

DCN 1096

S A M I L S & H A M I L T O N

June 1, 1995

Congressman G. V. Montgomery
2184 Rayburn Office Building
Washington, D.C. 20515

11706 Smoketree Road

Potosi, MO 20854

Telephone: (301) 799-3573

Facsimile: (301) 299-2619

Dear Honorable G. V. Montgomery:

Our recent report, *Assessment of Future Noise and Safety Compliance at NAS Corpus Christi*, documents that the consolidation of Strike Training activities at NAS Kingsville would result in the Navy's violating its own standards for noise and safety impacts upon the civilian community. We assumed, based upon the Navy's syllabus, that there would be about 534 daily T-45 operations at NAS Corpus Christi. This number represents a typical busy day operation based on an annual level of 130,000 operations per year, the level specified in the Base Structure Analysis Team's (BSAT) recommendations for single siting T-45 operations at Kingsville and its associated auxiliary or outlying fields. Subsequent to our analysis, the Navy staff is suggesting that some reduced number of operations at NASCC may be feasible.

As we reported at the briefing before the BRAC staff on May 11, 1995 the findings and conclusions are valid even for substantially different operational levels. For example, the enclosed figure shows the noise contours with only one third of the operations specified by the BSAT recommendation (178 T-45 operations). The noise levels exceeding 80 LDN would still cover much of the community of Flour Bluff. Over a period of time, these noise levels are known to cause hearing damage. Additionally, nearly all of the campus of Texas A&M at Corpus Christi would be within the LDN 65 noise contour, a level considered by both the DOD and the U.S. EPA to be incompatible with either residential or educational land use.

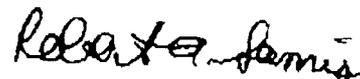
The Accident Potential Zones would remain the same. Both Flour Bluff and the Texas A&M University campus would still fall within regions which, by the DOD's standards, are incompatible, for safety reasons, with either residential or educational uses.

In conclusion, even at one third of the operations assumed in our report, our recommendations would stand unchanged:

- The Navy should reconsider its recommendation to utilize NASCC as a jet-intensive outlying auxiliary field as part of the single site operation for T-45s at NAS Kingsville.
- The Navy should abide by DOD's own standards of compatible land use planning and not reverse the recent advances achieved at NASCC.
- The Navy should evaluate all costs associated with the transfer of the complete T-45 operations to NAS Kingsville, including the associated environmental consequences and mitigation costs.

If you have any questions, please do not hesitate to call.

Yours truly,

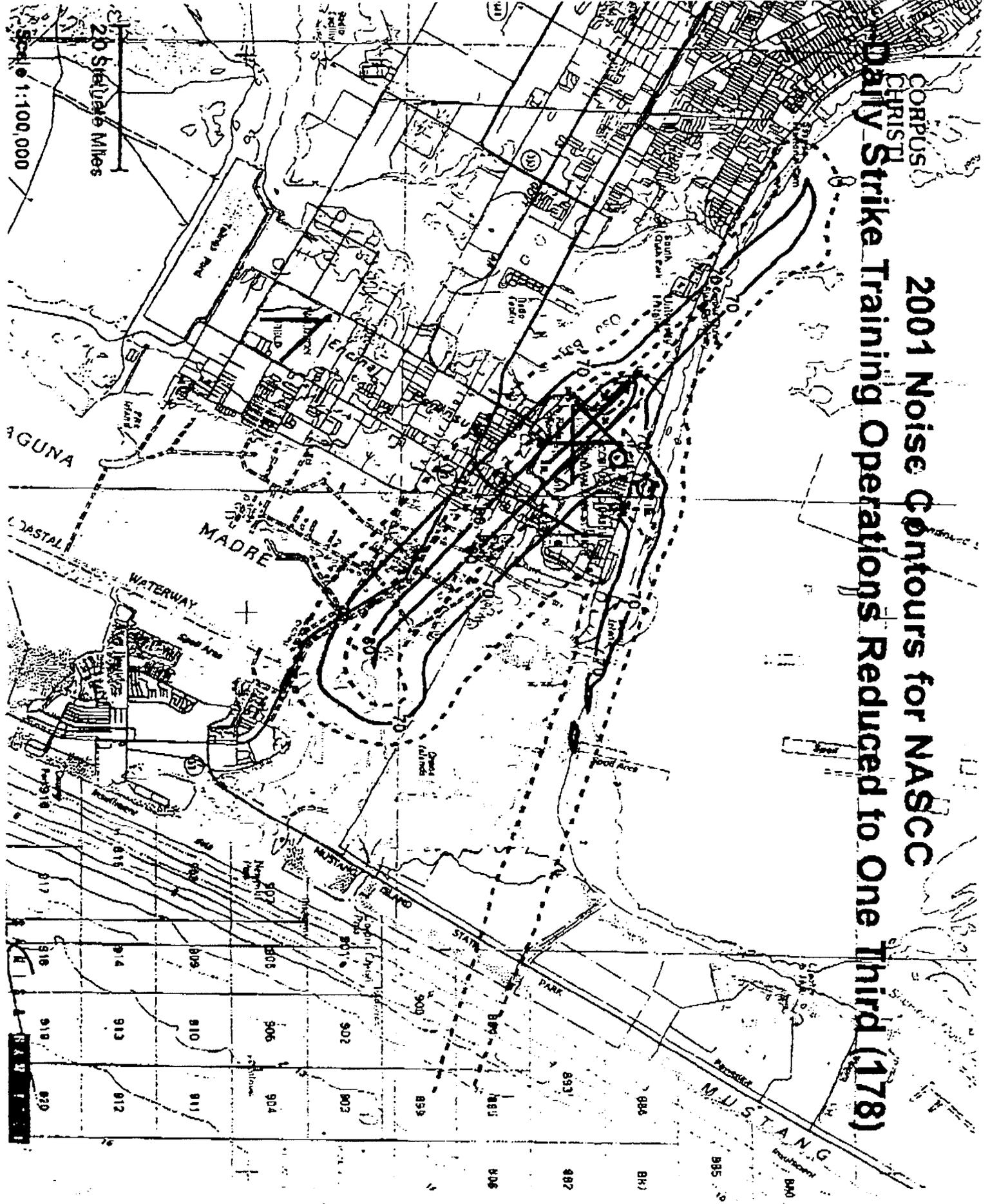


Robert A. Samis
Partner

cc: Barry Rhoads
David Stevens

enc.

CORPUS CHRISTI
Daily Strike Training Operations Reduced to One Third (178)
2001 Noise Contours for NASCC



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SOUTH TEXAS



P.O. Box 640
Corpus Christi
Texas 78403
(512) 883-5571

Telecopy Transmission Sheet

Date: 5/26/95
To: LCOL JIM BRUBAKER
Company: BASE CLOSURE COMMISSION
FAX Number: 703-696-0550
From: JERRY VERNON
Number of pages transmitted (including cover sheet): 3 Reply FAX Number: 512-883-5027
Message:

INFO ON REACTIVATION OF GOLIAD.
PLEASE CALL ME IF YOU HAVE ANY
QUESTIONS.


(512) 881-1853



A COOPERATIVE
EFFORT BY ARANSAS,
KLEBERG, NUECES,
& SAN PATRICIO
COUNTIES

OLF Goliad was ordered closed with the BRAC '91 decision to close NAS Chase Field in Beeville, Texas. Goliad has been closed since January 28, 1992, but is still owned by the U.S. Government under the supervision of Naval Facilities, Charleston Shipyard, Charleston, S.C. Since its closure, OLF Goliad has been leased to Goliad County with a 90-day renewable license. Should the government decide to take the property back for use by the Navy as an OLF, there would be no cost, no penalties, and no other attachments involved. Cost estimates by the NAS Kingsville Public Works Department to bring OLF Goliad back to operational standards for student pilot training equate to approximately \$5.3 million. However, if operations at OLF Goliad were limited to daylight hours only, the cost to rehabilitate the airfield would drop to approximately \$3 million. The average annual airfield activity at Goliad has been calculated at 68,823 operations per year.

ITEM DESCRIPTION	QUANTITY	MATERIAL COST	LABOR COST	ENGINEERING ESTIMATE	
				UNIT	TOTAL
OLF BOUAD RUNWAY ACTIVATION					
A. RUNWAY FACILITIES					
1. RUNWAYS (2 - 8000')	35000 SY	1.50	524000.00	1.00	350000.00
2. OTHER PAVT'S (BLAST PAVT, TAV, PKG APR)	244300 SY	1.00	244300.00	1.00	244300.00
3. SUBTOTAL RUNWAY FACILITIES					137800.00
B. OPERATIONAL TRAINING AIDS					
1. RUNWAY LIGHTING	8700 LF	05.00	43500.00	25.00	217500.00
2. OTHER RUNWAY LTG/AIDS (TAV, W/WO LTG, ETC)	1 LS	80000.00	80000.00	25000.00	105000.00
3. ARRESTING GEAR, UTILITIES, ETC	1 LS	25000.00	25000.00	5000.00	30000.00
4. AIRFIELD LIGHTING VALVE	1 LS	32500.00	32500.00	7500.00	40000.00
5. TOTAL OPERATIONAL TRAINING AIDS					282900.00
C. OTHER OPERATIONAL SUPPORT FACILITIES					
1. CONTROL TOWER REHAB	2050 SF	50.00	11750.00	25.00	58750.00
2. PATCO EQUIP INSTALLATION/NISE EAST DESER	1 LS	50000.00	50000.00	17000.00	17000.00
3. FIRE/CRASH STATION/ADMIN REHAB	4000 SF	20.00	82000.00	5.00	20000.00
4. NEW A/C JET FUEL TANKS (90,000 GAL)	2 EA	75000.00	150000.00	20000.00	40000.00
5. REHAB EXISTING UTILITY SYSTEMS	1 LS	15000.00	15000.00	25000.00	175000.00
6. REHAB PERIMETER FENCE	1 LS	20000.00	20000.00	5000.00	25000.00
7. TOTAL OPERATIONAL SUPPORT FACILITIES					1357250.00
D. TOTAL COST OLF BOUAD RUNWAY ACTIVATION					
					3050850.00

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**Greater Kingsville
Economic Development Council**

P. O. Box 5032

Kingsville, TX

78363

Fax Cover Sheet

To: Jim Brubaker

From: Dick Messbarger

Fax #: 512-592-0866

Date: _____ No. of Pages: 4

If there is a transmission error

contact _____

at 512-592-6438

Message: FYI



June 9, 1995

Honorable Alan Dixon, Chairman
Defense Base Closure and Realignment Commission
1700 N. Moore St., Suite 1425
Arlington, VA 22209

Dear Mr. Chairman:

The Kingsville community supports the entire recommendations of the Secretary of the Defense concerning Navy undergraduate pilot training (UPT), including but not limited to the single siting of strike pilot training. In this current environment of downsizing the force structure and decreasing defense budgets, it appears to be in the best interest of the Department of Defense and the taxpayers of America to identify economies of scale and implement those economies at the earliest convenience.

