

NAS Cecil Field, FL

COMMUNITY CONCERNS

Cherry Point

The MCAS Cherry Point community feels the DOD Recommendation for the redirect of F/A-18 assets originally based at NAS Cecil Field is flawed. They contend the costs used for the redirect to NAS Oceana, VA were based on a significantly smaller number of aircraft than was used for the 1993 DOD Recommendation. Therefore, the figures should be adjusted to account for the current force structure and construction standards. Since the 1993 Commission report was released, the Cherry Point community claims that significant money has been spent in and around the base to accommodate the additional aircraft. New schools have been built and the private sector has invested in community services anticipating execution of the 1993 Commission Recommendation. The community also believes this redirect would eliminate inter-servicing of aircraft at Cherry Point. The community believes Cherry Point is a better area for these additional aircraft because it is less populated, and can accommodate an additional 60 aircraft with little or no construction. The community asserts there are environmental problems at Cherry Point, and severe water and air quality issues at Oceana. The community believes that the redirect was prepared to keep Oceana from being closed. They feel that this action is a deviation from the selection criteria.

Virginia Beach

The NAS Oceana community strongly supports the redirect. An airport zoning ordinance was passed preventing certain types of incompatible development and thus, helping the NAS Oceana with their AICUZ (air installation compatible use zones). Approximately \$25 million has been slated by the local government to move two schools away from the air station and out of the accident potential zones. They believe that overcrowding is not an issue for the air station and the actual levels of aircraft assigned after the redirects will actually be less than were assigned in 1991.

Naval Air Station Cecil Field, FL

Category: Operational Air Station
Mission: Support Aviation Operations
Cost to Close (Realign): \$66.6 million
Savings: 1996-2001: \$303.6 million
Annual: \$11.5 million
Return on Investment: 1996 (Immediate)
FINAL ACTION: Accept Redirect

SECRETARY OF DEFENSE RECOMMENDATION
(done)

SECRETARY OF DEFENSE JUSTIFICATION
(done)

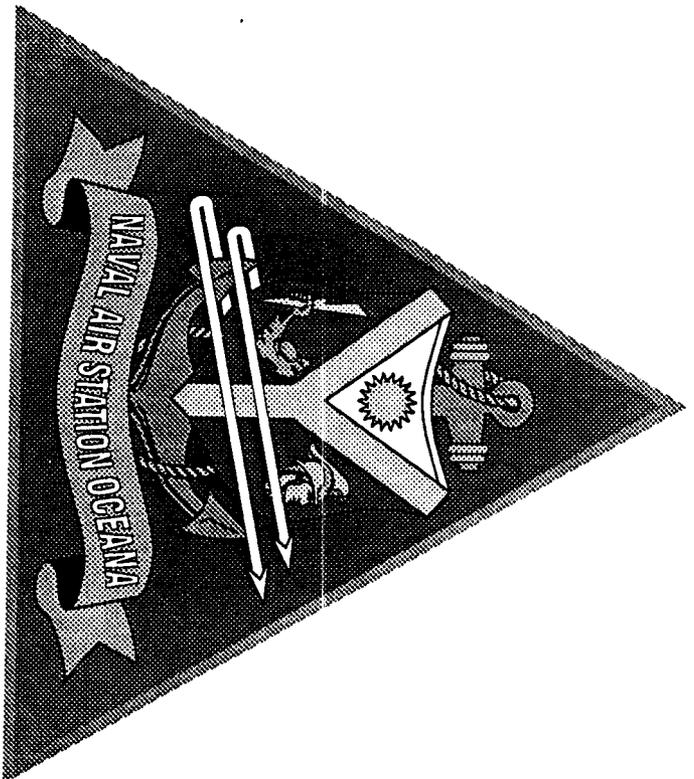
COMMUNITY CONCERNS

COMMISSION FINDINGS

The Commission agreed with the Secretary of Defense that the accelerated retirement of the A-6E aircraft at NAS Oceana creates a vacancy in existing facilities. This redirect uses this capacity and avoids substantial new construction at MCAS Cherry Point, NC. The recommendation also provides several operational advantages including the collocation of carrier-based anti-submarine warfare (ASW) aircraft with land based ASW aircraft at NAS Jacksonville. It also bases active duty Navy carrier based jets with similar Marine Corps units at MCAS Beaufort, SC, and sends two reserve squadrons of F/A-18's to NAS Atlanta. In addition, the Commission agreed with the need to retain OLF Whitehouse, the Pinecastle target complex, and the Yellow Water family housing area to support NAS Jacksonville.

RECOMMENDATIONS

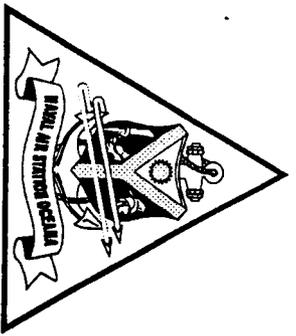
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NAVAL AIR STATION OCEANNA

MASTERJETBASE

Captain William H. Shurtleff, IV



NAVAL AIR STATION OCCEANNA

MASTER JET BASE

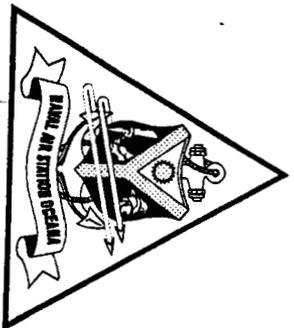
Vital Statistics

Personnel

✦ Military	6,714
✦ Civilian	1,765
✦ Dependents	8,392

Total Gross Annual Payroll \$244 million

Expenditures for Goods and Services \$156 million



NAVAL AIR STATION OCEANA

MASTER JET BASE

Mission

Our mission is to assist Commander Naval Air Force, U.S. Atlantic Fleet aviation units to maintain optimum combat readiness.

Strategy

We will develop and maintain each element of NAS Oceana at the optimum level of base readiness to best support tenant activities and squadrons.



NAVAL AIR STATION OCEANA

MASTERJET BASE

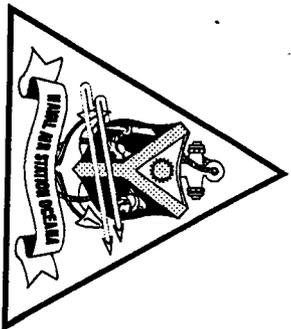
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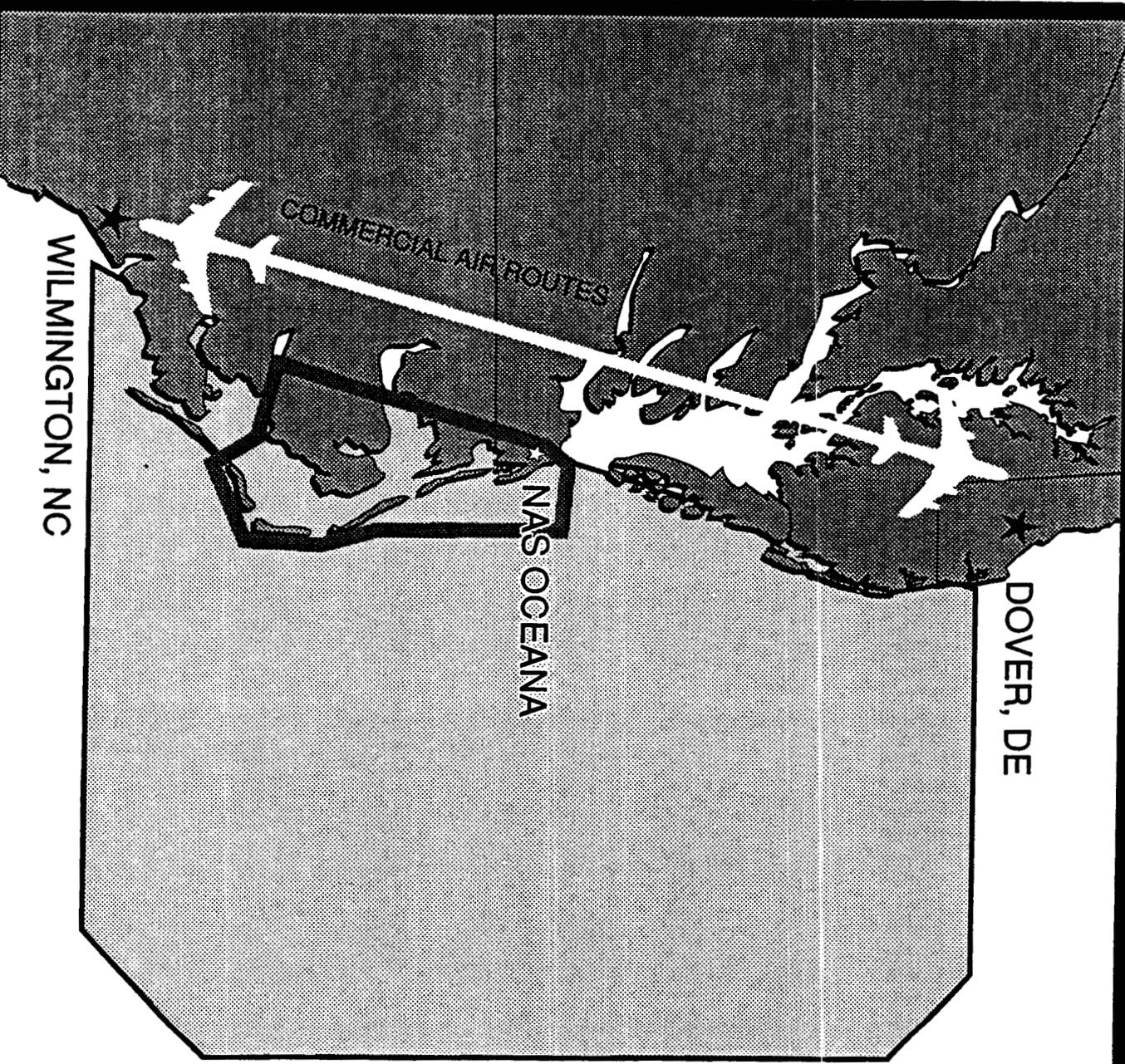


