DCN 1098

Department of the Navy
Base Structure Analysis Team

BSAT

Facsimile Transmission
Cover Sheet

Date:

From: Steve Belcher
Office: (703) 681-0494 Fax: (703) 756-2174

To: LTCOL Jim Brubaker 696-0550

Attached is a breakout of the construction costs that's avoided at NAS North Island by redirecting the HM assets to NAS Corpus Christi. This sheet is right from the certified COBRA scenario data call

Number of Pages (including cover page): 2

BRAC-95 SCENARIO DEVELOPMENT DATA CALL
ENCLOSURE (3) - GAINING BASE QUESTIONS

The following projects/requirements were planned for putting HM-15 at Norfolk and would not be required if HM-15 goes to Corpus Christi:

PROJECT	DESCRIPTION	COST ($000'S)
P-194T	BEQ	$ 6,200
P-805T	Hangar Addition	$10,500
P-806T	A/C Parking	$ 2,900
P-807T	Pier Ramp	$ 1,425
P-808T	MCM Facility	$ 4,770
P-809T	CESE Maint Facility	$ 2,290
P-810T	BOQ	$ 1,750
P-811T	Admin SCIF	$ 620
Total		$30,455

These projects are all unfunded in the 95 budget. No direct savings will accrue by shifting HM-15 to Corpus; however, some $30+ Million of BRACON will be avoided at NORIS.

Other costs associated with the movement of the HM-15 from Alameda should not change appreciably with the destination change from NORIS to Corpus Christi. COMNAVAIRPAC suggests close scrutiny by NAS Corpus in assessing the ramp strength requirements for laydown of MCM aircraft.

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NAS CHASE (OLF BEEVILLE) / OLF GOLIAD - HISTORY

The Navy's 91 BRAC proposal recommmended the retention of NAS Chase Field as a NAS Kingsville outlying field. The introduction of the T-45 trainer was underway and there appeared to be sound logic for a second outlying field that would : (1) seperate 3 strike training aircraft (T-A4, T-2 and the T-45); (2) allow for more effective use of northern Military Operating Areas (MOAs); (3) provide a second precision instrument approach site and (4) if DOD reductions continued and the single siting of strike training were possible, South Texas would be the obvious place to do it.

The Navy focused on retaining NAS Chase Field (OLF Beeville) because of its precision radar equipment and close proximity to NAS Kingsville and initially overlooked OLF Goliad. The BRAC Commission was not convinced that OLF Beeville was required by the Navy to meet strike PTR requirement and were concerned that the local communities plan to develop the site in an attempt to reduce the 30% loss in economic impact in the community be allowed to go forward. The Commission voted to close/close NAS Chase and the OLF. Late attempts by the Navy to revisit the issue of OLF Goliad proved fruitless because of timing issues concerning preporation of the final 91 BRAC report. The effective use of northern military operating areas remains a major concern and recent changes in strike pilot requirements dictate the value of this military assset as a surge shock absorber.

The value of OLF Goliad can not be overstated and the opportunity to correct a 91 BRAC oversight is the right thing to do.

OLF GOLIAD

GOLIAD COUNTY, TEXAS

Naval Auxiliary Landing Field Goliad was opened in March 1969 to provide additional air space for Chase Field. The field is located in Goliad County and is 68 NM (nautical miles) due north of NAS Kingsville. The Goliad airfield consists of two 8,000-foot asphalt runways with concrete touchdown areas. The runways each have two sets of arresting gear along with overruns of 1,000 feet long and 200 feet wide. There are Type I, Type II, and Type III Clear Zones along each runway as well. The parking apron is concrete and measures 14,300 square feet. There is lighting for Runway 16/34 and simulated carrier deck lighting on Runway 16. Also included as landing aids are one portable Fresnel Lens MK8 Mod 1, one TACAN, and four unlighted wind cones.

Allowable Gross Aircraft Load (lbs.) For Aircraft*

150 PSI Tires	400 PSI Tires	Dual Wheel Gear	Dual Tandem Gear
56,800 lbs.	28,400 lbs.	73,800 lbs.	111,000 lbs.

*For asphalt pavements

Goliad Fuel Storage

Fuel Type	Type Storage	Capacity (Gallons)
JP-4	Underground	100,000
MOGAS	Underground	10,000
DF-2 Diesel	Underground	2,000
Lube storage	none	none

Electrical Power Distribution System: 7200/122470 volt, 3-phase, 60-hertz, 4-wire, wye overhead. Source: Central Power and Light Co.