Maintaining two strike pilot training bases, each operating at approximately 45% of capacity, is not in the best interest of the Department of Defense nor the taxpayers of America. *If the Navy is forced to maintain the infrastructure of two strike bases it could seriously jeopardize the funding necessary for training pilots in a safe environment with modern, well maintained aircraft.* Keeping surplus capacity is not consistent with the purpose of the Defense Base Closure and Realignment Commission (BRAC) process as authorized by Congress.

As I stated earlier, we support the recommendations of the Secretary of Defense but we are somewhat concerned at some recent decisions by the Department of the Navy concerning pilot training. After spending a year developing data and conducting analysis, the Navy concluded (as they did in 1993) that there was surplus capacity in the Navy Strike pilot training command. In addition, the number of new pilots needed has decreased with the reduction in carriers and airwings, and projections call for incremental downsizing through the end of the century.

Two months before the final vote by the present Base Closure Commission, the Navy suddenly decided to "buy back" six additional F/A-18 squadrons. This decision will require a 5% increase in the number of new pilots, thereby raising the strike PTR from 336 to 360. The Chief of Naval Operations then increased the surge requirement for Undergraduate Pilot Training to 20% (compared to the Air Force surge requirement of 12%).

(CNO's decision to add six additional F/A-18 squadrons is predicated upon Congressional approval for the supplemental dollars to purchase the aircraft and provide operating expenses for the new squadrons. Specific funding for the aircraft may not be possible in the face of current Congressional budget constraints.)

Last week, CNO announced that the Navy has decided to "accelerate the relocation of E-2/C-2 training (36 PTR) from NAS Pensacola to NAS Kingsville. Because the requirements for E-2/C-2 training are about half that of strike, this would equate to roughly 22 additional Strike PTR." Just two months ago, we asked the Chief of Naval Education and Training about the Navy's plan for E-2/C-2 training and were told "the official Navy plan is to keep E-2/C-2 training at NAS Pensacola through the year 2005."

It has been very bewildering for the Kingsville community to witness this contradictory process by the Navy of developing data, analyzing it, and then reaching a conclusion, only to see a concerted effort over the last four months to reverse the original recommendation. Were the last minute decisions to increase UPT training, raise the surge requirement, move E-2/C-2 training and delay reducing the T-45 Syllabus (each involving major financial and operational decisions) the result of poor planning or politically motivated?

In summary, we respectfully ask the Commission to consider the following actions by the Department of the Navy that appear to be inconsistent with the BRAC process:

- Increasing the Strike PTR from 336 to 360 less than two months prior to the final vote by the Base Closure Commission (PTR letter from CNO May 10, 1995);
- Announcing the decision to accelerate the relocation of a training operation from one base to another one month before the final vote of the Base Closure Commission (CNO letter to Congressman Sonny Montgomery May 25, 1995 concerning E-2/C-2 training moving from NAS Pensacola to NAS Kingsville);
- Delayed implementation of Version VII of the T-45 Syllabus reducing the requirement per PTR by 20 hours (originally scheduled to begin May 1, 1995, but halted until after BRAC '95).
- Changed the certified data for number of operations per year at NAS Kingsville from 286,770 ops in 1993 to 229,416 ops in 1995; and the numbers for OLF Alice/Orange Grove from 178,698 ops in 1993 to 148,457 ops in 1995, with no explanation

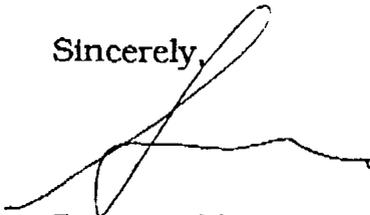
Each of these moves, however minor in the total UPT picture, serves as an impediment to single siting Navy Strike Pilot Training.

The Kingsville community respectfully asks the Commission to make their decision based on the facts as presented via certified data from the Department of the Defense. We feel that the data, analysis and recommendations by the Department of Defense, as presented by the Secretary to the Commission earlier this year, are in the best interest of the Department of Defense and the taxpayers of America.

Kingsville fully supports the recommendations of the Secretary of Defense concerning the Navy's Undergraduate Pilot Training program. Your favorable consideration of the Secretary of Defense's recommendations would be greatly appreciated, not only by South Texas but the taxpayers of America.

We applaud you for serving your country in this most difficult but necessary endeavor.

Sincerely,

A handwritten signature in black ink, appearing to read 'Scott Dodds', written over a horizontal line.

Scott Dodds,
President
Chairman, NAS Kingsville Task Force

cc: BRAC Commissioners and Staff
Senator Phil Gramm
Senator Kay Bailey Hutchinson
Congressman Kika de la Garza
Congressman Solomon Ortiz

Document Separator

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TELECOPIER TRANSMITTAL

TO: LCOL Jim Brubaker
RECIPIENT'S TELECOPIER NO: 703/696-0550
FROM: S. Steven Karalekas
DATE: May 16, 1995
TIME: 4:05pm.
OPERATOR: Deborah

NUMBER OF PAGES TRANSMITTING (including cover sheet): 2

MESSAGE/SPECIAL INSTRUCTIONS:

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KARALEKAS & NOONE

ATTORNEYS AT LAW

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JAMES A. NOONE*

*ALSO ADMITTED IN PENNSYLVANIA

May 16, 1995

LCOL Jim Brubaker, USMC
Defense Base Closure and Realignment Commission
1700 No. Moore Street, Suite 1425
Arlington, Virginia 22209

Dear Colonel Brubaker:

The representatives of the Greater Kingsville Economic Development Council ("GKEDC") of Kingsville, Texas, who will be meeting with you at 10:30 a.m. on Wednesday, May 17, 1995 include:

Scott Dodds:
President, GKEDC;
President of Kleberg First National Bank

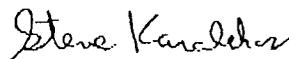
Billy Gunter:
Member, GKEDC Military Affairs Task Force;
Former mayor of Kingsville
Former Flight Instructor at NAS Kingsville

Dick Messbarger:
Executive Director of the GKEDC

The group very much appreciates the opportunity to meet with you to brief you on a couple of matters of interest and to leave you with a short briefing paper. Recognizing your busy schedule, we promise to be brief and to the point.

Thank you for your consideration.

Respectfully yours,



S. Steven Karalekas

SSK/dr

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S A M I S & H A M I L T O N

June 12, 1995

Honorable G. V. Montgomery
2184 Rayburn Office Building
Washington, D. C. 20515-2403

11706 Smokecree Road
Potomac, MD 20854
Telephone: (301) 299-3573
Facsimile: (301) 299-2619

Dear Congressman Montgomery:

The Navy Meridian Team provided us a copy of the 9 June 1995 letter signed by Admiral J. M. Boorda, Chief of Naval Operations, U.S. Navy for our review and comment. The following comments are offered in order for you and the CNO to be fully apprised of the basis of the Samis & Hamilton analysis and findings.

We understand that the staff at the Naval Facilities Engineering Command (NAVFACENGCOM) is familiar with the analysis we provided the Navy Meridian Team and was subsequently forwarded to NAVFACENGCOM offices. NAVFACENGCOM at your office's request, provided computer files of the latest previous NAS Kingsville, OLF Orange Grove, and NAS Corpus Christi noise model analyses which we utilized for our analysis. The noise model utilized (NOISEMAP), the data inputs, and the noise and safety standards applied are current and based upon Department of Defense (Navy and Air Force) sources.

Two issues are raised in the 9 June letter:

- 1) "Samis and Hamilton assumed strike training operational levels for Corpus Christi that are unsubstantiated. For example, they did not take into account the continued use of Naval Auxiliary Landing Field Orange Grove..."
- 2) "Concerning safety to the community, the Samis and Hamilton report relies on Air Force Installations Compatible Use Zones (AICUZ) policy rather than Navy guidelines. Accordingly, the clear zone dimensions and the application of accident potential zones around the airfield used in the report are incorrect."

Let us address each issue in turn.