NAVAL AIR STATION OCEANNA

MASTERJET BASE

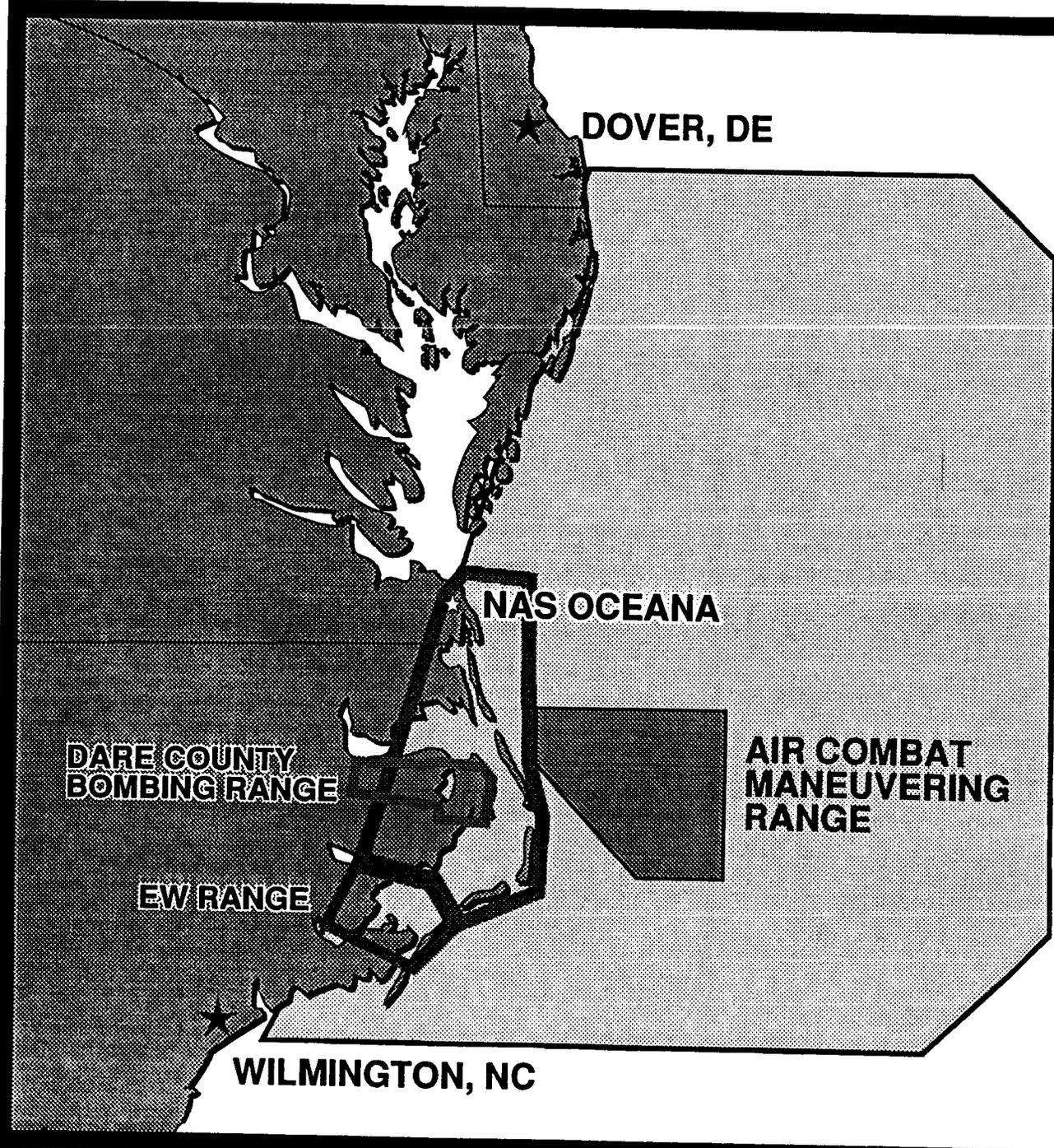
Overview

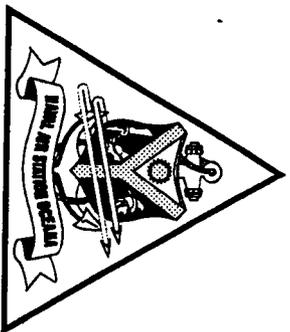
- ▶ **Airspace and joint training**
- ▶ **Operational & training facilities**
- ▶ **Geographic location**
- ▶ **Relationship with Hampton Roads cities**



**NAS Oceana
Air Space
and
Control Area**

NAS Oceana Air Space and Ranges





NAVAL AIR STATION OCCEANNA

MASTERJETBASE

Facilities

- ✦ Full-Service Master Jet Base
 - Dual parallel runways
 - One 12,000 ft long
 - 6 aircraft hangars
 - Capacity - 116 aircraft
 - Ramp space for:
 - Capacity - 336 aircraft



NAVAL AIR STATION OCEANA

MASTER JET BASE

Facilities

➤ Full-Service Master Jet Base

- 12 Squadrons with 216 aircraft
 - (9 F-14, 2 A-6, 1 F/A-18)
- Over 1000 acres of unrestricted land to expand capacity
- NALF Fentress FCLP Field
 - 8000 ft runway
 - 24-hour/day crash & rescue capability
 - Bi-directional arresting gear



NAVAL AIR STATION OCEANA

MASTER JET BASE

Facilities

- ▶ **Full-Service Master Jet Base**
 - **50 Tenant Activities (FITWINGLANT, ATKWINGLANT, CARRIER AIR WINGS, FACSFAC)**
 - **93 activities supported (East Coast carrier fleet, Coast Guard, Army, Air Force & Navy special forces, National Guard)**

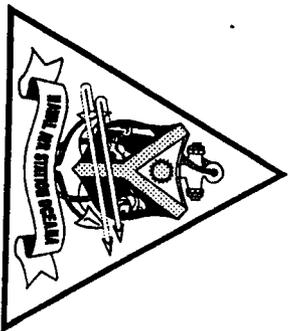


NAVAL AIR STATION OCEANA

MASTERJET BASE

Facilities

- **Full-Service Master Jet Base**
 - **AIMD, largest in the Navy**
 - **3 jet engine test cells**
 - **Supply - Excellence Award winner**
 - **Full range of flight simulators**
 - **LSO simulator - only one in world**



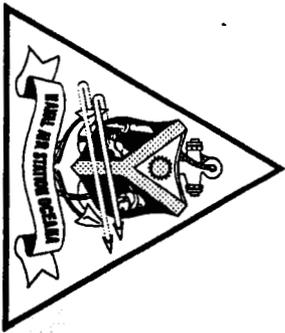
NAVAL AIR STATION OCCEANNA

MASTERJET BASE

Geographic Location

► Strategic Value

- Close to fleet
- FACCSEAC co-located - easy access to training airspace
- Integral part of the Navy Regional Hub
- Invaluable for maintaining sea/shore rotation



NAVAL AIR STATION OCEANNA

MASTER JET BASE

Geographic Location

➤ Quality of Life

- Metropolitan area
- Education
- Jobs
- Recreation
- Navy/Community Cooperation



NAVAL AIR STATION OCEANA

MASTERJETBASE

Summary

- **Superior Airspace**
- **Superior Facilities**
- **Superior City-Navy Team**

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DRAFT

BASE ANALYSIS

Naval Air Station Cecil Field, FL

DOD RECOMMENDATION: Change the receiving sites specified by the 1993 Commission (1993 Commission Report, at page 1-20) 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, Virginia; Marine Corps Air Station, Beaufort, South Carolina; 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
MILITARY VALUE	Closed Base
FORCE STRUCTURE	No Impact
ONE-TIME COSTS (\$ M)	66.6
ANNUAL SAVINGS (\$ M)	11.5
RETURN ON INVESTMENT	1996 (Immediate)
NET PRESENT VALUE (\$M)	437.8
BASE OPERATING BUDGET (\$ M)	Closing Base
PERSONNEL ELIMINATED (MIL / CIV)	85 / 220
PERSONNEL REALIGNED (MIL / CIV)	0 / 0
ECONOMIC IMPACT (BRAC 95 / CUM)	Redirect
ENVIRONMENTAL	No Impact

DRAFT

DRAFT

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

SUMMARY SHEET

NAVAL AIR STATION CECIL FIELD, FL (REDIRECT)

INSTALLATION MISSION

Naval Air Station Cecil Field was directed to be closed during the BRAC 93 round. Before its closure it provided facilities and services in support of aviation activities of the Navy and other activities as directed. It was the east coast home for the Navy's F/A-18's and S-3's.

DOD RECOMMENDATION

- Change the receiving sites specified by the 1993 Commission (see attached page 1-20 of the 1993 Commission Report)
 - Move two Navy F-18 squadrons to MCAS Beaufort in lieu of MCAS Cherry Point.
 - Move eight Navy F-18 squadrons, a Fleet Replacement Squadron, and the Aircraft Intermediate Maintenance Department to NAS Oceana in lieu of MCAS Cherry Point.
 - Move two Reserve F-18 squadrons (1 Navy & 1 Marine) to NAS Atlanta in lieu of MCAS Beaufort.
 - Move the S-3's to NAS Jacksonville in lieu of NAS Oceana.
- "To support NAS Jacksonville, retain OLF Whitehouse, the Pinecastle target complex, and the yellow Water family housing area."

DOD JUSTIFICATION

- First, it avoids \$332.3 million in new construction at MCAS Cherry Point and utilizes existing capacity at NAS Oceana and MCAS Beaufort.
- Second, it permits collocation of all fixed wing carrier-based anti-submarine warfare (ASW) air assets in the Atlantic Fleet with the other aviation ASW assets at NAS Jacksonville and NAVSTA Mayport and support for those assets.
- Third, it permits recognition of the superior demographics for the Navy and Marine Corps reserves by relocation of reserve assets to Atlanta, GA.

SIGNIFICANT ISSUES

1. NAS Atlanta

- Staff Comment: NAS Atlanta which was listed as a receiver site for two reserve F-18 squadrons as part of the NAS Cecil redirect, has been listed as a potential facility for closure by the 1995 DBCRC. Should NAS Atlanta be closed, then a suitable alternative will have to be identified.

DRAFT

DRAFT

2. Economic Impact

- Staff Comment - Since this action affects unexecuted relocations resulting from prior BRAC recommendations, it causes no net change in current employment in the Craven and Carteret Counties, North Carolina economic area. However, the anticipated 7.5% increase in the employment base in this economic area will not occur.

