

As a retired USAirForce officer from both
WWII and the Korean Conflict I feel qualified
to express my opinion that to realign the
Brunswick Naval Air Station could be
a colossal mistake to reduce the available
air base existant in New England to ZERO.
It is a National Security gamble that this
country can ill afford to embark upon. Just
to save a paltry few dollars? ^{How about Congress}
cutting back on PORK. sincerely

05272005 RECEIVED

Frederick R. Pallowhill

July 4, 2005

Principi,

and I are two retirees who are deeply
concerned about the base closure in Brunswick,

main issue to us in maintaining the

Naval Air Station is the security it

provides to the entire Northeast Coast. The extra

flight time from Jacksonville would
be frighteningly vulnerable!

We continue to provide this security by
keeping this Base active.

Sincerely,

Gene Proctor + Robert Proctor

On May 13th — a Friday, as luck would have it — thousands of American workers and the communities in which they live and work received devastating news from Washington. On that day, the Department of Defense released its recommendations for military base shutdowns or downsizing, and Maine facilities figured prominently on the Pentagon's hit list. The recommendations now go to the president-appointed Base Realignment and Closure Commission, which this spring and summer will review and hopefully revise the department's recommendations.

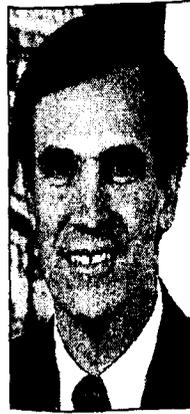
In the name of cutting costs and improving U.S. military effectiveness, Defense Secretary Donald Rumsfeld seeks to shut down Portsmouth Naval Shipyard in Kittery, which would leave more than 4,000 employees, most of them civilians, out of work. The Pentagon's proposed closing of its Defense Finance and Accounting Service site at the former Loring Air Force Base in Limestone would mean the loss of another 362 civilian jobs. The Defense Department also wants to "realign" Brunswick Naval Air Station by removing all five maritime patrol squadrons, at a cost of more than 2,400 mostly military jobs. These changes would bring enormous hardship to some of the best-trained, hardest-working and most productive workers in Maine and New Hampshire and inflict a substantial blow to the economic and social fabric of the area.

The Pentagon has been slow to produce data backing up its choices. The BRAC Commission, congressional delegations, state officials and the public all want and need to know why these bases have been targeted. Based on what we know now, the recommendations on Maine bases make little sense.

The Defense Department clearly has taken aim again at Maine and the rest of the Northeast, in favor of the West and South. If its recommendations are accepted,

"BRAC Commission Chairman Anthony Principi has said the commission will not rubber-stamp the Pentagon. Instead, it will approach the task with fresh eyes."

Please note my \$ & part to U.S. Rep. Tom Allen Democrat, District 1
Be appreciated Thank you



Maine alone would suffer almost one-fourth of the nation's net military and civilian job losses from this round of bases closings and realignments.

For those of us who have been working nonstop to save our bases — the Maine and New Hampshire congressional delegations, Govs. Baldacci and Lynch, state and local officials, talented and tireless task forces of volunteers and experts and many others — there is now a new forum in which to make our case. BRAC Commission Chairman Anthony Principi has said the commission will not rubber-stamp the Pentagon. Instead, it will approach the task with fresh eyes.

Maine's facilities are essential to our national defense. Just the day before the Pentagon's base closing announcement, Portsmouth Naval Shipyard was presented with one of the Navy's most distinguished awards for its service since 9/11. Once again, the submarine shipyard has been recognized as the country's best, continually completing superior work under budget and ahead of schedule. National security demands we retain a valuable, unique facility like this — which cannot be reconstituted if closed — when future demand for nuclear submarines remains so unpredictable.

The Pentagon's BNAS decision is just as bizarre. The department kept the base open and acknowledged its homeland defense mission. Yet it removed the aircraft needed to accomplish that mission by proposing to transfer its

P-3 Orion aircraft to Jacksonville, Fla., several hours away from the strategically and economically vital North Atlantic sea lanes. BNAS is a fully modernized base ready to house the next-generation Multi-Mission Maritime Aircraft in its new hangar. Making the last fully operational military airfield remaining in the Northeast non-operational puts our security at risk.

As a Brunswick tenth grader, Nick Sabasteanski, wrote in a May 20 letter to The Times Record, "[W]ith the war against terrorism that we are fighting today, it makes no sense to eliminate our range across the world, let alone our own soil."

The Limestone closing is incomprehensible for another reason. The savings, if any, that would be realized by this closure are small compared with the adverse economic impact on this area, a factor that must be considered under the base closing law. Remember, this facility was located in Limestone to offset the huge losses suffered when Loring Air Force Base closed. The recommendation strikes me as particularly small-minded, a double hit from the BRAC process, dramatically unfair and unjustified.

In his letter to the editor, Nick concluded: "I only hope our congressional representatives will fight vigorously to make Donald Rumsfeld realize his folly..." Nick, you can count on it, for we agree that this is folly, and we will fight as hard as we can to make things right.

FL. man BNAS

To the editor:

I am a ninth-grader, Brunswick High School, and with my upper classmate Sabasteanski, who writes Brunswick Naval Air Station (May 20, "How can we...") I also think that BNAS stay fully manned. I heard about how close it was to being closed, and I write about it.

I am planning on Sen. Collins to do her best to keep BNAS fully manned. I will see when the BRAC Commission members come to Brunswick Naval Air Station June 2.

Our BHS Students really care!



High standards for education: A

Maine was one of only two states out of 40 to receive all As for its education standards, according to an assessment by Education Next, a Journal of Opinion and Research, published by the Hoover Institution of Stanford University.

What's at stake?

If the Pentagon's recommendation to "realign" Brunswick Naval Air Station goes through, it will mean:

- Only 499 active duty personnel will be left on the base.
- There will be no squadrons attached to the base.
- The community will lose an estimated \$280,000,000.00 a year from our economy.
- Our national security in the North Eastern United States is left naked with no active-duty fully operational military airfield in New England.

Key issues?

- The only remaining fully capable active-duty military airfield in the northeastern U.S. and near its coastal cities - a region of over 48 million people.
- Immediately adjacent to all major sea lanes in the North Atlantic.
- More than 63,000 square miles of unencumbered airspace for training and exercise missions.
- Versatile and extensive modern facilities (including a new hangar designed specifically for the P-3 replacement aircraft) and land with no encroachment issues.
- An established all-weather training area available for Special Forces and other units.
- Completely secured perimeter and outstanding force protection layout and capability.
- Easy access by all forms of transportation.
- Since 9/11 the military value of the base supersedes anytime since WWII.
- With the uncertainty of the War on Terrorism our nation can not afford to make a mistake and lose such a strategic location.
- Brunswick is the only Naval Air Station in the US that can support the P-3 replacement aircraft and any other base will require millions of dollars to bring them up to standards.
- The bottom line is: Strategic Location, Strategic Location, Strategic Location!

Source: <http://www.midcoastbrac.org>

54 Harpswell Rd.
Brunswick, Maine
04011-2538
June 21, 2005

Anthony J. Principi
BRAC Commission
Palk Building
Suite 600 + 625
2521 South Clark St.
Arlington, Va. 22202

06072005

Mr. Principi,

I write to you today in hopes
of trying to convince you not to
~~close~~ the Brunswick Naval Air
Station.

I am 69 yrs. old and a life
long resident of Brunswick, I have
seen this town grow by leaps and
bounds. In my years living here
there has been many changes
and most of them for the good
of Brunswick.

I hope you and your Commission
will not undo all the good

which has happened here.
I visualize Brunswick M.A.S.,
as being an asset to the U.S.,
by being strategically located
on the east Coast. It can
cover the whole East Coast as far
as protection.

It would be a disaster for
Brunswick if the Base were to
close, all the employment
lost. It has a new hangar
which was just completed,
I believe they have also
done work on the runways
and many other improve-
ments to this fine air station.

It would be a shame to
close it and let all of these
improvements go down the
drain.

Scanned
RECEIVED
5-24-05 MR

~~DELETED~~



Maine Campus Compact

Maine Campus Compact
220 College St., #2
Lewiston, ME 04240-6760
tel (207) 786-8217
fax (207) 786-6053
www.mainecompact.org

Dear Anthony J. Principi,

As a resident of Brunswick, Maine I plead with you to reconsider the restructuring of the BNAS. Please, keep it fully operational by keeping the patrol squadrons in place in Brunswick.

When our government says we are working to protect national security by leaving a region of over 48 million people without strategic protection, it causes me to take time to write & tell you

RECEIVED

Mrs. Arthur F. Mayo, III
83 Green Street
Bath, Maine 04530

May 27, 2005

05312005

Anthony J. Principe

BRAC Commission

Park Building, Suits 600 and 625

2521 South Clark St

Arlington, VA 22202

Dear Mr. Principe:

I am a "legit" Yankee from a very old
Maine family and I can appreciate the value
of a lot of money, but the government just spends a lot of
money to build hangars for the P-3's, and now you are
going to move them to Jacksonville, where they will
spend a lot more money to build hangars. Nobody
does that leave New England without protection,
but the costs in Jacksonville offset the
"Savings." The Brunswick Naval Air
Station is not only a deterrent to terrorists
approaching by sea, it is also a safety for
people from all over the U.S.A. who use our
water ways.

Please keep the P-3's at BNAS and keep
New England protected with both BNAS and
the historic Portsmouth Naval Shipyard.

Sincerely,
Martha F. Mayo

25 Thornton Way
Brunswick, Me.
04011

May 23, 2005

Dear Sir:

I am writing to you in the
hopes that you can be influential
in working to keep the Naval Air
Base open in Brunswick, Maine

Yours truly,
Elizabeth P. Whitaker

RECEIVED
5/26/05
DET.



25 Thornton Way
331
Brunswick, Me.
04011

Mr. Anthony J. Principi
B.R.C. Commission Pells Bldg Suite 600-625
2521 South Clark St.
Arlington, Va. 22202
Dear Mr. Principi

I am a 92 year old Navy Nurse, World War II --
I love my Country, and all its goodness -- It hurts
to hear and see those who want to tear it apart.
Thank you, Mr. Principi, for taking the leadership of
this letter-writing campaign.

We understand the importance of BNAS to our
entire region -- to the 48 million people who call
this home.

We will keep believing that God is in Control.

Sincerely,

Nora Sue Titus

RECEIVED
5/25/05

A personal note...

Dear sir: *Addressed to Chairman Principi*

I felt suddenly vulnerable when you shipped the helicopters out of Brunswick Naval Air Station. I will feel really unprotected if the base is closed. Without it what do we have?

You should be more concerned for those of us who live on or near the east coast within range of the Brunswick planes.

Please help + protect us.

Sincerely,

Oliver C. Hart

RECEIVED
05272005

Richard K. Brautigam
#6 Willow Grove Road
Brunswick, ME 04011-2966

May 24, 2005

Mr. Anthony J. Principi

BRAC Commission

Polk Bldg.

2521 S. Clark 05272005

Arlington, VA 22202

RECEIVED

Dear Sir,

I write as a concerned citizen of Brunswick about plans to "downsize" the NAS Brunswick. I feel this would be a serious mistake and jeopardize NATIONAL SECURITY to eliminate the patrol squadrons that protect the Northeast.

P. O. Box 428
BRUNSWICK, ME 04011



07 07 2005

July 3, 2005

Anthony J. Principi
BRAC Commission
Polk Building
Suites 600 and 625
2521 South Clark St.
Arlington, VA 22202

Dear Chairman Principi,

The Northeast has only one active-duty military airfield capable of providing vital security for a population of over 48 million people and as an outpost for National Security.

Brunswick Naval Air Station (BNAS) is in a strategic location for National Security.

The Pentagon – Department of Defense substantially deviated from the criteria they must follow in recommending the Brunswick Naval Air Station for realignment; analysis of BNAS' role in National Security and the devastating impact realignment of BNAS would have on the region's economy.

I urge removal of BNAS from the list following clearer understanding of potentially very serious consequences.

Sincerely,

A handwritten signature in black ink that reads "H. Greene". The signature is written in a cursive style with a large, stylized "H" and "G".

Dear Sir

I am writing to ask you to reconsider the Pentagon decision to downsize the Brunswick Naval Air Station. I am sure that you will have many people tell you about it being the last active-duty military airfield in the Northeast and the over 48 million people it protects.

They will tell you of its unencumbered airspace for training and exercise missions, its modern facilities for the replacement airplanes. They will also tell you of its strategic location next to the major seaports and its all-weather training area for Special Forces and other units.

I want you to know about the Community services its personnel gives the many non-profit organizations in this area.

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R/S/S

There are many people who depend on this help. I am sure there are many other reasons that people can come up with to keep the Base open and the way it is now. I hope you will take all these reasons into consideration in making your decision on the Base downsizing.

Thank you for taking the time to read this letter.

your Truly

May A. Roehrig
Topsham, Maine

RECEIVED
5/15/05

7/5/05

Dear Mr. Principi,

I hope the BRAC Commission will strongly consider the facts and arguments presented to them for keeping the Brunswick Naval Air Station fully open. Based on what we have heard and read it does not seem to be in our nation's best interest to realign the base, but to keep it fully operational and even possibly expand it.

Thank you very much.

Sincerely,
Charles S. Strauss, Jr. / Shomil F. Strauss
Charles S. Strauss, Jr. / Shomil F. Strauss

06212005



Richard Dowling
478 Woodside Rd
Brunswick Me 04011

June 18, 2005

Dear Mr. Principi,

This letter, as I am sure many others you have received, is asking for your consideration in keeping the Brunswick Naval Air Station at its current status. I could go on with the many statistical and strategic reasons in its favor, which I am sure you have heard, but would rather express my personal feelings in the matter. I enlisted in the Navy and was assigned to Brunswick N.A.S. in 1951. Brunswick has been my home since then. Over the years I have seen the Air Station grow and a good relationship develop with the town. It just seems it would be a mistake to dismantle something that has become such a strategical asset and important part of Maine and the lives of so many people.

Sincerely,
Richard Dowling

6/24/05



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MR PRINCIPAL: 06272005

STICK TO YOUR GUNS:

PLEASE DON'T CAVE!

THANKS,

Lawrence and Jeana Rakovan
327 Maine St.
Brunswick, Maine
04011-3310

LARRY!

June 25, 2005

Dear Mr. Principi.

I am writing to ask you and your Commission to reconsider the closing of Beanes in Maine. I am especially concerned about BNATS.

I feel it is very important and essential to keep the Base open for the safety of our country. As a tax payer, I also feel strange that all the money that has been spent at the Naval Station to update the

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buildings, the housing and the personnel would be wasted. It would be better to bring in additional units so that all these upgrades can be fully utilized.

I thank you for taking the time to read this. Please consider your position and keep open Mair's contribution to the Homeland Security.

Sincerely yours,

Caroline C. Belton
22 Birch Meadow Rd
Brunswick, Me. 04011

Stephen R. Rogers



40 Maple Street ♦ Phippsburg, ME, 04562

June 16, 2005

06212005
RECEIVED

Anthony J. Principi
BRAC Commission
Polk Building
Suites 600 and 625
2521 South Clark St
Arlington, VA 22202

Dear Mr. Principi,

I am very concerned about what appears to be a real bad mistake by the U.S. Pentagon's recommendation to "realign" Brunswick Maine Air Station here in Maine. Our National Security in the Northeastern United States will be left with no active-duty Fully operational Military Air Field in New England, a region of over 48 million people!

We do not want another 9/11 on the East Coast. This would leave Boston, Hartford Conn and New York with no protection. Of the 63,000 Square Miles of air space unprotected. Not to mention all the major sealanes in the North Atlantic and New England Coast!

Strategic location since 9/11 the Military, U.S. Security Forces give the value of this Base supersedes anything since World War II. With the uncertainty of the war on Terrorism our Nation can not afford to make a mistake and lose such a strategic location and Base such as Brunswick!

Brunswick is the only Naval Air Station in the U.S. that can support the New P-3 replacement aircraft that and will not require millions of dollars to bring it up to standards. It's ready now! It has a completely secured perimeter and outstanding force protection layout and capability and strategic location.

Brunswick has a lot of remodeled and newly built housing, versatile and extensive modern facilities, new hanger and control tower and more.

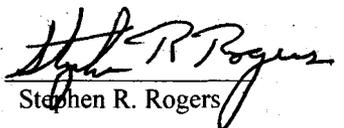
Not only will the State of Maine and Coastal Maine Communities lose millions a year from our economy which isn't good. We don't need to lose the Naval Personnel that bring so much to this area and the State of Maine. Brunswick is also an established all-weather training area available for special forces and other units. It has a lot of room/area to grow that's a strategic location.

With no squadrons attached to the Base and only a few Active Personnel, National Security is in trouble. Brunswick is vitally important to Homeland Security.

I hope and pray that you and the rest of the BRAC Commission will support my personal viewpoint and do what's best for our national defence. Keep it as is!

Also the group at Limestone Center in Northeastern Maine, an area that was hit hard from the closing of the Limestone Air Force Base. This would hurt these people an area hard again as well as the State of Maine!

Thank You, for your time


Stephen R. Rogers

June 15, 2005

06212005

24 Major St

Brunswick ME 04011

Anthony J. Principi
BRAC Commission

van twist e

SUSCOM-maine.net

RECEIVED

RE: NAS Brunswick, Maine

Dear Mr. Principi:

As a local business person who has observed the unusual importance of NASB, I urge the BRAC Commission to re-examine the facts pertinent here.

Removing aircraft from this installation is false economy due to the corresponding costs of providing for them in Jacksonville.

The strategic location of NASB, together with its value to the homeland security effort - Northeast US fully-operational and adaptable site - cannot be overstated.

Downsizing is not a valid compromise, versus earlier plans to close the base entirely. In actuality, the original premise was wrong.

Thank you and best wishes to the Commission in its critically important work.

Sincerely,

W. J. Van Twist

William J. Van Twist

92 Sunset Hill Farm Road
Harpswell, Maine 04079
July 1, 2005

 RECEIVED

Anthony J. Principi
BRAC Commission
Polk Building, Suites 600 and 625
2521 South Clark Street
Arlington, Va. 22202

07 05 20 05

Dear Sir:

I am writing to express my concern about the realignment of Brunswick Naval Air Station. The Defense Department is proposing that all aircraft and most naval personnel at BNAS be moved to Jacksonville, Florida, as a cost-saving measure. I do not believe that cost savings will result. But, even if they do, there will be millions of dollars in improvements at BNAS wasted.

Over the last few years, many of the facilities at BNAS have been renovated or newly constructed: runways, a new hanger, tower, housing units, perimeter fencing et cetera. As a taxpayer, I fail to see how we save money by letting millions of dollars of improvements and updates sit idle. Judging by what I have seen around Jacksonville, I would be surprised if additional building would not be required there if the BNAS squadrons are moved.

In addition, the naval air station in Brunswick is an integral part of the community. If the realignment takes place, the economic and social impact will be devastating.

I hope the BRAC commission will look at all the facts and decide to remove Brunswick Naval Air Station from the closure/realignment list.

Sincerely,



E. Jane Gott

RECEIVED
07 05 2005

July 2, 2005

Anthony J. Principi, Chairman
BRAC Commission
Polk Building
Suites 600 and 625
2521 South Clark Street
Arlington, VA 22202

Dear Mr. Principi:

It has recently been in the papers and "the talk of the town" that BRAC is planning to transfer all of the planes from Brunswick Naval Air Station to Florida. I feel that this move will be endangering all of the Northeast, opening it to the possibility of enemies entering our States via the rivers, bays and numerous inlets in this area. BNAS has kept us secure even during World War II. Also, after having spent millions to build a new hangar, to demolish old housing and build many new houses, to build a new air control tower, and to lengthen two runways, it seems nonsensical and would be a huge waste of taxpayers money to realign BNAS. Also, needless to say, the loss of this base would badly affect this area financially and would increase unemployment for several miles around.

Please keep us safe and leave Brunswick Naval Air Station intact.

Very truly yours,
Helen C. Black
Helen C. Black,
(A Concerned Citizen)

RECEIVED
06062005

331 Bethel Point Rd.
Harpwell, ME 04079

June 2, 2005

Anthony Principi
BRAC Commission
Polk Building
Suites 600 and 625
2521 S. Clark St.
Arlington, VA 22202

Dear Mr. Principi and the BRAC Commission,

I am writing about the proposed realignment of the Brunswick Naval Air Station. I lack the knowledge to make a judgement about the strategic needs of the military; if there is an overriding and compelling national security reason to transfer the aircraft away from Brunswick then that should be the decisive factor.

If, however, there is some debate about whether the aircraft need to be relocated, then I would hope that the economic impact of such a decision upon the midcoast Maine region would be considered. I think that the Brunswick and midcoast Maine economy is fragile, given its relatively small population and lack of diverse industry or economic opportunities. The reduction of the base would have a disproportionately large negative impact on the midcoast region compared to the closure of a base located in a larger population area with a more healthy and diverse economy.

I thank you for your consideration of the many issues involved in your recommendations.

Sincerely yours,



Mitchell Pulver

June 4, 2005



06072005

Anthony J. Principi
B.H.C. Commission
Folk Building
Suites 600 and 625
2521 Sault Clark St.
Arlington, Va 22202

Dear Mr. Principi

Please reconsider the downsizing
of the Brunswick Naval Air Station.
Besides being a devastating blow
to our Maine economy, we who
live in this beautiful state feel
having the base here is vital to
our and the nations national
security. We, indeed, do need
to keep this base open and
operational. Please help us
and thank you for your consideration.

Sincerely,

Heena G. Sullivan

429 High Road Rd.
Harpwell, Me 04079

June 11, 2005

06072005

Anthony J. Principe
BRAC Commission
Park Building
Suite 400 and 625
25 21 South Park St.
Arlington, Va. 22202

Dear Mr. Principe,

Please reconsider the base reduction
proposal of Brunswick Naval Air
Station in Brunswick, Maine.
We have lived in this area for 30
years and we hope that it can
remain as it is. We feel great
comfort in knowing it is an
important part of the security
and protection of this area and,
in fact, of the entire United
States. We need this base and
pray that it will remain totally
operational. Thank you for your
consideration.

Sincerely,

John Sullivan

4129 High Head Rd.
Harpiswell, Me.
041079

06072090

Sheryl M. Norwood
17 Arnold Drive
Lisbon, ME 04250

Anthony J Principi
BRAC Commission Polk Bldg
Suites 600 and 625
2521 South Clark St.
Arlington, VA 22202

Dear Sir;

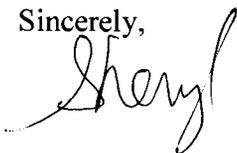
With the fear of Terrorism fresh on our minds since 9/11, it is of vital importance that we keep our East Coast bases open and fully operational. Without our northeast military protection it opens up many avenues of vulnerability for which I am not comfortable, both as a Mother of two, and a person with military background.

BNAS is in the position of being a fully active airfield capable of protecting our North Atlantic sea lanes, has a new hanger that can support our newer aircraft, and is the only NAS that has that capability. BNAS is not only strategically located for our protection, but also strategically located air space training, special forces training, etc.

It is important to me and my community for the BNAS to remain open and fully operational. It is important to me as a Mother, employee, and a former PN3. As a Mother I want to protect my children and want the tools available to help me accomplish this. As an employee with Bisson Moving & Storage it is important to me because Bisson Moving & Storage has been in Business in this community since 1919 and we have moved many of military family to and from their duty stations and loosing them all together would hurt business. As a prior PN3 that was formally stationed at BNAS I know the full value our Navy personnel have here in Brunswick and I would loose faith in our county and those running it if BNAS were to close or even get re-aligned.

Thank you for taking time to read my letter, for I feel we all have a say in what happens to our county and it is up to us to speak up and take notice.

Sincerely,



Sheryl Norwood

06072005

June 2, 2005

Anthony J. Principi
BRAC Commission
Polk Building
Suites 600 and 625
2521 South Clark St.
Arlington, VA 22202

Dear Mr. Principi,

As you are inundated with letters beseeching the commission to reconsider the decommissioning of the Brunswick Naval Air Station, you probably see the same reasons over and over. I wonder what I could possibly say that would make a difference or sound so impassioned that you couldn't ignore the plea.

I am just a wife and a mother that happens to live and work in the area around the Naval Station. I remember what terror and horror was to the rest of us, as we could only watch the events from afar on 9/11. It was comforting and inspiring all at the same time to be located near to the only fully capable active-duty military airfield in the northeast.

How could eliminating this strategically located base possibly benefit this country? If you were to argue dollars and cents, I would gladly counter point with many arguments on governmental over-spending, but I won't go there. Mostly I'm thinking of the many lives that will be impacted by a decision that will not only cripple the economy of an already hurting state, but also leave wide open the door of the northeastern corner of this great nation to incoming terror and only "God knows" what else.

From the heart of the Maine, I beg you to reconsider.

Sincerely,



Debra Mosher
21 Misty Hollow
Woolwich, ME 04579

359 Montsweag Road
Woolwich, ME 04579-5028

06072005

June 1, 2005

Mr. Antony J. Principi
BRAC Commission
Polk Building, Suites 600 & 625
2521 South Clark Street
Arlington, VA 22202

Dear Mr. Principi:

I have serious concerns about the Pentagon's decision to Realign the Brunswick Naval Air Station. Brunswick is the only active military airport in the Northeast, It has an ideal location to cover the North Atlantic and its busy shipping routes. Removal of the patrol squadrons would leave a large gap in our northeastern frontier.

Brunswick has been well maintained and has new facilities that allow it to accomodate many types of aircraft including the newest versions of patrol craft. It seems very short sighted to move active squadrons from a newly refurbished base to one that would be overcrowded and would require new facilities to be built at that location.

Theoretically, savings can be made in many cases by consolidation, but it appears that this will be a case of putting all our eggs in one basket which concentrates risk. Diversification and dispersion of facilities limit this risk.

Finally, this move will have a serious effect on our local economy. New England in general, and Maine in particular are targeted for a disproportionate amount of the military cut-backs.

It has been a long while since Korea when I served in the Navy as an officer aboard surface ship and submarine, but I am concerned that this particular proposal of the Pentagon is not well considered from either a national security nor cost effective point of view. I know you will review all the facts most carefully, and hope this letter will convey our concerns to you.

Sincerely,


Douglas Hardy

06072005

638 MIDDLE RD.

WOOLWICH, MAINE 04579

JUNE 1, 2005

ANTHONY J. PRINCIPI

BRAC COMMISSION

POLK BUILDING

SUITES 600 AND 625

2521 SOUTH CLARK ST.

ARLINGTON, VA. 22202

DEAR MR. PRINCIPI:

I AM VERY CONCERNED ABOUT THE PENTAGON'S
DECISION TO REALIGN BRUNSWICK NAVAL AIR STATION.
THIS SEEMS LIKE A HUGE MISTAKE TO LOSE SUCH
AN IMPORTANT BASE WHICH HAS AN IDEAL LOCATION
TO PROTECT THE NORTHEAST. THIS LEAVES A HUGE GAP
UNPROTECTED FROM THE WAR ON TERROR AND
FUTURE POWERS SUCH AS CHINA. THE FACILITY IS
TOP NOTCH WITH MANY MILLIONS SPENT RECENTLY TO
UPGRADE SUCH AS A BRAND NEW HANGER TO HOUSE
THE NEXT GENERATION OF "P-3'S", AN ENERGY EFFICIENT
HEATING PLANT AND A NEW CONTROL TOWER.
TO PUT ALL OF OUR EAST COAST P-3'S IN

JACKSONVILLE LEAVES ALL OF OUR EGGS IN ONE BASKET, WHAT IF A DISASTER HITS OUR ONLY NAVAL AIR BASE ON THE EAST COAST, I AM THINKING HURRICANE (YES YOU CAN FLY OUT THE PLANES HOPEFULLY) BUT REMEMBER WHAT HAPPENED TO HOME STEAD AFBASE!

ONCE YOU GIVE UP SUCH A STRATEGIC LOCATION THERE IS NO CHANCE OF GETTING IT BACK IN THE FUTURE, I RESPECTFULLY ASK THAT BRUNSWICK NAVAL AIR STATION REMAIN ACTIVE TO PROTECT OUR COUNTRY, THANK YOU,

SINCERELY,

Burleigh P. Thombs

BURLEIGH P. THOMBS

08072005

Pinepals

Jeanne M. La Vance
pinepalsj@suscom-maine.net

Elinor Voit
pinepalse@suscom-maine.net

**43 Wildwood Drive
Brunswick, Maine 04011
207-721-9776**

June 1, 2005

Mr. Anthony J. Principi
BRAC Commission
Polk Building
Suites 600 and 625
2521 South Clark Street
Arlington, VA 22202

Dear Mr. Principi:

Please keep Brunswick Naval Air Station in tact. The proposed realignment of the air base would leave the North Eastern United States naked, with no active-duty fully operational military airfield. Millions of people in the coastal region would be left unprotected.

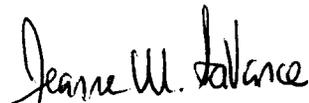
Since 9/11, the military value of the base is even more critical. With the War on Terrorism, our nation cannot afford to lose such a strategic location.

Along with this, the base, with thousands of miles of unencumbered airspace is key for training and exercise missions. Also, it is the only Naval Air Station in the United States that can support the P-3 replacement aircraft. Millions of dollars would be required to bring any other base up to these standards. Can we, as a nation, afford to spend unnecessary millions for this purpose when we are conducting a War on Terrorism?

To us, this is a frightening situation. We really feel that we who live in Maine, an outpost of the North East United States, would be left unprotected.

Please carefully consider the grave consequences of realignment of the Brunswick Naval Air Station.

Sincerely,


Jeanne M. La Vance


Elinor Voit

06072005

Sherry B. Hanson
81 Jordan Avenue, # 1
Brunswick, Maine 04011
Phone: 207-721-0955
E-mail: shanson1@suscom-maine.net

June 1, 2005

Anthony J. Principi, BRAC Commission
Polk Building, Suites 600 and 625
2521 South Clark Street
Arlington, Virginia 22202

Dear Mr. Principi:

The proposed realignment of Naval Air Station Brunswick Maine is one of the most irresponsible, dangerous, foolhardy and ignorant decisions made by the Pentagon in recent years. Never mind that the area will lose an estimated \$280,000,000.00 a year from the economy. Forget that the base will have a grand total of 499 active-duty personnel – and no planes – to defend the entire northeastern United States.

BNAS is THE ONLY remaining fully capable active-duty military airfield in the northeastern United States and near its coastal cities, a region of over 48 million people. This base is immediately adjacent to all major sea lanes in the North Atlantic and contains more than 63,000 square miles of unencumbered air space for training and exercises. BNAS has ALREADY SPENT the millions of dollars necessary to handle the new generation of planes that will replace the P-3, with a new hangar and associated facilities. Navy housing for personnel has recently been upgraded and replaced. With a secure perimeter and outstanding layout, as well as an all-weather training area for Special Forces and other units, this base is invaluable.

Add to the above that we have a totally “porous” border with Canada stretching thousands of miles, an “open door” for terrorists, and don’t think when they hear the news about BNAS that they won’t use this to their advantage. Remember that on 9/11/01 two of them used Portland, Maine as part of their entry route. Hell, they’ll be landing in boats, jumping from planes – and walking right on in from Canada! What will you have to say to the 48 million American people who live up here? What possible, preposterous defense can you come up with to explain and justify your decision then? You couldn’t even defend the Pentagon on 9/11!

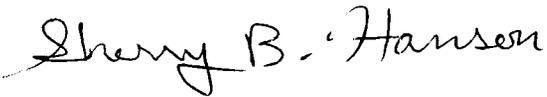
If the you-know-what hits the fan up here in the Northeast ON YOUR WATCH, do you really want to have to explain that to the American people? How can you people on the BRAC Commission hope to defend yourselves against the mother lode of grief you will take? You’ve already got Limestone, ME, Kittery, ME and the sub base at Groton, CT on

your closure list. DO YOU REALLY WANT TO LEAVE THE ENTIRE
NORTHEASTERN UNITED STATES DEFENSELESS???

THINK!

You have a career, right? Dead in the water if you do this. You have a family, right? Can you look them in the eyes and defend this farcical decision? And last but not least, I'm sure, President Bush vacations in Kennebunk. What if he's there when THE BIG ONE happens? Think about all of it and take BNAS off that list. Use the stellar strategic location of this base and put the new planes up here where they belong.

Sincerely,

A handwritten signature in cursive script that reads "Sherry B. Hanson".

Sherry B. Hanson

06072005

Gail M. Allen

266 East Shore Road
Westport Island, Me. 04578-3520
207-882-9674
dragonfly1472000@yahoo.com

June 1, 2005

*Anthony J. Principi
BRAC Commission
Polk Building
Suites 600 and 625
2521 South Clark St.
Arlington, VA 22202*

Mr. Principi,

I write you this letter on behalf and in regards to Brunswick Naval Air Station. I will be honest and inform you that until last year I did not know that this Naval Institution existed. Upon moving back home after nearly 30 years in Southern Alabama, I found myself in need of employment, and Brunswick Naval Air Station in need of a Dental Assistant for the Dental Department at the Branch Health Clinic, Brunswick. What I have discovered is a wonderfully tight knit and well meshed community of active duty and federally employed personnel with one goal in mind – the health and welfare of the United States of America.

There is no doubt that this base is a very important asset to the New England Coast. Completely overlooking the economic impact on a part of the county that can ill afford to lose this kind of financial influence – the fact is that Brunswick Naval Air Station is the last fully capable active-duty military airfield in the northeastern U.S.

Over and above all of the reasons that could be listed and that have been hashed around on television and in the local papers, it is clear that millions of dollars would need to be spent to render the Air Base in Jacksonville, Florida ready to accept the P-3 squadrons and the personnel that would come with them. Money has already been spent to upgrade this Naval Air Station for the P-3 program. It is silly to throw more money

into new construction when it is clear that this base completely serves its purpose for maintaining and training of the P-3 Aircraft and its crews.

The Naval community here in Brunswick is a strong one. There is hearty pride on the base itself as well as the outlying community to include the public schools, churches, volunteer programs and all the other groups that are directly impacted by the active duty and their dependants. Losing this integral part of the community would have a huge negative impact on the good works that they do here every day.