Point 1)

The Samis & Hamilton report entitled, Assessment of Future Noise and Safety Compliance at NAS Corpus Christi, on page 7 provides a narrative discussion and table of numbers for the operational levels assumed in the analysis and recapitulated here in Table 1. The analysis assumed that NASCC would be required to support 130,000 annual operations for the T-45 combined T-2/T-45 strike training operations. This level of activity is based on the testimony of Mr. Nemfakos, Chairman, Navy Base Structure Analysis Team (BSAT) and Co-Chairman Navy Base Structure and Executive Committee and is excerpted as Attachment A. Mr. Nemfakos stated that the Navy's PTR requirement is 336 based on

an average of 1511 ops per PTR.¹ According to his testimony the maximum number of annual operations available at the three airfields, NAS Kingsville, OLF Orange Grove, and NAS Corpus Christi is 597,806 with 377,873 of these being met at NAS Kingsville and OLF Orange Grove for a PTR of 250. This leaves a residual requirement PTR of 86 or (86 x 1511 ops/PTR = 129,946 annual ops assumed as required at NAS Corpus Christi. Converting this to a typical "busy" day operational level using the same 237 day year that Mr. Nemfakos utilized yields 548.3 daily operations. The Samis & Hamilton analysis slightly understated this level when it applied 534.4 daily operations (an inconsequential difference for noise analysis purposes).² Table 1 summarizes these calculations of flight activity for each airfield as assumed by both the Navy BSAT analysis and Samis & Hamilton for the noise analysis. It is clear that the Samis & Hamilton operational assumptions are conservative. Admittedly, "Continuing to use Orange Grove will significantly decrease the number of aircraft events at Corpus Christi," as stated in the CNO's letter, this is a result of the transfer of training operations using lighter, slower, and quieter aircraft to another Naval base in order to make room for the insertion of larger, heavier, faster, and noisier T-45/T-2 "aircraft events".

In fact, our subsequent analysis shows that, in order for the adverse noise impacts resulting from the proposed T-45/T-2 operations at NASCC to be minimal, the number of daily operations would need to be less than ten percent of the original BSAT recommendation, resulting in operations equivalent to a PTR of less than 8 per annum, which is approximately 8 percent of the currently stated requirement for NASCC.

Point 2)

Although the Samis & Hamilton report cited the U.S. Air Force standard for Accident Potential Zones, the relevant Navy standard is of equivalent dimensions. Accident Potential Zones APZ-I and APZ-II used in the Samis & Hamilton report comply with OPNAV INSTRUCTION 11010.36A, *AIR INSTALLATIONS COMPATIBLE USE ZONES (AICUZ) PROGRAM* dated 11 April 1988. With the following exceptions, this standard is identical to those used by the Air Force. The OPNAV standards:

- Allow for curved arrival and departure paths
- Define an additional class of runway used for light aircraft (Class A) as distinguished from that used by heavy or high performance aircraft (Class B).

The APZs in the Samis & Hamilton report are based upon the Ground Controlled Approach (GCA) tracks which form part of the strike training syllabus and are cited in the CNO's 9 June 1985 letter. These tracks were defined in a U.S. Navy Dataset for Corpus Christi.³ A more detailed APZ map which included curved segments would have added additional populated areas to APZ-I and APZ-II but would have made the Accident Potential Zone

¹ We have since been informed that this requirement has been raised from 336 to 382.

² Based on the PTR of 382 the annual NASCC strike training operations would be 199,452 or 841 ops per busy day or 57 percent higher than the level assumed in the Samis & Hamilton analysis.

³ Dataset CORPUS.NMI, 1993 Busy Day Operations at Corpus Christ, (Ref. number #290530.02) modified by M. Bossi on 3/17/93 from earlier database by Nicholas Miller and Elene Langlois, Harris Miller Miller & Hanson.

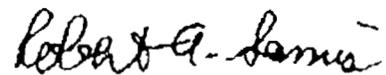
map more difficult to interpret. We chose the technically conservative and pictorially simpler approach of including only rectangular APZs.

Table 2 in Attachment B, reproduced from OPNAV INSTRUCTION 11010.38A, establishes that both T-2 and T-45 operations make a runway Class B. If the A-4 operations are eliminated as planned, the current remaining Navy training operations would be classified as Class A. The proposed insertion of T-2 and T-45 operations would require an enlargement of the APZs to accommodate these Class B aircraft. Attachment C provides copies of a map of the Texas A&M University campus and current zoning maps of the Flour Bluff and adjacent neighborhoods which clearly show that these areas would be incompatible with the Navy's APZ standards.

In summary, the findings and conclusions of the report Future Noise and Safety Compliance at NAS Corpus Christi, are valid, accurate, conservative, and based on Navy standards, data, and models.

We appreciate this opportunity to clarify the basis and reasonableness of our findings.

Sincerely,



Robert A. Samis

attach.

cc: D. Stevens, Navy Meridian Team
B. Rhoads, VLBMH

Table 1
1998 Flight Activity

Airfield	Maximum Annual Operations(1)	Pilot Training Rate(2)	Annual Operations	Average Busy Day Ops(3)
NAS Kingsville	229,416	151.8	229,416	968
OLF Orange Grove	148,467	98.3	148,467	626
Subtotal	377,873	250.1	377,873	1,594
NASCC	219,938	86.0	129,946	548
NASCC(4)	219,936	132.0	199,452	641
NASCC(5)	N/A	N/A	130,000	534

- Notes & Source:
- (1) Mr. Nemfakos, written responses to questions raised at BRAC hearings on 4/17/95 at Hart SOB, Room 216 on testimony provided by the Joint Case Service Study Group for Undergraduate Pilot Training.
 - (2) 1511 ops per PTR; ibid.
 - (3) 237 training days per year; ibid.
 - (4) Chief of Naval Operations letter 1542SERN889J6/SU665128 of 10 May 1995, re: pilot and naval flight officer aviation training requirements.
 - (5) S&H analysis assumed:
130,000 ops per year / 243 day year = 534.4 ops per average busy day.
- N/A: Not Applicable

ATTACHMENT A

**UNDERGRADUATE PILOT TRAINING
ITEMS FOR INCLUSION IN THE RECORD***

7. Mr. Nemfakos, during your testimony, you stated to Commissioner Davis that you would provide for the record your analysis on Strike Pilot Training Rates. Please provide that general data along with your response to the following specific questions:

Are the flight operations per strike Pilot Training Rate (PTR) at NAS Meridian and NAS Kingsville used in your capacity analysis the same? Please explain any differences.

ANSWER: Yes, the analysis used 1511 daylight flight operations per Strike PTR.

What is the current operations per strike Pilot Training Rate as NAS Kingsville? How does this compare with the figure used to determine Pilot Training Rate capacity at NAS Kingsville?

ANSWER: NAS Kingsville's data call reported a daylight flight operations requirement for an ann T-45 syllabus of 1393 ops. The 1511 ops used in the analysis was derived as follows. Because in FY 2001 not all strike training will be done in T-45 aircraft, we assumed 50 percent of the Strike pilots would go through an all T-45 syllabus and 50 percent would go through a split syllabus consisting of an intermediate phase in the T-2 aircraft and an Advanced phase in the T-45 aircraft. Based on certified data, the flight ops requirement for this split syllabus was calculated as follows:

Intermediate Phase in T-2 -	741 (from NAS Meridian's data call)
Advanced Phase in T-45 -	<u>888</u> (from NAS Kingsville's data call)
Total:	1,629

Taking a weighted average, this gives

$$(1393 \times .5) + (1629 \times .5) = 1511 \text{ daylight flight ops per Strike PTR}$$

To what extent was the Navy's determination that a single intermediate/advanced strike UPT base containing sufficient capacity to conduct training to support the strike Pilot Training Rate (PTR) in the future and under surge operations base upon the availability of NAS Corpus Christi as an outlying field?

ANSWER: Under the recommended scenario, the main airfield at NAS Corpus Christi is needed to support the single siting of Strike training at NAS Kingsville.

What is the maximum strike Pilot Training Rate (PTR) that NAS Kingsville could support with Orange Grove and NAS Corpus Christi available as outlying fields?

ANSWER: Because daylight runway operations is the capacity limiter at training air station, we will

4

Mr. Nemfakos, Chairman, Navy Base Structure Analysis Team (BSAT) and Co-Chairman Navy Base Structure Executive Committee, testimony given to Base Closure and Realignment Commission (BRAC) in response to questions concerning testimony given on April 17, 1995, pgs. 16 - 18.

show the capacity of this complex to support Strike training in these terms. As explained in response to question 6b, the certified data showed that the daylight runway operations per pilot training rate (PTR) for Strike training is 151 operations. The capacity at NAS Kingsville, OLF Orange Grove, and NAS Corpus Christi (after the proposed runway extensions) is as follows:

NAS Kingsville -----	237 days x 12.1 hrs/day x 80 ops/hr =	229,416 annual flight ops
OLF Orange Grove --	237 days x 11.6 hrs/day x 54 ops/hr =	148,457 annual flight ops
NAS Corpus Christi --	237 days x 11.6 hrs/day x 80 ops/hr =	<u>212,836</u> annual flight ops
	Total:	597,808 annual flight ops

Dividing the total annual flight ops by the flight ops required per PTR gives a strike PTR capacity of
 $597,808 / 1511 = 396$ PTR

The FY 2001 pilot training rate for Strike is 336 pilots. Thus, the recommended scenario provides an excess capacity of

$396 - 336 = 60$ PTR
which increases the surge capability to about 28%

To what extent would the strike training capacity of NAS Kingsville be impacted if NAS Corpus Christi was not available?

ANSWER: Without the use of NAS Corpus Christi, NAS Kingsville would need another outlying field to support all Strike training.

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COPY TO: REBOY
BRUBAKER
JACKSON
LINDENBAUM

TO: TEAM LEADS. - COAST GUARD IMPACTS

Ben 5/31/95



Plans, Policy and Evaluation Division

U. S. Coast Guard Headquarters

2100 2nd Street, SW

Washington, DC 20593-0001

Office Number: (202) 267-2355

Fax Number: (202) 267-4401

Date: 31 May 95

To: Mr. Ben Borden

Office/Routing Symbol: _____

Work Phone: _____

Fax Phone: 703-696-~~0504~~0550

From: Ms. Kathy Scott
202-267-2360

Comments: Attached is an advance draft copy
of letter for Commandant's signature.
Enclosure provides matrix of direct
impacts on CG due to BRAE '95.

