

DCN 379



MIAMI VALLEY  
**Economic  
Development  
Coalition**

Courthouse Plaza, NE, 22nd Floor  
Dayton, Ohio 45463  
(513) 495-3177 Fax: (513) 495-3161

**WPAFB Task Force**

**Meeting with BRAC '95 Commission Staff  
Washington, DC**

Tuesday, June 13, 1995, 9 a.m.

**Community Representatives**

Allen M. Hill, President and CEO	Dayton Power and Light Company
Ronald F. Budzik, Vice President International & Public Affairs	Mead Corporation
David Milam, President & CEO	Wright Technology Network
Dr. Stanley Mohler, Chair	Wright State University, School of Aerospace Medicine
Ronald D. Wine, Vice President	Miami Valley Economic Development Coalition

**TaskForce Support**

Mary Ann Gilleece, Partner	Gadsby & Hannah
Elizabeth Lavach, Contracts Assistant	Gadsby & Hannah
Rand Blazer, Partner	KPMG Peat Marwick

# **Why Armstrong Laboratory, Human Systems Center, School of Aerospace Medicine, and the Systems Acquisition School Should be Consolidated at Wright-Patterson AFB**

## **INTRODUCTION**

**The future of human flight in high performance aircraft will require a shortened acquisition process, an increased need for cross servicing capability and a total integrated focus on the human and machine interface.**

**Consolidating the Armstrong Laboratory, Human Systems Center, the School of Aerospace Medicine, and the Systems Acquisition School with Wright-Patterson's premier research and development activities makes good economic sense. This BRAC action will also maximize military value and reduce excess laboratory capacity within the Department of Defense.**

- **Military Value - Provides the enhanced man-machine integration required for new and evolving weapon systems.**
- **Economics - Makes the best business case in terms of annualized savings and long term payback.**
- **Reduces Excess Capacity - It offers the only option under consideration that reduces excess AF laboratory capacity while providing the best long term value for the DoD.**

## **MILITARY VALUE**

**Realignment and consolidation at WPAFB maximizes military value by enhancing man-machine integration.**

The Human Systems Center currently at Brooks AFB is composed of three key elements:

- **Human Systems Program Office (HSPO) - an acquisition management and sustainment organization with projects centered on the health, safety and efficiency of the human weapon system operator.**
- **Armstrong Laboratory (AL) - a research and development laboratory focused on the basic and applied core technologies associated with human aspects of weapon system performance.**
- **Air Force School of Aerospace Medicine (AFSAM) - a medical education institution providing a flight surgeon residency program and training programs for medical technicians.**

Consolidation of these elements at Wright-Patterson AFB would provide military benefit through the synergy resulting from having both the basic research and the development/acquisition of human centered technologies/equipment and the aeronautical weapon systems at one location.

- Aeronautical Systems Center (ASC) at Wright-Patterson has the mission of acquiring all aeronautical weapon systems (i.e., F-16, F-15, F-22, B-2, C-17, F-117, etc.) and associated training and support equipment. Human centered considerations are inextricable from the design and development of such systems. Additionally, man-machine interface issues are more efficiently resolved during the early stages (i.e. research, development, acquisition) of weapon systems management life cycle. Until 1989, the HSPO was located at Wright-Patterson with the weapon system program offices it served.
- Wright Laboratory (WL), the Air Forces largest 'super lab', is located at WPAFB. Its core technologies are flight dynamics, avionics, propulsion, and materials which are the leading edge technologies upon which advanced weapon systems are based. WL works closely with the AL divisions currently located at WPAFB in the joint cockpit office. It would forge stronger bonds with the remaining AL divisions, once collocated. There is a 50 year tradition of physiological research at WPAFB which started with the Aeromedical Research Lab which is the genesis of the current AL and the roots of the divisions of AL currently at WPAFB.
- The AFSAM would be sustained and enhanced within the WPAFB community. The local universities provide a wealth of education in the field of medicine. The region has a total of over 1600 full-time faculty, 1100 part-time faculty and 1800 full-time medical students. Wright State University School of Medicine, which is contiguous to WPAFB, has the only civilian school of aerospace medicine in the United States. Additionally, the AF's second largest medical center is located at WPAFB and currently services tri-service medical needs across a 10 state region. It provides direct access to clinical resources to complement the AFSAM curriculum. Moreover, there is a full complement of private medical facilities and biomedical research institutions in proximity of WPAFB.
- Brooks AFB has no ability to "accommodate contingency, mobilization and future total force requirements." However, WPAFB continues to be a principal part of these AF activities with considerable demonstrated potential to expand (i.e. every major class of AF aircraft has been operated from WPAFB at some time in the last 20 years--fighters, bombers, transports, tankers).

The military value of locating the HSC elements currently at Brooks AFB at WPAFB are derived from the synergistic benefit of co-locating the basic and applied research, as well as the development and acquisition, of both the weapon systems and the human centered technologies, upon which they rely. The AF can no longer afford the inefficiencies of maintaining separate infrastructures for these two inextricable facets of military capability -- the weapon systems and the humans which fly them.

## ECONOMICS

### **Cost of relocation of Brooks AFB activities would save money with payback in six years.**

- This is driven by the lower cost of operations at Wright-Patterson AFB. All COBRA analysis studies run by the Air Force and the San Antonio community agree that more efficient operations of facilities would be at Wright-Patterson AFB.
- The one time cost of closure of Brooks AFB is \$211.5M vs \$42.4M for cantonment. However, the cantonment should not be viewed as a true closure since most missions and facilities will remain. The one time costs of closure is offset by the higher annual savings of \$32.3M vs \$10.5M for cantonment. The site survey process has now refined the Air Force estimate for return on investment to 6 years (very desirable in BRAC terms). Note: It will take at least two years for the cantonment (with its lower military value) to "pay back" vs the immediate payback asserted in the San Antonio proposal.
- Consolation at WPAFB will save significant dollars by reducing base support management, oversight and Headquarters support functions now duplicated between Brooks and Wright-Patterson Air Force Bases.

### **The cantonment alternative proposed by the San Antonio community understates the true cost of that option.**

- The proposed cost of other cantonment operations across DoD have been historically understated (Kirtland AFB and Rome AFB are examples).
- The Brooks cantonment plan closes no facilities or infrastructure as represented by that option (it sells land, but does not close physical plant).
- The city of San Antonio has provided estimated "cost and manpower implications" for the cantonment. This data as well as the data for the proposed closure has been updated. This data shows that closure eliminates almost twice as many people -- 506 vs 266 and moves four times as many, 2876 vs 689. From a cost standpoint, it is the elimination of positions which produce significant savings which more than offset one time moving costs.
- The updated Air Force COBRA analysis of the Brooks closure delineates "the extent and timing of potential costs and savings." Closure has a 43% greater net present value (\$172.1M vs \$119.7M) than cantonment. Thus, cantonment would cost the Air Force at least \$52M more than closure in constant dollars.
- The cantonment option does not result in like consolidations of laboratory functions. The cantonment option also fails to reduce DoD infrastructure which is a primary consideration of the BRAC process.

## **CONSOLIDATION**

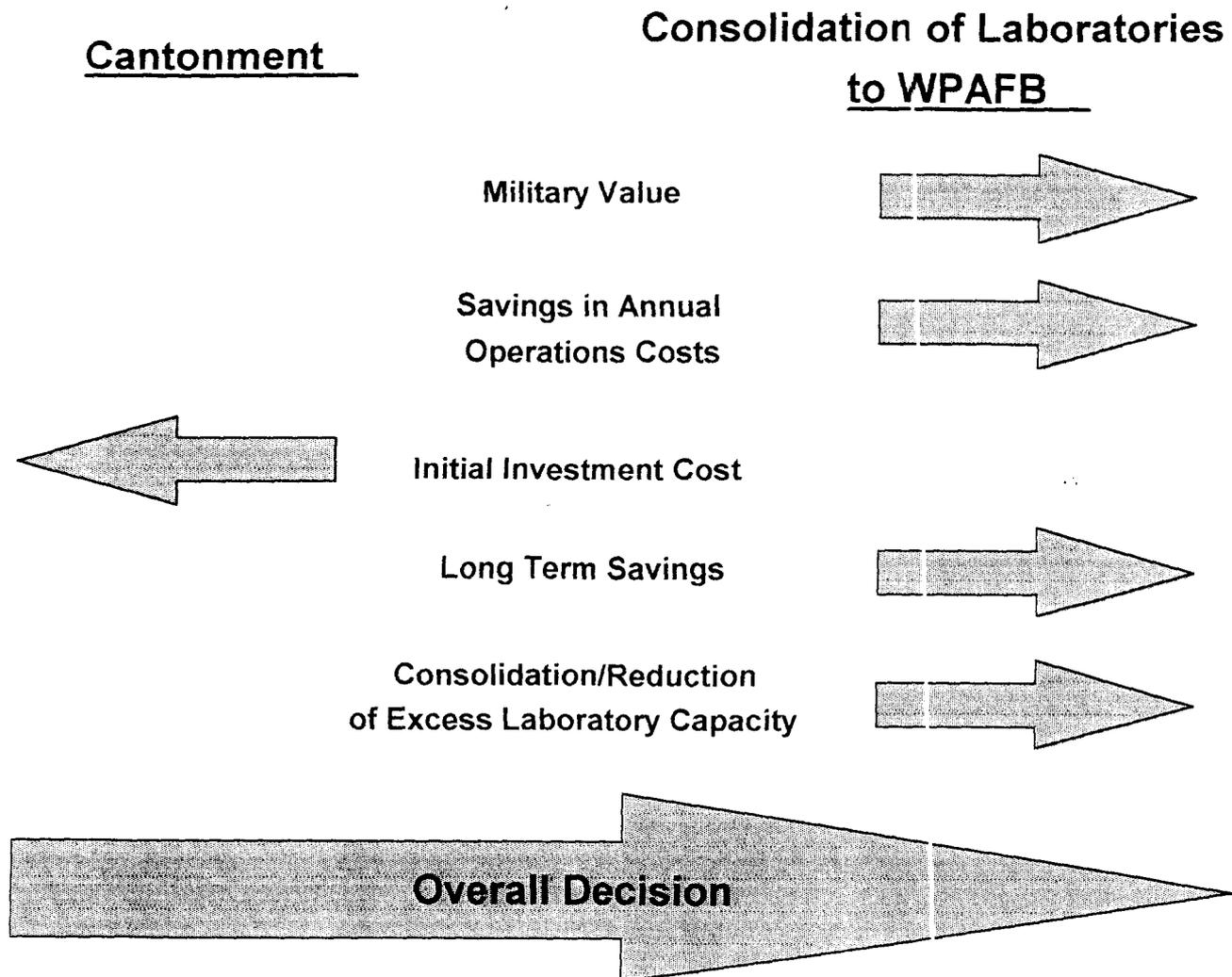
**Realignment of Brooks AFB activities to Wright-Patterson AFB significantly contributes to accomplishment of DoD/Air Force goals for *laboratory consolidation*.**

- Wright-Patterson has the highest concentration and diversity of research and development activities and is ranked as a Category one (1) Air Force Product Center (Best) by the DoD Joint Cross Service Group and the Air Force.
- Brooks AFB ranked lowest of nine (9) Air Force Product Center/Laboratories by the DoD Joint Cross Service Group and has no excess capacity to accomplish additional future taskings.

**Consolidation also supports joint facility use, reduces infrastructure and overhead.**

- There are highly effective and efficient support activities at Wright-Patterson AFB, i.e. a regional military housing and other necessary base operating support infrastructure.
- Collocation reduces infrastructure for base and headquarters support with 506 positions eliminated.
- Availability, affordability and quality of housing and educational opportunities, both on an off base are available at Wright-Patterson AFB and Dayton, Ohio.
- Movement of Brooks AFB activities to Wright-Patterson AFB provides synergistic effects with the collocation of similar and mutually dependent activities.
- WPAFB has available laboratory and office space capacity to support a critical mass of the transferring activities' needs.
- Complements research, development, education, and acquisition skill base readily available at Wright-Patterson AFB.
- A significant skill base for aerospace medicine and human factors engineering is also resident at Wright-Patterson AFB and the surrounding area.

## SUMMARY



**Consolidation of Brooks activities to Wright-Patterson is the right answer. It meets all relevant BRAC criteria.**

**Relocation to Wright-Patterson is the right answer when viewed from three perspectives:**

- Military Value - Provides total man-machine integration for all USAF weapon system management.
- Economics - Provides for best business case. The up front cost pays back in only six years.
- Reduction of Excess Capacity - Provides for reduction of excess capacities and promotes cross-servicing in weapon system man-machine endeavors.

## RELOCATION OF BROOKS AFB ACTIVITIES TO WRIGHT-PATTERSON AFB

The BRAC '95 Commission is deliberating over the recommendation to relocate Brooks AFB activities to Wright-Patterson AFB. These activities include the Human Systems Center, Armstrong Lab and the School of Aerospace Medicine. We understand that this is a sensitive issue. The San Antonio community has proposed a Cantonment option that on paper appears to be economically attractive. However, this option saves less money long-term and does not reduce excess capacity and infrastructure. We understand the need to look closely at this issue. We believe it is most important to focus on the following key decision criteria in rendering a final recommendation.

1. **Military Value** - from a military value perspective the consolidation of the human systems and aerospace medicine functions at WPAFB capitalizes on the investment the Air Force has already made to consolidate all aspects of aerospace technology at WPAFB. A major function of Armstrong Lab is already located there. WPAFB retains the largest concentration of aerospace engineering talent in the world and maintains competencies in human factors research and aerospace medicine. Dayton is a community rich in educational and medical opportunities, with a skilled workforce and a wide range of community services. Brooks AFB transition to WPAFB is possible without disruption of the activities' current mission. Reuniting these activities adds tremendous value to the Air Force aerospace research capabilities at WPAFB and is absolutely consistent with the goals of BRAC.
2. **Long Term Costs** - Recent COBRA model assessments completed by the Air Force confirm that annual recurring savings are greatest by locating at WPAFB. Although the initial cost for build out and transition of personnel is higher with that option, it is more economical to consolidate the activities, operate them at WPAFB, close down the base at Brooks, and take the significant savings in overhead. The net present value savings by consolidating the activities at WPAFB over the Cantonment option are in excess of \$50 million dollars. The annual recurring savings of closure over cantonment is in excess of \$20 million. The closure option pays back in 6 years.
3. **Infrastructure Reductions** - A clear goal of BRAC is the reduction of overall excess capacity within DoD while trying to retain the core excellence and maintain the critical mass in competencies necessary to perform DoD missions. The Cantonment option does not accomplish this. The Cantonment option claims to close Brooks, but it actually only closes the excess land within the installation. 85% of the infrastructure (building and physical plant) is maintained with that option. The Air Force has excess capacity at WPAFB and plans to better use that capacity by consolidating its research activities there. The right decision for DoD is to reduce excess laboratory capacity and consolidate its investments.

Military value, long term cost savings and reduced infrastructure all support the consolidation of Brooks AFB activities at WPAFB. The DoD recommendation meets all BRAC criteria for closure. This is a tough decision, but one that should be made.

# BRAC '95 Brooks AFB Issues Summary

## Closure/Consolidation at WPAFB

## "Cantonment" at Brooks

<b>Positions Eliminated</b>	506	266
<b>Annual Savings</b>	\$32.3 M	\$10.5 M
<b>NPV</b>	\$172 M + 43%	\$120 M
<b>Infrastructure Reduced</b>	100%	15%
<b>Payback Period</b>	6 years	3 years
<b>Military Value</b>	Best	Good
<b>Interservice Capacity</b>	Best	Low
<b>Future Consolidation Potential</b>	High	Low

# Dayton Daily News

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The First Cox Newspaper

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## AF goes to bat for Wright-Pat

By Tom Price  
WASHINGTON BUREAU

WASHINGTON — In its latest defense of plans to consolidate activities in the Miami Valley, the Air Force describes the Dayton area as a "biomedical center of excellence" with "one of the Air Force's premier operational bases."

In documents given to the Defense Base Closure and Realignment Commission, the

Air Force repeated its rejection of a Texas proposal that would keep the Human Systems Center, School of Aerospace Medicine and Armstrong Laboratory at Brooks Air Force Base near San Antonio.

The Air Force has proposed moving the facilities — involving about 2,500 jobs — to Wright-Patterson Air Force Base.

Adding to previously made financial arguments in favor of the move, the Air Force's latest

rationale says Dayton is an excellent site for consolidating aviation science and technology.

An aide to Rep. Tony Hall, D-Dayton, called the documents "critical" to making the case for consolidation at Wright-Pat.

"The financial case was addressed by the computer rules," said Michael Gessel, Hall's chief aide for military matters. "What had not been addressed up to this point was the military value of the move, and military

value is the principal criterion upon which the commission will base its decision."

The Air Force told the commission that Wright-Pat already is "the largest research, development and acquisition complex in the free world."

Wright State University is "the only civilian degree-granting institution for aerospace medicine in the country," the Air Force said.

Military medical research also

would benefit from proximity to medical programs at Ohio State University, the University of Cincinnati, Kettering Medical Center's Cox Heart Institute, Hipple Cancer Research Center, the Wright-Pat and VA medical centers, Armstrong Laboratory activities already located at Wright-Pat and "numerous commercial laboratories specializing in research and development, medical and environmental testing and biomedical research," the

Air Force said.

The documents indicate that the Air Force plans to fold the acquisition functions of the Human Systems Center into the Aeronautical Systems Center currently located at Wright-Pat.

Wright-Pat would house a new Human Systems Institute, containing Armstrong Laboratory and the School of Aerospace Medicine. The base closure commission will make recommendations to the president by July 1.

## Air Force backs job shift from Texas to WPAFB

By Tom Price  
WASHINGTON BUREAU

WASHINGTON — The Air Force has confirmed its support for plans to move some 2,500 jobs from Texas to Wright-Patterson Air Force Base.

In documents filed with the independent Defense Base Closure and Realignment Commission, the Air Force rejected a Texas proposal to continue many Brooks Air Force Base operations on current base property after the base near San Antonio is closed.

Brooks' closure is part of the 1995 round of base closings proposed by the Defense Department. The Human Systems Center, the School of Aerospace Medicine and Armstrong

**'The process is a crap shoot in that there are a lot of factors in play. The commissioners are dealing with a lot of information in a very short time.'**

Ron Wine

Laboratory would move from Brooks to Wright-Patterson.

Many of the jobs associated with the proposed move belong to scientists, engineers, technicians and medical personnel whose presence in the Miami Valley would boost efforts to expand the area's high-tech economy.

In a financial analysis prepared at the base closure commission's request, the Air Force admitted the Texas proposal would have much lower up-front costs and would pay for itself in two years.

However, moving the operations to Wright-Pat would save more money in the long run and would meet the Defense Department's goal of closing unneeded facilities, the Air Force said.

The move to Wright-Patterson would cost an estimated \$212 million, with the payback to begin in 2007 for a 20-year saving of \$172 million. Staying at Brooks would cost \$31 million, the payback would begin in 2000 and the 20-year saving would be \$119 million.

"The Air Force continues to believe the (Texas) community's

proposal would not achieve needed savings and reductions of infrastructure," Maj. Gen. Jay Bloom Jr. wrote to the commission. "The Air Force would not favor this alternative."

Dayton area leaders expressed concern last month that the Air Force had not responded effectively to the Texas proposal. They worried that the commission would decide to reject the planned consolidation at Wright-Pat.

The latest Air Force response to the commission is "helpful to our case," Miami Valley Economic Development Coalition Vice President Ron Wine said.

"We're hopeful the Air Force is going to provide additional official responses to the questions of (the) military value" of the

proposed consolidation at Wright-Pat, Wine said.

Dayton-area leaders remain "very much concerned" about the prospects for the consolidation, he said.

"The (base-closure) process is a crap shoot in that there are a lot of factors in play," Wine said. "The commissioners are dealing with a lot of information in a very short time."

The commission is to wrap up its hearings next week, taking testimony from members of Congress Monday and Tuesday and from military officials Wednesday.

