

# NAS CORPUS CHRISTI

STAFF VISIT

# DRAFT

## DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

### SUMMARY SHEET

#### NAVAL AIR STATION, CORPUS CHRISTI, TEXAS

##### INSTALLATION MISSION

To provide facilities and services in support of aviation activities of the Naval Air Training Command and other activities as directed. One primary pilot training squadron and all maritime undergraduate pilot training performed here.

##### DOD RECOMMENDATION

- Realign Naval Air Station, Corpus Christi, Texas as a Naval Air Facility, and relocate the undergraduate pilot training function and associated personnel, equipment and support to Naval Air Station, Pensacola, Florida and Naval Air Station, Whiting Field, Florida.

##### DOD JUSTIFICATION

- Reductions in force structure have led to decreases in pilot training rates. This reduction has allowed the Navy to consolidate maritime and primary fixed wing training in the Pensacola-Whiting complex while retaining the airfield and airspace at Corpus Christi to support the consolidation of strike training at the Kingsville-Corpus Christi complex. This NAF will continue to support its current group of DOD and Federal agency tenants and their aviation-intensive needs, as well as other regional Navy air operations as needed.

##### COST CONSIDERATIONS DEVELOPED BY DOD

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.

- One-Time Cost: \$ 83.4 million.
- Net Savings During Implementation: \$158.8 million.
- Annual Recurring Savings: \$ 33.4 million.
- Break-Even Year: Immediate.
- Net Present Value Over 20 Years: \$471.2 million.

## DRAFT

### MANPOWER IMPLICATIONS OF THIS RECOMMENDATION (EXCLUDES CONTRACTORS)

	<u>Military</u>	<u>Civilian</u>	<u>Students</u>
<b>Baseline</b>	1202	931	416
Reductions	56	19	0
Realignments	250	106	416
Total	306	125	416

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

Out		In		Net Gain (Loss)	
<u>Military</u>	<u>Civilian</u>	<u>Military</u>	<u>Civilian</u>	<u>Military</u>	<u>Civilian</u>
(722)	(394)	974	0	252	(394)

### ENVIRONMENTAL CONSIDERATIONS

- Undergraduate Pilot Training will be relocated to NAS Pensacola and NAS Whiting Field, which are in air quality control districts that are in attainment for DO, ozone, and PM-10.

### REPRESENTATION

Governor: George Bush, Jr.  
Senators: Phil Gramm  
Kay Bailey Hutchison  
Representatives: Solomon Ortiz  
Kika de la Garza

### ECONOMIC IMPACT

- Potential Employment Loss: 152 jobs (142 direct and 10 indirect)
- Corpus Christi, TX MSA Job Base: 181,234 jobs
- Percentage: .1 percent decrease
- Cumulative Economic Impact (1994-2001): .2 percent increase

### MILITARY ISSUES

- Is there a jet AICUZ established for NAS Corpus Christi?
- Is NAS Corpus Christi suitable as an Out Lying Field (OLF) for T-45's?

## **DRAFT**

### **COMMUNITY CONCERNS/ISSUES**

- None at this time.

### **ITEMS OF SPECIAL EMPHASIS**

- Is host to Chief of Naval Air Training (CNATRA), Corpus Christi (U.S. Army) Helicopter Depot, and a U.S. Customs Drug Interdiction Center.
- Helicopter Depot is largest in DOD.
- Recommended to be the recipient of the mine warfare helicopter assets as a redirect of the BRAC 1993 recommendations out of Alameda.

James R. Brubaker/Navy/04/14/95 4:46 PM

Commissioner Question's for Naval Air Station Corpus Christi Texas

If the recommendation to consolidate the Navy's intermediate/advanced strike training to NAS Kingsville is upheld by this Commission, the utilization of NAS Corpus Christi as an out lying field for T-45 operations is almost a certainty. What would be the concerns of the community in regards to the increased level of noise in the landing pattern, i.e. jet traffic as compared to turboprop aircraft?

## Economic Impact Data

**Activity: NAS CORPUS CHRISTI**

**Economic Area: Corpus Christi, TX MSA**

### Impact of Proposed BRAC-95 Action at NAS CORPUS CHRISTI:

<b>Total Population of Corpus Christi, TX MSA (1992):</b>	<b>361,400</b>
<b>Total Employment of Corpus Christi, TX MSA, BEA (1992):</b>	<b>181,234</b>
<b>Total Personal Income of Corpus Christi, TX MSA (1992 actual):</b>	<b>\$5,916,707,000</b>
<b>BRAC 95 Total Direct and Indirect Job Change:</b>	<b>(152)</b>
<b>BRAC 95 Potential Total Job Change Over Closure Period (% of 1992 Total Employment)</b>	<b>(0.1%)</b>

		<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>Total</u>
Relocated Jobs:	MIL	0	0	(276)	687	(103)	0	0	0	308
	CIV	0	0	(77)	(5)	(24)	0	0	0	(106)
Other Jobs:	MIL	0	0	(17)	(20)	(19)	0	0	0	(56)
	CIV	0	0	(1)	(4)	(283)	0	0	0	(288)
<b>BRAC 95 Direct Job Change Summary at NAS CORPUS CHRISTI:</b>										
	MIL	0	0	(293)	667	(122)	0	0	0	252
	CIV	0	0	(78)	(9)	(307)	0	0	0	(394)
	TOT	0	0	(371)	658	(429)	0	0	0	(142)
										Indirect Job Change: (10)
										Total Direct and Indirect Job Change: (152)

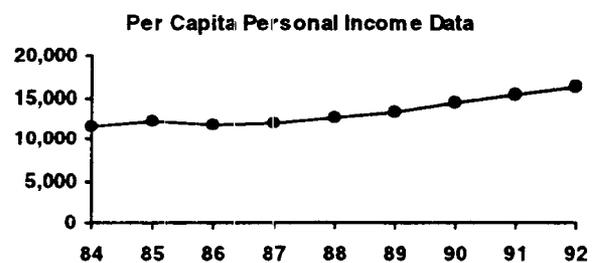
### Other Pending BRAC Actions at NAS CORPUS CHRISTI (Previous Rounds):

MIL	0	32	0	0	0	0	0	0	32
CIV	0	2	0	0	0	0	0	0	2

### Corpus Christi, TX MSA Profile:

Civilian Employment, BLS (1993): 155,069

Average Per Capita Income (1992): \$16,371



### Annualized Change in Civilian Employment (1984-1993)      Annualized Change in Per Capita Personal Income (1984-1992)

Employment:	415	Dollars:	\$587
Percentage:	0.3%	Percentage:	4.4%
U.S. Average Change:	1.5%	U.S. Average Change:	5.3%

Unemployment Rates for Corpus Christi, TX MSA and the US (1984 - 1993):

	<u>1984</u>	<u>1985</u>	<u>1986</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>
Local	8.4%	9.2%	12.3%	11.8%	9.5%	8.3%	6.9%	7.9%	9.6%	8.8%
U.S.	7.5%	7.2%	7.0%	6.2%	5.5%	5.3%	5.5%	6.7%	7.4%	6.8%

<sup>1</sup> Note: Bureau of Labor Statistics employment data for 1993, which has been adjusted to incorporate revised methodologies and 1993 Bureau of the Census metropolitan area definitions are not fully compatible with 1984 - 1992 data.

## Economic Impact Data

**Activity: NAS CORPUS CHRISTI**

**Economic Area: Corpus Christi, TX MSA**

**Cumulative BRAC Impacts Affecting Corpus Christi, TX MSA:**

<b>Cumulative Total Direct and Indirect Job Change:</b>	<b>305</b>
<b>Potential Cumulative Total Job Change Over Closure Period (% of 1992 Total Employ</b>	<b>0.2%</b>

		1994	1995	1996	1997	1998	1999	2000	2001	Total
<b>Other Proposed BRAC 95 Direct Job Changes in Economic Area (Excluding NAS CORPUS CHRISTI)</b>										
Army:	MIL	0	0	0	0	0	0	0	0	0
	CIV	0	0	0	0	0	0	0	0	0
Navy:	MIL	0	0	0	0	0	0	0	0	0
	CIV	0	0	0	0	0	0	0	0	0
Air Force:	MIL	0	0	0	0	0	0	0	0	0
	CIV	0	0	0	0	0	0	0	0	0
Other:	MIL	0	0	0	0	0	0	0	0	0
	CIV	0	0	0	0	0	0	0	0	0

<b>Other Pending Prior BRAC Direct Job Changes in Economic Area (Excluding NAS CORPUS CHRISTI)</b>										
Army:	MIL	0	0	0	0	0	0	0	0	0
	CIV	52	23	0	0	0	0	0	0	75
Navy:	MIL	22	66	87	0	0	0	0	0	175
	CIV	0	0	2	0	0	0	0	0	2
Air Force:	MIL	0	0	0	0	0	0	0	0	0
	CIV	0	0	0	0	0	0	0	0	0
Other:	MIL	0	0	0	0	0	0	0	0	0
	CIV	0	0	0	0	0	0	0	0	0

**Cumulative Direct Job Change in Corpus Christi, TX MSA Statistical Area (Including NAS CORPUS CHRISTI)**

MIL	22	98	(206)	667	(122)	0	0	0	459
CIV	52	25	(76)	(9)	(307)	0	0	0	(315)
TOT	74	123	(282)	658	(429)	0	0	0	144

Cumulative Indirect Job Change:	161
Cumulative Total Direct and Indirect Job Change:	305

# ECONOMIC IMPACT DATABASE

Installation: **NAS CORPUS CHRISTI**

State: **Texas**

Service: **NAVY**

Report Note:

Comment: **OUTS TO NAS KINGSVILLE-  
PENSACOLA-WHITING AND INS**

Previous BRAC Actions: Year: **93**

Action: **REALIGNING** Mil: **32** Civ: **2** Contr: **0** Train: **0**

**BRAC95 Inputs:**

Current Base Pers.: ff: **361** Enl: **1189** Civ: **761** Contr: **417** Train: **416**

Action: **REALIGNING**

	1994	1995	1996	1997	1998	1999	2000	2001
Military Pers. Relocated (OUT)	0	0	-100	-109	-41	0	0	0
Military Pers. Disestablished (OUT)	0	0	-17	-20	-19	0	0	0
Civilian Pers. Relocated (OUT)	0	0	-77	-5	-24	0	0	0
Civilian Pers. Disestablished (OUT)	0	0	-1	-4	-14	0	0	0
Contractor Personnel (OUT)	0	0	0	0	-269	0	0	0
Military Training Status (OUT)	0	0	-176	-178	-62	0	0	0
Military Personnel (IN)	0	0	0	974	0	0	0	0
Civilian Personnel (IN)	0	0	0	0	0	0	0	0
Contractor Personnel (IN)	0	0	0	0	0	0	0	0
Military Training Status (IN)	0	0	0	0	0	0	0	0