Number of pages to follow this cover sheet: 6

This fax machine is "UNATTENDED"
and receives automatically 24 hours a day.
Please let me know that you are sending a document.

U.S. Department
of Transportation

United States
Coast Guard



Commandant
U. S. Coast Guard

2100 Second St., S.W.
Washington, DC 20593-0001
Staff Symbol: G-CPP
Phone: (202) 267-2355

DRAFT

Honorable Alan Dixon
Chairman, Defense Base Closure
and Realignment Commission
1700 North Moore Street
Suite 1425
Arlington, VA 22209

Dear Mr. Chairman:

The Coast Guard has reviewed the list of recommended base closures and realignments provided by the Secretary of Defense and the 35 recently added by the Commission. I have enclosed a matrix portraying those facilities which will have direct impacts on Coast Guard operations should they close or realign.

The eight Department of Defense facilities identified in the matrix will directly impact our operations in terms of forcing the relocation of a Coast Guard tenant command or terminating established relationships in direct support of Coast Guard field operations. We have identified numerous other facilities that will indirectly affect the Coast Guard in terms of loss of traditional military support provided among services. Examples of these indirect affects include the potential closure of Navy Public Works Center Guam which supplies shoreside services to Coast Guard vessels and waterfront maintenance; the potential closure of Navy Fleet and Industrial Supply Center which frequently provides supplies, equipment and repair parts for Coast Guard vessels; and the potential closure of Naval Shipyard Long Beach which provides direct, high quality ship repair services and family support services to the Coast Guard.

As the federal government continues to streamline operations to meet the needs of its customers, the Coast Guard's motto remains Semper Paratus, always ready. I ask that you consider the Coast Guard in your recommendations to the President. Should you have questions, my point of contact is Captain Blain Brinson, who may be reached at (202) 267-2355.

Sincerely,

Enclosure

IMPACT OF DOD FACILITY CLOSURES/REALIGNMENTS

DRAFT

DOD INSTALLATION	AFFECTED CG UNITS	IMPACT
NAVAL AIR FACILITY ADAK, AL (Closure)	LORAN STATION (LORSTA) ATTU AIR STATION (AIRSTA) KODIAK ADAK LORAN MONITOR COMMUNICATION STATION KODIAK	Closure of this facility will have a major impact on CG operations in the North Pacific. Loss of use of this facility will impair our ability to perform maritime law enforcement and safety and security missions. Adak currently provides both cutter and aircraft support for CG ops. Loss of this facility will result in decreased aircraft on-scene time and delay of medical evacuation patients. It will result in fewer on-scene cutter days for law enforcement patrols. Loss of Loran monitoring station at Adak may force a relocation of the site at great cost. CG cutters also use Adak for JP-5 refueling. They could potentially switch to diesel fuel available at Dutch Harbor, but with negative impacts. Naval Security Group Adak currently supports COMMSTA Kodiak remote MF and HF transceivers and receivers. Its closure will terminate the Inter-service Support Agreement (ISSA). Other support alternatives are being investigated.
CHARLES MELVIN PRICE SUPPORT CENTER, IL (Closure)	NAVAL ENGINEERING SUPPORT UNIT (NESU) ST. LOUIS ELECTRONICS MAINTENANCE DETACHMENT (EMD) ST. LOUIS MARINE SAFETY OFFICE (MSO) ST. LOUIS	NESU & EMD St. Louis are existing tenants of this facility. MSO St. Louis currently maintains their small boats and pollution responses equipment in a building at the Support Center. A planning proposal for a new Base St. Louis at this site has been approved. Anticipate closure will lead to a Title 10 transfer of 22 acres to the CG for the new base. Impact on NESU and EMD St. Louis is unknown. Charles Melvin Price Support Center also provides an exchange, commissary, gym, golf course and club house that are used by CG personnel. The Army Depot at Granite City will remain active, providing

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DOD INSTALLATION	AFFECTED CG UNITS	IMPACT
CHARLES MELVIN PRICE SUPPORT CENTER cont.		<p>commissary/exchange services to CG personnel. CG Auxiliary would be directly impacted by closure of this facility. The Support Center houses the Auxiliary's National Supply Center (ANSC). The ANSC is the storage and distribution center for Auxiliary pubs, awards, member course, etc. The ANSC is operated under contract, with CG managing the contract and overseeing operations. The Auxiliary may be forced to lease the same space, most likely at an increased cost, or move the location, requiring transportation of inventory and development of a new contract. The CG District 2 armory is currently in shared Army space. A new armory is included within the scope of the new Base St. Louis design. There may be an opportunity for future consolidation of the NESU, EMD, and MSO at the new base site.</p>
SELFRIDGE ARMY GARRISON, MI (Closure)	<p>AIRSTA DETROIT GROUP/BASE DETROIT MSO DETROIT STATION BELLE ISLAND STATION PORT HURON STATION ST. CLAIR SHORES AIDS TO NAVIGATION TEAM (ANT) DETROIT CG CUTTER (CGC) BRISTOL BAY</p>	<p>Airsta Detroit is a tenant command of this facility. It is unlikely that the Airsta will have to relocate as the airfield property is under the custody of the Michigan Air National Guard (ANG). Operational services are supported by an ISSA between the Air Station and Michigan ANG. With a total closure of this base, CG may lose commissary, exchange, medical, and child care services. Fire fighting services and Airfield Crash and Rescue are 50% funded by the Army and 50% by the 127th Fighter Wing of Michigan ANG. If the ANG is unable to absorb 100% funding, a significant cutback in the airfield support could occur or CG might have to provide additional funds to continue support of this service. CG occupies 116 of 745 Army housing units. The Army has no plans to continue to run this housing. Closure could mean expanding our leased housing for eligible members.</p>

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DOD INSTALLATION	AFFECTED CG UNITS	IMPACT
SENECA ARMY DEPOT, NY (Closure)	LORSTA SENECA	Staffing at LORSTA Seneca is programmed to decrease from 20 personnel to 4 with the completion of a LORAN consolidated control project 7/97. The nature of LORAN operations makes movement of the LORAN facility impossible and the option to acquire the property has been explored locally. The effect of closure of Seneca housing, 32 units, would minimally impact the CG. Additional minor concerns include the transfer of LORSTA water and sewer currently provided by Seneca Army Depot, to Seneca County. The Army also manages a profitable MWR recreational travel camp, used by Active Duty Military and retirees as vacation cottages. The depot also provides telephone services to LORSTA Seneca.
NAS SOUTH WEYMOUTH, MA (Closure)	SOUTH WEYMOUTH BUOY DEPOT STATION SCITUATE CG DISTRICT 1	South Weymouth Buoy Depot is a tenant command of this facility. The CG does not own or lease, just has use of the site. The ISSA with the Navy states that an additional 6 acres could be made available to the CG if the NAS ever closed. The NAS Fire Department provides protection and safety inspections for the Depot. We may be able to rely on the local Fire Department to provide protection services. We currently lease 50 housing units from the Navy for CG families in the Boston area. The housing is poor and considered to be a maintenance burden; however, other housing options are limited. The NAS housing may be unnecessary for Boston-area members; District 1 needs to address this in the future. The Navy exchange may close; may be feasible for CG Exchange System to take over if a CG presence remains. The CG may see a significant decrease in the established ISSA with the Navy at Airsta Cape Cod. The CG provides the Navy use of 95 units of housing at Cape Cod.

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DOD INSTALLATION	AFFECTED CG UNITS	IMPACT
NAS SOUTH WEYMOUTH, MA cont.		<p>The NAS South Weymouth closure may reduce the Navy need for housing by as much as 80 units. The CG will still own these units, but not receive maintenance funding. Loss of commissary and exchange facilities will impact drilling reservists in the area. Closure of the clinic will have a minor affect on CG personnel at Station Scituate. D1 field operations will be impacted to a limited degree if the NAS closes: D1 provides semi-annual intelligence briefings to the P-3 squadron at South Weymouth, who in turn provide Target of Interest information to the district during/after flights. The squadron has also been an additional reconaissance asset during AMIO operations.</p>
NAS CORPUS CHRISTI, TX (Realignment)	AIRSTA CORPUS CHRISTI	<p>AIRSTA Corpus Christi is a tenant command of this facility. The Navy may desire to relocate several tenants to maximize space utilization. At one time, NAS expressed an intent to use the CG hangar for the USN minesweeper helos. If that occured, the Navy has indicated they would provide CG with another location on base and would attempt to assist with move/remodeling costs. The latest BRAC developments/recommendations make it likely that CG will retain its current location in Hangar 41.</p>
MCCLELLAN AFB, CA (Closure)	AIRSTA SACRAMENTO	<p>AIRSTA Sacramento is a tenant command of this facility. Closure of the AFB would force relocation of CG airta. The CG does not desire to become an airfield landlord. The Air Force currently provides interservice support such as airfield, control tower, crash and fire, weather office, and civil engineering support. They also provide family support services such as housing, medical, dental, exchange, commissary, etc. Airsta Sacramento also receives courier service, communications support and is a local user of the Air Force Classified Material System account. The CG has</p>

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DOD
INSTALLATION

AFFECTED CG UNITS

IMPACT

DOD INSTALLATION	AFFECTED CG UNITS	IMPACT
NAS POINT MUGU, CA	CG DISTRICT 11	local radio transceivers and antennae installed in the Air Force hangar, such as VHF and HF. The CG has a National Distress System VHF-FM High Level Site at Point Mugu. The Navy provides the control circuits, power and emergency power to the site.
BAYONNE MILITARY OCEAN TERMINAL, NJ (Closure)		This site is being considered as a proposed location for several NY area commands. Closure of this facility will probably make Army barracks unavailable for CG cutters tentatively planned to homeport there as part of the Streamlining proposals.
FORT DIX, NJ (Realignment)	ATLANTIC STRIKE TEAM	Atlantic Strike Team is a tenant command of this facility. FY95 AC&I project to construct equipment facility with construction award anticipated 3/30/95. No impact anticipated.