Commissioners plan to begin voting on the Defense Department recommendations the next week and to make their recommendations to the president by July 1.

# Document Separator

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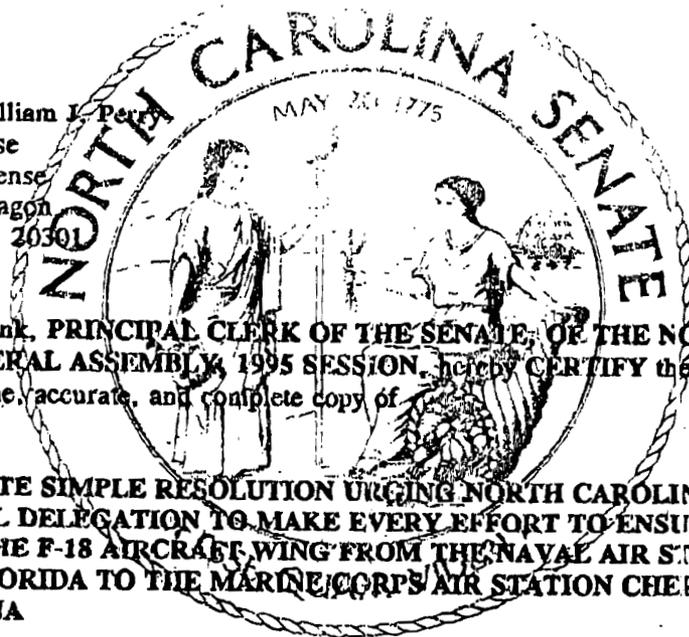
**NORTH CAROLINA GENERAL ASSEMBLY**

**SENATE CHAMBER**  
State Legislative Building  
Raleigh 27611

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President of the Senate

**MARC BASNIGHT**  
Senator  
President Pro Tempore of Senate

The Honorable William J. Perry  
Secretary of Defense  
Department of Defense  
1000 Defense Pentagon  
Washington, D.C. 20301

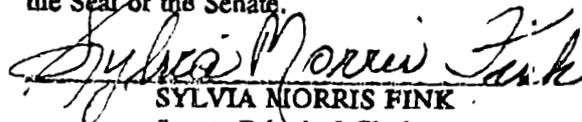


I, Sylvia Morris Fink, **PRINCIPAL CLERK OF THE SENATE OF THE NORTH CAROLINA GENERAL ASSEMBLY, 1995 SESSION**, hereby **CERTIFY** the attached one (1) page to be a true, accurate, and complete copy of

**S.R. 926, A SENATE SIMPLE RESOLUTION URGING NORTH CAROLINA'S CONGRESSIONAL DELEGATION TO MAKE EVERY EFFORT TO ENSURE THE TRANSFER OF THE F-18 AIRCRAFT WING FROM THE NAVAL AIR STATION CECIL FIELD, FLORIDA TO THE MARINE CORPS AIR STATION CHERRY POINT, NORTH CAROLINA**

as appears on file in the Office of the Senate Principal Clerk as of May 4, 1995, and transmitted to you upon request and as directed by the Resolution.

IN WITNESS WHEREOF,  
I have hereunto affixed my hand and  
the Seal of the Senate.

  
**SYLVIA MORRIS FINK**  
Senate Principal Clerk



**S.R. 926. A SENATE SIMPLE RESOLUTION URGING NORTH CAROLINA'S CONGRESSIONAL DELEGATION TO MAKE EVERY EFFORT TO ENSURE THE TRANSFER OF THE F-18 AIRCRAFT WING FROM THE NAVAL AIR STATION CECIL FIELD, FLORIDA, TO THE MARINE CORPS AIR STATION CHERRY POINT, NORTH CAROLINA.**

Whereas, the decision of the Base Realignment and Closure Commission to transfer the F-18 Aircraft Wing from the Naval Air Station Cecil Field in Florida to the Marine Corps Air Station Cherry Point was based on the following criteria:

- (1) Marine Corps Air Station Cherry Point has higher "Military Value";
- (2) Marine Corps Air Station Cherry Point selection would alleviate concerns regarding future environmental and land use problems;
- (3) Marine Corps Air Station Cherry Point selection dovetails with and enhances joint navy and marine corps doctrine of employment of navy and marine corps aircraft carriers; and
- (4) Naval Air Station Oceana in Virginia has a lower military value; and

Whereas, there is a new effort to transfer the F-18 Aircraft Wing to Naval Air Station Oceana rather than to Marine Corps Air Station Cherry Point, challenging the Base Realignment and Closure Commission decision; and

Whereas, this effort appears to be for political reasons not associated with the objective criteria established by the Base Realignment and Closure Commission decision; and

Whereas, the Base Realignment and Closure Commission and the Secretary of Defense's decisions clearly established the greater military value of Marine Corps Air Station Cherry Point; and

Whereas, approximately \$150 million is generated annually by the F-18 Aircraft Wing; and

Whereas, the economic impact criteria seems to be the reason politics has entered into the decision making process; and

Whereas, Eastern North Carolina's economy would be far more positively affected by transfer of the F-18 Aircraft Wing to Marine Corps Air Station Cherry Point than would the economy of Eastern Virginia due to the extreme lack of industry in Eastern North Carolina; and

Whereas, planes based at Naval Air Station Oceana, because of their proximity to North Carolina, do much of their primary training in the ranges and restricted military air spaces of Eastern North Carolina; and

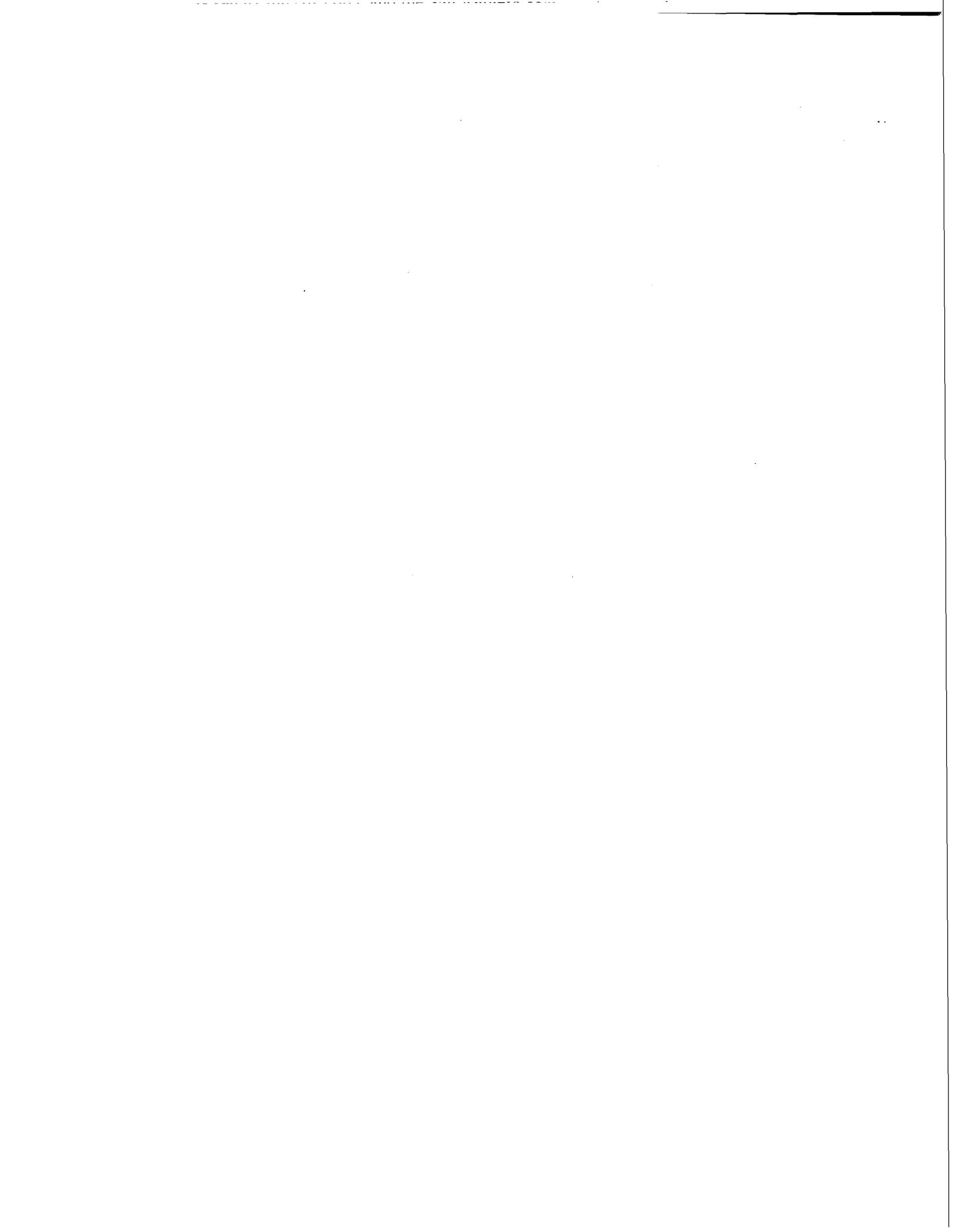
Whereas, Eastern North Carolina would still be subject to the noise impact from training if the planes are based at Naval Air Station Oceana;

*Now, therefore, be it resolved by the Senate:*

Section 1. North Carolina's Congressional Delegation is urged to utilize the auspices of their respective offices in every way conceivable to ensure the transfer of the F-18 Aircraft Wing to the Marine Corps Air Station Cherry Point.

Sec. 2. The Principal Clerk shall transmit a certified copy of this resolution to each member of North Carolina's Congressional Delegation and to the Secretary of Defense.

Sec. 3. This resolution is effective upon adoption.



# BRAC 1995 - Staff Briefing

April 13, 1995





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# Agenda

- Overview of MCAS Cherry Point
- Training Airspace
- BRAC Decisions / Recommendations
- What Has Changed?
- COBRA Analysis
- Cherry Point and Oceana
- Economic Impact
- Environmental Issues
- Recommendations

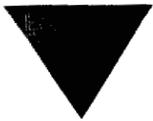




# Cherry Point - Overview

- World's Largest MCAS at 13,164 acres
- Home of 2nd Marine Aircraft Wing (MAW)(AV8B, EA6, & KC-130)
- Home of Award Winning Naval Aviation Depot (NADEP)
- Aerial Port of Embarkation (APOE)
- \$400 M in infrastructure spending over last decade
  - 16 **New** BEQ's over last 7 yrs
  - Opened **New** Full Service Naval Hospital on October 1, 1994
  - Opened **New** Sewage Treatment Facility in last 12 months (6mgd capacity; 2.1 mgd current use)
  - Opened **New** Water Treatment Facility in last 12 months (6 mgd capacity; 3.5 mgd current use)
- Environmental Award Winner
- Winner of Commander in Chief's award for installation excellence (1988 & 1993)





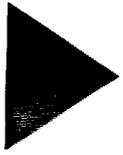
## *Military Value*

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# Cherry Point - Training Area and Airspace

- Proximity to Marine Corps Base Camp Lejeune
- Proximity to Electronic Warfare Range, Cherry Point
- Overwhelming **majority** of Air-to-ground training, for both Navy and Marine Corps, is conducted in North Carolina
- Easy access to Air-to-Air ranges off coast of North Carolina



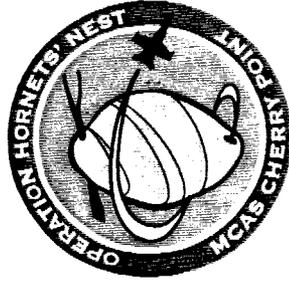


## **Military Value**

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# **Cherry Point - BRAC '93 Decision / Implementation**

- "preponderance of aircraft to be redistributed from NAS Cecil Field to two MCAS on the East Coast, Cherry Point and Beaufort"
- "dovetail with the recent *determination for joint military operation of Navy and Marine Corps aircraft...*"
- "Alleviated concerns with regard to future environmental and land use problems..."
- Aviation Intermediate Maintenance Activity (AIMD) to Cherry Point
- 204 F/A-18s to Cherry Point
- Thirteen 12 Aircraft Sqdns and one Fleet Replacement Sqdn (FRS) of 48 aircraft





# **Cherry Point - BRAC '95 Recommendation (Redirect)**

- **F/A-18s to Oceana, VA - Eight 10 Aircraft Sqdns and one 48 Aircraft FRS**
- **F/A-18s to Beaufort, SC - two 10 aircraft sqdns**
- **F/A-18s to NAS Atlanta - two 10 aircraft sqdns (Reserve)**



# Cherry Point - What has changed?

1 ■ "The two rules built into the configuration model are that average military value of air stations left open must be at least equal to the average military value of all air stations considered and that the introduction of aircraft types not currently aboard a station is not allowed"

*Manipulation of rules*

- Designed to eliminate Cherry Point as an F/A-18 site
- Designed to qualify Oceana for Active component F/A-18s by reliance on 1 RESERVE sqdn of F/A-18s
- Seriously undermines the inter-service operations mandated by BRAC '93

*Violation of rules*

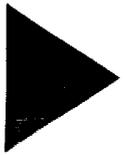
- S-3s moved from NAS Oceana to NAS Jacksonville



# Cherry Point - What has changed? (cont'd)

- 2 ■ The application of "significant cost avoidance ... through cancellation of budgeted military construction (milcon) and fuller utilization of existing capacity at other receiving sites..."
  - ▶ **COBRA Analysis 1993:**
    - Move F/A-18s and S-3s to Oceana - **\$228,084,877 million**
    - "Movement of NAS Cecil Field F/A-18 aircraft and personnel to NAS Oceana defeats the increase in military value achieved by the integration of Navy Carrier based aviation with the Marine Corps carrier aviation at MCAS's Cherry Point and Beaufort."
    - Move F/A-18s Cherry Point - \$201,031,110 million
    - Move S-3s to Oceana - \$42,871,751 million



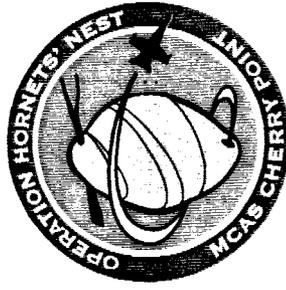


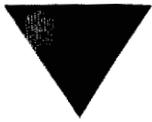
## Military Value

# Cherry Point - COBRA Analysis 1995

Inaccurate Figures!

- Move F/A-18s to Oceana - \$29,570,545 ?
- w/ \$332,342,000 million (cost avoidance) at Cherry Point
- This cost avoidance was calculated on a plan for Cherry Point to receive thirteen sqdns of 12 aircraft each and an FRS of 48 aircraft
- **SHOULD be consistent based on eight sqdns of 10 aircraft each + FRS of 48 aircraft (as was Oceana Cobra)**





## *Military Value*

# Cherry Point and Oceana - *Personnel*

	Cherry Point	Oceana
Personnel	8713	8730
Housing	2840 units	1225 units
BEQ	3750 beds	2640 beds





# Cherry Point - COBRA Analysis 1995 (cont'd)

- Family Housing \*

  - Cherry Point 2,840 units
  - Includes \$42,800,000 for 447 family housing units in addition to the 2,840 units currently at Cherry Point ?

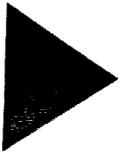
- Bachelor Enlisted Housing

  - Includes \$39,500,000 for BEQs at Cherry Point
  - Capacity is in place for additional personnel at Cherry Point
  - No BEQ growth is planned for Oceana ?

Not Required!  
Not Required!

\*





## *Military Value*

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### **Cherry Point - Costs**

- Construction of Parallel Taxiway
  - Airfield has (4) 8000 foot offset runways which operate from a center MAT
  - A parallel taxiway (\$25 million) would be *counterproductive* to the center mat operation of the airfield





## *Military Value*

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# **Cherry Point and Oceana - *Excess Capacity***

- **Outlying Air Field Requirement**
  - **\$49.5 million**
  - **This would balance the OLF requirements between MCAS Cherry Point and NAS Oceana**
  - **This would relieve the congestion at Fentress OLF**
  - **Minimal environmental impact**



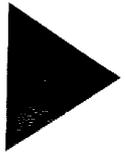
## *Economic Impact*

# Cherry Point and Oceana

- Economic Impact Validation - EID vs EIFS

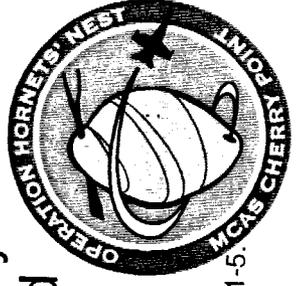
Activity	EID	EIFS		EIFS	
		JOBS	MAX	SALES	MAX
MCAS Cherry Point	-7.4%	-8.142%	-7.370%	-7.636%	-6.503 %
MCAS Beaufort	.5%		NET IN		
NAS Oceana	.5%		NET IN		
NAS Atlanta	0.0%		NET IN		





## Cherry Point and Oceana

- Environmental Issues
  - 1980-81: SE Virginia drought - Oceana builds emergency wells. "Efforts to curtail consumption were successful, but these measures were at the expense of operational readiness."<sup>1</sup>
  - 1985-88: Variety of voluntary and mandatory water use restrictions imposed.
  - 1991-92: Virginia Beach imposes mandatory, long-term water use restrictions and places a moratorium on all new water system connections. These restrictions remain in place.
  - 1994: U.S. Army Corps of Engineers concludes the area is very vulnerable to drought and, without an additional water supply, faces water problems of extreme proportions.<sup>2</sup>
  - 1995: Virginia Beach provides comments to FERC on the January 1995 DEIS: "the Lake Gaston Project will not eliminate the need for Virginia Beach or Chesapeake to restrict water use..."<sup>3</sup>



★ 1 December 1980 Navy Oceana Environmental Assessment, page 1.

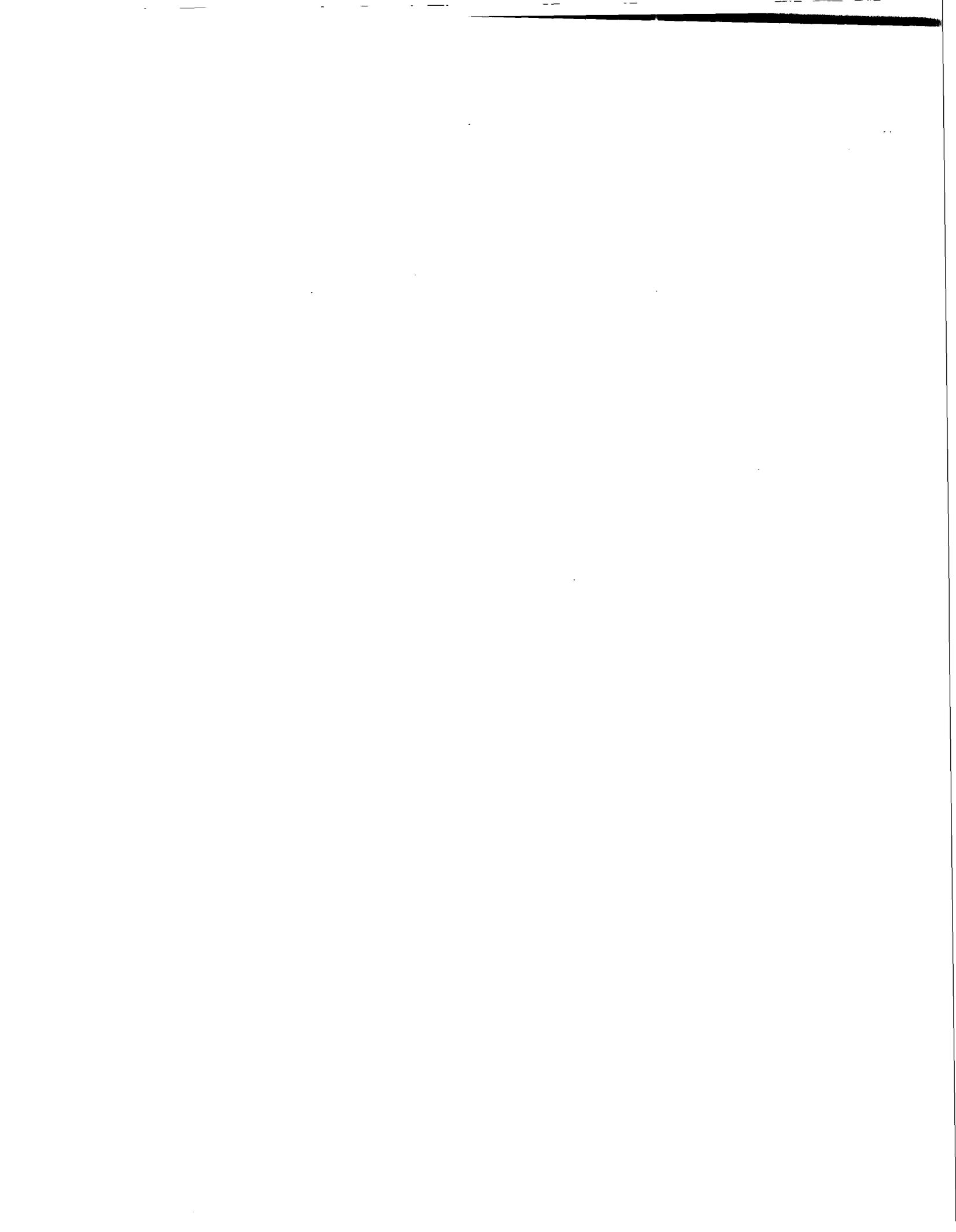
2 Quoted in January 1995 Federal Energy Regulatory Commission (FERC) Draft Environmental Impact Statement (DEIS) at page 1-5.