I implore you to reconsider that re-alignment of Brunswick Naval Air Station. In the year that I have been here, working in the Dental Department, I have had the opportunity to seat, and have as patients every active duty person on this base, including the Base CO all the way to the newest and "greenest" E-1 in the P-3 program. I have seated dignitaries with dental emergencies, here for building dedications, as well as many of our returning soldiers from the Iraq and Afghanistan conflicts. My heart swells with pride for each and every one of them, and their pride in the Brunswick Naval Air Station is brought forth during our conversations.

Respectfully,

Gail M. Allen, GS-5

Dental Technician, Brunswick Naval Air Station

Brunswick, Maine

06072005

Charles McAleer
84 Moross Rd
Grosse Pointe Farms MI 48236
cmcaleer@donerus.com

Anthony J. Principi
BRAC Commission
Poik Building
Suites 600 and 625
2521 South Clark St.
Arlington, VA 22202

June 4th, 2005

Dear Realignment Commission,

Please rethink closing the Kittery and Brunswick Naval Bases. For that matter, please take a second look at all the Naval installations along the East Coast.

I guess most of you are professional military. Me, I'm a middle aged perpetual civilian in Michigan. So forgive me if I step on your geo-political turf, but this week has kind of altered things in the North Atlantic 'hood.

In addition to a waspish Russia hankering for good old times, in addition to the Major Powers circling around the energy resources of the mid-east and the Caspian Sea, the French and Dutch referenda have put another joker in play. Namely, a weakened EU. Possibly, when you were drawing up your overall plan, you could safely assume that at least Europe, at the other end of the sea lanes, would stay quiet. You still sure? I'm not. No, no, I'm not predicting a war with France or anything like that. I'm just saying the foundations of the peace and quiet there have just been weakened.

Bottom line: This is no time for the Navy to retire to Florida or Hawaii or someplace. Don't dismantle anything along our east coast. Don't disperse the skilled infrastructure. Expand. This is not the hour of the accountants.

Yours Truly,
C. McAleer

PS: I tried to email you via your web but I kept getting "impermissible". You might want to look into that.

I do not have ^{III} many years left
of my life and I would
like to finish them in the
Brunswick area.

Please give it a lot of thought
when you consider Brunswick
and also Portsmouth in N.H.,
our neighboring state.

I want to thank you for taking
the time to come to N.H. & Maine
to see these two areas.

I hope you make the
right decision on both of
these areas with the rest
of your committee. Once again
thank you for your considerations.

Sincerely,
Richard P. Vonko

06072005

June 3, 2005

Anthony J. Principe

B&AC Commission

Boxes 600 and 625

2521 South Coast St

Charlottesville, VA 22202

Dear Sir

I am opposed to the pro-

posed closing of Bismarck Naval

Air Station and re-siting project

located to far away Florida.

In our Portland sea port

area we get storage tanks and

chemicals of Toxicity from containers.

Will you please consider

that we want to keep Bismarck

Naval Station open?

Thank you.

Very truly yours,

Thoy M. Lawrence

(Mrs. Osborne R)

JUNE 11, 2005
21 Tweedie Road
Westfield, Me. 04787

BRAC Command
2521 S. Clark St.
Arlington, Va. 22202



Dear Sirs:

I do not trust Sec. Rumsfeld, and the pentagons ability to forecast what our defense posture should be in the coming years. In planning the Iraq war Rumsfeld was told by some of the Generals that 500,000 men were needed. He disagreed and was going to do it on the cheap, using thousands less soldiers. We have all witnessed the results.

The major population areas of this country are concentrated between Boston and Richmond, Va. They seem to want to take the military bases out of the Northeast and concentrate our troops in the Southern warmer climates. Where is it written that future conflicts will be fought in warm climates?

If for example they move all the plans out of Brunswick, Me. Down to Jacksonville, Fl and they have to move them back to Maine in winter, to protect the North Atlantic, and for missions in Europe. How long will it take in winter conditions to get the men, planes and equipment acclimated to winter conditions?

The DFEAS center at Limestone has been cited as an exemplary operation, for cost effectiveness, accuracy work ethic ECT. The Portsmouth Naval Shipyard one of the countries oldest has always done great work, often ahead of schedule and under budget.

A wise individual does not put all his eggs in one basket. or have all his military capabilities in one area. In WW2, Korea, Vietnam. And Iraq, we have had the time to mobilize and play catch up. I predict the time will come that we will not have that luxury.

In WW2 the Germans deposited spies from submarines on the Maine coast, and these men made their way to New York City. The Japanese occupied the Aleutian Islands just of the coast of Alaska. I note that the current base closing proposal includes reducing the Army in Fairbanks, Alaska, which is located on the Russian doorstep.

I felt the security of the country suffered when Loring Air force Base, our closest base to Europe was closed. The base was instrumental in maintaining the peace during the cold way and for operations during Desert Storm. Four years ago, I attended a reunion of the U.S. Army 548th, later the 605th missile battalion, at Caribou, Me. These units helped protect the base during the cold war. Most of the people at the reunion were career military and had live all over the US and many bases in the world. One of the most telling things to me was when several of the people said that of all the places they had lived that the people in Northern Maine were the kindest, most generous, and helpful people they had encountered anywhere. So much for the Quality of Life, one of the arguments used to close Loring.

Yours Truly,
Robert D. Tweedie
Robert D. Tweedie

MONCURE & BARNICLE

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JOHN MONCURE*
JOHN F. BARNICLE
RICHARD L. HORNBECK

*ALSO ADMITTED IN NY & THE DISTRICT OF COLUMBIA

Street Address:
Administrative Bldg.
1 Main Street
Topsham, ME 04086

July 7, 2005

Anthony J. Principi
BRAC Commission
Polk Building
Suites 600 and 625
2521 South Clark Street
Arlington, VA 22202

Re: BRAC Commission

Dear Mr. Principi:

Thank you for visiting NAS Brunswick on June 2, 2005, and for hearing the presentation of the Brunswick Group on July 6, 2005. The performance of your duties on the Base Realignment and Closure Commission are, I am sure, a heavy burden. I am writing this letter more as a resident of Brunswick, Maine, than as a retired Navy Captain with 30 years of active and reserve service.

Rick Tetrev and his group have presented strong arguments for the strategic importance and economic good sense of keeping NAS Brunswick operational. This letter will speak to the personal side of the relationship between the base and the civilian community.

I was a Lieutenant in the Judge Advocate General Corps, of the Navy when I became the Naval Air Station Judge Advocate in 1969. The base was booming with activity and I was extremely busy. My boss, the Commanding Officer of the Naval Air Station, faced the daunting task of hosting eight very active squadrons during the Vietnam era when students of Bowdoin College were protesting the war. As you might imagine, it was a busy time for a young Judge Advocate.

My wife, Nancy, and I fell in love with the area, as do many others who have served here. We temporarily left, but I was offered a position with a local law firm and returned in the 70's to begin a private practice. I remained in the Reserve and drilled at Naval Air

ANTHONY J. PRINCIPI
BRAC COMMISSION
July 7, 2005
Page 2 of 2

Station Brunswick for approximately fifteen years. The operational side remained extremely active during this time.

I have had the opportunity to become a part of this community while remaining very involved in the Navy and I have observed how much the base means to the local community. The kids play in the local little league. Base personnel live throughout our community and are welcomed. In short, the base personnel have become part of the fabric of the Greater Brunswick area. They are our den mothers, little league coaches, United Way volunteers and school teachers.

I would estimate that the Naval Air Station is as important socially and culturally to the Brunswick community as is Bowdoin College. It is that important. If it were "Realigned" and the operational Navy withdrawn, it would have a huge and lasting effect on our community.

I realize that your decisions must be made on hard cold criteria. Others from our community and our Congressional Delegation have made the arguments on those criteria. I wanted to take a moment of your valuable time to give you my insight as a veteran and retired Navy Officer.

Thank you for your consideration.

Very truly yours,

A handwritten signature in black ink, appearing to read "John Moncure". The signature is fluid and cursive, with a large initial "J" and "M".

John Moncure
CAPT, JAGC, USNR (Ret)

JM/rg



RECEIVED

06152005

June 4, 2005

Anthony J. Principi
BRAC Commission
Polk Building
Suites 600 and 625
2531 South Clark Street
Arlington, VA 22202

Dear Mr. Principi:

First, may I express my thanks to you BRAC Commission for their pledge to be open and evaluate all the bases on the proposed closing list fairly and for the good of all.

I must express my deep concern, however, about the closings in New England, specifically, the Portsmouth Shipyard and the downsizing of the Brunswick Naval Air Station.

I cannot fathom how one day the Portsmouth Shipyard can be singled out for merit based on quality and efficiency of the work they do and the next day be told their operation is closing. The workers of Portsmouth Shipyard have traveled to other military sites to share their skills---doesn't that say something about the caliber of worker and the level of knowledge? If shut down, some of these workers would not be able to move to another military base and transfer jobs. We would then lose their knowledge and skill... an important resource to our defense.

With regard to Brunswick Naval Air Station, this proposed scale down makes me cringe with fear. The decision to put all of our planes in Jacksonville, Florida is, in my opinion, an invitation to disaster. Didn't history teach us anything? Did we learn nothing from the experience of Pearl Harbor and placing all our eggs in one basket? Are we so arrogant to think the terrorists couldn't figure out how to attack and destroy and do major damage? Do we have to collect all our planes in one place and give them a target they could not resist? Have we learned nothing from 9/11? The entire Northeast would be unprotected if these closures go forward. What does that say to the people of Maine and other New England states about their value to this country? Why are the people of Florida and Texas more valuable?

Maine is not a rich state. We have no real industry here---mills, factories, companies are closing---the fishing industry is hurting and unemployment keeps rising. The backbone of our economy here is the military presence in Portsmouth Shipyard and Brunswick Air Naval Station... and the community this supports, including Bath Iron Works.

Mainers are hard working people and are not looking for a handout---on the contrary, I think the base worker's contribution to the military effort speaks for itself. They just want to be able to take care of their families and continue to do their jobs in their country's defense and take pride in their accomplishments.

The closing of these bases will bring economic devastation to this area---it will not only be the actual base jobs lost, but the domino effect it will have on the entire community. Retail businesses, real estate prices and values, school systems, etc. ... all of these and more will be impacted. When we see neighbor to neighbor lose it all, the closings/downsizing take on faces and are no longer just the all inclusive term "workers." We care about our community.

The men/women unemployed by the closing will not only lose income, but health coverage, pension plans and their future financial security. That is quite a payback for a job well done.

Gentlemen, I appeal to you to reconsider the closings of the bases in New England, specifically, Portsmouth Shipyard and the downsizing of Brunswick Naval Air Station. Closing Portsmouth Shipyard would be a decision that would lose valuable resources in terms of skill and efficiency and downsizing Brunswick Naval Air Station would leave an entire part of this country unprotected. In my opinion, such a negative decision would be unconscionable.

I thank you for your time in this matter and appeal to you for reconsideration.

Yours truly,



Agnes M. Beale
1086 Main Road
Phippsburg, ME 04562



06292005

Honorable Anthony J. Principi
Chairman, Defense Base Closure and Realignment Commission
2521 S. Clark St., Ste. 600
Arlington, VA 22202

Dear Mr. Principi:

I am writing to you to express my concerns with the integrity of the Base Closure and Realignment Process (BRAC). The confidence of the American public in the process, and that of the decisions on individual military installations, relies on the accuracy of the data used by the various services as well as the validity of the calculations and comparisons made using this data. I am concerned about the validity of the data used in the evaluation of Naval Air Station Brunswick, Portsmouth Naval Shipyard and the Defense Finance and Accounting Service center at Limestone, Maine.

Naval Air Station Brunswick (NASB) is the only active duty Department of Defense airfield remaining in the Northeast United States. Its strategic location adjacent to shipping routes and aircraft coming from Europe, the Mediterranean, and the Middle East, makes it a vital link in our homeland defense, surveillance, and security strategy.

It is clear that in calculating the savings of closing NASB, the Department of the Navy was intellectually dishonest in not acknowledging that the savings in maintenance positions by moving the P-3 Wing to Jacksonville will also be realized by replacement of the P-3 with the MMA and its maintenance contract. Also not stated was the infrastructure cost needed at Jacksonville to house both airframes and families.

One of Brunswick's major selling points is its strategic location. Patrol flights from Jacksonville will cost an additional \$50,000 per mission given its remote location. Other NASB advantages include its new runways and tower and the \$34 million hanger that is the only one in the Navy large enough to accommodate the next generation of surveillance aircraft and an abundance of unencumbered air space, to include approach and departure flight paths over adjacent open ocean, which are optimal for flight security as well as the safe conduct of operations involving live weapons.

"Portsmouth Naval Shipyard (PNS) consistently and superbly performs its mission while establishing a phenomenal record of cost, schedule, quality and safety performance." That assessment was offered on May 12, 2005 by Admiral V. E. Clark, Chief of Naval Operations.

While the Navy analysis concludes that excess capacity exists for nuclear ship maintenance, PNS is the most efficient shipyard in terms of cost and schedule and is, therefore, not the capacity that needs to be cut. Consider the following points:

a. PNS is saving \$75 million per Engineered Refueling Overhaul (ERO) and \$20 million per Depot Modernization Period (DMP) for the American taxpayer.

b. PNS returns operational time to the Combatant Commander by completing Engineered Refueling Overhauls (ERO) six (6) months sooner and Depot Modernization Periods (DMP) three (3) months sooner.

c. PNS has achieved their Net Operating Result goals for seven (7) consecutive years, returning \$31 million to the Navy and covering losses at other shipyards.

Your commission must answer the following question about the proposed consolidation of the DFAS center at Limestone. Will the quality of work and the cost of operation be greater or less under the proposed DOD consolidation?

According to DOD records, the square foot cost of operations at the facilities scheduled for expansion – Denver (\$9.15), Columbus (\$8.27) and Indianapolis (#11.11) – is considerably higher than the cost at Limestone (\$4.39). In addition, locality pay is lower for Limestone and other rural areas than in the cities scheduled for expansion.

As for quality, Limestone has grown and been given expanded responsibility because it was a low-cost, high-accuracy center. It has won government awards for its service and two years ago received a \$6 million expansion contract.

Please note that I have avoided basing my letter on regional economic value but rather have focused on the validity of the Department of Defense's data and the conclusions drawn from that data. Clearly the Navy's case for realignment of NASB and closure of PNS and the consolidation of DFAS activities has not been validated.

I challenge you and the Commission to make the right decision for America and not to accept the Navy recommendations on these two installations.

Sincerely,

John J. Cushing Jr.
474 So. Main St.
Brewer, Me.

04412

21 Appletree Drive
Brunswick, ME 04011



RECEIVED

25 June 2005

06292005

Mr. Anthony I. Principi
Chairman, BRAC Commission
Polk Building, suites 600& 625
2521 South Clark Street
Arlington, VA 22202

Dear Chairman Principi,

It is my good fortune to have been a citizen of Brunswick for nearly 30 years. As a former U. S. Navy Supervisor of Shipbuilding, Bath, for five years, my command received substantial support from the U.S. Naval Air Station Brunswick related to the overhaul, repair, and new construction of naval ships at Bath Iron Works. NASB also provided support for the numerous naval personnel and civilians stationed in Bath aboard the ships and in my command.

My wife and I also were travel agency owners for 18 years thereafter, and served as leaders of several Brunswick area community organizations not only while we were in business, but still doing so since my second retirement.

The DOD plan to realign NASB recognizes the strategic location of NASB and the availability of clear or unlimited air space for operations, but seems NOT to have considered a number of factors. With the some \$150M overall investment made in NASB facilities over the last 3-4 years, removing all aircraft from NASB makes little sense. A brand new hangar that will accommodate the new P8A Multi-Mission Maritime JET aircraft when it is introduced in the near future will stand idle while another TWO would be built at NAS Jacksonville, where no similar hangar exists, seems a waste of taxpayer money. The new JET hangar could also accommodate unmanned aerial vehicles if stationed here. Further, transferring all aircraft eliminates the only Air Base in the northeast currently available for north Atlantic missions overseas and an all-important regional Homeland Defense mission.

To achieve economy of maritime reconnaissance air unit consolidation and effective use of facilities, it would make more sense to REVERSE the realignment by transferring the Jacksonville maritime air units TO Brunswick considering the limited air space and existing facilities in Jax! From Brunswick deployments of maritime air units could be rotated to a designated location in Florida or Puerto Rico for assigned missions as is currently being done to support overseas deployment missions.

While Mainers thrive on the year-round weather we enjoy, cold weather operations at NASB are routine and not to be considered detrimental to accomplishment of naval missions from Brunswick. Actually, people from away perceive the temperatures and amount of snow and ice that we experience each winter as being far worse than our COASTAL climate provides. In any case, cold weather training is a good thing for all maritime reconnaissance air units.

The very important improvement in quality of life program initiated by DOD and DON over the last few years has provided navy personnel stationed at NASB and in Bath with some 262 modern housing units. This high value investment has made duty assignment to this area a much more satisfying experience than ever before. That is saying a lot because Brunswick has always been a strongly sought after assignment since relations between navy personnel and the Brunswick area

communities have been very close over the years. The formation of the Military Community Council, of which I am still a member, has been established since the mid-1960s. It is the cornerstone of community cooperation between municipal departments of the town and those of NASB.

Included in NEW accommodations at NASB is an impressive 500 apartment Transient Quarters for temporary duty personnel reporting to NASB and its squadrons, officers and nucleus crews assigned to the ships at Bath, and personnel undergoing survival (SERS) training at the Atlantic Fleet facility in the Rangeley Mountains of Maine. The transient quarters building has obviated the high expense of utilizing motels scattered around the mid-coast Maine area.

I am certain that you are aware of other recent significant improvements made at NASB. These include extension of its TWO runways to 8,000 feet and a NEW air control tower and RATCC facility that optimizes aircraft operations. A NEW Naval Reserve Training Center and a late 90's Naval Air Reserve Training Center have been added as well.

The end result of all these upgrades is that we have virtually a NEW Naval Air Station in Brunswick!

To have this NEW Air Base sit indefinitely as a non-operational air facility is unconceivable! This would not be good for the Town of Brunswick either.

Would it become the equivalent of a partially mothballed facility supporting existing Naval Reserve and a NEW Joint Armed Forces Reserve Center that would include Maine National Guard Air National Guard functions?

While certain functions and facilities would remain operational, many would soon partially or fully phase out due to reduced use. These could include the Medical and Dental Clinics, PASS office for navy personnel support, aviation electronics maintenance, supply department support including warehouse service, family housing units, Family Service Center, Morale and Recreation, Navy Exchange, Navy Commissary, Navy Lodge, Pharmacy, and perhaps other services. Some are needed for support of ships in Bath and the Supervisor of Shipbuilding and reservists on active duty.

NASB as it is now has high military value. This MV can be increased still further with the consolidation of maritime forces in Brunswick and the addition of Air Force C-130 squadrons or other aviation units for joint use of facilities and available space for expansion.

The economic impact on the mid-coast region is adequately described in the Chamber of Commerce NASB Task Force Report submitted to you in July 2004. It is an excellent reference that identifies why NASB is "Strategically Positioned for the Future".

The mid-coast Maine communities are very grateful for your recent visit with other members of the Commission to take a first-hand look at the Base and to listen to rationale supporting its present status and its potential for the future. Thank you for your sincere and objective considerations during the entire BRAC process.

Sincerely yours,



Charles L. Mull, Captain, U.S. Navy (Retired)

7/7/2005

William H. Bergquist
14 Kaly Lane/P.O. Box 70
Harpwell, ME 04079
Office: (207) 833-5124
Home: (207) 833-5599
Fax: (207) 833-6699
WHBergquist@aol.com

July 5, 2005

Anthony J. Principi, Chairman
BRAC Commission
Polk Building, Suites 600 and 625
2521 South Clark St.
Arlington, VA 22202

Dear Mr. Principi:

As a year round resident of Maine, I am writing to express my support of keeping the Brunswick Naval Air Station (BNAS) facilities operating in full capacity. The reasons follow:

- Over \$150 million of tax payers' dollars have been spent improving the BNAS facilities over the past 4 years. It is absurd to turn around and have to spend millions more of our tax payers' money improving the Jacksonville, FL base - which will need to build 2 hangars to accommodate the P8A Multi-Mission Maritime Aircraft.
- Transferring all aircraft eliminates the only air base in the Northeast currently available for North Atlantic missions overseas.
- Transferring all aircraft weakens this part of the Northeast US homeland security defense. Need we remind the Commission that 2 of the 9-11 hijackers traveled from Canada through Portland, ME?
- Weather in Brunswick, ME is not a factor. Since I lived in California for 34 years prior to 2002 when I moved to Maine, I can personally testify to the fact the winters are more moderate along coastal Maine. The past 3 winters Boston and Washington, DC have had more severe winter storms and more snow than Brunswick, ME. In any case, cold weather training is a good idea for all maritime reconnaissance air units.
- BNAS has a 500 apartment transient quarters for temporary duty personnel reporting to BNAS and its squadrons, officers and nucleus crews assigned to the ships at Bath, and personnel undergoing survival (SERS) training at the Atlantic Fleet facility in the Rangeley Mountains of Maine. This facility ultimately saves our government money from hotel costs for these personnel.
- Upgrades made within the past 8 to 10 years at BNAS virtually make it a new Naval Air Station - extension of its 2 runways, a new air control tower, a new RATCC facility that optimizes aircraft operations, a new Naval Reserve Training Center, and a Naval Air Reserve Training Center that was added in the late 90's.
- The relationship between BNAS military personnel and the surrounding communities is excellent. My wife and I rented an apartment in our home to a military officer for 2 years, so we have had first hand experience with the fine upstanding military personnel at BNAS.

Please guide the BRAC Commission to remove the politics from the base closure process. Placing BNAS on the list pathetically appears to be a political slap to Maine's 2 moderate Republican Senators who do not always vote the party line with this administration. Mr. Rumsfeld and Mr. Bush surely had this in mind when compiling the list. Please put some logic and reason back into the process. Thank you.

Sincerely,



William H. Bergquist

06212005

RECEIVED

1185 Washington St
Bath, ME 04530-2837
16 June 2005

Hon. Anthony J. Principi
BRAC Commission
Arlington, VA 22202

Dear Sir:

My wife and I have just settled in Maine (as of 4 May '05), but we have come to know this state over a period of more than 20 yrs, during summertime visits.

This letter is to let you know that new as well as old-time Mainers are near despair over the proposal to close down BNAs + other military facilities ^{IN THE NORTHEAST.}

We hope + pray that you and your fellow commissioners will push this wildly-unwise proposal over the edge of the nearest cliff.

Thank you, Sir.

Respectfully yours,
Herbert Schneiderman
(HERBERT SCHNEIDERMAN)

BRAC Commission
Received
7/17/2005

Dear Mr. Principe -

I write as a previous citizen of Bracwald, man
in the 70's, 80's and early 90's and never a home-own-er, but
of a concern for the Federal Government's intention to close or redesign
the Bracwald based Air Station. On the matter of the case, such an
intention appears to be both about right and fool hardy. And such
a decision would fly in the face of what appears to be careful steps
by the Department of Defense to modernize and improve the facility
for the future.

As a family in the civilian community during our
previous 15 year in Bracwald, we had many occasions to go on the
face because of social opportunities we enjoyed with other families and
their families, access at the officer club, tours of facilities, changes
of command, and air shows. In essence, we had many chances to
observe and be a part of the mission and the facility at BRAS. Without
question the relation to people in military and civilian communities was
excellent. However, into the early 90's, the facilities were starting to
deteriorate. A year ago we returned to Bracwald only to find that
millions of dollars had been recently been invested in the base: opening
the 2 messhalls, 210 modern housing units, a new Naval Reserve Training
Center, a transient quarters to house up to 500 people weekly, an
an outdoor swimming pool, the government services bay, carport, plane for bay,
room beyond what that the government services bay carport plane for bay,
then improvement at BRAS, found the projects in the multi-million dollar range,
and then progressively curbed cleaning down the entire base. It was a room
They could probably see greater intention.
Regarding the base housing, which would give the
Northwest a big upgrade against future terrorist threats, a location

BRAC Commission

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in which to consolidate the P3 mission bringing Jack [unclear] here, a continued support for Ball Iron Works shipbuilding, a staging area for training future military personnel in cold weather survival. Several years ago the helicopter component was removed from BNAS and that has compromised the ability of local rescue groups to save lives at sea.

The BNAS is a formidable asset to the US police, and more particularly to the northeast region. I hope your commission will see fit to recommend sustaining the base as configured. When one considers all the billions of dollars we are throwing at Iraq like so many dollars going down the drain, one would think BNAS should be funded fully given the results we receive.

Yours sincerely,

William R. Mason

**BRAC Commission
Received**

7/7/2005

20 Matthew Drive
Brunswick, ME 04011
July 5, 2005

Anthony J. Principi
Chairman, BRAC Commission
Polk Building
Suites 600, 625, 2521
2531 South Clark Street
Arlington, VA 22202

Dear Mr. Principi:

Doesn't a sound defense system include in part having one's defenses widely dispersed? If our Pacific fleet had been more widely dispersed in December of 1941, the Pearl Harbor attack would have much less damaging. The insurgents in Iraq have weapons and ammunition so widely spread out that locating and destroying them is next to impossible.

With Loring Air Force Base closed, air defenses in New England seem to have disappeared. Brunswick Naval Air Station, recently upgraded, looks like an ideal location to keep and consolidate with other DOD air defense capabilities.

Sincerely,



Kenneth M. Smith



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06132005

23 Wentur St., Apt. M-1
Topsham, Me. 04086-1652
June 4, 2005

Anthony J. Principe
BRAC Commission
Park Building
Suites 600 + 625
2521 South Clark St.
Arlington, Va. 22202

Dear Mr. Principe,

I'm writing to you in regards to the Brunswick Naval Air Station and the possibility of it's realignment.

Some of the reasons I oppose this move are obvious. The state of Maine will lose an estimated \$280,000,000.00 a year from our economy. That would devastate our state and surrounding areas. Some jobs are already in danger of being lost because of budget cuts and loss of ship building contracts. Without our base more jobs would be lost to local businesses and these businesses would suffer. Housing, schools, etc., would suffer also. I doubt we could ever recover from this blow. More people will become homeless, and more people will need to rely on state and federal assistance programs, which are already overburdened and suffering from more budget cuts.

It has been said closing BRAS and PMS and other bases will save \$50 billion during the next several years. We save \$50 billion, but we spend \$600 billion on the war in Iraq, (per the Congressional Budget Office estimate) and suffer the loss of our young men and women by the thousands. And let us not forget the approximate \$2 trillion dollars in tax cuts for the rich! So our bases being closed will supply a few drops in the bucket compared to the deluge of dollars being spent on a war that came about through lies and incorrect intelligence. Where is the sense in this?

But let not least and especially if not more important is the defense of our country along the eastern border/Atlantic coastline! Where did the terrorists strike on 9-11? On the eastern seaboard. Where are they likely to strike again? On the eastern seaboard because of the financial base of our country and an area already underprotected. To move all the planes and personnel to Florida makes absolutely no sense. (Now the fact that the president's brother is Governor of that state enter into this?) I think yes. I don't think having only one base on the eastern seaboard makes any sense to the defense of our country. Since 9-11 the military value of BRAS is more

crucial since WWII or ever. With the War on Terrorism our country is in great danger and cannot afford to lose such a strategic defense location. What a waste of money spent on a new hangar built especially for the P-3 replacement aircraft, and new gate security. This doesn't make sense to me. I can't justify these expenditures if BNAS were to be re-aligned. I'm afraid! Afraid of our vulnerability without this most important base of defense for our country and what I believe to be a most strategic location for that defense and the defense of the North Eastern United States. Please, Please, Please reconsider the realignment of BNAS, and keep it fully operational. In closing my last comment would be if BNAS cannot be kept as it is, then a complete closing would be better than a realignment.

Thank you for your time and consideration. I sincerely hope you get to read this letter and that it will give you food for thought.

Yours truly,
Nancy C. Campbell

7/7/2005

KATHLEEN M. O'DONNELL

14 Kaly Lane/P.O. Box 70
Harpwell, ME 04079
Office: (207) 833-7799
Home: (207) 833-5599
Fax: (207) 833-6699
kmodonnell@earthlink.net

July 5, 2005

Anthony J. Principi, Chairman
BRAC Commission
Polk Building, Suites 600 and 625
2521 South Clark St.
Arlington, VA 22202

Dear Mr. Principi:

As a year round resident of Maine, I am writing to express my support of keeping the Brunswick Naval Air Station (BNAS) facilities operating in full capacity. The reasons follow:

- Over \$150 million of tax payers' dollars have been spent improving the BNAS facilities over the past 4 years. It is absurd to turn around and have to spend millions more of our tax payers' money improving the Jacksonville, FL base - which will need to build 2 hangars to accommodate the P8A Multi-Mission Maritime Aircraft.
- Transferring all aircraft eliminates the only air base in the Northeast currently available for North Atlantic missions overseas.
- Transferring all aircraft weakens this part of the Northeast US homeland security defense. Need we remind the Commission that 2 of the 9-11 hijackers traveled from Canada through Portland, ME?
- Weather in Brunswick, ME is not a factor. Since I lived in the San Francisco area for 23 years prior to 2002 when I moved to Maine, I can personally testify to the fact the winters are more moderate along coastal Maine. The past 3 winters Boston and Washington, DC have had more severe winter storms and more snow than Brunswick, ME. In any case, cold weather training is a good idea for all maritime reconnaissance air units.
- BNAS has a 500 apartment transient quarters for temporary duty personnel reporting to BNAS and its squadrons, officers and nucleus crews assigned to the ships at Bath, and personnel undergoing survival (SERS) training at the Atlantic Fleet facility in the Rangeley Mountains of Maine. This facility ultimately saves our government money from hotel costs for these personnel.
- Upgrades made within the past 8 to 10 years at BNAS virtually make it a new Naval Air Station - extension of its 2 runways, a new air control tower, a new RATCC facility that optimizes aircraft operations, a new Naval Reserve Training Center, and a Naval Air Reserve Training Center that was added in the late 90's.
- The relationship between BNAS military personnel and the surrounding communities is excellent. My husband and I rented an apartment in our home to a military officer for 2 years, so we have had first hand experience with the fine upstanding military personnel at BNAS.

Please guide the BRAC Commission to remove the politics from the base closure process. Placing BNAS on the list pathetically appears to be a political slap to Maine's 2 moderate Republican Senators who do not always vote the party line with this administration. Mr. Rumsfeld and Mr. Bush surely had this in mind when compiling the list. Please put some logic and reason back into the process. Thank you.

Sincerely,


Kathleen M. O'Donnell



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06132005

12 Laurel Road
Brunswick, ME 04011
June 7, 2005

Mr. Anthony J. Principi
BRAC Commission
Polk Building
Suites 600 and 625
2521 South Clark Street
Arlington, VA 22202

Dear Mr. Principi and members of the BRAC Commission:

I write as a concerned citizen of Brunswick, Maine, to ask your special attention to the matter of the proposed realignment of the Brunswick Naval Air Station.

As a retired Naval officer, I realize the value of the location of strategic military bases. I consider the P-3 squadrons based at the Brunswick Naval Air Station to be of critical need both for military and civilian purposes:

- It is the only remaining fully capable active-duty military airfield in the northeastern U.S. and near its coastal cities. This gives it a strategic location from which to protect our North Atlantic waters and a land region of over 48 million people.

- The facilities at BNAS are adequate for present and future use of P-3 aircraft. When you visited the base I am sure you noticed its very versatile and extensive modern facilities (especially the new hangar designed specifically for MMA and BAMS and the new control tower plus the up-to-date military housing).

- I think it is very hard to justify the economic costs of moving the P-3 squadrons and continuing to maintain the current facilities at a readiness capacity.

- Brunswick Naval Air Station is prepared and able to support any additional necessary military presence.

- Military personnel, both active-duty and retired, are proud of the mission and presence of BNAS. There is a high level of morale in this Navy community that is very important for enlistment and retention purposes. The retired service members are especially appreciative of the military services available here.

I hope your Commission will decide that it is more cost effective to keep the Brunswick Naval Air Station as it is presently configured and remove it from the Pentagon-proposed Base Closing/Realignment List.

Thank you for your consideration.

Sincerely,


William Barry,
Commander, USN (Ret)

Maine School Administrative District No. 75
50 Republic Avenue
TOPSHAM, MAINE 04086
TEL (207) 729-9961 FAX (207) 725-9354
www.link75.org

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06272005

J. MICHAEL WILHELM, Ed.D.
Superintendent

SALLY LOUGHLIN
Assistant Superintendent

WILLIAM R. LAVENDER, RSBA
Business Manager



PATRICK F. MOORE, PH.D.
Director of Special Services
(207) 729-1557

DIANA L.S. McCAIN
Director of Adult and
Community Education
(207) 729-7323

June 23, 2005

Anthony J. Principi
BRAC Commission
Polk Building Suites 600 & 625
2521 South Clark Street
Arlington, VA 22202

Dear Mr. Principi:

Maine School Administrative District No. 75 is the school district that surrounds the town of Brunswick, Maine. It consists of the towns of Topsham, Bowdoin, Bowdoinham and Harpswell, Maine. Topsham is the location of some Brunswick Naval Air Station housing and other facilities, including the Commissary; and the Town has enjoyed a long and fruitful relationship with the Navy. In 1996, when the Navy wanted to excess some of its Topsham property, our school district was the recipient, acquiring buildings and land that helped us in our efforts to construct a new middle school.

On behalf of this school district I write to express our very real concerns about the BRAC Commission's current recommendation to keep the BNAS infrastructure, but move the Navy squadrons elsewhere. It is the worst of all possible scenarios for the area. It both reduces the Navy's presence dramatically while preventing any opportunity for the community to recoup its losses through the development of the facility to encourage economic growth. Below is the list of concerns expressed by the School District's Board of Directors. We feel the BRAC recommendation is ill-advised and indefensible.

