

**BASE VISIT REPORT**

**Naval Air Station/Joint Reserve Base New Orleans  
Gaining Activity  
June 16, 2005**

**LEAD COMMISSIONER:**

- None

**ACCOMPANYING COMMISSIONER:**

- None

**COMMISSION STAFF:**

- Joe Barrett, Lead Senior Analyst
- Michael L. Delaney, Senior Analyst

**LIST OF ATTENDEES:**

- |                         |   |
|-------------------------|---|
| • Capt A.J. Rizzo,      | Base Commander                          |
| • CDR Brent Bateman     | Base Executive Officer                  |
| • LCDR Paul Prokopovich | Base Administration Officer             |
| • LCDR Nick Merry       | Base Public Works Coordinator           |
| • LtCol Craig Hunt      | Marine Force Reserve Facilities Officer |
| • Mr. Tom Donovan       | Navy Region South                       |
| • Maj. Howard Smith     | Marine Force Reserve Facilities         |
| • Lt. M. J. Lagarde     | Base Public Works                       |
| • Maj. Robert Capelli   | Marine Force Reserve BRAC Officer       |

**BASE'S PRESENT MISSION:**

- Naval Air Station, Joint Reserve Base, New Orleans, Louisiana is located 20 minutes south of downtown New Orleans, and is home to VP-94, VFA-204, VR-54, Louisiana Air National Guard, U.S. Air Force Reserve, U.S. Coast Guard, and the U.S. Customs Service. When the base was redesignated in May 1994 to add "Joint Reserve Base," it broke the paradigm of Naval Air Station.
- NAS JRB New Orleans maintains a 24-hour operational capability to support launches and recoveries of U.S. Coast Guard Sea-Air Rescue, U.S. Customs Alert and 159th Fighter Group/Louisiana Air National Guard, North American Air Defense Command alert requirements.

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- Part of the joint-service business since 1957, the base provides Navy, Air Force Reserve and Air National Guard units the training ground for an array of fighter aircraft. Staging "mini-wars" over the Gulf of Mexico, F-18, F-16 and F-15 pilots engage in some of the most hotly contested bayou brawls since the Battle of New Orleans in 1815. For Air Force units "anchored" at NAS JRB New Orleans, these mini-wars offer vital dissimilar fighter training that many organizations elsewhere receive sporadically. But it's an everyday happening for the Reserve's 926th Fighter Wing (F-16s) and the Louisiana ANG's 159th Fighter Group (F-15s). And it kept them sharp for recent deployments supporting Operation Deny Flight in Italy and Operation Provide Comfort in Turkey.

**SECRETARY OF DEFENSE RECOMMENDATION:**

- **DON-13** Close Naval Air Station Atlanta, GA. Relocate its aircraft and necessary personnel, equipment and support to Naval Air Station Joint Reserve Base New Orleans, LA; Naval Air Station Joint Reserve Base Fort Worth, TX; and Robins Air Force Base, Robins, GA. Relocate Reserve Intelligence Area 14 to Fort Gillem, Forest Park, GA. Relocate depot maintenance Aircraft Components, Aircraft Engines, Fabrication and Manufacturing, and Support Equipment in support of F/A-18, C-9 and C-12 aircraft to Fleet Readiness Center West Site Fort Worth at Naval Air Station Joint Reserve Base Fort Worth, TX. Relocate intermediate maintenance in support of E-2C aircraft to Fleet Readiness Center Mid-Atlantic Site New Orleans at Naval Air Station Joint Reserve Base New Orleans, LA. Consolidate the Naval Air Reserve Atlanta with Navy Marine Corps Reserve Center Atlanta located at Dobbins Air Reserve Base, Marietta, GA. Retain the Windy Hill Annex.
- **DON-15** Close the naval installation at Athens, GA. Relocate the Navy Supply Corps School and the Center for Service Support to Naval Station Newport, RI. Disestablish the Supply Corps Museum.
- **DON-19** Realign Naval Air Station Joint Reserve Base New Orleans, LA, by disestablishing the Aircraft Intermediate Maintenance Department, establishing Fleet Readiness Center Mid Atlantic Site New Orleans, Naval Air Station Joint Reserve Base New Orleans, LA; and transfer all intermediate maintenance workload and capacity to Fleet Readiness Center Mid Atlantic Site New Orleans, Naval Air Station Joint Reserve Base New Orleans, LA.
- **USAF-22** Realign NAS New Orleans ARS, LA. Distribute the 926th Fighter Wing's A-10 aircraft to the 442d Fighter Wing (AFR), Whiteman Air Force Base, MO (nine aircraft), and the 917th Wing (AFR) at Barksdale Air Force Base, LA (six aircraft). The 442 wing HQ element realigns to Nellis Air Force Base, NV, and the wing Expeditionary Combat Support realigns to Buckley Air Force Base, CO.
- **USAF-41** : Realign Portland International Airport Air Guard Station, OR. Realign the 939th Air Refueling Wing (AFR) by distributing the wing's KC-135R aircraft to the 507th Air Refueling Wing (AFR), Tinker Air Force Base, OK (four aircraft); the 190th Air Refueling Wing (ANG), Forbes Field Air Guard Station, KS (three aircraft); and by reverting one aircraft to backup inventory. Operations and maintenance manpower for four aircraft from the 939th Air Refueling Wing is realigned with the aircraft to Tinker Air Force Base.