3 January 1995 FERC DEIS, pages 1-8 to 1-10

# Executive Summary to BRAC Commission and Staff

- Proper COBRA analysis with consistent numbers for Oceana and Cherry Point
  - # of aircraft per squadron
  - # of squadrons in question
  - Milcon avoidance
  - BEQ requirements
  - Family housing requirements
  - Parallel taxiway
  - Outlying Field (OLF) requirements
- Revalidate introduction of "rules" which were designed to facilitate non-integration of Marine and Navy assets
- Relocation costs should be based on aircraft / personnel moving from Cecil Field, FL to new home base





**BRAC 1995 - Regional Hearing**

May 4, 1995





## Agenda

- BRAC Decisions / Recommendations
- Return on Investment - COBRA Analysis
- Overview
- Military Value - Cherry Point and Oceana
- Environmental Issues
- Economic Impact
- Conclusions
- Recommendations





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## 1993 D.O.D. Recommendation and BRAC Decision

- "preponderance of aircraft to be redistributed from NAS Cecil Field to two MCAS on the East Coast, Cherry Point and Beaufort"
- Aviation Intermediate Maintenance Activity (AIMD) to Cherry Point
- Cherry Point allocation
  - (13) 12-aircraft operational squadrons
  - ( 1) 48-aircraft training squadron
  - Total of 204 F/A-18 aircraft





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# 1993 Rationale

- "...dovetail with the recent *determination for joint military operation of Navy and Marine Corps aircraft...*"
- "...Alleviated concerns with regard to future environmental and land use problems..."
- Oceana considered as receiver but *rejected*:
  - "...Movement of NAS Cecil Field F/A-18 aircraft and personnel to NAS Oceana defeats the increase in military value achieved by the integration of Navy carrier-based aviation with the Marine Corps carrier aviation at MCAS's Cherry Point and Beaufort..."
- 1993 COBRA analysis found that movement of Cecil Field:
  - F/A-18 and S-3 aircraft to Oceana would cost \$228,084,877
  - F/A-18 aircraft to Cherry Point would cost \$147,453,000
  - S-3 aircraft to Oceana would cost \$42,871,751
- Navy rationale made sense



# 1995 Navy / D.O.D. Recommendation

- From Cecil Field to Oceana:
  - (8) operational squadrons
  - (1) training squadron
- From Cecil Field to Beaufort, SC:
  - (2) operational squadrons
- From Cecil Field to Atlanta:
  - (2) operational squadrons (Reserve)



# 1995 Navy Rationale totally changed!

- "The rules built into the configuration model are:
  - Rule 1: that average military value of air stations left open must be at least equal to the average military value of all air stations considered and that *the introduction of aircraft types not currently aboard a station is not allowed*"
- This rule:
  - Eliminates Cherry Point as an F/A-18 base
  - Qualifies Oceana for active component F/A-18s by virtue of its ONE F/A-18s Reserve squadron
  - Destroys the inter-Service synergy sought in the BRAC '93 recommendations and confirmed by the BRAC '93 decision
  - Is violated by moving S-3s from NAS Oceana to NAS Jacksonville

Substantial Deviation



# Return on Investment - COBRA Analysis

Rule 2: The application of "significant cost avoidance...through cancellation of budgeted military construction (MILCON) and fuller utilization of existing capacity at other receiving sites..."

- Cherry Point Costs Overstated:
  - Cost avoidance for Cherry Point calculated at \$332,342,000
  - Including:
    - \$42,800,000 for 447 **MORE** family housing units at Cherry Point that are **NOT** required
    - \$39,500,000 for 6 additional BEQs which are **NOT** required
    - \$25,000,000 for unnecessary and counterproductive parallel taxiway
  - Unlike Oceana costs, Cherry Point savings are based on original plan to house 204 aircraft
  - **SHOULD be consistent based on eight operational squadrons plus an FRS of 48 aircraft (as was Oceana Cobra)**



# Return on Investment - COBRA Analysis

## ▪ Oceana Costs Understated:

- ▶ Move of F/A-18s to Oceana costed at \$28,370,000, rather than the 1993 figure of \$228,084,877
- ▶ No calculation for additional family / bachelor housing

	<b>Cherry Point</b>	<b>Oceana</b>
<b>Personnel</b>	8713	8730
<b>Housing</b>	2840 units	1225 units
<b>BEQ</b>	3750 beds	2640 beds





# Return on Investment - COBRA Analysis

?

1993

1995

Oceana	\$228,084,877	\$28,370,000
Cherry Point	\$147,453,000	\$332,342,000





# Cherry Point - Overview

## Installation Summary

- Largest MCAS - 13,164 acres + 17,000 acres of training areas
- Master Jet Base
- Home of:
  - 2nd Marine Aircraft Wing - AV8B, EA6, & KC-130 aircraft
  - Award Winning Naval Aviation Depot
- Aerial Port of Embarkation
- Environmental Award Winner
- Two-time winner of Commander in Chief's award for installation excellence





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# Cherry Point - Overview

## Infrastructure

- \$400M MILCON expenditure in last decade
  - 16 **New** BEQ's with additional capacity
  - **New** Full Service Naval Hospital
  - **New** Water Treatment Facility with additional capacity
  - **New** Sewage Treatment Facility with additional capacity





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# Cherry Point - Overview

## Proximity to Training Areas

- Marine Corps Base Camp Lejeune
- Electronic Warfare Range, Cherry Point
- Air-to-Air ranges off coast of North Carolina

### ***Note:***

Overwhelming *majority* of Air-to-ground training done in North Carolina

Greater productivity for each hour of flying time

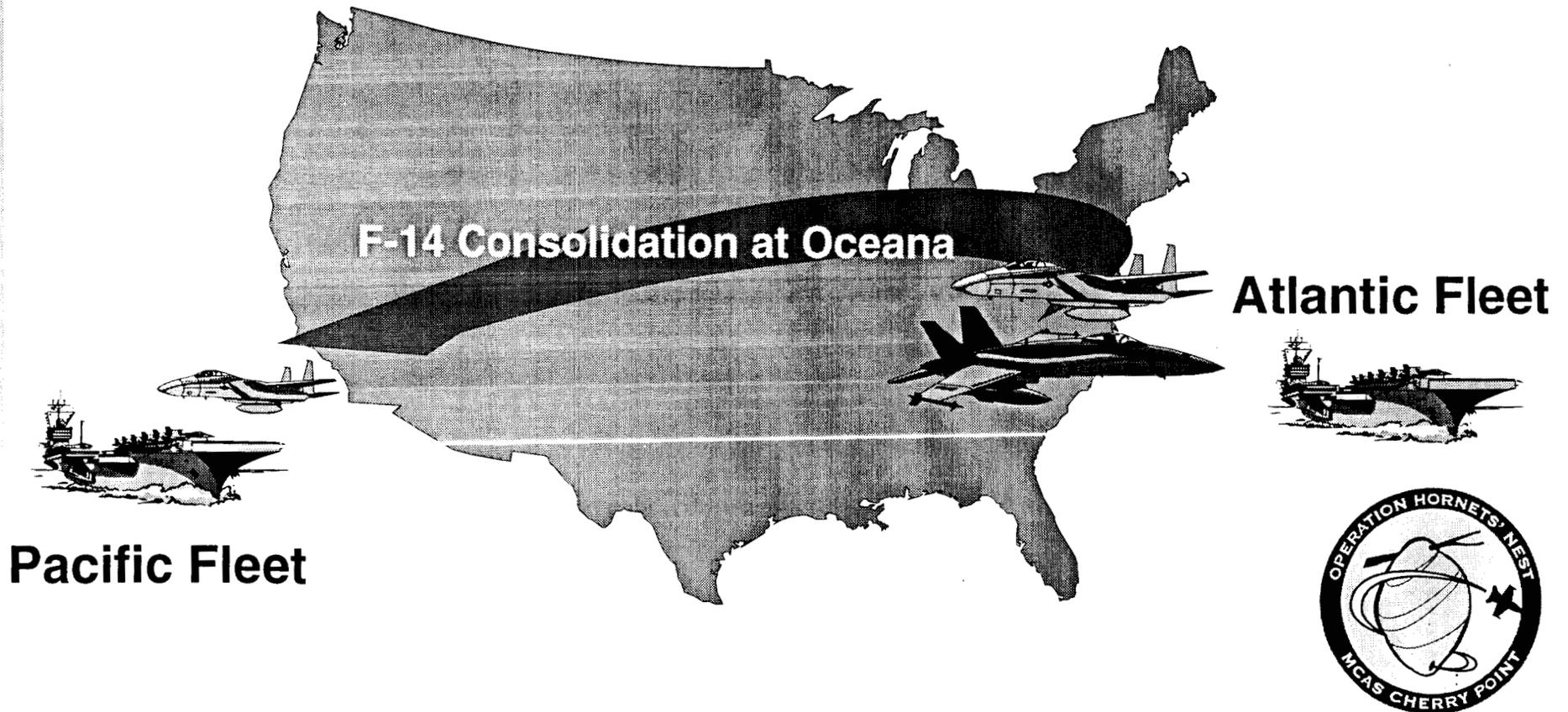




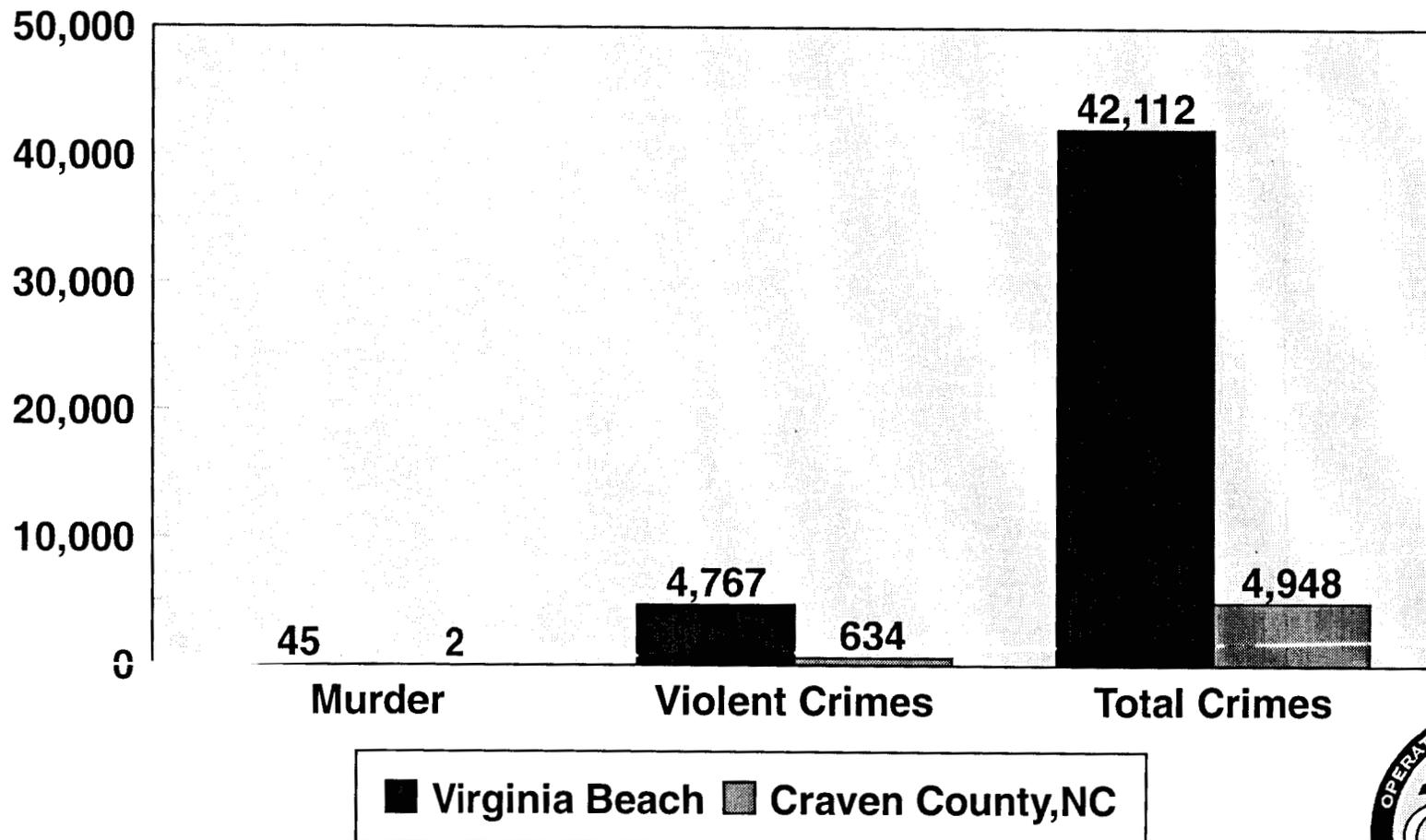
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# Conclusions

*How is proximity to the fleet an issue?*

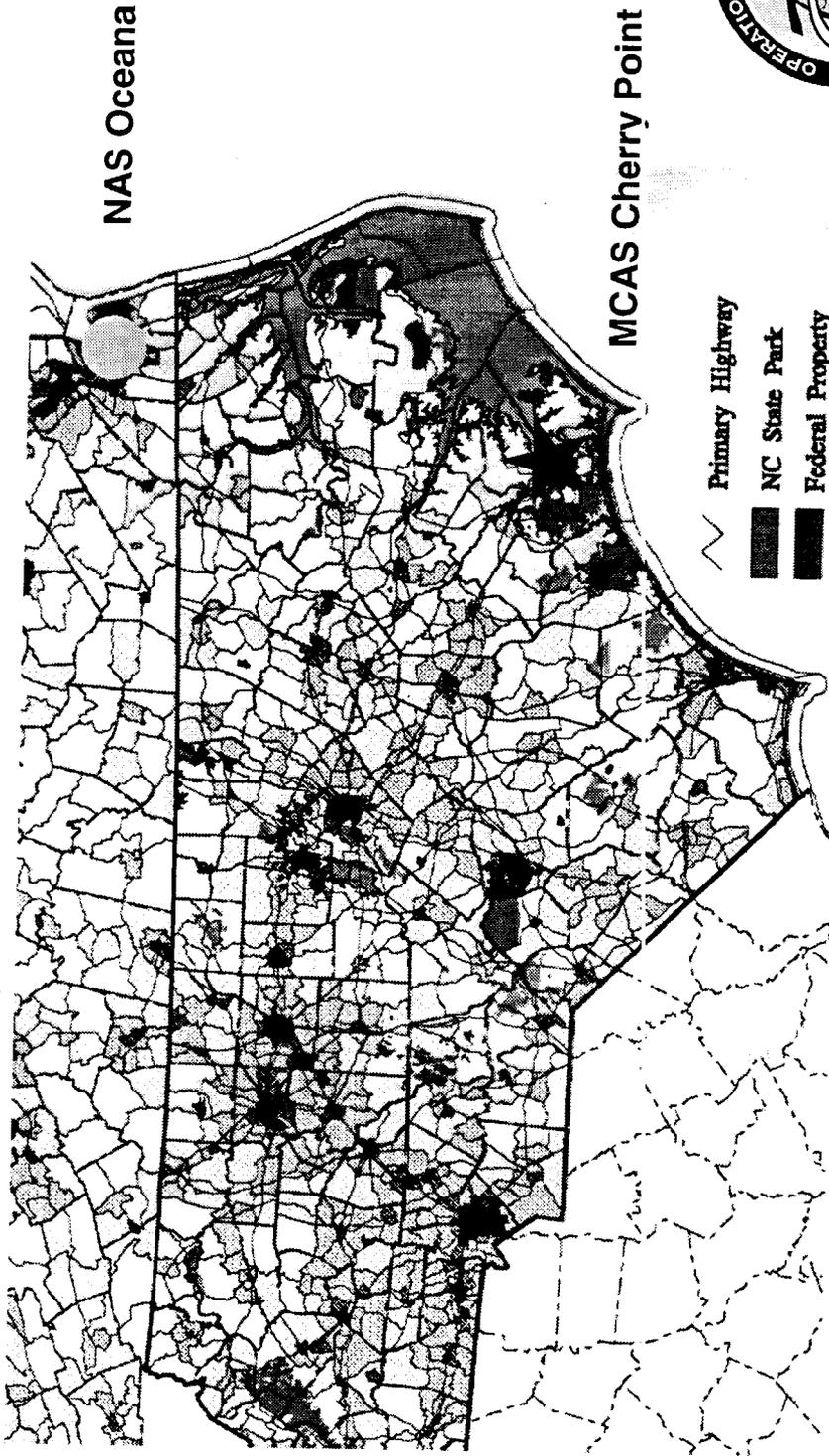


# Community Crime Rates



# Military Value - Cherry Point and Oceana

## Population Density

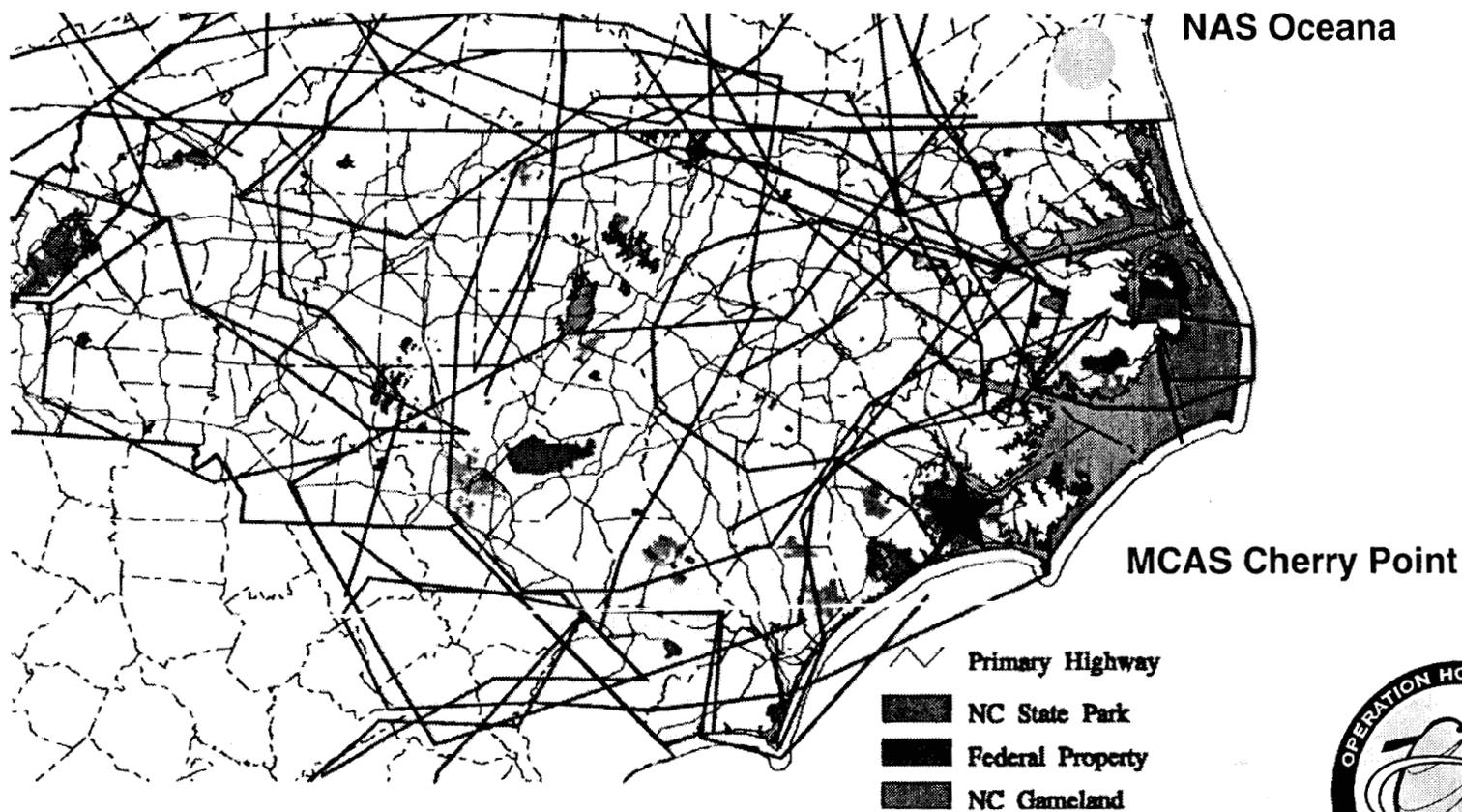


Map produced April 1995 by the  
North Carolina Center for Geographic Information and Analysis  
115 Hillsborough Street • Raleigh, NC 27603 • (919) 733-2090