- 1. The need for a military presence in Maine is critical. It was from Portland, Maine that two of the 9/11 terrorists began their attack. The Maine border with Canada is relatively porous. From a security perspective it makes no sense to remove all squadrons from Maine.*

Mr. Anthony J. Principi

2. *The presence of BNAS in our community provides a tremendous resource to our schools in the form of volunteers and educational supports. Our schools have partnered with squadrons at the Base. These partnerships have brought help with school projects, mentors for students, scientific and mechanical expertise to enhance instruction, as well as information about the role of the military in U.S. history and in the current fabric of the country and the world. This will be lost.*
3. *The presence of BNAS in our community has provided greater diversity to our school population, as it has drawn people from all over the country to our community. This has allowed our students to get to know their country from a wider perspective and to have a much better sense and understanding of cultural differences. This will be lost.*
4. *With the military having practically no presence in Maine (and other states, as well, considering the broad scope of the list), the awareness of our military leaders of the cultural and economic diversity of our country will be substantially diminished as they have no reason to set foot in states such as Maine. Similarly, our armed forces personnel will be deprived of exposure to the regional diversity that exists throughout our country and will lack appreciation for those differences as they perform their duties both at home and abroad.*
5. *The realignment of BNAS will reduce our federal support to help the children of military personnel while still asking us to provide the same level of services for the personnel that remain, thereby picking up a more significant portion of that cost locally.*
6. *The realignment will play economic havoc with the community, as a significant percentage of the population departs. This will affect all businesses that in any way provide services to the greater population. Many local businesses rely on the presence of the navy population to sustain their business. A dramatic loss in population will have a corresponding dramatic negative effect on local business. It will negatively affect the dollars generated to our towns to provide services for the greater population. Not the least affected will be the dollars for school systems, which are generated from the State on a cost-per-pupil basis. Not only will the schools see less money, the State will see less money to turn back to the schools.*

Page 3
June 23, 2005

Mr. Anthony J. Principi

7. *The effect of the realignment is potentially more damaging to the community than a base closure. The community will experience a dramatic downturn in population and resources, while at the same time it will not be able to re-develop the BNAS site to bring more business into the community.*

8. *Removing bases from Maine will negatively impact military recruiting over time, as fewer of our young people will have any connection with this segment of our society and a desire to be a part of it. Abandoning the long-standing strategy of spreading our forces throughout the country and concentrating them in a few places for the sole purpose of saving money is shortsighted and could easily lead to a lack of concern and erosion of support for our armed forces in those parts of the country where no military presence exists. The monetary value of this is hard to quantify.*

9. *The value to the strength of the social fabric of our country of having some military presence relatively close and accessible to most of the population is tremendous. Once those closures and realignments are completed, when votes come up in the Congress, how interested do you think the Congressmen from Maine, New Hampshire and Connecticut will be in ensuring that military personnel are fairly compensated for their service? The answer is that they won't be very interested. This same logic could apply to every vote that comes up associated with the military forces. Those states with practically no military presence will not continue to support federal spending for military forces or the associates equipment and infrastructure because the people "back home" have nothing tangible to be gained from it.*

Sincerely,



J. Michael Wilhelm, Ed.D.
Superintendent of Schools

07012005

June 29, 2005



Anthony J. Principi
BRAC Commission
Polk Building
Suites 600 and 625
2521 South Clark St.
Arlington, VA 22202

Dear Mr. Principi and all BRAC Commissioners,

I cannot for the life of me understand why anyone would think it prudent to re-align the Brunswick Naval Air Station and send all the P3's and associated personnel to Jacksonville, Florida. Has Pearl Harbor been so long ago that we have forgotten our lesson? What's that saying – History repeats itself?

After the catastrophic hit on the United States on 9/11, why would the government be willing to leave the entire northeast quadrant of the United States wide open and the state of Maine without any military protection??!?!!!!!!! Has everyone forgotten that Mr. Atta entered the U.S. from Canada through the state of Maine? Has anyone looked at the geography along the Maine Coast? Without any surveillance, there are hundreds of little, obscure coves one could sneak in totally unnoticed. Where is our famous Homeland Security on this War on Terrorism in the state of Maine?

All of this is to save money? If the government wants to save money, how about getting out of Iraq? I am all for helping my fellow man, but this is ridiculous. This administration lied to us about the reason we went into Iraq in the first place and they have spent billions of dollars of our tax money to support it while Osama Bin Laden continues on, at-large creating his next surprise for America.

I am appalled that as a government of the people for the people, you are willing to take my tax dollars to protect the people of Iraq and leave me unprotected in my own country!

The government has also used my tax dollars to improve the Brunswick Naval Air Station by building new military housing, a new hangar created especially for the P3's and the new P8's, a new air traffic control tower, and updated runways. Is this not a complete waste of money to now leave this vacant and unused? What did you say this was all about – saving money?

Anthony J. Principi and all BRAC Commissioners

Page Two

June 29, 2005

It is going to cost almost as much money to relocate to Jacksonville as the government says they are going to save. Then Jacksonville is going to have to eliminate an entire major highway to make room to do what – oh yeah, build a new runway. Save money you say?

All of this points to only one thing: This is totally political and in this administration's sick game of politics, it leaves me and my fellow Americans totally at risk in our own country while it uses our tax dollars to protect people in a different country. This is outrageous and this decision must be changed immediately. Forget all the so called numbers which are distorted to get their own way anyway, what happened to common sense?

I am furious at my government. 9/11 should have been a huge lesson. If we get caught with our pants down once, shame on them. If we get caught with our pants down twice, shame on us.

I hope you look at this very seriously and with great caution. To me, it's a life and death situation and brings it all home in that it could be your life or those of your family or friends. How dare our own government turn their backs on us?

Sincerely,



Betsy Portela

60 Columbia Ave,

Brunswick, MAINE 04011

REC-11

06102005

Jane Millett
10 Franklin St.
Brunswick, ME 04011

Mr. Anthony J. Principi
BRAC Commission
Polk Building
Suites 600 and 625
2521 South Clark St.
Arlington, VA 22202

June 6, 2005

Dear Mr. Principi,

Thank you for coming to Brunswick last week to see just how important BNAS is to the area: strategically, financially and socially. Others will speak very well to the strategic and financial aspects of closure, or even re-alignment. I wish to speak to the social loss. The people of BNAS bring a vibrancy and a diversity to our community that will be sorely missed and likely, the diversity aspect will not be replaced for many generations. We have little other source for diversity in our population without BNAS and it is so critical to the fabric of our lives. I certainly support strategic and financial reasons for keeping the base open but please, also consider social reasons as very important as well. My parents were both NAVY in WWII and it's so important that they

are integrated into all aspects of the community, both for the military personnel and families and for the confidence of the larger community.

Homeland security should be a major consideration for keeping this base open. We have thousands of miles of coast and land borders to protect. The \$280-some million dollars of savings over a 20 year period is a pretty sum up against the billions of DOD expenditures and billions more we're sending to Iraq. If quality of life and security doesn't begin here, how can we export it to Iraq successfully?

Please be assured that your decision weighs heavily on our minds over the next several months. We have confidence that when you review all the information BNAS will be restored to its prominent position as an important, valued, integral part of our community.

Many thanks for your careful consideration!

Sincerely,
Joe Millett

Louise van THORPE
83 Jordan Avenue
Brunswick, Maine 04011
Phone: 207-729-3926
E-mail: lthorpe22@msn.com

June 7, 2005

Anthony J. Principi, BRAC Commission
Polk Building, Suites 600 and 625
2521 South Clark Street
Arlington, Virginia 22202

Dear Mr. Principi:

The proposed realignment of Naval Air Station Brunswick Maine is one of the most irresponsible, dangerous, foolhardy and ignorant decisions made by the Pentagon in recent years. Never mind that the area will lose an estimated \$280,000,000.00 a year from the economy. Forget that the base will have a grand total of 499 active-duty personnel – and no planes – to defend the entire northeastern United States.

BNAS is THE ONLY remaining fully capable active-duty military airfield in the northeastern United States and near its coastal cities, a region of over 48 million people. This base is immediately adjacent to all major sea lanes in the North Atlantic and contains more than 63,000 square miles of unencumbered air space for training and exercises. BNAS has ALREADY SPENT the millions of dollars necessary to handle the new generation of planes that will replace the P-3, with a new hangar and associated facilities. Navy housing for personnel has recently been upgraded and replaced. With a secure perimeter and outstanding layout, as well as an all-weather training area for Special Forces and other units, this base is invaluable.

Add to the above that we have a totally “porous” border with Canada stretching thousands of miles, an “open door” for terrorists, and don’t think when they hear the news about BNAS that they won’t use this to their advantage. Remember that on 9/11/01 two of them used Portland, Maine as part of their entry route. Hell, they’ll be landing in boats, jumping from planes – and walking right on in from Canada! What will you have to say to the 48 million American people who live up here? What possible, preposterous defense can you come up with to explain and justify your decision then? You couldn’t even defend the Pentagon on 9/11!

If the you-know-what hits the fan up here in the Northeast ON YOUR WATCH, do you really want to have to explain that to the American people? How can you people on the BRAC Commission hope to defend yourselves against the mother lode of grief you will take? You’ve already got Limestone, ME, Kittery, ME and the sub base at Groton, CT on

your closure list. DO YOU REALLY WANT TO LEAVE THE ENTIRE
NORTHEASTERN UNITED STATES DEFENSELESS???

THINK!

You have a career, right? Dead in the water if you do this. You have a family, right? Can you look them in the eyes and defend this farcical decision? And last but not least, I'm sure, President Bush vacations in Kennebunk. What if he's there when THE BIG ONE happens? Think about all of it and take BNAS off that list. Use the stellar strategic location of this base and put the new planes up here where they belong.

Sincerely,


Louise vanTHORPE

Kathleen Allaker
1086 Main Road
Phippsburg, ME 04562

BRAC Commission
RECEIVED
6/17/2005

Anthony J. Principi
BRAC Commission
Polk Building
Suites 600 and 625
2521 South Clark St.
Arlington, VA 22202

Dear Mr. Principi:

I am motivated to write this letter by the Pentagon's recommendation to realign the Brunswick Naval Air Station, here in Maine. This realignment will result in only a few active duty personnel left on the base and no air squadrons attached. What kind of thinking has gone into this decision, could anyone look at a map of the Northeast showing our air defense system and think this is a wise decision? I find that hard to believe and cannot help but wonder whether this is politically motivated rather than based on the best interests of the country.

BNAS is the ONLY fully operational air base presently in the Northeast which is capable of defending our country against attack. It is adjacent to the major sea lanes in the North Atlantic which makes it an especially strategic location. We have lost 8 airfields in the Northeast in the past few years, if BNAS is realigned as proposed, the entire Northeast will be depending on one base located in the southern corner of the country to defend the entire East, that certainly makes me nervous.

I beg of you, look at this again and reconsider please.

Sincerely,


Kathleen Allaker

June 13, 2005

BRAC Commission
RECEIVED
6/17/2005

A more effective and efficient realignment plan would keep BNAS open with additional responsibilities that would make better use of the facilities already here. BNAS construction at Westover Air Reserve Base in Massachusetts unnecessary by taking the Army personnel and reservists expected to be moved there. There is no reason a base should serve just one branch of the armed services if a combined use means cost savings. Using the BNAS realignment savings estimate of \$238 million over 20 years, if one subtracts the moving costs to Jacksonville estimated at \$147 million, the total savings would be \$91 million. If \$96 million estimated for new construction at Westover were *not* spent, **keeping BNAS open with an expanded mission** could save an additional \$5 million more than the Pentagon recommendations would. This example works without considering the cost of recent construction at BNAS, which we might as well consider thrown away if the base has no planes.

Finally the realignment as proposed will impact the local community very, very negatively. ~~To take away all the economic benefits of having people stationed at the base but keep the land and facilities to that they can't be re-developed is very unfair.~~ How can a community recover from this loss? BNAS owns a very large amount of untaxable land in Brunswick. Without the opportunity to use this land to reduce the economic losses the base realignment would cause, the town has almost no options for recovery.

Even though Senator Collins believes that these decisions were not politically motivated, I disagree. When the job losses in Connecticut and Maine, two "blue states," account for half of all the jobs and Florida and Texas become two of the states that benefit the most, I find it difficult to believe there wasn't some political payback involved. Given how much money we are spending in Iraq every day with no end in sight, the amount saved by realigning BNAS is miniscule. Yet it would impact many, many people in a very negative way.

This is not the time to reduce BNAS to an empty airfield in the event it might need to be used. The costs to maintain empty it would be truly wasteful. I ask that you reconsider the recommendations and revise them in a way that makes us safer—and demonstrate that we do have some common sense.

Thank you for your consideration. I wish you well in your difficult work.

Sincerely yours,



Anne Wescott Dodd

39 Windemere Road
Brunswick, ME 04011

June 11, 2005

BRAC Commission
Received
6/17/2005

Anthony J. Principi
BRAC Commission
Polk Building
Suites 600 and 625
2521 South Clark St.
Arlington, VA 22202

Mr. Principi and Members of the BRAC Commission:

~~As I write this letter, the first hurricane of the season will soon make landfall touching~~ (this time) only a small corner of Florida. However, the next hurricane might bring a more direct hit. These hurricanes and Florida's past experience with them is but one reason to rethink the Department of Defense's proposed realignment of the Brunswick Naval Air Station (BNAS) in Maine. Why would one think that moving all of the planes from Maine to Florida is a good idea? My mother years ago reminded me often that one should never put all the eggs in one basket. Putting all the Orions in Jacksonville would do just that. How much money will be saved if a hurricane destroys the base at Jacksonville (not to mention the cost of moving all the planes every time a hurricane might hit that area)?

Second, the Defense Dept. indicated that, because of changes in our current and future security needs, we should close bases in the north and move assets south and west. Can these be the same people who had no idea that terrorists might strike New York City and Washington, DC? The administration's track record on predictions in any number of areas has not been that dependable. I don't believe defense personnel and administration officials can accurately say where the next threats will come from.

Even more important, what kind of security plan would leave the entire Northeast corner without an active air base? Just a few weeks ago planes from Otis Air Force Base (ironically a base recommended for closure) were sent to escort an Alitalia jet to Bangor International Airport to check for someone on the "no-fly" list. Wouldn't these planes from Otis be better off moved to Brunswick? We might just need quick access from the northeasternmost point in the U.S. Apparently someone thought so. If not, the base would have been on the closure list.

BNAS is a perfect location for a multi-function air base. Instead of removing the Navy planes, we should consider what additional functions this base might take on for the Air National Guard or other forces so that it is more fully utilized. After all, many millions have already been spent on a new tower and hangar as well as housing for personnel stationed here. The (waste of) these funds already spent should be added to the cost of \$147 million to move the planes and personnel to Jacksonville and then subtracted from the estimated savings for an more accurate account of the proposed savings. But we could save even more by keeping BNAS open.

RECEIVED

12 Ward Circle
Brunswick, ME 04011
4 June 2005

Anthony J. Principi
BRAC Commission
Polk Building
Suites 600 and 625
2521 South Clark Street
Arlington, VA 22202

As a resident of Maine, I urge you to consider the importance of the Naval Air Station, Brunswick to our homeland security.

NAS Brunswick is the only Naval Air Station in the United States that can support the P-3 replacement aircraft, having recently constructed the facility meant especially for that reason. Millions of dollars would be required to bring another base up to Brunswick's standards.

Also to be considered is the loss of jobs for thousands of people, having the effect of devastating the economy.

NAS Brunswick is in a strategic location, and the only Naval Air Station left in the State of Maine and in the Northeast. I sincerely hope that you will be able to see that it would be an irreversible and catastrophic mistake and a danger to our National Security to eliminate the patrol squadrons, and thereby leave the entire Northeast coast of the United States open and vulnerable to terrorist actions. Have we not learned anything from 9/11?

Thank you for your attention.


Glenda Farrar

June 6th 2005

06072005

Dear Mr Principe

I am very much in favor of keeping BNAS Brunswick a full Naval Air Station. We need it for our own protection. Here in the New England area we would be left defenseless, against any terrorist attacks that might happen.

It makes no sense to move everything Menard planes to NAS Jax, Florida. The Pentagon has put alot of money in the BNAS Station in the past several years. \$34 million for a new hangar, new barracks and housing. And then to down size the Base. I believe they have used the wrong figures in the Base Closure list.

A lot of it is just politics. By closing bases to save money so it can be used to fight other wars. and the war in Iraq has been going on for over two years, and is costing too much especially our young men and women.

When the P3's fly over my house I look to the sky with Pride, knowing they are

of in the jet need hope they will always
be there.

my father & Rod from time of duty at BNS
and served in the US Navy for 23 years and 9 months.
He is gone now but I do believe he would
want it to stay remain your self do their
job.

Even in the coalition, we still need the

costs and shipping lanes monitored and

that cannot be done from Jacksonville.

which is over one thousand miles away.

BNS in the hot zone in Base in the

New England area and has been a member

of our cost of such an operation

over the Atlantic much sooner if needed.

I do hope you will give this matter

your utmost consideration.

Thank you

Sincerely yours

Ed M. Smith

Widow of Maria E. Smith

400

USN/Ret

RECEIVED

June 1, 2005

Sir;

My name is Andy Demicko, a veteran of World War II and Korea. My wife and I live in Lissom Falls, Maine, which is about 10 miles from the Brunswick Naval Air Station. I retired from real estate about 4 years ago but in the 20 years of real estate I got to know a lot of the Navy people stationed in Brunswick.

The Air Station is important to our area, not only because it is a major base serving the Northeast but that there are many people living in this town who live at the base. People here have many ties to the base. It would hurt the economies of all of us here in this part of Maine in addition to the fact that the Air Station has provided defense and service to all of this area of the Northeast.

Sir, leave the Air Station alone, it is vital to our country.
Respectfully,

Andrew D. Demicko

(207) 353-2750

Dear MR. Principi,

6-3-05
RECEIVED

I'M writing this letter because I'M APPALLED that BNAS is even being, considered for realignment. DON'T the people on this side of the Country deserve to be protected from terrorism? When you let your guard down things happen. Plus didn't we just spend \$100 MILLION dollars on RENOVATIONS for the BRUNSWICK NAVAL AIR Station? Do you really think that's spending TAX dollars wisely? Why weren't those dollars spent in FLORIDA instead of MAINE? I'M NOT A ROCKET SCIENTIST but this MAKES NO SENSE TO ME AT ALL!!

THANK-YOU

John & Sharon Johnston
2 HARD WORKING MAINE
TAXPAYERS



**MaryAnn Schwanda
16 Harvey Brook Dr.
Freeport, Maine 04032-6264**

June 3, 2005

Anthony J. Principi
BRAC Commission
Polk Building, Suites 600 and 625
2521 South Clark St.
Arlington, VA 22202

Dear Mr. Principi:

I am writing about the proposed closing of the Brunswick Naval Air Station in Brunswick, Maine, the Portsmouth Naval Shipyard in Kittery, Maine, and the Defense Finance and Accounting Center in Limestone, Maine. I urge you to take these facilities off the base closure list, for it makes no sense to eliminate our first line of defense in the North Atlantic and the only operational airfield in New England. Nor can we justify eliminating the only airfield IN THE NATION that is ready for the next generation of multi-use aircraft.

Mr. Principi, the security of our nation is in the hands of your commission. Please consider only the facts and stand strong, ethical and sensible in the face of political pressure which I imagine is overwhelming given our current problems in Washington and abroad. Closing bases in New England will only leave major population centers of our nation more vulnerable. Furthermore, replacing highly trained nuclear submarine laborers will be costly at best. The cleanup costs to prepare these sites for civilian development, when factored into your analyses, should also reveal these facilities to be poor choices for closure.

Maine's economy will be devastated if your commission closes these three highly efficient, versatile, strategically located and productive facilities. I pray that wisdom and common sense prevail, as you decide which facilities are no longer required by the Department of Defense.

Sincerely,

A handwritten signature in cursive script, reading "MaryAnn Schwanda". The signature is written in black ink and is positioned below the word "Sincerely,".

MaryAnn Schwanda

cc: Senator Susan Collins
Senator Olympia Snowe
Senator Beth Edmonds
Governor John Baldacci

07052005
RECEIVED

BRAC Commission

Enclosed is a letter to your commission that appeared in our local newspaper. Please consider these facts regarding the closing of the Naval Air Station Brunswick Maine.

Barbara Clavette

Barbara Clavette
375 Dead River Rd
Bowdoin ME 04287

Enclosure

A letter to the BRAC Commission about BNAS

Following is a letter written to the chairman of the BRAC Commission, Anthony I. Principi, by Charles L. Mull, Capt., U.S. Navy (Retired).

The Department of Defense plan to realign the Brunswick Naval Air Station recognizes the strategic location of the base and the availability of clear or unlimited air space for operations, but seems *not* to have considered a number of factors.

With the \$150 million overall investment made in BNAS facilities during the last three to four years, removing all aircraft from BNAS makes little sense. A brand new hangar that would accommodate the new P8A Multi-Mission Maritime Aircraft when it is introduced in the near future will stand idle while another *two* will be built at NAS Jacksonville, where no similar hangar exists. This seems a waste of taxpayer money. The new hangar also could accommodate unmanned aerial vehicles if stationed here.

Further, transferring all aircraft eliminates the only air base in the Northeast currently available for North Atlantic missions overseas and an all-important regional homeland defense mission.

To achieve economy of maritime reconnaissance air unit consolidation and effective use of facilities, it would make more sense to *reverse* the realignment by transferring the Jacksonville maritime air units to Brunswick, considering the limited air space and existing facilities in Jacksonville. From Brunswick, deployments of maritime air units could be rotated to a designated location in Florida or Puerto Rico for assigned missions as is currently being done to support overseas deployment missions.

While Mainers thrive on the year-round weather we enjoy, cold weather operations at

BNAS as it is now has high military value. This military value can be increased still further with the consolidation of maritime forces in Brunswick and the addition of Air Force C-130 squadrons or other aviation units for joint use of facilities and available space for expansion.

BNAS are routine and not to be considered detrimental to the accomplishment of naval missions from Brunswick. Actually, people from away perceive the temperatures and amount of snow and ice that we experience each winter as being far worse than our coastal climate provides. In any case, cold weather training is a good thing for all maritime reconnaissance air units.

The very important improvement in quality of life program initiated by the Department of Defense and Department of the Navy over the last few years has provided Navy personnel stationed at BNAS and in Bath with some 262 modern housing units. This high value investment has made duty assignment to this area a much more satisfying experience than ever before.

That is saying a lot because Brunswick has always been a strongly sought-after assignment, as relations between Navy personnel and the Brunswick area communities have been very close over the years. The Military Community Council, of which I am still a member, has been established since the mid-1960s. It is the cornerstone of community cooperation between municipal departments of the town and those of BNAS.

Included in new accommodations at BNAS is an impressive 500-apartment transient quarters for temporary duty

personnel reporting to BNAS and its squadrons, officers and nucleus crews assigned to the ships at Bath, and personnel undergoing survival (SERS) training at the Atlantic Fleet facility in the Rangeley Mountains of Maine. The transient quarters building has obviated the high expense of utilizing motels scattered around the Mid-coast Maine area.

I am certain that you are aware of other recent significant improvements made at BNAS. These include extension of its *two* runways to 8,000 feet and a *new* air control tower and RATCC facility that optimizes aircraft operations. A *new* Naval Reserve Training Center and a late '90s Naval Air Reserve Training Center have been added as well.

The end result of all these upgrades is that we have virtually a *new* Naval Air Station in Brunswick.

To have this new air base sit indefinitely as a non-operational air facility is inconceivable. This would not be good for the town of Brunswick either.

Would it become the equivalent of a partially mothballed facility supporting existing Naval Reserve and a new Joint Armed Forces Reserve Center that would include Maine National Guard and Air National Guard functions?

While certain functions and facilities would remain operational, many would soon partially or fully phase out due to reduced use. These could

include the medical and dental clinics, PASS office for Navy personnel support, aviation electronics maintenance, supply department support including warehouse service, family housing units, Family Service Center, Morale and Recreation, Navy Exchange, Navy Commissary, Navy Lodge, Pharmacy and perhaps other services. Some are needed for support of ships in Bath and the supervisor of shipbuilding and reservists on active duty.

BNAS as it is now has high military value. This military value can be increased still further with the consolidation of maritime forces in Brunswick and the addition of Air Force C-130 squadrons or other aviation units for joint use of facilities and available space for expansion.

The economic impact on the Mid-coast region is adequately described in the Chamber of Commerce BNAS Task Force Report submitted to you in July 2004. It is an excellent reference that identifies why BNAS is "Strategically Positioned for the Future."

The Mid-coast Maine communities are very grateful for your recent visit with other members of the commission to take a first-hand look at the base and to listen to rationale supporting its present status and its potential for the future. Thank you for your sincere and objective considerations during the entire BRAC process.

CHARLES L. MULL has lived in Brunswick for nearly 30 years. As a former U. S. Navy supervisor of shipbuilding in Bath for five years, his command received substantial support from the U.S. Naval Air Station Brunswick related to the overhaul, repair and new construction of Navy ships at Bath Iron Works. BNAS also provided support for the numerous Navy personnel and civilians stationed in Bath aboard the ships and in his command.

Nancy D. Bliss
31 Cluf Bay Road
Brunswick, ME 04011-9349

May 23, 2005

Dear Mr. Principi,

I am a resident of Brunswick, Maine and am writing in support of maintaining the Brunswick Naval Air Station at its present level and not removing the P-3 planes and military personnel to Jacksonville, Florida. Our governor and congressional delegation have stated their case very well, and I support their position.

My question to you and your committee for consideration has to do with costs and savings. The Defense Department maintains that by the realignment process, the government will save millions of dollars over the next twenty years. That is all well and good. I am in favor of saving money wisely. I live within walking distance of the base and have watched a new multi-million dollar hanger be built to house the new planes taking the place of the P-3, new security gates and fencing installed, a new control tower built, excellent new housing built for the enlisted personnel plus upgrading other military housing off base to the cost of millions of the taxpayers hard earned dollars.

I have no problem with the upgrade if the Navy and Defense Department had a plan to use the facility to full capacity. My question is why be in the process of all the new building at the same time plans were being made to down size the base? It does not make sense and I would like to know how Sect. Rumsfeld can justify his decision in the name of saving money.

Sincerely,

Nancy D. Bliss

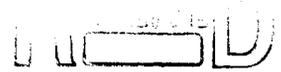
Nancy D. Bliss

RECEIVED
5/25/05

May 23, 2005

Anthony J. Principi
BRAC Commission
Polk Building
Suites 600 and 625
2521 South Clark St.
Arlington, VA 22202

GEORGE I. BALDWIN
32 SPARWELL LANE
BRUNSWICK, ME 04011
(207) 729-0034
gib@suscom-maine.net



05312005

Dear Mr. Principi,

The New York Times this morning stated that your commission has the power to add or delete bases to the Base Closure List. I urge your commission to thoughtfully re-evaluate the proposed status for the Brunswick Naval Air Station. It boggles my mind that the Department of Defense would propose transferring all of the P-3 planes out of Brunswick and sending them to Jacksonville.

That move leaves the Northeast without an active duty airfield and 48 million people without air coverage protection. It also nullifies the millions of taxpayer dollars that have been recently invested in the air base to bring its facilities up to date.

We all have been exposed to recent government mistakes in defense spending and the unfettered use of taxpayer money to support programs that ill served the American public. We urge you to not add the Brunswick Naval Air Station to that list.

Sincerely,

Joy and George Baldwin

Handwritten signatures of Joy and George Baldwin.

RECEIVED

71 Laurel Shore Drive
Harpwell, Maine 04079
06062005

June 2, 2005

Mr. Anthony J. Principi
BRAC Commission
Polk Bldg, Suites 600/625
2521 South Clark St.
Arlington, VA 22202

Re: NASB Realignment

Dear Mr. Principi,

When I was in the Navy, the cold war was a big deal, and the North Atlantic was militarily very important. In the present day, even though our enemies appear to operate out of the Middle East and Asia, there is no guarantee that threats may not again exist in the North Atlantic. To water down our ability to respond to these perceived threats would be foolhardy.

The transfer of military muscle from the cold northern states to the Sunbelt does not prepare our war machinery to fight in all climates. I would sooner see our northern-based troops adapting to hot weather than the Florida troops trying to adjust to a Maine winter, or in the mountains of Afghanistan.

Sincerely,



Peter Watson

07 05 20 05 RECEIVED

17 Skassen Lane
Harpwell, ME 04079
July 2, 2005

Anthony J. Principi, Chairman, BRAC Commission
Polk Building, Suites 600 & 625
2521 South Clark Street
Arlington, VA 22202

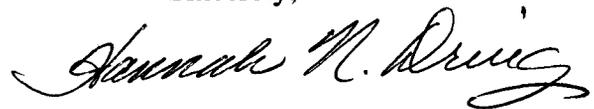
Dear Sir:

I am writing to you to express my deep concern about the possible closures of the three military bases here in Maine & New Hampshire. Even though it took three years, I believe the reasons for closure given by the Pentagon are not well thought out and do not take into consideration the economic fall-out it would bring to this region.

Furthermore, there have been many high quality upgrades at Brunswick Naval Air Station, including new dorms and housing, as well as two state of the art hangers. It would be extremely wasteful to just abandon them, and have to build new ones at a southern facility. I believe the site of the Base is strategically located, and the last remaining air protection in the Northeast.

I urge you to seriously consider all sides of the equation before making a decision that would have such a negative impact on a state that already struggles with plant closings and lay-offs.

Sincerely,



Hannah N, Dring



Corporate Headquarters
76 New Meadows Road
West Bath, ME 04530
(207) 442-7991
(800) 370-4011
Fax: (207) 442-7326
www.movebisson.com

May 13, 2005

Anthony J. Principi
BRAC Commission
Polk Building
Suites 600 and 625
2521 South Clark St.
Arlington, VA 22202

RECEIVED
5/17/05

06042005

Re: Brunswick naval Air Station Re-Alignment

Dear Mr. Principi:

My company, Bisson Transportation, Inc., employs approximately 250 individuals in and around Brunswick Maine. We've been in business since 1919. We are astounded by the Defense Secretary's recommendation that nearly all active duty military personnel at the Brunswick Naval Air Station be relocated to Jacksonville Florida. We consider this an unwise decision for several reasons:

- BNAS is the only remaining fully capable active-duty military airfield in the northeastern U.S. and near its coastal cities - **a region of over 48 million people.**
- BNAS is located immediately adjacent to all major sea lanes in the North Atlantic.
- BNAS has access to more than 63,000 square miles of unencumbered airspace for training and exercise missions.
- BNAS has versatile and extensive modern facilities (over \$100 million invested in the past 5 years, including a new hangar designed specifically for MMA and BAMS) and land with no encroachment issues.
- With the uncertainty of the War on Terrorism and an evolving homeland security policy, our nation can not afford to make a mistake and loose a strategic location such as BNAS. Once it is gone it can not be replaced.
- Locating the entire east-coast P-3 force in one location increases it's vulnerability to attack and/or natural disaster.



"Service you can Trust from People who Care."

West Bath, ME

Portland, ME

Augusta, ME

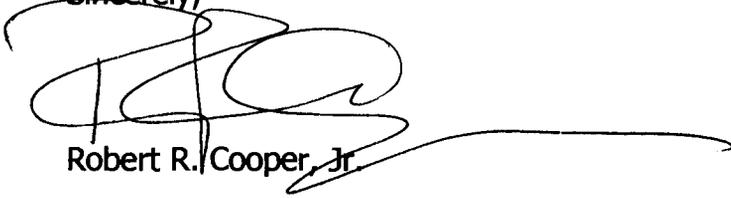
• Household Goods Moving & Storage • Office & Industrial Moving • Systems Furniture Installation & Reconfiguration • Truckload Freight • Record Storage •

- According to an investigation by Boeing, BNAS is the only Naval Air Station in the US that can support the P-3 replacement aircraft while any other base will require millions of dollars to bring them up to standards.
- The Brunswick, Maine community is extremely supportive of its military neighbors and provides an ideal location for military members and their families.

I urge you to take BNAS off the BRAC list.

Thank you for considering this letter.

Sincerely,

A handwritten signature in black ink, appearing to read "R. Cooper, Jr.", with a long horizontal flourish extending to the right.

Robert R. Cooper, Jr.

President

May 23, 2005

Anthony J. Principi
BRAC Commission
Polk Building, Stes 600 & 625
2521 S. Clark St.
Arlington, VA 22202

Dear Mr. Principi:

I am bewildered that BNAS is slated for re-alignment, and the Portsmouth Naval Shipyard is designated for closure. In reviewing the national list of bases scheduled for re-alignment or closure, it seems that Maine will suffer disproportionately as compared to many other states. I do understand that military bases in general are subject to economic scrutiny, operational need, as well as many other factors directly affecting national defense. Moreover, every few years several bases will close, which usually causes a short - term negative impact on the area. In time, most areas will recover to some extent depending on local economic circumstances.

In the case of BNAS, however, it seems to me that the entire North Atlantic might become more vulnerable to problematic shipping plying the seas toward our East Coast ports. While USN carrier task groups operating in the area as well as satellite coverage should be able to counter most threats, all weather P3's certainly pick up any slack. Without the P3's, the US will loose a critical leg of surveillance and early warning. As a point of history, it wasn't that long ago German U-boats menaced allied shipping to a devastating effect during WWII. And, it wasn't until we employed sub-trackers & hunter-killer groups, that that menace was thwarted. Today, one dirty bomb slipping into a North Atlantic port by an undetected ship or sub might inflict more damage than that of all the U-boat sinkings' in WWII combined – a sobering thought indeed.

While the primary role of the P3 is to track submarines, and many nations friend or foe still have submarines, I would assume its expanded role is to provide early warning of all kinds of errant ships and subs. Since getting on station quickly is critical, the BNAS P3's already have an advantage of being nearby the critical North Atlantic sea-lanes. If the planes were to operate from JAXNAS, they would be several hours away from station, which makes no sense. Even Oceana NAS is a long haul to station.

Regarding PNSY, I understand it is the only place north of Hampton Roads, VA dedicated to repair and re-fit of our nuclear attack submarines. As with Brunswick, ME, Portsmouth, NH is close by the North Atlantic sea-lanes and provides short accessibility to and from station.

In closing, I encourage BRAC to reconsider its decision to curtail crucial national defense capability for the North Atlantic currently supported by vital bases in Maine.

Thank you for your interest and attention to this important issue.

Respectfully,

Jay Stencil
9 Towhee Dr.
Topsham, ME
Phone: 207-721-0235
email: nesjay@suscom-maine.net

RECEIVED
5/25/05

May 21, 2005

Anthony J. Principi
BRAC Commission
Polk Building
Suites 600 and 625
2521 South Clark St.
Arlington VA 22202

Dear Sir:

I have just heard and seen one of the P3 Orion planes returning to the Brunswick Naval Air Station. Living, as we do, about six miles from the base, we are always reassured of our protection when we see these planes at the base. You can imagine our extreme distress when we learned recently that the base would remain open but all the planes would be sent down to Jacksonville, Florida.

