

Base Visit Report



Marine Corps Air Station Cherry
Point, North Carolina
Realignment Recommendations

**NAME OF INSTALLATION, STATE
COMMISSION BASE VISIT
DATE OF BASE VISIT**

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ITINERARY

TIME	EVENT	LOCATION	POC	ACTION
24-May 0900	Air Port	ReganAirport		Travel
12:50 PM	Arrive	Newburn		
2:00 PM	Meeting	NADEP Cherry Point	Col. Gumbel	Meeting
25 - May	Meeting	Cherry Point		
26 - May	Meeting	Cherry Point		
27 - May	Air Port	Newburn		Travel
3:15 PM				
6:45 PM	Arrive	Washington		

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

BASE SUMMARY SHEET

Marine Corps Air Station Cherry Point

INSTALLATION MISSION

Marine Corps Air Station, Cherry Point now includes 13,164 acres on the air station proper, with an additional 15,975 acres of auxiliary activities, including Marine Corps Auxiliary Landing Field Bogue, along Bogue Sound in Carteret County.

The largest command at Cherry Point is the 2nd Marine Aircraft Wing. The 2nd MAW headquarters is located at Cherry Point, as well as Marine Aircraft Group 14, Marine Wing Support Group 27 and Marine Air Control Group 28. Other 2nd MAW units include helicopter squadrons at MCAS New River, N.C., and F/A-18 Hornet squadrons at MCAS Beaufort, S.C.

Marine Aircraft Group 14's flying squadrons include three AV-8B Harrier squadrons, four EA-6B Prowler squadrons and one KC-130 Hercules refueling squadron. The Marine Corps' only Harrier training squadron and only Hercules training squadron are also located at the air station.

Harriers are used primarily for close air support of ground troops and Cherry Point squadrons own both AV-8B II Harriers and AV-8B II Plus models. The mission of the Prowler squadrons is to suppress enemy radar and surface-to-air missiles, using electronic jamming equipment and High-speed Anti-Radiation Missiles (HARM), as well as gathering electronic intelligence data. The KC-130 squadrons are primarily configured for aerial refueling missions, but troop and cargo transport can also be accomplished with the workhorse Hercules airframe.

Marine Wing Support Group 27 provides logistical support for the wing with Marine Wing Support Squadron 274 located at the air station and Marine Wing Support Squadron 271 providing support for MCALF Bogue.

Marine Air Control Group 28 employs some of the most advanced equipment for command of tactical air operations. The Marines who control the air war are defended by a battalion of Marines who employ the Stinger anti-aircraft missile system to control the skies overhead.

Other major tenant units at MCAS Cherry Point are the Naval Aviation Depot (NADEP) and the U.S. Naval Hospital.

The Naval Air Depot, Cherry Point, N.C., provides extensive maintenance and engineering support to Navy and Marine Corps aviation, as well as other armed services, federal agencies and foreign governments.

The Naval Air Depot Cherry Point is one of three U.S. Navy depots under the Naval Air Systems Command, headquartered in Patuxent River, Maryland. The other two depots are located in Jacksonville, Florida, and North Island, California. NADEP Cherry Point is the only one of the three facilities to be under the command of Marine Corps officers.

From its beginnings in 1943 as the Overhaul and Repair Department aboard Marine Corps Air Station Cherry Point, the Naval Air Depot has grown to become eastern North Carolina's largest industrial employer. The depot employs civilian, military and contractor personnel, who work in a wide variety of skilled technical and professional positions.

The depot sits on nearly 150 acres on board Marine Corps Air Station Cherry Point, North Carolina. The depot's facilities are spread over more than 100 buildings and structures.

The NADEP's workload has expanded significantly since its early beginnings, but the aircraft program continues to be the backbone of depot production.

Once an aircraft is inducted, its condition is examined and evaluated to determine how much repair work must be done. Based on this evaluation, skilled artisans, mechanics and technicians are able to disassemble the aircraft, fix the reported problems and returned the newly repaired airplane to action.

NADEP Cherry Point performs major airframe modifications and repair for a wide variety of DOD aircraft including:

- ➔ the AV-8B Harrier, the vertical takeoff and landing tactical attack jet
- ➔ the medium-lift transport H-46 Sea Knight helicopter
- ➔ the H-53D Sea Stallion and H-53E Super Stallion helicopter
- ➔ the Air Force's MH-53J helicopter

In addition, depot mechanics are modifying the F-4 Phantom, a jet fighter/reconnaissance aircraft, into drones, which will enable pilots to fly them from the cockpit or by remote control. The drones will be used to tow targets during pilot training exercises.

Additionally, engineers and logisticians have worked with prime contractors to set logistics and maintenance requirements for the V-22 Osprey. The NADEP is the Designated Repair Point (DRP) for the V-22, which is slated eventually to replace the H-46 Sea Knight currently flown by the Navy and the Marine Corps. The Industrial Engines Repair and Modification Division overhauls and repairs numerous aircraft engines for a wide variety of military aircraft.

Examples of this workload include:

- ➔ T58 used in the H-46 Sea Knight, the SH-2 Seasprite and the SH-3 Sea King
- ➔ T400 which powers the UH-1 Huey and AH-1 Cobra attack helicopters
- ➔ F402 that gives the AV-8 Harrier its unique vectored thrust flight capability
- ➔ J79 that can propel the F-4 Phantom at speeds greater than Mach 2
- ➔ T64 that drives the CH-53 Sea Stallion helicopter

The Naval Engine Airfoil Center (NEAC) located at NADEP Cherry Point provides specialized component repairs for the fleet and depots worldwide. The center's ability to repair worn and damaged aircraft turbine and compressor blades, vanes and other parts provides significant costs savings to its customers. The NEAC restores these expensive parts to "like new" condition at a fraction of the cost of purchasing new replacement parts. The center's integral engineering staff

also develops new techniques to increase the number of airfoil components available for repair

More than a third of the depot's production effort is dedicated to revamping aircraft subassemblies, avionics and engine accessories. The depot repairs thousands of types of avionics and dynamic components, such as pressurization units, air starters, valves, gauges, regulators and pneudraulic components.

Another element of the depot workload is support of our products. Through the efforts of the 3.0 Logistics Management and 4.0 Research and Engineering Competencies, many facets of engineering and logistics support are provided for depot-level production and repair.

Engineering personnel work side-by-side with depot production artisans to ensure a quality product is produced the first time. Engineers also develop overhaul, repair, test and troubleshooting procedures when needed. Materials engineering services, such as metallurgy, chemistry, high polymers, testing and related specialized instrumental analyses are also performed.

During the past few years, NADEP Cherry Point has assumed responsibility for a variety of aircraft, engines and components. This function includes worldwide engineering and logistics management in both the maintenance and design fields.

In addition, engineers and logisticians serve organizational and intermediate-level fleet activities through early identification and resolution of supply, maintenance and design-related problems. Daily interaction with the fleet and the depot establishes the broad base of expertise need to solve problems and reduce ownership costs throughout the life of the weapon system.

The scope of depot workload completed through the "Other Support" program provides the required depot support to meet the immediate need of fleet units, land or sea, worldwide. Through this program, the depot supplies emergency field teams, fleet training, engineering support and calibration.

Such services have been critical in meeting the needs of fleet units. Field teams deploy anywhere in the world for this cause. In one year's time, for example, the depot sent more than 400 field teams to 10 countries and 20 states. One such deployment salvaged a crash-damaged C-130, buried nearly 17 years in Antarctic snow. The aircraft was modified at the depot and returned to the Navy to continue its mission.

The depot's ability to provide world-class fleet support anywhere was evident during Operations Desert Shield and Desert Storm. In addition to its normal work, depot support included on-site aircraft damage repair field teams, inter-service aircraft and hovercraft, Cruise and Patriot missiles, electrical calibration and other critical equipment. This facility sent civilian engineering personnel to front-line areas to assist in aircraft maintenance and repair.

Approximately 7,486 Marines and sailors stationed at Cherry Point earn an annual payroll of about \$215 million. Combined with the station's nearly 5,700 civilian employees, more than \$480 million is pumped into the local economy yearly from Cherry Point. These salaries, in addition to local expenditures for supplies and capital improvements, add up to more than \$610 million economic impact in the state annually.

DoD RECOMMENDATION

DoD is recommending a realignment of the Atlantic and Pacific Naval Air Depot functions. The recommendation realigns bases by disestablishing Naval Air Depots (NADEP) and establishing Fleet Readiness Centers (FRC) with workload realignments from mainly Cherry Point Marine Corps Air Station, NC (Atlantic Fleet) and North Island, Naval Air Station, Coronado, CA (Pacific Fleet).

This recommendation realigns and merges depot and intermediate maintenance activities. It creates 6 Fleet Readiness Centers (FRCs) with 13 affiliated FRC Sites at satellite locations. FRC Mid-Atlantic will be located on NAS Oceana, VA, with affiliated FRC Sites at NAS Patuxent River, MD, NAS Norfolk, VA, and JRB New Orleans, LA. FRC East is located at Cherry Point, NC, with affiliated FRC Sites at MCAS Beaufort, SC, and MCAS New River, NC. The existing intermediate level activity associated with HMX-1 at MCB Quantico, VA, will also be affiliated with FRC East. FRC Southeast will be located on NAS Jacksonville, FL and will have an affiliated FRC Site at NAS Mayport, FL. FRC West will be located on NAS Lemoore, CA, and will have FRC affiliated sites at NAS JRB Fort Worth, TX, and NAS Fallon, NV. FRC Southwest will be located on Naval Station Coronado, CA, and will have affiliated sites at MCAS Miramar, CA, MCAS Pendleton, CA, MCAS Yuma, AZ, and NAS Point Mugu, CA. FRC Northwest will be located on NAS Whidbey, WA, with no affiliated FRC Sites.

In addition to the actions described in this recommendation, there are four additional actions involved in the comprehensive merger of depot and intermediate maintenance: Naval Air Station Joint Reserve Base Willow Grove, PA, Naval Air Station Corpus Christi, TX, Naval Air Station Brunswick, ME, and Naval Air Station Atlanta, GA. The actions at these installations are described in separate installation closure recommendations in the Department of the Navy section of the BRAC Report.

DoD JUSTIFICATION

This recommendation reduces the number of maintenance levels and proposes a streamlining of the way maintenance is accomplished. It also transforms to fewer maintenance levels, i.e., from 3 to 2 levels; and positions maintenance activities closer to fleet concentrations. The recommendation is designed to enhance effectiveness and efficiency, greater agility, and allows Naval Aviation to achieve the right readiness at the least cost. This transformation of NADEP's to FRC's are projected to produce significant reductions in the total cost of maintenance, repair and overhaul plus the associated Supply system PHS&T (Packaging, Handling, Storage and Transportation) as well as reparable inventory stocking levels as a result of reduced total repair turn-around times, reduced transportation, lower spares inventories, less manpower, and more highly utilized infrastructure.

COST CONSIDERATIONS DEVELOPED BY DoD

For all FRCs, there is a combined annual facility sustainment savings of \$1.1M; elimination of a total of 529,000 square feet of depot/intermediate maintenance production space and military construction cost avoidances of \$0.2M. This recommendation also includes a military construction cost of \$85.7M. The cost of this proposal as it relates to Cherry point will need to be

developed after our visit. The costs presented are for the entire proposal affecting a number of installations.

- One-Time Costs: \$____ million
- Net Savings (Cost) during Implementation: \$____ million
- Annual Recurring Savings: \$____ million
- Return on Investment Year: Calendar Year (Number of Years)
- Net Present Value over 20 Years: \$____ million

MANPOWER IMPLICATIONS OF THIS RECOMMENDATION (EXCLUDES CONTRACTORS) (Cherry Point only)

Baseline	<u>Military</u>	<u>Civilian</u>	<u>Students</u>
Reductions			
Realignments		(632)	
Total		(632)	

MANPOWER IMPLICATIONS OF ALL RECOMMENDATIONS AFFECTING THIS INSTALLATION (INCLUDES ON-BASE CONTRACTORS AND STUDENTS)

	Out		In		Net Gain (Loss)	
	<u>Military</u>	<u>Civilian</u>	<u>Military</u>	<u>Civilian</u>	<u>Military</u>	<u>Civilian</u>
This Recommendation						(632)
Other Recommendation(s)					48	(24)
Total					48	(656)



ENVIRONMENTAL CONSIDERATIONS

- None

REPRESENTATION

Governor: Michael F. Easley

Senators: Richard Burr, Elizabeth Dole

Representative: G. K. Butterfield

ECONOMIC IMPACT

- Potential Employment Loss: 1,189 jobs (632 direct and 557 indirect)
(It is not clear if these are all Cherry Point)
- MSA Job Base: 66,366 jobs
- Percentage: -1.8% percent decrease
- Cumulative Economic Impact (Year-Year): ___ percent decrease

MILITARY ISSUES

- 
- How will unit level maintenance be affected?

COMMUNITY CONCERNS/ISSUES

- Loss of Jobs

ITEMS OF SPECIAL EMPHASIS

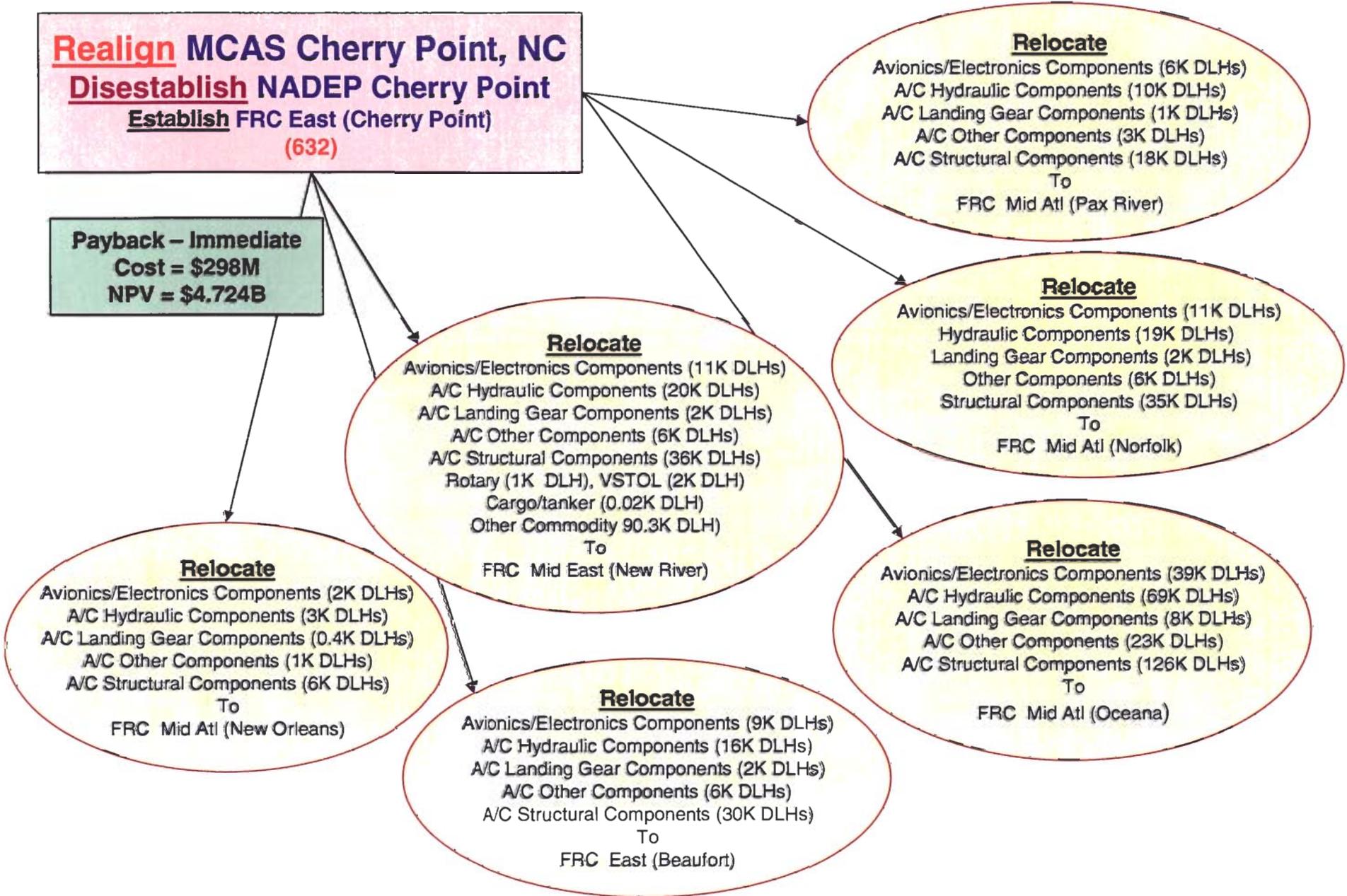
- Cost savings based on assumptions.

Thomas A. Pantelides, Joint Team, May 23, 2005

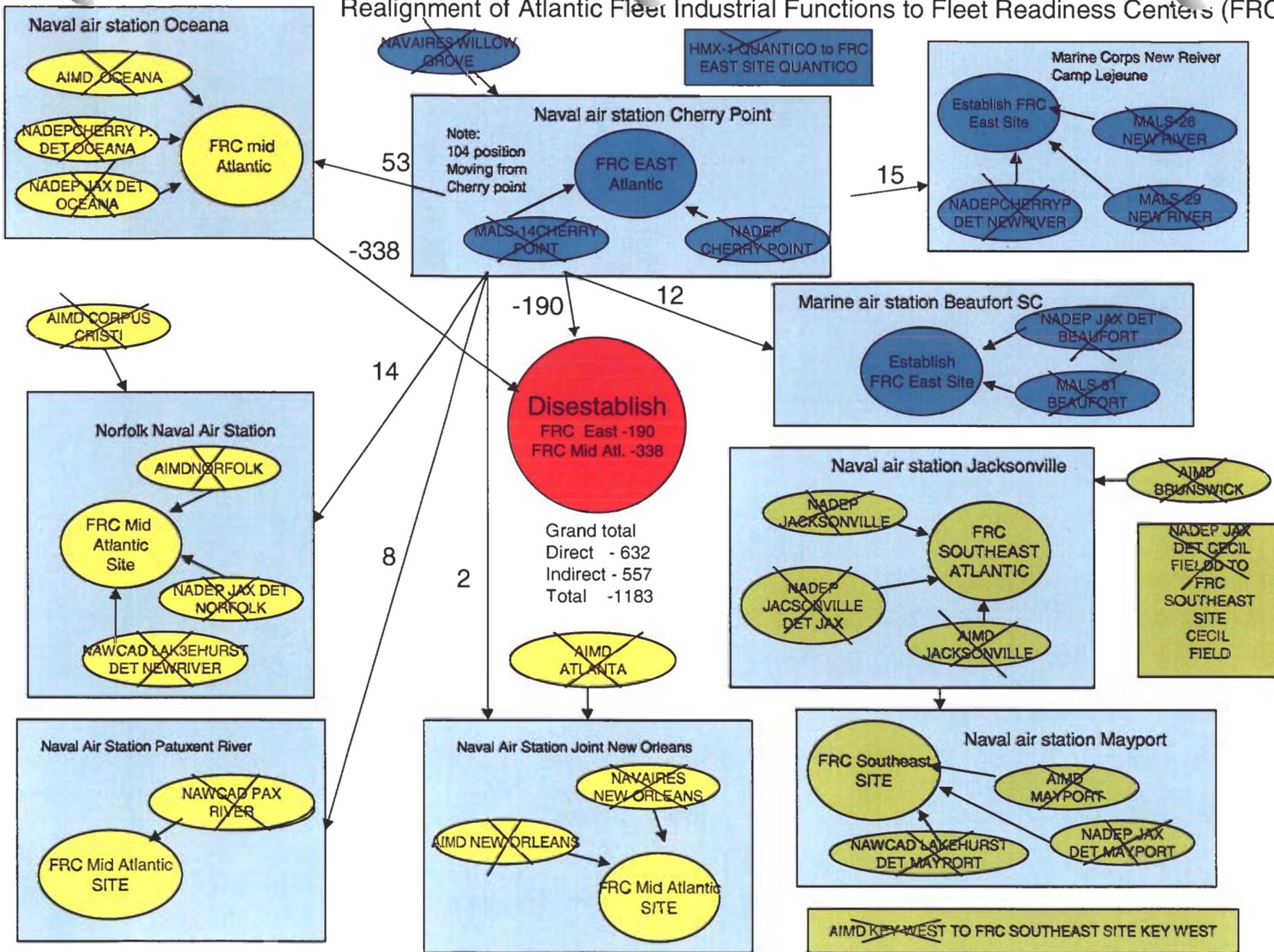


Realign MCAS Cherry Point, NC
Disestablish NADEP Cherry Point
Establish FRC East (Cherry Point)
(632)

Payback – Immediate
Cost = \$298M
NPV = \$4.724B



Realignment of Atlantic Fleet Industrial Functions to Fleet Readiness Centers (FRC)



