DCN 911

NAVY MERIDIAN TEAM

Thursday 23 March, 1995

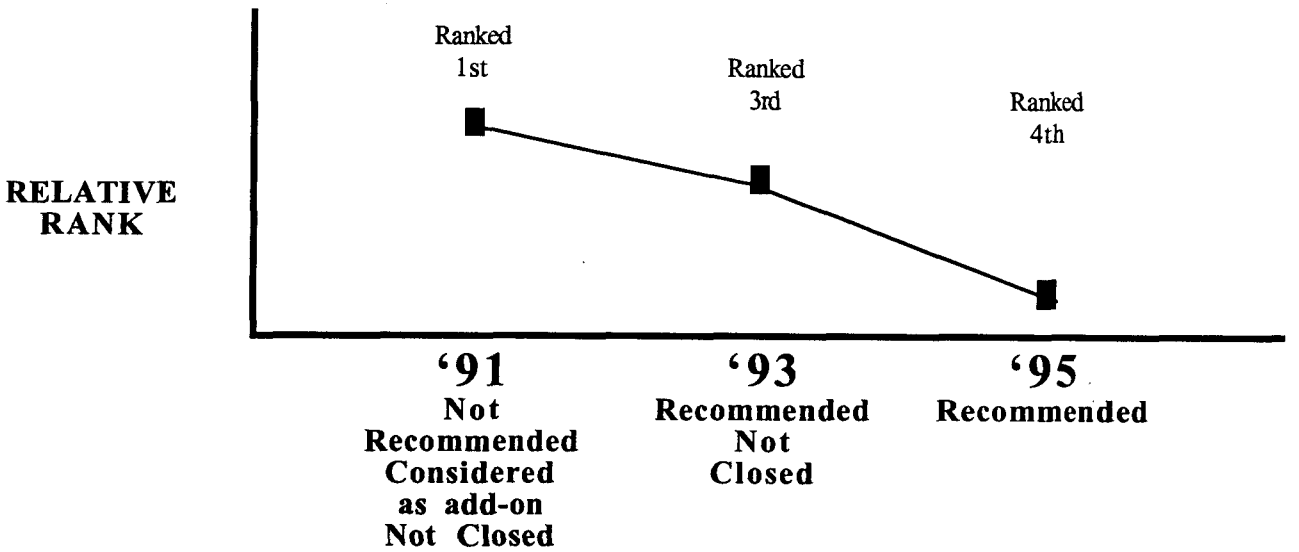
STAFF BRIEFING

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

NAVY MERIDIAN TEAM

- NAS MERIDIAN NEWEST TRAINING AIR STATION
- ONLY TRAINING BASE DESIGNED FOR JETS (LIKE LEMOORE & CHERRY POINT)
- ADMIN & HOUSING OUTSIDE OF AICUZ MAXIMIZING SAFETY AND MINIMIZING NOISE
- HIGHEST QUALITY OF LIFE RATING AMONG BASES
- BUT, NAVY APPEARS PREDISPOSED TO CLOSE MERIDIAN
    - ◊ MILITARY VALUE RANK ERRORS & DECREASES
    - ◊ CAPACITY METHODOLOGY CHANGED
    - ◊ DATA CALLS CHANGED AFTER THE FACT

- **MILITARY VALUE MATRIX: NAVAL AIR TRAINING COMMAND BASE RANKINGS**



- **DO MILITARY VALUE MATRIX CHANGES TARGET MERIDIAN?**

- **MILITARY VALUE RANK DRIVES BOTH NAVY AND JOINT CLOSURE CONFIGURATION MODELS**

MILITARY VALUE RANKINGS

1993		1995	
KINGSVILLE	83.79	KINGSVILLE	75.65
PENSACOLA	79.89	PENSACOLA	75.04
MERIDIAN	76.67	CORPUS CHRISTI	74.09
CORPUS CHRISTI	75.13	MERIDIAN	71.07
WHITING	73.63	WHITING	68.97

	CC	KG	MR	PC	WH	CC	KG	MR	PC	WH
AIRSPACE	42.07	43.11	35.03	41.93	39.66	32.41	36.16	31.08	30.77	32.24
ENCROACHMENT	7.22	7.85	7.85	5.09	5.72	8.60	8.60	9.81	8.09	9.81
WEATHER	4.57	6.31	4.57	4.57	4.57	1.53	1.53	.76	1.53	.76
AIRFIELD FACILITIES	5.26	7.74	7.74	6.80	5.49	9.93	12.52	8.06	10.75	6.10
TRAINING	1.21	1.61	2.26	4.68	2.29	2.31	1.67	2.05	5.30	3.20
MAINTENANCE FACILITIES	2.06	1.13	2.06	2.56	2.06	2.29	1.44	2.54	2.39	1.92
GROUND TRAINING	3.31	4.25	4.25	3.31	4.25	3.11	3.49	2.33	2.53	3.11
LOCATION	2.45	2.45	2.19	2.62	2.45	1.20	.46	.46	1.20	1.20
SUPPORT MISSIONS	.52	1.18	.92	1.06	.78	2.16	1.16	1.30	1.55	1.10
BASE LOADING	1.18	1.05	1.70	1.86	1.05	.90	.00	.57	.61	.00
QUALITY OF LIFE	5.27	7.11	8.09	5.41	5.30	9.66	8.62	12.09	10.32	9.52
	75.13	83.79	76.67	79.89	73.63	74.09	74.65	71.07	75.04	68.97

TRAINING AIR STATION MILITARY VALUE MATRIX

	CORPUS CHRISTI	KINGSVILLE	MERIDIAN	PENSACOLA	WHITING
NAVY BRAC	74.09	75.65	71.07	75.04	68.97
MERIDIAN ERROR CORRECTIONS					
Deployments			1.63		
Other SquadronTraining			0.17		
Unique Flight Training			0.66		
Support Navy Forces			0.28		
Reserve Squadrons		0.04	0.04		
Army Tenant Activities			0.28		
SUBTOTAL	74.09	75.69	74.13	75.04	68.97
CORRECTIONS TO OTHER BASES					
No OLF AICUZ		-0.86			-0.86
Weather Cancellations	-0.76				
All Needed Simulators		-1.16			
Carrier Operating Areas	-0.74			-0.74	-0.74
SUBTOTAL	72.59	73.67	74.13	74.30	67.37
OTHER CORRECTIONS					
Maritime Training			1.65		1.65
OLF Maritime			1.18		
Overwater Air Space			3.28		
TOTAL	72.59	73.67	80.24	74.30	69.02

TRAINING A[illegible]ATIONS

Que Seq	QUESTIC	M.V. Criteria/Weights R 50	F 20	M 10	C 20	MV SCORE	MV WEIGHT	MV WEIGHT	RESPONSES COL	KINGS	MERI	PENS	WHITI
	FLIGHT TRAINING AREAS/AIRSPACE												
A1	Are there warning areas within 100 nm. of the air station?												
A2	-Is this airspace managed, scheduled or controlled by DoD?	1	1	1	1	8	[illegible]		1	1	[illegible]	1	1
A3	-Is the flying time to and from this airspace <30 minutes?	1	1	1	0	7	[illegible]		1	1	[illegible]	1	1
A4	-Is this airspace under radar and/or communications coverage control?	1	1	0	1	6	[illegible]		1	1	[illegible]	1	1
A5	Are there Military Operating Areas (MOA)/Alert areas within 100 nm. of the air station?	1	1	1	0	4	0.66		1	1	[illegible]	1	1
A6	-Is this airspace managed, scheduled or controlled by DoD?	1	1	1	1	10	2.33		1	1	1	1	1
A7	-Is the flying time to and from this airspace <30 minutes?	1	1	1	0	7	1.16		1	1	1	1	1
A8	-Is this airspace under radar and/or communications coverage control?	1	1	0	1	6	1.23		1	1	1	1	1
A9	Is there restricted airspace within 100 nm. of the air station?	1	1	1	0	4	0.66		1	1	1	1	1
A10	-Is this airspace managed, scheduled or controlled by DoD?	1	1	1	1	8	1.87		1	1	1	1	1
A11	-Is the flying time to and from this airspace <30 minutes?	1	1	1	0	7	1.16		1	1	1	1	1
A12	-Is this airspace under radar and/or communications coverage control?	1	1	0	1	6	1.23		1	1	1	1	1
A13	Are there military training routes (MTRs) within 100 nm. of the air station?	1	1	1	0	4	0.66		1	1	1	1	1
A14	-Is this airspace managed (i.e., scheduled or controlled) by DoD?	1	1	0	1	10	2.06		1	1	1	1	1
A15	-Is the flying time to and from this airspace <30 minutes?	1	1	0	0	7	0.96		1	1	1	1	1
A16	-Is this airspace under radar and/or communications coverage control?	1	1	0	1	6	1.23		1	1	1	1	1
A17	Does your air station control an air to ground training range?	1	1	0	0	4	0.55		1	1	1	1	1
A18	-Is this airspace managed, scheduled or controlled by DoD?	1	1	1	1	10	2.33		0	1	1	0	0
A19	-Is the flying time to and from this airspace <30 minutes?	1	1	1	0	7	1.16		0	1	1	0	0
A20	-Is this airspace under radar and/or communications coverage control?	1	1	0	1	6	1.23		0	1	1	0	0
A21	Is there sufficient SUA/air space for special use within 50 nm. to support Advanced Strike Training?	1	1	1	0	4	0.66		0	1	1	0	0
A22	Does current airspace configuration permit helicopter training?	1	1	1	1	7	1.63		1	1	1	1	1
A23	Is overwater air space required for aviation training conducted at your air station?	1	1	1	0	7	1.16		1	1	1	1	1
A24	Deployments/detachments to other air stations are not required to satisfy training shortfalls?	1	1	1	0	8	1.32		1	1	1	1	1
A25	The current system of air traffic control (ATC) routes does not limit the amount of flights between the air station and the training airspace.	1	1	1	1	7	[illegible]		1	0	[illegible]	0	1
A26	Does the air station normally operate without ATC delays?	1	1	1	0	9	1.49		1	1	1	1	1
A27	Does the current airspace configuration allow for jet aircraft training?	1	1	1	1	8	1.87		1	1	1	1	1
A28	Do squadrons/units from other installations come to this air station to train?	1	1	1	0	10	1.65		1	1	1	1	1
A29	Is the training airspace free of encroachment by civil aviation infrastructure elements?	1	1	1	0	1	[illegible]		1	1	[illegible]	1	0
A30	Are air station operations currently not affected by the major air traffic structures within 50 nm of each air to ground range, airspace or airfield?	1	0	1	0	8	0.98		1	1	1	1	1
	ENCROACHMENT & EXPANSION	1	0	1	0	4	0.49		1	1	1	1	1
B1	Are air station flight operations presently unaffected by the major civilian air traffic structure in the region?												
B2	Is it projected that flight operations will remain unaffected by the major civilian air traffic structure in the region in the future?	1	0	1	0	8	0.98		1	1	1	1	1
B3	Is Air Station in an "attainment" or "maintenance" air quality control area for CO, Ozone, or PM-10?	1	0	1	0	7	0.86		1	1	1	1	1
B4	Air station has no environmental issues that restrict operations or development plans?	1	0	1	0	10	1.23		1	1	1	1	1
B5	Air station low level training routes have not been modified within the last 3 years to accomodate noise complaints and construction?	1	0	1	0	8	0.98		1	1	1	1	1
B6	Is the existing AICUZ study encoded in local zoning ordnances?	1	0	1	0	7	0.86		1	0	1	0	1
B7	Is the air stations present or future mission unaffected by current estimates of population growth and area development?	1	0	1	0	7	[illegible]		1	[illegible]	1	0	[illegible]
B8	There are no land and/or air encroachment issues which endanger long-term availability of any training area?	1	0	1	0	7	0.86		1	1	1	1	1
B9	Does the airspace overlying and adjacent to the air station have the capacity to support an additional workload?	1	0	1	0	7	0.86		0	1	1	1	1
B10	Is there >500 unrestricted acres available for development?	1	0	1	0	7	0.86		1	1	1	1	1
B11	Does the current operational infrastructure (e.g., parking aprons, hangar space, etc.) allow for future expansion or change in mission?	0	1	1	0	5	0.35		0	0	1	1	1
B12	Can the current installation's infrastructure (i.e., utilities, water, sewerage, etc.) accommodate future expansion?	0	1	1	0	6	0.42		1	1	1	1	1
B13	Is there off base acreage available for future air station development?	0	1	1	0	7	0.49		1	1	1	1	1
	WEATHER	0	0	1	1	2	0.19		1	1	1	1	1
C1	Do weather conditions having a ceiling <500' and visibility <one mile occur <10% of the time?	0	0	0	0	0	0.00		0	0	0	0	0
C2	Are <15% of undergraduate pilot fixed wing training sorties cancelled due to weather?	1	0	1	1	4	0.76		1	1	1	1	1
		1	0	1	1	4	0.76		[illegible]	1	0	[illegible]	0

TRAINING AIR STATIONS

Quest Import	Que Seq	QUEST	M V Criteria/Weights R 50	F 20	M 10	C 20	MV SCORE	MV WEIGHT	MV WEIGHT	RESPONSES CORP	KINGS	MERI	PENS	WHITI
		AIRFIELD FACILITIES												
1	D1	Is the average MRP expenditures for the past 3 years >2% of the CPV?	0	1	0	1	7	0.77		0	0	0	0	0
1	D2	Does the air station have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?	1	1	0	0	9	1.24		0	0	0	0	1
1	D3	Does the air station have dual operating runways?	1	1	0	0	9	1.24		1	1	1	1	0
1	D4	Are there >2 auxiliary landing fields within 50 nm. of the air station owned by the DOD?	1	1	1	0	10	1.65		1	1	0	0	0
1	D5	Are there >6 auxiliary landing fields within 50 nm. of the air station owned by the DOD?	1	1	1	0	8	1.32		0	0	0	1	1
1	D6	Is at least 90 percent of the runways and landing pads in adequate condition?	1	1	0	1	9	1.85		1	1	1	1	0
2	D7	Is at least 90 percent of the parking and access aprons in adequate condition?	1	1	0	1	7	1.44		0	1	1	0	0
1	D8	Is at least 90 percent of the fuel storage facilities in adequate condition?	1	1	0	1	8	1.64		1	1	1	1	1
1	D9	Can the airfield's capacity be increased (i.e., no limiting factors)?	1	1	1	0	7	1.16		0	0	0	0	0
1	D10	There are no constraints on the number of flying hours per day (e.g., AICUZ agreements) at the air station's homefield?	1	1	0	0	9	1.24		1	1	1	1	1
3	D11	Can you conduct night flight operations at one of your OLFs?	1	1	1	0	4	0.66		1	1	1	1	1
1	D12	Can you conduct all levels of maritime aviation training at your main airfield?	1	1	1	0	10	1.65		1	1	0	1	0
1	D13	Can you conduct all levels of maritime aviation training at one DOD owned OLF?	1	1	1	0	7	1.16		0	1	0	1	0
		TRAINING												
1	E1	Is there a type of flight training (NFO or Pilot) conducted at the air station that is not presently conducted anywhere else?	1	0	0	0	7	0.66		1	0	0	1	1
1	E2	Is jet pilot training conducted at the air station?	1	0	1	0	9	1.11		0	1	1	1	0
1	E3	Is officer pre-flight (basic) training conducted at the air station?	1	0	1	0	6	0.74		0	0	0	1	0
1	E4	Is helicopter pilot training conducted at the air station?	1	0	1	0	8	0.98		0	0	0	0	1
1	E5	Is prop plane pilot training conducted at the air station?	1	0	1	0	8	0.98		1	0	0	1	1
1	E6	Is Naval Flight Officer (NFO) training conducted at the air station?	1	0	1	0	7	0.86		0	0	0	1	0
2	E7	Are aviation support units stationed at the air station?	1	0	0	0	5	0.47		1	1	1	1	1
3	E8	Do ground combat units train at the air station?	1	0	0	0	1	0.09		1	1	0	0	1
2	E9	Does the air station support enlisted training with an AOB >250 students?	1	0	0	0	4	0.38		0	0	1	1	0
3	E10	Does the air station support other officer training not related to undergraduate pilot/NFO training?	1	0	0	0	1	0.09		1	0	1	1	0
		MAINTENANCE & UNIQUE FACILITIES												
3	F1	Does the air station have ship berthing facilities?	1	1	1	0	1	0.17		1	0	0	1	0
3	F2	Can air station pier facilities berth ships >12 ft. draft?	1	1	1	0	1	0.17		0	0	0	1	0
2	F3	Does your air station have a dedicated corrosion control facility?	1	1	0	1	3	0.62		0	1	1	0	0
1	F4	Is at least 90 percent of the hangar/maintenance facilities in adequate condition?	1	1	0	0	8	1.10		1	0	1	1	1
2	F5	Are there weapons storage and handling facilities at the air station?	1	1	0	0	6	0.82		1	1	1	1	1
3	F6	Are ship maintenance facilities located at the air station?	1	1	0	0	1	0.14		0	0	0	1	0
2	F7	Does your air station have a DOD depot level maintenance facility that supports aircraft assigned to your training mission?	1	1	0	1	3	0.62		0	0	0	0	0
3	F8	Does your air station have a DOD depot level maintenance facility that supports other than your assigned training aircraft ?	1	1	0	1	1	0.21		1	0	0	0	0
		GROUND TRAINING FACILITIES												
1	G1	Given projected training requirements for FY 2001, does your air station currently have all required flight/training simulators?	1	1	1	0	7	1.16		1	1	0	1	1
1	G2	Is at least 90% of the ground training facilities in adequate condition?	1	1	0	0	7	0.96		1	1	1	0	1
1	G3	Given the present equipment and physical plant configuration, can ground training be significantly increased?	1	1	1	0	6	0.99		1	1	1	1	1
2	G4	Does the air station manage (schedule and control) any unique DOD or non DOD training facility?	1	0	0	0	4	0.38		0	1	1	1	0
		LOCATION												
1	H1	Is your air station <50nm. from an aircraft carrier operating area?.	1	0	1	0	6	0.74		0	0	0	1	1
3	H2	Does the air station's location permit training with other operational units (e.g., Battle Groups or Joint forces)?	1	0	0	0	1	0.09		1	1	1	1	1
2	H3	Does the air station play a role in military and civilian regional transportation/logistics plans?	1	0	1	0	3	0.37		1	1	1	1	1
		MILITARY/GENERAL SUPPORT MISSIONS												
3	I1	Does this air station currently support counter-drug flight operations?	0	1	0	0	1	0.04		1	1	1	0	1
3	I2	Does the air station currently support U S Customs Service flight operations?	0	1	0	0	1	0.04		1	1	0	0	1
3	I3	Are military surveillance operations conducted from the air station?	1	0	0	0	2	0.19		1	1	1	1	1
3	I4	Will the air station directly support a military or civilian area control and surveillance mission (e.g., FACSFAC) through FY 2001?	1	0	0	0	2	0.19		1	1	1	1	1
3	I5	Does the air station play a role in the Logistics Support Mobilization Plan (LSMP)?	1	0	1	0	1	0.12		1	0	0	0	0
2	I6	Does the air station support other military missions (e.g., port of embarkation for MC personnel)?	1	0	1	0	3	0.37		1	0	0	0	0
2	I7	Are new military missions planned for the air station?	1	0	0	0	3	0.28		1	0	1	1	0
3	I8	Are new civilian or non-DoD missions planned for the air station?	1	0	0	0	1	0.09		0	1	0	0	0
3	I9	Do active reserve or guard units train at your air station?	1	0	1	0	1	0.12		1	1	1	1	1
2	I10	Does the air station or its tenants have requirements to support training of other Navy or Marine Corps forces?	1	0	0	0	3	0.28		1	0	0	1	0
3	I11	Does the air station have support agreements with other DoD services?	1	0	0	0	1	0.09		1	1	1	1	1
2	I12	Does the air station provide meteorological, SAR, and/or disaster assistance support to the local area?	1	0	0	0	3	0.28		1	1	1	1	1
3	I13	Does the air station have support agreements with the non-DoD government or civilian activities?	1	0	0	0	1	0.09		1	1	1	1	1
3	I14	Are there non-DOD aircraft stationed at your air station?	0	1	0	0	1	0.04		1	0	0	0	1

TRAINING A STATIONS

uest nport	Que Seq	QUESTIONS	M.V. Criteria/Weights R 50	F 20	M 10	C 20	MV SCORE	MV WEIGHT	MV WEIGHT	RESPONSES CORP	KINGS	MERI	PENS	WHITI
		BASE LOADING												
3	J1	Are operational active/reserve or special squadrons based at your air station?	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1	J2	Are there any major Navy tenant activities at the air station (e.g., NATTC, AOCS)?	0	1	0	0	1	[illegible]		1	[illegible]	[illegible]	1	0
2	J3	Are there any major Army/or Air Force tenant activities at the air station (e.g., Army Helicopter Depot)?	1	0	0	0	6	0.57		1	0	1	1	0
		QUALITY OF LIFE	1	0	0	0	3	0.28		1	0	[illegible]	0	0
3	K1	Does the air station have an active FSC spouse employment program?	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1	K2	Is off base housing rental and purchase affordable?	0	0	0	1	1	0.07		1	1	1	1	1
1	K3	Does the air station have >90% of the listed Family Support Facilities and programs?	0	0	0	1	10	0.68		0	0	1	0	1
2	K4	Do air station child care facilities accomodate >100 children?	0	1	0	1	6	0.66		1	0	1	1	0
2	K5	Do air station child care facilities accomodate >50 children?	0	1	0	1	5	0.55		0	0	0	1	0
2	K6	Is child care waiting list <100 children?	0	1	0	1	3	0.33		1	1	0	0	0
2	K7	Is child care waiting list <50 children?	0	1	0	1	4	0.44		0	1	0	1	0
2	K8	Is the average wait for 0-12 month child care <180 days?	0	1	0	1	6	0.66		0	0	1	0	1
3	K9	Are >90% of stations child care facilities adequate?	0	1	0	1	6	0.66		0	0	1	0	0
3	K10	Are there certified home care providers?	0	1	0	1	4	0.44		1	1	1	1	0
2	K11	Does the air station have >90% of the listed MWR facilities?	0	1	0	0	4	0.17		1	1	1	1	1
2	K12	Does the air station have >200 units of adequate officer family housing?	0	1	0	1	7	0.77		1	1	1	1	1
1	K13	Does the air station have >300 units of adequate enlisted family housing?	0	1	0	1	7	0.77		0	0	0	0	0
2	K14	Is the average wait for housing three months or less?	0	1	0	1	8	0.89		1	0	1	1	0
1	K15	Is the average wait for housing six months or less?	0	1	0	1	7	0.77		0	0	0	0	1
3	K16	Are local area educational institution programs adequate for military family members?	0	1	0	1	6	0.66		0	1	1	0	0
3	K17	Are there educational opportunities at all college levels within a 30-mile radius?	0	0	0	1	4	0.27		1	1	1	1	1
3	K18	Are there opportunities for consecutive follow on tours in the commuting area?	0	0	0	1	1	0.07		1	1	1	1	1
3	K19	Do >50% of air station military and civilian personnel live within a 30 minute commute?	0	0	0	1	1	0.07		0	0	0	0	0
1	K20	Do 90% or more of the housing units have all the required amenities?	1	0	0	1	4	0.65		1	1	1	1	1
1	K21	Is the BOQ occupancy rate <90%?	0	1	0	1	6	0.66		1	0	1	0	0
1	K22	Are 90% of BOQ rooms adequate?	0	1	0	1	6	0.66		1	1	1	1	1
1	K23	Is the BEQ occupancy rate <90%?	0	1	0	1	7	0.77		1	1	0	1	1
1	K24	Are 90% of BEQ rooms adequate?	0	1	0	1	8	0.89		1	1	1	1	1
1	K25	Is there sufficient off base housing?	0	1	0	1	8	0.89		1	1	1	1	1
1	K26	Do active duty personnel have reasonable access to medical/dental facilities?	0	1	0	1	6	0.66		0	0	1	1	1
1	K27	Do military family members have reasonable access to medical/dental facilities?	1	0	0	1	6	0.98		1	1	1	1	1
3	K28	Is the violent crime rate <758/100,000?	0	0	0	1	6	0.41		1	1	1	1	1
3	K29	Is the property crime rate <4902/100,000?	0	0	0	1	1	0.07		0	1	1	0	0
3	K30	Is the drug crime rate <402/100,000?	0	0	0	1	1	0.07		0	0	1	0	0
3	K31	Are college education courses available on the base?	0	0	0	1	1	0.07		0	0	1	0	1
			0	0	0	1	1	0.07		1	1	1	1	1
								100.00	100.00	74.09	75.65	71.07	75.04	68.97

[illegible] DATA CALLS SUPPORT CORRECTIONS TO NAS MERIDIAN.

[illegible] DATA CALLS SUPPORT CORRECTIONS TO OTHER BASES.

[illegible] QUESTIONABLE OR UNSUPPORTED SCORES.

	CORP	KINGS	MERI	PENS	WHITI
Airspace	32.41	36.16	31.08	30.77	32.24
Encroachment	8.60	8.60	9.81	8.09	9.81
Weather	1.53	1.53	0.76	1.53	0.76
Airfield Facilities	9.93	12.52	8.06	10.75	6.10
Training	2.31	1.67	2.05	5.30	3.20
Maintenance Facilities	2.29	1.44	2.54	2.39	1.92
Ground Training Facilities	3.11	3.49	2.33	2.53	3.11
Location	1.20	0.46	0.46	1.20	1.20
Military/Support Missions	2.16	1.16	1.30	1.55	1.10
Base Loading	0.90	0.00	0.57	0.61	0.00
Quality of Life	9.66	8.62	12.09	10.32	9.52
	74.09	75.65	71.07	75.04	68.97

DEPLOYMENTS / DETACHMENTS TO OTHER AIR STATIONS ARE NOT REQUIRED TO SATISFY TRAINING SHORTFALLS.

6. Is the available General and SUA/airspace-for-special-use within 100 n.mi. of your installation sufficient to satisfy all present and projected training requirements?

Yes

7. If deployments/detachments to other domestic locations are required to satisfy these shortfalls, provide the following information:

(a) Where do these units/squadrons deploy?

NAS KEY WEST, FL
NAS MIRIMAR, CA
NAS NORTH ISLAND, CA
NAS CECIL FIELD, FL
MCAS BEAUFORT, SC

NOT TRAINING SHORTFALLS. THESE DETS ARE FOR CARRIER QUALIFICATIONS (SEE NEXT PAGE).

(b) How far from your installation?

NAS KEY WEST, FL	**650 NM**
NAS MIRIMAR, CA	**1500 NM**
NAS NORTH ISLAND, CA	**1500 NM**
NAS CECIL FIELD, FL	**375 NM**
MCAS BEAUFORT, SC	**400 NM**

(c) Reasons for deployment (e.g., adverse weather, airspace saturation, training versatility, etc.)

NAS KEY WEST, FL	~~CARRIER QUALIFICATION~~
NAS MIRIMAR, CA	CARRIER QUALIFICATION
NAS NORTH ISLAND, CA	CARRIER QUALIFICATION
NAS CECIL FIELD, FL	CARRIER QUALIFICATION
MCAS BEAUFORT, SC	CARRIER QUALIFICATION

(d) Annual TAD costs incurred for deployments due to adverse weather.

2 ~~$16,500 PER DEPLOYMENT.~~ NONE
CNATRA N3

(e) Annual TAD costs incurred for deployments due to airspace nonavailability.

ZERO.

(f) Annual TAD costs incurred for deployments due to insufficient training versatility (e.g., lack of low level training routes etc.)

ZERO.

DO SQUADRONS / UNITS FROM OTHER INSTALLATIONS COME TO THIS AIR STATION TO TRAIN?

ARE THERE ANY MAJOR ARMY TENANT ACTIVITIES AT THE AIR STATION?

Facilities

G. Non-DON Facility Support Arrangements

1. List all arrangements (e.g., inter-service support agreements) that involve supporting military (non-DON) activities at the air station.

Activity Name / Military Service	Description of Activity Role and Degree of Support
Regional Counterdrug Training Academy NATIONAL GUARD	Counterdrug law enforcement training. NASMER provides facilities & utilities, police, admin, communications, custodial, refuse, maintenance, galley, medical, housing, supply & purchasing, fire protection, printing, laundry, chaplain, library, & MWR.
14th Flying Training Wing (ATC)/Columbus AFB/Air Force	USAF/USN Joint-Use of SEARAY Target Range ISSA (Range owned by Navy). NASMER provides common use fac, fire protection, equipment maintenance, explosive ordinance, & training services.
14th Flying Training Wing (ATC)/OLF Gunshy/Columbus AFB/Air Force	USAF/USN Joint-Use OLF Gunshy, Letter of Agreement (OLF owned by AF). NASMER provides facilities, maintenance, and medicial services.
437 MAW/DOXC, Charleston AFB/SC/Air Force	Hurricane Evacuation (HURREVAC) site for 10 C-141s.
NAS Cecil Field, Jacksonville, FL/Navy	Hurricane Evacuation (HURREVAC) site for 85 FA-18s.
3390th US Army Reserves Forces School/Army	Army Reserve Schools Command. NASMER provides facilities & utilities, police, admin, communications, maintenance, galley, medical, housing, supply & purchasing, disaster preparedness, chaplain, clubs.
186th Air Refueling Group/MS ANG	NASMER provides communications, galley, housing, supply & purchasing, other support.
US Army Jackson District Recruiting Command/Army	Military Recruiting Office. NASMER provides command element, medical, & housing.
3548 USAF Recruiting Squadron/RSR/Air Force	Military Recruiting Office. NASMER provides housing & medical.
England AFB, LA/Air Force	NASMER provides transportation services.
150th Quartermaster Battalion, MS ANG/MS Army Natl Guard	NASMER provides housing.
121st US Army Reserve Command/Army	Army Reserve Command. NASMER's ROICC Office provides Small Purchase Contract administration for contracts under $25K. Chaplain, command element, MWR, education services, housing, galley, medical, legal, personnel, purchasing, & transportation.

COLUMBUS AFB TRAINING WING COMES TO NASMER'S SEARAY TARGET TO TRAIN. ALSO USES HOME FIELD AT NASMER FOR PRACTICE INSTRUMENT APPROACHES.

NATIONAL GUARD AND ARMY RESERVE ARE MAJOR ARMY TENANTS.

ARE THERE ANY MAJOR ARMY OR AIR FORCE TENANT ACTIVITIES AT THE AIR STATION?

BRAC-95 DC 3/NAS MERIDIAN MS/UIC: 63043

Mission Requirements
F. Other Support
1. Does the air station have a role in a disaster assistance plan, search and rescue, or local evacuation plan? If so, describe.
Yes.

Under cooperative agreement with the Lauderdale Emergency Management Agency (LEMA), NAS Meridian provides assistance with evacuation of local civilian personnel during natural disasters. NAS Meridian will provide Emergency Response Teams capable of responding to emergencies as organizational units established along existing functional lines (i.e. medical, supply, security, public works, etc.) Included in this plan is Emergency Medical Evacuation services.

SAR and MEDEVAC: Inland search and rescue (SAR) and MEDEVAC procedures are provided for CTW-1 and are also provided for the civilian community when deemed necessary. A formal agreement for these services (MAST/Military Assistance to Safety and Transportation) is being negotiated.

HURREVAC: Under agreements with the Commanding Officer of NAS Cecil Field, FL and Commanding Officer of the 437th MAW/DOXC, Charleston AFB, SC, NAS Meridian would receive 85 FA-18s and 10 C-141s respectively if weather conditions forced an evacuation of the two bases. Other coastal facilities have also required safe haven at NAS Meridian as deemed necessary.

FIREFIGHTING ASSISTANCE: NAS Meridian has mutal aid firefighting assistance agreements with the Mississippi Forestry Commission, Lauderdale County, Kemper County, the City of Meridian, the City of Marion, and the City of DeKalb.

2. Does the air station provide any direct meteorological support to local civilian, governmental or military agencies? If so, describe.
NOCD provides weather service for Training Air Wing One operations

2 / CNATRA N3

Yes. **Navy Oceanographic Command Detachment provides DD-175 flight plan briefs via telephone to Mississippi Air National Guard components.**

3. Are any new civilian or other non-DoD missions planned for this air station? If so, describe.
Yes.

Regional Counterdrug Training Academy which is operated by the National Guard is being considered for a National Counterdrug Training Academy.

EITHER THIS IS AN ARMY TENANT ACTIVITY AS NOTED, OR IT IS A NEW CIVILIAN MISSION THAT IS PLANNED. BOTH SCORE THE SA MERIDIAN GOT NO POINTS FOR EITHER.

DO SQUADRONS / UNITS FROM OTHER INSTALLATIONS COME TO THIS AIR STATION TO TRAIN?

13. REGIONAL SUPPORT: Identify your relationship with other activities, not reported as a host/tenant, for which you provide support. Again, this list should be all-inclusive. The intent of this question is capture the full breadth of the mission of your command and your customer/supplier relationships. Include in your answer any Government Owned/Contractor Operated facilities for which you provide administrative oversight and control.

Activity name	Location	Support function (include mechanism such as ISSA, MOU, etc.)
Columbus AFB, 14th Flying Trg Wing (ATC)	Columbus AFB, MS	USAF/USN joint use of SEARAY Target Range/ISSA (owned by Navy) and OLF ALPHA (owned by Air Force)/LTR of Agreement.
Columbus Air Force Base, MS	Columbus, MS	Provides Search and Rescue (SAR) services as required.
Navy Reserve Center	Jackson, MS	NASMERs ROICC Office provides contract administration.
Army Reserve Centers	Alabama & Mississippi	NASMERs ROICC Office provides Small Purchase Contract administration for contracts under $25K.
Lauderdale Emergency Management Agency (LEMA)	Lauderdale County, MS and east central MS	Provides evacuation and search and rescue (SAR) services in natural disasters, as deemed necessary by CTW-1.
Mississippi Air National Guard components	Meridian, MS	NASMERs Navy Oceanographic Command Detachment provides DD-175 flight plan briefs via telephone.
Meridian Municipal Airport; Air National Guard unit, 186th Air Refueling Group; and flights from Columbus AFB	Meridian and Columbus, MS	NASMERs Federal Aviation Administration (FAA) provides ATC support. FAA radar tower located at NAS Meridian.
Drug Enforcement Agency (DEA)	Varies	DEA aircraft routinely stage out of NAS Meridian during counterdrug operations.
MS ANG 186th Air Refueling Group / ISSA	Key Field, Meridian, MS	Provides housing, space available; munitions storage; subsistence during authorized; oil analysis; fuel, oils, lubs, chemicals; and supply support.
US Army Jackson Dist Recruiting Cmd / ISSA	East central MS	Provides housing, space available; alcohol/ drug testing; and medical/dental.
US Air Force 3548th Recruiting Squadron / ISSA	East central MS	Provides housing, space available; and medical/dental.

COLUMBUS AFB TRAINING WING COMES TO NAS MERIDIAN'S SEARAY TARGET TO TRAIN. MERIDIAN PROVIDES TARGET SUPPORT AND PERSONNEL.

COLUMBUS AFB TRAINING WING ASLO USES NAS MERIDIAN HOME FIELD PRACTICING INSTRUMENT APPROACHES.

Mission Requirements

E. General Military Support

1. Does this air station currently support any joint services (i.e. counter-narcotics) air operations? If so, explain.

Yes.
CTW-1 and 14th FTW, Columbus AFB, jointly use SEARAY Target Range (R-4404).
NAS Meridian provides support for Drug Enforcement Agency (DEA) detachments.

(a) If applicable, give the type and number of aircraft based at your air station that conduct these operations and the total number of sorties flown during FY 1993 in support of these operations.

Aircraft Type	Number of Aircraft	# Sorties Flown in FY 1993
NA	NA	NA

(b) If applicable, list special equipment and facility (e.g., radar surveillance systems) at your air station that directly support these operations.

Equipment/Facility	Function
NA	

2. Does this air station have a role in national air defense or any other war or peace time defense plans? If so, explain.

CNATRA N3

~~No.~~ YES.

1. AIR STATION IS COVERED UNDER "OPEN SKIES" TREATY.
2. UNDER SCATANA, A PLAN EXIST TO DEACTIVATE NAVIGATIONAL AIDS.

IS THERE A TYPE OF FLIGHT TRAINING CONDUCTED AT THE AIR STATION THAT IS NOT PRESENTLY CONDUCTED ANYWHERE ELSE.

7. MISSION: Do not simply report the standard mission statement. Instead, describe important functions in a bulletized format. Include anticipated mission changes and brief narrative explanation of change; also indicate if any current/projected mission changes are a result of previous BRAC-88, -91,-93 action(s).

Current Missions

- **Maintain and operate facilities.**

- **Provide services and material to support operations of aviation activities of the Naval Air Training Command and other activities designated by the Chief of Naval Operations.**

- **Major aviation training commands supported include:**

  - **Commander, Training Air Wing ONE (CTW-1)**

    Administers, coordinates, and supervises flight and associated academic training and support programs conducted by NAS Meridian, Training Squadron NINETEEN and Training Squadron SEVEN.

    Trains Navy, Marine Corps and international student aviators in Intermediate and Advanced Strike curriculum employing the T-2C Buckeye and TA-4J Skyhawk aircraft.

    Foreign Military Pilot Training includes strike students from Argentina, France, Italy, Kuwait, Singapore and Spain.

  - **Training Squadron NINETEEN (VT-19)**

    Intermediate Strike Pilot Training

    Curriculum stages include: basic instruments, radio instruments, airways navigation, familiarization, out of control, formation, night familiarization, air-to-air gunnery and carrier qualification.

  - **Training Squadron SEVEN (VT-7)**

    Advanced Strike Pilot Training

    Curriculum stages include: basic instruments, radio instruments, airways navigation, familiarization, basic formation, night familiarization/formation, tactical formation, operational navigation, air-to-ground weapons, air combat maneuvering and carrier qualifications.

NASMER IS THE ONLY AIR STATION PROVIDING FOREIGN MILITARY STRIKE TRAINING. ALSO ONLY BASE PROVIDING TA-4 TRAINING.

DOES THE AIR STATION OR ITS TENANTS HAVE REQUIREMENTS TO SUPPORT TRAINING OF OTHER NAVY OR MARINE CORPS FORCES?

US Army units combined ISSA: 3rd Battalion, 83rd Field Artillery; 121st Reserve Comm; 1181st Transp Terminal; Ft McCelland Chemical & Military Police Ctr	MS & AL	Provides housing, space available; legal assistance; medical/dental; subsistence as authorized; personal property transportation/storage as auth; education assistance; and supply support.
Cities of Meridian, Marion, and DeKalb, MS; Kemper and Lauderdale Counties, MS; and Mississippi Forestry Commission.	East central MS	Provides firefighting and emergency MEDIVAC support.
~~CNATRA Squadrons~~	Varies	~~Provides TA-4 aircraft maintenance support on carrier qualification dets~~ ALSO T-2 SUPPORT.
Air National Guard, Key Field	Meridian, MS	Provides aircraft parking support.
Transient reserve/ military units	Units enroute thru east central MS	Provides lodging and refueling point.
Various coastal bases located in Florida, Texas, Louisiana, Mississippi, Georgia, South Carolina, etc.	Various locations	Provides hurricane evacuation point for weather threatened aircraft and personnel.

NAS MERIDIAN PROVIDES AIRCRAFT MAINTENANCE SUPPORT ON CARRIER QUALIFICATIONS DETACHMENTS FOR PENSACOLA FOR E2/C2 CQ TRAINING EXERCISES.

ARE OPERATIONAL ACTIVE, RESERVE, OR SPECIAL SQUADRONS BASED AT YOUR AIR STATION? Revised page

BRAC-95 DC-3/NAS MERIDIAN MS/UIC: 63043

Mission Requirements

C. Operational Squadron Support

1. * List the fleet **operational** (active or **reserve**) or special **squadrons based at your air station**. Include any programmed additions or deletions through FY 1997.

Squadron Name	Aircraft Type(s)	Mission
~~Reserve~~ Detachment 182	**TA-4J** **T-2**	**Supplement both VT-19 and VT-7 instructor cadres**

2. List all other DoD, non-DoD, and other aircraft which are or are programmed (through FY 1997) to be parked or stationed at your air station.

Service/Agency/ Custodian	Aircraft Type(s)	Mission
~~NA~~ US NAVY / ~~TW2~~ TW1	~~T-45~~ TA-4J / T-2	STRIKE TRAINING

2 / CNATRA N3 5-18-94

of / CNATRA N3 5/18/94

[redacted]

IS THE EXISTING AICUZ STUDY ENCODED IN LOCAL ZONING ORDNANCES?