Sewage Treatment: 1000-gallon and 500-gallon Septic Tank and Common Drain Field.

Water Supply: Wells - 2, Pump Capacity - 160 GPM, Storage Capacity - 10,000 gallons

Heat: Central heating (electric)

Telephones: 30-GP-0465 - Detached station off of the PBX
30-GP-0413 - Detached station off of the PBX
30-GP-0412 - Private line from NAS Chase Control Tower
- Private data line for FADS control

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.

DEPARTMENT OF THE NAVY
SOUTHERN DIVISION
NAVAL FACILITIES ENGINEERING COMMAND
P O BOX 190010
2155 EAGLE DRIVE
NORTH CHARLESTON, S C 29419-9010

11011
Code 061
31 Mar 95

Mr. Dick Messbarger
Executive Director
Greater Kingsville Economic Development Council
P.O. Box 5032
Kingsville, TX 78363

Dear Mr. Messbarger:

With regard to your letter of 28 March 1995 covering OLF Goliad, the following information is provided:

a. OLF Goliad contains approximately 1,136 acres of land. Approximately 20 percent is covered by runways. The property is federally owned.

b. OLF Goliad is currently licensed to the County of Goliad. This ninety (90) day license automatically renews itself.

c. At present, the property will either be sold to Goliad County or sold to the highest bidder. The price is negotiable.

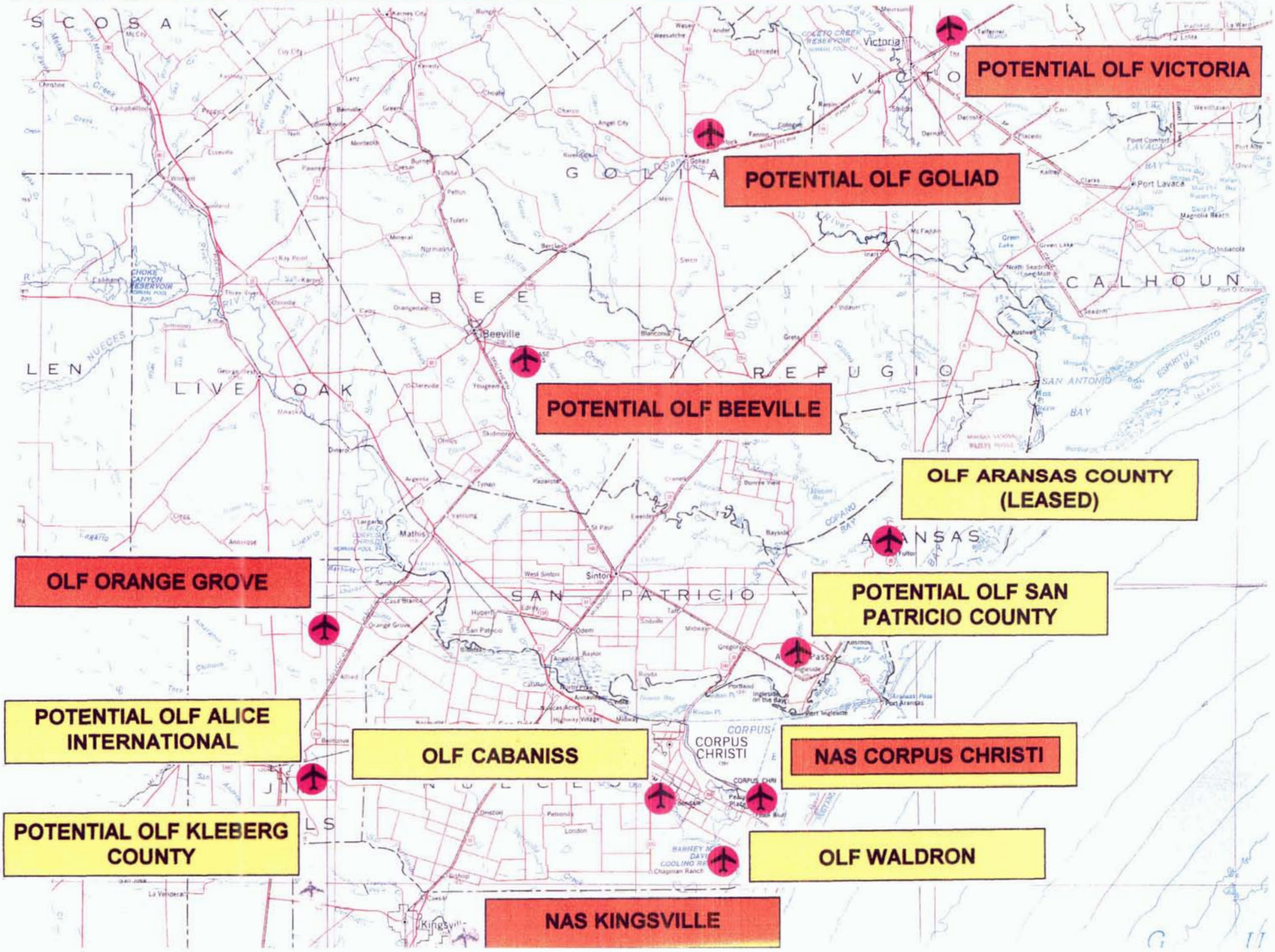
d. It is possible for the Navy to "reclaim" the property. However, it is likely any action of this type would need the approval of the proper Chain of Command and the Assistant Secretary of Defense for Economic Recovery.