The 939th Air Refueling Wing's remaining manpower, to include expeditionary combat support, is realigned to Vandenberg Air Force Base, CA. Realign the 142d Fighter Wing (ANG) by distributing the wing's F-15 aircraft to the 177th Fighter Wing (ANG), Atlantic City, NJ (six aircraft) and the 159th Fighter Wing (ANG), New Orleans ARS, LA (nine aircraft). The 142d Fighter Wing's expeditionary combat support elements, along with the 244th and 272d Combat Communications Squadrons (ANG), will remain at Portland and Portland will continue to support a Homeland Defense alert commitment. The 304th Rescue Squadron (AFR) at Portland is realigned to McChord Air Force Base, WA, with no aircraft involved. The 214th Engineering Installation Squadron (ANG), a geographically separated unit at Jackson Barracks, LA, is relocated onto available facilities at New Orleans.

- **USAF-55** Realign Langley Air Force Base, VA; Tyndall Air Force Base, FL; and Jacksonville International Airport Air Guard Station, FL. Establish a Centralized Intermediate Repair Facility (CIRF) for F100 engines at Seymour Johnson Air Force Base, NC by realigning base-level F100 engine intermediate maintenance from Langley Air Force Base. Establish a CIRF for F100 engines at New Orleans Air Reserve Station, LA (Air National Guard unit) by realigning base-level F100 engine intermediate maintenance from Tyndall Air Force Base and Jacksonville Air Guard Station.
- **Ind-19** Realign Naval Air Station Joint Reserve Base New Orleans, LA, by disestablishing the Aircraft Intermediate Maintenance Department, establishing Fleet Readiness Center Mid Atlantic Site New Orleans, Naval Air Station Joint Reserve Base New Orleans, LA; and transfer all intermediate maintenance workload and capacity to Fleet Readiness Center Mid Atlantic Site New Orleans, Naval Air Station Joint Reserve Base New Orleans, LA.

#### **SECRETARY OF DEFENSE JUSTIFICATION:**

- **DON-13** This recommendation reduces excess capacity while maintaining reserve forces in regions with favorable demographics. The aviation assets will be located closer to their theater of operations and/or will result in increased maintenance efficiencies and operational synergies. Relocating Reserve Intelligence Area 14 to Fort Gillem creates synergies with joint intelligence assets while maintaining the demographic base offered by the Atlanta area for this function. The Fleet Readiness Center portion of this recommendation realigns and merges depot and intermediate maintenance activities. It supports both DoD and Navy transformation goals by reducing the number of maintenance levels and streamlining the way maintenance is accomplished with associated significant cost reductions.
- **DON-15** This recommendation closes a single-function installation and relocates its activities to a multi-functional installation with higher military value. Naval Station Newport has a significantly higher military value than Navy Supply Corps School and the capacity to support the Navy Supply Corps School training mission with existing infrastructure, making relocation of Navy Supply Corps School to Naval Station Newport desirable and cost efficient. Relocation of this function supports the Department of the Navy initiative to create a center for officer training at Naval Station Newport. Center for Service Support, which establishes curricula for other service support training, is relocated to Naval Station Newport with the Navy Supply Corps School to capitalize on existing resource and personnel

efficiencies. Relocation of the Navy Supply Corps School and Center for Service Support to Naval Station Newport removes the primary mission from the naval installation at Athens and removes or relocates the entirety of the Navy workforce at the naval installation at Athens, except for those personnel associated with base support functions. As a result, retention of the naval installation at Athens is no longer required.

