

NAVAL AIR STATION CECIL FIELD, FL

(Slide D-9 on the Left please)

This recommendation changes the receiving sites specified by the 1993 Commission for F/A-18's, and S-3 aircraft to "other naval air stations, primarily Naval Air Station, Oceana, VA; Marine Corps Air Station, Beaufort, SC; Naval Air Station, Jacksonville FL; and Naval Air Station, Atlanta, GA; or other Navy or Marine Corps Air Station with the necessary capacity and support infrastructure." In addition, it recommends the retention of OLF Whitehouse, the Pinecastle target complex, and the Yellow Water family housing area.

The one time costs associated with this redirect are \$66.6 million with an annual savings of \$11.5 million with an immediate return on investment. The Net Present Value of this redirect is \$407.4 million. NAS Cecil was closed by the 1993 Commission and therefore the base operating budget and personnel information are not included.

(Slide D-10 on the Right please)

This slide depicts where the 1993 Commission sent the aircraft, the F/A-18's were going to MCAS Cherry Point, the S-3's were going to NAS Oceana and the reserve squadrons of F/A-18's were going to MCAS Beaufort. The 1995 recommendations change the receiving sites for these aircraft, the S-3's will go to NAS Jacksonville, eight fleet squadrons and the Fleet Replacement Squadron will go to NAS Oceana, two squadrons of F/A-18's will go to MCAS Beaufort and two squadrons of reserve F/A-18's will go to NAS Atlanta.

(Slide D-11 on the Right please)

The first issue I'd like to discuss is the issue of excess capacity at NAS Oceana. The DOD Position on this is that by moving the F/A-18's to NAS Oceana the utilization of already existing capacity at NAS Oceana will eliminate the need for new construction at MCAS Cherry Point. The community's position vary on this topic, obviously the NAS Oceana community has favorable comments and North Carolina is concerned about the 7.5% increase in employment base that will not occur. The R&A staff concurs with the DOD position. The reduction in force structure and the accelerated retirement of the A-6 aircraft creates excess capacity.

The second issue is the potential construction costs at MCAS Cherry Point from the 1993 recommendation. The Navy position was that a 10% reduction is possible. The community feels as though the construction costs at Cherry Point are inflated. The R&A staff found that the construction cost reduction to \$300.8 million is reasonable for the remaining force structure.

The third issue I'd like to discuss is on Air Conformity at Oceana. The DOD Position is that the number of aircraft and personnel at Oceana after this action will be less than the levels there in 1990. The conformity determination will be completed by the Navy prior to the movement of aircraft. The community position is that the Navy and Commission have not completed specific year-to-year conformity analysis for this recommendation and that there is the potential for non-

conformity. The R&A staff has determined that the Navy, not the Commission, must demonstrate conformity. Conformity appears likely.

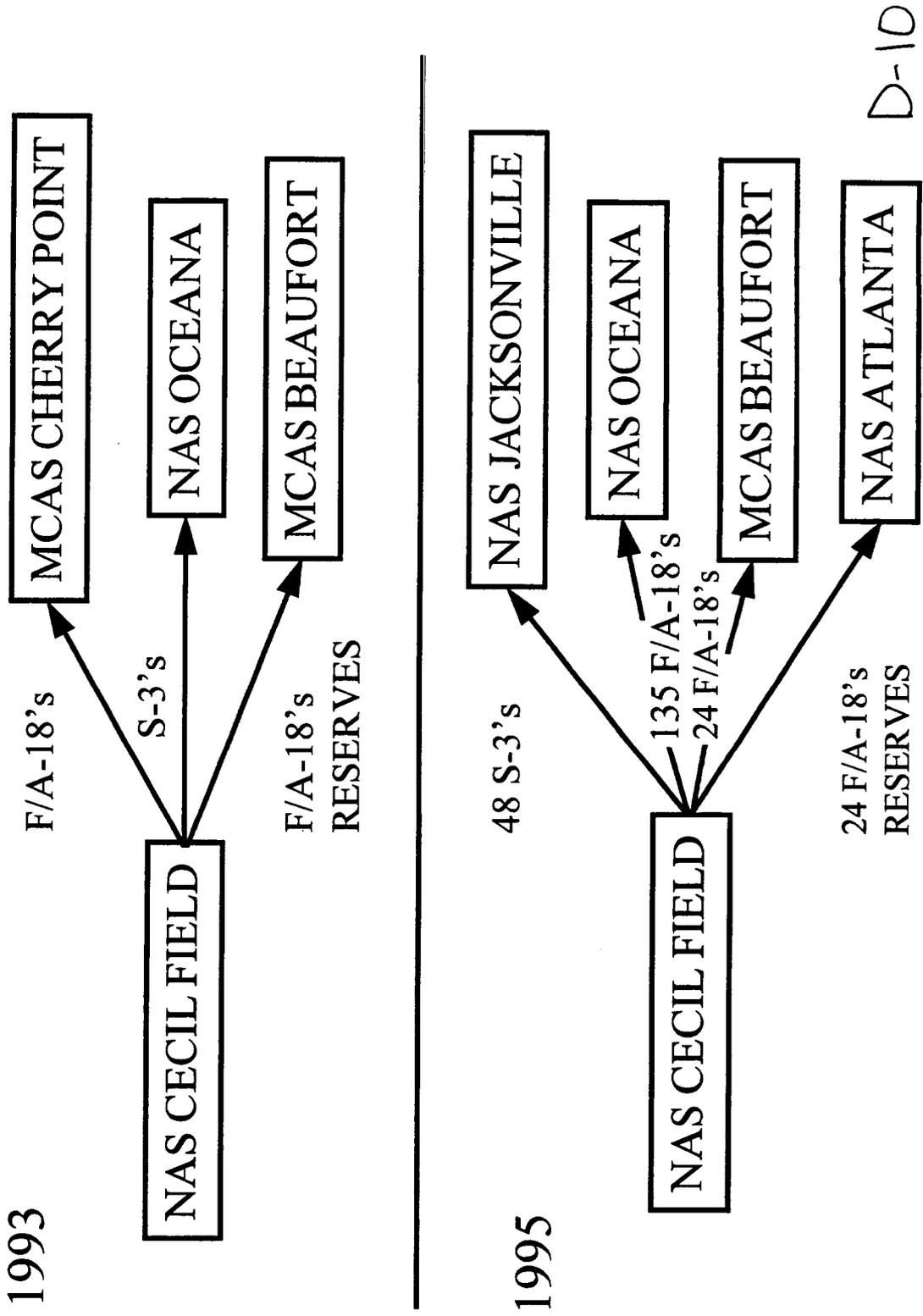
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Naval Air Station Cecil Field, FL

DOD RECOMMENDATION: Change the receiving sites specified by the 1993 Commission from “Marine Corps Air Station, Cherry Point, NC; Naval Air Station, Oceana, VA; and Marine Corps Air Station, Beaufort, SC” to “other naval air stations, primarily Naval Air Station, Oceana, VA; Marine Corps Air Station, Beaufort, SC; Naval Air Station, Jacksonville FL; and Naval Air Station, Atlanta, GA; or other Navy or Marine Corps Air Stations with the necessary capacity and support infrastructure.” In addition, add the following: “To support Naval Air Station, Jacksonville, retain OLF Whitehouse, the Pinecastle target complex, and the Yellow Water family housing area.”

CRITERIA	DOD RECOMMENDATION NAS CECIL FIELD, FL (REDIRECT)
MILITARY VALUE	N/A
FORCE STRUCTURE	No Impact
ONE-TIME COSTS (\$ M)	66.6
ANNUAL SAVINGS (\$ M)	11.5
RETURN ON INVESTMENT	1996 (Immediate)
NET PRESENT VALUE (\$ M)	407.4
BASE OPERATING BUDGET (\$ M)	N/A
PERSONNEL ELIMINATED (MIL / CIV)	N/A
PERSONNEL REALIGNED (MIL / CIV)	N/A
ECONOMIC IMPACT (BRAC 95 / CUM)	0 % /- 0.3 %
ENVIRONMENTAL	No Impact

NAS CECIL FIELD REDIRECT



ISSUES
Naval Air Station Cecil Field, FL

ISSUE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
Use excess capacity at NAS Oceana.	Eliminates need for new construction at MCAS Cherry Point and utilizes already existing capacity at NAS Oceana.	Virginia (Favorable). North Carolina concerned about the 7.5% increase in employment base that will not occur.	R&A staff concurs with the DOD position. The reduction in force structure and the accelerated retirement of the A-6 aircraft creates excess capacity.
Potential costs at MCAS Cherry Point from 1993 recommendation.	10% reduction possible, estimate \$31.5 million reduction in original \$332 million cost.	Construction costs at Cherry Point over inflated.	Construction reduction to \$300.8 million reasonable for remaining force structure..
Excess capacity at MCAS Cherry Point.	Cherry Point will still have approximately 140 aircraft assigned.	Recent construction provides potential for accepting new missions.	MCAS Cherry Point has excellent facilities and could accept further missions.
Air Conformity.	Impact of additional aircraft, personnel over 1990-2001 will be offset by more aircraft, personnel leaving than arriving. Conformity determination will be completed prior to action.	Navy and Commission have not completed specific year-to-year conformity analysis for this recommendation. Possible non-conformity with Clean Air Act.	Navy, not Commission, must demonstrate conformity. Impact of aircraft, personnel being added appears offset by numbers leaving by 2001. Conformity appears likely.
Split F/A-18's between MCAS Cherry Point and NAS Oceana.	No operational need or advantages to split. Additional facilities needed to add more than two squadrons. New maintenance facility for F/A-18's is needed at Cherry Point.	MCAS Cherry can accept additional squadrons with minimal construction.	R&A staff concurs with the DOD position. Consolidated, single site support more efficient.

Document Separator

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ISSUES

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Operational Air Stations

MILITARY VALUE	INSTALLATION	
1	NAS Oceana, Virginia Beach, VA	
2	NAS Whidbey Island, Oak Harbor, WA	
3	MCAS Cherry Point, NC	
4	NAS Lemoore, CA	
5	NAS/MCAS Miramar, CA	
6	NAS Jacksonville, FL	
7	NAS North Island, San Diego, CA	
8	NAS Norfolk, VA	
9	MCAS Beaufort, SC	
10	NAVSTA Mayport, FL	
11	MCAS New River, Jacksonville, NC	
12	MCB Hawaii, Kaneohe, HI	
13	MCAS Yuma, AZ	
14	MCAS Camp Pendleton, CA	
15	NAS Fallon, NV	
16	NAS Brunswick, ME	
17	NAVSTA Roosevelt Roads, PR	
18	NAF El Centro, CA	
19	NAS Key West, FL	(R)
20	NAF Adak, AK	(C)
N/A	MCAS's El Toro & Tustin, CA	(RD)
N/A	NAS Alameda, CA	(RD)
N/A	NAS Cecil Field, FL	(RD)
N/A	NAS Barbers Point, HI	(RD)
N/A	NAS Agana, Guam	(RD)

- (C) = DoD recommendation for closure
 (R) = DoD recommendation for realignment
 (X) = Joint Cross Service Group alternative for closure or realignment
 (*) = Commission add for further consideration

D-1



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

JIM
APR 7 1995

The Honorable Jesse Helms
United States Senate
Washington, DC 20510

Dear Senator Helms:

This responds to Mr. H. Martin Lancaster's letter to you of March 8, 1995, concerning the relocation of aviation assets from Naval Air Station (NAS) Cecil Field, Florida, to Marine Corps Air Station (MCAS) Cherry Point, North Carolina.

As you know, the Department of Defense recommended to the 1995 Base Closure and Realignment Commission that MCAS Cherry Point be removed from among the receiving sites for assets relocating from NAS Cecil Field as approved during the 1993 round of base realignment and closure. Our recommendations to close or realign a base, resulted from a careful, in-depth, and objective review of our infrastructure, consistent with a smaller force structure and based on criteria established by the Secretary of Defense. During the 1995 round of base realignment and closure the Secretary of Defense authorized the Military Departments, in accordance with the Act, to propose changes to previously approved designated receiving base recommendations. Our process allowed consideration of such proposals if significant revisions to cost or mission effectiveness had occurred since the relevant Commission recommendation was made.

Since the 1993 round there have been significant reductions in naval aviation forces. For instance, we have retired the A-6 attack aircraft series, reduced the maritime patrol aircraft inventory by about one-third and have eliminated approximately fifty percent of the Navy's F-14 inventory. Additionally, the number of F/A-18 squadrons that will require relocation from NAS Cecil Field will be reduced from thirteen to eleven.

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

We are aware that significant effort has been expended to date at the state and local levels, both in the public and private sectors, to implement the expansion of MCAS Cherry Point. We greatly appreciate how hard everyone involved has worked to make it happen smoothly and efficiently. And, to comply with provisions of the Act, we will only stop working toward relocating the NAS Cecil Field F/A-18 aircraft to MCAS Cherry Point if and when our recommended redirection of those assets is approved by the Congress.

Since this is the last opportunity we have to make infrastructure adjustments under the current law, it is critical that we make well-informed, responsible decisions that are in the nation's long term national security interests. The Department's recommendations represent our best judgment as to the infrastructure alignment most suitable to meet the future requirements of our operational forces. Additionally, the projected savings accrued from our recommended closure and realignment actions are essential to the Department's recapitalization efforts, an integral part of our future readiness.

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

Sincerely,

A handwritten signature in black ink, appearing to read "R. B. Pirie, Jr.", written in a cursive style.

ROBERT B. PIRIE, JR.



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

APR 7 1995

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

Re: 950320-5R

Dear Chairman Dixon:

This is in response to your letter of March 21, 1995, to the Secretary of the Navy, forwarding correspondence Senator Jesse Helms received from Mr. Martin Lancaster, concerning Marine Corps Air Station, Cherry Point, North Carolina.

As you requested, a copy of our response to Mr. Helms is provided.

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

Sincerely,

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ROBERT B. PIRIE, JR.

Attachment

Document Separator



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

JIM

APR 7 1995

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

Please refer to this number
when responding 950320-5R3

Re: 950320-5R

Dear Chairman Dixon:

This is in response to your letter of March 21, 1995, to the Secretary of the Navy, forwarding correspondence Senator Jesse Helms received from Mr. Martin Lancaster, concerning Marine Corps Air Station, Cherry Point, North Carolina.

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Sincerely,

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WASHINGTON, D.C. 20350-1000

APR 7 1995

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United States Senate
Washington, DC 20510

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ATTACHMENT

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ROBERT B. PIRIE, JR.

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DEPARTMENT OF THE NAVY

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20350-1000

LT-0741-F15

BSAT/OEN

9 May 1995

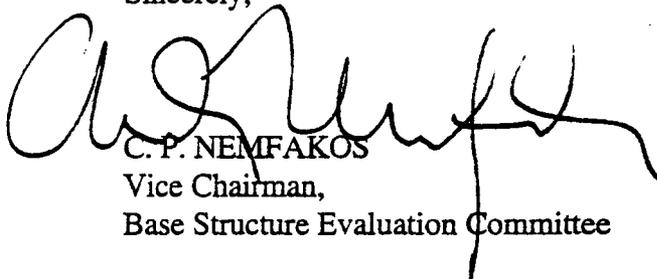
The Honorable Alan J. Dixon
Chairman, Defense Base Closure
and Realignment Commission
1700 North Moore Street
Suite 1425
Arlington, VA 22209

Dear Chairman Dixon:

This is in response to your letter of May 1, 1995, forwarding correspondence from Senator Lauch Faircloth concerning the 1995 Department of Defense recommendation to relocate F/A-18 squadrons at Naval Air Station Cecil Field (reference number 950425-10R1).

As you requested, a copy of our response to Senator Faircloth is provided. If I can be of any further assistance, please let me know.

Sincerely,

A handwritten signature in black ink, appearing to read "C. P. NEMFAKOS".

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

Attachment

LT-0741-F15

*** MASTER DOCUMENT ***

DO NOT REMOVE FROM FILES



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

LT-0741-F15
BSAT/DOR
9 May 1995

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

Dear Senator Faircloth:

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

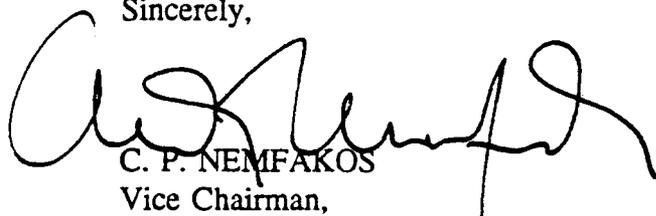
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As you may be aware, we only used certified data in our analysis which in this instance was provided by Headquarters, U.S. Marine Corps and Commander in Chief, U.S. Atlantic Fleet. Using this data, the same military construction standards (P-80) were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

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

Sincerely,



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

Attachments

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

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

13
2
8

2

23

15

ENCLOSURE A

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

OCEANA		
Hangar ID# / Type	Current Usage # Modules	Projected Usage #Modules: BRAC 95
23 / I	1	1
111 / I	4 (A-6 sqdns)	4
122 / II	4 (A-6 sqdns)	4
137 / I	1 (Fleet training)	1
200 / II	4	4
223 / I	2 (Fleet training)	2
404 / I	3	3
500 / I	4	4
Modules Available	23	23

ENCLOSURE B

TABLE 211-05
Modular Hangar Dimensional Statistics for Planning Purposes

Hangar Spaces		Type I	Type II
(OH)	<u>Hangar - Cat. Code 211 05</u>		
	Gross Area (Sq. Ft.)	19,968	28,560
	Clear Height (Ft.)	28	42
	Usable Dept (Ft.)*	85	100**
	Usable Width (Ft.)***		
	1 Module	172	220
	1-1/2 Modules	258	335
	2 Modules	354	450
	2-1/2 Modules	445	565
	3 Modules	536	680
	3-1/2 Modules	627	795
	4 Modules	718	910
(01)	<u>Crew and Equipment - Cat. Code 211 06</u>		
	Gross Area (Sq. Ft.)	8,590	12,050
	Clear height (Ft.)	10	10

(Table continued on next page.)

211-10

NAVFAC P-80

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

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

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

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

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

ENCLOSURE C

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WASHINGTON, D.C. 20350-1000

LT-0741-F15
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9 May 1995

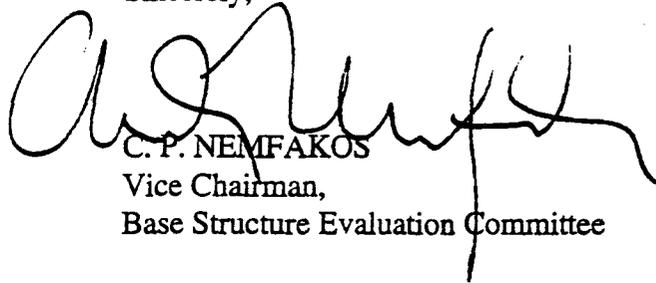
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WASHINGTON, D.C. 20350-1000

LT-0741-F15
BSAT/DOR
9 May 1995

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

Dear Senator Faircloth:

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

Since the 1993 round there have been significant reductions in naval aviation forces. For instance, we have retired the A-6 attack aircraft series, reduced the maritime patrol aircraft inventory by about one-third and have eliminated approximately fifty percent of the Navy's F-14 inventory. Additionally, the number of F/A-18 squadrons that will require relocation from NAS Cecil Field will be reduced from thirteen to eleven.

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

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

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

Sincerely,

A handwritten signature in black ink, appearing to read "C. P. NEMFAKOS".

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

Attachments

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

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

ENCLOSURE A

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

OCEANA		
Hangar ID# / Type	Current Usage # Modules	Projected Usage #Modules: BRAC 95
23 / I	1	1
111 / I	4 (A-6 sqdns)	4
122 / II	4 (A-6 sqdns)	4
137 / I	1 (Fleet training)	1
200 / II	4	4
223 / I	2 (Fleet training)	2
404 / I	3	3
500 / I	4	4
Modules Available	23	23

ENCLOSURE B

TABLE 211-05
Modular Hangar Dimensional Statistics for Planning Purposes

Hangar Spaces	Type I	Type II
(0H) <u>Hangar - Cat. Code 211 05</u>		
Gross Area (Sq. Ft.)	19,968	28,560
Clear Height (Ft.)	28	42
Usable Dept (Ft.)*	85	100**
Usable Width (Ft.)***		
1 Module	172	220
1-1/2 Modules	258	335
2 Modules	354	450
2-1/2 Modules	445	565
3 Modules	536	680
3-1/2 Modules	627	795
4 Modules	718	910
(0I) <u>Crew and Equipment - Cat. Code 211 06</u>		
Gross Area (Sq. Ft.)	8,690	12,050
Clear height (Ft.)	10	10

(Table continued on next page.)