Features and Capabilities

B. Encroachment (cont)

4. Is the existing AICUZ study encoded in local zoning ordnances?

[redacted]

a. Attach a copy of any applicable sections of the air station's AICUZ plan [redacted] used, and note any recent modifications.

~~Attached~~ SEE ATTACHMENT (1) CEManley CNET N443 2MAY94

b. Provide a description of local zoning ordinances and their impact on future encroachment, restricted flight hours and details of any litigation history.

Both the City of Kingsville and Kleberg County have adopted AICUZ ordinances/regulations that will provide ample protection from any future encroachments. City of Kingsville Ordinance #84009 and Kleberg County Air Installation Zoning Regulation.

SEE ATTACHMENT (2) CEManley CNET N443 2MAY94

5. Do current estimates of population growth and development or environmental constraints pose problems for existing or planned mission?

No

6. Provide a copy of the current and proposed land development plans for the area surrounding the air station (i.e., the local government's comprehensive land-use plan).

The land surrounding the air station is predominantly agriculture, with sparse single family residential homes. A county golf course and tennis recreation center lies along the southwest boundary of the station.

SEE ATTACHMENT (2) CEManley CNET N443 2MAY94

THERE IS NO AICUZ AGREEMENT FOR NALF ALICE ORANGE GROVE. SINCE THE OLF HAS NO AICUZ, NO POINTS SHOULD BE AWARDED.

[redacted]

IS THE EXISTING AICUZ STUDY ENCODED IN LOCAL ZONING ORDINANCES?

Features and Capabilities

B. Encroachment (cont)

4. Is the existing AICUZ study encoded in local zoning ordnance?

[redacted] NOT IN OTHERS.

a. Attach a copy of any applicable sections of the air station's AICUZ plan and those for OLFs used, and note any recent modifications.

SEE ATTACHMENT TWO

b. Provide a description of local zoning ordinances and their impact on future encroachment, restricted flight hours and details of any litigation history.

The Santa Rosa County Ordinance restricts growth around North and South Whiting and NOLF's Pace, Holley, Harold, Spencer and Santa Rosa. The Escambia ordnance restricts growth around NOLF's Saufley and Site 8.

SEE ATTACHMENTS THREE AND FOUR

Litigation history has been limited to challenges to the zoning ordinances that were upheld and two litigations involving horse farms. The Navy was held not liable in either case. The second case involved the Army and Navy but primarily the Air Force, in which the Air force settled the case.

NAS WHITING DOES NOT HAVE AICUZ ORDINANCES ENCODED FOR ALL OLFs IT USES. SHOULD NOT GET POINTS.

[redacted]

ARE LESS THAN 5% OF UNDERGRADUATE PILOT FIXED WING-TRAINING SORTIES CANCELLED DUE TO WEATHER?

00216 31Aug94

Facilities

A. Air Space and Flight Training Areas

1. List all SUA and airspace for special use within 100 nmi. of your air station. For each piece of airspace, provide the following data:

Airspace Designator: A-632B

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) - **Alert Area**
b. Dimensions (nmi. x nmi. x ft) - **1350 sq nm, SFC - FL180**
c. Distance from main airfield - **Overlies main airfield**
d. Time en route from main airfield - **5 minutes to established blocks**
e. Controlling agency - **None**
f. Scheduling agency - **TW-4**
g. Are canned/stereo airways needed to access air space? - **No**
- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?
h. Is the airspace under radar coverage? - **Yes**
i. Is the airspace under communications coverage? - **Yes**
R j. Number of low level airways (below 18,000 ft) that bisect airspace - **None**
k. Number of high altitude airways (above 18,000 ft) that bisect airspace - **None**
l. Number of sorties flown in FY 1993
R - By Navy - **22,921**
-By other services (including reserves and national guard) N/A
R m. [redacted]
n. Number of available hours in FY 1993 - **6205**
o. Number of scheduled hours in FY 1993
- By Navy - **4,029**
- By other services (including reserves and national guard) N/A
p. Number of hours used
- By Navy - 3,373
- By other services (including reserves and national guard) N/A
q. Types of training permitted - **Student familiarization, formation flight, precision aerobatics, basic instruments, radio instruments, night familiarization, indoctrination flights, maintenance flights, pilot proficiency and aerial refueling.**

[redacted] and does not represent availability of A-632B.

[redacted]

00216 21Apr94

Facilities

a. Airfield (cont.)

4. Under normal operations, give the average number of daylight **flying hours** per day and the number of days per year the airfield is scheduled for undergraduate pilot and/or NFO training.

12.1 hrs per day/ 237 days per year

5. Enter the percentage of daylight undergraduate pilot and/or NFO training flying hours lost during each of the last three years due to weather, other military flights, commercial/civilian flights, or other reasons (e.g., equipment problems).

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
	Intermediate	•	•	•
	[redacted]	[redacted]	[redacted]	[redacted]
Other Military Flights (non-UPT)		C	C	C
Civilian/Commercial Flights		C	C	C
Other		C	C	C
[redacted]		[redacted]	[redacted]	[redacted]

*INCLUDED IN PRIMARY PERCENTAGES.

6. List the major factors in the "other" category in the above table.

NONE

7. Using historical data, enter the number of daylight hours of VFR and IFR conditions.

	FY 1991	FY 1992	FY 1993
IFR	392	465	349
VFR	3988	3927	4027

[redacted]

00216 25Apr94

Features and Capabilities

A. Weather (cont.)

2. Give the [redacted] based on historic data).

[redacted]

3. Do the normal weather conditions at the most frequently used training areas pose a chronic problem for scheduling training sorties? If so, are alternate training areas used? Does the use of alternate training facilities involve relocating aircraft and support personnel to other air stations during certain times of the year?

No

Naval Air Station C[illegible]s Christi, Texas

(Continued)

ISSUE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
WEATHER (% sorties lost)	16.1%	----------	16.1%
UNIQUE GROUND TRAINING FACILITIES/OTHER SERVICE ACTIVITIES	USCG USCS CCAD	Same	Same
OPERATIONAL RESTRICTIONS (24 HOUR CAPABILITY)	Yes - Manpower Operates 16 Hrs/Day	----------	Same as DoD
AIRSPACE/RANGE AVAILABILITY	Excellent	Excellent	Excellent
AIR ENCROACHMENT	Commercial Airport	----------	Same as DoD
GROUND ENCROACHMENT	No	No	No

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[redacted]

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60241

Mission Requirements

c. Ground School Flight Training

1. Provide the ground school training requirements for Undergraduate Pilot and NFO training by facility Category Code Number (CCN). Include all applicable 171-*xx*, 179-*xx* CCN's and any other CCN where Undergraduate Pilot/NFO training occurs. Ensure that the requirements for cockpit (UTD), instrument (IFT), and motion-based/visual (OFT) training are indicated.

(a) PILOT

CCN:171

Type of Pilot Training	Level of Pilot Training	Facility Type(s)	Requirement (Hrs/Student)	
General	Primary			
Strike (T-45 ONLY)	Intermediate	ELECTRONIC CLASSROOM	105.7	(R
		COMPUTER ASSISTED INSTRUCTION	49.8	(R
	Advanced	T-45 IFT DEVICE 2F137	30.3	(R #?
		T-45 OFT DEVICE 2F138	67.4	(R
		BALLROOM	12.0[5]	(R
		SQUADRON BRIEF ROOMS	168.0	(R
		SIMULATOR BRIEF ROOMS	72.0	(R
		SQUADRON READY ROOMS	42.0	(R
		GENERAL CLASSROOMS	UNKNOWN[6]	(R
		NAVIGATION ROOM	31.0	(R

[5] USED ONLY FOR MANDATORY QUARTERLY SAFETY STANDDOWNS.

[6] AVAILABLE FOR USE BUT NOT REQUIRED FOR THE UJPT SYLLABUS.

[redacted] Revised pg

GIVEN THE PROJECTED TRAINING REQUIREMENTS FOR FY-2001, DOES YOUR AIR STATION HAVE ALL REQUIRED FLIGHT/TRAINING SIMULATORS?

Cat Code: 171-35

Type Training Facility	Total Number	Design Capacity (PN)[2]	Capacity (Student HRS/YR)
OPER TRAINER	2* ?	16	60,672**

2. For the Student HRS/YR value in the preceding table, describe how that entry was derived.

* THE "TOTAL NUMBER" ABOVE IS BASED ON "2" TYPES OF TRAINERS HOUSED IN THIS TYPE TRAINING FACILITY FOR CATEGORY CODE 171-35. THE "2" TYPES ARE INSTRUMENT FLIGHT TRAINERS (IFT) AND OPERATIONAL FLIGHT TRAINERS (OFT). (R

** THE CAPACITY IS BASED ON THE CAPACITY OF THE TRAINING FACILITY TO HOUSE A TOTAL OF 6 IFTs AND 10 OFTs. THESE NUMBERS OF SIMULATORS [redacted] THE MAXIMUM NUMBER WHICH CAN BE USED WHEN **MILCON PROJECT P-240, "OPERATIONAL TRAINER FACILITY ADDITION"** IS COMPLETE IN MAY 95. USING THE MAXIMUM NUMBER OF SIMULATORS WHICH [redacted] HOUSED IN THE TRAINER FACILITY, THE CAPACITY IN STUDENT HRS/YR IS AS FOLLOWS: (R

IFT: 16 HOURS/DAY X 6 SIMULATORS X 237 DAYS = 22,752 HRS/YR
OFT: 16 HOURS/DAY X 10 SIMULATORS X 237 DAYS = 37,920 HRS/YR
60,672 HRS/YR

3. Assuming that the ground school training facility is not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in student hours) could be gained? Provide details and assumptions for all calculations.

KINGSVILLE'S DATA CALL NEVER SAYS HOW MANY SIMULATORS THEY HAVE, ONLY HOW MANY THEY WILL HAVE. AT THE DATA CALL DATE KV DID NOT HAVE 16 SIMULATORS, AND DID NOT HAVE ALL REQUIRED FOR 2001. NO DOWNS SHOULD BE ALLOWED.

Design Capacity (PN) is the total number of seats available for students in spaces used for academic instruction; applied instruction; and seats or positions for operational trainer spaces and training facilities other than buildings, i.e., ranges. Design Capacity (PN) must reflect current use of the facilities.

ADDITIONAL CAPACITY COULD ONLY BE PROVIDED BY WORKING ON WEEKENDS.
(256 X 104) = 26,624

4. List and explain the limiting factors that further funding for personnel, equipment, facilities, etc., cannot overcome.

WITH FURTHER FUNDING THERE ARE NO LIMITING FACTORS. THERE IS MORE THAN SUFFICIENT SPACE TO BUILD ADDITIONAL TRAINING FACILITIES AT NAS KINGSVILLE.

5. What percentage of the FY 2001 gross excess capacity (GEC) for each CCN in which undergraduate pilot and/or NFO training is conducted could be utilized for additional training? Calculate GEC as follows:

GEC = Capacity [A] - Total Requirements ([B] x [C] + [D] x [E] + [F]

Key: [A] – Capacity (Student Hrs/Yr) taken from Facilities question c.1.
[B] – Sum of Pilot Ground Flight School Training Requirements identified in Mission Requirements questions c.1(a).
[C] – Pilot PTR for FY 2001 identified in Mission Requirements question a.1.
[D] – Sum of NFO Ground Flight School Training Requirements identified in Mission Requirements question c.1(b).
[E] – NFO PTR for FY2001 identified in Mission Requirements question a.2.
[F] – Sum of Other Ground Training Requirements identified in Mission Requirements question d.1.

CCN 171-10:
720,480 + 102,384 + 333,696 - (196.0 x 215 + 0 x 0 + 80) = 1,114,340
PER CENT GROSS EXCESS CAPACITY = 1,114,340 / 1,156,560 X 100 % = 96%
OF AVAILABLE PEACETIME TRAINING CAPACITY, 4% IS UTILIZED TODAY, 96% IS EXCESS. OF 96% WHICH IS EXCESS, 100% IS AVAILABLE FOR TRAINING USE. (R

CCN 171-20:
546,048 - (196.0 x 215 + 0 x 0 + 80) = 503,828
PER CENT GROSS EXCESS CAPACITY = 503,828/546,048 X 100 % = 92%
OF AVAILABLE PEACETIME TRAINING CAPACITY, 8% IS UTILIZED TODAY, 92% IS EXCESS. OF 92% WHICH IS EXCESS, 100% IS AVAILABLE FOR TRAINING USE. (R

CCN 171-35:
60,272 - (97.7 x 215 + 0 x 0 + 80) = 39,586.5
PER CENT GROSS EXCESS CAPACITY = 39,586.5/60,272 X 100 % = 66%
OF AVAILABLE PEACETIME TRAINING CAPACITY, [redacted], 66% IS EXCESS. OF 66% WHICH IS EXCESS, 100% IS AVAILABLE FOR TRAINING USE. (R

IS YOUR AIR STATION <50 NM FROM AN AIRCRAFT OPERATION AREA?

[redacted]3

Location

B. Proximity to Training Areas

1. Does the location of the air station permit any specialized training with other operational units (e.g. Battle Groups or Joint forces)? If so, provide details.

Currently the mission, Undergraduate Pilot Training does not involve Battle Group operations nor joint operations. However, NAS Meridian is ideally located to support such operations with adequate runways, arresting gear and ramp space.

2. Describe the plan for conducting carrier and helicopter landing trainer qualifications. Will ship deploy to training squadron site or will squadrons deploy?

[redacted].

3. How far (nmi.) is the air station from a designated naval operations area where an aircraft carrier would conceivably operate ?

NAS Meridian is located 150-180 NM from designated carrier qualification operating areas in the Gulf or Mexico.

4. If the aircraft carrier deploys to an area within operating range of training air squadrons, would CQ training usually conducted directly from the air station or on a detachment basis?

~~Yes.~~ Historically when an aircraft carrier operated in the northern Gulf of Mexico, CNATRA TA-4J units operated from NAS Meridian and T-2 units from NAS Pensacola.

CNATRA N3

FORCE STRUCTURE PROVIDES FOR NO TRAINING CARRIER IN THE GULF. WHILE A CARRIER COULD OPERATE IN THE GULF, NONE WILL DUE TO THE EXCESSIVE COSTS.

AS STATED, THE ONLY OPERATIONAL CARRIER AREAS ARE OFF THE EAST AND WEST COASTS. NO BASE IS WITHIN 50 NM.

NO POINTS SHOULD BE AWARDED.

Facilities (cont.)

Proximity to Operational Mission Areas

. Does the location of the installation have any strategic role at the present time or in future plans (include both location and attributes available at that location, e.g., waterfront space). Discuss alternate military/civilian facilities that could fulfill the same strategic role.
NO.

H. Proximity to Training Areas

1. Does the location of the installation permit any specialized training with other operational units (e.g., Joint forces)? If so, provide details.
YES. AIR STATION PROVIDES TEMPORARY SUPPORT FOR AIR ASSETS OF JTF-6.

2. Describe the plan for conducting carrier qualifications. Will ship deploy to training squadron site or will squadrons deploy?
[redacted]

3. How far (nmi.) is the installation from a designated naval operations area where an aircraft carrier would conceivably operate ?
~~40 NM~~ 78 NM to the designated Naval Operations Area.
SH (Vertel) N-#4331
CNET 5/11/94

4. If the aircraft carrier deploys to an area within operating range of training air squadrons, would CQ training usually be conducted directly from the installation or on a detachment basis?
DIRECTLY FROM THE STATION

CAN YOU CONDUCT ALL LEVELS OF MARITIME
NAV TRAINING AT YOUR MAIN AIRFIELD?
CAN YOU CONDUCT ALL LEVELS OF MARITIME
AVIATION TRAINING AT ONE DOD OWNED OLF?

BRAC TRAINING AIR STATION CONFIGURATI DELING;
SIFICATIONS

Permissible Training-Site Combinations

(What training is allowed at each air station)

Training	Corp	King	Mrdn	Pens	Whit
Primary Pilot	Yes	Yes	Yes	Yes	Yes
Int Helo/Mar	Yes	Yes	Yes	Yes	Yes
Adv Helo	Yes	Yes	Yes	Yes	Yes
Int E2/C2	Yes	Yes	Yes	Yes	Yes
Adv E2/C2	Yes	Yes	Yes	Yes	No
Adv Mar	Yes	Yes	Yes	Yes	Yes
Strike	Yes	Yes	Yes	Yes	No
Primary NFO	Yes	Yes	Yes	Yes	Yes
Int NFO	Yes	Yes	Yes	Yes	No
Adv NFO	Yes	Yes	No	Yes	No

THERE IS NO DATA ON MARITIME TRAINING CAPACITY IN THE DATA CALLS.
EITHER ALLOW NO POINTS FOR ANY BASE SINCE IT IS NOT CERTIFIED DATA,
OR USE THE ABOVE NAVY DATA AND GIVE SAME POINTS TO ALL.
NASMER'S HOME FIELD AND OLF ARANO HAVE 8,000 FOOT RUNWAYS SUITABLE FOR THE T34 AND T44
... ALL MARITIME TRAINING. OVERWATER TRAINING CAN BE CONDUCTED SOUTH OF GULFPORT, AS FROM

[redacted]

JOINT CROSS SERV[illegible] SUMMARY

SITE / FUNCTION CONSTRAINT MATRIX

FUNCTION	SERVICE	A/C	RUCKER	WHITING	CORPUS	P-COLA	MERIDIAN	KING	RAN	SHEP	VANCE	REESE	LAU	COL
FLT SCREENING	USAF	T-3												
PRIMARY PILOT	USN USAF	T-34 T-37 JPATS	X (2)											
AIRLIFT/TANKER	USAF	T-1	X (1)	X (1)										
MARITIME/ INT E-2/C-2	USN USAF	T-44	X (2)				[redacted]							
STRIKE/ ADV E-2/C-2	USN	T-2 TA-4 T-45	X (1)	X (1)										
BOMBER/ FIGHTER	USAF	T-38	X (1)	X (1)	X (1)									
HELO	USN USAF USA	TH-57 UH-1 TH-67 OH-58			X (2)		X (2)	X (2)	X (2)	X (2)	X (2)	X (2)	X (2)	X (2)
PRIM & INT NAV/NFO	USN USAF	T-34 T-39	X (2)											
WSO STRIKE	USN USAF	T-39 T-2								X (3)	X (3)	X (3)	X (3)	
PANEL NAV	USN USAF	T-43	X (1)	X (1)										

(1) Runway length constraints based on model design series of training aircraft (FY 2001 requirements)
(2) Lack of suitable outlying fields (one or more for indicated fixed-wing programs, two or more for helo)
(3) Too far from water (greater than 200 NM to working area)

[redacted]

TO BE VERIFIED UPON RECEIPT OF CERT[illegible] DATA

Appendix

DG2 CORPUS CHRISTI

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00216 31 Aug 94

Mission Requirements

b. Flight Training

1. For each type of undergraduate pilot flight training and aircraft required for that training, give the type of airspace in which each stage of training is conducted, give other types of airspace (if any) in which the training could be conducted, give the number of required flights per pilot (include overhead flights), average transit time to the training area and the total number of flight hours required for each stage. Use the abbreviations in the key below the table to fill out the airspace fields. Also include other stages of flight training not listed.

Type Training: **Advanced Maritime** Type Aircraft: **T-44A**

Stage	Type Airspace	Other Airspace	# Flights/ pilot	Avg Transit Time/ Event	Flight Time in Airspace/ Event	Total Flight Time/ Event	Total Flight Time
Familiarization/NF	AA/PAT	GEN/WA/ MOA	17	.3	1.1	1.4	23.8
Basic Instrument	AA	GEN/WA/ MOA	4	.3	1.2	1.5	6
Radio Instrument	GEN		20	0	2.1	2.1	42
Formation	AA	GEN/MOA /WA	2	.3	1.2	1.5	3
Tactical Formation							
Airway Navigation	GEN		1	0	8.0	8.0	8
Visual Navigation	GEN		1	0	2.0	2.0	2
Over-Water Navigation	GEN/WA		1	.5	1.5	2.0	2
Overhead per onboard instructor	AA/GEN	WA/MOA	8	.3	1.2	1.5	12
Carrier Qualifications							
Air Combat Maneuvers							
Overhead per IUT	AA/GEN	WA/MOA	17	.3	1.52	1.82	31.0
Weapons							
Gunnery							
Helo Tactics							
Helo Ship Qualifications							

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*** Airspace noted is the primary required for stage, however AA, AW, GEN and PAT are used in all stages.**

Key:

MOAs -- Military Operating Areas
WA -- Warning Areas
AA -- Alert Areas
RA -- Restricted Areas
ATCAA -- Air Traffic Control Assigned Airspace
RR -- Restricted Areas with Ranges
MTR -- Military Training Routes
AW-- Airways (e.g. corridors to and from training areas)
PAT -- Pattern (e.g. airspace above runways)
GEN -- General Use Airspace

T-44s LEAVING NASMER OR OLF BRAVO WOULD NOT HAVE TO REFUEL TO FLY TO WARNING AREA, CONDUCT 1.5 HR AIRSPACE EVENT, AND RETURN HOME. THE OP CAN BE DONE FROM NASMER

NAVY MERIDIAN TEAM BRAC 93

Training Airspace Analysis

Syllabus	Overland	Either	Over water
Int Strike (T-2)	56.6%	41.3%	2.1%
Adv Strike (TA-4)	66.2%	31.5%	2.3%
Strike (T-45)	59.9%	37.7%	2.4%
E2/C2	73.0%	23.2%	3.8%
Primary	100.0%	0.0%	0.0%
Int Helo	100.0%	0.0%	0.0%
Helo	96.1%	0.0%	4.5%
Int Maritime	100.0%	0.0%	0.0%
Adv Maritime	85.0%	13.4%	1.4%
Pri NFO	100.0%	0.0%	0.0%
Int/Adv NFO	73.8%	20.6%	5.6%
Average	76.4%	20.9%	2.7%

Sources: CNATRA Master Curriculum Guides
NFO instructor estimates
(NFO curriculum guide unavailable)

ENCLOSURE 2

DON POLICY IMPERATIVES FOR EDUCATION AND TRAINING

* Naval flight training needs to be located near a large volume of available airspace prioritized for DON control.

* DON requires intermediate and advanced strike training, TACAIR NFO training, and maritime rotary wing training be conducted under DON control.

* DON requires separate, dedicated facilities for each type of flight training (jet, propeller, helicopter, NFO) to facilitate training, maintenance, and airspace management.

* Fleet tactics drive DON's aviation training requirement for using other than "close controlled" airspace for flight operations.

* Flight training airfields need to be located in areas of predominantly good weather conditions.

* DON requires single entry point into flight training for naval aviation indoctrination and preflight screening.

* DON requires sufficient physical assets under government control to to ensure safe training.

* DON must have ready access to airspace over water to conduct carrier qualifications for student pilots as well as surface search and air intercept training for student naval flight officers (SNFOs).

* DON requires ready access to targets, low level routes and outlying landing fields to conduct flight training. Additionally, DON requires the support of an Air Intercept Control Facility for training SNFOs.

* Fixed wing primary flight training is a prerequisite to all other types of flight training.

* It is imperative to be able to conduct training in areas relatively free from encroachment and any other use inhibitors.

* DON "A" schools should be concentrated into "centers of excellence" where pipeline training can be optimized.

* DON "C" schools should be contiguous to fleet concentrations.

* DON must maintain appropriate student to teacher ratios for all formal training courses.

* DON has a requirement to maintain fully functional "hot plants" for widely used engineering systems. Some operational systems can be supported by static trainers or simulators.

* Adequate and affordable family housing and bachelor housing meeting the latest DoD standards is essential in training concentrations to sustain a career force in an all volunteer environment.

* DON training establishments require sufficient and adequate support facilities (MWR, PSD, FSC, etc.) to provide Navy members and their families the QOL they deserve.

* DON training establishments require sufficient medical and dental facilities to handle unique student loading requirements.

* DON "C" schools requires uniformed, military personnel to teach specialized technical training courses. A balance of civilian and military instructors is required in non-specialized courses and select "A" schools.

* DON requires properly sized facilities to support approved training syllabi.

* Fleet training and maintenance facilities must be located close to fleet concentrations to minimize the time a non-deployed sailor or marine spends away from his unit and his home.

* It is essential for officer career management for DON to have ready access to post graduate level education for officers that might not otherwise qualify for a post graduate program.

* Emphasis must be given to using the training establishment to achieve sea/shore rotation goals.

* It is imperative to maintain a balanced mix between officer accession programs.

* DON training establishments must maintain the ability to train allied students and tailor specific syllabi to foreign country needs.

6. PERSONNEL / TRAINING

6.1 Sailors and marines should have the opportunity for multiple follow-on tours in a geographic region.

6.2 DON flight training requires DoD facilities located near large volumes of DoD-controlled airspace, free of encroachment and other use inhibitors, with predominantly good weather conditions.

6.3 Skills progression courses ("C" Schools) should be located near fleet concentrations and be taught by uniformed, military-experienced personnel while initial skills ("A" Schools) are not tied to either a specific location or type of instructor personnel.

6.4 DON flight training requires access to ranges, targets, low level routes, outlying fields, and over-water training airspace.

6.5 To maintain professional development, DON must provide the opportunity to work in similar functional areas ashore.

6.6 DON must ensure reasonable access to medical care, child care, MWR facilities, education and spouse employment opportunities.

6.7 DON must maintain a balanced mix between officer accession programs.

6.8 Adequate and affordable family and bachelor housing meeting the latest DoD standards is essential to sustain a career force in an all volunteer environment.

6.9 DON must ensure a robust training capacity (properly-sized, DoD-owned facilities), with a centrally-controlled curriculum directed toward professional training and technical competence, which is collocated with fleet concentrations to minimize the time a non-deployed sailor or Marine spends away from home for training.

6.10 DON needs to maintain access to postgraduate education for officers who might not otherwise qualify for non-military sponsored educational institutions.

6.11 DON requires fixed wing primary flight training as a prerequisite for all flight training.

6.12 DON has to maintain within the training establishment the surge capacity to accommodate recruiting cycles in the all volunteer force.

TAB (F)

Naval Air Station M[illegible]n, Mississippi

(Continued)

ISSUE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
WEATHER (% sorties lost)	17.8% Average	----------	Same as DoD
UNIQUE GROUND TRAINING FACILITIES/OTHER SERVICE ACTIVITIES	None	----------	None
OPERATIONAL RESTRICTIONS (24 HOUR CAPABILITY)	None 15 Hrs/Day Operations	Excellent	Same as DoD
AIRSPACE/RANGE AVAILABILITY	Excellent except for overwater airspace	Excellent	Excellent
AIR ENCROACHMENT	No	No	No
GROUND ENCROACHMENT	No	No	No

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BRAC 95

Joint Cross-Service Group on Undergraduate Pilot Training Meeting

July 19, 1994

Minutes

The Joint Cross-Service Group on Undergraduate Pilot Training (UPT) meeting was convened by Mr. Lou Finch, DUSD(R), at 1510 hours on July 19, 1994, in Room 3E752, the Pentagon. The list of attendees and agenda are attached.

Mr. Finch made opening comments, and Mr. Gardner continued with administrative remarks. Mr. Gardner then led the Group discussion on the analytic framework proposed by the joint study team (JST) for Group approval.

Mr. Gardner presented the proposed site/function matrix (attached) and pointed out that it frames site/function relationships and potential entering considerations and constraints for alternative analyses. Group discussion resulted in administrative changes, a change in the title to more clearly describe the matrix, and direction to further describe the notations on constraints.

Discussion continued on the potential for the BRAC 95 process to effectively consider the impact of the Joint Primary Aircraft Training System (JPATS) on the UPT category's capacity if acquisition of JPATS were to be shifted to the right (delayed) due to the tight fiscal climate. The Group noted that even if JPATS acquisition were slowed, there could be approval of significant changes in policy and procedural initiatives affecting primary training in anticipation of JPATS which would impact capacity and could be considered in the process. The Group pointed out that these concerns are still unknown factors in the on-going dynamic fiscal environment, and that the BRAC analysis process must go forward using the interim force structure plan. The final force structure plan will be issued before analysis is complete and recommendations made.

Next, the Group reviewed and discussed the proposed measures of merit for functional area matrices (attached) and the associated questions (attached) for assessing functional value. With regard to the measures of merit matrix for Strike and Advanced E-2/C-2, the Group pointed out that the rationale for proximity to training areas should be modified to reflect the attribute of the capability to have a training carrier in close proximity to a training installation. Additionally, the Group directed that the rationale for air quality be changed to show that the air quality weight represents a baseline for like aircraft. Mr. Finch also directed the JST to refine the wording of the rationale for encroachment for accuracy with respect to accepted Air Installation Compatibility Use Zone (AICUZ) terminology.

The Group approved the site/function matrix, the measures of merit and questions with the noted changes. The JST was tasked to make the changes and the Group agreed that the JST could make other minor changes with the approval of the chairman.

[redacted]

MEASURES OF MERIT FOR
STRIKE & ADV. E-2/C-2

MEASURES OF MERIT	WEIGHT	RATIONALE
Managed Training Areas	6	This area was weighted about the same as Primary (5%) because *accessibility* to these facilities was considered more important than ownership.
Weather	7	This area was weighted less than Primary (14%) due to the increased proficiency of the students, and a more weather-capable aircraft.
Airspace and Flight Training Areas	27	This area was weighted higher than Primary (22%) because there is greater emphasis on area work in advanced training than there is in Primary training.
Airfields	17	This area was weighted lower than Primary (24%) because there is less emphasis on pattern work in advanced training than ther is in Primary training.
Ground Training Facilities	10	This was weighted the same as Primary because the role classrooms, simulators, and other facilities play in advanced training is the same.
Aircraft Maintenance Facilities	5	This was weighted the same as Primary because training aircraf are not difficult to maintain and do not require an extensive training infrastructure.
Special Military Facilities	4	Special credit was given to this area for this function because it addresses the ability to handle munitions.
Proximity to Training Areas	3	This credit was allotted to this area because of the desire to have a training carrier in close proximity.
Proximity to Other Support Facilities	2	This area was weighted the same as Primary because the training infrastructure is already established and in use at each base.
Unique Features	0	N/A
Air Quality	5	This was weighted the same as Primary because advanced training aircraft do not have a large impact on air quality issues.
Encroachment	6	This area is slightly higher than Primary (5%) due to the higher airspeeds of the advanced training aircraft (jet aircraft).
Services	8	This area was weighted the same as Primary because quality of life plays a significant role in determining installation compatibility with the training mission.

T. Cauer

[redacted]

DRAFT

9:39 AM 14 July, 1994

Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 1 pt for 100%)
Rationale: This measures the amount and quality of the training facilities. More quality is better.
nount of training facilities (other) rated "adequate" in sq ft. (1.5 pt or 15%)
Scoring: Linear scale between 0 and max (0 pt for 0 %, 1.5 pt for max%)
Rationale: This measures the amount and quality of the training facilities. More quality is better.
6. Condition of training facilities (other) - % of "adequate" sq ft. (.5 pt or 5%)
Scoring: Linear scale between 0 and 100 (0 pt for 0 %, .5 pt for 100%)
Rationale: This measures the amount and quality of the training facilities. More quality is better.

Aircraft Maintenance Facilities (5 points)

1. Level of maintenance operations at site (3 pt or 60%)
Scoring: 1 pt for O-level, 2 pt for I-level, 2.5 pt for Depot level, 3 pt for Depot level for aircraft type (TMS)
Rationale: Higher level of maintenance is better.
2. Amount of hangars rated "adequate" in sq ft (1.5 pt or 30%)
Scoring: Linear scale between 0 and max (0 pt for 0 %, 1.5 pt for max%)
Rationale: More "adequate" hangar space is better.
3. Condition of hangars - % of hangars in "adequate" condition (.5 pt or 10%)
Scoring: Linear scale between 0 and 100 (0 pt for 0 %, .5 pt for 100%)
Rationale: This is another measure of installation quality. Higher % is better.

Special Military Facilities (4 points)

1. Does installation have munitions loading pad? (2 pt or 50%)
Scoring: 2 pt for yes, 0 pt for no
Rationale: Munitions loading pad to handle hot cargo.
2. Does installation have weapons storage and handling facilities? (2 pt or 50%)
Scoring: 2 pt for yes, 0 pt for no
Rationale: Weapons storage is necessary to handle munitions for the IFF program.

imity to Training Areas (3 points)

there a carrier qual operating area within 100 nm of the site? (3 pts or 100%)
Scoring: Linear scale between 50 nm and 100 nm (3 pts for 50 nm or less, 0 pts for 100 nm or more)
Rationale: Strike training requires accessibility to a carrier.

Proximity to Other Support Facilities (2 points)

1. Number of other airfields in the area with instrument capability that could support Strike/Adv E2/C2 pilot training (1 pt or 50%)
Scoring: 0.5 pts for 1 field, 1 pt for 2 or more fields
Rationale: More available airfields are better.
2. Distance to other airfields. (1 pt or 50%)
Scoring: .5 pts for 1 field less than 30 miles, 1 pt for 2 or more fields less than 30 miles
Rationale: Closer airfields are better.

Air Quality (5 points)

1. Is the air station in an attainment or maintenance area (3 pt or 60%)
Scoring: 3 pt for yes, 0 pt for no
Rationale: Attainment and maintenance areas are best.
2. There are no critical air quality regions within 100 km of air station (1 pt or 20%)
Scoring: 1 pt for yes, 0 pt for no
Rationale: No critical air quality regions are best.
3. There have been no restrictions or delays due to air quality considerations (1 pt or 20%)
Scoring: 1 pt for yes, 0 pt for no
Rationale: Fewer restrictions are better.

Encroachment (6 points)

the existing AICUZ study encoded in local zoning ordinances? (1.5 pts or 25%)
Scoring: 1.5 pts for yes, 0 pt for no
Rationale: Having an existing AICUZ study in the zoning ordinance is best.
2. What is the percent incompatible land use for clear zones? (2 pts or 33%)
Scoring: Linear scale from 0 to max (2 pts for 0 and 0 pts for max).
Rationale: The lower amount of incompatible land use is better.
3. What is the percent incompatible land use for APZ I? (1 pt or 17%)
Scoring: Linear scale from 0 to max (1 pt for 0 and 0 pts for max).
Rationale: The lower amount of incompatible land use is better.
4. What is the percent incompatible land use for APZ II? (0.5 pt or 8%)
Scoring: Linear scale from 0 to max (0.5 pt for 0 and 0 pts for max).
Rationale: The lower amount of incompatible land use is better.
5. Are real estate disclosures required by local communities? (0.5 pt or 8%)
Scoring: 0.5 pt for yes, 0 pt for no
Rationale: Real estate disclosures are best.
6. Has all clear zone acquisition been completed? (0.5 pt or 8%)
Scoring: 0.5 pt for yes, 0 pt for no
Rationale: It is best if all clear zones have been acquired.

Services (8 points)

1. Amount of BOQ rooms rated "adequate" (2 pt or 25%)
Scoring: Linear scale between 0 and max (0 pt for 0 %, 2 pt for max%)
Rationale: More "adequate" billeting space is better.
2. Condition of BOQ rooms - % of "adequate" (1 pt or 12%)
Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 1 pt for 100%)
Rationale: More "adequate" billeting space is better.
3. Amount of BEQ rooms rated "adequate" (.6 pt or 8%)
Scoring: Linear scale between 0 and max (0 pt for 0 %, .6 pt for max%)
Rationale: More "adequate" billeting space is better.
4. Condition of BEQ rooms - % of "adequate" (.4 pt or 5%)
Scoring: Linear scale between 0 and 100 (0 pt for 0 %, .4 pt for 100%)
Rationale: More "adequate" billeting space is better.
5. What percent of the listed MWR and support facilities/programs are available? (2 pt or 25%)
Scoring: Linear scale from 0 to 100 (0 pt for 0 and 2 pt for 100).
Rationale: More MWR facilities are better to enhance quality of life.
6. Amount of military housing rated "adequate" (.6 pt or 8%)
Scoring: Linear scale between 0 and max (0 pt for 0 %, .6 pt for max%)
Rationale: More "adequate" housing is better.
7. Condition of military housing - % of "adequate" (.4 pt or 5%)
Scoring: Linear scale between 0 and 100 (0 pt for 0 %, .4 pt for 100%)
Rationale: More "adequate" housing is better.
8. Number of children on the waiting list. (0.5 pt or 6%)
Scoring: Linear scale from 0 to max (0.5 pt for 0 and 0 pt for max).
Rationale: Fewer children on waiting list is better.
9. Average wait for children on the waiting list. (0.5 pt or 6%)
Scoring: Linear scale from 0 to max (0.5 pt for 0 and 0 pt for max).
Rationale: Less waiting time for child care is better.

[redacted]

[redacted]

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WORKING PAPERS

MEASURES OF MERIT FOR FUNCTIONAL AREAS
(CURRENT AS OF: 07/19/94 12:47 PM)

MEASURES OF MERIT	Flight Screening	Primary Pilot	Bomber/ Fighter	Strike/ Adv E-2/C-2	Airlift/ Tanker	Maritime/ Int E-2/C-2	CORRESPONDING QUESTIONS
Managed Training Areas	5	5	6	6	6	6	pg 7/#1, 2
Weather	15	14	10	7	9	9	pg 10/#1-3
Airspace and Flight Training Areas	27	22	27	27	24	24	pgs 11-17/#1-23
Airfields	23	24	17	17	22	22	pgs 18-21/#1-4
Ground Training Facilities	10	10	10	10	10	10	pg 22/#1, 2
Aircraft Maintenance Facilities	5	5	5	5	5	5	pg 23/#1 pg 21/#3
Special Military Facilities	0	0	4	4	0	0	pgs 24-25/#1-7
Proximity to Training Areas	0	0	0	3	0	0	pg 27/#1, 2, 3, 4
Proximity to Other Support Facilities	0	2	2	2	5	5	pg 28/#1, 2, 3
Unique Features	0	0	0	0	0	0	pg 29/#1, 2
Air Quality	5	5	5	5	5	5	pg 30/#1-5
Encroachment	5	5	6	6	6	6	pgs 31-38/#1-11
Services	5	8	8	8	8	8	pgs 39-47/#1-6
TTL POINTS	100	100	100	100	100	100	

DRAFT
WORKING PAPERS

[redacted]

Training Airspace Analysis

Data extracted from Data Call #2 which requested:

"For each type of undergraduate pilot training and aircraft required for that training, give the type of airspace in which each stage of training is conducted, give other types of airspace (if any) in which the training could be conducted"

	Land Required	Land Preferred	Water Preferred	Water Required
NFO Pri	30	0	0	0
NFO Int	8	0	0	0
NFO TCC	12	0	0	0
NFO RIO	8	0	17	0
NFO OJN	14	0	0	3
NFO WSO	17	0	4	0
NFO ATN	17	0	0	0
Primary	38	0	0	0
Mari Int	15	0	0	0
Mari Adv	22	31	0	1
Helo Int	30	0	0	0
Helo Adv	68	0	0	2
Strike Int	47	49	0	0
Strike Adv	52	33	0	1
Strike T-45	64	67	0	1
E2/C2 Int	13	14	0	0
E2/C2 Adv	63	0	0	1
Totals	**518**	**194**	**21**	**9**
	69.8%	**26.1%**	**2.8%**	**1.2%**

Land Required -- All Airspace shown over land.
Land Preferred -- Airspace used is overland but can be done over water.
Water Preferred -- Airspace used is over water but can be done over land.
Water Required --- All airspace shown over water.

DC-2 PENSACOLA

UIC: 00204

Mission Requirements

b. Flight Training (cont.)

2. For each type of NFO flight training and aircraft required for that training, give the type of airspace in which each stage of training is conducted, give other types of airspace (if any) in which the training could be conducted, give the number of required flights per student (include overhead flights), average transit time to training area and the total number of flight hours required for each stage. Use the abbreviations in the key below the table to fill out the airspace fields. Also include other stages of flight training not listed.

PRIMARY & INTERMEDIATE

Type Training: NFO **Type Aircraft:** T-34

Stage	Type Airspace	Other Airspace	# Flights/ Student	Avg transit time	Flight Time in Airspace /Event	Total Flight Time/ Event
Radar Navigation	N/A					
Surface Search						
Low Level/VNAV	GEN	~~ATCAA~~	4	.5	1.5	2
~~Airways/Nav/Radar/Low level~~ ANAV	~~ATCAA~~ AW		12	0	2	2
Familiarization	~~MOA~~ AA	~~BAT~~	8	.5	~~1.5~~ 1.0-1.5	~~1.0~~ 1.5-2.0
Tactical Low Level	N/A					
Advanced Tactical Maneuvers						
Pursuit Intercepts						
Attack/Reattack Intercepts						
Conversion Intercepts						
Unknown Intercepts						
Advanced Intercepts						
INAV	~~ATCAA~~ MOA	~~MOA~~	~~2~~ 4	0	2	2
FORM	~~GEN~~ AA/GEN	~~ATCAA~~	2	.5	1.5	2
NAV	~~ATCAA~~ AW		24	~~0~~	2	2
Overhead (28%)						* 16.56

*Total Overhead Hours (Previous CNATRA Revision Undated)

CNATRA N 10-26-

CNATRA N 10-26-

Note ① = Different hops within stage have different sorties duration.