- **DON-19** This recommendation realigns and merges depot and intermediate maintenance activities. It creates 6 Fleet Readiness Centers (FRCs), with 13 affiliated FRC Sites at satellite locations. FRC Mid-Atlantic will be located on NAS Oceana, VA, with affiliated FRC Sites at NAS Patuxent River, MD, NAS Norfolk, VA, and JRB New Orleans, LA. FRC East is located at Cherry Point, NC, with affiliated FRC Sites at MCAS Beaufort, SC, and MCAS New River, NC. The existing intermediate level activity associated with HMX-1 at MCB Quantico, VA, will also be affiliated with FRC East. FRC Southeast will be located on NAS Jacksonville, FL, and will have an affiliated FRC Site at NAS Mayport, FL. FRC West will be located on NAS Lemoore, CA, and will have FRC affiliated sites at NAS JRB Fort Worth, TX, and NAS Fallon, NV. FRC Southwest will be located on Naval Station Coronado, CA, and will have affiliated sites at MCAS Miramar, CA, MCAS Pendleton, CA, MCAS Yuma, AZ, and NAS Point Mugu, CA. FRC Northwest will be located on NAS Whidbey, WA, with no affiliated FRC Sites. This recommendation supports both DoD and Navy transformation goals by reducing the number of maintenance levels and streamlining the way maintenance is accomplished with associated significant cost reductions. It supports the Naval Aviation Enterprise's (NAE's) goal of transforming to fewer maintenance levels, i.e., from 3 to 2 levels; and it supports the NAE's strategy of positioning maintenance activities closer to fleet concentrations when doing so will result in enhanced effectiveness and efficiency, greater agility, and allows Naval Aviation to achieve the right readiness at the least cost. This transformation to FRCs produces significant reductions in the total cost of maintenance, repair and overhaul plus the associated Supply system PHS&T (Packaging, Handling, Storage and Transportation) as well as reparables inventory stocking levels as a result of reduced total repair turn-around times, reduced transportation, lower spares inventories, less manpower, and more highly utilized infrastructure. It requires integration and collaboration between Depot level Civil Service personnel and Military Intermediate level Sailors and Marines. At those FRCs involving Marine Corps MALS (Marine Aviation Logistics Squadrons), because the MALS remain deployable commands, they will affiliate with their FRC organizations, but will remain operationally distinct and severable in all respects. The FRC D-level functions within the MALS fall under the Commanding Officer of each MALS. The FRC Commander is the provider of embedded depot personnel, as well as D level technical and logistics support within the MALS. For all FRCs, there is a combined annual facility sustainment savings of \$1.1M; elimination of a total of 529,000 square feet of depot/intermediate maintenance production space and military construction cost avoidances of \$0.2M. This recommendation also includes a military construction cost of \$85.7M.
- **USAF-22** Both Whiteman (28) and Barksdale (33) bases have a higher military value for the A-10 operational mission than New Orleans (49). These realignments bring the units at Whiteman and Barksdale to optimal size. Additionally, the Barksdale A-10 unit provides close air support to the U.S. Army's Joint Readiness Training Center, one of the nation's

premier joint training opportunities. Finally, realigning these A-10s to reserve units helped keep the active/Air National Guard/Air Force Reserve force structure mix constant.