3. NAS Oceana

- Staff Comment - A staff-only visit was made to NAS Oceana and it is my finding that Oceana can accommodate the F-18 redirects due to the accelerated retirement of the A-6 aircraft by the end of FY-97. Additionally, the F-14 fleet is being downsized which will also allow Oceana to accommodate additional F-14 assets as a result of the MCAS El Toro/Tustin redirect.

4. MCAS Cherry Point

- Staff Comment - A staff only visit was conducted on June 1, 1995. The facilities were in excellent condition and the naval air station could accomodate additional aircraft. However, further assessment is required.

R&A STAFF SUMMARY COMMENT

- Staff is continuing to review this recommendation.

James R Brubaker/Navy/08/10/95 9:53 AM

3.8.95

To: Jim Brubaker

From: Deirdre Nurre

RE: Need for Data on Proposed Redirects of 1993 Recommendations --
Miramar missions to Oceana; Cecil Field missions to Oceana and Atlanta

Please transmit the following questions to your Navy counterpart when you meet with him or her on March 9:

Where in the Navy's backup data can we find additional information regarding the conformity determinations for the two redirects mentioned above?

Who is the appropriate Navy contact for the air attainment and conformity issues that are raised by these two redirects? What's his or her number?

Thank you.

Document Separator

VIRGINIA

**Naval Air Station, Oceana
(Redirect of NAS Cecil Field)**

1. Has a conformity determination been drafted for the receipt of additional planes and personnel at the Naval Air Station Oceana?

If not, has one been initiated?

2. Has the local air district been contacted to work with the Navy on the conformity determination for a possible move to Oceana?

3. 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?

Questions regarding receipt of additional flying missions at NAS Oceana and their impact on air conformity:

Has a conformity determination been drafted for the receipt of additional planes and personnel at NAS Oceana?

If not, has one been initiated?

Has the local air district been contacted to work with the Navy on the conformity determination?

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?

What is the number of planes and personnel coming to Oceana as a result of this redirect?

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 of issue that a conformity determination would document.)

Who can the Commission staff call at Oceana and at the local air district or U.S. EPA to discuss these conformity questions?

Questions regarding air station:

What are the jet fuel storage and refueling facilities like onboard the base?

Electrical power, sewage capacity, water etc.?

Airfield capacities, i.e. ramp and runway? Airspace capacities, availability of airspace?

Housing availability, Officer/Enlisted? How many on base units of each are available?

NAS OCEANA, VA

1993 VERSUS 1995 RECOMMENDATIONS

The DoD Recommendations to the 1993 Defense Base Closure and Realignment Commission included a recommendation to close the Naval Air Station at Cecil Field and relocate its aircraft along with dedicated personnel, equipment and support to MCAS Cherry Point; NAS Oceana and MCAS Beaufort. This recommendation essentially directed that the aircraft located at NAS Cecil Field would be distributed to the following airfields:

- 126 F/A-18's To MCAS Cherry Point
- 48 S-3's To NAS Oceana
- 24 F/A-18's (Reserves) To MCAS Beaufort

The DoD Recommendations to the 1995 Defense Base Closure and Realignment Commission includes a redirect of the NAS Cecil Field aircraft, approved by the Commission in 1993. Despite the large reduction in operational infrastructure accomplished during the 1993 round of base closure and realignment, Department of the Navy force structure experiences a reduction of over 10% by the year 2001. There continues to be additional excess capacity that must be eliminated. The above, combined with the accelerated retirement of the A-6 type aircraft previously based at NAS Oceana, has created an excess capacity at this airfield. Therefore, the 1995 DoD Recommendation to the Commission recommends a redirect of the 1993 proposal to the following:

- 135 F/A-18's To NAS Oceana
- 48 S-3's To NAS Jacksonville
- 24 F/A-18's To MCAS Beaufort
- F/A-18's (Reserves) To NAS Atlanta

The data calls for NAS Oceana and MCAS Cherry Point reflect the following numbers of tactical aircraft assigned during FY-95. Additional there is a small number of operational and support aircraft assigned to each of the below listed air stations which are not listed.

NAS Oceana	MCAS Cherry Point
24 A-6E's	21 EA-6B's
133 F-14's	100 AV-8's
<u>12</u> F/A-18's (Reserves)	<u>20</u> KC-130's
169	141

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Aircraft Squadrons by Location and Type Aircraft

1995 *JB*

AC per Sqdn	12	14	4	9	4	20	12	8	4	15	4	12	6/10	12	12	12	18	6	Shown below in actual squadron entries					14	Shown below			
LANT	F/A-18	F-14	EA-6	S-3	E-2	AV-8	F-5	P-3	C-9	C-2	C-20	KC-130	SH-60	H-46	H-53	H-1	EA-1	EA-6	H-57	T-45	T-2	T-34	T-44	T-39	A-9	Special Mission	TA-4	
Cecil Field	10/1/2			6/0/0																								
Oceana	0/0/1	5/1/0																										
Norfolk					5/1/1																							
Jax																												
Brunswick																												
Pax River																												
Mayport																												
Roosey Roads																												
NAF Wash	0/0/1																											
Willow Grove																												
New Orleans	0/0/1																											
Atlanta																												
Dallas FW	0/0/1	0/0/1																										
So. Weymouth																												
Cherry Pt																												
Beaufort	7/0/0																											
New River																												
Quantico																												
Stewart AFB																												
FAAG	F/A-18	F-14	EA-6	S-3	E-2	AV-8	F-5	P-3	C-9	C-2	C-20	KC-130	SH-60	H-46	H-53	H-1	EA-1	EA-6	H-57	T-45	T-2	T-34	T-44	T-39	A-9	Special Mission	TA-4	
Lemoore	10/1/0						0/0/1																					
Miramar		4/0/0																										
Whidbey			8/1/0																									
North Island																												
Yokosuka	2/0/0	1/0/0																										
Barbers Pt																												
Fallon																												
NASA Ames																												
Pt Mugu																												
Alameda																												
El Toro	7/1/1																											
Pendleton																												
Tustin																												
Kaneoche Bay																												
Yuma																												
China Lake																												
Guam																												
Tinker AFB																												
TRACOM	F/A-18	F-14	EA-6	S-3	E-2	AV-8	F-5	P-3	C-9	C-2	C-20	KC-130	SH-60	H-46	H-53	H-1	EA-1	EA-6	H-57	T-45	T-2	T-34	T-44	T-39	A-9	Special Mission	TA-4	
Whiting																												
Corpus																												
Kingsville																												
Meridian																												
Pensacola																												

Key: X / Y / Z where X = active sqdms, Y = FAAG, Z = reserve sqdms



Since 1904, Barat has been an integral part of Lake Forest and Lake County. Throughout its history, first as a boarding school, then as a college for women, and now as a coeducational college, Barat has remained true to its mission to offer a highly personalized education tailored to meet the needs of generations of students.

So that Barat can maintain its mission to serve its students and the community, the College is undertaking a challenge. The current Library has served the College and community well for many years, but needs to be replaced with a state-of-the-art Library/Learning Resource Center. In order to meet this challenge and ensure the future of the College, we have embarked on a capital campaign to construct a new Library, which is projected to cost \$5 million. We anticipate a 1996 completion date for the project.

Proceeds from Barat's First Annual Celebrity Fundraising Golf Tournament will provide a building block for the Library and lay groundwork for a Library endowment fund once the facility is completed. Barat's resources are shared freely with members of the Lake Forest and Lake County communities, and the new Library will enhance the community culturally and economically.

With your support and enthusiasm, the First Annual Celebrity Fundraising Golf Tournament should prove to be a fun and successful day. Come "tee it up" with former Chicago Bears Dave Duerson, Mike Pyle, Dick Gordon, Ron Rivera, Cliff Benson and Thomas Sanders, WMAQ's Roberta Gonzalez, SportsChannel's Randy Hahn, Mike Conklin of the Tribune, Chicago Twisters coach Stephanie Rivera, and many more Chicago celebrities!

Together, we can make a difference for Barat College and our Community!



First Annual
**CELEBRITY
FUNDRAISING
GOLF TOURNAMENT**

Monday, September 18, 1995
Knollwood Club
Lake Forest, IL

TOURNAMENT SCHEDULE

11:00 A.M. Registration
12:00 NOON Shotgun Start
5:30 P.M. Cocktail Reception
Live and Silent Auctions

TOURNAMENT FORMAT

- Four person scramble, shotgun start
- Hole-in-One, Longest Drive and Closest to Pin contests

Barat College First Annual
Celebrity Fundraising Golf Tournament
PLAYER REGISTRATION CARD
FIELD LIMITED TO 36 TEAMS
ENTRY DEADLINE: SEPTEMBER 1, 1995

I would like to host the following foursome.
Enclosed is my check for:

----- \$1500 (Par Sponsor)
----- \$2500 (Birdie Sponsor)

HOST Name:-----
Street Address:-----
City, State & Zip:-----

Golfer #2 Name:-----
Street Address:-----
City, State & Zip:-----

Golfer #3 Name:-----
Street Address:-----
City, State & Zip:-----

Golfer #4 Name:-----
Street Address:-----
City, State & Zip:-----

If you are interested in participating and want to be placed in a foursome, or if you have any other tournament inquiries, please call Tom Sales at (312) 943-1955.