We are just appalled to learn of this decision for many reasons. Most importantly this decision would leave this whole area of the Northeast unprotected. We also understand that Otis Air Field in Massachusetts is also slated for closure. This just does not make any sense to leave the whole northeast coast without protection. What comfort is there in knowing that our planes are in Jacksonville, Florida?

The government has recently spent millions of dollars in upgrading the facility at Brunswick with a large new hanger, new housing for the Navy, and a new control tower that is still under construction. How could we possibly save the government's money by realigning the base and sending half of the personnel and all of the planes to Florida? Of course, this is to say nothing about the economy here in the state of Maine which would suffer tremendously by the realignment at Brunswick and the closure of the Portsmouth Naval Station. A commendation was received at the PNS one day and the very next day word was received that the facility would be closed. This is just so cruel and inconceivable.

We trust that members of the commission will reconsider these decisions after touring the facilities and considering all of the above factors. Thank you for listening to our concerns.

Very truly yours,

James and Ann Robertson
34 Cunningham Road
Freeport, Maine 04032

A handwritten signature in cursive script, appearing to read "James Robertson".A rectangular stamp with the word "RECEIVED" in large, bold, capital letters. Below it, the date "5/28/05" is handwritten in a cursive style.

Dear Mr. Principi,

RECEIVED
05272005

I am writing in support of the Brunswick Naval Air Station located in Brunswick, ME. The strategic location is the utmost importance for us in the northeast as it is our only form of security since 9/11; we have a region of over 48 million people. We have just installed the most versatile and extensive modern facilities for housing and new hangar designed specifically for MMA and BAMS that also supports the P-3 replacement aircraft and have land with no encroachment issues.

I realize something needs to be done financially with our military but please remember us up here in the northeast with no protection and our poor state of Maine that needs to be economically healthy. Why take our security and financially deprived economics from us and give it to states that are already economically adjusted. Let's share; it is the American way!

God Bless the USA.

A concerned Mainer!!!
Charleen Braley
23 Braley Way
Brunswick, ME 04011



MAY 24, 2005

*Anthony J. Principi
BRAC Commission
Polk Building
Suites 600 and 625
2521 South Clark St.
Arlington, VA 22202*

RECEIVED
05272005

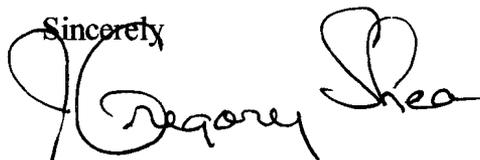
Dear Mr. Principi and Distinguished Members of the BRAC Commission:

I am an American who is deeply concerned about our country's safety and as a resident of Topsham, Maine, which abuts Brunswick, Maine, home of the Naval Air Station Brunswick (NASB), slated by your Commission to be shut down, essentially.

I write to urge you to have the BRAC Commission reconsider the "closure" of NASB for the following reasons:

- The only remaining fully capable active-duty military airfield in the northeastern U.S. and near its coastal cities - **a region of over 48 million people.**
- Immediately adjacent to all major sea lanes in the North Atlantic.
- More than 63,000 square miles of unencumbered airspace for training and exercise missions.
- Versatile and extensive modern facilities (including a new hangar designed specifically for MMA and BAMS) and land with no encroachment issues.
- An established all-weather training area available for Special Forces and other units.
- Completely secured perimeter and outstanding force protection layout and capability.
- Easy access by all forms of transportation.
- Since 9/11 the military value of the base supersedes anytime since WWII.
- With the uncertainty of the War on Terrorism our nation cannot afford to make a mistake and lose a strategic location such as NASB. Once it is gone it cannot be replaced.
- NAS Brunswick is the only Naval Air Station in the US that can support the P-3 replacement aircraft and any other base will require Millions of dollars to bring them up to standards.

Thank you to you for considering my request.

Sincerely


J. Gregory Shea
3 Jesse Road
Topsham, Maine 04086
(207) 725-2352

20 May 2005

RECEIVED
05272005

Dear Mr. Principi:

I am writing this letter to request that you reconsider the Navy's recommendation to "realign" Naval Air Station (NAS) Brunswick, Maine. I have read the DOD and Navy reports regarding the proposed realignment, and it is apparent that the value of NAS Brunswick was overlooked. I am concerned that the reports do not adequately address the impacts that the realignment would have on the local, regional and national community.

The Navy stated that NAS Brunswick is important for its strategic location for a reason. NAS Brunswick has **63,000 square miles of unencumbered airspace** for training and exercise missions and is located immediately adjacent to all major shipping lanes in the North Atlantic. We have two **8,000-foot, all-weather runways**. It may snow in Brunswick, but there is an excellent crew that keeps the airfield operational throughout the winter. Brunswick does not have hurricanes and severe thunderstorms on a regular basis. What is the cost of suspending air operations because of severe weather events such as these in Jacksonville? This was not addressed in the report. What about bird-aircraft strike hazards? Jacksonville is home to a significantly larger number of year-round birds than Brunswick.

The Navy's report also says that one of the criteria was infrastructure. Over 50 million dollars has recently been invested in airfield infrastructure at NAS Brunswick including construction of a new Hangar and Air Traffic Control Tower. The new hangar has the capacity to house the next generation aircraft known as MMA. The MMA task group who recently visited NAS Brunswick stated that NAS Brunswick is the only facility that has the capacity (hangar and RAMP) to handle the new aircraft. If it cost Brunswick \$40 million to construct a new hangar in 2004, how much is it going to cost Jacksonville (NAS JAX) to build a new hangar (and support facilities) in the future? Where is the cost savings in that? Even if a new hangar is not required at NAS JAX, modifications will be required to existing hangars, still costing the government millions of dollars. Surely this was not accounted for in the approximately \$230 million dollars that the Navy says will be saved over the next 20 years by "realigning" NAS Brunswick.

The Navy's assessment does not address the environmental impact of relocating the squadrons to Jacksonville. There is not a single mention of the impact of constructing the new facilities to support the expanded mission.

Finally, the supposed loss of only 61 civilian positions is grossly underestimated. The realignment calls for stripping NAS Brunswick of its mission. How many people will really be required to stay on board over the next 20 years to support a facility that has no mission? At least, there should be an honest assessment of how many jobs would be lost.

If the military can come up with a 20-year plan, how can they be so short sighted on impacts to the local communities? For our country's defense, let's keep NAS Brunswick open as the only remaining fully capable active-duty military airfield in the northeastern U.S. and near its coastal cities - **a region of over 48 million people**. Thank you for your time and attention to this matter.

Very Respectfully,



Kari S. Moore
22 Bodwell St
Brunswick ME 04011

RECEIVED
05272005

16 Colonial Drive
Brunswick, ME. 04011

25 May 2005

Mr. Anthony J. Principi
BRAC Commission
Polk Building Suites 600+625
2521 South Clark Street
Arlington, VA 22202

Dear Mr. Principi,

Thank you and your Commission for tackling the myriad of problems and complexities in your pursuit of a fair, if possible, decision involving base closures. I am a veteran of twenty years in the service and came away from that service with a respectful but sometime questioning of why the Pentagon does what it does. The concept was one of "...question not why, just do and die." This proceeding is not quite as dire as that but does allow for questions on a course of action that will affect the services in so grand and perhaps an irretrievable course if mismanaged.

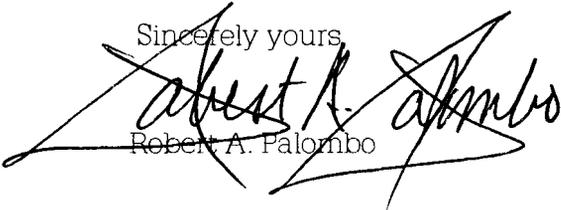
This legacy of questioning the Pentagon is certainly enforced when they are observed not to make public, as they are required to do, their foundations for the recommendations they have made. One can't help but draw the conclusion that it is a tactic not to allow those involved an opportunity to see the data or to have only a short time to analyze it before Commission deliberations are finalized.

My interest area is NAS Brunswick and I question the Department of Defense in their decision that the Base be closed. I know the term is "realignment" but in the world we live in removal of all aircraft and re-assignment of the vast majority of personnel assigned, realignment to the community and the military capabilities is synonymous to closure. My questions are:

1. How can we be left with not a single operational base in the Northeast?
2. I realize past decisions are not much of an input to your deliberations but the hangar recently finished at a cost of many millions of dollars specifically for the P3 replacement aircraft will now not be used for that purpose. NAS Jacksonville will have to duplicate the expenditure while the present one accumulates bats and dust.

Could you and your staff please look at all this to ensure that the decisions of the Department of Defense are not for just immediate solutions to budgetary problems and neglect the long term requirements of our nation?

Sincerely yours,


Robert A. Palombo

RECEIVED
05272005

Dear Mr. Hill,

I'm not going to take up alot of your time, but had to write you a quick note concerning the realignment of the Brunswick Naval Air Station.

My family and I own apartment rentals , which consist of mainly military families. I can not begin to tell you what this will do to our livelyhood.

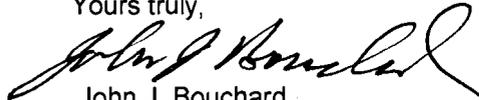
The Navy has made a grave mistake with this decision, and it will hurt us and the local economy deeply. You see Mr.Hill the state of Maine is

a financial mess. We are in a position { the state of Maine } of losing 12000 direct and indirect jobs because of the Pentagon recommendations.

Brunswick was the only base left in New England to protect the east coast, now it may be lefted empty!!!! We need your help Mr. Hill.

If I can answer any questions for you in person ,by phone or e-mail, I would be more than happy to . Thank you for your time.

Yours truly,



John J. Bouchard

{207} 725-5313

cell - {207} 841- 5388

e-mail peanut@gwi.net

RECEIVED
05272005

Dear Mr. Principi,

For 20 years my family and I have owned and operated apartment units in Brunswick Maine, and greatly depended

on Brunswick Naval Air Station to occupy these units . The realignment of BNAS would deeply hurt our livelihood and inflict

economic hardship on us let alone the entire Brunswick community. My father started us in the business hoping we may pass

it on to our children. By realigning the base this opportunity is greatly jeopardized.

Here is a few facts you should be aware of :

The state of Maine 's economy is in deep decline, [Will have to borrow 450 million to balance the budget for 2006]

Will lose 12000 direct and indirect jobs due to the 3 closures and the realignment.

Leaving Brunswick as is would make the most sense out of the four , both economically and for security reasons.

The non profit organizations in Brunswick would lose 2400 volunteers.

Losing the quality of life.

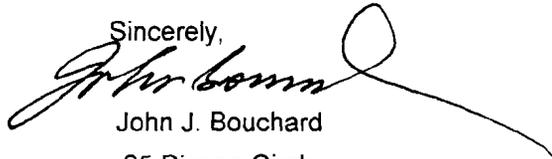
You will here all the reasons why BNAS should not be realigned from a military veiw, but I wanted to share with you my

veivs on our economy. Like you said if this realignment goes foward it will be like a TSUNAMI hitting the region.

If you or the rest of the committee has any questions I can answer, feel free to call or email..

Thank you for your time.

Sincerely,



John J. Bouchard

25 Dionne Circle

Brunswick, Maine 04011

{207} 725-5313 or {207} 841-5388

E-Mail peanut@zwi.net

May 22, 2005

Mr. Anthony J. Principi
BRAC Commission
Polk Building Suites 600/625
2521 South Clark Street
Arlington, VA 22202



Dear Mr. Principi:

While the subject of this letter is Base Closings at Brunswick, Maine and Kittery, Maine, it is not just because of the economic impact of many job losses but more importantly about National Defense in North Eastern USA.

It should be self evident that many lives would be lost in this area of New England if these vital basis are closed, especially should an enemy establish a pre-emptive strike at some future time.

Already, Maine is without Loring Airforce Base, closed some years ago and even before that Dow Airforce Base, in Bangor, Maine.

Arguably, excess military basis are costly to American taxpayers.

The same logic advises that planes/submarines staged or serviced outside of this area are of little value, if needed in an emergency.

Consider the thoughts herein and cancel any plan to close either base.

Sincerely:

A handwritten signature in black ink, appearing to read "Albert F. Hackett". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Albert F. Hackett
WWII Navy Veteran
18 Heather Lane,
Alfred, Maine 04002
(207)324-1348

OR

E-mail: hackett@psouth.net

May 23, 2005

Larry Berberich
25 Palmer St.
Brunswick, ME 04011

Anthony J. Principi
BRAC Commission
Polk Building
Suites 600 and 625
2521 South Clark St.
Arlington, VA 22202

RECEIVED
5/27/05

Dear Mr. Principi,

I am writing to you to argue against the DOD's proposal for re-alignment of NAS Brunswick. I think it is a very bad recommendation and these are reasons why:

- Brunswick is the only remaining active-duty airfield in the northeast. ALL of the others have been closed by previous BRACs.
- This entire part of our country will be undefended from possible terrorist activity.
- NAS Brunswick is right next to all the major sea-lanes in the North Atlantic.
- The P-3 squadrons here are an integral part of our war on terrorism.
- It is the only airfield that can house the new MMA replacement aircraft inside a hangar. It would also be a great place to station UAVs.
- There is ample uncrowded airspace for training.
- NAS Brunswick has well-maintained parallel 8,000 ft. runways, a new control tower, new hangars, new barracks, new family housing and is a tremendous place for Navy personnel to raise their families.
- Losing over 2,000 sailors and their families and all the airplanes will economically devastate this area. Simply look at Pease and Loring as examples of how slowly economies recover here in the northeast.

I would argue that the realignment should go just the reverse of what DOD suggests in this case. I think the three remaining active duty P-3 squadrons in Jacksonville should be relocated to NAS Brunswick. Florida has many military facilities to defend that area. We use to have 6 squadrons here and we could easily house that number again. I know you are receiving letters from thousands of upset citizens from around the country, I hope you will consider my comments in your decision-making.

Sincerely,


Larry Berberich

May 22, 2005

2005 Defense Base Closure and Realignment Commission
2521 S. Clark St., Ste. 600
Arlington, VA 22202

Dear Sirs and Madam,

I am extremely concerned about the economy of the State of Maine should Naval Air Station Brunswick be realigned, Portsmouth Naval Shipyard closed and DFAS Limestone closed. Maine has one of the highest tax rates in the country. Closures and realignment will have a devastating economic impact on this state.

NAS Brunswick stands to lose much more than 2,400 military and 61 civilians. I believe those numbers grossly underestimate the total economic impact to the area. Many of the military own homes and have children that attend local schools. Some schools will have to close due to low enrollment. Businesses will suffer greatly without the military and their families who enjoy the services and products in this area. The economic impact is not limited to the military member's base salary. The addition of their housing allowance and other benefits is substantial.

The realignment of NAS Brunswick will take almost all the active duty military and only bring reservists to the area one weekend a month. There will be little positive economic impact from the reservists.

The Brunswick area is an ideal place for an air station with much less congestion in the skies than any other east coast air station. NAS Brunswick also has the only hangar on the east coast that will support the multi-mission aircraft being designed to replace the P-3.

Our borders with Canada have proven to be an access point for terrorists. Having NAS Brunswick fully operational with ready aircraft gives the Department of Defense greater flexibility to protect the Northeast region of our country.

It is easier and less expensive to access the European countries from Maine than from other east coast bases.

I ask that you reconsider the recommendation to realign NAS Brunswick and leave the P-3 squadrons and the C-130 squadron here. I believe it is in the best interest of the State of Maine and the Department of Defense that NAS Brunswick remain an active duty Naval Air Station.

Very respectfully,



Rose A. Hill
Topsham, ME

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3/25/05

Anthony J. Principi

BRAC Commission

P.O. Box 600 + 625

2521 South Clark St.

Arkington, VA 22202



Claire Leonard
Apt. 212
56 Baribeau Dr.
Brunswick, ME 04011-3218

RECEIVED
5/25/02

Dear Sir;

I am an 82 yr old Senior in an Assisted living health center in Brunswick, ME.

Here are some reasons to keep the Naval Air Base open. It is the only remaining fully capable active duty military airfield in the N.E. U.S. and near its coastal cities, a region of more than 48 million people.

The Base is adjacent to all major sea lanes in the N. Atlantic and has more than 63,000 sq. miles of unencumbered air space for training and exercise missions.

The Base has versatile and extensive modern facilities (inc. a new hangar designed specifically for the next generation of reconnaissance patrol planes) and land with no encroachment issues.

Given the war on terrorism and the strategic importance of the Brunswick Navy Air Station as our last fully operational airfield in the N.E., we agree with people who say the Pentagon's realignment proposal makes absolutely no sense - either from a homeland defense perspective or a cost-savings one, given that Jacksonville Naval Air Station,

May 21, 2005

2005 Defense Base Closure and Realignment Commission
2521 S. Clark St., Ste. 600
Arlington, VA 22202

Dear BRAC Commission Members:

The 2005 Defense BRAC Commission has our appreciation as it embarks on an important endeavor over the next few months to provide an independent, non-partisan, and objective analysis of the Department of Defense's (DoD) recommendations for military installations. In regards to Naval Air Station Brunswick, we wish to express our thoughts for maintaining this last fully-operational DoD airfield in the Northeast.

Naval Air Station (NAS) Brunswick is an all-weather air station strategically located in the direct routes of aircraft and ship movement in the North Atlantic. Immediate access to 63,000 square miles of unencumbered air space (including substantial over water air space) with non-encroached clear zones enables squadrons to maintain a high state of training and readiness in the only fully secured airfield in the Northeast. This location in close proximity to major U.S. population areas can support every aircraft in the DoD inventory. NAS Brunswick's dual 8,000-foot runways allow for simultaneous operations and its 4.5-million square feet of aircraft ramp areas allow for substantial aircraft parking. With its strategic location and versatile capability, NAS Brunswick is a vital link to national defense and homeland security.

Following the September 11th terrorist attacks, NAS Brunswick provided surveillance missions under Operation Vigilant Shield as well as air patrol for naval ships at sea. During Operation Iraqi Freedom, all four active-duty P-3 squadrons stationed at NAS Brunswick flew missions in Iraq. The station also hosted or provided logistical support to over 110 aircraft, including F/A-18s and A/V-8s, returning from Middle East flight operations. The air station's re-fueling capability is ideal for tactical jet and turbo-prop aircraft crossing the Atlantic Ocean.

NATO has recognized the importance of NAS Brunswick. The NATO-built fuel farm regularly supports all types of foreign aircraft. The Tactical Support Center that NATO funded provides operational support for U.S. and NATO aircraft flights.

Since the 1995 BRAC implementation, NAS Brunswick has been home to the Naval Air Reserve. The Reserve P-3 squadron and the Reserve C-130 squadron have taken advantage of the air station's outstanding qualities as a training site. Since 2001, the Naval Reserve's non-aviation units have been located at NAS Brunswick to utilize the air station's assets and efficiencies. NAS Brunswick also continues to support the Atlantic Fleet survival training (SERE) program, the Marine Corps Reserve, the NMCB-27 Seabee battalion, and Supervisor of Shipbuilding (SUPSHIPS). In addition, NAS Brunswick has been identified by the Maine National Guard contingent as the ideal

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location for a joint Armed Forces Reserve Center to consolidate Army National Guard and Air National Guard units.

NAS Brunswick is essentially an "all new" air station. The newly constructed Hangar 6 provides the Navy with the only hangar currently capable of supporting the new Multi-Mission Aircraft (MMA). The recent construction of a new aircraft control tower will include new electronic equipment. During the last few years, the entire airfield has been upgraded, a P-3 Support Facility has been constructed, and a new environmentally friendly aircraft rinse facility has improved aircraft parking areas. The quality of life infrastructure has been modernized with all new barracks, a new transient quarters facility, and 220 new housing units. These improvements along with airfield security infrastructure upgrades position NAS Brunswick fully capable to take on current and future DoD aircraft missions.

Given that NAS Brunswick is a strategic, non-encroached, versatile, efficient, and modernized facility, it dumbfounds us that DoD has proposed a major realignment that does not include the stationing of aircraft aboard this air station. Furthermore, DoD does not provide a detailed plan for this air station, only stating that it will be used to "support the homeland defense mission, as needed, and maintain strategic flexibility".

In the Navy Analysis and Recommendations, the Navy states, "...deliberative bodies noted a concern regarding U.S. Northern Command's ability to perform its Homeland Defense mission if there are no suitable air stations for P-3 detachments to operate from in the northeast." Clearly, the parties involved in the homeland defense mission had some serious concerns with not having P-3 operations in the Northeast. This points to the importance of the P-3 mission to national security and homeland defense as well as the Northeast being a strategic location requiring this mission. If the P-3 mission is important in the Northeast and NAS Brunswick provides a fully capable facility with strategic flexibility, the P-3 mission must remain at NAS Brunswick.

The accompanying economic analysis also perplexes us. The DoD has indicated that the net present value of the costs and savings over 20 years is a savings of less than \$239 million. This begs the question of whether the American taxpayer is truly getting a bang for its buck, especially considering that over \$100 million has been invested in NAS Brunswick during the past few years. The analyses provided to date do not indicate the amount of investments to another aircraft facility that may be required to accommodate NAS Brunswick's current P-3s and future MMAs. In fact, the possibility of NAS Brunswick using its capacity to support an expanded mission was not even considered.

In addition, DoD has estimated that 4,266 direct and indirect jobs will be lost due to the proposed realignment of NAS Brunswick. This proposed action would greatly diminish the military presence at the air station, leaving 350 active-duty personnel and 1,341 reservists. The DoD also has indicated that 61 out of approximately 720 civilian jobs will be eliminated due to this proposed action. A question that should come to mind is in regards to the full and final impact on civilian jobs. Since the detailed plan is not known

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5/27/05

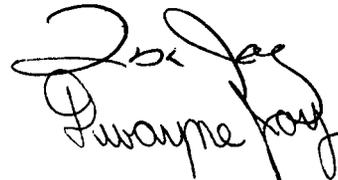
at this time, it is difficult to predict the actual loss of civilian jobs that could result if the proposed realignment is implemented.

The State of Maine has estimated that 4,655 direct and indirect job losses and approximately \$135 million job earning losses will be incurred as a result of the proposed realignment recommendation. The regional economic impact could be as much as an estimated \$333 million. This does not account for the potential adverse impact of losing some of the 5,700 military retirees and family members living in the area. These impacts also do not consider the Maine's overall economic health and the fact that Maine has lost manufacturing jobs at a faster rate than the rest of the nation during the past few years.

In the final analysis, we must ask if the proposed \$239 million in estimated DoD savings over 20 years (less than \$12 million/year in average savings) is worth the adverse impact to the national security and homeland defense missions as well as to the regional and state economic climates. Given that Naval Air Station Brunswick is well positioned for current and future military missions, the only reasonable conclusion is that this strategic and versatile air station remain a vital link to national defense and homeland security.

Again, we appreciate the commitment and dedication of the 2005 Defense BRAC Commission.

Sincerely,



Lisa and Dwayne Joy
123 Keay Rd
Bowdoin, ME 04287

Copy to:

State of Maine Governor John Baldacci
Honorable Congresswoman Susan Collins
Honorable Congresswoman Olympia Snowe
Honorable Congressman Tom Allen
Honorable Congressman Michael Michaud

RECEIVED
5/27/05

85 Minott Shore Road
Brunswick, Maine 04011
May 26,2005

Mr. Anthony J. Principi
BRAC Commission
Polk Building
Suites 600 and 625
2521 South Clark St.
Arlington, VA 22202

Dear Mr. Principi:

We are writing to you because of deep concern in regard to the downsizing and realignment of Brunswick Naval Air Station, Brunswick, Maine. We retired from the Navy in 1993 to this area, in part because of the Navy presence along with many more military retired throughout the three-state area of Maine, New Hampshire and Vermont. The loss of commissary, medical care, exchange and Navy comradery cannot be measured in dollar and cents, only by the real void this area would experience.

Brunswick is a small New England town of 21,000 people in the Midcoast area of Maine. The loss of nearly 2,500 military personal along with their families will be a real blow from a real estate and payroll view, but more importantly, because of the loss of the diversity of people stationed here who bring their talents with them, making this community unique. We are not part of the Portland economic block. We rely on the Air Station, Bowdoin College and Bath Iron Works as our economic engine, making this area a bright spot in what is a relatively poor, rural state.

The realignment of the Air Station means there will be relatively little Navy presence in the Northeast. If anything, the Air Base should be enlarged, keeping its P3 squadrons and perhaps adding a jet squadron. We are adjacent to all major sea-lanes in the North Atlantic and directly under the air traffic corridors from Europe. We are strategically positioned to fight the war on terror and any other threat to our country. The lumping of major assets in one area does not make good military sense. A well-placed terrorist attack could virtually neutralize elements of our military. Only a few years ago the military was dispersing ships and planes to avoid cloistering them in one location. We all remember what happened at Pearl Harbor.

NAS Brunswick is a modern, busy, efficient base with twin 8,000-foot runways and space to expand. Indeed, the Maine National Guard, Reserve Center in Portland and other military units have plans to combine assets to make this base a truly multi-force facility. Downsizing Brunswick will reportedly save 238.77 million dollars over a 20 year period, but the downsizing will cost the Brunswick area 243 million dollars each year forever. This does not make good economic sense to us.

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05312005

We hope you understand the strategic value Brunswick Naval Air Station has to our area and indeed to our nation. We urge you to overturn the realignment of DOD's last remaining active duty air station in the Northeast, to maintain Brunswick as is, or even to enlarge the base with additional assets for the safety of our country.

Thank you very much for your consideration and taking the time to read this letter.

Respectfully yours,

Dr. & Mrs. J. C. Bauman

Dr. and Mrs. John C. Bauman

May 26, 2005

Anthony J. Principi
BRAC Commission
Polk Building
Suites 600 & 625
2521 South Clark St.
Arlington, VA 22202

Dear Mr. Principi,

I am writing to encourage you to help us keep NASB FULLY OPERATIONAL!

As the last fully capable military airfield left in the entire Northeastern U.S., it's inconceivable to me that our government is considering stripping it of patrol squadrons.

I understand that there are many considerations going into the recommendation that NASB be sleighted for "realignment" (whatever THAT means!?) but as a citizen of Maine, I find it incomprehensible that the government doesn't see the need to keep this upgraded, secure, and versatile base functioning. This location is strategically valuable, and provides real security (and some real sense of protection) to those of us residing in the Northeastern United States.

Apart from NASB's proven strategic value, the economic value of the base cannot be underestimated.. Maine simply does not have viable ways of replacing the income generated by the presence of an active base. The recommendations of the DOD to shut down or realign every possible military installation in our state is over-the-top, and smacks of some form of "punishment" for our moderate Senators...or for the state going "blue" in the last election. The fact that the NASB squadron would be moved to Jeb Bush's Florida further raises a red flag re: motivation.

I urge you to reconsider the value of NASB's STRATEGIC LOCATION and work to keep the base fully functional.

Sincerely,



Gail Ruwe
P.O. Box 144
New Harbor, Maine 04554

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05312005

P.O. Box 238
E. Boothbay, ME 04544
May 18, 2005

Mr. Anthony J. Principi, Chairman
BRAC Commission
Polk Building
Suites 600 and 625
2521 South Clark St.
Arlington, VA 22202

Dr. Mr. Principi,

I am writing re: the proposal to close (or "realign") Brunswick Naval Air Base in Brunswick, Maine.

I have waited since the announcement was made to write this letter, hoping that I could find any logical, or sensible reason for even a thought of such action.

BNAS, its location, its wonderful staff of pilots and crew, the great Orion P3s are in the ideal spot. They have done a magnificent job of surveillance, support to our troops in the middle East, - and any number of important tasks.

I was a Sonarman on a minesweeper (YMS 224) in WW2 for nearly 3 years, and although I was not familiar at the time with aviation Sonar, I can attest to the importance of it. Now with the high tech Sonar on the P3s (and the upcoming replacements) I cannot imagine how important they would be at the present location.

It is unconscionable to even think of moving these planes and their crews to Florida. BNAS is in the ideal place to keep these planes - the only base in the Northeast - and would eliminate protection of all of the Northeast's heavily populated cities and ports. In light of the current situation (war, terrorists, etc.) are you going to move them to Florida? I can't believe it. And as for saving money - how about the cost of sending the planes up here from Florida in case of an emergency? This too, after recently spending millions on new runways and control towers at BNAS.

I trust that the BRAC Commission will seriously think about this and get BNAS off the "list" and keep it where it is! (I am not in the military - as I said earlier I was on a minesweeper for three years in WWII - was discharged after the war in 1946 and have been a civilian ever since and recognize the need for some changes - but this is ridiculous.)

Most sincerely,

Robert E. Zimmerli

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06072005

Seenu

131 Pinewood Acres Rd
Bowdoin, ME 04287
May 14, 2005

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5.23.05
JL

Anthony J. Principi
BRAC Commission
Polk Building
Suites 600 and 625
2521 South Clark St
Arlington, VA 22202

Dear Mr. Principi:

I am a native Mainer and civil service retiree from BNAS in Brunswick, Maine. I feel that you have made a huge mistake in putting BNAS on the Realignment list and sending all the P3's to Jacksonville, FL. There are no military installations left in the Noertheast to protect this area of the country. Brunswick Maine is a stragetice location to protect the major cities and seaports in this area of the country. This realignment and the closure of Portsmouth Naval Shipyard will be a huge economic hardship to Maine and New Hampshire. We have very few job opportunities to keep our young people employed in Maine and to take these military and civilian jobs away is terrible.

Sincerely yours,

Robert m George
ROBERT GEORGE

May 31, 2005

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06032005

Anthony J. Principi
BRAC Commission
Polk Building
Suites 600 and 625
2521 South Clark Street
Arlington, VA 22202

Dear Mr. Principi,

I am writing to you in your capacity as the Chairman of the BRAC Commission to express my concern about the proposed realignment of the Naval Air Station in Brunswick, Maine.

As a life long Brunswick resident, I have seen the mission and strategic importance of NAS Brunswick evolve over the past 40 years. A NATO base used primarily for anti-submarine, anti-drug and maritime patrol for many years - NAS Brunswick has taken on a significantly different and more vital role as the previous rounds of the BRAC process have unfolded. Today, NAS Brunswick is the only active duty Department of Defense airfield remaining in the Northeastern United States.

As the world around us continues to change, and the types of threats now facing our country deal more with terrorism, both on our soil, and on the seas surrounding our great nation, the strategic importance of this particular location becomes vividly clear. Brunswick, Maine is adjacent to routes for ships and aircraft coming from Europe, the Mediterranean and the Middle East. Great cities such as Portland, Maine, Portsmouth, New Hampshire and Boston, Massachusetts all offer unique opportunities for problems from those who may potentially threaten our national security, and all lie immediately within the routine patrol area of NAS Brunswick making it a vital link in our homeland defense, surveillance and security strategies. During the months and years since September 11, 2001 Brunswick has provided critical surveillance and land-based combat air patrol for navy ships at sea, and is recognized as a preferred re-fueling stop for tactical jets and turboprop aircraft crossing the Atlantic.

Over the past ten years, millions of tax payer dollars have been invested at NAS Brunswick. From housing to one of the nations largest and most sophisticated aircraft hangers (built specifically for MMA and BAMS), this base offers versatile and extensive modern military infrastructure and components, and land with no encroachment issues. There are more than 60,000 square miles of unencumbered airspace for training and exercise missions, and an established all-weather training area available for Special Forces and other units. Bottom line, Naval Air Station Brunswick offers infrastructure, facilities, capabilities and location that are second to none, and absolutely critical to our national defense.

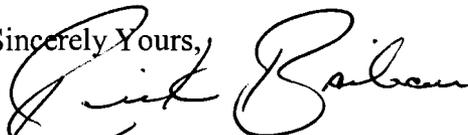
The current proposal to "Re-align" NAS Brunswick basically takes away all of the planes that are stationed here now and relocates them to NAS Jacksonville. For all of the reasons described above, this proposal, that would ultimately leave the entire North Eastern United States without an active duty military presence seems completely illogical. In fact, given the uncertainty of the ongoing war on terrorism, it seems absolutely unthinkable and downright foolish.

From an economic perspective, NAS Brunswick is the only Naval Air Station in the United States that can support the P-3 replacement aircraft and NAS Jacksonville will require millions of dollars of improvements and upgrades to bring them up to the same standards. I understand that there are arguments made for this recommendation that state that over a long term (20+ years), an economy of scale will allow the Navy to realize some level of operational cost savings. To that end, I suggest that after factoring in the needed improvements to NAS Jacksonville, and the ultimate costs associated with relocating all active squadrons from Brunswick to Jacksonville; that the net savings over the next ten years would be relative insignificant when compared with the risk that the lack of an active duty airfield in the Northeast would present. Add to that the fact the loss of over 2317 military and 61 civilian jobs would ultimately send a devastating ripple of economic down turn through out mid coast Maine for many years to come, and you have ample reason to reconsider this rather poorly conceived recommendation.

In summary, NAS Brunswick offers a Strategic Location that makes it a vital link in our present and future homeland defense, surveillance and security operations. It is vital that an active duty airfield be maintained at full force in the North East, and it would be a frighteningly shortsighted disservice to our country for the proposed re-alignment to be carried forward.

Thank you for your time and consideration in this regard !

Sincerely Yours,



Richard D. Baribeau, Jr.
P.O. Box 923
Brunswick, ME 04011

Encl.
S/

7605 NW 50th Street
Gainesville, FL 32653
June 8, 2005



Mr. Anthony J. Principi
BRAC Commission
Polk Building
Suites 600 and 625
2521 South Clark Street
Arlington, VA 22202

Dear Mr. Principi,

I am concerned about the long-term operational and personnel impact on the Department of Defense (DOD) recommendation to realign assets at Naval Air Station (NAS) Brunswick, Maine. A veteran of nearly a thirty-two year naval career, I served in two separate Patrol Squadrons at NAS Brunswick in the mid-sixties and early seventies and subsequent squadron assignments flying out of NAS Barbers Point, Hawaii; NAS Jacksonville, Florida; and NAS Moffett Field, California.

I recently attended a squadron reunion at NAS Brunswick and was impressed with the new and improved operational and personnel infrastructure created to meet the challenges for the Twenty-first Century. Second to none of my previous duty stations, the facilities at NAS Brunswick currently provide assigned personnel with brand new, first rate bachelor enlisted barracks, family housing and a new state-of-the-art hanger specifically designed to accommodate the Navy's new P-8A Multi-mission Maritime Aircraft (MMA) that will replace the aging P-3 Orion.