211-10

NAVFAC P-80

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

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

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

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

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

Document Separator



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

LT-0768-F15
BSAT/BL
19 May 1995

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

Please refer to this number
when responding 950524-8

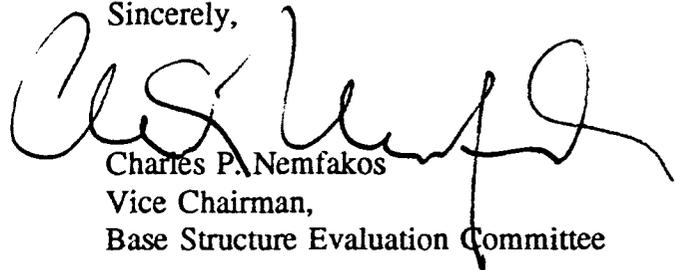
Dear Chairman Dixon:

This is in response to a request from Deirdre Nurre of your staff for information regarding air conformity at NAS Oceana.

Ms. Nurre submitted a list of questions pertaining to the current status of the air conformity determination which may be needed due to the transfer of additional aircraft and personnel into the Norfolk area. Additionally, she requested information on the air quality status of NAS Oceana. Her questions and our answers are provided in the attachment. We have provided the certified data that addresses the air quality for NAS Oceana. However, no information on a conformity determination could be provided since one has not yet been initiated. The potential additions or deletions to the base closure list by the commission and the input from operational commanders on specific transfers of personnel and aircraft following enactment of the recommendations, deem a conformity determination premature at this time.

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

Sincerely,



Charles P. Nemfakos
Vice Chairman,
Base Structure Evaluation Committee

Attachment

QUESTIONS FROM BRAC COMMISSION (DIEDRE NURRE) REGARDING RECEIPT OF ADDITIONAL FLYING MISSIONS AT OCEANA AND THEIR IMPACT ON AIR CONFORMITY:

Question 1. Has a conformity determination been drafted in anticipation of the receipt of additional planes and personnel at Oceana? If not, has one been initiated? Has the local air district been contacted to work with the Navy on the conformity determination?

Answer: The requirement for executing a conformity determination does not apply until the Navy executes, or prepares to execute a Federal action. Considering the steps of the Base Closure process, until the recommendations become law and the potential for change during Base Closure process ceases, any work on a conformity determination at this time would be premature. The conformity determination has not been initiated and the local air district has not been contacted.

Question 2. What is the baseline year for conformity purposes? Is it the 1990 baseline, or has a more recent SIP been passed which should be used as a baseline?

Answer: The baseline year for conformity is 1990.

Question 3. What is the current attainment/nonattainment status of the local air district for the 6 criteria pollutants? Please state level of nonattainment, if it applies (marginal, moderate, serious, etc).

Answer:

Pollutant	Attainment	Non-Attainment
CO	X	
Ozone		Marginal
PM-10	X	
SO2	X	
NO2	X	
Pb	X	

Question 4. What is the number of planes and personnel coming to Oceana as a result of the BRAC-95 proposed redirect?

Answer:

The numbers of aircraft and personnel that would relocate to Oceana as a result of the BRAC 95 recommendations will be determined by the operational commander and refined through the budget process. However, for the purpose of our analysis, we assumed seven F-14 squadrons, eight A-6 squadrons, an A-6 RAG, and 1 adversary squadron were leaving for a total of 228 aircraft, with eight F/A-18 squadrons, an F/A-18 RAG, and four F-14 squadrons, or 202 aircraft, were transferring into Oceana, between FY 1990 and FY 2001. The personnel moves into and out of the greater Norfolk area, between FY 1995 and FY 2001, netted an eleven thousand personnel decrease. This figure also reflects decreases outside the base closure process, due to force structure downsizing.

Question 5. What estimates of emissions in tons/year, if any were the basis for the statement in the March 95 "DOD Base Closure and Realignment Report" that a conformity determination would be needed as a result of redirects?

Answer: The order of magnitude of emission data for 1992/93, which was provided in certified data, indicated that a conformity determination may be required.

	NOx (tpy)	VOC (tpy)
1992	2593	2177
1993	2788	2109

Since no conformity determination was performed and no calculation of emissions was initiated, no estimates can be provided. It is not known if NOx and VOC emissions will fall above or below the de minimus levels for NOx and VOC, or 100 tons/yr each. However, using 1990 as a baseline, coupled with offsets, it is possible that a conformity review for the BRAC 95 recommendation will be below threshold levels and a conformity determination will not be required.

Question 6. If declining numbers of planes and people are contemplated as a possible offset for conformity purposes, what were the years in which these losses took place? Was this offset sufficient to make up for BRAC 95 gains? (Note: this is the type issue that a conformity determination would document.)

Answer:

See answer to question four. The DON's Base Closure analysis of air quality impacts was a macro look at long term trends in air quality. When the conformity determination is conducted, it will seek to look at projected impacts over a wide range of years, many of which are in the future. Operational commanders will have to determine the times and dates of actual aircraft and personnel transfer, once the 1995 Base Closure recommendation becomes law. Any analysis needing outyear data would be premature at this time.

Examining the specific years of the reduction in planes, personnel, and ships within the Hampton Roads air quality control district will be part of the analysis conducted in support of a conformity determination. The analysis conducted looked at net aircraft and personnel changes between FY 1995 and FY 2001 and did not look at individual year impacts.

Question 7. Who can Commission staff call at Oceana, the local air district, and U.S. EPA regional office to discuss these conformity questions?

Answer:

These questions relate to recommended actions, which will/may not be law until the end of the BRAC 1995 process (Sept 95). As such, there is no requirement to initiate a conformity determination prior to Sept 95 because (1) until that time the realignment is only a recommendation, and (2) operational commander input will be required to determine exact numbers of planes, ships and personnel movement involved. A point of contact at the Navy's Engineering Field Division, who oversees air quality issues at Oceana is Mr. Dan Cecchini at (804)322-4891. No contact has been initiated with the local air district or EPA.

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

Brubaker

LT-0810-F16
BSAT/DR
8 June 1995

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

Dear Chairman Dixon:

In response to the request by Mr. Alex Yellin, on June 6, 1995, the locations of all Navy and Marine Corps Reserve Squadrons are provided in the attachment.

I trust this information satisfies your concerns. As always, if I can be of any further assistance, please let me know.

Sincerely,

A handwritten signature in black ink, appearing to read "Charles P. Nemfakos".

Charles P. Nemfakos
Vice Chairman,
Base Structure Evaluation Committee

Attachment

COMMANDER NAVAL AIR RESERVE FORCE
AIRCRAFT ASSIGNMENTS BY HOST STATION

01-Apr-95

pg. 1 of 2

NAS ALAMEDA			MCAS EL TORO			NAS MIRAMAR			
TOTAL A/C ASSIGNED 15			TOTAL A/C ASSIGNED 37			TOTAL A/C ASSIGNED 12			
SQUADRON T/M/S		QTY	SQUADRON T/M/S		QTY	SQUADRON T/M/S		QTY	
HM-15 R	MH-53E	6	MAG-46	CH-46E	13	VFC-13	FA-18A	10	
MAG-46B	RH-53D	9					FA-18B	2	
						MAG-46	FA-18A	12	
			NAS FORT WORTH						
NAS ATLANTA									
TOTAL A/C ASSIGNED 20			TOTAL A/C ASSIGNED 12			NAS NEW ORLEANS			
SQUADRON T/M/S		QTY	SQUADRON T/M/S		QTY	TOTAL A/C ASSIGNED		41	
			MAG-41B	KC-130T	12	SQUADRON T/M/S		QTY	
VR-46	DC-9	4				VFA-204	FA-18A	11	
STATION	UC-12B	1				VP-94	P-3C	8	
MAG-42	AH-1W	8	NAS JACKSONVILLE			CFLSW DET	CT-39G	3	
	UH-1N	7					CT-39E	1	
			TOTAL A/C ASSIGNED 20			STATION	UC-12B	2	
NAS CECIL FIELD			SQUADRON T/M/S		QTY	MAG-42C	UH-1N	6	
TOTAL A/C ASSIGNED 25			VR-58	C-9B	4		AH-1W	3	
SQUADRON T/M/S		QTY	VP-62	P-3C	8		CT-39G	1	
VFA-203	FA-18A	12	HS-75	SH-3H	8	VR-54	UC-12B	2	
MAG-42A	FA-18A	13					C-130T	4	
			MCBH KANEOHE BAY HI			CAMP PENDELTON			
			TOTAL A/C ASSIGNED 2			TOTAL A/C ASSIGNED 15			
NAS DALLAS			SQUADRON T/M/S		QTY	SQUADRON T/M/S		QTY	
TOTAL A/C ASSIGNED 41			CFLSW HI		C-20GIV	2	MAG-46A	AH-1W	8
SQUADRON T/M/S		QTY					UH-1N	7	
VF-201	F-14A	24							
VR-59	C-9B	3							
STATION	UC-12B	1							
MAG-41	FA-18B	1							
	FA-18A	12							

NAS NORFOLK			NAR SANTA CLARA			NAF WASHINGTON DC		
TOTAL A/C ASSIGNED 34			TOTAL A/C ASSIGNED 14			TOTAL A/C ASSIGNED 41		
SQUADRON T/M/S		QTY	SQUADRON T/M/S		QTY	SQUADRON T/M/S		QTY
VAW-78	E-2C	4	VP-91	P-3C	9	CFLSW DET	CT-39G	2
VR-56	C-9B	4	VR-55	C-130T	4		C-20D	2
HCS-4	HH-60H	7	STATION	UC-12B	1	VAQ-209	EA-6B	6
HM-18	MH-53E	6				VP-68	P-3C	9
MAG-42B	CH-46E	13				VR-48	C-20GIV	2
			STEWART A.N.G.B.			STATION	UC-12B	1
						VR-53	C-130T	4
TOTAL A/C ASSIGNED 20			TOTAL A/C ASSIGNED 12			MAG-49A	FA-18A	11
SQUADRON T/M/S		QTY	SQUADRON T/M/S		QTY		FA-18B	1
			MAG-49B	KC130T	12		CT-39G	1
							UC-12B	2
VR-57	C-9B	4				NAS WILLOW GROVE		
HSL-84	SH-2G	8	NAS SOUTH WEYMOUTH					
HC-85	UH-3H	6	TOTAL A/C ASSIGNED 13			TOTAL A/C ASSIGNED 41		
	SH-3H	2				SQUADRON T/M/S		QTY
TOTAL A/C ASSIGNED 13			TOTAL A/C ASSIGNED 13					
SQUADRON T/M/S		QTY	SQUADRON T/M/S		QTY			
NAS OCEANA			NAS WHIDBEY ISLAND			MCAS YUMA		
VP-92	P-3C	10	VP-52	DC-9	2			
VR-62	C-130T	2		C-9B	2			
STATION	UC-12B	1	VP-64	P-3C	9			
			VP-66	EP-3J	2			
VFC-12	FA-18A	11		P-3C	8			
	FA-18B	2	HSL-94	SH-2G	8			
TOTAL A/C ASSIGNED 12			STATION	UC-12B	2			
			MAG-49	RH-53D	8			
TOTAL A/C ASSIGNED 18			TOTAL A/C ASSIGNED 12					
SQUADRON T/M/S		QTY	SQUADRON T/M/S		QTY			
VP-65	P-3C	9	VR-61	DC-9	4	TOTAL A/C ASSIGNED 13		
HCS-5	HH-60H	9	VP-69	P-3C	8			
						SQUADRON T/M/S		QTY
						VMFT-401	F-5E	12
						VMFT-401	F-5F	1

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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
WASHINGTON, D.C. 20460

[cc: Brubaker]

*Alex - I have 15 copies for hearing ready to go.
This letter supports our analysis. Deirdre.*

JUN 20 1995

OFFICE OF
AIR AND RADIATION

Honorable Lauch Faircloth
United States Senate
Washington, DC 20510

Dear Senator Faircloth:

This is in response to your letter of June 8, 1995, concerning the applicability of the Clean Air Act's conformity requirements to the proposed Base Realignment and Closure Commission (BRAC) recommendation to redirect certain F/A-18 squadrons from the Marine Corps Air Station at Cherry Point, North Carolina, to the Naval Air Station at Oceana, Virginia.

The Environmental Protection Agency (EPA) has established the health and welfare-based national ambient air quality standards (NAAQS) and States have developed programs, known as State implementation plans (SIP's), to attain and maintain those NAAQS. To ensure that Federal actions will not interfere with the SIP's, section 176(c) of the Clean Air Act and the EPA implementing regulation requires Federal agencies to make conformity determinations. These determinations are necessary when the Federal action will result in significant increase in emissions of air pollutants which will impact areas not attaining the NAAQS.

It is my understanding that an earlier BRAC had recommended closing Cecil Field in Florida and relocating several squadrons to Cherry Point, North Carolina. Cherry Point is located in an attainment area in eastern North Carolina. The new Commission is recommending that the squadrons go to Oceana, Virginia. Oceana is part of the Norfolk-Virginia Beach-Newport News (Hampton Roads) marginal ozone non-attainment area.

In your letter, you requested EPA's interpretation of the general conformity requirements as applied to the BRAC recommendations. Specifically, you asked, "Is a conformity determination or conformity analysis required prior to a BRAC decision?" It is my understanding that a preliminary analysis by the Navy indicates that relocation of the squadrons will result in a significant increase in emissions of ozone precursors at the squadrons' new base. Thus, if the Navy relocates the squadrons to a base in a non-attainment area, such as Oceana, it must make a conformity determination. In order to demonstrate conformity, the Navy must prepare a year-by-year estimate of the total direct and indirect emissions and demonstrate that the transfer will not cause or contribute to any new violation of the NAAQS; increase

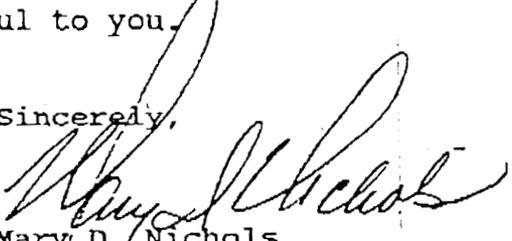


the frequency or severity of any existing violation of the NAAQS, or; delay Virginia's attainment of the NAAQS.

The BRAC Commission is only making a recommendation to the President and Congress and the recommendation is not in itself an action which will result in an increase in emissions, and thus, would not require a conformity determination. While environmental impact is one of the factors which the BRAC must consider in developing its recommendation, the requirement to prepare a conformity determination rests with the Navy. This needs to be done before the transfer is executed.

I appreciate this opportunity to be of service and trust that this information will be helpful to you.

Sincerely,



Mary D. Nichols
Assistant Administrator
for Air and Radiation

Document Separator

DEFENSE REALIGNMENT ADVISORS

THE HOMER BUILDING
SUITE 410 SOUTH
601 THIRTEENTH STREET, N.W.
WASHINGTON, D.C. 20005

(202) 879-9460

VIA FACSIMILE

MEMORANDUM FOR LTC JIM BRUBAKER
Defense Base Closure and Realignment Commission

FROM: J.R. Reskovic 

DATE: May 15, 1995

As discussed earlier this week, I believe it is imperative to conduct COBRA runs regarding CHERRY POINT, CECIL FIELD NAS AND OCEANA NAS in order to conduct a full and fair evaluation of the 1995 DoD redirect recommendation.

As requested, the COBRA analysis should be based on the following parameters:

-- The airplanes (and associated bits) are at NSA Cecil Field and they are going to go someplace else. After all, that's where they actually are (aren't they?).

-- This is a totally new idea (i.e., assume that the BRAC 93 decision never happened). Two independent scenarios should be looked at -- and they should be looked at from common data sets. These are 1) moving the whole lot to NAS Oceana or 2) moving the whole lot to MCAS Cherry Point. With the data sets supporting these two scenarios we can develop many scenarios.

-- For MILCON, the point of departure should be the MILCON figures for both bases that the DN developed to support its BRAC 93 recommendation (that we will assume was never made). For both bases, these figures should be adjusted to account for the current force structure (i.e., deactivations at both bases and fewer inbound airplanes and associated bits) and P-80 construction standards. This will compare apples with apples.

- Having the COBRA done in this manner provides us with a level playing field where the only MILCON avoidance is that avoided at NAS Cecil Field. Actual new MILCON requirements will be compared with actual new MILCON requirements, etc., etc. With accurate information, the result of the recommended analysis will indicate the best possible decision for the nation.

Due to the severe time constraints, I would request that these runs be made as soon as possible for proper comparative purposes. Should a site visit take place, this may aid in your preparation.

Thanks for your time and I look forward to hearing from you.

NS- *San Journal*
 ve *May 15, 20* see RESIGNS/A2

BRAC visit to base scheduled

By Michael Genovese
 Sun Journal Staff

A member of the 1995 Base Closure and Realignment Commission (BRAC) staff will make an unprecedented visit to Cherry Point Marine Corps Air Station June 1.

Marine Corps Lt. Col. Jim Brubaker, a Department of Defense navy analyst detailed to the commission, will conduct a new base capacity analysis on Cherry Point.

His job will be to see how Cherry Point might receive 160 F/A-18s from Cecil Field in Jacksonville, Fla. BRAC '93 ordered the aircraft be sent to Cherry Point, but Defense Secretary William Perry recommended in February that decision be voided and the planes go instead to Oceana Naval Air Station in Virginia Beach.

See BRAC/A2

OPTIONAL FORM 99 (7-90)

FAX TRANSMITTAL

To: *LT COL BRUBAKER* # of pages *2*

From: *LT COL WETTERAMP*

Dept/Agency: *BRAC*

Phone #

Fax #

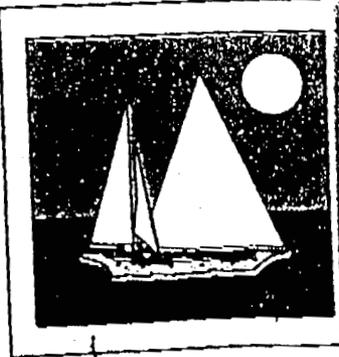
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NSN 7540-01-317-7288 5099-101

GENERAL SERVICES ADMINISTRATION



- C4
- B5
- A2
- s A4
- B1-3
- s B5



BRAC

"This is a major victory for North Carolina," Rachel Perry, press secretary for Gov. Jim Hunt, said this morning.

Perry said the the visit is highly unusual because the BRAC commission usually only visits military bases that have been selected for closure.

"The governor is hopeful that this unprecedented visit and the new capacity analysis will underscore the argument that he and the congressional delegation made a few weeks ago at the regional hearing in Baltimore," Perry said.

"This visit stemmed from recent letters that Hunt, U.S. Sens. Jesse Helms and Lauch Faircloth, both R-N.C., and U.S. Rep. Walter Jones Jr., R-N.C., sent to the commissioners inviting the board to visit Cherry Point.

Fair is fair, Al Bell of the New Bern-based law firm Ward & Smith said this morning.

Ward & Smith coordinated the state's presentation before BRAC May 4. "If you're going to look at them, look at us. They looked at Oceana and therefore they should be obligated to take a look at Cherry Point."

"I understood that it would be Brubaker," said Bell. "He was the BRAC staff member that visited Oceana. It will be particularly helpful that he's doing both of them."

The reason the commission should tour Cherry Point is because base capacity is a key factor that will determine which air station will get the Hornets, said Bell.

"Our presentation at Baltimore was partially based on our dissatisfaction with the numbers used in the 1995 Navy-Department of Defense recommendation," he added. "What

we want at this point is an accurate set of numbers regarding the base capacity of the two facilities."

"Members of your staff have already visited Oceana to analyze its capacity," Helms said in a Tuesday letter to BRAC Chairman Alan Dixon. "I suggest a visit to Cherry Point so that the two facilities can be fairly evaluated with firsthand knowledge."

Base capacity is the availability and condition of land, facilities and associated air space at both the existing and potential receiving locations, said John Earnhardt, assistant communications director for the BRAC '95 commission.

"That's criteria two under the BRAC's final selection criteria for military value," he said.

"We have all the data calls which were sent out by the Pentagon to all military bases, including Cherry Point and Oceana," said Earnhardt. The data calls are "a map of the base which shows its capabilities, an overview of its mission and facilities."

These data calls would help the BRAC commissioners make a determination which base has a better capacity.

"Anytime you can see something first-hand rather than on a piece of paper it helps," he said. "However, Cherry Point's not on our list for closure or realignment, but for redirection."