All checks should be made payable to Barat College and mailed to:
Barat College Golf Tournament, c/o 325 West Huron, Suite 310
Chicago, IL 60610

NAS OCEANA, VA

1993 VERSUS 1995 RECOMMENDATIONS

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- 24 F/A-18's To NAS Atlanta (Reserves)

ASSIGNED OCEANA CURRENT

24 A-6E's
98 F-14's FLEET
35 F-14's RAG
12 F-18's (RESERVES)

109

ASSIGNED CHERRY POINT CURRENT

100 AV-8's
21 EA-6B's
20 KC-130's

121

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Department of the Navy
Base Structure Analysis Team

BSAT

Facsimile Transmission
Cover Sheet

Date:

From: CAPT Mike Nordeen
Office: (703) 681-0484
Fax: (703) 681-9174/84
To: Name: <u>LTCOL Jim BRUBAKER</u>
Org: _____
Office: <u>1096-0504</u>
Fax: <u>1096-0550</u>

Message:

Per Our Thomson

Number of Pages (including cover page):

~~1~~ 3

DATA CALL 64

CONSTRUCTION COST AVOIDANCES

Table 1: Military Construction (MILCON) Projects (Excluding Family Housing Construction Projects)

Installation Name:		CHERRY POINT NC MCAS		
Unit Identification Code (UIC):		M00146		
Major Claimant:		MARCORPS		
Project FY	Project No.	Description	Appn	Project Cost Avoid (\$000)
1996	070	JET ENGINE TEST CELL	MCON	7,070
1996	075	MISSILE MAGAZINE	MCON	1,500
1996	084T	NORTH QUADRANT PHASE I	✓ BRAC	157,762
1996	085T	RUNWAY PHASE I	✓ BRAC	24,300
1996	088T	TRAINING FACILITIES	✓ BRAC	23,100
1996	089T	ADMINISTRATIVE OFFICE	✓ BRAC	1,260
1996	092T	MISSILE MAGAZINE	✓ BRAC	8,300
1996	843	ENCL WATER SURV TNG TANK	MCON	2,050
		Sub-Total - 1996		225,342
1997	022	SCIF FACILITY	MCON	1,525
1997	090T	BEQ	✓ BRAC	23,100
1997	103T	NORTH QUADRANT PHASE II	✓ BRAC	23,820
1997	X32T	RUNWAY PHASE II	✓ BRAC	24,900
		Sub-Total - 1997		73,345
1998	091T	PERSONNEL SUPPORT FACILITIES	✓ BRAC	3,000
1998	827	OPS/MAINTENANCE FACILITY	MCON	7,350
		Sub-Total - 1998		10,350

(Revised 9 Dec 94)

(* - Cost Avoidance is less than project programmed amount)

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MCAS CHERRY POINT, NC

1993 VERSUS 1995 RECOMMENDATIONS

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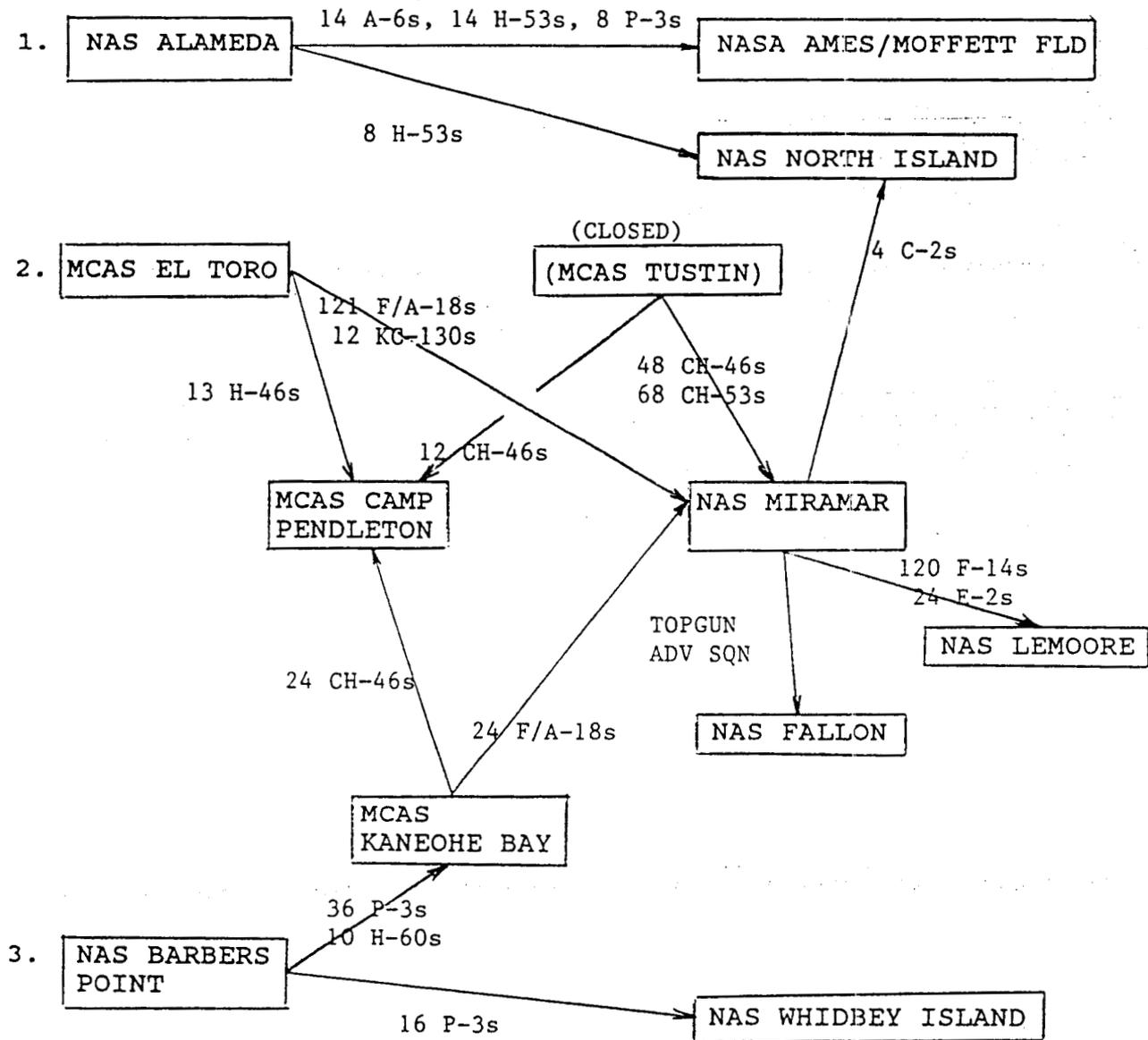
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DoD RECOMMENDATION