**REGIONAL HEARING ISSUE SUMMARY**

**BASE, STATE**

**REGIONAL HEARING LOCATION/DATE**

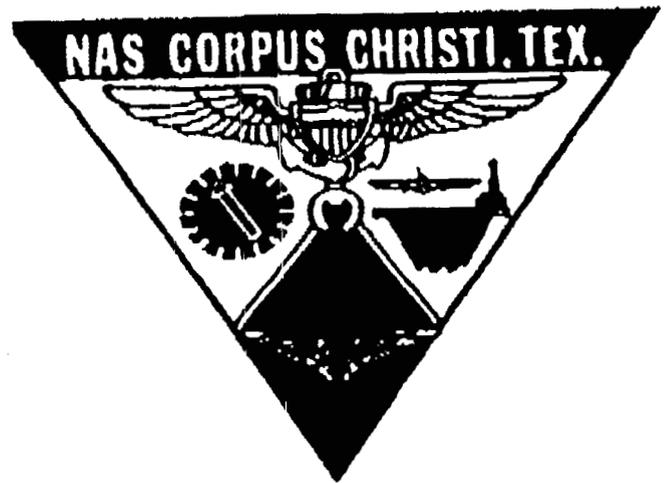
- Issue #1
  
- Issue #2
  
- Issue #3
  
- Issue #4
  
- Issue #5
  
- Issue #6 - #N (if required)

**Analyst's Name/Navy/04/15/95 8:36 AM**

# Document Separator

# Naval Air Station Corpus Christi, TX

11001 D. Street, Suite 143  
Corpus Christi, TX 78419-5021  
(512) 939-2331 FAX 939-3402



*Date:* 14APR95

*To:* LtCol Jim Brubaker

*Agency:* Defense BRAC

*FAX:* (703) 696-0550

*From:* CDR Rick Falkenstein

*Subj:* Directions in Corpus Christi

*Total Pages (Incl. This Sheet):* 2

*Comments:* There's a Corpus Christi at the airport exit. Follow it then the "NAS-CCAD" signs which is also 358. 358 splits East and West. You'll want East. The freeway is also called South Padre Island Drive (SPID). ~~Your exit from the freeway is NAS-CCAD. 358 ends at NASCORPC.~~



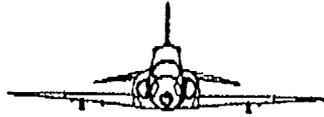
# Document Separator

# Chief of Naval Air Training

Headquarters - NAS Corpus Christi, TX

Strike Training Team

FAX Cover Sheet



Date: <sup>14</sup> ~~13~~ APR '95

Pages 2 (+1 cover)

*Sender*

NAME: CDR KIRK JOHNSON  
CODE: CNATRA N3A  
Voice: (512) 939-8739  
DSN: 861-3739  
FAX: (512) 939-3398

*Receiver*

Agency: BRAC COMMISSION  
Name: LTCOL BRUBAKER  
Code: \_\_\_\_\_  
Voice: 226-0504 x188  
Fax: (703) 696-0550

Remarks: CHANGE APPROVED! 😊 & ATTACHED

WOULD LIKE TO HAVE NAMES OF  
ADDITIONAL CONGRESSIONAL STAFFERS

NOT ATTENDING THE BRIEF. THANKS, CDR "KJ"  
SHEILA MCCREARY (CONG. ORTIE'S)  
MIKE CHAMBERS (SEN. GRAMM'S)



DEPARTMENT OF THE NAVY

CHIEF OF NAVAL AIR TRAINING  
CNATRA  
250 LEXINGTON BLVD SUITE 102  
CORPUS CHRISTI TX 78419-5041

CNATRANOTE 5050 CH-1  
N3A

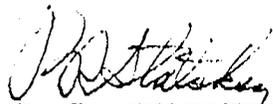
4 APR 1995

CNATRA NOTICE 5050 CHANGE TRANSMITTAL 1

Subj: VISIT OF BASE REALIGNMENT AND CLOSURE COMMISSION  
REPRESENTATIVES TO NAS CORPUS CHRISTI AND NAS KINGSVILLE  
ON 17-18 APR 95

Encl: (1) Revised enclosure (2)

1. Purpose. To transmit new enclosure (2) which reflects revisions to the itinerary of subject visit.
2. Action. Remove enclosure (2) of the basic notice and insert enclosure (1) of this change transmittal.
3. Cancellation. When the required action has been taken.

  
P. R. STATSKEY  
Chief of Staff

Distribution:  
CNATRAINST 5215.1P  
List I (B, D, H, J) (6)  
LIST iii

14 APR 1995

ITINERARY FOR BRAC COMMISSION REPSMonday, 17 April 1995All times CDT

1955 Arrive at Corpus Christi International Airport.  
 2015 Rent car for transit to dinner and BOQ.  
 TBD Arrive NAS Corpus Christi BOQ.

Tuesday, 18 April 1995

\* ~~0730~~ <sup>0700</sup> LCDR Velez meets BRAC representatives at BOQ for transport to flight line and escort. IF FOG REPORTED AT NAS KINGSVILLE EXECUTE PLAN 'B' AND DRIVE VIA GOVT VEHICLE. GET BREAKFAST ON ROUTE.  
 \* 0800 Depart NAS Corpus Christi in T-44.  
 \* 0820 Land at NAS Kingsville for brief/windshield tour.  
 \* 0920 Depart NAS Kingsville via T-44 for NAS Corpus Christi and OPAREA tour en route.  
 1020 Land NAS Corpus Christi. LCDR Velez transport BRAC representatives to Building 2.  
 1040 CO, NAS Corpus Christi conduct briefing and windshield tour.  
 1230 Arrive Corpus Christi Bay Club for lunch. CAPT Statskey and CAPT Smith in attendance.  
 1315 Depart Corpus Christi Bay Club, proceed to CNATRA headquarters, Building 1.  
 1330 Meet with CAPT Smith, CNATRA N3, Building 1, Room 213.  
 1355 Proceed to office call with RADM Hayden at 1400.  
 1500 Depart NAS Corpus Christi en route to Corpus Christi International Airport via rental car.  
 1530 Meet with Corpus Christi Chamber of Commerce representatives at airport.  
 1630 Proceed to airline departure gate.  
 1700 Commercial flight departs Corpus Christi.

Enclosure (2)

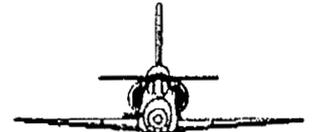
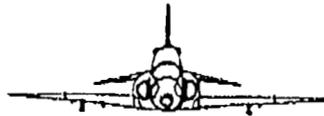
# Document Separator

# Chief of Naval Air Training

Headquarters - NAS Corpus Christi, TX

Strike Training Team

FAX Cover Sheet



Date: <sup>13</sup> ~~12~~ APR '95

Pages 3 (+1 cover)

### Sender

NAME: CDR KIRK JOHNSON  
CODE: CNATRA N3A  
Voice: (512) 939-3739  
DSN: 861-3739  
FAX: (512) 939-3398

### Receiver

Agency: BRAC Commission  
Name: LT COL BRUBAKER  
Code: \_\_\_\_\_  
Voice: 226-0504 x188  
Fax: (703) 696-0550

Remarks:

~~BRAC~~ <sup>SMOOTH</sup> CNATRANOTE 5050  
FOR BRAC COMMISSION REFS VISIT  
ON 17-18 APR '95.  
✓/R, CDR "KT"



DEPARTMENT OF THE NAVY

CHIEF OF NAVAL AIR TRAINING  
CNATRA  
250 LEXINGTON BLVD SUITE 102  
CORPUS CHRISTI TX 78419-5041

Canc: APR 95

CNATRANOTE 5050  
N3A

13 APR 1995

CNATRA NOTICE 5050

Subj: VISIT OF BASE REALIGNMENT AND CLOSURE COMMISSION  
REPRESENTATIVES TO NAS CORPUS CHRISTI AND NAS KINGSVILLE  
ON 17-18 APR 95

Encl: (1) Assignment of Responsibilities  
(2) Itinerary

1. Purpose. To promulgate the itinerary and assign responsibilities for the visit of Base Realignment and Closure representatives.

2. Background. Lieutenant Colonel Jim Brubaker, USMC, Lieutenant Colonel Merrill Beyer, USAF, and Ms. Elizabeth King will arrive at 1955 on 17 April 1995 and will tour NAS Corpus Christi and NAS Kingsville on 18 April 1995. They are specifically interested in becoming familiar with the installations' facilities, mission and operating areas to get a sense for the BRAC recommendations.

3. Action. Specific responsibilities and a schedule of events are as assigned in enclosures (1) and (2).

4. Uniform. The uniform for all events will be working uniform or flight suits.

  
P. R. STASKEY  
Chief of Staff

Distribution:  
CNATRAINST 5215.1P  
List I (B, D, H, J) (6)  
List III

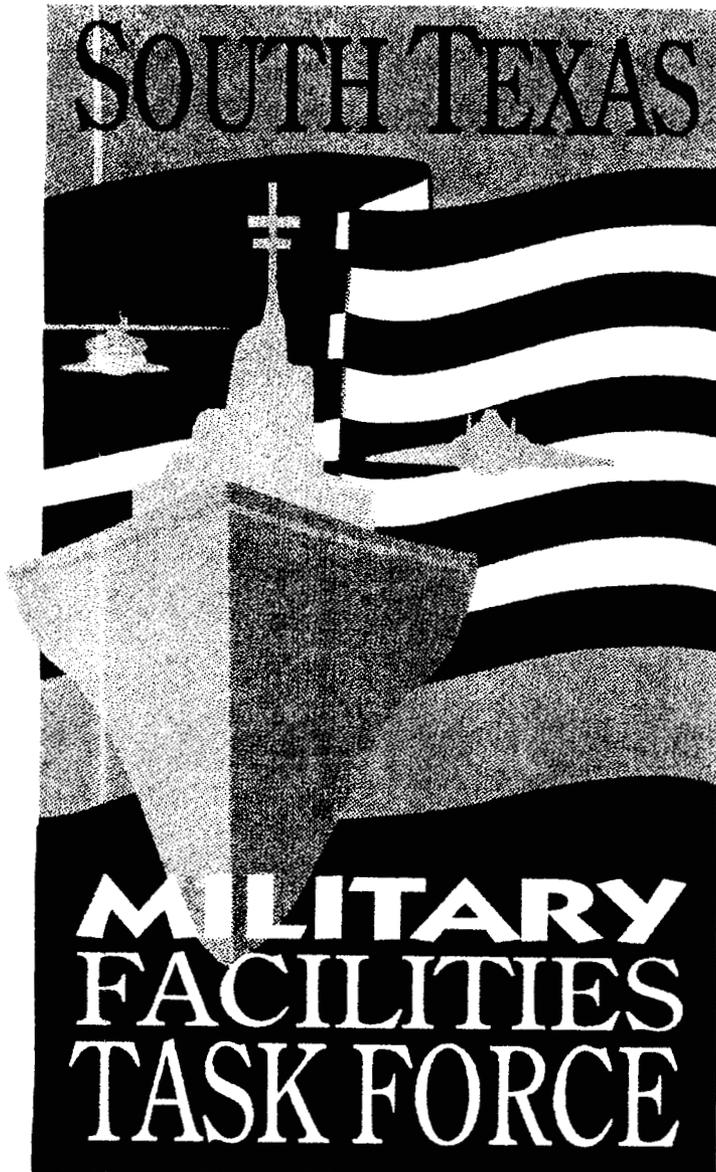
13 APR 1995

ASSIGNMENT OF RESPONSIBILITIES

1. CNATRA (ADM Hayden)
  - a. Office call scheduled at 1400, Tuesday, 18 April.
2. CNATRA N3/N3A (CAPT Smith/CDR Johnson)
  - a. Act as point of contact for conduct of visit.
  - b. Coordinate luncheon at Corpus Christi Bay Club, Suite "A" on Tuesday.
  - c. Provide flight crew for T-44.
  - d. Obtain waiver for civilian BRAC representative to fly in the T-44.
3. Commander, Training Air Wing FOUR (CAPT Grosel)
  - a. Provide T-44 for aerial tour of OPAREAS and transit to/from NAS Kingsville.
4. Commander, Training Air Wing TWO (CAPT Counts)
  - a. Conduct windshield tour of CTW-2/NAS Kingsville.
5. Commanding Officer, NAS Corpus Christi (CAPT Montesano)
  - a. Secure BOQ reservations.
  - b. Conduct brief/windshield tour of NAS Corpus Christi.
6. LCDR VELEZ
  - a. Serve as escort officer for BRAC Commission representatives.