Document Separator

PERSONNEL

ON BOARD 1 JANUARY 1994

OCEANA

CHERRY POINT

8730

8713

• ON BOARD STRENGTH EQUAL

8 OPERATIONAL SQUADROUS + 1 FR5 of 48 A/C

* COULD THESE SQUADROUS BE ACCOMMODATED
ON WEST SIDE

HOUSING

MARRIED PERSONNEL

OCEANA

1225 Units

CHERRY POINT

2840 Units

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

HOUSING

UNMARRIED PERSONNEL (BEQ)

OCEANA

2640 Beds

CHERRY POINT

3750 Beds

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

HOUSING

VHA RATE

OCEANA

CHERRY POINT

Officer 222/month
Enlisted 138/month

18/month
30/month

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

PARKING APRON

OCEANA

2,603,037 SF

CHERRY POINT

5,447,500 SF

- **Cherry Point +2,844,463 SF**

HANGAR SPACE

OCEANA

871,285 SF
6 Type 1 Hangars
2 Type 2 Hangars

23 Modules

CHERRY POINT

789,426 SF
7 Type 1 Hangars
1 Type 2 Hangars

15 Modules

- **81,859 SF?**
- **8 modules difference?**

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

NAS Oceana certified data

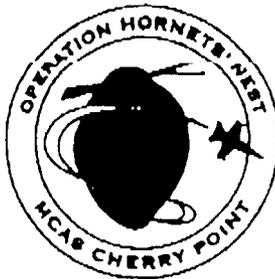
Fiscal Year	Oceana MRP (\$M)¹	Cherry Point MRP (\$M)
FY1985	6.3	*
FY1986	6.7	*
FY1987	7.9	*
FY1988	7.5	37.1
FY1989	10.6	23.9
FY1990	8.4	20.7
FY1991	9.1	20.8
FY1992	17.7	19.5
FY1993	12.7	23.6
FY1994	8.2	21.5
FY1995	8.4	21.5**
FY1996	8.5	21.5**
FY1997	8.5	21.5**

*** Figures not available**

**** Projected**

¹This includes direct and reimbursable funds.

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Allies in Defense of Cherry Point

P.O. Box 383

Havelock, NC 28532-0383

Phone: (919) 444-2230

Fax: (919) 444-3727 or (919) 447-0126

TO: LTCOL JIM BRUBAKER

FAX: 703-696-0550

FROM: DAVE JONES

PHONE: 703 696-0504

MESSAGE: JIM, PER OUR CONVERSATION

YESTERDAY, HERE IS THE RESPONSE REP WALTER JONES RECEIVED FROM DDN OLA FOR THE STATIONING PLAN AT OCEANA IN FY 2001. USING 3 MODULES FOR EACH FRS, OCEANA

If any part of this fax transmission is missing or not clearly received, please call:

NAME: MARLENE

PHONE: 919 444 2230

PAGE _____ OF _____

NEEDS 24 MODULES TO HOUSE THEM ALL. LET'S DISCUSS.

R
Dave Jones

CINCLANTFLT NAS Oceana FY01 "Stationing Plan"

Pre-BRAC 95:

- 5 F-14 squadrons + single-sited Fleet Replacement Squadron (FRS)
- 5 S-3 + 1 ES-3 squadrons (from NAS Cecil Field per BRAC 93)
- 1 F/A-18 adversary squadron

BRAC 95:

- 9 F-14 squadrons + single-sited FRS
- 8 F/A-18 squadrons + FRS
- 1 F/A-18 adversary squadron

CINCLANTFLT MCAS Cherry Point FY01 "Stationing Plan"

Pre-BRAC 95:

- 10 F/A-18 squadrons + FRS (from NAS Cecil Field per BRAC 93)

Document Separator



Allies in Defense of Cherry Point

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Havelock, NC 28532-0383

Phone: (919) 444-2230

Fax: (919) 444-3727 or (919) 447-0126

TO: JIM BRUBAKER
FAX: 703 696 0550
FROM: DAVE JONES
PHONE: 703 696-0504

MESSAGE: Jim - This is the section out of the return on investment part of the regional hearing book + recent articles on attack squadron shortfalls - Please call with questions Dave

If any part of this fax transmission is missing or not clearly received, please call:

NAME: _____
PHONE: 444-3135

PAGE 1 OF ~~15~~ 14

Return on Investment - COBRA Analysis

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

▪ Cherry Point Costs Overstated:

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





Return on Investment - COBRA Analysis

▪ Oceana Costs Understated:

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

[REDACTED]		
Personnel	8713	8730
Housing	2840 units	1225 units
BEQ	3750 beds	2640 beds





Return on Investment - COBRA Analysis

1993 1995 ?

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





Cherry Point - Overview

Infrastructure

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



All Costs in \$K

Base Name	Total MilCon	Land Purchase	Cost Avoid	Total Cost
NAS Cecil Field	0	0	-25,900	-25,900
MCAS Beaufort	10,550	0	0	10,550
MCAS Cherry Point	147,453	0	0	147,453
NAS Oceana	42,722	0	0	42,722
NAS Norfolk	3,200	0	0	3,200
Totals:	203,924	0	-25,900	178,024

BASE ONE-TIME COST REPORT (COBRA v4.04) - Page 2
 Data As Of 15:10 06/15/1993, Report Created 07:43 04/04/1995

Base: NAS Oceana, VA
 (All values in Dollars)

MilCon w/o Avoidances	222,534,877
+ Moving	0
+ Eliminated Military PCS	0
+ Administrative/Support	0
+ Mothball/Shutdown	0
+ Civilian RIF	0
+ Civilian Early Retirement	0
+ Civilian New Hires	0
+ Civilian PPS	0
+ Land Purchases	0
+ Environmental Mitigation	5,000,000
+ One-Time Unique Costs	550,000
+ HAP / RSE	0
+ Unemployment	0
+ Info Management Account	0

- Total One-Time Costs	228,084,877

Milcon Cost Avoidances	0
+ Procurement Cost Avoidances	0
+ Land Sales	0

- Total One-Time Savings	0

Total One-Time Costs	228,084,877
- Total One-Time Savings	0

- Total Net One-Time Costs	228,084,877

Department : NAVY
 Option Package : F18 RVs TO ATLANTA
 Scenario File : A:\F18ATL.CSR
 Std Para File : A:\MPCOM.SFF

All Costs in \$K

Base Name	Total MilCon	IMA Cost	Land Purch	Cost Avoid	Total Cost
MCAS BEAUFORT	0	0	0	0	0
MCAS CHERRY POINT	0	0	0	-332,342	-332,342
MCAS OCEANA	28,370	0	0	0	28,370
MCAS ATLANTA	0	0	0	0	0
Totals:	28,370	0	0	-332,342	-303,972

Department : NAVY
 Option Package : F18 SVS TO ATLANTA
 Scenario File : A:\P18ATL.CSR
 Std File File : A:\MPCOM.SPF

MilCon for Base: MCAS CHERRY POINT, NC

All Costs in \$K

Description:	MilCon Categ	Using Rehab	Rehab Cost*	New MilCon	New Cost*	Total Cost*
-----	-----	-----	-----	-----	-----	-----
Total Construction Cost:						0
+ Info Management Account:						0
+ Land Purchases:						0
- Construction Cost Avoid:						332,342
-----						-----
TOTAL:						-332,342

* All MilCon Costs Include Design, Site Preparation, Contingency Planning, and SION Costs where applicable.

Department : NAVY
 Option Package : F18 NAVS TO ATLANTA
 Scenario File : A:\F18ATL.CBR
 Std Fctrs File : A:\M35COM.SFF

MilCon for Base: NWS OCEANA, VA

All Costs in \$K

Description:	MilCon Catey	Using Rehab	Rehab Cost*	New MilCon	New Cost*	TOTAL Cost*
AIR MAINTENANCE	AIR0P	0	0	57,717	10,592	10,592
SIMULATOR	SCHLS	0	0	83,308	13,534	13,534
EMMTRA	SCHLS	0	0	24,131	4,245	4,245

Total Construction Cost:	24,370
+ Infr Management Account:	0
+ Land Purchases:	0
+ Construction Cost Avoid:	0
TOTAL:	24,370

* All MilCon Costs include Design, Site Preparation, Contingency Planning, and SOW Costs where applicable.

JET SHORTAGE STRIKES NAVY

By Robert Holzer

NORFOLK, Va. -- The Navy may slow the retirement of A-6 and F-14 aircraft or buy additional F/A-18 fighters to address looming shortfalls in the number of squadrons available to deploy with aircraft carriers later this decade, service officials said.

Aviation officials at Atlantic Fleet headquarters here and in Washington are struggling to come up with the proper mix of aircraft to address a shortfall of five squadrons of F/A-18 Hornet aircraft that will begin to affect naval operations as early as 1997, service officials said.

The issue will be resolved in the Navy's 1997 budget, said Adm. Mike Boorda, chief of naval operations. He said the issue now is under review and that various options are being assessed.

Whatever the solution, the Navy will fund it from its existing budget, Boorda said.

"I think we are going to do this within the resources and the dollars we have. We are not going to go out and say give us some more money to do this," Boorda said.

The extent of the shortfall was revealed over the last year when the impact of prior budget cuts became more clear, Navy officials said. Among the factors contributing to the problem:

---Decisions to reduce the funding required to support 22 aircraft squadrons on carriers.

---Reduced funding for F-14 upgrades.

---Accelerated retirements of A-6 aircraft, which were originally set to leave the fleet in 1999, but now planned to be retired by 1997.

"How serious it is is a tough question," Boorda said. "If we don't solve it, it would be real serious. If you have too few of something and you need more, but you don't get more, then you either have to do less or you [have to] work what you have harder. In this case we would have worked people too hard by deploying them too much."

If the shortfall is not addressed, then the Navy would be forced to deploy squadrons more frequently, violating the established operational tempo.

The Navy repeatedly exceeded these standards of six-month deployments followed by 18 months of shore duty during the late 1970s and thousands of highly skilled personnel left the service.

"If you start turning an air crew around with less than one year

[ashore], suddenly this investment you've made in all of these air crews just walks out the door and now you are in a death spiral," Roger Whiteway, director of tactical training and requirements for the Atlantic Fleet, said.

Moreover, the decision to integrate up to three Marine Corps F/A-18 squadrons to help mitigate the effects of the shortfall has fallen short of expectations. That's because the Marines are in the process of reducing their overall number of F/A-18 squadrons and must still meet separate overseas requirements, service officials said.

"We still have the squadron shortfall even with the integration of three Marine Corps F/A-18 squadrons," Vice Adm. Richard Allen, commander of naval aviation in the Atlantic Fleet, said. "We still have a shortfall out there in the future. We are five squadrons short as we speak."

Whatever option is selected to redress the shortfall, there remains a manpower issue, Allen explained. In getting the aircraft, the Navy also will have to pay the cost of maintaining pilots and maintenance personnel that may have been retired or shifted elsewhere in the Navy.

"You don't just turn a spigot on and immediately get a pilot to go man a squadron," Allen said.

Accelerating production of the improved E/F version of the Hornet to redress the shortfall is not a realistic option, Allen said, since production is already scheduled for 1997 and money is obligated for that.

More likely alternatives include keeping some A-6 and F-14 squadrons in the fleet longer than planned, buying more F/A-18 C/D aircraft or upgrading older F/A-18 A/B aircraft, Atlantic Fleet officials said.

"It could be considered as an option since there were 60 C/D aircraft taken out of the budget last year," Allen said.

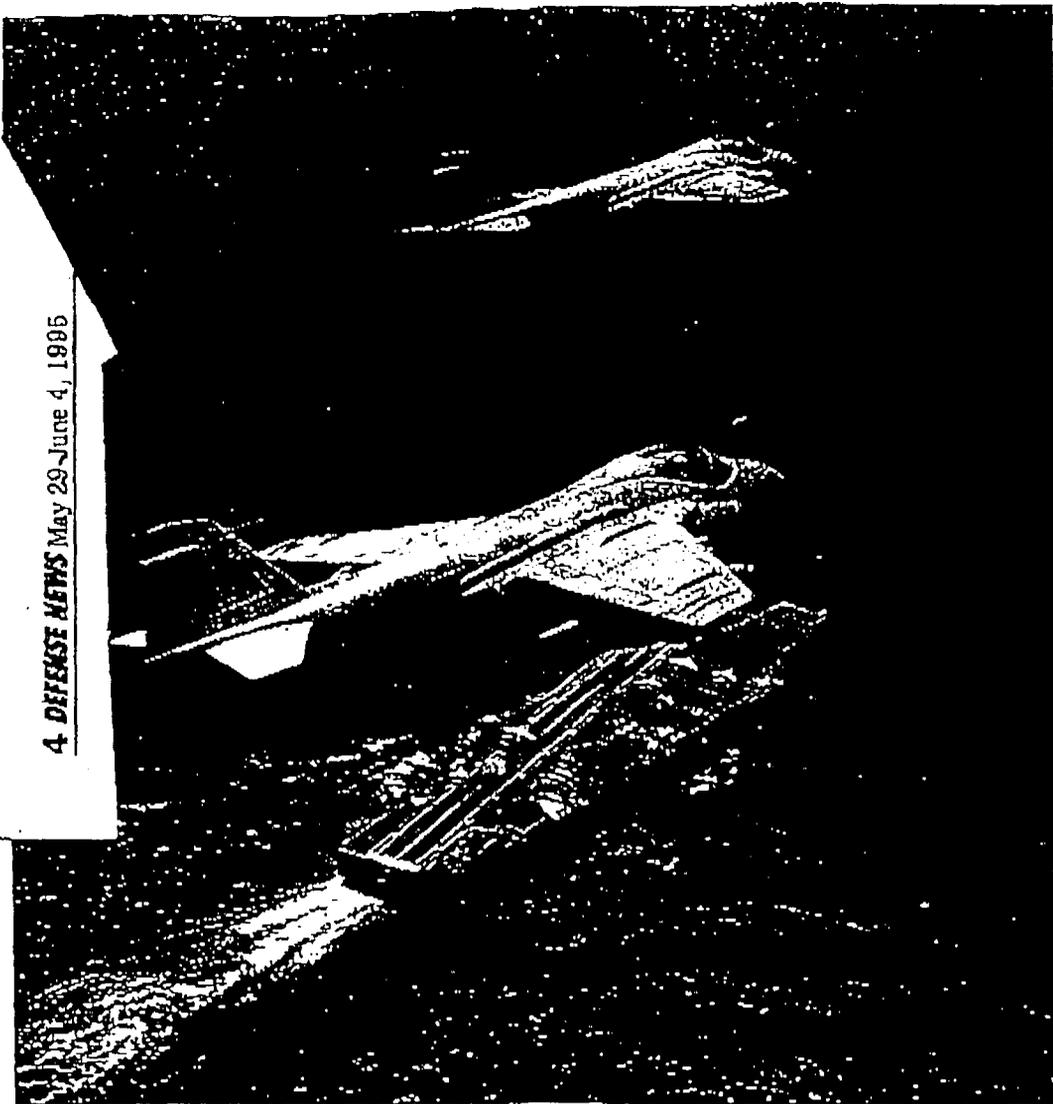
Atlantic Fleet officials also want to assess whether the retirement date for some A-6s might be moved back to the 1999 time frame, Whiteway said.

"There may be political reasons for not moving the A-6s back to [1999], but we want to at least ask the question of what would it cost to keep them an extra [year or so]," Whiteway said.

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Transmitted: 95-05-14 20:08:33 EDT

4. DEFENSE NEWS May 29-June 4, 1995



DEFENSE NEWS PHOTO

The U.S. Navy will replace two squadrons of A-6s (above) with F/A-18s starting

in 1997. The move is part of an effort to meet the service's stated need for 60 strike fighters per aircraft carrier.

Navy Plans F-18 Expansion To Counter Strike Shortfall

By ROBERT HOLZER
Defense News Staff Writer

WASHINGTON — Six squadrons of U.S. Navy A-6 and F-14 aircraft will be replaced with F/A-18 fighters over the next five years under a \$1 billion plan to address a looming shortfall in strike aircraft.

"There is a plan in development," Rear Adm. Bennett, director of naval aviation, said in an interview. "We know we have the resources to address the carrier decks in 1993 and 1994. How we address the balance between the Navy's requirements and the need for more aircraft is still being worked out."

squadrons would begin the transition to F/A-18s in 1997, and up to four F-14 squadrons could also be converted to fly F/A-18s during the same period, Navy officials said. It takes on average about two years to fully shift a squadron from one type of aircraft, like the A-6, to fly and maintain a completely new aircraft, Navy officials said.

Since those aircraft, pilots and maintenance personnel already were scheduled to be decommissioned by 1997, it is imperative that the Navy continue to fund those squadrons as they shift to the F/A-18 aircraft to avoid near term shortfalls and the greater expense of re-forming those needed squadrons from scratch, Bennett said.

two A-6

See **SHORTFALL**, Page 37

May 29-June 4, 1995 DEFENSE NEWS 37

U.S. Navy Plans To Re-Equip Six Squadrons With F/A-18

SHORTFALL, From Page 4

If the squadrons are disbanded, it will be more costly to reconstitute that capability at a later date, he said.

The cost could range anywhere from \$500 million to more than \$1 billion, depending on the needs of the overseas commanders, Navy aviation officials said. The ultimate number of squadrons to be converted also could be reduced if additional Marine

Corps F/A-18 squadrons are integrated into Navy carrier airwing operations.

In reducing its force structure over the last four years, the Navy cut too deeply into its carrier airwing force and now faces a near-term shortfall of about six F/A-18 squadrons. Not rectifying the shortfall would leave the Navy without enough attack aircraft to meet its stated requirement of maintaining 60 strike fighter aircraft on each carrier.

That mix will be composed of 36 F/A-18 Hornet aircraft and 14 F-14 Tomcats.

To meet that strike-fighter requirement the Navy will need 30 F/A-18 squadrons, Bonnik said, adding that the Marine inventory of 22 F/A-18 squadrons also has proved to be too limited to meet the Corps' needs as well as the Navy's shortfall.

"We overshot in terms of what we had funded in 1986 and be-

hind for a number of reasons," Bennett said, "not the least of which is that the requirement has not decreased at all. We still have tremendous demands on our carriers and the Marine Corps has tremendous demands on their F/A-18 squadrons."

Under a 1993 agreement between the Navy and the Marine Corps, the Marines agreed to upgrade up to three F/A-18 squadrons for use aboard Navy carriers, but the Marine F/A-18 force

also has witnessed no decrease in operational requirements, Corps officials said.

At the end of the Cold War, "There was the perception that requirements would logically go down. Now that has proven to not be the case," Bert Cooper, an aircraft analyst with the Congressional Research Service, said May 26. "You can make an argument that Third World threats are difficult to predict and are nebulous, so we may need more aircraft."

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WARD AND SMITH, P.A.

TELECOPIER COVER MEMORANDUM

DATE: June 13, 1995

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TO: Lt. Col. Jim Brubaker
ADDRESSEE FIRM: BRAC Commission
ADDRESSEE CITY AND STATE: Arlington, Virginia
ADDRESSEE PHONE: 703-696-0504
ADDRESSEE TELECOPIER PHONE: 703-696-0550
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FROM: J. Troy Smith, Jr.

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COMMENTS:



STATE OF NORTH CAROLINA
OFFICE OF THE GOVERNOR

JAMES B. HUNT JR.
GOVERNOR

MILITARY LIAISON

June 9, 1995

Lt. Col. Jim Brubaker
BRAC Commission
1700 N. Moore Street
Suite 1425
Arlington, Virginia 22209

Dear Jim:

I received today a copy of Beaufort County Commissioner Elsa Desrochers' letter on the subject of a proposed new outlying field for Cherry Point.

You probably know that after a thorough study of potential sites, the Navy had identified three that met the criteria. Of those sites, one is wholly located in Beaufort County, one site divided by the Beaufort and Pamlico County boundary and the third site is wholly in eastern Carteret County.

Commissioner Desrochers is accurate in reporting the opposition of the citizens who attended the August 16, 1994 scoping meeting. I was present for that meeting and consensus from those present was because they receive little of the direct economic benefit from Cherry Point that they did not want an outlying field in their county. She was apparently confused about the number of planes that the scoping was based on. I kept my handout and the Navy used 200 as the planning number.

I also attended the meeting held in Pamlico County on the site that partially falls within their boundary. At that meeting, there was both opposition and support about equally divided. Pamlico County does fall within the economic impact zone for Cherry Point.