CNATRA N3 10-26-94

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Mission Requirements

b. Flight Training (cont.)

Type Training: INTERMEDIATE NFO Type Aircraft: T-39

Stage	Type Airspace	Other Airspace	# Flights/ Student	Avg transit time	Flight Time in Airspace /Event	Total Flight Time/ Event
Radar Navigation	N/A					
Surface Search	N/A					
Low Level/VNAV	MTR AW	~~ATCAA~~	3	.6	.5	1.1
Airways/Nav/Radar/Low Level	~~GEN~~ AW	~~ATCAA~~	4	0	1.9	1.9
Familiarization	N/A					
High/Low/High (end of phase)	~~ATCAA~~ AW/MTR	GEN	1	0	2.4	2.4
Advanced Tactical Maneuvers	N/A					
~~Pursuit Intercepts~~ OVERHEAD (12%)						1.55 *
Attack/Reattack Intercepts	N/A					
Conversion Intercepts	N/A					
Unknown Intercepts	N/A					
Advanced Intercepts	N/A					

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CNATRA N3

Type Training: Tactical Crew Coord Type Aircraft: T-2

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Stage	Type Airspace	Other Airspace	# Flights/ Student	Avg transit time	Flight Time in Airspace /Event	Total Flight Time/ Event
Radar Navigation	N/A					
Surface Search	N/A					
Low Level	N/A					
Airways/Nav/Radar/Low Level	N/A					
Familiarization	~~WA~~ AW PAT	~~WA~~	3	~~.8~~ .4	~~.8~~ 1.2	1.6
Tactical low level	MTR PAT	~~ATCAA~~	3	~~.8~~ .4	~~.8~~ 1.0	1.4
Advanced Tactical Maneuvers	WA AW	MOA	6	~~.7~~ .4	~~1.0~~ .9	1.3
~~Pursuit Intercepts~~ OVERHEAD (34%)						~~1.45~~ *
Attack/Reattack Intercepts	N/A					5.74
Conversion Intercepts	N/A					
Unknown Intercepts	N/A					
Advanced Intercepts	N/A					

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* TOTAL OVERHEAD HOURS
ALL NFO ADVANCED STUDENTS (OJN, TN, RIO, WSO) fly this STAGE.

Mission Requirements

b. Flight Training (cont.)

Type Training: RIO Type Aircraft: T-39

Stage	Type Airspace	Other Airspace	# Flights/ Student	Avg transit time	Flight Time in Airspace /Event	Total Flight Time/ Event
Radar Navigation	N/A					
Surface Search	N A					
Low Level	MTR / AW	~~AW~~	3	~~.8~~ .4	~~1.2~~ .6	~~2~~ 1.0
~~Airways/Nav/Radar Low Level~~ ANAV	AW		~~8~~ 4	~~8~~	~~2~~ 2.5	2.5
~~Familiarization~~ OVERHEAD (21%)						8.7 *
Tactical Low Level	N/A					
~~Advanced Tactical Maneuvers~~ MULTIPLE APPROACH	~~N/A~~ AW		1	0	2.5	2.5
Pursuit Intercepts	WA / AW	MOA	5	~~.5~~ .26	~~2~~ .9	~~2.5~~ 1.3
Attack/Reattack Intercepts	WA / AW	MOA	3	~~.8~~ .4	~~2~~ .73	~~2.5~~ 1.2
Conversion Intercepts	WA / AW	MOA	5	~~.5~~ .3	~~2~~ 1.0	~~2.5~~ 1.3
Unknown Intercepts	WA / AW	MOA	2	~~.5~~ .3	~~2~~ 1.0	~~2.5~~ 1.3
Advanced Intercepts	WA / AW	MOA	2	~~.5~~ .3	~~2~~ 1.0	~~2.5~~ 1.3

Type Training: OJN Type Aircraft: T-39

Stage	Type Airspace	Other Airspace	# Flights/ Student	Avg transit time	Flight Time in Airspace /Event	Total Flight Time/ Event
Radar Navigation	~~ATCAA~~ ~~MTR~~/AW	~~MTR~~	4	~~.7~~ .4	~~1.5~~ .7	~~2.2~~ 1.1
Surface Search	WA / AW	~~AARA~~	3	~~.7~~ .4	~~1.5~~ 1.8	2.2
Low Level	MTR / AW		~~.7~~ 4	~~.8~~ .4	~~1.2~~ .6	~~2~~ 1.0
~~Airways/Nav/Radar Low Level~~ ANAV	~~ATCAA~~ AW	AW	3	~~.8~~ 0	~~2.0~~ 2.5	2.5
~~Familiarization~~ OVERHEAD (20%)						6.2 *
~~Tactical Low Level~~ ON	~~MTR~~ / ~~N/A~~ / AW		3	1.1	1.5	2.6
Advanced Tactical Maneuvers	N/A					
Pursuit Intercepts	N/A					
Attack/Reattack Intercepts	N/A					
Conversion Intercepts	N/A					
Unknown Intercepts	N/A					
Advanced Intercepts	N/A					

* TOTAL OVERHEAD HOURS

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Mission Requirements

b. Flight Training (cont.)

Type Training: WSO * Type Aircraft: T-39

Stage	type Airspace	Other Airspace	# Flights/ Student	Avg transit time	Flight Time in Airspace /Event	Total Flight Time/ Event
Radar Navigation	~~ATCAA~~ MTR/AW	~~MTR~~	~~2~~ 4	~~.8~~ .4	~~.7~~ .7	~~2.8~~ 1.1
~~Surface Search~~ Radar Nav	~~N/A~~ MTR/AW/PAT		3	1.4	.9	2.3
Low Level	MTR / AW		~~2~~ 4	~~.8~~ .4	~~1.4~~ .6	~~2.2~~ 1.0
~~Airways/New/Radar/Low Level~~ ANAVS	~~ATCAA~~ AW		3	~~.8~~ ∅	~~2~~ 2.5	2.5
Familiarization	N/A					
Tactical ~~Low Level~~ NAVIGATION	~~N/A~~ MTR/AW		3	1.6	.9	2.5
Advanced Tactical Maneuvers	N/A					
Overhead (17%)						5.3*
Pursuit Intercepts	WA / AW	MOA	2	~~.5~~ .2	~~2~~ .9	~~2.5~~ 1.1
Attack/Reattack Intercepts	WA / AW	MOA	3	~~.8~~ .4	~~2~~ .73	~~2.5~~ ≡ 1.2
Conversion Intercepts	N/A					
Unknown Intercepts	N/A					
Advanced Intercepts	N/A					

* TOTAL OVERHEAD HOURS

ALL FLOWN WITH TWO STUDENTS EXCEPT TACTICAL NAVIGATION WHICH IS flown WITH ONE STUDENT.

Mission Requirements

b. Flight Training (cont.)

Type Training: TN **Type Aircraft:** T-39

Stage	Type Airspace	Other Airspace *	# Flights/ Student	Avg transit time	Flight Time in Airspace /Event	Total Flight Time/ Event
Radar Navigation	~~ATCAA~~ MTR/AW	~~MTR~~	~~7~~ 4	~~8~~ .4	~~2~~ .7	~~2.8~~ 1.1
~~Surface Search~~ Mountain Radar NAV	~~N/A~~ MTR/AW/PAT		3	1.4	.9	2.3
Low Level	MTR / AW		~~7~~ 4	~~8~~ .4	~~14~~ .6	~~22~~ 1.0
~~Airways/NavRadar/Low Level~~ ANAV	~~ATCAA~~ AW		3	~~8~~	~~2~~ 2.5	2.5
Familiarization	N/A					
Tactical Low Level	N/A					
~~Advanced Tactical Maneuvers~~ NAVIGATION	~~MTR/AW~~ ~~N/A~~		3	1.6	.9	2.5
~~Pursuit Intercepts~~ OVERHEAD (17%)						5.3 *
Attack/Reattack Intercepts	N/A					
Conversion Intercepts	N/A					
Unknown Intercepts	N/A					
Advanced Intercepts	N/A					

Key:
- MOAs — Military Operating Areas
- RR — Restricted Areas with Ranges
- WA — Warning Areas
- MTR — Military Training Routes
- AA — Alert Area
- AW — Airways (e.g. corridors to and from training areas)
- RA — Restricted Areas
- PAT — Pattern (e.g. airspace above runways)
- ATCAA — Air Traffic Control Assigned Airspace
- GEN — General Use Airspace

Data based on an average flight time/event. Each stage has varied numbers of events at varied flight times.

* TOTAL OVERHEAD HOURS

R

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Mission Requirements

b. Flight Training

1. For each type of undergraduate pilot flight training and aircraft required for that training, give the type of airspace in which each stage of training is conducted, give other types of airspace (if any) in which the training could be conducted, give the number of required flights per pilot (include overhead flights), average transit time to the training area and the total number of flight hours required for each stage. Use the abbreviations in the key below the table to fill out the airspace fields. Also include other stages of flight training not listed.

Type Training: Pilot ADV E2/C2 **Type Aircraft:** T-2

Stage	Type Airspace	Other Airspace	# Flights/ pilot	Avg. Transit Time/ Event	Flight Time in Airspace/ Event	Total Flight Time/ Event
Familiarization	MOA	PAT	16	.2	1.2	1.4
Basic Instrument	MOA	~~ATCAA~~ AW	3	~~.3~~ .0	~~1.2~~ 1.5	1.5
Radio Instrument	~~ATCAA~~ AW		4	~~.2~~ .0	1.5/1.7	1.7
Formation	MOA	PAT	15	.2	1.2	1.4
Tactical Formation	~~MOA~~	~~PAT~~	~~7~~	~~.2~~	~~1.4~~	~~1.6~~
Airway Navigation/AVR1	~~ATCAA~~ AW	PAT	8 ~~10~~	.2	1.4	1.6
Visual Navigation/Night	~~ATCAA~~ AW	PAT	4	.2	.9	1.1
Out-of-control Flight	WA	PAT	1	.3	.8	1.1
Carrier Qualifications	WA	PAT	12	.2	.7	.9
Air Combat Maneuvers	N/A					
Operational Navigation						
Weapons						
Gunnery						
Helo Tactics						
Helo Ship Qualifications						

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Key: OVERHEAD HRS (352) 30.75 ★

TOTAL OVERHEAD HOURS

MOAs	Military Operating Areas
RR	Restricted Areas with Ranges
WA	Warning Areas
MTR	Military Training Routes
AA	Alert Areas
AW	Airways (e.g. corridors to and from training areas)
RA	Restricted Areas
PAT	Pattern (e.g. airspace above runways)
ATCAA	AirTraffic Control Assigned Airspace
GEN	General Use Airspace

CNATRA N3 9-15-94

Data based on an average flight time/event. Each stage has varied number of events at varied flight times.

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Mission Requirements

b. Flight Training

1. For each type of undergraduate pilot flight training and aircraft required for that training, give the type of airspace in which each stage of training is conducted, give other types of airspace (if any) in which the training could be conducted, give the number of required flights per pilot (include overhead flights), average transit time to the training area and the total number of flight hours required for each stage. Use the abbreviations in the key below the table to fill out the airspace fields. Also include other stages of flight training not listed.

Type Training: **E2/C2 INTERMEDIATE** Type Aircraft: **T-44A**

Stage	Type* Airspace	Other* Airspace	# Flights / pilot	Avg Transit Time/ Event	Flight Time in Airspace/ Event	Total Flight Time/ Event	Total Flight Time
Familiarization	AA/PAT	GEN/WA/ MOA	12	.3	1.12	1.42	17
Night Familiarization	PAT		1	0	1.0	1.0	1.0
Basic Instrument	AA	GEN/WA/ MOA	2	.3	1.2	1.5	3.0
Radio Instrument	GEN		12	0	1.87	1.87	22.5
Formation							
Tactical Formation							
Airway Navigation							
visual Navigation							
Over Water Navigation							
Overhead per onboard instructor	AA/GEN	WA/MOA	8	.3	1.2	1.5	12.0
Carrier Qualifications							
Overhead per IUT	AA/GEN	WA/MOA	17	.3	1.52	1.82	31.0
Operational Navigation							
Weapons							
Gunnery							
Helo Tactics							
Helo Ship Qualifications							

R

* Airspace noted is the primary required for stage, however AA, AW, GEN and PAT are used ofr all stages.

Key:

MOAs -- Military Operating Areas
WA -- Warning Areas
AA -- Alert Areas
RA -- Restricted Areas
ATCAA -- Air Traffic Control Assigned Airspace
RR -- Restricted Areas with Ranges
MTR -- Military Training Routes
AW-- Airways (e.g. corridors to and from training areas)
PAT -- Pattern (e.g. airspace above runways)
GEN -- General Use Airspace

Mission Requirements

b. Flight Training

1. For each type of undergraduate pilot flight training and aircraft required for that training, give the type of airspace in which each stage of training is conducted; give other types of airspace (if any) in which the training could be conducted; give the number of required flights per pilot (include overhead flights), average transit time to the training area and the total number of flight hours required for each stage. Use the abbreviations in the key below the table to fill out the airspace fields. Also include other stages of flight training not listed.

Type Training: PRIMARY Type Aircraft: T-34C

Stage (HOURS)	Type Airspace	Other Airspace	# Flights / pilot	Avg Transit Time/ Event	Flight Time in Airspace/ Event	Total Flight Time/ Event
Familiarization DAY (25.0)	AA\PAT	MOA\GEN	14	.2	1.59	1.79
Familiarization NIGHT (3.0)	AA\PAT	MOA\GEN	2	.2	1.30	1.50
Basic Instrument (5.3)	AA	MOA\GEN	3	.2	1.56	1.76
Radio Instrument (12.0)	AA	MOA\GEN	6	.2	1.8	2.0
Formation (12.2)	AA\PAT	MOA\GEN	6	.3	1.73	2.03
Tactical Formation	N/A					
Airway Navigation	N/A					
Visual Navigation	N/A					
Over Water Navigation	N/A					
Out-of-control Flight	N/A					
Carrier Qualifications	N/A					

Air Combat Maneuvers	N/A					
Operational Navigation	N/A					
Weapons	N/A					
Gunnery	N/A					
Helo Tactics	N/A					
Helo Ship Qualifications	N/A					
Overhead SEE NOTE 2	AA/PAT	MOA\GEN	NOTE 2	.2	1.43	1.63
Precision Aerobatics (10.0)	AA	MOA	5	.3	1.7	2.0

NOTE #1: ALL DEPARTURES AND ARRIVALS USE "AW" FOR ARRIVING AND DEPARTING THE WHITING CLASS "C" AIRSPACE.

NOTE #2: TOTAL OVERHEAD SORTIES OF 7,701 FOR 11,567.1 HOURS(INCLUDES PRIMARY AND INTERMEDIATE T-34c)

Key:
MOAs – Military Operating Areas
WA – Warning Areas
AA – Alert Areas
RA – Restricted Areas
GEN – General Use Airspace
ATCAA – Air Traffic Control Assigned Airspace
RR – Restricted Areas with Ranges
MTR – Military Training Routes
AW– Airways (e.g. corridors to and from training areas)
PAT – Pattern (e.g. airspace above runways)

Mission Requirements

b. Flight Training

Type Training: INTERMEDIATE MARITIME (MARINE) Type Aircraft: T-34C

Stage (HOURS)	Type Airspace	Other Airspace	# Flights / pilot	Avg Transit Time/ Event	Flight Time in Airspace / Event	Total Flight Time/ Event
Familiarization	N/A					
Basic Instrument	N/A					
Radio Instrument (10.0)	AA	GEN	5	.2	1.8	2.0
Formation	N/A					
Tactical Formation (6.0)	AA	GEN	4	.3	1.2	1.5
Airway Navigation (3.0)	AA	GEN	2	.2	1.3	1.5
Visual Navigation(7.0)	AA	GEN	4	.2	1.55	1.75
Over Water Navigation	N/A					
Out-of-control Flight	N/A					
Carrier Qualifications	N/A					
Air Combat Maneuvers	N/A					
Operational Navigation	N/A					
Weapons	N/A					
Gunnery	N/A					
Overhead SEE NOTE 5	AA/PAT	MOA/GEN				
Helo Tactics	N/A					
Helo Ship Qualifications	N/A					

2 CNATRA-N3

capacity

Mission Requirements

b. Flight Training

2
CNATRA N3

"PAT", "GEN", "AA"

NOTE #1: ALL DEPARTURES AND ARRIVALS USE "AW" FOR ARRIVING AND DEPARTING THE WHITING CLASS "C" AIRSPACE.

NOTE #2: RADIO INSTRUMENT AND AIRWAYS NAVIGATION FLIGHTS USE FEDERAL AIRWAYS.

NOTE #3: SEE NOTE #3, PRIMARY TABLE

Key:

MOAs -- Military Operating Areas
WA -- Warning Areas
AA -- Alert Areas
RA -- Restricted Areas
ATCAA -- Air Traffic Control Assigned Airspace
RR -- Restricted Areas with Ranges
MTR -- Military Training Routes
AW-- Airways (e.g. corridors to and from training areas)
PAT -- Pattern (e.g. airspace above runways)
GEN -- General Use Airspace

capacity

Mission Requirements

b. Flight Training

Type Training: INTERMEDIATE ROTARY/NAVY MARITIME Type Aircraft: T-34C

Stage (HOURS)	Type Airspace	Other Airspace	# Flights/ pilot	Avg Transit Time/ Event	Flight Time in Airspace/ Event	Total Flight Time/ Event
Familiarization	N/A					
Basic Instrument	N/A					
Radio Inst.(10.0)	AA	GEN\MOA	5	.2	1.8	2.0
Formation	N/A					
Tactical Form	N/A					
Airway Navigation (9.0)	AA	GEN	4	.2	2.05	2.25
Visual Navigation (7.0)	AA	GEN	4	.2	1.55	1.75
Over Water Navigation	N/A					
Out-of-control Flight	N/A					
Carrier Qualifications	N/A					
Air Combat Maneuvers	N/A					
Operational Navigation	N/A					
Weapons	N/A					
Gunnery	N/A					
Overhead (SEE NOTE 5)	AA/PAT	MOA/GEN				
Helo Tactics	N/A					
Helo Ship Qualifications	N/A					

capacity

Mission Requirements

b. Flight Training

"PAT", "GEN", "AA"

NOTE #1: ALL DEPARTURES AND ARRIVALS USE "AW" FOR ARRIVING AND DEPARTING THE WHITING CLASS "C" AIRSPACE.

NOTE #2: RADIO INSTRUMENT AND AIRWAYS NAVIGATION FLIGHTS USE FEDERAL AIRWAYS.

NOTE #3: SEE NOTE #3, PRIMARY TABLE

CNATRA N3

Key:

MOAs -- Military Operating Areas
WA -- Warning Areas
AA -- Alert Areas
RA -- Restricted Areas
ATCAA -- Air Traffic Control Assigned Airspace
RR -- Restricted Areas with Ranges
MTR -- Military Training Routes
AW-- Airways (e.g. corridors to and from training areas)
PAT -- Pattern (e.g. airspace above runways)
GEN -- General Use Airspace

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Mission Requirements

b. Flight Training

Type Training: ADVANCED HELO

Type Aircraft: T-H57 B/C

Stage (HOURS)	Type Airspace	Other Airspace	# Flights / pilot	Avg Transit Time/ Event	Flight Time in Airspace / Event	Total Flight Time/ Event
Familiarization DAY (34.8)	AA\PAT	GEN	22	.2	1.4	1.6
Familiarization NIGHT (2.0)	AA\PAT	GEN	1	.2	1.8	2.0
Basic Instrument (11)	AA	GEN	7	.2	1.37	1.57
Radio Instrument (20)	AA	GEN	10	.2	1.8	2.0
Formation	N/A					
Tactical Formation	N/A					
Airway Navigation(11)	AA	GEN	6	.2	1.63	1.83
Visual Navigation	N/A					
Over Water Navigation	N/A					
Out-of-control Flight	N/A					
Carrier Qualifications	N/A					

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Air Combat Maneuvers	N/A					
Operational Navigation(6.3)	AA	GEN	4	.2	1.37	1.57
Weapons	N/A					
Gunnery	N/A					
Helo Tactics(30)	AA\PAT\MTR	GEN	18	.2	1.46	1.66
Overhead SEE NOTE 5	AA\PAT	MOA\ GEN	N/A	.2	1.07	1.27
Helo Ship Qualifications (1)	AA\PAT	GEN	2	.2	.5	.7

NOTE #1: ALL DEPARTURES AND ARRIVALS USE "AW" FOR ARRIVING AND DEPARTING THE WHITING CLASS "C" AIRSPACE.

NOTE #2: RADIO INSTRUMENT AND AIRWAYS NAVIGATION FLIGHTS USE FEDERAL AIRWAYS.

NOTE #3: "PAT" COULD BE OVER RUNWAYS OR CERTIFIED GRASS AREAS

NOTE #4: "MTR" DENOTES HELO VISUAL LOW LEVEL ROUTES
ALL TRAINING MUST BE COMPLETED AT SITE

NOTE #5: TOTAL SUPPORT OF 5,557 SORTIES FOR 7,063.2 HOURS

Key:
MOAs – Military Operating Areas
WA – Warning Areas
AA – Alert Areas
GEN – General Use Airspace
AW– Airways (e.g. corridors to and from training areas)
ATCAA – Air Traffic Control Assigned Airspace
RR – Restricted Areas with Ranges
MTR – Military Training Routes
RA – Restricted Areas
PAT – Pattern (e.g. airspace above runways)

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Mission Requirements

b. Flight Training

1. For each type of undergraduate pilot flight training and aircraft required for that training, give the type of airspace in which each stage of training is conducted, give other types of airspace (if any) in which the training could be conducted, give the number of required flights per pilot (include overhead flights), average transit time to the training area and the total number of flight hours required for each stage. Use the abbreviations in the key below the table to fill out the airspace fields. Also include other stages of flight training not listed.

Type Training: **Primary** Type Aircraft: **T-34C**

Stage	Type Airspace	Other Airspace	# Flights/ pilot	Avg Transit Time/ Event	Flight Time in Airspace/ Event	Total Flight Time/ Event	Total Flight Time
Familiarization	AA/PAT	GEN/MOA/WA	14	.3	1.49	1.79	25
Night Familiarization	AA/PAT	GEN/MOA/WA	2	.3	1.2	1.5	3.0
Basic Instrument	AA	GEN/MOA/WA	3	.3	1.46	1.76	5.2
Radio Instrument	GEN		6	0	2.0	2.0	12
Formation	AA	GEN/MOA/WA	6	.3	1.73	2.03	12.2
Tactical Formation							
Airway Navigation							
Visual Navigation							
Over Water Navigation							
Overhead per onboard instructor	AA/GEN	WA/MOA	8	.3	1.2	1.5	12.0
Carrier Qualifications							
Overhead per IUT	AA/GEN	WA/MOA	27	.3	1.8	2.1	56.6
Operational Navigation							
Helo Tactics							
Helo Ship Qualifications							
AEROBATICS	AA/PAT	GEN/WA/MOA	5	.3	1.48	1.78	8.9

R

* Airspace noted is the primary required for stage, however AA, AW, GEN, and PAT are used in all stages.

Key:

MOAs -- Military Operating Areas
WA -- Warning Areas
AA -- Alert Areas
RA -- Restricted Areas
Air Traffic Control Assigned Airspace

RR -- Restricted Areas with Ranges
MTR -- Military Training Routes
AW-- Airways (e.g. corridors to and from training areas)
PAT -- Pattern (e.g. airspace above runways) ATCAA --
GEN -- General Use Airspace

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Mission Requirements

b. Flight Training

1. For each type of undergraduate pilot flight training and aircraft required for that training, give the type of airspace in which each stage of training is conducted, give other types of airspace (if any) in which the training could be conducted, give the number of required flights per pilot (include overhead flights), average transit time to the training area and the total number of flight hours required for each stage. Use the abbreviations in the key below the table to fill out the airspace fields. Also include other stages of flight training not listed.

Type Training: **Advanced Maritime** Type Aircraft: **T-44A**

Stage	Type Airspace	Other Airspace	# Flights/ pilot	Avg Transit Time/ Event	Flight Time in Airspace/ Event	Total Flight Time/ Event	Total Flight Time
Familiarization/NF	AA/PAT	GEN/WA/ MOA	17	.3	1.1	1.4	23.8
Basic Instrument	AA	GEN/WA/ MOA	4	.3	1.2	1.5	6
Radio Instrument	GEN		20	0	2.1	2.1	42
Formation	AA	GEN/MOA /WA	2	.3	1.2	1.5	3
Tactical Formation							
Airway Navigation	GEN		1	0	8.0	8.0	8
Visual Navigation	GEN		1	0	2.0	2.0	2
Over Water Navigation	GEN/WA		1	.5	1.5	2.0	2
Overhead per onboard instructor	AA/GEN	WA/MOA	8	.3	1.2	1.5	12
Carrier Qualifications							
Air Combat Maneuvers							
Overhead per IUT	AA/GEN	WA/MOA	17	.3	1.52	1.82	31.0
Weapons							
Gunnery							
Helo Tactics							
Helo Ship Qualifications							

R

* Airspace noted is the primary required for stage, however AA, AW, GEN and PAT are used in all stages.

Key:

MOAs -- Military Operating Areas
WA -- Warning Areas
AA -- Alert Areas
RA -- Restricted Areas
ATCAA -- Air Traffic Control Assigned Airspace
RR -- Restricted Areas with Ranges
MTR -- Military Training Routes
AW-- Airways (e.g. corridors to and from training areas)
PAT -- Pattern (e.g. airspace above runways)
GEN -- General Use Airspace

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Mission Requirements

b. Flight Training

1. For each type of undergraduate pilot flight training and aircraft required for that training, give the type of airspace in which each stage of training is conducted, give other types of airspace (if any) in which the training could be conducted, give the number of required flights per pilot (include overhead flights), average transit time to the training area and the total number of flight hours required for each stage. Use the abbreviations in the key below the table to fill out the airspace fields. Also include other stages of flight training not listed.

Type Training: **HELO/MARITIME INTERMEDIATE** Type Aircraft: T-34C

Stage	Type Airspace	Other Airspace	# Flights/ pilot	Avg Transit Time/ Event	Flight Time in Airspace/ Event	Total Flight Time/ Event	Total Flight Time
Familiarization							
Basic Instrument							
Radio Instrument	GEN		5	0	2.0	2.0	10
Formation							
Tactical Formation	GEN	MTR	4	0	1.5	1.5	6
Airway Navigation	GEN		4	0	2.25	2.25	9.0
Visual Navigation	GEN		4	0	1.75	1.75	7
Over Water Navigation							
Overhead per onboard instructor	AA/GEN	WA/MOA	8	.3	1.2	1.5	12.0
Carrier Qualifications							
Overhead per IUT	AA/GEN	WA/MOA	27	.3	1.8	2.1	56.6
Operational Navigation							
Weapons							
Gunnery							
Helo Tactics							
Helo Ship Qualifications							

R

* Airspace noted is the primary required for stage, however AA, AW, GEN and PAT are used in all stages.

Key:

MOAs -- Military Operating Areas
WA -- Warning Areas
AA -- Alert Areas
RA -- Restricted Areas
ATCAA -- Air Traffic Control Assigned Airspace
RR -- Restricted Areas with Ranges
MTR -- Military Training Routes
AW-- Airways (e.g. corridors to and from training areas)
PAT -- Pattern (e.g. airspace above runways)
GEN -- General Use Airspace

DCS 2 KINGSVILLE

Mission Requirements

b. Flight Training

1. For each type of undergraduate pilot flight training and aircraft required for that training, give the type of airspace in which each stage of training is conducted, give other types of airspace (if any) in which the training could be conducted, give the number of required flights per pilot (include overhead flights), average transit time to the training area and the total number of flight hours required for each stage. Use the abbreviations in the key below the table to fill out the airspace fields. Also include other stages of flight training not listed.

Type Training: STRIKE **Type Aircraft:** T-45

Stage	Type Airspace NOTE 1	Other Airspace	# Flights/ pilot	Avg Transit Time/ Event	Flight Time in Airspace / Event	Total Flight Time/ Event
Familiarization	MOA/ATCAA	WA	15	.2	1.3	~~22.5~~ 1.5
Basic Instrument	MOA/ "	WA	4	.2	1.3	~~6.0~~ 1.5
Radio Instrument	AW	MOA	7	N/A	1.6	~~11.1~~ ~~11.2~~ 1.6
Formation	MOA/ "	WA	17	.2	1.3	~~25.5~~ 1.5
Tactical Formation	MOA/ "	WA	4	.2	1.2	~~5.6~~ 1.4
Airway Navigation	AW	NONE	10	N/A	1.9	~~19.2~~ 1.9
Instrument Rating	AW	NONE	5	N/A	1.7	~~8.5~~ 1.7
Night Formation	MOA/ "	WA	4	.2	1.3	~~6.0~~ 1.5
Out-of-control Flight	MOA/ "	NONE	3	.2	1.0	~~3.6~~ 1.2
Carrier Qualifications	PAT	NONE	20	.0	.7	~~15~~ ~~14~~ .7
Air Combat Maneuvers	MOA/ "	WA	13	.3	.8	~~14.7~~ ~~14.5~~ 1.1
Operational Navigation	MTR	NONE	9	.4	.8	~~11.4~~ ~~10.8~~ 1.2
Weapons	RR	NONE	11	.3	1.0	~~13.9~~ ~~14.5~~ 1.3
Gunnery	MOA/ "	WA	8	.3	1.2	~~9.6~~ ~~12~~ 1.5
Night Familiarization	MOA/ "	WA	2	.2	1.3	~~3.0~~ 1.5
35% Overhead NOTE 2			46.2			61.5

HEARD CNETN-N43 27 APR 94 ATA

CNATRA N3

Key:

MOAs – Military Operating Areas
WA – Warning Areas
AA – Alert Areas
RA – Restricted Areas
ATCAA – Air Traffic Control Assigned Airspace
RR – Restricted Areas with Ranges
MTR – Military Training Routes
AW– Airways (e.g. corridors to and from training areas)
PAT – Pattern (e.g. airspace above runways)
GEN – General Use Airspace

NOTE 1: AIRSPACE NOTED IS THE PRIMARY TYPE OF AIRSPACE USED FOR STAGE. HOWEVER, ALERT AREAS, AIRWAYS, GENERAL USE AIRSPACE AND PATTERN AIRSPACE ARE USED FOR ALL STAGES.

NOTE 2: OVERHEAD CANNOT BE ASSIGNED TO A PARTICULAR STAGE, EXCEPT FOR IUT OVERHEAD

CNATRA N3

Mission Requirements

b. Flight Training

1. For each type of undergraduate pilot flight training and aircraft required for that training, give the type of airspace in which each stage of training is conducted, give other types of airspace (if any) in which the training could be conducted, give the number of required flights per pilot (include overhead flights), average transit time to the training area and the total number of flight hours required for each stage. Use the abbreviations in the key below the table to fill out the airspace fields. Also include other stages of flight training not listed.

Type Training: Advanced Strike Type Aircraft: TA-4J

Stage	Type Airspace NOTE ①+②	Other Airspace	# Flights/ pilot	Avg Transit Time/ Event	Flight Time in Airspace / Event	Total Flight Time/ Event
Familiarization	MOA/PAT	WA/RA	9	0.2	0.8	~~1.4~~ 1.0
Basic Instrument	MOA	WA/RA	2	0.2	1.0	~~1.4~~ 1.2
Radio Instrument	AW/MOA	~~ATCAA~~ GEN	4	NA	1.5	1.5
Formation	MOA/PAT	WA/RA	5	0.3	0.8	~~1.4~~ 1.1
Tactical Formation	MOA	WA/RA	4	0.2	1.2	1.4
Airway Navigation	AW	~~ATCAA~~ GEN	10	NA	1.59	1.59
Visual Navigation	NA	NA	NA	NA	NA	NA
Over Water Navigation	NA	NA	NA	NA	NA	NA
Out-of-control Flight	NA	NA	NA	NA	NA	NA
Carrier Qualifications	PAT	WA	14	0.0	0.74	0.74
Air Combat Maneuvers	MOA	WA/RA	13	0.2	1.0	1.2
Operational Navigation	MTR	RA/MOA	7	0.2/0.5*	0.7	1.2
Weapons	RR	RA	11	0.3	0.8	1.1
Gunnery	NA	NA	NA	NA	NA	NA
Helo Tactics	NA	NA	NA	NA	NA	NA
Helo Ship Qualifications	NA	NA	NA	NA	NA	NA
Night Familiarization/ Formation	MOA	WA/ ATCAA	6	0.2	0.97	~~1.16~~ 1.17
IUT	MOA	WA/PAT	38	0.2	1.3	1.5
PMCF	MOA	PAT	50 **	0.2	0.6	0.8

HEAR CNET N-43 27 APR 1994

MOAs – Military Operating Areas
WA – Warning Areas
AA – Alert Areas
RA – Restricted Areas
ATCAA – Air Traffic Control Assigned Airspace GEN – General Use Airspace
RR – Restricted Areas with Ranges
MTR – Military Training Routes
AW – Airways (e.g. corridors to and from training areas)
PAT – Pattern (e.g. airspace above runways)

* NOTE: TRANSIENT TIME TO VR ROUTE VARIES FROM 0.2 TO 0.5 DEPENDING ON ROUTE.
** PMCF RATE DEPENDENT ON AIRCRAFT MAINTENANCE. THIS NUMBER REPRESENTS A MONTHLY AVERAGE OF PMCF FLIGHTS FOR 3 YEARS.

NOTE ① ATCAA'S ARE USED WITH ASSOCIATED MOA'S

② AIRSPACE NOTED IS THE PRIMARY TYPE OF AIRSPACE USED FOR STAGE. HOWEVER, ALERT AREAS, AIRWAYS, GENERAL USE AIRSPACE AND PATTERN AIRSPACE ARE USED FOR ALL STAGES.

CNATRA N3

Type Training: Intermediate Strike Type Aircraft: T-2

Stage	Type Airspace NOTE 1 + 2	Other Airspace	# Flights/ pilot	Avg Transit Time/ Event	Flight Time in Airspace / Event	Total Flight Time/ Event
Familiarization	MOA/PAT	WA/RA	16	0.2	0.8	~~1.4~~ 1.0
Basic Instrument	MOA	WA/RA	3	0.2	1.0	~~1.5~~ 1.2
Radio Instrument	AW/MOA	ATCAA	3	NA	1.6	1.6
Formation	MOA/PAT	WA/RA	15	0.1/0.3*	0.8	~~1.4~~ 1.1
Tactical Formation	NA	NA	NA	NA	NA	NA
Airway Navigation	AW	~~ATCAA~~ GEN	7	NA	1.7	1.7
Visual Navigation	NA	NA	NA	NA	NA	NA
Over Water Navigation	NA	NA	NA	NA	NA	NA
Out-of-control Flight	MOA/PAT	WA/RA	3	0.2	0.9	1.1
Carrier Qualifications	PAT	WA	11	0.0	0.76	0.76
Air Combat Maneuvers	NA	NA	NA	NA	NA	NA
Operational Navigation	NA	NA	NA	NA	NA	NA
Weapons	NA	NA	NA	NA	NA	NA
Gunnery	MOA * NOTE 3	WA/RA	8	0.1/0.3*	0.7	~~1.2~~ 1.0
Helo Tactics	NA	NA	NA	NA	NA	NA
Helo Ship Qualifications	NA	NA	NA	NA	NA	NA
Night Familiarization	MOA/PAT	WA	4	0.2	0.82	1.02
IUT	MOA/PAT	WA/PAT	43	0.2	1.2	1.4
PMCF	MOA	PAT	27 **	0.2	0.6	0.8

HEARD CNET N4H 27 APR 94 ATA

MOAs -- Military Operating Areas
WA -- Warning Areas
AA -- Alert Areas
RA -- Restricted Areas
ATCAA -- Air Traffic Control Assigned Airspace GEN -- General Use Airspace
RR -- Restricted Areas with Ranges
MTR -- Military Training Routes
AW-- Airways (e.g. corridors to and from training areas)
PAT -- Pattern (e.g. airspace above runways)

* NOTE: TRANSIENT TIME VARIES DEPENDING ON AIRSPACE BEING USED. ** PMCF RATE DEPENDENT ON AIRCRAFT MAINTENANCE. THIS NUMBER REPRESENTS A MONTHLY AVERAGE OF PMCF FLIGHTS FOR 3 YEARS.

NOTE 1 ATCAA'S ARE USED WITH ASSOCIATED MOA'S

2 AIRSPACE NOTED IS THE PRIMARY TYPE OF AIRSPACE USED FOR STAGE. HOWEVER, ALERT AREAS, AIRWAYS, GENERAL USE AIRSPACE AND PATTERN AIRSPACE ARE USED FOR ALL STAGES.

3 REQUIRES TARGET

CNATRA N3

1995 BRAC RECOMMENDATION

CLOSE NAS MERIDIAN
RELOCATE STRIKE TRAINING TO NAS KINGSVILLE
RELOCATE NTTC TO NAVY SUPPLY CORPS SCHOOLS, ATHENS, GA,
AND NAVAL EDUCATION AND TRAINING CENTER, NEWPORT, RI

JUSTIFICATION

1993 BRAC RECOMMENDED CLOSURE. 1993 COMMISSION DETERMINED TWO STRIKE BASES NEEDED. SINCE 1993, PTR DECLINED DUE TO REDUCTION IN ACTIVE AIRWINGS. DOD POLICY TO CONSOLIDATE FUNCTIONAL TRAINING. KINGSVILLE, WITH CORPUS CHRISTI AS AN OUTLYING FIELD, CAN DO ALL STRIKE PTR. KINGSVILLE HAS HIGHER MILITARY VALUE, T-45 CAPABILITY IN PLACE, AND LARGER AMOUNTS OF AIRSPACE, INCLUDING OVER WATER AIRSPACE.

ALSO, JOINT CROSS SERVICE UPT GROUP RECOMMENDED CLOSING MERIDIAN.

18 squadrons go to NAS Atlanta, the F/A-18 squadrons at Cecil Field and the F/A-18 RAG will go to NAS Oceana vice Cherry Point, S-3s to NAS Jacksonville, and 2 F/A-18 squadrons to go to MCAS Beaufort. The recommendations mean that squadrons will not go to Cherry Point and LeMoore, and no new construction will be required there.

h. Charleston. DoN recommends closing the FISC Charleston which the 1993 Commission left open. The closure of REDCOM 7 reflects the continuing resolution of where REDCOMs should be.

i. Key West. During the DoN process, NAS Key West was identified for closure to eliminate excess; however, because of the operational need to maintain the airspace and use of the air station, it is be recommended for realignment as an Naval Air Facility (NAF).

j. Orlando. NRL Orlando is another of the DoN's four lakes.

k. Whirl Tower. The Whirl Tower was kept when NADEP Pensacola closed in BRAC-93. It is no longer needed, and its closure will free up space for Pensacola as a receiving site.

l. Meridian. Closure of NAS Meridian repeats a BRAC-93 recommendation that was rejected by the Commission because there were not sufficient outlying fields (OLF) in Texas to support aviation training. DoN is recommending the closure of NAS Meridian, realignment of NAS Corpus Christi, and consolidation of strike training at Kingsville, utilizing Corpus Christi as an OLF responds to concerns expressed in BRAC-93. DoN has suggested to OSD that NAS Meridian and Columbus AFB, because of their proximity, airspace, outlying fields and bombing range, would make a good candidate for DoD's primary fixed-wing training using the future JPATS aircraft. The Meridian/Columbus complex would have sufficient airspace for whatever aircraft is chosen from JPATS. Consolidating at these sites rather than the projected five would reduce manpower and potentially reduce the JPATS buy.

m. New Orleans. The Navy Biodynamics Lab will close. There may be an opportunity to transfer the facilities to a local university.

n. Corpus Christi. Realigning the activity as a NAF will permit continued support of its tenants: the Army Depot, Coast Guard, and Customs Service. It also permits the continued consolidation of mine warfare assets.

o. Long Beach. There was a lot of excess in shipyards. DoN could have recommended more for closure but did not because of concerns about the future of the SSN 688 and the maintenance of nuclear shipyard capability. The Secretary is concerned about

ATTACHMENT F-2

3/2/95

RECOMMENDATION FOR CLOSURE

NAVAL AIR STATION, MERIDIAN, MISSISSIPPI

Recommendation: Close Naval Air Station, Meridian, Mississippi, except retain the Regional Counterdrug Training Academy facilities which are transferred to the Academy. Relocate the undergraduate strike pilot training function and associated personnel, equipment and support to Naval Air Station, Kingsville, Texas. Its major tenant, the Naval Technical Training Center, will close, and its training functions will be relocated to other training activities, primarily the Navy Supply Corps School, Athens, Georgia and Naval Education and Training Center, Newport, Rhode Island.