PACIFIC

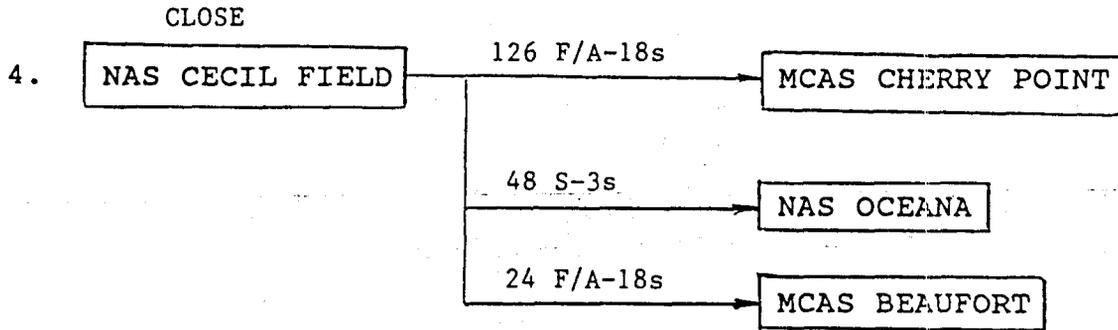
CLOSURE

RECEIVING BASES

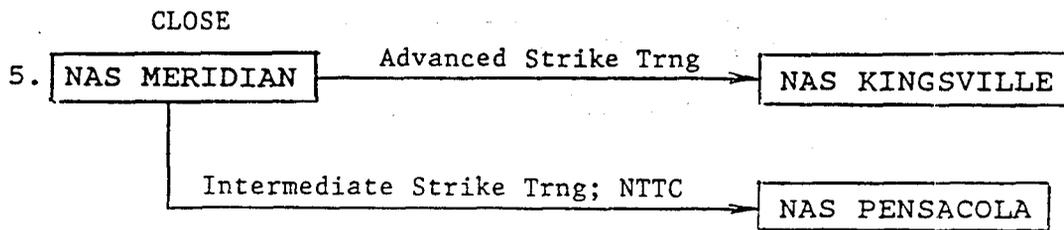


DoD RECOMMENDATION

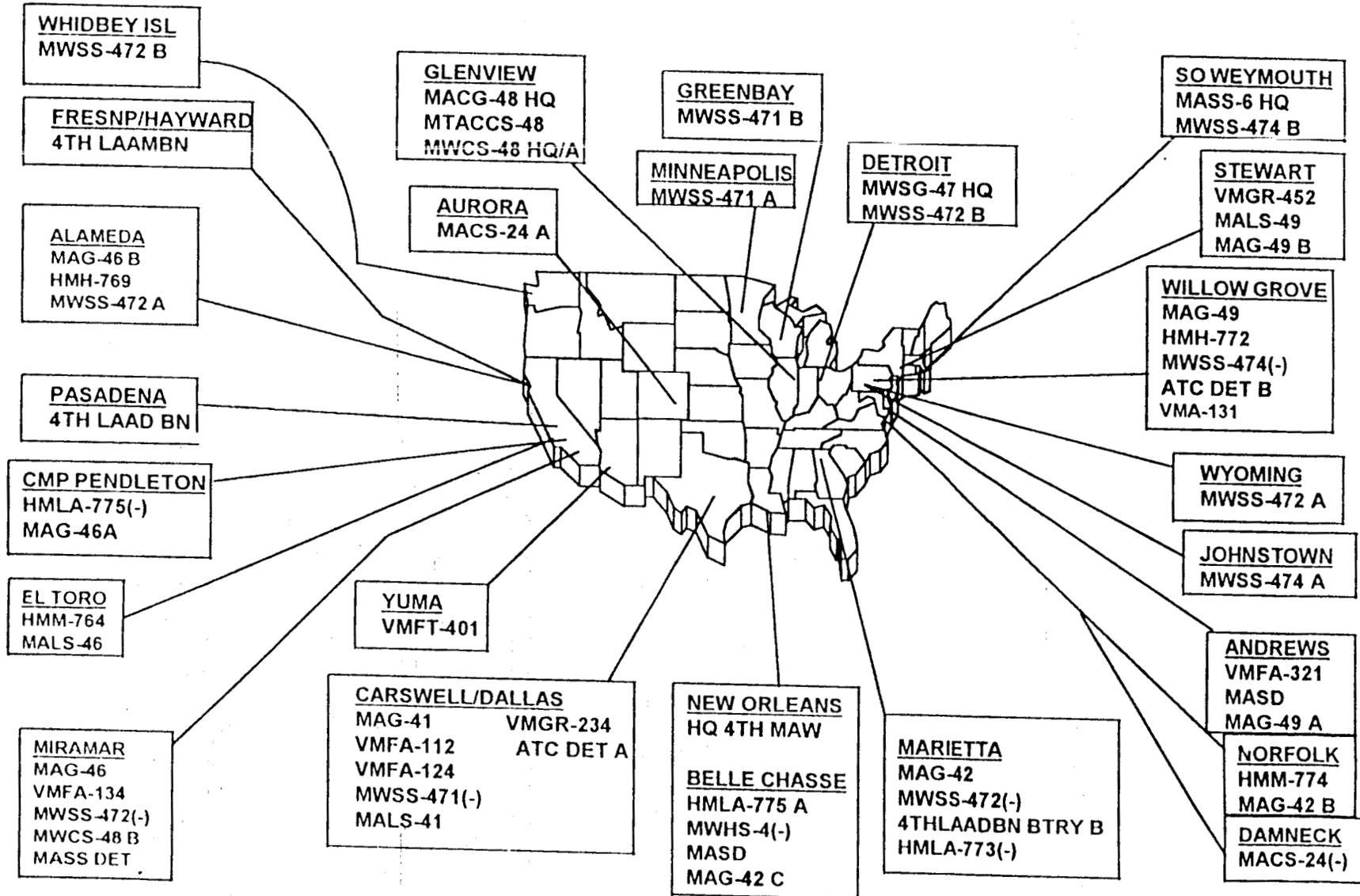
ATLANTIC



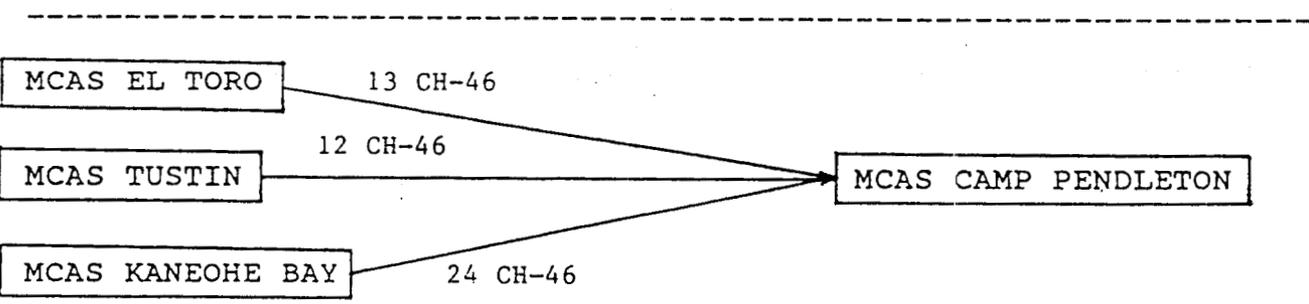
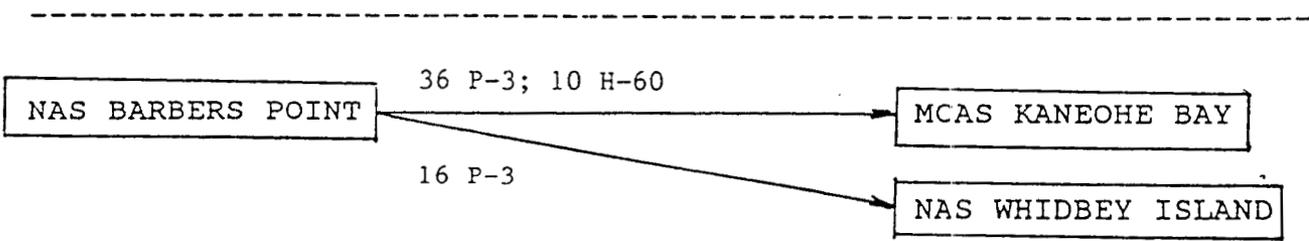
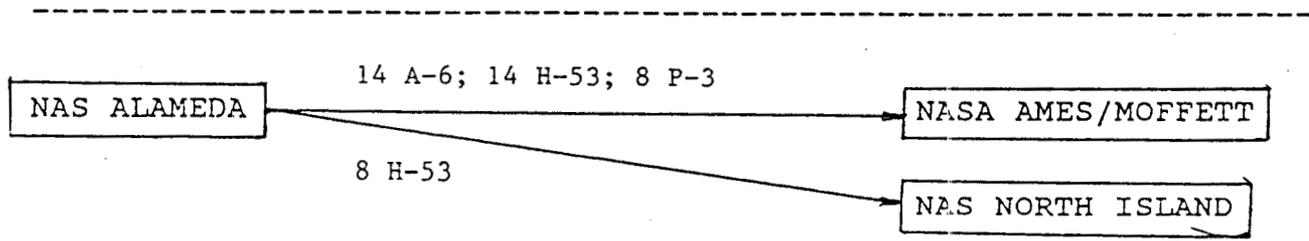
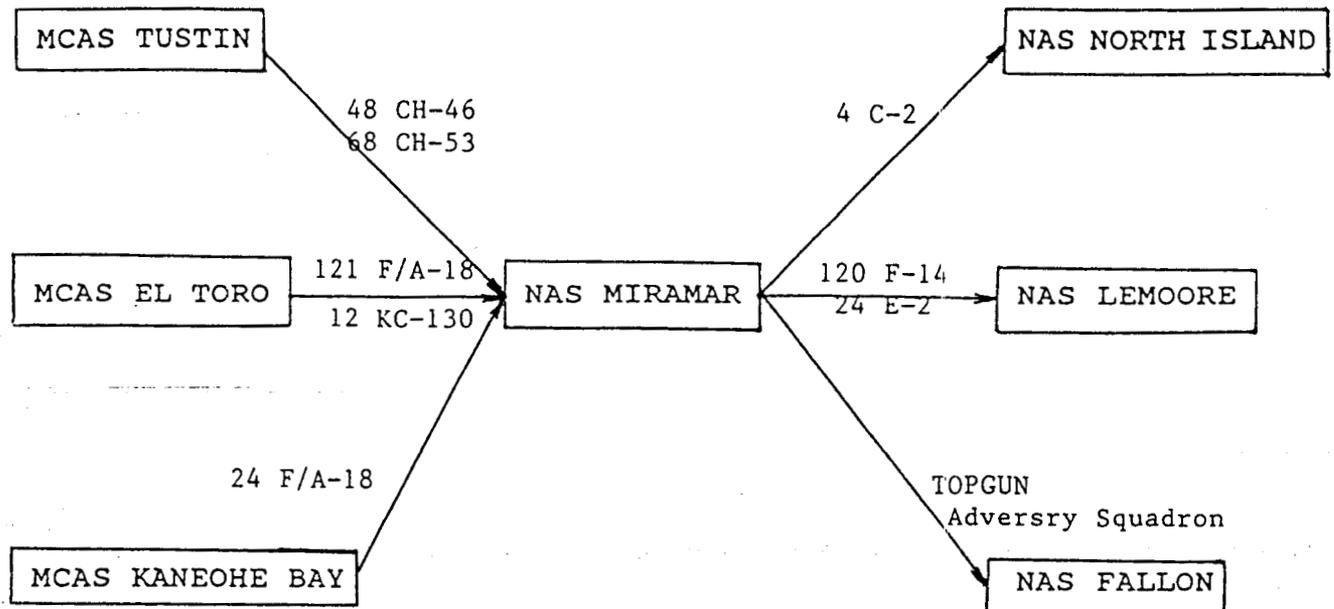
TRAINING



RESERVE AVIATION LAYDOWN END OF FY94



DoD RECOMMENDATION - WEST COAST



	<u>From</u>	<u>To</u>	<u>Instead of (93 Recomm.)</u>
East Coast	Cecil Field F-18 ^s	Oceana Beaufort	Cherry Point
	Cecil Field S-3 ^s	: Jacksonville	Oceana
	Cecil Field (Reserve) F-16 ^s	Atlanta	Beaufort

West Coast	Micromar F-14	Oceana	Lemoore
	Micromar E-2 ^s	North Island	Lemoore

Recommended Closures	<u>Training Air Stations</u>	<u>Reserve Air Stations</u>
	Meridian	Weymouth
	Corpus Christi (changed from NAS to NAF)	Detroit - change to previous BRAC

	<u>Operational</u>	
West Coast	{	El Toro
		Tustin
		Cecil
		Agana (Guard)
Northwest and East Coast	{	Aak
		Key West - converted to NAF from NAS - conversion rather than close as directed in 1998

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Oceana

(99)

VF-14	14 (14A)	} RAG
VF-32	14 (14A)	
VF-41	14 (14A)	
VF-84	14 (14A)	
VF-101	14 (14A)	
VF-101	12 (14B)	
VF-101	6 (14D)	

F-18

VFA-15	12
VFA-81	12
VFA-82	12
VFA-83	12
VFA 106	39 > 40
VFA 86	12
VFA-87	12
VFA-131	12
VFA 136	12
	<hr/>
	135

(1033)

VF-2	14
VF 31	14
VF 211	14
VF 213	14
VF 101 (Ref)	

9 squadrons

May grow another 6 squadrons

VFC-12 12

14
8
<hr/>
112
35
<hr/>
147

(147)

147

14
126 (21 DEPLOYED)
35 (RAG)
<hr/>
161
136
<hr/>
297
VFC 12
<hr/>
309

50-60

Question Asked
 Capt Kent Harne
 693-2931
 Aircraft Inventory

200 ?
30

4
25
2
56

14
7
—
98
125
8
—
96
120

98
F-14 98 L
A-6 { 120
96 L
36
20 L
12
—
266
226 L

56 I

147 F-14
∅ A-6
136 F-18
12 F-18 R

VFC - 12
5 - F-14

OC
(91)

12 F-14 (12) — 144
8 A-6 (14) 112
1 F-14 (RAG) 36 36
1 A-6 (RAG) 35 35
1 A-2/T-2 (12) 12
1 VFC (12) 12

351

1 36 F-18 - 36
5 14 F-14 - 70
8 (12) F-18 - 96
1 (5) A-6 - 50
1 (14) F-14 - 56
1 VFC 12 - 12
320

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COMMUNITY PLANS & LIAISON

PSC Box 8003
Marine Corps Air Station
Cherry Point, NC 28533-0003
(919) 466-3036
(DSN 582)
FAX (919) 466-4922

fax t r a n s m i t t a l

to: LTCOL BURBAKER

fax: 703-676-0500

from: JOE REILLY

date: 6 JUNE 95

re: A/C COATING

pages: Number of pages including this one: 4

NOTES:

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BASING

5a. List all active duty Navy/USMC squadrons/detachments and the number of aircraft by type, model, and series (T/M/S), that will be permanently stationed/are scheduled to be stationed at this air station at the end of the indicated fiscal years.