**Recommendation for Closure
NAS Atlanta, GA**

**Related Issues:
Ft McPherson Closing (4303-D)
AAEFES Dist Ctr (Ft Gillam) Closing (1067-D)**

**Payback – Immediate
Cost = \$43M
NPV = \$911M**

**USMC Reserves
From Rome, GA**

**Consolidate
Naval Air Reserve
With N/MC Reserve Ctr
@ Dobbins AFB,
Marietta, GA**

**Relocate
RES Intel Area 14
to
Ft Gillam
Forest Park, GA**

**Close
NAS Atlanta
Marietta, GA
(2186)
(1420-D/766-ID)**

**Retain
Windy Hill Annex
4th LAAD**

**Relocate
CAG-20, VMFA-142, VR-46
A/C, pers, equip & supt
to
NAS JRES Base
Ft Worth, TX**

**Relocate
VAW -77
A/C, pers, equip & supt
to
NAS JRES Base
New Orleans, LA**

**Relocate
MAG-42HQ,
HMLA-773, & ??
A/C, pers, equip & supt
to
Robins AFB**

**12 F-18s, 4 C-9s, 1 C-12
Depot Maint & Supt Equip**

4 E-2Cs, AIMD To FRC

19 Hueys & Cobras

-8

+9

-332

-53

-350

Economic Area Installation	Action		Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct	Indirect Changes	Total Job Changes	Economic Area Employment	Changes as Percent of Employment
	Mil	Civ	Mil	Civ	Mil	Civ	Mil	Civ						
Nassau-Suffolk, NY Metropolitan Division														
Armed Forces Reserve Center Amityville			(24)	(4)	0	0	(24)	(4)	0	(28)	(8)	(36)	1,530,568	0.0%
Total	(24)	(4)	0	0	(24)	(4)	0	0	0	(28)	(8)	(36)	1,530,568	0.0%
New Bern, NC Micropolitan Statistical Area														
Marine Corps Air Station Cherry Point	(16)	(664)	64	8	48	(656)	(20)	(628)	(558)	(1,186)	(558)	(1,186)	66,366	-1.8%
Total	(16)	(664)	64	8	48	(656)	(20)	(628)	(558)	(1,186)	(558)	(1,186)	66,366	-1.8%
New Haven-Milford, CT Metropolitan Statistical Area														
SGT Libby U.S. Army Reserve Center, New Haven	(14)	(7)	0	0	(14)	(7)	0	(21)	(12)	(33)	(12)	(33)	472,774	0.0%
Total	(14)	(7)	0	0	(14)	(7)	0	(21)	(12)	(33)	(12)	(33)	472,774	0.0%
New Orleans-Metairie-Kenner, LA Metropolitan Statistical Area														
Naval Support Activity New Orleans	(1,997)	(652)	0	0	(1,997)	(652)	(62)	(2,711)	(2,016)	(4,727)	(2,016)	(4,727)	763,801	-0.6%
Legion Space - Slidell		(1)	(102)	0	(1)	(102)	(48)	(151)	(144)	(295)	(144)	(295)	763,801	0.0%
Naval Air Station New Orleans	0	0	1,407	446	1,407	446	3	1,856	1,372	3,228	1,372	3,228	763,801	0.4%
Naval Air Station New Orleans Reserve Station	(4)	(308)	45	76	41	(232)	0	(191)	(207)	(396)	(207)	(396)	763,801	-0.1%
Total	(2,002)	(1,062)	1,452	522	(550)	(540)	(107)	(1,197)	(995)	(2,192)	(995)	(2,192)	763,801	-0.3%
New York-Wayne-White Plains, NY-NJ Metropolitan Division														
Fort Totten / Pyle	(75)	(74)	0	0	(75)	(74)	0	(149)	(72)	(221)	(72)	(221)	6,226,027	0.0%
Total	(75)	(74)	0	0	(75)	(74)	0	(149)	(72)	(221)	(72)	(221)	6,226,027	0.0%
Newark-Union, NJ-PA Metropolitan Division														
Piscataway Arsenal	0	0	5	688	5	688	0	693	566	1,259	566	1,259	1,246,371	0.1%
Total	0	0	5	688	5	688	0	693	566	1,259	566	1,259	1,246,371	0.1%

This list does not include locations where no changes in military or civilian jobs are affected. Military figures include student load changes.

State Installation	Action	Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
		Mil	Civ	Mil	Civ	Mil	Civ		
North Carolina									
Navy Reserve Center Asheville	Close	(7)	0	0	0	(7)	0	0	(7)
Niven U.S. Army Reserve Center, Abermarle	Close	(34)	0	0	5	(34)	5	0	(29)
Charlotte/Douglas International Airport	Gain	0	0	6	0	6	0	0	6
Fort Bragg	Gain	(1,352)	0	5,430	247	4,078	247	0	4,325
Seymore Johnson Air Force Base	Gain	0	0	345	17	345	17	0	362
Army Research Office, Durham	Realign	(1)	(113)	0	0	(1)	(113)	0	(114)
Marine Corps Air Station Cherry Point	Realign	(16)	(664)	64	8	48	(656)	(20)	(628)
Marine Corps Base Camp Lejeune	Realign	(182)	(16)	0	15	(182)	(1)	(9)	(192)
Pope Air Force Base	Realign	(5,969)	(345)	1,148	1,153	(4,821)	808	(132)	(4,145)
		(7,561)	(1,138)	6,993	1,445	(568)	307	(161)	(422)
North Carolina Total									
North Dakota									
Grand Forks Air Force Base	Realign	(2,290)	(355)	0	0	(2,290)	(355)	0	(2,645)
		(2,290)	(355)	0	0	(2,290)	(355)	0	(2,645)
North Dakota Total									

This list does not include locations where there were no changes in military or civilian jobs.
Military figures include student load changes.

State Installation	Action	Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
		Mil	Civ	Mil	Civ	Mil	Civ		
North Carolina									
Navy Reserve Center Asheville	Close	(7)	0	0	0	(7)	0	0	(7)
Niven U.S. Army Reserve Center, Albermarle	Close	(34)	0	0	5	(34)	5	0	(29)
Charlotte/Douglas International Airport	Gain	0	0	6	0	6	0	0	6
Fort Bragg	Gain	(1,352)	0	5,430	247	4,078	247	0	4,325
Seymore Johnson Air Force Base	Gain	0	0	345	17	345	17	0	362
Army Research Office, Durham	Realign	(1)	(113)	0	0	(1)	(113)	0	(114)
Marine Corps Air Station Cherry Point	Realign	(16)	(664)	64	8	48	(656)	(20)	(628)
Marine Corps Base Camp Lejeune	Realign	(182)	(16)	0	15	(182)	(1)	(9)	(192)
Pope Air Force Base	Realign	(5,969)	(345)	1,148	1,153	(4,821)	808	(132)	(4,145)
North Carolina	Total	(7,561)	(1,138)	6,993	1,445	(568)	307	(161)	(422)
North Dakota									
Grand Forks Air Force Base	Realign	(2,290)	(355)	0	0	(2,290)	(355)	0	(2,645)
North Dakota	Total	(2,290)	(355)	0	0	(2,290)	(355)	0	(2,645)

This list does not include locations where there were no changes in military or civilian jobs.
Military figures include student load changes.

Armed Forces Reserve Center Amityville	Nassau-Suffolk, NY Metropolitan Division
Armed Forces Reserve Center Stewart (New)	Poughkeepsie-Newburgh-Middletown, NY Metropolitan Statistical Area
Army National Guard NC Riverhead	Nassau-Suffolk, NY Metropolitan Division
Army National Guard Organizational Maintenance Site 21 Bayshore	Nassau-Suffolk, NY Metropolitan Division
Army National Guard Reserve Center (Bedford) Brooklyn	New York-Wayne-White Plains, NY-NJ Metropolitan Division
Army National Guard Reserve Center Freeport	Nassau-Suffolk, NY Metropolitan Division
Army National Guard Reserve Center Huntington Station	Nassau-Suffolk, NY Metropolitan Division
Army National Guard Reserve Center Newburgh	Poughkeepsie-Newburgh-Middletown, NY Metropolitan Statistical Area
Army National Guard Reserve Center Patchogue	Nassau-Suffolk, NY Metropolitan Division
Carper U.S. Army Reserve Center Poughkeepsie	Poughkeepsie-Newburgh-Middletown, NY Metropolitan Statistical Area
Defense Finance and Accounting Service, Rome	Utica-Rome, NY Metropolitan Statistical Area
Fort Hamilton	New York-Wayne-White Plains, NY-NJ Metropolitan Division
Fort Tilden U.S. Army Reserve Center Far Rockaway	New York-Wayne-White Plains, NY-NJ Metropolitan Division
Fort Totten / Pyle	New York-Wayne-White Plains, NY-NJ Metropolitan Division
Marcy Army National Guard Reserve Center Brooklyn	New York-Wayne-White Plains, NY-NJ Metropolitan Division
McDonald U.S. Army Reserve Center Jamaica	New York-Wayne-White Plains, NY-NJ Metropolitan Division
Muller U.S. Army Reserve Center Bronx	New York-Wayne-White Plains, NY-NJ Metropolitan Division
Navy Recruiting District Buffalo	Buffalo-Niagara Falls, NY Metropolitan Statistical Area
Navy Reserve Center Glenn Falls	Glens Falls, NY Metropolitan Statistical Area
Navy Reserve Center Horsehead	Elmira, NY Metropolitan Statistical Area
Navy Reserve Center Watertown	Watertown-Fort Drum, NY Metropolitan Statistical Area
New Joint Armed Forces Reserve Center	Nassau-Suffolk, NY Metropolitan Division
Niagara Falls International Airport Air Guard Station	Buffalo-Niagara Falls, NY Metropolitan Statistical Area
Rome Laboratory	Utica-Rome, NY Metropolitan Statistical Area
Roosevelt U.S. Army Reserve Center Uniondale	Nassau-Suffolk, NY Metropolitan Division
Schenectady County Air Guard Station	Albany-Schenectady-Troy, NY Metropolitan Statistical Area
U.S. Army Reserve Center Area Maintenance Support Facility Niagara Falls	U.S. Army Reserve Center Area Maintenance Support Facility Niagara Falls
U.S. Army Reserve Stewart-Newburgh	Poughkeepsie-Newburgh-Middletown, NY Metropolitan Statistical Area
United States Military Academy	Poughkeepsie-Newburgh-Middletown, NY Metropolitan Statistical Area
Waterliet Arsenal	Albany-Schenectady-Troy, NY Metropolitan Statistical Area
Armed Forces Reserve Center Wilmington - New	Wilmington, NC Metropolitan Statistical Area
Army Research Office, Durham	Durham, NC Metropolitan Statistical Area
Charlotte/Douglas	Charlotte-Gastonia-Concord, NC-SC Metropolitan Statistical Area
Fort Bragg	Fayetteville, NC Metropolitan Statistical Area
Marine Corps Air Station Cherry Point	New Bern, NC Metropolitan Statistical Area
Marine Corps Base Camp Lejeune	Jacksonville, NC Metropolitan Statistical Area
MCAS Cherry Point	New Bern, NC Metropolitan Statistical Area
Navy Reserve Center Asheville	Asheville, NC Metropolitan Statistical Area
Niven U.S. Army Reserve Center, Albemarle	Albemarle, NC Metropolitan Statistical Area
Pope Air Force Base	Fayetteville, NC Metropolitan Statistical Area
Rhodes Armed Forces Reserve Center, Wilmington	Wilmington, NC Metropolitan Statistical Area

Justification: This recommendation supports capacity reduction at the SIMA Norfolk, VA, and reduces excess ship repair capacity. This consolidation matches the ship maintenance infrastructure at the other major Fleet concentrations where depot and intermediate level activities are collocated. This consolidation will lead to synergy and efficiency in ship maintenance. This recommendation assumes that Norfolk Naval Shipyard becomes a Direct or Mission Funded activity.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$10.6M. The net of all costs and savings to the Department during the implementation period is a savings of \$26.8M. Annual recurring savings to the Department after implementation are \$8.2M with a payback expected in one year. The net present value of the costs and savings to the Department over 20 years is a savings of \$104.3M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 209 jobs (95 direct jobs and 114 indirect jobs) over the 2006-2011 period in the in the Virginia Beach-Norfolk-Newport News, VA-NC Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment. The aggregate economic impact of all recommended actions on this economic region of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the community to support missions, forces and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: This recommendation has no impact on air quality; cultural, archeological, or tribal resources; dredging; land use constraints or sensitive resource areas; marine mammals, resources, or sanctuaries; noise; threatened and endangered species or critical habitat; waste management; water resources; or wetlands. This recommendation does not impact the costs of environmental restoration, waste management, and environmental compliance activities. The aggregate environmental impact of all recommended BRAC actions affecting the bases in this recommendation has been reviewed. There are no known environmental impediments to implementation of this recommendation.

Fleet Readiness Centers

Recommendation: Realign Naval Air Station Oceana, VA, by disestablishing the Aircraft Intermediate Maintenance Department Oceana, the Naval Air Depot Cherry Point Detachment, and the Naval Air Depot Jacksonville Detachment; establishing Fleet Readiness Center Mid Atlantic, Naval Air Station Oceana, VA; and transferring all intermediate maintenance workload and capacity to Fleet Readiness Center Mid Atlantic, Naval Air Station Oceana, VA.

Realign Naval Air Station Patuxent River, MD, by disestablishing the Aircraft Intermediate Maintenance Department at Naval Air Warfare Center Aircraft Division; establishing Fleet

Readiness Center Mid Atlantic Site Patuxent River, Naval Air Station Patuxent River, MD; and transferring all intermediate maintenance workload and capacity to Fleet Readiness Center Mid Atlantic Site Patuxent River, Naval Air Station Patuxent River, MD.

Realign Naval Air Station Norfolk, VA, by disestablishing the Aircraft Intermediate Maintenance Department Norfolk VA, the Naval Air Depot Jacksonville Detachment, and Naval Air Warfare Center Aircraft Division Lakehurst Detachment; establishing Fleet Readiness Center Mid Atlantic Site Norfolk, Naval Air Station Norfolk, VA; and transferring all intermediate and depot maintenance workload and capacity to Fleet Readiness Center Mid Atlantic Site Norfolk, Naval Air Station Norfolk, VA.

Realign Naval Air Station Joint Reserve Base New Orleans, LA, by disestablishing the Aircraft Intermediate Maintenance Department, establishing Fleet Readiness Center Mid Atlantic Site New Orleans, Naval Air Station Joint Reserve Base New Orleans, LA; and transfer all intermediate maintenance workload and capacity to Fleet Readiness Center Mid Atlantic Site New Orleans, Naval Air Station Joint Reserve Base New Orleans, LA.

Realign Marine Corps Air Station Cherry Point, NC, as follows: disestablish Naval Air Depot Cherry Point; establish Fleet Readiness Center East, Marine Corps Air Station Cherry Point, NC; relocate depot maintenance workload and capacity for Aircraft Avionics/Electronics Components (approximately 39 K DLHs), Aircraft Hydraulic Components (approximately 69 K DLHs), Aircraft Landing Gear Components (approximately 8 K DLHs), Aircraft Other Components (approximately 23 K DLHs), and Aircraft Structural Components (approximately 126 K DLHs) to Fleet Readiness Center Mid Atlantic, Naval Air Station Oceana, VA; relocate depot maintenance workload and capacity for Aircraft Avionics/Electronics Components (approximately 11 K DLHs), Aircraft Hydraulic Components (approximately 19 K DLHs), Aircraft Landing Gear Components (approximately 2 K DLHs), Aircraft Structural Components (approximately 35 K DLHs), and Aircraft Other Components (approximately 6 K DLHs) to Fleet Readiness Center Mid Atlantic Site Norfolk, Naval Air Station Norfolk, VA; relocate depot maintenance workload and capacity for Aircraft Avionics/Electronics Components (approximately 6 K DLHs), Aircraft Hydraulic Components (approximately 10 K DLHs), Aircraft Landing Gear Components (approximately 1 K DLHs), Aircraft Other Components (approximately 3 K DLHs), and Aircraft Structural Components (approximately 18 K DLHs) to Fleet Readiness Center Mid Atlantic Site Patuxent River, Naval Air Station Patuxent River, MD; relocate depot maintenance workload and capacity for Aircraft Avionics/Electronics Components (approximately 2 K DLHs), Aircraft Hydraulic Components (approximately 3 K DLHs), Aircraft Landing Gear Components (approximately 0.4K DLHs), Aircraft Other Components (approximately 1 K DLHs), and Aircraft Structural Components (approximately 6 K DLHs) to FRC Mid Atlantic Site New Orleans, Naval Air Station JRB New Orleans, LA.; relocate depot maintenance workload and capacity for Aircraft Avionics/Electronics Components (approximately 9 K DLHs), Aircraft Hydraulic Components (approximately 16 K DLHs), Aircraft Landing Gear Components (approximately 2 K DLHs), Aircraft Other Components (approximately 6 K DLHs) and Aircraft Structural Components (approximately 30 K DLHs) to the Fleet Readiness Center East Site Beaufort, hereby established at Marine Corps Air Station Beaufort, SC; relocate depot maintenance workload and capacity for Aircraft Avionics/Electronics Components (approximately 11 K DLHs), Aircraft Hydraulic Components

(approximately 20 K DLHs), Aircraft Landing Gear Components (approximately 2 K DLHs), Aircraft Other Components (approximately 6 K DLHs), Aircraft Structural Components (approximately 36 K DLHs), Aircraft Rotary (approximately 1 K DLHs), Aircraft VSTOL (approximately 2 K DLHs), Aircraft Cargo/Tanker (approximately 0.02K DLHs.), Aircraft Other (approximately 18 K DLHs), Aircraft Structural Components (approximately 0.001K DLHs), Calibration (approximately 0.15 K DLHs) and "Other" Commodity (approximately 0.3 K DLHs) to Fleet Readiness Center East Site New River, hereby established at Marine Corps Air Station New River, Camp Lejeune, NC; and transfer all remaining depot maintenance workload and capacity to Fleet Readiness Center East, Marine Corps Air Station Cherry Point, NC.

Realign Marine Corps Air Station Beaufort, SC, by disestablishing Naval Air Depot Jacksonville Detachment Beaufort and transferring all depot maintenance workload and capacity to Fleet Readiness Center East Site Beaufort, Marine Corps Air Station Beaufort, SC.

Realign Naval Air Station Jacksonville, FL, as follows: disestablish Naval Air Depot Jacksonville, Naval Air Depot Jacksonville Detachment Jacksonville, and Aircraft Intermediate Maintenance Department Jacksonville; establish Fleet Readiness Center Southeast, Naval Air Station, Jacksonville, FL; relocate depot maintenance workload and capacity for Aircraft Avionics/Electronics Components (approximately 8 K DLHs), Aircraft Hydraulic Components (approximately 6 K DLHs), Aircraft Landing Gear Components (approximately 3 K DLHs), Aircraft Other Components (approximately 27 K DLHs), and Aircraft Structural Components (approximately 9 K DLHs) to Fleet Readiness Center Southeast Site Mayport, hereby established at Naval Air Station, Mayport, FL; transfer all remaining intermediate and depot maintenance workload and capacity to Fleet Readiness Center Southeast, Naval Air Station Jacksonville, FL.

Realign Naval Air Station Mayport, FL, by disestablishing Aircraft Intermediate Maintenance Department, Naval Air Depot Jacksonville Detachment Mayport, and Naval Air Warfare Center Aircraft Division Lakehurst Voyage Repair Team Detachment Mayport and transferring all intermediate maintenance workload and capacity to Fleet Readiness Center Southeast Site Mayport, Naval Air Station Mayport, FL.

Realign Naval Air Station Lemoore, CA, by disestablishing Aircraft Intermediate Maintenance Department Lemoore and Naval Air Depot North Island Detachment; establishing Fleet Readiness Center West, Naval Air Station Lemoore, CA; and transferring all intermediate and depot maintenance workload and capacity to Fleet Readiness Center West, Naval Air Station Lemoore, CA.

Realign Naval Air Station Fallon, NV, by disestablishing the Aircraft Intermediate Maintenance Department Fallon and the Naval Air Depot North Island Detachment Fallon; establishing Fleet Readiness Center West Site Fallon, Naval Air Station Fallon, NV; and transferring all intermediate and depot maintenance workload and capacity to Fleet Readiness Center West Site Fallon, Naval Air Station Fallon, NV.

Realign Naval Air Warfare Center Weapons Division China Lake, CA, by disestablishing the Aircraft Intermediate Maintenance Department and relocating its maintenance workload and capacity for Aircraft (approximately 3 K DLHs), Aircraft Components (approximately 45 K

DLHs), Fabrication & Manufacturing (approximately 6 K DLHs) and Support Equipment (approximately 16 K DLHs) to Fleet Readiness Center West, Naval Air Station Lemoore, CA.

Realign Naval Air Station Joint Reserve Base Fort Worth, TX, by disestablishing the Aircraft Intermediate Maintenance Department, establishing Fleet Readiness Center West Site Fort Worth, Naval Air Station Fort Worth, TX, and transferring all intermediate maintenance workload and capacity to Fleet Readiness Center West Site Fort Worth, Naval Air Station Joint Reserve Base Fort Worth, TX.

Realign Naval Air Station Whidbey Island, WA, by disestablishing the Aircraft Intermediate Maintenance Department, establishing Fleet Readiness Center Northwest, Naval Air Station Whidbey Island, WA, and transferring all intermediate maintenance workload and capacity to Fleet Readiness Center Northwest, Naval Air Station Whidbey Island, WA.

Realign Naval Support Activity Crane, IN, by relocating the depot maintenance workload and capacity for ALQ-99 Electronic Warfare to Fleet Readiness Center Northwest, Naval Air Station Whidbey Island, WA.

