Virginia Beach area has adopted a Joint Land Use Study that provides guidelines for the Navy and the Local Community Leaders to work together to limit encroachment.
- There have been ongoing noise complaints by a small, but vocal minority of residents who are bothered by the jet noise at NAS Oceana and Fentress Field, the OLF training site.
- Residents living in the designated high noise zones (>65 dB average Daily Noise Level) were polled to determine the impact of noise on their lives. An overwhelming majority (94.8%) of those residents living in the designated high noise zones said that they were satisfied with the overall quality of life in their neighborhoods. One percent of the 5.2% who were dissatisfied cited jet noise as the cause of their dissatisfaction. Full survey results are located at Tab 19.

Bill Fetzer/Navy/25 July 2005



DOD Recommendation – Naval Air Station Oceana - 2005

Fleet Readiness Centers

Recommendation: Realign Naval Air Station Oceana, VA, by disestablishing the Aircraft Intermediate Maintenance Department Oceana, the Naval Air Depot Cherry Point Detachment, and the Naval Air Depot Jacksonville Detachment; establishing Fleet Readiness Center Mid Atlantic, Naval Air Station Oceana, VA; and transferring all intermediate maintenance workload and capacity to Fleet Readiness Center Mid Atlantic, Naval Air Station Oceana, VA.

Justification: This recommendation realigns and merges depot and intermediate maintenance activities. It creates 6 Fleet Readiness Centers (FRCs), with 13 affiliated FRC Sites at satellite locations. FRC Mid-Atlantic will be located on NAS Oceana, VA, with affiliated FRC Sites at NAS Patuxent River, MD, NAS Norfolk, VA, and JRB New Orleans, LA. FRC East is located at Cherry Point, NC, with affiliated FRC Sites at MCAS Beaufort, SC, and MCAS New River, NC.

Payback: The total estimated one time cost to the Department of Defense to implement this recommendation is \$298.1M. The net of all costs and savings to the Department during implementation period is a savings of \$1,528.2M. Annual recurring savings to the Department after implementation are \$341.2M with a payback expected immediately. The net present value of the costs and savings to the Department over 20 years is a savings of \$4,724.2M.

Personnel result: loss of 44 direct jobs/24 indirect jobs

JSF Training

Recommendation: Realign Naval Air Station Oceana, VA, by relocating to Eglin Air Force Base, FL, a sufficient number of instructor pilots, operations, and maintenance support personnel to stand up the Navy's portion of the JSF Initial Joint Training Site, hereby established at Eglin Air Force Base, FL.

Justification: This recommendation establishes Eglin Air Force Base, FL as an Initial Joint Training Site that teaches entry-level aviators and maintenance technicians how to safely operate and maintain the new Joint Strike Fighter (JSF) (F-35) aircraft. The Department is scheduled to take delivery of the F-35 beginning in 2008. This joint basing arrangement will allow the Inter-service Training Review Organization (ITRO) process to establish a DoD baseline program in a consolidated/joint school with curricula that permit services latitude to preserve service-unique culture and a faculty and staff that brings a "Train as we fight; jointly" national perspective to the learning process.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$199.1M. The net of all costs and savings to the Department during the implementation period is a cost of \$209.6M. Annual recurring costs to the

Department after implementation are \$3.3M with no payback expected. The net present value of the costs and savings to the Department over 20 years is a cost of \$226.3M.

Personnel result: loss of 33 direct jobs/ 36 indirect jobs





Defense Base Closure & Realignment Commission

DN: 5107

5. Master Jet Base, Naval Air Station Oceana, VA

Action under Consideration:

Close Naval Air Station Oceana, VA. Transfer all squadrons, personnel, equipment and support to a suitable alternative site determined by the Navy.



EXIT



5. Master Jet Base, Naval Air Station Oceana, VA

Close:

- Naval Air Station Oceana Virginia Beach, VA.

Gain at:

- Suitable site selected by the Navy.

Requirements:

- MILCON required to build runways, hangars, ramp space and supporting infrastructure.

Associated DoD Recommendations:

- E&T - 10: Realign NAS Oceana. Transfer JSF instructors to Eglin AFB, FL
- IND -19: Realign NAS Oceana. Transfer Aircraft Intermediate Maintenance workload to Fleet Readiness Centers.



EXIT



5. Master Jet Base, Naval Air Station Oceana, VA

Reasons for Consideration:

- NAS Oceana has significant airspace and field boundary encroachment.
- Current operations and training missions constrained by noise abatement considerations.
- Fentress Field training operations introduce negative carrier training.
- Accepting the consideration to close NAS Oceana will provide the Commission with the opportunity to study the alternatives for closure or further realignment of NAS Oceana.



EXIT



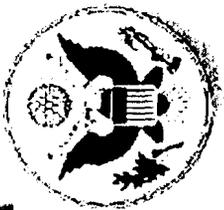
5. Master Jet Base, Naval Air Station Oceana, VA

DCN: 5107

INSTALLATION	TABLE OF PERSONNEL CHANGES									
	OUT		IN		ELIM.		NET GAIN/(LOSS)		CONT.	TOTAL DIRECT
	MIL	CIV	MIL	CIV	MIL	CIV	MIL	CIV		
Naval Air Station Oceana, VA	8,627	1,368	0	0	146	250	(8,773)	(1,618)	0	(10,391)



EXIT



5. Master Jet Base, Naval Air Station Oceana, VA

COBRA DATA

One Time Cost	\$493.5 M
Net Implementation Cost	\$416.7 M
Annual Recurring (Savings)	(\$43.7 M)
Payback Period	13 Years
Net Present Value at 2025	(\$36 M)



EXIT



Staff Analysis

DCN: 5107

ISSUE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
Encroachment of NAS Oceana and outlying fields (Criteria 1, 2 &3)	Navy considered several closure scenarios Oceana remains best alternative VCNO reported that encroachment issues are manageable	Mixed- Jet noise subject to continuing litigation Virginia Beach long standing "Navy Town"	Oceana is indeed encroached despite the best efforts of the Navy and Local Government to restrain growth Military value is 66.18, ranking 6/34 active bases
Economic/Environment: Relocating 10,000 + people and 200 + aircraft (Criteria 6, 7 & 8)	TBD	TBD	TBD



EXIT



5. Master Jet Base, Naval Air Station Oceana, VA

DoD Response:

- Navy examined several alternatives, including Moody AFB.
- Oceana is the most suitable option of all east coast tactical aviation bases.
- Encroachment at Oceana presents significant challenges to long-term operational requirements.
- Best alternative for east coast tactical aviation would be to build a new 21st Century Master Jet Base.

GAO Comment:

- GAO observed that Navy leadership considered closing Oceana.
- Analyses indicated long payback period for achieving return on investment, high one-time costs, and operational issues at receiving sites.
- Navy determined that closure of NAS Oceana was not feasible.



EXIT



DRAFT Internal Working Document – Not for distribution under FOIA

BASE VISIT REPORT

Naval Air Station Oceana, VA

1 August 2005

LEAD COMMISSIONER: The Honorable Anthony J. Principi, Chairman

COMMISSIONERS: The Honorable Samuel K. Skinner; ADM Harold W. Gehman, USN (Retired); GEN James T. Hill, USA (Retired)

COMMISSION STAFF: Jim Hanna, Navy/Marine Corps Team Leader and William Fetzer, Senior Navy/Marine Corps Lead Analyst

LIST OF ATTENDEES:

RADM Bullard, Commander, Fleet Forces Command (CFFC Code N 4/7)
RDML Turcotte, Commander Navy Region Mid Atlantic
RDML Anderson, USNR, Deputy Commander, COMNAVREG MIDLANT
CAPT Keeley, USN, Commanding Officer, NAS Oceana
Mark Anthony, CFFC Code N-44
CAPT McCandlish, USN, Commander Strike Fighter Wing, Atlantic
CAPT Shoemaker, USN, Deputy Commander Air Group (CVW-17)
William Zobel, Executive Director, COMNAVREG MIDLANT

Governor Warner
Senator John Warner
Senator George Allen
Congresswoman Drake, 2nd District, Virginia
Mayor Oberndorf, Virginia Beach
Kenneth Stolle, Virginia State Senate
Terrie Suit, VA House of Delegates
John Cosgrove, VA House of Delegates
George Foresman, Governor's Office
Dave Dickson, Governor's Office
Jim Spore, VA Beach City Manager
Les Lilley, VA Beach City Attorney
Robert Matthias, VA Beach Asst Manager
Lucian Neimeyer, SASC Staff
Cord Sterling, SASC Staff
Tom McKenzie, SASC Staff
Patrice Harris, SEN Allen's Staff
Jason Money, SEN Allen's Staff
Mike Cusio, Cong Drake's Staff
Art Collins, Hampton Roads Planning District Commission
Ira Arigcola, VA Beach Chamber of Commerce

DRAFT Internal Working Document – Not for distribution under FOIA

NAS OCEANA MISSION:

- The primary mission is to support Pacific and Atlantic Aircraft Carriers, Coast Guard, Army, Air Force and National Guard in maintaining optimum combat readiness. NAS Oceana is a modern Atlantic Fleet Naval Air Force strike fighter complex with over seven miles of runways and the latest equipment to serve military air traffic on the East Coast, as well as flying the Navy's most advanced aircraft. NAS Oceana is considered a "Master Jet Base."

- Tenant Commands include:
 - Commander, Strike Fighter Wing Atlantic
 - Commander, Carrier Air Wing One
 - Commander, Carrier Air Wing Three
 - Commander, Carrier Air Wing Seven
 - Commander, Carrier Air Wing Eight
 - Commander, Carrier Air Wing Seventeen
 - Construction Battalion Unit 415
 - Aircraft Intermediate Maintenance Department
 - Fleet Area Control and Surveillance Facility
 - Branch Medical and Dental Clinics
 - Fleet Aviation Specialized Operational Training Group
 - Fleet Imaging Center
 - Marine Aviation Training Support Group Thirty Three
 - Navy Landing Signal Officer School
 - Naval Aviation Engineering Support Unit
 - Naval Atlantic Meteorology and Oceanography Detachment
 - Center for Naval Aviation Technical Training Unit
 - Personnel Support Detachment

ADDS CONSIDERATION:

- Close NAS Oceana and establish a Master Jet Base at another suitable location (Site X).
- Close base operations at NAS Oceana.
- Relocate all VFA squadrons, station aircraft, and VR-46 to Site X to include required personnel, equipment and support.
- Disestablish the Naval Medical and Dental Centers.
- Relocate AIMD to Site X to include required personnel, equipment and support.
- Relocate Naval Air Maintenance Training Unit to Site X.