Squadron/Det	# of Aircraft (PAA)	Aircraft (T/M/S)	FY 1994	FY 1995	FY 1997	FY 1999	FY 2001
VMAT 203	18	AV8-B	22	22	22	22	**
	15	TAV8-B	15	15	15	15	
VMA 223	20	AV8-B	20	20	20	20	**
VMA 231	20	-do-	20	20	20	20	**
VMA 542	20	-do-	20	20	20	20	**
VMAQ 1	5	EA6-B	6	6	6	6	**
VMAQ 2	5	-do-	4	4	4	4	**
VMAQ 3	5	-do-	6	6	6	6	**
VMAQ 4	5	-do-	5	5	5	5	**
VMGRT 253	8	KC130-F	8	8	8	8	**
VMGR 252	8	KC130-F	8	8	8	8	**
	4	KC130-R	4	4	4	4	
MALS 14***	3	TAV8-B	3	3	3	3	**
	1	AV8-B	1				
<p><i>→ AIRCRAFT ARE IN DEHUMIDIFICATION TEST. (PORTABLE HANGARS ON Runway 28)</i></p>							
BRAC 1993 realignment of NAS Cecil Field *	204	F/A-18	N/A	N/A	N/A	204	**

* Navy squadrons (13 operational and 1 FRS) and various command and support activities relocating from Cecil Field as a result of BRAC '93 actions are currently scheduled to be stationed aboard MCAS Cherry Point by the end of FY 1998. For further information with regard to these units refer to attachment 5.

** 2001 FSR data not yet available. Best estimate would be to use FY 1999 data.

*** A/C are in deep preservation

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P. 2

6b. For each reserve squadron at your air station, provide the number of authorized billets and the number of personnel actually assigned to the squadron for the past three fiscal years. Provide this information in the format below for both Selected Reservists (SELRES) and Training and Administration of Reserves (TAR) Navy Reservists/Full-Time Support (FTS) Marine Corps reservists. Explain differences between authorized and actual manning in the remarks section (i.e. not enough qualified reservists in the area).

Squadron:	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Pilot												
NFO												
Other Officer												
Enlisted												

Remarks: N/A. No reserve squadrons based at this station.

7. List all Station aircraft by number, type, model, and series (T/M/S), which will be parked or stationed/are scheduled to be stationed at this air station at the end of the indicated fiscal years.

Squadron/ Custodian	# of Aircraft (PAA)	Aircraft (T/M/S)	FY 1994	FY 1995	FY 1997	FY 1999	FY 2001
SOES	2	C-9B	2	2	2	2	2
-do-	2	UC-12B	2	2	2	2	2
-do-	3	HH-46D	3	3	3	3	3

8. List all DoD and non-DoD aircraft not previously listed, by custodian, including number, type, model, and series (T/M/S) of aircraft, which will be parked or stationed/are scheduled to be stationed at this air station at the end of the indicated fiscal years.

Service/ Agency/ Custodian	# of Aircraft (PAA)	Aircraft (T/M/S)	FY 1994	FY 1995	FY 1997	FY 1999	FY 2001
N/A							

[Handwritten signature]

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11011
CHERRY POINT
11/9 MAY 1994

SECTION VI

AIRCRAFT LIST

T/O#	END FY-2000 PRIMARY AIRCRAFT	PROGRAMMED AUTHORIZATION	REMARKS
	QUANTITY	TYPE	
	2	UC-12	
8412	BoES	3	HH-46A
	2	C-9B	
	1	C-20	
8820	VMBE-252	12	KC-130
8581	VMBET-253	8	KC-130
8860	VMA-223	20	AV-8B /1
8860	VMA-231	20	AV-8B /1
8860	VMA-542	20	AV-8B /1
8582	VMBT-203	14	AV-8B
	12	TAV-8B	
8880	VMB6-1	5	EA-6B /2
8880	" -2	5	EA-6B /2
8880	" -3	5	EA-6B /2
8880	" -4	5	EA-6B /2
VFA	12	F/A-18	
VFA (FRS)	48	F/A-18	
TRANSIENTS	13	MISC	

NOTES:

- /1 AV-8B squadrons will support one UDP every other year.
- /2 EA-6B squadrons will support one UDP and one CV integration.
One EA-6B squadron will be deployed at all times.
- /3 Two VFA squadrons will be deployed at all times.

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NAS OCEANA SQUADRONS
Current Loading

VA-34
VA-75

VF-14
VF-32
VF-41
VF-84
VF-101 FRS
VF-102
VF-103
VF-143

VFC-12

NAS OCEANA SQUADRONS
Projected Loading 2000

VF-2
VF-11
VF-24
VF-32
VF-41
VF-101 FRS
VF-102
VF-103
VF-143
VF-213

VFA-15
VFA-37
VFA-81
VFA-83
VFA-87
VFA-105
VFA-106 FRS
VFA-131
VFA-136

VFC-12

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TROY SMITH KICK-OFF

COL DAVE ~~LEE~~ JONES BRIEFING
(20A) AIRCRAFT
(COST) AVOIDANCE ?

130K programmed

S-3's simulator
engine stops 33 MIL

Clark Wright - EPA question !
Environmental Concerns

DIS-INGENUOUS ?

Document Separator

DEFENSE BASE CLOSURE & REALIGNMENT COMMISSION
1700 NORTH MOORE STREET, SUITE 1425
ARLINGTON, VIRGINIA 22209
(703) 696-0504

MEMORANDUM OF MEETING

DATE: June 6, 1995

TIME: 11 a.m.

MEETING WITH: Allies in Defense of Cherry Point (N.C.)

SUBJECT: MCAS Cherry Point

PARTICIPANTS:

Name/Title/Phone Number:

Col. Dave Jones (Ret.); Allies in Defense of Cherry Point
Al Bell
Maj. Gen. Hugh Overholt (Ret.)
Troy Smith
Bob Keltie, Consultant

Commission Staff:

Madelyn Creedon, General Counsel
Cece Carman, Director of Congressional and Intergovernmental Affairs
Chip Walgren, Manager, State and Local Liaison
Jim Schufreider; Manager, House Liaison
Ben Borden, Director, Review & Analysis
Frank Cirillo, Air Force Team Leader
Bob Cook; Interagency Team Leader
Jim Owsley, Cross-Service Team Leader
Alex Yellin, Navy Team Leader
Jim Brubaker; Navy DoD Analyst
Ed Flippen; Interagency FAA Analyst

MEETING PURPOSE: (mm-mcas.doc)



DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
1700 NORTH MOORE STREET SUITE 1425
ARLINGTON, VA 22209
703-696-0504

MEETING REQUEST

Now that the Defense Base Closure and Realignment Commission has been provided with the recommended list of closures and realignments by the Secretary of Defense, the Commission is analyzing the data used by the Secretary in making his decisions. In order to ensure that your meeting with Commission members and/or staff is as productive as possible in the limited time available, please respond to the following items and return to your Commission contact by fax as soon as possible. Also, prior to the meeting, please provide the Commission with the data and other facts you intend to use in presenting your case to the meeting participants. This will allow the Commission member and/or staff to be prepared to address the specific points you plan to make and answer your questions as fully as possible during the meeting.

• **ISSUES TO BE DISCUSSED:**

Discussion of a 9 May Nemfakos letter to Sen. Faircloth
re: P-80 standards. Discussion of a 19 May letter from Nemfakos to
Dixon. re: Oceana air conformity general discussion

• **COMMUNITY SPOKESPERSON:** Allies in Defense of Cherry Point
Col. Dave Jones (Ret.), Al Bell, MG Hugh Overholt, (Ret.)
Troy Smith, J.R. Reskovac

• **PROPOSED AGENDA:**

• **OTHER ITEMS**

Meeting to be held June 6 at 11:00 a.m. with Alex Yellin.

Please return by fax to (703) 696-0550:

Attention:

Cecce Carman, Director of Intergovernmental Affairs _____
Chip Walgren, Manager, State and Local Liaison _____
Jim Schufreider, Manager, House Liaison _____
Sylvia Davis-Thompson, Manager, Re-use issues _____

MCAS CHERRY PT
6/6/95

NAME	ORGANIZATION	TEL #
ALEX YELLIN	DBCRC	(703) 696-0504
LTCOL BRUBAKER	DBCRC	(703) 696-0504
COL DAVE JONES (RET)	ANCA	918-444-2230
Clark Wright	Ward + Smith, P.A.	(919) 633-1000
Steven M. Root	CP&L	(919) 546-6544
Bob Kellip	RDWA	202/879-9460
ED FLIPPEN	DBCRC-FAA	(703) 696-0504-x163
Marion Smith	Off. of NC Governor	(919) 514-4795
Troy Smith	Ward + Smith PA	(919) 633-1000
ELIZABETH KING	DBCRC	(703) 696-0504
JIM SCHUFREIDER	"	(703)

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VISIT BY
LTCOL JIM BRUBAKER
BASE REALIGNMENT AND CLOSURE COMMISSION
31 May and 1 June 1995

Wednesday, 31 May

1745 Arrival at EWN by commercial air
Rental car

1800 Check-in at Sheraton Hotel, New Bern

1900 Dinner with Allies in Defense of Cherry Point

Thursday, 1 June

0645 Depart Sheraton for NKT BLDG # 198

0730-0800 In-call with MajGen McCorkle Rm # 235

0800-0930 Site visits* to Flightline/Airfield Operations
(Driving tour to include evaluation of ramp space, taxiways, hangar space, BRAC 93 Foxtrot beddown site, LHA deck, Carrier deck, runway resurfacing, BRAC 93 MILCON project sites)

0930-1015 Briefings at VIP lounge
(Topics to be briefed include ~~Operations~~, Airspace [Core/Cherry 1 MOA], Mid-Atlantic Electronic Warfare Range)

1015-1045 Site visit* to Tactical Aircrew Combat Training System

1045-1215 Site visits/driving tour focusing on Quality of Life facilities
(Driving tour to include Hospital*, Exchange expansion*, commissary upgrade*, child care center, FSC, pools/gyms/fitness center expansion, Youth Activities Center, new ballfields, water treatment plant, wastewater treatment plant with tour conclusion at O'Club)

1215-1300 Lunch at Officers' Club
(Lunch attendees to possibly include Col Scheffler, Col Lloyd, Col Medinger and Dave Nelson, as well as escort officers)

1300-1415 Driving tour/site visits of Housing
(Site visits to refurbished Capehart house*, townhouse* and new BEQ facility*)