116 W. JONES STREET
RALEIGH, NC 27603-8001

RALEIGH, 919 733-5201
FAX 919/733-2120

P.O. BOX 985
NEW BERN, NC 28563

NEW BERN 919/514-4795
FAX 919/514-4827

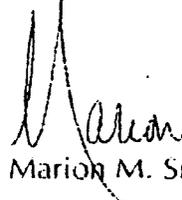
June 9, 1995

Lt. Col. Jim Brubaker
BRAC Commission
Page 2 of 2

The third site, in Carteret County, is a portion of Open Grounds Farm. Open Grounds is a 44,000 acre commercial farming operation. This site unquestionably has the most public support for two reasons. First, Cherry Point's second largest economic impact is on Carteret County. Second, the storm water run-off from this farm is believed by the folks in eastern Carteret County to be a major source of the problems causing the close of shell fishing waters and decline in fish catch. This area is predominated by commercial fishing families, who, along with local environmental groups, have publicly stated that an outlying field would be a better situation if it got that land out of agricultural use.

You and I both know that the potential for locating any additional sites for military airfields on the east coast is challenged by our population growth and environmental concerns. But I did want you to have the whole picture on what I learned as the Navy went through that process here in eastern North Carolina last year.

Sincerely,



Marion M. Smith

MMS:alf

C: Governor James B. Hunt
Senator Jesse A. Helms
Senator Lauch Faircloth
Representative Eva Clayton
Representative Walter B. Jones, Jr.

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BRAC 1995 - Staff Briefing

April 13, 1995

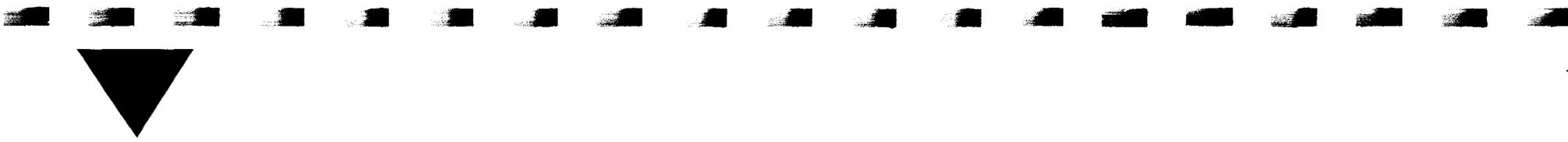




Agenda

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





Cherry Point - Overview

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



Cherry Point - Training Area and Airspace

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



Cherry Point - BRAC '93 Decision / Implementation

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



Cherry Point - BRAC '95 Recommendation (Redirect)

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



Cherry Point - What has changed?

- 1 ■ "The two rules built into the configuration model are that average military value of air stations left open must be at least equal to the average military value of all air stations considered and that the introduction of aircraft types not currently aboard a station is not allowed"
 - Designed to eliminate Cherry Point as an F/A-18 site
 - Designed to qualify Oceana for Active component F/A-18s by reliance on 1 RESERVE sqdn of F/A-18s
 - Seriously undermines the inter-service operations mandated by BRAC '93
 - S-3s moved from NAS Oceana to NAS Jacksonville



Manipulation of rules

Violation of rules

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

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

▶ **COBRA Analysis 1993:**

- Move F/A-18s and S-3s to Oceana - **\$228,084,877 million**
- "Movement of NAS Cecil Field F/A-18 aircraft and personnel to NAS Oceana defeats the increase in military value achieved by the integration of Navy Carrier based aviation with the Marine Corps carrier aviation at MCAS's Cherry Point and Beaufort."
- Move F/A-18s Cherry Point - \$201,031,110 million
- Move S-3s to Oceana - \$42,871,751 million



Military Value

Cherry Point - COBRA Analysis 1995

Inaccurate Figures!

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



Military Value

Cherry Point and Oceana - Personnel

Personnel	8713	8730
Housing	2840 units	1225 units
BEQ	3750 beds	2640 beds



Cherry Point - COBRA Analysis 1995 (cont'd)

- Family Housing *
 - Cherry Point 2,840 units
 - Includes \$42,800,000 for 447 family housing units in addition to the 2,840 units currently at Cherry Point ?
- Bachelor Enlisted Housing
 - Includes \$39,500,000 for BEQs at Cherry Point
 - Capacity is in place for additional personnel at Cherry Point
 - No BEQ growth is planned for Oceana ?

*

Family Housing Market Analysis (HMA) - May 1994 - Naval Facilities Command, Atlantic Division



Required!
Required!

Military Value

Cherry Point - Costs

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





Military Value

Cherry Point and Oceana - Excess Capacity

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



Economic Impact

Cherry Point and Oceana

- Economic Impact Validation - EID vs EIFS

MCAS Cherry Point	-7.4%	-8.142%	-7.370%	-7.636%	-6.503%
MCAS Beaufort	.5%		NET IN		
NAS Oceana	.5%		NET IN		
NAS Atlanta	0.0%		NET IN		



Cherry Point and Oceana

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

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

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

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



Executive Summary to BRAC Commission and Staff

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



Document Separator

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION ^{JIM}

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950320-5

FROM: HELMS, JESSE	TO: DIXON
TITLE: SENATOR, (NC)	TITLE: CHAIRMAN
ORGANIZATION: U.S. CONGRESS	ORGANIZATION: DBCRC
INSTALLATION (s) DISCUSSED:	

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

TYPE OF ACTION REQUIRED

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

Subject/Remarks:
FORWARDING QUESTIONS FOR MR. MARTIN LANCASTER TO BE ANSWERED BY THE SEC OF THE NAVY. (MARCH 6 HEARING)

Due Date: <u>950322</u>	Routing Date: <u>950320</u>	Date Originated: <u>950313</u>	Mail Date:
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United States Senate

WASHINGTON, DC 20510-3301

March 13, 1995

Please refer to this number
when responding 950320-5

The Honorable Alan J. Dixon
Chairman
Defense Base Closure and Realignment Commission
1700 North Moore Street
Arlington, Va. 22209

Dear Alan:

The enclosed letter is from Martin Lancaster (currently associated with North Carolina Governor Jim Hunt). Perhaps you have met Martin; he served in the House for a number of years concurrent with your years in the Senate.

Martin's March 8 letter includes questions which he desires to be submitted by you to the Navy relative to the Commission's public hearing which was held on March 6.

Although Martin's belated request arrived after the deadline, I will genuinely appreciate your assistance in obtaining from the Navy an official response to the enclosed questions.

Alan, I do not envy the task you have before you as Chairman of this Commission. If there is anything my staff or I can do to lend a hand, let me know.

We miss you in the Senate.

Sincerely,



JESSE HELMS:dn
cc: The Honorable James B. Hunt



STATE OF NORTH CAROLINA
OFFICE OF THE GOVERNOR
RALEIGH 27603-8001

JAMES B. HUNT JR.
GOVERNOR

March 8, 1995

The Honorable Jesse Helms
The United States Senate
403 Dirksen Senate Office Building
Washington, DC 20510

Dear Senator Helms:

At the BRACC hearing on Navy closures and realignments, Senator Alan Dixon indicated that he would submit questions for the record to the Navy for members of the Congress. Would you please consider asking him to put the following questions to the Navy:

"BRACC 1993 included an innovative joint basing of Navy and Marine Corps aviation assets at Cherry Point Marine Air Station. From the very beginning, the Navy resisted the basing of one of their wings on a Marine base commanded by a Marine general. Consequently, the Secretary of the Navy has recommended that the wing be redirected to Oceana Naval Air Station in Virginia Beach. Was the Navy's opposition to being based on Marine Air Station the reason for this change? If we cannot inter-service Marine and Navy aviation assets when they are of the same service, how can we ever expect to inter-service Navy and Air Force aviation assets?"

Thank you for your considering this request.

With kindest regard, I am

Sincerely,

A handwritten signature in black ink, appearing to read "Martin", written over the word "Sincerely,".

H. Martin Lancaster

HML:p hm

Document Separator

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

JIM

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950317-3

FROM: HELMS, JESSE	TO: DIXON
TITLE: SENATOR (NC)	TITLE: CHAIRMAN
ORGANIZATION: U.S. CONGRESS	ORGANIZATION: DBCRC
INSTALLATION (S) DISCUSSED: CHERRY POINT & NAS OCEANA	

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

TYPE OF ACTION REQUIRED

Ⓢ Prepare Reply for Chairman's Signature	Prepare Reply for Commissioner's Signature
Prepare Reply for Staff Director's Signature	Prepare Direct Response
ACTION: Offer Comments and/or Suggestions	✓ FYI

Subject/Remarks:

REQUESTING THAT THE REGIONAL HEARING FOR MCAS CHERRY POINT BE MOVED TO MAY 4TH SO IT MAY BE CONSIDERED WITH NAS OCEANA.

Due Date: 950321	Routing Date: 950317	Date Originated: 950316	Mail Date:
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Congress of the United States
Washington, DC 20515

Please refer to this number
when responding 950317-3

March 16, 1995

The Honorable Alan Dixon
Chairman, BRAC Commission
1700 West Moore Street
Suite 1425, Arlington, Va. 22209

Dear Chairman Dixon:

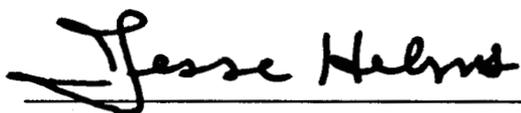
We are anticipating your regional hearings with great interest. The entire North Carolina delegation hopes that your sound judgement will afford representatives of our state an opportunity to receive the best hearing possible for the issues which concern the citizens of North Carolina, particularly eastern North Carolina.

The Pentagon's BRAC recommendations departed from the 1993 BRAC Commission conclusions by diverting Cecil Field F/A-18 squadrons from MCAS Cherry Point to NAS Oceana. Though we see a clear linkage between these two facilities on this issue, the hearing sites for the two are oddly arranged at two different locations and times. Oceana is scheduled to use the Baltimore, Md. hearing on May 4, but Cherry Point is scheduled to use the Birmingham, Alabama site on April 4 -- apparently based on the premise that Cherry Point has greater relevance with Cecil Field.

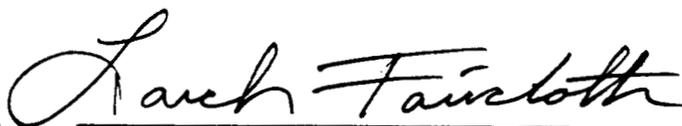
Mr. Chairman, those of us who represent the people of North Carolina in the Congress agree that it makes more sense to have the Cherry Point and the Oceana cases presented at the same regional hearing on May 4th.

Therefore, we respectfully request that the commission consider changing the hearing venue for Cherry Point from Birmingham, Alabama to Baltimore, Maryland on May 4, 1995. We strongly believe that this would give us the best chance for a fair hearing on a matter of utmost concern to our citizens.

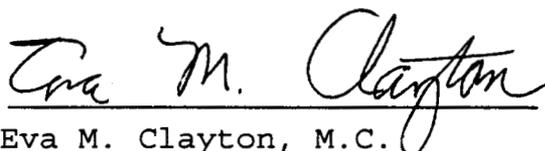
Sincerely,



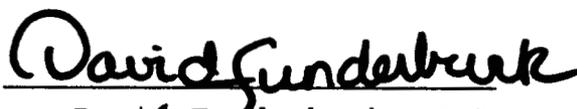
Jesse Helms, U.S. Senate



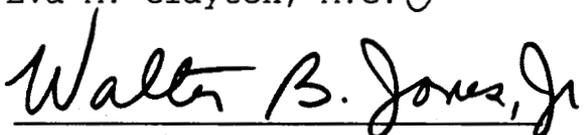
Lauch Faircloth, U.S. Senate



Eva M. Clayton, M.C.



David Enderburk, M.C.



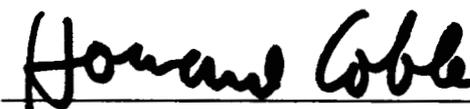
Walter B. Jones, Jr., M.C.



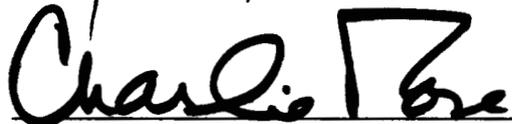
Sue Myrick, M.C.



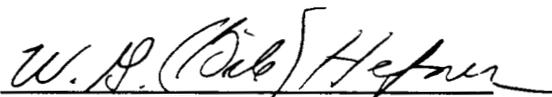
Richard Burr, M.C.



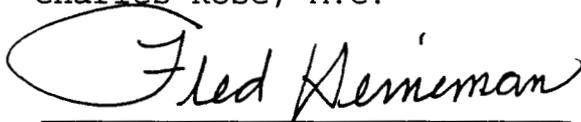
Howard Coble, M.C.



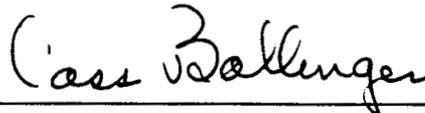
Charles Rose, M.C.



W.B. (Bill) Hefner, M.C.



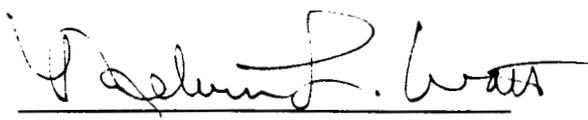
Fred Heineman, M.C.



Cass Ballenger, M.C.



Charles Taylor, M.C.



Mel Watt, M.C.

Document Separator

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION JIM

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950331-6

FROM: CLAYTON, EUAM.	TO: DIXON
TITLE: REP. (NC)	TITLE: CHAIRMAN
ORGANIZATION: U.S. U.S. CONGRESS	ORGANIZATION: DBCRC
INSTALLATION (S) DISCUSSED: CHERRY POINT MARINE AIR STATION	

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

TYPE OF ACTION REQUIRED

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

Subject/Remarks:

REQUESTING WRITTEN SUMMARY OF REASON NAVY WING FROM CECIL FIELD HAS BEEN RE-DIRECTED TO NAS DEENA.

Due Date: 950404	Routing Date: 950331	Date Originated: 950329	Mail Date:
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EVA M. CLAYTON
1ST DISTRICT, NORTH CAROLINA

COMMITTEES:
AGRICULTURE

SUBCOMMITTEES:
SPECIALTY CROPS AND NATURAL RESOURCES
ENVIRONMENT, CREDIT AND RURAL
DEVELOPMENT
DEPARTMENT OPERATIONS AND
NUTRITION
SMALL BUSINESS

SUBCOMMITTEES:
PROCUREMENT, TAXATION AND
TOURISM
RURAL ENTERPRISES, EXPORTS AND
THE ENVIRONMENT

Congress of the United States
House of Representatives
Washington, DC 20515-3301

March 29, 1995

WASHINGTON OFFICE:
222 CANNON BUILDING
WASHINGTON, DC 20515
(202) 225-3101

DISTRICT OFFICES:
134 N. MAIN STREET
WARRENTON, NC 27589
(919) 257-4800

400 WEST 5TH STREET
GREENVILLE, NC 27834
(919) 758-8800
1-800-274-8672

The Honorable Alan Dixon
Chairman
BRAC Commission
1700 West Moore Street
Suite 1425
Arlington, Virginia 22209

Please refer to this number
when responding 950331-6

Dear Chairman Dixon:

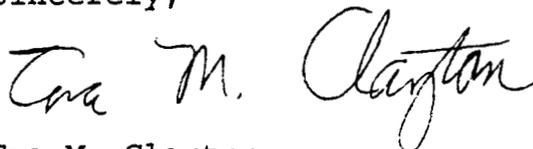
Thank you for your reconsideration to have Cherry Point and the Oceana hearing on the same date, May 4, in Baltimore, Maryland.

However, I am greatly troubled that the 1993 BRAC recommendation to relocate the Navy Wing from Cecil Field, Florida to Cherry Point Marine Air Station in Havelock, North Carolina has been recommended for transfer to Naval Air Station, Oceana, Virginia.

I know that the commission is faced with making hard decisions that affect thousands of dollars of revenue, as well as, thousands of servicemembers and their families. However, it concerns me that Cherry Point was once considered a desirable location for the relocation and now, seemingly, has been deemed an unsatisfactory location. It should be noted that, the Marine Corps has already taken steps to implement your previous decision.

Therefore, I respectfully request that the Commission provide a written summary, supporting the rationale for such a change. I believe the commission made the right choice initially in selecting Cherry Point as the destination for the relocation of the F/A18 jets.

Sincerely,



Eva M. Clayton
Member of Congress

Document Separator

JIM

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) #

950417-12

FROM: SMITH, MARION	TO: YELIN, ALEX
TITLE: MILITARY LIAISON	TITLE: NAVY TEAM LEADER
ORGANIZATION: STATE OF NORTH CAROLINA	ORGANIZATION: DBCRC
INSTALLATION (S) DISCUSSED: MARINE CORPS AIR STATION W. HERRY POINT	

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

TYPE OF ACTION REQUIRED

Prepare Reply for Chairman's Signature	Prepare Reply for Commissioner's Signature
Prepare Reply for Staff Director's Signature	Prepare Direct Response
ACTION: Offer Comments and/or Suggestions	FYI

Object/Remarks:

THANK YOU FOR VISITING BASE,

Date:

Routing Date: 950417

Date Originated: 950413

Mail Date:



STATE OF NORTH CAROLINA
OFFICE OF THE GOVERNOR

JAMES B. HUNT JR.
GOVERNOR

MILITARY LIAISON

April 13, 1995

950417-12

Mr. S. Alexander Yellin
Defense Base Closure and Realignment Commission
1700 North Moore St., Suite 1425
Arlington, Virginia 22209

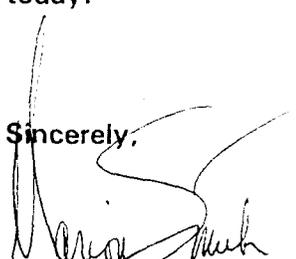
Dear Mr. Yellin:

On behalf of Governor Hunt and our delegation, I want to convey our thanks for the time and interest you and LtCol. Brubaker gave our presentation.

We all appreciate the multitude of complex issues that you must deal with for every installation affected in this round of the closure and realignment process and your attitude gives us a fair opportunity to make, again, the case for Marine Corps Air Station Cherry Point. That is all we can ask.

Over the coming weeks, we will endeavor to make additional submissions as clear and concise as possible, and hope only for the same fair hearing as you gave us today.

Sincerely,



Marion Smith

MS/lm

Document Separator

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950425-10

FROM: FAIRLOUTH, LAUCH	TO: DIXON
TITLE: SENATOR, (NC)	TITLE: CHAIRMAN
ORGANIZATION: U.S. CONGRESS	ORGANIZATION: DBCRC
INSTALLATION (S) DISCUSSED: NAS CHERRY POINT	

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

TYPE OF ACTION REQUIRED

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

Subject/Remarks:

REQUESTING THAT 1993 DBCRC DECISION TO MOVE F-18 SQUADRONS FROM CECIL FIELD TO NAS CHERRY POINT BE UPHOLD; ALSO, REQUESTING NAACP PROVIDE THE LEAST COST BED DOWN OPTION AT CHERRY POINT.

Due Date: 950427	Routing Date: 950425	Date Originated: 950421	Mail Date:
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United States Senate

WASHINGTON, DC 20510-3305

April 21, 1995

950425-10

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

Dear Chairman Dixon:

As you know, your staff was recently briefed regarding our desire to change the relocation of F-18 squadrons from Cecil Field NAS to Oceana NAS to the original 1993 BRAC mandated move to Cherry Point NAS, N.C. One of the major issues according to the Department of the Navy, was the Military construction cost avoidance associated with the move to Oceana. Our briefing provided a compelling argument why these figures do not reflect true costs. In considering the F-18 basing options at MCAS Cherry point and NAS Oceana there appear to be two completely different calculations made. At Cherry Point, all military construction (Milcon) was planned to strict P-80 standards and little effort was made to look at the lowest cost option. In the case of Oceana the opposite approach was taken. Squadrons are being matched to existing facilities with little regard to P-80 standards.

Why is Cherry Point not being evaluated in the same manner? In the past, the Marine Corps Housed two squadrons in hangers 1700 and 1701. Because they do not quite meet P-80 standards, the Navy plans only to place one F-18 squadron in each facility. By making this one exception to P-80 standards and continuing with current plans, 7 F-18 squadrons can bed down in the existing west area.

The two remaining Squadrons, a Fleet Replacement Squadron (FRS) and a tactical Squadron along with the AIMD can be accommodated through Milcon in the West area with significant cost savings. By placing all the F-18 squadrons and their associated support in the existing industrial plant and by not moving to an undeveloped area, much of the cost associated with utilities, parking aprons and taxiways can be avoided.