JUSTIFICATION:

- The primary reason to consider NAS Oceana for closure is to establish a facility that is not encroached and enable the single siting of all F/A-18E/F aircraft squadrons.
- Provide the BRAC Commission with options to realign or close the base.

DRAFT Internal Working Document – Not for distribution under FOIA

MAIN FACILITIES REVIEWED:

- NAS Oceana facilities
- Fentress Outlying Field

KEY ISSUES IDENTIFIED:

- Operations at NAS Oceana are encroached.
- Navy plans to build new outlying field in Washington County, NC are on hold due to environmental litigation.
- Classified mission capability will be affected by the airfield closure.
- Costs of moving Oceana operations to a new facility.

INSTALLATION CONCERNS RAISED:

- Present encroachment issues are manageable.
- Training is affected by the encroachment, but aircrews can adapt when they get to the Aircraft Carrier.
- Training range access and fleet access for coordination and load out at Oceana are excellent.
- The Navy considers NAS Oceana to be the best option for the east coast Master Jet Base - even considering \$500 million initially estimated in improving another facility.
- The Hampton Roads area provides outstanding quality of life benefits to personnel and their families in education, community services, medical support, living conditions and recreation.
- The recently approved Joint Land Use Study provides a good framework for the Navy to restrict development and manage future encroachment.
- Significant investment has been made in new hangars, a jet engine testing “hush house,” control tower, strike simulator facilities, and an environmentally clean aircraft painting facility.

COMMUNITY CONCERNS RAISED:

- Significant investments have been made by the state to improve road access around the base and move schools that were in the Accident Prevention Zones.
- The economic impact of losing jobs (2.24%) in the Virginia Beach area would devastate the local economy for some time.
- The local communities cherish the contributions that military personnel and their families make.
- The Hampton Roads/Virginia Beach Planning Commissions are in the process of using the Joint Land Use Study to develop new community planning overlays to limit encroachment.
- The funds used to relocate NAS Oceana aircraft, personnel, equipment and support could be better spent on more pressing needs of the Navy.
- There have been ongoing noise complaints by a small, but vocal minority of residents who are bothered by the jet noise at NAS Oceana and Fentress Field, the OLF training site.





DEPUTY SECRETARY OF DEFENSE
1010 DEFENSE PENTAGON
WASHINGTON, DC 20301-1010

JUL 14 2005

The Honorable Anthony J. Principi
Chairman
Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

Dear Chairman Principi,

In your letter of July 1, 2005, you asked for the Department's comments on a number of installations in advance of the Commission's voting at your hearing on July 19, 2005, to consider these installations for closure or realignment analysis. Your July 12, 2005 letter requested witnesses to address the Commission's concern regarding recommendations impacting the Air National Guard.

The Commission's independent assessment of the Department's recommendations and the subsequent reviews by the President and the Congress are each important steps to ensure that the final recommendations are fair, consistent with the selection criteria and force structure plan and will, in fact, increase the efficiency and effectiveness of our military infrastructure. As such, while the Department stands behind its recommendations, it fully supports the Commission's analysis of alternatives. As you undertake your review, please consider that each of the Department's recommendations is part of a comprehensive, integrated, and interdependent package. The recommendations submitted by the Department of Defense strengthen national security by reshaping the domestic installations at which U.S. military forces and their associated support elements perform their assigned missions.

The Military Departments and Joint Cross-Service Groups have provided the attached responses to the issues you raise. While I appreciate the opportunity to testify on July 18, 2005, Mr. Michael Wynne, Chairman of the Infrastructure Steering Group (ISG), will lead a panel that will include General William Nyland, Assistant Commandant of the Marine Corps, General Michael Moseley, Vice Chief of Staff of the Air Force, and Admiral Robert Willard, Vice Chief of Naval Operations. They are jointly designated to discuss the issues at the hearing. Additionally, we will provide a second panel to deal exclusively with the Commission's concerns regarding recommendations concerning the Air Guard. This panel will be led by Lt Gen Stephen Wood, Deputy Chief of Staff of the Air Force for Plans and Programs, and will include Maj Gen Gary Heckman, Assistant Deputy Chief of Staff of the Air Force for Plans and



Programs, Maj. Gen Scott Mayes, Commander, 1st Air Force, and Commander,
Continental U.S. North American Aerospace Defense Command Region, and Brig Gen
Anthony Haynes, Air National Guard Assistant for BRAC.

Thank you for the opportunity to provide comments on these issues. If I can be of
further assistance, please do not hesitate to contact me.



Andrew England
SETTING

Enclosure.
As stated

5. Realignment of Naval Master Jet Base

5a. Commission issue: What consideration was given to the realignment of the Master Jet Base (MJB) located at NAS Oceana, VA, to Moody AFB, GA?

5a. Response:

KEY POINTS:

- Navy examined several alternatives for an east coast MJB, including Moody AFB.
- While Moody is a feasible alternative to Oceana, it has a number of factors that make it less desirable than retaining Oceana, including significant one-time MILCON costs.
- While Oceana is the most suitable option of all east coast TACAIR bases considered, encroachment at Oceana presents significant challenges to long-term operational requirements.
- The best basing alternative for East Coast tactical aviation would be to build a new 21st century Master Jet Base, but such action would occur outside the BRAC window.

DISCUSSION:

The Navy has given extensive consideration to the possible realignment of the Oceana MJB out of concern over likely long-term encroachment issues. Our assessment included Moody AFB as well as a range of other feasible Defense Department air facilities. In the case of realignment to Moody AFB, while it was considered a feasible alternative, it would incur significant one-time costs (almost \$500 million) and result in a long payback period (14 years). We concluded the best long-term basing alternative for East Coast Navy tactical aviation would be to build a new 21st century naval air station able to accommodate legacy and planned high performance aircraft, but such action would optimally occur outside the BRAC window.

Selecting a location and building from the ground up is by far the preferred choice as it gives us the most flexibility to ensure we accommodate future capabilities, while allowing for sufficient "buffers" to preclude potential encroachment issues. This approach, if pursued, would allow for a truly modern air station, with commensurate energy, environmental and community consideration designed into the facility from the very beginning. By contrast, relocating to Moody (built in 1940) or another existing installation within the timeframe of this BRAC would require extensive infrastructure upgrades, take significant time and resources, and still would not attain the operational or quality of life standards expected of this century.

5b. Commission issue: Was movement of the assets assigned to Moody AFB, GA to Cannon AFB, NM, considered and if so, what were the driving considerations not to do so?

5b. Response:

KEY POINTS:

- Need for Battlefield Airmen Training works at Moody AFB
- Cannon AFB has no significant joint training opportunities within operational proximity
- Cannon AFB Military Capacity Index (MCI) was lower than Moody AFB

DISCUSSION:

Early in the process the Education and Training Joint Cross-Service Group (JCSG) and the Air Force analyzed scenarios to realign Moody AFB. The JCSG scenario distributed the Moody training aircraft to other Air Education and Training Command (AETC) bases. The Air Force scenario distributed the Special Operations Forces/Combat Search and Rescue (SOF/CSAR) aircraft to Davis Monthan AFB, AZ. Transferring the SOF/CSAR aircraft from Moody to Cannon was not considered because Cannon's SAF/CSAR MCI was lower than Moody.

During the BRAC process, the Air Force identified an emerging need for a Battlefield Airmen Training Campus for the Expeditionary Combat Support (ECS) family of specialties such as Combat Rescue, Combat Control, Terminal Attack Control and Special Operations Weather. Moody was identified as a potential site for this purpose. Of all Air Force bases, Moody had the right infrastructure/range complex and proximity to other areas such as the Gulf Range Complex at Eglin and Tyndall. The Air Force decided to leave the CSAR aircraft at Moody and place A-10 aircraft there also (Moody scored 8 points higher than Davis-Monthan for SOF/CSAR). Also, as a part of the BRAC process, the Army proposed the realignment of the Armor Center/School to Fort Benning, GA and the 7th Special Forces Group to Eglin (to be in close proximity with the Air Force Special Operations Command). Therefore, the establishment of a Battlefield Airmen Training Campus at Moody can provide a center of excellence for airmen in expeditionary combat support fields and also provide Air Force and joint training opportunities within operational proximity of Moody AFB. A-10/CSAR aircraft collocated at Moody AFB will provide an east coast CSAR training efficiency similar to Davis-Monthan AFB. Moody AFB is rated 11 of 154 in the SOF/CSAR MCI and is also in the top ten of all installations in 4 of the other 7 MCIs. It remains one of the Air Force's most valuable installations.

Cannon AFB has no significant joint training opportunities within operational proximity to the base, and for the A-10 aircraft, that is mandatory. Cannon AFB did not rank well within the SOF/CSAR MCI and therefore, the Air Force did not consider Cannon AFB to bed down the active duty A-10 mission.

Naval Air Station Oceana (Virginia)

Number of comments received via www.brac.gov comment form (as of 8/2): 1,242
(twice as high as any other base to date)

Support Recommendation for Closure: ~10%

Not supportive of Recommendation: ~90%

Top 5 concerns/themes in public comments *non-supportive* of closing NAS Oceana:

1. Closing NAS Oceana would be devastating to the local economy
2. Solid infrastructure to support troops and their families
3. Quality of life
4. Master Jet Base that is centrally located
5. Cost of replicating NAS Oceana

Key Quotes and Additional information:

“If it ain’t broke, don’t fix it”

“To me, jet noise is the sound of freedom”

“If they’re concerned about noise/safety, let them move vice our base”

“As a frequent visitor to Moody, it is ill-equipped to sustain the operations needed for Oceana’s mission— structurally, physically, geographically, and demographically”

Top concerns/themes in public comments *supportive* of closing NAS Oceana:

1. Extremely high noise levels--all hours of the day and evening
2. Encroachment
3. \$1 billion inverse condemnation suit against the Navy is pending in federal court
4. Flight safety issues— potential devastating crash

Key Quotes and Additional information:

“Not one single jet flew over Virginia Beach during the visit of the BRAC Commissioners on August 1, 2005. Do you think that this was a coincidence?”