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DOD INSTALLATION	AFFECTED CG UNITS	IMPACT
EGLIN AFB, FL (Realignment)	LORAN MONITORING SITE STA DESTIN FT WALTON NATIONAL DISTRESS SYSTEM CAPE SAN BLAS NATIONAL DISTRESS SYSTEM	STA Destin, FT Walton NDS, Cape San Blas NDS all located on Army property but managed by Eglin (utilities, tower, equipment hut, etc) Impact unknown.
NSWC CRANE DIVISION DETACHMENT, KY (Closure)	CGYD MLCLANT MLCPAC	This closure will have a major impact on field support of the MK75 gun, MK15 CIWS and MK36 SRBOC. This center provides technical and parts assistance, overhauls and defines maintenance procedures for these weapon systems. The Navy may continue to support the MK15 CIWS and MK36 SRBOC, but is removing the MK75 from its inventory. CG YARD may be able to fill this gap.
NUWC NEWPORT DIVISION NEW LONDON DETACHMENT NEW LONDON, CT (Closure)	CGC EAGLE CGC REDWOOD STA NEW LONDON	CGC EAGLE currently moors at Pier 7 when in homeport. SECDDOD recommendation is for Pier 7 to remain open. This pier also provides a homeport for the CGC REDWOOD. Anticipate STA New London will acquire its current site and will retain access to Pier 7.
NAVAL COMMAND, CONTROL AND OCEAN SURVEILLANCE CENTER, IN-SERVICE ENGINEERING CENTER EAST COAST DETACHMENT, NORFOLK, VA (Realignment)	G-T MLCLANT MLCPAC	Headquarters, Headquarters units, and MLCs contract with NISE East for electronics engineering support. Unclear from the recommendations as to what functions may be deleted. Major moves of personnel/equipment may result in project elimination or delays.
FORT HAMILTON, NY (Realignment)		May affect USCG personnel remaining in NY area if GI relocates and commissary/exchange close. Other potential impacts unknown.

DOD INSTALLATION	AFFECTED CG UNITS	IMPACT
NAVAL SHIPYARD LONG BEACH, SUPRTCEN SAN PEDRO CA (Closure)	<p>The shipyard and SIMA provide direct, high quality ship repair services to local CG. Service connectivity for the RAPIDS program and the Defense Switched Network at CGD11 are provided by the Naval Shipyard. Alternate service points will have to be identified. This closure will also impact support services for the CG, i.e., a Family Support Center, commissary, exchange, barber shop, pharmacy, medical services, child care. CGD11 Response Advisory Team houses our Vessel of Opportunity Skilling System at the Shipyard. SUPRTCEN San Pedro uses the Navy clinic for some x-ray and laboratory services. Because of the distance of San Pedro from any other federal direct care inpatient or specialty service provider, the CG may have to contract for or obtain an MOU with the Dept. of Veterans Affairs for many of these services. Closure may also eliminate berthing/messing opportunities for reservists augmenting CG commands in the area. PSU 311 is in the process of being established using a warehouse on the shipyard. They are currently setting up temporary storage facilities and will probably require additional warehouse cost if they have to relocate.</p>	
MCCLELLAN AFB, CA (Realignment)	AIRSTA SACRAMENTO <i>See Previous Impact on McClellan</i>	McClellan is slated for realignment. Currently 29 CG families reside there in Air Force housing. If the realignment results in more AF families at McClellan, the CG may see a reduction in government owned housing opportunities. Consolidation of workloads at McClellan should not impact CG operations at Airsta Sacramento as long as the runway remains operational and the current support provided by the Air Force continues.

DOD INSTALLATION	AFFECTED CG UNITS	IMPACT
EAST FORT BAKER, CA (Closure)	STA GOLDEN GATE	The Fort has some limited housing, currently used by a few CG families. Recent degradation in maintenance has already influenced a decision to vacate.
RIO VISTA ARMY RESERVE (Closure)	STA RIO VISTA	This facility is adjacent to Station Rio Vista. Do not anticipate any impact due to closure.
MOFFET FEDERAL AIRFIELD AGS, CA (Closure)	AIRSTA SACRAMENTO	The 129th Air National Guard Air Rescue Squadron is located at this facility. Occasionally, this squadron flies long range SAR for the CG and maintains long range SAR guard when CG C-130's are down. SECOD recommendation is for Squadron to relocate to McClellan AFB which should facilitate an improved working relationship between Airsta Sacramento and the Squadron.
NAVAL COMMAND, CONTROL AND OCEAN SURVEILLANCE CENTER, IN-SERVICE ENGINEERING WEST COAST DIVISION, SAN DIEGO, CA (Closure)	G-T MLCLANT MLCPAC	Headquarters, Headquarters units, and MLCs contract with NISE West for electronics engineering support. Unclear from the recommendations as to what functions may be deleted. Major moves of personnel/equipment may result in project elimination or delays.
ROBINS AFB, GA (Realignment)	AR&SC ELIZABETH CITY	AR&SC receives complete Air Force support for repair of CG C-130's through ISSA agreements. AR&SC does not have the facilities to repair C-130's. Impact on ISSA's unknown.
KELLY AFB, TX (Realignment)	AR&SC ELIZABETH CITY	AR&SC receives complete Air Force support for repair of CG C-130's through ISSA agreements. AR&SC does not have the facilities to repair the C-130's. Impact on ISSA's unknown.
HILL AFB, UT (Realignment) AVIATION TROOP COMMAND, MO (Closure)	AR&SC ELIZABETH CITY	These facilities provide ISSA support to AR&SC. They do depot level preventive maintenance on our C-130's and H60s.

DOD INSTALLATION	AFFECTED CG UNITS	IMPACT
FORT GREELY, AL (Realignment)	LORSTA TOK	LORSTA Tok personnel use the commissary and exchange at Ft Greely. Ft Greely closure will not impair LORAN operations. The Army metrology lab at Greeley repairs and calibrates all electronics equipment on inventory at LORSTA TOK. If the lab were to close as part of this realignment, the CG would have to pay for this service or purchase \$25K worth of calibrating equipment.
SHIP REPAIR FACILITY, GUAM (Closure)	MARSEC MSO GUAM CGC BASSWOOD CGC GALVESTON ISLAND	Closure of this facility could lead to eventual closure of the naval station clinic and hospital, the primary source of medical care for the 116 CG personnel and their dependents in Naval housing. Vessel maintenance and repair assistance has been provided at this facility, as well as dry dock capability. Additional cutter transit time will be required for this type of maintenance. In addition, the Navy metrology lab repairs and calibrates all electronics equipment on inventory at MARSEC Guam. If the lab closes, the cost for this work would increase by an estimated \$5K per year.
NAVAL ACTIVITIES GUAM (Realignment)	MARSEC MSO GUAM CGC GALVESTON ISLAND CGC BASSWOOD	Naval Activities Guam supports active duty and reserve CG on Guam in many ways as tenant activities. ISSA's are in place with the Navy Public Works Center for general, electrical, water/sewer and housing support, as well as telephone services for our buildings, offices and grounds on NAVACT. MARSEC, MSO and the 2 cutters are located on CG property within NAVACTS. CG units are directly supported by almost every department of NAVACTS. The Navy provides security, training spaces, MWR services, food services, consolidated bachelor quarters, portion operations, commercial travel, fire department response, legal services, etc.

DOD INSTALLATION	AFFECTED CG UNITS	IMPACT
GREATER PITTSBURGH IAP AIR RESERVE STATION, PA (Closure)	MSO PITTSBURGH	Closure of this facility will impact Reserve personnel who stay at this facility when drilling. Costs of Reserve drills will escalate in the Pittsburgh area because of high costs associated with temporary lodging.
SPACE AND NAVAL WARFARE SYSTEMS COMMAND ARLINGTON, VA (Change to previous BRAC)		Relocation of this command to San Diego will make it difficult to participate in Navy electronic systems programs affecting CG, e.g. Defense Message System, high speed fleet broadcast, NTCS-A/JMCIS, NAVMAC-II.
FITZSIMONS ARMY MEDICAL CENTER, CO (Closure)		Primary impact on health care services will be the relocation of the Optical Fabrication Laboratory to Ft Sam Houston, TX. This laboratory provides military eyewear support to CG personnel west of the Mississippi River. Loss of service may only be temporary during transfer to Texas.
FORT BUCHANAN, PR (Realignment)	CG BASE SAN JUAN	Closure of the family housing units and conversion to a primary reserve unit will affect health care provided by the Army clinic primarily for CG dependents.
NAVAL AIR STATION ALAMEDA, CA (Change to previous BRAC)	PACAREA	PACAREA (Pi) presently picks up Defense Courier Service material at NAS Alameda. A new delivery system will need to be developed to take care of delivery of classified material in a timely manner. PACAREA (Pi) provides over the counter Sensitive Compartmented Information traffic service to local Navy ships and CG units. When NAS closes, PACAREA anticipates losing the assigned Navy billets that assist the staffing for this service.
OAKLAND ARMY BASE, CA	CG PACIFIC AREA	Anticipate telephone circuit (secure and non-secure impacts.