Realign Naval Air Station North Island, Naval Base Coronado, CA, as follows: disestablish Naval Air Depot North Island, COMSEACONWINGPAC (AIMD), and NADEP North Island Detachment North Island; establish Fleet Readiness Center Southwest, Naval Air Station North Island, Naval Base Coronado, CA; relocate depot maintenance workload and capacity for Aircraft Avionics/Electronics Components (approximately 6 K DLHs), Aircraft Hydraulic Components (approximately 2 K DLHs), Aircraft Landing Gear Components (approximately 3 K DLHs), Aircraft Other Components (approximately 13 K DLHs), and Aircraft Structural Components (approximately 4 K DLHs) from Naval Air Depot North Island to Fleet Readiness Center Southwest Site Point Mugu, hereby established at Naval Air Station Point Mugu, Naval Base Ventura, CA; relocate depot maintenance workload and capacity for Aircraft Avionics/Electronics Components (approximately 26 K DLHs), Aircraft Hydraulic Component (approximately 8 K DLHs), Aircraft Landing Gear Components (approximately 13 K DLHs), Aircraft Other Components (approximately 55 K DLHs), Aircraft Structural Components (approximately 16 K DLHs) from Naval Air Depot North Island to Fleet Readiness Center Southwest Site Miramar, hereby established at Marine Corps Air Station Miramar, CA; relocate depot maintenance workload and capacity for Aircraft Avionics/Electronics Components (approximately 8 K DLHs), Aircraft Hydraulic Components (approximately 2 K DLHs), Aircraft Landing Gear Components (approximately 4 K DLHs), Aircraft Other Components (approximately 17 K DLHs), and Aircraft Structural Components (approximately 5 K DLHs) from Naval Air Depot North Island to Fleet Readiness Center Southwest Site Pendleton, hereby established at Marine Corps Air Station Camp Pendleton, CA; relocate depot maintenance workload and capacity for Aircraft Avionics/Electronics Components (approximately 6 K DLHs), Aircraft Hydraulic Components (approximately 2 K DLHs), Aircraft Landing Gear Components (approximately 3 K DLHs), Aircraft Other Components (approximately 12 K DLHs), Aircraft Structural Components (approximately 3 K DLHs) from Naval Air Depot North Island to Fleet Readiness Southwest Site Yuma, hereby established at Marine Corps Air Station Yuma, AZ; relocate depot maintenance workload and capacity for Aircraft Avionics/Electronics Components (approximately 6 K DLHs), Aircraft Hydraulic Components (approximately 2 K

DLHs), Aircraft Landing Gear Components (approximately 3 K DLHs), Aircraft Other Components (approximately 12 K DLHs), and Aircraft Structural Components (approximately 3 K DLHs) from Naval Air Depot North Island to Fleet Readiness Center West Site Fort Worth, Fort Worth TX; relocate depot maintenance workload and capacity for Aircraft Avionics/Electronics Components (approximately 25 K DLHs), Aircraft Hydraulic Components (approximately 8 K DLHs), Aircraft Landing Gear Components (approximately 13 K DLHs), Aircraft Other Components (approximately 53 K DLHs), and Aircraft Structural Components (approximately 15 K DLHs), from Naval Air Depot North Island to Fleet Readiness Center Northwest, Naval Air Station Whidbey Island, WA; and transfer all remaining intermediate and depot maintenance workload and capacity to Fleet Readiness Center Southwest, Naval Air Station North Island, Naval Base Coronado, CA.

Realign Naval Air Station Point Mugu, Naval Base Ventura, CA, by disestablishing the Aircraft Intermediate Maintenance Department and transferring all intermediate maintenance workload and capacity to Fleet Readiness Center Southwest Site Point Mugu, Naval Base Ventura, CA.

Realign Marine Corps Air Station Miramar, CA, by transferring depot maintenance workload and capacity for Aircraft Other (approximately 28 K DLHs) and Aircraft Fighter/Attack (approximately 39 K DLHs) and intermediate maintenance workload and capacity for Aircraft Components, Aircraft Engines, Fabrication & Manufacturing and Support Equipment from Marine Aviation Logistics Squadron (MALS)-11 and 16 to Fleet Readiness Center Southwest Site Miramar, Marine Corps Air Station Miramar, CA.

Realign Marine Corps Air Station Camp Pendleton, CA, by transferring depot maintenance workload and capacity for Aircraft Other (approximately 22 K DLHs) and Aircraft Rotary (approximately 102 K DLHs) and intermediate maintenance workload and capacity for Aircraft Components, Aircraft Engines, Fabrication & Manufacturing and Support Equipment from MALS-39 to Fleet Readiness Center Southwest Site Camp Pendleton, Marine Corps Air Station Camp Pendleton, CA.

Realign Marine Corps Air Station Yuma, AZ, by transferring depot maintenance workload and capacity for Aircraft Fighter/Attack, Aircraft Other and Aircraft Rotary and intermediate maintenance workload and capacity for Aircraft Components, Aircraft Engines, Communication/Electronics Equipment, Ordnance Weapons & Missiles, Software and Support Equipment from MALS-13 to Fleet Readiness Center Southwest Site Yuma, Marine Corps Air Station Yuma, AZ.

Justification: This recommendation realigns and merges depot and intermediate maintenance activities. It creates 6 Fleet Readiness Centers (FRCs), with 13 affiliated FRC Sites at satellite locations. FRC Mid-Atlantic will be located on NAS Oceana, VA, with affiliated FRC Sites at NAS Patuxent River, MD, NAS Norfolk, VA, and JRB New Orleans, LA. FRC East is located at Cherry Point, NC, with affiliated FRC Sites at MCAS Beaufort, SC, and MCAS New River, NC. The existing intermediate level activity associated with HMX-1 at MCB Quantico, VA, will also be affiliated with FRC East. FRC Southeast will be located on NAS Jacksonville, FL, and will have an affiliated FRC Site at NAS Mayport, FL. FRC West will be located on NAS Lemoore, CA, and will have FRC affiliated sites at NAS JRB Fort Worth, TX, and NAS Fallon,

NV. FRC Southwest will be located on Naval Station Coronado, CA, and will have affiliated sites at MCAS Miramar, CA, MCAS Pendleton, CA, MCAS Yuma, AZ, and NAS Point Mugu, CA. FRC Northwest will be located on NAS Whidbey, WA, with no affiliated FRC Sites.

This recommendation supports both DoD and Navy transformation goals by reducing the number of maintenance levels and streamlining the way maintenance is accomplished with associated significant cost reductions. It supports the Naval Aviation Enterprise's (NAE's) goal of transforming to fewer maintenance levels, i.e., from 3 to 2 levels; and it supports the NAE's strategy of positioning maintenance activities closer to fleet concentrations when doing so will result in enhanced effectiveness and efficiency, greater agility, and allows Naval Aviation to achieve the right readiness at the least cost. This transformation to FRCs produces significant reductions in the total cost of maintenance, repair and overhaul plus the associated Supply system PHS&T (Packaging, Handling, Storage and Transportation) as well as reparable inventory stocking levels as a result of reduced total repair turn-around times, reduced transportation, lower spares inventories, less manpower, and more highly utilized infrastructure. It requires integration and collaboration between Depot level Civil Service personnel and Military Intermediate level Sailors and Marines. At those FRCs involving Marine Corps MALS (Marine Aviation Logistics Squadrons), because the MALS remain deployable commands, they will affiliate with their FRC organizations, but will remain operationally distinct and severable in all respects. The FRC D-level functions within the MALS fall under the Commanding Officer of each MALS. The FRC Commander is the provider of embedded depot personnel, as well as D-level technical and logistics support within the MALS. For all FRCs, there is a combined annual facility sustainment savings of \$1.1M; elimination of a total of 529,000 square feet of depot/intermediate maintenance production space and military construction cost avoidances of \$0.2M. This recommendation also includes a military construction cost of \$85.7M.

In addition to the actions described in this recommendation, there are four additional actions involved in the comprehensive merger of depot and intermediate maintenance: Naval Air Station Joint Reserve Base Willow Grove, PA, Naval Air Station Corpus Christi, TX, Naval Air Station Brunswick, ME, and Naval Air Station Atlanta, GA. The actions at these installations are described in separate installation closure recommendations in the Department of the Navy section of the BRAC Report.

Payback: The total estimated one time cost to the Department of Defense to implement this recommendation is \$298.1M. The net of all costs and savings to the Department during implementation period is a savings of \$1,528.2M. Annual recurring savings to the Department after implementation are \$341.2M with a payback expected immediately. The net present value of the costs and savings to the Department over 20 years is a savings of \$4,724.2M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 104 jobs (53 direct jobs and 51 indirect jobs) over the 2006-2011 period in the Bakersfield, CA Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 221 jobs (152 direct jobs and 69 indirect jobs) over the 2006-2011 period in the Martin County, IN, economic area, which is 2.6 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 13 jobs (7 direct jobs and 6 indirect jobs) over the 2006-2011 period in the Fallon, NV Micropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 512 jobs (218 direct jobs and 294 indirect jobs) over the 2006-2011 period in the Jacksonville, FL Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 1,190 jobs (632 direct jobs and 558 indirect jobs) over the 2006-2011 period in the New Bern, NC Micropolitan Statistical Area, which is 1.8 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 12 jobs (7 direct jobs and 5 indirect jobs) over the 2006-2011 period in the Oxnard-Thousand Oaks-Ventura, CA Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 1,279 jobs (623 direct jobs and 656 indirect jobs) over the 2006-2011 period in the San Diego-Carlsbad-San Marcos, CA Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 68 jobs (44 direct jobs and 24 indirect jobs) over the 2006-2011 period in the Virginia Beach-Norfolk-Newport News, VA Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

The aggregate economic impact of all recommended actions on these economic regions of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: This recommendation may impact air quality at NAS Lemoore and NAS JRB Fort Worth. A conformity determination may be required. This recommendation has the potential to impact cultural, archeological, or tribal resources at NAS Lemoore, NAS Fallon, and NAS Whidbey Island, WA, if construction is required. There is a possible impact to water resources at NAS Whidbey Island and NAS Fallon. This recommendation has no impact on

dredging; land use constraints or sensitive resource areas; marine mammals, resources, or sanctuaries; noise; threatened and endangered species or critical habitat; waste management; or wetlands. This recommendation will require spending approximately \$0.4M for waste management and environmental compliance activities. This recommendation does not otherwise impact the cost of environmental restoration, waste management, or environmental compliance activities. The aggregate environmental impact of all recommended BRAC actions affecting the bases in this recommendation has been reviewed. There are no known environmental impediments to implementation of this recommendation.

Naval Shipyard Detachments

Recommendation: Realign Puget Sound Naval Shipyard Detachment Boston, MA, by relocating the ship repair function to Puget Sound Naval Shipyard, WA.

Realign Naval Station Annapolis, MD, by relocating the Norfolk Naval Shipyard Detachment, Naval Sea Systems Command Plant Equipment Support Office ship repair function to Norfolk Naval Shipyard, VA.

Realign the Navy Philadelphia Business Center, PA, by relocating the Norfolk Naval Shipyard Detachment, Naval Sea Systems Command Shipbuilding Support Office ship repair function to Norfolk Naval Shipyard, VA.

Justification: This recommendation supports mission elimination at Puget Sound Naval Shipyard Detachment Boston, MA, Norfolk Naval Shipyard Detachment, Naval Sea Systems Command Plant Equipment Support Office, Annapolis, MD, and Norfolk Naval Shipyard Detachment, Naval Sea Systems Command Shipbuilding Support Office, Philadelphia, PA, and reduces excess ship repair capacity. This relocation will create synergy among like functions at Puget Sound Naval Shipyard and Norfolk Naval Shipyard. Although this expected synergy is not captured in the payback calculations, experience has shown that it will produce additional long-term savings.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$12.5M. The net of all costs and savings to the Department during the implementation period is a cost of \$0.9M. Annual recurring savings to the Department after implementation are \$2.3M with a payback expected in four (4) years. The net present value of the costs and savings to the Department over 20 years is a savings of \$20.7M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 213 jobs (108 direct jobs and 105 indirect jobs) over the 2006-2011 period in the in the Boston-Quincy, MA Metropolitan Division, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 25 jobs (13 direct jobs and 12 indirect jobs) over the 2006-2011 period in the in the

Virginia Beach-Norfolk-Newport News, VA Metropolitan Statistical Area, which is 0.1 percent of economic area employment.

The aggregate economic impact of all recommended actions on these economic regions of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces, and personnel. Civilian inpatient capacity exists in the area to provide services to the eligible population. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: This recommendation is expected to impact air quality at Fort Sam Houston. Title V permit, permit modification, and a New Source Review may be required. This recommendation has the potential to impact cultural or historic resources at Fort Sam Houston and Lackland AFB. Additional operations at Fort Sam Houston may further impact federally listed species leading to additional restrictions on training or operations. A hazardous waste program modification may be required at Lackland AFB. Significant mitigation measures to limit releases may be required at Fort Sam Houston to reduce impacts to water quality and achieve US EPA water quality standards. This recommendation has no impact on dredging; land use constraints or sensitive resource areas; marine mammals, resources, or sanctuaries; noise; or wetlands. This recommendation will require spending approximately \$1.2M for environmental compliance activities. This cost was included in the payback calculation. This recommendation does not otherwise impact the costs of environmental restoration, waste management, and environmental compliance activities. The aggregate environmental impact of all recommended BRAC actions affecting the bases in this recommendation has been reviewed. There are no known environmental impediments to implementation of this recommendation.

Convert Inpatient Services to Clinics

Recommendation: Realign Marine Corps Air Station Cherry Point, NC by disestablishing the inpatient mission at Naval Hospital Cherry Point; converting the hospital to a clinic with an ambulatory surgery center.

Realign Fort Eustis, VA, by disestablishing the inpatient mission at the Fort Eustis Medical Facility; converting the hospital to a clinic with an ambulatory surgery center.

Realign the United States Air Force Academy, CO, by relocating the inpatient mission of the 10th Medical Group to Fort Carson Medical Facility, CO; converting the 10th Medical Group into a clinic with an ambulatory surgery center.

Realign Andrews Air Force Base, MD, by disestablishing the inpatient mission at the 89th Medical Group; converting the hospital to a clinic with an ambulatory surgery center.

Realign MacDill Air Force Base, FL, by disestablishing the inpatient mission at the 6th Medical Group; converting the hospital to a clinic with an ambulatory surgery center.

Realign Keesler Air Force Base, MS, by disestablishing the inpatient mission at the 81st Medical Group; converting the medical center to a clinic with an ambulatory surgery center.

Realign Scott Air Force Base, IL, by disestablishing the inpatient mission at the 375th Medical Group; converting the hospital to a clinic with an ambulatory surgery center.

Realign Naval Station Great Lakes, IL, by disestablishing the inpatient mission at Naval Hospital Great Lakes; converting the hospital to a clinic with an ambulatory surgery center.

Realign Fort Knox, KY, by disestablishing the inpatient mission at Fort Knox's Medical Facility; converting the hospital to a clinic with an ambulatory surgery center.

Justification: The Department will rely on the civilian medical network for inpatient services at these installations. This recommendation supports strategies of reducing excess capacity and locating military personnel in activities with higher military value with a more diverse workload, providing them with enhanced opportunities to maintain their medical currency to meet COCOM requirements. Additionally, a robust network with available inpatient capacity of Joint Accreditation of Hospital Organizations (JCAHO) and/or Medicare accredited civilian/Veterans Affairs hospitals is located within 40 miles of the referenced facilities.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$12.9M. The net of all costs and savings to the Department during the implementation period is a savings of \$250.9M. Annual recurring savings to the Department after implementation are \$60.2M with payback expected immediately. The net present value of the costs and savings to the Department over 20 years is a savings of \$818.1M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 69 jobs (38 direct jobs and 31 indirect jobs) over the 2006-2011 period in the New Bern, NC Micropolitan Statistical Area, which is 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 78 jobs (34 direct jobs and 44 indirect jobs) over the 2006-2011 period in the Virginia Beach-Norfolk-Newport News, VA-NC Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 11 jobs (6 direct jobs and 5 indirect jobs) over the 2006-2011 period in the Colorado Springs, CO Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 265 jobs (160 direct jobs and 105 indirect jobs) over the 2006-2011 period in the

Washington-Arlington-Alexandria, DC-VA-MD-WV Metropolitan Division, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 35 jobs (19 direct jobs and 16 indirect jobs) over the 2006-2011 period in the Tampa-St. Petersburg-Clearwater, FL Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 352 jobs (212 direct jobs and 140 indirect jobs) over the 2006-2011 period in the Gulfport-Biloxi, MS Metropolitan Statistical Area, which is 0.2 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 143 jobs (77 direct jobs and 66 indirect jobs) over the 2006-2011 period in the St. Louis, MO-IL Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 122 jobs (45 direct jobs and 77 indirect jobs) over the 2006-2011 period in the Lake County-Kenosha County, IL-WI Metropolitan Division, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 147 jobs (85 direct jobs and 62 indirect jobs) over the 2006-2011 period in the Elizabethtown, KY Metropolitan Statistical Area, which is 0.2 percent of economic area employment.

The aggregate economic impact of all recommended actions on these economic regions of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the community to support missions, forces and personnel. Civilian inpatient capacity exists in the area to provide services to the eligible population. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: This recommendation could have a minimal impact on water resources at Fort Carson where increased installation population may require upgrade of water infrastructure. This recommendation has no impact on air quality, cultural, archeological, or tribal resources; dredging; land use constraints or sensitive resource areas; marine mammals, resources, or sanctuaries; noise; waste management; or wetlands. This recommendation will require spending approximately \$0.1M for environmental compliance activities. This cost was included in the payback calculation. This recommendation does not otherwise impact the costs of environmental restoration, waste management, and environmental compliance activities. The aggregate environmental impact of all recommended BRAC actions affecting the bases in this

recommendation has been reviewed. There are no known environmental impediments to implementation of this recommendation.

Joint Centers of Excellence for Chemical, Biological, and Medical Research and Development and Acquisition

Recommendation: Realign Building 42, 8901 Wisconsin Ave, Bethesda, MD, by relocating the Combat Casualty Care Research sub-function of the Naval Medical Research Center to the Army Institute of Surgical Research, Fort Sam Houston, TX.

Realign Naval Station Great Lakes, IL, by relocating the Army Dental Research Detachment, the Air Force Dental Investigative Service, and the Naval Institute for Dental and Biomedical Research to the Army Institute of Surgical Research, Fort Sam Houston, TX.

Realign 13 Taft Court and 1600 E. Gude Drive, Rockville, MD, by relocating the Walter Reed Army Institute of Research, Division of Retrovirology to the Walter Reed Army Institute of Research, Walter Reed Army Medical Center – Forest Glen Annex, MD, establishing it as a Center of Excellence for Infectious Disease.

Realign Naval Air Station Pensacola, FL, by relocating the Naval Aeromedical Research Laboratory to Wright-Patterson AFB, OH.

Realign 12300 Washington Ave, Rockville, MD, by relocating the Medical Biological Defense Research sub-function to the U. S. Army Medical Research Institute of Infectious Diseases, Ft. Detrick, MD.

Realign Potomac Annex-Washington, DC, by relocating Naval Bureau of Medicine, Code M2, headquarters-level planning, investment portfolio management and program and regulatory oversight of DoD Biomedical Science and Technology programs and FDA-regulated medical product development within the biomedical RDA function to a new Joint Biomedical Research, Development and Acquisition Management Center at Fort Detrick, MD.

Realign 64 Thomas Jefferson Drive, Frederick, MD, by relocating the Joint Program Executive Office for Chemical Biological Defense, Joint Project Manager for Chemical Biological Medical Systems headquarters-level planning, investment portfolio management and program and regulatory oversight of DoD Biomedical Science and Technology programs and FDA-regulated medical product development within the RDA function to a new Joint Biomedical Research, Development and Acquisition Management Center at Fort Detrick, MD.

Realign Fort Belvoir, VA, by relocating the Chemical Biological Defense Research component of the Defense Threat Reduction Agency to Edgewood Chemical Biological Center, Aberdeen Proving Ground, MD.

activities. These costs were included in the payback calculation. This recommendation does not otherwise impact the costs of environmental restoration, waste management, or environmental compliance activities. The aggregate environmental impact of all recommended BRAC actions affecting the bases in this recommendation has been reviewed. There are no known environmental impediments to implementation of this recommendation.

Supply, Storage, and Distribution Management Reconfiguration

Recommendation: Realign Defense Supply Center Columbus, OH, by disestablishing the Defense Distribution Depot Columbus, OH. Relocate the storage and distribution functions and associated inventories to the Defense Distribution Depot Susquehanna, PA, hereby designated the Susquehanna Strategic Distribution Platform.

Realign Tobyhanna Army Depot, PA, by consolidating the supply, storage, and distribution functions and associated inventories of the Defense Distribution Depot Tobyhanna, PA, with all other supply, storage, and distribution functions and inventories that exist at Tobyhanna Army Depot to support depot operations, maintenance, and production. Retain the minimum necessary supply, storage, and distribution functions and inventories required to support Tobyhanna Army Depot, and to serve as a wholesale Forward Distribution Point. Relocate all other wholesale storage and distribution functions and associated inventories to the Susquehanna Strategic Distribution Platform.