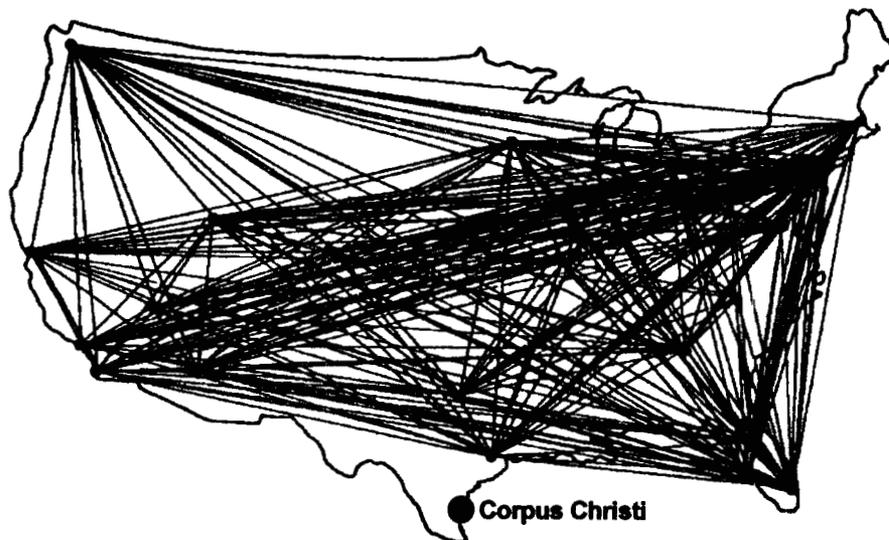
Enclosure (1)

# Document Separator



**Pilot  
Training  
Capacity  
in  
South Texas**

**13 JUNE 1995  
UPDATE**



## PILOT TRAINING CAPACITY IN SOUTH TEXAS

### I. CAPSULATION:

The South Texas Military Facilities Task Force has consistently taken a conservative approach when dealing with pilot training capacity in South Texas. A recent change of circumstances, driven by the unprecedented release of a Navy letter six weeks prior to the final voting of the BRAC 95 Commission increasing pilot training requirements, dictates a "re-review" of South Texas capabilities. Surge capabilities in the range of 20 percent of requirement have also been mentioned as additional Department of the Navy concerns as final BRAC 95 decisions are being formulated.

An analysis of the impact of these changes on Naval pilot training indicates that while they require some changes in the organization of pilot training in South Texas, they confirm that the Navy's decision to single-site Strike training in South Texas is still a sound one. However, the analysis reveals a fatal flaw to the Navy's recommendation to realign T-44 training to NAS Pensacola.

Additionally, the proposal to redesignate NAS Corpus Christi to NAF status appears to have been made solely on the basis of future UPT utilization envisioned by the bases current major claimant. This proposal clearly ignores the nature of the present federal complex involving 46 tenant activities or proposed addition of Minewarfare helicopter squadrons. See Attachment (1). The savings associated with the proposed redesignation are debatable and were taken without consideration of the impact on non-UPT missions. As a result of the growth in the Mine Warfare mission of the base, action has been initiated to change the claimancy of the base. The NAS vs NAF issue should be removed from the BRAC process. Language should be included in the final report returning this decision to the Navy as an internal Navy matter for resolution when the full impact of the 95 BRAC process on NAS Corpus Christi has been resolved and the request for a change in claimancy decided.

### II. REALIGNMENT OF T-44 MULTI-ENGINE PILOT TRAINING:

The Navy reportedly has recommended the relocation of undergraduate pilot training (UPT) from NAS Corpus Christi in order to avoid MILCON costs of relocating the Mine Warfare aviation assets to NAS Corpus Christi.

While there is some merit to this position, the relocation of T-34 training out of NAS Corpus Christi achieves sufficient space for the HM squadrons. Review of NAVFAC P-80, Basic Facilities Requirements, indicates total facility requirements of less than 80,000 SF for a HM helicopter squadron of 12 aircraft. Approximately 52,000 SF of this requirement is for maintenance hangar space. NAS Corpus Christi has five (5) flight-line hangars of approximately 60,000 SF each. One of the five is used primarily for station flight line operations and station aircraft as well as for ceremonies. This leaves four (4) flight-line hangars of approximately 240,000 SF. This space is currently occupied by T-34 and T-44 squadrons and related activities. In addition to the flight-line hangars, NAS Corpus Christi has available a 100,000 SF hangar adjacent to the Corpus Christi Army Depot (the world's largest helicopter repair facility) that could prove ideal space for aircraft and equipment maintenance and storage for both HM squadrons. See Attachment (2) as to available capacity.

Therefore, there appears to be no justification to relocate the T-44 squadron based on MILCON cost avoidance. The only apparent savings for realignment of T-44 training to NAS Pensacola appears to be approximately \$500,000 per year in permanent change of station (PCS) costs. However, there are several costs to move the T-44 that were omitted by the COBRA. There appears to be some question of the availability of Bachelor Officer Quarters to accommodate the increased student loading of T-44 training along with increased base loading of Air Force NFO training. The original certified data from NAS Pensacola indicated a requirement for BOQ MILCON for 65 officers at over \$7 million that was deleted during a BSEC meeting. In addition, maintenance contract expenses associated with relocating the T-44 were not identified in the COBRA. We estimate those conservatively to be \$4 million per year for the transition years of FY96, FY97 and FY98. However, these costs are overshadowed by the fact that NAS Pensacola lacks the operational capacity to accomplish the Multi-engine T-44 training.

**A. Why it can't be done (THE FATAL FLAW):**

NAS Pensacola / Choctaw Complex has a total operations capacity of between 341,355 (using the conservative BRAC 95 data) and 424,027 (using Joint Cross-Service Group/FAA data). Current base operations and a 200% (+) growth in joint NFO training by FY97, coupled with the BRAC 95 proposal to relocate the T-44 Multi-engine joint pilot training program to Pensacola puts the operations required of the complex at over 468,000 annually. This exceeds even the most optimistic capacity projections by 44,000 operations even before a 20% surge requirement of over 93,000 operations. See Attachment 3.

**B. Why it shouldn't be done:**

Measures were taken in the 1970s to ensure adequate safety margins in the Pensacola complex. The current proposal will erode those safety margins to a dangerous and unacceptable level by overloading Pensacola's main field, OLFs and airspace.

**C. How it can be done:**

- Redirect closure of OLF Goliad. BRAC 95 should retain OLF Goliad for T-45 Strike surge capability and the protection of the airspace in northern military operating areas. This has the additional effect of reducing the Strike training load on NAS Corpus Christi facilitating T-44 training at NAS Corpus Christi even under the excessively conservative capacity used in the 95 data. **OLF Goliad can be re-opened for daylight-only operations for approximately \$3 million and operated for approximately \$1 million annually as compared to a \$30 (+) million annual operating cost for an additional UPT base.**

- Leave the T-44 where it is ideally suited - in Texas. If it ain't broke, don't spend lots of money and reduce safety margins to "fix it".

- Use the best airspace in CONUS (South Texas).

- Use two existing Outlying Fields - OLF Cabaniss and Aransas County (with movement of T-34's to the Pensacola area), both dedicated to T-44 ops and both in close proximity to mainfield.

- Retain the good fit with aircraft currently assigned at NAS Corpus Christi and BRAC 95 base utilization proposals. See Attachment (4).

### **III. SINGLE-SITING OF T-45 / STRIKE PILOT TRAINING:**

The T-45 is being procured by the Navy to replace both the retiring TA-4 and T-2 Strike trainers. It has become obvious that as the TA-4 inventory draws down in the FY 98/99 timeframe the new Strike Pilot Training rate (PTR) increase from 336 to 360 will have its full impact. The T-45, at its current one per month delivery rate, will now and in the foreseeable future be the limiting factor in strike pilot production in South Texas, not airspace, weather or concrete infrastructure (Figure 1). Since the limitation will be aircraft, it's all the more important that the T-45 be single-sited in South Texas where airspace, weather and concrete allow the greatest utilization of the aircraft available.

Under the Navy recommendation NAS Corpus Christi becomes an OLF to NAS Kingsville to support single-siting the T-45. Using FAA capacity at NAS Corpus Christi of 318,314 annual homefield operations and 883,036 annual complex operations, it is apparent that NAS Corpus Christi is of considerable value as a turbo-prop training and utility / support site and to a lesser extent, jet training spill-over site. The BRAC-proposed (2) 1000 foot runway extensions are necessary to meet increased jet requirements. However, once these runway extensions are completed, NAS Corpus Christi, when combined with the NAS Kingsville complex, can accomplish all its USCG, Customs, HM operations and the 350 Multi-engine T-44 PTR requirement and still produce the 385 (+) Strike PTR envisioned. See Attachments (4) and (5).

Assuming ultra conservative T-45 Strike PTR capacity at NAS Kingsville in the 250 range, NAS Corpus Christi without T-44 multi-engine training and using only conservative total operations available of 229,416 at NAS Corpus Christi will produce a 375 strike T-2/T-45 PTR. Extended staggered parallel runways at NAS Corpus Christi increases VFR traffic capacity by one third. This along with FAA methodology (certified and used in the Joint Service Group on Undergraduate Pilot Training) indicates a 318,314 daylight field operations capacity for NAS Corpus Christi. This will support a 387 T-2/T-45 Strike PTR with T-44 multi-engine training at NAS Corpus Christi and a 434 T-2/T-45 Strike PTR without T-44 multi-engine training impact at NAS Corpus Christi. See Attachment (6).