Justification: The 1993 Commission recommended that Naval Air Station, Meridian remain open because it found that the then-current and future pilot training rate (PTR) required that there be two full-strike training bases, Naval Air Station, Kingsville, Texas and Naval Air Station, Meridian. In the period between 1993 and the present, two factors emerged that required the Department of the Navy again to review the requirement for two such installations. First, the current Force Structure Plan shows a continuing decline in the PTR (particularly in the decline from 11 to 10 carrier air wings) so that Navy strike training could be handled by a single full-strike training base. Second, the consolidation of strike training that follows the closure of NAS Meridian is in the spirit of the policy of the Secretary of Defense that functional pilot training be consolidated. The training conducted at Naval Air Station, Meridian is similar to that conducted at Naval Air Station, Kingsville, which has a higher military value, presently houses T-45 assets (the Department of the Navy's new primary strike training aircraft) and its supporting infrastructure, and has ready access to larger amounts of air space, including over-water air space if such is required. Also, the Undergraduate Pilot Training Joint Cross-Service Group included the closure of Naval Air Station, Meridian in each of its closure/realignment alternatives. The separate recommendation for the consolidation of the Naval Technical Training Center functions at two other major training activities provides improved and more efficient management of these training functions and aligns certain enlisted personnel training to sites where similar training is being provided to officers.

Return on Investment: The return on investment data below applies to the closure of NAS Meridian, the closure of NTTC Meridian, the realignment of NAS Corpus Christi to an NAF, and the NAS Alameda redirect. The total estimated one-time cost to implement these recommendations is $83.4 million. The net of all costs and savings during the implementation period is a savings of $158.8 million. Annual recurring savings after implementation are $33.4 million with an immediate return on investment expected. The net present value of the costs and savings over 20 years is a savings of $471.2 million.

berthing capacity, ordnance storing and handling, quality of life, infrastructure, acreage, and investment.

Capacity Analysis

The capacity measure used to analyze Training Air Stations was the annual number of pilots and naval flight officers that can be trained each year. The approach used in the capacity analysis to determine if excess capacity existed within the subcategory was to compare annual throughputs from prior years against projected requirements through FY 2001. FY 1988 and FY 1989 throughput levels were used as historic capacity measures. These years represent the peak of the defense build up during the Reagan years and are recent enough that no major changes in training syllabus have occurred.

UPT comprises eleven training pipelines, each with its own training requirements. These training paths differ sufficiently that an aggregate calculation of capacity for Training Air Stations would not be meaningful. As a result, capacity was analyzed within each training path. The results of the analysis showed that future requirements are anywhere from 19 percent to 42 percent below historic throughput levels. Accordingly, the BSEC concluded that excess capacity existed at Training Air Stations and directed an analysis of military value.

Military Value Analysis

The military value matrix was developed after review of the BRAC-93 matrix, with modifications based on lessons learned, technical expert perspectives, and matrix sections already approved by the BSEC for other areas. The military value questions were grouped into nine subject areas, covering flight training areas and airspace, airfield and maintenance facilities, expansion potential, training and training facilities, military and general support missions, weather, location, and base loading. Standardized questions relating to facilities, real estate, environmental issues, and quality of life were adjusted to reflect the unique missions of training air stations (e.g., quality of life questions were adjusted due to the predominantly transient nature of the customer population).

The areas of flight training/airspace and airfield facilities contained the mos questions and received the most weight. This weighting reflects the high value placed o airspace and the infrastructure most directly related to an air station's ability to trai student pilots. Additionally, questions were constructed so that air stations which ca support more types of UPT training (in particular jet training) received more points. Th military value scores ranged from 68.97 to 75.65 (out of a possible 97.69 points), wi the scores of the five Training Air Stations distributed evenly through that range. Th airfield facilities section proved the greatest discriminator between the air stations.

- CAPACITY WAS MAIN ISSUE IN 1993.
  - NAVY RECOMMENDED USING KINGSVILLE AND PENSACOLA.
  - COMMISSION FOUND INSUFFICIENT CAPACITY.

- CAPACITY IS MAIN ISSUE AGAIN IN 1995.
  - NAVY RECOMMENDS USING KINGSVILLE AS SINGLE SITE WITH CORPUS CHRISTI AS AN OLF.
  - WE WILL SHOW THIS IS EVEN LESS CAPACITY THAN IN 1993 AND THE CAPACITY PROVIDED IS INSUFFICIENT.

- HOW DOES NAVY CALCULATE CAPACITY?

- DAYTIME AIRFIELD CAPACITY IS THE CAPACITY LIMITER.

  - WORKDAYS x DAYTIME HOURS x FLIGHT OPS/HR x WEATHER FACTOR = DAYTIME OPERATIONS LIMIT

  - $\frac{\text{DAYTIME OPERATIONS LIMIT}}{\text{DAYTIME OPERATIONS/PTR}}$ = PTR CAPACITY

- DAYTIME OPERATIONS FOR PTR IS THE CAPACITY ISSUE FOR 1995.

- DAYTIME OPERATIONS PER PTR IS AVERAGE HISTORIC TOTAL.

- OPERATIONS PER STUDENT MINUS NIGHTTIME OPERATIONS PER STUDENT.

- IN 1993 WAS 2210 TOTAL MINUS 347 NIGHT = 1887 ?

2210
2210
347
1863

1887
347
2234

1863
347
2210
correct

DAYTIME AIRFIELD CAPACITY CALCULATION

WORKDAYS • DAYTIME HOURS • FLIGHT OPS/HR • WEATHER FACTOR = DAYTIME OPERATIONS

$$\frac{\text{DAYTIME OPERATIONS}}{\text{DAYTIME OPERATIONS PER PTR}} = \text{PTR CAPACITY}$$

1993 EXAMPLE

	DAYS	HOURS	OPS/HR	WEATHER	TOTAL	OPS/PTR	PTR
KINGSVILLE	237	13	100	88.2%	271,744	1887	144
OLF ORANGE GROVE	237	10	60	88.2%	125,420	1887	66
							210
MERIDIAN	237	13	100	82%	252,642	1887	134
OLF JOE WILLIAMS	237	10	60	82%	116,604	1887	62
							196

FLIGHT OPERATIONS PER STUDENT FOR STRIKE TRAINING BASES

	1989	1990	1991	1992	1993	TOTAL
KINGSVILLE						
Total Flight Operations	513393	373450	379552	350641	358149	1975185
Total Student Graduates	157	170	140	101	141	709
Flight Operations per Strike Student	3270	2197	2711	3472	2540	2786
MERIDIAN						
Total Flight Operations	267198	263990	231468	238035	295090	1295781
Total Student Graduates	139	122	121	107	117	606
Flight Operations per Strike Student	1922	2164	1913	2225	2522	2138
CHASE						
Total Flight Operations	366864	274017	230107			870988
Total Student Graduates	158	165	140			463
Flight Operations per Strike Student	2322	1661	1644			1881

1989 THROUGH 1991 AVERAGE FLIGHT OPERATIONS PER STRIKE TRAINING BASE

Total Flight Operations	1147455	911457	841127	2900039
Total Student Graduates	454	457	401	1312
Flight Operations per Strike Student				2210

- **CHART SHOWS 2210 WAS AVERAGE OF CHASE, MERIDIAN, AND KINGSVILLE FOR 1989, 1990, AND 1991 ACTUAL OPERATIONS PER STUDENT.**

- **SHOWS KINGSVILLE HIGHEST PART OF AVERAGE.**

- **FORMULAS BASED ON AVERAGES WILL OVERSTATE KINGSVILLE'S CAPACITY.**

1995 1996

DATA PROVIDED BY CNO
LETTER DATED 16 MARCH 1995

TRACOM BASE AIR TRAFFIC ACTIVITY

NAS	1988	1989	1990	1991	1992	1993	1994
PENSACOLA	181964	303902	296071	248462	248295	216669	144915
WHITING	2123670	2279095	2230041	1796606	1871066	1865820	1567303
CORPUS C.	470019	450313	412302	422297	414699	383062	385243
K.VILLE	468881	513393	373450	379552	350641	358149	260601
MERIDIAN	301488	267198	263990	231460	238035	295090	341189
CHASE	379872	366864	274017	230107	108725	----	------

NOTE: OLF operations included with applicable fields.

TAB (L)

Mission Requirements (cont.)

\. Undergraduate Flight Training Throughput/Graduates (cont.)

. Provide the historical attrition data for undergraduate Navigator training by syllabus for FY 91-93:

NAVIGATOR TRAINING NOT CONDUCTED AT KINGSVILLE

Type of Navigator Training By Syllabus * (EXAMPLES)		Historical Attrition By Fiscal Year		
		1991	1992	1993
Adv Navigator (NAV)	USN	N/A*		
	FMS			
	NOAA			
SUNT Core	USAF			
	ANG			
	AFRES			
	FMS			
Etc.				

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

** Example Entry

: Indicate in the table below the types of undergraduate pilot and NFO training currently conducted at your installation. Also give the number of pilots and NFOs trained in FY 1991, FY 1992, and FY 1993 at your installation.

Syllabus of Training *	Level of Training*	Graduates		
		FY 91	FY 92	FY 93
General	Primary	N/A	N/A	N/A
Strike	Intermediate	134	~~144~~ 143	~~147~~ 145
	Advanced	~~137~~ 140	101	141
SUPT	Primary	N/A	N/A	N/A
	BF	N/A	N/A	N/A
	AT	N/A	N/A	N/A
Etc/		N/A	N/A	N/A

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

2
CNATRA N3

DC 4 KINGSVILLE 1993

Mission Requirements

a. Provide aviator training

Pilot Training (cont.)
(Advanced)

Type of Training: **ADV Strike Flight INST Q-2A-0062**

Requirements	Time (Hours)
Flight	77.0
Simulator	12.0
Classroom	54.0
Flight Support	46.0

For each of these types, provide past and projected pilot training rates (PTR) at this air station for the following fiscal years.

Type of TRNG	89	90	91	92	93	94	95	96	97	98	99
ADV Strike	157	170	137	101	~~177~~ 182	~~211~~ 183	200	96	0	0	0
T45 Strike	0	0	0	0	0	0	10	100	193	193	193

(Based on 55% of CNO PTR LTR 20 July 92)

Mission Requirements

a. Provide aviator training (cont.)

NFO Training
(Primary)

Describe the primary NFO training conducted at the air station.

NO NFO TRAINING CONDUCTED AT NAS KINGSVILLE.

Mission Requirements (cont.)

Undergraduate Flight Training Throughput/Graduates (cont.)

ovide the historical attrition data for undergraduate Navigator training by syllabus for FY 91-93:

NO NFO TRAINING AT NAS MERIDIAN

Type of Navigator Training By Syllabus (EXAMPLES)		Historical Attrition By Fiscal Year		
		1991	1992	1993
Adv Navigator (NAV)	USN	NA		

5. Indicate in the table below the types of undergraduate pilot and NFO training currently conducted at your installation. Also give the number of pilots and NFOs trained in FY 1991, FY 1992, and FY 1993 at your installation.

Syllabus of Training	Level of Training	Graduates		
		FY 91	FY 92	FY 93
STRIKE	INTERMEDIATE	~~102~~ 105	124	146
STRIKE	ADVANCED	~~117~~ 121	107	117

CNATRA N3

DC 4 MERIDIAN 1773 Revised page

Mission Requirements

a. Provide aviator training

Pilot Training (cont.)
(Advanced)

List and describe the types of advanced pilot training (i.e., strike, E2/C2, maritime, helo) conducted at this air station.

The Advanced Strike Curriculum is taught at NAS Meridian. This curriculum consists of 13 different stages: basic instruments, radio instruments, airways navigation, familiarization, basic formation, night flight, tactical formation, operational navigation, applied instrument navigation, out of control flight, air-to-ground weapons, air combat maneuvering and carrier qualification. The average student receives 113 flight hours during the advanced strike training syllabus and receives his naval aviation designation in 25 weeks.

For each type, specify training requirements such as flight, simulator, and classroom hours. Provide additional training requirements as necessary.

Type of Training: **Advanced Strike (TA-4J)**

Requirements	Time (Hours)
Flight Training	183.5*
Simulator	67.5 /72.33
Classroom	100.5

w/o Planning Factors Set

*** Includes all overhead requirements per student.**

For each of these types, provide past and projected pilot training rates (PTR) at this air station for the following fiscal years.

Type of Training	89	90	91	92	93	94	95	96	97	98	99
Adv. Strike*	**135**	**107**	**104**	**93**	**149**	**150**	**171**	**160**	**158**	**158**	**158**

NOTE: BASED ON 45% OF CNO PTR LTR OF 20JUL92 (PER CNATRA LTR 11000, SER N61/00391 OF 12 NOV 92).

* U.S. Students Only.

Mission Requirements

a. Provide aviator training (cont.)
Other

List all other officer training conducted at this air station; include overhead training (e.g., training of instructors, extra student flights), maintenance training and other classroom, flight or simulator training. If the air station has a mission for training foreign military aviators, specify the type and rate of this training.

Detailed Description	Training Rate per Year[1]										
	89	90	91	92	93	94	95	96	97	98	99
Foreign military pilots* Intermediate Strike	**14**	**15**	**6**	**4**	**20**	**30**	**30**	**30**	**30**	**30**	30
Foreign military pilots* Advanced Strike	4	15	14	2	33	30	30	30	30	30	30
Station Training:											
UH-1N**	900	900	900	950	950	950	950	950	950	950	95
C-12B**	325	325	325	450	450	450	450	450	450	450	4
Aircrew Ground Training***	45	45	45	45	45	45	45	45	45	45	

* The foreign military pilot training includes students from France, Italy, Kuwait, Singapore and Spain. Argentina also contracts for 10 pilots per year for simulators only.

** Annual Flight hours flown by NAS Meridian Aircrew dedicated to Search & Rescue Training or NALO Flights.

*** Denotes Annual ground training dedicated to station aircrew in hours.

[1]Specify and define the measure used to calculate training rates. If possible, use number of personnel trained per year. For flight training, also provide the total number of additional flight hours. These "other" flight hours (for each aircraft type), and the flight hours given earlier in this data call should sum to the total number of flight hours planned/budgeted for the air station each year.

D3 Meeting 1995

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#25

1988	USN	MARINE	CG	EMS
STRIKE	315	105		4
MARITIME	282	26	30	27
ROTARY	357	193	14	15
E2/C2	58			
PRIMARY PILOT	1187	349	45	47
PRIMARY NFO	539	51	2	9

1989	USN	MARINE	CG	EMS
STRIKE	341	109		4
MARITIME	279	26	25	31
ROTARY	402	193	25	21
E2/C2	63			
PRIMARY PILOT	1073	330	59	49
PRIMARY NFO	614	48	2	13

1990	USN	MARINE	CG	EMS
STRIKE	315	126		16
MARITIME	283	26	20	32
ROTARY	357	193	23	26
E2/C2	63			
PRIMARY PILOT	1074	364	49	51
PRIMARY NFO	543	55	3	13

1991	USN	MARINE	CG	EMS
STRIKE	259	129		13
MARITIME	220	25	42	34
ROTARY	287	193	25	39
E2/C2	43			
PRIMARY PILOT	633	407	68	69
PRIMARY NFO	380	55	2	9

NOTE 1: Weapons Systems Operator Curriculum did not exist FY-88 to FY-91.

2. The FY 88-FY 91 NFO curriculum utililized a different syllabus than the current NFO curriculum.

1993 DEFENSE COMMISSION STAFF BRIEFING

PILOT TRAINING RATE CAPACITY AND REQUIREMENTS

CAPACITY	STRIKE	E2/C2	MARITIME	HELO	PILOT PRIMARY
CORPUS CHRISTI			791		759 (500)[4]
KINGSVILLE	210 (313)[1]				
MERIDIAN	195 (251)[2]				
PENSACOLA	102[3]	110			
WHITING				3467	2063 (1100)[4]
1998 CNO TRAINING REQUIREMENTS	384	57	292	520	1435

NOTES

[1]Estimated capacity assuming Chase Field is used as an OLF.
[2]Estimated capacity assuming OLF Alpha (Air Force owned) is used 7.5 hours per day throughout the year.
[3]Estimated capacity for intermediate and advance strike training.
[4]CNATRA estimate.

NAVAL AIR TRAINING

STRIKE PIPELINE

INFRASTRUCTURE CAPACITY

ANALYSIS

Historic Airfield Operations
(Vietnam War Era) [1]

Meridian

Year	McCain	OLF Bravo	OLF Alpha	Total
68	350,658	73,122	-	423,780
69	353,336	164,700	-	518,036
70	352,185	144,463	1,302	497,950
71	312,037	89,478	70,364	471,889
72	297,667	57,100	65,088	419,855

Kingsville

Year	Main	Alice Orange Grove	Total
68	369,844	181,319	551,163
69	272,610	132,339	404,949
70	266,090	96,981	363,071
71	260,048	97,870	357,918
72		Not Available	

NOTES: [1] DATA SOURCE - COMMAND HISTORIES ON FILE AT NAVAL AVIATION HISTORICAL CENTER, WASHINGTON NAVY YARD

Peacetime Capacity

T-2/TA-4 Syllabus:

	Demonstrated Wartime Peak	Scaled Peacetime(1)
Meridian	234	195
Kingsville	100-250	208
Total	483	403

T-45 Syllabus:

Meridian	262	218
Kingsville	279	233
Total	541	451

NOTE: (1) 6 days per week scaled to 5 days per week

CHANGES SINCE 1993

	1993	1995
OUT-YEAR STRIKE PTR	384	336**
OUT-YEAR ADV. E2/C2 PTR*		36
TOTAL STRIKE EQUIVALENT PTR	384	355
TRAINING AIRCRAFT***	T2/TA4	T2/T45

* CNATRA, THE NAVY, AND THE JOINT UPT CROSS SERVICE GROUP HAVE ACKNOWLEDGED ADVANCED E2/C2 WILL TRANSITION TO A T-45 BASE. ADVANCED E2/C2 REQUIRES CARRIER QUALIFICATION. THE T-45 WILL BE THE NAVY'S ONLY CQ CAPABLE TRAINER. THUS, ADVANCED E2/C2 PTR MUST BE FACTORED IN WITH STRIKE PTR.

** THE NAVY REDUCED PTR FOR OUTLYING YEARS BECAUSE OF THE REDUCTION IN OPERATIONAL SQUADRONS AND AIRCRAFT.

*** THE TA-4 AIRCRAFT WILL BE RETIRED IN 1998. THE T-45 TRAINER WILL INITIALLY REPLACE THE TA-4, THEN EVENTUALLY REPLACE THE T-2 ALSO. THE T-2 IS NOT SCHEDULED TO BE RETIRED DURING THIS BRAC WINDOW, 1995-2001 (CONFIRMED BY CHARLIE NEMFAKOS).

- **HOW DID THE NUMBERS CHANGE FOR 1995?**

	1993	1995
T2/A4 DAYTIME OPERATIONS PER PTR	1887	1961
T45 DAYTIME OPERATIONS PER PTR	1704	1393
T2/T45 DAYTIME OPERATIONS PER PTR	N/A	1629

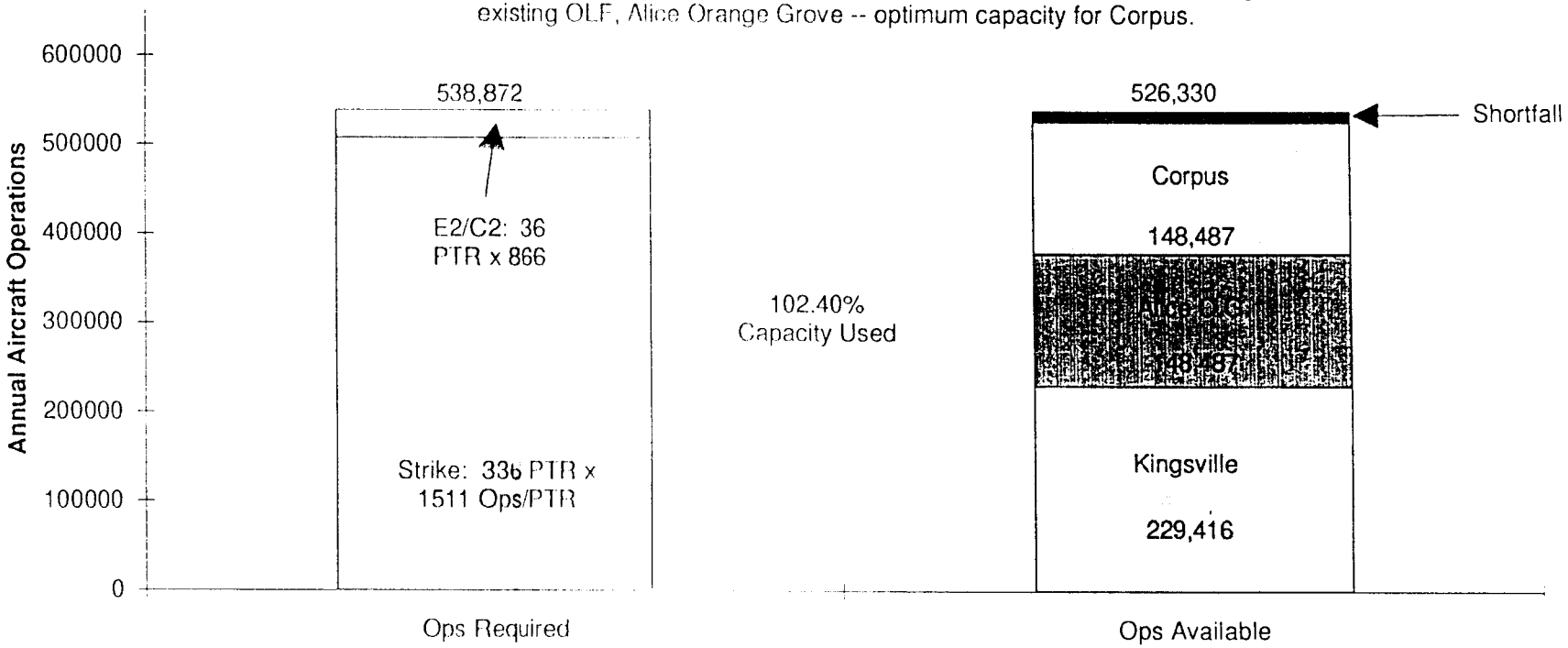
- **THE BSAT AVERAGED 1629 AND 1393 TO GET 1511 AS THE FIGURE IT USED. THIS REPRESENTS FLYING 50% OF STUDENTS IN T2/A4 SYLLABUS IN 2001 AND 50% IN T45 SYLLABUS.**

- **THE T45 AND T2/T45 FIGURES ARE GROSSLY UNDERSTATED.**

- **HOWEVER, WE WILL SHOW A CAPACITY SHORTFALL EVEN USING THE 1511 FIGURE.**

Kingsville Ops Required vs Ops Available

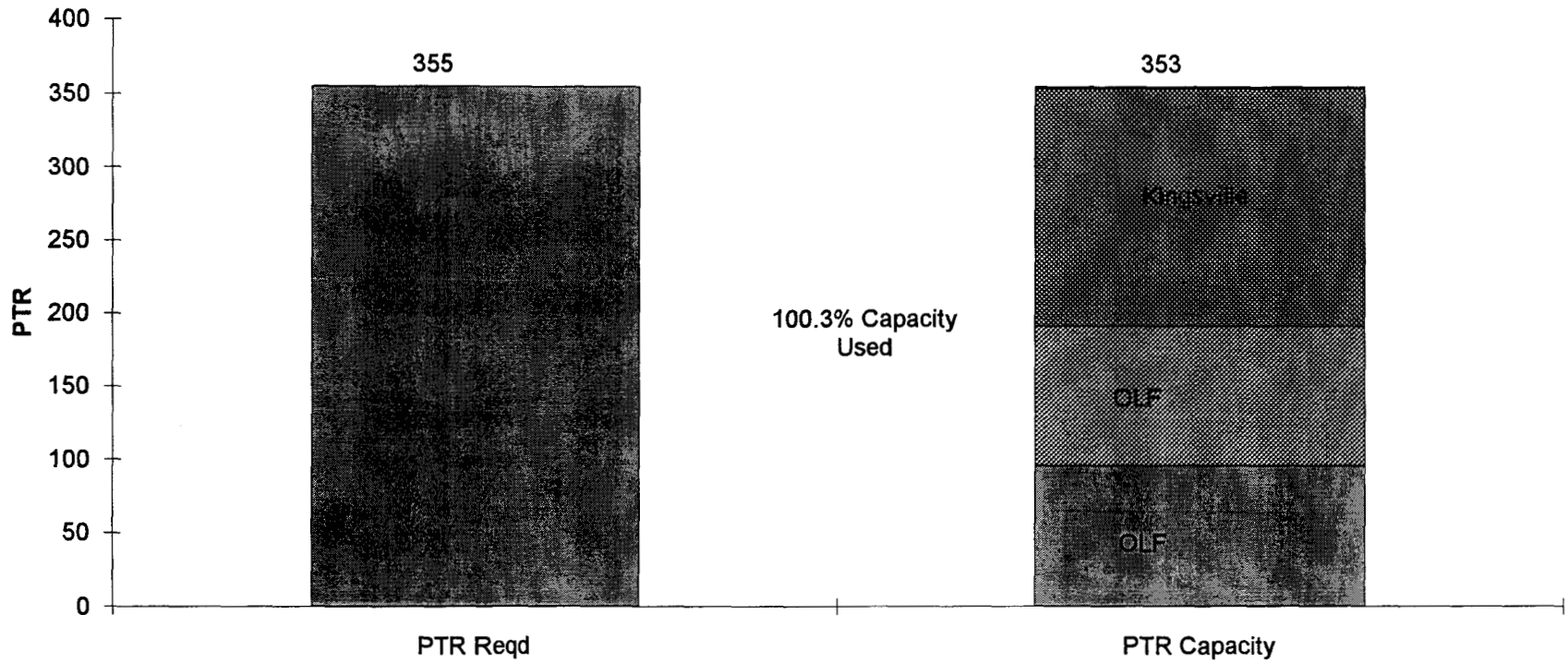
Corpus Christi becomes OLF for Kingsville. Capacity added is the same as for Kingsville's existing OLF, Alice Orange Grove -- optimum capacity for Corpus.



Source: Navy BSAT "Configuration Modeling Analysis"

Night PTR Requirements vs Capacity

355 Strike/E2/C2



2001 Projected Capacity for Kingsville with Corpus Christi and Alice O.G. OLFs

- WHY ARE THE T45 AND T2/T45 FIGURES WRONG?

- BSAT CHANGED RULES IN MIDDLE OF ANALYSIS TO LOWER THE FIGURES.

    1. IN 1993 CNATRA BRIEFED BSAT TO CALCULATE CAPACITY AT BASE, SINCE NOT SET UP TO DEPLOY.

    2. POSITION FOLLOWED BY BSAT IN 1993.

    3. POSITION FOLLOWED BY BSAT IN 1995 IN INITIAL DATA CALLS AND FIRST CAPACTIY RUN.

    4. THEN BSAT CHANGED RULES, AMENDED DATA CALLS TO DEDUCT OPS FOR DEPLOYMENTS, ETC....

    5. KINGSVILLE CHANGED ITS DAYTIME OPS PER PTR FIGURE FROM 1605 TO 1393.

- THIS FORMULA CHANGE INVALIDATES FORMULA BY DOUBLE COUNTING CAPACITY. IN THEORY, ONE BASE COULD DO ALL TRAINING BY SAYING IT WOULD DEPLOY TRAINING TO OTHER SITES.

- REALITY CHECK:

    1. EL CENTRO PERMANENT DET CLOSED IN 1992 TO SAVE MONEY

    2. LIMITED AIRCRAFT, INSTRUCTORS AND STUDENTS DO NOT ALLOW DOUBLE COUNTING OF CAPACITY.

- 1393 IS FALSE NUMBER.

- KINGSVILLE'S 1605 FIGURE STILL LOW COMPARED TO 1993'S AVERAGE OF 1704. NEITHER FIGURE CONSIDERS KINGSVILLE'S HISTORY. WE THINK 1704 IS GOOD AVERAGE NUMBER.

- T2/T45 SYLLABUBS IS VIRTUALLY THE SAME AS T2/TA4. DIFFERENCES ARE SMALL.

- BSAT'S 1511 FORMULA FIGURE SHOULD BE 1802.

BASE STRUCTURE ANALYSIS TEAM

NAVAL FACILITIES ENGINEERING COMMAND

RADM W. R. MCGOWEN

5 OCT 1992

Efficiency Initiatives in Progress

- Cancel perm contract maint at El Centro
- Coast Guard assume South Texas SAR
- CNATRA/contract oversight
- Aircraft reduction
- CNATRA computer schedule and CANDE
- T-45 total system

DC 2 KIRSOUK/Bennett pg

Mission Requirements

b. Flight Training (cont.)

3. Give the total number of flight operations (i.e., take-offs, landings, and approaches without landings) and the minimum number of night flight operations required per graduate for each type and level of pilot training (and trainer aircraft). Include only those flight operations that are conducted at your air station and outlying auxillary fields. Do not include flight ops required by the syllabus but conducted at other sites (e.g. on detachment to other air stations or on a carrier). To complete the below table, give the historical average for d and night (1) flight operations required per graduate at the air station and OLFs, (2) overhead[1] flight operations per graduate, and (3) total flight operations at the air station an OLFs attributed to each graduate. Also verify the type(s) of trainer aircraft for each type and level of training, and make corrections where necessary.

139

Type of Pilot Training	Level of Pilot Training	Trainer Aircraft	Flight Operations per Student					
			Student		Overhead[1]		Total	
			Day	Night	Day	Night	Day	Night
General	Primary	T-34C	N/A	N/A	N/A	N/A	N/A	N/A
		JPATS[2]	N/A	N/A	N/A	N/A	N/A	N/A
Strike	Intermediate	T-2	N/A	N/A	N/A	N/A	N/A	N/A
	Advanced	TA-4J	N/A	N/A	N/A	N/A	N/A	N/A
	Intermediate & Advanced (TS Syllabus)	T-45	906	213	487	81	1393	294
	Advanced	T-45[2]	599	204	289	70	888	274
E2/C2	Intermediate	T-44	N/A	N/A	N/A	N/A	N/A	N/A
	Advanced	T-2	N/A	N/A	N/A	N/A	N/A	N/A
		T-45[2]	N/A	N/A	N/A	N/A	N/A	N/A
Maritime	Intermediate	T-34C	N/A	N/A	N/A	N/A	N/A	N/A
		JPATS[2]	N/A	N/A	N/A	N/A	N/A	N/A

[1]Overhead includes extra flights due to unsatisfactory performance, maintenance flights, incomplete flights, instructor training, flights, warm-up flights, and instrument check flights.

[2]If requirements are still being derived, give best estimate.

DC 2 Kingsville Bennard - pg

ORIGINAL QUESTION

Mission Requirements

b. Flight Training (cont.)

3. Give the total number of flight operations (i.e., take-offs, landings, and approaches without landings) and the minimum number of night flight operations required per student for each type and level of pilot training (and trainer aircraft). Give the historical average for day and night (1) flight operations required by the syllabus for each student, (2) overhead[1] flight operations per student, and (3) total flight operations attributed to each student. Also verify the type(s) of trainer aircraft for each type and level of training, and make corrections where necessary.

Type of Pilot Training	Level of Pilot Training	Trainer Aircraft	Flight Operations per Student					
			Student		Overhead[1]		Total	
			Day	Night	Day	Night	Day	Night
General N/A	Primary	T-34C						
		JPATS[2]						
Strike	Intermediate NA	T-2						
	Advanced NA	TA-4J						
	Intermediate/ Advanced	T-45[2]	~~1115~~ 1160	187	~~390~~ ~~445~~	~~65~~ 268	~~1585~~ 1605	455
E2/C2 N/A	Intermediate	T-44						
	Advanced	T-2						
		T-45[2]						
Maritime N/A	Intermediate	T-34C						
		JPATS[2]						
	Advanced	T-44						
Rotary N/A	Intermediate	T-34C						
		JPATS[2]						
	Advanced	TH-57						

ANUBY 445

gw CNSTRA N3

[1]Overhead includes extra flights due to unsatisfactory performance, maintenance flights, incomplete flights, instructor training, flights, warm-up flights, and instrument check flights.

[2]If requirements are still being derived, give best estimate.

rev.

Mission Requirements

b. Flight Training (cont.)

3. Give the total number of flight operations (i.e., take-offs, landings, and approaches without landings) and the minimum number of night flight operations required per student for each type and level of pilot training (and trainer aircraft). Include only those flight operations that are conducted at your air station and outlying/auxiliary fields. Do not include flight ops required by the syllabus but conducted at other sites (e.g., on detachments to other air stations or on a carrier). To complete the below table, give the historical average for day and night (1) flight operations required per graduate at the air station and OLFs, (2) overhead[1] flight operations per student, and (3) total flight operations at the air station and OLFs attributed to each student. Also verify the type(s) of trainer aircraft for each type and level of training, and make corrections where necessary. R

Type of Pilot Training	Level of Pilot Training	Trainer Aircraft	Flight Operations per Student					
			Student		Overhead[1]		Total	
			Day	Night	Day	Night	Day	Night
Strike	Intermediate	T-2	638	70	103	11	741	81
	Advanced	TA-4J	1063	146	157	22	1220	168
	Intermediate/ Advanced	T-45[2]	NA	NA	NA	NA	NA	NA

NOTE: Overhead air operations derived using CNO planning factors.

[1]Overhead includes extra flights due to unsatisfactory performance, maintenance flights, incomplete flights, instructor training, flights, warm-up flights, and instrument check flights.

Mission Requirements

b. Flight Training (cont.)

3. Give the total number of flight operations (i.e., take-offs, landings, and approaches without landings) and the minimum number of night flight operations required per student for each type and level of pilot training (and trainer aircraft). Give the historical average for day and night (1) flight operations required by the syllabus for each student, (2) overhead[1] flight operations per student, and (3) total flight operations attributed to each student. Also verify the type(s) of trainer aircraft for each type and level of training, and make corrections where necessary.

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Strike	Intermediate	T-2	638	70	103	11	741	81
	Advanced	TA-4J	1063	146	157	22	1220	168
	Intermediate/ Advanced	T-45[2]	NA	NA	NA	NA	NA	NA

NOTE: Overhead air operations derived using CNO planning factors.

[1]Overhead includes extra flights due to unsatisfactory performance, maintenance flights, incomplete flights, instructor training, flights, warm-up flights, and instrument check flights.

- DATA SHOWN HAS BEEN CONSERVATIVE:

  ◊ 1993 VALIDATED DATA STILL BEST CAPACITY DATA AVAILABLE.

  ◊ USED OPTIMISTIC OPS/PTR FIGURES WHICH GIVE CAPACITY FIGURES WHICH STILL ARE NOT SUFFICIENT.

- CAPACITY SHORTFALLS ARE ACTUALLY MUCH MORE SIGNIFICANT THAN SHOWN FOR SEVERAL REASONS.

  ➔ 1) KINGSVILLE'S HISTORIC DATA SHOWS ITS OPS/PTR FIGURES SHOULD BE MUCH HIGHER

- CAPACITY SHORTFALLS ACTUALLY MUCH MORE SIGNIFICANT FOR SEVERAL REASONS:

  1) KINGSVILLE'S HISTORIC DATA SHOWS ITS OPS/PTR FIGURES SHOULD BE MUCH HIGHER

  → 2) CORPUS CHRISTI'S OPS/PTR FIGURES, SHOWN EQUAL TO OLF ALICE ORANGE GROVE, SHOULD BE SUBSTANTIALLY LOWER.

CORPUS OLF CONSIDERATION:

- BEST CAPACITY FOR OLF CORPUS CHRISTI IS EQUIPMENT TO A DEDICATED OLF,
    - ◊ ALICE ORANGE GROVE EQUIVALENT (54 OPS/HR)

- JOINT USE OPERATIONS MAKE 54 OPS/HR OPTIMISTIC AT BEST

- FOD/BIRD STRIKE/ENCROACHMENT ISSUES FURTHER REDUCE POTENTIAL OPS/HR AND RAISE QUESTIONS ABOUT USING AS JET FIELD PERIOD.

- AICUZ STUDY NEEDED - MAY SHOW SIGNIFICANT PROBLEMS.

    - ◊ HEAVY NIGHT USAGE AS PROGRAMMED WILL BE A MAJOR PROBLEM.

- SINGLE BASE CAPACITY WITH CORPUS OLF = TO ALICE ORANGE AT A MINIMUM OVERSTATES REAL CAPACITY

- NAF CORPUS AS KINGSVILLE OLF

- CORPUS CAPACITY AS OLF HAS OPERATIONAL CONSTRAINTS

  USAF C-5, ARMY HELO, COAST GUARD FIXED/ROTARY WING, CUSTOMS/DEA P-3, MINE WARFARE HEAVY HELO, ETC. WILL SHARE NAF CORPUS WITH STRIKE TRAINING STUDENTS.

  INPACT OF CORPUS CHRISTI INTERNATIONAL.

  JOINT USE AIRFIELD PRECLUDES ACHIEVING THE STUDENT TRAINING OPERATIONAL TEMPO OF A DEDICATED OLF WITH 53/54 OPS/HR CAPACITY.

  "CORPUS CAPACITY IS LIMITED AND CORPUS OPERATIONS SUFFER FROM AIRSPACE//RUNWAY LIMITATIONS ..." (CTW-2 LETTER DATED 12 FEB 1993)

BSAT CAPCITY CALCULATIONS UNREALISTIC BASED UPON HOMEFIELD OPS/HR.

NAF Corpus as Kingsville OLF Con't

Other Impacts

Documented FOD Hazard (Foreign Object Damage to engines)
(CNATRA Scenario Development, BRAC 93, 13 Feb 93)
(CTW-2 letter dated 12 Feb 1993)

High Bird Strike Rate (Double Kingsville / Meridian rates)
(Corpus Christi BRAC 93 Data Call #3, pg 33)
(Naval Engineering Facility, Philadelphia, under CNO Cover March 1995)
(Flight Planning Publications, IFR Supplement updated bi-monthly)

NAF Corpus as Kingsville OLF Con't

Encroachment Issues

No Jet/T-45 AICUZ
- Development concerns
- (Corpus Christi BRAC 95 Data Call 3 rebuttal comments, Encrouchment Concerns)

Traffic Pattern constraints (Departures, runway patterns)
- (Corpus Christi Master Plan, pg H-2)
- (Corpus Christi BRAC 93 Data Call 3, pg 26)
- (Flight Information Publications, current)
- (CTW-2 letter dated 12 Feb 1993)

Wetlands
- (Corpus Christi Data Call 33, 20 May 1994, pg 20R)

Noise issues - Updated AICUZ needed
- (Corpus Christi BRAC 93 Data Call 3, pg 26)
- (CNATRA Scenario Development, BRAC 93, 13 Feb 93)
- (CTW-2 letter dated 12 Feb 1993)

Conclusion: NAF Corpus capabilities as OLF are significantly compromised.

Capacity -- 40 ops/hr - about 80% of Alice Orange Grouve's 54.

OLF Reality Check

OLF capacity calculated as stand-alone sites using FAA circular model.