Realign Naval Station Norfolk, VA, by consolidating the supply, storage, and distribution functions and associated inventories of the Defense Distribution Depot Norfolk, VA, with all other supply, storage, and distribution functions and inventories that exist at Norfolk Naval Base and at Norfolk Naval Shipyard to support shipyard operations, maintenance, and production. Retain the minimum necessary supply, storage, and distribution functions and inventories required to support Norfolk Naval Shipyard operations, maintenance and production, and to serve as a wholesale Forward Distribution Point. Relocate all other wholesale storage and distribution functions and associated inventories to the Susquehanna Strategic Distribution Platform.

Realign Defense Supply Center Richmond, VA, by relocating the storage and distribution functions and associated inventories of the Defense Distribution Depot Richmond, VA, to the Susquehanna Strategic Distribution Platform. Retain the minimum necessary storage and distribution functions and associated inventories at Defense Distribution Depot Richmond, VA, to serve as a wholesale Forward Distribution Point.

Realign Marine Corps Air Station, Cherry Point, NC by consolidating the supply, storage, and distribution functions and associated inventories of the Defense Distribution Depot, Cherry Point, NC, with all other supply, storage, and distribution functions and inventories that exist at Naval Aviation Depot Cherry Point, NC, to support depot operations, maintenance and production. Retain the minimum necessary supply, storage, and distribution functions and inventories required to support Naval Air Depot Cherry Point, and to serve as a wholesale Forward Distribution Point. Relocate all other wholesale storage and distribution functions and

associated inventories to the Defense Distribution Depot Warner Robins, GA, hereby designated the Warner Robins Strategic Distribution Platform.

Realign Robins Air Force Base, GA, by consolidating the supply, storage, and distribution functions and associated inventories supporting depot operations, maintenance, and production at the Warner Robins Air Logistics Center with the supply, storage, and distribution functions at the Warner Robins Strategic Distribution Platform.

Realign Marine Corps Logistics Base, Albany, GA, by consolidating the supply, storage, and distribution functions and associated inventories of the Defense Distribution Depot Albany, GA, with all other supply, storage, and distribution functions and inventories that exist at the Maintenance Center Albany, GA, to support depot operations, maintenance, and production. Retain the minimum necessary supply, storage, and distribution functions and inventories required to support the Maintenance Center Albany, GA, and to serve as a wholesale Forward Distribution Point. Relocate all other wholesale storage and distribution functions and associated inventories to the Warner Robins Strategic Distribution Platform.

Realign Naval Air Station Jacksonville, FL, by consolidating the supply, storage, and distribution functions and associated inventories of the Defense Distribution Depot, Jacksonville, FL, with all other supply, storage, and distribution functions and inventories that exist at the Naval Aviation Depot, Jacksonville, FL, to support depot operations, maintenance, and production. Retain the minimum necessary supply, storage, and distribution functions and inventories required to support the Naval Aviation Depot, Jacksonville, FL, and to serve as a wholesale Forward Distribution Point. Relocate all other wholesale storage and distribution functions and associated inventories to the Warner Robins Strategic Distribution Platform.

Realign Anniston Army Depot, AL, by consolidating the supply, storage, and distribution functions and associated inventories of the Defense Distribution Depot Anniston, AL, with all other supply, storage, and distribution functions and inventories that exist at Anniston Army Depot, AL, to support depot operations, maintenance, and production. Retain the minimum necessary supply, storage, and distribution functions and inventories required to support Anniston Army Depot, AL, and to serve as a wholesale Forward Distribution Point. Relocate all other wholesale storage and distribution functions and associated inventories to the Warner Robins Strategic Distribution Platform.

Realign Corpus Christi Army Depot, TX, by consolidating the supply, storage, and distribution functions and associated inventories of the Defense Distribution Depot, Corpus Christi, TX, with all other supply, storage, and distribution functions and inventories that exist at Corpus Christi Army Depot, TX, to support depot operations, maintenance, and production. Retain the minimum necessary supply, storage, and distribution functions and inventories required to support Corpus Christi Army Depot, TX, and to serve as a wholesale Forward Distribution Point. Relocate all other wholesale storage and distribution functions and associated inventories to the Defense Distribution Depot Oklahoma City, hereby designated the Oklahoma City Strategic Distribution Platform.

Realign Tinker AFB, OK, by consolidating the supply, storage, and distribution functions and associated inventories supporting depot operations, maintenance, and production at the Air Logistics Center, Oklahoma City, OK, with the supply, storage, and distribution functions and inventories at the Oklahoma City Strategic Distribution Platform.

Realign Hill AFB, UT, by consolidating the supply, storage, and distribution functions and associated inventories of the Defense Distribution Depot, Hill, UT, with all other supply, storage, and distribution functions and inventories that exist at the Ogden Air Logistics Center, UT, to support depot operations, maintenance, and production. Retain the necessary supply, storage, and distribution functions and inventories required to support the Ogden Air Logistics Center, UT, and to serve as a wholesale Forward Distribution Point. Relocate all other wholesale storage and distribution functions and associated inventories to the Defense Distribution Depot, San Joaquin, CA, hereby designated the San Joaquin Strategic Distribution Platform.

Realign Naval Station Bremerton, WA, by consolidating the supply, storage, and distribution functions and associated inventories of the Defense Distribution Depot, Puget Sound, WA, with all other supply, storage and distribution functions and inventories that exist at Puget Sound Naval Shipyard, WA, to support shipyard operations, maintenance, and production. Retain the minimum necessary supply, storage, and distribution functions and inventories required to support Puget Sound Naval Shipyard, WA, and to serve as a wholesale Forward Distribution Point. Relocate all other wholesale storage and distribution functions and associated inventories to the San Joaquin Strategic Distribution Platform.

Realign Naval Station, San Diego, CA, by consolidating the supply, storage, and distribution functions and associated inventories of the Defense Distribution Depot, San Diego, CA, with all other supply, storage and distribution functions and inventories that exist at Naval Aviation Depot, North Island, CA, to support depot operations, maintenance, and production. Retain the minimum necessary supply, storage, and distribution functions and inventories required to support Naval Aviation Depot, North Island, CA, and to serve as a wholesale Forward Distribution Point. Relocate all other wholesale storage and distribution functions and associated inventories to the San Joaquin Strategic Distribution Platform.

Realign Marine Corps Logistics Base, Barstow, CA, by consolidating the supply, storage, and distribution functions and associated inventories of the Defense Distribution Depot Barstow CA, with all other supply, storage, and distribution functions and inventories that exist at the Maintenance Center Barstow, CA, to support depot operations, maintenance, and production. Retain the minimum necessary supply, storage, and distribution functions and inventories at Defense Distribution Depot Barstow, CA, that are required to support the Maintenance Center Barstow, CA, and to serve as a wholesale Forward Distribution Point. Relocate all other wholesale storage and distribution functions and associated inventories to the San Joaquin Strategic Distribution Platform.

Justification: This recommendation achieves economies and efficiencies that enhance the effectiveness of logistics support to operational joint and expeditionary forces. It reconfigures the Department's wholesale storage and distribution infrastructure to improve support to the future force, whether home-based or deployed. It transforms existing logistics processes by

creating four CONUS support regions, with each having one Strategic Distribution Platform and multiple Forward Distribution Points. Each Strategic Distribution Platform will be equipped with state-of-the-art consolidation, containerization and palletization capabilities, and the entire structure will provide for in-transit cargo visibility and real-time accountability. Distribution Depots, no longer needed for regional supply, will be realigned as Forward Distribution Points and will provide dedicated receiving, storing, and issuing functions, solely in support of on-base industrial customers such as maintenance depots, shipyards and air logistics centers. Forward Distribution Points will consolidate all supply and storage functions supporting industrial activities, to include those internal to depots and shipyards, and those at any intermediate levels that may exist. This consolidation eliminates unnecessary redundancies and duplication, and streamlines supply and storage processes.

In addition to the actions in this recommendation, the Department is abolishing the Defense Distribution Depot at Red River Army Depot. This action is included as part of a recommendation to close the Red River Army Depot installation. The recommendation to fully close the installation achieves the objective of disestablishing the Defense Distribution Depot and is consistent with the intent of this recommendation.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$192.7M. The net of all costs and savings to the Department of Defense during the implementation period is a savings of \$1,047.3M. Annual recurring savings to the Department after implementation are \$203.2M with a payback expected immediately. The net present value of the costs and savings to the Department over 20 years is a savings of \$2,925.8M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in the maximum potential job reductions (direct and indirect) over the 2006-2011 period, as follows:

Region of Influence	Direct Job Reductions	Indirect Job Reductions	Total Job Reductions	% of Economic Area Employment
Columbus, OH, Metropolitan Statistical Area	21	16	37	Less than 0.1
Scranton-Wilkes-Barre, PA, Metropolitan Statistical Area	86	60	146	Less than 0.1
Virginia Beach-Norfolk-Newport News, VA-NC, Metropolitan Statistical Area	307	426	733	Less than 0.1
Richmond, VA, Metropolitan Statistical Area	47	36	83	Less than 0.1

Region of Influence	Direct Job Reductions	Indirect Job Reductions	Total Job Reductions	% of Economic Area Employment
New Bern, NC, Micropolitan Statistical Area	10	9	19	Less than 0.1
Albany, GA, Metropolitan Statistical Area	40	31	71	Less than 0.1
Jacksonville, FL, Metropolitan Statistical Area	29	40	69	Less than 0.1
Anniston-Oxford, AL, Metropolitan Statistical Area	90	67	157	0.3
Corpus Christi, TX, Metropolitan Statistical Area	92	133	225	0.1
Ogden-Clearfield, UT, Metropolitan Statistical Area	64	62	126	Less than 0.1
Bremerton-Silverdale, WA, Metropolitan Statistical Area	59	62	121	0.1
Riverside-San Bernadino-Ontario, CA, Metropolitan Statistical Area	10	8	18	Less than 0.1
San Diego-Carlsbad-San Marcos, CA, Metropolitan Statistical Area	3	3	6	Less than 0.1

The aggregate economic impact of all recommended actions on these economic regions of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates there are no issues regarding the ability of infrastructure of communities to support missions, forces, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: Additional operations at Tinker may impact wetlands and may restrict operations. At Susquehanna and San Joaquin, permits may be required for new boilers, generators, and paint booths. Increased solid and hazardous waste may also require new permits. Drinking water consumption will increase at these two locations and MILCON projects require storm water permits. This recommendation has no impact on cultural, archeological, or tribal resources; dredging; land use constraints or sensitive resource areas; marine mammals, resources, or sanctuaries; noise; or threatened and endangered species or critical habitat. This recommendation will require spending approximately \$0.7M for waste management and

environmental compliance activities. This cost was included in the payback calculation. This recommendation does not otherwise impact the costs of environmental restoration, waste management, and environmental compliance activities. The aggregate environmental impact of all recommended BRAC actions affecting the bases in this recommendation has been reviewed. There are no known environmental impediments to implementation of this recommendation.

authorized). Relocate Armed Forces Reserve Center Expeditionary Combat Support manpower to Eglin Air Force Base, FL. Relocate Co A/228th Aviation to Fort Dix, Trenton, NJ. Relocate Reserve Intelligence Area 16 to Fort Dix. Establish an enclave for the Army Reserve units remaining on or relocating to Willow Grove and the Air National Guard 270th Engineering Installation Squadron. Realign Cambria Regional Airport, Johnstown, PA, by relocating Marine Light Attack Helicopter Squadron 775 Detachment A, to include all required personnel, equipment, and support, to McGuire Air Force Base.

Justification: This recommendation will reduce excess capacity while creating new joint opportunities in the McGuire Air Force Base/Fort Dix/Naval Aviation Engineering Station Lakehurst military concentration area. This recommendation leverages maintenance and operational efficiencies within Marine Corps Reserve Aviation and maintains reserve forces in areas with favorable demographics. Inclusion of the realignment of Cambria Regional Airport in this recommendation allows the assets currently housed there to be collocated with their headquarters at McGuire Air Force Base. The major intermediate maintenance functions are consolidated into a Fleet Readiness Center, which reduces the number of maintenance levels and streamlines the way maintenance is accomplished with associated significant cost reductions.

This recommendation enables Air Force Future Total Force transformation by consolidating the A-10 fleet at installations of higher military value, and contributes to Army's establishment of the Northeast Army Reserve Regional Readiness Command.

The USAF KC-135E model aircraft (16 primary aircraft authorized) at McGuire Air Force Base, NJ, retire. The capacity created by the Air Force force structure retirement of KC-135Es (16 primary aircraft authorized) from McGuire Air Force Base enables the execution of this recommendation.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$126.3M. The net of all costs and savings to the Department during the implementation period is a savings of \$134.7M. Annual recurring savings to the Department after implementation are \$60.6M with a payback expected in two years. The net present value of the costs and savings to the Department over 20 years is a savings of \$710.5M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 1,805 jobs (1,142 direct, 663 indirect) over the 2006-2011 period in the Philadelphia, PA Metropolitan Division, which is 0.08 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 138 jobs (86 direct jobs and 52 indirect jobs) over the 2006-2011 period in the Johnstown, PA Metropolitan Statistical Area, which is 0.2 percent of economic area employment.

The aggregate economic impact of all recommended actions on these economic regions of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces, and

personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: McGuire Air Force Base, NJ, is in Severe Non-attainment for Ozone (1-Hour). The Air Force indicates that no Air Conformity Determination is required, but an air permit revision may be required. There are potential impacts for cultural, archeological, tribal resources; noise; waste management; water resources; and wetlands. Fort Dix, NJ, is in Severe Non-attainment for Ozone (1-Hour and 8-Hour) and Air Conformity analysis will be required. There are potential impacts to cultural, archeological, tribal resources. Boise Air Terminal Air Guard Station, ID, is in Attainment. There are potential impacts to cultural, archeological, tribal resources; and land use constraints or sensitive resource areas. Martin Airport Air Guard Station, MD, is in Moderate Non-attainment for Ozone (8-Hour) and an Air Conformity Determination may be required. There are potential impacts to wetlands. For Eglin Air Force Base, FL, the Air Force indicates a significant air permit revision may be required. There are potential impacts for cultural, archeological, tribal resources; land use constraints or sensitive resource areas; noise; threatened and endangered species or critical habitat; waste management; water resources; and wetlands. No impacts are anticipated for the resource areas of dredging; marine mammals, resources or sanctuaries. Selfridge Army National Guard Base, MI, is in Marginal Non-attainment for Ozone and an Air Conformity Determination will be required as well as permit revisions. There are potential impacts to cultural, archeological, tribal resources; land use constraints or sensitive resource areas; noise; waste management; and wetlands. No impacts are anticipated for the resource areas of marine mammals, resources, or sanctuaries; and dredging. Marine Corps Air Station Cherry Point, NC, is in Attainment. There are no anticipated impacts for the resource areas of air quality; cultural, archeological, or tribal resources; dredging; land use constraints or sensitive resource areas; marine mammals, resources or sanctuaries; noise; threatened and endangered species or critical habitat; waste management; water resources; or wetlands. This recommendation indicates impacts of costs at the installations involved, which reported \$2.5M in costs for waste management and environmental compliance. These costs were included in the payback calculation. Willow Grove, the closing installation, reports \$10.3M in environmental restoration costs. Because the Department has a legal obligation to perform environmental restoration regardless of whether an installation is closed, realigned, or remains open, this cost is not included in the payback calculation. This recommendation does not otherwise impact the costs of environmental restoration, waste management, or environmental compliance activities. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation has been reviewed. There are no known environmental impediments to implementation of this recommendation.

Recommendation for Closure Naval Shipyard Portsmouth, Kittery, ME

Recommendation: Close the Naval Shipyard Portsmouth, Kittery, ME. Relocate the ship depot repair function to Naval Shipyard Norfolk, VA, Naval Shipyard and Intermediate Maintenance Facility Pearl Harbor, HI and Naval Shipyard Puget Sound, WA. Relocate the Submarine Maintenance, Engineering, Planning and Procurement Command to Naval Shipyard Norfolk.

CHERRYPOINT

MARINE CORPS AIR STATION

THE HEART OF COASTAL CAROLINA

The Marine Air Community at Havelock-Cherry Point, N.C., is truly unique in all the Corps. The official city seal and logo of the Greater Havelock Chamber of Commerce both feature the venerable Harrier, and every wholesome activity from youth sports to church fellowship is a model of civilian-military teamwork here. Newcomers and young Marines and sailors for whom Cherry Point is a first duty station may be amazed at the hometown quality of life in the area. Opportunities for service and community involvement abound, and whether it's Scouting, coaching in a kid's soccer league or getting involved with clubs like Civitan or Rotary, men and women in uniform have always been welcomed with open arms.

Special events throughout the year—the Chili Festival and Christmas Parade, the Newport Pig Cookin' and the Morehead City Seafood Festival—introduce the uninitiated to the unique, friendly culture of eastern North Carolina.

North Carolina Information

LEGAL RESIDENCE

Service members and their dependents who are stationed at Cherry Point are said to reside in North Carolina because they maintain a place to live in the state (even if their home is in the barracks). Marines and sailors who establish North Carolina as their place of residence intend to make the state their permanent home. This includes paying taxes to the state, registering to vote and registering vehicles. A wife does not automatically have the same residence as her husband. The fact that a dependent takes a job while the sponsor is stationed in North Carolina does not of itself make the dependent a citizen of North Carolina.

INCOME TAX/PERSONAL PROPERTY TAX

Among the subjects addressed by the Soldier's' and Sailors' Civil Relief Act is taxation. The Act benefits you, the service member, by exempting your service pay and personal property from taxation by the state in which you are stationed, in this case, North Carolina. However, you are subject to the income tax and personal property tax of your home state.

The application of the North Carolina personal property tax law varies, depending upon your status (i.e., military, non-military spouse, citizen or non-citizen of North Carolina, living on base, living off base). Be sure to check with the Joint Law Center on the air station to clarify your status.

Recent legislation exempts North Carolina residents from paying income

tax on active duty and military retirement income. The Act does not apply to spouses and dependents of service members unless they are also in the service. The income and personal property of civilian spouses and dependents can be taxed in North Carolina as well as by their state of residence and the state where the income is earned.

You should also be aware that income which service members earn from North Carolina sources through part-time work will probably be taxable by North Carolina.

SEAT BELTS

It is the law in North Carolina that all front seat occupants of vehicles wear seat belts. Persons over 16 years of age are individually responsible whether or not that person is the driver. A child less than 6 years of age must be restrained, no matter where seated, by an appropriate child-restraint system. A child 3 years or older may meet this requirement by wearing a seat belt. Children less than 3 years old must be restrained in a safety seat meeting federal standards.

DRINKING AGE

The drinking age in North Carolina is 21, and it applies to Cherry Point as well.

NOTE: If you have any questions about the above topics or on any legal matter, contact the Joint Law Center, in Bldg. 219, at 252-466-2361.

CHERRY POINT

www.cherrypoint.usmc.mil



Welcome

When visitors come to Marine Corps Air Station Cherry Point, one of the first things many of them notice is the roar of jet aircraft passing over the front gate on their way to or from runway number 5/23. Outside the gate, on a sign, are the words, "Pardon our noise, it's the sound of freedom." For more than 60 years, those sounds of freedom have echoed through local skies, from the deep,

guttural growl of amphibious biplanes and single wing attack aircraft during World War II, to the piercing whine of today's sleek and sophisticated jets. Those sounds are music to the ears of the Marines who fight on the ground, for there is nothing

Marines like better than to have Marine artillery behind them, Marine intelligence in front of them, and Marine aircraft overhead.

Located only 20 miles from some of the Atlantic's most beautiful beaches, Cherry Point is about 90 miles west-southwest of Cape Hatteras, at the foot of the great Outer Banks. It is perhaps appropriate that the home of such a

powerful aviation arsenal is just down the coast from Kitty Hawk, where winged aviation got its start.

Duty at Cherry Point is challenging. Whether you're headed for the 2d Marine Aircraft Wing for duty with the FMF, or support service with the air station or one of its tenant activities, the tasks are varied and rewarding. And they're all directed toward the same end — providing country and Corps with a combat-ready aerial striking force.

This guide is designed to give you a comprehensive snapshot of Cherry Point, from information about the commands that work here, to housing and shopping information, to off-duty activities that are available on and off base.

“ For more than 60 years, those sounds of freedom have echoed through local skies... ”

CHERRYPOINT

MARINE CORPS AIR STATION



HH-46D SEA KNIGHT "PEDRO"

Marine Transport Squadron 1 is home of three HH-46D Sea Knight helicopters, affectionately known as Pedro. The primary mission of these specially equipped Sea Knights is to provide heliborne search and rescue support for tactical aircraft flying here. The secondary mission of the helicopter and its crew is to provide

SAR support for the 5th Coast Guard District and the U.S. Air Force.

Pedro is a regular sight over coastal North Carolina, because another regular mission is to provide local civilian agencies with medical evacuation assistance in situations the agencies can not respond to. In a single four-day period during September 1999, VMR-1's three helicopters operated simultaneously to rescue 399 people trapped by Hurricane Floyd floodwaters in nearby counties. To local boaters and hunters lost or in trouble, the sight of

this orange and gray rescue bird is a sight for sore eyes... perhaps even a life saver.

Each helicopter is equipped with a Doppler navigation/hover system, external rescue hoist, a 30 million candlepower search light, and other essential life-saving equipment. A five-person crew operates each Pedro helicopter. Two pilots, a crew chief, a rescue swimmer and a medical technician all risk their lives for the lives of others. On average, Pedro responds to 75 emergency calls each year.