Surge capacity of 20% in Strike training has been suggested by the Department of the Navy. What is often overlooked, however, is a 20% surge in Strike training grows in impact as you move to earlier stages in training. Primary training must surge to almost 30% to achieve this 20% objective. This places additional capacity requirements on the primary training at Whiting Field as well as all aviation training at NAS Pensacola. OLF Goliad, if redirected for retention by the Navy, will provide excellent surge capability for Strike training in South Texas at minimal cost, when and if UPT dictates.

The option that uses Goliad as a Strike OLF with NAS Corpus Christi as a spill-over, touch-and-go and instrument approach site for T-2/T-45 while retaining T-44 Multi-engine training, is clearly the most effective utilization of the Navy's South Texas assets. The northern Military Operating Areas (MOAs) are preserved for the future while operating NAS Corpus Christi closer to capacity in its traditional utility mission. The costs and disruption to training of an unnecessary move of presently single-sited Navy / Air Force joint T-44 training is avoided. Spill-over TA-4/T-2 operations and limited C-5, C-9, T-1, T-39, T-37, T-38, Customs and USCG operations over the past 20 years are indicative of NAS Corpus Christi's versatility. The retention / redirect of Goliad as an outlying field avoids the potential AICUZ impact that concentrated jet touch-and-go operations could bring to NAS Corpus Christi while inexpensively covering a 20% surge requirement for both the T-45 and T-44. Finally, this option allows the real closure of a UPT base currently proposed by the Secretary of Defense BRAC recommendation. **The South Texas Complex including OLF Goliad can train more Strike pilots for the 21st century than the Navy will have planes for them to fly.**

# **NAS CORPUS CHRISTI vs NAF CORPUS CHRISTI**

## **NAS Jacksonville**

- **Multiple tenants**
  - **Navy aviation depot**
  - **VP squadrons**
  - **Helo squadrons**
  - **Flag staff**
  - **Naval hospital**
  - **Supply center—complex support**
- **Multiple runways**
- **Large complex**
- **Over 500 buildings**

## **NAF Mayport**

- **Few tenants**
  - **Helo squadrons**
  - **Helo wing**
- **Few buildings**
- **Single runway**

- **Which one does Corpus Christi look like? •**
- **Why does this have to be a BRAC issue? •**

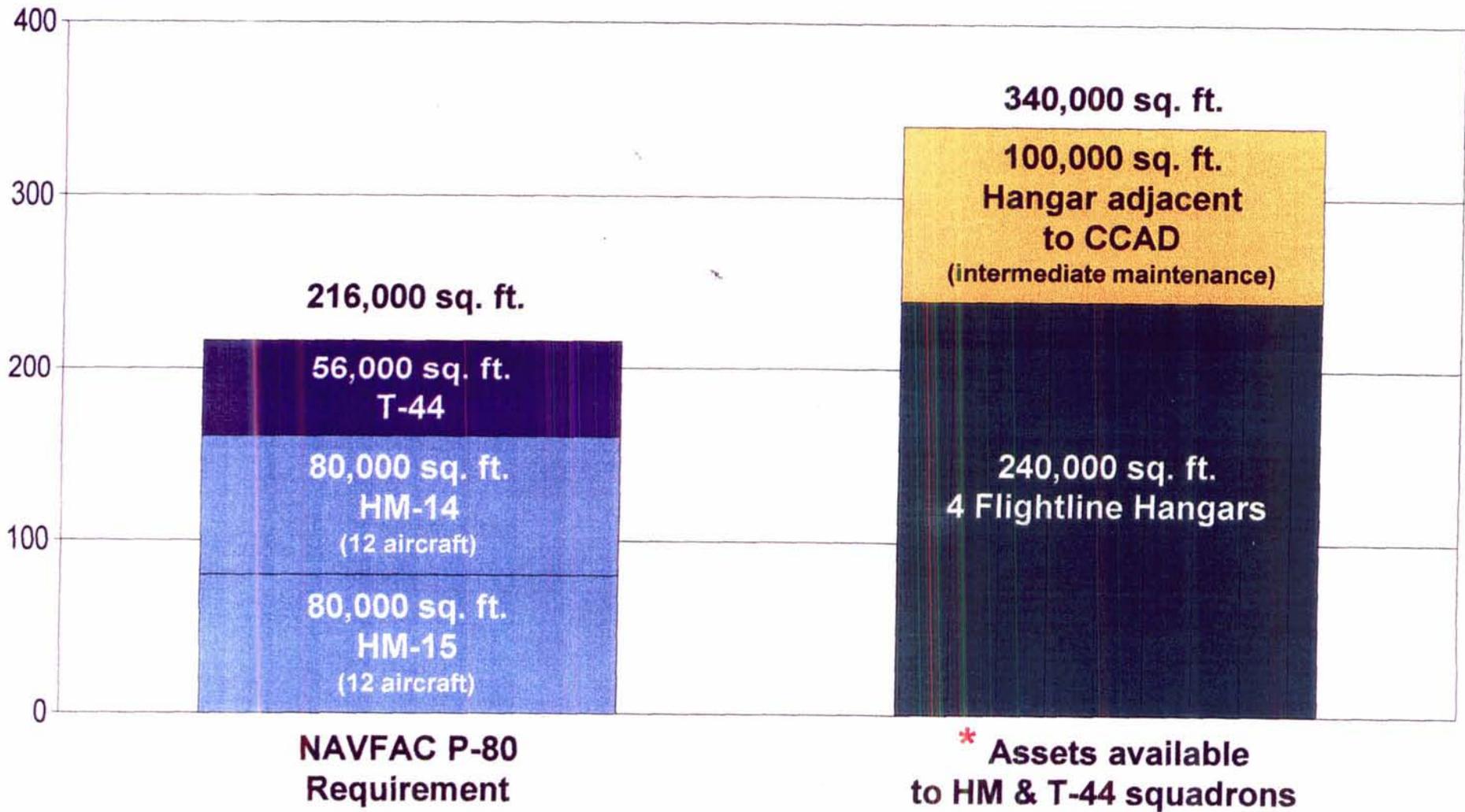
## **NAS Corpus Christi**

- **Multiple tenants**
  - **Army aviation depot**
  - **Fixed wing units**
  - **Helo operations**
  - **Flag staff**

- **Naval hospital**
- **Supply support for bay area complex**
- **Multiple runways**
- **Large federal complex**
- **Over 700 buildings**

# HM & T-44 SQUADRON SPACE REQUIREMENTS

in thousands of square feet



\* Assumes one additional hangar & equipment for base ops ground support.

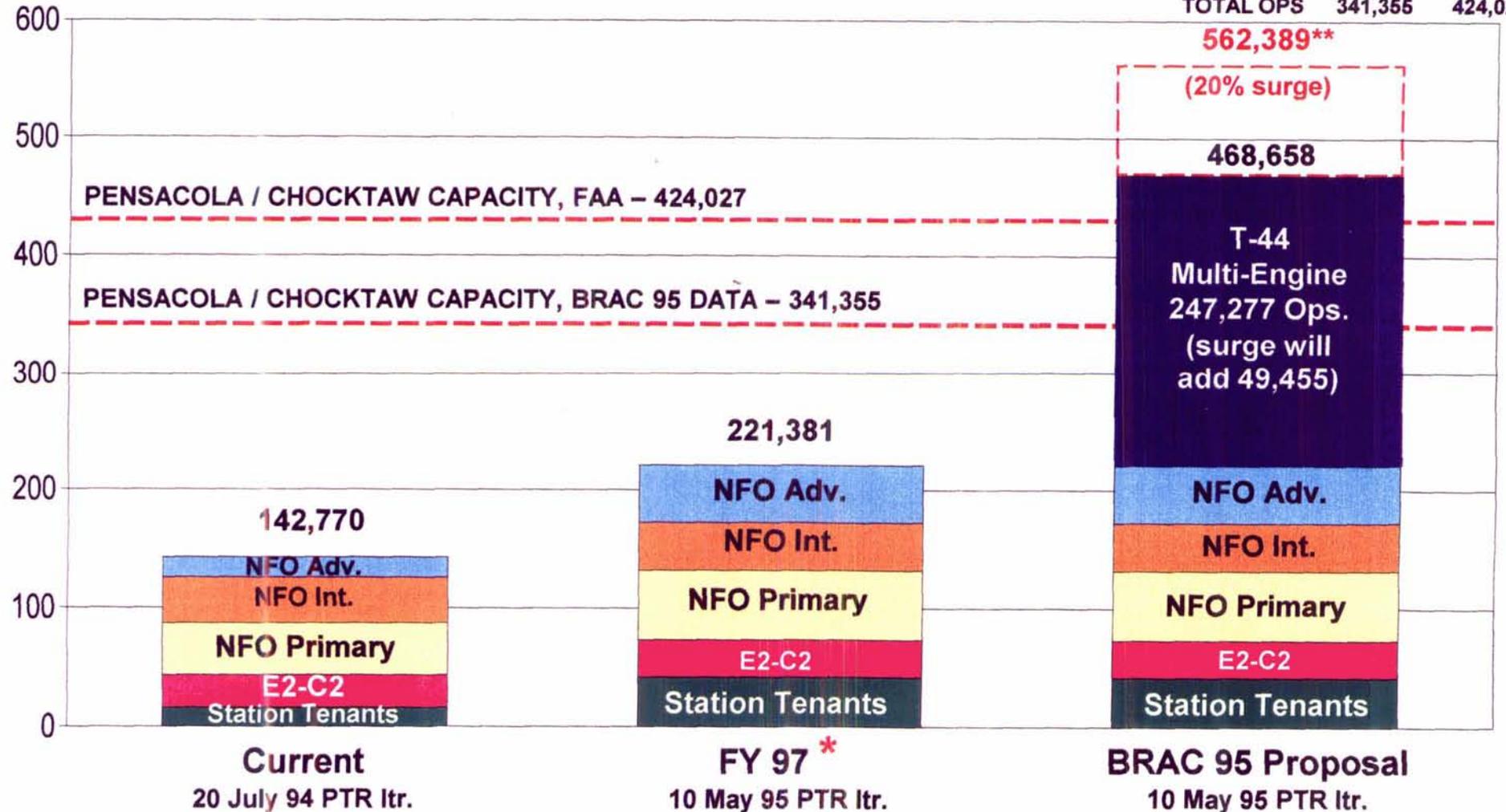
# NAS PENSACOLA COMPLEX

## CURRENT AND PROPOSED OPERATIONS

Airfield ops at  
NAS/OLF (x1000)

Complex includes NAS Pensacola and OLF Chocktaw

NAS PNS.	187,400	270,072
OLF Chocktaw	<u>153,955</u>	<u>153,955</u>
<b>TOTAL OPS</b>	<b>341,355</b>	<b>424,027</b>