Please contract the undersigned if further information is required at (803) 743-0494.

Sincerely,

E. R. NELSON, JR.
Head, Real Estate Division

CORPUS CHRISTI BAY AREA OUTLYING FIELDS

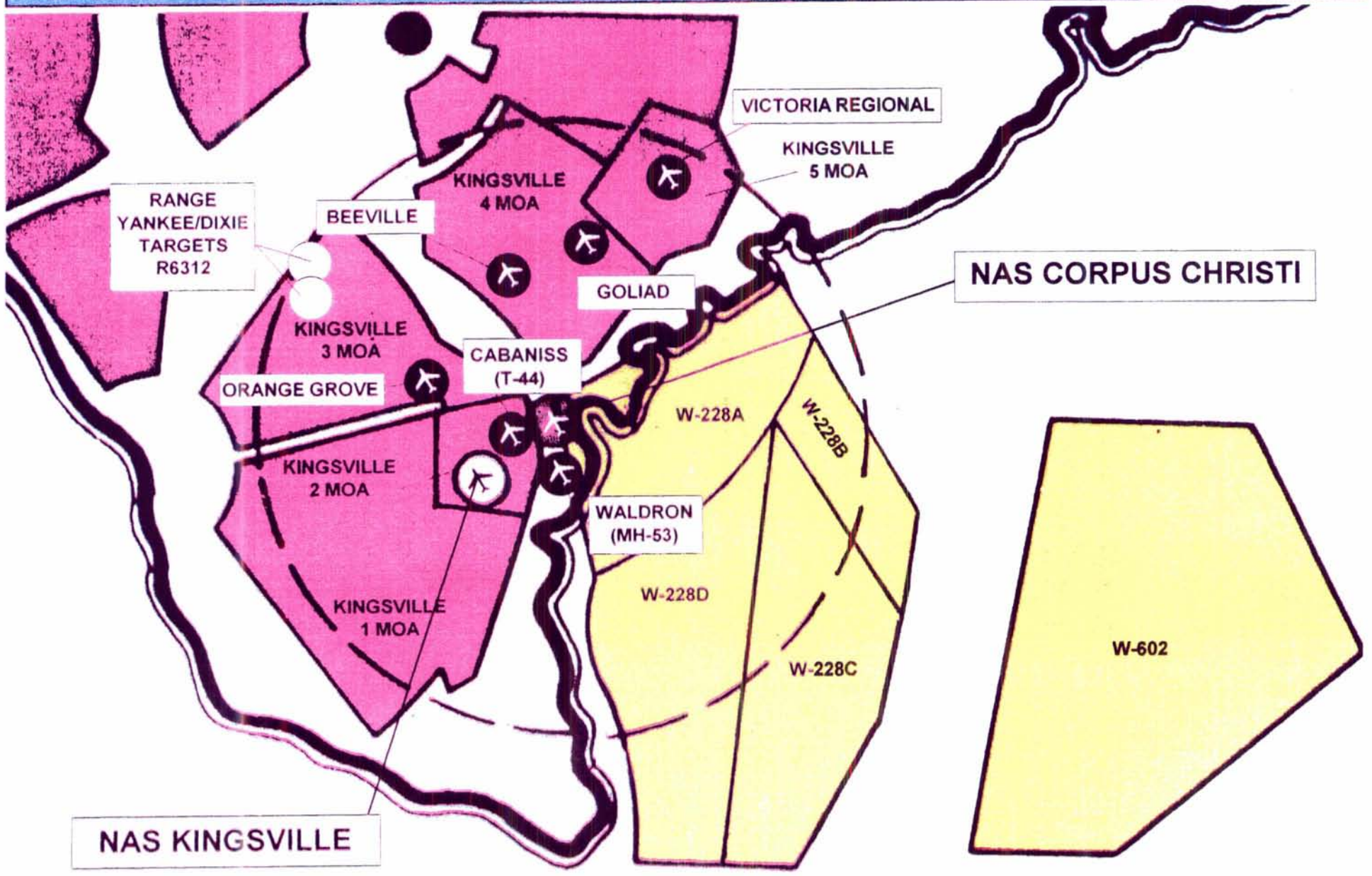


POTENTIAL OLF GOLIAD

- two 8,000-foot runways

SOUTH TEXAS MOAs & WARNING AREAS

W/ OUTLYING FIELDS AND TARGETS



ITEM DESCRIPTION	QUANTITY		MATERIAL COST		LABOR COST		ENGINEERING ESTIMATE	
	NUMBER	UNIT	UNIT	TOTAL	UNIT	TOTAL	UNIT	TOTAL
OLF GOLIAD RUNWAY ACTIVATION								
A.RUNWAY FACILITIES								
1.RUNWAYS (2 – 8000')	356000	SY	1.50	534000.00	1.00	356000.00	2.50	890000.00
2.OTHER PVMNTS (BLAST PVMNT, T/W, PKG APR)	244300	SY	1.00	244300.00	1.00	244300.00	2.00	488600.00
3.SUBTOTAL RUNWAYS FACILITIES								1378600.00
B.OPERATIONAL TRAINING AIDS								
1.RUNWAY LIGHTING	9700	LF	65.00	630500.00	25.00	242500.00	90.00	873000.00
2.OTHER RUNWAY LTG/AIDS (T/W, WUWO LTG, ETC)	1	LS	800000.00	800000.00	250000.00	250000.00	1050000.00	1050000.00