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# Military Value - Cherry Point and Oceana

## Military Training Routes



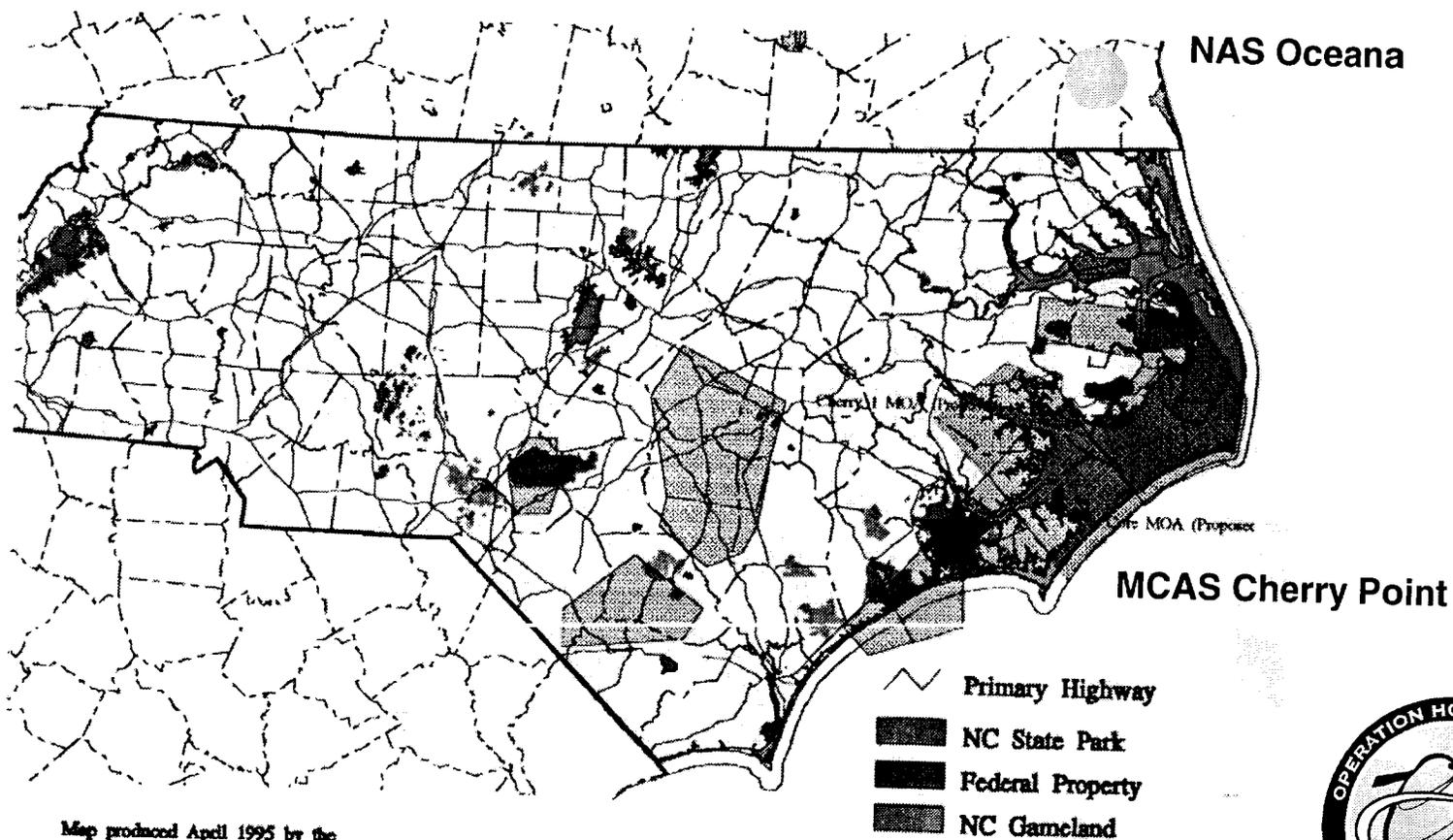
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# Military Value - Cherry Point and Oceana

## Military Airspace



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# Cherry Point and Oceana

- **Economic Impact Validation of 1995 D.O.D. Recommendation to Ignore 1993 BRAC Commission Directive**

Activity	EID
MCAS Cherry Point	-7.4%
MCAS Beaufort	.5%
NAS Oceana	.5%
NAS Atlanta	0.0%





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# Environmental Issues

- **1980-81:SE Virginia drought - Oceana builds emergency wells. "Efforts to curtail consumption were successful, but these measures were at the expense of operational readiness." <sup>1</sup>**
- **1985-88:Variety of voluntary and mandatory water use restrictions imposed.**
- **1991-92:Virginia Beach imposes mandatory, long-term water use restrictions and places a moratorium on all new water system connections. These restrictions remain in place.**
- **1994:Corps of Engineers concludes the area is very vulnerable to drought and, without an additional water supply, faces water problems of extreme proportions.<sup>2</sup>**
- **1995:In comments to FERC regarding the January 1995 DEIS, Virginia Beach comments that "the Lake Gaston Project will not eliminate the need for Virginia Beach or Chesapeake to restrict water use..." <sup>3</sup>**



\* 1 December 1980 Navy Oceana Environmental Assessment, page 1.

2 Quoted in January 1995 Federal Energy Regulatory Commission (FERC) Draft Environmental Impact Statement ( DEIS) at page 1-5.

3 January 1995 FERC DEIS, pages 1-8 to 1-10



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# Environmental Issues

## Installation Quality of Life

- **Safety**
  - Oceana aircraft approaches are over dense population
  - Oceana aircraft approaches are over dense commercial development
- **Underground contamination**
  - Plume of fuel under Oceana
    - 10 gal / day
  - Reports of hospitalizations due to fuel in water system ("We don't drink the water" - Navy Families report - Navy Times - 7/4/94)



# ▼ Conclusions - Final Selection Criteria

Criteria	Cherry Point	Oceana
Mission requirements	✓	
Land, Facilities, Airspace	✓	
Mobilization, Contingency, & Total Force Requirements	✓	
Cost and Manpower implications	✓	
Return on Investment	✓	
Economic Impact	✓	✓
Communities Infrastructure	✓	✓
Environmental Impact	✓	





# Conclusions

Substantial Deviation

- The 1995 Navy recommendation is inconsistent with its 1993 recommendation even though there have been no changes in threat or operational doctrines over the last two years
- The 1995 Navy return on investment analysis calculates inaccurate costs and savings
- With its 1995 recommendation, the Navy refuses to implement joint-servicing





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# Conclusions

- ***"When the military wants to do something and it is expensive, they underestimate the cost,...and when they don't want to do something, they overestimate the cost."***

**Congressman Owen Pickett (VA), June 21, 1994, The Virginian-Pilot**





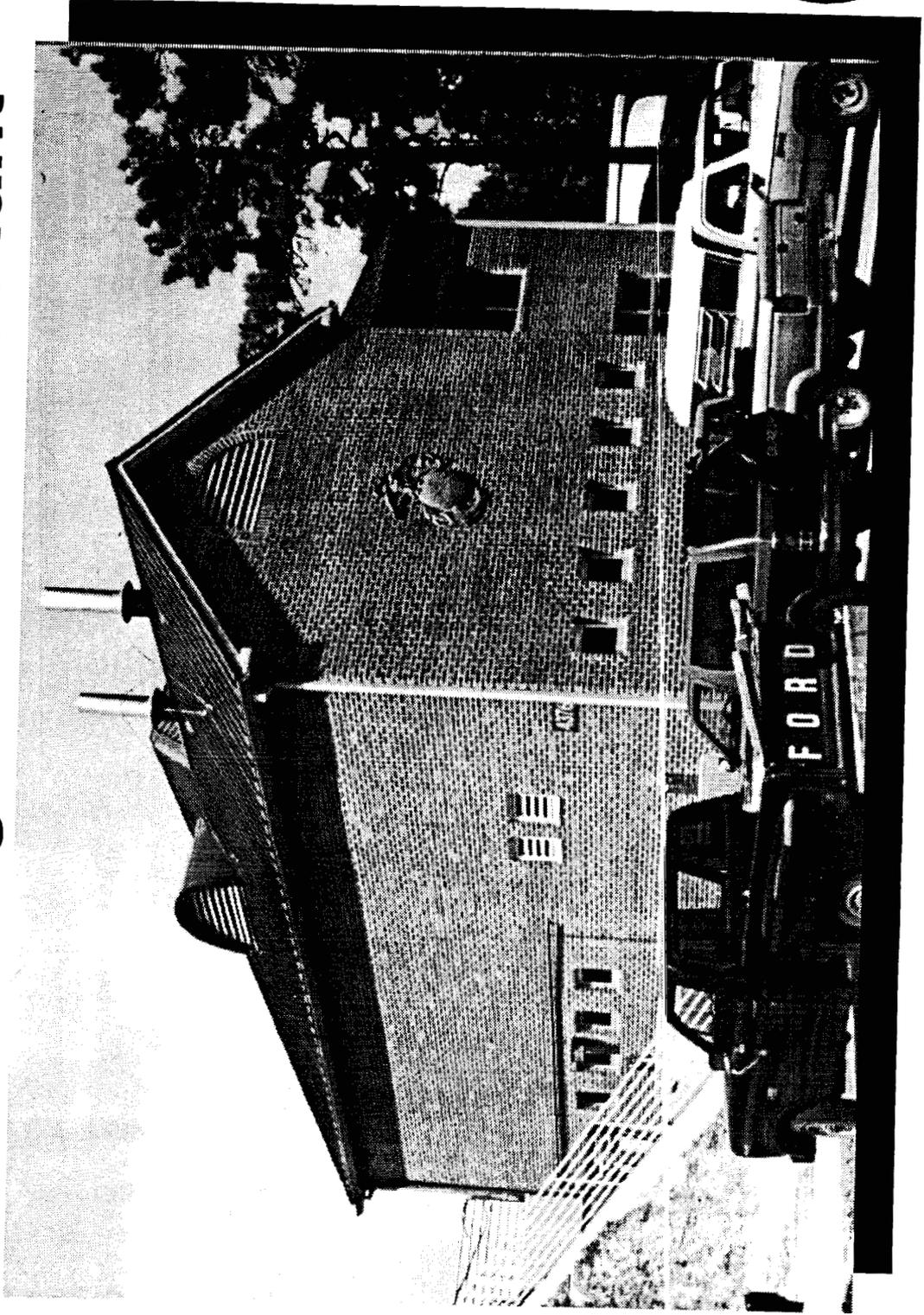
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# Recommendations

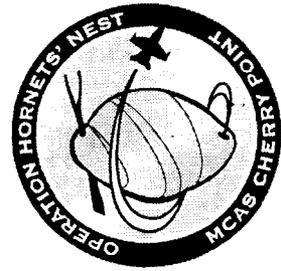
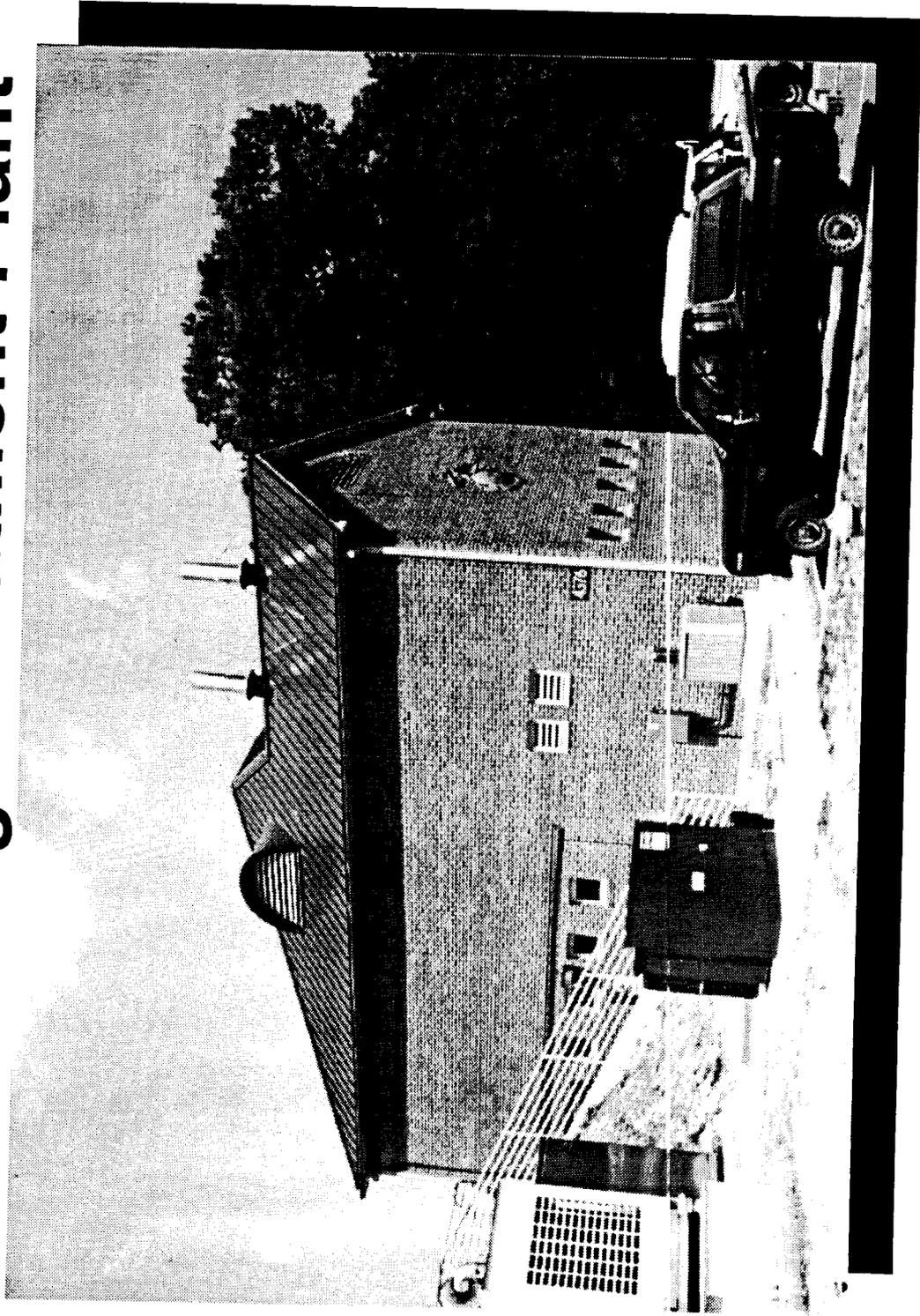
- **Perform competent and careful COBRA analysis using consistent numbers for Oceana and Cherry Point**
- **Question the application of rules that were deliberately designed to inhibit the integration of Navy and Marine aviation assets**