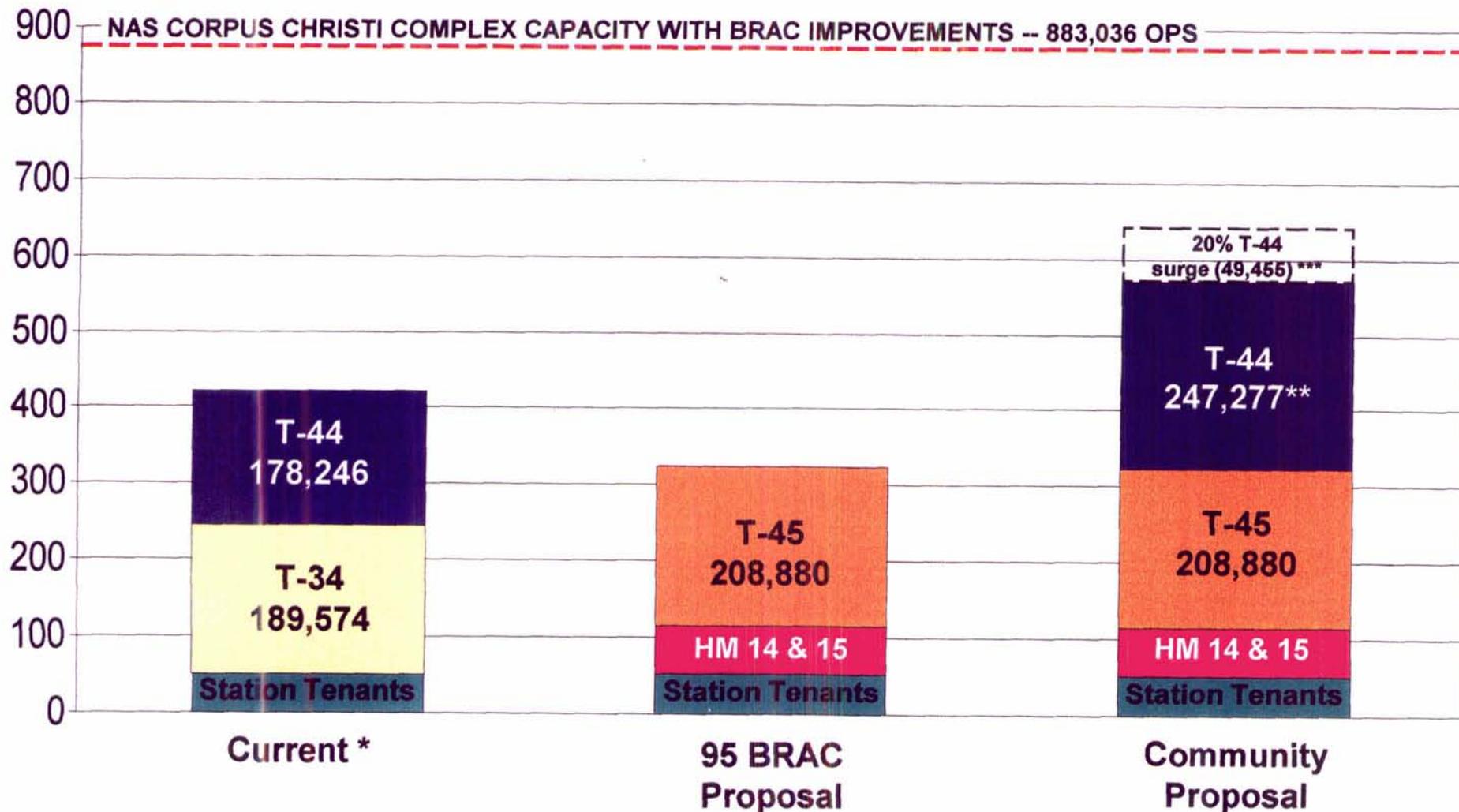
\* Under new pilot and naval flight officer requirements letter, Pensacola must absorb an over 200% increase in NFO training. With this new requirement, there is inadequate capacity at the Pensacola complex to accommodate T-44 training. (NOTE: See backup data at conclusion of presentation)

\*\* Includes 20% surge (468,658 – 487,618 without surge)

# NAS CORPUS CHRISTI COMPLEX

## CURRENT AND PROJECTED OPERATIONS

Airfield ops at  
NAS/OLF (x1000)



Complex includes NAS Corpus Christi, OLF Cabaniss, OLF Waldron, and Aransas County (currently leased)

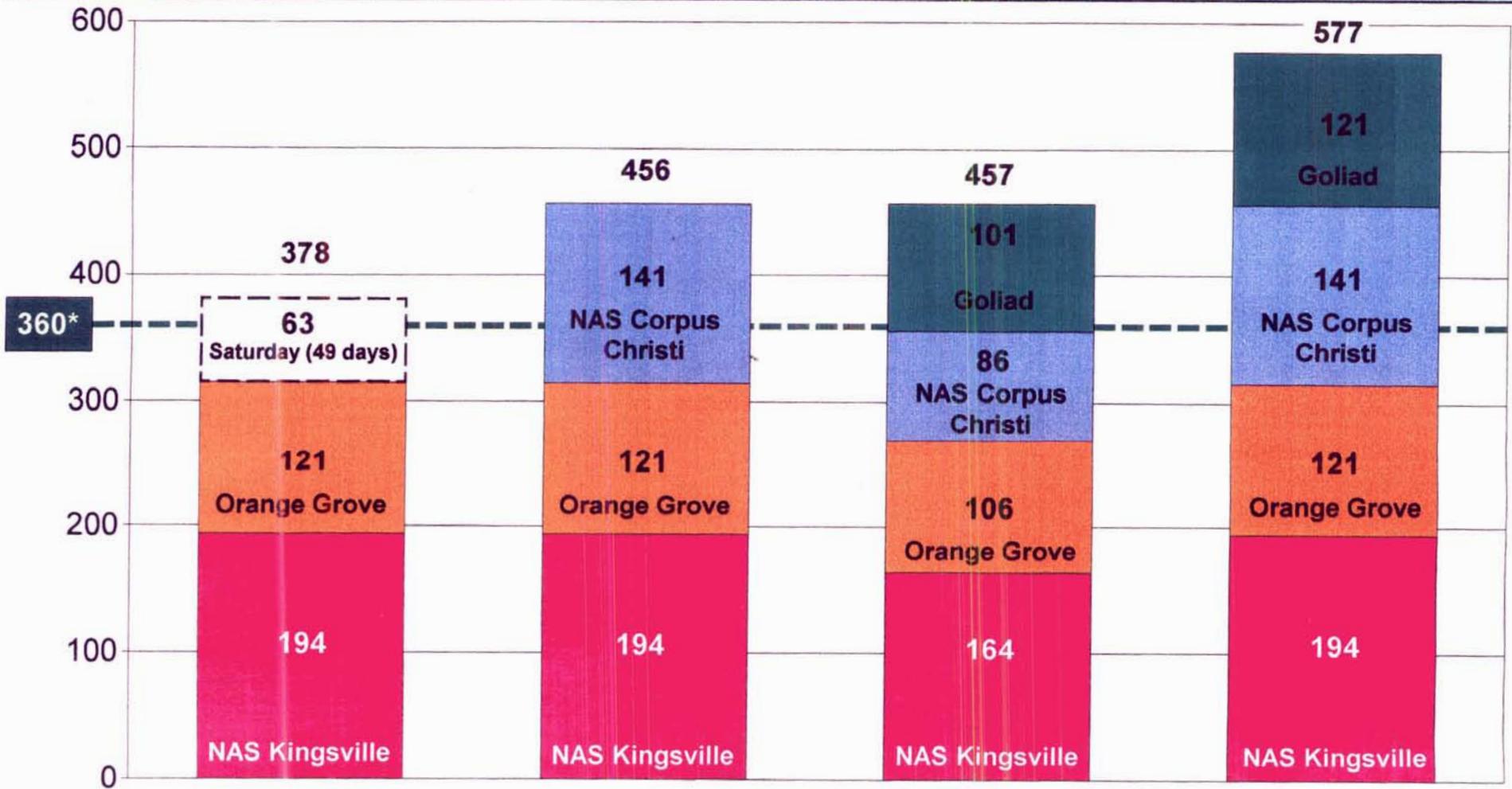
\* 1993 Annual Operations

\*\* Reflects increase due to U.S. Air Force C-130s and 5/10/95 CNO PTR letter

\*\*\* OLF Goliad provides T-45 surge capacity (see Attachment 5)

# COMMON SENSE T-45 PTR CAPACITY

## SOUTH TEXAS COMPLEX – SINGLE SITE T-45 STRIKE PRODUCTION OPTIONS



\* 10 May 95  
FY 98 PTR  
requirement

BRAC 93/JCSG  
on UPT\*

BRAC 93 data\*  
(with T-44 and other  
remaining missions)

BRAC 95/BSAT  
testimony and 1393  
ops per T-45 PTR  
(with T-44 and other  
remaining missions)

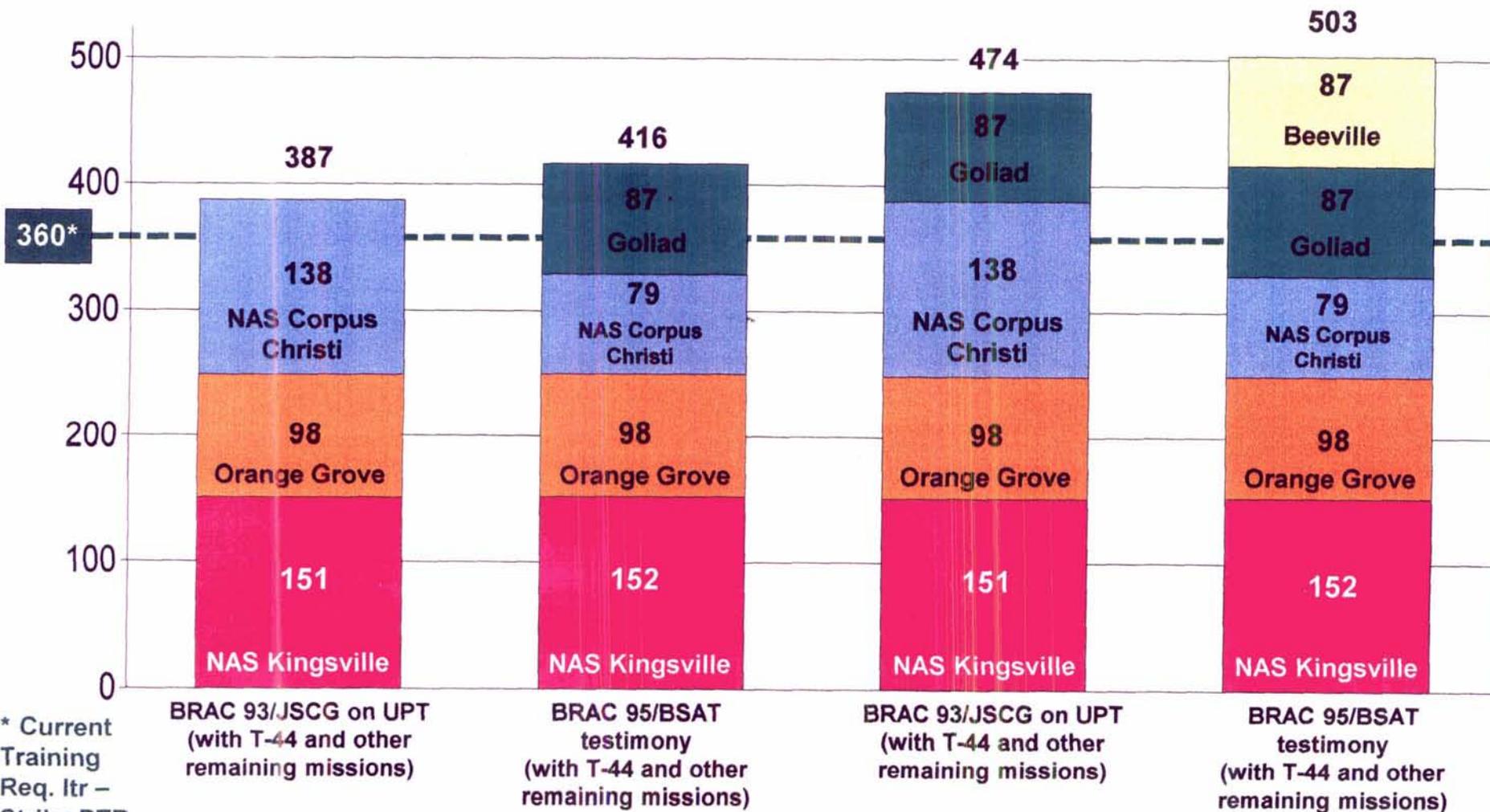
BRAC 93 data\*  
(with T-44 and other  
remaining missions)