CHERRYPOINT

MARINE CORPS AIR STATION



THE NEW KC-130

The new KC-130J will give Marines much needed transportation and refueling capability upgrades. The Corps transition team is located aboard Cherry Point.

Photo by Cpl. Jason Morris

2D MARINE AIRCRAFT WING

The 2d Marine Aircraft Wing was commissioned on July 19, 1941, at NAS San Diego, Calif. By November of that year, it had two squadrons at San Diego and four in Hawaii. Many of these planes were destroyed or damaged during the Japanese attack at Pearl Harbor on December 7, 1941.

Regrouping from the initial setback, the 2d MAW chalked up an impressive record of excellence in 83 combat

operations in the Pacific. Its contributions at Wake Island, Midway, Guadalcanal, Saipan, Tinian, Guam, and Okinawa were invaluable.

After duty with occupational forces in Japan, the 2d MAW returned to the States and made Cherry Point its home in April of 1946.

Since then it has been committed in contingency operations exercises in the Mediterranean, Caribbean and Panama. Wing units were deployed during crisis in Lebanon, Cuba, the Dominican Republic, and the Middle

Tenant Organizations

The personnel who operate and maintain this sophisticated system are among the most highly trained and skilled in the Marine Corps.

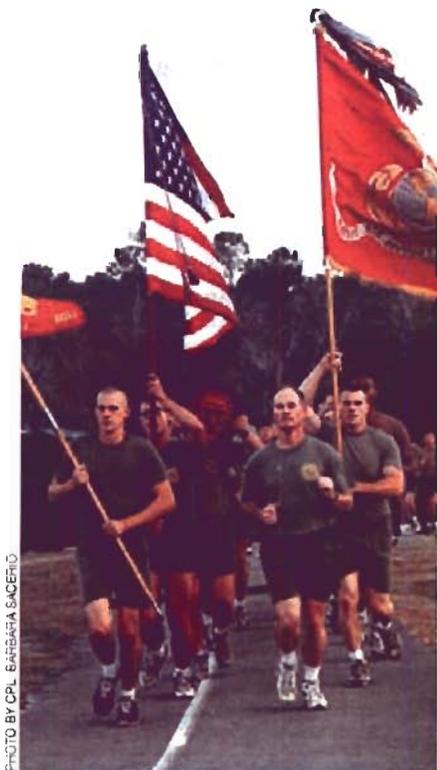


PHOTO BY CPL BARBARA SACERIO

Although the primary mission of the 2d Marine Aircraft Wing is to provide aviation support to east coast Fleet Marine Force units, the individual Marines must maintain their skills in basic infantry tactics—every Marine is a rifleman.

East. During the Vietnam War, the 2d MAW supplied combat-ready units and personnel to Marine aircraft wings in-country, while maintaining its strenuous deployment schedule.

Most recently, 2d MAW Marines and sailors served with distinction in the war in the Persian Gulf. They filled a wide range of combat missions, including fighter support, heavy bombing, close-air support for ground troops, transport, aerial and ground refueling, air traffic control, ground-to-air defense missile support, and a myriad of other types of support during the Gulf War.

Today the 2d MAW remains headquartered at MCAS Cherry Point, with elements located at MCAS New River, N.C., and MCAS Beaufort, S.C.

MCAS

Equipped with helicopters, fighters, attack and refueler/transport aircraft, the 2d MAW stands ready as an integral part of the United States Marine Corps' air-ground team.

MARINE AIRCRAFT GROUP 14

Marine Aircraft Group 14 was activated in San Diego on March 1, 1942, and entered World War II seven months later when it participated in the decisive naval battle of Guadalcanal in mid-November. In January of '43, the group helped eliminate the remnants of the Tokyo Express.

The group was awarded two Presidential Unit Citations for its actions in

the Pacific—the first at Guadalcanal, and the second on Okinawa.

MAG-14 transferred to Cherry Point March 13, 1976. In 1993, MAG-14 merged with another 2d MAW aircraft group from Cherry Point, MAG-32, but retained the MAG -14 title. The merger boosted the total strength of MAG-14 by adding three Marine attack squadrons and one Marine attack training squadron. Marine Aviation Logistics Squadron 32 merged with MALS-14 to form the largest aviation logistics squadron in the Marine Corps.

Today, MAG-14 consists of:

- Four tactical electronic warfare squadrons of EA-6B Prowler aircraft, whose missions are to locate and suppress enemy radar, clearing the skies for friendly aircraft.



PHOTO BY MSGT CHRIS WHITING

Each flying squadron walks its area daily in order to collect debris that could adversely affect the performance of local aircraft. Such walks prevent unnecessary and costly aircraft maintenance and help ensure the safety of pilots and the surrounding communities.

CHERRY POINT 13

CHERRYPOINT



EA-6B PROWLER

An EA-6B Prowler from Marine Tactical Electronic Warfare Squadron 4 "Seahawks" practices arrested landings aboard the expeditionary airfield at Marine Corps Auxiliary Landing Field Bogue. MCALF Bogue supports various types of training for all of the U.S. military services to include providing the only East Coast location for Harrier field carrier landing practices.

If the EA-6B Prowler was part of an aerial football team, you might say it was all of the offensive linemen put together. Because its tactical electronic warfare capabilities provide the necessary offensive and defensive maneuvers for its fighter and attack teammates to score big on the enemy team.

More specifically, the Prowler's primary mission is to provide an umbrella of protection over strike aircraft and ships. It does this through airborne Command and Control support to include electronic attack, tactical electronic support, electronic protection, and the destruction of enemy radar with high speed anti-radiation missiles.

The Prowler is a twin engine, mid-wing aircraft manufactured as a modification of the A-6 Intruder airframe. It can be land-based from prepared airfields, or can operate from expeditionary airfields. It may also strike from the sea by operating from aircraft carriers.

- Three attack squadrons of AV-8B Harriers are the closest air power to combat forces on the ground. With their vertical flight capability they can stay minutes from the front lines of battle.

- One KC-130 Hercules aerial refueler transport squadron provides all the lift and in-flight refueling the Wing needs.

- One attack training squadron and one aerial refueler transport training squadron round out the group by providing the replacement personnel to the Marine Corps' AV-8B and KC-130 communities. An aviation logistics squadron provides everything from supply to maintenance for the flying squadrons.

MARINE WING SUPPORT GROUP 27

The mission of Marine Wing Support Group 27 is to provide all aviation ground support for an aviation combat element and all supporting or attached elements of the Marine air control group.

MWSG-27 was activated July 1, 1953 (originally as a service group) and redesignated as a support group on April 1, 1967. In June 1986, MWSG-27 began a massive Marine Corps-wide reorganization. The reorganization composited personnel and equipment from the wing transportation squadron, the wing engineer squadron, four Marine air base squadrons, and

the headquarters and ground maintenance squadron. The result of this reorganization was the establishment of four Marine wing support squadrons under MWSG-27, with each MWSS capable of operating an air base in support of either a rotary-wing Marine air group or a fixed-wing MAG.

MWSG-27 is composed of a group headquarters at Marine Corps Air Station Cherry Point; MWSS-271 at Marine Corps Auxiliary Landing Field Bogue, N.C.; MWSS-272 at Marine Corps Air Station New River, N.C.; MWSS-273 at Marine Corps Air Station Beaufort, S.C.; and MWSS-274 at Cherry Point. Each MWSS provides the following functions to a deployed ACE:

- Internal airfield communications to include wire, radio and data services between tenant units
- Essential engineer services to include construction, mobile electrical power, laundry and hygiene services
- Motor transport support to include HMMWVs, 5-ton trucks, dump trucks, wreckers and LVS trucks
- Aircraft rescue and fire fighting to include structural fire fighting services
- Expeditionary airfield services to include arresting gear, airfield lighting, and optical landing systems
- Refueling services for aircraft and ground equipment
- Weather services for all elements of the MAGTF
- Medical services to include routine and emergency sick call

- Food services
- Security and law enforcement to include air base ground defense
- Individual and unit training
- Nuclear, biological and chemical defense of organic assets
- Air base commandant services
- Explosive ordnance disposal services

MWSG-27 runs the 2d MAW Drivers School which licenses Marines on HMMWVs, five-ton trucks, refueler trucks, and buses. It also runs the 2d MAW Air Base Ground Defense School which trains Marines in the skills necessary to defend an airfield. MWSG-27 operates and maintains the only expeditionary airfield on the East Coast.

MARINE AIR CONTROL GROUP 28

Marine Air Control Group 28 was activated Sept. 1, 1967, and assigned the mission of providing, operating and maintaining the Marine Air Command and Control System of the 2d MAW.

In the performance of this mission, it employs some of the most advanced equipment available for command and control of tactical air operations. The personnel who operate and maintain this sophisticated system are among the most highly trained and skilled in the Marine Corps.

Through the use of computers and digital data links, many of the manual tasks have been replaced by automation. This provides a capability unequalled by any other service.



PHOTO BY CPL KATHY J. ARNDT

Corporal Daniel S. Haas II, ordnance technician, Marine Aviation Logistics Squadron 14, saws a board to the size needed as he and a few other Marines build a house for a needy family Sept. 14.



PHOTO BY LCPL PATRICK G. OXFORD JR.

Workhorse Marines from Marine Wing Support Squadron 271 use trams and earthmovers to dispose of construction debris.

CHERRYPOINT



AV-8B HARRIER II

A Marine Training Attack Squadron 203 pilot prepares to exit his AV-8B Harrier after setting it down on an improvised airfield (i.e., road) during a capabilities exercise at Marine Corps Base Camp Lejeune.

The mission of the AV-8B Harrier is simple: Attack and destroy surface targets, day or night. The Harrier accomplishes this and more by carrying an assortment of weapons to include air-to-air missiles, air-to-ground missiles, bombs, and a 25mm Gatling-style gun.

Aside from its primary mission of close air support and deep air support, it can also conduct offensive and

defensive anti-air warfare. This includes combat air patrol, armed escort missions, and offensive missions against enemy ground-to-air defenses.

But the feature that makes the Harrier particularly well-suited for the Marine Corps is its vertical/short take-off and landing capability. Combining tactical mobility, responsiveness, reduced operating cost and basing

flexibility, both afloat and ashore, the Harrier fits right in with the Corps' special combat and expeditionary requirements.

To the Marine grunt on the ground, the Harrier's high-pitched roar is a welcome sound when things get hot, especially because the V/STOL jet can be based only minutes away.

MACG-28 is the largest air control group in the Marine Corps, with five units and nearly 1,800 personnel located at four airfields. The group has a tactical air command squadron, a communications squadron, one air control squadron, an air support squadron, and a low-altitude air defense battalion.

2D MARINE AIRCRAFT WING BAND

The 2d Marine Aircraft Wing Band is a precision musical marching unit consisting of 50 members. It also has a concert band, a big band ensemble, smaller rock and jazz ensembles and brass and woodwind quintets. The unit travels extensively throughout the year, performing at hundreds of civilian and military functions. Last year, the band traveled more than 30,000 miles filling more than 200 local requests for support, and more than 200 out-of-town requests.

NAVAL AVIATION DEPOT

A tenant command, the Naval Aviation Depot (NADEP) provides depot-level maintenance, engineering and logistics services to Navy and Marine Corps fleet units around the world, as well as other agencies within the Department of Defense and the federal government.

The depot was established in 1943 as the Assembly and Repair Department of the Marine Corps Air Station. Since that time, the "Carolina Depot" has grown to be a leader in aviation maintenance. The facility is the only one of the Navy's three naval aviation depots managed by Marine Corps officers.

The depot's workload includes the maintenance and repair of a variety of aircraft and primary aircraft engine systems. Aircraft repaired include the H-46 Sea Knight, AV-8 Harrier, H-53 (all types, models and series), and the QF-4S and F-4E (Egyptian) Phantom. NADEP's Power Plant Division overhauls, assembles, and tests a wide variety of aircraft engines. Engines currently repaired include the F402, T58, T400, J79 and T64. The depot also maintains the T58GE400B engines used to power the VII-3 presidential-executive helicopters.



PHOTO BY LARRY CONLEY

The depot's Precision Measurement Center is the most advanced metrology inspection laboratory of its kind. In this certified "clean room," Gerard A. Tetreault uses geometric and dimensional tolerances to inspect and analyze aircraft components and support equipment.

NADEP has repair capabilities for approximately 5,500 items in the components program.

Depot personnel are always on call to meet the immediate needs of fleet units around the world. Services they provide include emergency field team repairs, field team modifications, fleet training, customer service and engineering support. When they are needed, these field teams can be deployed quickly to almost any location. In 1998 alone, the Cherry Point depot sent 465 field teams to more than 53 locations worldwide.

With approximately 3,600 employees, NADEP Cherry Point is North Carolina's largest industrial employer east of Interstate 95. The depot's annual payroll exceeds \$208 million.

HALYBURTON NAVAL HOSPITAL

General Health Care

Health care aboard Cherry Point is accomplished in several ways, dependent upon whether you are an active duty service member, a retiree, or a dependent family member.

Active duty service members will be treated at the Naval Hospital through the standard "sick call" system by scheduling a same-day appointment at 1-800-931-9501, or at one of the Wing Group Aid Stations medical sites aboard the base. Emergencies at any time will be handled by visiting the Emergency Room or by calling 911.



PHOTO BY CPL KATHY J. ARNDT

Petty Officer 3rd Class Sheldon G. Colwell, radiological technician, and Natasha Robinson, computer tomography technician, test out the new CT scanning equipment.

Dependent family members and retirees will receive health care through one of three TRICARE programs—Standard, Extra or Prime. Where that care is received will be dependent upon which TRICARE program the member is enrolled in. More information about TRICARE is given below.

The Hospital

Halyburton Naval Hospital is named in memory of Pharmacist Mate Second Class William D. Halyburton, a North Carolina native who served with 2/5 Marines as a corpsman during World War II. Petty Officer Halyburton was mortally wounded while rendering care to fallen Marines. In honor of his gallant efforts, he was awarded his nation's highest honor, the Medal of Honor.

The Naval Hospital is a new, 201,805 square foot, 23-bed, state of the art facility. It provides medical support to Marine Corps Air Station Cherry Point, the 2d Marine Aircraft Wing, NADEP, and other tenant organizations. Active duty family members and military retirees are also served here. In total, the hospital serves a population of about 40,000 people. It is accredited by the Joint Commission of Accreditation of Health Care Organizations and is a member of the American Hospital Association.

Services

This facility is staffed and equipped to provide primary care for eligible beneficiaries. Outpatient services available include family practice,

OB/GYN, pediatrics, optometry, psychology, physical therapy, military medicine, and internal medicine/ambulatory surgery. Inpatient services include a family medicine unit (general medical/surgical ward), mother/baby unit, and labor and delivery unit. Those patients who require a higher level of care are usually referred to Naval Hospital Camp Lejeune, Naval Medical Center Portsmouth, Va., or to local civilian providers through the TRICARE program.

Emergency Room/Acute Care Clinic

The Emergency Room is available 24 hours a day for the treatment of life-threatening, emergent, or urgent care. The Emergency Room can be reached at 466-0255. Ambulance requests should be made at 911.

HELMs

The Health Education and Lifestyle Management Department (HELMs), offers a wide variety of programs for awareness, promotion, and education on how to live a healthier life. Programs include: nutrition and weight management, smoking cessation, cholesterol screening and education, hypertension management, diabetic nutrition and education, heat injury prevention, and an asthma clinic. This department also sponsors the Semper Fit 2000 program, which is designed to promote and educate active duty Marines and sailors on how to live a more healthy lifestyle. The Healthwise Handbook is designed to allow the individual to have a role in his healthcare. It is not designed to replace care at the

hospital or clinic, but rather to augment it. It is full of helpful tips on how to manage minor illness and injuries. It also tells when one should seek medical attention from a healthcare professional. Please call 466-0495 or 466-0221 for more information.

Occupational Health

The Occupational Health Department at the hospital provides DoD employees with a wide range of services, mostly related to the work environment. In particular, the monitoring of personnel who work in hazardous areas or with hazardous materials, and the treatment of occupational related injuries. Another function is the preventative medicine program which includes everything from immunizations to monitoring communicable diseases to sanitary inspections of food service facilities aboard the air station. Finally, the industrial hygiene division is charged with the mission of protecting employees from occupational injury and occupational exposure to hazardous substances. This is done through enforcement of regulations and regular inspections at hazardous work areas.

TRICARE

Rapidly rising health care costs, and the closure of military bases, along with their hospitals, require that the military find new ways to provide health care. TRICARE is the Department of Defense response to this challenge.

TRICARE is the medical program for active duty, qualified family members, eligible retirees and their family members and survivors under age 65.

The TRICARE program is managed by the military in partnership with civilian contractors. It is designed to expand access to care, ensure high quality care, control health care costs for patients and taxpayers alike, and improve medical readiness.

TRICARE offers beneficiaries three choices for their health care: TRICARE Standard, a fee-for-service option that is the same as CHAMPUS; TRICARE Extra, a preferred provider option that saves money over Standard; and TRICARE Prime, an HMO-type option, where Military Treatment Facilities are the principal source of health care.

The main challenge for most is deciding which TRICARE option is best for them. Enrollment is only

required for TRICARE Prime. There are no enrollment fees for active duty families in TRICARE Prime.

Personnel new to the area should contact the TRICARE at 1-800-931-9501, or visit the hospital's TRICARE service center during check-in, to determine the best option.

Dental Clinic

Dental care for active duty personnel is provided by the 12th Dental Company/Branch Dental Clinic, 2d FSSG. Although a completely separate command, the 12th Dental Company is located within the second deck of the Naval Hospital. It provides routine and emergency care for active duty members of the air station, 2d MAW, and other tenant organizations aboard the air station.

Annual examinations, overseas screening, and routine checkups are done by walk-in from 7:30 – 11 a.m. and 1:30 – 3:30 p.m., Monday through Friday, at five- and 10-minute intervals. Sick Call patients will be seen Monday through Friday from 7 – 7:30 a.m. and 1 – 4:30 p.m. Regular appointments are made Monday through Thursday 7 a.m. – 4 p.m., and Friday 7 a.m. – 3 p.m. A 24-hour dental watch is maintained for emergencies that occur after regular working hours. The duty dental technician can be reached after hours at 466-0435. Patients can call 466-0400 for appointments and information on the dental services offered.

Fleet Aviation Specialized Operational Training Group Atlantic (FASO)

Headquartered in Norfolk, Va., FASOTRAGRULANT has several detachments, one of which is located at Cherry Point. The detachment's mission is to provide training for officer and enlisted members in the administration procedures for the Naval Aviation Maintenance Management Program.

Approximately 1,000 students undergo training each year at Cherry Point's detachment located in Bldg. 4335, Rm. 217. Currently 12 enlisted personnel are assigned, nine of whom are instructors.

NAVAL AIR TRAINING

Fleet Replacement Enlisted Skills Training provides technical training in maintenance, operation and repair of aircraft systems and associated equipment.

There are three divisions located in four facilities aboard the air station. FREST provides technical training for a variety of aircraft communities covering 16 military occupational specialties for approximately 2,300 students annually.

DEFENSE DISTRIBUTION DEPOT

The mission of Defense Distribution Depot Cherry Point (DDCN) is unique among Defense Logistic Agency depots. It is the only distribution depot where all material, equipment and components assigned are in support of fixed- and rotary-winged aircraft maintenance and repair. DDCN stocks more than 109,000 line items of material, equipment and components valued at approximately \$2.7 billion. Ranging from washers to engines, monthly sales average \$55 million.

DDCN provides support to DoD customers worldwide and participates in the Foreign Military Sales program. Locally, the Naval Aviation Depot and the 2d MAW and its deployed units are the main customers. They account for 52 percent of all material release orders processed by the depot.

Multi-faceted in capability, DDCN performs all specialized packaging, preservation and crating of components. The depot is Naval Air System Command's proponent for custody, preservation, handling and shipping of assigned engines.

In support of U.S. Marine deployments, exercises and mobilizations, DDCN provides rigging, loading, blocking/bracing and transportation services for essential air and ground support equipment, weapons and vehicles. Within Cherry Point, DDCN is preservation and packaging, central receiving, local delivery, rigging operations and the area transportation office.



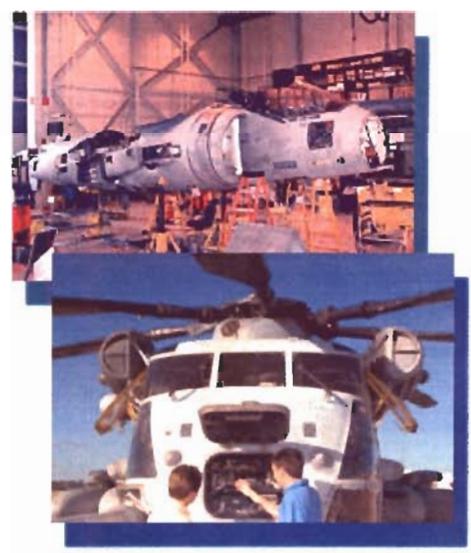


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Unsurpassed service to the fleet, relentless focus on quality. NAV AIR



The Naval Air Depot, Cherry Point, N.C., provides extensive maintenance and engineering support to Navy and Marine Corps aviation, as well as other armed services, federal agencies and foreign governments. Our skilled workforce uses state-of-the-art technology to ensure that the depot is without equal in providing quality, cost-effective support. Our employees take a great deal of pride in their work, and this professional spirit is evident in the high quality products for which NADEP Cherry Point is well known. More information on the depot's programs and services is available by contacting the [Public Affairs Department](#).