FAA circular calculation optimistic when compared to historical data .
(Real World Experience, past and present)

OLFs are assumed to be completely additive. **Historical data indicates otherwise.**

Historically OLFs have contributed **less than 50% of Home Field capacity to productive effort**

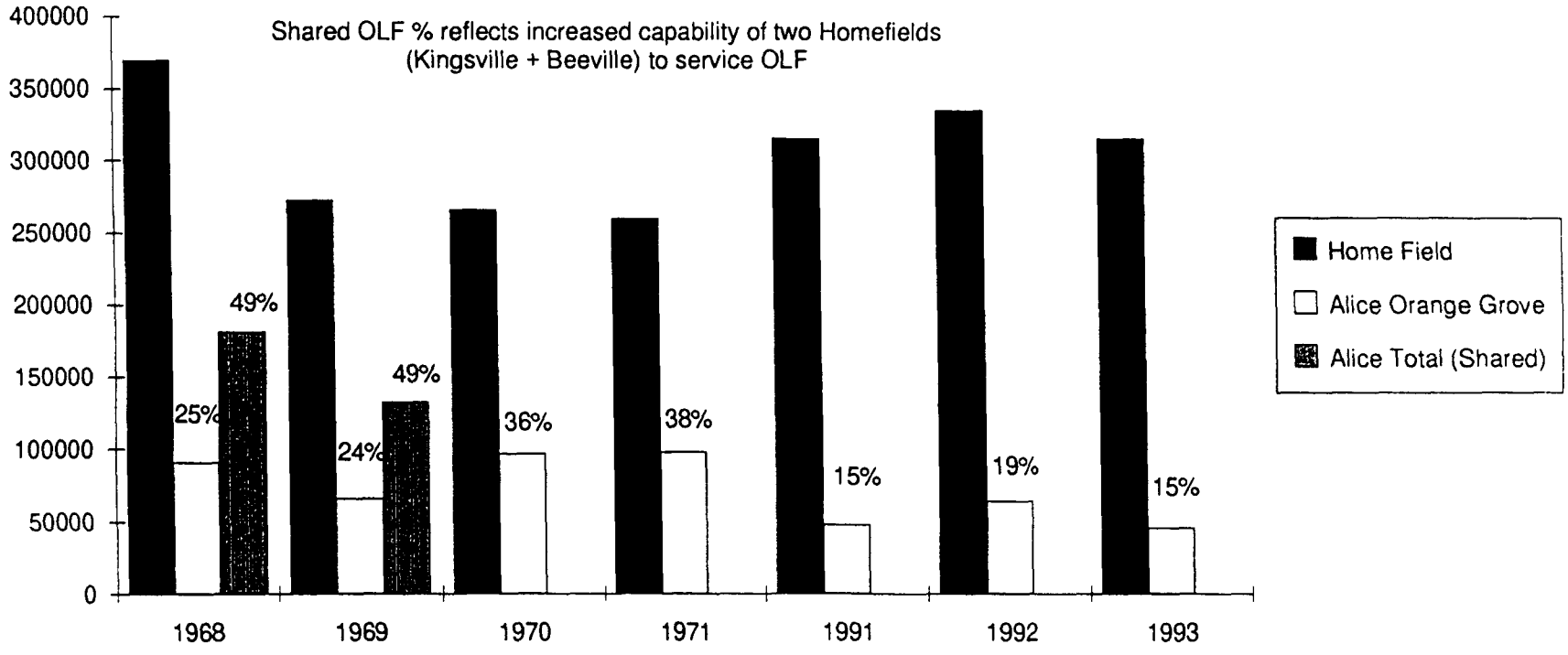
Maximum OLF production in Vietnam era
Dedicated, Unconstrained and VFR **circa 40 Ops/Hr**
(Navy archive data)

Recent Year OLF production under 35% Home Field Ops/Hr
(Brac '95 Data Call #2)

Conclusion: BSAT calculated OLF Ops/Hr are optimistic.

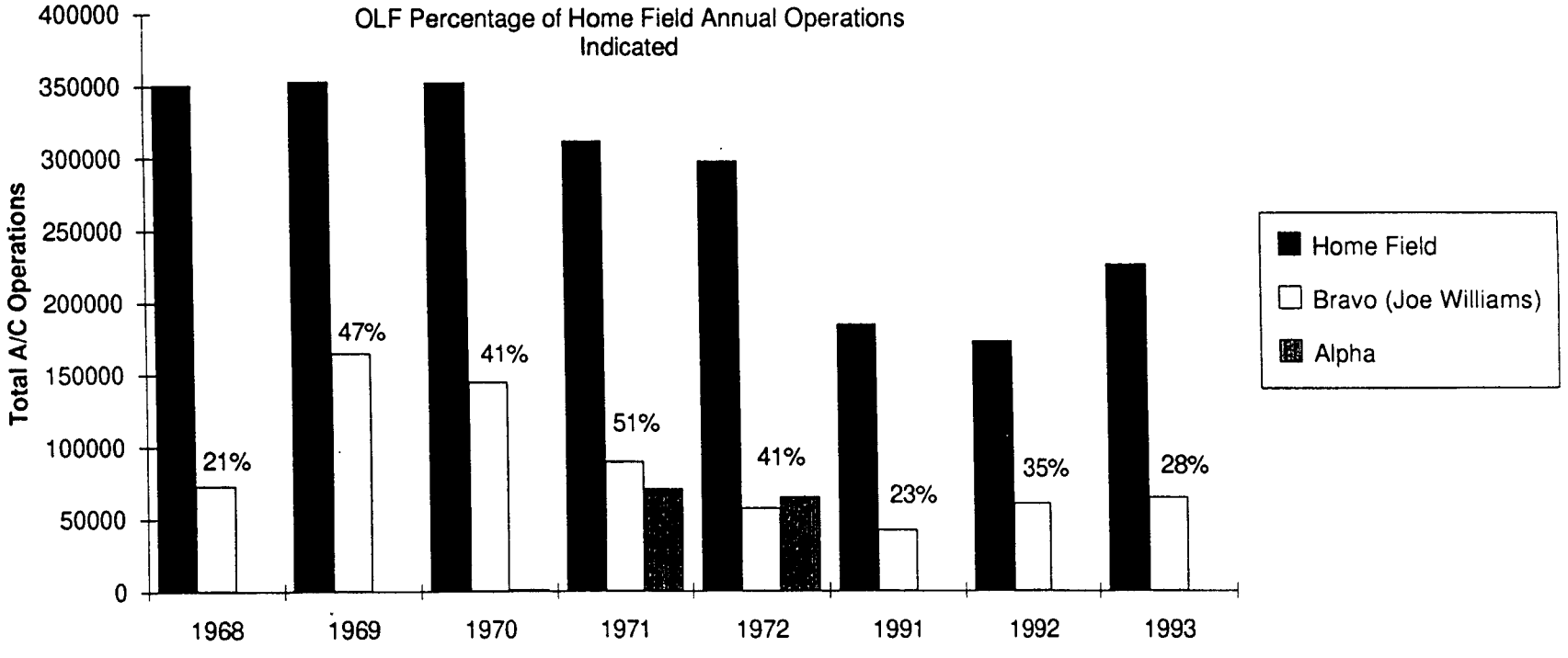
Vietnam era OLF data (normalized for 237 days/year) would provide better measure of OLF student training capability

Kingsville Homefield / OLF Ops (Wartime Tempo)

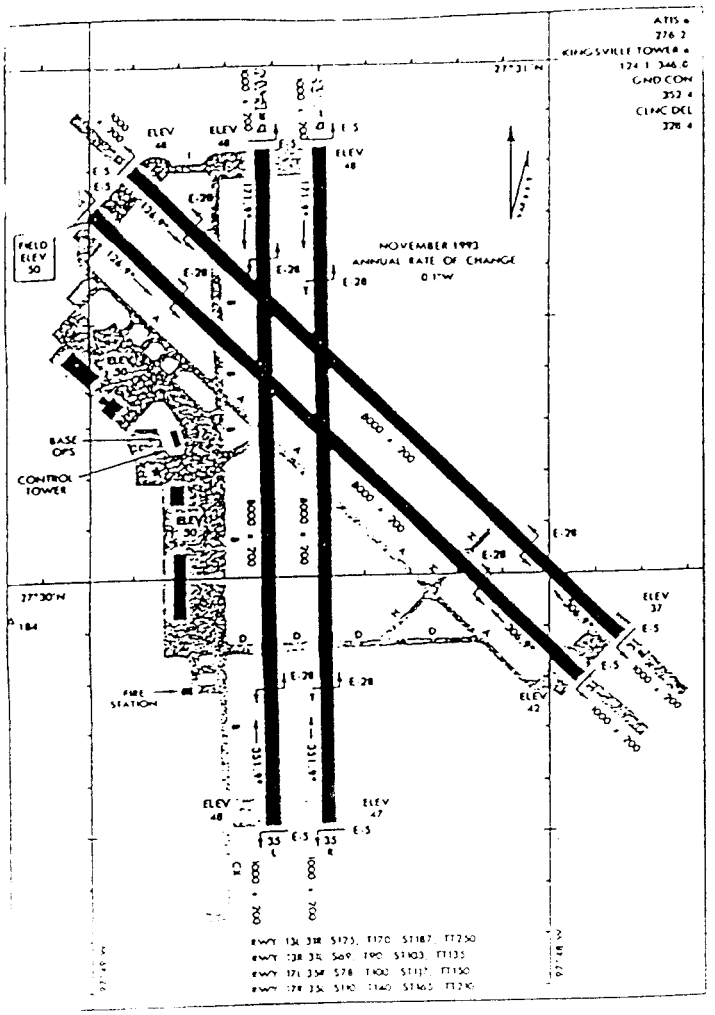


Sources: 1968-1972 Data, Navy Archives, Wash, DC
1991-1993 Data, BRAC '95 Data Call #2

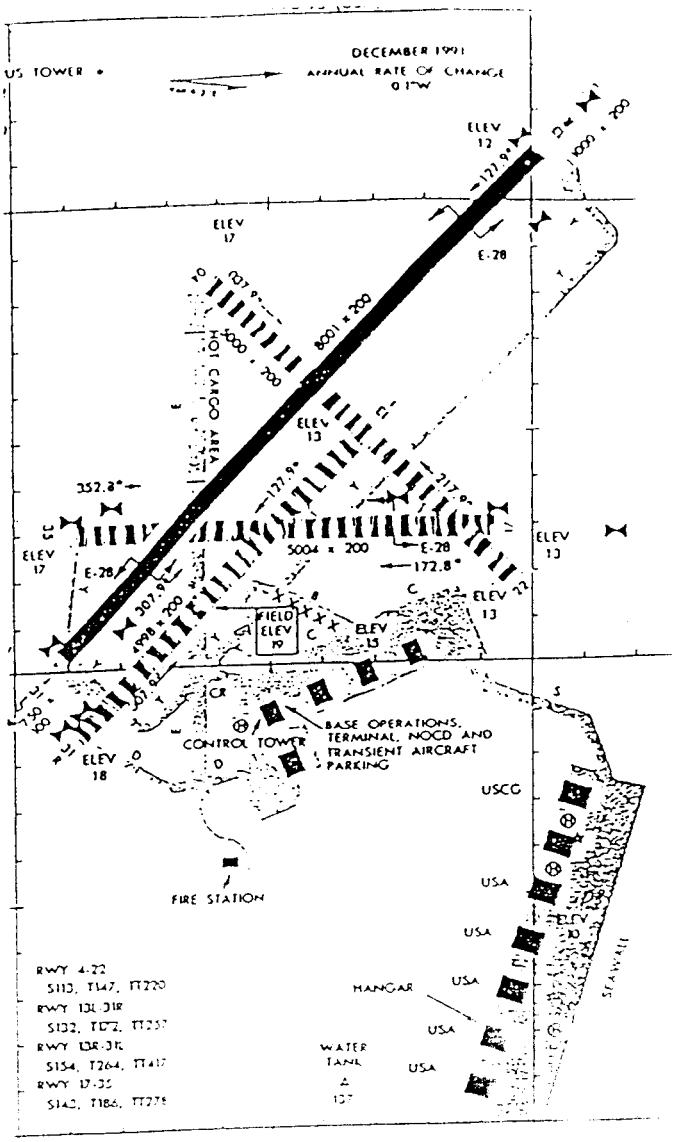
Meridian Homefield / OLF Ops (Wartime Tempo)



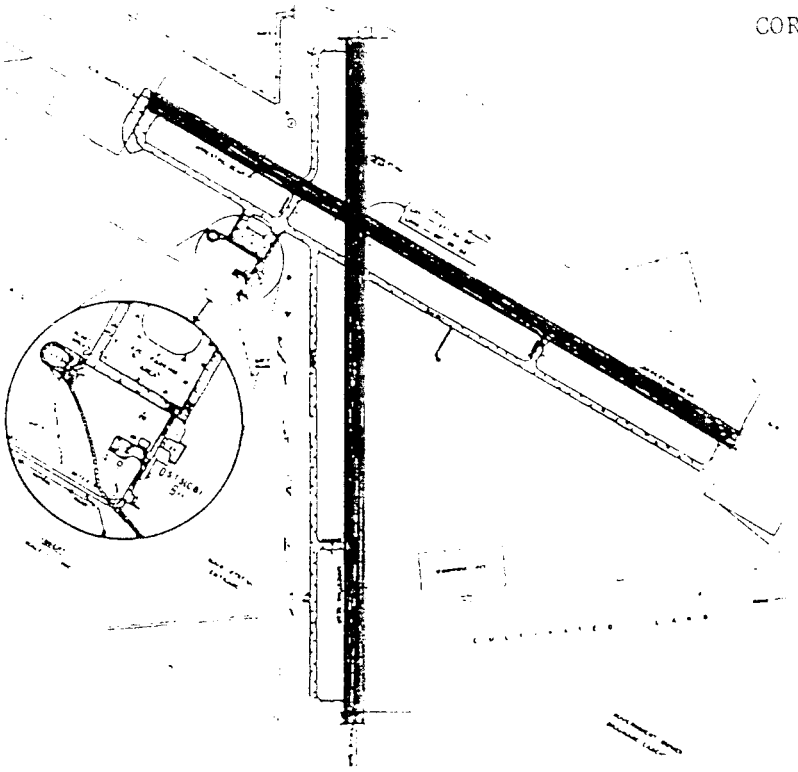
Sources: 1968-1972 Data, Navy Archives, Wash, DC
1991-1993 Data, BRAC '95 Data Call #2



KINGSVILLE



CORPUS CHRIST



ALICE
ORANGE
GROVE

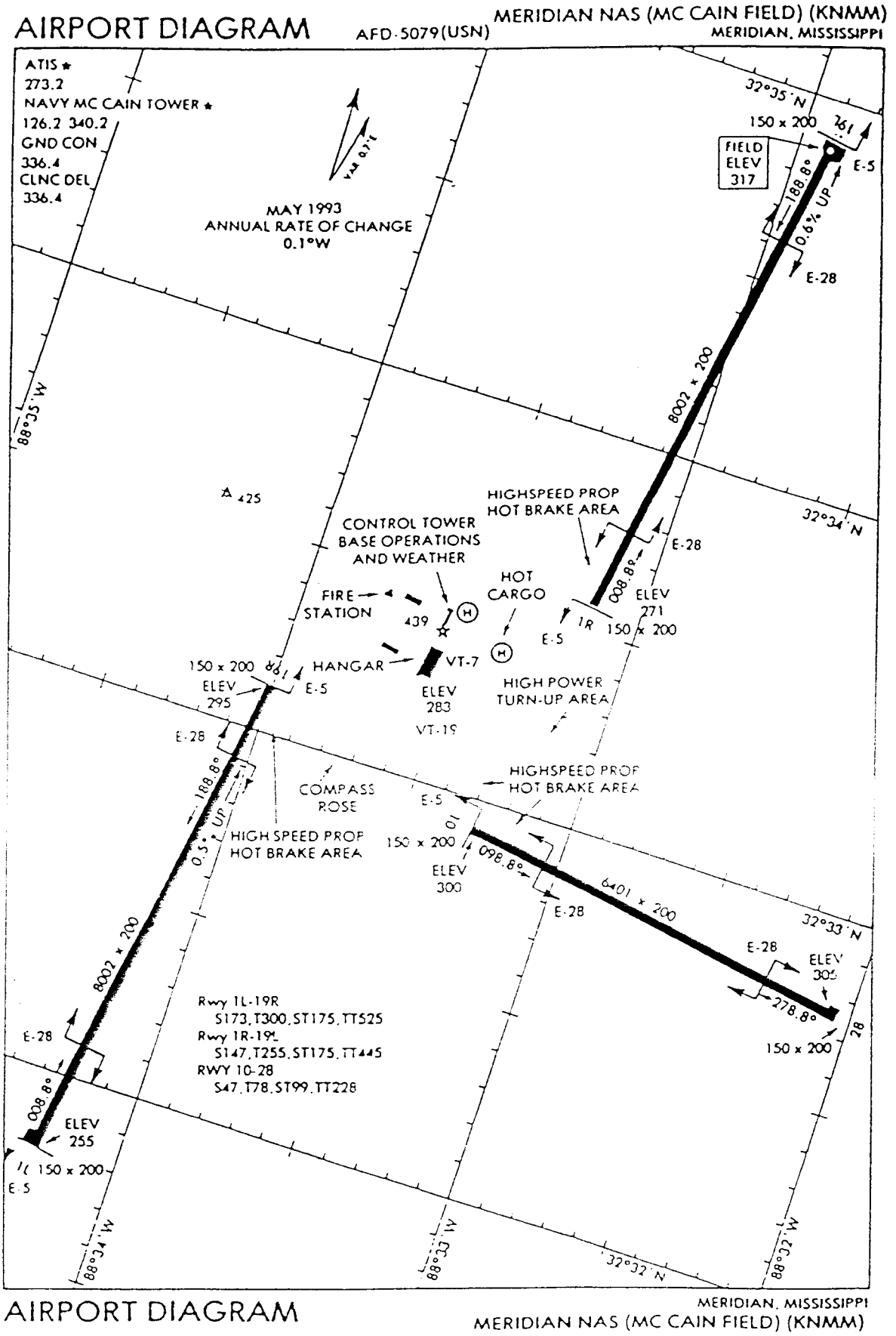

AIRPORT DIAGRAM
AFD-5079(USN)
MERIDIAN NAS (MC CAIN FIELD) (KNMM)
MERIDIAN, MISSISSIPPI
ATIS ★
273.2
NAVY MC CAIN TOWER ★
126.2 340.2
GND CON
336.4
CLNC DEL
336.4
MAY 1993
ANNUAL RATE OF CHANGE
0.1°W
32°35'N
150 x 200
FIELD
ELEV
317
E-5
188.8°
0.6% UP
E-28
8002 x 200
88°35'W
425
HIGHSPEED PROP
HOT BRAKE AREA
32°34'N
CONTROL TOWER
BASE OPERATIONS
AND WEATHER
E-28
008.8°
HOT
CARGO
FIRE
STATION
439
ELEV
271
1R
150 x 200
E-5
150 x 200
HANGAR
VT-7
ELEV
295
E-5
ELEV
283
HIGH POWER
TURN-UP AREA
VT-19
E-28
188.8°
COMPASS
ROSE
HIGHSPEED PROF
HOT BRAKE AREA
E-5
0.5% UP
HIGH SPEED PROP
HOT BRAKE AREA
150 x 200
10
098.8°
ELEV
300
6401 x 200
E-28
32°33'N
E-28
ELEV
305
278.8°
8002 x 200
Rwy 1L-19R
S173,T300,ST175,TT525
Rwy 1R-19L
S147,T255,ST175,TT445
RWY 10-28
S47,T78,ST99,TT228
150 x 200
28
E-28
008.8°
ELEV
255
1L
150 x 200
E-5
88°34'W
88°33'W
32°32'N
88°32'W
AIRPORT DIAGRAM
MERIDIAN, MISSISSIPPI
MERIDIAN NAS (MC CAIN FIELD) (KNMM)

FIGURE 12-E

CAPACITY SHORTFALLS ACTUALLY MUCH MORE SIGNIFICANT FOR SEVERAL REASONS:

1) **KINGSVILLE'S HISTORIC DATA SHOWS ITS OPS/PTR FIGURES SHOULD BE MUCH HIGHER**

2) **CORPUS CHRISTI'S OPS/PTR FIGURES, SHOWN EQUAL TO OLF ALICE ORANGE GROVE, SHOULD BE SUBSTANTIALLY LOWER.**

➔ 3) **DRAMATICALLY HEAVIER USAGE OF ALICE ORANGE GROVE, PARTICULARLY THE 100% NIGHT LOAD, IS LIKELY TO CAUSE NOISE PROBLEMS, SINCE NO AICUZ IS IN PLACE.**

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3) DRAMATICALLY HEAVIER USAGE OF ALICE ORANGE GROVE, PARTICULARLY THE 100% NIGHT LOAD, IS LIKELY TO CAUSE NOISE PROBLEMS, SINCE NO AICUZ IS IN PLACE.

➔ 4) 80% A REASONALBE FIGURE, PARTICURALLY GIVEN KINGSVILLE'S HISTORY OF FLYING 1.2 OPS FOR EACH OP FLOWN AT MERIDIAN.

PRACTICAL LIMITATIONS

- NUMBER OF AIRCRAFT, INSTRUCTORS, STUDENTS AND WEATHER CONSTRAIN RUNWAY CAPACITY.
- OVERWHELMING, UNSAFE AND UNNECESSARY TO FLY STUDENT AVIATOR IN TRAFFIC DENSITIES RESULTING FROM MAXIMUM CAPACITY BASE LOADING.
- NO PRODUCTION SYSTEMS RUNS WELL AT MAXIMUM CAPACITY... TO DO SO INVITES CATASTROPHE.
- 80% CAPACITY PRACTICAL LOAD LEVEL - RETAINS BOTH FLEXIBILITY AND SURGE.
- PEOPLE AREN'T MACHINES. SCHEDULING 16 HOUR, 7 DAY WORK WEEKS WILL DEMORALIZE STUDENTS, INSTRUCTORS AND SUPPORT CREWS.

NAVY ★ MERIDIAN ★ TEAM

KEN STORMS BRIEF:

BRAC Commission Staff

23 MAR 95

In my 31 years of active duty, I have spent a total of 8 years in a flight instructor billet. One year was in Navy Primary Flight Training, two years in a Replacement Air Group (FRS now) and five years in the Strike Training pipeline as Executive Officer and Commanding Officer of an Advanced Squadron and later as a Training Air Wing Commander. I have also served as the Navy and Marine Corps Aviation Safety Coordinator at what was then called Deputy Chief of Naval Operations (Air Warfare) now N88.

P. O. BOX 790 • MERIDIAN, MS 39302
601-693-1306 (VOICE) • 601-693-5638 (FAX)

My loyalty to the United States Navy and Naval Aviation has never been questioned. While working in the Pentagon, I adopted the belief that when a decision was made which I thought was incorrect or unwise, I owed it to myself and Naval Aviation to find out why. Either the senior decision maker had more information than I, or I had more information than the decision maker. Either way we needed to talk. Most times, that senior person had more information than I and when I heard it I could fully support the decision. Sometimes I possessed more information, and the decision was reversed or modified.

When I heard that using Runway Capacity was the theory to determine a military base's ability to produce a PTR, I needed to further investigate the theory.

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601-693-1306 (VOICE) • 601-693-5638 (FAX)

I found that the Runway Capacity Theory works well for some major civilian commercial airfields. At these large facilities the number of aircrews, aircraft and maintenance personnel exceed the capacity of the runways and departure/arrival controllers to physically launch and recover the aircraft.

At military Training Air Stations there are factors that act to constrain the ability to ever reach runway capacity. Their constraints are number of aircraft, instructors, students and weather criteria.

In order to operate a Naval Air Training base at maximum runway capacity, we would have to place a student aviator in the same traffic density as experienced at Hartsfield, O'Hare, Los Angeles International, etc. By utilizing the outlying

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airfields to maximum capacity, it would be similar to a La Guardia, JFK and Newark complex. Flying into these kinds of traffic densities is hard enough on experienced aviators armed with a co-pilot and a navigator. It would be overwhelming, unsafe and unnecessary to place a student aviator in that arena.

I know of no production system whether it be manufacturing, industrial, educational or performance (such as race cars, aircraft, etc.) that are designed for operating at maximum performance. In our Naval aircraft, we utilize maximum range speeds, maximum endurance speeds, as well as terminal (maximum) speed. While the capability of achieving maximum performance when needed must be preserved, to intentionally plan to operate at maximum performance levels invites catastrophic failure.

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If a home field were my aircraft and 80 ops per hour was my maximum speed, I would fly it at 60-65 ops per hour (max range speed) or the most cost effective production speed. I could produce the maximum number of Naval Aviators and still maintain those I have already trained. I would still have a realistic surge capability. That would allow me to increase speed if required but allow me to endure for a long period of time.

As a squadron Executive Officer in 1980, my Training Squadron was working seven days per week, twelve hour shifts. In that year we had 18 instructors come upon their end of obligated service. Sixteen left the Naval service and two accepted follow on tours. During my Commanding Officer tour, my Wing Commander allowed me to go to eight hour

shifts, five days per week. Our production went down for two months then in one month it returned to the old production rate. At the end of my tour, production was increased 11% above the old rate while the individual working hours were reduced by 33%. Exactly 18 instructors reached their end of obligated service with 16 taking follow on tours with the fleet, and two opting for civilian careers.

You simply cannot work people and machines for extended periods of time at 100% of their capacity. Naval Aviators filling the roles of Strike flight instructors are not shore duty sailors. They are sea duty carrier aviators who happen to be on shore duty.

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CAPACITY SHORTFALLS ACTUALLY MUCH MORE SIGNIFICANT FOR SEVERAL REASONS:

1) KINGSVILLE'S HISTORIC DATA SHOWS ITS OPS/PTR FIGURES SHOULD BE MUCH HIGHER

2) CORPUS CHRISTI'S OPS/PTR FIGURES, SHOWN EQUAL TO OLF ALICE ORANGE GROVE, SHOULD BE SUBSTANTIALLY HIGHER.

3) DRAMATICALLY HEAVIER USAGE OF ALICE ORANGE GROVE, PARTICULARLY THE 100% NIGHT LOAD, IS LIKELY TO CAUSE NOISE PROBLEMS, SINCE NO AICUZ IS IN PLACE.

4) 80% A REASONALBE FIGURE, PARTICURALLY GIVEN KINGSVILLE'S HISTORY OF FLYING 1.2 OPS FOR EACH OP FLOWN AT MERIDIAN.

➔ 5) T-45 PROBLEMS THREATEN AVAILABILTIY, LIMIT FLEXIBILITY AND WILL KEEP T-2S AROUND FOR QUITE A WHILE.

T-45 Concerns

T-45A aircraft has significant and inherent advantage over T-2 and TA-4 aircraft being replaced:

Modern avionics
Fuel efficient airframe
Generally low-tech (simple, easy to maintain) design

Also has problems frequently encountered in new aircraft, several of which result from its origination from British, land-based aircraft

Poor engine with poor supportability
Unanticipated problems with other systems (high failure rates, insufficient parts support)

Logistic problems have driven creation of **"Hawk Watch Hot List"** for critical supply support management by McDonnell Douglas Aerospace (MDA)

MDA has **corporate commitment** to make T45TS work
Foreign sales
Other programs with Navy

Procurement

Buy has been reduced to 12 per Year, delaying full system implementation

Engine **500 Hr** Mean Time Between Overhaul

Combustion Liner spares critical
A/C utilization rate (60 Hrs/Mo) --
Overhaul every 9 months
Parts unavailable

Gas Turbine Starter (GTS, only means of starting engine)
High failure rate of 3 key component groups
Parts in short supply

Impacts

Current: "Managed" effort successful

- cannibalization
- engine swaps
  - down A/C
  - mod A/C (4 always in flow)

Future (Summer 1995): Management cannot overcome lack of spares

- 5 - 10 A/C parked after management (approx. 15%)
- No solution in sight
- Mission Capable rate down

Current	85% (MDA managed)
Specified	76.8%
Engine driven	Less

Other System Problems

Horizontal Stabilizer Replacement

Stabilizer must be replaced at 3200 flight hour point
30 A/C in lockstep to hit 3200 hour barrier in spring 1998

Impacts
Kit availability in question (British Aerospace provided)
"Bow wave" of affected aircraft

Contractor Logistics Support competition (FY-97)

Current MDA support (High quality, expensive)
"Back door" support from corporation
Access to unlimited technical/engineering expertise

Lowest / Best bidder
Typically minimally manned
No back door
Technical expertise limited to on site talent
Historically difficult turn-over with low aircraft availability

Bottom Line

Several significant logistics issues threaten T-45 implementation

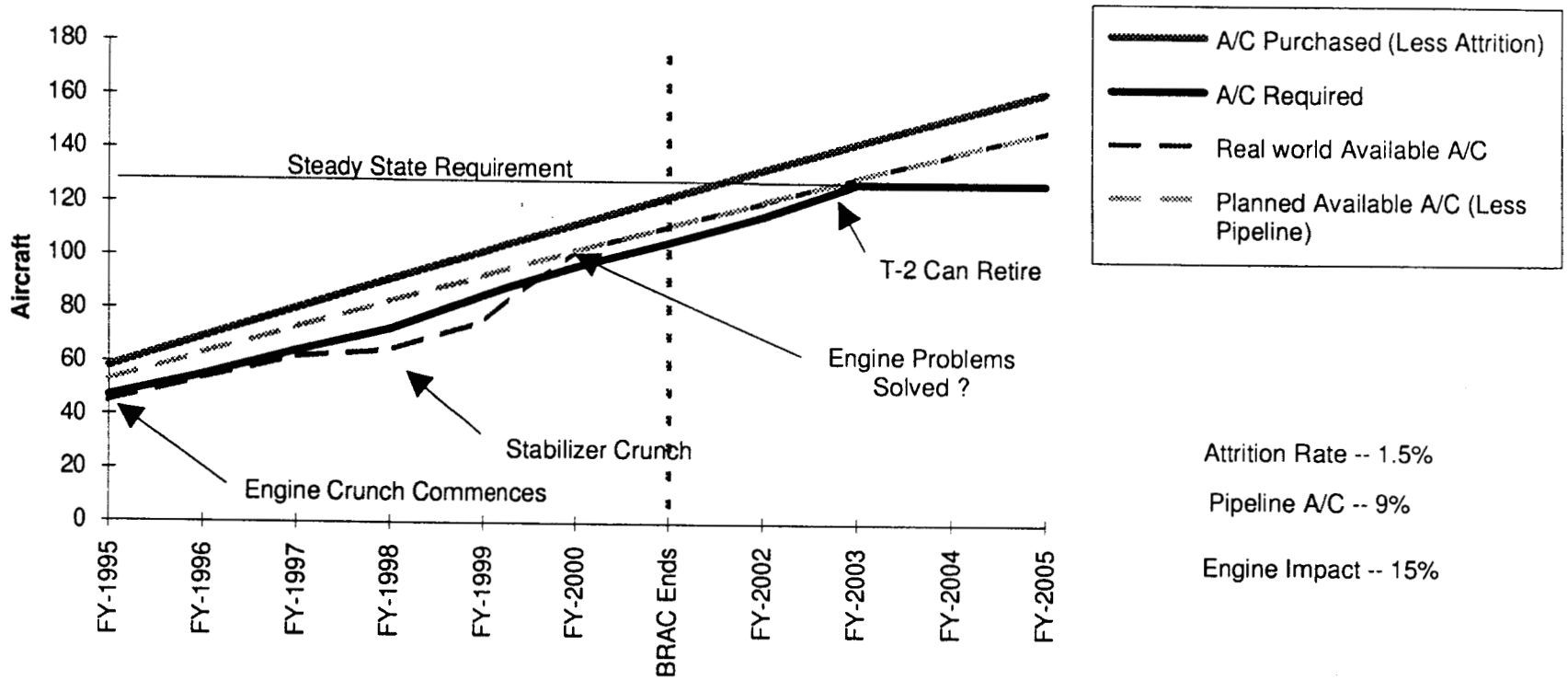
- **Mid-decade Aircraft availability may not meet operational requirements**

Acquisition Rate will not allow full T45TS implementation until FY-2003

T-2 Intermediate Training must continue into 21st Century

- **T-2 Inventory will require careful management**

T45 Availability vs Requirements



Attrition Rate -- 1.5%

Pipeline A/C -- 9%

Engine Impact -- 15%

CAPACITY SHORTFALLS ACTUALLY MUCH MORE SIGNIFICANT FOR SEVERAL REASONS:

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5) T-45 PROBLEMS THREATEN AVAILABILTIY, LIMIT FLEXIBILITY AND WILL KEEP T-2S AROUND FOR QUITE A WHILE.

➔ 6) ANY INCREASE IN PTR PUNCHES A BIGGER HOLE IN THE SINGLE SITE SCENARIO. WHY IS THE AIR FORCE'S PTR GOING WAY UP, AND THE NAVY'S ISNOT?

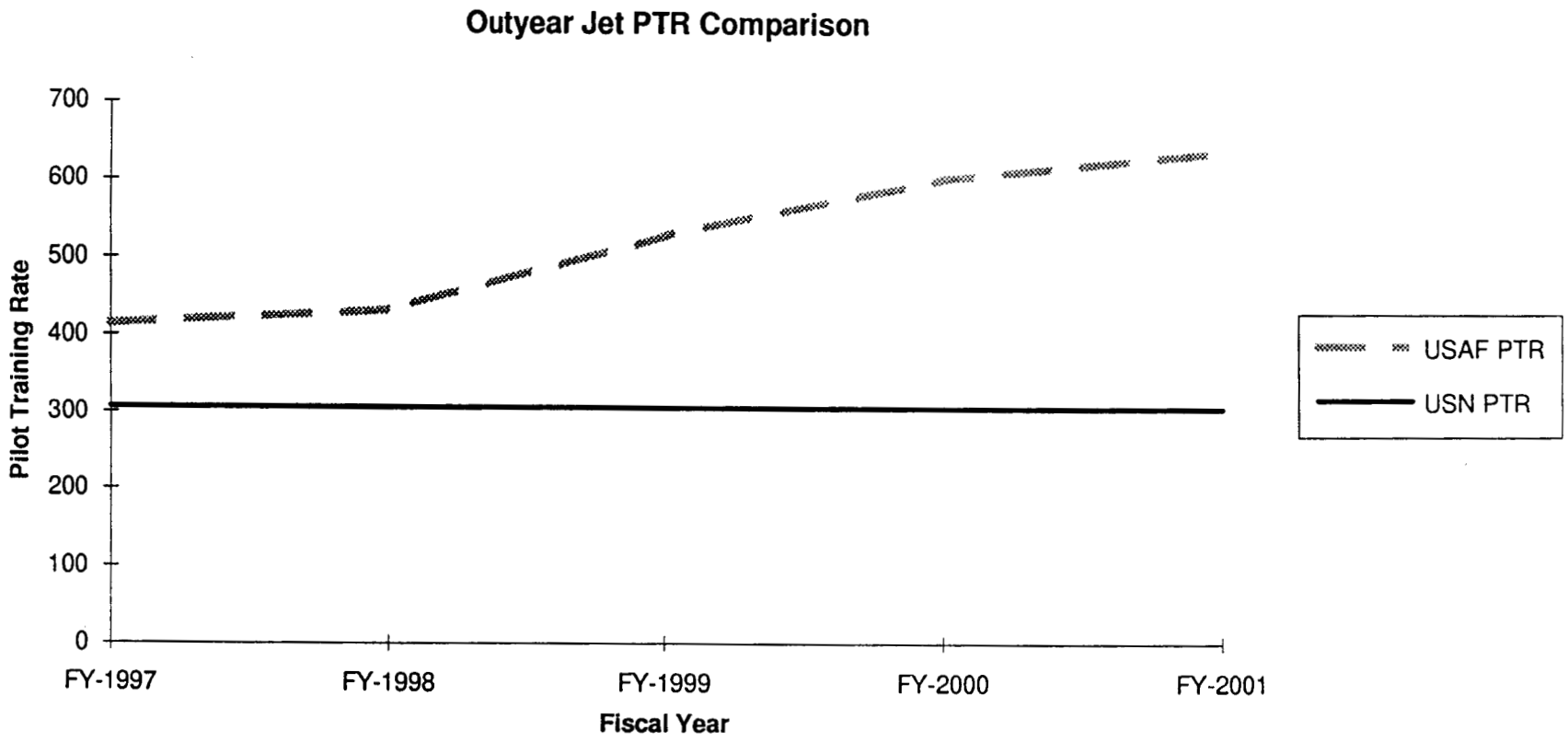
POSSIBLE PTR INCREASES

- NAVY STRAIGHT LINES STRIKE PTR IN THE OUTYEARS AT 336 + E2/C2

- AIR FORCE CERTIFIED DATA CALLS INDICATE A 33% PTR INCREASE IN SUPT PTR, PARTIALLY DUE TO ANTICIPATED AIRLINE HIRING INCREASES

- NAVY INSISTS AIRLINES HAVE LITTLE EFFECT ON STRIKE - INDUSTRY OBSERVERS DISAGREE.

- IF THE NAVY IS INCORRECT, A 5% ERROR RESULTS IN A PTR INCREASE OF 18 TO A SYSTEM THAT IS ALREADY PLANNED TO RUN ABOVE MAXIMUM


Outyear Jet PTR Comparison
Pilot Training Rate
700
600
500
400
300
200
100
0
FY-1997
FY-1998
FY-1999
FY-2000
FY-2001
Fiscal Year
USAF PTR
USN PTR

MAXIMUM SUSTAINABLE CAPACITY TAKES INTO ACCOUNT:

1. KINGSVILLE'S HIGH OPS/PTR HISTORY (WHICH LOWERS ITS CAPACITY)

2. HISTORIC OLF OPERATING LEVELS PLUS ENCROACHMENT FACTORS.

3. INABILITY TO RUN A BASE DURING PEACETIME AT 100% MAXIMUM FORMULA CAPACITY.

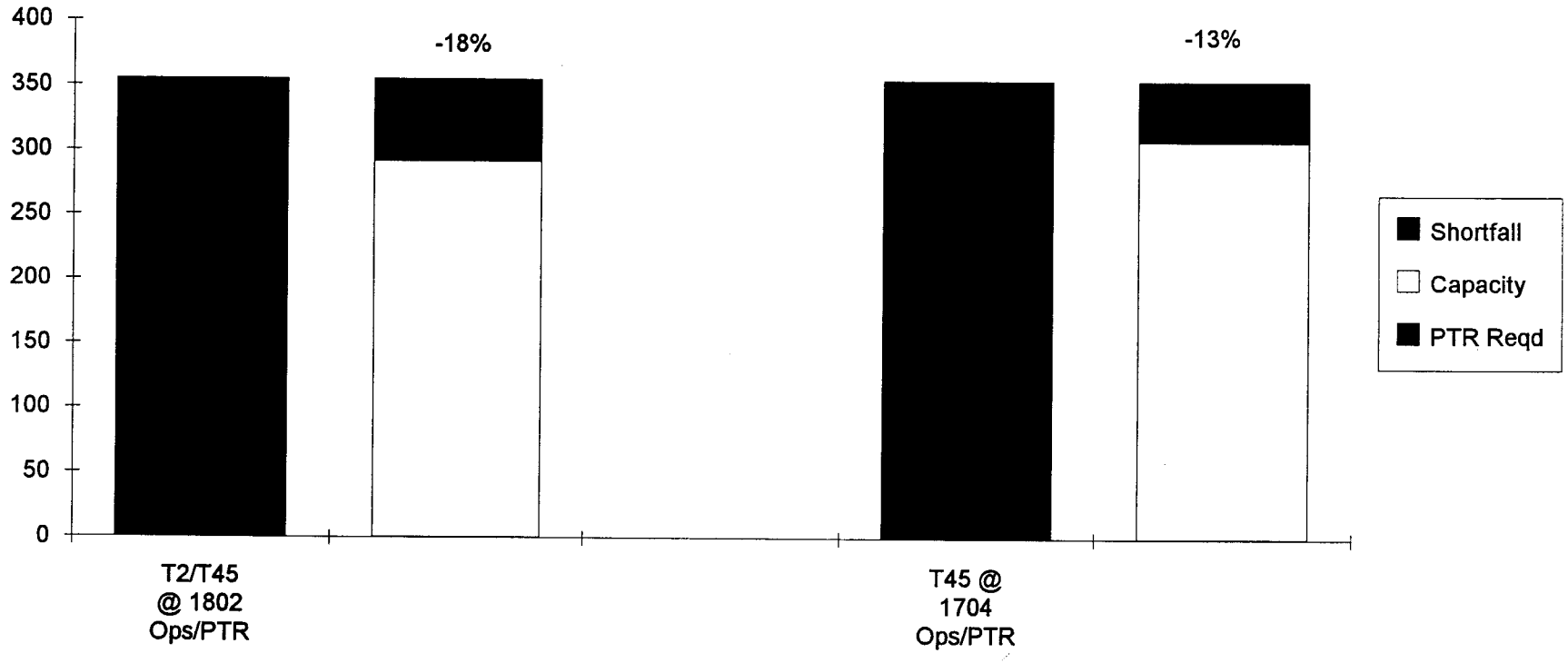
4. AIRCRAFT ASSETS, INSTRUCTORS, MANNING, STUDENT AVAILABILITY, MAINTENANCE.