“Realign it for safety reasons”

“Virginia Beach’s economy can absorb the loss”



State of Virginia – Closure History

1988	Cameron Station	CLOSE
1988	Defense Mapping Agency (DMA) site, Herndon	CLOSE
1988	Manassas Family Housing	CLOSE
1988	NIKE Norfolk 85 Housing	CLOSE
1988	Woodbridge Housing Site	CLOSE
1991	Army Research Institute, Alexandria	REALIGN
1991	Belvoir Research and Development Center, Fort Belvoir	REALIGN
1991	Directed Energy and Sensors Basic and Applied Research Element of the Center for Night Vision and Electro-Optics, Ft Belvoir	REALIGN
1991	Harry Hammond Laboratory, Woodbridge	CLOSE
1991	Naval Mine Warfare Engineering Activity, Yorktown	CLOSE
1991	Naval Sea Combat Systems Engineering Station Norfolk	REALIGN
1993	Air Force Data Processing Center 7th Communications Group, Pentagon, Arlington	CLOSE
1993	Bureau of Navy Personnel, Arlington (Including the Office of Military Manpower Management, Arlington)	REALIGN
1993	Data Processing Center Naval Air Station Oceana	CLOSE
1993	Data Processing Center Naval Supply Center Norfolk	CLOSE
1993	Data Processing Center Navy Recruiting Command, Arlington	CLOSE
1993	Defense Logistics Agency Information Processing Center, Richmond	CLOSE
1993	Fort Belvoir	REALIGN
1993	Naval Air Systems Command, Arlington	REALIGN
1993	Naval Aviation Depot Norfolk	CLOSE
1993	Naval Electronic Systems Engineering Center, Portsmouth	CLOSE
1993	Naval Facilities Engineering Command, Alexandria	REALIGN
1993	Naval Mine Warfare Engineering Activity, Yorktown (Realign to Panama City, FL vice Dam Neck, VA)	REDIRECT
1993	Naval Recruiting Command, Arlington	REALIGN
1993	Naval Reserve Center, Staunton	CLOSE
1993	Naval Sea Systems Command, Arlington	REALIGN
1993	Naval Supply Systems Command, Arlington (Including Defense Printing Office, Alexandria, VA and Food System Office, Arlington, VA)	REALIGN
1993	Naval Surface Warfare Center - Port Hueneme, Yorktown Detachment, Virginia Beach (Naval Mine Warfare Activity)	REALIGN
1993	Naval Undersea Warfare Center - Norfolk Detachment	DISESTAB
1993	Navy Data Processing Center Naval Computer & Telecommunications Area Master Station, Atlantic, Norfolk	CLOSE
1993	Navy Radio Transmission Facility, Driver	CLOSE
1993	Tactical Support Office, Arlington	REALIGN
1993	Vine Hill Farms	CLOSE
1993	Planning, Estimating, Repair, and Alterations Center (Surface) Atlantic, Norfolk	DISESTAB
1993	Naval Electronics Systems Engineering Center, Portsmouth	CLOSE
1993	Space and Naval Warfare Systems Command	REALIGN
1993	Office of the General Counsel (Navy)	REALIGN
1993	Office of the Judge Advocate General (Navy)	REALIGN
1993	Office of the Secretary of the Navy (Legislative Affairs, Program Appraisal, Comptroller, Inspector General, and Information)	REALIGN
1993	Office of the Chief of Naval Operations	REALIGN
1993	Office of Civilian Manpower Management (Navy)	REALIGN

1993	International Programs Office (Navy)	REALIGN
1993	Combined Civilian Personnel Office (Navy)	REALIGN
1993	Navy Regional Contracting Center	REALIGN
1993	Naval Criminal Investigative Service	REALIGN
1993	Naval Audit Agency	REALIGN
1993	Strategic Systems Programs Office (Navy)	REALIGN
1993	Office of Naval Research	REALIGN
1993	Office of the Deputy Chief of Staff (Installations & Logistics), U.S. Marine Corps	REALIGN
1993	Office of the Deputy Chief of Staff (Manpower & Reserve Affairs), U.S. Marine Corps	REALIGN
1993	Marine Corps Systems Command (Clarendon Office)	REALIGN
1995	Fort Pickett	CLOSE
1995	Naval Command, Control, and Ocean Surveillance Center, In-Service Engineering East Coast Detachment, Norfolk	CLOSE
1995	Naval Information Systems Management Center, Arlington	REALIGN
1995	Naval Management Systems Support Office, Chesapeake	DIESTAB
1995	Fort Lee	REALIGN
1995	Information Systems Software Center (ISSC)	CLOSE





DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

Chairman's Closing Statement

Hearing of the 2005 Base Closure and Realignment Commission

Issues relating to the Navy's East Coast Master Jet Base

*

Washington, D.C.
August 20, 2005

I want to thank today's witnesses for your commitment to the mission of the BRAC Commission.

Your testimony will help us balance the many issues we will have to resolve when we meet next Wednesday to vote on our recommendations to the President and to the Congress. We understand that our decisions will have a profound affect not only on our armed forces but also on the citizens of the communities hosting our military installations.

I appreciate your effort in making our Saturday hearing a productive one. This hearing is closed.



State Installation	Action	Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
		Mil	Civ	Mil	Civ	Mil	Civ		
Wisconsin									
Gen Mitchell International Airport ARS	Close	(44)	(302)	24	56	(20)	(246)	0	(266)
Navy Reserve Center La Crosse	Close	(7)	0	0	0	(7)	0	0	(7)
Navy-Marine Corps Reserve Center Madison	Close	(23)	(3)	0	0	(23)	(3)	0	(26)
Olson U.S. Army Reserve Center, Madison	Close	(113)	0	0	0	(113)	0	0	(113)
U.S. Army Reserve Center O'Connell	Close	(11)	(1)	0	0	(11)	(1)	0	(12)
Armed Forces Reserve Center Madison	Gain	0	0	40	8	40	8	0	48
Dane County Airport	Gain	(4)	0	22	37	18	37	0	55
Fort McCoy	Realign	(379)	(82)	97	133	(282)	51	0	(231)
Wisconsin	Total	(581)	(388)	183	234	(398)	(154)	0	(552)
Wyoming									
Army Aviation Support Facility Cheyenne	Close	(23)	0	0	0	(23)	0	0	(23)
Army National Guard Reserve Center Thermopolis	Close	(19)	0	0	0	(19)	0	0	(19)
Cheyenne Airport Air Guard Station	Gain	0	0	21	58	21	58	0	79
Wyoming	Total	(42)	0	21	58	(21)	58	0	37
zz Germany, Korea, and Undistributed									
Undistributed or Overseas Reductions	Realign	(14,889)	(2)	718	670	(14,171)	668	0	(13,503)
zz Germany, Korea, and Undistributed	Total	(14,889)	(2)	718	670	(14,171)	668	0	(13,503)
Grand Total		(133,769)	(84,801)	122,987	66,578	(10,782)	(18,223)	2,818	(26,187)

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

State Installation	Action	Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct	
		Mil	Civ	Mil	Civ	Mil	Civ			
	Virginia	Total	(13,701)	(24,140)	18,802	15,297	5,101	(8,843)	2,168	(1,574)
Washington										
1LT Richard H. Walker U.S. Army Reserve Center	Close		(38)	0	0	0	(38)	0	0	(38)
Army National Guard Reserve Center Everett	Close		(57)	0	0	0	(57)	0	0	(57)
Navy-Marine Corps Reserve Center Tacoma	Close		(20)	0	0	0	(20)	0	0	(20)
U.S. Army Reserve Center Fort Lawton	Close		(53)	(54)	0	0	(53)	(54)	0	(107)
Vancouver Barracks	Close		(29)	(16)	0	0	(29)	(16)	0	(45)
Fort Lewis	Gain		(2)	(1)	187	46	185	45	0	230
Human Resources Support Center Northwest	Gain		0	0	0	23	0	23	0	23
Naval Air Station Whidbey Island	Gain		(34)	0	0	173	(34)	173	0	139
Naval Station Bremerton	Gain		0	0	0	1,401	0	1,401	0	1,401
Fairchild Air Force Base	Realign		(26)	(172)	0	0	(26)	(172)	0	(198)
McChord Air Force Base	Realign		(460)	(143)	36	7	(424)	(136)	(7)	(567)
Submarine Base Bangor	Realign		0	(1)	0	0	0	(1)	0	(1)
	Washington	Total	(719)	(387)	223	1,650	(496)	1,263	(7)	760
West Virginia										
Bias U.S. Army Reserve Center, Huntington	Close		(1)	0	0	0	(1)	0	0	(1)
Fairmont U.S. Army Reserve Center	Close		(88)	0	0	0	(88)	0	0	(88)
Navy-Marine Corps Reserve Center Moundsville	Close		(16)	0	0	0	(16)	0	0	(16)
Ewra Sheppard Air Guard Station	Gain		0	0	7	3	7	3	0	10
Yeager Airport Air Guard Station	Realign		(27)	(129)	0	0	(27)	(129)	0	(156)
	West Virginia	Total	(132)	(129)	7	3	(125)	(126)	0	(251)