April 21, 1995
Page Two

Because of these issues, I believe an "apples to apples" comparison is in order and I request that the same basing principles that were applied to NAS Oceana be applied to MCAS Cherry Point. I would also request the Department of the Navy provide the least cost bed down option at Cherry Point.

I look forward to your response and an opportunity to talk with you about this issue. Your response before the Baltimore Regional Hearing would be greatly appreciated.

Sincerely,

A handwritten signature in cursive script, reading "Lauch Faircloth". The signature is written in black ink and is positioned above the printed name and title.

Lauch Faircloth
United States Senator

LF/slh

Document Separator

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) #

950504-16 JIM

FROM: NICHOLS, JOHN M.	TO: DIXON
TITLE: STATE RER	TITLE: CHAIRMAN
ORGANIZATION: NC GEN. ASSEMBLY	ORGANIZATION: OBCRC
INSTALLATION (s) DISCUSSED: MCAS CHERRY POINT	

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

TYPE OF ACTION REQUIRED

✓	Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
	Prepare Reply for Staff Director's Signature		Prepare Direct Response
X	ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:

DISCUSSING HOUSE BILL 547.

Due Date: 950508	Routing Date: 950504	Date Originated: 950428	Mail Date:
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Please refer to this number
when responding 950504-16

North Carolina General Assembly

House of Representatives
State Legislative Building
Raleigh, NC 27601-1096

April 28, 1995

REPRESENTATIVE JOHN M. NICHOLS
3rd District - Craven, Pamlico Counties

P.O. Box 15268
New Bern, North Carolina 28561

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

Re: Planning Capacity Around Cherry Point MCAS, N.C.

Dear Mr. Dixon

A copy of a letter from Bill Broom of the Conservation Council of N.C. dated April 13, 1995 has just reached my desk. I've seen and heard desperate people say and do foolish things, but Mr. Broom's letter is a total falsehood. House Bill 597 is a piece of legislation opposed by environmentalist who believe that taking control of someone's property without providing restitution is perfectly all right - so long as it is not THEIR property. The "takings" by government is disallowed by the Fifth Amendment to our Constitution. For the first 135 years, our Country followed our Constitution and forbade such "takings". For the last 70 years, however, we have reversed course and allowed special interests to "take" property through regulations.

House Bill 597, when passed, will facilitate, not impede development of private property, thereby allowing expansion of our economic base in order to facilitate the anticipated arrival of the F/A-18's at Cherry Point. This legislation is very similar to a bill passed by the U.S. House of Representatives which prohibits the Federal Government from such "takings" without compensation to land owners. The nay-sayers are out in force against that bill, and they have become desperate.

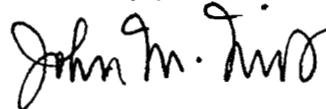
Mr. Broom is a desperate man who is grabbing at straws in an attempt to continue the environmental "taking" of any property these people wish to steal from private land owners. Additionally, Mr. Broom has not seen the current version of H.B. 597, and therefore has NO idea of its contents. As I said, environmentalist have been slowed ever so slightly by the election of a new Republican majority in Washington and in the N.C. House. He would rather see Navy jets diverted to another area which, by the way, has more than its share of environmental problems, (i.e. water shortage, air quality problems, limited sewer, wetlands problems more severe than in Eastern N.C., and over crowding) than yield to environmentally concerned citizens who believe in private property rights.



(2)

If you desire to discuss this matter and learn the truth, rather than hear the ravings of someone so hell-bent on winning than telling the truth, I will be happy to discuss the matter with you further. I am disappointed in Mr. Broom, as I used to believe that he was an honest adversary. Now, as least, I know the truth.

Very truly yours,

A handwritten signature in black ink, appearing to read "John M. Nichols". The signature is written in a cursive style with a prominent initial "J" and a large "N".

John M. Nichols

cc: The Honorable Jim Hunt
The Honorable Walter Jones, Jr.

Document Separator

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

JIM

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950522-16

FROM: HUNT, JAMES B.	TO: Dixon
TITLE: GOVERNOR	TITLE: CHAIRMAN
ORGANIZATION: STATE OF NORTH CAROLINA	ORGANIZATION: DBCRC
INSTALLATION (S) DISCUSSED: CHERRY POINT	

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

TYPE OF ACTION REQUIRED

✓	Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
	Prepare Reply for Staff Director's Signature		Prepare Direct Response
X	ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:

DISCUSSING CONCERNS THEY HAVE WITH DECISION TO LOCATE F-18 FROM CECIL FIELD TO OCEANA. ALSO, FORWARDING LETTER FROM MR TERRY SANFORD.

Due Date: 950524	Routing Date: 950522	Date Originated: 950517	Mail Date:
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STATE OF NORTH CAROLINA
OFFICE OF THE GOVERNOR
RALEIGH 27603-8001

JAMES B. HUNT JR.
GOVERNOR

May 17, 1995

Please refer to this number
when responding 950522-16

The Honorable Alan J. Dixon
Chairman, BRAC Commission
1700 West Moore Street, Suite 1525
Arlington, VA 22209

Dear Alan:

Thank you for agreeing to meet with Senator Sanford to discuss the DOD proposed redirection of the F-18 aircraft to Oceana from Cherry Point. We were sorry that you were unable to attend the hearing in Baltimore and I hope that my schedule allows me to meet with you. I appreciate your willingness to review this letter prior to the meeting with Senator Sanford that I hope also to attend.

We have four basic concerns:

Our threshold concern is whether the current Navy recommendation, coming just a year after the '93 Commission findings and decision, is based on the BRAC criteria or on an unrelated Navy/DOD agenda. Our State Delegation has not attempted any such tactics, and we will vigorously oppose any who do. We know that you fully agree with us on this matter.

Our second concern is the actual comparison (and the disparity reflected thereby) between the military value determinations and cost avoidance figures of the 1993 Commission decision and the 1995 Navy/DOD recommendation to your Commission. Our briefing book addresses this in detail. The 1995 disparity in cost avoidance is best summarized by revisiting the question we presented to the Commission in Baltimore: How does a \$385,000,000 "flip flop" in costs occur between the 1993 decision and the 1995 recommendation?

This question about the numbers presented by DOD in 1995 is responsible for our request that the COBRA data be rerun by your staff and that your Commission and its staff conduct a thorough capacity analysis of Cherry Point, including a visit to the facility. As you know, your staff recently visited Oceana for that specific purpose, and we believe that the information we presented in Baltimore makes a visit to Cherry Point a necessary and critical element of the current capacity analysis.

The Honorable Alan Dixon
May 16, 1995
Page 2

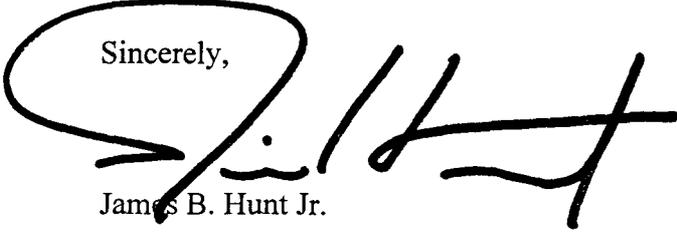
Third, there is the issue of basic fairness. Virtually all of the air-to-ground training for Navy and Marine aircraft based in Virginia and North Carolina is conducted in and over North Carolina, and a large portion of our coastal area is committed to military training routes and restricted air space. Our citizens receive the noise and the related negative environmental effects of aircraft based at Oceana and Cherry Point and it seems only fair that our affected communities should receive the economic benefit of having the F-18's based at Cherry Point. This question of fairness was recognized by President Kennedy in his commitments on this issue to then Governor Sanford in the early 1960's and Governor Sanford's efforts to secure the bombing rights were based on his sense of fairness to the military stationed in North Carolina.

Fourth, there is the credibility and the integrity of the entire BRAC process. The 1993 Commission specifically considered Oceana as the site for the F-18's, and on detailed reasoning and findings, rejected it in favor of Cherry Point. Following the 1993 Commission decision, the local communities started construction of schools, medical facilities and utilities. The private sector in the area has invested in new housing and service industries in preparation for the relocation of the airplanes. The current DOD recommendation, formulated by the Navy on unsupported grounds and highly questionable numbers just one year after the 1993 Commission decision, challenges the credibility and integrity of the BRAC process.

Thank you again for your willingness to consider our concerns.

My warmest personal regards.

Sincerely,



James B. Hunt Jr.

JBH/ARB:bjm

cc: The Honorable Terry Sanford
Sam Poole
Troy Smith
Al Bell

McNAIR & SANFORD
A PARTNERSHIP OF PROFESSIONAL ASSOCIATIONS

234 FAYETTEVILLE STREET MALL
SUITE 100
RALEIGH, NORTH CAROLINA 27601

MAILING ADDRESS:
POST OFFICE BOX 2447
RALEIGH, NORTH CAROLINA 27602
TELEPHONE 919/755-1800
FACSIMILE 919/990-2280

CHARLESTON OFFICE
140 EAST BAY STREET
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FACSIMILE 803/722-3227

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NATIONSBANK TOWER
1301 GERMAIS STREET
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COLUMBIA, SC 29211
TELEPHONE 803/799-9800
FACSIMILE 803/799-9804

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121 SCREVEN STREET
POST OFFICE DRAWER 418
GEORGETOWN, SC 29442
TELEPHONE 803/546-6102
FACSIMILE 803/546-0096

GREENVILLE OFFICE
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7 NORTH LAURENS STREET
GREENVILLE, SC 29601
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FACSIMILE 803/271-4015

SPARTANBURG OFFICE
SPARTAN CENTRE/SUITE 306
101 WEST ST. JOHN STREET
POST OFFICE BOX 5137
SPARTANBURG, SC 29304
TELEPHONE 803/542-1300
FACSIMILE 803/542-0705

WASHINGTON OFFICE
MADISON OFFICE BUILDING
SUITE 400
1155 FIFTEENTH STREET, NORTHWEST
WASHINGTON, DC 20005
TELEPHONE 202/659-3900
FACSIMILE 202/659-5763

May 16, 1995

Mr. Alan J. Dixon
Chairman, BRAC Commission
1700 West Moore Street, Suite 1525
Arlington, VA 22209

Dear Al:

I attach my greetings to Governor Hunt's letter to you about the retention of the Navy and Marine aircraft now established in North Carolina.

I would like very much to see you and discuss this with you when you are in Washington, and we will coordinate with your office in trying to find a time suitable to you.

With best wishes always,

Sincerely,

McNAIR & SANFORD


Terry Sanford

TS:dla

RAL:13828

Document Separator

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

JIM

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950523-1

FROM: NICHOLS, JOHN M.	TO: DIXON
TITLE: STATE REP.	TITLE: CHAIRMAN
ORGANIZATION: N. CAROLINA GENERAL ASSEMBLY	ORGANIZATION: DBCRC
INSTALLATION (S) DISCUSSED: CHERRY POINT	

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

TYPE OF ACTION REQUIRED

✓	Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
	Prepare Reply for Staff Director's Signature		Prepare Direct Response
X	ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:

REQUESTING DBCRC UPHOLD 1993 DECISION TO MOVE F-18'S FROM CECIL FIELD TO CHERRY POINT.

Due Date: 950525	Routing Date: 950523	Date Originated: 950517	Mail Date:
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North Carolina General Assembly
House of Representatives
State Legislative Building
Raleigh 27601-1096

House Bill 1000
950523-1

REPRESENTATIVE JOHN M. NICHOLS
3RD DISTRICT - CRAVEN, PAMLICO

OFFICE ADDRESS: ROOM 632
LEGISLATIVE OFFICE BUILDING
RALEIGH, NC 27601-1096
(919) 733-5787
FAX (919) 755-1894

May 17, 1995

HOME ADDRESS: 4518 CARTERET DRIVE
NEW BERN, NC 28561
(919) 633-5154

COMMITTEES:

HEALTH & ENVIRONMENT, CHAIRMAN
AGRICULTURE
APPROPRIATIONS/
NATURAL & ECONOMIC RESOURCES
FINANCIAL INSTITUTIONS
TRANSPORTATION/
HIGHWAYS

Mr. Alan J. Dixon
1700 North Moore Street
Suite 1425
Arlington, VA 22209

Dear Mr. Dixon:

I am sorry you were unable to attend the BRAC in Baltimore last Thursday. I indicated in my comments that I am troubled by what appears to be an attempt by the Navy and DOD to avoid compliance with both the letter and spirit of the BRAC law and process.

It is clear from reading the 1993 BRAC Commission decision that siting the F-18 aircraft at Cherry Point was based on realistic costs and military value assessments that directly compared Oceana and Cherry Point. After having attended the Commission hearing in Baltimore last Thursday, it could not be clearer to me that neither the Virginia politicians nor the Navy ever intended to honor the decision of 1993 BRAC Commission.

I understand money, and I understand politics. A lot of money has been spent to see that the 1993 BRAC decision siting the F-18 aircraft at Cherry Point doesn't happen. It doesn't matter that the BRAC decision in 1993 was well founded nor that 25 million Dollars has been spent by the government since that decision in preparation for the arrival of the planes at Cherry Point. Political interests --- civilian and Navy --- are trying to end-run the 1995 BRAC Commission and the law. Unless you and the other members of the Commission stop it here, an injustice to the people of North Carolina and damage to the long-term best interests of our military forces will be perpetrated.

If this letter sounds angry, it is because I am angry. The integrity of the BRAC process is in danger of being breached by self-interest without regard to the spirit of the law nor consideration for the process as it was intended.



I trust that you and the other members of the Commission, after an objective review, will serve appropriate notice that politics has no place in the BRAC process and that you will uphold the 1993 BRAC determination to site the F-18 aircraft at Cherry Point Marine Corps Air Station.

Thank you for your consideration of my comments.

Sincerely,

A handwritten signature in cursive script that reads "John Nichols". The signature is written in dark ink and is positioned above the printed name.

John M. Nichols

JMN/bj

Document Separator

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

JMM

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950522-13

FROM: FAIRCLOTH, LAUCH	TO: DIXON
TITLE: SENATOR (MC)	TITLE: CHAIRMAN
ORGANIZATION: U.S. CONGRESS	ORGANIZATION: DBCRC
INSTALLATION (S) DISCUSSED: CHERRY POINT NAS	

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

TYPE OF ACTION REQUIRED

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

Subject/Remarks:

EXPRESSING CONCERN OVER DECISION TO RELOCATE F18 FROM CECIL FIELD TO OCEANA INSTEAD OF CHERRYPOINT. ALSO, REQUESTING DBCRC VISIT BASE.

Due Date: 950524	Routing Date: 950522	Date Originated: 950518	Mail Date:
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United States Senate

WASHINGTON, DC 20510-3305

May 18, 1995

950522-13

The Honorable Alan J. Dixon
The Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, Virginia, 22209

Dear Alan:

Jesse and I were disappointed that we did not get to visit with you at the BRAC hearings in Baltimore last week. I know that your schedule does not allow you to attend each session, but I am particularly anxious for you to become aware of the concerns that all of us in the North Carolina Delegation have regarding the Cherry Point-Oceana issue. Although all communities faced with closure, realignment, or redirection will present cases which they believe to be meritorious, our concerns primarily focus on the merits of fairness.

The 1993 BRAC deliberations specifically included the consideration of whether the F-18 aircraft at Cecil Field will be redirected to Cherry Point or Oceana. On the basis of an objective evaluation of military value and economic issues, Cherry Point was selected as the site for the majority of these airplanes.

Although many factors were considered, the cost associated with directing these airplanes to each of the bases in question was considered in great detail. The DOD recommendation to your Commission presented a staggering change in the comparative cost figures amounting to approximately \$385,000,000. Since the publication of the 1995 recommendation, and the revised cost figures associated with the recommendation, we have struggled without success to find a logical basis which would account for the disparity in the 1993 and 1995 numbers. A great deal of money has been spent in the local community in anticipation of receiving the airplanes and the related personnel, and these communities are entitled to understand what happened, if anything, between 1993 and 1995. Unfortunately, I have not been able to help them understand, because I do not understand. If there is a Navy or DOD agenda other than one based on the BRAC criteria, I think it needs to see the light of day.

The 1995 process has not yet included a visit to our base at Cherry Point. I understand that capacity considerations must be a factor in your evaluation of each base, and I am aware that a staff team was sent to Oceana for the purpose of assessing capacity. Again, returning to the concept of simple fairness, I believe Cherry Point is entitled to a similar visit, and I believe it would be of benefit to your Commission as well. As was made clear in our presentation, it does not appear that the same standards were applied to Cherry Point and Oceana when they were evaluated for the purpose of the 1995 recommendation. If your staff visits Oceana and does not visit Cherry Point, it will appear to be a situation involving different rules for each of the bases.

Jesse and I have discussed this issue, and as we do on most occasions, we have fallen back on plain common sense. The 1993 decision made sense, but we cannot conclude that the same is true of the 1995 recommendation.

I know you share our wish for a process which is fair, objective, and lends itself to some level of certainty. Fairness and objectivity will produce a decision that has an acceptable level of certainty, because it will be supportable. Anything else will fall short of the goal I know that you have set for this year's commission activity.

Thank you for considering my concerns. I look forward to talking with you further about the possibility of a visit by members of your staff to Cherry Point.

Warmest Personal Regards,

A handwritten signature in cursive script that reads "Lauch Faircloth". The signature is written in black ink and is positioned above the printed name and title.

Lauch Faircloth
United States Senator

LF:msc

Document Separator

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

JIM

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950523-17

FROM: HELMS, JESSE	TO: DIXON
TITLE: SENATOR (NC)	TITLE: CHAIRMAN
ORGANIZATION: U.S. CONGRESS	ORGANIZATION: DBCRC
INSTALLATION (S) DISCUSSED:	

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

TYPE OF ACTION REQUIRED

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

Subject/Remarks:

REQUESTING DBCRC UPHOLD 1993 DECISION TO MOVE F-18'S FROM CECIL FIELD TO CHERRY POINT.

Due Date: 950525	Routing Date: 950523	Date Originated: 950523	Mail Date:
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United States Senate

WASHINGTON, DC 20510-3301

May 23, 1995

Please refer to this number
when responding 950523-17

The Honorable Alan Dixon
BRAC Chairman
1700 North Moore Street
Suite 1425
Arlington, VA 22209

Dear Alan:

While I regretted not seeing you at the May 4 BRAC regional hearing in Baltimore, all of us appreciated the cordial reception given us by Acting Chairman Cox, et al. The commission's accommodating our North Carolina delegation by permitting us to appear in Baltimore instead of Birmingham was very helpful.

In my statement, I stressed my opinion that the 1993 BRAC determination to relocate the F/A-18s at Cecil Field in Florida to Cherry Point was the correct decision. That decision was based on military assessments and obvious economic aspects that have not changed since 1993.

The Defense Department's recommendation that the BRAC 1993 decision be discarded and instead, that the F/A-18s be relocated to Oceana, Virginia, appears to me to be a classic case of the tail wagging the dog -- where the Navy and DOD reached a conclusion (namely that Oceana, a Naval base, should receive the planes), and then set out to develop criteria to justify it.

I am confident that the independent review by your commission will conclude that Oceana's selection was based on political factors of interservice rivalry and a desperate effort to justify Oceana's continued existence, rather than the objective criteria advanced by the 1993 Base Closure commission.

The approximately \$385 million discrepancy between BRAC 93's estimate of the cost of basing the planes at Cherry Point and the estimate by DOD is suspect, if for no other reason than the fact that the DOD analysis, followed so closely the original BRAC decision. To arrive at the later figures, the DOD analysis presumes either (1) that the original base closure commission did not know what they were doing, or (2) that the criteria were changed.

Rep. Owen Pickett of Virginia's Second District, in which Oceana lies, said it best: "[w]hen the military wants to do something and it is expensive, they underestimate the cost, and when they don't want to do something, they overestimate the cost."

Since base capacity is a significant issue in your decision, and members of your staff

The Honorable Alan Dixon
May 23, 1995
Page Two

have already visited Oceana to analyze its capacity, I suggest a visit to Cherry Point so that the two facilities can be fairly evaluated with firsthand knowledge. All of us in the North Carolina delegation will be happy to work with you and your staff to arrange such a visit.

Alan, my concern about this matter goes beyond mere parochial interest; I am persuaded that both the security of our nation and fair play dictate that the Cecil Field F/A-18s be directed to Cherry Point.

Kindest personal regards.

Sincerely,

A handwritten signature in black ink, appearing to read "Jesse". The signature is written in a cursive, slightly slanted style.