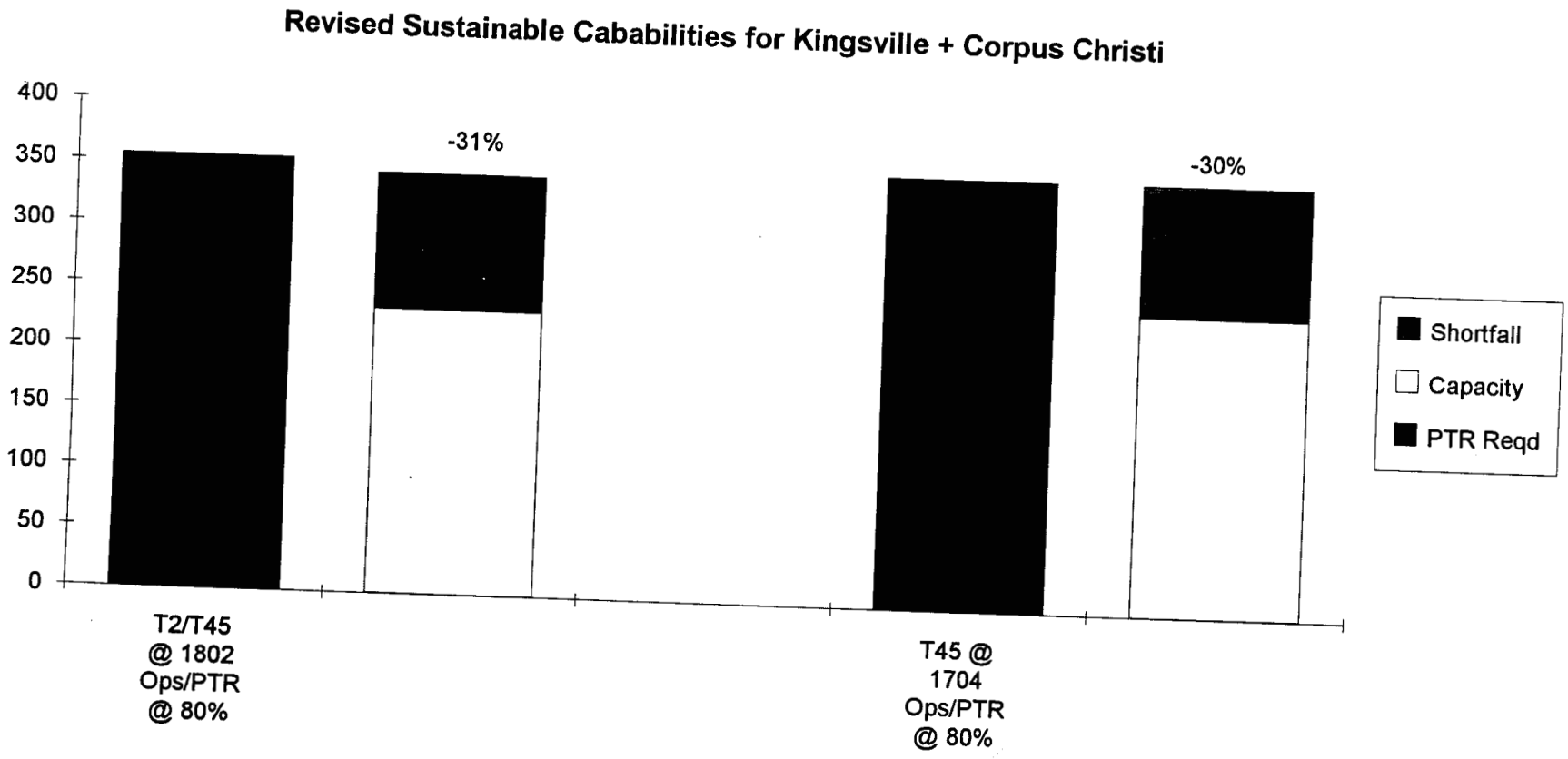
5. SURGE IN CASE PTR INCREASES.

6. NECESSARY BUFFER AS DENOTED BY AIR FORCE.

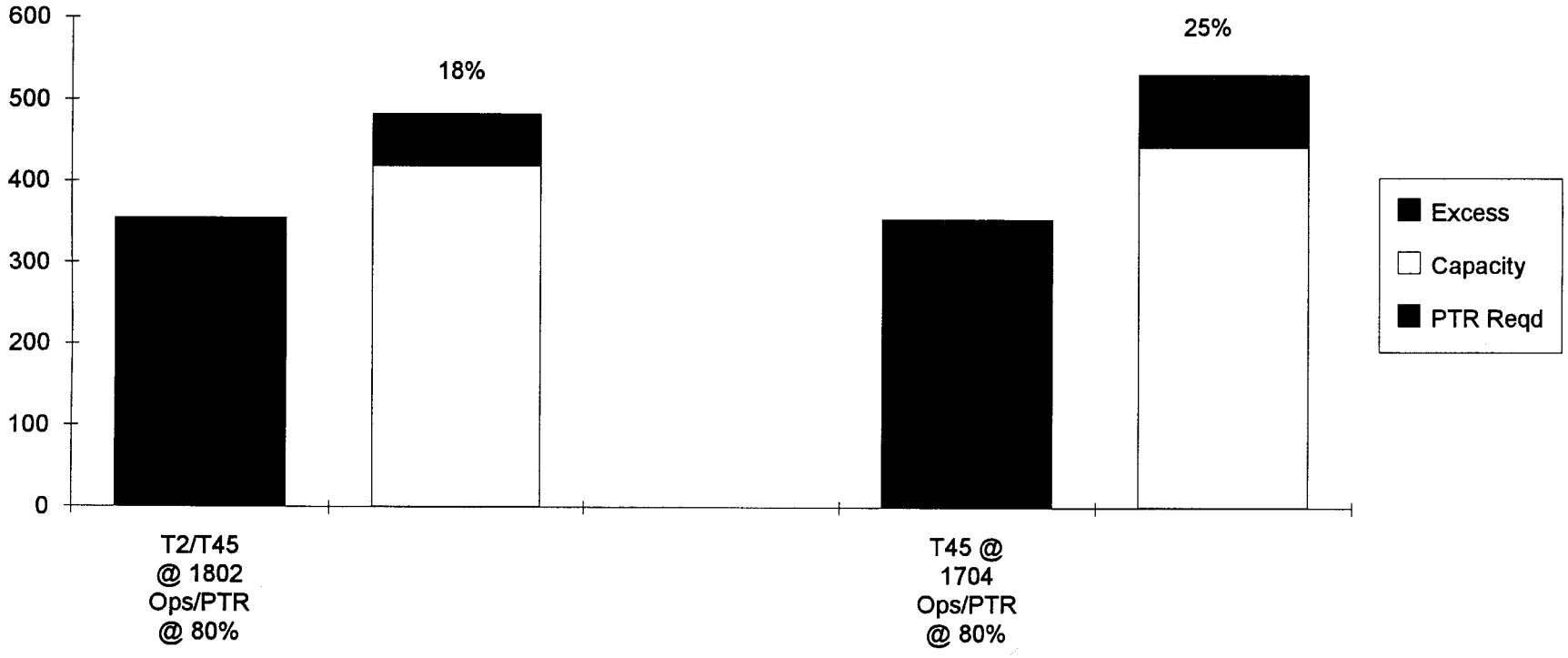
- MAXIMUM SUSTAINABLE CAPACITY IS 80% OF FORMULA CAPACITY.

Revised Capabilities for Kingsville and Corpus Christi




Revised Sustainable Cababilities for Kingsville + Corpus Christi
400
350
300
250
200
150
100
50
0
-31%
-30%
T2/T45 @ 1802 Ops/PTR @ 80%
T45 @ 1704 Ops/PTR @ 80%
Shortfall
Capacity
PTR Reqd

Revised Sustainable Capabilities for Kingsville + Meridian



REVISED FORMULA CAPACITIES FOR KINSVILLE AND CORPUS CHRISIT:

	CAP-CITY	PTR REQ'D	SHORT-FALL	%SHORT FALL
T2/T45 @ 1802 OPS/PTR =	292	355	63	-18%
T45 @ 1704 OPS/PTR=	309	355	46	-13%

REVISED SUSTAINABLE CAPACITIES FOR KINGSVILLE AND CORPUS CHRISTI:

	CAP-CITY	PTR REQ'D	SHORT-FALL	%SHORT FALL
T2/T45 @ 1802 OPS/PTR X 80%=	234	355	111	-31%
T45 @ 1704 OPS/PTR X 80%=	247	355	108	-30%

REVISED SUSTAINABLE CAPACITIES FOR KINGSVILLE AND MERIDIAN:

	CAP-CITY	PTR REQ'D	EXCESS	%EXCESS
T2/T45 @ 1802 OPS/PTR X 80%=	419	355	64	+18%
T45 @ 1704 OPS/PTR X 80%=	444	355	89	+24%

- **NAVY STRIKE TRAINING IS THE ONLY NAVY <u>UNIQUE</u> TRAINING IN DEPARTMENT OF THE NAVY UNDERGRADUATE PILOT TRAINING. (INCLUDES NAVY, MARINES, AND INTERNATIONAL STUDENTS)**

  - ◊ **THIS TRAINING SUPPORTS CARRIER FORCE STRUCTURE**

  - ◊ **SINGLE BASE CAUSES UNACCEPTABLE RISK TO FUTURE FORCE STRUCTURE**

  - ◊ **KINGSVILLE WAS LAST TRAINING BASE TO SUSTAIN HURRICANE/FLOOD DAMAGE**

- **STUDENT TRAINING CANNOT OPERATE AT 100% CAPACITY FOREVER EFFICIENTLY AND SAFELY (NO SURGE CAPABILITY)**

  - ◊ **HISTORICAL VARIATION IN EFFICIENCY, WEATHER, AIRCRAFT AVAILABILITY, AND FLYING HOUR FUNDING MAKE A (FINITE OR ABSOLUTE) 100% CAPACITY NUMBER VARY FROM YEAR TO YEAR.**

  - ◊ **THIS EQUATES TO HIGH RISK TO THE CARRIER FORCE LEVEL PICKING ONE CAPACITY NUMBER AND NO SURGE OR FLEXIBILITY IN OP TEMPO AND SAFETY.**

- FORCE STRUCTURE/PTR CHANGES/AND PILOT RETENTION VARIATIONS CANNOT BE ACCOMMODATED AT A SINGLE BASE.

  ◊ REQUIRES ESTABLISHMENT OF A PERMANENT WEAPONS DETACHMENT... BUT EL CENTRO WAS CLOSED IN 1992.

  ◊ DET INCREASES DECREASE HOME FIELD CAPABILITY.

  ◊ T-45 LIMITATIONS LIMIT HOME FIELD OPERATIONS THROUGH FY 2007.

  ◊ CONTRACT MAINTENANCE COST HIGHS WITH LIMITED OPERATIONAL FLEXIBILITY.

  ◊ NO ABILITY TO ACCEPT DETS AT HOME FIELD.

  ◊ NO FUTURE CAPABILITY FOR JOINT (AIR FORCE) FIGHTER LEAD IN TRAINING WITH T-45.

  ◊ HIGH OP TEMPO, CONTINUOUS DETACHMENTS ARE POOR QUALITY OF LIFE FOR SHORE DUTY.

- **YOU ARE DRIVING YOUR SPORTS CAR (STRIKE TRAINING) AT 6000 RPM (MAXIMUM CAPACITY) FOR THE LIFE OF THE ENGINE (RISK ON YOUR NEXT TRIP TO A FORWARD DEPLOYED GEOGRAPHIC POSITION).**

JOINT ISSUES

- THE SECRETARY OF THE NAVY HAS RECOMMENDED THE COMMISSION CONSIDER NAS MERIDIAN AS PART OF A JOINT CROSS SERVICE TRAINING REALIGNMENT.

- NAS MERIDIAN HAS HIGHER "FUNCTIONAL VALUE" THAN MOST AIR FORCE BASES.

- COLUMBUS AFB/NAS MERIDIAN ONLY JOINT SERVICE AIR TRAINING COMPLEX, ONLY COMPLEX WITH TWO JET BASES, ONLY COMPLEX WITH SHARED TARGET.

- JOINT USE OF RANGE, OLFS, AND AIRSPACE GIVE COLUMBUS AFB/NAS MERIDIAN COMPLEX CAPABILITIES AND FLEXABILITY NO OTHER BASES HAVE.

OSD Joint Cross-Service Study Group for Undergraduate Pilot Training (UPT)

- Military Value >>> Functional Value
- Capacity
- Configuration Modeling
- Military Value Banding

Military Value>>>Functional Value

- Functional Value Parallels Military Value
- Results of "Corrected Run"
- Adjustments to Measures of Merit
  - Overwater Warning Areas
  - Proximity to "Training" Carrier
  - NAS Pensacola "Two Targets within 50 Miles"

OSD Joint Service Group Cummulative Rankings of UPT Training Sites

	FltScrn	Primary	LftTnker	MarInE2	BombFit	StkAvE2	PanelNav	PrInNFO	WSOStrk	UPTHelo	Score
Pensacola	6.1	6.4	7.8	7.5	7.8	7.6	7.6	6.4	7.6	6.5	71.25
Kingsville	6.7	7.0	7.7	7.6	7.3	7.3	7.2	7.0	7.4		65.15
Columbus	6.6	6.8	6.3	6.7	6.4	6.0	7.6	6.9	6.6		59.85
Meridian	6.5	6.8	6.6	6.6	6.8	6.3	7.0	6.8	6.5		59.85
Randolph	5.7	6.7	6.5	6.4	6.8	6.0	6.9	7.1	6.1		58.15
Corpus	6.4	6.7	6.5	7.5		6.2	5.9	6.7	6.9		52.75
Vance	6.6	6.8	6.7	6.8	5.5	5.3	7.5	6.8			51.95
Sheppard	6.2	6.3	6.5	6.5	6.3	6.2	7.7	6.2			51.85
Laughlin	6.8	7.0	5.8	6.5	5.5	5.4	6.8	7.1			50.85
Reese	6.2	6.0	5.9	5.9	5.6	5.7	7.2	6.2			48.65
Whiting	6.6	6.6		7.4			6.4	6.4	7.0	7.2	47.55
Rucker	6.9								6.7	8.9	22.45
USAFA	5.8										5.8
Hondo	5.3										5.3

OSD Joint Service Group Cummulative Rankings of UPT Training Sites

	FltScrn	Primary	LftTnker	MarInE2	BombFit	StkAvE2	PanelNav	PrInNFO	WSOStrk	UPTHelo	Score	Avg Score
Rucker	6.9								6.7	8.9	22.45	7.5
Kingsville	6.7	7.0	7.7	7.6	7.3	7.3	7.2	7.0	7.4		65.15	7.2
Pensacola	6.1	6.4	7.8	7.5	7.8	7.6	7.6	6.4	7.6	6.5	71.25	7.1
Whiting	6.6	6.6		7.4			6.4	6.4	7.0	7.2	47.55	6.8
Columbus	6.6	6.8	6.3	6.7	6.4	6.0	7.6	6.9	6.6		59.85	6.7
Meridian	6.5	6.8	6.6	6.6	6.8	6.3	7.0	6.8	6.5		59.85	6.7
Corpus	6.4	6.7	6.5	7.5		6.2	5.9	6.7	6.9		52.75	6.6
Vance	6.6	6.8	6.7	6.8	5.5	5.3	7.5	6.8			51.95	6.5
Sheppard	6.2	6.3	6.5	6.5	6.3	6.2	7.7	6.2			51.85	6.5
Randolph	5.7	6.7	6.5	6.4	6.8	6.0	6.9	7.1	6.1		58.15	6.5
Laughlin	6.8	7.0	5.8	6.5	5.5	5.4	6.8	7.1			50.85	6.4
Reese	6.2	6.0	5.9	5.9	5.6	5.7	7.2	6.2			48.65	6.1
USAFA	5.8										5.8	5.8
Hondo	5.3										5.3	5.3

PENSACOLA

REVISED PAGE

Range Name: SHELBY RANGE

a. Perry County MS 310756N 883849W.
b. 45 Miles.
c. 10 Minutes.
d. ARNG MS.
e. ANG CRTC Gulfport MS.
f. No.
g. Yes.
   - Houston Center.
h. Yes.
   - ANG MS.
i. 1.
j. Unknown.
k. - 0 by Navy.
   - 6000.
l. 1200. M. 4380
N ~~m~~. - 0 by Navy.
   - 7500.
O. ~~n~~. - 0 by Navy.
   - 6500.
P ~~o~~. Air to Ground Bombing, Strafing and Threat Simulator.

2
CNATRA N3

2
CNATRA N3

25(B) - R (6-24-94)

Capacity

- Airspace and Flight Training Areas
  - Not a constraint on operations
- Runway Operations
  - Non-uniform Capacity Calculations

Example:	OLF Bravo	145,707 ops/yr
	Gunshy	287,209 ops/yr

  - Joint UPT "Normalized" Runway Operations
- Variation in Ops per PTR for Navy Strike
- Base Loading, Navy vs. Air Force

OPTIMIZATION RESULTS

- AIRFIELD OPS IS THE LIMITING FACTOR
- MAXIMIZED FUNCTIONAL VALUE RUN
- FT RUCKER CAN HANDLE ALL HELO TRAINING
- PRIMARY WAS DISTRIBUTED TO SIX BASES

JCSG
OCT 21, 1994

Revision 2

12. Discuss the factors that constrain the number of available student flying hours per day (e.g., AICUZ agreements).
No constraints.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, aircraft mix, etc., what additional capacity (in flight operations per hour) could be gained? Provide details and assumptions for all calculations[5].

Based on CNATRA data with 81 flight operations per hour at NAS Meridian and 53 at OLF Joe Williams Field, the limiting PTR factor is runway capacity. Based on the following calculations Training Air Wing ONE PTR capacity is 236.

	T-2/TA-4J:	T-45
Annual Work Days	237	237
NASMER Op Hr/Day	12.1	12.1
OLF Op Hr/Day	11.6	11.6
NAS Annual Hrs	2867.7	2867.7
OLF Annual Hrs	2749.2	2749.2
NAS Ops/Hr	81 *	81 *
OLF Ops/Hr	53 *	53 *
NAS Ops/Yr	232283	232283
OLF Ops/Yr	145707	145707
Total Ops/Yr	377990	377990
Ops/PTR	1598 *	1452 *
PTR Capacity	236	260

NOTE: **Data based on use of all daylight hours.**

NAS Meridian calculated capacity using FAA AC150/5060-5 criteria is 81 air operations per hour; OLF Joe Williams calculated capacity is 53 air operations per hour. Using regular field hours (16) and annual flying days (237) yields 3,792 annual hours of operations. In FY93 230,627 air operations were logged at NAS Meridian. That averages 60.8 air operations per hour at NAS Meridian. Historic air operations per hour at NAS Meridian vary from a low of 37 air operations per hour to a high of 198 air operations per hour depending on which stage of training or what type of flying the Air Wing is doing. Employing similar methodology for OLF Joe Williams, 10.5 hours a day, 237 flying days or 2,488.5 hours annual hours of operation, FY93 traffic count of 64,463, yields 25.9 air operations per hour. By comparing the postulated maximum air operations per hour to historic data, a 25% increase in air operations would be achievable at NAS Meridian and a 52% increase at OLF Joe Williams Field. R
*** Data provided by CNATRA N334.**

14. List and explain the limiting factors that further funding for personnel, equipment, facilities, etc. cannot overcome (e.g., airspace size/availability, AICUZ restrictions, environmental restrictions, land areas). **NONE.**

---

[5]Answer for each independent runway complex.

AIRFIELD OPERATIONS

BASE	(C x T x E) HOURLY CAP	% OF YR	% MAX CAP	WEIGHT FACTOR	OPS / HR
COL	347.00	75%	100%	1	192.14
	76.00	25%	23%	4	
AUX	111.00	100%	100%	1	111.00
LAU	364.50	75%	100%	1	191.64
	62.00	25%	17%	4	
AUX	110.50	100%	100%	1	110.50
RAN	204.00	75%	100%	1	154.29
	117.00	25%	29%	4	
AUX	101.00	100%	100%	1	101.00
REE	303.00	75%	100%	1	165.29
	62.00	25%	22%	4	
AUX	102.00	100%	100%	1	102.00
SHP	240.00	75%	100%	1	139.43
	64.00	25%	16%	4	
AUX	103.00	100%	100%	1	103.00
VAN	294.00	75%	100%	1	162.00
	63.00	25%	22%	4	
AUX	102.00	100%	100%	1	102.00

HOURLY CAPACITY INFORMATION WAS OBTAINED FROM:
CAPACITY ANALYSIS, FACILITIES, PARA B (AIRFIELDS), QUESTION 9

THE WX FACTOR WAS OBTAINED FROM:
CAPACITY ANALYSIS, FACILITIES, PARA A, QUESTION 7G

OPERATIONS PER YEAR BY BASE

BASE	OPS / HR	X	HRS/DAY	X	TNG DAYS	=	OPS / YR	X	WX FAC	=	TOTAL OPS
COL	192.14	X	12	X	242	=	557983	X	89.10%	=	497163
AUX	111.00	X	12	X	242	=	322344	X	89.10%	=	287209
									TOTAL:		***784371***
LAU	191.64	X	12	X	242	=	556531	X	90.90%	=	505887
AUX	110.50	X	12	X	242	=	320892	X	90.90%	=	291691
									TOTAL:		***797577***
RAN	154.29	X	12	X	242	=	448046	X	83.60%	=	374566
AUX	101.00	X	12	X	242	=	293304	X	83.60%	=	245202
									TOTAL:		***619768***
REE	165.29	X	12	X	242	=	479990	X	91.50%	=	439191
AUX	102.00	X	12	X	242	=	296208	X	91.50%	=	271030
									TOTAL:		***710221***
SHP	139.43	X	12	X	242	=	404901	X	91.90%	=	372104
AUX	103.00	X	12	X	242	=	299112	X	91.90%	=	274884
									TOTAL:		***646988***
VAN	162.00	X	12	X	242	=	470448	X	89.40%	=	420581
AUX	102	X	12	X	242	=	296208	X	89.40%	=	264810
									TOTAL:		***685390***

[redacted] /10/94 11/10, 11/17 Upda

	Columbus	Corpus Christi	Ft Rucker	Kingsville	Laughlin	Meridian	Pensacola	Randolph	Reese	Sheppard	Vance	Whiting Field	Hondo	USAFA	
Site Military Value															
Functions for UPT	FV	FV	FV	FV	FV	FV	FV	FV	FV	FV	FV	FV	FV	FV	DoD Requireme
Flight Screening	6.6	6.4	6.9	6.7	6.8	6.5	6.1	5.7	6.2	6.2	6.6	6.6	5.4	3.9	2,073
Primary Pilot	6.8	6.7	X2	7.0	7.0	6.8	6.4	6.7	6.0	6.3	6.8	6.6	0.0	0.0	2,493
Airlift/Tanker	6.3	6.5	X1	7.7	5.8	6.6	7.8	6.5	5.9	6.5	6.7	X1	0.0	0.0	752
Inter E2/C2, Adv Maritime	6.7	7.5	X2	7.6	6.5	6.6	7.5	6.4	5.9	6.5	6.8	7.4	0.0	0.0	273
Adv E2/C2, Strike	6.0	6.2	X1	7.3	5.4	6.3	7.6	6.0	5.7	6.2	5.3	X1	0.0	0.0	372
Adv Bomber/Fighter	6.4	X1	X1	7.3	5.5	6.8	7.8	6.8	5.6	6.3	5.5	X1	0.0	0.0	619
Helicopter	X2	X2	8.9	X2	X2	X2	6.5	X2	X2	X2	X2	7.2	0.0	0.0	1,481
Primary NFO, Inter NFO	6.9	6.7	X2	7.0	7.1	6.8	6.4	7.1	6.2	6.2	6.8	6.4	0.0	0.0	718
Adv NFO Strike	6.6	6.9	6.7	7.4	X3	6.5	7.6	6.1	X3	X3	X3	7.0	0.0	0.0	312
Adv NFO Panel	7.6	5.9	X1	7.2	6.8	7.0	7.6	6.9	7.2	7.7	7.5	X1	0.0	0.0	222

X1 - Runway length constraints X2 - Lack of outlying fields X3 - Too far from water

Resources	Cap	Cap	Cap	Cap	Cap	Cap	Cap	Cap	Cap	Cap	Cap	Cap	Cap	Cap
Airfield Ops	784,371	752,136	7,441,016	389,136	787,572	389,136	270,072	619,768	686,547	646,988	685,390	865,392	554,664	651,630
Airspace	116,973	315,810	0	253,418	218,889	128,879	181,790	49,494	106,925	166,922	114,708	147,888	43,560	49,368
Ground Training Classroom	542,080	464,640	5,523,408	859,584	193,600	406,560	3,915,544	696,960	696,960	348,480	373,648	554,400	116,160	77,440
Ground Training Simulators	77,440	46,464	212,960	61,952	61,952	54,208	135,520	92,928	61,952	92,928	61,952	104,544	0	0
Aprons	209,840	540,367	392,726	240,614	217,378	241,166	299,395	501,946	282,496	394,125	223,645	386,667	251,200	46,122
* Normalized Airfield Ops	—	—	—	537,008	—	537,008	326,517	—	—	—	—	—	—	—

Resources per student	Flight Screening	Primary Pilot	Airlift/Tanker	Inter E2/C2, Adv Maritime	Adv E2/C2, Strike	Adv Bomber/Fighter	Helicopter	Primary NFO, Inter NFO	Adv NFO Strike	Adv NFO Panel	
Training Sorties	24	94	88	44	166	132	137	33	70	13	Maximum requirements where duplicate training
Airfield Ops	526	1,156	405	496	1,393	926	1,288	248	280	39	"
Airspace	6	32	61	21	97	75	N/A	37	53	0	"
Ground Training Classroom	14	213	186	202	196	156	955	371	144	304	"
Ground Training Simulators	0	27	42	30	98	29	32	44	53	80	"
Aprons	18.81	181.92	357.60	190.01	303.45	357.35	190.62	60.31	239.59	201.00	"
* Normalized Airfield Ops	—	—	—	—	1922	—	—	—	386	54	

#Aircraft/student	0.0555	0.2274	0.2384	0.2088	0.3817	0.5105	0.2681	0.1058	0.1346	0.0402
SQ YDS/Aircraft	339	800	1,500	910	795	700	711	570	1,780	5,000
# Aircraft Required	113	567	179	57	142	316	397	76	42	9

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* Normalized Light/Heavy aircraft → Airfield Ops

[redacted]

Daylight Runway Ops Requirements

Type Training	*Runway Ops/Grad**
Primary Pilot	684
Int Maritime/Helo	65
Int E2/C2	400
Adv E2/C2	866
Adv Maritme	496
Adv Helo	1157
Strike	1511
Primary NFO	121
Int NFO	111
Adv NFO	90

* *Includes overhead (i.e., IUT, NATOPS, attrition, & maintenance)*

	Columbus	Corpus Christi	Ft Rucker	Kingsville	Laughlin	Meridian	Pensacola	Randolph	Reese	Sheppard	Vance	Whiting Field	Hondo	USAFA	
Site Military Value															
Functions for UPT	FV	FV	FV	FV	FV	FV	FV	FV	FV	FV	FV	FV	FV	FV	DoD Requireme
Flight Screening	6.6	6.4	6.9	6.7	6.8	6.5	6.1	5.7	6.2	6.2	6.6	6.6	5.4	3.9	2,073
Primary Pilot	6.8	6.7	X2	7.0	7.0	6.8	6.4	6.7	6.0	6.3	6.8	6.6	0.0	0.0	2,493
Airlift/Tanker	6.3	6.5	X1	7.7	5.8	6.6	7.8	6.5	5.9	6.5	6.7	X1	0.0	0.0	752
Inter E2/C2, Adv Maritime	6.7	7.5	X2	7.6	6.5	6.6	7.5	6.4	5.9	6.5	6.8	7.4	0.0	0.0	273
Adv E2/C2, Strike	6.0	6.2	X1	7.3	5.4	6.3	7.6	6.0	5.7	6.2	5.3	X1	0.0	0.0	372
Adv Bomber/Fighter	6.4	X1	X1	7.3	5.5	6.8	7.8	6.8	5.6	6.3	5.5	X1	0.0	0.0	619
Helicopter	X2	X2	8.9	X2	X2	X2	6.5	X2	X2	X2	X2	7.2	0.0	0.0	1,481
Primary NFO, Inter NFO	6.9	6.7	X2	7.0	7.1	6.8	6.4	7.1	6.2	6.2	6.8	6.4	0.0	0.0	718
Adv NFO Strike	6.6	6.9	6.7	7.4	X3	6.5	7.6	6.1	X3	X3	X3	7.0	0.0	0.0	312
Adv NFO Panel	7.6	5.9	X1	7.2	6.8	7.0	7.6	6.9	7.2	7.7	7.5	X1	0.0	0.0	222

X1 - Runway length constraints X2 - Lack of outlying fields X3 - Too far from water

Resources	Cap	Cap	Cap	Cap	Cap	Cap	Cap	Cap	Cap	Cap	Cap	Cap	Cap	Cap
Airfield Ops	784,371	752,136	7,441,016	389,136	787,572	389,136	270,072	619,768	686,547	646,988	685,390	865,392	554,664	651,630
Airspace	116,973	315,810	0	253,418	218,889	128,879	181,790	49,494	106,925	166,922	114,708	147,888	43,560	49,368
Ground Training Classroom	542,080	464,640	5,523,408	859,584	193,600	406,560	3,915,544	696,960	696,960	348,480	373,648	554,400	116,160	77,440
Ground Training Simulators	77,440	46,464	212,960	61,952	61,952	54,208	135,520	92,928	61,952	92,928	61,952	104,544	0	0
Aprons	209,840	540,367	392,726	240,614	217,378	241,166	299,395	501,946	282,496	394,125	223,645	386,667	251,200	46,122

Resources per student	Flight Screening	Primary Pilot	Airlift/Tanker	Inter E2/C2, Adv Maritime	Adv E2/C2, Strike	Adv Bomber/Fighter	Helicopter	Primary NFO, Inter NFO	Adv NFO Strike	Adv NFO Panel	
Training Sorties	24	94	88	44	166	132	137	33	70	13	Maximum requirements where duplicate training
Airfield Ops	526	1,156	405	496	1,393	926	1,288	248	280	39	-
Airspace	6	32	61	21	97	75	N/A	37	53	0	-
Ground Training Classroom	14	213	186	202	196	156	955	371	144	304	-
Ground Training Simulators	0	27	42	30	98	29	32	44	53	80	-
Aprons	18.81	181.92	357.60	190.01	303.45	357.35	190.62	60.31	239.59	201.00	-

#Aircraft/student	0.0555	0.2274	0.2384	0.2088	0.3817	0.5105	0.2681	0.1058	0.1346	0.0402
SQ YDS/Aircraft	339	800	1,500	910	795	700	711	570	1,780	5,000
# Aircraft Required	113	567	179	57	142	316	397	76	42	9

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JCSG
11/10/94

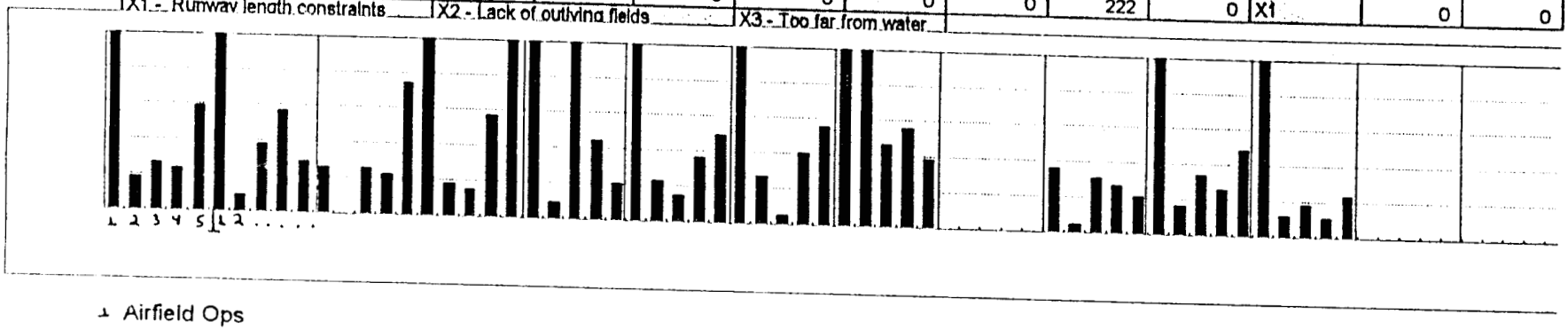
Configuration Modeling

- Unconstrained Runs to Maximize Functional Value
  - Reese AFB, Hondo, USAFA Close
- "Minimize sites" Run
  - 95% Weight on Minimizing Sites
  - Only 5% Weight on Functional Value
  - Three Rules to Constrain Multilocation Siting
  - Kingsville, Meridian, Pensacola, Hondo, USAFA Close
- "...models should be used as tools...the process should preclude decision makers from being driven slavishly to a mechanical conclusion. June 2, 1994, Mr. Lou Finch, Chairman JCSG for UPT

Functional Value : 67946.2 **Maximize Functional Value Results**

	Columbus	Corpus Christi	Ft Rucker	Kingsville	Laughlin	Meridian	Pensacola	Randolph	Reese	Sheppard	Vance	Whiting Field	Hondo	USAFA
Flight Screening	0	0	0	0	1,353	0	0	0	0	0	0	720	0	0
Primary Pilot	679	518	X2	0	0	0	0	124	0	159	593	421	0	0
Airlift/Tanker	0	0	X1	579	0	0	173	0	0	0	0	X1	0	0
Inter E2/C2, Adv Maritime	0	309	X2	0	0	0	0	0	0	0	0	0	0	0
Adv E2/C2, Strike	0	0	X1	111	0	137	95	0	0	29	0	X1	0	0
Adv Bomber/Fighter	0	X1	X1	0	0	215	0	404	0	0	0	X1	0	0
Helicopter	X2	X2	1,481	X2	X2	X2	0	X2	X2	X2	X2	0	0	0
Primary NFO, Inter NFO	0	0	X2	0	307	0	0	411	0	0	0	0	0	0
Adv NFO Strike	0	0	0	0	X3	0	312	0	X3	X3	X3	0	0	0
Adv NFO Panel	0	0	X1	0	0	0	0	0	0	222	0	X1	0	0

X1 - Runway length constraints X2 - Lack of outlying fields X3 - Too far from water



1 Airfield Ops
2 Airspace
3 Classrooms
4 Simulators
5 Aprons

maxfv

MINSITES " 'Obj Func=' -97.0168 'Wgt Pmtr=' 0
'Number of sites restricted to ' 14
"

Sites	COLM	CORP	FTRK	KING	LAUG	MRDN	PENS	RAND	RESE	SHEP	VANC	WTFD	HNDO	UAFA
Open	1	1	1	1	1	1	1	1	0	1	1	1	0	0
FLT_SCN	0	0	-	0	1,491	0	0	0	0	0	0	582	0	0
PRI_PLT	679	534	-	0	0	0	0	205	0	0	593	484	-	-
ALFT_TKR	0	0	-	579	0	0	173	0	0	0	0	-	-	-
IE2_MAT	0	273	-	0	0	0	0	0	0	0	0	0	-	-
ADE2_STK	0	0	-	111	0	18	81	0	0	162	0	-	-	-
ADV_BMBR	0	-	-	0	0	393	0	226	0	0	0	-	-	-
HELO	-	-	1,481	-	-	-	0	-	-	-	-	0	-	-
PRINTR_NFO	0	0	-	0	14	0	0	704	0	0	0	0	-	-
ADVNFO_STK	0	0	-	0	-	0	312	0	-	-	-	0	-	-
ADVNFO_PNL	0	0	-	0	0	0	0	0	0	222	0	-	-	-
"														
'Resource Utilization'														
AF_OPS	1.00	1.00	0.26	1.00	1.00	1.00	1.00	1.00	0.00	0.36	1.00	1.00	0.00	0.00
ARSPC	0.19	0.07	0.00	0.18	0.04	0.24	0.19	1.00	0.00	0.09	0.17	0.13	0.00	0.00
GNDTNG_CLS	0.27	0.36	0.26	0.15	0.14	0.16	0.02	0.49	0.00	0.28	0.34	0.20	0.00	0.00
GNDTNG_SIM	0.24	0.49	0.22	0.57	0.01	0.24	0.23	0.46	0.00	0.36	0.26	0.12	0.00	0.00
RAT	0.59	0.28	0.72	1.00	0.13	0.61	0.54	0.32	0.00	0.24	0.48	0.26	0.00	0.00
"														
"														

'Total Functional Value = ' 73.63575

10 Nov 94
MINSITES($w_1 = 0$) => maximizes Functional Value
"unconstrained" FV run - new data

MINSITE " 'Obj Func=' 56.43237 'Wgt Pmtr=' 95
'Numbe tricted to 14
"

Sites	COLM	CORP	FTRK	KING	LAUG	MRDN	PENS	RAND	RESE	SHEP	VANC	WTFD	HNDO	UAFA
Open	1	1	1	0	1	0	0	1	1	1	1	1	0	0
FLT_SCN	173	0 -		(0)	1,497	0	0	0	0	(0)	403	0	0	0
PRI_PLT	290	448 -		0	0	0	0	120	594	104	188	749 -	-	
ALFT_TKR	0	243 -		0	0	0	0	0	0	0	509 -	-	-	
IE2_MAT	0	273 -		0	0	0	0	0	0	0	0	0 -	-	
ADE2_STK	(0)	0 -		0	0	0	0	0	0	372	(0) -	-	-	
ADV_BMBR	100 -	-		0	0	0	0	519	(0)	0	0 -	-	-	
HELO	-	-	1,481 -	-	-		0 -	-	-	-		0 -	-	
PRINTR_NFO	718	0 -		0	0	0	0	0	0	0	0	0 -	-	
ADVNFO_STK	312	0 -		0 -		0	0	0 -	-	-		0 -	-	
ADVNFO_PNL	0	0 -		0	0	0	0	0	0	222	0 -	-	-	

"
'Resource Utilization'

AF_OPS	1.00	1.00	0.26	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.93	1.00	0.00	0.00
ARSPC	0.52	0.11	0.00	0.00	0.04	0.00	0.00	0.86	0.18	0.24	0.34	0.16	0.00	0.00
GNDTNG_CLS	0.72	0.42	0.26	0.00	0.11	0.00	0.00	0.15	0.18	0.47	0.38	0.29	0.00	0.00
GNDTNG_SIM	0.76	0.66	0.22	0.00	0.00	0.00	0.00	0.20	0.26	0.61	0.43	0.19	0.00	0.00
RAT	1.00	0.41	0.72	0.00	0.13	0.00	0.00	0.41	0.38	0.45	1.00	0.35	0.00	0.00

"
"
'Total Functional Value = ' 70.42085

MINSITES ($w_1 = 95$)

Rule (1) - PRINTR_NFO & ADVNFO_STK

(2) - ADVNFO_PNL

(3) - min assign = 100

Military Value Banding

- Simplified to High, Middle, Low

High	Middle	Low
Columbus	Meridian	Reese
Lauglin	Whiting Field	
Randolph		
Sheppard		
Vance		
Corpus Christi		
Kingsville		
Pensacola		
Ft. Rucker		

- No Attempt to Integrate Military Values

CLOSE HOLD

DEPARTMENT OF THE ARMY
OFFICE OF THE CHIEF OF STAFF
200 ARMY PENTAGON
WASHINGTON DC 20310-0200

REPLY TO
ATTENTION OF

15 NOV 1994

MEMORANDUM FOR THE CHAIRMAN, UNDERGRADUATE PILOT TRAINING JOINT CROSS SERVICE GROUP

Subject: Military Value for Fort Rucker

The Army's military value assessment of Fort Rucker is a "3" on a scale of "1-3" with a "3" representing the highest possible value.

Fort Rucker has the mission of helicopter pilot training, both graduate and undergraduate. It is rich in special use airspace with over 8,000 cubic statute miles and controls 3 basefields, 16 stagefields and over 100 outlying fields. Southeast Alabama is an ideal location for helicopter training with its mild climate, low cost of living and low population density. Fort Rucker is the only installation of its type and is an irreplaceable Army asset.

If we can be of further assistance, please contact the Army Basing Study office undergraduate pilot training representative, Captain Blake Hollis, xx51375.

MICHAEL G. JONES
Colonel, U. S. Army
Director, The Army Basing Study

CLOSE HOLD

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DEPARTMENT OF THE NAVY
OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20350-1000

MM-0430-F8
BSAT/CM
4 November 1994

MEMORANDUM FOR THE CHAIRMAN, UNDERGRADUATE PILOT TRAINING JOINT CROSS-SERVICE GROUP

Subj: PROVISION OF DEPARTMENT OF THE NAVY MILITARY VALUE BANDING

In response to a tasking received during BRAC-95 Steering Group meetings, I am forwarding this list of the Department of the Navy military value banding for activities to be considered by the Undergraduate Pilot Training Joint Cross-Service Group (with 3 being the highest.)