**Marine Corps Air Station
Cherry Point**



Employee E-Mail Access

NMCI Web Mail Access

"Computers used to access this URL must have an NMCI PKI certificate installed"

Postal Mailing Address
 Commanding Officer
 Naval Air Depot
 PSC Box 8021
 Cherry Point, NC
 28533

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DEPOT FACTS

Naval Air Depot

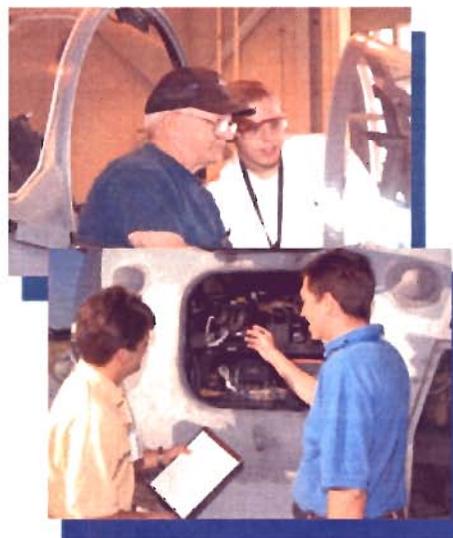
Marine Corps Air Station
Cherry Point, North Carolina

The Naval Air Depot Cherry Point is one of three U.S. Navy depots under the Naval Air Systems Command, headquartered in Patuxent River, Maryland. The other two depots are located in Jacksonville, Florida, and North Island, California. NADEP Cherry Point is the only one of the three facilities to be under the command of Marine Corps officers.

From its beginnings in 1943 as the Overhaul and Repair Department aboard Marine Corps Air Station Cherry Point, the Naval Air Depot has grown to become eastern North Carolina's largest industrial employer and a true national asset. The depot employs civilian, military and contractor personnel, who work in a wide variety of skilled technical and professional positions.

The depot sits on nearly 150 acres on board Marine Corps Air Station Cherry Point, North Carolina. The depot's facilities are spread over more than 100 buildings and structures.

Click on the following to find out more!



Awards

The Depot's Mission



[The Depot's Occupational Safety and Health Policy](#)

[The Depot's Aircraft](#)

[The Depot's Engines](#)

[The Depot's Blade / Vane Repair](#)

[The Depot's Components Repair](#)

[Logistics Management / Research & Engineering Competencies](#)

[The Depot's Other Support](#)

[The Depot's Environmental Commitment](#)

[The Depot's Community Involvement](#)



Naval Hospital Cherry Point, North Carolina

This is an Official U.S. Navy Web site

In Dedication to: PM 2d William David Halyburton

- About Us
- Base Info
- Community Info
- HIPAA
- TRICARE
- Case Management
- Patient Education Classes
- Third Party Insurance Program
- Windsock Information

- Hea
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- Pat
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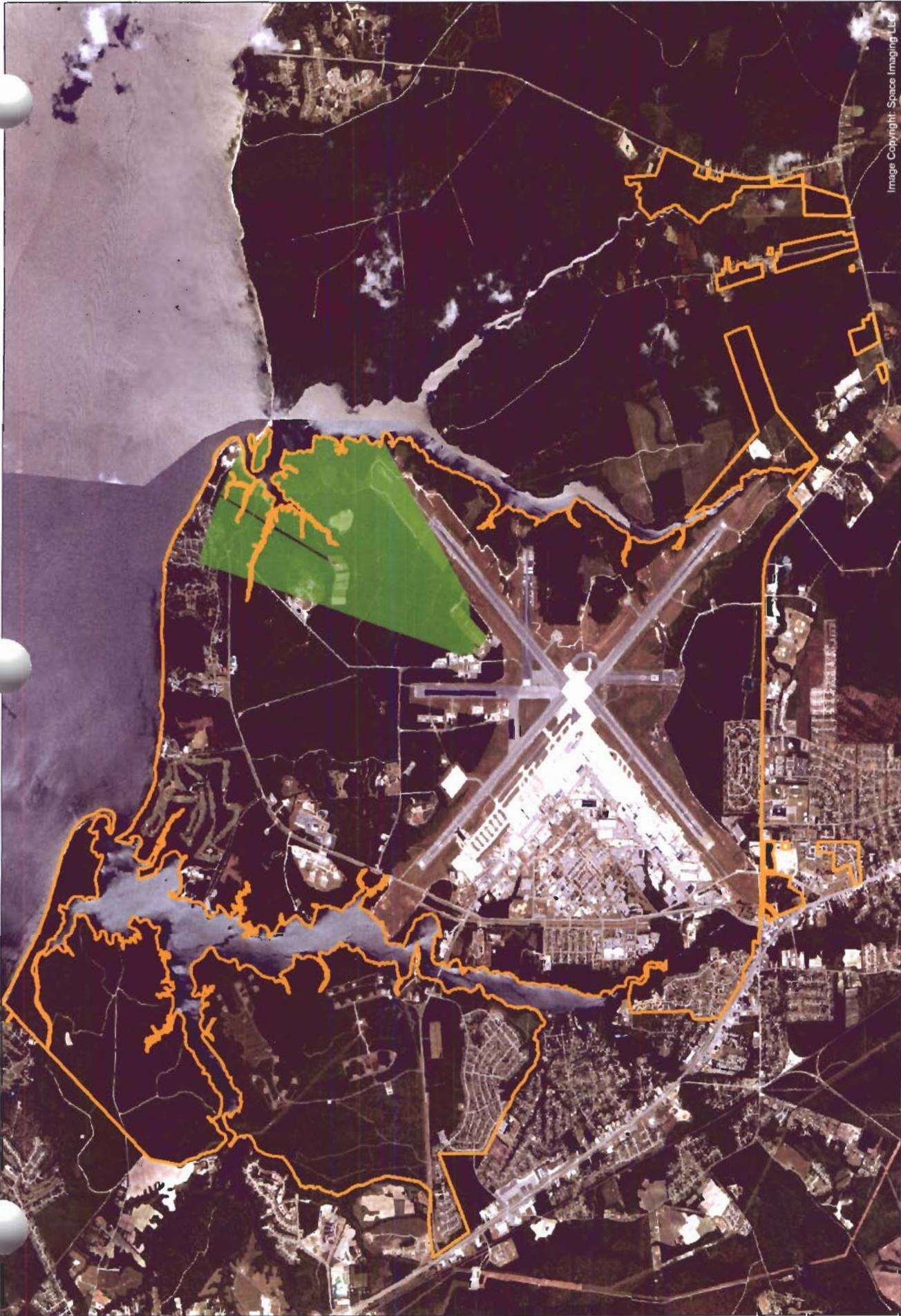
JCAHO Public Notice

PSC Box 8023
 Cherry Point, NC 28533-0023
 252-466-0266

Commanding Officer: CAPT Richard J. Fletcher
 Executive Officer: CAPT Stephen E. Mandia

Recommended North Carolina Use Realignments and Closures





Marine Corps Air Station Cherry Point - USMC

-  Installation Boundary
-  Range Complex Boundaries



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Cherry Point

Area Map

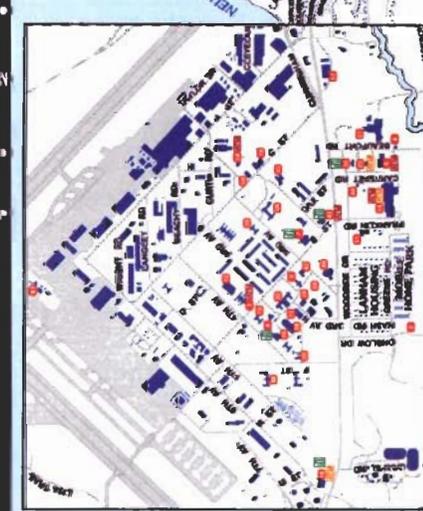


2ND AV	E-7 HERBESON AV	D-8
3RD AV N	E-67 HWY 101 A.C.O. E66-9-14-7	E-9
3RD AV S	E-7 HERSCHEM DR	E-9
4TH AV	E-67 HOLE RD	E-5-8
5TH AV	D-47 E-4 HOLE DR	E-8
6TH AV	D-47 E-4 HOLE RD	E-6
7TH AV	E-4 J.C. ST	E-9
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AMSON CREEK RD	F-12 LAMBLEY RD	D-7
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ASHE LN	G-34 LSA TRAIL	D-4
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BEAUFORT RD	E-7 HANCOCK TRAIL	B-6
BOBE SITE RD	B-7 HANDED DR	E-9
BOSTOWN RD	B-4 HARTOUD RD	E-8
BOWEN TRAIL	C-45 HANCOCK DR	E-8
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BURKHAMER RD	F-45 HARRIS DR	E-6, 4
C ST	D-57 HASK RD	E-6, 4
CALLA SITE RD	D-5 NATIVE TRAIL	E-3
CARTER RD	E-7 NEW CAMP RD	F-3, E-2, 3
COSWELL RD	E-45 NEW CAMP TRAIL	B-6
COLUMBA RD	E-45 NOBLE TRAIL	E-8
CORPUS POND RD	D-4 NORTH POND SERVICE RD	C-5, 6
COX RD	F-7-8 OAK DR	E-8
EMERY RD	F-2 OAK ST	E-7
GRATHAM RD	G-4 OAK CEM RD	E-6, 4
CLAY LN	E-3 OAK HOME RD	E-1, 2
CLEVELAND DR	E-8 OGDON DR	E-9
COLE LN	E-8 ORANGE RD	G-4, 5
COOK TRAIL	C-45 PICKER RD	D-4, 5
COOK RD	D-34 POLL LN	E-3
CUNNINGHAM BVD	E-8 POPULAR DR	E-8
CURTIS ST	E-7 POWELL TRAIL	C-4
D ST	E-47 RANGE RD	C-4, 5
DAWSON RD	G-4 ROGERS RD	B-3, 4
DAME RD	G-45 ROSSPOT BVD	E-3, 4, 5
DOPE FIELD RD	B-45 ROWELL CR	D-8
DUCK POND TRAIL	D-4 E-3 SANDY DR	E-4
DUFFY DR	D-5 SANDY DR	E-4
E CENTRAL DR	E-9 SEED TREE TRAIL	F-3, 4
E MARKET AV	D-8 SHADY GROVE LN	E-4
E ST	E-47 SHEET RANGE RD	B-3, C-3, 4
F ST	E-4 SUCKUM CREEK RD	E-6, 4
FOOD PLANT TRAIL	A-8 SWIMLEY DR	F-5, 6
FOURTH RD	G-4 SURVIVAL TRAINING RD	E-2, 3
FORT WALTON DR	E-9 TAX RELAY DR	E-5
FOXTROT TRAIL	C-5 TAYLOR DR	E-8
FRANKLIN RD	E-7 TYLE TRAIL	B-5, 6
GASTON RD	F-4 E-5 US 67 TO E-9 F-4 E-7 B-5, 6	B-5, 6
GATES RD	E-64 U.S.	E-6
GRAVEL RD	E-4 LIFTON RD	F-5
GRACE RD	E-47 WAYNE RD	E-5
GULFPORT RD	E-4 WILDFIRE TRAIL	E-8
H ST	E-4 WILSON DR	E-3
HAWKCOCK DITCH	C-8 WOODS DR	E-6, 7
HARRITT RD	G-4 WRIGHT RD	D-7
HATTERAS AV	E-9	E-9

Cherry Point

Marine Corps Air Station

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- POINTS OF INTEREST**
- 1. 1st Air Force
 - 2. 2nd Air Force
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 - 50. 50th Air Force

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NORTH CAROLINA

1993	Data Processing Center Marine Corps Air Station Cherry Point	CLOSE
1993	Marine Corps Data Processing Center Regional Automated Services Center Camp Lejeune	CLOSE
1995	Recreation Center #2, Fayetteville	CLOSE

NORTH DAKOTA

1995	Grand Forks Air Force Base	REALIGN
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OHIO

1991	Rickenbacker Air National Guard Base	CLOSE
1993	Defense Information Technology Service Organization, Columbus Annex Dayton	CLOSE
1993	Defense Information Technology Services Organization, Cleveland	CLOSE
1993	Gentile Air Force Station (Defense Electronics Supply Center), Dayton	CLOSE
1993	Newark Air Force Base	CLOSE
1993	Readiness Command Region Ravenna (Region 5)	CLOSE
1993	Rickenbacker Air National Guard Base (Retain 121st Air Refueling Wing and the 160th Air Refueling Group in a cantonment area at Rickenbacker ANGB instead of Wright-Patterson AFB, OH, and operate as tenants of the Rickenbacker Port Authority [RPA] on the RPA's airport)	REDIRECT
1995	Defense Contract Management Command International, Dayton	REALIGN
1995	Defense Distribution Depot Columbus	REALIGN

OREGON

1988	Umatilla Army Depot	REALIGN
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PENNSYLVANIA

1988	Coraopolis Family Housing Site 71	CLOSE
1988	Coraopolis Family Housing Site 72	CLOSE
1988	Irwin Support Detachment Annex	CLOSE
1988	Naval Hospital Philadelphia	CLOSE
1988	Pitt 02 Family Housing	CLOSE
1988	Pitt 03 Family Housing	CLOSE
1988	Pitt 25 Family Housing	CLOSE
1988	Pitt 37 Family Housing	CLOSE
1988	Pitt 42 Family Housing	CLOSE
1988	Pitt 43 Family Housing	CLOSE
1988	Pitt 52 Family Housing	CLOSE
1988	Tacony Warehouse	CLOSE
1991	Letterkenny Army Depot	REALIGN
1991	Naval Air Development Center Warminster	REALIGN
1991	Naval Station Philadelphia	CLOSE
1991	Philadelphia Naval Shipyard	CLOSE

RDAC of Closure and Realignment Recommendation Costs and Savings

(in \$ millions)

Service/Agency	State	Action	Closure Cost	FY96-01 Net Annual Savings	Total Savings
----------------	-------	--------	--------------	----------------------------	---------------

Net Personnel Gains and (Losses)	Mill	Civ
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Seneca Army Depot	Navy	Close	15	(34)	21	242	(9)	(316)
NRC Station Island	Navy	Close	0	(4)	1	10	(12)	(2)
Air Force								
Guthrie AFB (455th EIC)		Redirect	1	(27)	3	54	0	0
Guthrie AFB (Airfield Support)		Redirect	51	13	12	111	0	(150)
REDCAP Activity, Buffalo		Destruct	2	(2)	1	11	(2)	(1)
Rome Laboratories		Close	53	15	12	98	(10)	(1,057)
Roslyn AGS		Close	2	(1)	1	8	(8)	(36)
Personnel Increases of Other Bases						8	8	231
Total New York Personnel Impact							(41)	(1,415)
North Carolina								
Army								
Reduction Center # 2 Fayetteville		Close	0	0	0	0	0	0
Personnel Increases of Other Bases						703	703	0
Total North Carolina Personnel Impact							703	0
North Dakota								
Air Force								
Grand Forks AFB		Realign	12	(112)	35	447	(1,506)	(119)
Personnel Increases of Other Bases						0	0	0
Total North Dakota Personnel Impact							(1,506)	(119)
Ohio								
Air Force								
Springfield-Beckley MAP AGS		Close	23	6	4	35	0	0
Defense Logistics Agency								
Defense Contract Mgmt Command International		Realign	3	(9)	3	39	0	0
Defense Distribution Depot Columbus		Realign	8	(51)	12	161	(2)	(721)
Personnel Increases of Other Bases						1,315	1,315	1,233
Total Ohio Personnel Impact							1,313	512
Oklahoma								
Air Force								
Oklahoma City ALC (Tinker AFB)		Realign					127	(831)
Personnel Increases of Other Bases						1,743	1,743	452
Total Oklahoma Personnel Impact							1,870	(379)
Pennsylvania								
Army								
Flintertown Gap		Close	13	(67)	23	285	(136)	(385)
Kelly Support Center, PA		Realign	36	22	5	28	0	(121)
Latterkeny Army Depot		Realign	50	(207)	78	952	(35)	(2,055)
Navy								
NAESU Philadelphia		Close	3	(6)	3	30	(10)	(60)
NATS Philadelphia		Close	6	(1)	2	23	(4)	(223)
NAWC-AD Open Water Test Facility Orelond		Close	0	0	0	0	0	0
NAWC-AD Wominstler		Close	0	0	0	0	0	0
NAWC-AD Wominstler		Close	8	(33)	8	105	(16)	(332)
NCCOSC R&D Det Wominstler		Close					0	0

Costs/Savings included in AF ALC Realignment (See San Antonio ALC)

Costs/Savings included in NAWC-AD Wominstler action

* Twenty Year Net Present Value of 2.75%

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BRAC causing uncertainty at Cherry Point

May 17, 2005

Sue Book

Freedom ENC

HAVELOCK - Attempting to understand how many Cherry Point jobs will be affected - much less which ones - is difficult even for those plugged in to the 2005 Base Realignment and Closure process.

Just the defense department recommended list announced Friday put two four-inch notebooks in front of Allies for Cherry Point's Tomorrow members during Monday's meeting to assess potential damage and chart defensive action. And, the supporting data fills another ten.

The list mentioned the loss of 656 jobs at Naval Air Depot Cherry Point, but conflicting reports, unexplained references on defense department Web sites, and other data that analyzed man-hours and economic models suggested even more job losses, members said.

After hashing out in the nearly two-hour meeting what was known, and not known, from sources including NAVAIR, they determined the "indirect" positions noted could be pizza delivery people.

That was a relief to those attending.

"But if you are one of the 600 or so whose jobs are on the list, that's not exactly how you'd spell relief," said Tom Bratten, a retired Cherry Point general.

Braaten, who was commander of a California base closed in the 1991 BRAC, said ACT is committed to look carefully at the plan and ask the questions that pin down which jobs are affected.

"But if this is NAVAIR's big plan, we are going to get very little change," he said of the Fleet Readiness concept that restructures aircraft repair and supply and was in the works before the 2005 BRAC process began.

He said he thinks cases can be made for specific jobs, once identified, that figure into the speed of repairs, particularly in war time, for which certain skills and parts must be readily available.

"At least it looks like all the depots were treated equally," ACT Chairman Jimmy Sanders said of the cuts that reduce the workforce at the Cherry Point Depot by 17 percent.

BRAC Commissioner Jim Hansen, a former representative from Utah who has personal prior experience with depots, and another member, probably one of the retired military officers on the commission, will be visiting Cherry Point, ACT consultant Hugh Overholt said.

An ACT designee should attend each of the 15 BRAC commission hearings to gather mitigating information on the list, Overholt suggested. After the hearings, the BRAC commission presents its own list to President Bush by Sept. 8.

Sue Book can be reached at (252) 635-5666 or sbook@freedomenc.com.

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BRAC bellyaching illustrates what drives decisions

May 16, 2005

As the keepers of the conventional wisdom tally such matters, North Carolina came out fairly well in the latest round of military base-closing. Secretary of Defense Donald Rumsfeld recommended closing only two minor installations and called for steep cuts at two others, the Naval Aviation Depot at Cherry Point and Pope Air Force Base. Even then, some of the changes will see jobs shifting from one North Carolina installation to another, limiting the net job loss. This is just the beginning of the process, of course. Secretary Rumsfeld's recommendations, which envision closing 33 major military bases nationwide and about 250 small installations for projected savings of \$5.5 billion a year - along with expanding Seymour Johnson Air Force Base and other bases - will go to a federal base-closing commission, which is due to issue a final report Sept. 8. If President Bush approves the list, he will submit it to Congress, which will have to vote up-or-down in the fall.

Military base decisions always have a political angle, of course, but this list just might have some integrity. The proposed closing of Otis Air National Guard Base in Massachusetts, which has Sen. John Kerry in a tizzy, could be viewed as partisan, but maybe not.

Mississippi Republican Sen. Trent Lott is equally aghast at the proposed closing of Pascagoula Naval Station, long an object of his pork-barrel beneficence. Newly elected Republican Sen. John Thune, who based part of his campaign against former Minority Leader Tom Daschle on the promise that with a Republican in the White House he could better protect military bases from the budget ax, is apoplectic at the proposal to close Ellsworth Air Force Base in South Dakota.

All this political posturing highlights the fact that U.S. military spending is too often more closely connected to the political power of elected officials than to the genuine defense needs of the United States. Given that unfortunate fact, this small step in the direction of fiscal responsibility is welcome.

The last four rounds of base closings led to net savings of about \$7.3 billion a year.

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Sue Book

Freedom ENC

HAVELOCK - Attempting to understand how many Cherry Point jobs will be affected - much less which ones - is difficult even for those plugged in to the 2005 Base Realignment and Closure process.

Just the defense department recommended list announced Friday put two four-inch notebooks in front of Allies for Cherry Point's Tomorrow members during Monday's meeting to assess potential damage and chart defensive action. And, the supporting data fills another ten.

The list mentioned the loss of 656 jobs at Naval Air Depot Cherry Point, but conflicting reports, unexplained references on defense department Web sites, and other data that analyzed man-hours and economic models suggested even more job losses, members said.

After hashing out in the nearly two-hour meeting what was known, and not known, from sources including NAVAIR, they determined the "indirect" positions noted could be pizza delivery people.

That was a relief to those attending.