1415 Return to Bldg 198 for discussion of encroachment issues

1430-1500 Outcall with MajGen McCorkle MR JOE KELLY

1500 Depart for EWN SEE SAN WITTEKAMP

1630 Return to Washington, DC

* = walk-through site visit

REGIONAL HEARING ISSUE SUMMARY

MCAS CHERRY POINT, NC

BALTIMORE, MD/MAY 4, 1995

- MCAS Cherry Point has already spent \$25 million in accordance with the 1993 recommendation.
 - 16 new BEQs have been built.
 - A new Naval Hospital has been built.
 - New water treatment facility with excess capacity meant to handle the added personnel.
- New schools have been built and the private sector has invested in the community with services in anticipation of the execution of the 1993 Commission Recommendation.
- The Community feels that the DoD Recommendation and cost estimates are full of mistakes, i.e. the model used to compute moving costs used different numbers of aircraft for the two air stations.
 - 214 planes to Cherry Point, but only 144 planes to Oceana.
- By continuing with the 1993 Commission Recommendation and not accepting the 1995 DoD Recommendation, inter-servicing of aircraft will occur at Cherry Point.
- The majority of the Navy and Marine Corps aircraft training from NC and VA air stations occurs over NC. The community feels that if they must have the noise, than they should have the aircraft too.
- Cherry Point area is better than Oceana for the aircraft, because the area is less populated and has a low crime rate.
- At present Cherry Point can accommodate an additional 60 aircraft with little or no MilCon.
- The water supply at Cherry Point is abundant, while Oceana's water is contaminated in some areas and is not always enough to service the existing population.
- The community feels that the Navy is changing the 1993 Commission Recommendation in order to keep Oceana from being added for closure. The community feels that this is a deviation from DBCRC criteria.
- The community stated that the Navy overestimates costs when they want to close a base and underestimates costs when they want to keep a base open.

James Landrith/Navy/05/05/95 3:36 PM

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MCAS CHERRY POINT, NC

THE NAVY HAS PROPOSED REDIRECTING PLANES TO NAS OCEANA, VA THAT WERE PLANNED IN 1993 FOR RELOCATION TO MCAS CHERRY POINT, NC AND NAS LEMOORE, CA. EXCESS CAPACITY HAS BEEN CREATED AT OCEANA SINCE THE 1993 BRAC ROUND BY THE RETIREMENT OF A-6 AND F-14 AIRCRAFT. BY USING THIS CAPACITY THE NAVY WILL SAVE MOST OF THE SUBSTANTIAL CONSTRUCTION PLANNED FOR CHERRY POINT AND LEMOORE. EVEN IF THE REDIRECT TO NAS OCEANA IS APPROVED, MCAS CHERRY POINT WILL HAVE OVER 140 ASSIGNED AIRCRAFT.

1993 RECOMMENDATIONS In 1993 the Commission closed NAS Cecil Field, FL and moved all of its active duty F/A-18 squadrons to Marine Corps Air Station Cherry Point, NC. This was the longest payback (13 years) of any of the Navy's major closures in 1993, primarily due to the size of the construction required at Cherry Point. In 1993 the Commission compared the cost of moving these units to NAS Oceana, VA with the cost at Cherry Point and found them comparable. An additional Navy action in 1993 moved the F-14s from NAS Miramar, CA to NAS Lemoore, CA to make room at Miramar for planes from the closing MCAS EL Toro, CA. (See attached summary of the 1993 and 1995 recommendations which includes a listing of the planes currently assigned to the Cherry Point and Oceana.)

FORCE STRUCTURE CHANGES Since 1993 the Navy has announced an accelerated retirement schedule for A-6s and F-14s. This creates a large amount of excess space at Oceana because they are the primary planes based there. Most of this excess capacity at Oceana was not available for consideration in 1993 because the force structure reduction plans did not eliminate them in our analysis window (through 1999). Therefore, the high construction cost estimates done in 1993 for Oceana are no longer valid. The staff has reviewed the Navy's 1995 construction estimates to support the redirect (\$28.4 mil at Oceana and \$32.3 mil at Jacksonville) and they are reasonable. The staff has reviewed the construction cost projected for implementing the 1993 recommendation at Cherry Point (\$332.3 mil included as cost avoidances in the current COBRA). These costs include facilities no longer needed due to force structure reductions since 1993 and we asked the Navy to revise them. The reduction of about \$31 million does not make a substantial change in the construction requirements at Cherry Point and the construction cost differential for the redirect is still about \$250 mil.

JOINT OPERATIONS The Navy Dept. noted in their justification for the 1993 Cherry Point decision that the movement of Navy aircraft to Cherry Point was consistent with the recent decision to have more Marine squadrons participate in Navy carrier operations. The joint operations potential of the 1993 decision was limited because the Marine Corps squadrons planned for carrier operations were located at Beaufort, SC not Cherry Point. The 1995 redirect actually provides greater joint operating potential by moving two of the Navy's active duty F/A-18 squadrons to Beaufort.

PRIOR DOD SPENDING The Navy has spent planning funds to implement several 1993 recommendations which they now want to change. The Navy considers the funds spent are sunk costs and not a consideration; staff agrees that the valid issue is to examine funds still to be spent. The cost of planning the new construction that the redirect will require is included in the COBRA. The costs that communities and commercial sources incur in anticipation of a BRAC recommendation's implementation have not been considered in the past by the Commission, in the same way we do not consider a community's costs related to a closure.

ENVIRONMENTAL ISSUES The Cherry Point community has commented on air quality, water availability and congestion at Oceana. The Navy has responded that the aircraft and personnel loading proposed at Oceana is less than the base's actual figures in the '90-91 timeframe. Considering this and the overall substantial force structure reductions planned by the Navy in the Norfolk area (about 11,000 personnel reduction in Norfolk by 2001), the Navy believes that none of the environmental concerns would have any effect on their ability to implement the redirect or operate the units after they arrive. The staff is still reviewing the documents recently provided by the Cherry Point community. While it is difficult to judge air quality conformity prior to a formal determination by the Navy, the staff does not currently believe that the air quality and other environmental concerns are reasons to reject the Navy's redirect.

FAMILY HOUSING ISSUES The Navy considers all their family housing in the Norfolk area as a single pool with service members assigned housing as units are available, independent of the specific location of the unit. Therefore, the number of units at Oceana vs. Cherry Point is not a valid comparison. The military staffing reduction in the Norfolk area discussed above will also reduce the family housing problems at Oceana.

The Cherry Point community discusses the Variable Housing Allowance (VHA) cost differential. This has been considered because the COBRA model automatically calculates a VHA differential that would result from a closure scenario.

AIRCRAFT RETIREMENT UNCERTAINTY Concerning the Navy Times article which discusses potential delays in retirement of A-6 and F-14 aircraft. It is our understanding that the reductions at Oceana are still planned; the cover article of the June 19 Navy Times is about the A-6 retirement and does not mention delay. The Navy has disestablished the A-6 training squadron and has not made plans to create a new A-6 maintenance facility, which is now at the closing depot in Norfolk. The article is very speculative, but does highlight one consistent issue - overall budget problems - that the redirect helps by eliminating very significant construction costs planned for Cherry Point.

S A YELLIN, 16JUN95

NAS OCEANA, VA

1993 VERSUS 1995 RECOMMENDATIONS

The DoD Recommendations to the 1993 Defense Base Closure and Realignment Commission included a recommendation to close the Naval Air Station at Cecil Field and relocate its aircraft along with dedicated personnel, equipment and support to MCAS Cherry Point; NAS Oceana and MCAS Beaufort. This recommendation essentially directed that the aircraft located at NAS Cecil Field would be distributed to the following airfields:

- 126 F/A-18's To MCAS Cherry Point
- 48 S-3's To NAS Oceana
- 24 F/A-18's (Reserves) To MCAS Beaufort

The DoD Recommendations to the 1995 Defense Base Closure and Realignment Commission includes a redirect of the NAS Cecil Field aircraft, approved by the Commission in 1993. Despite the large reduction in operational infrastructure accomplished during the 1993 round of base closure and realignment, Department of the Navy force structure experiences a reduction of over 10% by the year 2001. There continues to be additional excess capacity that must be eliminated. The above, combined with the accelerated retirement of the A-6 type aircraft previously based at NAS Oceana, has created an excess capacity at this airfield. Therefore, the 1995 DoD Recommendation to the Commission recommends a redirect of the 1993 proposal to the following:

- 135 F/A-18's To NAS Oceana
- 48 S-3's To NAS Jacksonville
- 24 F/A-18's To MCAS Beaufort
- F/A-18's (Reserves) To NAS Atlanta

The data calls for NAS Oceana and MCAS Cherry Point reflect the following numbers of tactical aircraft assigned during FY-95. Additional there is a small number of operational and support aircraft assigned to each of the below listed air stations which are not listed.

NAS Oceana	MCAS Cherry Point
24 A-6E's	21 EA-6B's
133 F-14's	100 AV-8's
<u>12</u> F/A-18's (Reserves)	<u>20</u> KC-130's
169	141

EXECUTIVE SUMMARY PREPARED FOR
CHAIRMAN ALAN J. DIXON

1993 DOD Recommendation and BRAC Decision

- Cherry Point to receive thirteen 12 aircraft operational F-18 squadrons and one 48 aircraft training squadron.
- Cherry Point allocation consistent with 1993 determination for joint military operation of Navy and Marine Corps aircraft.
- Cherry Point allocation would alleviate future environmental and land use problems.
- Oceana considered but rejected on the basis that assignment to Oceana defeated the integration of Navy and Marine Corps carrier assets.
- 1993 COBRA analysis was correct and indicated higher cost to locate aircraft at Oceana 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/Oceana.
- 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

- Cherry Point essentially rural with significant open land surrounding approaches to the base - extremely safe for operational purposes.
- Oceana 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 Oceana 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 efforts by EPA, the State of Virginia, local air quality boards and Oceana to satisfy Federal Conformity requirements than will be the case if the planes are located at MCAS Cherry Point.

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.

R

16d. What additional projects could be added to provide parking space? At what estimated cost? Provide details and assumptions for all calculations.

Additional parking could be added to support two additional hangar modules at an estimated cost of \$5 per SF.

16e. List and explain the **limiting factors** that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., AICUZ restrictions, environmental restrictions, land areas, etc.).

Land area and airfield capacity ar limiting factors.

17a. List the **hangars** at the air station. Identify by (P-80) type, year built, dimensions.