BAND 3
NAS Pensacola
NAS Kingsville
NAS Corpus Christi

BAND 2
NAS Meridian
NAS Whiting Field

BAND 1
None

This grouping will allow the joint cross-service process to continue by providing a framework against which the Joint Cross-Service Group can overlay its functional analysis to facilitate arriving at the best set of alternatives for the Military Departments to consider in their processes. For Optimization Model purposes, each activity within a band has the same military value; activities are not ordered within each band according to their internal military value score.

This grouping is based upon the military value analysis conducted by the Base Structure Evaluation Committee (BSEC) using data obtained by the Department of the Navy for its BRAC-95 evaluation which was certified in accordance with the Department's policy and procedures. The Department of the Navy will continue to refine and audit the data utilized to respond to the questions in the military value matrices scored by the BSEC, so the absolute scores used to group these installations may change. It is not anticipated, however, that the relative relationship of these activities to each other will change.

Subj: PROVISION OF DEPARTMENT OF THE NAVY MILITARY VALUE BANDING

In grouping these installations, I have relied on the Steering Group's expression of the value to the Joint Cross-Service Groups of such information from the Military Departments. It is my understanding that this will facilitate identification of activities most likely - and least likely - to be candidates for closure, so as to ensure that cross-service considerations focus on viable alternatives.

CHARLES B. NEMFAKOS
Vice Chairman,
Base Structure Evaluation Committee

CLOSE HOLD - SENSITIVE INFORMATION

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

16 NOV 1994

OFFICE OF THE ASSISTANT SECRETARY

MEMORANDUM FOR THE CHAIRMAN, UNDERGRADUATE PILOT TRAINING JOINT CROSS-SERVICE GROUP

FROM: SAF/MII

SUBJECT: Military Values for Air Force UPT Installations: Additional Information

In my letter of November 15, 1994, providing installation tiering for undergraduate pilot training sites, I neglected to include the flight screening programs at Falcon Field, the U.S. Air Force Academy, Colorado, and at Hondo, Texas. I have attached an amended list which includes those operations. Hondo was included under the Randolph AFB site value, since it is attached to that installation. I have also provided a copy of the tiering to the Air Force representative to the Undergraduate Pilot Training Joint Cross-Service Working Group.

JAMES F. BOATRIGHT
Co-Chairman, Air Force Base Closure Executive Group

Attachment
Tiering Information

CLOSE HOLD - SENSITIVE INFORMATION

UPT Joint Cross-Service Group Air Forces Bases by Tier

Tier 1

Columbus AFB*
Laughlin AFB*
Randolph AFB (includes Hondo operation)*
Sheppard AFB
USAF Academy (includes Falcon Field)
Vance AFB*

Tier 2

None

Tier 3

Reese AFB*

* Considered in the Undergraduate Flying Training Subcategory

Revisit Configuration Model

- "Minimize Military Value" Runs
  - "Best": Kingville, Meridian, Pensacola, Reese, Hondo Close

MINNMV " 'Obj Func=' 48.23402 'Wgt Pmtr=' "

'Number of :d to ' 14

"

Sites	COLM	CORP	FTRK	KING	LAUG	MRDN	PENS	RAND	RESE	SHEP	VANC	WTFD	HNDO	UAFA
Open	1	1	1	0	1	0	0	1	0	1	1	1	0	1
FLT_SCN	173	0	-	0	409	0	0	0	(0)	0	282	0	0	1,209
PRI_PLT	290	534	-	0	495	0	(0)	120	0	0	305	749	-	-
ALFT_TKR	0	0	-	0	0	0	(0)	0	(0)	297	455	-	-	-
IE2_MAT	0	273	-	0	0	0	0	0	0	0	0	0	-	-
ADE2_STK	(0)	0	-	0	0	0	0	0	0	372	0	-	-	-
ADV_BMBR	100	-	-	0	0	0	0	519	0	0	0	-	-	-
HELO	-	-	1,481	-	-	-	0	-	-	-	-	0	-	-
PRINTR_NFO	718	0	-	0	0	0	0	0	(0)	0	0	0	-	-
ADVNFO_STK	312	0	-	0	-	0	0	0	-	-	-	0	-	-
ADVNFO_PNL	0	0	-	0	0	0	0	0	0	222	0	-	-	-
"	3				1					3	1			
'Resource Utilization'														
AF_OPS	1.00	1.00	0.26	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.98
ARSPC	0.52	0.07	0.00	0.00	0.08	0.00	0.00	0.86	0.00	0.32	0.34	0.16	0.00	0.15
GNDTNG_CLS	0.72	0.36	0.26	0.00	0.57	0.00	0.00	0.15	0.00	0.56	0.41	0.29	0.00	0.22
GNDTNG_SIM	0.76	0.49	0.22	0.00	0.22	0.00	0.00	0.20	0.00	0.72	0.44	0.19	0.00	0.00
RAT	1.00	0.28	0.72	0.00	0.45	0.00	0.00	0.41	0.00	0.67	1.00	0.35	0.00	0.49

"

"

'Total Functional Value = ' 68.97424

"

'Current Avg. Military Value =' 2.714

'Avg. Military Value of this alternative =' 2.888889

11/16/94

"Best"

5 sites closed < 2 large, 2 Medium, 1 Small

Helo to Bruiker

New moves = 8

Flt Screening at UAFA, Vance, Col., & Langley

Airfield Ops - Limitor (RAT at Col. & Vance)

Primary (JPATS) at 6 sites

Optimization Model Results

Run	Col	Corp	Ruck	Kings	Lau	Mer	Pens	Rand	Rees	Shep	Vance	Whit	Hondo	USAF	Mil Val	Func Val
Best	0	0	0	0	0	X	0	0	X	0	0	X	0	0	3	71.6
Second	0	0	0	0	0	X	X	0	X	0	0	0	0	X	2.9	71.4
Third	0	0	0	0	0	X	0	X	X	0	0	0	X	0	2.9	71.2
Min Prime	0	0	0	0	0	X	0	0	X	0	0	X	0	0	3	70.8
Min Prime 2	0	0	0	0	0	X	0	0	X	0	X	X	0	0	3	71.5
Min Prime 3	0	0	0	0	0	X	0	0	X	0	X	X	0	0	3	69.7

Average Military Value: 2.7 **Maximum Functional Value: 73.192**

EXCESS CAPACITY

Run	Flight Ops (Helo/FW)	Airspace (Blk/hrs)	Rmp/Apn/Tax (SY)	New Moves
Best	5,838,683 / 332,331	1,241,246	1,720,719	7
Second	5,730,620 / 224,268	1,159,427	1,485,537	9
Third	5,532,417 / 26,065	1,845,146	1,362,805	10
Min Prime	5,840,522 / 216,887	1,280,713	1,620,567	8
Min Prime 2	5,623,181 / 64,699	1,127,686	1,494,965	9
Min Prime 3	5,575,087 / 55,779	1,093,636	1,498,614	1

[redacted]

BRAC 95

Joint Cross-Service Group on Undergraduate Pilot Training Meeting

November 21, 1994

Minutes

The Joint Cross-Service Group on Undergraduate Pilot Training (UPT) meeting was convened by Mr. Lou Finch, DUSD(R), at 1320 hours on November 21, 1994, in Room 3E774, the Pentagon. The list of attendees is attached.

Mr. Finch stated the purpose of the meeting was to review development of alternatives. Mr. Gardner led the discussion the optimization model outputs and proposed alternatives.

First, the Group discussed model run output (MIN PRIME) and the potential alternative (attached) which was developed by optimizing military value with a 5 percent weight on functional value, incorporating the original 3 rules plus the 4th rule limiting flight screening to Hondo and the Air Force Academy and minimizing primary pilot to 4 sites. The output also required 8 new functional moves. This proposed alternative would close the undergraduate flying training functions at three locations (NAS Meridian, Reese AFB, and NAS Whiting Field). Additionally, the potential alternative would move Navy undergraduate helicopter pilot training to Fort Rucker and use excess capacity at Fort Rucker. The Group agreed the output was a rational basis for a 3-site closure alternative.

Then the Group discussed the MIN PRIME/2 run output (attached) and potential alternative which would locate primary pilot training at four sites; retain Air Force's flight screening at Hondo, and the United States Air Force Academy; close the undergraduate flying training functions at four locations (NAS Meridian, Reese AFB, NAS Whiting Field, and Vance AFB); collocate Navy undergraduate helicopter pilot training at Fort Rucker, and require 9 new functional moves. The MIN PRIME/2 output differed from MIN PRIME as the airspace and outlying airfield capacities from NAS Whiting and NAS Meridian (closed in MIN PRIME) were added to NAS Pensacola and Columbus AFB, respectively. The MIN PRIME/2 output was an improvement over MIN PRIME as it further reduced excess capacity and closed another site.

Mr. Gardner then discussed the JST's review of "regional pairs" (attached) which highlighted additional capacity for airfield operations at retained sites generated by keeping outlying airfields (and airspace) from closed sites nearby. The Group concurred with the concept.

Then the Group talked about the output (attached) for MIN PRIME/3 with minimum moves of functions to new locations. This potential alternative limited primary pilot to four sites and required only one new functional move to a new location. However, the output gave an unusual functional distribution. In particular, it moved Air Force bomber/fighter track to Randolph AFB and airlift/tanker track to Sheppard AFB and NAS Kingsville which

[redacted]

Optimization Model Results

Run	Col	Corp	Ruck	Kings	Lau	Mer	Pens	Rand	Rees	Shep	Vance	Whit	Hondo	USAF	Mil Val	Func Val
Best	0	0	0	0	0	X	0	0	X	0	0	X	0	0	3	71.6
Second	0	0	0	0	0	X	X	0	X	0	0	0	0	X	2.9	71.4
Third	0	0	0	0	0	X	0	X	X	0	0	0	X	0	2.9	71.2
Min Prime	0	0	0	0	0	X	0	0	X	0	0	X	0	0	3	70.8
Min Prime 2	0	0	0	0	0	X	0	0	X	0	X	X	0	0	3	71.5
Min Prime 3	0	0	0	0	0	X	0	0	X	0	X	X	0	0	3	69.7

Average Military Value: 2.7 **Maximum Functional Value: 73.192**

EXCESS CAPACITY

Run	Flight Ops (Helo/FW)	Airspace (Blk/hrs)	Rmp/Apn/Tax (SY)	New Moves
Best	5,838,683 / 332,331	1,241,246	1,720,719	7
Second	5,730,620 / 224,268	1,159,427	1,485,537	9
Third	5,532,417 / 26,065	1,845,146	1,362,805	10
Min Prime	5,840,522 / 216,887	1,280,713	1,620,567	8
Min Prime 2	5,623,181 / 64,699	1,127,686	1,494,965	9
Min Prime 3	5,575,087 / 55,779	1,093,636	1,498,614	1

Meridian-Columbus
Training Complex Considerations

- Only Joint Service Complex
- Only Complex With Two Jet Capable Bases
- Only Complex Where Target Range Shared
- Also Share Airspace and OLF
- Complexes Have Higher Military Value

CONCLUSION

- ANY SINGLE STRIKE BASE CONFIGURATION FOR NATRACOM PUTS NAVY CARRIER AVIATION AND FORWARD DEPLOYED CONCEPT AT RISK.
- THE NAVY'S DETERMINATION TO CLOSE MERIDIAN SHOULD NOT DETER THE COMMISSION FROM PROVIDING NAS MERIDIAN WITH THE FRESH START REVIEW GUARANTEED BY THE ACT.
- THE COMMISSION SHOULD TEAR DOWN THE WALLS BETWEEN SERVICES AND LOOK AT BASE FUNCTIONAL VALUES ACROSS SERVICE LINES.
- AS THE AIR FORCE 95 BASE CLOSURE EXECUTIVE GROUP DETERMINED: "EVEN UNDER THE BEST OF CONDITIONS, WE RECOMMEND A CAPACITY BUFFER. FOR THE FORESEEABLE FUTURE, UPT WILL UNDERGO THE TURMOIL OF MULTIPLE BASE CLOSURES AND THE FIELDING OF NEW AIRCRAFT INCLUDING THE AIR FORCE T-1, THE NAVY T-45, AND BOTH AS THE NAVY (STRIKE) PTR: COLUMBUS, VANCE, SHEPARD, LAUGHLIN SERVICES' JPATS. A SUFFICIENT BUFFER IS CRITICAL."
- A SUFFICIENT BUFFER IS CRITICAL FOR STRIKE TRAINING.
- AIR FORCE RETAINED 4 STRIKE BASES TO PRODUCE ESSENTIALLY THE SAME.

SUMMARY

- ANY SINGLE STRIKE BASE CONFIGURATION FOR NATRACOM PUTS NAVY CARRIER AVIATION AND FORWARD DEPLOYED CONCEPT AT RISK.
- THE NAVY'S DETERMINATION TO CLOSE MERIDIAN SHOULD NOT DETER THE COMMISSION FROM PROVIDING NAS MERIDIAN WITH THE FRESH START REVIEW GUARANTEED BY THE ACT.
- THE COMMISSION SHOULD TEAR DOWN THE WALLS BETWEEN SERVICES AND LOOK AT BASE FUNCTIONAL VALUES ACROSS SERVICE LINES.
- AS THE AIR FORCE 95 BASE CLOSURE EXECUTIVE GROUP DETERMINED: "EVEN UNDER THE BEST OF CONDITIONS, WE RECOMMEND A CAPACITY BUFFER. FOR THE FORESEEABLE FUTURE, UPT WILL UNDERGO THE TURMOIL OF MULTIPLE BASE CLOSURES AND THE FIELDING OF NEW AIRCRAFT INCLUDING THE AIR FORCE T-1, THE NAVY T-45, AND BOTH AS THE NAVY (STRIKE) PTR: COLUMBUS, VANCE, SHEPARD, LAUGHLIN SERVICES' JPATS. A SUFFICIENT BUFFER IS CRITICAL."
- A SUFFICIENT BUFFER IS CRITICAL FOR STRIKE TRAINING.
- AIR FORCE RETAINED 4 STRIKE BASES TO PRODUCE ESSENTIALLY THE SAME.

RECOMMENDATIONS

- PRESERVE FUTURE OF CARRIER AVIATION AND NEWEST NAVAL AIR TRAINING BASE.
- RETAIN 2 NAVY STRIKE, T-45 CAPABLE TRAINING BASES.
- OPERATE BOTH STRIKE BASES AT 75% TO 80% CAPACITY, THROUGH BRAC REDIRECTION IF NECESSARY.
- FULLY DEVELOP THE POTENTIAL OF THE MERIDIAN/COLUMBUS JOINT SERVICE COMPLEX.

Document Separator

COBRA REALIGNMENT SUMMARY (COBRA v5.08) - Page 1/2
Data As Of 10:36 09/09/1994, Report Created 14:07 03/14/1995

Department : ARMY
Option Package : P01-5a
Scenario File : C:\COBRA\P01-5A.CBR
Std Fctrs File : C:\COBRA\SF7DEC.SFF

Starting Year : 1996
Final Year : 1998
ROI Year : 2001 (3 Years)

NPV in 2015($K): -214,381
1-Time Cost($K): 59,536

Net Costs ($K) Constant Dollars

	1996	1997	1998	1999	2000	2001	Total	Beyond
MilCon	2,475	27,465	0	0	0	0	29,940	0
Person	273	-3,488	-9,590	-14,879	-14,879	-14,879	-57,441	-14,879
Overhd	2,681	801	6,116	-11,620	-11,620	-11,620	-25,263	-11,620
Moving	2,284	1,354	12,095	0	0	0	15,733	0
Missio	-700	2,858	5,458	5,458	5,458	5,458	23,990	5,458
Other	253	314	1,404	0	0	0	1,971	0
TOTAL	7,266	29,302	15,483	-21,041	-21,041	-21,041	-11,071	-21,041

	1996	1997	1998	1999	2000	2001	Total
POSITIONS ELIMINATED							
Off	0	9	0	0	0	0	9
Enl	0	5	0	0	0	0	5
Civ	0	155	170	0	0	0	325
TOT	0	169	170	0	0	0	339
POSITIONS REALIGNED							
Off	0	0	40	0	0	0	40
Enl	0	0	117	0	0	0	117
Stu	0	0	0	0	0	0	0
Civ	125	0	1,170	0	0	0	1,295
TOT	125	0	1,327	0	0	0	1,452

Summary:

CLOSE BAYONNE MILITARY OCEAN TERMINAL, TRANSFER MILITARY TRAFFIC MANAGEMENT EASTERN AREA COMMAND AND THE TRAFFIC MANAGEMENT PORTION OF THE 1301ST MPC TO TO FORT MONMOUTH. TRANSFER THE NAVY SEALIFT CMD AND NAVAL EXCHANGE SERVICE CMD, FASHION DISTRIBUTION CENTER TO LEASE SPACE AT NORFOLK, VA. ENCLAVE THE NATIONAL ARCHIVES.

COBRA REALIGNMENT SUMMARY (COBRA v5.08) - Page 2/2
Data As Of 10:36 09/09/1994, Report Created 14:07 03/14/1995

Department : ARMY
Option Package : P01-5a
Scenario File : C:\COBRA\P01-5A.CBR
Std Fctrs File : C:\COBRA\SF7DEC.SFF

Costs ($K) Constant Dollars

	1996	1997	1998	1999	2000	2001	Total	Beyond
MilCon	2,475	27,465	0	0	0	0	29,940	0
Person	273	459	2,215	836	836	836	5,457	836
Overhd	2,773	2,531	9,988	4,115	4,115	4,115	27,639	4,115
Moving	2,284	1,354	12,298	0	0	0	15,935	0
Missio	0	3,558	6,158	6,158	6,158	6,158	28,190	6,158
Other	253	314	1,404	0	0	0	1,971	0
TOTAL	8,059	35,681	32,064	11,110	11,110	11,110	109,133	11,110

Savings ($K) Constant Dollars

	1996	1997	1998	1999	2000	2001	Total	Beyond
MilCon	0	0	0	0	0	0	0	0
Person	0	3,948	11,805	15,715	15,715	15,715	62,899	15,715
Overhd	93	1,730	3,872	15,736	15,736	15,736	52,903	15,736
Moving	0	0	203	0	0	0	203	0
Missio	700	700	700	700	700	700	4,200	700
Other	0	0	0	0	0	0	0	0
TOTAL	793	6,378	16,581	32,151	32,151	32,151	120,204	32,151

NET PRESENT VALUES REPORT (COBRA v5.08)
Data As Of 10:36 09/09/1994, Report Created 14:07 03/14/1995

Department : ARMY
Option Package : PO1-5a
Scenario File : C:\COBRA\PO1-5A.CBR
Std Fctrs File : C:\COBRA\SF7DEC.SFF

Year	Cost($)	Adjusted Cost($)	NPV($)
1996	7,266,225	7,168,329	7,168,329
1997	29,302,587	28,134,112	35,302,441
1998	15,483,514	14,468,215	49,770,656
1999	-21,040,994	-19,135,061	30,635,595
2000	-21,040,994	-18,622,930	12,012,665
2001	-21,040,994	-18,124,506	-6,111,842
2002	-21,040,994	-17,639,422	-23,751,264
2003	-21,040,994	-17,167,321	-40,918,585
2004	-21,040,994	-16,707,855	-57,626,440
2005	-21,040,994	-16,260,686	-73,887,127
2006	-21,040,994	-15,825,485	-89,712,612
2007	-21,040,994	-15,401,932	-105,114,544
2008	-21,040,994	-14,989,715	-120,104,259
2009	-21,040,994	-14,588,530	-134,692,790
2010	-21,040,994	-14,198,083	-148,890,873
2011	-21,040,994	-13,818,086	-162,708,959
2012	-21,040,994	-13,448,259	-176,157,218
2013	-21,040,994	-13,088,330	-189,245,548
2014	-21,040,994	-12,738,034	-201,983,581
2015	-21,040,994	-12,397,113	-214,380,694

TOTAL ONE-TIME COST REPORT (COBRA v5.08) - Page 1/5
Data As Of 10:36 09/09/1994, Report Created 14:07 03/14/1995

Department : ARMY
Option Package : P01-5a
Scenario File : C:\COBRA\P01-5A.CBR
Std Fctrs File : C:\COBRA\SF7DEC.SFF

(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	27,229,923	
Family Housing Construction	0	
Information Management Account	2,710,344	
Land Purchases	0	
Total - Construction		29,940,267
Personnel		
Civilian RIF	1,166,049	
Civilian Early Retirement	409,842	
Civilian New Hires	255,070	
Eliminated Military PCS	77,111	
Unemployment	203,580	
Total - Personnel		2,111,652
Overhead		
Program Planning Support	3,598,685	
Mothball / Shutdown	5,978,750	
Total - Overhead		9,577,435
Moving		
Civilian Moving	12,248,748	
Civilian PPS	2,822,400	
Military Moving	546,531	
Freight	317,881	
One-Time Moving Costs	0	
Total - Moving		15,935,561
Other		
HAP / RSE	1,970,805	
Environmental Mitigation Costs	0	
One-Time Unique Costs	0	
Total - Other		1,970,805
Total One-Time Costs		59,535,721
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	202,686	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		202,686
Total Net One-Time Costs		59,333,035

ONE-TIME COST REPORT (COBRA v5.08) - Page 2/5
Data As Of 10:36 09/09/1994, Report Created 14:07 03/14/1995

Department : ARMY
Option Package : P01-5a
Scenario File : C:\COBRA\P01-5A.CBR
Std Fctrs File : C:\COBRA\SF7DEC.SFF

Base: BAYONNE, NJ
(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	0	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		0
Personnel		
Civilian RIF	1,166,049	
Civilian Early Retirement	409,842	
Civilian New Hires	0	
Eliminated Military PCS	77,111	
Unemployment	203,580	
Total - Personnel		1,856,582
Overhead		
Program Planning Support	3,598,685	
Mothball / Shutdown	5,978,750	
Total - Overhead		9,577,435
Moving		
Civilian Moving	12,248,748	
Civilian PPS	2,822,400	
Military Moving	546,531	
Freight	317,881	
One-Time Moving Costs	0	
Total - Moving		15,935,561
Other		
HAP / RSE	1,970,805	
Environmental Mitigation Costs	0	
One-Time Unique Costs	0	
Total - Other		1,970,805
Total One-Time Costs		29,340,385
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	202,686	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		202,686
Total Net One-Time Costs		29,137,698

ONE-TIME COST REPORT (COBRA v5.08) - Page 3/5
Data As Of 10:36 09/09/1994, Report Created 14:07 03/14/1995

Department : ARMY
Option Package : P01-5a
Scenario File : C:\COBRA\P01-5A.CBR
Std Fctrs File : C:\COBRA\SF7DEC.SFF

Base: FORT MONMOUTH, NJ
(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	27,229,923	
Family Housing Construction	0	
Information Management Account	2,710,344	
Land Purchases	0	
Total - Construction		29,940,267
Personnel		
Civilian RIF	0	
Civilian Early Retirement	0	
Civilian New Hires	0	
Eliminated Military PCS	0	
Unemployment	0	
Total - Personnel		0
Overhead		
Program Planning Support	0	
Mothball / Shutdown	0	
Total - Overhead		0
Moving		
Civilian Moving	0	
Civilian PPS	0	
Military Moving	0	
Freight	0	
One-Time Moving Costs	0	
Total - Moving		0
Other		
HAP / RSE	0	
Environmental Mitigation Costs	0	
One-Time Unique Costs	0	
Total - Other		0
Total One-Time Costs		29,940,267
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	0	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		0
Total Net One-Time Costs		29,940,267

ONE-TIME COST REPORT (COBRA v5.08) - Page 4/5
Data As Of 10:36 09/09/1994, Report Created 14:07 03/14/1995

Department : ARMY
Option Package : P01-5a
Scenario File : C:\COBRA\P01-5A.CBR
Std Fctrs File : C:\COBRA\SF7DEC.SFF

Base: BASE X, US
(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	0	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		0
Personnel		
Civilian RIF	0	
Civilian Early Retirement	0	
Civilian New Hires	58,777	
Eliminated Military PCS	0	
Unemployment	0	
Total - Personnel		58,777
Overhead		
Program Planning Support	0	
Mothball / Shutdown	0	
Total - Overhead		0
Moving		
Civilian Moving	0	
Civilian PPS	0	
Military Moving	0	
Freight	0	
One-Time Moving Costs	0	
Total - Moving		0
Other		
HAP / RSE	0	
Environmental Mitigation Costs	0	
One-Time Unique Costs	0	
Total - Other		0
Total One-Time Costs		58,777
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	0	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		0
Total Net One-Time Costs		58,777

ONE-TIME COST REPORT (COBRA v5.08) - Page 5/5
Data As Of 10:36 09/09/1994, Report Created 14:07 03/14/1995

Department : ARMY
Option Package : P01-5a
Scenario File : C:\COBRA\P01-5A.CBR
Std Fctrs File : C:\COBRA\SF7DEC.SFF

Base: NORFOLK, VA
(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	0	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		0
Personnel		
Civilian RIF	0	
Civilian Early Retirement	0	
Civilian New Hires	196,293	
Eliminated Military PCS	0	
Unemployment	0	
Total - Personnel		196,293
Overhead		
Program Planning Support	0	
Mothball / Shutdown	0	
Total - Overhead		0
Moving		
Civilian Moving	0	
Civilian PPS	0	
Military Moving	0	
Freight	0	
One-Time Moving Costs	0	
Total - Moving		0
Other		
HAP / RSE	0	
Environmental Mitigation Costs	0	
One-Time Unique Costs	0	
Total - Other		0
Total One-Time Costs		196,293
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	0	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		0
Total Net One-Time Costs		196,293

TOTAL MILITARY CONSTRUCTION ASSETS (COBRA v5.08) - Page 1/5
Data As Of 10:36 09/09/1994, Report Created 14:07 03/14/1995

Department : ARMY
Option Package : PO1-5a
Scenario File : C:\COBRA\PO1-5A.CBR
Std Fctrs File : C:\COBRA\SF7DEC.SFF

All Costs in $K

Base Name	Total MilCon	IMA Cost	Land Purch	Cost Avoid	Total Cost
BAYONNE	0	0	0	0	0
FORT MONMOUTH	27,230	2,710	0	0	29,940
BASE X	0	0	0	0	0
NORFOLK	0	0	0	0	0
Totals:	27,230	2,710	0	0	29,940

Data As Of 10:36 09/09/1994, Report Created 14:07 03/14/1995

Department : ARMY
Option Package : P01-5a
Scenario File : C:\COBRA\P01-5A.CBR
Std Fctrs File : C:\COBRA\SF7DEC.SFF

MilCon for Base: FORT MONMOUTH, NJ

All Costs in $K

Description:	MilCon Categ	Using Rehab	Rehab Cost*	New MilCon	New Cost*	Total Cost*
GEN PURPOSE ADMIN	ADMIN	0	0	130,000	24,712	24,712
EASTERN AREA HQ PLUS DOCUMENTATION SUPPORT PORTION OF 1301ST MPC.						
WAREHOUSE	STORA	0	0	23,400	2,518	2,518

Total Construction Cost:	27,230
+ Info Management Account:	2,710
+ Land Purchases:	0
- Construction Cost Avoid:	0
TOTAL:	29,940

* All MilCon Costs include Design, Site Preparation, Contingency Planning, and SIOH Costs where applicable.

PERSONNEL SUMMARY REPORT (COBRA v5.08)
Data As Of 10:36 09/09/1994, Report Created 14:07 03/14/1995

Department : ARMY
Option Package : P01-5a
Scenario File : C:\COBRA\P01-5A.CBR
Std Fctrs File : C:\COBRA\SF7DEC.SFF

PERSONNEL SUMMARY FOR: BAYONNE, NJ

BASE POPULATION (FY 1996):

Officers	Enlisted	Students	Civilians
49	122	0	1,745

FORCE STRUCTURE CHANGES:

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	0	0	0	0	0
Enlisted	0	0	0	0	0	0	0
Students	0	0	0	0	0	0	0
Civilians	0	-25	0	0	0	0	-25
TOTAL	0	-25	0	0	0	0	-25

BASE POPULATION (Prior to BRAC Action):

Officers	Enlisted	Students	Civilians
49	122	0	1,720

PERSONNEL REALIGNMENTS:
To Base: FORT MONMOUTH, NJ

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	22	0	0	0	22
Enlisted	0	0	9	0	0	0	9
Students	0	0	0	0	0	0	0
Civilians	0	0	646	0	0	0	646
TOTAL	0	0	677	0	0	0	677

To Base: BASE X, US

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	4	0	0	0	4
Enlisted	0	0	57	0	0	0	57
Students	0	0	0	0	0	0	0
Civilians	0	0	145	0	0	0	145
TOTAL	0	0	206	0	0	0	206

To Base: NORFOLK, VA

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	14	0	0	0	14
Enlisted	0	0	51	0	0	0	51
Students	0	0	0	0	0	0	0
Civilians	125	0	379	0	0	0	504
TOTAL	125	0	444	0	0	0	569

TOTAL PERSONNEL REALIGNMENTS (Out of BAYONNE, NJ):

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	40	0	0	0	40
Enlisted	0	0	117	0	0	0	117
Students	0	0	0	0	0	0	0
Civilians	125	0	1,170	0	0	0	1,295
TOTAL	125	0	1,327	0	0	0	1,452

SCENARIO POSITION CHANGES:

	1996	1997	1998	1999	2000	2001	Total
Officers	0	-9	0	0	0	0	-9
Enlisted	0	-5	0	0	0	0	-5
Civilians	0	-155	-170	0	0	0	-325
TOTAL	0	-169	-170	0	0	0	-339

PERSONNEL SUMMARY REPORT (COBRA v5.08) - Page 2
Data As Of 10:36 09/09/1994, Report Created 14:07 03/14/1995

Department : ARMY
Option Package : P01-5a
Scenario File : C:\COBRA\P01-5A.CBR
Std Fctrs File : C:\COBRA\SF7DEC.SFF

BASE POPULATION (After BRAC Action):

Officers	Enlisted	Students	Civilians
0	0	0	100

PERSONNEL SUMMARY FOR: FORT MONMOUTH, NJ

BASE POPULATION (FY 1996):

Officers	Enlisted	Students	Civilians
416	505	406	7,341

FORCE STRUCTURE CHANGES:

	1996	1997	1998	1999	2000	2001	Total
Officers	0	4	0	0	0	0	4
Enlisted	0	110	0	0	0	0	110
Students	0	-134	0	0	0	0	-134
Civilians	0	267	9	-72	0	0	204
TOTAL	0	247	9	-72	0	0	184

BASE POPULATION (Prior to BRAC Action):

Officers	Enlisted	Students	Civilians
420	615	272	7,545

PERSONNEL REALIGNMENTS:
From Base: BAYONNE, NJ

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	22	0	0	0	22
Enlisted	0	0	9	0	0	0	9
Students	0	0	0	0	0	0	0
Civilians	0	0	646	0	0	0	646
TOTAL	0	0	677	0	0	0	677

TOTAL PERSONNEL REALIGNMENTS (Into FORT MONMOUTH, NJ):

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	22	0	0	0	22
Enlisted	0	0	9	0	0	0	9
Students	0	0	0	0	0	0	0
Civilians	0	0	646	0	0	0	646
TOTAL	0	0	677	0	0	0	677

BASE POPULATION (After BRAC Action):

Officers	Enlisted	Students	Civilians
442	624	272	8,191

PERSONNEL SUMMARY FOR: BASE X, US

BASE POPULATION (FY 1996, Prior to BRAC Action):

Officers	Enlisted	Students	Civilians
752	4,208	1,121	2,709

PERSONNEL REALIGNMENTS:
From Base: BAYONNE, NJ

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	4	0	0	0	4
Enlisted	0	0	57	0	0	0	57
Students	0	0	0	0	0	0	0
Civilians	0	0	145	0	0	0	145
TOTAL	0	0	206	0	0	0	206

Data As Of 10:36 09/09/1994, Report Created 14:07 03/14/1995

Department : ARMY
Option Package : PO1-5a
Scenario File : C:\COBRA\PO1-5A.CBR
Std Fctrs File : C:\COBRA\SF7DEC.SFF

TOTAL PERSONNEL REALIGNMENTS (Into BASE X, US):

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	4	0	0	0	4
Enlisted	0	0	57	0	0	0	57
Students	0	0	0	0	0	0	0
Civilians	0	0	145	0	0	0	145
TOTAL	0	0	206	0	0	0	206

BASE POPULATION (After BRAC Action):

Officers	Enlisted	Students	Civilians
756	4,265	1,121	2,854

PERSONNEL SUMMARY FOR: NORFOLK, VA

BASE POPULATION (FY 1996, Prior to BRAC Action):

Officers	Enlisted	Students	Civilians
0	0	0	0

PERSONNEL REALIGNMENTS:
From Base: BAYONNE, NJ

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	14	0	0	0	14
Enlisted	0	0	51	0	0	0	51
Students	0	0	0	0	0	0	0
Civilians	125	0	379	0	0	0	504
TOTAL	125	0	444	0	0	0	569

TOTAL PERSONNEL REALIGNMENTS (Into NORFOLK, VA):

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	14	0	0	0	14
Enlisted	0	0	51	0	0	0	51
Students	0	0	0	0	0	0	0
Civilians	125	0	379	0	0	0	504
TOTAL	125	0	444	0	0	0	569

BASE POPULATION (After BRAC Action):

Officers	Enlisted	Students	Civilians
14	51	0	504

TOTAL PERSONNEL IMPACT REPORT (COBRA v5.08) - Page 1/5
Data As Of 10:36 09/09/1994, Report Created 14:07 03/14/1995

Department : ARMY
Option Package : P01-5a
Scenario File : C:\COBRA\P01-5A.CBR
Std Fctrs File : C:\COBRA\SF7DEC.SFF

	Rate	1996	1997	1998	1999	2000	2001	Total
CIVILIAN POSITIONS REALIGNING OUT		125	0	1,170	0	0	0	1295
Early Retirement*	10.00%	13	0	53	0	0	0	66
Regular Retirement*	5.00%	6	0	26	0	0	0	32
Civilian Turnover*	15.00%	19	0	79	0	0	0	98
Civs Not Moving (RIFs)*+		8	0	32	0	0	0	40
Civilians Moving (the remainder)		79	0	980	0	0	0	1059
Civilian Positions Available		46	0	190	0	0	0	236
CIVILIAN POSITIONS ELIMINATED		0	155	170	0	0	0	325
Early Retirement	10.00%	0	16	17	0	0	0	33
Regular Retirement	5.00%	0	8	9	0	0	0	17
Civilian Turnover	15.00%	0	23	26	0	0	0	49
Civs Not Moving (RIFs)*+		0	9	10	0	0	0	19
Priority Placement#	60.00%	0	93	102	0	0	0	195
Civilians Available to Move		0	6	6	0	0	0	12
Civilians Moving		0	0	6	0	0	0	6
Civilian RIFs (the remainder)		0	6	0	0	0	0	6
CIVILIAN POSITIONS REALIGNING IN		125	0	1,170	0	0	0	1295
Civilians Moving		79	0	986	0	0	0	1065
New Civilians Hired		46	0	184	0	0	0	230
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS		13	16	70	0	0	0	99
TOTAL CIVILIAN RIFS		8	15	42	0	0	0	65
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	93	102	0	0	0	195
TOTAL CIVILIAN NEW HIRES		46	0	184	0	0	0	230

* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

+ The Percentage of Civilians Not Willing to Move (Voluntary RIFs) varies from base to base.