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

State	Installation	Action	Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
			Mil	Civ	Mil	Civ	Mil	Civ		
Virginia	Fort Monroe	Close	(1,393)	(1,948)	0	0	(1,393)	(1,948)	(223)	(3,564)
	Leased Space - VA	Close/Realign	(6,199)	(15,754)	0	0	(6,199)	(15,754)	(972)	(22,925)
	Defense Supply Center Richmond	Gain	0	(77)	0	83	0	6	0	6
	Fort Belvoir	Gain	(466)	(2,281)	4,537	8,010	4,071	5,729	2,058	11,858
	Fort Lee	Gain	(392)	(2)	6,531	1,151	6,139	1,149	56	7,344
	Headquarters Battalion, Headquarters Marine Corps, Henderson Hall	Gain	(52)	(22)	453	206	401	184	81	666
	Langley Air Force Base	Gain	(53)	(46)	780	68	727	22	0	749
	Marine Corps Base Quantico	Gain	(50)	0	496	1,357	446	1,357	1,210	3,013
	Naval Amphibious Base Little Creek	Gain	0	0	10	27	10	27	0	37
	Naval Shipyard Norfolk	Gain	0	0	177	1,774	177	1,774	85	2,036
	Naval Station Norfolk	Gain	(373)	(1,085)	3,820	356	3,447	(729)	89	2,807
	Naval Support Activity Norfolk	Gain	(6)	0	573	205	567	205	16	788
	Arlington Service Center	Realign	(224)	(516)	435	406	211	(110)	(383)	(282)
	Center for Naval Research	Realign	(25)	(313)	0	0	(25)	(313)	0	(338)
	Defense Finance and Accounting Service, Arlington	Realign	(7)	(401)	0	0	(7)	(401)	0	(408)
	Fort Eustis	Realign	(3,863)	(852)	962	1,432	(2,901)	580	169	(2,152)
	Naval Air Station Oceana	Realign	(110)	(3)	0	53	(110)	50	0	(60)
Naval Medical Center Portsmouth	Realign	(463)	(25)	28	0	(435)	(25)	(1)	(461)	
Naval Surface Warfare Center Dahlgren	Realign	0	(503)	0	169	0	(334)	(17)	(351)	
Naval Weapons Station Yorktown	Realign	0	(179)	0	0	0	(179)	0	(179)	
Richmond International Airport Air Guard Station	Realign	(25)	(101)	0	0	(25)	(101)	0	(126)	
U.S. Marine Corps Direct Reporting Program Manager Advanced Amphibious Assault	Realign	0	(32)	0	0	0	(32)	0	(32)	

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

State Installation	Action	Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
		Mil	Civ	Mil	Civ	Mil	Civ		
Corpus Christi Army Depot	Realign	0	(92)	0	0	0	(92)	0	(92)
Ellington Field Air Guard Station	Realign	0	(3)	0	0	0	(3)	0	(3)
Fort Hood	Realign	(9,135)	(118)	9,062	0	(73)	(118)	0	(191)
Lackland Air Force Base	Realign	(2,489)	(1,223)	235	453	(2,254)	(770)	(116)	(3,140)
Naval Air Station Corpus Chnsti	Realign	(926)	(89)	0	0	(926)	(89)	(10)	(1,025)
Sheppard Air Force Base	Realign	(2,519)	(158)	51	2	(2,468)	(156)	0	(2,624)
Texas	Total	(25,722)	(6,695)	35,560	3,520	9,838	(3,175)	(513)	6,150
Utah									
Deseret Chemical Depot	Close	(186)	(62)	0	0	(186)	(62)	0	(248)
Fort Douglas	Realign	(15)	(38)	0	0	(15)	(38)	0	(53)
Hill Air Force Base	Realign	(13)	1471	291	24	278	(423)	0	(145)
Utah	Total	(214)	(547)	291	24	77	(523)	0	(446)
Vermont									
Burlington International Airport Air Guard Station	Gain	0	0	3	53	3	53	0	56
Vermont	Total	0	0	3	53	3	53	0	56

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

State Installation	Action	Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
		Mil	Civ	Mil	Civ	Mil	Civ		
Texas									
Army National Guard Reserve Center # 2 Dallas	Close	(90)	0	0	0	(90)	0	0	(90)
Army National Guard Reserve Center (Hondo Pass) El Paso	Close	(106)	0	0	0	(106)	0	0	(106)
Army National Guard Reserve Center California Crossing	Close	(47)	0	0	0	(47)	0	0	(47)
Army National Guard Reserve Center Ellington	Close	(14)	(45)	0	0	(14)	(45)	0	(59)
Army National Guard Reserve Center Lufkin	Close	(10)	0	0	0	(10)	0	0	(10)
Army National Guard Reserve Center Marshall	Close	(15)	(1)	0	0	(15)	(1)	0	(16)
Army National Guard Reserve Center New Braunfels	Close	(106)	0	0	0	(106)	0	0	(106)
Brooks City Base	Close	(1,297)	(1,268)	0	0	(1,297)	(1,268)	(358)	(2,923)
Defense Finance and Accounting Service, San Antonio	Close	(32)	(303)	0	0	(32)	(303)	0	(335)
Lone Star Army Ammunition Plant	Close	(2)	(18)	0	0	(2)	(18)	(129)	(149)
Naval Station Ingleside	Close	(1,901)	(260)	0	0	(1,901)	(260)	(57)	(2,218)
Navy Reserve Center Lubbock, TX	Close	(7)	0	0	0	(7)	0	0	(7)
Navy Reserve Center Orange, TX	Close	(11)	0	0	0	(11)	0	0	(11)
Red River Army Depot	Close	(9)	(2,491)	0	0	(9)	(2,491)	0	(2,500)
U.S. Army Reserve Center # 2 Houston	Close	(2)	0	0	0	(2)	0	0	(2)
Leased Space - TX	Close/Realign	(78)	(147)	0	0	(78)	(147)	0	(225)
Carswell ARS, Naval Air Station Fo	Gain	0	(12)	8	116	8	104	0	112
Dyess Air Force Base	Gain	(1,615)	(65)	1,925	129	310	64	0	374
Fort Bliss	Gain	(4,564)	(223)	15,918	370	11,354	147	0	11,501
Fort Sam Houston	Gain	(117)	0	7,765	1,624	7,648	1,624	92	9,364
Laughlin Air Force Base	Gain	0	0	102	80	102	80	0	182
Naval Air Station Joint Reserve Base Ft. Worth	Gain	(54)	(5)	330	41	276	36	2	314
Randolph Air Force Base	Gain	(576)	(174)	164	705	(412)	531	63	182

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

State Installation	Action	Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
		Mil	Civ	Mil	Civ	Mil	Civ		
South Dakota									
Ellsworth Air Force Base	Close	(3,315)	(438)	0	0	(3,315)	(438)	(99)	(3,852)
Joe Foss Field Air Guard Station	Gain	(4)	0	32	27	28	27	0	55
South Dakota	Total	(3,319)	(438)	32	27	(3,287)	(411)	(99)	(3,797)
Tennessee									
U.S. Army Reserve Area Maintenance Support Facility Kingsport	Close	(30)	(2)	0	0	(30)	(2)	0	(32)
Leased Space - TN	Close/Realign	0	(6)	0	0	0	(6)	0	(6)
McGee Tyson APT Air Guard Station	Gain	0	0	58	190	58	190	0	248
Memphis International Airport Air Guard Station	Gain	0	0	2	6	2	6	0	8
Naval Support Activity Mid South	Gain	0	0	372	601	372	601	88	1,061
Nashville International Airport Air Guard Station	Realign	(9)	(172)	0	0	(19)	(172)	0	(191)
Tennessee	Total	(49)	(180)	432	797	383	617	88	1,088

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

State	Installation	Action	Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct	
			Mil	Civ	Mil	Civ	Mil	Civ			
	Pitt U.S. Army Reserve Center, Corapolis	Realign	(119)	(101)	0	0	(119)	(101)	0	(220)	
	Pennsylvania	Total	(1,453)	(1,494)	18	1,065	(1,435)	(429)	(14)	(1,878)	
	Puerto Rico										
	Army National Guard Reserve Center Humacao	Close	(26)	0	0	0	(26)	0	0	(26)	
	Lavergne U.S. Army Reserve Center Bayamon	Close	(25)	(1)	0	0	(25)	(1)	0	(26)	
	Aguadilla-Ramey U.S. Army Reserve Center/BMA-126	Realign	(10)	0	0	0	(10)	0	0	(10)	
	Camp Euripides Rubio, Puerto Nuevo	Realign	(43)	0	0	0	(43)	0	0	(43)	
	Fort Buchanan	Realign	(9)	(47)	0	0	(9)	(47)	0	(56)	
	Puerto Rico	Total	(113)	(48)	0	0	(113)	(48)	0	(161)	
	Rhode Island										
	Harwood U.S. Army Reserve Center, Providence	Close	(20)	(4)	0	0	(20)	(4)	0	(24)	
	USARC Bristol	Close	(24)	0	0	0	(24)	0	0	(24)	
	Naval Station Newport	Gain	(122)	(225)	647	309	525	84	(76)	533	
	Quonset State Airport Air Guard Station	Gain	0	0	17	29	17	29	0	46	
	Rhode Island	Total	(166)	(229)	664	338	498	109	(76)	531	
	South Carolina										
	Defense Finance and Accounting Service, Charleston	Close	0	(368)	0	0	0	(368)	0	(368)	
	South Naval Facilities Engineering Command	Close	(6)	(492)	0	0	(6)	(492)	(45)	(543)	
	Fort Jackson	Gain	0	0	435	180	435	180	0	615	
	Manne Corps Air Station Beaufort	Gain	0	0	0	12	0	12	0	12	
	McEntire Air Guard Station	Gain	0	0	418	8	418	8	0	426	
	Shaw Air Force Base	Gain	(74)	(1)	816	76	742	75	0	817	
	Naval Weapons Station Charleston	Realign	(170)	(149)	45	24	(125)	(125)	0	(250)	
	South Carolina	Total	(250)	(1,010)	1,714	300	1,464	(710)	(45)	709	