Operationally, NAS Brunswick is a great circle route launch point away from the majority of the Maritime Patrol Force forward deployed sites throughout the European and Mid-east theatres. Home port training is unencumbered with airspace relatively free from conflicting commercial aviation traffic and includes well established exercise training areas.

The infrastructure at NAS Jacksonville, the proposed site to relocate the NAS Brunswick aircraft and personnel, is presently stressed to accommodate currently assigned aircraft and personnel. It will cost millions of dollars to replicate the operational and personnel facilities at NAS Jacksonville that already exist at NAS Brunswick.

Undoubtedly you will hear Brunswick community leader view points regarding the regional economic impact of this DOD recommendation. I am more concerned about the economic impact on the NAS Brunswick Patrol Wing and squadron personnel who will be forced to move to a high cost of living area with an already limited billeting and government housing infrastructure. These families will have to seek accommodations in a strained and widely dispersed housing market. The deleterious and long-term negative impact on morale and retention will most certainly outweigh the envisioned dollar cost savings to implement the proposed realignment. It is a flawed proposal!

Thank you for the opportunity to offer my observations on the proposed NAS Brunswick realignment. Your consideration of these and other concerned citizen comments is appreciated.

Sincerely,

C. Carter Nute
Captain, U. S. Navy (Retired)

Dear,
BRAC Members

JUL 26 2005

Received

My name is James a student in Brunswick Maine. I love seeing the airplanes flying overhead because it makes me feel safe here in the Northeast. I was starting to feel unsafe when I heard what the pentagon was going to do with Brunswick Naval Air Station. Then I felt very unsafe when I heard that you people added Brunswick Naval Air Station to the closure list. Does anyone understand if Brunswick does get closed the northeast will become a sitting duck in relations to Homeland Security. If you don't agree with me I would have to say with all due respect, "You people would have to be out of your mind." I might just be a 10th grader, but I am pretty smart to tell whether your right or wrong. Right now I think you are wrong. The thing I think is stupid is that we are in a time of war and the pentagon wants to close bases. On behalf of the Northeast states why are we the ones being targeted the most? Please tell the pentagon and personally tell Donald Rumsfeld from me that I think that he and his department is making a total mistake.

From,
James Sinko
Brunswick Maine

Honorable Anthony J. Principi
Chairman, Defense Base Closure and Realignment Commission
2521 S. Clark St., Ste. 600
Arlington, VA 22202

BRAC Commission

JUL 26 2005

Received

Dear Mr. Principi:

I am writing to you to express my concerns with the integrity of the Base Closure and Realignment Process (BRAC). The confidence of the American public in the process, and that of the decisions on individual military installations, relies on the accuracy of the data used by the various services as well as the validity of the calculations and comparisons made using this data. I am concerned about the validity of the data used in the evaluation of Naval Air Station Brunswick, Portsmouth Naval Shipyard and the Defense Finance and Accounting Service center at Limestone, Maine.

Naval Air Station Brunswick (NASB) is the only active duty Department of Defense airfield remaining in the Northeast United States. Its strategic location adjacent to shipping routes and aircraft coming from Europe, the Mediterranean, and the Middle East, makes it a vital link in our homeland defense, surveillance, and security strategy.

It is clear that in calculating the savings of closing NASB, the Department of the Navy was intellectually dishonest in not acknowledging that the savings in maintenance positions by moving the P-3 Wing to Jacksonville will also be realized by replacement of the P-3 with the MMA and its maintenance contract. Also not stated was the infrastructure cost needed at Jacksonville to house both airframes and families.

One of Brunswick's major selling points is its strategic location. Patrol flights from Jacksonville will cost an additional \$50,000 per mission given its remote location. Other NASB advantages include its new runways and tower and the \$34 million hanger that is the only one in the Navy large enough to accommodate the next generation of surveillance aircraft and an abundance of unencumbered air space, to include approach and departure flight paths over adjacent open ocean, which are optimal for flight security as well as the safe conduct of operations involving live weapons.

"Portsmouth Naval Shipyard (PNS) consistently and superbly performs its mission while establishing a phenomenal record of cost, schedule, quality and safety performance." That assessment was offered on May 12, 2005 by Admiral V. E. Clark, Chief of Naval Operations.

While the Navy analysis concludes that excess capacity exists for nuclear ship maintenance, PNS is the most efficient shipyard in terms of cost and schedule and is, therefore, not the capacity that needs to be cut. Consider the following points:

a. PNS is saving \$75 million per Engineered Refueling Overhaul (ERO) and \$20 million per Depot Modernization Period (DMP) for the American taxpayer.

July 20, 2005

JUL 25 2005

Anthony J. Principi
BRAC Commission
Suites 600 and 625
2521 South Clark Street
Arlington, VA 22202

Received

RE: Brunswick Naval Air Station (BNAS) Closure

Dear Mr. Chairman;

I'm sure you have received thousands of requests from throughout the United States from concerned legislators and citizens wanting the base closure list changed for them. This is another request.

All the statistics on job losses and savings have been presented to you. It is clear the commission acknowledges the strategic value of BNAS. Part of this letter will let you know how closing BNAS will affect the lives of three children and my family. My husband and I own and operate a small hairstyling business near BNAS. The obvious business concern exists because of the trickle down job losses that will affect our ability to earn a living. Our town has been so loyal and supportive of the armed forces and the Pentagon has hit Maine hard. We have a difficult business environment already due to high taxes and labor costs. This will make it worse.

On a family note, ours will likely be torn apart. My husband's daughter (Mercedes) from his first marriage will be 13 in October. Her mom is married to a man stationed at BNAS. Mercedes has a 21-month-old brother at home with us and a 5-year-old sister at her mom's house. This realignment will force one family to miss out on a substantial part of her life. Mercedes has lived one week at her mom's house and the other at home with her Dad and me for 10 years. Her siblings love her and she loves them. It will be traumatic for all three kids to miss out on time with each other. It will also be devastating for Mercedes to miss out on time with either Mom or Dad.

Jacksonville, Florida has a huge population already. Jobs are not scarce there. Maine has been hit with manufacturing jobs leaving for other countries. Bath Iron Works has reduced its labor force by half. Bath Iron Works is only 6 miles from BNAS. Now the Pentagon wants to take 10,000 more jobs from Southern Maine. The United States Government subsidizes farmers. The United States Government provides loans for the airline industry. The United States government supports AMTRAK. The United States Government sends billions of our tax dollars to other countries everyday. Again, the Pentagon just isn't making sense with the proposed closures for the Northeast.

I'm asking for the commission to see the flaws in the financial and strategic arguments. There are plenty. I'm also asking the commission to see the human element here. We

don't need hand outs like many large businesses. We need to protect our shores, build the best submarines and look out for our families. Strategically we need to keep an eye on the Northern Regions of the world as well. Who will keep an eye on the Russian submarines? Why give terrorists a huge northeast coastline to plan attacks against?

Keep BNAS as it is. Keep Portsmouth Naval Shipyard open, and keep Limestone's Accounting Center open. Maine has been hit hard enough.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Debra K Henke". The signature is written in a cursive style with a large initial 'D' and 'H'.

Debra Kennedy Henke
16 Avon Drive
Topsham, ME 04086
dbhenke@suscom-maine.net
207-729-5532



BRAC Commission

JUL 25 2005

Received

May 31, 2005

Anthony J. Principi
BRAC Commission
Polk Building
Suites 600 and 625
2521 South Clark Street
Arlington, VA 22202

Dear Mr. Principi,

This letter is being written to strongly encourage rethinking the recommendation to realign Brunswick Naval Air Station. As a citizen of Maine and a resident of the Town of West Bath, it concerns me greatly that the Pentagon and your commission are seriously considering this proposal. I realize that cost cutting measures are necessary as we move forward in the future, but what about the economy of Maine and the many people who will lose jobs if this proposal is accepted?

All the money that has been spent to improve base housing these past few years certainly gave everyone in the area the impression that the Naval Base was here to stay. If the realignment is accepted, this area will definitely suffer. The Brunswick Naval Air Station Task Force and the Town of Brunswick had begun making plans in preparation for the "worse case scenario", but to "Mothball" the base would be more of a death sentence than actually closing it.

The personnel employed at BNAS are not only vital to National Security, but they are members of our own communities and participate in many local activities, help the local economy and of course are an important part of the school systems in the area.

I may only be one voice in the FIGHT to keep this base open, but I hope that as you listen to the many other voices that you will reconsider the decision to realign the Brunswick Naval Air Station and keep this area alive and well.

Sincerely,



Glenis Elliott

JUL 25 2005

Received
June 1, 2005

Anthony J. Principi
BRAC Commission
Polk Building
Suites 600 and 625
2521 South Clark St.
Arlington, VA 22202

Dear Sir,

This letter is to request that the BRAC commission consider keeping Brunswick Naval Air Station open and fully operational as it has been for many years for the following reasons:

1. The concentration of the country's defenses in any one location is short sighted as demonstrated in similar circumstances in 1941 at Pearl Harbor. Bigger only provides a bigger target and a temptation to attack if that is contemplated by an enemy.

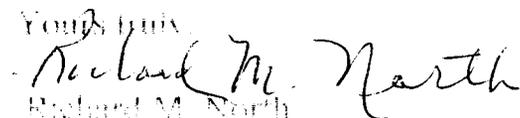
2. BNAS is in a STRATEGIC LOCATION where the shipping lanes and submarine surveillance can be patrolled in relatively close range.

3. Bigger is not necessarily better. As an industrial engineer in the New England woolen textile industry I have witnessed the closing of small mills to keep big mills open because On Paper the percentage of costs due to overhead seems smaller. This is false reasoning. Smaller can mean better control of all costs including waste, personnel and morale.

4. BNAS has the runways, the buildings, land availability, new housing, and I believe lower living costs than the congested area in Florida. Furthermore, in an emergency flying personnel can get to BNAS in a relatively short time.

These reasons indicate that there is nothing to be gained by relocating the squadrons to Florida. If any realigning is to be done, it would be more efficient to move squadrons TO Brunswick.

I am a veteran of World War II having served as 1st Lt. in the Army Air Corp from February 1943 to April 1946.

Yours truly,

Richard M. North

PO Box 44
South Bristol, ME 04568
June 1, 2005

BRAC Commission

JUL 25 2005

Received

Mr. Anthony J. Principi
BRAC Commission
Polk Building
Suites 600 and 625
2521 South Clark St.
Arlington, VA 22202

Dear Mr. Principi:

I am greatly concerned with the threat of closing or realigning the Brunswick Naval Air Station (BNAS) operation.

As a combat WWII veteran (Pacific theater with USN's Task Force 38 and 58, USS Randolph CV-15) I understand the military defense needs of our country in times of peril and the responsibility of US citizens to answer the call to defend our country. After WWII as a civilian DOD scientist at Fort Monmouth, NJ (Electronics Devices and Technology Laboratory) I learned of the unbelievable lead-time necessary in developing advanced military weapons. In 1973 as a tri-service team member, the imagery for smart bombs (cruise, etc.) was being conceived and developed for crucial weapons in a war (Gulf Storm) which would occur 20 years later.

As a family patriarch upon retirement I moved from NJ to Maine to enjoy the wonders of quiet and secure living conditions and remove the prospect of terrorist violence (1st WTC truck bombing). With the passage of years my wife and I have influenced 4 of our 7 children to move from NJ to our mid-coast Maine area bringing three young grandchildren and one married grandson. My other three children have second homes here in Maine and envision also moving year round with many of our other 19 grandchildren moving with them in the not so far future.

I want all of my offspring to enjoy a maximum of security in their daily life. Maine and other New England areas have been protected by the presence of the BNAS and it's fully capable status as an active-duty military airfield in the northeast corridor and near coastal cities. The northeast must be protected from terrorist threats from both land and sea. BNAS possesses versatile and extensive modern facilities and has an established all-weather training area available for Special Forces units.

BRAC Commission
Polk Building
Suites 600 and 625
2521 South Clark Street
Arlington, VA 22203

1 ~~BRAC~~ 2005 Commission

JUL 25 2005

Received

Dear Anthony J. Principi:

What a bad decision - NAS Brunswick, closure would be a strategic blow to our Northeastern coastal defense system – today's definition of defense should not be restricted to military alone, but our defenses against drug smuggling, invasion of illegal aliens, contraband, and the illegal entry of Terrorist into our country. The Navy mission of NAS Brunswick has expanded to include each of the critical concerns, as well and a continuing mission of maritime patrols against surface, air, and sub-surface military threats. The NAS Brunswick success record speaks for it self – it is skillfully managed, economically operated, operationally and strategically located in the right place, and right time. Moving all the P3 aircraft, and relocating support personnel, families and mission to NAS Jacksonville is not the smart move for our country, nor our Navy – this change physically takes our planes out of the game when response time, and force presence is needed in the Northeast of the United States. Once gone, our country will lose a strong asset that will not be replaced when needed. The cost of continuing current operation, and return benefits derived surely is less expensive than NOT having a NAS Brunswick when needed in the future.

All East Coast States bordering the Atlantic from Maine to Florida should join the chant to keep NAS Brunswick open, and operating – this base provides ready defense for all of us. *If closure is necessary, the BRAC must be open and honest with the American People – many of us feel the base closure process is a political decision based on the Blue vs. Red states – Seems strange Texas and Florida gain, and Maine loses out. If honesty is not at the tip of the closure spear, we will forever feel cheated in the process.*

Closing of any military installation within the Continental United States is serious decision-making for sure. The stated objective of the present Administration is to reduce operating costs over a ten-year period – this goal is achievable and a worthy undertaking, but our government should FIRST take actions to closing the many overseas bases, and re-deploy our troops to stateside bases. The rationale for continuing to operate and support the out of CONUS bases is an antiquated foreign policy, extremely expensive, and provides absolutely no return for tax payer dollars being spent. Our overseas bases prop up the local governments by stabilizing their economy, easing their military needs, while stretching our military manpower, and exhausting our treasure. Bringing home the majority of military forces from overseas bases located within stabilized countries, such as England, France, Germany, Japan, Philippines, and a host of other smaller countries would place the responsibility for defending their homelands squarely upon the individual country. We have the United Nations, NATO, SEATO, and a whole band of similar organization whose responsibility charter unites most countries under one defense flag. America has kept the promise to give every deserving country a fighting chance for FREEDOM with independent rule, and economic growth. We are making real on promise in Afghanistan, Iraqi, and the African countries – these countries are not stable, and definitely need our military and tax dollar support. We should continue to lend a helping hand to these, and other countries unable to defend their chance at freedom and self-rule.

Sincerely yours,

Robert T. Hastings
Woolwich, Maine
U.S. Navy Retired Officer

31 May 2005
Mr. Principi
BRAC Commission
Polk Building
Suites 600 & 625
2521 South Clark St
Arlington, Va. 22202

Mr. Keith Wilkes
3 Robin Dr.
Brunswick, Maine 04011
BRAC Commission

JUL 25 2005

Received

Dear Mr. Principi:

The Brunswick Naval Air Station in Brunswick, Maine is the only active duty Department of Defense airfield in New England! It is strategically located near shipping and air lanes. Also it is closest to the European Theater and Nato Commands.

The Air Station has recently completed many new construction projects. Such as a modern new hanger that was designed to house the P-3 replacement aircraft. New barracks and new housing units were also recently completed. It is a modern facility with room to grow. The airfield also has two runways.

There are presently 5 active duty and two reserve squadrons stationed here. To move the P-3 squadrons to Jacksonville, Florida and keep a skeleton crew here to maintain the base seems to be a waste of a very functional, modern facility that is very strategically located.

To move all the aircraft from Brunswick and leave all of New England with out an active duty airfield seems imprudent. Florida has: NAS Jacksonville, Naval Station Mayport, Pensacola Naval Air Station, Eglin AFB, MacDill AFB and Tyndall AFB. I do not understand how we can save money by moving Squadrons from Brunswick to Jacksonville. It cost a lot of money to transfer Military personal, their families and possessions. Although there is probably room at the base for the P-3s I am sure there is not plenty of housing for 5 Squadrons and their families.

I wonder what we learned from "911". Hopefully we learned that we need to be on the defense and guard all areas, including New England ! Brunswick Naval Air Station is a very vital asset to our national defense as well as our Homeland Security.

The loss of 5 Squadrons and their families will have a major impact on the local economy. Many of us that live in the Brunswick area are retired and chose to stay here because of the base. Please reconsider and keep the P-3 Squadrons in Brunswick to maintain a strategically located active duty Air Station so that New England will not be Defenseless.

Thank You
Keith Wilkes
Chief Petty Officer
U.S. Navy Retired



④ Our protection as citizens and the future of this noble democratic experiment is not in jeopardy by the loss of a job in the civilian population of those who can retrain for other work.

⑤ FINALLY: The Brunswick Maine NAS can be brought to life as a defence against attacks in a matter of a few hours with today's Technology after implementation

PLEASE: Think of the Country - FIRST
The defence readiness - Second
The members of our armed services - Third
Our society - Fourth

While: rejecting the brovado and threats of Top Vote seekers and those who simply want to bleed the Federal Government for personal monetary gain.

Stand Tall & Proud & THANKS AGAIN!

Sincerely,
Lawrence Rakovan

Veteran USAF

Lawrence and Jeana Rakovan
327 Maine St.
Brunswick, Maine
04011-3310

RECEIVED
05812005
Depot Road
Belgrade, ME 04917
May 25, 2005

BRAC Commission

BRAC Commission
2521 South Clark Street, 600
Arlington, VA 22202

JUL 25 2005

Received

Dear Commission Members,

Please consider the following factors when evaluating the Brunswick Naval Station in Maine:

1. With knowledge and approval of the same people in DOD who are now proposing to move all aircraft and supporting personnel from Brunswick NAS to Jacksonville, Florida, these expensive construction projects have been underway at Brunswick NAS for the past two years: Complete replacement of dormitories for enlisted people; a new aircraft control tower (not yet dedicated); new flight line structures; and a completely new and relocated main entrance to the Station were projects last year. Should aircraft and support personnel be moved from Brunswick NAS before the benefits expected from these multi-million dollar expenditures are realized?

2. Following War II and continuing until the end of the "Cold War", it was DOD practice to keep our forces dispersed so we would not suffer a major loss of equipment and people by one strike. This made sense. Now, our forces are being consolidated and make easier to hit targets for terrorists. Is the movement of people and aircraft from Brunswick NAS to Jacksonville, Florida, which is already saturated with military facilities and personnel, a good defensive move?

3. Moving more of our military aircraft from northern bases, such as Brunswick NAS in Maine and Ellsworth AFB in South Dakota, to the warmer climates of southern bases eliminates two more winter training environments. Remembering the Battle of the Bulge and winters of Korea, isn't it possible that a future conflict might require the experience of aircraft flight crews and maintenance personnel that are trained in performing their duties under cold weather conditions?

Thanks for pondering my questions.

Sincerely,



Carl G. Yeaton, Col, USAF (Ret)

May 30 2005

702 White Road
Bowdoinham ME
04008

BRAC Commission

JUL 25 2005

Received

Dear Anthony J. Principi

U.S. Security begins with ME -
Our National Security in the North Eastern U.S.
is being threatened by a poorly thought out plan
to re-align the Brunswick Naval Air Station, which
is a strategic location in protecting our Country.

If lack of U.S. Security is the #1 threat, decreased
income to our state's economy runs a very close
second and our citizens deserve better treatment
than that - Closing the shipyard at Kittery/Portsmouth
and the Center at Limestone also are ridiculously
devastating proposals -

Please re-think the "hit list" on the U.S. might
as well paint targets on the empty towers -

Most Sincerely -
Christine M. Wilson

Enclosed are several pins/magnets I made
to draw attention/support for the fight to
save the state of Maine - and U.S. Security

BRAC Commission

Erenn Kiriaell
21 Hudon Road
Lisbon, ME 04250

JUL 25 2005

Received

26 May 2005

Dear Commissioner Bilbray,

I very much appreciate the important work you and the Commission are doing. The security and defense of our country are essential. DoD can only make recommendations within their span of control. Integrating DoD's recommendations and community, state and regional concerns is extremely important. Observing the testimony from DoD officials, the variables and metrics used to make recommendations for closure, realignment and gain has been very informative. I appreciate the tremendous amount of work DoD has accomplished.

I am respectfully asking you to keep Brunswick Naval Air Station fully operational, for the national security, homeland defense and maritime surveillance of the northeastern region of the US. I find it challenging to believe that Brunswick NAS is simultaneously recognized for its strategic value (rationale for realignment) and yet has little military value. As a military retiree and citizen, I am quite concerned about the realignment of Brunswick NAS, essentially transferring all its aircraft and active duty military to Jacksonville Naval Air Station (JAX NAS). At minimum, how is maritime surveillance of the North Atlantic and northeastern US Atlantic to be conducted?

I realize there are many intricacies to DoD/ DoN Transformation plans, and while moving BNAS to JAX NAS may fit within a particular opinion of that Transformation model, it does not appear to take into account the impact on National Security in the Northeast Region. Brunswick Naval Air Station is the last military airfield remaining in the Northeast region with a population of over 48 million taxpaying citizens; it serves a truly important role in our national security. It has played an important part in Operations Enduring Freedom, Iraqi Freedom, Asian and Indian Tsunami Relief. Ironically, during hurricane season, JAX NAS P3 squadrons evacuated to Brunswick NAS. Ironically as well, NAS Brunswick is the only Naval Air Station in the US that can support the P-3 replacement aircraft, the multi-mission maritime aircraft (MMA), and any other base will require millions of dollars to bring them up to standards. With realignment the proverb, "use it or lose it" seems to apply, without adequate use and continued maintenance, the millions of taxpayer dollars already invested to modernize Brunswick NAS will be wasted. *Realignment may make it a candidate for a Golden Fleece award.*

Up to now, our government has wisely chosen to increase funding for constructing new facilities (nearly completed) making Brunswick NAS capable of supporting all manned and unmanned aircraft, domestic and international (including Air Force One), across the full range of Homeland Defense operations and contingencies. Brunswick NAS has incredible potential for multi-mission maritime aircraft (MMA), patrols, interdiction, and future operations. As a comprehensive northeast homeland joint defense and security installation it can support current and future operational and training capabilities on land, sea and air. Pending future capabilities include: Multi-mission maritime aircraft basing and support center, armed forces reserve center, maritime

interdiction center, aerial refueling master base, fighter squadron basing and support, special warfare center of excellence, NASB is well prepared for the future.

ADM Clark testified about "closing Oceana NAS that he considered moving all of its 240 odd jets to an Air Force base. Clark said leaders concluded that the alternatives were too far from the East Coast or would cost too much." Navy Times. May 30, 2005, pg 15. Perhaps he couldn't see far enough north to Brunswick NAS, ME.

Brunswick NAS is crucial to current and future national security, and homeland defense, and maritime surveillance and interdiction operations. It is immediately adjacent to all major sea lanes in the North Atlantic, and pathways of international flights. BNAS has more than 63,000 square miles of unencumbered airspace for training and exercise missions. Briefly, Brunswick NAS has; versatile, extensive modern facilities, including a new hangar designed specifically for MMA and BAMS and land with no encroachment issues, completely secured perimeter and outstanding force protection layout and capability, an established all-weather training area available for Special Forces and other units, easy access by all forms of transportation, since 9/11 the military value of the base supersedes anytime since WWII. NASB integrates active-duty and reserve forces, Joint national and international military activities including NATO, receiving and deploying over 100 Joint aircraft and over 850 personnel during recent missions. BNAS is integral to the shipbuilding efforts of Bath Iron Works, providing crew support through Supervisor of Shipbuilding (SUPSHIPS) Bath, Maine.

Reading through the BRAC volumes, "The DoN is very concerned about economic impact and has made every effort to fully understand all of the economic impacts its recommendations might have on local communities." However, the DoN used the Portland-South Portland-Biddeford, ME, Metropolitan Statistical Area for its Economic area comparison for Brunswick NAS. The Portland MSA has a population of about 333,500, with the 4266 jobs lost, the percentage is -1.3% (-.0127) loss. Using the Portland MSA significantly minimizes the true effect of BNAS job losses. The Brunswick-Harpswell-Bath-Topsham population represents a more accurate population to assess the 4266 lost jobs from realigning BNAS. With a population of approximately 44,777 and with 4266 jobs lost the percentage is -10% (-.095) jobs lost. In a rural state, with small communities a 10% jobs loss is significant.

With the uncertainty of the ongoing War on Terrorism our nation can not afford to make a mistake and lose, or "mothball" a strategic location and lose the current resources of NAS Brunswick as it will require significant reinvestment to revive the facilities and personnel resources will not easily be available if realignment occurs. The Brunswick, mid-coast Maine regional community strongly supports BNAS mission, personnel and their families. Mainers like other Americans take homeland security and defense of our nation seriously. I thank you for considering my request *to keep Brunswick Naval Air Station fully operational, protecting the national security, homeland defense and maritime surveillance of the northeast region of the US.*

Kind regards,



Erenn Kiriaell
CDR MSC USN (Ret)

JUL 25 2005



Received
 UNITED STATES SENATOR · MAINE
SUSAN COLLINS
 P R E S S R E L E A S E



Maine Delegation: Homeland Defense Strategy Makes the Case for NASB and Navy's Maritime Patrol Fleet

With NASB "located strategically astride the Atlantic sea lanes," it is "uniquely positioned" to guard the Northeast's maritime approaches

FOR IMMEDIATE
 RELEASE

Contact: Jen Burita or Amy
 Swanstrom

Wednesday, April 20, 2005

Phone: 202-224-2523

Washington, D.C. –U.S. Senators Olympia Snowe and Susan Collins and U.S. Representatives Tom Allen and Mike Michaud have written to Defense Secretary Donald Rumsfeld, Homeland Security Secretary Michael Chertoff and Assistant Secretary of Defense for Homeland Defense Paul McHale making a strong case for the unique and vital role the Brunswick Naval Air Station (NASB) plays in protecting the nation's homeland security. The members cited findings contained in the pre-decisional draft of Strategy for Homeland Defense and Civil Support, a White House report of analysis and recommendations on elements of a comprehensive national homeland security plan.

"As Members of Congress from Maine, a state with a long coastline and significant maritime commercial interests, we recognize that guarding maritime approaches is an essential component in protecting the homeland," the Delegation Members wrote. "We are pleased to see that the (President's homeland security) strategy gives extensive consideration to the critical maritime aspects of homeland defense. We are strong supporters of the Navy's maritime patrol fleet. We believe that this community, with its P-3C Orion aircraft and the next generation Multi-Mission Maritime Aircraft (MMA), form an indispensable component to the overall homeland defense strategy."

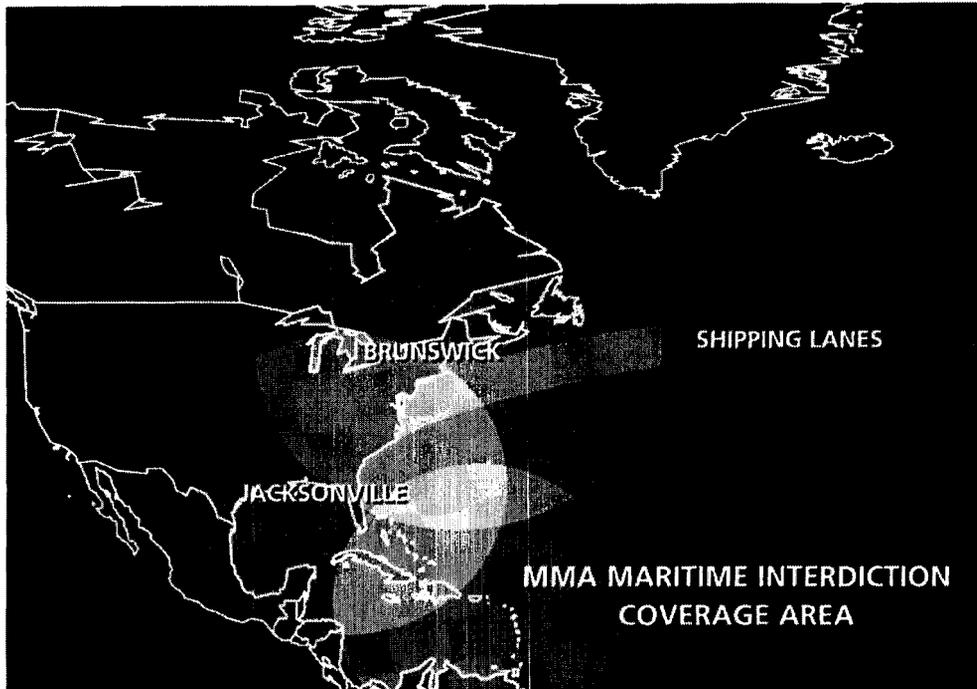
The Members noted that the existing maritime patrol fleet provides what the report calls for by way of a "persistent wide-area surveillance and reconnaissance of the U.S. maritime approaches." They stressed that NASB, teamed with bases in Florida, California and Washington ensures maritime patrol cover of the "four corners"

of the continental United States. With a fifth base in Hawaii, the existing P-3 fleet is "optimally based to provide comprehensive maritime domain awareness." They added that the maritime patrol fleet's forthcoming transition to the even more modern MMA's with increased capabilities will allow a response time from these bases to any point on the nation's coast of less than two hours.

"Naval Air Station Brunswick is located strategically astride the Atlantic sea lanes," the Members wrote. "Aircrews from NAS Brunswick have been flying in support of Vigilant Shield since September 11, 2001. As the only capable active duty airfield in the Northeast, the base is uniquely positioned to provide awareness of the maritime approaches and protect the economically critical ports in the region."

The Delegation sent copies of the letter to National Security Adviser Stephen Hadley, Homeland Security Adviser Frances Fragos Townsend, and U.S. Coast Guard Commandant Admiral Thomas H. Collins.

"We welcome the development of the Strategy for Homeland Defense and Civil Support as a critical step toward ensuring we have the right strategy, capabilities and force structure to defend the homeland," the Members concluded. "It is clear that the U.S. Navy's maritime patrol fleet will be an indispensable part of this strategy."



mission

2005

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Homeland Defense and Maritime Interdiction Operations

In the business of homeland defense (as in real estate), location is the key. Imagine a naval search for a single, relatively small merchant ship, which intelligence sources have revealed has a hold full of weaponized chemicals. Its destination is a major coastal city. After tense hours of searching, a maritime patrol aircraft locates two possible suspect vessels out of hundreds in one of the world's busiest maritime areas. The aircraft directs two fast naval frigates to the vicinity of the targets. The frigates and their onboard helicopters intercept and challenge the target vessels. One vessel submits to search and is determined to be harmless. The other however, resists interception and boarding. Finally, helicopter-borne special operations commandoes descend upon the vessel, board and secure the ship and its potentially deadly cargo.

This scenario actually occurred in the western Mediterranean Sea last month. The weapons of mass destruction seized were simulated; the entire sequence of events part of a successful exercise of Maritime Interdiction Operations conducted by forces of four NATO nations.

Maritime interdiction capability is a hot item right now for defense planners, a particularly important focus of a larger effort known as the Proliferation Security Initiative (PSI). PSI is being advanced by 15 core member nations, brought together at the request of President Bush last year to develop cooperative diplomatic, military, and intelligence means to stop ships which may be carrying weapons of mass destruction (WMD). Many of the maritime interdiction precepts under PSI are evolving from a multinational "game" conducted last September at the Naval War College in Newport, Rhode Island, and refining these concepts and procedures is clearly a high priority for the

nations involved. Japan recently hosted the latest multinational PSI exercise, the twelfth in the short time since the Initiative began.

As the Mediterranean exercise and others showed, Maritime Patrol Aircraft (MPA) are a critical, almost always essential part of successful maritime interdiction. Whether conducting a broad-area search, refining a datum provided by other (including national) sensors, or vectoring surface, rotary-wing or special-warfare assets to a target, MPA are a key link in the chain from initial intelligence to intercept. MPA are of particular value in crowded shipping lanes, in areas of poor weather or visibility. No other platform is as versatile in this mission area, one as old and enduring as naval aviation itself. *But land-based aircraft need bases to fly from – bases which optimize their speed, range, and turnaround capability on missions protecting the nation's most vital areas.* The seaborne WMD threat has become primary. Maritime interdiction platforms *and* infrastructure must be top concerns for naval strategists and planners.

Fortunately help is on the way, again from patrol aviation. The Multi-mission Maritime Aircraft (MMA) promises a substantial increase in capability for commanders responsible for maritime interdiction. Based on the Boeing 737-800, the MMA will bring increased speed, range, and reliability compared to the current workhorse MPA, the P-3C Orion. MMA sensors for interdiction missions will include a new electro-optical and infrared spectrum sensor, moving target indicators, an enhanced inverse synthetic aperture / synthetic aperture radar, and a new signals intelligence suite. Perhaps best of all, MMA will control and exploit the capabilities of the Broad-Area Maritime Surveillance (BAMS) Unmanned Aerial Vehicle.

The aircraft themselves will certainly be fantastic, but land-based planes are only as good as the base they operate from, and the future homes for MMA/BAMS have not yet been identified. Conventional wisdom has it that the transition from the P-3 force to one of fewer than half as many MMA will inevitably result in a reduction in the number of maritime patrol aircraft bases in the U.S. This assumption may be incorrect, since ***optimum basing for maritime interdiction assets is as important as the assets themselves.*** Bases must be located to provide *rapid response* to all coastal areas, particularly those containing major population centers and port facilities. They must be *versatile*, able to support not just MPA, but rotary wing units and special warfare forces with *easy access, unencumbered space and facilities for joint, coordinated training, and self-protection and security* from intrusion or attack. Maritime interdiction is a team game, and collocation of the assets for training and operations is essential.

The current MPA force laydown includes P-3 bases at Kaneohe Bay in Hawaii, Jacksonville, Florida, Brunswick, Maine, and Whidbey Island in Washington State. A robust P-3 capability is maintained for fleet support and other missions at the North Island Naval Air Station in San Diego. These last four bases, at the "corners" of the continental U.S. are perfectly situated for maritime interdiction of WMD threats. From these sites, MMA response time to any point on the coast will be less than two hours, and all major sea lanes of

approach can be covered within the 1200 – 1500 nautical mile operational range of the aircraft.