"But if you are one of the 600 or so whose jobs are on the list, that's not exactly how you'd spell relief," said Tom Bratten, a retired Cherry Point general.

Braaten, who was commander of a California base closed in the 1991 BRAC, said ACT is committed to look carefully at the plan and ask the questions that pin down which jobs are affected.

"But if this is NAVAIR's big plan, we are going to get very little change," he said of the Fleet Readiness concept that restructures aircraft repair and supply and was in the works before the 2005 BRAC process began.

He said he thinks cases can be made for specific jobs, once identified, that figure into the speed of repairs, particularly in war time, for which certain skills and parts must be readily available.

"At least it looks like all the depots were treated equally," ACT Chairman Jimmy Sanders said of the cuts that reduce the workforce at the Cherry Point Depot by 17 percent.

BRAC Commissioner Jim Hansen, a former representative from Utah who has personal prior experience with depots, and another member, probably one of the retired military officers on the commission, will be visiting Cherry Point, ACT consultant Hugh Overholt said.

An ACT designee should attend each of the 15 BRAC commission hearings to gather mitigating information on the list, Overholt suggested. After the hearings, the BRAC commission presents its own list to President Bush by Sept. 8.

Sue Book can be reached at (252) 635-5666 or sbook@freedomenc.com.

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Cherry Point slated to lose 630 jobs under proposed BRAC plan

By WILLIAM L. HOLMES, Associated Press Writer
May 13, 2005 5:44 pm

CHERRY POINT, N.C. -- Cherry Point Marine Corps base -- the largest industrial employer in eastern North Carolina -- would lose nearly 630 jobs under the base closing plan announced Friday by the Defense Department.

Though Cherry Point would suffer the largest net loss of jobs by any military community in North Carolina under the Pentagon proposal, some locals appeared relieved the toll wasn't higher.

"It could have been worse, but it should have been better," said Jimmy Sanders, a retired employee of the Naval Air Depot at Cherry Point who is now president of the local support group Allies for Cherry Point's Tomorrow. "Right now, we know what are game plan is. We know what are marching orders are. We're trying to save 650 jobs at Cherry Point."

Cherry Point employs about 5,700 civilians, including about 4,000 at the depot used to repair military aircraft, particularly helicopters. The depot has been proposed for closure twice before and saved from cuts by aggressive lobbying.

Col. John D. Gumbel, the commander of the depot, said Friday he worried until early December that his command post may again be threatened. Then, he said, the Navy offered a plan to make Cherry Point and five other aircraft depots across the nation repair hubs, with some jobs relocated to satellite sites near the aircraft that needs servicing.

Many of the jobs proposed to leave from Cherry Point would move to satellite sites at New River Marine Corps base near Camp Lejeune, Beaufort, S.C., Norfolk, Va., and Quantico, Va., Gumbel said.

"It'll save everybody money if we do (our work) at the right place," Gumbel said.

Base officials haven't determined which specific jobs would be lost, but Gumbel said that if the cuts go through, he expects most would belong to mechanics and their support staff. He said he expects to be able to achieve any necessary cuts through attrition and transfers.

That still means the potential loss of good-paying jobs for the community, said Gary Baldree, owner of Baldree's Tire in Havelock.

"I guess the most important thing for us right now is for us not to let up, to get the good word out," Baldree said at a gathering outside of the Havelock Tourist and Event Center, where Lt. Gov. Beverly Perdue came to talk about the base closing recommendations made public Friday morning.

Perdue, who lives in nearby Craven County, seemed pleased that the six major bases in North Carolina

escaped major hits in the Pentagon proposal, even though the state has a proposed net loss of 422 military and civilian jobs.

She had to shout to be heard over the roar of a Marine Corps jet that passed overhead as she addressed the crowd.

"That's the sound of freedom we're hearing there, y'all," she said. "We're going to keep hearing that sound here in North Carolina.

"It's been a great day for North Carolina."

She tempered her optimism a short time later as she took questions from reporters about the potential job losses at Cherry Point. She and other elected officials pledged to keep lobbying members of the federal Base Realignment and Closure Commission to try to stave off the cuts.

"Those jobs represent families, they represent husbands, wives and children," said state Sen. Scott Thomas, D-Craven.

Sanders said he and his executive board will meet Monday to develop a plan to help save some of those families.

"It's a long process and this is the first step in the process," he said. "We believe at the end of the day we're going to end up with new jobs. Why not?"

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Cherry Point will reorganize

May 14, 2005

K.J. WILLIAMS

FREEDOM ENC

HAVELOCK - Changes at the Cherry Point Naval Air Depot could result in the loss of 656 positions - with an as yet unknown number shifting to New River - under Base Realignment and Closure proposals released Friday.

Marine Col. John D. Gumbel, the depot's commanding officer, said he expects attrition and retirement to achieve most of the cutbacks, which are largely centered among mechanics and their support staff.

Under the proposed realignment, employees who work on a specific type of military aircraft would be transferred to depots closer to where that aircraft fleet is based, Gumbel said during a Friday press conference.

"What we plan on doing is very efficiency-based," he added.

The depot workforce of 3,826 would see about a 17 percent reduction under realignment.

"We still have a very high percentage of what our current workload is, but some of it will be going out," he said.

Some of the positions likely would transfer to nearby New River Air Station in Jacksonville and to South Carolina's Beaufort Air Station, or to Virginia sites in the Norfolk area or Quantico.

Other positions would relocate locally, moving to different sites operated by the depot.

"I would think there would be a near zero opportunity of a complete loss of jobs," Gumbel said.

On Friday, Gumbel spoke to depot employees via closed-circuit television for about 90 minutes, addressing their concerns.

He said employees were interested in specifics as to the security of their own jobs, but were told details were sketchy at this time.

As a whole, the depots will be reorganized and renamed, with the depot at Cherry Point eventually becoming known as Fleet Readiness Center East.

The site at New River would have a similar name.

Navy and Marine officers are scheduled to meet in San Diego, Calif. next week to continue the planning process.

"(It's) to try to put flesh on the bones of this fleet readiness concept," Gumbel said.

Another change would put the depot under the auspices of the Chief of Naval Air Forces in San Diego instead of Naval Air Systems Command in Maryland.

Gumbel said branches of the military were required to demonstrate ways to save money and operate more efficiently as part of the BRAC process.

The Navy already had been considering streamlining the structure of its depots, Gumbel said.

"You need some kind of forcing factor to change," he said, adding that "BRAC is a major forcing factor and it makes you have to reinvent yourself."

A total of seven depots service military aircraft, and Gumbel said that is the right number to meet the current workload.

Locally, the realignment means the creation of fewer jobs and cooperative extension positions, impacting college students like those training to be aircraft mechanics at Craven Community College's Institute of Aeronautical Technology, Gumbel said.

He noted that the BRAC Commission could make changes to the Defense Department's recommendations.

Following visits to affected installations and public hearings, the commission will vote on base closings and realignments Aug. 23 or 24.

The commission's list will be sent to the president and then to Congress. A final decision is expected by the end of the year.

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Cherry Point slated to lose 630 jobs under proposed BRAC plan

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That's the largest net loss of jobs by any military community in North Carolina.

Still, some locals appeared relieved the toll wasn't higher.

Jimmy Sanders, a retired employee of the Naval Air Depot at Cherry Point, is president of the local support group Allies for Cherry Point's Tomorrow.

He says it could have been worse but should have been better.

Cherry Point employs about 57-hundred civilians, including about four-thousand at the depot used to repair military aircraft, particularly helicopters.

The depot has been proposed for closure twice before but saved from cuts by aggressive lobbying.

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Cherry Point to lose 656 positions if BRAC recommendation approved

May 14, 2005

K.J. Williams

Freedom ENC

CHERRY POINT - Naval Air Depot Cherry Point would undergo changes to its operation and lose 656 positions if the Defense Department's 2005 Base Realignment and Closure or BRAC list released by Defense Secretary Donald H. Rumsfeld Friday receives final approval later this year.

Marine Col. John D. Gumbel, the depot's commanding officer, said he expects attrition and retirement to achieve most of the cutbacks, which are largely centered among mechanics and their support staff.

Under the proposed realignment, employees who work on a specific type of military aircraft would be transferred to depots closer to where that aircraft fleet is based, Gumbel said during a Friday press conference.

"What we plan on doing is very efficiency-based," he added.

The depot workforce of 3,826 would see about a 17 percent reduction under realignment.

"We still have a very high percentage of what our current workload is, but some of it will be going out," he said.

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He said employees were interested in specifics as to the security of their own jobs, but were told details were sketchy at this time.

Although NAVAIR Cherry Point is expected to lose about 650 jobs in the latest round of base closings and realignments, some local depot employees say they aren't worried.

"I shouldn't be affected," said John Miller of La Grange, an apprentice pneudraulics system analyst. "It will affect some shops, but not mine."

John Miller, an aircraft mechanic from La Grange, agreed.

"We don't know everything yet," he said. "The colonel said that he doesn't have all the details, but we should know in September when everything is finalized."

Another NAVAIR employee, who would only identify himself as a Kinston resident, doesn't think the loss of jobs will have much of an impact on the area.

"Actually, it might be a benefit," he said. "There will be more opportunities for advancement for those who remain."

As a whole, the depots will be reorganized and renamed, with the depot at Cherry Point eventually becoming known as Fleet Readiness Center East.

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Eastern N.C. sees pros and cons of BRAC

May 14, 2005

Sue Book

Freedom ENC

Most of those with a vested interest in the 2005 Base Realignment and Closure list announced Friday are putting a positive spin on North Carolina's loss of just 422 military-related jobs.

It seems almost miniscule in the total 26,187 jobs to be cut as the Department of Defense streamlines the nation's military for effectiveness and efficiency to save as much as \$5.5 billion a year.

But with 656 jobs at Naval Air Depot Cherry Point potentially squeezed out in the realignment of all depots in the country - none are slated to be closed - Craven County and surrounding counties could feel the hardest economic hit of any region in the state.

Though Pope Air Force Base is slated for the largest loss with 4,125 fewer total jobs, Fort Bragg stands to gain 4,325, pointing to an actual job increase for that area.

Possible job cuts at NAVAIR, however, just calculating the direct impact of salaries lost at an average \$52,000 per year, would mean about \$34 million less circulating here each year.

Federal Reserve economists multiply that figure by four to measure impact, making it to \$136 million economic impact to the area, and other economists multiply the figure by as much as seven to calculate impact.

"But you can't do it that way, said Jim Davis, director of Craven County Economic Development. "A lot of them are going to stay right here. Some of those jobs are going to go to New River, and we don't have the data to say were they are going or will be assigned."

"Some of them could stay right at the depot," he said.

Sen. Richard Burr, who had eight pairs of eyes looking at the closure and realignment plan specifics for six hours Friday, agrees the big picture is positive for the region.

"Cherry Point gaining a few (net gain 48) and Camp Lejeune staying steady, and Pendleton (MCB Pendleton, Calif.) marginally realigned suggests no change in the Marine Corps relative to where their assets will be.

"This is very important in terms of the naval air side as well. It is very much in the game for potential additional squadrons and additional functions," Burr said. "In reviewing other states, there are some devastations on the naval air side."

In fact, the realignment of civilian labor for the military is in progress at Cherry Point already with 130 supply-related jobs at NAVAIR transferred to the Navy's civilian labor force in the last year, Mary Beth Fennell, NAVAIR industrial business operations chief, said Monday.

Transfers, attrition and retirement could figure into the picture in cutting 656 jobs, said Jimmy Sanders, a Havelock Commissioner and president of Allies for Cherry Point Tomorrow.

NAVAIR commanding officer Col. John D. Gumbel offered assurance to employees in an early Friday e-mail and additionally in an afternoon press conference.

"This realignment is a change in our reporting to a different command and is not expected to significantly change the day-to-day jobs of most employees at NADEP Cherry Point," he said.

"The depot averages 300 new hires every year, so three years from now there would be new spots for 900," said Sanders, who as a Cherry Point employee survived previous BRACs.

NAVAIR currently employs 3,826, and lists its attrition rate at about 6 percent.

Sanders advised nervous NAVAIR Cherry Point employees to "keep doing your job the best you can. It's way, way, too early to be concerned as an employee."

"We're going to move forward and try to continue to allow this region to grow," Davis said. "We are dependent on NAVAIR and MCAS Cherry Point, but there are other jobs that could be added to this community. I've had electronic communications from some companies after they looked at the announcements from DoD and they still want to come and visit the region."

And Allies for Cherry Point Tomorrow counsel Hugh Overholt noted that there are still two FA/18 Super Hornet squadrons slated to come to Cherry Point in 2007 or 2008 at an anticipated economic impact of \$20 million per squadron.

Sue Book can be reached at (252) 635-5666 or sbook@freedomenc.com.

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MCAS Cherry Point JLUS

The issues of encroachment, noise impact, and accident potential "h in many communities in eastern North Carolina. Because of these c the local governments in Craven County, Carteret County, the City Havelock, the Town of Emerald Isle, the Town of Bogue, and the T Atlantic have taken a proactive stance and agreed to undertake a Joi Use Study (JLUS) in cooperation with Marine Corps Air Station (N Cherry Point. The study is a locally-developed plan to guide develo these communities impacted by the military installation and its oper

Each year MCAS Cherry Point assesses its economic impact on the community and publishes its findings. In the Economic Impact FY the data illustrated in this report show that MCAS Cherry Point con have a significant contribution to the region's economic health. Sal FY 2003 are expected to surpass \$860 million; contracts awarded to Carolina companies during Fiscal Year 2002 for construction, main and services exceeded \$34 million. Overall, it is estimated Cherry 1 total economic impact for the state of North Carolina will go beyon billion.

There are 3, 863 civilian employees at the Naval Aviation Depot an other civilians provide services on the base to various entities. The FY03 salaries for these civilians are \$354,245,000. Additionally it that local military retirees bring as much as \$87.396,000 to the local

MCAS Cherry Point is a significant economic engine for eastern No Carolina and the local communities. With another round of Base Realignment and Closures (BRAC) due in 2005, there was an increa to protect this important asset. Funding for the study was sought fr Department of Defense, Office of Economic Adjustment (OEA). T partially funded the Eastern Carolina Joint Land Use Study, with the remaining funding coming from the participating entities.

The Eastern Carolina Joint Land Use Study was begun in 2001 and in December of 2002. The participants in the study included the fol North Carolina entities: Carteret County, Craven County, City of H Town of Emerald Isle, Town of Bogue, State of North Carolina (Di Community Assistance), and Marine Corps Air Station (MCAS) Ch

The members of the Technical Advisory Committee made up of consultants and other interested parties, have continued to meet since 2003 to implement the study recommendation. Funding is being so print the educational materials which have been developed and to modifications to the GIS maps of the Noise Contours and Accident Zones so that the community will have a user friendly web site with information.

To view the Executive Summary of the Eastern Carolina Joint Land [click here](#)

To view the study recommendations only [click here](#)

To view a pdf version of the entire study (very lengthy document with number of maps--9.1 MB) [click here](#)

Flyer: To view a flyer on reducing noise from military aircraft in rural [click here](#).

Technical Manual: To download the technical manual on building and techniques to reduce noise from military aircraft within residential [here](#).

To view a Power Point Presentation on how this study relates to Brunswick [here](#)

To view Craven County GIS maps [click here](#)

To view Carteret County GIS maps [click here](#)

To contact the committee concerned with implementing the recommendations of this study [click here](#).

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United States Representative

G. K. Butterfield

First District of North Carolina

For Release: Immediate
May 13, 2005

Contact: Ken Willis
(202) 225-3101

Eastern North Carolina Sees Gains and Losses with BRAC

Washington, D.C. – Secretary of Defense Donald Rumsfeld today announced the department's recommendations on closing and realigning U.S. military facilities around the world.

Rumsfeld called for shutting 150 military installations from Maine to Hawaii, including 33 major bases, in the first round of base closures in a decade. The recommendations, if fully implemented, would mean an estimated net savings of nearly \$50 billion over the next two decades.

Rumsfeld's plan calls for a massive shift of U.S. forces that would result in a net loss of 29,005 military and civilian jobs at domestic installations. Overall, he proposes pulling 218,570 military and civilian positions out of some U.S. bases while adding 189,565 positions to others.

The closures and downsizings would occur over six years starting in 2006.

Before closures or downsizings can take effect, the Defense Department's proposal must be approved or changed by a federal base closing commission, and then agreed to by Congress and President Bush, in a process that will run into the fall. In four previous rounds of closures starting in 1988, commissions have accepted 85 percent of bases the Pentagon recommended for closure or consolidation.

"The process aims at transforming our military facilities so that they can better meet the new demands of the 21st century," Butterfield said. "The changes come as we move from the Cold War to challenges we face in the global war on terror. For North Carolina, the BRAC recommendations brought mixed news to the local economies. In eastern North Carolina there is good news at Seymour Johnson Air Force Base and some bad news at Cherry Point."

Under the recommendations, Seymour Johnson would gain repair operations and additional aircraft along with about 362 new jobs. Cherry Point would reduce services at its hospital and eliminate some repair operations, but would add additional maintenance and repair operations. All together, this would mean the net loss of 608 jobs at Cherry Point.

Butterfield said that he hopes that some of the job losses at Cherry Point can be offset by MV-22 Osprey maintenance and repair operations currently scheduled to start there as part of the Fiscal Year 2006 Defense Plan. It is still unclear, Butterfield added, just how many jobs and when these services would begin.

Butterfield applauded the recommendation to add operations to Seymour Johnson.

"The BRAC recommendations bear out what we already knew here in eastern North Carolina – Seymour Johnson is a first-rate facility," Butterfield said. "This is a data-driven process and the numbers bear it out."

Currently, approximately 7,486 Marines and sailors stationed at Cherry Point earn an annual payroll of about \$215 million. Combined with the station's nearly 5,700 civilian employees, more than \$480 million are pumped into the local economy yearly from Cherry Point. These salaries, in addition to local expenditures for supplies and capital improvements, add up to more than \$610 million economic impact in the state annually.

Under the recommendations, the following would happen at Seymour Johnson:

- The F100 engine repair facilities for the F-15 aircraft would be centralized at Seymour Johnson away from bases in Florida and Virginia. This would also mean that 87 F-15s would be stationed at the base.
- Seymour Johnson would become the base for eight of the 40 KC-135 tanker aircrafts being realigned away from Grand Forks, N.D. Currently, 10 KC-135s are based at Seymour Johnson.

Under the recommendations, the following would occur at Cherry Point:

- Convert the Naval Hospital to a clinic with an ambulatory surgery center, which would eliminate inpatient service. It's estimated that this would mean the loss of 69 jobs by 2011.

- Realign helicopter maintenance from Cherry Point to a number of other facilities. This would mean the loss of as many as 1,190 by 2011.
 - Gain the aircraft maintenance from two Pennsylvania bases slated for closure - Willow Grove and Cambria Regional Airport. This would mean the gain of an estimated 670 jobs.
 - Eliminate the supply, storage, and distribution functions, which are being moved to satellite depots. This would eliminate an estimated 19 jobs.
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Easley, Burr, Dole Respond To BRAC Recommendations

ThePiedmontChannel.com

Gov. Mike Easley on Friday said he would work hard to maintain what he called North Carolina's reputation as the most military friendly state in the nation. He spoke after learning that Pope Air Force Base and the Marine Corps air station at Cherry Point would take losses under a proposal released Friday by the Pentagon.

Pope would lose 4,800 troops while Cherry Point would lose 656 civilian jobs in the plan announced by Defense Secretary Donald H. Rumsfeld. The Cherry Point losses would be more than 10 percent of the 5,800-person civilian work force.

The Department of Defense also has proposed closing a Navy Reserve center in Asheville and an Army Reserve center in Albemarle. Those moves would result in a total loss of 36 positions.

Some N.C. installations would gain positions. Fort Bragg would gain nearly 4,100 troops, while Seymour Johnson Air Force Base would add 345 troops.

"Based on early assessments, it will take a lot of time to sort out the details of this document," Easley said. "However, at first glance it appears North Carolina fared well thanks to the help of local communities and our congressional delegation.

"In the coming weeks we will be sorting out exactly what is occurring at Cherry Point and Pope Air Force Base. We are extremely pleased that operations at Fort Bragg will be expanding significantly and we can breathe a sigh of relief that Seymour Johnson is not only intact, but will grow."

Before closures or downsizings can take effect, the Defense Department's proposal must be approved or changed by a federal base closing commission by Sept. 8, and then agreed to by Congress and President George W. Bush, in a process that will run into the fall.

Sen. Richard Burr and Sen. Elizabeth Dole both said that North Carolina fared OK despite some losses.

"Across our state, communities like Jacksonville, Fayetteville and Goldsboro, as well as our state government and our congressional delegation, have worked to ensure North Carolina's men and women in uniform and their families have what they need," Burr said in a statement.

"I am disappointed, however, by the changes at the Naval Air Depot Cherry Point. I will work to ensure their fine work is reviewed by the Commission."

Dole said Friday's developments are a sign that the state's contributions to national security were recognized.

Dole said she feels that it is overall a "positive picture."

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MEDIA GENERAL NEWS SERVICE

Mar 17, 2005

Base Fears Fuel Lobbying

by James W. Crawley
MEDIA GENERAL NEWS SERVICE

WASHINGTON – States and communities paid lobbyists more than \$10 million over the last three years to defend hometown military bases from the Pentagon ax in the coming round of base closures.