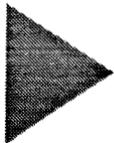


# New Sewage Treatment Plant

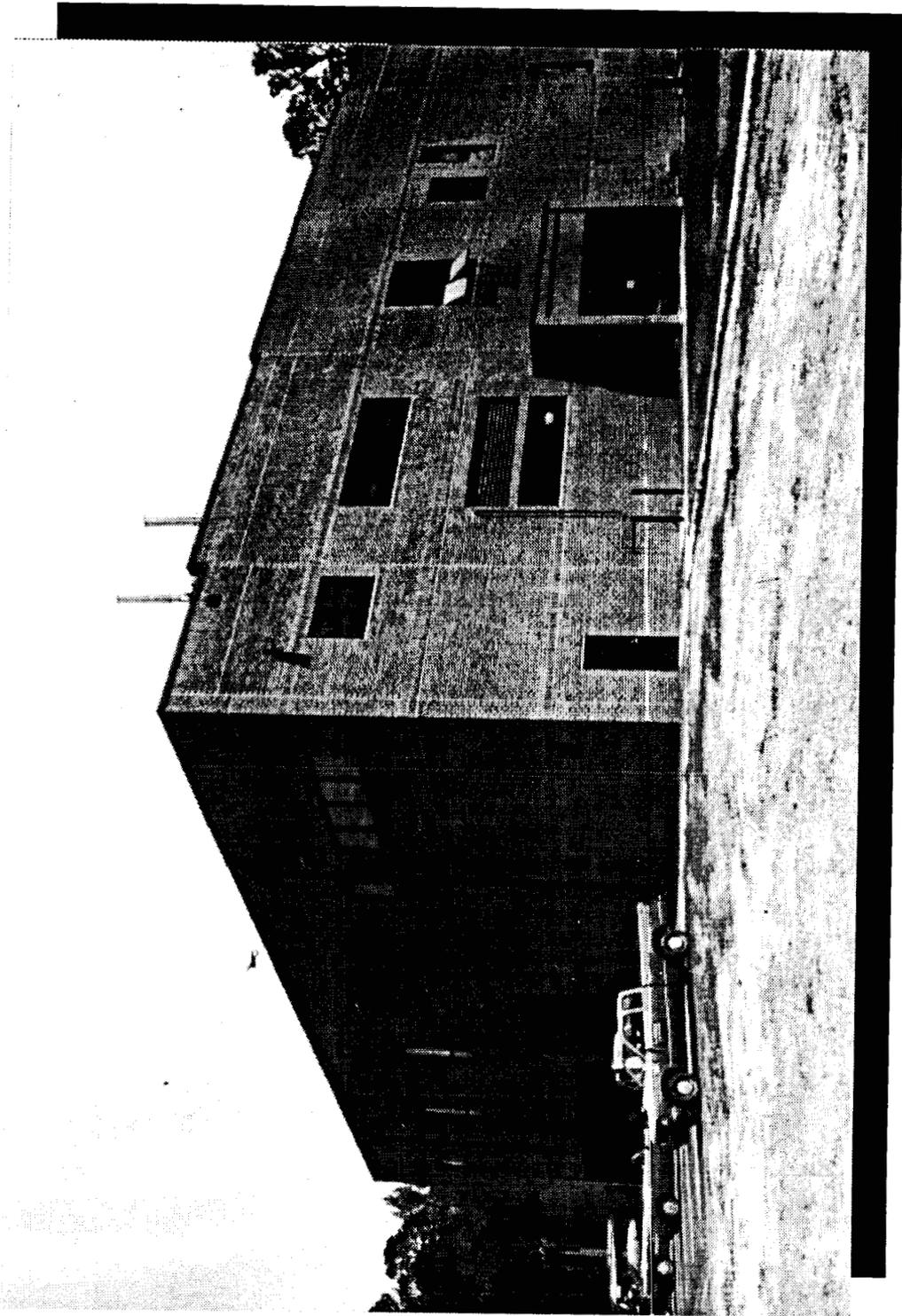


# New Sewage Treatment Plant



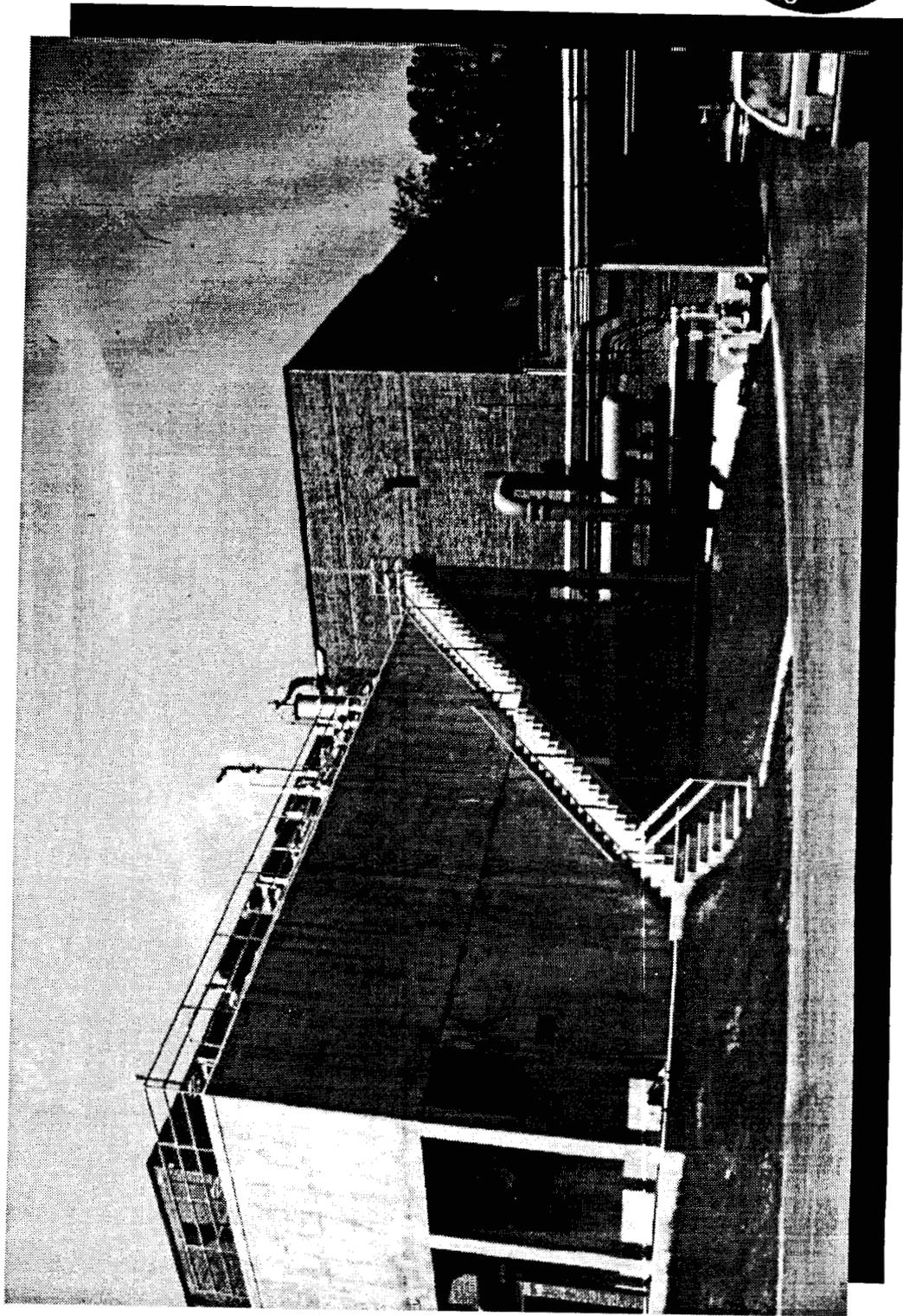


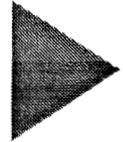
# New Water Treatment Plant



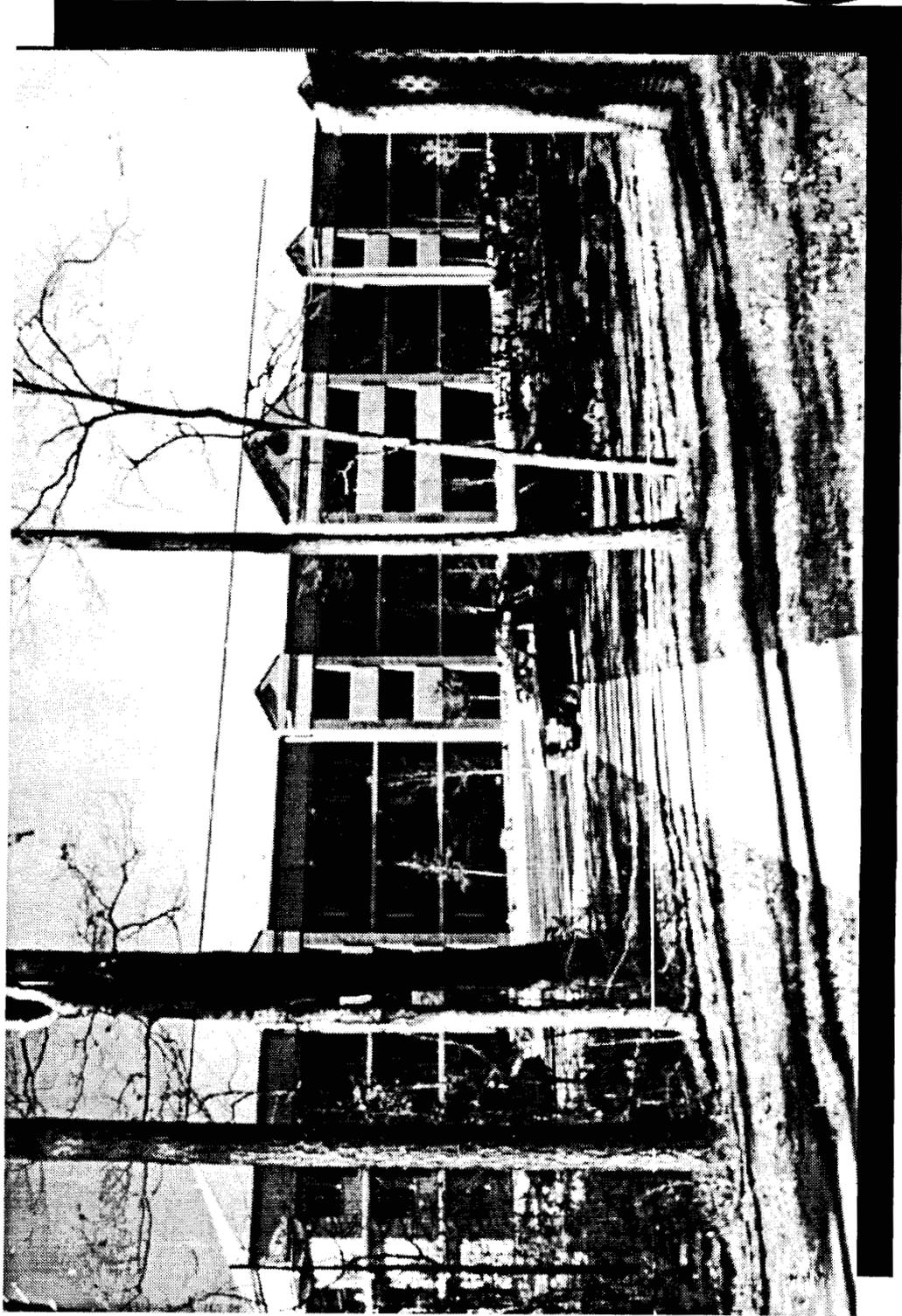


# New Water Treatment Plant

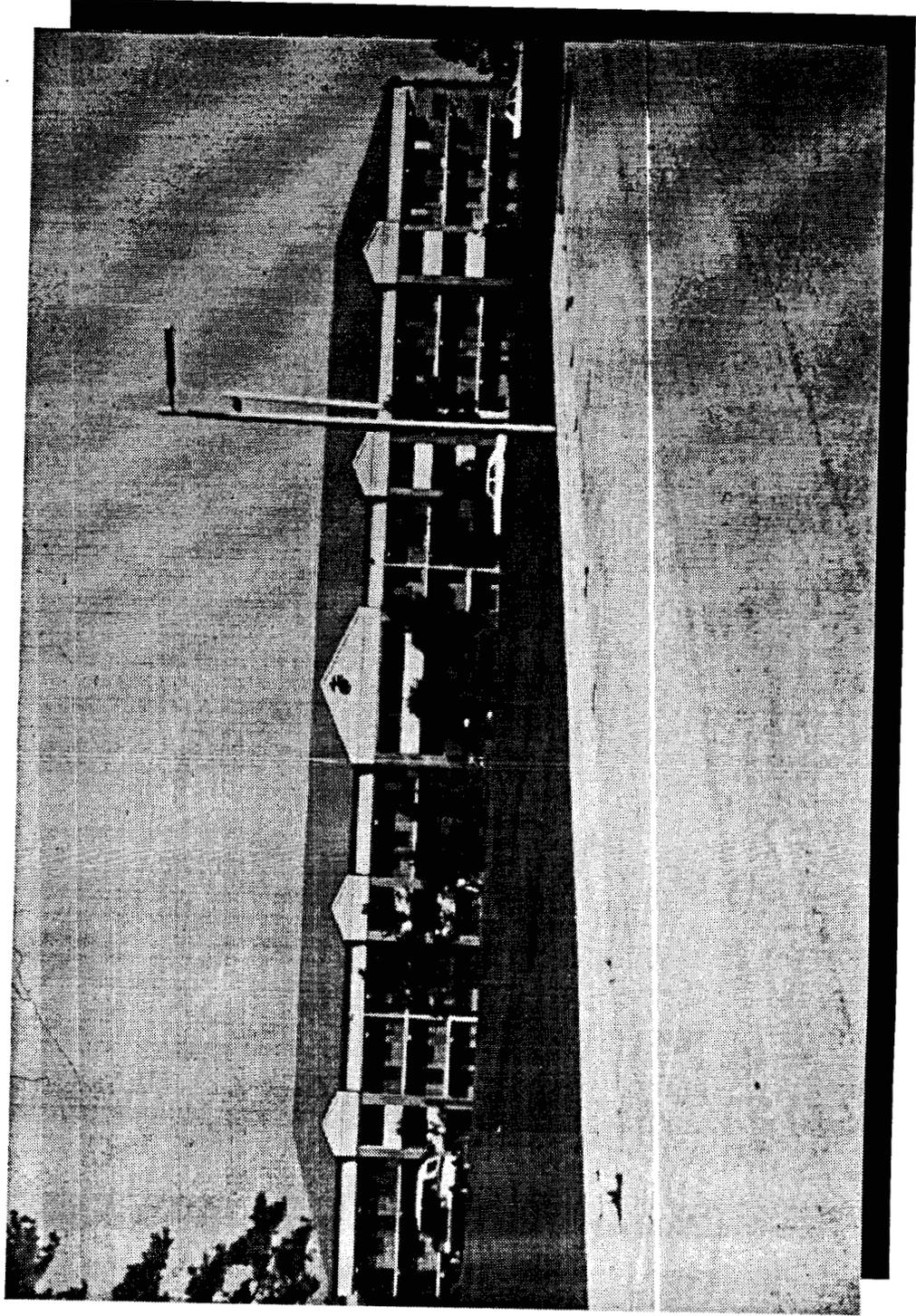




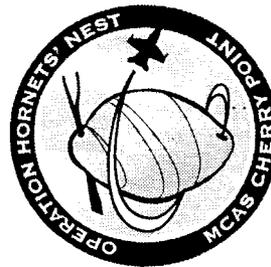
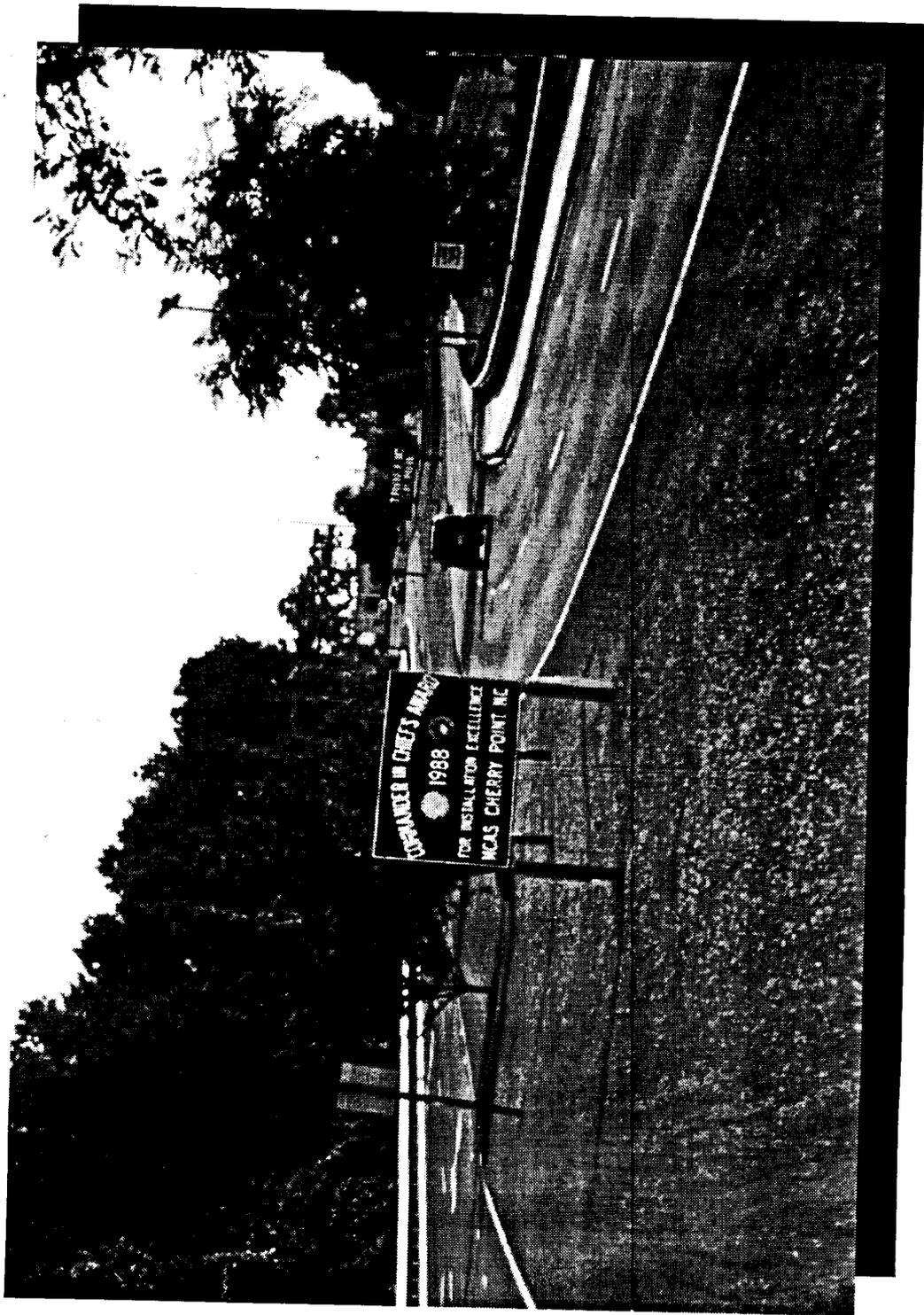
# 16 New BEQs