All four sites have their advantages, and all are essential to that coverage. For example, the **Naval Air Station in Brunswick, Maine** has remarkable potential as a *joint forces maritime interdiction center* under the PSI initiative:

- The only remaining fully capable active-duty military airfield in the northeastern U.S. and near its coastal cities – **a region of over 48 million people.**
- Immediately adjacent to all major sea lanes in the North Atlantic.
- More than 63,000 square miles of unencumbered airspace for training and exercise missions.
- Versatile and extensive modern facilities (including a new hangar designed specifically for MMA and BAMS) and land with no encroachment issues.
- An established all-weather training area available for Special Forces and other units.
- Completely secured perimeter and outstanding force protection layout and capability.
- Easy access by all forms of transportation.

The ports and shipping lanes to the northeastern region of the United States deserve the protection which can only be provided by maritime interdiction forces operating from a base within that region. Obviously transatlantic shipping is critical to our nation's economy, but as west coast ports operate at capacity, more and more operators are redirecting their shipments from Asia directly to the northeast. These shippers prefer to have their cargo spend the additional 7 to 10 days at sea rather than accept delays at west coast ports and during rail transport across the continent. Container traffic to New York alone has risen 65% in the last five years, the fastest rate of growth in over 50 years. All of the enormous volume of shipping to the region must be monitored, and if necessary interdicted whenever it may pose a threat.

The Defense Department's Base Closure and Realignment Commission (BRAC) will in 2005 identify military infrastructure for permanent elimination. The BRAC process ***must carefully factor in future requirements for maritime interdiction as they are just now being developed under the PSI.*** Caution is indicated - the nation cannot afford to close irreplaceable military facilities just as new concepts and capabilities are being developed to address a burgeoning threat. *Maritime interdiction of weapons of mass destruction headed for our shores is zero-defect work*, and the selection of bases for that effort must be equally judicious and effective. **Location is an enduring essential – we must keep open our bases “at the corners.”**

BPAC Commission

NEW MARITIME SECURITY INITIATIVES ARE CRITICAL TO DEFENSE OF OUR HOMELAND AND OUR ECONOMY

JUL 25 2003

Anyone who has flown on a commercial aircraft in the last couple of years^{Received} must be impressed with the effort and investment the federal government has put into coordinated efforts to defend against terrorism from our skies. Efforts are now being accelerated in an arena less visible to the general public, but even more critical to our safety and our economy. That arena is maritime security and maritime defense. Last December President Bush announced his Maritime Security Policy National Security/Homeland Security Presidential Directive (NSPD/HSPD), and measures to implement the directive are now gathering momentum.

THE THREAT

Analysis of the potential threat from the sea has been extensive, including multiple studies by the Congressional Research Service. The results are sobering. Threat scenarios include:

- Use of commercial cargo containers to smuggle terrorists, nuclear, chemical, or biological weapons into the United States. (One study looked exclusively at the potential for terrorist nuclear attack using an oil tanker – a particularly difficult threat to detect and interdict)
- Use of a large commercial cargo ship as a collision weapon for destroying a refinery or bridge located on the waterfront
- Sinking of a large cargo ship in a major shipping channel, blocking all traffic to and from that port
- Detonation of a liquefied natural gas or other volatile fuel carrier to cause a massive in-port explosion.

The threat is not limited to Long Beach or Seattle. All maritime regions of the U.S. face these threats, including (increasingly) the northeastern region. Transatlantic shipping is obviously important, but more and more operators are redirecting their shipments from Asia directly to the northeast in order to avoid delays at west coast ports and during rail transport cross-country. Container traffic to New York alone has risen 65% in the last five years.

THE POTENTIAL COST OF FAILURE

Defending against the above threats or others must be a zero-defect game – the cost of one failure could permanently alter the American economy and our way of life. The studies show that detonation of a relatively small (10-20 kiloton yield) and readily transportable nuclear weapon in a port city would immediately kill 50 thousand to one million people. Direct damage to property

would run from a minimum of 50 Billion dollars to as high as 500 Billion dollars. Worse yet, the myriad indirect costs would range as high as 1.3 Trillion dollars.

MEETING THE THREAT

The President's Directive lays out a strategic vision for maritime security and defense, and that vision, like the recent effort on global intelligence, stresses inter-agency coordination to pull existing and emerging practices together as efficiently and quickly as possible. A new, standing Maritime Security Policy Committee will work to that end.

Developing the national strategy which will be used in executing the vision will be at least as difficult as getting the players to talk to one another, and may take even longer. The Secretaries of Defense and Homeland Security will take the lead here. One focus already identified will be **Maritime Domain Awareness** (MDA). Effective MDA will result in a seamless picture of what is happening on the world's oceans at any given moment.

While the NSPS/HSPD addresses on-shore preparedness and recovery planning and standards should an attack from the sea occur, its importance lies in directing the imagination and energy of all stakeholders toward preventing a catastrophe in the first place. Moving rapidly to leverage the work which has been done already in this area, efforts will include expanding the scope of the **Container Security Initiative** (CSI), a program in which U.S. Customs and other officials inspect and screen shipping containers destined for this country as they are loaded at foreign ports. Many of the world's largest ports have agreed to join the Initiative. A related program called the **Customs-Trade Partnership Against Terrorism** (C-TPAT) is even more ambitious in that it attempts to ensure cargo security throughout the entire supply chain from manufacture until ultimate delivery. Companies participating in C-TPAT will see their goods receive reduced inspection requirements and delays in return for taking personnel security and other measures to prevent their shipments from becoming vehicles for terrorists or their weapons. A third program, still in the pilot stage, called **Operation Safe Commerce**, is meant to evaluate technologies which may enable agencies to rapidly verify the contents of shipments and effectively track them end-to-end.

SOME CERTAINTIES IN THE EFFORT

While much of the eventual strategy and many of the tools needed for maritime defense of the homeland remain to be determined, some assumptions are approaching the status of sure things:

- Inspections won't get the job done. With over six million cargo containers arriving in the U.S. every year, the physical task is just too great. At the port of Baltimore for example, only about 2% of

arriving containers is visually inspected. Deputy Secretary of the Department of Homeland Security (DHS), retired Coast Guard Admiral James Loy, admits that significant inspections would be “economically intolerable.”

- It's not just port security. *Defense in depth* will be essential, and seamless MDA will be the key. Current Joint Doctrine under the national strategy for Homeland Security calls for DHS and the Defense Department to “locate and defeat threats as far from the homeland as possible.” We cannot afford to wait to detect or interdict threats when they are in the approaches to our ports and harbors.
- International help will be critical. Recognizing this well prior to the NSPD/HSPD, President Bush has pulled together 15 core nations in the Proliferation Security Initiative (PSI), to develop cooperative intelligence *and military* means to identify and then stop ships which may be carrying weapons of mass destruction. Numerous military exercises are being conducted to develop and hone procedures for interdiction of such threats while they are still at sea.
- Recapitalization of the Coast Guard is absolutely crucial. Responsible for security at 361 U.S. ports, the service desperately needs to replace its aged inventory of equipment, gear which is now falling apart under a withering post - 9/11 operations tempo. The Coast Guard has packaged this recapitalization program as the “**Integrated Deepwater System.**” Three classes of new cutters, as well as a number of new patrol boats, helicopters, unmanned aerial vehicles (UAV'S) and fixed-wing aircraft are projected between now and 2022. These assets, though more capable than those they replace, will be far fewer in number and therefore true replacements rather than a (needed) expansion of capability. Deepwater is a multi-billion dollar program, and whether or not it is a revolutionary “system of systems” (as the service would have it) or a way to market its requirements to meet exponentially expanded missions, it is definitely an investment opportunity the nation can ignore only at great risk. Full funding for the Coast Guard's **Automated Identification System** for monitoring ships near the U.S. coastline is an important component.
- The “Coasties” can't do it alone. Defense in depth will mandate a big role for the Navy. (Operations where DOD has the lead (and DHS follows) are categorized as “Homeland Defense.” All others (when DHS has the lead) are designated “Homeland Security” operations). Fortunately, cooperation among DHS, the Coast Guard, and the Navy has never been better. In his Guidance for 2005, Chief of Naval Operations Admiral Vern Clark established “expanded maritime interdiction operations (MIO) as a core USN capability.” He also called for a “capabilities integration roadmap” for the Navy and Coast Guard to use in support of the global war on

terror, as well as a national Global Maritime Intelligence Center to integrate DHS and DOD information. Not surprisingly, Admiral Clark also called for the resources to support his surveillance, MIO, and maritime homeland protection efforts.

- Satellites won't be enough for MDA. While "national sensors" are crucial in maintaining the big picture, ships, helicopters, land-based maritime patrol aircraft, and special operations units will all be needed. A merchant ship traveling at 21 knots can cover over 1000 miles in a 48 hour period, so coordinated forces must be at the ready to not just monitor, but when necessary interdict or seize threat vessels on short notice. Transfers at sea must be closely scrutinized. Also, deterrence requires platforms that can be seen from the potential threat vessels themselves, a role for patrol aircraft in numbers. Exercises under the PSI have reinforced the vital role of maritime patrol planes in their traditional roles of search, surveillance, and command and control. The Navy's next-generation patrol plane (the Multimission Maritime Aircraft) and its supporting platform, the Broad Area Maritime Surveillance UAV, are under development now and will be essential in both the MDA and MIO efforts.
- Tankers are a unique threat vector in their own right. Detection of nuclear (or other WMD) material concealed within a large or very large crude carrier is an exceptionally difficult technical challenge. A "Tanker Security Initiative," similar to the CSI program for container ships, may be warranted.

PUBLIC SUPPORT ESSENTIAL

Many of the components required to fully implement the President's Directive will require new or expanded funding lines, funding which must be addressed during the current federal budget cycle. Public discussion will be required to focus congressional attention on the issues, and to raise awareness of the threat to all coastal regions of the United States, our national economy, and our way of life. Failure is certainly not an option, and time is not on our side.

(SIDEBAR) – BASE REALIGNMENT AND CLOSURE (BRAC) MUST CONSIDER EMERGING REQUIREMENTS FOR MARITIME DEFENSE

As work to implement the President's Directive on Maritime Security now gets underway, another effort is approaching the end-game. The Base Realignment and Closure process conducted by the Department of Defense will be all over by the end of 2005. In fact, DOD will forward its list of bases and other installations recommended for closure to the BRAC Commission in early May.

Unfortunately, *geography and basing matter in maritime security and defense*. Development of concepts of operations for maritime defense of the homeland will take years. Those "CONOPS" will drive force structure and force laydown decisions, and then infrastructure requirements. A geographic spread of ships, patrol aircraft, helicopters, and UAV's will be needed to support maritime domain awareness in depth, and to enable rapid interdiction of short-fused threats anywhere along our coasts.

Hasty base closure decisions during this time of unprecedented evolution of military missions and functions could induce tremendous risk, risk which must not be taken. While many communities fear the economic impact of a base closure, the real danger associated with BRAC is that a mistake might permit even a single failure in the maritime defense of our homeland – with devastating economic consequences for every American. DOD must keep its maritime basing options open while it sorts out its emerging requirements in this crucial arena.

Congress of the United States

Washington, DC 20515

BRAC Commission

JUL 25 2005

April 18, 2005

Received

The Honorable Donald H. Rumsfeld
Secretary of Defense
1000 Defense Pentagon
Washington, DC 20301-1000

Dear Secretary Rumsfeld:

We have had the opportunity to review the pre-decisional draft of the *Strategy for Homeland Defense and Civil Support*. We commend the President and you for your leadership on this initiative, and offer our assistance in helping to implement this strategy.

In particular, we are pleased to see that the strategy gives extensive consideration to the critical maritime aspects of homeland defense. As Members of Congress from Maine, a state with a long coastline and significant maritime commercial interests, we recognize that guarding maritime approaches is an essential component in protecting the homeland.

We are strong supporters of the Navy's maritime patrol fleet. We believe that this community, with its P-3C Orion aircraft and the next generation Multi-Mission Maritime Aircraft (MMA), form an indispensable component to the overall homeland defense strategy:

1. Among its strategic goals and key objectives, the strategy states that as part of the layered defense concept, the Departments of Defense and Homeland Security are working to "integrate U.S. maritime defense and to optimize the mutually supporting capabilities of the U.S. Navy and Coast Guard." It quotes the Chief of Naval Operations on the need to identify, track and intercept threats before they reach U.S. shores, and to "extend the security of the United States seaward." The P-3 is perfectly suited for this mission, and has already adopted an array of joint intelligence, surveillance, reconnaissance and anti-surface warfare activities. With its extended range, speed, and sensor suite, the MMA will offer even more capability.
2. The strategy identifies the need for core capabilities to (a) detect and track potential maritime threats effectively, (b) intercept and defeat threats in the maritime approaches, and (c) direct consequence management.

The maritime patrol fleet provides these capabilities today, to help “ensure persistent wide-area surveillance and reconnaissance of the U.S. maritime approaches.” With maritime patrol bases located at the “four corners” of the continental United States, as well as on Hawaii, the P-3 fleet is optimally based to provide comprehensive maritime domain awareness. In the future, the MMA’s increased capabilities will allow a response time to any point on the coast of less than two hours from these bases. All major sea lanes of approach can be covered within operational range of the aircraft. As an example, Naval Air Station Brunswick is located strategically astride the Atlantic sea lanes. As the only capable active duty airfield in the Northeast, the base is uniquely positioned to provide awareness of the maritime approaches and protect the economically critical ports in the region. Aircrews from NAS Brunswick have been flying in support of Vigilant Shield since September 11, 2001.

The strategy also calls for enhanced international collaboration to establish maritime domain awareness of identification and interdiction of potential threats. The P-3 has already demonstrated its value in this area through its contribution to the multi-national exercises under the Proliferation Security Initiative. NAS Brunswick is integrated as a NATO facility and regularly supports multiple types of foreign aircraft.

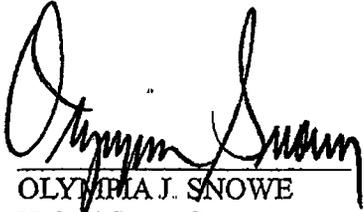
The P-3 also provides a valuable tool for consequence management for chemical, biological, radiological, nuclear or high-yield explosive (CBRNE) attacks. As demonstrated in the aftermath of the South Asian tsunami, the P-3s are a rapidly deployable asset that provides decision-makers with real-time information which cannot be provided by any other airborne platform in the U.S. inventory.

3. The strategy identifies the need for shaping the force structure for homeland defense missions. As mentioned, the maritime patrol fleet is already proven to successfully adapt to multiple missions. The strategy calls for the development of new generations of sensors to enhance domain awareness and maritime defense. Both the advanced sensor suite on board the MMA and the aircraft’s planned operational integration with the BAMS UAV meet this goal.

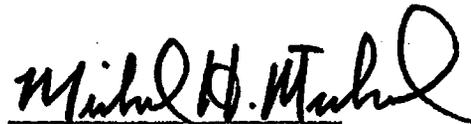
The strategy also observes the critical role for the Naval Reserve in maritime security. The reserve P-3 components have fully integrated with active duty squadrons, forming a seamless operational force. In the case of NAS Brunswick, we note that the planned establishment of a Joint Armed Forces Reserve Center on the base will further enhance the Naval Reserve’s role in homeland defense.

Again, we welcome the development of the *Strategy for Homeland Defense and Civil Support* as a critical step toward ensuring we have the right strategy, capabilities and force structure to defend the homeland. It is clear that the U.S. Navy's maritime patrol fleet will be an indispensable part of this strategy. We appreciate your consideration of our comments, and look forward to working with you to advance this strategy.

Sincerely,


OLYMPIA J. SNOWE
United States Senator


SUSAN M. COLLINS
United States Senator


MICHAEL H. MICHAUD
United States Representative


THOMAS H. ALLEN
United States Representative

cc: Mr. Stephen Hadley, National Security Advisor

Congress of the United States

Washington, DC 20515

April 18, 2005

The Honorable Paul McHale
Assistant Secretary of Defense for Homeland Defense
2600 Defense Pentagon
Washington, DC 20301-2600

Dear Secretary McHale:

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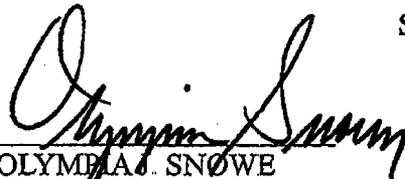
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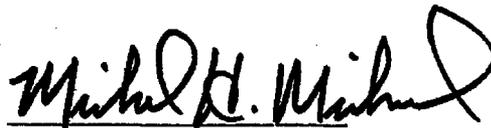
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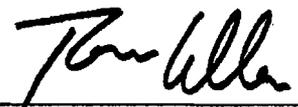
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THOMAS H. ALLEN
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Congress of the United States

Washington, DC 20515

April 18, 2005

The Honorable Michael Chertoff
Secretary
Department of Homeland Security
Washington, DC 20528

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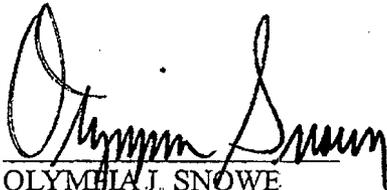
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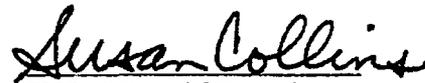
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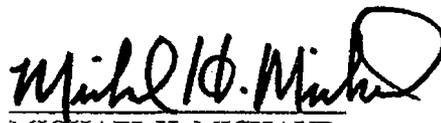
Homeland defense strategy, page 3

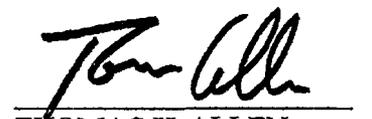
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THOMAS H. ALLEN
United States Representative

cc: Ms. Frances Fragos Townsend, Homeland Security Advisor
Admiral Thomas H. Collins, Commandant, United States Coast Guard

TITLE V—DELEGATION OF AUTHORITY TO COMMITTEE CHAIRMAN AND RANKING MINORITY MEMBER

The Chairman and Ranking Minority Member, acting jointly, are authorized to approve on behalf of the committee any rule or regulation for which the committee's approval is required, provided advance notice of their intention to do so is given to members of the committee.

THE NATIONAL GUARD

Mr. CRAPO. Mr. President, I rise today to honor the National Guard, to mark its 368th birthday on December 13.

The National Guard was founded in 1636 and has answered the call to protect this great Nation in the face of every conflict. It was formed even before the birth of America and continues to serve as a safeguard against all enemies and oppressors.

The Guard is now a force of more than 450,000 men and women strong, proudly bearing the seal of American dreams. More than 95,000 of those are serving overseas in Iraq, Afghanistan and Bosnia, protecting America on foreign soil. As some of the Nation's finest, they do not only protect us abroad but do the same here at home, dependably defending us against foreign threats and terrorists.

However, protecting the American people is only part of the heroic contributions the Guard provides us. Those brave souls also serve as rescuers, reaching out to those who are victims of natural disaster, and supporting our people in neighborhoods and communities in times of desperation and need. From coast to coast and around the world, all humanity can count on these valiant Americans.

Each of us owes a great debt of gratitude to every member of the National Guard, from the past and the present, for their sacrifice and dedication to protecting America's cherished freedoms and democracy. It is wonderful that we can honor the National Guard on its birthday and remember its significance to the people.

LOCAL LAW ENFORCEMENT ENHANCEMENT ACT OF 2005

Mr. SMITH. Mr. President, I rise today to speak about the need for hate crimes legislation. Each Congress, Senator KENNEDY and I introduce hate crimes legislation that would add new categories to current hate crimes law, sending a signal that violence of any kind is unacceptable in our society. Likewise, each Congress I have come to the floor to highlight a separate hate crime that has occurred in our country.

Late last summer, a man was beaten, robbed, and sexually assaulted by a group of three men and one teenager. The alleged motivation behind the assault was the sexual orientation of the victim. The group of assailants met the victim at a gay bar, and he was allegedly targeted because he was gay.

I believe that the government's first duty is to defend its citizens, to defend them against the harms that come out of hate. The Local Law Enforcement Enhancement Act is a symbol that can become substance. I believe that by passing this legislation and changing current law, we can change hearts and minds as well.

AGRICULTURAL PRODUCTS EXPORT FACILITATION ACT OF 2005

Mr. LUGAR. Mr. President, I rise today in support of a bill that will facilitate the sale of U.S. agricultural products abroad. I am delighted to join colleagues from both sides of the aisle in cosponsoring this bill, which will help remove potential impediments to the shipment of U.S. agricultural goods to Cuba.

Cuba's geographic proximity to the U.S. makes it an important market for U.S. exporters. This bill will maintain significant economic benefits not only for the farmers in my home State of Indiana, but for farmers throughout the country. Agricultural trade with Cuba is currently allowed under the Trade Sanctions Reform and Export Enhancement Act of 2000, TSREEA. This legislation was enacted in the 106th Congress to provide additional markets for U.S. agricultural products and support the American farmer. I have long been an advocate of exercising care when imposing unilateral economic sanctions. Numerous studies have shown that unilateral sanctions rarely succeed and often harm the United States more than the target country. Sanctions can jeopardize billions of dollars in U.S. export earnings and hundreds of thousands of American jobs. They frequently weaken our international competitiveness by yielding to other countries those markets and opportunities that we abandon.

There have been indications that TSREEA will be interpreted in a way that may serve to impede agricultural exports to Cuba, which is contrary to the original intent of the bill. This would be a departure from current policy and undermine the benefits for U.S. farmers which the act has achieved. Groups such as the American Farm Bureau have indicated that the opening up of Cuba as a market has provided significant benefit to their members.

Without the important changes that this bill will make, the U.S. economy could be impacted, not only in agricultural exports, but also in related economic output. To prevent this occurrence and to help bolster the agricultural export industry in the U.S., I ask you to join me and the other cosponsors in support of this important legislation.

BRUNSWICK NAVAL AIR STATION'S STRATEGIC ADVANTAGE

Ms. COLLINS. Mr. President, Brunswick Naval Air Station, which is in my own home State of Maine, is a facility

of great importance to our Nation's military. While I could reflect today upon the bravery and tenacity of the P-3 Orion pilots at Brunswick who have supported the global war on terrorism, today I share with my colleagues the significant benefits and strategic advantages that Brunswick Naval Air Station offers our efforts in the areas of homeland defense and maritime interdiction operations. As we look toward the future, and develop new tools to address future threats, we must ensure that these tools are located in facilities where their advanced capabilities can be fully utilized. Therefore, I ask unanimous consent that a white paper, authored by Ralph Dean, one of Brunswick's great advocates, entitled Homeland Defense and Maritime Interdiction Operations, be printed in the CONGRESSIONAL RECORD. The white paper provides significant insight on the great advantages that Brunswick Naval Air Station offers.

There being no objection, the material was ordered to be printed in the RECORD, as follows:

HOMELAND DEFENSE AND MARITIME INTERDICTION OPERATIONS

In the business of homeland defense (as in real estate), location is the key. Imagine a naval search for a single, relatively small merchant ship, which intelligence sources have revealed has a hold full of weaponized chemicals. Its destination is a major coastal city. After tense hours of searching, a maritime patrol aircraft locates two possible suspect vessels out of hundreds in one of the world's busiest maritime areas. The aircraft directs two fast naval frigates to the vicinity of the targets. The frigates and their on-board helicopters intercept and challenge the target vessels. One vessel submits to search and is determined to be harmless. The other however, resists interception and boarding. Finally, helicopter-borne special operations commandoes descend upon the vessel, board and secure the ship and its potentially deadly cargo.

This scenario actually occurred in the western Mediterranean Sea last month. The weapons of mass destruction seized were simulated; the entire sequence of events part of a successful exercise of Maritime Interdiction Operations conducted by forces of four NATO nations.

Maritime interdiction capability is a hot item right now for defense planners, a particularly important focus of a larger effort known as the Proliferation Security Initiative (PSI). PSI is being advanced by 15 core member nations, brought together at the request of President Bush last year to develop cooperative diplomatic, military, and intelligence means to stop ships which may be carrying weapons of mass destruction (WMD). Many of the maritime interdiction precepts under PSI are evolving from a multinational "game" conducted last September at the Naval War College in Newport, Rhode Island, and refining these concepts and procedures is clearly a high priority for the nations involved. Japan recently hosted the latest multinational PSI exercise, the twelfth in the short time since the Initiative began.

As the Mediterranean exercise and others showed, Maritime Patrol Aircraft (MPA) are a critical, almost always essential part of successful maritime interdiction. Whether conducting a broad-area search, refining a datum provided by other (including national) sensors, or vectoring surface, rotary-wing or

special-warfare assets to a target, MPA are a key link in the chain from initial intelligence to intercept. MPA are of particular value in crowded shipping lanes, in areas of poor weather or visibility. No other platform is as versatile in this mission area, one as old and enduring as naval aviation itself. But land-based aircraft need bases to fly from—bases which optimize their speed, range, and turnaround capability on missions protecting the nation's most vital areas. The seaborne WMD threat has become primary. Maritime interdiction platforms and infrastructure must be top concerns for naval strategists and planners.

Fortunately help is on the way, again from patrol aviation. The Multi-mission Maritime Aircraft (MMA) promises a substantial increase in capability for commanders responsible for maritime interdiction. Based on the Boeing 737-800, the MMA will bring increased speed, range, and reliability compared to the current workhorse MPA, the P-3C Orion. MMA sensors for interdiction missions will include a new electro-optical and infrared spectrum sensor, moving target indicators, an enhanced inverse synthetic aperture / synthetic aperture radar, and a new signals intelligence suite. Perhaps best of all, MMA will control and exploit the capabilities of the Broad-Area Maritime Surveillance (BAMS) Unmanned Aerial Vehicle.

The aircraft themselves will certainly be fantastic, but land-based planes are only as good as the base they operate from, and the future homes for MMA/BAMS have not yet been identified. Conventional wisdom has it that the transition from the P-3 force to one of fewer than half as many MMA will inevitably result in a reduction in the number of maritime patrol aircraft bases in the U.S. This assumption may be incorrect, since optimum basing for maritime interdiction assets is as important as the assets themselves. Bases must be located to provide rapid response to all coastal areas, particularly those containing major population centers and port facilities. They must be versatile, able to support not just MPA, but rotary wing units and special warfare forces with easy access, unencumbered space and facilities for joint, coordinated training, and self-protection and security from intrusion or attack. Maritime interdiction is a team game, and collocation of the assets for training and operations is essential.

The current MPA force laydown includes P-3 bases at Kaneohe Bay in Hawaii, Jacksonville, Florida, Brunswick, Maine, and Whidbey Island in Washington State. A robust P-3 capability is maintained for fleet support and other missions at the North Island Naval Air Station in San Diego. These last four bases, at the "corners" of the continental U.S. are perfectly situated for maritime interdiction of WMD threats. From these sites, MMA response time to any point on the coast will be less than two hours, and all major sea lanes of approach can be covered within the 1200–1500 nautical mile operational range of the aircraft.

All four sites have their advantages, and all are essential to that coverage. For example, the Naval Air Station in Brunswick, Maine has remarkable potential as a joint forces maritime interdiction center under the PSI initiative: The only remaining fully capable active-duty military airfield in the northeastern U.S. and near its coastal cities—a region of over 48 million people; immediately adjacent to all major sea lanes in the North Atlantic; more than 63,000 square miles of unencumbered airspace for training and exercise missions; versatile and extensive modern facilities (including a new hangar designed specifically for MMA and BAMS) and land with no encroachment issues; an established all-weather training area available

for Special Forces and other units; completely secured perimeter and outstanding force protection layout and capability; and easy access by all forms of transportation.

The ports and shipping lanes to the northeastern region of the United States deserve the protection which can only be provided by maritime interdiction forces operating from a base within that region. Obviously transatlantic shipping is critical to our nation's economy, but as west coast ports operate at capacity, more and more operators are re-directing their shipments from Asia directly to the northeast. These shippers prefer to have their cargo spend the additional 7 to 10 days at sea rather than accept delays at west coast ports and during rail transport across the continent. Container traffic to New York alone has risen 65% in the last five years, the fastest rate of growth in over 50 years. All of the enormous volume of shipping to the region must be monitored, and if necessary interdicted whenever it may pose a threat.

The Defense Department's Base Closure and Realignment Commission (BRAC) will in 2005 identify military infrastructure for permanent elimination. The BRAC process must carefully factor in future requirements for maritime interdiction as they are just now being developed under the PSI. Caution is indicated—the nation cannot afford to close irreplaceable military facilities just as new concepts and capabilities are being developed to address a burgeoning threat. Maritime interdiction of weapons of mass destruction headed for our shores is zero-defect work, and the selection of bases for that effort must be equally judicious and effective. Location is an enduring essential—we must keep open our bases "at the corners."

ADDITIONAL STATEMENTS

VIRGINIA DAVIS COCHRAN

● Mr. LEAHY. It is with great sadness that I inform the Senate that Virginia "Ginny" Cochran of Richmond, VT, died this past Saturday. She was 76.

Ginny Cochran was a native Vermonter originally from Hartland Four Corners. Like her husband Mickey who died in 1998, she attended the University of Vermont. Over the years, the Cochran name became synonymous with Vermont skiing. Ginny and Mickey established their own ski area where thousands of children learned to ski. They instilled a competitive spirit in each of their four children who went on to become internationally known ski racers. One daughter, Marilyn, won a World Cup race in 1969, and another, Barbara Ann, won an Olympic gold medal in 1972. Several of Ginny's grandchildren are already outstanding ski racers.

Ginny Cochran was one of those lifelong Vermonters who personified the essence of what it means to be a Vermonter. She loved the four seasons, and she was loved by her community, and she taught countless people how to enjoy freezing weather and beautiful scenery while gliding down snow covered mountains with style.

I ask that a February 6, 2005, article in the Burlington Free Press about the extraordinary life of Ginny Cochran be printed in the RECORD.

The article follows.

There being no objection, the material was ordered to be printed in the RECORD, as follows:

[From the Burlington Free Press, Feb. 6, 2005]

SKIING MATRIARCH GINNY COCHRAN DIES
MOTHER OF OLYMPIANS TAUGHT THOUSANDS TO
LOVE THE SPORT, AND SPORTSMANSHIP
(By Susan Green)

Virginia Davis Cochran, whose name has been entwined with Vermont's skiing heritage for more than four decades, died Saturday morning at age 76.

Cochran, known as Ginny, started the Cochran Ski Area in Richmond with her husband, Mickey, in 1961 and over the years taught more than 10,000 children to ski. She also helped her own four children and 10 grandchildren become top skiers—with some joining the U.S. Ski Team and one winning an Olympic gold medal.

Cochran died at Vermont Respite House in Williston of complications from non-Hodgkin's lymphoma, Mickey Cochran died in 1998.

The Cochran Ski Area began as a family affair when the couple moved to a former dairy farm along the Winooski River. They soon constructed a rope tow for their children: son Bob and daughters, Marilyn, Barbara Ann and Lindy.

Barbara Ann went on to earn the 1972 Olympic gold medal in slalom at Sapporo, Japan. In 1969, Marilyn was the first American to win a World Cup in the giant slalom.

"From the start, neighbors wanted to ski their hill," said David Healy, a friend of the Cochrans, "so Ginny opened her back door and welcomed them in. Her kitchen became the lodge."

The ski area was a modest business offering affordable access to the sport. "They ran a small mom-and-pop operation," Healy said, "and it's the nation's first nonprofit ski area."

In the winter nowadays, 800 schoolchildren come to ski at Cochran's each week, he said.

Cochran also ran the town's after-school ski program for 35 years as a volunteer, Healy said.

Ginny Cochran, who hailed from Hartland Four Corners, met Mickey on a ski trip to Stowe while both were UVM students in the late 1940s. They married in 1949 and moved to Windsor, where Mickey taught high school science.

"They skied with their kids at Mount Ascutney," Healy said, "but they came back to Burlington in 1958. He worked as an engineer at General Electric."

With the purchase of about 190 acres in Richmond, however, the Cochran clan didn't have to stray far from home to indulge their love of the slopes.

"The kids were already racing at Smugglers' Notch," Healy said. "Mickey recognized they needed to practice during the week. His goal was to give them a place to train after school."

Peggy Farr, who met the Cochrans when they arrived in Richmond, remembers the early years at the ski area.

"When the kitchen was still the lodge, one day Ginny had made brownies for her family. My son Chuck spent a lot of time at their house. He and his pals ate them all," she recalled with a laugh.

By way of a belated apology, the now-grown Chuck Farr and his wife made brownies for Ginny Cochran on her 75th birthday in March 2003.

"She had a great influence on so many children," Peggy Farr said. "Two of my three kids and all my grandchildren learned to ski there."

Ditto for Marvin Carpenter, who grew up nearby on what would later be called Cochran Road.

NAVY ENTERING BRAC MINEFIELD

Last week Navy Secretary John England revealed that his service was close to completing the list of bases and other facilities it will recommend for elimination in this year's Base Realignment and Closure (BRAC) process. That initial list will be forwarded to the Department of Defense in mid-February. The criteria used in that list's formulation were published a little over a year ago, sufficient time for the services to collect data, but not enough to allow extravagant study or analysis.

Fortunately, more than in any previous BRAC round, the criteria themselves are tightly focused on military value, emphasizing value to the total force, especially joint warfighting, training, and readiness impacts. The criteria do not explicitly mention "transformation," but Secretary Rumsfeld's favorite buzzword is reflected in their stress on ability to meet future requirements rather than on how any facility is currently used.

What matters now is how the criteria are applied, and here the services, and the Navy in particular, enter dangerous waters. At best this is decision-making under risk, bordering on uncertainty in many cases. Just a couple of these risks are:

- Risk associated with emerging mission areas and CONOPS. One example would be maritime defense of the homeland and associated maritime interdiction operations. The President recently issued a National Security Directive on this area, calling for the development of a strategic vision, a national strategy to implement that vision, and an integrated plan for maritime domain awareness. This effort will have significant force structure and infrastructure implications for the sea services, but will only start to bear fruit long after BRAC 2005 has been finalized. There are other examples of rapidly evolving missions and functions, perhaps more than at any time in our nation's military history.
- Risk associated with irreplaceability. This is not 1940, and finding locations for new navy piers, yards, and airfields, should they be needed in the future, would be colossally expensive, if not impossible along our crowded and highly developed coastlines. Other services would have far more flexibility if (perhaps "when") we face an unanticipated need to expand our military.
- Risk from rigid application of the business case. Applying strict cost/savings criteria is essential in identifying depots, shipyards, and logistical facilities for potential closure, but is chancy when looking at operational bases and stations. What matters most in

those latter cases is the *vision* developed for the post-BRAC use of the facility. Imagination is necessary to assess the value in a transformed operational base in a transformed military. Much of this vision can only be applied by Joint Staff or DOD experts able to see around the service “stovepipes”. There is little time between mid-February and when DOD must forward its list to the Commission (May 1) for this sort of holistic analysis of Department infrastructure. Opportunities will be lost and mistakes made during this short period.