JESSE HELMS:dw

Document Separator

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950530-4

FROM: DESROCHERS, FLSA	TO: BRUBAKER, WLM
TITLE: BEAUFORT CO. Comm	TITLE: NAVY DOD ANALYST
ORGANIZATION: BEAUFORT, CO	ORGANIZATION: OBCRC
INSTALLATION (s) DISCUSSED: CHERRY POINT MCAS	

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

TYPE OF ACTION REQUIRED

✓	Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
	Prepare Reply for Staff Director's Signature		Prepare Direct Response
X	ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:
 EXPRESSING CONCERN OVER POSSIBLE RELOCATION OF 160 MILITARY JETS FROM CECIL FIELDS TO CHERRY POINT.

Due Date: 950601	Routing Date: 950529	Date Originated: 950526	Mail Date:
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BOARD OF COMMISSIONERS
 Frank Bonner, Chairman
 Granville Lilley, Vice Chairman
 Stan Deatherage
 Elie Desrochers
 Gene Hodges
 Alice Mills-Sadler
 Earl Tarranton



COUNTY OFFICIALS
 Donald L. Devenport, County Manager
 Sharon C. Singleton, Clerk to the Board
 William P. Mayo, County Attorney

BEAUFORT COUNTY
 NORTH CAROLINA

~~Number refers to this document~~
 950530-4

May 26, 1995

Lt. Col. Jim Brubaker
 BRAC Commission
 1700 N. Moore Street
 Suite 1425
 Arlington, Virginia 22209

Post-It® Fax Note	7671	Date	3
To	Jim Brubaker	From	Elso Desrochers
Co./Dept		Co	
Phone #	703 6916 - 0550	Phone #	
Fax #		Fax #	916-7722

Dear Sir:

I am writing regarding the upcoming BRAC decision for a base for the 160 military jets from Cecil Field, Jacksonville, Florida.

You have heard a great deal from North Carolinians, and especially from political representatives, pushing for Cherry Point to be the chosen base. I want to be sure you know that there is another side to this issue that may not have been mentioned.

I am a Beaufort County commissioner. On August 16, 1994, a public hearing was held in the Beaufort County Courthouse with military representatives. Mr. Jim Haluska, Commander, Atlantic Division, Naval Facilities Engineering Command, Norfolk, Virginia, was the chief military spokesman. At issue were the proposed outlying landing fields necessary for landing and takeoff practice for the 160 military jets. Two of the three proposed sites for these OLF are located in Beaufort County. Not one citizen in the crowded courtroom, nor one county commissioner, spoke in favor of the landing fields being located in Beaufort County.

BEAUFORT COUNTY COURTHOUSE

112 W. 2nd Street • P.O. Box 1027 • Washington, North Carolina 27889 • Phone (919) 946-0079 or 946-7721

The chief concerns about the OLF are as follows:

1. Safety: Both of the proposed landing fields are in close proximity to towns, farm communities, schools and churches. Each jet will pass over thousands of people on every flight. These will be training flights, and mistakes, and crashes, do occur.
2. Number of Jets: At the public hearing on August 16, 1994, I asked how many jets were expected to use the proposed outlying landing field. The answer was 52,000 per year, or 1,000 per week. This means that, on average, one jet every 10 minutes, day and night, every day of the year, will fly over Beaufort County.
3. Altitude and Noise: To practice landings and takeoffs, the jets will have to be flying at low altitudes. The noise produced by the current training flights crossing Beaufort County is extreme. Any increase in noise levels would be highly detrimental.
4. Economic Impact: Basing the 160 jets at Cherry Point and building an outlying landing field in Beaufort County would spell economic disaster for our area. Losing 4,000+ acres from the tax books would hurt our modest county revenues, and surrounding property values would also drop. Even greater losses would be felt through the disruption of livestock and catfish farming, through the elimination or severe curtailment of crop dusting, through the restrictions placed upon small planes, both commercial and pleasure, through the disruption of wildlife, and through the negative impact on tourism and the fledgling eco-tourism trade in this area.

An environmental impact statement was to be issued regarding the OLF. No such document has ever been distributed.

In September, 1994, the Beaufort County Board of Commissioners unanimously endorsed a resolution of opposition to the OLF being located in Beaufort County, and sent it to the appropriate military personnel, to Governor Hunt, to Senators Helms and Faircloth, and to Representatives Clayton and Lancaster. The resolution was sent again this spring to Representatives Clayton and Jones.

Please know that there is a significant down side to the jets being sent to Cherry Point. The citizens of Beaufort County strongly oppose the location of any outlying landing fields in our county.

Sincerely,

Elsa Desrochers

Elsa Desrochers
Beaufort County Commissioner

Governor James B. Hunt
Senator Jesse A. Helms
Senator Lauch Faircloth
Representative Eva Clayton
Representative Walter B. Jones, Jr.

Document Separator

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

JIM

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950602-10

FROM: <u>PERDUE, BEVERLY</u>	TO: <u>DIXON</u>
TITLE: <u>STATE SENATOR</u>	TITLE: <u>CHAIRMAN</u>
ORGANIZATION: <u>NC GENERAL ASSEMBLY</u>	ORGANIZATION: <u>DBCR C</u>
INSTALLATION (S) DISCUSSED: <u>CHERRY POINT MCAS</u>	

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

TYPE OF ACTION REQUIRED

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

Subject/Remarks:
REQUESTING DBCRC UPHOLD 1993 DECISION TO MOVE F-18'S FROM CECIL FIELD TO CHERRY POINT.

Due Date: <u>950606</u>	Routing Date: <u>950602</u>	Date Originated: <u>950526</u>	Mail Date:
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North Carolina General Assembly

SENATOR BEVERLY M. PERDUE
3RD DISTRICT

NEW BERN: HOME 211 WILSON POINT ROAD
28560 919-633-2670
OFFICE P.O. BOX 991
421 CRAVEN STREET

919-633-2667
919-633-1480 (FAX)
RALEIGH: OFFICE 620 LEGISLATIVE OFFICE BLDG.
27601- 300 N. SALISBURY STREET
2808 919-733-2055
919-733-3113 (FAX)

COMMITTEES:

- EDUCATION/HIGHER EDUCATION
- CHAIRMAN
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- TRANSPORTATION
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- MARINE RESOURCES AND WILDLIFE
- BANKS AND THRIFT INSTITUTION
- CHILDREN AND HUMAN RESOURCES
- GPAC SELECT
- PUBLIC UTILITIES
- RULES AND OPERATION OF SENATE

May 26, 1995

Mr. Alan J. Dixon
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Please refer to this number
when responding: 950602-10

Dear Mr. Dixon:

I am writing to follow-up on the comments that I made at the Commission Hearing in Baltimore on May 4, 1995.

The 1993 Base Closure Realignment Commission, following detailed study and based upon stated reasoning, ordered that the F-18 Hornet aircraft be relocated from Cecil Field to Cherry Point Marine Corps Air Station. That decision was accepted by both the President and the Congress. Since that decision, citizens and taxpayers of the Cherry Point region have passed school bond referenda, constructed schools, medical facilities and utilities. The private sector has invested millions of dollars in new housing and service industries. The local communities have made every sacrifice and investment indicated in preparation for relocation of the airplanes and the related personnel and their facilities.

Notwithstanding the 1993 Commission decision and its acceptance by the Congress and the President, just eighteen months later on highly questionable rationale, the Navy and the Department of Defense is attempting to overrule the 1993 decision and redirect the Hornets to Oceana. If Commission decisions can be so casually reversed, the entire BRAC process loses credibility, and local communities and their citizens are unfairly penalized.

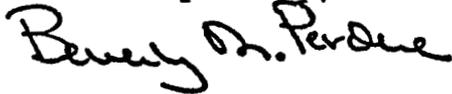
I submit that there must be certainty and predictability in the BRAC process -- otherwise, both the integrity and the credibility of the BRAC process is destroyed, the public is



penalized for relying upon decisions of the Commission and, perhaps most important, our military is disadvantaged during this critical "right sizing" process by the injection of political interests into the process.

The North Carolina representatives sincerely appreciate the opportunity to have appeared before your Commission in Baltimore and we trust that you will determine to uphold the integrity of the 1993 decision.

Yours very truly,



Beverly M. Perdue

BMP/mmm

Document Separator

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

JMM

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950612-26

FROM: FAIRCLOTH, LAUCH	TO: BROWNER, CAROL M.
TITLE: SENATOR (AL)	TITLE: ADMINISTRATOR
ORGANIZATION: U.S. CONGRESS	ORGANIZATION: EPA
INSTALLATION (S) DISCUSSED: CHERRY POINT, OCEANA	

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

TYPE OF ACTION REQUIRED

Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
Prepare Reply for Staff Director's Signature		Prepare Direct Response
ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:

Q IS A CONFORMITY DETERMINATION OR CONFORMITY ANALYSIS REQUIRED PRIOR TO A BRAC DECISION TO MOVE F/A-18 TO OCEANA?

Due Date: _____	Routing Date: <u>950612</u>	Date Originated: <u>950608</u>	Mail Date: _____
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United States Senate

WASHINGTON, DC 20510-3305

June 8, 1995

Please refer to this number
when responding 950612-26

Carol M. Browner
Administrator
U.S. Environmental Protection Agency
401 M. Street S.W.
Washington, D.C. 20460

RE: Applicability of Clean Air Act Conformity Requirements
to Proposed BRAC Decision to Redirect F/A-18 Squadrons
from MCAS Cherry Point to NAS Oceana

Dear Administrator Browner:

The purpose of this letter is to raise a matter of considerable urgency. Under the Base Closure and Realignment Act of 1990, 10 U.S.C. 2687, the Base Realignment and Closure Commission ("BRAC Commission") is required to make recommendations to the President by July 1, 1995, regarding the closure and realignment of military installations, equipment and personnel in accordance with the Force Structure Plan. As you may know, the 1993 BRAC process resulted in a decision to close Cecil Field in Florida. Among the actions now being considered by the 1995 BRAC Commission is a recommendation by the Department of Defense to redirect several F/A-18 Navy squadrons based at Cecil Field from MCAS Cherry Point in North Carolina to NAS Oceana in Virginia.

It is of great concern that the air quality impact of the proposed DOD "redirect" to NAS Oceana raises a significant issue under express BRAC Commission selection criteria and Clean Air Act general conformity requirements which has not been adequately addressed.

The Navy concedes that, at the present time, essentially no air quality impact analysis has been performed for this proposed redirect. The Navy has taken the position that any conformity analysis is premature until operational commanders determine the times and dates of actual aircraft and personnel transfer, after the 1995 BRAC Closure recommendations have become law.

Section 176(c) of the Clean Air Act mandates that any Federal agency which approves an action affecting air quality undertake such an analysis. I understand the question of military operations was considered in developing the general conformity

Carol M. Browner
June 8, 1995
page 2

rule, and that an exemption for routine movements of ships and aircraft when no new support facilities or personnel are required was added to the final rule. I am advised that the BRAC process is not expressly exempt.

My concern over the apparent disregard of this requirement is heightened by existing air quality conditions of the proposed NAS Oceana receiving area. The Hampton Roads area, which includes NAS Oceana, is presently classified as nonattainment for ozone. Your agency is in the process of reclassifying the area from marginal to moderate due to the failure of the Hampton Roads area to attain the ozone standard by November 15, 1993, as required by the Clean Air Act. Under Section 181(b)(2) of the Act, by operation of law the Hampton Roads area must be reclassified as a moderate ozone nonattainment area. Given the nondiscretionary nature of such a reclassification, the area should be treated as a moderate nonattainment area for the purposes of any BRAC decision.

The combined impacts of the proposed NAS Oceana redirect, coupled with the expected growth surges associated with completion of the Lake Gaston pipeline water project, likely would worsen an already significant air quality problem. To my knowledge, the combined air quality impacts of these major developments have not been analyzed by any state or federal agency.

Unlike NAS Oceana, MCAS Cherry Point does not suffer from any nonattainment conditions and does not present significant Clean Air Act conformity problems in connection with assimilation of the Cecil Field F/A-18 squadrons.

I would like to know EPA's interpretation of the general conformity requirements as applied to 1995 BRAC decisions. Is a conformity determination or conformity analysis required prior to a BRAC decision? Given the timing of the BRAC Commission's action, a response to my urgent concerns at your earliest convenience prior to June 21, 1995, would be appreciated. Please direct your response to Sean Callinicos, telephone number 202-224-3783, the staff director of the Senate Subcommittee on Clean Air, Wetlands, Private Property, and Nuclear Safety, which I chair.

Sincerely,



Lauch Faircloth

cc: Honorable Alan J. Dixon,
Chairman, BRAC Commission

Document Separator

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

JIM

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) #

950614-22

FROM: HUNT, JAMES B.	TO: CORNELLA, AL
TITLE: GOVERNOR	TITLE: COMMISSIONER
ORGANIZATION: STATE OF NORTH CAROLINA	ORGANIZATION:
INSTALLATION (S) DISCUSSED: MCAS CHERRY POINT	

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

TYPE OF ACTION REQUIRED

⊙	Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
	Prepare Reply for Staff Director's Signature		Prepare Direct Response
X	ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:

DISCUSSING 4 CONCERNS THEY HAVE WITH PROPOSAL TO BRING F-18'S TO CHERRY POINT.

Due Date: 950620

Routing Date: 950614

Date Originated: 950609

Mail Date:



STATE OF NORTH CAROLINA
OFFICE OF THE GOVERNOR
RALEIGH 27603-8001

JAMES B. HUNT JR.
GOVERNOR

June 9, 1995

Please refer to this document
when responding 950614-22

Mr. Al Cornella
The Defense Base Closure and
Realignment Commission
1700 West Moore Street, Suite 1525
Arlington, VA 22209

Dear Mr. Cornella:

We appreciate the opportunity afforded North Carolina to address the Commission at the Regional Hearing in Baltimore with regard to the DOD proposed redirection of Navy F-18 aircraft to NAS Oceana from MCAS Cherry Point. Subsequent to that hearing, we have continued our review of the situation and the issues that we raised remained unresolved.

We have four basic concerns:

Our threshold concern is whether the current Navy recommendation, coming just a year after the 1993 Commission findings and decision, is based on the BRAC criteria or on an unrelated Navy/DOD agenda. Frankly, the information that we have been able to obtain since the Baltimore Regional Hearing points toward an internal Navy objective encouraged by geographical political considerations.

Our second concern is the actual comparison (and the disparity reflected thereby) between the military value determinations and cost avoidance figures of the 1993 Commission decision and the 1995 Navy/DOD recommendation to your Commission. Our briefing book addresses this in detail. The 1995 disparity in cost avoidance is best summarized by revisiting the question we presented to the Commission in Baltimore: How does a \$385,000,000 "flip flop" in costs occur between the 1993 decision and the 1995 recommendation?

This question about the numbers presented by DOD in 1995 is responsible for our request that the COBRA data be rerun by your staff and that your Commission and its staff conduct a thorough capacity analysis of Cherry Point. We appreciate the Commission agreeing to this request and the staff visit to Cherry Point last week. We are confident that your analysis will confirm the questions we raised in Baltimore.

Mr. Al Cornella
June 8, 1995
Page 2

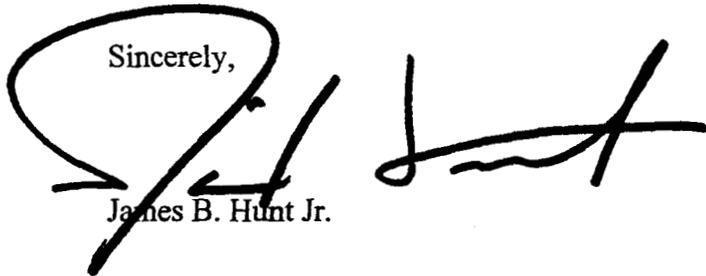
Third, there is the issue of basic fairness. Virtually all of the air-to-ground training for Navy and Marine aircraft based in Virginia and North Carolina is conducted in and over North Carolina, and a large portion of our coastal area is committed to military training routes and restricted air space. Our citizens receive the noise and the related negative environmental effects of aircraft based at Oceana and Cherry Point and it seems only fair that our affected communities should receive the economic benefit of having the F-18's based at Cherry Point. This question of fairness was recognized by President Kennedy in his commitments on this issue to then Governor Sanford in the early 1960's and Governor Sanford's efforts to secure the bombing rights were based on his sense of fairness to the military stationed in North Carolina.

Fourth, there is the credibility and the integrity of the entire BRAC process. The 1993 Commission specifically considered Oceana as the site for the F-18's, and on detailed reasoning and findings, rejected it in favor of Cherry Point. Following the 1993 Commission decision, the local communities started construction of schools, medical facilities and utilities. The private sector in the area has invested in new housing and service industries in preparation for the relocation of the airplanes. The current DOD recommendation, formulated by the Navy on unsupported grounds and highly questionable numbers just one year after the 1993 Commission decision, challenges the credibility and integrity of the BRAC process.

Thank you again for your willingness to consider our concerns.

My warmest personal regards.

Sincerely,


James B. Hunt Jr.

JBH/ARB:bjm

Document Separator



STATE OF NORTH CAROLINA
OFFICE OF THE GOVERNOR
RALEIGH 27603-8001

JAMES B. HUNT JR.
GOVERNOR

June 9, 1995

Mr. Al Cornella
The Defense Base Closure and
Realignment Commission
1700 West Moore Street, Suite 1525
Arlington, VA 22209

Please refer to this number
when responding 950614-22

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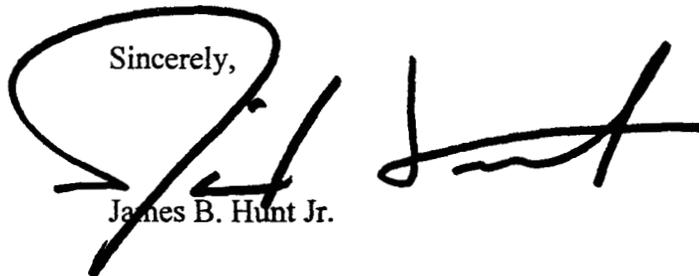
Mr. Al Cornella
June 8, 1995
Page 2

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Thank you again for your willingness to consider our concerns.

My warmest personal regards.

Sincerely,

James B. Hunt Jr.

JBH/ARB:bjm

Document Separator

United States Senate

WASHINGTON, DC 20510-3305

June 13, 1995

The Honorable Alan J. Dixon
Chairman, BRAC Commission
1700 West Moore Street
Suite 1425
Arlington, VA 22209

RE: Adequacy of Air Quality Impacts Analysis re Proposed Redirect F/A-18's from
MCAS Cherry Point to NAS Oceana

Dear Chairman Dixon:

I am very concerned about the adequacy of the BRAC Commission's analysis of air quality impacts regarding the proposed redirect of the Navy F/A-18 squadrons from MCAS Cherry Point to NAS Oceana. I am convinced that a thorough analysis by the Commission of air quality impacts would lead to the conclusion that air quality conditions in the Hampton Roads area pose a significant constraint to relocating the squadrons to NAS Oceana.

The Navy concedes that it essentially has done no analysis of potential air quality impacts associated with the 1995 recommended redirect to NAS Oceana. No year-by-year analysis has been done to determine the magnitude of emissions in any given year, and the Navy concedes that there have been no discussions with federal, state or local officials to determine whether, and how, the Navy's present plans can be accommodated within state strategies without further endangering air quality in the Hampton Roads area.

As you may know, the Hampton Roads area is presently classified as an ozone nonattainment area. The area has registered several violations of the national ozone standard in recent years. The Environmental Protection Agency is in the process of "bumping up" the nonattainment classification of the Hampton Roads area to the more serious "moderate" category due to a failure to achieve the national ozone standard by November 15, 1993, as required by the Clean Air Act. Under the law, EPA must take this action. However, a last minute appeal by state and local officials has forestalled this required stiffening of air quality enforcement measures.

June 13, 1995

Page two

In a May 19, 1995 letter to you from Charles P. Nemfakos, the Navy points to a possibly accelerated phase-out of A-6 and F-14 aircrafts over the next five years as mitigating the air quality impacts of the proposed new F/A-18 squadrons at NAS Oceana. However, as indicated by a May 22, 1995 Navy Times article (copy attached), the retirement date for Navy A-6's and F-14's may be pushed back. As this article illustrates, there is no certainty as to what planes may be leaving Oceana, or when. What is certain, however, is that redirecting Cecil Field F/A-18 squadrons to Oceana would have a significant, negative impact on what already is an unacceptable air quality situation.

Ample evidence exists to indicate that air quality is a significant issue regarding the Commission's decision. On the one hand, NAS Oceana presents significant air quality issues to poor local air quality conditions in the Hampton Roads area. On the other hand, MCAS Cherry Point does not have any nonattainment air quality conditions and does not present any Clean Air Act problems in connection with receiving the Cecil Field F/A-18's. The bottom line is that the Navy has failed to provide the Commission with adequate air quality impact information to support its recommended redirect to NAS Oceana. More importantly, all available information confirms that MCAS Cherry Point is superior to NAS Oceana on this significant issue.