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

State Installation	Action	Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct	
		Mil	Civ	Mil	Civ	Mil	Civ			
Pennsylvania										
Bristol	Close	(9)	(2)	0	0	(9)	(2)	0	(11)	
Engineering Field Activity Northeast	Close	(4)	(188)	0	0	(4)	(188)	0	(192)	
Kelly Support Center	Close	(174)	(136)	0	0	(174)	(136)	0	(310)	
Naval Air Station Willow Grove	Close	(865)	(362)	0	0	(865)	(362)	(5)	(1,232)	
Navy Crane Center Lester	Close	(1)	(54)	0	0	(1)	(54)	0	(55)	
Navy-Marine Corps Reserve Center Reading	Close	(18)	0	0	0	(18)	0	0	(18)	
North Penn U.S. Army Reserve Center, Norristown	Close	(22)	(1)	0	0	(22)	(1)	0	(23)	
Pittsburgh International Airport Air Reserve Station	Close	(44)	(278)	0	0	(44)	(278)	0	(322)	
Serrenti U.S. Army Reserve Center, Scranton	Close	(47)	(8)	0	0	(47)	(8)	0	(55)	
U.S. Army Reserve Center Bloomsburg	Close	(20)	(2)	0	0	(20)	(2)	0	(22)	
U.S. Army Reserve Center Lewisburg	Close	(9)	(2)	0	0	(9)	(2)	0	(11)	
U.S. Army Reserve Center Williamsport	Close	(25)	(4)	0	0	(25)	(4)	0	(29)	
W. Reese U.S. Army Reserve Center/OMS, Chester	Close	(9)	(1)	0	0	(9)	(1)	0	(10)	
Letterkenny Army Depot	Gain	0	0	0	409	0	409	0	409	
Naval Support Activity Philadelphia	Gain	0	(10)	0	301	0	291	0	291	
Navy-Marine Corps Reserve Center Lehigh	Gain	0	0	8	0	8	0	0	8	
Navy-Marine Corps Reserve Center Pittsburgh	Gain	0	0	7	0	7	0	0	7	
Tobyhanna Army Depot	Gain	(1)	(82)	3	355	2	273	0	275	
Defense Distribution Depot Susquehanna	Realign	0	(15)	0	0	0	(15)	0	(15)	
Human Resources Support Center Northeast	Realign	0	(174)	0	0	0	(174)	(9)	(183)	
Marine Corps Reserve Center Johnstown	Realign	(86)	0	0	0	(86)	0	0	(86)	
Naval Support Activity Mechanicsburg	Realign	0	(11)	0	0	0	(11)	0	(11)	
Navy Philadelphia Business Center	Realign	0	(63)	0	0	0	(63)	0	(63)	

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

State Installation	Action	Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
		Mil	Civ	Mil	Civ	Mil	Civ		
Oklahoma									
Armed Forces Reserve Center Broken Arrow	Close	(26)	0	32	0	6	0	0	6
Armed Forces Reserve Center Muskogee	Close	(14)	(2)	0	0	(14)	(2)	0	(16)
Army National Guard Reserve Center Tishomingo	Close	(30)	0	0	0	(30)	0	0	(30)
Krowse U.S. Army Reserve Center Oklahoma City	Close	(78)	(6)	0	0	(78)	(6)	0	(84)
Navy-Marine Corps Reserve Center Tulsa	Close	(32)	0	0	0	(32)	0	0	(32)
Oklahoma City (95th)	Close	(31)	(22)	0	0	(31)	(22)	0	(53)
Fort Sill	Gain	(892)	(176)	4,336	337	3,444	161	(3)	3,602
Tinker Air Force Base	Gain	(9)	(197)	9	552	0	355	0	355
Tulsa International Airport Air Guard Station	Gain	0	0	22	81	22	81	0	103
Vance Air Force Base	Gain	0	0	93	6	93	6	0	99
Altus Air Force Base	Realign	(16)	0	0	0	(16)	0	0	(16)
Will Rogers World Airport Air Guard Station	Realign	(19)	(145)	103	46	84	(99)	0	(15)
Oklahoma	Total	(1,147)	(548)	4,595	1,022	3,448	474	(3)	3,919
Oregon									
Navy Reserve Center Central Point	Close	(7)	0	0	0	(7)	0	0	(7)
Umatilla Army Depot	Close	(127)	(385)	0	0	(127)	(385)	0	(512)
Portland International Airport Air Guard Station	Realign	(112)	(452)	0	0	(112)	(452)	0	(564)
Oregon	Total	(246)	(837)	0	0	(246)	(837)	0	(1,083)

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

State Installation	Action	Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
		Mil	Civ	Mil	Civ	Mil	Civ		
Ohio									
Army National Guard Reserve Center Mansfield	Close	(59)	(2)	0	0	(59)	(2)	0	(61)
Army National Guard Reserve Center Westerville	Close	(12)	0	0	0	(12)	0	0	(12)
Defense Finance and Accounting Service, Dayton	Close	0	(230)	0	0	0	(230)	0	(230)
Mansfield Lahm Municipal Airport Air Guard Station	Close	(63)	(171)	0	0	(63)	(171)	0	(234)
Navy-Marine Corps Reserve Center Akron	Close	(26)	0	0	0	(26)	0	0	(26)
Navy-Marine Corps Reserve Center Cleveland	Close	(24)	(1)	0	0	(24)	(1)	0	(25)
Parrott U.S. Army Reserve Center Kenton	Close	(9)	(1)	0	0	(9)	(1)	0	(10)
U.S. Army Reserve Center Whitehall	Close	(25)	0	0	0	(25)	0	0	(25)
Leased Space - OH	Close/Realign	0	(187)	0	0	0	(187)	0	(187)
Armed Forces Reserve Center Akron	Gain	0	0	0	0	37	0	0	37
Defense Supply Center Columbus	Gain	(2)	(960)	65	2,655	63	1,695	0	1,758
Rickenbacker International Airport Air Guard Station	Gain	0	0	0	1	0	1	0	1
Toledo Express Airport Air Guard Station	Gain	0	0	14	112	14	112	0	126
Wright Patterson Air Force Base	Gain	(69)	(729)	658	559	589	(170)	75	494
Youngstown-Warren Regional Airport	Gain	0	0	0	8	0	8	0	8
Defense Finance and Accounting Service, Cleveland	Realign	(15)	(1,013)	0	0	(15)	(1,013)	0	(1,028)
Glenn Research Center	Realign	0	(50)	0	0	0	(50)	0	(50)
Rickenbacker Army National Guard Bldg 943 Columbus	Realign	(4)	0	0	0	(4)	0	0	(4)
Springfield-Beckley Municipal Airport Air Guard Station	Realign	(66)	(225)	0	0	(66)	(225)	0	(291)
Ohio Total		(374)	(3,569)	774	3,335	400	(234)	75	241

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

State Installation	Action	Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
		Mil	Civ	Mil	Civ	Mil	Civ		
North Carolina									
Navy Reserve Center Asheville	Close	(7)	0	0	0	(7)	0	0	(7)
Niven U.S. Army Reserve Center, Albermarle	Close	(34)	0	0	5	(34)	5	0	(29)
Charlotte/Douglas International Airport	Gain	0	0	6	0	6	0	0	6
Fort Bragg	Gain	(1,352)	0	5,430	247	4,078	247	0	4,325
Seymore Johnson Air Force Base	Gain	0	0	345	17	345	17	0	362
Army Research Office, Durham	Realign	(1)	(113)	0	0	(1)	(113)	0	(114)
Marine Corps Air Station Cherry Point	Realign	(16)	(664)	64	8	48	(656)	(20)	(628)
Marine Corps Base Camp Lejeune	Realign	(182)	(16)	0	15	(182)	(1)	(9)	(192)
Pope Air Force Base	Realign	(5,969)	(345)	1,148	1,153	(4,821)	808	(132)	(4,145)
North Carolina	Total	(7,561)	(1,138)	6,993	1,445	(755)	307	(161)	(422)
North Dakota									
Grand Forks Air Force Base	Realign	(2,290)	(355)	0	0	(2,290)	(355)	0	(2,645)
North Dakota	Total	(2,290)	(355)	0	0	(2,290)	(355)	0	(2,645)

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

State Installation	Action	Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
		Mil	Civ	Mil	Civ	Mil	Civ		
New York									
Armed Forces Reserve Center Amityville	Close	(24)	(4)	0	0	(24)	(4)	0	(28)
Army National Guard Reserve Center Niagara Falls	Close	(1)	0	0	0	(1)	0	0	(1)
Carpenter U.S. Army Reserve Center, Poughkeepsie	Close	(8)	(1)	0	0	(8)	(1)	0	(9)
Defense Finance and Accounting Service, Rome	Close	0	(290)	0	0	0	(290)	0	(290)
Navy Recruiting District Headquarters Buffalo	Close	(25)	(6)	0	0	(25)	(6)	(6)	(37)
Navy Reserve Center Glenn Falls	Close	(7)	0	0	0	(7)	0	0	(7)
Navy Reserve Center Horsehead	Close	(7)	0	0	0	(7)	0	0	(7)
Navy Reserve Center Watertown	Close	(9)	0	0	0	(9)	0	0	(9)
Niagara Falls International Airport Air Guard Station	Close	(115)	(527)	0	0	(115)	(527)	0	(642)
United States Military Academy	Gain	0	0	226	38	226	38	0	264
Fort Totten / Pyle	Realign	(75)	(74)	0	0	(75)	(74)	0	(149)
Rome Laboratory	Realign	(13)	(124)	0	0	(13)	(124)	0	(137)
Schenectady County Air Guard Station	Realign	(10)	(9)	0	0	(10)	(9)	0	(19)
New York	Total	(294)	(1,035)	226	38	(68)	(997)	(6)	(1,071)

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

State Installation	Action	Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
		Mil	Civ	Mil	Civ	Mil	Civ		
New Jersey									
Fort Monmouth	Close	(620)	(4,652)	0	0	(620)	(4,652)	0	(5,272)
Inspector/Instructor Center West Trenton	Close	(11)	(1)	0	0	(11)	(1)	0	(12)
Kilmer U.S. Army Reserve Center, Edison	Close	(23)	(21)	0	0	(23)	(21)	0	(44)
SFC Nelson V. Brittin U.S. Army Reserve Center	Close	(34)	(1)	0	0	(34)	(1)	0	(35)
Atlantic City International Airport Air Guard Station	Gain	(3)	(53)	62	263	59	210	0	269
Fort Dix	Gain	0	0	209	144	209	144	0	353
McGuire Air Force Base	Gain	0	0	498	37	498	37	0	535
Picatinny Arsenal	Gain	0	0	5	688	5	688	0	693
Naval Air Engineering Station Lakehurst	Realign	(132)	(54)	0	0	(132)	(54)	0	(186)
Naval Weapons Station E	Realign	0	(63)	2	0	2	(63)	0	(61)
New Jersey Total		(823)	(4,845)	776	1,132	(47)	(3,713)	0	(3,760)
New Mexico									
Cannon Air Force Base	Close	(2,385)	(384)	0	0	(2,385)	(384)	(55)	(2,824)
Jenkins Armed Forces Reserve Center Albuquerque	Close	(35)	(1)	0	0	(35)	(1)	0	(36)
Kirtland Air Force Base	Gain	(7)	0	37	176	30	176	0	206
Holloman Air Force Base	Realign	(17)	0	0	0	(17)	0	0	(17)
White Sands Missile Range	Realign	(13)	(165)	0	0	(13)	(165)	0	(178)
New Mexico Total		(2,457)	(550)	37	176	(2,420)	(374)	(55)	(2,849)