One of the secondary criteria carries its own risk – it calls for considering “the economic impact on existing communities in the vicinity of military installations.” The risk here is that the service would maintain a facility it doesn’t need and lose what Assistant Secretary of the Navy H.T. Johnson last year called what “may well be our last significant opportunity in the near future to reduce excess infrastructure and thus be able to move scarce dollars to areas that improve readiness.” The opportunity must not be missed. By some accounts the Navy could close *every one* of its shore installations and still not save enough money to meet its future unfunded procurement and modernization requirements. This criterion also provides an opening for political influence and emotion to intrude on what should be an objective and dispassionate process. It was only added under political pressure in the first place, and should be thrown out in execution.

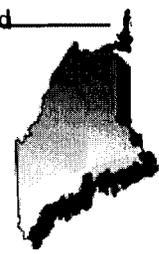
The risk-based approach discussed above will be essential during the remaining few weeks before the overall DOD list is forwarded to the BRAC Commissioners, and during the months of hearings and deliberations to follow. When *uncertainty* appears in the decision-making process about any of our bases, it will be better to do nothing and permit the facility to remain in DOD hands. We cannot afford a mistake which might cost the Navy and our nation the loss of an irreplaceable gem. BRAC is a minefield we truly need to cross for the good of our services, but one which *must* be traversed with extreme caution and a steady eye on the real objective.

JUN 15 2005

Received



UNITED STATES SENATOR · MAINE
SUSAN COLLINS
P R E S S R E L E A S E



SENATOR SUSAN COLLINS' STATEMENT ON DEFENSE DEPARTMENT'S RECOMMENDATIONS FOR MAINE MILITARY INSTALLATIONS

FOR IMMEDIATE RELEASE

Contact: Jen Burita or Elissa Davidson

Friday, May 13, 2005

Phone: 202-224-2523

WASHINGTON, DC- Senator Susan Collins made the following statement regarding the Base Realignment and closure list, which includes recommendations to close Portsmouth Naval Shipyard and realign Brunswick Naval Air Station:

The Department of Defense has decided through its BRAC recommendations to dramatically neglect the northeastern United States. This is a strategic mistake as geographical military diversity is essential to defending the United States and providing a platform for our forces to deploy quickly to places around the world. With Maine and Connecticut among the hardest hit states in the country, the decision to withdraw from an already under-represented region with defense personnel, runs counter to our national security interests.

The northeast is already one of the nation's least guarded regions at a time when military concerns increasingly focus on homeland defense. The 18 Northeastern and Midwestern states, which hold about 40 percent of the nation's population, account for only 10 percent of the active duty military personnel located in the country.

Maine is an ideal state to contribute to defense missions and gain from this activity and I am in disbelief at the recommendations. The state of Maine has made extraordinary contributions to our nation's defense. Maine occupies a far corner of our nation's territory, serving as the principle gateway to our nation's largest and most densely populated metropolitan areas, a region of over 22 million people.

Military installations in Maine defend land, sea, and air approaches into New England and the Mid-Atlantic regions. Further, it continues to be an ideal site for the launch of military operations overseas. Our strategic location, valuable infrastructure, and highly skilled and experienced workforce are models for the rest of the nation. Regional balance and geographic diversity are critical components to an effective military strategy.

SNOWE PARTICIPATES IN INTELLIGENCE COMMITTEE HEARING ON WORLD THREAT TO THE UNITED STATES

Voices Concerns About Terrorists Obtaining Stolen Passports, Chinese Navy Buildup; Explores Coast Guard's Role in Homeland Security

Contact: Antonia Ferrier (202) 224-5344
Thursday, February 17, 2005

WASHINGTON, D.C. – At a Senate Intelligence Committee hearing today, U.S. Senate Intelligence Committee member Olympia J. Snowe (R-Maine), raised concerns about terrorists entering the country with stolen passports, and submitted written questions on China's growing naval power and the role of the Coast Guard in intelligence gathering and homeland security. Snowe also submitted for the record a Brunswick Naval Air Station (BNAS) Taskforce white paper outlining the value of the base in Homeland Security and Maritime Interdiction Operations.

"The Department of Homeland Security reports that there could be 10 million lost and stolen passports in circulation," said Snowe. "This is a startling fact when we consider that nuclear weapons technology and knowledge continue to spread and could reach the hands of those hostile or potentially hostile to the United States – and that these people could seemingly easily enter the United States."

"The Chinese have been working feverishly to modernize their Navy in order to enhance regional power projection," continued Snowe. "Meanwhile, the US Navy has sent over a budget this year that drastically reduces the number of DD(X)'s slated to be built in the coming years. These actions are troubling because of the threats we may face in the western and northern Pacific basins in the future."

Snowe cited Chief of Naval Operations Vern Clark's comment in a Navy document noting the importance of maritime interdiction operations and admission that the Navy and Coast Guard will have to work closely to maintain the military assets needed to accomplish this mission. Snowe submitted written questions regarding the overall U.S. maritime security strategy and whether or not that strategy will inform the Department of Defense's Base Realignment and Closure Process (BRAC).

"In my view it is absolutely crucial that we maintain critical maritime interdiction assets, particularly bases that allow for full coverage of America's coastline," said Snowe.

"Brunswick Naval Air Station is strategically located to fulfill that mission and I trust that it's unique capabilities will be taken into account by decisionmakers as the BRAC process moves forward."

The panelists were CIA Director Porter Goss, FBI Director Robert Mueller, DIA Director Vice Admiral Lowell E. Jacoby, and Assistant Secretary of State for Intelligence and Research Thomas Fingar.

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2004 Report to
Defense Base Closure and
Realignment Commission

July 2004

NAS Brunswick Task Force
Chamber of Commerce of the Bath/Brunswick Region
59 Pleasant Street
Brunswick, Maine 04011
207.725.8797

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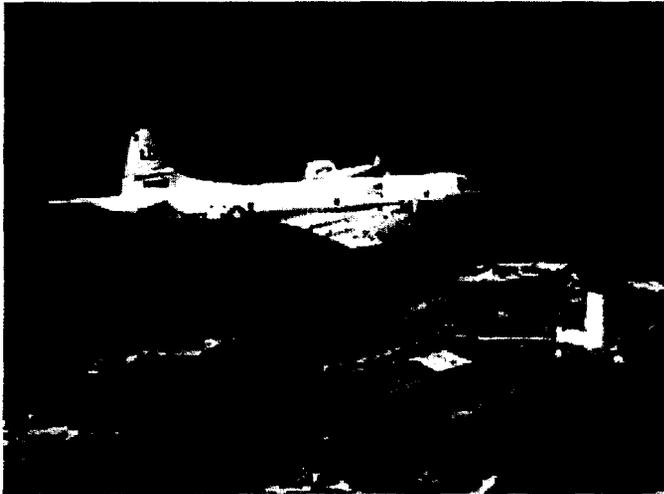
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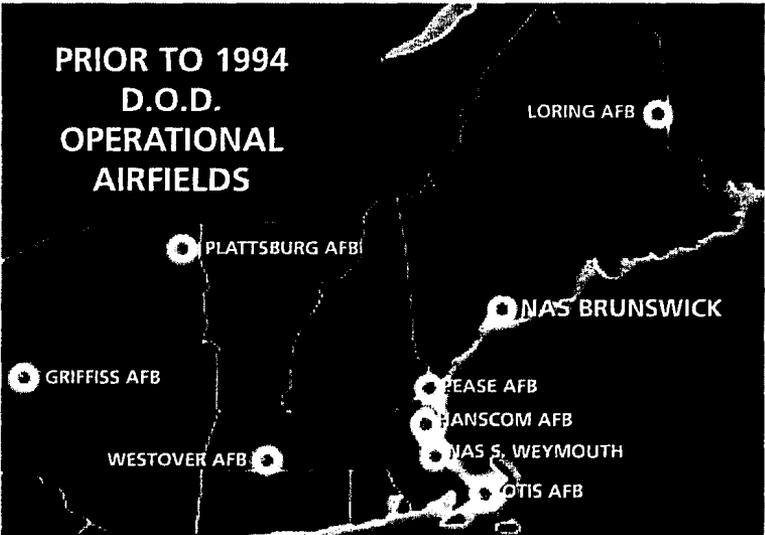
NAS Brunswick Task Force
Chamber of Commerce of the Bath-Brunswick Region
59 Pleasant Street
Brunswick, Maine 04011
207.725.8797

One of the key components of NAS Brunswick's high military value is its flexibility.

EXECUTIVE SUMMARY

NAS Brunswick is the only military facility capable of providing aerial surveillance and interdiction of the US northeast coast and maritime approaches, a capability that is absolutely essential for effective homeland security. Its high military value stems from its strategic location, 63,000 square miles of unencumbered air-space, no encroachment issues or environmental concerns, and a significant capacity for growth. It is imperative to our national security to keep NAS Brunswick fully operational.

Currently the home for four active and two reserve squadrons, NAS Brunswick is a master airfield for U.S. and NATO Maritime Patrol Forces. In addition, NAS Brunswick is integral to the shipbuilding efforts of Bath Iron Works by providing crew support through the Supervisor of Ship Building (SUPSHIPS) Bath, Maine. NAS Brunswick currently employs 5,227 personnel, with 817 civilians. It is Maine's second largest employer and will contribute \$243 million to the regional economy during FY2004.



Since BRAC 95, NAS Brunswick has for the most part been rebuilt and is essentially a new air station. There are no aircraft in the DOD's inventory that it cannot support either in a transient role or permanent assignment. Operating costs have been substantially reduced and no construction is needed to support future growth.

One of the key components of NAS Brunswick's high military value is its flexibility. With the threat to our national security a moving target, transformation of the force structure to meet the threat will require constant recalibration and change. The supporting infrastructure must be able to adapt quickly and at reasonable cost. NAS Brunswick is ideally situated to meet the challenge.



***As we look back at 9/11,
we urge all decision-makers
to remember that the primary
thrust of the attack was in
New York City and that
the northeast has some
of the largest population
areas in the United States.***

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Iraqi Freedom Transient Aircrew

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Marine Corps Harriers returning from Iraq



Townhouse-style housing at NAS Brunswick

INTRODUCTION

Brunswick, Maine, is located 1/2 hour north of Portland, Maine's largest city, and 2 1/2 hours north of Boston. With a regional population of 70,000, Brunswick is home to the Naval Air Station Brunswick (NAS Brunswick), originally built in 1943. Completely renovated and updated since 1997, NAS Brunswick employs more than 5,000 active duty, reserve and civilian personnel. NAS Brunswick houses four active and two reserve squadrons and is the only active duty DOD airfield in the Northeast United States.

1. PURPOSE

The citizens of the Bath-Brunswick Region and of Maine have formed the Brunswick Naval Air Station Task Force to provide information that is relevant, accurate, complete and verifiable to the Base Closure and Realignment Commission (BRAC) and to all decision makers in the BRAC process. The Task Force has written and issued this report.

2. BACKGROUND

In 1988, 1991, 1993 and 1995, neither the Department of Defense (DOD) nor then current Base Realignment and Closure Commissions recommended closure or realignment for NAS Brunswick. All of the logic that justified those decisions remains valid today. In fact, the military value of NAS Brunswick is even greater today when viewed under the Selection Criteria for the BRAC 2005 process:

- Current and future military capability;
- Availability and condition of land, facilities, and airspace;
- Ability to accommodate future total force requirements;
- Cost of operations and manpower implications;
- Costs and savings of closure;
- Economic impact on local communities;
- Local economy;
- Community infrastructure to support forces; and
- Environmental impact

The balance of this report examines these criteria as they are manifested at NAS Brunswick.



NAS Brunswick

NAS Brunswick is the only fully capable and operational DOD airfield remaining in the northeastern United States.

CURRENT AND FUTURE MILITARY CAPABILITY

CURRENT CAPABILITY

1. STRATEGIC LOCATION

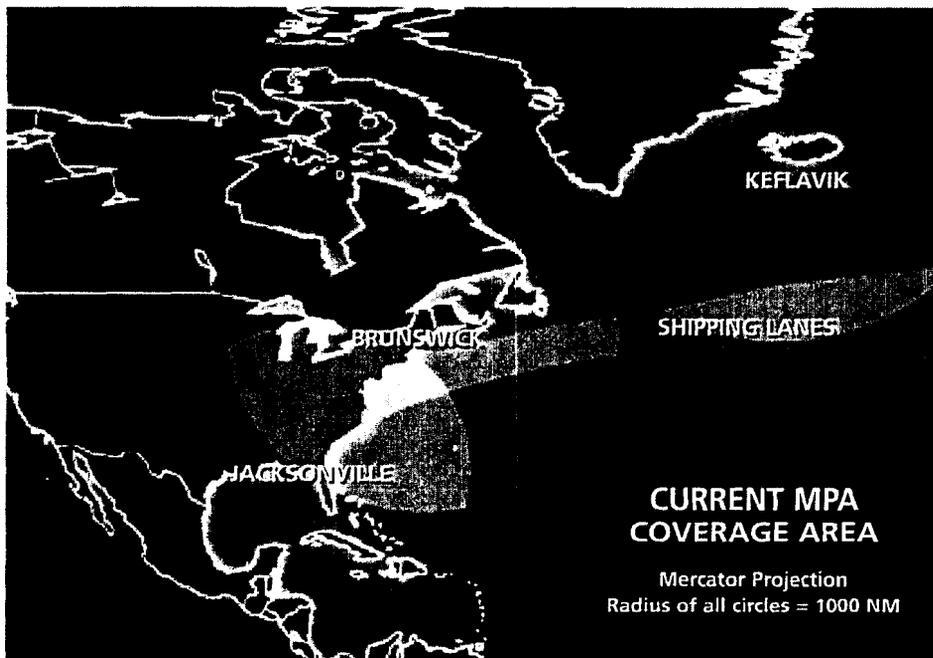
NAS Brunswick is the only fully capable and operational DOD airfield remaining in the northeastern United States. It is strategically located adjacent to great circle routes for ships and aircraft crossing the North Atlantic.

Its unique location near these routes makes it a vital link in our national defense posture and critical for homeland security, including surveillance of ships coming from Europe, the Mediterranean, and the Middle East. NAS Brunswick was a key base for homeland defense during the months following September 2001, providing surveillance missions under Operation Vigilant Shield, and land-based combat air patrol for navy ships at sea.

Indeed, this location close to major population centers, combined with the ability to support every aircraft in the DOD inventory (including C-5, KC-10 and B-52 aircraft, as well as Air Force One), make NAS Brunswick essential across the full range of

Homeland Defense operations and contingencies. (NAS Brunswick's role during Operation Iraqi Freedom is described in Figure 1). It is a preferred re-fueling stop for tactical jet and turbo-prop aircraft crossing the Atlantic Ocean.

Significantly for force protection, NAS Brunswick is the only airfield in the Region with a completely secured perimeter for military operations. This advantage is even further enhanced by approach and departure paths over the adjacent open ocean, optimal for flight security as well as the safe conduct of operations involving live weapons.



"Operation Iraqi Freedom" Support

All four NAS Brunswick active-duty P-3 squadrons flew in Iraq

NAS Brunswick hosted or provided logistical support for over 117 aircraft returning from Middle East operations:

- 66 F/A-18
- 32 A/V-8
- 17 C-130
- 6 C-40
- 2 C-9

859 DOD personnel returned to CONUS through NAS Brunswick

Figure 1

Today, more than 1,100 Naval Reservists travel from throughout the Region to drill at NAS Brunswick.

2. PREMIER SITE FOR U.S. AND ALLIED MARITIME PATROL AIRCRAFT TRAINING AND OPERATIONS

Home to the four active duty squadrons of Commander, Patrol and Reconnaissance Wing FIVE, NAS Brunswick provides basing and support essential to the entire Maritime Patrol Aircraft (MPA) force under the Navy's new Fleet Response/Flexible Deployment concept.



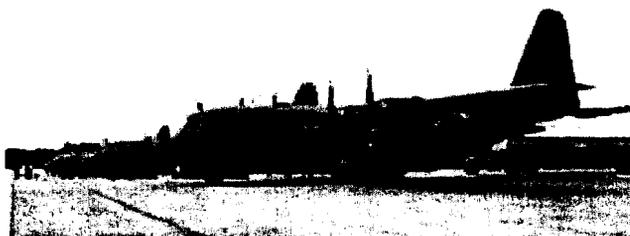
MMA Concept Aircraft

This concept increases the proportion of MPA aircraft and crews at bases in the continental United States, and requires them to maintain a high state of readiness for immediate surge deployments to forward bases. NAS Brunswick, with its immediate access to over 63,000 square miles of unencumbered airspace over the North Atlantic, as well as Maine and New Hampshire, enables its squadrons to maintain the highest state of training and readiness.

The air station currently has in place and in service an Operational Flight Trainer (2F87) used for pilot training and proficiency, and a Weapons Systems Trainer (2F140) for aircrew training and proficiency. NAS Brunswick also operates the Small Point Mining Range, located 14 miles southeast of the main station, where splash points of practice mines are observed and recorded, as well as the Redington Training facility, located 70 air miles northwest, where Tomahawk missile testing has been conducted. These trainers and facilities, the station's side-by-side runways, and outstanding support contribute to NAS Brunswick's status as a premier site for U.S. and allied MPA training and operations.

3. NAVAL RESERVE CENTER OF EXCELLENCE

Recognizing the station's outstanding qualities as a training site, the Naval Air Reserve moved its units from other northeast U.S. locations to NAS Brunswick subsequent to the 1995 BRAC process. Drawing on the advantages of collocation with its active-duty counterparts, the Reserve MPA squadron at Brunswick (VP-92) has since then been consistently recognized as the best P-3 squadron



Naval Air Reserve C-130 Aircraft

in the Reserve Force. NAS Brunswick is also home to a Reserve C130 squadron, which provides essential cargo and personnel airlift to Navy commands worldwide. NAS Brunswick's location and 24/7 support enable this squadron to meet its demanding, high-tempo operations.

In addition to these two squadrons, NAS Brunswick also provides support and training facilities to a wide variety of other Reserve "hardware" units. In 2001 the Naval Reserve added to this

NAS Brunswick's side-by-side 8,000-foot runways permit simultaneous VFR operations and provide an ideal setting for UAV operations.

mix by relocating its non-aviation units from Portland to Brunswick in order to take advantage of the station's assets and efficiencies.

Today, more than 1,100 Naval Reservists travel from throughout the Region to drill at NAS Brunswick. **With no other basing option remaining in the northeast U.S., closing the base would mean the loss of all these Navy assets, and indeed the loss of the entire regional demographic to the Naval Reserve.**

4. NATO AND INTERNATIONAL OPERATIONS CAPABILITIES

NATO has recognized the importance of NAS Brunswick to its operational capability, and backed up that recognition with significant investment in base facilities. The station's NATO-built fuel farm regularly supports all types of foreign aircraft. Its state-of-the-art Tactical Support Center, also NATO-funded, provides essential command and control for operational and exercise flights by U.S. and NATO MPA aircraft staged at NAS Brunswick.



NATO-built fuel farm

5. SUPPORT OF NON-AVIATION ACTIVITIES

Approximately twenty percent of NAS Brunswick's activities, facilities, and services directly support the shipbuilding program at nearby Supervisor of Shipbuilding (SUPSHIPS), Bath and the Bath Iron Works Corporation (BIW). The nucleus crews of ships under construction and Navy personnel assigned to SUPSHIPS staff receive berthing and mess-

ing support at NAS Brunswick, plus medical, dental, some family housing, personnel support, and a wide variety of essential "people support" activities conducted at most large military bases. NAS Brunswick also provides ammunition, weapons, and other support for the aircraft and helicopters used by BIW and SUPSHIPS for combat systems trials.

In addition to SUPSHIPS, NAS Brunswick supports numerous other non-aviation activities. Among these is the Atlantic Fleet Survival, Evasion, Resistance, and Escape (SERE) program conducted at the Redington Training Facility's 12,468-acre site. Other supported units include the Marine Corps Reserve and NMCB 27, a fully capable Seabee Battalion.

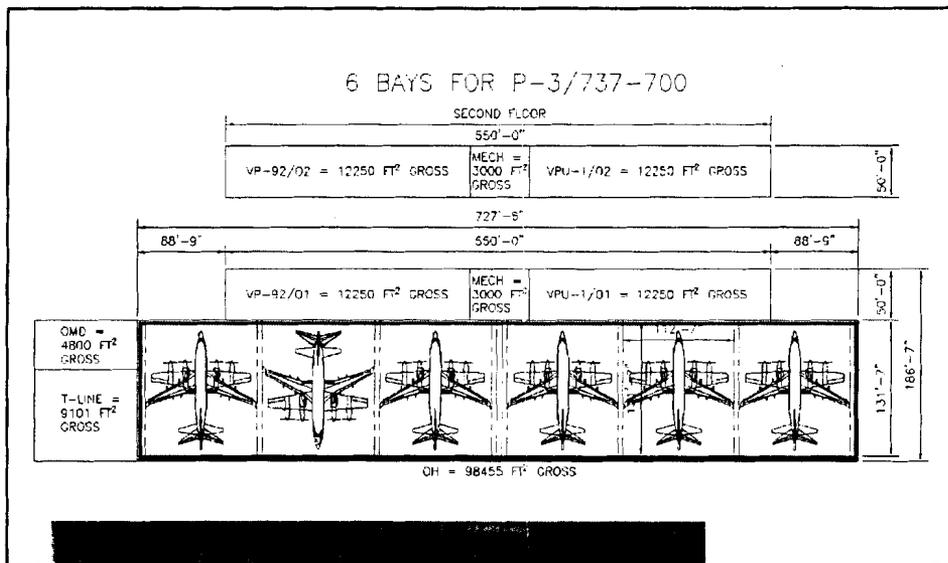


Bath Iron Works

NAS Brunswick is **ready now** for the future of Maritime Patrol Aviation.

FUTURE CAPABILITY

1. MULTI-MISSION MARITIME AIRCRAFT BASING AND SUPPORT



NAS Brunswick is ready now for the future of Maritime Patrol Aviation, the Multi-Mission Maritime Aircraft (MMA). Scheduled to replace the P-3C starting in about 2012, the airframe for the MMA is currently being identified. NAS Brunswick's facilities are optimal for MMA: its newly completed MPA Hangar (Figure 2) is designed specifically to accept all of the airframe types currently under consideration for the MMA.

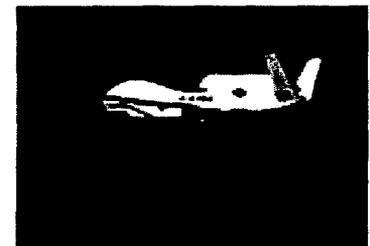
Integral to the MMA program is the Broad Area Maritime Surveillance (BAMS) Unmanned Aerial Vehicle (UAV). The BAMS UAV will augment the MMA aircraft in most mission areas, and will also be procured by the Air Force for overland surveillance missions. NAS

Brunswick's side-by-side 8,000-foot runways permit simultaneous VFR operations and provide an ideal setting for UAV operations. The station provides an economical and effective option for basing both Navy and Air



Newly-constructed Hangar #6

Force BAMS UAV units. NAS Brunswick has room to accept all seven Atlantic Fleet MPA squadrons (plus one C-130 squadron) and provide basing for UAV units and operations.



Unmanned Aerial Vehicle (UAV)

2. ARMED FORCES RESERVE CENTER

The Adjutant General of Maine's National Guard contingent has identified NAS Brunswick as the ideal location for a joint Armed Forces Reserve Center (AFRC), and is currently organizing such an establishment. The AFRC will bring together National Guard and Air National Guard units at the Air Station. NAS Brunswick's location, facilities, and full-time support will enable efficiencies and economies not possible under the existing dispersed basing of these units. Establishing the AFRC at NAS Brunswick is currently the "top priority" for the Guard in Maine.

NAS Brunswick has all the advantages necessary to become the center of excellence for Joint Forces Special Warfare unit basing, training, and mobilization in the eastern U.S.

3. MARITIME INTERDICTION CENTER

Interception and interdiction of seaborne threats, including possible carriers of weapons of mass destruction, before they can reach the United States, has emerged as a critical aspect of homeland defense.

Brunswick's strategic location, adjacent to all North Atlantic approaches to the U.S., combined with its ability to support Navy, Coast Guard, and Special Forces units of any type, makes it ideal as a locus for these capabilities and operations.

4. AERIAL REFUELING MASTER BASE

Extensive ramp space for aircraft parking, dual parallel runways, and superb all-weather capability make NAS Brunswick available now to be an outstanding base for any of DOD's aerial refueling units, including KC-10 and future 767 tanker aircraft. Here again, Brunswick's superb siting makes it both effective and efficient for transatlantic refueling, battle group support, and aerial refueling training.

5. FIGHTER SQUADRON BASING AND SUPPORT

Along with current Maritime Patrol Aviation (MPA) and future Multi-Mission Maritime Aircraft (MMA) basing and support, NAS Brunswick has the capabilities and potential to provide a basing option for an active duty or reserve fighter squadron. From the dual side-by-side runways and hangars, including the new Hangar #6, to the Aviation Intermediate Maintenance Detachment (AIMD) spaces and all of the other support facilities previously discussed, NAS Brunswick is ideally situated to add to its Homeland Security role and missions. Fighter aircraft and aircrews based in Brunswick would be closer to major Northeast cities/population areas and thus have reduced flight time to be on-scene in the event of a crisis or emergency. Personnel and equipment would also be afforded the opportunity to train and operate in the New England seasonal environments they are likely to encounter in real world operations.

6. SPECIAL WARFARE CENTER OF EXCELLENCE

NAS Brunswick has all the advantages necessary to become the center of excellence for Joint Forces Special Warfare unit basing, training, and mobilization in the eastern U.S. This capability has already been proven in Joint Exercises such as "Essex Mountain" and "Highland Contact", and is due to Brunswick's easy accessibility, availability of diverse facilities and terrain, and four-season climate.

NAS Brunswick has immediate access to more than 63,000 square miles of unencumbered airspace...

AVAILABILITY AND CONDITION OF LAND, FACILITIES, AND AIRSPACE

1. LOCATION AND CAPACITY

NAS Brunswick is located 20 miles northeast of Portland on the relatively flat Maine seacoast. The main station occupies 3,091 acres, of which fewer than half have been developed. This substantial undeveloped capacity is supported by existing infrastructure and is available for immediate use for new facilities, enabling significant expansion of the station's missions and functions if required.

NAS Brunswick also maintains an additional 261 acres at the Topsham Annex, and a 66-acre completely undeveloped parcel in Brunswick, 1.5 miles from the main station. There is also one off-base military housing area, and a remote antenna site. Notable for its capacity for future use, the station's Redington Training Site consists of 12,466 acres located 70 air miles north of Brunswick near Rangeley, Maine.

NAS Brunswick has no encroachment or environmental issues that would inhibit expansion, and it has building-free clear zones off the ends of both runways. Its coastal location permits departures and arrivals over open ocean. Combined with the base's completely secured perimeter (the only fully secure airfield in the northeast), this ideal setting maximizes force protection and flight security.

2. AIRSPACE

NAS Brunswick has immediate access to more than 63,000 square miles of unencumbered airspace, including 35,000 square miles of designated over water operating areas less than 15 minutes' flight time from the base. (Figure 3). This available airspace makes NAS Brunswick ideal for full mission flight crew training in any type aircraft.

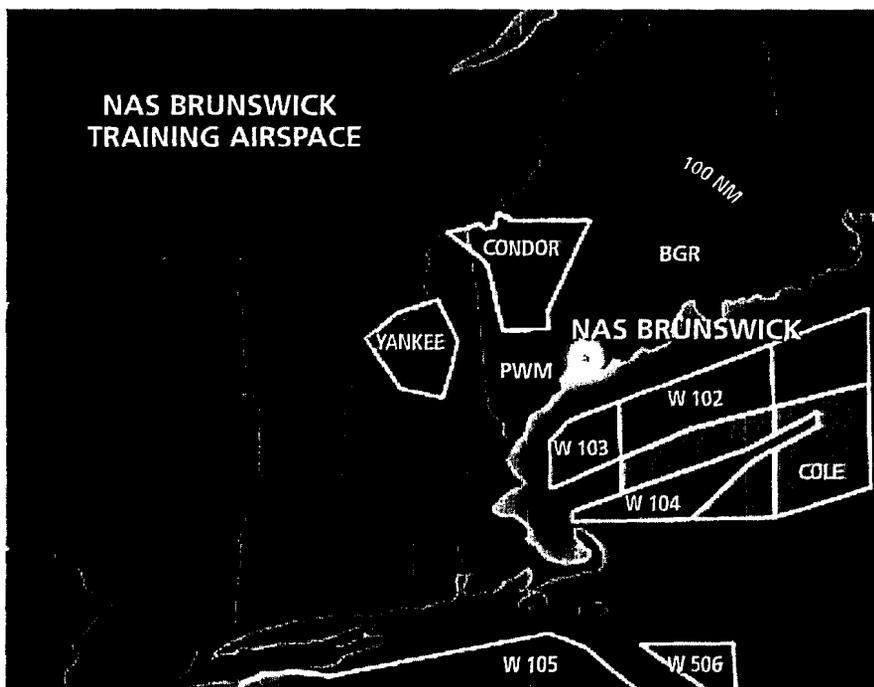
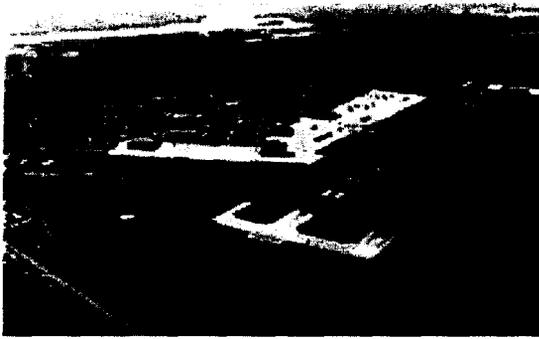


Figure 3

With all of its recent and current improvements and upgrades, NAS Brunswick is essentially a brand-new airfield ready for increased use now.

3. FACILITIES

Flight Facilities – NAS Brunswick’s two parallel runways, each 8,000 feet long and 200 feet wide, can operate all aircraft in the current or anticipated DOD inventory. Structural aircraft apron (ramp) space totals 4.5 million square feet, sufficient to park 86 maritime patrol or other large aircraft under normal operating conditions, or more than 250 such aircraft under maximum surge conditions.



NAS Brunswick’s two parallel runways

In the last four years, the entire airfield has been upgraded at a cost of \$9.5 million, including reconstruction of both runways and all taxiways. A new \$2.4 million environmentally friendly rinse and de-ice facility has accompanied substantial improvements to the aircraft parking areas.

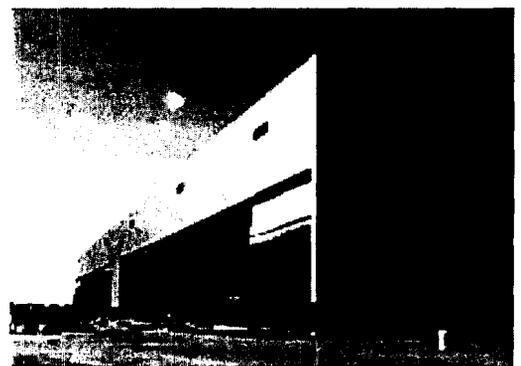
NAS Brunswick is an all weather air station, with fully IFR-equipped (ILS/PAR/TACAN) 24-hour operations year-round. The parallel runway configuration, ideal for UAV operations, permits dual runway use during VFR conditions. A new state-of-the-art \$ 9.8 million airport tower and radar air traffic control facility is now under construction,

and will contain over \$5 million worth of new electronic equipment. With all of its recent and current improvements and upgrades, NAS Brunswick is essentially a brand-new airfield ready for increased use now.

Aircraft Hangars and Support Facilities – NAS Brunswick has four large aircraft hangars suitable for maritime patrol or other large aircraft. Notable is the new \$32 million six-bay hangar, specifically designed to accommodate the next-generation patrol aircraft (MMA) as well as UAV’s. The station also has a new 1.7 million-gallon capacity fuel storage facility (funded by NATO), adding to its outstanding support capability. A new \$3 million P-3 Operations Building is also now operational. All operational MPA squadrons currently in the Atlantic Fleet can be accommodated at NAS Brunswick in its existing, modern facilities. No additional military construction is required.



Hangar #1 - Renovated in 1995

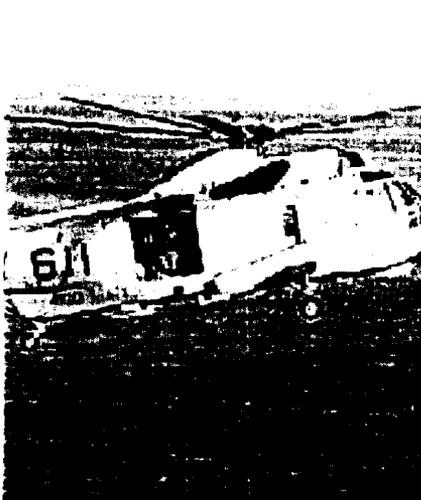


Newly-constructed Hangar #6

NAS Brunswick's four-season climate makes it ideal for the all-weather flight training, essential for MPA and other DOD aircrew readiness.