As discussed in my recent correspondence to EPA Administrator Browner (copy attached), the Commission itself may be required by the Clean Air Act to make a conformity determination regarding potential air quality impacts. Beyond that, the Commission clearly is obligated under its own enabling law to analyze and give due regard to all environmental impacts, including air quality impacts, in developing its final recommendations to the President. I am concerned that the inadequate analysis conducted to date has masked the true air quality problems posed by the proposed NAS Oceana "redirect".

I strongly urge the Commission to weigh each option carefully in terms of potential air quality impacts. I trust that the Commission will recognize that MCAS Cherry Point offers a distinct advantage over NAS Oceana in this regard. This is just one among several important reasons why the Commission should reject the 1995 DOD recommendation and affirm the 1993 BRAC Commission to assign the Cecil Field F/A-18 squadrons to MCAS Cherry Point.

Sincerely,



Lauch Faircloth

cc: Mr. Charles Smith

JET SHORTAGE STRIKES NAVY

By Robert Holzer

NORFOLK, Va. -- The Navy may slow the retirement of A-6 and F-14 aircraft or buy additional F/A-18 fighters to address looming shortfalls in the number of squadrons available to deploy with aircraft carriers later this decade, service officials said.

Aviation officials at Atlantic Fleet headquarters here and in Washington are struggling to come up with the proper mix of aircraft to address a shortfall of five squadrons of F/A-18 Hornet aircraft that will begin to affect naval operations as early as 1997, service officials said.

The issue will be resolved in the Navy's 1997 budget, said Adm. Mike Boorda, chief of naval operations. He said the issue now is under review and that various options are being assessed.

Whatever the solution, the Navy will fund it from its existing budget, Boorda said.

"I think we are going to do this within the resources and the dollars we have. We are not going to go out and say give us some more money to do this," Boorda said.

The extent of the shortfall was revealed over the last year when the impact of prior budget cuts became more clear, Navy officials said. Among the factors contributing to the problem:

---Decisions to reduce the funding required to support 22 aircraft squadrons on carriers.

---Reduced funding for F-14 upgrades.

---Accelerated retirements of A-6 aircraft, which were originally set to leave the fleet in 1999, but now planned to be retired by 1997.

"How serious it is is a tough question," Boorda said. "If we don't solve it, it would be real serious. If you have too few of something and you need more, but you don't get more, then you either have to do less or you [have to] work what you have harder. In this case we would have worked people too hard by deploying them too much."

If the shortfall is not addressed, then the Navy would be forced to deploy squadrons more frequently, violating the established operational tempo.

The Navy repeatedly exceeded these standards of six-month deployments followed by 18 months of shore duty during the late 1970s and thousands of highly skilled personnel left the service.

"If you start turning an air crew around with less than one year

[ashore], suddenly this investment you've made in all of these air crews just walks out the door and now you are in a death spiral," Roger Whiteway, Director of tactical training and requirements for the Atlantic Fleet, said.

Moreover, the decision to integrate up to three Marine Corps F/A-18 squadrons to help mitigate the effects of the shortfall has fallen short of expectations. That's because the Marines are in the process of reducing their overall number of F/A-18 squadrons and must still meet separate overseas requirements, service officials said.

"We still have the squadron shortfall even with the integration of three Marine Corps F/A-18 squadrons," Vice Adm. Richard Allen, commander of naval aviation in the Atlantic Fleet, said. "We still have a shortfall out there in the future. We are five squadrons short as we speak."

Whatever option is selected to redress the shortfall, there remains a manpower issue, Allen explained. In getting the aircraft, the Navy also will have to pay the cost of maintaining pilots and maintenance personnel that may have been retired or shifted elsewhere in the Navy.

"You don't just turn a spigot on and immediately get a pilot to go man a squadron," Allen said.

Accelerating production of the improved E/F version of the Hornet to redress the shortfall is not a realistic option, Allen said, since production is already scheduled for 1997 and money is obligated for that.

More likely alternatives include keeping some A-6 and F-14 squadrons in the fleet longer than planned, buying more F/A-18 C/D aircraft or upgrading older F/A-18 A/B aircraft, Atlantic Fleet officials said.

"It could be considered as an option since there were 60 C/D aircraft taken out of the budget last year," Allen said.

Atlantic Fleet officials also want to assess whether the retirement date for some A-6s might be moved back to the 1999 time frame, Whiteway said.

"There may be political reasons for not moving the A-6s back to [1999], but we want to at least ask the question of what would it cost to keep them an extra [year or so]," Whiteway said.

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Transmitted: 95-05-14 20:08:33 EDT

COPY

United States Senate

WASHINGTON, DC 20510-3305

June 8, 1995

Carol M. Browner
Administrator
U.S. Environmental Protection Agency
401 M. Street S.W.
Washington, D.C. 20460

RE: Applicability of Clean Air Act Conformity Requirements
to Proposed BRAC Decision to Redirect F/A-18 Squadrons
from MCAS Cherry Point to NAS Oceana

Dear Administrator Browner:

The purpose of this letter is to raise a matter of considerable urgency. Under the Base Closure and Realignment Act of 1990, 10 U.S.C. 2687, the Base Realignment and Closure Commission ("BRAC Commission") is required to make recommendations to the President by July 1, 1995, regarding the closure and realignment of military installations, equipment and personnel in accordance with the Force Structure Plan. As you may know, the 1993 BRAC process resulted in a decision to close Cecil Field in Florida. Among the actions now being considered by the 1995 BRAC Commission is a recommendation by the Department of Defense to redirect several F/A-18 Navy squadrons based at Cecil Field from MCAS Cherry Point in North Carolina to NAS Oceana in Virginia.

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Carol M. Browner
June 8, 1995
page 2

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I would like to know EPA's interpretation of the general conformity requirements as applied to 1995 BRAC decisions. Is a conformity determination or conformity analysis required prior to a BRAC decision? Given the timing of the BRAC Commission's action, a response to my urgent concerns at your earliest convenience prior to June 21, 1995, would be appreciated. Please direct your response to Sean Callinicos, telephone number 202-224-3783, the staff director of the Senate Subcommittee on Clean Air, Wetlands, Private Property, and Nuclear Safety, which I chair.

Sincerely,

A large, stylized handwritten signature in black ink that reads "Lauch Faircloth". The signature is written in a cursive style with a large loop at the beginning.

Lauch Faircloth

cc: Honorable Alan J. Dixon,
Chairman, BRAC Commission

bcc: Sean Callinicos

Document Separator

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950615-22

FROM: HUNT, JAMES B.	TO: DIXON
TITLE: GOVERNOR	TITLE: CHAIRMAN
ORGANIZATION: STATE OF NORTH CAROLINA	ORGANIZATION: DBCRC
INSTALLATION (S) DISCUSSED: MCAS CHERRY POINT	

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

TYPE OF ACTION REQUIRED

Prepare Reply for Chairman's Signature	Prepare Reply for Commissioner's Signature
Prepare Reply for Staff Director's Signature	Prepare Direct Response
ACTION: Offer Comments and/or Suggestions	FYI

Subject/Remarks:
 DISCUSSING TWO ISSUES REGARDING TRANSFER OF F-18'S AND PROVIDING EXECUTIVE SUMMARY OF NORTH CAROLINA POSITION.

Due Date: 950619 Routing Date: 950615 Date Originated: 950615 Mail Date:



STATE OF NORTH CAROLINA
OFFICE OF THE GOVERNOR
RALEIGH 27603-0001

JAMES B. HUNT JR.
GOVERNOR

June 15, 1995

Please refer to this number
when responding 950615-22

The Honorable Alan J. Dixon
Chairman
The Defense Base Closure
and Realignment Commission
1700 West Moore Street, Suite 1525
Arlington, VA 22209

Dear Al:

Thank you very much for the time, interest and courtesy that you showed to us on Monday. We appreciate the opportunity that you provided to talk personally about the concerns we have with the redirection of the F-18 aircraft from Cherry Point to Oceana. We also appreciate your offer to receive any additional documentation, and I have asked our staff to make sure that all such further information is provided to Charles Smith.

As we discussed with you, there are several factors which we believe weigh heavily on the 1995 BRAC Commission's decision. I will not impose upon your time to detail in this letter all of the items that we have brought to the attention of the Commission commencing with our presentation in Baltimore, but I have attached an Executive Summary of the North Carolina position which my staff furnished on Tuesday to Charles Smith and for which supporting data is on file with the Commission.

I am compelled to reiterate two issues. First, the integrity of the BRAC Commission and its statutory process is important. In making the decision to close Cecil Field, the 1993 BRAC Commission considered the various alternatives for the relocation of the F-18s and determined the best, most cost-effective site would be Cherry Point Marine Corps Air Station. The Commission at that time considered Oceana and rejected it as the future site for these airplanes.

The 1993 Commission considered all of the factors, including cost, environmental impact, what was best for the military and, in particular, the determination of the Commission to promote cross-servicing (a concept then fully endorsed by the Navy and DOD). The facts supporting the 1993 BRAC decision are as convincing today as they were almost two years ago and should be given the same consideration.



The Honorable Alan J. Dixon

June 15, 1995

Page 2

As I stated in my presentation to the Commission in Baltimore, the Navy subsequent to 1993 has determined to "protect" Oceana against closure by seeking the redirection of the F-18 aircraft. Accordingly, the Navy attempts to justify its recommendation with projected costs that we have demonstrated do not reflect the actual facts.

Additionally, the Navy has stated that its proposed accelerated retirement of certain aircraft now based at Oceana will provide space for the relocation of the F-18s. Within the past month, however, Admiral Borda has confirmed that the Navy has a shortage of carrier aircraft and either must slow down its proposed retirement schedule for the A-6 aircraft and/or add additional F-18s. Thus, it appears that the net effect will be no additional space. I have attached a copy of one of the subject news releases in this regard.

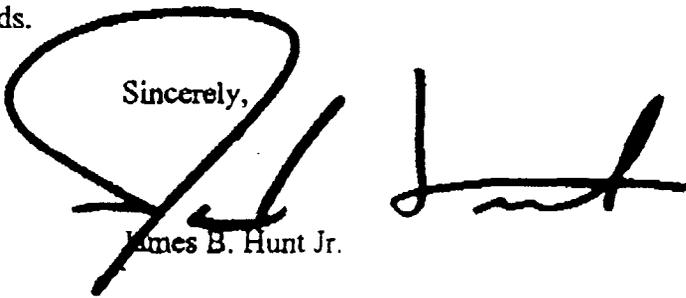
Second, there is the simple question of fairness. Virtually all of the air-to-ground training and most of the air-to-air training of the F-18s will be conducted at Oceana. Since the planes are located at Oceana or Cherry Point. Our State not only has given up the extensive air space that is being used for training, but we also will get the bombing, the noise and the inconvenience to the public associated with the training. It is only fair that the air crews and their families should live in the state where they will work and train.

In summary, the 1993 factors that were the basis of the BRAC Commission direction of the F-18s to Cherry Point remain valid, and we submit that the factually unsupported "justifications" by the Navy for the proposed redirection to Oceana should not be permitted to subvert the BRAC statutory purpose and the integrity of the BRAC Commission and process, and result in less than the best long-term decision for our military.

Again, thank you for your willingness to spend time with us. It was a pleasure to visit with you again.

My warmest personal regards.

Sincerely,


James B. Hunt Jr.

JBH:sh

Enclosures

EXECUTIVE SUMMARY

1993 DOD Recommendation and BRAC Decision

- Cherry Point to receive thirteen 12 aircraft operational F 19 squadrons and one 45 aircraft training squadron.
- Oceanside all other aircraft will be assigned for joint military operation of Navy and Marine Corps aircraft.
- Cherry Point allocation would alleviate future environmental and land use problems.
- Oceanside considered but rejected on the basis that assignment to Oceanside defeated the integration of Navy and Marine Corps carrier assets.
- 1993 COBRA analysis was correct and indicated higher cost to locate aircraft at Oceanside than at Cherry Point.

1995 Navy/DOD Recommendation

- 1995 COBRA data is skewed showing unrealistic shift of \$385,000,000 in costs attributable to aircraft assignment to Cherry Point/Oceanside.
- Raises the question of the integrity of the BRAC process.
- Rejects concept for joint Navy/Marine Corps aircraft training and operations.

Training Activity

- Overwhelming majority of air to ground training for Navy and Marine Corps conducted in North Carolina.
- Proximity to Marine Corps Base Camp Lejeune.
- Proximity to electronic warfare range Cherry Point.
- Easy access to air to air ranges on coast of North Carolina.

Safety

- Oceanside is in a highly congested metropolitan area - schools, residential neighborhoods, and shopping malls well within the danger zone of the base.

Environmental Problems Unique to Oceanside Facility

- Acute and Chronic Water Supply Problems
 - Lake Gaston Pipeline water in serious doubt.
 - Lake Gaston settlement has apparently collapsed
 - Federal Lawsuit by Virginia Cities and Counties Challenges Lake Gaston Settlement Agreement as Unconstitutional
 - Lake Gaston Settlement Agreement Negotiations Between Virginia Beach and Norfolk at Impasse

- Current moratorium on new water system connections.
- NAVY previously found that current water supply problems impact operational readiness during periods of drought.
- Recent analysis conducted by the U.S. Army Corps of Engineers and Federal Energy Regulatory Commission concluded that long term water supply needs of the area cannot be met even with full utilization of the Lake Gaston Pipeline project which is now unlikely.
- Acute and Chronic Air Quality Problems
 - Hampton Roads area presently is non-attainment for Ozone under Federal Clean Air Act standards.
 - EPA presently is evaluating whether to elevate the seriousness of the Ozone non-attainment rating for the Hampton Roads area.
 - Federal Clean Air Act requirements will require performance of a conformity determination analysis for relocation of the Cecil Field F/A-18s.
 - Relocation of Cecil Field F/A-18s to Oceana would require significantly greater assistance by EPA, the State of Virginia, local air quality boards and Oceana to satisfy Federal Conformity requirements than will be the case if the planes are located at MCAS Cherry Point.

Cherry Point - Oceana Facility Overview

- \$400,000,000 MILCON expenditure at Cherry Point in the last decade.
 - New full service Naval Hospital
 - New Water Treatment facility with excess capacity
 - New Sewage Treatment plant with excess capacity
- On board Personnel strength to each base approximately equal.
- Cherry Point has 1615 more family housing units than Oceana.
- Cherry Point has 16 new Bachelor enlisted quarters with 1110 more bed spaces than Oceana and excess capacity.
- VHA housing differential approximately \$4,364,000 per year.
- Parking apron at Cherry Point has double the capacity of Oceana's.
- Hangar space at Cherry Point sufficient to receive five F-18 squadrons with minimal MILCON investment.
- Hangar space at Cherry Point sufficient to receive seven squadrons of F-18s with moderate MILCON investment.

JET SHORTAGE STRIKES NAVY

By Robert Holzer

NORFOLK, Va. -- The Navy may slow the retirement of A-6 and F-14 aircraft or buy additional F/A-18 fighters to address looming shortfalls in the number of squadrons available to deploy with aircraft carriers later this decade, service officials said.

Aviation officials at Atlantic Fleet headquarters here and in Washington are struggling to come up with the proper mix of aircraft to address a shortfall of five squadrons of F/A-18 Hornet aircraft that will begin to affect naval operations as early as 1997, service officials said.

The issue will be resolved in the Navy's 1997 budget, said Adm. Mike Boorda, chief of naval operations. He said the issue now is under review and that various options are being assessed.

Whatever the solution, the Navy will fund it from its existing budget, Boorda said.

"I think we are going to do this within the resources and the dollars we have. We are not going to go out and say give us some more money to do this," Boorda said.

The extent of the shortfall was revealed over the last year when the impact of prior budget cuts became more clear, Navy officials said. Among the factors contributing to the problem:

---Decisions to reduce the funding required to support 22 aircraft squadrons on carriers.

---Reduced funding for F-14 upgrades.

---Accelerated retirements of A-6 aircraft, which were originally set to leave the fleet in 1999, but now planned to be retired by 1997.

"How serious it is is a tough question," Boorda said. "If we don't solve it, it would be real serious. If you have too few of something and you need more, but you don't get more, then you either have to do less or you [have to] work what you have harder. In this case we would have worked people too hard by deploying them too much."

If the shortfall is not addressed, then the Navy would be forced to deploy squadrons more frequently, violating the established operational tempo.

The Navy repeatedly exceeded these standards of six-month deployments followed by 18 months or shore duty during the 1980s and 1990s. If highly skilled personnel left the service,

"If you start turning an air crew around with less than one year

[ashore], suddenly this investment you've made in all of these air crews just walks out the door and now you are in a death spiral," Roger Whiteway, director of tactical training and requirements for the Atlantic Fleet, said.

Moreover, the decision to integrate up to three Marine Corps F/A-18 squadrons to help mitigate the effects of the shortfall has fallen short of expectations. That's because the Marines are in the process of reducing their overall number of F/A-18 squadrons and must still meet separate overseas requirements, service officials said.

"We still have the squadron shortfall even with the integration of three Marine Corps F/A-18 squadrons," Vice Adm. Richard Allen, Commander of Naval Aviation in the Atlantic Fleet, said. "We still have a shortfall out there in the future. We are five squadrons short as we speak."

Whatever option is selected to redress the shortfall, there remains a manpower issue, Allen explained. In getting the aircraft, the Navy also will have to pay the cost of maintaining pilots and maintenance personnel that may have been retired or shifted elsewhere in the Navy.

"You don't just turn a spigot on and immediately get a pilot to go man a squadron," Allen said.

Accelerating production of the improved B/F version of the Hornet to redress the shortfall is not a realistic option, Allen said, since production is already scheduled for 1997 and money is obligated for that.

More likely alternatives include keeping some A-6 and F-14 squadrons in the fleet longer than planned, buying more F/A-18 C/D aircraft or upgrading older F/A-18 A/B aircraft, Atlantic Fleet officials said.

"It could be considered as an option since there were 60 C/D aircraft taken out of the budget last year," Allen said.

Atlantic Fleet officials also want to assess whether the retirement date for some A-6s might be moved back to the 1999 time frame, Whiteway said.

"There may be political reasons for not moving the A-6s back to [1999], but we want to at least ask the question of what would it cost to keep them an extra [year or so]," Whiteway said.

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THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

JIM

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950616-34

FROM: PICKETT, OWEN	TO: DIXON
TITLE: REP (VA)	TITLE: CHAIRMAN
ORGANIZATION: U.S. CONGRESS	ORGANIZATION: DBCR
INSTALLATION (S) DISCUSSED: NAS OCEANA	

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

TYPE OF ACTION REQUIRED

Prepare Reply for Chairman's Signature	Prepare Reply for Commissioner's Signature
Prepare Reply for Staff Director's Signature	Prepare Direct Response
ACTION: Offer Comments and/or Suggestions	FYI

Subject/Remarks:

FORWARDING REPORT FROM THE HAMPTON ROADS PLANNING DISTRICT REGARDING AIR CONFORMITY ISSUES RAISED IN REGARD TO RECOMMENDATION TO REDIRECT F-18'S TO OCEANA

Due Date: 950620	Routing Date: 950616	Date Originated: 950616	Mail Date:
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HOUSE OF REPRESENTATIVES
OF THE UNITED STATES
WASHINGTON, D.C. 20515

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2ND DISTRICT
VIRGINIA

WASHINGTON OFFICE
2430 RAYBURN BUILDING
WASHINGTON, D.C. 20515
(202) 225-4215

COMMITTEE ON NATIONAL SECURITY

RANKING MEMBER,
SUBCOMMITTEE ON MILITARY PERSONNEL

SUBCOMMITTEE ON MILITARY READINESS

COMMITTEE ON RESOURCES

June 16, 1995

The Honorable Alan J. Dixon
Chairman
Defense Base Closure and Realignment Commission
1700 North Moore Street
Suite 1425
Arlington, Virginia 22209

Please refer to this number
when responding 950610-34

Dear Chairman Dixon:

I am forwarding to you for the consideration of the Defense Base Closure and Realignment (BRAC) Commission the enclosed memorandum compiled by the Hampton Roads Planning District Commission (HRPDC) concerning air conformity issues raised in regard to the recommendation of the Secretary of Defense to redirect FA-18 Squadrons to NAS Oceana. The HRPDC has provided this information in response to a memorandum submitted to the BRAC Commission on behalf of North Carolina by the law firm of Ward and Smith regarding the air quality of Hampton Roads.