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

State Installation	Action	Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
		Mil	Civ	Mil	Civ	Mil	Civ		
Montana									
Galt Hall U.S. Army Reserve Center. Great Falls	Close	(14)	(3)	0	0	(14)	(3)	0	(17)
Great Falls International Airport Air Guard Station	Realign	(26)	(81)	0	0	(26)	(81)	0	(107)
Montana	Total	(40)	(84)	0	0	(40)	(84)	0	(124)
Nebraska									
Army National Guard Reserve Center Columbus	Close	(31)	0	0	0	(31)	0	0	(31)
Army National Guard Reserve Center Grand Island	Close	(31)	0	0	0	(31)	0	0	(31)
Army National Guard Reserve Center Kearny	Close	(8)	0	0	0	(8)	0	0	(8)
Naval Recruiting District Headquarters Omaha	Close	(19)	(7)	0	0	(19)	(7)	(6)	(32)
Navy Reserve Center Lincoln	Close	(7)	0	0	0	(7)	0	0	(7)
Offutt Air Force Base	Realign		(227)	54	69	54	158	0	(104)
Nebraska	Total	(96)	(234)	54	69	(42)	(165)	(6)	(213)
Nevada									
Hawthorne Army Depot	Close	(74)	(45)	0	0	(74)	(45)	(80)	(199)
Nellis Air Force Base	Gain	(265)	(5)	1,414	268	1,149	263	0	1,412
Naval Air Station Fallon	Realign	(7)	0	0	0	(7)	0	0	(7)
Reno-Tahoe International Airport Air Guard Station	Realign	(23)	(124)	0	0	(23)	(124)	0	(147)
Nevada	Total	(369)	(174)	1,414	268	1,045	94	(80)	1,059
New Hampshire									
Doble U.S. Army Reserve Center Portsmouth	Close	(39)	(5)	0	0	(39)	(5)	0	(44)
Armed Forces Reserve Center Pease Air Force Base	Gain	0	0	20	28	20	28	0	48
New Hampshire	Total	(39)	(5)	20	28	(19)	23	0	4

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State Installation	Action	Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
		Mil	Civ	Mil	Civ	Mil	Civ		
Mississippi									
Mississippi Army Ammunition Plant	Close	0	(4)	0	0	0	(4)	(50)	(54)
Naval Station Pascagoula	Close	(844)	(112)	0	0	(844)	(112)	(7)	(963)
U.S. Army Reserve Center Vicksburg	Close	(26)	(2)	0	0	(26)	(2)	0	(28)
Columbus Air Force Base	Gain	0	0	104	3	104	3	0	107
Jackson International Airport Air Guard Station	Gain	0	0	0	1	0	1	0	1
Human Resources Support Center Southeast	Realign	0	(138)	0	0	0	(138)	(10)	(148)
Keesler Air Force Base	Realign	(181)	(31)	0	0	(181)	(31)	(190)	(402)
Key Field Air Guard Station	Realign	(33)	(142)	0	0	(33)	(142)	0	(175)
Naval Air Station Mendenhall	Realign	(15)	0	0	0	(15)	0	(1)	(16)
Mississippi Total		(1,099)	(429)	104	4	(995)	(425)	(258)	(1,678)
Missouri									
Army National Guard Reserve Center Jefferson Barracks	Close	(67)	0	0	0	(67)	0	0	(67)
Defense Finance and Accounting Service, Kansas City	Close	(37)	(576)	0	0	(37)	(576)	0	(613)
Defense Finance and Accounting Service, St. Louis	Close	(2)	(291)	0	0	(2)	(291)	0	(293)
Manne Corps Support Center Kansas City	Close	(191)	(139)	0	0	(191)	(139)	(3)	(333)
Navy Recruiting District Headquarters Kansas	Close	(21)	(6)	0	0	(21)	(6)	(6)	(33)
Navy Reserve Center Cape Girardeau	Close	(7)	0	0	0	(7)	0	0	(7)
Leased Space - MO	Close/Realign	(709)	(1,234)	0	0	(709)	(1,234)	(150)	(2,093)
Rosecrans Memorial Airport Air Guard Station	Gain	0	0	8	27	8	27	0	35
Whiteman Air Force Base	Gain	0	0	3	58	3	58	0	61
Fort Leonard Wood	Realign	(181)	(2)	71	25	(110)	23	0	(87)
Lambert International Airport- St Louis	Realign	(34)	(215)	0	0	(34)	(215)	0	(249)
Missouri Total		(1,249)	(2,463)	82	110	(1,167)	(2,353)	(159)	(3,679)

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

State Installation	Action	Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct	
		Mil	Civ	Mil	Civ	Mil	Civ			
Massachusetts										
Malony U.S. Army Reserve Center	Close	(100)	(55)	0	0	(100)	(55)	0	(155)	
Olis Air Guard Base	Close	(62)	(443)	0	0	(62)	(443)	0	(505)	
Westover U.S. Army Reserve Center, Cicopee	Close	(13)	0	0	0	(13)	0	0	(13)	
Barnes Municipal Airport Air Guard- Station	Gain	0	(5)	23	89	23	84	0	107	
Hanscom Air Force Base	Gain	(47)	(223)	546	828	499	605	0	1,104	
Westover Air Force Base	Gain	0	0	69	11	69	11	0	80	
Natick Soldier Systems Center	Realign	0	(19)	0	0	0	(19)	0	(19)	
Naval Shipyard Puget Sound-Boston Detachment	Realign	0	(108)	0	0	0	(108)	0	(108)	
Massachusetts Total		(222)	(853)	638	928	416	75	0	491	
Michigan										
Navy Reserve Center Marquette	Close	(7)	0	0	0	(7)	0	0	(7)	
Pansan U.S. Army Reserve Center, Lansing	Close	(25)	0	0	0	(25)	0	0	(25)	
Selfridge Army Activity	Close	(126)	(174)	0	0	(126)	(174)	0	(300)	
W. K. Kellogg Airport Air Guard Station	Close	(68)	(206)	0	0	(68)	(206)	0	(274)	
Detroit Arsenal	Gain	(4)	(104)	4	751	0	647	0	647	
Selfridge Air National Guard Base	Gain	(3)	(76)	72	167	69	91	(76)	84	
Michigan Total		(233)	(560)	76	918	(157)	358	(76)	125	
Minnesota										
Navy Reserve Center Duluth	Close	(8)	0	0	0	(8)	0	0	(8)	
Fort Snelling	Realign	(130)	(124)	0	0	(130)	(124)	0	(254)	
Minnesota Total		(138)	(124)	0	0	(138)	(124)	0	(262)	

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Military figures include student load changes.

State Installation	Action	Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
		Mil	Civ	Mil	Civ	Mil	Civ		
Maryland									
Defense Finance and Accounting Service, Patuxent River	Close	0	(53)	0	0	0	(53)	0	(53)
Navy Reserve Center Adelphi	Close	(17)	0	0	0	(17)	0	0	(17)
PFC Flair U.S. Army Reserve Center, Frederick	Close	(20)	(2)	0	0	(20)	(2)	0	(22)
Leased Space - MD	Close/Realign	(19)	(156)	0	0	(19)	(156)	0	(175)
Aberdeen Proving Ground	Gain	(3,862)	(290)	451	5,661	(3,411)	5,371	216	2,176
Andrews Air Force Base	Gain	(416)	(189)	607	489	191	300	(91)	400
Fort Detrick	Gain	0	0	76	43	76	43	(15)	104
Fort Meade	Gain	(2)	0	684	2,915	682	2,915	1,764	5,361
National Naval Medical Center Bethesda	Gain	0	0	982	936	982	936	(29)	1,889
Naval Air Station Patuxent River	Gain	(10)	(42)	7	226	(3)	84	6	87
Naval Surface Weapons Station Carderock	Gain	0	0	0	6	0	6	0	6
Army Research Laboratory, Adelphi	Realign	0	(43)	0	0	0	(43)	0	(43)
Bethesda/Chevy Chase	Realign	(5)	(2)	0	0	(5)	(2)	0	(7)
Fort Lewis	Realign	0	(164)	0	0	0	(164)	0	(164)
Martin State Airport Air Guard Station	Realign	(17)	(106)	0	0	(17)	(106)	0	(123)
Naval Air Facility Washington	Realign	(9)	(9)	0	0	(9)	(9)	0	(18)
Naval Station Annapolis	Realign	0	(13)	0	0	0	(13)	0	(13)
Naval Surface Warfare Center Indian Head	Realign	0	(137)	0	42	0	(95)	0	(95)
Maryland Total		(4,377)	(1,306)	2,807	10,318	(1,570)	9,012	1,851	9,293

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

State Installation	Action	Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
		Mil	Civ	Mil	Civ	Mil	Civ		
Louisiana									
Baton Rouge Army National Guard Reserve Center	Close	(128)	0	11	0	(117)	0	0	(117)
Naval Support Activity New Orleans	Close	(1,997)	(652)	0	0	(1,997)	(652)	(62)	(2,711)
Navy-Marine Corps Reserve Center Baton Rouge	Close	(18)	0	0	0	(18)	0	0	(18)
Roberts U.S. Army Reserve Center, Baton Rouge	Close	(30)	0	0	0	(30)	0	0	(30)
Leased Space - Sidel	Close/Realign	(1)	(102)	0	0	(1)	(102)	(48)	(151)
Barksdale Air Force Base	Gain	0	0	5	60	5	60	0	65
Naval Air Station New Orleans	Gain	0	0	1,407	446	1,407	446	3	1,856
Naval Air Station New Orleans Air Reserve Station	Realign	(4)	(308)	45	76	41	(232)	0	(191)
Louisiana Total		(2,178)	(1,062)	1,468	582	(710)	(480)	(107)	(1,297)
Maine									
Defense Finance and Accounting Service, Limestone	Close	0	(241)	0	0	0	(241)	0	(241)
Naval Reserve Center, Bangor	Close	(7)	0	0	0	(7)	0	0	(7)
Naval Shipyard Portsmouth	Close	(201)	(4,032)	0	0	(201)	(4,032)	(277)	(4,510)
Bangor International Airport Air Guard Station	Gain	0	0	45	195	45	195	0	240
Naval Air Station Brunswick	Realign	(2,317)	(61)	0	0	(2,317)	(61)	(42)	(2,420)
Maine Total		(2,525)	(4,334)	45	195	(2,480)	(4,139)	(319)	(6,938)

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Military figures include student load changes.