4. CLIMATE

NAS Brunswick's four-season climate makes it ideal for the all-weather flight training essential for MPA and other DOD aircrew readiness. It is the only Naval Air Station on the U.S. East Coast capable of providing winter-weather flight training and cold-weather survival training. **Despite this diversity of conditions, NAS Brunswick has for the last four decades kept its runways and airfield fully operational 365 days a year.**

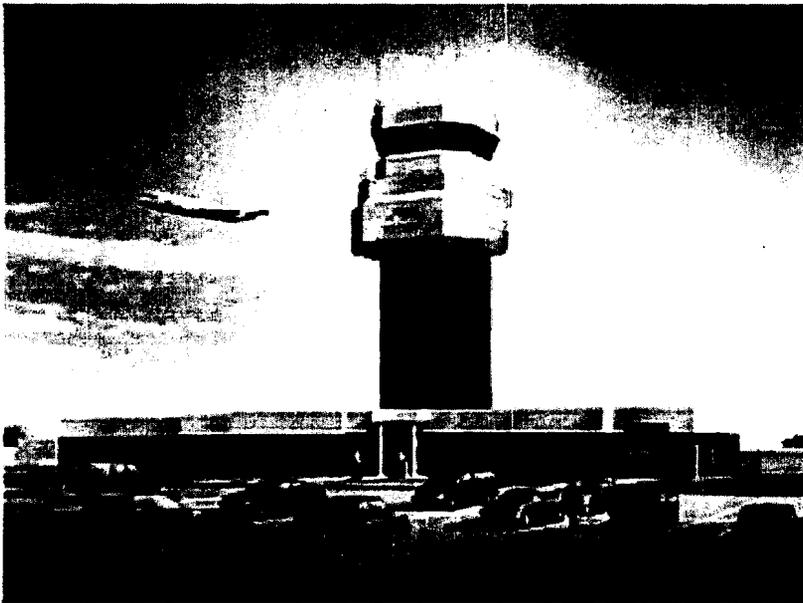


All-weather training

NAS Brunswick is essentially a "new" air station!

COST OF OPERATIONS AND MANPOWER IMPLICATIONS

NAS Brunswick is essentially a "new" air station. After the 1995 round of base closures, Department of the Navy (DON) began an aggressive program to update the station. In 1997 Military Construction (MILCON), Operations and Maintenance (O&MN), and Maintenance of Real Property (MRP) expenditures ramped up from an average of \$9.25 million for the previous seven years to \$19.6 million; between 2001 through 2004 the average has been \$37.5 million.



Future Control Tower - 2005

DON began with demolishing antiquated facilities and utilities. Since 1997, 39 buildings totaling 460,000 square feet have been demolished, saving \$700,000/year in maintenance and another \$500,000/year in energy costs. In 2004 three more buildings are scheduled to be demolished.

Military construction projects between 2000 and 2005 include a new maintenance hangar (to replace two World War II era hangars), a new Control Tower, and Weapons Magazines. The runways, the aprons, flight line security fence, and older hangars will have all been repaired to a like-new condition. There is no major MILCON required within The Five Year Defense Plan (FYDP) and beyond.

One significant project in all of NAS Brunswick's revitalization is the decentralizing of the base heating system in 1999. All buildings are now heated individually by natural gas or oil as the market dictates, an improvement which is cost effective, efficient and allows further expansion of facilities as missions change. Thus far, the savings realized have been more than \$800,000/year.

DON has also made significant improvements to the station's quality of life infrastructure.

Townhouse-style quarters have replaced aging barracks for the single sailors (\$14.4 million), a 500-bed transient barracks has been added (\$22.6 million), over 220 new family houses have been built (\$33.1 million), and a new Recreation Mall with contract food vendors and family-oriented activities has been added (\$1.5 million).



Newly-constructed 500-bed transient barracks

As we look back at 9/11, we urge all decision-makers to remember that the primary thrust of the attack was in New York City, and that the northeast has some of the largest population areas in the United States (22,152,000).*



Maine	1,294,464
New Hampshire	1,275,056
Vermont	616,592
Massachusetts	6,427,801
Rhode Island	1,069,725
Connecticut	3,460,503
New York City	8,008,278

Total: 22,152,419

* Population totals for Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut & New York City.

MILCON IMPROVEMENTS

PROJECT	COST (IN MILLIONS)	ESTIMATED COMPLETION
Recently Completed		
Permanent Party Quarters	\$14.0	Completed
P3 Operations	3.0	Completed
Relocate Gate Entrance	1.4	Completed
Dyer's Gate Truck Entrance	1.1	Completed
Small Arms Range	.8	Completed
Taxiway Repairs	3.4	Completed
	Total: \$ 23.7	
Current Projects		
Hangar 6	\$21.4	September 2004
Housing Phase 2 (126 Homes)	19.1	August 2004
Transient Quarters	17.7	September 2004
Tower	9.8	December 2004
Housing Phase 3 (22 Homes)	5.0	August 2005
Runway/Apron Repairs	5.9	September 2004
	Total: \$ 78.9	
	Grand Total: \$102.6	

COSTS AND SAVINGS OF CLOSURE

The authors of this report can only guess as to any monetary costs or savings related to closure. We are certain, however, that the cost to national defense is one that should be taken very seriously. As we have noted throughout this report, NAS Brunswick is the only active duty Naval Air Station north of Virginia.

As we look back at 9/11, we urge all decision-makers to remember that the primary thrust of the attack was in New York City, and that the northeast has some of the largest population areas in the United States (22,152,000). In fact, the military value of NAS Brunswick is higher now than at any time since World War II. The negative impact on national defense would far outweigh any possible cost savings resulting from the elimination of this vital link in our national defense posture.

If these 817 civilian jobs on base were eliminated, unemployment for the Bath-Brunswick Labor Market Area would increase by 66% — a rate that almost doubles from 3.6% to 6%!

ECONOMIC IMPACT

Photography by Kennebec Camera & Darkroom, Bath, ME 207-447-8678



Maine Street,
Brunswick, Maine

1. OVERVIEW

NAS Brunswick has a major impact on the Bath-Brunswick Region in terms of economic contribution and employment. During fiscal year 2004, the air station will contribute more than \$333.6 million to the regional economy. This figure includes \$147 million in salaries for military and civilian employees, \$62 million in military construction contracts and material purchases, and \$34 million in medical purchases. In addition, NAS Brunswick owns 3,200 acres of real estate in Brunswick and Topsham. If all figures stated above remain constant for the next ten years, the economic contribution from NAS Brunswick to the regional economy would be \$2.4 billion.

2. MILITARY OPERATION EXPENDITURES

Military Personnel – The number of people directly involved with base activities is equally as significant as their economic contribution; the total statewide Navy community is 17,963, including 5,227 military & civilian employees, 5,704 active duty family members, and 5,700 retiree's and family members. The active duty personnel at NAS Brunswick totals 4,410 (573 officers, 3,837 enlisted), representing an annual payroll of \$124.9 million.

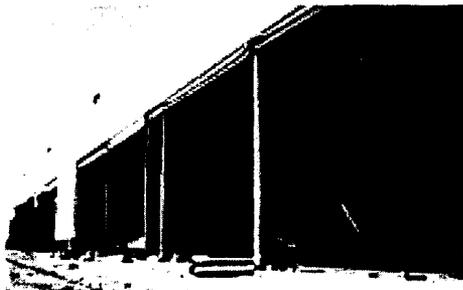
In addition, three Naval Air Reserve (NAR) Units are located at NAS Brunswick. Total payroll for all Reserve personnel was over \$21 million in 2003. The number of full time Reserve personnel (including both officers and enlisted) is 376 with total payroll in 2003 of over \$14.4 million. Selected Reserve personnel (weekend drillers) account for 785 officer and enlisted positions with an annual payroll in 2003 of \$6.7 million. The Naval Air Reserve's 2003 budget for Operations and Maintenance (O & MNR) totals over \$9.7 million.

Civilian Personnel – Currently, 817 civilian personnel work on base providing skilled labor for a wide variety of support activities. These personnel include budget analysts, public works, tradesmen, security and administrative personnel, medical and dental technicians, daycare workers and communications specialists. To help support equal employment opportunities in the Region, NAS Brunswick employs over 250 people with disabilities (within the 817-civilian job force).

Total annual payroll for full- and part-time civilian employees is \$22 million. Over the next ten years this annual payroll figure amounts to \$220 million in disposable income throughout the Region. If these 817 jobs were eliminated, unemployment for the Bath-Brunswick Labor Market Area would increase by 66% – a rate that almost doubles from 3.6% to 6%.

Currently under construction is a \$32 million six-bay hangar that will be able to accommodate the next-generation P-3 replacement aircraft as well as Unmanned Aerial Vehicles (UAVs).

Military Contractual Expenditures – Approximately 20 percent of NAS Brunswick’s activities, facilities and services directly support the Navy’s AEGIS Destroyer shipbuilding program at nearby Supervisor of Shipbuilding, Bath and the Bath Iron Works (BIW) Corporation. 636 Navy personnel are associated with BIW including 420 ships’ crew. For those personnel stationed in Bath, NAS Brunswick provides support services such as clinic/health care, chaplain, social services and air support for Naval testing and training. Over 25% of warehouse space at the air station is dedicated to this program.



Hangar #6 in construction

Military Construction (MILCON) Expenditures (Infrastructure Improvements) – As previously noted, since 1997, NAS Brunswick has demolished 460,000 square feet of space in 39 buildings saving \$700,000 per year in maintenance and \$500,000 per year in energy costs. The 1999 installation of 40 dual-fuel boilers (natural gas/oil) and the demolition of the base’s central steam plant now save \$838,000 annually. In the last four years, the entire airfield has been upgraded including:

- Reconstruction of both runways and all taxiways for over \$9.5 million
- An environmentally friendly rinse and de-ice facility for \$2.4 million
- Significant repairs to the aircraft parking ramp
- A new \$3 million P-3 Operations building
- Taxiway Repairs for \$3.4 million

(See chart page 12)

Nearing completion is a \$32 million six-bay hangar that will be able to accommodate the next-generation P-3 replacement aircraft as well as Unmanned Aerial Vehicles (UAVs).

Within three months, work will begin on a new \$9.8 million airport traffic control tower that will contain over \$5 million of new electronic equipment. In addition to handling the base’s air traffic control, the tower also provides traffic control for the Wiscasset and Thomaston airports. Other significant military construction projects this year include (with completion dates):

- | | |
|------------------------------|----------------------------|
| • Housing Phase II 126 Homes | (\$19.1M – August 2004) |
| • Transient Quarters | (\$17.7M – September 2004) |
| • Housing Phase III 22 Units | (\$5M – August 2005) |

In the past four years, the quality of life of NAS Brunswick’s military personnel has been significantly upgraded with the construction of 190 townhouses to replace aging barracks (\$14.4 million), a 500-bed transient barracks (\$22.6 million), more than 220 new family houses (\$33.1 million), and a new \$1.5 million Recreation Mall with contract food vendors and family-oriented activities. A new 30-unit Navy lodge was completed in 2000 to accommodate families looking for area housing, and the lodge is expected to double in size within the next two years.

A substantial amount of economic impact is generated in the Region through the resultant \$147 million in military and civilian salaries.

REGIONAL ECONOMIC IMPACT

As Maine's second largest employer, NAS Brunswick employs 5,227 military and civilian personnel, including 573 officers, 3,837 enlisted personnel, and 817 civilians. A substantial amount of economic impact is generated in the Region through the resultant \$147 million in military and civilian salaries. This disposable income purchases the necessities of life such as housing, transportation and food, and plays a vital role in the Region's overall economic vitality. It is also important to note that Mainers comprise over 90% of the personnel hired by contractors for base projects.



NAS Brunswick provides a "critical mass" for regional projects and improvements which require a scale not achievable without its economic impact.

The previously mentioned transition of NAS Brunswick to dual-fuel boilers made the introduction of natural gas to the Mid-Coast Region economically viable, with resulting widespread benefits to industry and growth. Another example is the annual \$34 million in NAS Brunswick's medical purchases. These expenditures are typically for medical services located outside the station, and have directly enabled major improvements to regional health care services and infrastructure.

A third of NAS Brunswick's often-overlooked economic impacts on the area is the annual funding the Brunswick School system receives from the Department of Education for federally connected children. For the 2003 fiscal year, the Brunswick School system received over \$800,000 as a result of having 643 military dependent children in its public schools.

Finally, each year, approximately 1,046 new personnel are assigned to NAS Brunswick for two- or three-year tours of duty, bringing with them 418 spouses who, while initially unemployed, represent a renewable pool of very talented and highly motivated employees, 40% of whom are college educated.

1. HOUSING & ECONOMIC IMPACT

Approximately 25% of the active duty military personnel live on base; the other 75% (or 2,400) are located off base within the Region. The economic impact resulting from off base housing plays an important role in the overall vitality of the Region. For example; enlisted personnel (E-5) that are attached to squadrons and live off base earn an average of \$42,990 annually. A Junior Officer (O-3) with flight pay and housing allowance (BAH) earns an average of \$74,250. In the real estate industry 30% of disposable income is used as a guideline to determine the monthly amount of housing costs an individual can afford to pay (either mortgage or rental). With this in mind, enlisted personnel on the average spend approximately \$12,000 per year and Officers spend on the average about \$22,000 to meet their housing needs. **Estimated average impact on the regional housing economy (based on averages) is in excess of \$30 million on an annual basis.** If the base were to close, over 2,000 housing units would be vacant thus causing a significant change in the regional housing market.

One of the major reasons there are 5,700 military retirees and family members in the Region is because of some services and facilities at NAS Brunswick.

In terms of active duty expenditures related to transportation and food (includes home & eating out), the Bureau of Labor Statistics states that family "budgeting" typically allocates approximately 15% for each of these two categories. Similar to the previous example, enlisted personnel on the average spend approximately \$12,000 per year and Officers spend on the average about \$22,000 for transportation and food. **Estimated average impact on the regional economy (based on averages) is in excess of \$31 million on an annual basis.**

2. MILITARY RETIREE IMPACT

One of the major reasons there are 5,700 military retirees and family members in the Region is because of some services and facilities at NAS Brunswick (e.g. Exchange, Commissary, medical clinic, recreation mall). A vast majority of these retirees live in nearby Midcoast communities and contribute significantly to the Region's economic livelihood. The Region risks losing many of these retirees if the base is closed and services moved out of state.

3. COMMUNITY OUTREACH

NAS Brunswick personnel have a long history of building relationships between the military and civilian communities and are actively working as partners with the Chamber of Commerce of the Bath-Brunswick Region, the Military-Community Council, the MidCoast Council for Business Development and Planning, the American Red Cross, and numerous other state, regional and local organizations. The Naval community serves as volunteers and provides leadership and enrichment to the Boy Scouts, church groups and numerous civic organizations.

ECONOMIC CONTRIBUTOR	REGIONAL ECONOMIC IMPACT
Military Payroll	
Active Duty	\$124.9 million
Civilian Personnel	22.0 million
Military Construction & Material Purchases	62.0 million
Medical Purchases	34.0 million
Naval Air Reserve Payroll	21.0 million
Operations and Maintenance	9.7 million
Off Base Housing Costs for Active Duty	30.0 million
Transportation & Food Costs for Active Duty	30.0 million
TOTAL ECONOMIC IMPACT	\$333.6 million

The Town and the surrounding Region have a long history of mutual support and cooperation with NAS Brunswick.

TOWN OF BRUNSWICK INFRASTRUCTURE TO SUPPORT FORCES

1. OVERVIEW

The Town of Brunswick has been the home of NAS Brunswick since it opened in April 1943. The base operated throughout World War II, when it served not only as a base for anti-submarine patrol missions but also training Canadian Air Force pilots. In 1947 NAS Brunswick was decommissioned but with the rise of the Cold War was recommissioned in 1951 and since then has played a vital role in the defense of the North Atlantic.



Bowdoin College

The Town of Brunswick serves as a regional center of more than 70,000 people, 21,000 of whom are Town residents. It is a progressive community, governed by a Town Council and a Town Manager, with a vibrant downtown, energetic arts and cultural groups, and an active shopping area. Brunswick has a strong sense of community and is home to two hospitals, schools, historical museums, Bowdoin College, a professional summer theater, many churches and a variety of recreational opportunities.

The Town and the surrounding Region have a long history of mutual support and cooperation with NAS Brunswick.



Brunswick Mall



First Parish Church

Photography by Kinnebec Camera & Duetroom, Bath, ME 207-442-8628

The relationship between the Town and the base in regard to fire and medical services is an example of mutual cooperation and efficiency.

2. SCHOOLS

The Town of Brunswick School Department consists of four elementary schools, one junior high school and one high school. Children of NAS Brunswick personnel have been attending Brunswick Schools for over 50 years. The community is accustomed to accommodating the transitory nature of this student population, a process that requires assessing the student skills and prescribing an instructional program to best meet the needs of each student. Over the past ten years, between 595 to 671 military-dependent children have attended Brunswick public schools each year, including students residing within base property as well as those living off base.

3. FIRE AND EMERGENCY MEDICAL SERVICES

The Town of Brunswick provides a full range of emergency services to its residents, including NAS Brunswick, and responds to nearly 3,000 emergency, fire and EMS calls each year. Twenty-five full-time firefighters, most of whom are also licensed as Emergency Medical Technicians or Paramedics, operate the department's emergency ambulances at the Advanced Life Support level.

The Fire Department works cooperatively with the NAS Brunswick and provides mutual aid to the base. In FY 2002-2003, the Town responded to 21 fire calls either on-base or in off-base military housing. The Brunswick Fire Department is the first responder to off-base housing. The Town of Brunswick responds with paramedic/ambulance service upon request by the Naval Air Station. The high level of medical training (paramedic) provided by the Town of Brunswick personnel is often required by NAS Brunswick to supplement their existing ambulance personnel. In addition, the Town responds to all off-base housing ambulance calls.

The relationship between the Town and the base for fire and medical services is an example of mutual cooperation and efficiency. NAS Brunswick and the Town of Brunswick achieve an exceptionally high level of service through the synergy of their working relationship. The example set here should be a model for all DOD facilities and their surrounding communities.

4. POLICE

The Brunswick Police Department has a strong working relationship with NAS Brunswick. The base and the Town have shared joint training exercises and planning of numerous events, including dignitary protection details, Safety Stand-down Training and others. The ability to conduct joint exercise and training has been a benefit to the military operation as well as to the citizens of Brunswick. There are frequent coordinating meetings with representatives of the military structure to discuss and plan events that impact the community. Since the events of 9/11, the Town and NAS Brunswick have worked even more closely to handle the change in threat conditions and have been true partners in several operations concerning the needed response to heightened security warnings.

The Criminal Investigations Division of the Town of Brunswick works concurrently with members of the Naval Criminal Investigative Service, DOD Police, and Navy personnel during criminal investigations. Regulations have permitted concurrent jurisdiction, allowing the Brunswick Police Department

People who have served NAS Brunswick are moving back after retiring from military service.

to swear in DOD Police Detectives as Brunswick Reserve Officers. This structure allows more latitude in prosecuting cases through the Cumberland County District Attorney's Office and the State Courts for both criminal and traffic offenses.

4. HOUSING

As with most of the nation, the price of existing homes in Brunswick has risen dramatically in the past several years. To respond to this increase, the Town of Brunswick has prepared a document titled: **Action Plan for Housing in Brunswick: 2003**, which sets forth specific actions to increase affordable housing stock in the community.

The number of active duty military families within the housing market area has dropped nearly by half in recent years, from 3,081 in 1990 to 1,697 in 2000. Conversely, the number of veterans over age 65 has increased by 1,193 in the same period. People who have served NAS Brunswick have found the Region to be compatible with their lifestyles and, in many cases, are moving back after retiring from military service.

As part of the Military Housing Privatization Initiative Act of 1996, the Navy is in the process of forming a limited liability partnership with a private company (GMH Military Housing) to own, operate, manage and maintain the existing inventory of Navy owned family housing units, as well as construct any new or replacement units in both Brunswick and Topsham. Currently there are a total of 750 units that will be covered under this program in both communities. The privatization agreement is expected to be approved by Congress prior to November 1, 2004.

5. BRUNSWICK ECONOMY

The Town of Brunswick is a service center community for the Region. As such, it plays a critical role in providing employment, shopping and socially significant services throughout the Region. Brunswick provides a home and services to a variety of private sector companies and is host to almost half of all the jobs in the Bath-Brunswick Labor Market.

Military spouses quickly find jobs within this labor market, which numbers in excess of 33,000 jobs. In the Town of Brunswick, the labor force increased by 1,276 jobs, 8.7%, between 1990 and 2000. These new jobs were primarily in the professional, management, administration and service sectors. The top ten Brunswick employers are:

The Town's workforce trend toward the service industry is a positive move, especially when examining projections for the fastest growing industries in Maine over the next ten years. Social services in the state are expected to grow 47%, amusement and recreation services 33%, health services by 22% and bank services 9.7%. A strong retail core in the downtown and at nearby Cooks Corner will also be aided by a projection of growth in the retail sector of 13.4%.

The Bath-Brunswick Region is a very special place to live.

6. PARKS AND RECREATION

The Town of Brunswick's Parks and Recreation Department manages a parks system with more than thirty-five different facilities: ball fields, athletic facilities, tennis courts, playgrounds, a swimming area, boat landings, gymnasiums, trails and neighborhood parks. In addition, in 2003 the department offered in excess of one hundred different recreation programs involving over 24,500 registered participants. A review of the recreation program participant database for 2003 yields a conservative estimate of at least ten percent of the households who participated in some form of Town-sponsored recreation representing military spouses and their families.

The Town's Parks and Recreation Department works collaboratively with The Navy's Morale Welfare and Recreation (MWR) Services in an attempt to not duplicate program offerings wherever possible. For example, the Town sponsors youth sports and athletics and military children participate in large numbers in these offerings. Conversely, MWR does not administer these types of youth sports programs.

"The reason I decided to retire in this area was because of the truly unique blending of the civilian community, the college and the military that I have not found anywhere else."

RADM Harry Rich USN (Ret.)

State of Maine

In the Year of Our Lord Two Thousand and Four

JOINT RESOLUTION MEMORIALIZING THE CONGRESS OF THE UNITED STATES TO CONTINUE ITS SUPPORT AND ADVOCACY FOR THE MILITARY BASES IN MAINE

WE, your Memorialists, the Members of the One Hundred and Twenty-first Legislature of the State of Maine now assembled in the Second Special Session, most respectfully present and petition the Congress of the United States as follows:

WHEREAS within the year, Secretary of Defense Donald Rumsfeld, through the Base Realignment and Closure (BRAC) Commission, will make recommendations about which military installations are to be considered for closure in cost-cutting measures for the military and has indicated that reductions may total 25% of an estimated 100 bases; and

WHEREAS the State of Maine has 3 distinct and important military installations that are potentially at risk for closure: the naval shipyard in Kittery, the Naval Air Station Brunswick and the Naval Computer and Telecommunications Area Master Station, Atlantic Cyber Detachment; and

WHEREAS the naval shipyard in Kittery is one of only 4 public shipyards in the Nation, is vital to our maritime strength and is of major importance to 2 states' local economies; and

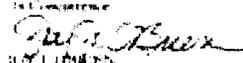
WHEREAS Naval Air Station Brunswick is the only fully capable air base in the northeastern United States, does not encroach on the civilian community and has plenty of space for expansion, even for housing other branches of the military. Naval Air Station Brunswick is on the coast, and aircraft can take off and land without flying over major centers of population; and

WHEREAS the Cyber detachment's primary mission is Very Low Frequency communications with submarines in the Atlantic Ocean and Mediterranean Sea; the installation has the most powerful radio transmitter in the world and is staffed with 84 civil service workers, who ensure the signal stays in the wind to the submarine fleet; and

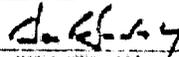
WHEREAS the people of the State of Maine have long been at the forefront of our Nation's defense, are first to join and send troops in any conflict and have a strong tradition of support and appreciation for the bases within our borders; now, therefore, be it

RESOLVED: That We, your Memorialists, take this opportunity to convey our appreciation for the advocacy and support for our 3 bases that the Congress of the United States and the Maine Congressional Delegation have provided over the years, and we strongly urge the Congress of the United States to consider the importance of these installations in this time of war on terrorism and the vital need to protect our Nation; and be it further

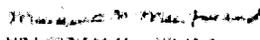
RESOLVED: That suitable copies of this resolution, duly authenticated by the Secretary of State, be transmitted to the President of the United States Senate, to the Speaker of the United States House of Representatives and to each Member of the Maine Congressional Delegation.

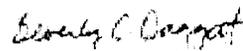
On Certificate of the
Read and Approved
at Tallahassee, Florida, this 11th day of
April, 2004.
In Testimony Whereof,

DAN CLAITOR
Secretary of the Senate

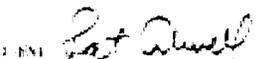
In Testimony Whereof, I have caused the
seal of the State to be hereunto affixed. GIVEN under
my hand at Tallahassee, this nineteenth day of April, in the
year two thousand and four.


DAN A. CLAITOR
Secretary of State

House of Representatives
Read and Approved
April 13, 2004
Sent up for Consideration
Ordered Sent to the House


BILL CLAVIN
Speaker of the House


BEVERLY C. CAMPBELL
President of the Senate


PATRICK J. WELCH
Speaker of the House of Representatives

06102005

June 7, 2005

Dear Mr. Principi,

In 1974 my family and I moved from Massachusetts to the Coombs Road in Brunswick, Maine, where we built a house on my grandfather's land. We lived up the street in my grandparents' 1825 farmhouse while we did so. Our land abuts BNAS. I can't say enough about how well the Navy men/women fit into our town. My husband and I loved scouting and always had volunteer support as did our church. After I lost my mom who was living in the farmhouse in '86 and then my husband to cancer at 57 years of age in '87, I didn't know where to turn. My 21 year old son was in the Naval Reserve, so he put up a notice at BNAS for rent of the farmhouse. Three of the nicest lieutenants from VP26 rented it for the time they were here. That's a sample of how BNAS and Navy personnel have been a part of my Life.

One discipline that the Pentagon is not considering I think is very important. Our Brunswick School system is absolutely tops! I should know because I was involved in teaching at BHS for 22 years. The Navy children added so much to our school. Do you have any clue as to how the schools in Jacksonville measure up? I haven't any proof but when I speak with Navy wives and because I am a teacher, I hear many negative stories. Recently, I was chatting with a Navy wife. They have been here for a while, so are about to be deployed. Her 2nd grade son has had a very successful time here. In a Jacksonville school he had been put on Ridilin (sp?) and was to see a psychiatrist to be tested for bi-polar. Fortunately, they were deployed here! Now they have to leave again but it is to the midwest not south. The Pentagon needs to close bases to save dollars. Mainers know money isn't everything but what Maine offers IS! What happened to quality of Life? The importance of a good education? Obviously it is not meaningful to the Pentagon!

What is a northeastern airbase without any planes and a "handful" of personnel? That decimates our area. We love having the Navy here in southern Maine, but if that can't be the case, then CLOSE BNAS so our area can do something profitable for our town and surrounding ones. It is a lovely base with new base-housing, a huge new hangar, etc. Without the BNAS financial help to Brunswick, my property taxes will go through the roof! As it is now, my property taxes take 1/2 of my social security!!

My point is "education", so I'm enclosing a couple of news articles from our local paper, Please do what you can to NOT realign BNAS! Thank you.

Sincerely,

Phyllis S. Degen

91 Coombs Road

Brunswick, ME. 04011

19 July 2005

BRAC Commission

Dear Commissioner Coyle

JUL 22 2005

Why is the military **abandoning** Northern New England?

Received

First it was the Air Force.

Now, if the Portsmouth Naval Shipyard closes, it will signal an **abandoning** of the military from Northern New England in general and Portsmouth NH & Kittery ME in particular.

As a Boy Scout leader, I will **abandon** the promotion of military service and duty to my boy scouts.

I will also **abandon** any involvements with the VFW, AMVETS, AMERICAN LEGION, or any other military related fundraiser. I will no longer attend, participate or support any functions with a military theme. I will no longer encourage my scouts to place flags on veteran's graves and participate in the Memorial Day parade.

Why? Because the SECDEF Rumsfeld and the Bush Administration chose to **abandon** us, therefore, I **abandon** them.

If the purpose of BRAC is to save money for the war on terrorism, then why is the Portsmouth Naval Shipyard slated for closure?

What corporation, in its right mind, would shutter the only facility that saves money, thus helping the war on terror?

Please give your utmost consideration in keeping the Portsmouth Naval Shipyard alive and well.

I truly do not want to **abandon** our military.

Very truly,



Guy & Anita Cantara
3 Ground Nut Hill Road
Cape Neddick, ME 03902

19 July 2005

JUL 22 2005

Dear Commissioner Bilbray

Received

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BRAC Commission

19 July 2005

Dear Commissioner Skinner

JUL 22 2005

Received

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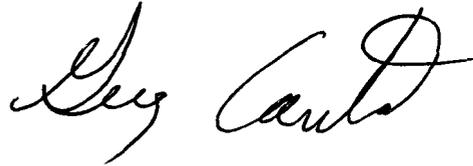
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Guy & Anita Cantara
3 Ground Nut Hill Road
Cape Neddick, ME 03902

BRAC Commission

19 July 2005

JUL 22 2005

Dear Commissioner Gehman, Jr.

Received

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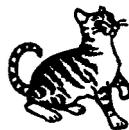
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Guy & Anita Cantara
3 Ground Nut Hill Road
Cape Neddick, ME 03902

Anthony J. Principi
BRAC Commission
Polk Building
Suites 600 and 625
2521 South Clark St.
Arlington, VA 22202

RECEIVED
05312005

Mr. Anthony J. Principi,

I am writing this letter out of concern over what I see in the BRAC List that was recently released.

1. In this BRAC list it seems like we have forgotten a lesson that our Country learned many years ago. We have tried to keep our forces spread out so that we are not vulnerable to another sneak attack which with today's weapons could and would be far more devastating than Pearl Harbor was on Dec 7, 1941. We are now in a war fighting Terrorism, and we seem to have forgotten how many submarines and other Weapons of War are sitting around waiting to be bought by countries like North Korea and Iran. These countries and others could then very easily pull off another sneak attack that would be so devastating that Pearl Harbor would seem like child's play. It is a very big mistake to place all our forces in the southern states and leave the North East section completely vulnerable to this type of attack. NAS Brunswick is the only remaining fully capable active-duty military airfield in the northeastern U.S. and near its coastal cities - **a region of over 48 million people**. This is nearly 20 % of our population.
2. I served in the U. S. Navy for over 26 years and I saw very few of my shipmates asking to go to bases near large cities. They always were trying for smaller areas because of the quality of life. This needs to be looked at before bases like NAS Brunswick are realigned, and facilities like DFAS Limestone, Maine are moved to larger and more congested areas.
3. NAS Brunswick is now the only active duty, operational Air Field North of New Jersey, and it has the space to expand, as there is more than 63,000 square miles of unencumbered airspace for training and exercise missions.
4. It is an ideal location to patrol the seas and air for any type of threat. People think that because it is so far north that there are always weather problems. When I was flying in the Navy I saw more flights cancelled in Florida than in Maine due to storms and other weather phenomenon.
5. We as a Free Country need to keep our options open at all times, as in this day and age threats to us are ever changing, and in times like this it is not the time to be reducing our Military strength and infrastructure. NAS Brunswick is a versatile and

extensive modern facility (including a new hangar designed specifically for MMA and BAMS) and land with no encroachment issues, either on land or in the air.

In conclusion I strongly believe that this is not the proper time for a realignment of the Maritime Patrol Forces currently at NAS Brunswick to any other base. Also with the world situation and Terrorism, and the strong indication of moving some of our forces back to American soil there should be no closures or realignment at this time. It needs to be delayed until terrorism has been defeated, how ever long that takes. Any changes made at this time to our Military Infrastructure will be unable to be reversed if the need arises at a later time.

Yours Very Truly


David A Barlag
SCPO USN RET

6B Country Lane
Brunswick, ME 04011

dbarlag@gwi.net

May 25, 2005

Anthony J. Principi
BRAC Commission
Polk Building, Suites 600 and 625
2521 South Clark Street
Arlington, VA 22202

RECEIVED
05312005

Dear Mr. Principi,

As a taxpayer and Navy retiree who was once stationed at NAS Brunswick, I feel compelled to write and voice my opposition to the BRAC commission's decision to "realign" the air station by transferring all of the squadrons and 90% of the active duty military personnel to other sites. NASB is the only remaining fully capable active-duty military airfield in the northeastern U.S. – a region of over 48 million people. Abandoning the defense of an entire region of our country by removing the last active military presence there is a short-sighted move and sends the wrong signal to potential adversaries.

I particularly oppose:

- DoD's plans to send the Brunswick P-3 squadrons to the relatively – compared to NAS Brunswick – crowded facility in Jacksonville, Florida. In addition to having to find hangar space for these squadrons, where are the military personnel going to be housed? Unlike NAS Brunswick, where there is ample housing and much of it very new, there is no extra military housing available at NAS Jacksonville. Have the necessary costs of building new military housing at Jax been factored into the BRAC decision matrix?
- DoD's plans to move the Brunswick special projects VPU squadron. That unit's mission is to provide instant response to critical needs of intelligence gathering. When the special project assets are needed somewhere, it is frequently a case of needing them there yesterday – I know, because I worked with them during my Navy career. Moving VPU further away from potential enemies in Europe and the Middle East, and from support of our forces there, doesn't make military sense.
- DoD's plans to move the Brunswick C-130 squadron. NAS Brunswick is strategically located on the great circle route that all intercontinental aircraft use to fly to Europe. It doesn't make military sense to move an entire C-130 squadron – with aircraft that actively participate in logistics support of our forces in Europe and the Middle East – further away from those forces and off of the great circle route which they must use to get to those forces.
- DoD's plans to withdraw P-3s from an air station which is also located immediately adjacent to the major North Atlantic sea lanes and strategically positioned for patrol of these lines of communication – to the crowded airspace and real estate around Jacksonville. Once at NAS Jacksonville, all of the MPA assets on the east coast will be conveniently gathered to form an irresistible target for a potential enemy, not unlike the ships at Pearl Harbor's Battleship Row in 1941. Where's the military sense in that?
- DoD's plans to move the Patrol and Reconnaissance Wing FIVE staff to NAS Jacksonville. There is already a Patrol and Reconnaissance Wing homeported at NAS Jacksonville, and to set up another Wing there is just wasteful duplication of effort.

Millions have already been spent to establish the modern housing and very versatile facilities (including a brand new hangar designed specifically for MMA and BAMS) at NAS Brunswick. It doesn't make economic sense to spend that money again in order to bring some other air station up to the same readiness level needed to support the squadrons taken from NASB. With the uncertainty of the War on Terrorism our nation can not afford to make a mistake and to not utilize a strategic location such as NASB. Once NAS Brunswick is abandoned it will be that much more costly to ramp up the logistics support and facilities needed to re-man it. Don't make this mistake – it just doesn't make enough sense.

Very Respectfully,


Marlin G. Diller