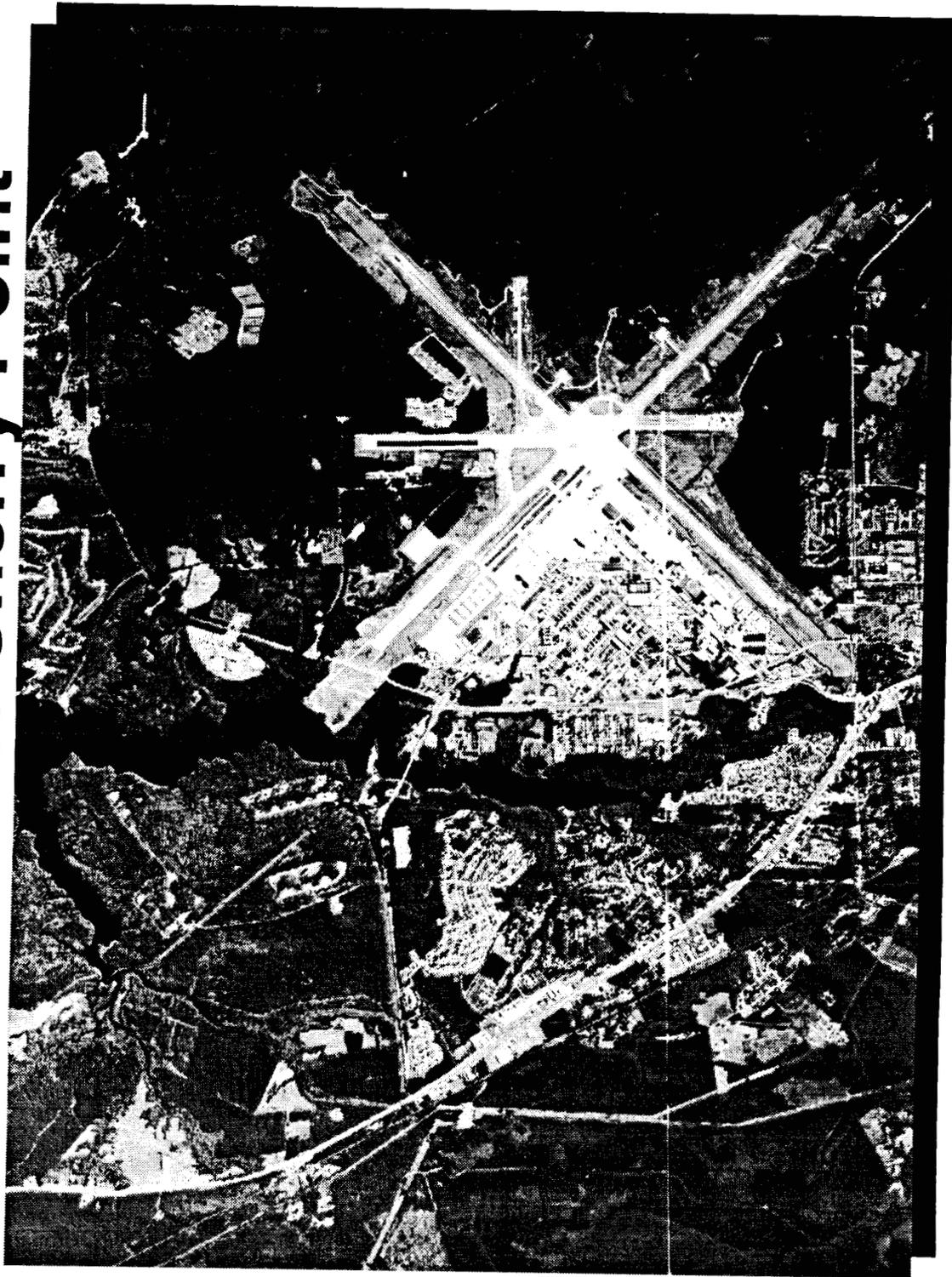
# 16 New BEQs



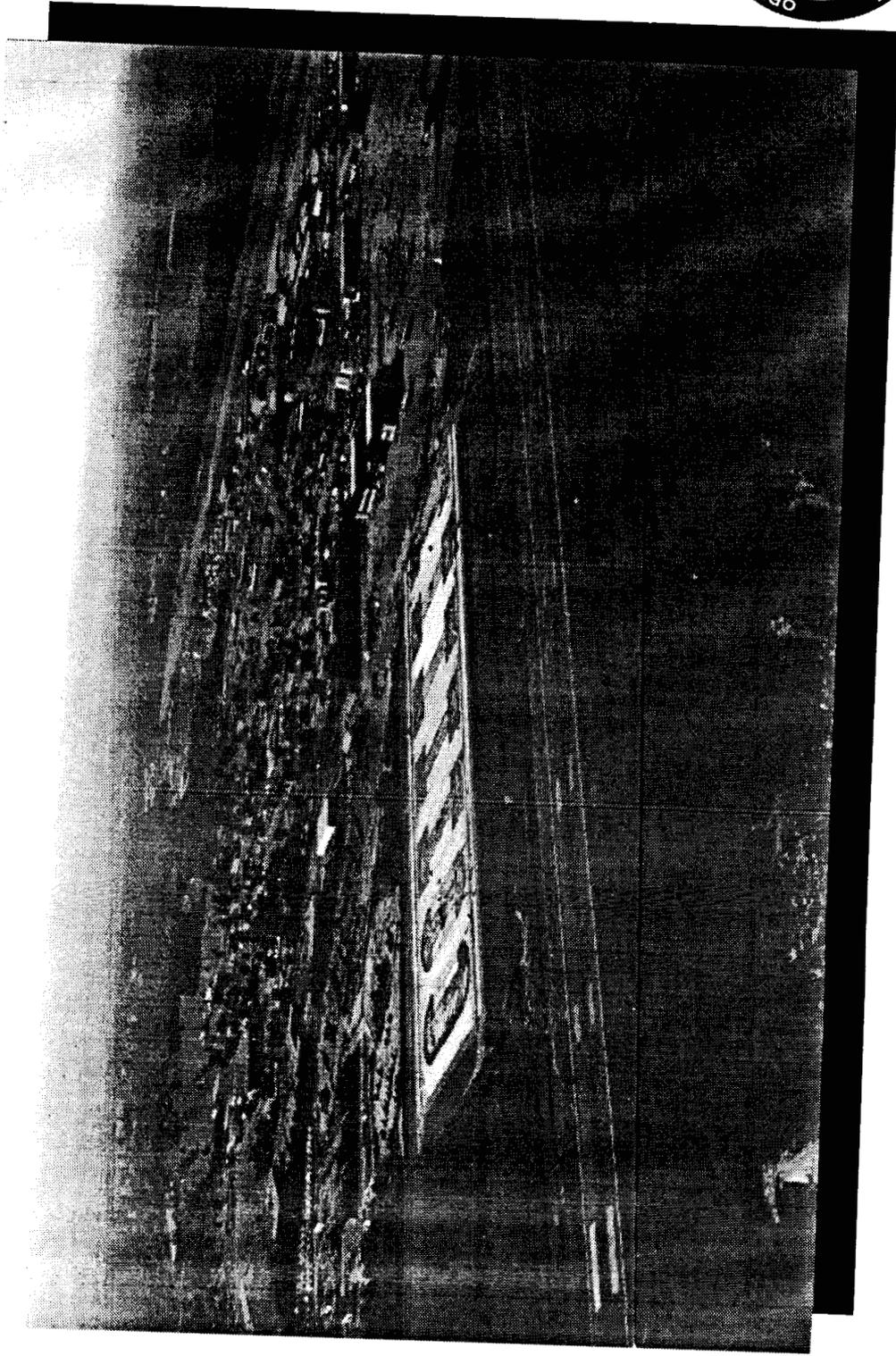
# 1988 & 1993 Installation Excellence Award



# Aerial View of Cherry Point

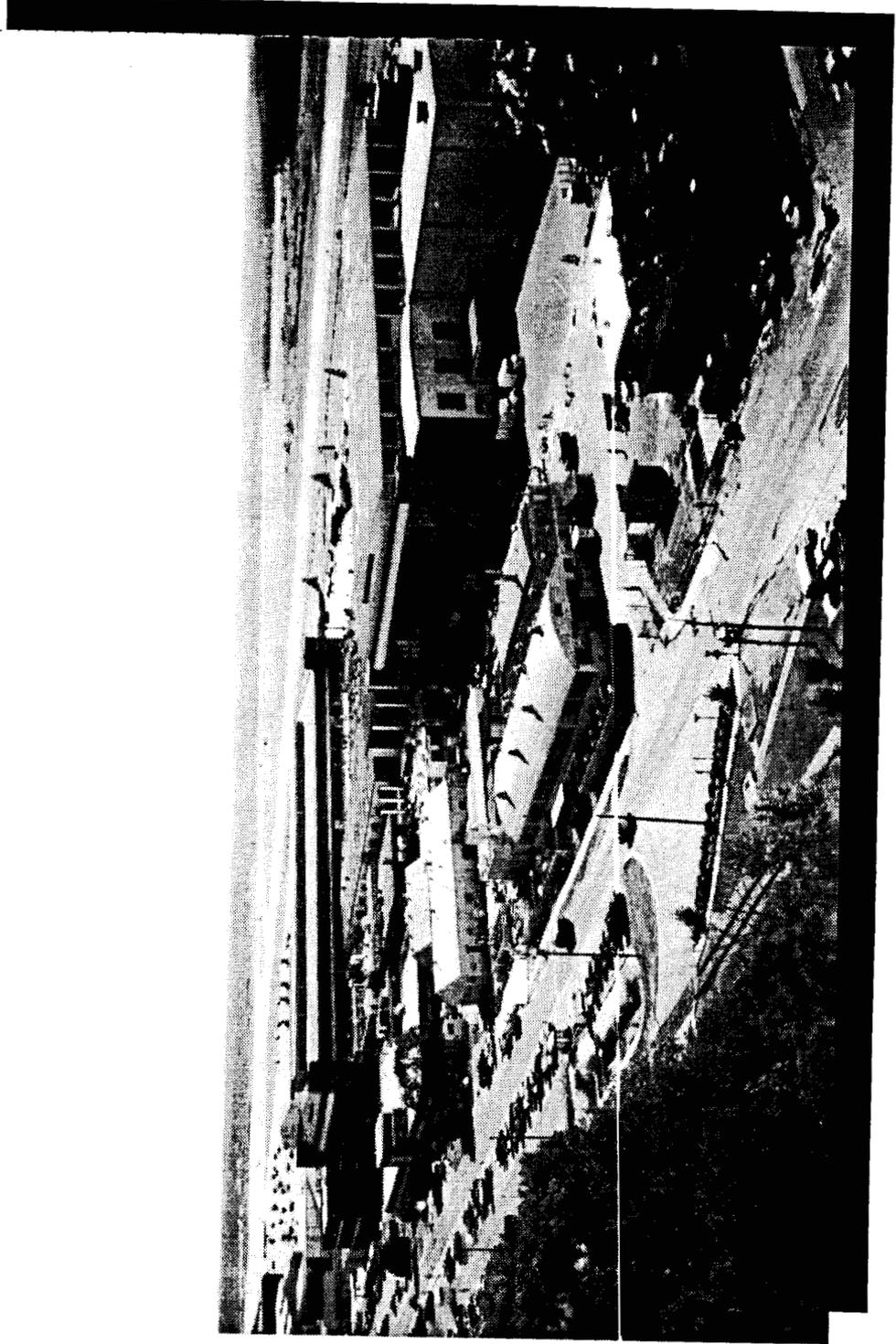


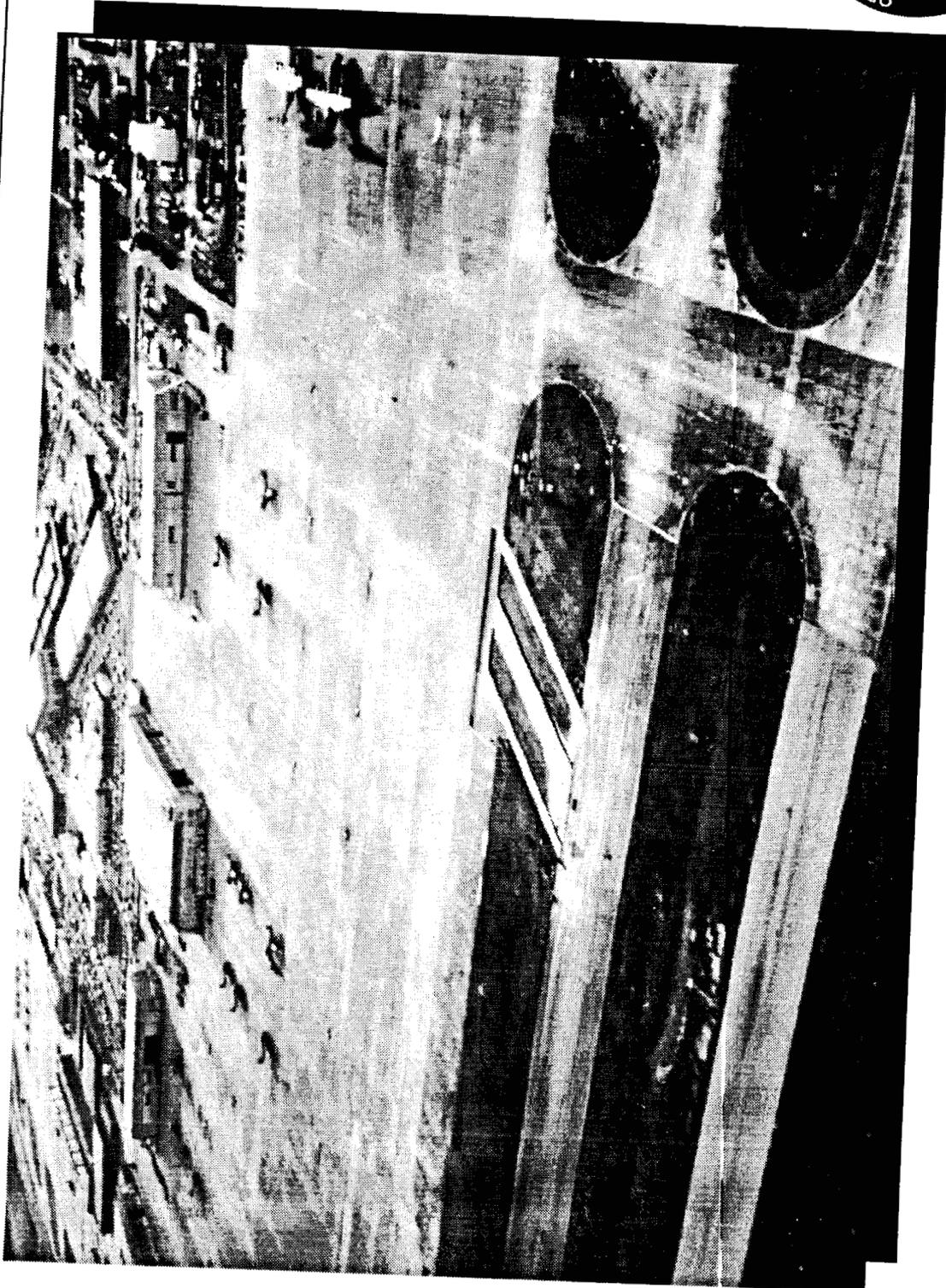
# Aerial Port of Embarkation

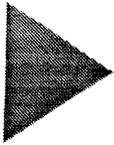




# Cherry Point - Award Winning NADEP

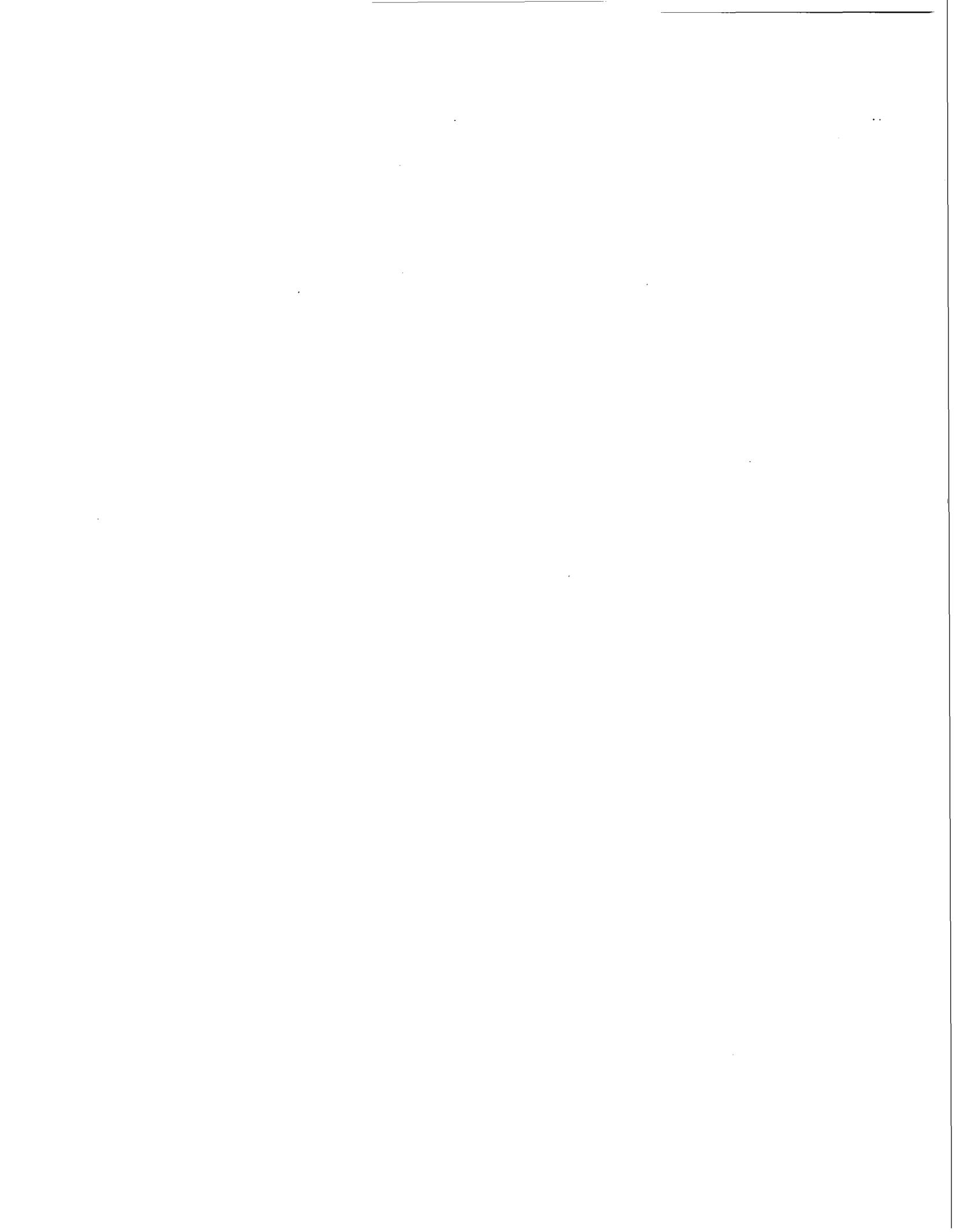






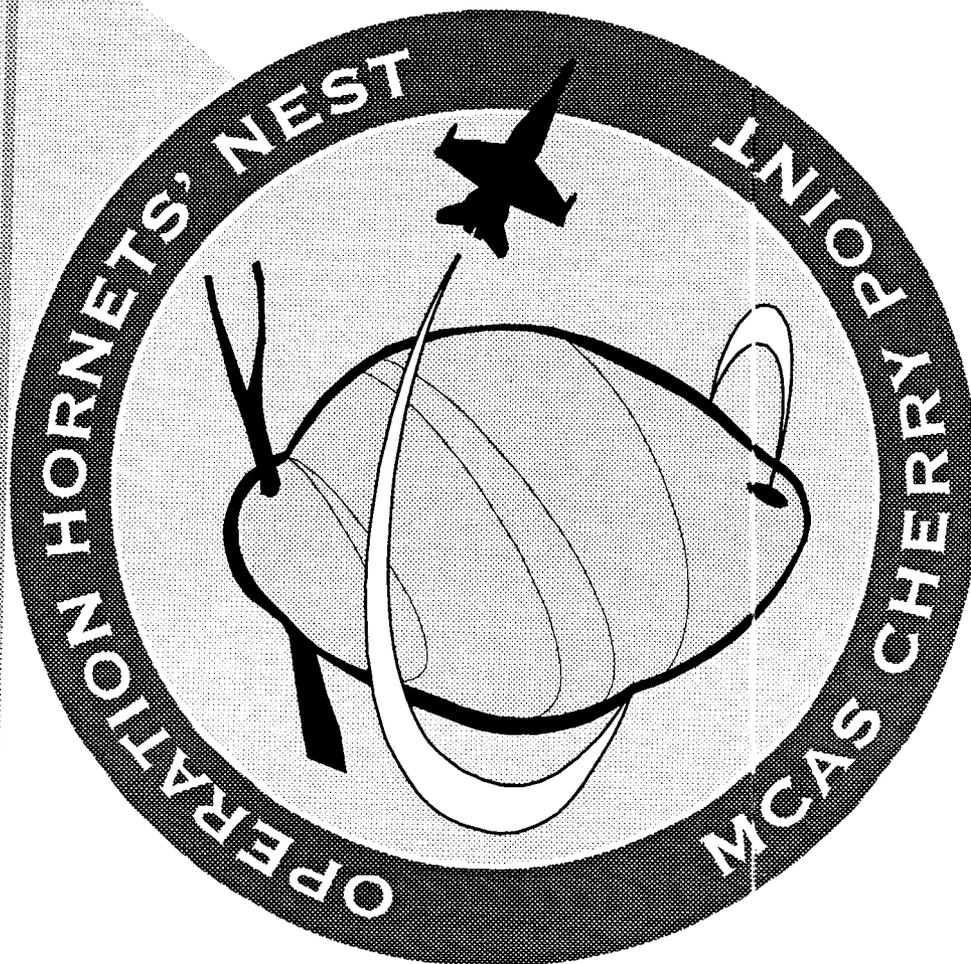
# New Naval Hospital

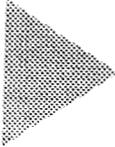




# BRAC 1995 - Staff Briefing

June 6, 1995

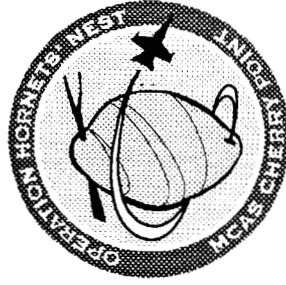


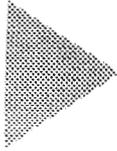


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## Agenda

- Review of Previous Briefing
- Analysis of Capacity / Data Calls
- Unique Environmental Issues
- Summary

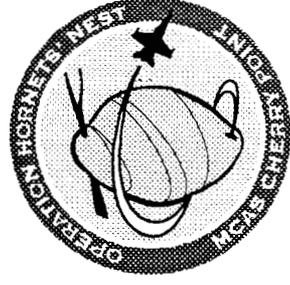




## Cherry Point - Overview

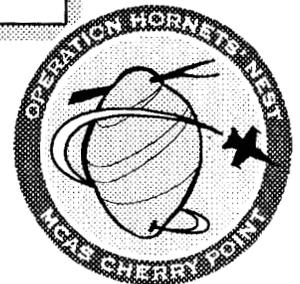
### Infrastructure

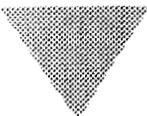
- \$400 MILCON expenditure in last decade
- 16 NEW BEQ's with additional capacity
- New Full Service Naval Hospital
- New Water Treatment Facility with additional capacity
- New Sewage Treatment Facility with additional capacity



# Comparison of Real Property Maintenance (MRP)

Fiscal Year	Oceana MRP (\$M)	Cherry Point MRP (\$M)
FY1985	6.3	N/A
FY1986	6.7	N/A
FY1987	7.9	N/A
FY1988	7.5	37.1
FY1989	10.6	23.9
FY1990	8.4	20.7
FY1991	9.1	20.8
FY1992	17.7	19.5
FY1993	12.7	23.6
FY1994	8.2	21.5
FY1995	8.4 est.	21.5 est.