Document Separator

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

UM

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950613-23

FROM: <u>DOODS, SCOTT</u>	TO: <u>DIXON</u>
FILE: <u>PRESIDENT</u>	TITLE: <u>CHAIRMAN</u>
ORGANIZATION: <u>NAS KINGSVILLE TASK FORCE</u>	ORGANIZATION: <u>DBCRC</u>
INSTALLATION (S) DISCUSSED: <u>NAS KINGSVILLE</u>	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA			
STAFF DIRECTOR	✓			COMMISSIONER COX			
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS			
GENERAL COUNSEL	✓			COMMISSIONER KLING			
MILITARY EXECUTIVE				COMMISSIONER MONTOYA			
				COMMISSIONER ROBLES			
DIR./CONGRESSIONAL LIAISON		Ⓢ		COMMISSIONER STEELE			
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER	✓		
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER		X	
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

<input checked="" type="checkbox"/>	Prepare Reply for Chairman's Signature	<input type="checkbox"/>	Prepare Reply for Commissioner's Signature
<input type="checkbox"/>	Prepare Reply for Staff Director's Signature	<input type="checkbox"/>	Prepare Direct Response
<input checked="" type="checkbox"/>	ACTION: Offer Comments and/or Suggestions	<input checked="" type="checkbox"/>	FYI

Subject/Remarks:

STATING THEY SUPPORT THE SEC DEF RECOMMENDATIONS REGARDING NAVY UPT PROGRAM, ALSO, REQUESTING DBCRC CONSIDER CERTAIN ACTIONS BY DOW THAT THEY BELIEVE ARE INCONSISTENT WITH BRAC PROCESS

Date: 950620

Routing Date: 950613

Date Originated: 950609

Mail Date:



June 9, 1995

Please refer to this number
when reporting 9506B-23

Honorable Alan Dixon, Chairman
Defense Base Closure and Realignment Commission
1700 N. Moore St., Suite 1425
Arlington, VA 22209

Dear Mr. Chairman:

The Kingsville community supports the entire recommendations of the Secretary of the Defense concerning Navy undergraduate pilot training (UPT), including but not limited to the single siting of strike pilot training. In this current environment of downsizing the force structure and decreasing defense budgets, it appears to be in the best interest of the Department of Defense and the taxpayers of America to identify economies of scale and implement those economies at the earliest convenience.

Maintaining two strike pilot training bases, each operating at approximately 45% of capacity, is not in the best interest of the Department of Defense nor the taxpayers of America. If the Navy is forced to maintain the infrastructure of two strike bases it could seriously jeopardize the funding necessary for training pilots in a safe environment with modern, well maintained aircraft. Keeping surplus capacity is not consistent with the purpose of the Defense Base Closure and Realignment Commission (BRAC) process as authorized by Congress.

As I stated earlier, we support the recommendations of the Secretary of Defense but we are somewhat concerned at some recent decisions by the Department of the Navy concerning pilot training. After spending a year developing data and conducting analysis, the Navy concluded (as they did in 1993) that there was surplus capacity in the Navy Strike pilot training command. In addition, the number of new pilots needed has decreased with the reduction in carriers and airwings, and projections call for incremental downsizing through the end of the century.

Two months before the final vote by the present Base Closure Commission, the Navy suddenly decided to "buy back" six additional F/A-18 squadrons. This decision will require a 5% increase in the number of new pilots, thereby raising the strike PTR from 336 to 360. The Chief of Naval Operations then increased the surge requirement for Undergraduate Pilot Training to 20% (compared to the Air Force surge requirement of 12%).

(CNO's decision to add six additional F/A-18 squadrons is predicated upon Congressional approval for the supplemental dollars to purchase the aircraft and provide operating expenses for the new squadrons. Specific funding for the aircraft may not be possible in the face of current Congressional budget constraints.)

Last week, CNO announced that the Navy has decided to "accelerate the relocation of E-2/C-2 training (36 PTR) from NAS Pensacola to NAS Kingsville. Because the requirements for E-2/C-2 training are about half that of strike, this would equate to roughly 22 additional Strike PTR." Just two months ago, we asked the Chief of Naval Education and Training about the Navy's plan for E-2/C-2 training and were told "the official Navy plan is to keep E-2/C-2 training at NAS Pensacola through the year 2005."

It has been very bewildering for the Kingsville community to witness this contradictory process by the Navy of developing data, analyzing it, and then reaching a conclusion, only to see a concerted effort over the last four months to reverse the original recommendation. Were the last minute decisions to increase UPT training, raise the surge requirement, move E-2/C-2 training and delay reducing the T-45 Syllabus (each involving major financial and operational decisions) the result of poor planning or politically motivated?

In summary, we respectfully ask the Commission to consider the following actions by the Department of the Navy that appear to be inconsistent with the BRAC process:

- Increasing the Strike PTR from 336 to 360 less than two months prior to the final vote by the Base Closure Commission (PTR letter from CNO May 10, 1995);
- Announcing the decision to accelerate the relocation of a training operation from one base to another one month before the final vote of the Base Closure Commission (CNO letter to Congressman Sonny Montgomery May 25, 1995 concerning E-2/C-2 training moving from NAS Pensacola to NAS Kingsville);
- Delayed implementation of Version VII of the T-45 Syllabus reducing the requirement per PTR by 20 hours (originally scheduled to begin May 1, 1995, but halted until after BRAC '95).
- Changed the certified data for number of operations per year at NAS Kingsville from 286,770 ops in 1993 to 229,416 ops in 1995; and the numbers for OLF Alice/Orange Grove from 178,698 ops in 1993 to 148,457 ops in 1995, with no explanation.

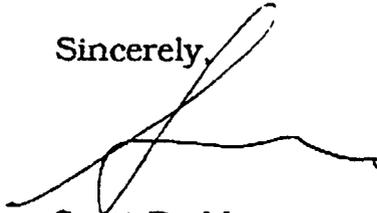
Each of these moves, however minor in the total UPT picture, serves as an impediment to single siting Navy Strike Pilot Training.

The Kingsville community respectfully asks the Commission to make their decision based on the facts as presented via certified data from the Department of the Defense. We feel that the data, analysis and recommendations by the Department of Defense, as presented by the Secretary to the Commission earlier this year, are in the best interest of the Department of Defense and the taxpayers of America.

Kingsville fully supports the recommendations of the Secretary of Defense concerning the Navy's Undergraduate Pilot Training program. Your favorable consideration of the Secretary of Defense's recommendations would be greatly appreciated, not only by South Texas but the taxpayers of America.

We applaud you for serving your country in this most difficult but necessary endeavor.

Sincerely,



Scott Dodds,
President
Chairman, NAS Kingsville Task Force

cc: BRAC Commissioners and Staff
Senator Phil Gramm
Senator Kay Bailey Hutchinson
Congressman Kika de la Garza
Congressman Solomon Ortiz

Document Separator

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Congress of the United States
House of Representatives
Washington, DC 20515-4327

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FISHERIES, WILDLIFE AND OCEANS

June 20, 1995

The Honorable Allen Dixon, Chairman
Defense Base Closure and Realignment Commission

Dear Mr. Chairman:

As you are aware, the Base Realignment and Closure Commission (BRACC) is expected to begin its final deliberations this week. One of the more controversial issues the Commission will consider is the Navy's requirement for Undergraduate Pilot Training bases.

In his testimony before the BRACC on June 14, the Secretary of Navy indicated that the proposed increase in strike pilot training was based on the possible procurement of additional F/A-18 and EA-6B aircraft. The Secretary noted, these aircraft may or may not be acquired. However, the increases in both joint multi-engine/maritime and navigator training (Naval Flight Officers, Air Force Weapon System Operators, etc.) are a reality based upon DOD-directed joint service agreements.

We are in full agreement with the recommendation that the Navy's strike pilot training can be single-sited at NAS Kingsville, using OLF Alice/Orange Grove and NAS Corpus Christi. Concern about "surge" is addressed in the new T-45 Syllabus, Version VII, approved through CNTRA and CNET and currently awaiting approval at the CNO level. All the courseware and flight changes have been made at the local level and can be implemented within one week once the CNO approval is received. The overall effect of Version VII is 9.8% reduction in sorties, approximately 92 operations per student, and an 11.2% reduction in total syllabus hours.

However, we are concerned that the consequences of recent changes in the Navy's aviation training requirements have not been fully re-evaluated as they apply to other aspects of the training program. It should be noted that the May 10, 1995, aviation training requirements letter raised the strike pilot training requirement (PTR) by 7% while the maritime pilot training requirement was raised by 50% and the NFO training requirement was raised by 102%.

These changes in training requirements have rendered the Navy's original plan, as submitted to the 1995 BRACC, *inexecutable*. We would particularly like to invite your attention to the consolidation of joint multi-engine T-44 and joint navigator training at NAS Pensacola. The consolidation of Navy and Air Force navigator training was finalized by the Deputy Secretary of Defense on October 24, 1994. The relocation of T-44 training from NAS Corpus Christi to NAS Pensacola was proposed by the Navy in its recommendations to

the 1995 BRACC. However, using the Navy's certified 1995 data, there is simply not enough capacity at the NAS Pensacola complex to accommodate both the increased navigator training and T-44 training. (Please see Tab 3.) The required capacity of the proposed consolidation at NAS Pensacola exceeds the available capacity by at least 37%.

NAS Corpus Christi, the current home of single-sited joint T-44 training, has ample capacity to accommodate the T-44 while supporting T-45 strike training single-sited at NAS Kingsville. By retaining OLF Goliad both the T-45 strike and T-44 joint multi-engine training can be retained in South Texas with a surge capacity of more than 20% for both missions. (Please see Tabs 4 and 5.) OLF Goliad was closed by the 1991 BRACC over the Navy's objections but is still owned by the Navy and could be restored to active use through a 1995 BRACC re-direct. It is our understanding that OLF Goliad can be reactivated for \$3 million and operated for approximately \$1 million per year.