- **USAF-41** This recommendation realigns Portland's KC-135R tanker aircraft to Forbes Field and Tinker, installations with higher military value. Tinker (4) and Forbes (35) ranked higher than Portland (71) for the tanker mission, and both installations remain operationally effective due to their proximity to air refueling missions. This recommendation will robust the Reserve squadron size at Tinker and Air National Guard squadron size at Forbes, increasing these units' capability. An Air National Guard and Reserve KC-135 unit association will be established at Tinker to access Reserve experience and maximize regional Reserve participation in the aerial refueling mission. This recommendation will also ensure critical KC-135 backup aircraft inventory levels are preserved. This recommendation also realigns Portland's F-15 fighter aircraft to an installation of higher military value. Atlantic City (61) ranks higher than Portland (77) for the fighter mission, and realigning Portland's F-15 aircraft to Atlantic City helps create an optimum-sized fighter squadron (24 Primary Aircraft Assigned). While New Orleans (79) ranks slightly below Portland for the fighter mission, the Air Force used military judgment in realigning Portland's remaining F-15 aircraft to New Orleans. New Orleans has above average military value for reserve component bases, and realigning aircraft from Portland creates another optimum-sized fighter squadron at New Orleans. Although the ANG will continue to support an alert commitment at Portland, the Air Force determined it is also a priority to support North American Defense Command (NORAD) and United States Northern Command (USNORTHCOM) air sovereignty alert requirements at Atlantic City and New Orleans. Creating effective sized squadrons at these reserve component locations ensures the Air Force can maintain trained, experienced pilots and maintenance technicians, and is able to fulfill its Homeland Defense alert requirements. Portland's ECS remains in place to support the Air Expeditionary Force and to retain trained, experienced Airmen. By relocating the geographically separated Air National Guard squadron onto New Orleans, the Air Force best utilizes available facilities on the installation while reducing the cost to the government to lease facilities in the community.
- **USAF-55** This recommendation standardizes stateside and deployed intermediate-level maintenance concepts, and compliments other CIRF recommendations made by the Air Force. These CIRFs increase maintenance productivity and support to the warfighter by consolidating dispersed and random workflows, improving reliability-centered maintenance. Realigning F100 engine maintenance from Langley and establishing an eastern region CIRF at Seymour Johnson anticipates the installation as a maintenance workload center for F-15 engines. Seymour Johnson is projected to have up to 87 F-15 aircraft as compared to only 24 F-15 aircraft at Langley. Realigning F100 engine maintenance from Tyndall and Jacksonville into a CIRF at New Orleans (ANG unit) establishes a southeast region CIRF that will service F100 engines for up to 96 F-15 aircraft of active duty and Air National Guard aircraft, complimenting other Air Force recommendations that increase New Orleans and Jacksonville to an optimum 24 aircraft squadron size. The Air Force considered both New Orleans and Jacksonville for the southeast CIRF, but analysis indicated New Orleans would require less construction than Jacksonville due to existing maintenance facilities. A CIRF at New Orleans can also potentially capitalize on capacity and recruitment of experienced maintenance

technicians as a result of the recommended realignment of the New Orleans Reserve A-10 mission.

- **Ind-19** This recommendation realigns and merges depot and intermediate maintenance activities. It creates 6 Fleet Readiness Centers (FRCs), with 13 affiliated FRC Sites at satellite locations. FRC Mid-Atlantic will be located on NAS Oceana, VA, with affiliated FRC Sites at NAS Patuxent River, MD, NAS Norfolk, VA, and JRB New Orleans, LA

#### **MAIN FACILITIES REVIEWED:**

- Naval Air Station/Joint Reserve Base New Orleans

#### **KEY ISSUES IDENTIFIED**

- Explosive arch of present ordnance magazine prevents northward expansion.
- Plans to relocate ordnance magazine requires \$105M of Non-BRAC money to purchase land and moving costs to the southern runway line.
- The BRAC additions to NAS NOLA will increase traffic through residential neighborhoods.
- Need NavFac and CNI assistance in planning the MilCon projects
- Do not know State timeline for Peters Road extension which is south of the runway
- Plan to add RV park as money making facility.
- Casual conversion with present owner of land to be purchased, M. Hero, estimate figure of \$82M for land.

#### **INSTALLATION CONCERNS RAISED**

- Relocating Main Gate and widening rear gate to manage post BRAC traffic.
- Completing Post BRAC improvements-there is a potential MilCon delta.
- Encroachment to the runways north/south and adjacent

#### **COMMUNITY CONCERNS RAISED:**

- Non addressed.

#### **REQUESTS FOR STAFF AS A RESULT OF VISIT:**

- None