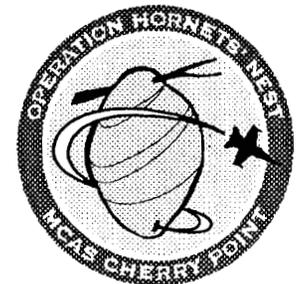




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# Cherry Point - Training Area and Airspace

- Proximity to Marine Corps Base Camp Lejeune
- Proximity to Electronic Warfare Range Cherry Point
- Easy Access to Air-to-Air ranges off the coast of North Carolina
- Overwhelming majority of Air-to-ground training for both Navy and Marine Corps is conducted in North Carolina

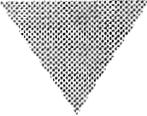


**Return on Investment - COBRA  
MILCON Analysis**

**1993                      1995                      ?**

<b>Oceana</b>	<b>\$228,084,877</b>	<b>\$28,370,000</b>
<b>Cherry Point</b>	<b>\$147,453,000</b>	<b>\$332,342,000</b>



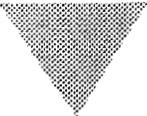


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## Cherry Point - Costs Overstated

- Unlike Oceana costs, Cherry Point Cost Avoidance is based on original plan to house 204 aircraft
- Should be consistent based on 8 operational squadrons plus an FRS of 48 aircraft (as was Oceana COBRA)





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# Previous Recommendations

- **Perform competent and careful COBRA analysis using consistent numbers for Oceana and Cherry Point**





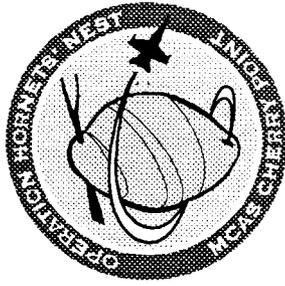
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# Personnel on-Board 1 January 1994

**OCEANA      CHERRY POINT**

**8730                      8713**

● ***On-Board Strength equal***



# Housing Married Personnel

OCEANA      CHERRY POINT

1225 units      2840 units

- *Cherry Point +1615 units*
- *\$42,800,000 for 447 more units ?*
- *No units for Oceana ?*

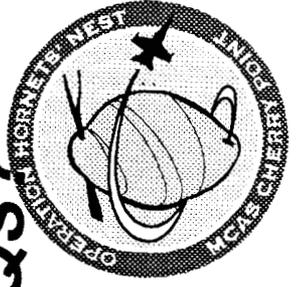


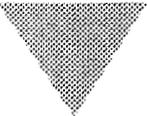
**Housing  
Unmarried Personnel (BEQ)**

**OCEANA      CHERRY POINT**

**2640 beds      3750 beds**

- **Cherry Point + 1110 beds**
- **70% Occupancy**
- **\$39,500,000 for 6 additional BEQs?**
- **No BEQs for Oceana?**





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## Housing VHA Rate

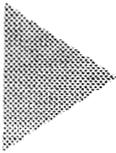
**OCEANA**

**CHERRY POINT**

Officer	\$222 / month	\$18 / month
Enlisted	\$138 / month	\$30 / month

- **Significant Recurring Cost at Oceana  
with Personnel Increase of 307  
Officers and 2788 Enlisted**
- **\$363,732 / month - \$4,364,784 / year**





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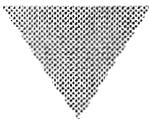
## Parking APRON

**OCEANA      CHERRY POINT**

**2,603,037 SF      5,447,500 SF**

● ***Cherry Point +2,844,463 SF***





# Hangar Space

## OCEANA

## CHERRY POINT

871,285 SF

789,426 SF

6 Type 1 Hangars    7 Type 1 Hangars

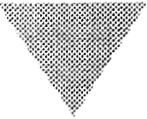
2 Type 2 Hangars    1 Type 2 Hangar

23 Modules

15 Modules

- **81,859 SF ?**
- **8 Modules Difference ?**





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# CINCLANTFLT FY 01 Stationing Plan

- (9) 14 A/C F-14 Squadrons + FRS -12 Modules**
- (8) 12 A/C F/A-18 Squadrons + FRS -11 Modules**
- (1) F/A-18 Adversary Squadron - 1 Module**

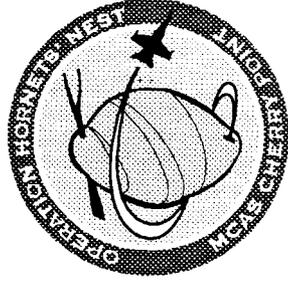
\* Provided by Dept. of Navy,  
Office of Legislative Affairs, Wash,D.C.

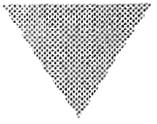
- **+7 Other modules** (*Naso mod, Grumman and Naesu mod, Lockheed mod, CAWL mod, FRAMP, SWATSLANT mod, Detachment Maintenance mod*)
- **31 modules total**



**"NAS Oceana certified data"**

- **"In the following tables, MOD refers to assigned spaces within hangars and may not reflect the requirement for overhead, administration, or shop spaces identified in the NAVFAC P-80. NAS Oceana's method of assigning spaces in some cases results in the equivalent of 1/2 hangar module being available to the assigned squadron."**





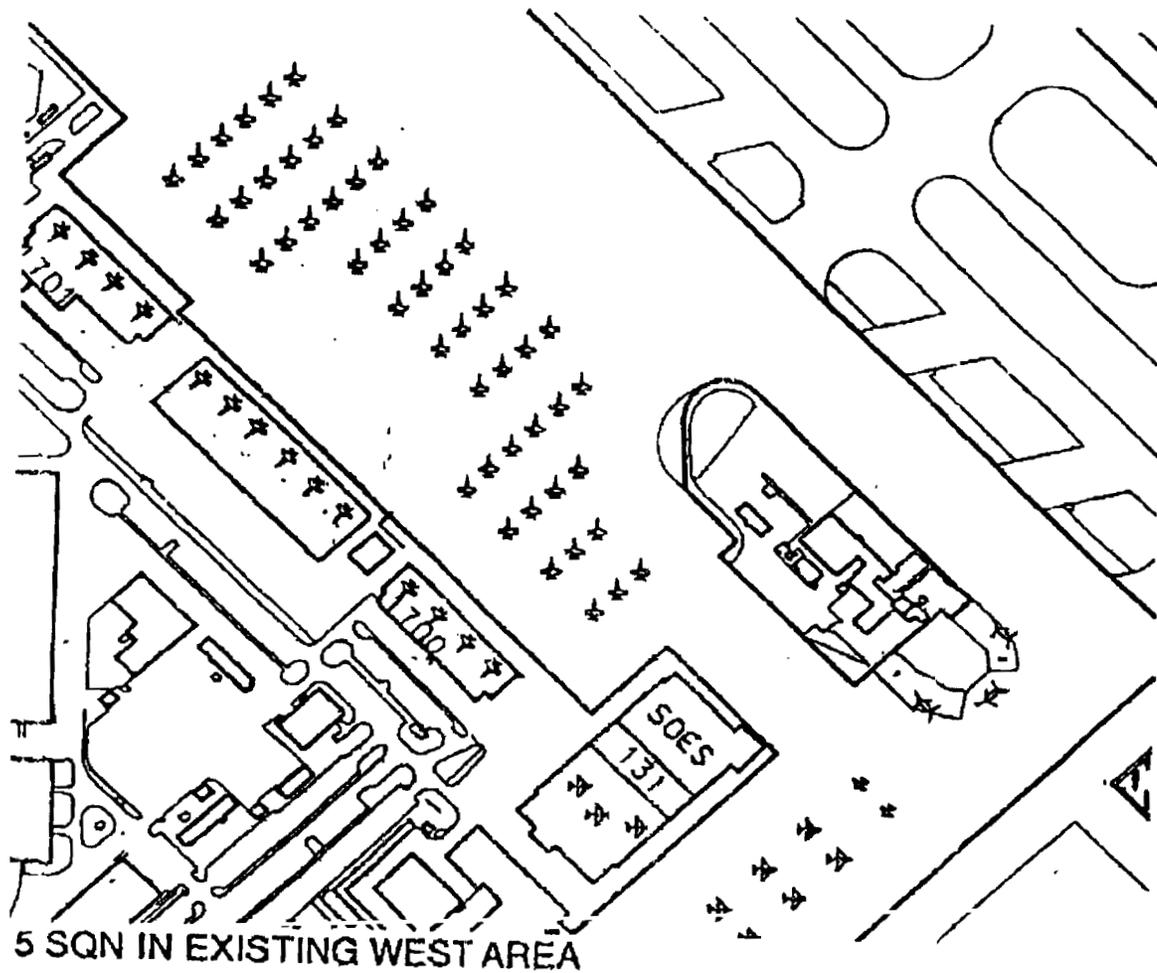
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## Oceana Infrastructure Concerns

- **\$130,000 programmed expenditure (FY96) for Basic Facilities Requirement Analysis and Facilities Integration Study**
- **Miscellaneous Recurring Savings Identified for F-18 Co-location with Carrier**
  - **No associated cost for S-3s and F-14s**
- **Recurring cost \$1.18 Million for detachments for FCLPs**
  - **Supports previous brief on NALF Fentress**



# Cherry Point Field Diagram



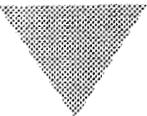
- MOVE MALS-14 FUNCTIONS
- REPLACE 130 WITH NEW 3 MODULE HGR FOR 3 FA-18
- RENOVATE 131 FOR 2 EA-6
- RENOVATE 1700 FOR FA-18
- RENOVATE 1701 FOR FA-18
- USE EXCESS SPACE IN 1700 AND 1701 FOR NADEP MOD



# Environmental Problems Unique to Oceana Facility

- **Acute and Chronic Water Supply Problems**
  - Current moratorium on new water system connections
  - Navy previously found that current water supply problems impact operational readiness during periods of drought
  - Recent analysis conducted by the U.S. Army Corps of Engineers and Federal Energy Regulatory Commission concluded that long term water supply needs of the area cannot be met even with full utilization of the Lake Gaston Pipeline project
  - Recent findings by City of Virginia Beach officials indicate that new water sources in addition to the Lake Gaston Pipeline project may be required in 10 -12 years





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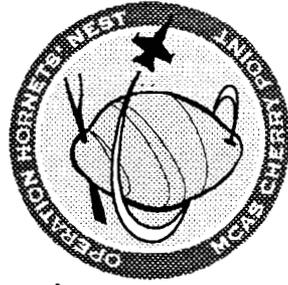
# Environmental Problems Unique to Oceana Facility

- **Acute and Chronic Water Supply Problems (contd')**
  - Lake Gaston Pipeline water in serious doubt:
    - Federal Lawsuit by Virginia Cities and Counties challenges Lake Gaston Settlement Agreement as Unconstitutional
    - Lake Gaston Settlement Agreement Negotiations between Virginia Beach and Norfolk at Impasse
    - Political Infighting casts doubts on ability of Virginia Legislature to approve Lake Gaston Settlement Agreement



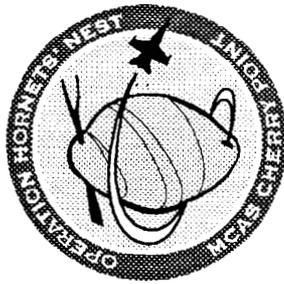
# Environmental Problems Unique to Oceana Facility

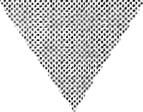
- **Acute and Chronic Air Quality Problems**
  - Hampton Roads area presently is non-attainment for Ozone under Federal Clean Air Act standards
  - EPA presently is evaluating whether to elevate the seriousness of the Ozone non-attainment rating for the Hampton Roads area
  - Federal Clear Air Act requirements will require performance of a conformity determination analysis for relocation of the Cecil Field F/A-18s
  - Relocation of Cecil Field F/A-18s to Oceana would require significantly greater efforts by EPA, the State of Virginia, local air quality boards and Oceana to satisfy Federal Conformity requirements than will be the case if the planes are located at MCAS Cherry Point



# Environmental Problems Unique to Oceana Facility

- **Groundwater Contamination - Impact on Quality of Life**
  - All military bases have groundwater contamination problems
  - Documented reports from Oceana show that contamination problems have significantly impacted military personnel and their families





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# Summary

- **Excess capacity at Cherry Point complemented by modernized infrastructure**
- **Significant Environmental Problems at Oceana**
- **Integrity of the 1993 BRAC Process**



# Attachment #1

# OCEANA



**Facilities**  
**Base Infrastructure and Investment**

19. List the project number, description, funding year, and value of the capital improvements at your base completed (beneficial occupancy) during 1938 to 1994. Indicate if the capital improvement is a result of BRAC realignments or closures.

Table 19.1 Capital Improvement Expenditure<sup>1</sup>

Project Number	Description	Fund Year	Value (\$K)
P-172	Addition to Building 340	87	504K
P-452	Jet Engine Test Cell	88	4,662K
P-700	Pay & Personnel Support Office	88	568K
P-200	TACTS Facility	89	1,450K
P-594	Golf Clubhouse	89	1,430K
P-725	Storage Facility	90	1,543K
P-182/P-185	F-14D Addition & CASS Building	91	2,008K
P-741	Navy Exchange Mall	91	6,941K
P-179	A-6E SWIP WST Addition	92	1,251K
P-184	Strike Weapons & Tactics School	92	2,024K
P-718	Addition to Squadron Trainer Bldg 223	92	3,897K
P-451	AIMD Avionics Addition for CASS	93	982K
C3-87	BLDG LS-500 Line Shack	87	135K
HC-1-83	Whole Site Improvements MOQ	88	307K
C15-84	Interior Improvements Bldg 520	88	222K
RMC6-88	Renovate Building 320	89	180K
HC2&3-89	Outdoor Play Structures/Landscaping	89	584K
C2-90	Hazardous Waste Storage Facility Improvements	90	175K

NAS OCEANA/60191

Project Number	Description	Fund Year	Value (\$K)
HC-4-89	Install Aluminum Storm Doors - Wadsworth Housing	91	143K
C26-91	Self-Help Facilities Office	91	120K
C28-91	Install Air Compressor Bldg 119	91	111K
C33-90	Install 400 Hz MG Set Bldg 119	91	79K
C41-92	Self-Help Supply Warehouse	91	191K
P-452	Install 20K Gal Fuel Tank @ Test Cell (follow on contract)	92	170K
C1-84	Mods to Refueler Truck Parking Area	92	283K
C5-80	Lighting Replacement - Softball Fields	92	83K
HC-3-91	Additional Parking @ Wadsworth Housing	93	142K
C21-91	Sewage Pump Station Upgrades	93	241K
C52-92	Firefighting Training Facility	93	219K
C61-92	Install New JP-5 Fuel Piping/Pump	93	132K
C5-93	Addition to Bldg 820	93	175K
NONE	BEST Center Construction & Alterations	93	189K
CBU-479	Self-Help Supply Warehouse	93	191K
C51-83	Addition to FLTIMAGCEN	94	100K
NONE	BEST Center Construction & Alterations	94	98K
NONE	MWR Batting Cage	94	100K

None of these projects are BRAC related.

20.a. List the project number, description, funding year, and value of the non-BRAC related capital improvements planned for years 1995 through 1997.

Table 20.1 Planned Capital improvements

Project Number	Description	Fund Year	Value
P-821	Refueler Vehicle Shop	92	1100K
P-412	Replace Fuel Storage Tanks	94	1800K
P-750	Golf Course Enlargement	94	1400K
P-892 <sup>1</sup>	ECIP - Electric Peak Shaving Generators	94	1250K
HC-1-91	Community Center - Wadsworth Housing	94	860K
P-754	Golf Course Enlargement	95	1800K
TBD*	Install Additional Base Water Supply Line	95	300K
NONE	Dust Collector System Bldg 513	92	120K
(OPN \$)	Tower Replacement - Dare County	93	120K
C13-84	Racquetball Court Addition	93	155K
C11-93	ATKWING Oil/Water Separators	94	170K
C12-93	FITWING Oil/Water Separators	94	170K
C21-93	SPCC Requirements	94	100K
C9-93	Construct Refueler Truck On/Off Loading Facility	95	175K
C16-92	Retrofit Fluorescent Emergency Exit Signs	95	80K
C16-93	Install Filter Separators @ Day Tank	95	250K
C20-91	Install Variable Speed Drivers on Induction Motors	95	250K
C20-93	Install Motion Sensor Lighting Controls in Heads	95	144K
C31-85 <sup>1</sup>	Electric Tie Circuit "Z"	95	293K
NONE	Radar Tower BLDG 210	95	250K

**Attachment #2**  
**CHERRY POINT**



## BRAC 95 DATA CALL 38, QUESTION 19.

<u>PROJ#</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>VALUE</u>
P918	NARF TEST CELL	85	\$9,600,000
P806	BEQ	86	\$16,208,266
P808	WAREHOUSE, SSUP	86	\$4,547,958
P867	MAINT HANGAR ADDN (LINK)	86	\$4,195,208
P873	OPS/MAINT/SIMULATOR FACIL	86	\$3,998,068
P874	VTOL PADS	86	\$4,600,000
CP352RS	MILITARY WORKING DOG FACILITY	87	\$98,420
CP502R	ENLARGE AVIATION ARMAMENT SHOP, BLDG. 1229	87	\$184,300
CP6250R	C06-87 INSTALL SPRINKLER, BLDG. 143	87	\$88,870
CP7054R	FLIGHTLINE SECURITY CENTER, BLDG. 130	87	\$100,374
CP7059R	HYDRAULIC TEST STAND INSTALLATION, BLDG. 4075	87	\$33,350
CP7101R	C4-87, WING SHOP EXTENSION SHELTER, BLDG. 137	87	\$102,597
CP7105R	C9-87, CONSTRUCT SHELTER, BLDG. 133	87	\$57,711
P891	NADEP HAZARDOUS MATL STOR	86	\$2,017,667
P003	TROOP/CARGO STAGING FACIL	87	\$5,888,698
P764	TRAINER BLDG, EASE	87	\$1,000,000
P863	DDS/TACTS FACILITY	87	\$2,490,000
P884	NADEP VSTOL A/CREWORK FAC	87	\$14,418,424
P940	NADEP A/C ENG REWORK FAC.	87	\$6,788,158
CP7027R	MODIFICATIONS TO BLDG. 244 FOR 25MM GUN TRAINING	88	\$3,995
CP7029R	INSTALL UPS FOR RASC, BLDG. 159	88	\$91,400
CP702R	EXPANSION TO BUILDING 1701	88	\$135,900
CP7060R	CONST ADDITION TO CYROGENICS FACILITY, BLDG. 376	88	\$84,800
CP7123R	HANDICAPPED FACILITIES, B. 100, 193, 194, 1691 & 2	88	\$82,827
CP7140R	COMPUTER ROOM A/C, ROOM 250, BLDG. 3998	88	\$7,807
CP8056R	PIT FOR WHEEL ALIGNMENT MACHINE AT BLDG. 160	88	\$7,380
CP8060R	ADDITION TO BLDG. 163	88	\$158,517
CP8098R	MISC ELEC WORK, 2D MAW FACILITIES	88	\$5,336
CP8099R	INSTL OVERHEAD LIGHTING BAY D, BLDG 1016	88	\$5,675
CP8103R	LIGHT "F" BALLFIELD	88	\$100,263
CP8105R	INSTL 1000 LB HOIST, SEAT SHOP, B1701	88	\$3,500
CP8133R	NEW PARKING LOT BEHIND BLDG. 193	88	\$23,500
CP8137R	EXPAND TELEPHONE EXCHANGE; BLDG. 299	88	\$88,360
CP8153R	CEILING FANS, BLDG. 1201	88	\$6,791
CP8177R	FUEL CONTAINMENT BASIN	88	\$58,120
CP819RS	UPGRADE E-5 GEAR LAYDOWN AREAS, RUNWAYS 23 & 32	88	\$83,200
CP820RS	UPGRADE E5 GEAR LAYDOWN AREAS, RUNWAYS 5 & 14	88	\$83,200
CP904R	CONSTRUCT HAZARDOUS MATERIAL STORAGE FAC AT BT-11	88	\$187,500
H802R1	FENCE - WATER TANK	88	\$4,828
H803R1	STORM DOORS, LANHAM HOUSING	88	\$33,892
H804R1	IMPROVEMENTS TO MIJWAY	88	\$66,212
HC985	LANDSCAPE FENCE, LANHAM	88	\$20,804
N808	UPGRADE CHERRY PT MARINA	88	\$332,000
P015	UPGRADE ELECT DIST SYSTEM	88	\$4,741,000
P028	TRAINER BUILDING, C-130	88	\$1,200,000
P029	LAND ACQ/RW 32 PHASE II	88	\$2,200,000
P200	NADEP CAD/CAM CENTER	88	\$350,000
P718	MAINT HANGAR IMPROVEMENTS	88	\$4,180,000
P796	AERIAL TARGETS IMPROVEMTS	88	\$3,640,000
P807	BEQ	88	\$15,831,000
CP6301R	CONSTRUCT BACKUP WELL #4	89	\$85,265