\* Assumes 1473 ops/T-45 Strike/PTR

- Aircraft shortages, not airfield capacity, in '98/'99 will dictate Saturday flying to fill major share of surge requirements if and when they occur.

# COMMON SENSE STRIKE PTR CAPACITY

## SOUTH TEXAS COMPLEX – SINGLE SITE STRIKE T2/T-45 PRODUCTION OPTIONS



- Assumes worst case T-2/T-45 and T-45 syllabi and 1511 daylight ops/PTR (BSAT estimate)

- Aircraft shortages, not airfield capacity, in '98/'99 will dictate Saturday flying to fill major share of surge requirements if and when they occur.

**DERIVATION DATA:**

**(FIGURE 1) T-45 CURRENT DELIVERY RATE AND IMPACT**

	<u>FY96</u>	<u>FY97</u>	<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>
T-45's on board	60	72	84	96	108	120
Max PTR (T-45 constrained) *	187	224	262	299	336	374
PTR Required (CNO ltr of 20 July '94)	319	336	336	336	336	336
PTR Required (CNO ltr of 10 May '95)	319	336	360	360	360	360

\* 720 Flt hrs/T-45/YR and 231 T-45 Flt hrs/PTR

**(FIGURE 2) T-45 FIELD CAPACITIES**

	<u>'93 BRAC Certified</u>	<u>95 BRAC/BSAT CERT.</u>
Kingsville	195	164
Orange Grove	121	106
Corpus Christi	<u>121*</u>	<u>157</u>
Total	437	427

\* Using very conservative 65 OPS/Hr. for T-45 - (93 data indicated 65 ops/hr for Orange Grove with no parallel runway)

**DERIVATION DATA (CONTINUED):**

**(FIGURE 3) SUMMARY OF FIELD OPERATIONS REQUIRED FOR STRIKE PTR:**

Assumes T-2/T-45 Syllabus @ 1511 OPS/PTR.  
And T-45 only Syllabus @ 1473 OPS/PTR

<u>Strike PTR</u>	<u>OPS Required (5)</u> <u>T-2/T-45</u>	<u>OPS Required (6)</u> <u>T-45</u>
336 (1)	507,896	494,928
360 (2)	543,960	530,280
379 (3)	572,669	558,267
451 (4)	681,461	664,323

- Note (1)** Reflects 20 July 94 CNO PTR LTR strike requirement for FY97.
- Note (2)** Reflects recent 10 May 95 FY 98 Strike PTR requirement for FY98.
- Note (3)** Includes E2/C2 Strike impact (19). Location of this training is currently in Pensacola and its future location and need with the introduction of full motion/visual trainers is the subject of occasional debate and future planning in a world of decreasing funding and aircraft assets. E2/C2 PTR requirement did not change with the 10 May 1995 PTR letter.
- Note (4)** Includes a 20% surge. USAF uses a 12% surge and Navy's reluctance to address the retention of OLF Goliad as an additional NAS Kingsville OLF to be used and funded when and if required in the out years is baffling. Aircraft shortages in '98/'99 will necessitate Saturday flying. In South Texas it's apparent that we will run out of air planes long before there is a shortage of runway, airspace or OLFs.
- Note (5)** 1511 OPS/PTR reflects a weighted average T-45 and T-2/T-45 split syllabus used by the BSAT.
- Note (6)** 1473 OPS/PTR reflects last T-45 certified 1393 OPS/PTR plus 80 detachment OPS. Recent syllabus change awaiting final OPNAV approval after BRAC proposes 1385 OPS/PTR (Daylight)

**DERIVATION DATA (CONTINUED):**

**(FIGURE 4) SUMMARY OF FIELD OPERATIONS AVAILABLE TO GENERATE STRIKE PTR IN SOUTH TEXAS**

<u>Site</u>	<u>Daylight OPS. Avail.</u>	<u>T2/T45 PTR</u>	<u>T45 PTR</u>
NAS Kingsville (12.1 Hrs)	229,416 (1)	151	155
NAS Kingsville (12.1 Hrs)	286,770 (2)	189	194
OLF Orange Grove (11.6 Hrs.)	148,457 (1)	98	100
OLF Orange Grove (11.6 Hrs)	178,698 (3)	118	121
NAS Corpus Christi (12.1 Hrs.)	280,394 (4)	185	190
NAS Corpus Christi (12.1 Hrs.)	208,880 (5)	138	141
NAS Corpus Christi (12.1 Hrs.)	191,496 (6)	126	130
NAS Corpus Christi (12.1 Hrs.)	119,982 (7)	79	81
OLF Goliad (10.1 Hrs.)	129,260	85	87
OLF BEEVILLE (10.1 Hrs.)	129,260	85	87

- Note (1)** Most conservative of all previous certified and historical data. NASMOD Study estimates NAS Kingsville / Orange Grove with continued occasional use of NAS Corpus Christi for spill-over instrument approaches and out-and-in flights characteristic of the tempo of operations while the T-2/T-A4 operated at NAS Kingsville / NAS Chase Field will easily allow PTR production capability in the 350 range.
- Note (2)** BRAC 93 Certified Data (100 OPS/HR Daylight Capacity)
- Note (3)** BRAC 93 Certified Data (65 OPS/HR Daylight Capacity)
- Note (4)** Reflects JCSG on UPT/FAA Advisory Circular capacity of 111 ops/hr, 318,314 (certified for Joint UPT Study) and reduced by 37,920 for HM, USCG, Customs, Army Depot, station aircraft and historical transient ops. Assumes runway extensions in BRAC95 proposal to 6000 FT (Parallel runway 13L extension will have largest impact on NAS Corpus Christi's jet Ops capacity).
- Note (5)** Note 4 Plus T-44 required homefield OPS of 71,514 deleted from daylight operations available balance.
- Note (6)** Reflects ultra-conservative OPS available of 229,416 used by BSAT with Note (4) deletions.
- Note (7)** Reflects ultra conservative OPS available of 229,416 and deletes required homefield OPS to support T-44 (Note 5) plus Note 4 other tenant deductions).

**DERIVATION DATA (CONTINUED):**

**(FIGURE 5) STRIKE TRAINING SITE PTR PRODUCTION COMBINATIONS:**

NAS Kingsville provides the Lion's share of requirement, however field operations capacity appears to be significantly understated during BRAC 95. No explanation exists for the substantial reductions in capacity. Field configurations have not changed since 1993. NASMOD estimated a solid 350 PTR capability at the Kingsville / Orange Grove with over-spill instrument / PCN approaches at NAS Corpus Christi, while FAA capacity analysis yielded a total of 591, 865 equating to a strike T-2/T-45 PTR of 391 and a T-45 only PTR of 401. NASMOD also envisioned NAS Corpus in a support role handling the instrument approach load and the form/ACM, out and in events. This would maximize the NAS Kingsville complex while minimizing any potential AICUZ noise impact associated with concentrated jet touch and go operations at NAS Corpus Christi. Considerable surge capability is available with Saturday operations and the retention / redirect of OLF Goliad.

	<u>BRAC 95 Data</u>		<u>BRAC 93 Data</u>	
	<u>PTR (1)</u> <u>T2/T45</u>	<u>PTR (2)</u> <u>T45</u>	<u>PTR (1)</u> <u>T2/T45</u>	<u>PTR2</u> <u>T45</u>
NAS Kingsville	151	155	189	194
OLF Orange Grove	<u>98</u>	<u>100</u>	<u>118</u>	<u>121</u>
<b>Sub-total</b>	<b>249</b>	<b>255</b>	<b>307</b>	<b>315</b>
NAS Corpus Christi (3)	<u>79</u>	<u>81</u>	<u>118**</u>	<u>121**</u>
<b>Sub-total with T-44 retained *</b>	<b>328</b>	<b>336</b>	<b>425</b>	<b>436</b>
OLF Goliad	<u>98</u>	<u>100</u>	<u>118</u>	<u>121</u>
<b>Sub-total</b>	<b>426</b>	<b>436</b>	<b>543</b>	<b>557</b>
OLF Beeville	<u>98</u>	<u>100</u>	<u>118</u>	<u>121</u>
<b>TOTAL</b>	<b>524</b>	<b>536</b>	<b>661</b>	<b>678</b>

Note (1) 1511 ops / PTR associated with T-45 and T-2/T-45 syllabus required until T-45 picks up entire strike training load in 2001.

Note (2) 1473 ops / PTR

Note (3) Includes BRAC 95 proposed additions plus retains T-44 training.

\* NAS Corpus Christi's 'Sub-total with T-44 relocated' could provide an additional 47 PTR with T2/T-45 or an additional 51 PTR with T-45 only syllabus.

\*\* Conservative estimate of T-45 PTR contribution capacity is 65 ops / hr x 11.6 hr / day x 237 days (BRAC 93 data stated 160 ops / hr for T-34 and T44).