3.ARRESTING GEAR, UTILITIES, ETC	1	LS	250000.00	250000.00	50000.00	50000.00	300000.00	300000.00
4.AIRFIELD LIGHTING VAULT	1	LS	325000.00	325000.00	75000.00	75000.00	400000.00	400000.00
5.TOTAL OPERATIONAL TRAINING AIDS								2623000.00
C.OTHER OPERATIONAL SUPPORT FACILITIES								
1.CONTROL TOWER REHAB	2350	SF	50.00	117500.00	25.00	58750.00	75.00	176250.00
2.RATCC EQUIP INSTALLATION/NISE EAST DESEP	1	LS	500000.00	500000.00	176000.00	176000.00	676000.00	676000.00
3.FIRE/CRASH STATION/ADMIN REHAB	4600	SF	20.00	92000.00	5.00	23000.00	25.00	115000.00
4.NEW A/C JP5 FUEL TANKS (30,000 GAL)	2	EA	75000.00	150000.00	20000.00	40000.00	95000.00	190000.00
5.REHAB EXISTING UTILITY SYSTEMS	1	LS	150000.00	150000.00	25000.00	25000.00	175000.00	175000.00
6.REHAB PERIMETER FENCE	1	LS	20000.00	20000.00	5000.00	5000.00	25000.00	25000.00
7.TOTAL OPERATIONAL SUPPORT FACILITIES								1357250.00
D.TOTAL COST OLF GOLIAD RUNWAY ACTIVATION								5358850.00

ONE TIME COST.
$3M DAYLIGHT ONLY REHAB
$5M DAY & NIGHT CAPABILITY REHAB.