## BRAC 95 DATA CALL 38, QUESTION 19.

PROJ#	DESCRIPTION	FY	VALUE
CP710R	ADDITIONAL CLASSROOM, BUILDING 244	89	\$121,462
CP711R	UPGRADE OF ARMS, AMMUNITION, & EXPLOSIVES STORAGE	89	\$58,888
CP8017R	IMPROVEMENTS TO BLDG. 250	89	\$148,368
CP805R	EMBARKATION GEAR STORAGE FACILITY	89	\$176,900
CP8101R	RELOCATE DENTAL TRLR FROM LEJEUNE TO CHERPT	89	\$69,890
CP8108R	5000 GAL FUEL STORAGE SYS FOR CRASH CREW TRNG PIT	89	\$50,040
CP8109R	ADD 2 SLUICE GATES UNDER RR TRACKS	89	\$52,262
CP8111R	PAVEMENT & LIGHTING, MPO PARKING LOT	89	\$26,131
CP8112R	INSTL PANOGRAPH, ISLAND 7, STRUCTURE 4020	89	\$85,764
CP8113R	IMPROVEMENTS TO RIFLE RANGE	89	\$20,905
CP8118R	MODS TO EXHAUST FAN & STACK, SPRAY/PAINT BOOTHS, B	89	\$2,818
CP8120R	INSTL SHED W/AIR COMPRESSOR FOR WASH RACK, B1008	89	\$24,850
CP8121R	INSTL WTR FAUCET, WEATHER VAN COMPLEX, BLDG. 8075	89	\$20,905
CP8122R	INSTL A/C FOR SUPPLY SECTION, 8294	89	\$33,813
CP8123R	INSTL CENTRAL A/C FOR FITNESS CNTR, B3383	89	\$109,893
CP8127R	DOOR HARDWARE FOR BOQ'S 487, 496 & 497	89	\$24,300
CP8131R	RAMP FOR BOWLING CENTER, BLDG. 1281	89	\$24,850
CP8134R	IMPROVEMENT TO STATION PROPERTY OFFICE, BLDG. 151	89	\$74,717
CP8163R	CONSTRUCT SECURITY CAGE, BLDG. 1011	89	\$9,255
CP901R	REFRIGERATION/BATTERY SHOPS, MACS-6	89	\$181,750
CP9117R	PARTIAL ENCL OF NREA BLDG 3995	89	\$16,500
CP912R	IMPROVEMENTS TO BLDG. 2000	89	\$174,571
CP9133R	GOLF CART PATH	89	\$200,000
CP9143R	MWR WAREHOUSE	89	\$104,800
H515R2	IMPROVEMENTS TO SGT MAJOR QTRS, 1 VANCE	89	\$10,624
H516R2	IMPROVEMENTS TO SGT MAJOR QTRS, 6 CHATHAM	89	\$10,624
H831R2	WHOLE HOUSE IMPROVEMENTS, CAPEHART PHASE I & II	89	\$1,333,410
H902R1	EXPAND RV PARKING AREA, MOQ	89	\$24,256
H903R1	RV PARKING AREA, STAFF CAPEHART	89	\$47,084
P016	ACQUISIT/TOWNSEND TARGET	89	\$2,150,000
P030	A/C GUN RNG MOD I, NAVAIR	89	\$1,880,000
P541	CONTROL TOWER	89	\$3,289,000
P846	CHILD CARE CENTER	89	\$1,619,000
P861	NAVOSH VENTIL IMPRVMENTS	89	\$179,046
P872	BEQ	89	\$15,715,000
CP0034R	INSTL FENCE, BLDG. 4155	90	\$11,762
CP0036R	INSTL HVAC, BLDG. 4066	90	\$16,500
CP0039R	TURNSTILE AND COMPUTER CONTROL, BLDG. 4155	90	\$16,986
CP004R	BARGE DOCK, BUJKHEADS & DOLPHINS, BT-11	90	\$71,721
CP045R	INSTALL PUMP TEST HEADER, BLDG. 122	90	\$44,800
CP1000R	CONST OFFICE SPACE, BLDG. 1669	90	\$84,300
CP1002R	CONST ADDITION TO BLDG. 4223	90	\$69,250
CP1003R	MISC ELECTRICAL CONST PROJECTS, VAR BLDGS.	90	\$53,013
CP1006R	PROVIDE WOMENS' RESTROOM, BLDG. 1791	90	\$12,796
CP1007R	CONSTRUCT BATHROOM, BLDG. 1291	90	\$18,708
CP1008R	FENCE MODIFICATIONS, VAR BLDGS.	90	\$69,950
CP802R	EXPANSION OF BLDG. 1777	90	\$123,825
CP8110R	ADDITIONAL WELL & PUMP, ATLANTIC FIELD	90	\$103,000
CP8115R	CONST HAZ MAT BERM/SHELTER, BLDG 1741	90	\$50,325
CP8119R	INSTL YENT FANS IN WAREHOUSE, BLDG 154B	90	\$46,401
CP8126R	INSTL TURBINE ROOF VENTS, BLDG 155	90	\$17,162

## BRAC 95 DATA CALL 38. QUESTION 19.

<u>PROJ#</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>VALUE</u>
CP2080R	CONST MODULAR FACILITIES FOR CHILD DEVELOPMENT CEN	92	\$188,000
CP2088R	SITE PREP FOR INSTL OF NEW BLAST DEFLECTORS @ 3459	92	\$19,225
CP2104R	MODIFICATIONS TO E-CLUB, BLDG. 3542	92	\$27,899
CP2105R	MANHOLE & DUCT SYSTEM @ ROOSEVELT BLVD & ACCESS RD	92	\$34,357
CP2113R	CONST SECURITY LIGHTS @ PELICAN POINT MARINA	92	\$8,000
CP2114R	PROVIDE POWER TO VAN PADS @ MACS-6	92	\$53,270
CP2119R	INSTL POWER TO TERPES VANS AT BLDG. 1700	92	\$11,200
CP211R	ADD/RENOVATE FIRE STATION, BLDG 192	92	\$143,200
CP2120R	INSTL FENCE @ CHILD DEVELOPMENT CNTR, BLDGS. 4370,	92	\$13,000
CP220R	ADDITION TO CHAPEL, BLDG. 100	92	\$184,600
CP228R	MODS TO BLDG. 1701 FOR VMAQ REORGANIZATION	92	\$153,478
CP229R	REPLACE STRUCTURE ON LHA TOWER AT MCALP BOGUE	92	\$18,280
CP415R	INSTL ELECTRIC METERS FOR 2D MAW UNITS @ CHERPT &	92	\$100,083
N202	MWR SERVICES CENTER	92	\$764,000
NB25	EXCHANGE WHSE & ADMIN BXP	92	\$536,000
P014	UPGRADE WASTEWTR TRT FAC	92	\$17,000,000
P031	A/C GUN RANGE MODIFICATIONS III, NAVAIR	92	\$1,229,000
P057	BONS MAINT TRAIN FAC	92	\$593,200
P072	SHOP MODS FOR F/A-18D	92	\$503,000
P507	NADEP A/C OVERHAUL FAC.	92	\$7,509,000
P836	NAVAL HOSPITAL	92	\$22,440,454
CP2044R	VIP LOUNGE & BATHROOM RENOVATION, BLDG. 199	93	\$142,032
CP2072R	BLDG 219 COURTROOM RECONSTRUCTION	93	\$109,159
CP3010D	INSTL FENCING ON SLOCUM ROAD	93	\$10,400
CP3011R	INTERSECTION IMPROVEMENTS @ SLOCUM & ALEXANDER	93	\$59,750
CP3035D	CONST 3 OFFICES IN BAND ROOM, BLDG. 150	93	\$18,000
CP3035R	IMPROVEMENTS TO 2ND MAW BAND FACILITY, BLDG. 150	93	\$20,000
CP3089R	RELOCATE ABOVEGROUND STORAGE TANKS	93	\$42,764
CP3103D	REMOVE ASBESTOS & REINSULATE BAND ROOM, BLDG. 150	93	\$24,600
CP3103E	RPR INTERIOR LIGHTING, BAND ROOM, BLDG. 150	93	\$15,500
CP3103R	HVAC FOR BAND ROOM, BLDG. 150	93	\$23,000
CP3142R	ELECTRICAL POWER TO CASNA @ RW-28	93	\$5,523
CP3154R	SIDEWALKS FOR DAYCARE	93	\$11,000
CP317R	ADDITION TO BUILDING 4223	93	\$206,156
N306	PLAYING FIELD	93	\$326,000
N316	LOCATION EXCHANGE	93	\$567,000
P023	AIR CONTROL OPS FACILITY	93	\$2,438,000
P668	AVIATION STORG. FACILITY	93	\$1,485,000
WO27093	EXPAND UPPER BAR AT O'CLUB	93	\$110,117
CP3144R	RECYCLING PROCESS CENTER	94	\$24,840
CP4031R	INSTALL 3 TON MONORAIL, BLDG 244	94	\$18,283
CP4066R	HQMC RECOMMENDED CHANGES TO CHILD DEVELOPMENT CENT	94	\$40,963
CP4135R	INSTALL FOUR DOLPHINS AT BT-11 FOR MOORING BARGES	94	\$24,322
CP4175R	INSTALL TWO HANDICAP RAMPS	94	\$8,390

NONE OF THESE CAPITAL IMPROVEMENTS IS A RESULT OF BRAC REALIGNMENTS OR CLOSURES

CP9546R	BATTERY MAINTENANCE SHOP AT BOGUE FIELD	95	50.0
CP9552R	UPGRADE/REPLACE RAILHEAD SPILL CONTAINMENT	95	176.0
P871	LIQUID OXY/NIT FACILITY	95	500.0
CP9607R	MWSG-27/PSD SUPPLY OPERATIONS FAC	96	166.5
CP9608R	IMPROVE BLDG 1008, VMGR-252	96	123.0
CP9609R	IMPROVEMENTS TO BLDG 1665 FOR VMAQ 4	96	124.9
CP9610R	ADD MAINTENANCE BAY TO BLDG 4213 FOR AVENGER	96	280.0
CP9611R	MAINT FAC FOR MACS-6 UTILITIES & MYTOR T	96	250.0
CP9612R	ENLARGE RADAR HILL, MACS-6	96	277.9
CP9613R	ENGINEER MAINTENANCE SHOP, 3D LAAM	96	282.0
CP9615R	BURY CABLES & PAVE BOAT YARD AT NAVY BOAT DOCKS	96	111.9
CP9617R	RENOVATE MWR SERVICES BLDG 3452	96	125.9
CP9618R	CORRECT VARIOUS FIRE SAFETY DEFICIENCIES	96	118.0
CP9619R	CORRECT VARIOUS SPRINKLER DEFICIENCIES	96	12.2
CP9621R	OSHA SAFETY CORRECTIONS, VARIOUS BLDGS	96	62.8
CP9623R	VEHICLE EXHAUST VENTILATION SYSTEM, BLDG 1782	96	22.5
CP9627R	INSULATE AND AIR CONDITION BLDG 121	96	145.4
CP9628R	REPLACE WINDOW A/C UNITS WITH CENTRAL A/C IN GYM	96	153.7
CP9630R	IMPROVE SECURITY AT TANK FARM 'C'	96	15.9
CP9632R	CONSTRUCT OR IMPROVE HW ACCUMULATION AREAS	96	219.9
CP9634R	WATERSHED RETENTION BASINS	96	135.6
CP9636R	UPGRADE UST SYSTEM AT TANK FARM "C"	96	95.7
CP9639R	ENVIRONMENTAL EDUCATION CENTER	96	94.0
CP9644R	FORKLIFT BATTERY CHARGING FACILITY FOR ORDNANCE	96	73.4
CP9645R	HARDEN GATEHOUSES	96	109.5
CP9646R	PERIMETER FENCE AT STAFF CAPEHART HOUSING	96	51.5
H833R2	WHOLE HOUSE IMPROVEMENTS, CAPEHART PH IV	96	2,170.0
P070	ENG SOUND SUPPR FACILITY	96	6,600.0
P075	MISSILE MAGAZINE	96	1,050.0
P843	HEAT/COVER COMBAT POOL	96	1,200.0
P022	EA-6B TRAINER FACILITY	97	4,360.0
P061	ACCESS ROAD, US 70 TO SLOC	97	1,820.0
P827	OPERATIONS/MAINT FACILITY	97	6,620.0
	TOTAL:		43,213.2

# **Attachment #3**

## **Nemfakos Letter**





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

LT-0741-F15  
BSAT/DOR  
9 May 1995

The Honorable Lauch Faircloth  
United States Senate  
Washington, D.C. 20510

Dear Senator Faircloth:

This is in response to your letter of April 21, 1995, to the Chairman of the Defense Base Closure and Realignment Commission, which he has forwarded to me, requesting assistance in obtaining the remaining information regarding the relocation of the F/A-18 squadrons moving from Naval Air Station (NAS), Cecil Field.

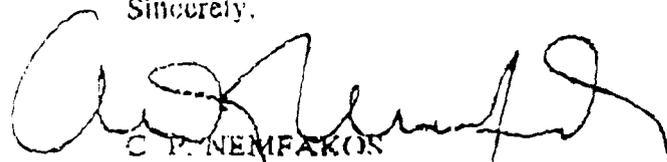
Since the 1993 round there have been significant reductions in naval aviation forces. For instance, we have retired the A-6 attack aircraft series, reduced the maritime patrol aircraft inventory by about one-third and have eliminated approximately fifty percent of the Navy's F-14. Cecil Field will be reduced from thirteen to eleven.

Our analysis found that these reductions provided us with excess capacity at both NAS Oceana and NAS Jacksonville, Florida, allowing us to propose redirecting the F/A-18s to NAS Oceana. The S-3s scheduled to move to NAS Oceana would go to Jacksonville instead. To take advantage of the robust demographics of the Atlanta area, two reserve squadrons would be redirected from MCAS Beaufort, South Carolina, to NAS Atlanta, Georgia, an action that would provide additional space at MCAS Beaufort in which to move two active Navy F/A-18 squadrons. In addition to saving about \$290 million in new construction at MCAS Cherry Point, our recommendations will result in the establishment of a Naval Aviation Anti-Submarine Warfare Center of Excellence in the Jacksonville area.

As you may be aware, we only used certified data in our analysis which in this instance was provided by Headquarters, U.S. Marine Corps and Commander in Chief, U.S. Atlantic Fleet. Using this data, the same military construction standards (P-80) were applied to both MCAS Cherry Point and NAS Oceana. The standards utilized and the analysis conducted were reviewed by the Naval Audit Service with no discrepancies noted. Enclosures A and B reflect the comparison of the certified data that we had available and used with regard to our basing decision. Enclosure C is a brief overview of the P-80 standards that apply.

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

Sincerely,

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

Attachments

05-19-95 11:05AM FROM SENATOR FAIRCLOTH TO 919:8361507

P003/005

1. One Type II hangar module equals two Type I hangar modules.
2. Two type II module requirement at Cherry Point, for two C-130 squadrons.\*
3. Eleven Type I module requirement at Cherry Point of thirteen available. (Does not include a deployment factor).
4. BRAC - 93 MILCON: Builds twelve new hangar modules, upgrades two modules (HGR - 131) and demolishes two modules (HGR - 130). FY 2001 total: 25 modules.\*\*

CHERRY POINT		
Hangar ID# / Type	Current Usage # Modules	Projected Usage #Modules: BRAC 95
130 / I	2	2
131 / I	2	2
250 / II	2*	2*
1665 / I	2	2
1667 / I	2	2
1700 / I	2 (NADEP storage)	2
1701 / I	2	2
3998 / I	1	1
Modules Available	15**	15**

ENCLOSURE A

MAY-19-95 FRI 10:12

WARD & SMITH

FAX NO. 9198361507

P. 04

05-19-95 11:06AM

FROM SENATOR FAIRCLOTH

TO 31918361507

P004/005

1. One Type II hangar module equals two Type I hangar modules.
2. Zero Type II modules requirement at Oceana.
3. Twelve Type I module equivalent requirement at Oceana of twenty three available. (Does not include a deployment factor).

OCEANA		
Hangar ID# / Type	Current Usage # Modules	Projected Usage #Modules: BRAC 93
23 / I	1	1
111 / I	4 (A-6 sqdns)	4
122 / II	4 (A-6 sqdns)	4
137 /	1 (Fleet training)	1
200 / II	4	4
223 / I	2 (Fleet training)	2
404 / I	3	3
500 / I	4	4
Modules Available	23	23

ENCLOSURE B

05-19-95 11:06AM

FROM SENATOR FAIRCLOTH

TO 319190351507

P005/005

TABLE 211-05  
Modular Hangar Dimensional Statistics for Planning Purposes

Hangar Spaces		Type I	Type II
(0E)	<u>Hangar - Cat. Code 211 05</u>		
	Gross Area (Sq. Ft.)	19,968	28,560
	Clear Height (Ft.)	28	42
	Usable Depth (Ft.)*	85	100**
	Usable Width (Ft.)***		
	1 Module	172	220
	1-1/2 Modules	258	335
	2 Modules	354	450
	2-1/2 Modules	465	562
	3 Modules	536	680
	3-1/2 Modules	627	795
	4 Modules	718	910
(01)	<u>Crew and Equipment - Cat. Code 211 06</u>		
	Gross Area (Sq. Ft.)	1,000	22,000
	Clear Height (Ft.)	10	10

(Table continued on next page.)

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TABLE 211-05 (Continued)  
Modular Hangar Dimensional Statistics for Planning Purposes

Hangar Spaces		Type I	Type II
(02)	<u>Administrative - Cat. Code 211 07</u>		
	Gross Area (Sq. Ft.)	3,640	12,000
	Clear Height (Ft.)	8	8
	<u>Mezzanine - Cat. Code 211 06</u>		
	Gross Area (Sq. Ft.)	1,536	NONE

\*Computed upon the requirement for a 10-foot fire lane along the rear wall of the hangar and a 5-foot work clearance between aircraft and doors.

\*\* For aircraft other than the P-3, for which the Type II hangar was basically designed. May also be used for other longer aircraft by modifying doors for "articulated" closure.

\*\*\* Computed upon the requirement for one 10-foot wide fire lane from the front to the rear of the hangar and 5 feet from aircraft to outer walls. Also assumes aircraft will be parked parallel to each other and to the side walls of the hangar to minimize evacuation time in case of fire.