# NAS PENSACOLA COMPLEX

## BRAC 95 PROPOSAL IMPACT IN FY 97

### OPTION 1: CNATRA/CTW-6 CERTIFIED DATA -- IMPACT

Complex includes NAS Pensacola and OLF Chocktaw

\* Total Ops Required: **578,758**

<u>Type Tng/Evt</u>	<u>Daylight Ops</u> <u>Per PTR</u>	x	<u>PTR FY 97</u>	=	<u>Total Daylight</u> <u>Ops Required</u>
E-2/C-2	866		36		31,176
Pri. NFO	121		486**		58,806
Int. NFO	111		387**		37,407
USAF	21		158 (USAF only)		3,318
Adv. NFO					
TN/BN	113		77		8,701
RIO	147		91		13,377
OJN	113		151		16,912
WSO	131		77		10,087
ATDS	E2-FRS		99		0
Transient/Tenant/ Blue Angels (historical data) Data NAS/OLF					<u>55,238</u> 235,022
				+	
Multi-Engine (T-44)			350		<u>247,277</u> 482,299
				+	<u>96,459 (20% surge)</u>

\* Includes 20% surge

\*\* Assumes no USAF NFO training in T-34

**Total 578,758**

# NAS PENSACOLA COMPLEX

## BRAC 95 PROPOSAL IMPACT IN FY 97

### OPTION 2: BRAC 93/JCSG ON UPT SCENARIO RESPONSES/ ASSESSMENTS TRAINING AIR STATION CONFIGURATION MODELING DATA

Complex includes NAS Pensacola and OLF Chocktaw

\* Total Ops Required: **585,141**

<u>Type Tng/Evt</u>	<u>Daylight Ops</u> <u>Per PTR</u>	x	<u>PTR FY 97</u>	=	<u>Total Daylight</u> <u>Ops Required</u>
E-2/C-2	744 (648, 719, 866)		36		26,784
Pri. NFO	123 (120, 121, 130)		486**		59,778
Int. NFO	111 (consensus)		495**		37,404
USAF	21		158 (USAF only)		3,318
Adv. NFO	146 (90, 167, 181)		396 (no ATDS)		57,816
<b>Transient/Tenant/</b>					
<b>Blue Angels (historical data)</b>					
<b>(15,860, 39,378)</b>					
					<u>55,238</u>
					240,341
					+
Multi-Engine (T-44)			350		<u>247,277</u>
					487,618
					+ <u>97,523 (20% surge)</u>

**Total 585,141**

\* Includes 20% surge

\*\* Assumes no USAF NFO training in the T-34

# NAS PENSACOLA COMPLEX

## BRAC 95 PROPOSAL IMPACT IN FY 97

OPTION 3: COMMON SENSE (CONSERVATIVE) – CNATRA/CTW-6 CERTIFIED DATA CONSIDERED  
JCSG/TNG. AIR STATION MODEL/HISTORICAL DATA

Complex includes NAS Pensacola and OLF Chocktaw

\* Total Ops Required: **562,389**

<u>Type Tng/Evt</u>	<u>Daylight Ops Per PTR</u>	x	<u>PTR FY 97</u>	=	<u>Total Daylight Ops Required</u>
E-2/C-2	866		36		31,176
Pri. NFO	121		486**		58,806
Int. NFO	111		337**		37,407
USAF	21		158		3,318
Adv. NFO	123		396		48,708
Transient/Tenant/ Blue Angels (historical data) (assumes reduced transient ops at Chocktaw by 35% 15,860, 25,106, VICE 39,378)					
					<u>41,966</u>
					221,381
					+
Multi-Engine (T-44)			350		<u>247,277</u>
					468,658
					+ <u>93,731 (20% surge)</u>

\* Includes 20% surge

\*\* Assumes no USAF NFO training in the T-34

**Total 562,389**

NAS Pensacola Complex Capacity (including OLF Chocktaw)

Air Station Configuration Model	340,356
BRAC 95 Data	341,355
FAA	424,027

Field Ops Deficit

222,033
221,034
138,362

# NAS PENSACOLA COMPLEX

## BRAC 95 PROPOSAL IMPACT IN FY 2000

OPTION 3: COMMON SENSE APPLIED TO 10 MAY 95 PTR LTR.  
MODEL/JCSG ON UPT/ HISTORICAL DATA CONSIDERED

Complex includes NAS Pensacola and OLF Chocktaw

\* Total Ops Required: **540,817**

<u>Type Tng/Evt</u>	<u>Daylight Ops Per PTR</u>	×	<u>PTR FY 97</u>	=	<u>Total Daylight Ops Required</u>
E-2/C-2	866		36		31,176
Pri. NFO	121		434**		54,934
Int. NFO	111		302**		33,522
USAF	21		158 (USAF only)		3,318
Adv. NFO	123		366		45,018
Transient/Tenant/ Multi-Engine (T-44)			350		35,436
					<u>247,277</u>
					450,681
				+	<u>90,136 (20% surge)</u>

**Total 540,817**

NAS Pensacola Complex Capacity (including OLF Chocktaw)	
Air Station Configuration Model	340,356
BRAC 95 Data	341,355
FAA	424,027

<u>Field Ops Deficit</u>
200,461
199,462
116,790

\* Includes 20% surge

\*\* Assumes no USAF NFO training in the T-34

CLOSE HOLD

R

Facilities (cont.)

A. Airfield (cont.)

16. Give the maximum sortie generating capacity per year of your installation given the current aircraft mix and type at your installation, and consistent with the training mission.

AIR OPS: Sherman Field using FAA criteria: parallels - max hourly capacity would be 129 VFR & 56 IFR and on single runway 68 VFR and 51 IFR.

Syllabus of Training *	Level (Track) of Pilot Training *	Trainer Aircraft *	Maximum Sorties*
General NFO	Primary	T-34C	4,924
General NFO	Intermediate	T-34C	4,366
		T-39	2,824
Advanced NFO	RIO/TWOJN	T-39	4,857
		T-2	2,647
E2/C2 Pilot	Advanced	T-2	5,076

\* Maximum number of flight hrs per year are limited by contractor maintenance. Available flight hours directly affected number of sorties available. SORTIE RATE CAPACITY CAN BE INCREASED WITH ADDITIONAL FUNDING.

7. Are there any recommendations on how to increase sortie generating capacity and reduce the number of training installations? If so please explain.

NASP CO  
TC  
9/7/94

CIW-6: Close NAS Meridian Mississippi and decommission Training Air Wing ONE. Move VT-19 (Intermediate Strike, T-2C Aircraft) and VT-7 (Advanced Strike, TA-4J aircraft) to Training Air Wing SIX board NAS Pensacola. NAS Pensacola has the banger space, ramp space, office space and airspace available to safely and efficiently conduct NFO Training, Advanced E2/C2 training, Intermediate strike training and Advanced strike training concurrently as it was previously accomplished here through 1985. Previous AICUZ studies contain data for the T-2C, TA-4J, and T-39 aircraft. See NOTE 1.

AIR OPS: Centralized scheduling for squadrons ensuring even spacing of operations allowing maximum use of all operating hours instead of 3 to 4 rush hours (75% of daily traffic) and remainder of day is slow.

NAS Pensacola does not have the capability to do all NFO, all Advanced E2/C2

and all of NAS Meridian's sortie prn (168).  
Extensive capacity analysis would have to be conducted prior to implementing this option.

Example 1)

JERRY/GARY

- IF CNETRA SAYS THEY CAN'T DO 168 x 1511 = 253,848 FIELD OPS IN ADDITION TO 94 LOAD, HOW DO THEY EXPECT TO DO 247,277 T-44 OPS + 200% INCREASE IN NFO OPS.

CRAIG CLOSE HOLD

\* See attached CNET letter

EIS  
CNET T254

58 (9/7/94)

# TRAINING AIR STATIONS

REALIGN NAS CORPUS CHRISTI ONLY

## PRE-BRAC

NAS  
KINGSVILLE

NAS CORPUS  
CHRISTI

NAS  
MERIDIAN

NAS  
PENSACOLA

NAS  
WHITING

INT/ADV  
STRIKE  
T-45

PRIMARY T-34

MARITIME T-44

INT/ADV  
STRIKE  
T-2/TA-4

E-2/C-2  
NFO TRNG

PRIMARY T-34  
HELO H-57

## POST BRAC

NAS  
KINGSVILLE

NAF CORPUS  
CHRISTI (OLF)

NAS  
MERIDIAN

NAS  
PENSACOLA

NAS  
WHITING

INT/ADV  
STRIKE  
T-45

INT/ADV  
STRIKE  
T-2/TA-4

E-2/C-2  
NFO TRNG  
MARITIME T-44

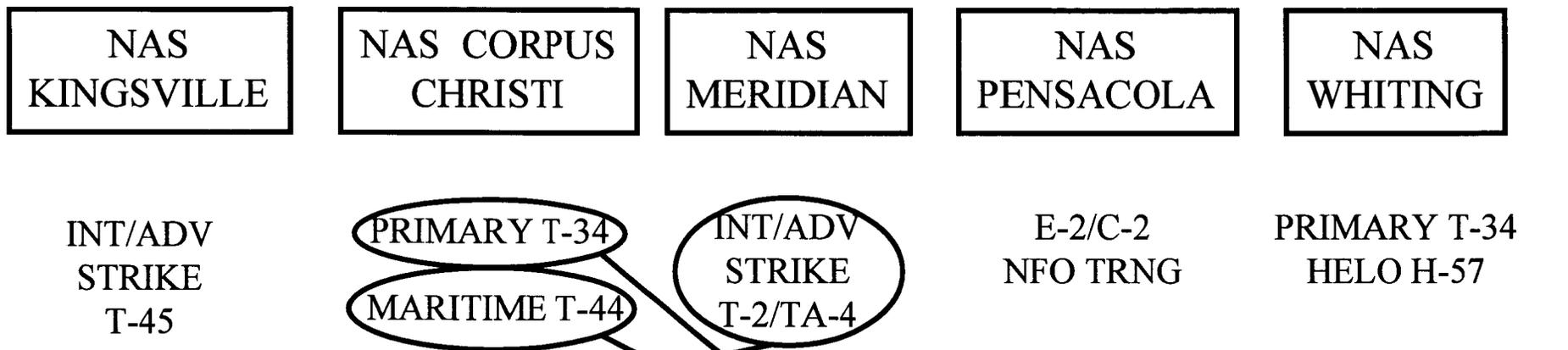
PRIMARY T-34  
HELO H-57

NBU-18

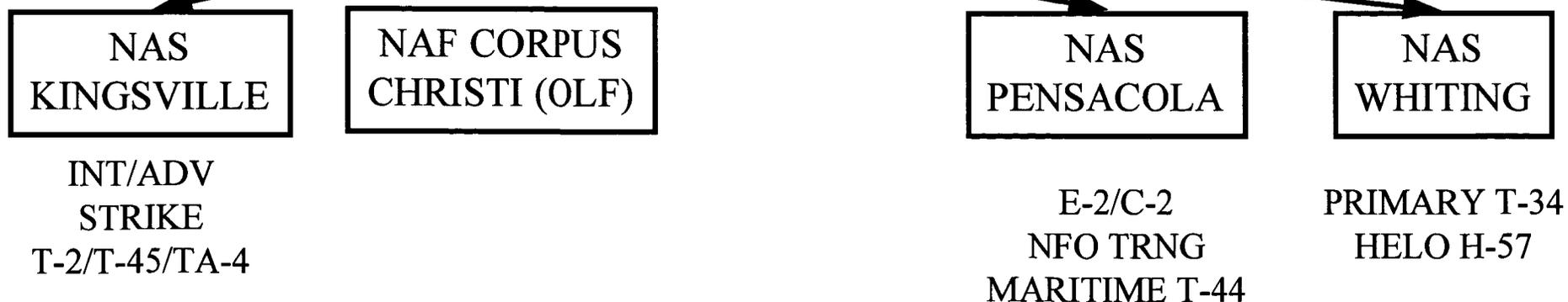
# TRAINING AIR STATIONS

REALIGN NAS CORPUS CHRISTI AND CLOSE NAS MERIDIAN

## PRE-BRAC



## POST BRAC



# NAS PENSACOLA COMPLEX CAPACITY

- TYPES OF AVIATION TRAINING
  - PRIMARY, NFO, E2/C2, MARITIME, HELO
- ANNUAL FIXED WING FLIGHT OPS REQUIREMENTS (2001)
  - 1.25 MILLION + 20% SURGE = 1.50 MILLION
- TRAINING FACILITIES
  - NAS PENSACOLA, NAS WHITING FIELD, FIXED WING OLFs
- TRAINING CAPACITY - ANNUAL FLIGHT OPS
  - 2.21 MILLION
- CAPACITY EXCEEDS REQUIREMENTS

**DRAFT**

**BASE ANALYSIS**  
**Naval Air Station Corpus Christi, TX**

**DOD RECOMMENDATION:** Realign Naval Air Station, Corpus Christi, TX as a Naval Air Facility, and relocate the undergraduate pilot training function and associated personnel, equipment and support to Naval Air Station, Pensacola, FL and Naval Air Station, Whiting Field, FL.