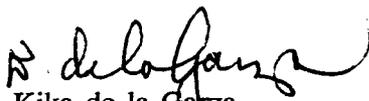
The Navy's current proposal would base 470 training aircraft in the NAS Pensacola/Whiting complex while leaving just 120 training aircraft in the South Texas complex. Our proposal to retain T-44 training at NAS Corpus Christi would reduce this disparity to 413 training aircraft in the Florida panhandle and 177 in South Texas. This proposal is executable and provides a greater margin of safety than does the Navy plan.

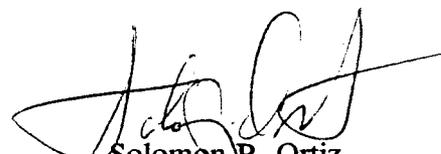
The Defense Closure and Realignment Act of 1990 (P.L. 101-510) provides that the commission is charged with the responsibility of making changes in the recommendations made by the Secretary, " if the Commission determines that the Secretary deviated substantially from the force-structure plan and the final criteria." The second criteria is that the receiving base be able to accommodate the mission in terms of its " land, facilities and airspace." The realignment of the T-44 mission from NAS Corpus Christi to NAS Pensacola is clearly a substantial deviation which should be disapproved. The single siting of the T-45 can be accomplished at NAS Kingsville without OLF Goliad, but prudence for surge capacity dictates a 1995 redirect of the 1991 closure decision.

Your consideration of these important issues relating to future naval training and our South Texas constituents will be greatly appreciated.

With kindest personal regards,

Sincerely,


Kika de la Garza
Member of Congress


Solomon P. Ortiz
Member of Congress

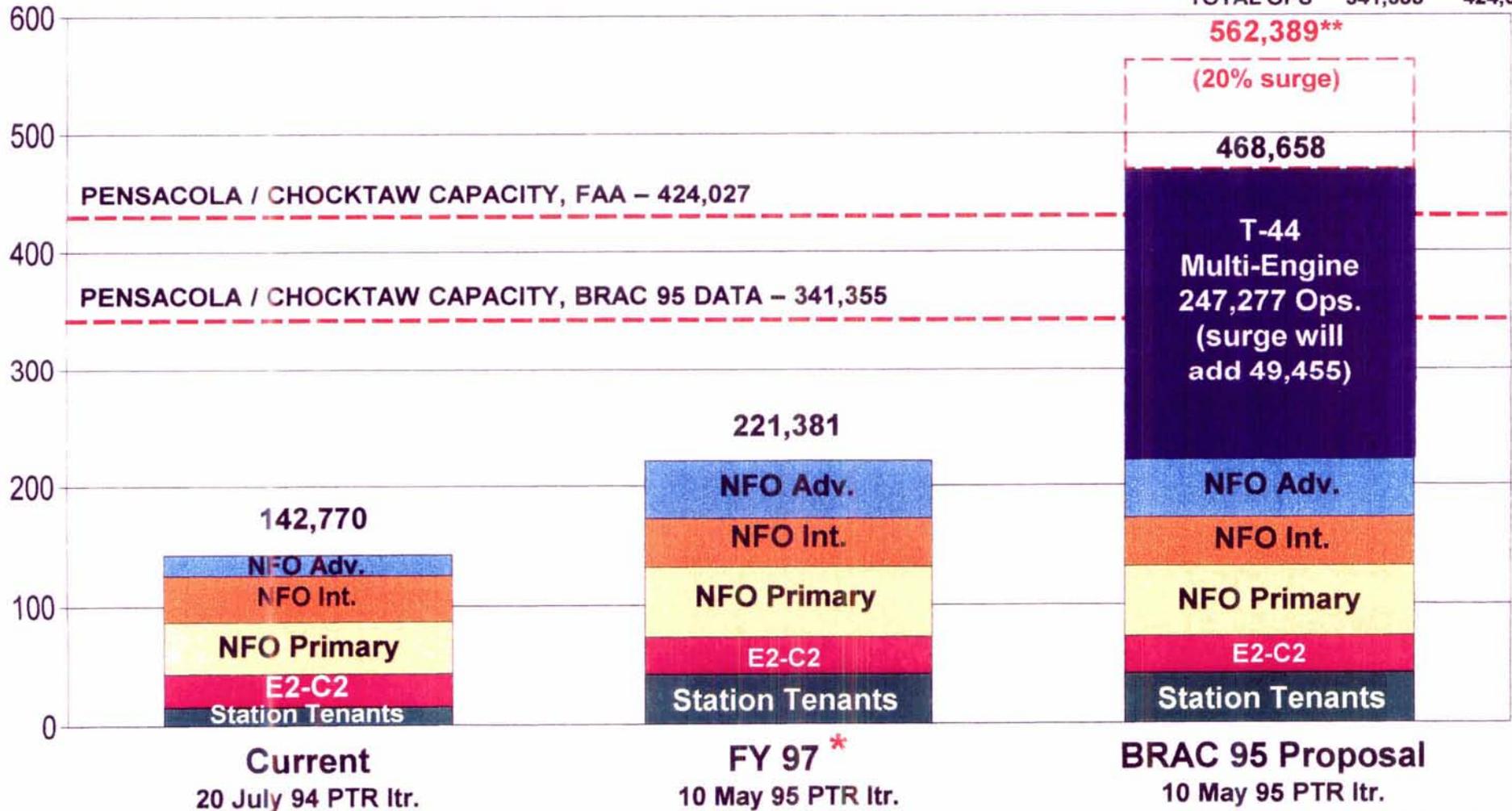
NAS PENSACOLA COMPLEX

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>
TOTAL OPS	341,355	424,027



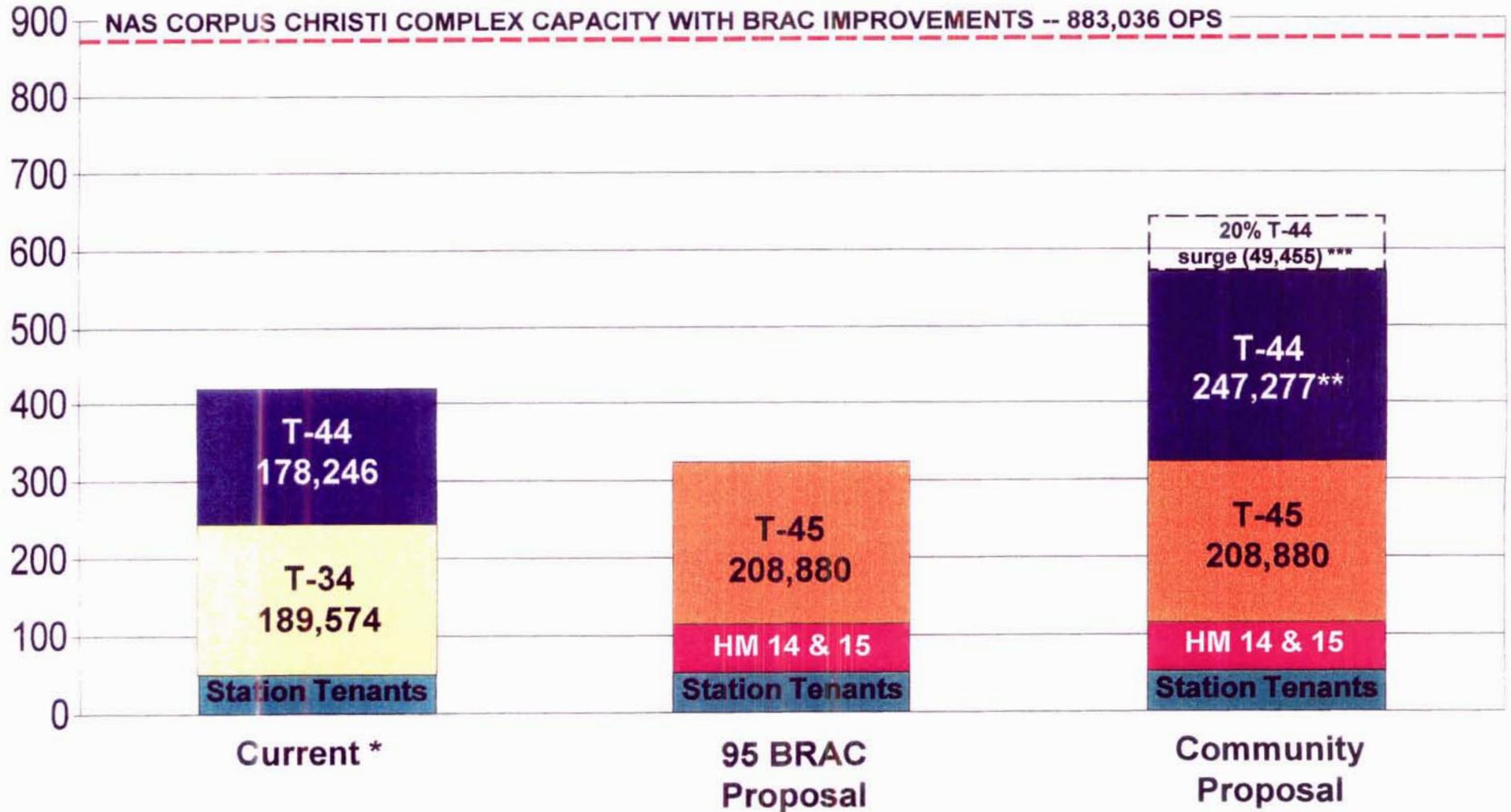
* Under new pilot and naval flight officer requirements letter, Pensacola must absorb an over 200% increase in NFO training. With this new requirement, there is inadequate capacity at the Pensacola complex to accommodate T-44 training. (NOTE: See backup data at conclusion of presentation)