APPROX $1M

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— GOLIAD IT APPEARS WOULD CONTRIBUTE ABOUT 87 T-45/STRIKE PTR/YEAR IN SOUTH TEXAS.

A.) WOULD RETENTION OF GOLIAD ALLOW ~~FOR~~ BETTER USE OF THE NORTHERN MILITARY OPERATING AREAS SERVING NAS KINGSVILLE?

B.) WITH SPREADING THE SINGLE SITED STRIKE TRAINING OVER THE NORTHERN AND SOUTHERN MOA'S PROVIDE GREATER SAFETY MARGINS?

C.) IS IT ~~CHEAP~~ LESS COSTLY TO OPERATE OLF GOLIAD ($1M/YR) THAN NAS MERIDIAN? ($30M+/YR)

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NAVAL AIR STATION CORPUS CHRISTI, TX

(Slide C-6 on the Left and C-7 on the Right)
The DOD recommendation is to realign the Naval Air Station Corpus Christi as a Naval Air Facility and to relocate the undergraduate pilot training function to Naval Air Station Pensacola FL and Naval Air Station Whiting Field, Fl. The one time cost associated with this realignment is $13 million, with an annual savings of $5.1 million with an immediate return on investment. The Net Present Value over a twenty year period is $106.4 million. The economic impact is reduced here by a redirect of helicopter assets out of NAS Alameda.

The first issue I'll discuss is the Capacity at receiving sites to accept the T-34 and T-44 aircraft. The DOD position is that sufficient excess capacity exists at both Pensacola and Whiting Field. The Corpus community wants to retain the T-44 maritime training and further contends that capacity at Pensacola will not support maritime training in addition to other training currently being conducted there. The R&A staff concurs with the DOD position in that sufficient excess capacity exists at other air stations.

The next issue I'd like to discuss is that of Maritime Training remaining at NAS Corpus Christi. The DOD Position is that by moving maritime training out of NAS Corpus Christi that this action will eliminate excess training capacity, while at the same time increasing available capacity at the airfield for the planned T-45

operations out of NAS Kingsville. Under this plan, NAS Corpus Christi will be utilized as an outlying field for T-45 training. As mentioned above, the community position on this is that they support the retention of maritime training at NAS Corpus Christi. The R&A staff agrees with the Navy position that the recommendation does eliminate excess capacity.

The Navy recommendation changes Corpus Christi from a Naval Air Station to a Naval Air Facility. Although the Navy could make this change without a BRAC action they believe it is an integral part of the overall recommendation.

MR CHAIRMAN, ARE THERE ANY QUESTIONS?

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.

CRITERIA	DOD RECOMMENDATION NAS CORPUS CHRISTI, TX (R)
MILITARY VALUE	3 of 5 / 74.09
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)	39.7
PERSONNEL ELIMINATED (MIL / CIV) PERSONNEL REALIGNED (MIL / CIV)	(56 / 19) (250 / 106)
ECONOMIC IMPACT (BRAC 95 / CUM)	-.1% / +.2%
ENVIRONMENTAL	No Impact

ISSUES
Naval Air Station Corpus Christi, TX

ISSUE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
Capacity at receiving sites.	Sufficient excess capacity exists.	Wants to retain T-44 maritime training. Contends that capacity at Pensacola will not support maritime training in addition to other training currently being conducted there.	R&A staff concurs with the DOD position. Sufficient excess capacity exists at other air stations.
Mine Warfare helicopters from Alameda redirect.	Consolidates mine warfare assets near Ingleside, mine warfare center of excellence.	Supports DOD position.	R&A staff concurs with the DOD position.
Maritime Training remains at NAS Corpus Christi.	Eliminates excess training capacity. Creates capacity for T-45 ops out of NAS Kingsville. (NAS Corpus Christi as OLF)	Supports retention of maritime training.	R&A staff concurs with the DOD position. Need to create capacity at Corpus Christi.
CNATRA move to NAS Pensacola.	Consolidates the training staff at NAS Pensacola.	Although they'd love to have CNATRA stay, they realize it's a Navy Decision.	R&A staff concurs with the DOD position.
Primary Pilot training to NAS Whiting Field.	Consolidates all Navy primary flight training.	Supports DOD position.	R&A staff concurs with the DOD position.
Naval Air Station vs. Naval Air Facility.	Wants to realign NAS Corpus.	Supports status of Corpus as a Naval Air Station.	This appears to be an internal Navy decision.