State Installation	Action	Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
		Mil	Civ	Mil	Civ	Mil	Civ		
Kansas									
Kansas Army Ammunition Plant	Close	0	(8)	0	0	0	(8)	(159)	(167)
Forbes Field Air Guard Station	Gain	0	0	53	194	53	194	0	247
Fort Leavenworth	Gain	(16)	0	211	8	195	8	0	203
Fort Riley	Gain	0	0	2,415	440	2,415	440	0	2,855
McConnell Air Force Base	Gain	(27)	(183)	704	28	677	(155)	0	522
U.S. Army Reserve Center Wichita	Realign	(22)	(56)	0	0	(22)	(56)	0	(78)
Kansas Total		(65)	(247)	3,383	670	3,318	423	(159)	3,582
Kentucky									
Army National Guard Reserve Center Paducah	Close	(31)	0	0	0	(31)	0	0	(31)
Defense Finance and Accounting Service, Lexington	Close	(5)	(40)	0	0	(5)	(40)	0	(45)
Navy Reserve Center Lexington	Close	(9)	0	0	0	(9)	0	0	(9)
U.S. Army Reserve Center Louisville	Close	(30)	(13)	0	0	(30)	(13)	0	(43)
U.S. Army Reserve Center Maysville	Close	(16)	(2)	0	0	(16)	(2)	0	(18)
Louisville International Airport Air Guard Station	Gain	0	0	0	6	0	6	0	6
Fort Campbell	Realign	(433)	0	73	9	(360)	9	0	(351)
Fort Knox	Realign	(10,159)	(772)	5,292	2,511	(4,867)	1,739	184	(2,944)
Navy Recruiting Command Louisville	Realign	(6)	(217)	0	0	(6)	(217)	0	(223)
Kentucky Total		(10,689)	(1,044)	5,365	2,526	(5,324)	1,482	184	(3,658)

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Military figures include student load changes.

State Installation	Action	Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
		Mil	Civ	Mil	Civ	Mil	Civ		
Indiana									
Navy Marine Corps Reserve Center Gnssom Air Reserve Base, Bunker Hill	Close	(7)	0	0	0	(7)	0	0	(7)
Navy Recruiting District Headquarters Indianapolis	Close	(27)	(5)	0	0	(27)	(5)	(6)	(38)
Navy Reserve Center Evansville	Close	(7)	0	0	0	(7)	0	0	(7)
Newport Chemical Depot	Close	(210)	(81)	0	0	(210)	(81)	(280)	(571)
U.S. Army Reserve Center Lafayette	Close	(21)	0	0	0	(21)	0	0	(21)
U.S. Army Reserve Center Seston	Close	(12)	0	0	0	(12)	0	0	(12)
Leased Space - IN	Close/Realign	(25)	(111)	0	0	(25)	(111)	0	(136)
Defense Finance and Accounting Service, Indianapolis	Gain	0	(100)	114	3,478	114	3,378	3	3,495
Fort Wayne International Airport Air Guard Station	Gain	(5)	0	62	256	57	256	0	313
Hulman International Airport Air Guard Station	Realign	(12)	(124)	0	0	(12)	(124)	0	(136)
Naval Support Activity Crane	Realign	0	(672)	0	0	0	(672)	(11)	(683)
Indiana Total		(326)	(1,093)	176	3,734	(150)	2,641	(294)	2,197
Iowa									
Navy Reserve Center Cedar Rapids	Close	(7)	0	0	0	(7)	0	0	(7)
Navy Reserve Center Sioux City	Close	(7)	0	0	0	(7)	0	0	(7)
Navy-Marine Corps Reserve Center Dubuque	Close	(19)	(5)	0	0	(19)	(5)	0	(24)
Des Moines International Airport Air Guard Station	Gain	(31)	(172)	54	196	23	24	0	47
Sioux Gateway Airport Air Guard	Gain	0	0	33	170	33	170	0	203
Armed Forces Reserve Center Camp Dodge	Realign	(217)	(1)	0	0	(217)	(1)	0	(218)
Iowa Total		(281)	(178)	87	366	(194)	188	0	(6)

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Military figures include student load changes.

State Installation	Action	Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
		Mil	Civ	Mil	Civ	Mil	Civ		
Idaho									
Navy Reserve Center Pocatello	Close	(7)	0	0	0	(7)	0	0	(7)
Boise Air Terminal Air Guard Station	Realign	(22)	(62)	0	1	(22)	(61)	0	(83)
Mountain Home Air Force Base	Realign	(1,235)	(54)	697	23	(538)	(31)	0	(569)
Idaho Total		(1,264)	(116)	697	24	(567)	(92)	0	(659)
Illinois									
Armed Forces Reserve Center Carbondale	Close	(32)	0	0	0	(32)	0	0	(32)
Navy Reserve Center Forest Park	Close	(15)	0	0	0	(15)	0	0	(15)
Greater Peona Regio	Gain	0	0	13	21	13	21	0	34
Scott Air Force Base	Gain	(252)	0	131	832	(121)	832	86	797
Capital Airport Air Guard Station	Realign	(52)	(133)	22	0	(30)	(133)	0	(163)
Fort Shendan	Realign	(17)	(17)	0	0	(17)	(17)	0	(34)
Naval Station Great Lakes	Realign	(2,005)	(124)	16	101	(1,989)	(23)	(10)	(2,022)
Rock Island Arsenal	Realign	(3)	(1,537)	157	120	154	(1,417)	0	(1,263)
Illinois Total		(2,376)	(1,811)	339	1,074	(2,037)	(737)	76	(2,698)

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Military figures include student load changes.

State Installation	Action	Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
		Mil	Civ	Mil	Civ	Mil	Civ		
Georgia									
Fort Gillem	Close	(517)	(570)	6	0	(511)	(570)	0	(1,081)
Fort McPherson	Close	(2,260)	(1,881)	0	0	(2,260)	(1,881)	0	(4,141)
Inspector/Instructor Rome GA	Close	(9)	0	0	0	(9)	0	0	(9)
Naval Air Station Atlanta	Close	(1,274)	(156)	0	0	(1,274)	(156)	(68)	(1,498)
Naval Supply Corps School Athens	Close	(393)	(108)	4	0	(389)	(108)	(16)	(513)
Peachtree Leases Atlanta	Close	(65)	(97)	0	0	(65)	(97)	0	(162)
U.S. Army Reserve Center Columbus	Close	(9)	0	0	0	(9)	0	0	(9)
Dobbins Air Reserve Base	Gain	0	0	73	45	73	45	0	118
Fort Benning	Gain	(842)	(69)	10,063	687	9,221	618	0	9,839
Marine Corps Logistics Base Albany	Gain	(2)	(42)	1	193	(1)	151	0	150
Moody Air Force Base	Gain	(604)	(145)	1,274	50	670	(95)	0	575
Robins Air Force Base	Gain	(484)	(225)	453	224	(31)	(1)	781	749
Savannah International Airport Air Guard Station	Gain	0	0	17	21	17	21	0	38
Submarine Base Kings Bay	Gain	0	0	3,245	102	3,245	102	20	3,367
Georgia Total		(6,459)	(3,293)	15,136	1,322	8,677	(1,971)	717	7,423
Guam									
Andersen Air Force Base	Realign	(64)	(31)	0	0	(64)	(31)	0	(95)
Guam Total		(64)	(31)	0	0	(64)	(31)	0	(95)
Hawaii									
Army National Guard Reserve Center Honokaa	Close	(118)	0	0	0	(118)	0	0	(118)
Naval Station Pearl Harbor	Gain	(29)	(213)	0	324	(29)	111	0	82
Hickam Air Force Base	Realign	(311)	(117)	159	7	(152)	(110)	0	(262)
Hawaii Total		(458)	(330)	159	331	(299)	1	0	(298)

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Military figures include student load changes.

State Installation	Action	Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
		Mil	Civ	Mil	Civ	Mil	Civ		
Florida									
Defense Finance and Accounting Service, Orlando	Close	(9)	(200)	0	0	(9)	(200)	0	(209)
Navy Reserve Center ST Petersburg	Close	(12)	0	0	0	(12)	0	0	(12)
Eglin Air Force Base	Gain	(28)	(42)	2,168	120	2,140	78	0	2,218
Homestead Air Reserve Station	Gain	0	(12)	0	83	0	71	0	71
Jacksonville International Airport Air Guard Station	Gain	0	(6)	45	22	45	16	0	61
MacDill Air Force Base	Gain	(292)	0	162	231	(130)	231	0	101
Naval Air Station Jacksonville	Gain	(72)	(245)	1,974	310	1,902	65	58	2,025
Naval Station Mayport	Gain	(6)	0	403	13	397	13	0	410
Hurlburt Field	Realign	(48)	(6)	0	0	(48)	(6)	0	(54)
Naval Air Station Pensacola	Realign	(857)	(1,304)	555	114	(302)	(1,180)	(97)	(1,579)
Naval Support Activity Panama City	Realign	(12)	(12)	0	0	(12)	(12)	0	(24)
Patrick Air Force Base	Realign	(136)	(59)	0	0	(136)	(59)	0	(195)
Tyndall Air Force Base	Realign	(48)	(19)	11	0	(37)	(19)	0	(56)
Florida Total		(1,520)	(1,905)	5,318	903	3,798	(1,002)	(39)	2,757