<b>CRITERIA</b>	<b>DOD RECOMMENDATION</b>
MILITARY VALUE	3 of 5
FORCE STRUCTURE	No Impact
ONE-TIME COSTS (\$ M)	13.0
ANNUAL SAVINGS (\$ M)	5.1
RETURN ON INVESTMENT	1998 (Immediate)
NET PRESENT VALUE (\$M)	106.4
BASE OPERATING BUDGET (\$ M)	39.8
PERSONNEL ELIMINATED (MIL / CIV)	56 / 19
PERSONNEL REALIGNED (MIL / CIV)	250 / 106
ECONOMIC IMPACT (BRAC 95 / CUM)	-.1% / +.2%
ENVIRONMENTAL	No Impact

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## **DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION**

### **SUMMARY SHEET**

#### **NAVAL AIR STATION CORPUS CHRISTI, TX**

##### **INSTALLATION MISSION**

To provide facilities and services in support of aviation activities of the Naval Air Training Command and other activities as directed. One primary pilot training squadron and all maritime undergraduate pilot training is performed here.

##### **DOD RECOMMENDATION**

- Realign Naval Air Station, Corpus Christi, TX as a Naval Air Facility, and relocate the undergraduate pilot training function and associated personnel, equipment and support to NAS Pensacola, FL and NAS Whiting Field, FL.

##### **DOD JUSTIFICATION**

- Reductions in force structure have led to decreases in pilot training rates. This reduction has allowed the Navy to consolidate maritime and primary fixed wing pilot training in the Pensacola-Whiting complex while retaining the airfield and airspace at Corpus Christi to support the consolidation of strike training at the Kingsville-Corpus Christi complex after the closure of NAS Meridian. This NAF will continue to support its current group of DoD and Federal agency tenants and their aviation-intensive needs, as well as other regional Navy air operations as needed.

##### **SIGNIFICANT ISSUES**

###### **1. DoD recommendation**

- Staff Comment - The movement of primary pilot training from Corpus Christi to NAS Whiting Field creates efficiencies by single citing these aircraft.
- Staff Comment - The community opposes the movement of the Maritime Training Aircraft, (T-44's) claiming that they have sufficient excess capacity to handle Maritime Training at Corpus Christi plus act as an outlying field for carrier pilot training at Kingsville. Staff does not agree.
- The Community recognizes that the move of Chief of Naval Air Training Headquarters from NAS Corpus Christi to NAS Pensacola is an internal Navy decision. Although they would like to retain this function at Corpus Christi they recognize the Navy's position.

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### 2. NAS Kingsville Capacity

- Staff Comment - The Navy has said that they need the additional capacity that NAS Corpus Christi would provide as an outlying field for carrier pilot training operations out of Kingsville. In order to have this capacity the Navy also has said that the primary and maritime pilot training would have to be transferred to another naval air station.

### 3. Designation as an NAF

- Staff Comment - The designation of NAS Corpus Christi as a Naval Air Facility (NAF) should have minimal impact on its day to day operations assuming the remainder of the Navy's recommendations are approved by the Commission.

### 4. Army Helicopters

- Staff Comment - The Army's helicopter depot, Corpus Christi Army Depot, is the largest helicopter maintenance facility in DoD.

### **R&A STAFF SUMMARY COMMENT**

- Staff has reviewed the concerns raised by the community. At this time, staff supports the DoD recommendation.

James R Brubaker/Navy/08/10/95 9:54 AM

## Naval Air Station Corpus Christi, TX

Category: Training Air Station  
Mission: Undergraduate Pilot Training  
Cost to Close (Realign): \$13 million  
Savings: 1996-2001: \$61.1 million  
Annual: \$5.1 million  
Return on Investment: 1998 (Immediate)  
FINAL ACTION: (Reject with modifications)

SECRETARY OF DEFENSE RECOMMENDATION  
(done)

SECRETARY OF DEFENSE JUSTIFICATION  
(done)

COMMUNITY CONCERNS

COMMISSION FINDINGS

The Commission agreed with the Secretary of Defense that sufficient capacity exists to accommodate the NAS Corpus Christi pilot training mission at NAS Pensacola and NAS Whiting Field. However, the Commission did not believe the receiving sites specified offered sufficient flexibility to accommodate future training requirements. Therefore, the specified training sites were removed from the recommendation. However, the Commission recognized that the Navy must move training functions to achieve the cost benefits of this recommendations. The Commission also found that the Navy had the authority to realign the Naval Air Station to a Naval Air Facility without the requirement for action by the Commission.

RECOMMENDATIONS

## **NAS Corpus Christi, TX**

### **COMMUNITY CONCERNS**

The NAS Corpus Christi community would like the base retained as a major shore command, Naval Air Station status, rather than reduced to a Naval Air Facility. The community agrees with the Navy's recommendations to single cite T-45 training aircraft at NAS Kingsville, T-34 training aircraft at NAS Whiting Field, and the redirect of MH-53 mine warfare helicopters to NAS Corpus Christi. The community, however opposes the transfer of T-44 maritime aircraft training to NAS Pensacola, claiming that NAS Corpus Christi has the capacity to accept T-45 operations as well as continue maritime training. Although the community would like to retain the Chief of Naval Aviation Training (CNATRA) Headquarters at NAS Corpus Christi, they realize that the recommendation to relocate CNATRA to NAS Pensacola is an internal Navy decision and they support that decision.

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## DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

### SUMMARY SHEET

#### NAVAL AIR STATION, CORPUS CHRISTI, TEXAS

##### INSTALLATION MISSION

To provide facilities and services in support of aviation activities of the Naval Air Training Command and other activities as directed. One primary pilot training squadron and all maritime undergraduate pilot training performed here.

##### DOD RECOMMENDATION

- Realign Naval Air Station, Corpus Christi, Texas as a Naval Air Facility, and relocate the undergraduate pilot training function and associated personnel, equipment and support to Naval Air Station, Pensacola, Florida and Naval Air Station, Whiting Field, Florida.

##### DOD JUSTIFICATION

- Reductions in force structure have led to decreases in pilot training rates. This reduction has allowed the Navy to consolidate maritime and primary fixed wing training in the Pensacola-Whiting complex while retaining the airfield and airspace at Corpus Christi to support the consolidation of strike training at the Kingsville-Corpus Christi complex. This NAF will continue to support its current group of DOD and Federal agency tenants and their aviation-intensive needs, as well as other regional Navy air operations as needed.

##### COST CONSIDERATIONS DEVELOPED BY DOD

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.

- One-Time Cost: \$ 83.4 million.
- Net Savings During Implementation: \$158.8 million.
- Annual Recurring Savings: \$ 33.4 million.
- Break-Even Year: Immediate.
- Net Present Value Over 20 Years: \$471.2 million.

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### MANPOWER IMPLICATIONS OF THIS RECOMMENDATION (EXCLUDES CONTRACTORS)

	<u>Military</u>	<u>Civilian</u>	<u>Students</u>
<b>Baseline</b>	1202	931	416
Reductions	56	19	0
Realignments	250	106	416
Total	306	125	416

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

Out		In		Net Gain (Loss)	
<u>Military</u>	<u>Civilian</u>	<u>Military</u>	<u>Civilian</u>	<u>Military</u>	<u>Civilian</u>
(722)	(394)	974	0	252	(394)

### ENVIRONMENTAL CONSIDERATIONS

- Undergraduate Pilot Training will be relocated to NAS Pensacola and NAS Whiting Field, which are in air quality control districts that are in attainment for DO, ozone, and PM-10.

### REPRESENTATION

Governor: George Bush, Jr.  
Senators: Phil Gramm  
Kay Bailey Hutchison  
Representatives: Solomon Ortiz  
Kika de la Garza

### ECONOMIC IMPACT

- Potential Employment Loss: 152 jobs (142 direct and 10 indirect)
- Corpus Christi, TX MSA Job Base: 181,234 jobs
- Percentage: .1 percent decrease
- Cumulative Economic Impact (1994-2001): .2 percent increase

### MILITARY ISSUES

- Is there a jet AICUZ established for NAS Corpus Christi?
- Is NAS Corpus Christi suitable as an Out Lying Field (OLF) for T-45's?

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### **COMMUNITY CONCERNS/ISSUES**

- None at this time.

### **ITEMS OF SPECIAL EMPHASIS**

- Is host to Chief of Naval Air Training (CNATRA), Corpus Christi (U.S. Army) Helicopter Depot, and a U.S. Customs Drug Interdiction Center.
- Helicopter Depot is largest in DOD.
- Recommended to be the recipient of the mine warfare helicopter assets as a redirect of the BRAC 1993 recommendations out of Alameda.

James R. Brubaker/Navy/08/10/95 12:21 PM

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## REGIONAL HEARING ISSUE SUMMARY

NAS CORPUS CHRISTI, TX

DALLAS, TX/APRIL 19, 1995

- The Corpus Christi community supports the singlesiting of T-45's at NAS Kingsville for intermediate/advanced strike training.
- ✓ • The redirect of Mine Warfare MH-53's out of NASA/Ames is welcomed as the Mine Warfare Center of excellence at Ingleside is built up.
- ✓ • The community supports the movement of T-34 assets from Corpus Christi to NAS Whiting Field thereby creating efficiencies by single citing these aircraft.
- ✓ • The community opposes the movement of the Maritime Training Aircraft, the T-44's claiming that they have sufficient excess capacity to handle Maritime Training at Corpus Christi plus act as an OLF for T-45's.
- ✓ • The Community recognizes that the move of CNATRA Headquarters from NAS Corpus Christi to NAS Pensacola is an internal Navy decision. Although they would like to retain this function at Corpus Christi they recognize the Navy's position.

NO JET AIC02

NAS TO NAF