** 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)

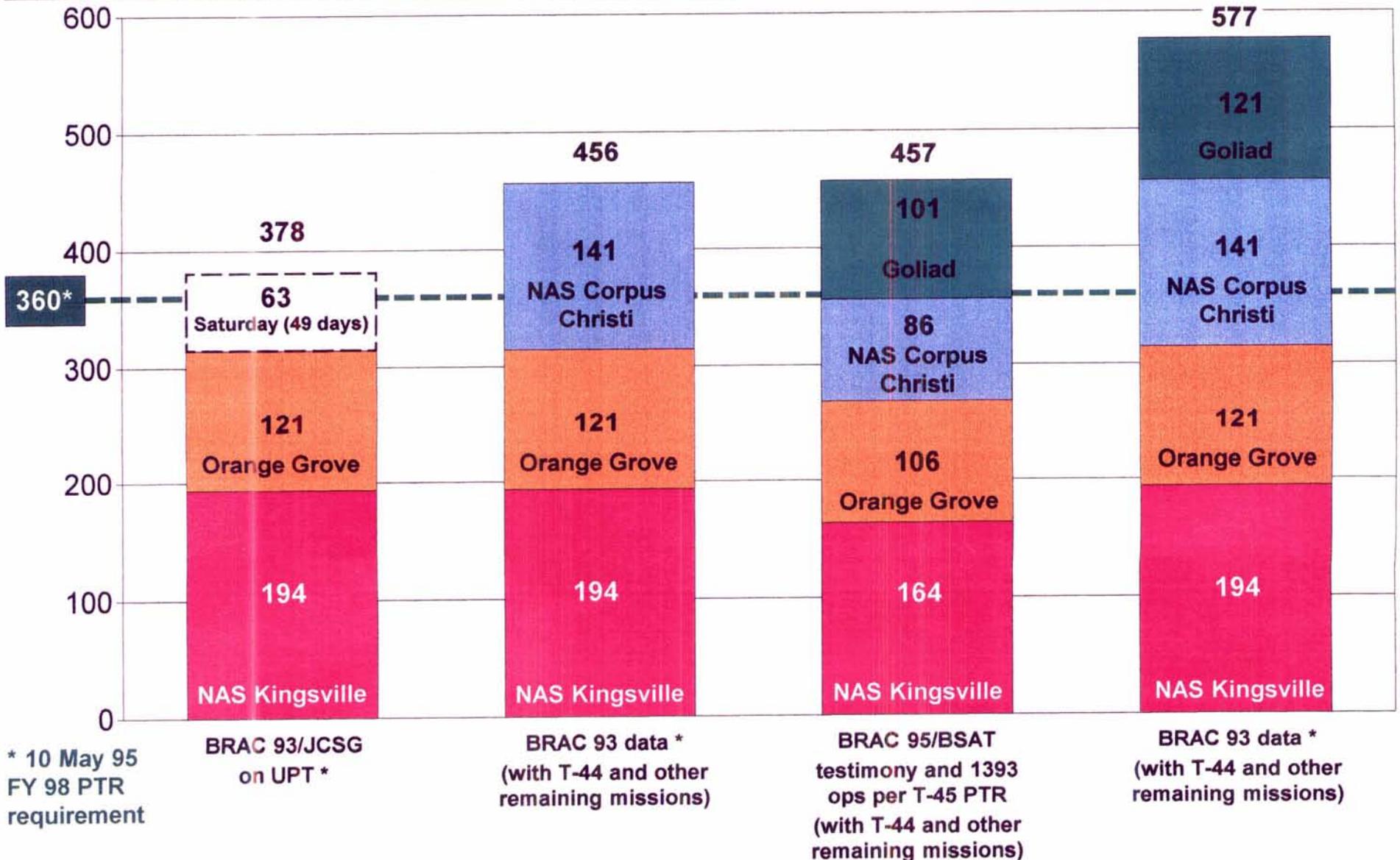
* 1993 Annual Operations

** 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



* 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.

Document Separator



14 June 1995

Please refer to file number
when responding 950616-8

Senator Alan J. Dixon
Chairman
Defense Base Closure & Realignment Commission
1700 N. Moore Street, Suite 1425
Arlington, VA 22209

Dear Senator Dixon:

Recent changes in Pilot Training Requirements (PTR) dictate a review of the South Texas complex capacity. The enclosed booklet details that capacity in light of the new requirements and confirms the soundness of the Navy's BRAC 95 proposal to single-site T-45 training at NAS Kingsville. However, the additional requirement for 20% surge above the new requirements suggests the prudent action of retaining the outlying field at Goliad for any future training uncertainties.

This analysis confirms a fatal flaw in the proposal to relocate Multi-engine T-44 training to NAS Pensacola. Current base operations and a 200% growth in joint NFO training by FY97 will exceed the most optimistic complex capacity by 44,000 operations even before a 20% surge requirement is considered. Movement of the E2/C2 training from NAS Pensacola to NAS Kingsville would help this capacity issue but would not satisfy the operational requirements. Joint Multi-engine T-44 training should remain at NAS Corpus Christi where it is ideally sited.

This Task Force continues to support the Navy's proposal to relocate Primary T-34 training out of NAS Corpus Christi in order to accommodate both east and west coast Mine Warfare HM squadrons. This analysis indicates sufficient hangar space to accommodate both the Mine Warfare helicopter assets as well as the Multi-engine T-44 assets.

The proposal to downgrade NAS Corpus Christi to a NAF in support of NAS Kingsville clearly ignores the nature of the present federal complex involving 46 tenant activities and the proposed addition of Mine Warfare helicopter squadrons. This redesignation should not be a BRAC issue but should be returned to the Navy for action after the BRAC process is complete.

Thank you for your consideration.


Loyd Neal
Chairman

OPERATIVE
RT BY ARANSAS,
ERG, NUECES,
N PATRICIO
UNTIES

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

LT-0627-F12
BSAT/TG
6 March 1995

The Honorable Solomon P. Ortiz
House of Representatives
Washington, D.C. 20515

Dear Mr. Ortiz:

This is in response to the recent request of Ms. Sheila McCready of your staff for documents used during the 1995 base realignment and closure process.

As she requested, enclosed are copies of documents concerning Naval Air Station (NAS), Corpus Christi, Texas. The information provided was extracted from the Department of the Navy's 1995 Base Structure Data Base (BSDB) that consists of 136 cubic feet of certified data we collected as part of our process for the 1995 round of base realignment and closure. For your convenience, a complete copy of the BSDB is available in the House Reading Room.

I want to point out that only information obtained through the data collection process the Secretary of the Navy established, certified for accuracy and completeness, was allowed entry into the BSDB. Additionally, throughout the process, the BSDB data was available for independent validation by the Naval Audit Service and the General Accounting Office.

Detailed discussions of the analytical methodology used to develop the Department's base realignment and closure recommendations generally, and those for the training air stations in particular, are contained in Chapter 4 and Attachment F of the Department of the Navy's DoD Base Closure and Realignment Report to the Commission, March 1995, respectively.

If we can be of further assistance, please let me know.

Sincerely,

C. P. NEMFAKOS
Vice Chairman,
Base Structure Evaluation Committee

Attachments:

- (1) BRAC-95 NAS Corpus Christi Capacity Data Call Responses
- (2) BRAC-95 NAS Corpus Christi Military Value Data Call Responses
- (3) BRAC-95 COBRA Scenario Data Calls and Replies
- (4) BRAC-95 COBRA Analyses



JIM

DEPARTMENT OF THE NAVY
THE ASSISTANT SECRETARY OF THE NAVY
(INSTALLATIONS AND ENVIRONMENT)
1000 NAVY PENTAGON
WASHINGTON, D.C. 20350-1000

MAR 16 1995

The Honorable Sam Nunn
United States Senator
75 Spring Street
Suite 1700; Attn: Jeff Moore
Atlanta, GA 30303

Dear Senator Nunn:

Thank you for your letter of February 15, 1995, to the Assistant Secretary of Defense for Legislative Affairs, concerning the future of the Navy's undergraduate pilot training (UPT). I am responding on behalf of Assistant Secretary Stuart.

As you know, the Department of the Navy has recommended to the 1995 Base Closure and Realignment Commission that Naval Air Station (NAS) Corpus Christi be realigned as a Naval Air Facility under NAS Kingsville, and its UPT function and associated personnel, equipment and support be relocated to NAS Pensacola, and NAS Whiting Field, Florida. Our recommendations to close or realign a base were developed irrespective of political considerations; they resulted from a careful, in-depth, and objective review of our infrastructure, based on criteria established by the Secretary of Defense and consistent with a smaller force structure.

Reductions in force structure have led to decreases in pilot training rates. This has allowed us to propose consolidation of maritime and primary fixed wing training in west Florida while retaining the airfield and airspace at Corpus Christi to support the consolidation of strike training in south Texas. As you know, aviation training requires different kinds and amounts of airspace. Our analysis shows that the airspace in the Kingsville-Corpus Christi complex is best utilized by supporting all of strike training. Likewise, the movement of undergraduate pilot training assets from NAS Corpus Christi to the Pensacola-Whiting complex, better utilizes this airspace.

The Department's recommendations represent our best judgment as to the infrastructure alignment most suitable to meet the future requirements of our operational forces. The projected savings over 20 years from our recommendation in which NAS Corpus Christi is realigned is \$471.2 million. This savings, and those from our recommended closure and realignment actions are essential to the Department's recapitalization efforts, an integral part of our future readiness.

As always, if I can be of any further assistance, please let me know.

Sincerely,

ROBERT B. FRIE, JR.