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State Installation	Action	Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
		Mil	Civ	Mil	Civ	Mil	Civ		
Connecticut									
SGT Libby U.S. Army Reserve Center, New Haven	Close	(14)	(7)	0	0	(14)	(7)	0	(21)
Submarine Base New London	Close	(7,096)	(952)	0	0	(7,096)	(952)	(412)	(8,460)
Turner U.S. Army Reserve Center, Fairfield	Close	(13)	(4)	0	0	(13)	(4)	0	(17)
U.S. Army Reserve Center Area Maintenance Support Facility Middletown	Close	(13)	(5)	0	0	(13)	(5)	0	(18)
Bradley International Airport Air Guard Station	Realign	(23)	(88)	26	15	3	(73)	0	(70)
Connecticut Total		(7,159)	(1,056)	26	15	(7,133)	(1,041)	(412)	(8,586)
Delaware									
Kirkwood U.S. Army Reserve Center, Newark	Close	(7)	(2)	0	0	(7)	(2)	0	(9)
Dover Air Force Base	Gain	0	0	115	133	115	133	0	248
New Castle County Airport Air Guard Station	Realign	(47)	(101)	0	0	(47)	(101)	0	(148)
Delaware Total		(54)	(103)	115	133	61	30	0	91
District of Columbia									
Leased Space - DC	Close/Realign	(103)	(68)	0	79	(103)	11	0	(92)
Bolling Air Force Base	Realign	(96)	(242)	0	0	(96)	(242)	(61)	(399)
Naval District Washington	Realign	(108)	(845)	28	522	(80)	(323)	40	(363)
Potomac Annex	Realign	(4)	(5)	0	0	(4)	(5)	(3)	(12)
Walter Reed Army Medical Center	Realign	(2,679)	(2,388)	28	31	(2,651)	(2,357)	(622)	(5,630)
District of Columbia Total		(2,990)	(3,548)	56	632	(2,934)	(2,916)	(646)	(6,496)

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State	Installation	Action	Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
			Mil	Civ	Mil	Civ	Mil	Civ		
	Vandenberg Air Force Base	Gain	0	0	44	101	44	101	0	145
	Beale Air Force Base	Realign	(8)	(171)	0	0	(8)	(171)	0	(179)
	Camp Parks (91st)	Realign	(25)	(18)	0	0	(25)	(18)	0	(43)
	Defense Distribution Depot San Joaquin	Realign	0	(31)	0	0	0	(31)	0	(31)
	Human Resources Support Center Southwest	Realign	0	(164)	0	0	0	(164)	0	(164)
	Los Alamitos (63rd)	Realign	(92)	(78)	0	0	(92)	(78)	0	(170)
	March Air Reserve Base	Realign	(71)	(44)	0	4	(71)	(40)	0	(111)
	Manne Corps Base Camp Pendleton	Realign	(145)	(6)	0	7	(145)	1	0	(144)
	Marine Corps Logistics Base Barstow	Realign	(140)	(330)	0	0	(140)	(330)	51	(419)
	Naval Base Coronado	Realign	(71)	(587)	0	198	(71)	(389)	0	(460)
	Naval Base Ventura City	Realign	(244)	(2,149)	5	854	(239)	(1,295)	0	(1,534)
	Naval Medical Center San Diego	Realign	(1,596)	(33)	0	0	(1,596)	(33)	(1)	(1,630)
	Naval Weapons Station Fallbrook	Realign	0	(118)	0	0	0	(118)	0	(118)
	California Total		(2,829)	(5,693)	2,044	4,493	(785)	(1,200)	(33)	(2,018)
	Colorado									
	Leased Space - CO	Close/Realign	0	(11)	0	0	0	(11)	0	(11)
	Buckley Air Force Base	Gain	0	0	13	81	13	81	0	94
	Fort Carson	Gain	0	0	4,178	199	4,178	199	0	4,377
	Peterson Air Force Base	Gain	0	(27)	482	19	482	(8)	36	510
	Schneider Air Force Base	Gain	0	0	44	51	44	51	0	95
	Air Reserve Personnel Center	Realign	(159)	(1,447)	57	1,500	(102)	53	(59)	(108)
	United States Air Force Academy	Realign	(30)	(9)	0	0	(30)	(9)	(1)	(40)
	Colorado Total		(189)	(1,494)	4,774	1,850	4,585	356	(24)	4,917

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State Installation	Action	Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct	
		Mil	Civ	Mil	Civ	Mil	Civ			
California										
Armed Forces Reserve Center Bell	Close	(72)	0	48	0	(24)	0	0	(24)	
Defense Finance and Accounting Service, Oakland	Close	0	(50)	0	0	0	(50)	0	(50)	
Defense Finance and Accounting Service, San Bernardino	Close	0	(120)	0	0	0	(120)	0	(120)	
Defense Finance and Accounting Service, San Diego	Close	(3)	(237)	0	0	(3)	(237)	0	(240)	
Defense Finance and Accounting Service, Seaside	Close	(10)	(51)	0	0	(10)	(51)	0	(61)	
Naval Support Activity Corona	Close	(6)	(886)	0	0	(6)	(886)	0	(892)	
Naval Weapons Station Seal Beach Det Concord	Close	0	(71)	0	0	0	(71)	0	(71)	
Navy-Marine Corps Reserve Center, Encino	Close	(33)	0	0	0	(33)	0	0	(33)	
Navy-Marine Corps Reserve Center, Los Angeles	Close	(48)	0	0	0	(48)	0	0	(48)	
Onizuka Air Force Station	Close	(107)	(171)	0	0	(107)	(171)	0	(278)	
Riverbank Army Ammunition Plant	Close	0	(4)	0	0	0	(4)	(85)	(89)	
Leased Space - CA	Close/Realign	(2)	(14)	0	0	(2)	(14)	0	(16)	
AFRC Moffett Field	Gain	0	0	87	166	87	166	0	253	
Channel Islands Air Guard Station	Gain	0	0	4	15	4	15	0	19	
Edwards Air Force Base	Gain	(14)	0	23	42	9	42	0	51	
Fort Hunter Liggett	Gain	0	0	25	18	25	18	0	43	
Fresno Air Terminal	Gain	0	0	57	254	57	254	0	311	
Marine Corps Base Miramar	Gain	(46)	(3)	87	34	41	31	0	72	
Marine Corps Reserve Center Pasadena CA	Gain	0	0	25	0	25	0	0	25	
Naval Air Station Lemoore	Gain	(39)	0	44	35	5	35	0	40	
Naval Air Weapons Station China Lake	Gain	(44)	(14)	198	2,329	154	2,315	0	2,469	
Naval Base Point Loma	Gain	(12)	(341)	312	350	300	9	0	309	
Naval Station San Diego	Gain	(1)	(2)	1,085	86	1,084	84	2	1,170	

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State Installation	Action	Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
		Mil	Civ	Mil	Civ	Mil	Civ		
Alaska									
Kulis Air Guard Station	Close	(218)	(241)	0	0	(218)	(241)	0	(459)
Eielson Air Force Base	Realign	(2,821)	(319)	0	0	(2,821)	(319)	200	(2,940)
Elmendorf Air Force Base	Realign	(1,499)	(65)	397	233	(1,102)	168	0	(934)
Fort Richardson	Realign	(86)	(199)	0	0	(86)	(199)	(1)	(286)
Alaska Total		(4,624)	(824)	397	233	(4,227)	(591)	199	(4,619)
Arizona									
Air Force Research Lab, Mesa City	Close	(42)	(46)	0	0	(42)	(46)	0	(88)
Allen Hall Armed Forces Reserve Center, Tucson	Close	(60)	0	0	0	(60)	0	0	(60)
Leased Space - AZ	Close/Realign	0	(1)	0	0	0	(1)	0	(1)
Marine Corps Air Station Yuma	Gain	0	0	0	5	0	5	0	5
Phoenix Sky Harbor I	Gain	0	0	10	29	10	29	0	39
Fort Huachuca	Realign	0	(212)	0	44	0	(168)	1	(167)
Luke Air Force Base	Realign	(101)	(177)	0	0	(101)	(177)	0	(278)
Arizona Total		(203)	(436)	10	78	(193)	(358)	1	(550)
Arkansas									
El Dorado Armed Forces Reserve Center	Close	(24)	0	0	0	(24)	0	0	(24)
Stone U.S. Army Reserve Center, Pine Bluff	Close	(30)	(4)	0	0	(30)	(4)	0	(34)
Little Rock Air Force Base	Gain	(16)	0	3,595	319	3,579	319	0	3,898
Camp Pike (90th)	Realign	(86)	(91)	0	0	(86)	(91)	0	(177)
Fort Smith Regional	Realign	(19)	(59)	0	0	(19)	(59)	0	(78)
Arkansas Total		(175)	(154)	3,595	319	3,420	165	0	3,585

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BRAC 2005 Closure and Realignment Impacts by State

State Installation	Action	Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
		Mil	Civ	Mil	Civ	Mil	Civ		
Alabama									
Abbott U.S. Army Reserve Center Tuskegee	Close	(2)	(1)	0	0	(2)	(1)	0	(3)
Anderson U.S. Army Reserve Center Troy	Close	(15)	0	0	0	(15)	0	0	(15)
Armed Forces Reserve Center Mobile	Close	(27)	0	22	0	(5)	0	0	(5)
BG William P. Screws U.S. Army Reserve Center Montgomery	Close	(15)	(3)	0	0	(15)	(3)	0	(18)
Fort Ganey Army National Guard Reserve Center Mobile	Close	(13)	0	0	0	(13)	0	0	(13)
Fort Hanna Army National Guard Reserve Center Birmingham	Close	(28)	0	0	0	(28)	0	0	(28)
Gary U.S. Army Reserve Center Enterprise	Close	(9)	(1)	0	0	(9)	(1)	0	(10)
Navy Recruiting District Headquarters Montgomery	Close	(31)	(5)	0	0	(31)	(5)	(5)	(41)
Navy Reserve Center Tuscaloosa AL	Close	(7)	0	0	0	(7)	0	0	(7)
The Adjutant General Bldg, AL Army National Guard Montgomery	Close	(85)	0	0	0	(85)	0	0	(85)
Wright U.S. Army Reserve Center	Close	(8)	(1)	0	0	(8)	(1)	0	(9)
Anniston Army Depot	Gain	0	(87)	0	1,121	0	1,034	0	1,034
Dannelly Field Air Guard Station	Gain	0	0	18	42	18	42	0	60
Fort Rucker	Gain	(423)	(80)	2,157	234	1,734	154	0	1,888
Redstone Arsenal	Gain	(1,322)	(288)	336	1,874	(986)	1,586	1,055	1,655
Birmingham Armed Forces Reserve Center	Realign	(146)	(159)	0	0	(146)	(159)	0	(305)
Birmingham International Airport Air Guard Station	Realign	(66)	(117)	0	0	(66)	(117)	0	(183)
Maxwell Air Force Base	Realign	(740)	(511)	0	0	(740)	(511)	0	(1,251)
Alabama Total		(2,937)	(1,253)	2,533	3,271	(404)	2,018	1,050	2,664

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