Hangar ID/#	Type I, II or (O)ther	Year Built	Hangar Deck Dimensions	Limiting Height	Current Usage	In SF			
						Adequate	Substandard	Inadequate	Total
250	O	'54	2e151x243	40'	VMGR-252 VMGR-253		164,509	1	164,509
1701	I	'63	80x323	27.5'	VMAQ-3 VMAQ-1	16,030	49,055		65,085
130	O	'42	2e130x240	32'	VMAQ-2 MALS-14	857	122,259		123,116
1700	I	'63	80x326	27.5'	Temp. Storage for NADEP	1,157	48,149		49,306
131	O	'42	2e130x240	32'	SOES MALS-14		133,396		133,396
3998	I	'85	101x387	28'	VMAT-203	74,834			74,834
1667	I&O	'60 '88	100x450	25'	VMA-542 VMA-223	89,590			89,590
1665	I&O	'59 '86	100x450	25'	VMA-231 VMAQ-4	89,500			89,500

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified describe why the facility is inadequate; indicate how it is being used and list other possible uses; and specify the costs to remove the deficiencies that make it inadequate. Indicate current plans to remove these deficiencies and the amount of any programmed funds. Discuss any material conditions of substandard facilities which have resulted in a C3 or C4 designation on your Baserep.

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17a. List the hangars at the air station. Identify by (P-80) type, year built, dimensions.

Hangar ID/#	Type I, II or (O)ther	Year Built	Hangar Deck Dimensions	Limiting Height	Current Usage	In SF				
						Adequate	Substandard	Inadequate	Total	
23	o	1952	87.5'x 112' ²⁷⁰⁰	30'4"	Station ACFT	14,422			14,422	I-1
111	1	1988	98.6'x 581' ^{51,287}	28'	ATKWING SQDNS	116,481			116,481	I-4
122	1	1957	(2 BAYS) 164'x240' each ^{31,266}	37'	ATKWING SQDNS		196,270		196,270	I-2
200	1	1954	(2 BAYS) 150'x240' each	40'	FITWING SQDNS	167,424			167,424	I-8
404	1	1974	84.6'x576 ⁴⁷⁷⁰	28'8"	FITWING SQDNS	112,219			112,219	I-3
500	1	1968	80.5'x802	28'	FITWING SQDNS	141,012			141,012	I-4
223	O	1982 ¹ 1994	80'x360' ²⁸⁸⁰	23'	FRAMP TRNG	75,002			75,002	I-2
137	O	1994	74'x167' ¹²⁶⁵⁸	24'	SWATSLANT TRNG	48,452			48,452	I-1

¹Original construction 1982; new addition 1994.

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified describe why the facility is inadequate; indicate how it is being used and list other possible uses; and specify the costs to remove the deficiencies that make it inadequate. Indicate current plans to remove these deficiencies and the amount of any programmed funds. Discuss any material conditions of substandard facilities which have resulted in a C3 or C4 designation on your BASEREP.

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Questions regarding receipt of additional flying missions at NAS Oceana and their impact on air conformity:

Has a conformity determination been drafted for the receipt of additional planes and personnel at NAS Oceana?

If not, has one been initiated?

Has the local air district been contacted to work with the Navy on the conformity determination?

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?

What is the number of planes and personnel coming to Oceana as a result of this redirect?

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 of issue that a conformity determination would document.)

Who can the Commission staff call at Oceana and at the local air district or U.S. EPA to discuss these conformity questions?

Questions regarding air station:

What are the jet fuel storage and refueling facilities like onboard the base?

Electrical power, sewage capacity, water etc.?

Airfield capacities, i.e. ramp and runway? Airspace capacities, availability of airspace?

Housing availability, Officer/Enlisted? How many on base units of each are available?

Page 1 of 2

DRAFT BRIEFING FOR COMMISSION STAFF

**AIR QUALITY IMPACTS OF
REDIRECTS SENDING AIRCRAFT TO OCEANA**

I. Issue: DoD recommendation to the Commission redirects aircraft which would have been sent to Cherry Point, NC, to Oceana under the BRAC-93 recommendation. However, the relocation poses a burden on air quality attainment efforts. Oceana is located in a non-attainment area for ozone. Therefore, a conformity analysis must be performed. Cherry Point asserts that a conformity is required to be performed either by the Navy or the Commission before the Commission's recommendation is accepted.

II. Background:

1) **Conformity:** No department, agency, or instrumentality of the Federal Government shall engage in, support in any way, or license or permit, or approve, any activity which does not conform to an implementation plan after it has been approved ... The assurance of conformity to such an implementation plan shall be an affirmative responsibility of the head of such department, agency or instrumentality. 42 U.S.C. Section 7506(c)(1).

2) **State Implementation Plan:** Each state submits to EPA a plan (SIP) designed to attain and maintain national air quality standards according to an established schedule. A SIP consists of a detailed description of the programs a state will use to carry out its responsibilities under the Clean Air Act and a demonstration (using air quality modeling) that the SIP will provide for attainment of the National Ambient Air Quality Standards by the Clean Air Act attainment date.

3) **How Conformity is Demonstrated:**

-- Relocation of aircraft is an action above de minimis levels of tons per year of VOCs and NOx (both pollutants are ozone precursors).

-- In completing a demonstration, agency completes several steps requiring computer modeling or actual field data, calculating emissions on a year by year basis, publication in the Federal Register, public comment, etc. It is not realistic to complete a demonstration between March 1 and June 22. The Navy will synchronize demonstration with NEPA analysis before aircraft are relocated.

-- The military can show conformity one of five ways:

i) the total of indirect and direct emissions of the action have specifically been identified in the applicable SIP.

ii) Complete emission offsets for certain specified pollutants are obtained for all direct and indirect emissions associated with the proposed military redirect.

iii) The action meets the areawide or local modeling criteria set forth in the rule for certain pollutants, and modeling demonstrates that the action will not cause additional violations of air quality standards.

iv) Where there is no post-1990 EPA-approved SIP for a particular area, the determination is made that the action will not cause a net increase in total emissions compared the appropriate baseline year.

v) The State agrees to revise its SIP to accommodate the action's emissions. The State can agree only if it demonstrates that all other SIP requirements are being implemented, it determines that the military redirect has pursued all reasonable mitigation measures, and the military has completed all the air quality analysis needed for a conformity determination. Thereafter, the State is held accountable to rewrite its SIP for federal approval.

III. Issues:

1) DoD Recommendation:

The Navy will comply with conformity requirements, and expects that conformity can be demonstrated.

“The introduction of additional aircraft and personnel to the Norfolk, Virginia area is not expected to have an adverse impact on the air quality of this area in that the net effect of adding these aircraft and personnel, when compared to force structure reductions by 2001, is a reduction from 1990 levels. However, a conformity analysis will be required that takes into account any impact these actions may have on the air quality of these areas.” (Navy recommendations, page C-18)

2) Community Position:

The Navy and the Commission must analyze conformity with the Clean Air Act before the Commission makes its decision on the redirect. Relying on overall reductions of aircraft over a ten-year period is not sufficient; Navy must analyze year-to-year changes.

“Arguably, [the federal action and the resulting requirements to show conformity] encompasses the BRAC decision itself, because the Commission is ‘approving’, or at least ‘supporting’ through its recommendation to the President, the specific activity of relocating the ... fighter squadrons.” (“Office Memorandum”, page 5)

“The preamble to the final conformity rule indicates that multiple federal agencies may be required to make a conformity determination for a related project. In such cases, ... the rule gives flexibility in how the conformity analysis is conducted. An agency may either undergo its own analysis or it can rely on a proper analysis undertaken by another agency. Thus it is arguable that the BRAC commission may be subject to the CAA's conformity requirements; if so, it can either rely on an analysis of air quality impacts by the Navy, or undertake its own analysis.”

3) DBCRC Position:

The recommendation of the Base Closure commission is not a federal action for purposes of the conformity rule. The Navy will complete a conformity analysis for the action before it is implemented.

Commission staff have reviewed the recommendation for the environmental impact. Air quality at Oceana is not expected to be made worse by the movement of aircraft into Oceana, given that total aircraft subtracted will be less total aircraft added using 1990 as the baseline year, as a result of longterm downsizing in the Norfolk area. The Navy states that conformity could be achieved, and Commission staff find no reason to expect that they the Navy's action will not achieve conformity. Commission staff relies on the Navy to accurately project emissions on a year by year basis and to modify operations if necessary in order to abide by the requirements of the project's need to conform. The Navy has operational means to decrease its total emissions (i.e., vary take-offs and landings; vary arrival/departure year of aircraft; etc.)

III. Options:

- 1) Recommend that Commission approve redirect. Rely on R & A position, above.
- 2) Recommend that Commission approve redirect. To demonstrate that Commission has analyzed the environmental impact, perform a computer analysis using software obtained the Air Force. Adapt aircraft types in the model for similar Navy models. Run an analysis under various assumptions. Making such an analysis publicly available would expose it to claims of insufficiency, errors, etc. It might not be worth it to do it.
- 3) Recommend that Commission reject redirect.

FAX

Date 12 Jun 95

Number of pages including cover sheet 1

TO: MR. CHARLES
NEMFAKOS

Executive Director, BSAT

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Fax Phone 703-756-2174

FROM: Alex Yellin
Review and Analysis-Navy
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Defense Base Closure
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CC:

REMARKS: Urgent For your review Reply ASAP Please Comment

SUBJ: MCAS Cherry Point vs. NAS Oceana Comparison

Mr. Nemfakos,

The MCAS Cherry Point Community provided the Commission a staff briefing on June 6, 1995. A copy of their "BRAC 1995 Briefings" has been provided to your staff under separate cover, as it pertains to the following request. They feel as though the costs associated with the movement of aircraft to the MCAS Cherry Point are overstated and that, in reality a more relevant cost comparison should be undertaken, to compare an equal amount of assets from the NAS Cecil Redirect. Unlike NAS Oceana costs, MCAS Cherry Point cost avoidance is based on an original plan to house 12 active duty squadrons and an FRS, yet the 1995 DON recommendation shows only 8 active duty squadrons and an FRS moving to Oceana.

We request that your staff run a COBRA analysis calculating the MILCON cost avoidance at MCAS Cherry Point, using consistent numbers of aircraft. We also request in your analysis, the utilization of already existing hanger space at Cherry Point where appropriate.

If I or a member of my staff can be of any assistance in expediting this request please do not hesitate to call. A response is required by COB June 13, 1995.

Alex Yellin