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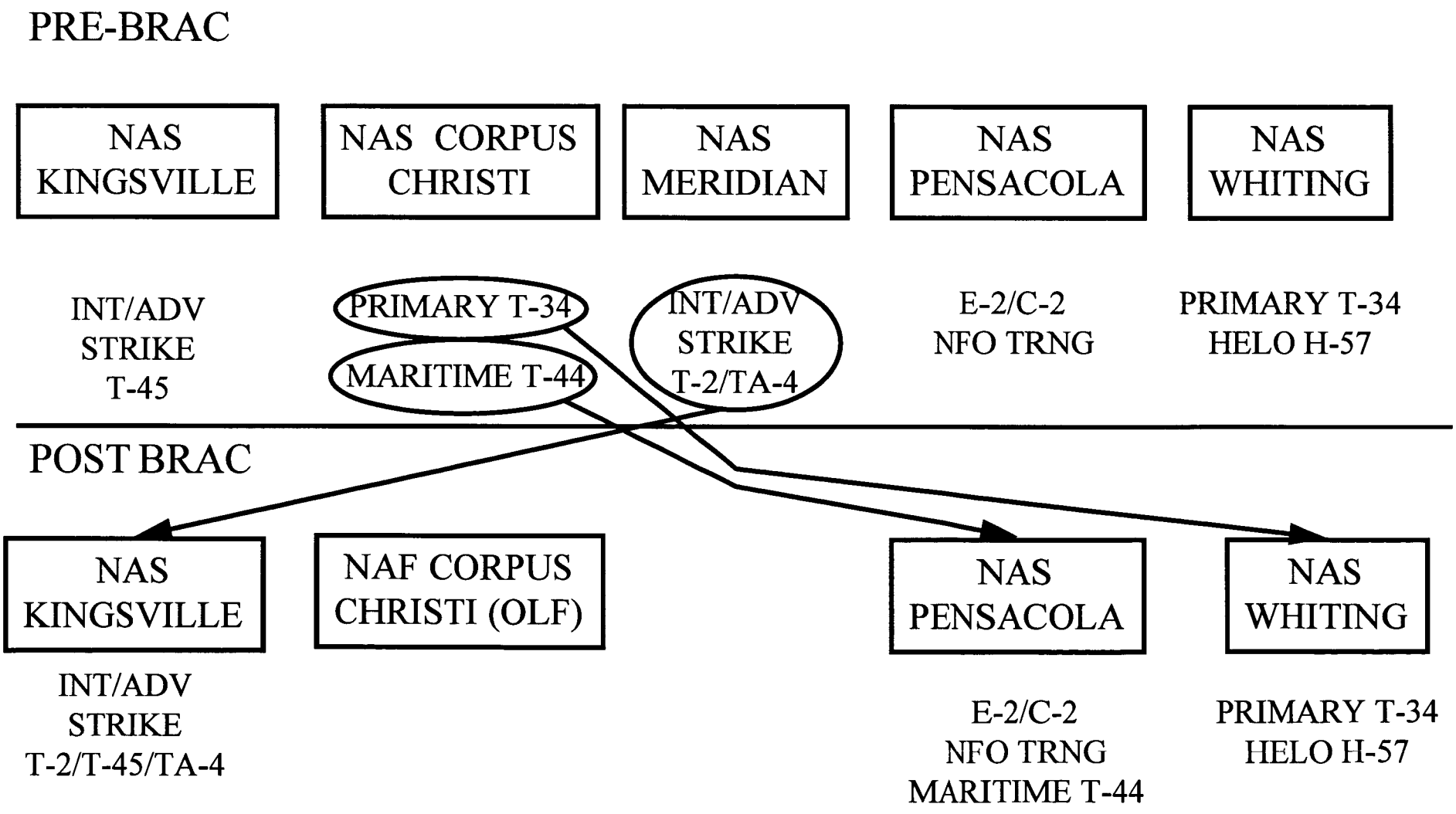
NAS PENSACOLA COMPLEX CAPACITY

- 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

NBU-20B

TRAINING AIR STATIONS

REALIGN NAS CORPUS CHRISTI AND CLOSE NAS MERIDIAN



NBU -19

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/AD 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