Not all Priority Placements involve a Permanent Change of Station. The rate of PPS placements involving a PCS is 50.00%

PERSONNEL IMPACT REPORT (COBRA v5.08) - Page 2/5
Data As Of 10:36 09/09/1994, Report Created 14:07 03/14/1995

Department : ARMY
Option Package : P01-5a
Scenario File : C:\COBRA\P01-5A.CBR
Std Fctrs File : C:\COBRA\SF7DEC.SFF

Base: BAYONNE, NJ	Rate	1996	1997	1998	1999	2000	2001	Total
CIVILIAN POSITIONS REALIGNING OUT		125	0	1,170	0	0	0	1295
Early Retirement*	10.00%	13	0	53	0	0	0	66
Regular Retirement*	5.00%	6	0	26	0	0	0	32
Civilian Turnover*	15.00%	19	0	79	0	0	0	98
Civs Not Moving (RIFs)*	6.00%	8	0	32	0	0	0	40
Civilians Moving (the remainder)		79	0	980	0	0	0	1059
Civilian Positions Available		46	0	190	0	0	0	236
CIVILIAN POSITIONS ELIMINATED		0	155	170	0	0	0	325
Early Retirement	10.00%	0	16	17	0	0	0	33
Regular Retirement	5.00%	0	8	9	0	0	0	17
Civilian Turnover	15.00%	0	23	26	0	0	0	49
Civs Not Moving (RIFs)*	6.00%	0	9	10	0	0	0	19
Priority Placement#	60.00%	0	93	102	0	0	0	195
Civilians Available to Move		0	6	6	0	0	0	12
Civilians Moving		0	0	6	0	0	0	6
Civilian RIFs (the remainder)		0	6	0	0	0	0	6
CIVILIAN POSITIONS REALIGNING IN		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
New Civilians Hired		0	0	0	0	0	0	0
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS		13	16	70	0	0	0	99
TOTAL CIVILIAN RIFS		8	15	42	0	0	0	65
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	93	102	0	0	0	195
TOTAL CIVILIAN NEW HIRES		0	0	0	0	0	0	0

* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

Not all Priority Placements involve a Permanent Change of Station. The rate of PPS placements involving a PCS is 50.00%

PERSONNEL IMPACT REPORT (COBRA v5.08) - Page 3/5
Data As Of 10:36 09/09/1994, Report Created 14:07 03/14/1995

Department : ARMY
Option Package : P01-5a
Scenario File : C:\COBRA\P01-5A.CBR
Std Fctrs File : C:\COBRA\SF7DEC.SFF

Base: FORT MONMOUTH, NJ	Rate	1996	1997	1998	1999	2000	2001	Total
CIVILIAN POSITIONS REALIGNING OUT		0	0	0	0	0	0	0
Early Retirement*	10.00%	0	0	0	0	0	0	0
Regular Retirement*	5.00%	0	0	0	0	0	0	0
Civilian Turnover*	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0	0
Civilians Moving (the remainder)		0	0	0	0	0	0	0
Civilian Positions Available		0	0	0	0	0	0	0
CIVILIAN POSITIONS ELIMINATED		0	0	0	0	0	0	0
Early Retirement	10.00%	0	0	0	0	0	0	0
Regular Retirement	5.00%	0	0	0	0	0	0	0
Civilian Turnover	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0	0
Priority Placement#	60.00%	0	0	0	0	0	0	0
Civilians Available to Move		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
Civilian RIFs (the remainder)		0	0	0	0	0	0	0
CIVILIAN POSITIONS REALIGNING IN		0	0	646	0	0	0	646
Civilians Moving		0	0	646	0	0	0	646
New Civilians Hired		0	0	0	0	0	0	0
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS		0	0	0	0	0	0	0
TOTAL CIVILIAN RIFS		0	0	0	0	0	0	0
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	0	0	0	0	0	0
TOTAL CIVILIAN NEW HIRES		0	0	0	0	0	0	0

* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

Not all Priority Placements involve a Permanent Change of Station. The rate of PPS placements involving a PCS is 50.00%

PERSONNEL IMPACT REPORT (COBRA v5.08) - Page 4/5
Data As Of 10:36 09/09/1994, Report Created 14:07 03/14/1995

Department : ARMY
Option Package : P01-5a
Scenario File : C:\COBRA\P01-5A.CBR
Std Fctrs File : C:\COBRA\SF7DEC.SFF

Base: BASE X, US	Rate	1996	1997	1998	1999	2000	2001	Total
CIVILIAN POSITIONS REALIGNING OUT		0	0	0	0	0	0	0
Early Retirement*	10.00%	0	0	0	0	0	0	0
Regular Retirement*	5.00%	0	0	0	0	0	0	0
Civilian Turnover*	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0	0
Civilians Moving (the remainder)		0	0	0	0	0	0	0
Civilian Positions Available		0	0	0	0	0	0	0
CIVILIAN POSITIONS ELIMINATED		0	0	0	0	0	0	0
Early Retirement	10.00%	0	0	0	0	0	0	0
Regular Retirement	5.00%	0	0	0	0	0	0	0
Civilian Turnover	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0	0
Priority Placement#	60.00%	0	0	0	0	0	0	0
Civilians Available to Move		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
Civilian RIFs (the remainder)		0	0	0	0	0	0	0
CIVILIAN POSITIONS REALIGNING IN		0	0	145	0	0	0	145
Civilians Moving		0	0	92	0	0	0	92
New Civilians Hired		0	0	53	0	0	0	53
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS		0	0	0	0	0	0	0
TOTAL CIVILIAN RIFS		0	0	0	0	0	0	0
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	0	0	0	0	0	0
TOTAL CIVILIAN NEW HIRES		0	0	53	0	0	0	53

* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

Not all Priority Placements involve a Permanent Change of Station. The rate of PPS placements involving a PCS is 50.00%

PERSONNEL IMPACT REPORT (COBRA v5.08) - Page 5/5
Data As Of 10:36 09/09/1994, Report Created 14:07 03/14/1995

Department : ARMY
Option Package : P01-5a
Scenario File : C:\COBRA\P01-5A.CBR
Std Fctrs File : C:\COBRA\SF7DEC.SFF

Base: NORFOLK, VA	Rate	1996	1997	1998	1999	2000	2001	Total
CIVILIAN POSITIONS REALIGNING OUT		0	0	0	0	0	0	0
Early Retirement*	10.00%	0	0	0	0	0	0	0
Regular Retirement*	5.00%	0	0	0	0	0	0	0
Civilian Turnover*	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0	0
Civilians Moving (the remainder)		0	0	0	0	0	0	0
Civilian Positions Available		0	0	0	0	0	0	0
CIVILIAN POSITIONS ELIMINATED		0	0	0	0	0	0	0
Early Retirement	10.00%	0	0	0	0	0	0	0
Regular Retirement	5.00%	0	0	0	0	0	0	0
Civilian Turnover	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0	0
Priority Placement#	60.00%	0	0	0	0	0	0	0
Civilians Available to Move		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
Civilian RIFs (the remainder)		0	0	0	0	0	0	0
CIVILIAN POSITIONS REALIGNING IN		125	0	379	0	0	0	504
Civilians Moving		79	0	248	0	0	0	327
New Civilians Hired		46	0	131	0	0	0	177
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS		0	0	0	0	0	0	0
TOTAL CIVILIAN RIFS		0	0	0	0	0	0	0
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	0	0	0	0	0	0
TOTAL CIVILIAN NEW HIRES		46	0	131	0	0	0	177

* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

Not all Priority Placements involve a Permanent Change of Station. The rate of PPS placements involving a PCS is 50.00%

PERSONNEL YEARLY PERCENTAGES (COBRA v5.08) - Page 1/2
Data As Of 10:36 09/09/1994, Report Created 14:07 03/14/1995

Department : ARMY
Option Package : P01-5a
Scenario File : C:\COBRA\P01-5A.CBR
Std Fctrs File : C:\COBRA\SF7DEC.SFF

Base: BAYONNE, NJ

	Pers Moved In		MilCon	Pers Moved Out/Eliminated		ShutDn
Year	Total	Percent	TimePhase	Total	Percent	TimePhase
1996	0	0.00%	66.67%	125	6.98%	6.98%
1997	0	0.00%	33.33%	169	9.44%	9.44%
1998	0	0.00%	0.00%	1,497	83.58%	83.58%
1999	0	0.00%	0.00%	0	0.00%	0.00%
2000	0	0.00%	0.00%	0	0.00%	0.00%
2001	0	0.00%	0.00%	0	0.00%	0.00%
TOTALS	0	0.00%	100.00%	1791	100.00%	100.00%

Base: FORT MONMOUTH, NJ

	Pers Moved In		MilCon	Pers Moved Out/Eliminated		ShutDn
Year	Total	Percent	TimePhase	Total	Percent	TimePhase
1996	0	0.00%	0.00%	0	0.00%	16.67%
1997	0	0.00%	100.00%	0	0.00%	16.67%
1998	677	100.00%	0.00%	0	0.00%	16.67%
1999	0	0.00%	0.00%	0	0.00%	16.67%
2000	0	0.00%	0.00%	0	0.00%	16.67%
2001	0	0.00%	0.00%	0	0.00%	16.67%
TOTALS	677	100.00%	100.00%	0	0.00%	100.00%

Base: BASE X, US

	Pers Moved In		MilCon	Pers Moved Out/Eliminated		ShutDn
Year	Total	Percent	TimePhase	Total	Percent	TimePhase
1996	0	0.00%	0.00%	0	0.00%	16.67%
1997	0	0.00%	100.00%	0	0.00%	16.67%
1998	206	100.00%	0.00%	0	0.00%	16.67%
1999	0	0.00%	0.00%	0	0.00%	16.67%
2000	0	0.00%	0.00%	0	0.00%	16.67%
2001	0	0.00%	0.00%	0	0.00%	16.67%
TOTALS	206	100.00%	100.00%	0	0.00%	100.00%

PERSONNEL YEARLY PERCENTAGES (COBRA v5.08) - Page 2/2
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Department : ARMY
Option Package : P01-5a
Scenario File : C:\COBRA\P01-5A.CBR
Std Fctrs File : C:\COBRA\SF7DEC.SFF

Base: NORFOLK, VA

	Pers Moved In		MilCon	Pers Moved Out/Eliminated		ShutDn
Year	Total	Percent	TimePhase	Total	Percent	TimePhase
1996	125	21.97%	21.97%	0	0.00%	16.67%
1997	0	0.00%	78.03%	0	0.00%	16.67%
1998	444	78.03%	0.00%	0	0.00%	16.67%
1999	0	0.00%	0.00%	0	0.00%	16.67%
2000	0	0.00%	0.00%	0	0.00%	16.67%
2001	0	0.00%	0.00%	0	0.00%	16.67%
TOTALS	569	100.00%	100.00%	0	0.00%	100.00%

TOTAL APPROPRIATIONS DETAIL REPORT (COBRA v5.08) - Page 1/15
Data As Of 10:36 09/09/1994, Report Created 14:07 03/14/1995

Department : ARMY
Option Package : P01-5a
Scenario File : C:\COBRA\P01-5A.CBR
Std Fctrs File : C:\COBRA\SF7DEC.SFF

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	2,475	24,754	0	0	0	0	27,230
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIF	143	269	753	0	0	0	1,166
Civ Retire	54	66	290	0	0	0	410
CIV MOVING							
Per Diem	254	0	1,113	0	0	0	1,368
POV Miles	5	0	37	0	0	0	42
Home Purch	883	0	3,860	0	0	0	4,743
HHG	515	0	2,273	0	0	0	2,787
Misc	55	0	238	0	0	0	293
House Hunt	165	0	780	0	0	0	945
PPS	0	1,354	1,469	0	0	0	2,822
RITA	382	0	1,688	0	0	0	2,070
FREIGHT							
Packing	20	0	284	0	0	0	304
Freight	4	0	8	0	0	0	13
Vehicles	0	0	1	0	0	0	1
Driving	0	0	0	0	0	0	0
Unemployment	25	47	131	0	0	0	203
OTHER							
Program Plan	1,556	1,167	875	0	0	0	3,599
Shutdown	417	564	4,997	0	0	0	5,979
New Hire	51	0	204	0	0	0	255
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	30	0	0	0	30
POV Miles	0	0	19	0	0	0	19
HHG	0	0	409	0	0	0	409
Misc	0	0	88	0	0	0	88
OTHER							
Elim PCS	0	77	0	0	0	0	77
OTHER							
HAP / RSE	253	314	1,404	0	0	0	1,971
Environmental	0	0	0	0	0	0	0
Info Manage	0	2,710	0	0	0	0	2,710
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	7,259	31,323	20,954	0	0	0	59,536

TOTAL APPROPRIATIONS DETAIL REPORT (COBRA v5.08) - Page 2/15
Data As Of 10:36 09/09/1994, Report Created 14:07 03/14/1995

Department : ARMY
Option Package : P01-5a
Scenario File : C:\COBRA\P01-5A.CBR
Std Fctrs File : C:\COBRA\SF7DEC.SFF

RECURRINGCOSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	414	414	414	414	1,656	414
BOS	0	0	2,902	2,901	2,901	2,901	11,606	2,901
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	836	836	836	836	3,346	836
OTHER								
Mission	0	3,558	6,158	6,158	6,158	6,158	28,190	6,158
Misc Recur	800	800	800	800	800	800	4,800	800
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	800	4,358	11,110	11,110	11,110	11,110	49,598	11,110
TOTAL COST	8,059	35,681	32,064	11,110	11,110	11,110	109,133	11,110

ONE-TIME SAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	0	203	0	0	0	203
OTHER							
Land Sales	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	203	0	0	0	203

RECURRINGSAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	15	52	258	443	443	443	1,654	443
O&M								
RPMA	77	260	1,320	2,351	2,351	2,351	8,712	2,351
BOS	0	1,419	2,294	12,941	12,941	12,941	42,536	12,941
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	3,565	11,039	14,949	14,949	14,949	59,452	14,949
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	306	611	611	611	611	2,752	611
Enl Salary	0	77	154	154	154	154	694	154
House Allow	0	0	0	0	0	0	0	0
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	700	700	700	700	700	700	4,200	700
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	793	6,378	16,378	32,151	32,151	32,151	120,001	32,151
TOTAL SAVINGS	793	6,378	16,581	32,151	32,151	32,151	120,204	32,151

Department : ARMY
Option Package : P01-5a
Scenario File : C:\COBRA\P01-5A.CBR
Std Fctrs File : C:\COBRA\SF7DEC.SFF

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	2,475	24,754	0	0	0	0	27,230
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	197	335	1,043	0	0	0	1,576
Civ Moving	2,284	1,354	11,752	0	0	0	15,389
Other	2,049	1,778	6,208	0	0	0	10,036
MIL PERSONNEL							
Mil Moving	0	77	344	0	0	0	421
OTHER							
HAP / RSE	253	314	1,404	0	0	0	1,971
Environmental	0	0	0	0	0	0	0
Info Manage	0	2,710	0	0	0	0	2,710
1-Time Other	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	7,259	31,323	20,751	0	0	0	59,333

RECURRING NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	-15	-52	-258	-443	-443	-443	-1,654	-443
O&M								
RPMA	-77	-260	-906	-1,937	-1,937	-1,937	-7,056	-1,937
BOS	0	-1,419	607	-10,040	-10,040	-10,040	-30,930	-10,040
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	-3,565	-11,039	-14,949	-14,949	-14,949	-59,452	-14,949
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	-383	-766	-766	-766	-766	-3,446	-766
House Allow	0	0	836	836	836	836	3,346	836
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	-700	2,858	5,458	5,458	5,458	5,458	23,990	5,458
Misc Recur	800	800	800	800	800	800	4,800	800
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	7	-2,020	-5,268	-21,041	-21,041	-21,041	-70,404	-21,041
TOTAL NET COST	7,266	29,302	15,483	-21,041	-21,041	-21,041	-11,071	-21,041

Department : ARMY
Option Package : P01-5a
Scenario File : C:\COBRA\P01-5A.CBR
Std Fctrs File : C:\COBRA\SF7DEC.SFF

Base: BAYONNE, NJ

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	143	269	753	0	0	0	1,166
Civ Retire	54	66	290	0	0	0	410
CIV MOVING							
Per Diem	254	0	1,113	0	0	0	1,368
POV Miles	5	0	37	0	0	0	42
Home Purch	883	0	3,860	0	0	0	4,743
HHG	515	0	2,273	0	0	0	2,787
Misc	55	0	238	0	0	0	293
House Hunt	165	0	780	0	0	0	945
PPS	0	1,354	1,469	0	0	0	2,822
RITA	382	0	1,688	0	0	0	2,070
FREIGHT							
Packing	20	0	284	0	0	0	304
Freight	4	0	8	0	0	0	13
Vehicles	0	0	1	0	0	0	1
Driving	0	0	0	0	0	0	0
Unemployment	25	47	131	0	0	0	203
OTHER							
Program Plan	1,556	1,167	875	0	0	0	3,599
Shutdown	417	564	4,997	0	0	0	5,979
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	30	0	0	0	30
POV Miles	0	0	19	0	0	0	19
HHG	0	0	409	0	0	0	409
Misc	0	0	88	0	0	0	88
OTHER							
Elim PCS	0	77	0	0	0	0	77
OTHER							
HAP / RSE	253	314	1,404	0	0	0	1,971
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	4,732	3,858	20,750	0	0	0	29,340

Department : ARMY
Option Package : P01-5a
Scenario File : C:\COBRA\P01-5A.CBR
Std Fctrs File : C:\COBRA\SF7DEC.SFF

Base: BAYONNE, NJ

RECURRINGCOSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Mission	0	3,558	3,558	3,558	3,558	3,558	17,790	3,558
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	3,558	3,558	3,558	3,558	3,558	17,790	3,558
TOTAL COSTS	4,732	7,416	24,308	3,558	3,558	3,558	47,130	3,558

ONE-TIME SAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	0	203	0	0	0	203
OTHER							
Land Sales	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	203	0	0	0	203

RECURRINGSAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	15	52	258	443	443	443	1,654	443
O&M								
RPMA	77	260	1,320	2,351	2,351	2,351	8,712	2,351
BOS	0	1,419	2,294	12,941	12,941	12,941	42,536	12,941
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	3,565	11,039	14,949	14,949	14,949	59,452	14,949
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	306	611	611	611	611	2,752	611
Enl Salary	0	77	154	154	154	154	694	154
House Allow	0	0	0	0	0	0	0	0
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	93	5,678	15,678	31,451	31,451	31,451	115,801	31,451
TOTAL SAVINGS	93	5,678	15,881	31,451	31,451	31,451	116,004	31,451

Department : ARMY
Option Package : P01-5a
Scenario File : C:\COBRA\P01-5A.CBR
Std Fctrs File : C:\COBRA\SF7DEC.SFF

Base: BAYONNE, NJ

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	197	335	1,043	0	0	0	1,576
Civ Moving	2,284	1,354	11,752	0	0	0	15,389
Other	1,998	1,778	6,004	0	0	0	9,781
MIL PERSONNEL							
Mil Moving	0	77	344	0	0	0	421
OTHER							
HAP / RSE	253	314	1,404	0	0	0	1,971
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	4,732	3,858	20,547	0	0	0	29,138

RECURRING NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	-15	-52	-258	-443	-443	-443	-1,654	-443
O&M								
RPMA	-77	-260	-1,320	-2,351	-2,351	-2,351	-8,712	-2,351
BOS	0	-1,419	-2,294	-12,941	-12,941	-12,941	-42,536	-12,941
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	-3,565	-11,039	-14,949	-14,949	-14,949	-59,452	-14,949
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	-383	-766	-766	-766	-766	-3,446	-766
House Allow	0	0	0	0	0	0	0	0
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	3,558	3,558	3,558	3,558	3,558	17,790	3,558
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	-93	-2,120	-12,120	-27,893	-27,893	-27,893	-98,011	-27,893
TOTAL NET COST	4,640	1,738	8,427	-27,893	-27,893	-27,893	-68,874	-27,893

Department : ARMY
Option Package : P01-5a
Scenario File : C:\COBRA\P01-5A.CBR
Std Fctrs File : C:\COBRA\SF7DEC.SFF

Base: FORT MONMOUTH, NJ

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	2,475	24,754	0	0	0	0	27,230
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	0	0	0	0	0	0
Civ Retire	0	0	0	0	0	0	0
CIV MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
Home Purch	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
House Hunt	0	0	0	0	0	0	0
PPS	0	0	0	0	0	0	0
RITA	0	0	0	0	0	0	0
FREIGHT							
Packing	0	0	0	0	0	0	0
Freight	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	0	0	0	0	0	0
OTHER							
Program Plan	0	0	0	0	0	0	0
Shutdown	0	0	0	0	0	0	0
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	2,710	0	0	0	0	2,710
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	2,475	27,465	0	0	0	0	29,940

Department : ARMY
Option Package : P01-5a
Scenario File : C:\COBRA\P01-5A.CBR
Std Fctrs File : C:\COBRA\SF7DEC.SFF

Base: FORT MONMOUTH, NJ

RECURRINGCOSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	414	414	414	414	1,656	414
BOS	0	0	2,505	2,505	2,505	2,505	10,020	2,505
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	260	260	260	260	1,042	260
OTHER								
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	2,919	2,919	2,919	2,919	12,718	3,179
TOTAL COSTS	2,475	27,465	3,180	3,179	3,179	3,179	42,659	3,179

ONE-TIME SAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	0	0	0	0	0	0
OTHER							
Land Sales	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0

RECURRINGSAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	0	0	0	0	0	0
TOTAL SAVINGS	0	0	0	0	0	0	0	0

Department : ARMY
Option Package : P01-5a
Scenario File : C:\COBRA\P01-5A.CBR
Std Fctrs File : C:\COBRA\SF7DEC.SFF

Base: FORT MONMOUTH, NJ

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	2,475	24,754	0	0	0	0	27,230
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	0	0	0	0	0	0	0
Civ Moving	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	2,710	0	0	0	0	2,710
1-Time Other	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	2,475	27,465	0	0	0	0	29,940

RECURRING NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	414	414	414	414	1,656	414
BOS	0	0	2,505	2,505	2,505	2,505	10,020	2,505
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	0	0	0	0	0
House Allow	0	0	260	260	260	260	1,042	260
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	3,180	3,179	3,179	3,179	12,718	3,179
TOTAL NET COST	2,475	27,465	3,180	3,179	3,179	3,179	42,659	3,179

Department : ARMY
Option Package : P01-5a
Scenario File : C:\COBRA\P01-5A.CBR
Std Fctrs File : C:\COBRA\SF7DEC.SFF

Base: BASE X, US

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	0	0	0	0	0	0
Civ Retire	0	0	0	0	0	0	0
CIV MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
Home Purch	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
House Hunt	0	0	0	0	0	0	0
PPS	0	0	0	0	0	0	0
RITA	0	0	0	0	0	0	0
FREIGHT							
Packing	0	0	0	0	0	0	0
Freight	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	0	0	0	0	0	0
OTHER							
Program Plan	0	0	0	0	0	0	0
Shutdown	0	0	0	0	0	0	0
New Hires	0	0	59	0	0	0	59
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	59	0	0	0	59

Department : ARMY
Option Package : P01-5a
Scenario File : C:\COBRA\P01-5A.CBR
Std Fctrs File : C:\COBRA\SF7DEC.SFF

Base: BASE X, US

RECURRINGCOSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	396	396	396	396	1,586	396
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	254	254	254	254	1,017	254
OTHER								
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	396	396	396	396	2,603	651
TOTAL COSTS	0	0	709	651	651	651	2,661	651

ONE-TIME SAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	0	0	0	0	0	0
OTHER							
Land Sales	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0

RECURRINGSAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	0	0	0	0	0	0
TOTAL SAVINGS	0	0	0	0	0	0	0	0

Department : ARMY
Option Package : P01-5a
Scenario File : C:\COBRA\P01-5A.CBR
Std Fctrs File : C:\COBRA\SF7DEC.SFF

Base: BASE X, US

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	0	0	0	0	0	0	0
Civ Moving	0	0	0	0	0	0	0
Other	0	0	59	0	0	0	59
MIL PERSONNEL							
Mil Moving	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	59	0	0	0	59

RECURRING NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	396	396	396	396	1,586	396
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	0	0	0	0	0
House Allow	0	0	254	254	254	254	1,017	254
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	651	651	651	651	2,603	651
TOTAL NET COST	0	0	709	651	651	651	2,661	651

Department : ARMY
Option Package : PO1-5a
Scenario File : C:\COBRA\PO1-5A.CBR
Std Fctrs File : C:\COBRA\SF7DEC.SFF

Base: NORFOLK, VA

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	0	0	0	0	0	0
Civ Retire	0	0	0	0	0	0	0
CIV MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
Home Purch	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
House Hunt	0	0	0	0	0	0	0
PPS	0	0	0	0	0	0	0
RITA	0	0	0	0	0	0	0
FREIGHT							
Packing	0	0	0	0	0	0	0
Freight	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	0	0	0	0	0	0
OTHER							
Program Plan	0	0	0	0	0	0	0
Shutdown	0	0	0	0	0	0	0
New Hires	51	0	145	0	0	0	196
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	51	0	145	0	0	0	196

Department : ARMY
Option Package : P01-5a
Scenario File : C:\COBRA\P01-5A.CBR
Std Fctrs File : C:\COBRA\SF7DEC.SFF

Base: NORFOLK, VA

RECURRINGCOSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	322	322	322	322	1,287	322
OTHER								
Mission	0	0	2,600	2,600	2,600	2,600	10,400	2,600
Misc Recur	800	800	800	800	800	800	4,800	800
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	800	800	3,400	3,400	3,400	3,400	16,487	3,722
TOTAL COSTS	851	800	3,867	3,722	3,722	3,722	16,683	3,722

ONE-TIME SAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	0	0	0	0	0	0
OTHER							
Land Sales	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0

RECURRINGSAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	700	700	700	700	700	700	4,200	700
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	700	700	700	700	700	700	4,200	700
TOTAL SAVINGS	700	700	700	700	700	700	4,200	700

Department : ARMY
Option Package : P01-5a
Scenario File : C:\COBRA\P01-5A.CBR
Std Fctrs File : C:\COBRA\SF7DEC.SFF

Base: NORFOLK, VA

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	0	0	0	0	0	0	0
Civ Moving	0	0	0	0	0	0	0
Other	51	0	145	0	0	0	196
MIL PERSONNEL							
Mil Moving	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	51	0	145	0	0	0	196

RECURRING NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	0	0	0	0	0
House Allow	0	0	322	322	322	322	1,287	322
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	-700	-700	1,900	1,900	1,900	1,900	6,200	1,900
Misc Recur	800	800	800	800	800	800	4,800	800
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	100	100	3,022	3,022	3,022	3,022	12,287	3,022
TOTAL NET COST	151	100	3,167	3,022	3,022	3,022	12,483	3,022

PERSONNEL, SF, RPMA, AND BOS DELTAS (COBRA v5.08)
Data As Of 10:36 09/09/1994, Report Created 14:07 03/14/1995

Department : ARMY
Option Package : P01-5a
Scenario File : C:\COBRA\P01-5A.CBR
Std Fctrs File : C:\COBRA\SF7DEC.SFF

Base	Personnel Change	Personnel %Change	SF Change	SF %Change	SF Chg/Per
BAYONNE	-1,791	-95%	-4,783,000	-95%	2,670
FORT MONMOUTH	677	8%	153,400	3%	226
BASE X	206	2%	0	0%	0
NORFOLK	569	0%	0	0%	0

Base	RPMA($) Change	RPMA($) %Change	RPMA($) Chg/Per	BOS($) Change	BOS($) %Change	BOS($) Chg/Per
BAYONNE	-2,351,517	-94%	1,313	-12,941,170	-80%	7,226
FORT MONMOUTH	414,070	3%	612	2,504,907	4%	3,700
BASE X	0	0%	0	396,467	1%	1,924
NORFOLK	0	0%	0	0	0%	0

Base	RPMABOS($) Change	RPMABOS($) %Change	RPMABOS($) Chg/Per
BAYONNE	-15,292,688	-82%	8,539
FORT MONMOUTH	2,918,978	4%	4,312
BASE X	396,467	1%	1,924
NORFOLK	0	0%	0

RPMA/BOS CHANGE REPORT (COBRA v5.08)
Data As Of 10:36 09/09/1994, Report Created 14:07 03/14/1995

Department : ARMY
Option Package : P01-5a
Scenario File : C:\COBRA\P01-5A.CBR
Std Fctrs File : C:\COBRA\SF7DEC.SFF

Net Change($K)	1996	1997	1998	1999	2000	2001	Total	Beyond
RPMA Change	-77	-260	-906	-1,937	-1,937	-1,937	-7,056	-1,937
BOS Change	0	-1,419	607	-10,040	-10,040	-10,040	-30,930	-10,040
Housing Change	-15	-52	-258	-443	-443	-443	-1,654	-443
TOTAL CHANGES	-93	-1,730	-557	-12,420	-12,420	-12,420	-39,641	-12,420

SCENARIO ERROR REPORT (COBRA v5.08)
Data As Of 10:36 09/09/1994, Report Created 14:07 03/14/1995

Department : ARMY
Option Package : P01-5a
Scenario File : C:\COBRA\P01-5A.CBR
Std Fctrs File : C:\COBRA\SF7DEC.SFF

SCENARIO DATA:
NORFOLK has no Activity Code.

PERSONNEL MOVEMENT:
BAYONNE had 100 civilians personnel present after closing.

OVERHEAD/RPMA:
BAYONNE still had 243 KSF of facilities after closing.

INPUT DATA REPORT (COBRA v5.08)
Data As Of 10:36 09/09/1994, Report Created 14:07 03/14/1995

Department : ARMY
Option Package : P01-5a
Scenario File : C:\COBRA\P01-5A.CBR
Std Fctrs File : C:\COBRA\SF7DEC.SFF

INPUT SCREEN ONE - GENERAL SCENARIO INFORMATION

Model Year One : FY 1996

Model does Time-Phasing of Construction/Shutdown: Yes

Base Name	Strategy:
BAYONNE, NJ	Closes in FY 1998
FORT MONMOUTH, NJ	Realignment
BASE X, US	Realignment
NORFOLK, VA	Realignment

Summary:

CLOSE BAYONNE MILITARY OCEAN TERMINAL, TRANSFER MILITARY TRAFFIC MANAGEMENT EASTERN AREA COMMAND AND THE TRAFFIC MANAGEMENT PORTION OF THE 1301ST MPC TO TO FORT MONMOUTH. TRANSFER THE NAVY SEALIFT CMD AND NAVAL EXCHANGE SERVICE CMD, FASHION DISTRIBUTION CENTER TO LEASE SPACE AT NORFOLK, VA. ENCLAVE THE NATIONAL ARCHIVES.

INPUT SCREEN TWO - DISTANCE TABLE

From Base:	To Base:	Distance:
BAYONNE, NJ	FORT MONMOUTH, NJ	42 mi
BAYONNE, NJ	BASE X, US	1,340 mi
BAYONNE, NJ	NORFOLK, VA	340 mi

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from BAYONNE, NJ to FORT MONMOUTH, NJ

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	0	22	0	0	0
Enlisted Positions:	0	0	9	0	0	0
Civilian Positions:	0	0	646	0	0	0
Student Positions:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Mil Light Vehic (tons):	0	0	0	0	0	0
Heavy/Spec Vehic (tons):	0	0	0	0	0	0

Transfers from BAYONNE, NJ to BASE X, US

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	0	4	0	0	0
Enlisted Positions:	0	0	57	0	0	0
Civilian Positions:	0	0	145	0	0	0
Student Positions:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Mil Light Vehic (tons):	0	0	0	0	0	0
Heavy/Spec Vehic (tons):	0	0	0	0	0	0

Data As Of 10:36 09/09/1994, Report Created 14:07 03/14/1995

Department : ARMY
Option Package : P01-5a
Scenario File : C:\COBRA\P01-5A.CBR
Std Fctrs File : C:\COBRA\SF7DEC.SFF

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from BAYONNE, NJ to NORFOLK, VA

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	0	14	0	0	0
Enlisted Positions:	0	0	51	0	0	0
Civilian Positions:	125	0	379	0	0	0
Student Positions:	0	0	0	0	0	0
Missn Eqpt (tons):	12	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Mil Light Vehic (tons):	2	0	34	0	0	0
Heavy/Spec Vehic (tons):	0	0	10	0	0	0

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: BAYONNE, NJ

Total Officer Employees:	49	RPMA Non-Payroll ($K/Year):	2,501
Total Enlisted Employees:	122	Communications ($K/Year):	0
Total Student Employees:	0	BOS Non-Payroll ($K/Year):	16,482
Total Civilian Employees:	1,745	BOS Payroll ($K/Year):	166
Mil Families Living On Base:	100.0%	Family Housing ($K/Year):	443
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	1.21
Officer Housing Units Avail:	0	CHAMPUS In-Pat ($/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat ($/Visit):	0
Total Base Facilities(KSF):	5,026	CHAMPUS Shift to Medicare:	0.0%
Officer VHA ($/Month):	418	Activity Code:	34515
Enlisted VHA ($/Month):	290		
Per Diem Rate ($/Day):	125	Homeowner Assistance Program:	No
Freight Cost ($/Ton/Mile):	0.07	Unique Activity Information:	No

Name: FORT MONMOUTH, NJ

Total Officer Employees:	416	RPMA Non-Payroll ($K/Year):	13,001
Total Enlisted Employees:	505	Communications ($K/Year):	0
Total Student Employees:	406	BOS Non-Payroll ($K/Year):	60,417
Total Civilian Employees:	7,341	BOS Payroll ($K/Year):	39,182
Mil Families Living On Base:	100.0%	Family Housing ($K/Year):	3,861
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	1.19
Officer Housing Units Avail:	0	CHAMPUS In-Pat ($/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat ($/Visit):	0
Total Base Facilities(KSF):	4,474	CHAMPUS Shift to Medicare:	0.0%
Officer VHA ($/Month):	416	Activity Code:	34555
Enlisted VHA ($/Month):	306		
Per Diem Rate ($/Day):	103	Homeowner Assistance Program:	No
Freight Cost ($/Ton/Mile):	0.07	Unique Activity Information:	No

Name: BASE X, US

Total Officer Employees:	752	RPMA Non-Payroll ($K/Year):	11,891
Total Enlisted Employees:	4,208	Communications ($K/Year):	1,514
Total Student Employees:	1,121	BOS Non-Payroll ($K/Year):	29,982
Total Civilian Employees:	2,709	BOS Payroll ($K/Year):	21,877
Mil Families Living On Base:	55.0%	Family Housing ($K/Year):	8,151
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	1.09
Officer Housing Units Avail:	0	CHAMPUS In-Pat ($/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat ($/Visit):	0
Total Base Facilities(KSF):	6,091	CHAMPUS Shift to Medicare:	0.0%
Officer VHA ($/Month):	178	Activity Code:	BASEX
Enlisted VHA ($/Month):	132		
Per Diem Rate ($/Day):	101	Homeowner Assistance Program:	No
Freight Cost ($/Ton/Mile):	0.07	Unique Activity Information:	No

Data As Of 10:36 09/09/1994, Report Created 14:07 03/14/1995

Department : ARMY
Option Package : P01-5a
Scenario File : C:\COBRA\P01-5A.CBR
Std Fctrs File : C:\COBRA\SF7DEC.SFF

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: NORFOLK, VA

Total Officer Employees:	0	RPMA Non-Payroll ($K/Year):	0
Total Enlisted Employees:	0	Communications ($K/Year):	0
Total Student Employees:	0	BOS Non-Payroll ($K/Year):	0
Total Civilian Employees:	0	BOS Payroll ($K/Year):	0
Mil Families Living On Base:	10.0%	Family Housing ($K/Year):	0
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	0.92
Officer Housing Units Avail:	0	CHAMPUS In-Pat ($/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat ($/Visit):	0
Total Base Facilities(KSF):	2,788	CHAMPUS Shift to Medicare:	0.0%
Officer VHA ($/Month):	228	Activity Code:	
Enlisted VHA ($/Month):	139		
Per Diem Rate ($/Day):	104	Homeowner Assistance Program:	No
Freight Cost ($/Ton/Mile):	0.07	Unique Activity Information:	No

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: BAYONNE, NJ

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost ($K):	0	0	0	0	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	0	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	0	0	0	0	0	0
Activ Mission Cost ($K):	0	3,558	3,558	3,558	3,558	3,558
Activ Mission Save ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	0	0	0	0	0
Misc Recurring Save($K):	0	0	0	0	0	0
Land (+Buy/-Sales) ($K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc($K):	0	0	0	0	0	0
Fam Housing Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0

Facil ShutDown(KSF): 4,783 Perc Family Housing ShutDown: 100.0%

Name: FORT MONMOUTH, NJ

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost ($K):	0	0	0	0	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	0	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	0	0	0	0	0	0
Activ Mission Cost ($K):	0	0	0	0	0	0
Activ Mission Save ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	0	0	0	0	0
Misc Recurring Save($K):	0	0	0	0	0	0
Land (+Buy/-Sales) ($K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc($K):	0	0	0	0	0	0
Fam Housing Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0

Facil ShutDown(KSF): 0 Perc Family Housing ShutDown: 0.0%

Department : ARMY
Option Package : P01-5a
Scenario File : C:\COBRA\P01-5A.CBR
Std Fctrs File : C:\COBRA\SF7DEC.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: BASE X, US

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost ($K):	0	0	0	0	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	0	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	0	0	0	0	0	0
Activ Mission Cost ($K):	0	0	0	0	0	0
Activ Mission Save ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	0	0	0	0	0
Misc Recurring Save($K):	0	0	0	0	0	0
Land (+Buy/-Sales) ($K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc($K):	0	0	0	0	0	0
Fam Housing Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	0	Perc Family Housing ShutDown:				0.0%

Name: NORFOLK, VA

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost ($K):	0	0	0	0	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	0	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	0	0	0	0	0	0
Activ Mission Cost ($K):	0	0	2,600	2,600	2,600	2,600
Activ Mission Save ($K):	700	700	700	700	700	700
Misc Recurring Cost($K):	800	800	800	800	800	800
Misc Recurring Save($K):	0	0	0	0	0	0
Land (+Buy/-Sales) ($K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc($K):	0	0	0	0	0	0
Fam Housing Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	0	Perc Family Housing ShutDown:				0.0%

INPUT SCREEN SIX - BASE PERSONNEL INFORMATION

Name: BAYONNE, NJ

	1996	1997	1998	1999	2000	2001
Off Force Struc Change:	0	0	0	0	0	0
Enl Force Struc Change:	0	0	0	0	0	0
Civ Force Struc Change:	0	-25	0	0	0	0
Stu Force Struc Change:	0	0	0	0	0	0
Off Scenario Change:	0	-9	0	0	0	0
Enl Scenario Change:	0	-5	0	0	0	0
Civ Scenario Change:	0	-155	-170	0	0	0
Off Change(No Sal Save):	0	0	0	0	0	0
Enl Change(No Sal Save):	0	0	0	0	0	0
Civ Change(No Sal Save):	0	0	0	0	0	0
Caretakers - Military:	0	0	0	0	0	0
Caretakers - Civilian:	0	0	0	0	0	0

Department : ARMY
Option Package : P01-5a
Scenario File : C:\COBRA\P01-5A.CBR
Std Fctrs File : C:\COBRA\SF7DEC.SFF

INPUT SCREEN SIX - BASE PERSONNEL INFORMATION

Name: FORT MONMOUTH, NJ

	1996	1997	1998	1999	2000	2001
Off Force Struc Change:	0	4	0	0	0	0
Enl Force Struc Change:	0	110	0	0	0	0
Civ Force Struc Change:	0	267	9	-72	0	0
Stu Force Struc Change:	0	-134	0	0	0	0
Off Scenario Change:	0	0	0	0	0	0
Enl Scenario Change:	0	0	0	0	0	0
Civ Scenario Change:	0	0	0	0	0	0
Off Change(No Sal Save):	0	0	0	0	0	0
Enl Change(No Sal Save):	0	0	0	0	0	0
Civ Change(No Sal Save):	0	0	0	0	0	0
Caretakers - Military:	0	0	0	0	0	0
Caretakers - Civilian:	0	0	0	0	0	0

INPUT SCREEN SEVEN - BASE MILITARY CONSTRUCTION INFORMATION

Name: FORT MONMOUTH, NJ

Description	Categ	New MilCon	Rehab MilCon	Total Cost($K)
GEN PURPOSE ADMIN	ADMIN	130,000	0	0
EASTERN AREA HQ PLUS DOCUMENTATION SUPPORT PORTION OF 1301ST MPC.				
WAREHOUSE	STORA	23,400	0	0

STANDARD FACTORS SCREEN ONE - PERSONNEL

Percent Officers Married:	77.00%	Civ Early Retire Pay Factor:	9.00%
Percent Enlisted Married:	58.50%	Priority Placement Service:	60.00%
Enlisted Housing MilCon:	91.00%	PPS Actions Involving PCS:	50.00%
Officer Salary($/Year):	67,948.00	Civilian PCS Costs ($):	28,800.00
Off BAQ with Dependents($):	7,717.00	Civilian New Hire Cost($):	1,109.00
Enlisted Salary($/Year):	30,860.00	Nat Median Home Price($):	114,600.00
Enl BAQ with Dependents($):	5,223.00	Home Sale Reimburse Rate:	10.00%
Avg Unemploy Cost($/Week):	174.00	Max Home Sale Reimburs($):	22,385.00
Unemployment Eligibility(Weeks):	18	Home Purch Reimburse Rate:	5.00%
Civilian Salary($/Year):	45,998.00	Max Home Purch Reimburs($):	11,191.00
Civilian Turnover Rate:	15.00%	Civilian Homeowning Rate:	64.00%
Civilian Early Retire Rate:	10.00%	HAP Home Value Reimburse Rate:	22.90%
Civilian Regular Retire Rate:	5.00%	HAP Homeowner Receiving Rate:	5.00%
Civilian RIF Pay Factor:	39.00%	RSE Home Value Reimburse Rate:	19.00%
SF File Desc:	SF7DEC.SFF	RSE Homeowner Receiving Rate:	12.00%

STANDARD FACTORS SCREEN TWO - FACILITIES

RPMA Building SF Cost Index:	0.93	Rehab vs. New MilCon Cost:	59.00%
BOS Index (RPMA vs population):	0.54	Info Management Account:	15.00%
(Indices are used as exponents)		MilCon Design Rate:	10.00%
Program Management Factor:	10.00%	MilCon SIOH Rate:	6.00%
Caretaker Admin(SF/Care):	162.00	MilCon Contingency Plan Rate:	7.00%
Mothball Cost ($/SF):	1.25	MilCon Site Preparation Rate:	24.00%
Avg Bachelor Quarters(SF):	388.00	Discount Rate for NPV.RPT/ROI:	2.75%
Avg Family Quarters(SF):	1,819.00	Inflation Rate for NPV.RPT/ROI:	0.00%

APPDET.RPT Inflation Rates:
1996: 2.90% 1997: 3.00% 1998: 3.00% 1999: 3.00% 2000: 3.00% 2001: 3.00%

Department : ARMY
Option Package : P01-5a
Scenario File : C:\COBRA\P01-5A.CBR
Std Fctrs File : C:\COBRA\SF7DEC.SFF

STANDARD FACTORS SCREEN THREE - TRANSPORTATION

Material/Assigned Person(Lb):	710	Equip Pack & Crate($/Ton):	284.00
HHG Per Off Family (Lb):	14,500.00	Mil Light Vehicle($/Mile):	0.09
HHG Per Enl Family (Lb):	9,000.00	Heavy/Spec Vehicle($/Mile):	0.09
HHG Per Mil Single (Lb):	6,400.00	POV Reimbursement($/Mile):	0.18
HHG Per Civilian (Lb):	18,000.00	Avg Mil Tour Length (Years):	2.90
Total HHG Cost ($/100Lb):	35.00	Routine PCS($/Pers/Tour):	4,665.00
Air Transport ($/Pass Mile):	0.20	One-Time Off PCS Cost($):	6,134.00
Misc Exp ($/Direct Employ):	700.00	One-Time Enl PCS Cost($):	4,381.00

STANDARD FACTORS SCREEN FOUR - MILITARY CONSTRUCTION

Category	UM	$/UM	Category	UM	$/UM
Horizontal	(SY)	38	APPLIED INSTR	(SF)	114
Waterfront	(LF)	0	LABS (RDT&E)	(SF)	175
Air Operations	(SF)	130	CHILD CARE CENTER	(SF)	120
Operational	(SF)	119	PRODUCTION FAC	(SF)	100
Administrative	(SF)	106	PHYSICAL FITNESS FAC	(SF)	128
School Buildings	(SF)	104	2+2 BACHQ	(EA)	19,140
Maintenance Shops	(SF)	108	Optional Category G	( )	0
Bachelor Quarters	(EA)	46,227	Optional Category H	( )	0
Family Quarters	(EA)	96,040	Optional Category I	( )	0
Covered Storage	(SF)	60	Optional Category J	( )	0
Dining Facilities	(SF)	180	Optional Category K	( )	0
Recreation Facilities	(SF)	0	Optional Category L	( )	0
Communications Facil	(SF)	0	Optional Category M	( )	0
Shipyard Maintenance	(SF)	0	Optional Category N	( )	0
RDT & E Facilities	(SF)	139	Optional Category O	( )	0
POL Storage	(BL)	0	Optional Category P	( )	0
Ammunition Storage	(SF)	0	Optional Category Q	( )	0
Medical Facilities	(SF)	0	Optional Category R	( )	0
Environmental	( )	0			

EXPLANATORY NOTES (INPUT SCREEN NINE)

REDUCED THE FACILITY SQUARE FOOTAGE CLOSED BY THE QUANTITY BEING USED BY THE NATIONAL ARCHIVES, AS FOLLOWS:

BUILDING	SQUARE FEET
12	121,355
22	121,355
22A	778

TOTAL 243,488 SQ FT

BOSMM ADJUSTMENT FOR ADDITIONAL BASOPS MANPOWER AT FORT MONMOUTH FOR INCREASED MISSION RECEIVING MTMC EA HQ AND 1301ST MPC, +30 CIVILIANS AND 30 FEWER ELIMINATIONS AT BAYONNE MOT.