I urge you to give the comments of the HRPC every due consideration. I thank you in advance for your time and attention to this matter.

With kindest regards, I am

Sincerely yours,

Owen Pickett
Member of Congress

OP/ahm

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June 15, 1995

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Paul W. Garrison, Chairman
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The Honorable Owen B. Pickett
U.S. Representative
1204 Longworth HOB
Washington, D.C. 20515

Re: Comments on Ward & Smith, P.A.
Memorandum of June 5, 1995,
Regarding Air Conformity
Requirements Associated with
FA-18 Squadron Redirect to
NAS Oceana

Dear Representative Pickett:

The memorandum recently submitted to the BRAC Commission by North Carolina's paid consultants, the law firm of Ward and Smith, offers one possible legal interpretation of Clean Air Act requirements as they might apply to pending BRAC decisions. While containing much factual information, the memorandum strays into unfounded speculation and veiled threats of potential legal challenges. As a general observation, Ward and Smith frequently confuse, or fail to differentiate between transportation-related air quality conformity and general conformity, the latter relating to point sources of hydrocarbon emissions. As Ward and Smith concede, the Navy BSEC has already provided views on its responsibilities regarding general conformity determinations and confidence in a positive outcome. While seeming to place all responsibility for obtaining conformity determinations on the Navy, much of Ward and Smith's discussion of EPA concerns relates to transportation-related conformity which, by law, involves major planning and procedural responsibilities for state Departments of Transportation and local Metropolitan Planning Organizations (MPO). In Hampton Roads, the MPO is synonymous with the Hampton Roads Planning District Commission. As Executive Director/Secretary of both organizations, I feel competent to add the transportation conformity dimension to the Navy's previous comments on overall conformity determination.

Comprehensive rebuttal of all misrepresentations in the Ward and Smith memorandum would require a lengthy essay. To provide a timely and concise response, the following comments are limited to the numbered "Summary of Concerns..." beginning on page 9 of the memorandum:

The Honorable Owen B. Pickett

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1. *The air quality of the Hampton Roads area is already poor...and not improving...and, in fact, may be deteriorating with regard to ozone...redirection of Cecil Field FA-18's will only exacerbate the condition and make attainment of the ozone NAAQS more difficult."*

Comments:

"Poor" is a meaningless term implying a more serious problem than justified by the actual definition of "marginal nonattainment" in the case of Hampton Roads. The EPA designated Hampton Roads a "marginal ozone nonattainment area" in November, 1991. To demonstrate attainment, Hampton Roads must average no more than 1.0 expected exceedances of the ozone National Ambient Air Quality Standard (NAAQS) per year during a three-year period with the initial test period being 1991-1993. According to the EPA, Hampton Roads experienced an average number of 1.7 annual expected exceedances during the period 1991-1993, thereby failing to demonstrate attainment by the EPA specified deadline of November 15, 1993. It should be noted that exceedances during this initial test period measured only slightly above the ozone standard (0.131 ppm compared to NAAQS value of 0.120 ppm).

As clearly indicated in its Federal Register announcement of January 17, 1995, the EPA proposal to reclassify Hampton Roads as a "moderate nonattainment area" was based on the number of NAASQ exceedances during the overlapping periods 1991-93 and 1992-94. While the EPA noted a lack of improvement during the period 1992-94, this result was largely due to the number of exceedances and ozone levels occurring during 1992 and 1993 which affected both three-year test periods.¹ The Hampton Roads MPO contested the EPA's recommendation on January 17, 1995, in a letter to EPA Regional Director, Mr. Peter H. Kostmayer. This letter described significant improvements in Hampton Roads' air quality including no exceedance of any NAAQS for the past 18 months and an average of less than one hour of exceedance per year for the past six years. The MPO letter also reported the latest test results on the Hampton Roads 2015 Financially Constrained Transportation Plan indicating that hydrocarbon emission will be reduced by nearly 50% in the year 2015 as compared to our 1990 base-year conditions. In a response dated February 6, 1995, the EPA Region III Regional Administrator acknowledged that "We (the EPA) agree you (the Hampton Roads MPO) are proactively and successfully addressing the issues of air quality in the Hampton Roads Region." On February 16, 1995, the MPO submitted additional analyses to the EPA stressing the significant downward trend in measured ozone levels over the past seven years. This letter also stressed voluntary actions taken to accelerate ozone level reduction within the nonattainment area, including the use

¹The Hampton Roads Suffolk monitor recorded no exceedances in 1991, 2 in 1992, 3 in 1993 and none in 1994, resulting in a 1.7 average for the test periods in both 1991-93 and 1992-94.

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of reformulated gasoline beginning January 1, 1995 and commitment of \$1 million to develop a program for enhanced inspection and maintenance (I&M) for the region. Based on a review of our case, the EPA withdrew its direct final rule pertaining to conformity reclassification of Hampton Roads in a Federal Register announcement of March 13, 1995 (copy attached). In summary, reclassification to a moderate nonattainment status is not "imminent," as Ward and Smith speculate, and there is absolutely no evidence to support the contention that our air quality is "not improving and, in fact, may be deteriorating with regard to ozone." In fact, having experienced zero exceedances since 1993, we will have successfully demonstrated conformity if no exceedances occur prior to November 15, 1995.

Regarding the air quality impact of FA-18 squadron realignments to NAS Oceana, the Hampton Roads MPO has already included proposed population data in our planning projections. As an adjunct to the recently submitted annual Transportation Conformity Report prepared by ICF Kaiser for the Virginia Department of Transportation in accordance with FR 40 CFR Parts 51 and 93, ICF Kaiser was requested to model and analyze the potential air quality impacts of proposed FA-18 and F-14 realignments at NAS Oceana. In a memorandum to the Virginia VDOT dated June 7, 1995, ICF Kaiser reported that:

"The BRAC '95 recommendations, if approved, would ultimately result in an employment population of 12,390 at Oceana in the year 2015. (This population) would exceed the 1990 baseline population in the Hampton Roads 2015 Economic Forecast by only 60...This increase is highly insignificant (less than 1 percent). Thus, the BRAC '95 recommendation essentially represents a realignment of existing trips along the Hampton Roads transportation network. It will have no significant impact on VMT nor vehicle emissions overall in the region, and therefore, will have no impacts on the results of the recently completed conformity determinations for the Hampton Roads nonattainment area."

2. *The State of Virginia has not yet developed an emissions budget for Hampton Roads, and apparently no computer modeling has been conducted; thus neither the Navy nor the BRAC Commission can determine whether FA-18 squadrons can be accommodated without contributing to further violations of the ozone NAAQS.*

Comments:

Extensive computer modeling has been accomplished for transportation conformity in accordance with FR 40 CFR Parts 51 and 93. As noted above, analysis of DoD recommended realignments at NAS Oceana confirms there will be no impacts on transportation conformity because of statistically insignificant changes in the 1990 employment population baseline. As for point sources of emissions at NAS Oceana affecting general conformity, there is every reason to believe point source emissions will also prove to be below or not significantly different than baseline levels since the

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resulting base load is essentially equal to the 1990 base load. Moreover, the 1990 base load included aircraft which produced higher emission levels.

3. *The Oceana FA-18 relocation proposal should be evaluated together with other growth impacts reasonably anticipated for Hampton Roads. The aggregate impacts of future development may pose even more serious air quality problems...*

Comments:

Ward and Smith are obviously unaware of the major planning activities of the Hampton Roads MPO and its extensive body of data and analysis on precisely the project they describe. The Hampton Roads PDC/MPO performs exhaustive evaluations of long range demographic trends, employment forecasts and transportation plans for Virginia Beach and the other 14 cities and counties within the Hampton Roads MSA.

In alleging an absence of comprehensive evaluation of potential growth factors, Ward and Smith raise the specter of a "growth spurt" resulting from the Lake Gaston water project and speculate, without benefit of any supporting data, that the aggregate result of the Lake Gaston project and BRAC '95 realignments "arguably will result in unacceptable cumulative environmental impacts..." The Hampton Roads PDC/MPO has proactively addressed potential impacts associated with aircraft realignments to NAS Oceana in the context of all "growth impacts reasonably anticipated," as Ward and Smith suggest. Our growth projections are based on widely accepted economic and population forecasting methodologies that incorporate a wide variety of independent variables including those related to water supply. While the Lake Gaston project will benefit existing and future water supply needs in Southeast Virginia and Northeast North Carolina, it will not have a significant effect on forecast population growth trends in Virginia Beach and adjacent communities included in our current conformity determination. Contrary to Ward and Smith allegations, there will be no population "surge" resulting from the Lake Gaston project. Moreover, Ward and Smith are obviously unaware of our current population forecasts which reflect growth rate declines due to unanticipated defense downsizing.

4. *The Navy should make a conformity determination, or at least undertake a more detailed conformity analysis, prior to the BRAC decision. Without such information, a final BRAC decision redirecting FA-18's to NAS Oceana may be vulnerable to legal attack.*

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Comments:

I understand the DBCRC Commission General Counsel recently issued an opinion to the effect that it would be inappropriate to require the Navy to obtain a conformity determination prior a Commission decision on realignments to NAS Oceana. This opinion is well preceded by previous actions of the Commission and the historic practice of funding required NEPA and CAA determinations within the service budgets allocated to BRAC decision implementation. It is also doubtful that the EPA and cognizant DOT agencies would render a final judgment on what amounts to a hypothetical "what if" question.

In a June 9, 1995 memorandum to Mr. Alex Yellin of the DBCRC Staff, David Gist of the Hampton Roads PDC/MPO staff forwarded ICF Kaiser's report predicting "no impact" on transportation conformity due to proposed realignments at Oceana. This memorandum further detailed our role in this matter and the opinion that no further action could be taken to obtain a conformity determination until the Commission rendered its final decision.

It should be apparent by this point that a considerable amount of analysis and progress toward a conformity determination has been accomplished and that such actions are not solely a Navy responsibility. It is worth emphasizing that General Conformity Regulations, Sections 51.859 and 93.159, the "Procedures for Conformity Determinations of General Federal Actions," give MPO's sole responsibility for determining the population, employment, travel and congestion planning assumptions used as a basis for conformity determinations.

Ward and Smith conclude their number 4 "concern" with an apparent threat of future legal challenges grounded in insufficient *a priori* consideration of environmental concerns. We find this position particularly interesting given the legal vulnerability of recent NEPA actions at MCAS Cherry Point. BRAC '93 decisions resulted in significant expansion of the Cherry Point Naval Aviation Depot (NADEP). The environmental impact of this growth was addressed with a brief and somewhat flawed EA rather than an EIS, which arguably would have been more appropriate given the industrial pollution and other serious issues involved. The EA finding of "no significant impact" rested heavily on the stated assumption that the "cumulative impact" of both the Cherry Point NADEP and the concurrent decision to relocate Cecil Field FA-18 squadrons to Cherry Point would be addressed in a subsequent EIS. Although this EIS was completed in draft form more than six months ago, the public hearings scheduled for February, 1995, were canceled and the Draft EIS still has not been released by the Navy. There is a certain irony in North Carolina's "concern" for pre-decision consideration of environmental factors at Oceana while pressing their case to reinstate an FA-18 basing decision that, two years after the fact, is still not supported by the NEPA-required systematic evaluation of environmental issues. Meanwhile, significant issues in the EA for Cherry Point

The Honorable Owen B. Pickett

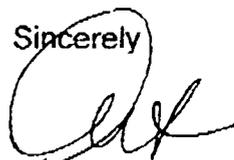
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NADEP were deferred to the apparently defunct EIS, thereby bringing the legality of the EA into question.

In summary, we have every reason to believe that air quality conformity is a *nonissue* in relation to proposed aircraft realignments to NAS Oceana. I will be pleased to provide any supporting documentation that you or the Commission may desire to support this conclusion.

Sincerely



Arthur L. Collins
Executive Director/Secretary

DG:fh

ENVIRONMENTAL PROTECTION
AGENCY

40 CFR Part 81

(VAJ7-1-6812E; FRL-5170-6)

Designation of Areas for Air Quality Planning Purposes; Virginia; Withdrawal of Final Rule Pertaining to the Clean Air Act Promulgation of Reclassification of the Hampton Roads Ozone Nonattainment Area in Virginia and Attainment Determinations

AGENCY: Environmental Protection Agency (EPA).

ACTION: Withdrawal of direct final rule.

SUMMARY: On January 17, 1995, EPA published a final rule to reclassify the Norfolk-Virginia Beach-Newport News area (Hampton Roads) in Virginia from marginal to moderate nonattainment for ozone. The January 17, 1995 document also set forth the method that EPA will use henceforth to determine if areas have attained an air quality standard. These actions were published without prior proposal because EPA anticipated no adverse comment. Because EPA received adverse comments on these actions, EPA is withdrawing the January 17, 1995 final rule actions pertaining to the Hampton Roads reclassification and EPA's method to determine if areas have attained an air quality standard.

EFFECTIVE DATE: March 13, 1995.

FOR FURTHER INFORMATION CONTACT: Maria A. Pina, (215) 597-9337.

SUPPLEMENTARY INFORMATION: On January 17, 1995, EPA published a final rule to reclassify the Norfolk-Virginia Beach-Newport News area (Hampton Roads) in Virginia from marginal to moderate nonattainment for ozone (60 FR 3349), because the area failed to meet its November 15, 1993 attainment date. The action was based on air quality monitoring data for ozone. The January 17, 1995 document also set forth the method that EPA will use henceforth to determine if areas have attained an air quality standard. EPA approved this direct final rulemaking without prior proposal because the Agency viewed it as non-controversial and anticipated no adverse comments. The final rule was published in the Federal Register with a provision for a 30 day comment period (60 FR 3349). At the same time, EPA announced that this final rule would convert to a proposed rule in the event that adverse comments were submitted to EPA within 30 days of publication of the rule in the Federal Register (60 FR 3368). By publishing a document announcing withdrawal of

the final rulemaking action, this action would be withdrawn. EPA received adverse comment within the prescribed comment period. Therefore, EPA is withdrawing the January 17, 1995 final rulemaking actions pertaining to the Hampton Roads reclassification and EPA's method to determine if areas attained an air quality standard. All public comments received will be addressed in a subsequent rulemaking action based on the proposed rule.

The January 17, 1995 action also determined that a number of marginal ozone nonattainment in the states of Delaware, Pennsylvania, New Jersey, Ohio, and West Virginia have ambient air monitoring data that meets the ozone air quality standard. Those determinations were based on monitored air quality readings for ozone during the years 1991-1994. The January 17, 1995 action was not a redesignation action for those marginal areas for which air quality monitoring data indicates attainment of the standard. The Clean Air Act requires that a separate redesignation request be submitted by the appropriate states to EPA. These determinations are not affected by this withdrawal document. This withdrawal document only pertains to the final rulemaking actions on the Hampton Roads reclassification and EPA's method to determine if areas have attained an air quality standard.

List of Subjects in 40 CFR Part 81

Environmental protection, Air pollution control, Hydrocarbons, Intergovernmental relations, Ozone.

Dated: March 1, 1995.

Stanley Lackowski,

Acting Regional Administrator.

For the reasons set out in the preamble, 40 CFR part 81 is amended by withdrawing the final rule published on January 17, 1995 at 60 FR 3349.

[FR Doc. 95-6110 Filed 3-10-95; 8:43 am]

501790 COOK 9509-00-0

40 CFR Part 81

(W144-02-6881; FRL-5168-6)

Designation of Areas for Air Quality Planning Purposes; Wisconsin; Redesignation of Oshkosh, Wisconsin, to Attainment for Carbon Monoxide; Correction

AGENCY: United States Environmental Protection Agency (USEPA).

ACTION: Final rule, correction.

SUMMARY: On August 17, 1994 the USEPA published a final rule approving the redesignation Oshkosh, Wisconsin to attainment status for carbon monoxide (59 FR 42168). The supplementary information to the final rule included several typographical errors, and the final rule incorrectly listed the date the rule was to take effect. This correction clarifies the intent of the supplementary information and provides the correct effective date of October 17, 1994.

The USEPA regrets any inconvenience caused by these errors.

EFFECTIVE DATE: This correction is effective March 13, 1995.

FOR FURTHER INFORMATION CONTACT: Megan Beardsley, Environmental Scientist, Regulation Development Section, Air Toxics and Radiation Branch (AT-18), U.S. Environmental Protection Agency, Region 5, Chicago, Illinois 60604, (312) 886-0889.

SUPPLEMENTARY INFORMATION:

List of Subjects in 40 CFR Part 81

Environmental protection, Air pollution control, National parks, Wilderness areas.

Dated: February 10, 1995.

David A. Ulrich,

Acting Regional Administrator.

Correction of Publication

Accordingly, the final rule published on August 17, 1994 at 59 FR 42168 FR Doc. 94-20172, is corrected as follows:

1. On page 42169 of the final rule, at the top of the first column, the "Action" heading is incorrectly labeled as "C;" the correct label is "B." In the same column, the "Miscellaneous" heading is labeled as "IV;" the correct label is "III." Similarly, in column two, the "Petitions for Judicial Review," heading is labeled as "D;" the correct label is "C."

§ 81.350 [Corrected]

2. On page 42169, in § 81.350, in the Wisconsin carbon monoxide table, in the entry for "Winnebago County" the designation date in column 2 and the classification date in column 4 are corrected to read "October 17, 1994".

[FR Doc. 95-6888 Filed 3-10-95; 8:43 am]

501790 COOK 9509-00-0

Document Separator



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
WASHINGTON, D.C. 20460

Brn - I have 15 copies of this for hearing ready to go. This letter supports our analysis. I'm ready to speak during your presentation as needed.

-Deirdre

[cc: Alex]

JUN 20 1995

OFFICE OF
AIR AND RADIATION

Honorable Lauch Faircloth
United States Senate
Washington, DC 20510

Dear Senator Faircloth:

This is in response to your letter of June 8, 1995, concerning the applicability of the Clean Air Act's conformity requirements to the proposed Base Realignment and Closure Commission (BRAC) recommendation to redirect certain F/A-18 squadrons from the Marine Corps Air Station at Cherry Point, North Carolina, to the Naval Air Station at Oceana, Virginia.

The Environmental Protection Agency (EPA) has established the health and welfare-based national ambient air quality standards (NAAQS) and States have developed programs, known as State implementation plans (SIP's), to attain and maintain those NAAQS. To ensure that Federal actions will not interfere with the SIP's, section 176(c) of the Clean Air Act and the EPA implementing regulation requires Federal agencies to make conformity determinations. These determinations are necessary when the Federal action will result in significant increase in emissions of air pollutants which will impact areas not attaining the NAAQS.

It is my understanding that an earlier BRAC had recommended closing Cecil Field in Florida and relocating several squadrons to Cherry Point, North Carolina. Cherry Point is located in an attainment area in eastern North Carolina. The new Commission is recommending that the squadrons go to Oceana, Virginia. Oceana is part of the Norfolk-Virginia Beach-Newport News (Hampton Roads) marginal ozone non-attainment area.

In your letter, you requested EPA's interpretation of the general conformity requirements as applied to the BRAC recommendations. Specifically, you asked, "Is a conformity determination or conformity analysis required prior to a BRAC decision?" It is my understanding that a preliminary analysis by the Navy indicates that relocation of the squadrons will result in a significant increase in emissions of ozone precursors at the squadrons' new base. Thus, if the Navy relocates the squadrons to a base in a non-attainment area, such as Oceana, it must make a conformity determination. In order to demonstrate conformity, the Navy must prepare a year-by-year estimate of the total direct and indirect emissions and demonstrate that the transfer will not cause or contribute to any new violation of the NAAQS; increase



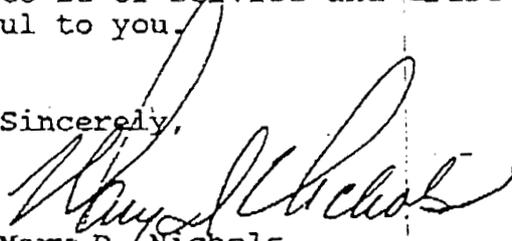
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the frequency or severity of any existing violation of the NAAQS, or; delay Virginia's attainment of the NAAQS.

The BRAC Commission is only making a recommendation to the President and Congress and the recommendation is not in itself an action which will result in an increase in emissions, and thus, would not require a conformity determination. While environmental impact is one of the factors which the BRAC must consider in developing its recommendation, the requirement to prepare a conformity determination rests with the Navy. This needs to be done before the transfer is executed.

I appreciate this opportunity to be of service and trust that this information will be helpful to you.

Sincerely,



Mary D. Nichols
Assistant Administrator
for Air and Radiation