The unprecedented spending is one sign of the fear and anxiety gripping communities that depend on military installations for jobs and economic well-being.

One in four stateside bases could be affected by the base realignment and closure process, known as BRAC, officials said.

"No elected official wants to be accused of not doing everything possible to keep a base open," said Christopher Hellman, who follows base closures for a Washington think tank.

Bracing for BRAC Interactive Feature

[Interactive Maps, Selection Criteria and Timeline](#)

In mid-May, the Pentagon will recommend closing some bases and moving units. A nine-member commission, nominated last week (March 15), will make the final selection in September.

While no exact figures on lobbying are available from previous base closings during the late 1980s and early 1990s, military analysts say spending on lobbyists and consultants is up because many communities near bases are more scared that the Pentagon will close their installations.

The military is the largest federal employer and often the largest single employer in scores of towns and small cities. Dothan, Ala., Columbus, Ga., and Fayetteville, N.C., rely on neighboring bases.

Altogether, military payrolls contribute more than \$90 billion annually to local economies in the 50 states. For the first time, state governments have joined the fight in a big way.

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"All governors have this on their agendas," said Tara Butler, a BRAC expert with the National Governors Association.

Worried state and local leaders have signed up dozens of firms to represent their interests in Washington.

"It's a self-preservation measure," said North Carolina Lt. Gov. Beverly Perdue. "You need someone who knows Washington, the Pentagon. It's a defensive play."

The hired guns – political insiders, retired admirals and generals and former Defense bureaucrats – analyze local bases' strengths and weaknesses, open doors to Pentagon officials and cook up strategies for "stealing" military units from other installations.

While critics question the effectiveness of lobbyists in a process tailored to reduce presidential and congressional influence, lobbyists have had some successes.

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That success and other "saves" during later base-closing rounds resulted from a combination of bad decisions by the military, good presentations by the community and solid backing of a state's senators and congressmen, said Hirsch, now president of Madison Government Affairs, a Washington lobbying firm.

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Lobbying began in earnest in late 2001 after Congress authorized a BRAC round for 2005, said Lilly Goren, a professor at Lake Forest College who wrote "Politics of Military Base Closings: Not in My District."

"The communities that were potential targets got motivated. They started getting the experts lined up," she added. "It's an attempt to make sure (the communities) make their case."

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Others question whether the expensive lobbying is worth it.

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Beeks, whose think tank staunchly supports BRAC, said most lobbyists have oversold their services and abilities to "BRAC-proof" bases.

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Closing a base also gives lobbyists and consultants another dip at the well because many offer redevelopment assistance. "I'm really suspicious of these guys," said Hellman, a military analyst with the Center for Arms Control and Non-Proliferation. "(BRAC) was designed and tweaked to keep politics out of it."

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Some states, including Florida and Texas, have set up programs to bolster local military bases, paying for road, rail and utility improvements. Texas legislators approved a \$250 million loan package for cities near military bases to "enhance the military value of military installations."

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The base also houses Naval Aviation Depot Cherry Point. Its 4,200 civilian employees repair Marine Corps, Navy and Air Force helos damaged or worn out by fighting in Iraq and Afghanistan.

The depot workers' average annual salary is \$50,000, and the repair base is

the largest employer in eastern North Carolina. Together, the air base and depot are a \$1.1 billion economic engine for surrounding counties.

Former Havelock mayor Jimmy Sanders wants to keep that engine chugging along.

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Sanders, a retired depot employee, heads Allies for Cherry Point's Tomorrow, a group organized in 1993 when sister depots in Norfolk, Va., Pensacola, Fla., and Alameda, Calif., were closed by BRAC. Some of the closed depots' work shifted to Cherry Point and the BRAC commission ordered Navy F/A-18 Hornet fighters to Cherry Point from Jacksonville, Fla.

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The latter happened in 1995, when BRAC diverted the Hornets to Oceana Naval Air Station in Virginia Beach, Va., before any had landed at Cherry Point.

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If base closures are to be decided solely on a base's military values, backed up by facts and with no political bias, then Cherry Point will be safe from BRAC, he said.

But, with his next breath, Sanders asserted, "In government, there's nothing that's not political."

"And, this time, there is no Jesse Helms" – the retired senator many North Carolinians credit with saving state bases from earlier BRACs, he said. "We don't have a John Warner or a brother in the White House," referring to Virginia and Florida, respectively.

"That's why we have to work as hard as we can and make sure this BRAC is

objective," Sanders added.

"We're the David and there's a lot of Goliaths out there," he said.

"We're not trying to slay a Goliath; we just want people to know we can do (the job) better."

James W. Crawley is a national correspondent in Media General's Washington Bureau. E-mail Crawley at jcrawley@mediageneral.com

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BRAC causing uncertainty at Cherry Point

May 17, 2005

Sue Book

Freedom ENC

HAVELOCK - Attempting to understand how many Cherry Point jobs will be affected - much less which ones - is difficult even for those plugged in to the 2005 Base Realignment and Closure process.

Just the defense department recommended list announced Friday put two four-inch notebooks in front of Allies for Cherry Point's Tomorrow members during Monday's meeting to assess potential damage and chart defensive action. And, the supporting data fills another ten.

The list mentioned the loss of 656 jobs at Naval Air Depot Cherry Point, but conflicting reports, unexplained references on defense department Web sites, and other data that analyzed man-hours and economic models suggested even more job losses, members said.

After hashing out in the nearly two-hour meeting what was known, and not known, from sources including NAVAIR, they determined the "indirect" positions noted could be pizza delivery people.

That was a relief to those attending.

"But if you are one of the 600 or so whose jobs are on the list, that's not exactly how you'd spell relief," said Tom Bratten, a retired Cherry Point general.

Braaten, who was commander of a California base closed in the 1991 BRAC, said ACT is committed to look carefully at the plan and ask the questions that pin down which jobs are affected.

"But if this is NAVAIR's big plan, we are going to get very little change," he said of the Fleet Readiness concept that restructures aircraft repair and supply and was in the works before the 2005 BRAC process began.

He said he thinks cases can be made for specific jobs, once identified, that figure into the speed of repairs, particularly in war time, for which certain skills and parts must be readily available.

"At least it looks like all the depots were treated equally," ACT Chairman Jimmy Sanders said of the cuts that reduce the workforce at the Cherry Point Depot by 17 percent.

BRAC Commissioner Jim Hansen, a former representative from Utah who has personal prior experience with depots, and another member, probably one of the retired military officers on the commission, will be visiting Cherry Point, ACT consultant Hugh Overholt said.

An ACT designee should attend each of the 15 BRAC commission hearings to gather mitigating information on the list, Overholt suggested. After the hearings, the BRAC commission presents its own list to President Bush by Sept. 8.

Sue Book can be reached at (252) 635-5666 or sbook@freedomenc.com.

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Bracing for BRAC

By JAMES W. CRAWLEY
Media General News Service
Sunday, March 20, 2005

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MONDAY, MAY 23, 2005

Local News

CCAJN tilts OLF balance

By *BILL SANDIFER, Staff Writer*

Speculation, by definition, is speculative – at best. But a recent move by an activist in Virginia Beach has created a stir and, of course, speculation.

In a bold move, on the cusp of a May 13 announcement on base closings, Citizens Concerned About Jet Noise has called on the Pentagon and the Base Realignment Closure commission to base elsewhere eight squadrons of Super Hornets propose Naval Air Station Oceana, adjacent to Virginia Beach.

Suggested alternatives are North Carolina's Seymour Johnson Air Force Base in Goldsboro, Marine Corps Air Station Cherry Point in Havelock and Marine Corps Air Station Beaufort in South Carolina, as well as installations in Florida.

"That would be absolutely wonderful from an economic development perspective," Dave Inscoe, head of the Carteret County Economic Development Commission.

Each squadron is estimated to add about \$20 million to the economy as well as add personnel. If all 10 squadrons were based in North Carolina, that would amount to a million boost to the state's economy. At present, two squadrons are slated for home at Cherry Point.

Inscoe, however, indicated he's not holding his breath, adding such a proposal has credibility.

Of keen interest to Washington County and Beaufort County residents is how such proposal might affect the need for – or the location of – an outlying landing field. The Navy has said its preferred site, straddling the border of the counties, is desirable because of the darkness of a rural setting and the location between Oceana and Cherry Point.

If, however, Oceana no longer served as a homebase, would the Washington County still make sense?

"We don't really know what it means in terms of an OLF site," said Frank Sheffield, three attorneys who works for Allies for Cherry Point's Tomorrow, a base booster. "It would appear to be beneficial to Cherry Point in that, if planes were realigned or moved to Oceana, then Cherry Point would seem to be a logical place for at least some of the squadrons to go."

Some have questioned the viability of Cherry Point, even suggesting BRAC may not be kind to the base. Sheffield, however, disputes that.

"From everything I've read, Cherry Point is viable to handle all the squadrons," he said. "The BRAC '93 commission actually directed all of the squadrons to go to Cherry Point."

then (the U.S. Department of Defense) overrode that, or reversed that, between the BRAC and the '95 BRAC. So when you got to the '95 BRAC, the DOD recommendation was to send them all to Oceana.

"If you look at the Final Environmental Impact Statement for the Super Hornets, local alternative 2, which is deploying all the squadrons, plus the fleet replacement squadron to Cherry Point; and it says that's a feasible alternative. The only thing that they point out there that would be needed would be a parallel runway."

And, of course, that brings the whole process full circle, back to a spot that would tie more than one North Carolina politician.

"The congressman's all for it," said Kristen Quigley, spokeswoman for 3rd District F. Walter Jones. "He'd be more than happy to see those Super Hornets come our way; it would be a great addition to our military down here. He would certainly support that."

Jones also reiterated his support for an OLF alternative.

"I have previously advocated for a parallel runway at Cherry Point," he said, "but it's a bit too early at this point to speculate about what curveballs the BRAC process may throw into this matter. If the situation changes with Oceana and Cherry Point, then maybe that can compel them to re-evaluate a lot of different things, including the OLF. But until we know what, if any, changes BRAC may bring, this is still a matter for the courts."

But what about less-familiar options?

"It makes sense that they would take Oceana and put it at Seymour and use the Ki airfield (as an OLF)," suggested one observer who preferred to remain nameless.

Indeed, the airfield at Kinston, the Global TransPark, is directly in line with and about 20 miles from Cherry Point and 40 miles from Seymour Johnson, suggesting a split-basing alternative. That, noted another, would result in shorter flights than would be required to get from Oceana and Cherry Point to a Washington County OLF.

"I think Seymour Johnson is unlikely as a site because of the population that's already grown up around the base," said Sheffield. "That may not meet the Navy's requirements for a remote area."

The Global TransPark, however, is in a less-populous area, offering a training map area that is whole, far less cluttered than Oceana and its training facility, Fentress Field in near Chesapeake, Va.

Although Sheffield and the communities surrounding Cherry Point appear to welcome the squadrons they can get, he discounts the viability of an alternative OLF site that has repeatedly been suggested.

"I would be surprised if Open Ground Farms (just south of Cherry Point) is actively considered," he said, "because of the conflict the Navy has always talked about between the bombing ranges and the restricted airspace there. ... I've talked with the airspace coordinator for the East Coast Marine Corps facilities, and he's just real adamant that there's no way to make that work."

Some have suggested yet another split-basing alternative that would include North Carolina and South Carolina, adding to existing squadrons of Hornets already based at MCAS Beaufort. There are no suggestions yet on OLF locations for that option.

For the moment, the reality remains that North Carolina's and Virginia's fates are intertwined, with communities in both states committed to quality of life issues.

CCAJO spokesman Hal Levenson brought speculation down a notch, noting his organization has received no reply from the Pentagon yet.

"And it's too early to know how that's going to go," he said, noting what may turn out to be a more realistic outcome: "We wanted four squadrons to go to Cherry Point instead of two."

For the moment, then, the ball appears to be in Virginia Beach's court. CCAJN's next step?

"We're starting to plan our lobbying efforts to the BRAC," said Levenson.

But the big picture, suggest some, may spread well beyond the current two-county controversy.

"We're in the crosshairs," said Keith Hackney, Beaufort County Airspace Committee chairman.

For a look at the ultimate speculation, see a future edition of the Daily News.

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Information White Paper

NAVAIR 6.0 BRAC 23May05
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Subj: Naval Aviation Enterprise's Transformation to Fleet Readiness Centers

Background/Challenge: The Naval Aviation Enterprise (NAE) has been tasked with meeting the CNO's objectives and achieving 'Cost-Wise-Readiness' to a greater extent than ever before. NAE Leadership is pursuing significant transformations with respect to the way the NAE does its depot level and non-deployable intermediate level aviation maintenance as well as the associated Supply and other Logistic support functions. Leadership views BRAC05 as a significant "enabling" opportunity for the transformation to Fleet Readiness Centers (FRCs) because workload and people need to be realigned in concert with the significant business process reengineering steps that are involved in the FRC concept. Under the FRC concept, the total number of people required to accomplish the NAE's work can be reduced, total system repair cycle-time will be reduced which will enable a reduction in the total number of ready for issue spare parts that will need to be maintained in SHORECALs (operational site spare parts pools) , as well as total square footage of facilities required to house the NAE's Intermediate and depot level maintenance activities.

Discussion / Concept: NAE leadership is establishing **Fleet Readiness Centers (FRCs)**, and want to utilize the BRAC process to accelerate this initiative. FRCs transform the depot level and non-deployable I-levels into one single, seamless maintenance activity. Naval Aviation needs to transform to the FRC construct in order to achieve substantially more 'Cost-Wise-Readiness'. This transformation will save over a thousand man-years worth of effort across the 18,000 person D and non-deployable I-level activities (D = ~ 11,000 FTEs I = ~ 7,000 FTEs). When all "cost of operations" are calculated across the NAE, the FRC concept will eliminate ~ 215 M dollars in AVDLR BCM charges that come out of the Flying Hour O&M, N account. There will be a reduction of over ~ 1,200 total Civil Service positions gracefully reduced as a result of transforming to 6 FRCs (both Direct and In-direct labor). Transformation to FRCs will be enabled by the transfer / relocation of ~ 281 former D-level artisans to the 3 FRCs and FRC Sites that previously were I level activities only (MALS and AIMDs). The NAE will also be able to achieve a significant total occupied facility space of about a half a million square feet. The reduced total system repair cycle-time will drive a substantial reduction in SHORECAL repairables stocking levels that will reduce the 4.6 Billion inventory by ~ 640 M from a domain of a SHORECAL inventory of 104,000 AVDLRs worth ~ 4.6 Billion dollars.

Maint Activities from 3 to 2 levels: Instead of the traditional 3 level concepts for maintenance activities; i.e., Organizational, Intermediate and Depot level (O-I-D) maintenance activities, after FRC implementation; there will be just 2 levels of maintenance activities. Squadrons will still accomplish Organization level maintenance on their aircraft and related equipment. FRCs and FRC Sites will be located where major fleet concentrations exist. The initial plan for this is illustrated by the attached map, which indicates the 6 planned FRCs (FRC Mid-Atlantic @ Norfolk/Oceana, FRC East @ Cherry Point, FRC SE @ Jax, FRC West @ Lemoore, FRC SW @ Coronado, FRC NW @ Whidbey) and the 13 FRC Sites (see attached FRC map for details).

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The 6 NAE FRC's are new organizations, not the former D-level maintenance activities absorbing the I-level activities, or visa-versa. After FRC transformation, there will be no NAE D-level or I-levels, rather 'blended Depot and Intermediate maint level activities' that will do various mixtures of D-level and I-level work.

It is notable that the FRC concept loads the former D levels at 1.0 times normal Capacity (see DoD Directive 4151.18H) rather than using increased loading, thus it is a lower risk and more surge friendly construct than higher workstation loading constructs.

The FRC concept is designed to integrate Civil Service artisans with military Sailors and Marines to a much greater extent than ever accomplished before. It is expected that there will be a very beneficial "rub-off factor" as the two groups work together in a seamless manner. The benefit will not only occur between maintainers, but it will occur as Logisticians and in-service Engineers have more direct and daily access to Sailors and Marines involved in the full spectrum of activities required to repair Acft, Engs, and Components plus other related tasks (Support Equipment, Calibration, Parts Manufacture, etc.)

A fundamental tenant of the FRC Concept is the alteration of the traditional O -> to Supply->to I-level->to S->to D-level->S-> repair cycle whenever possible and practical. FRC enables the 'BCM in place concept', with associated 'repair in place', rather than all BCM (Beyond Capability of Maint) actions having to be passed from I-levels to 'not on site' Depots via the Supply System. In select cases, this will significantly lower "Total Repair Cycle-time" thus drive potential SHORCAL reductions that will represent substantial savings in total inventory of AVDLRs (Aviation Depot Level Repairables). Additionally, the former depot level artisans can enjoy doing 'only' their piece of the repair, rather than redoing the whole end-to-end repair job to return the AVDLR / repairable to an RFI (Ready For Issue) status. This will reduce the total amount of maintenance hours expended on each repairable item that can be "repaired in place" rather than in the old fashioned two level, two step process that also required substantial PHS&T (Packaging, Handling, Shipping, and Transportation) as well as scheduling and cueing events. But it will be a two way street. There also is the opportunity to eliminate selected former I-level repairs and do repairs at centralized facilities when the logistics of the specific situation warrants this solution. This enhanced version of O -> D will be utilized as appropriate and can reduce required SE, training requirements, etc when the system can respond in a timely and efficient enough manner to live with the geographic separation of the repair activity to the Fleet site.

What assumptions have been made in planning for FRC transformation? The specific numbers are presented in a file those with approval may see by contacting Stu Paul at < stuart.paul@navy.mil>; and note that you'll need an Industrial BRAC 05 non-disclosure statement as FRCs are related to the BRAC process. The FRC concept will eliminate ~ 50,000 traditional I-level BCMS (from a total of ~193,000 total). The estimated cost avoidance, when all other costs are considered, should be in the neighborhood of ~ 215 M per year in AVDLR charges. To implement the FRC and FRC Site concept, ~ 281 Civil Service positions will be stood up at former I-level sites. Because of the AVDLR flow reductions from the former I-levels, there will be a graceful reduction of ~ 614 former D level direct personnel + ~ 627 indirect personnel = ~1,241 personnel reductions with the associated savings. The traditional BCM reductions translate into a Direct Labor Hour reduction of 1.4 Million DLHs (against a

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previous depot total of ~ 12M DLHs). It must be emphasized that the same repair output is achieved, but with less people and less DLH's expended because of the "changes in the processes involved" (explained further later in this paper). Additionally, there will be significant facility reductions possible, perhaps over a half a million square feet as compared with the current 2.3 M sqft in the D's + 3.3 M sq-ft that now make up the in the I-levels. This facility footprint reduction may facilitate / enable other activity movements and or allow out and out elimination of some facilities.

SHORECAL spares allowance changes will be possible once "Total Repair Cycle-Times" are reduced by the amounts calculated by going to FRCs. The total value of the current SHORCALs equals ~ 4.6 Billion dollars and encompasses ~ 100,000 items. FRCs will allow an eventual reduction in the total cost of stocking the SHORECALs by ~ 632M. Allowance Change Requests (ACRs) can / will be submitted when the total repair cycle-time results are attained as reflected in the NALDA data as derived from NALCOMIS and associated NDMS systems. It must be noted that AVDLRs already bought, will certainly not be eliminated immediately, rather inventories of each will be allowed to 'ramp down' to meet new RFI inventory objectives. As items become BER (Beyond Economic Repair) they will be disposed of IAW their SM&R Codes and more importantly, "not replaced" thus saving valuable APN-6 dollars normally required for replenishments.

Why does going to the FRC concept, reduce the total amount of DLHs required to repair AVDLRs? Primarily because of the concept of I to D integration. By imbedding Depot Level Artisans within the formerly I-level shops, we gain an opportunity to 'short stop' BCMs that would have required a BCM to an off station location. Conceptually, we'll still BCM AVDLRs, but it'll be a BCM in place. An "assist MAF" (with associated MCN or JON in 'depot speak') will be cut and the formerly D level activity artisan will attempt to repair that item just as he would have at the far away depot. However, there will not need to be the work expended by the I-level Sailor or Marine to put the "failed to repair" AVDLR back together and prepare it for downstream repair. No APAF certification (all parts accounted for), etc... Furthermore, the two maintainers get to "collaborate" on what was done to attempt the repair up to that point, and then the Artisan need only do the small part of the end-to-end repair that is truly a former D level action. Thus a significant part of the entire off site Depot WLS (workload standard) can be omitted. Based on experiments and resulting analysis, we have determined that an approximate savings of 70% of the "do at the remote depot" can be achieved for selected AVDLRs. In essence, the end to end depot repair process (for some items only) is a repetition of what went on in the I-level. So we avoid parts of the E&E, Tech and Test, Disassembly, Back-route of SRAs (maybe) to supporting shops, end to end running (often multiple times) and a lot of the paperwork associated with the repair. The FRC/Depot artisan does the 30% of the job that requires his expertise, training, special skills, tools and equipment, etc.

It is important to understand that this concept does not layer significant amounts of additional work on the former I-level Sailors or Marines. In fact, it is estimated that the RFI actions after depot level repair should not significantly exceed the effort to do the BCM action. There will be selected cases where this is not so, but the benefits of not suffering an off station BCM are consider beneficial enough to shoulder the small burdens when this is the case.

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It should be noted that when "cost to do and I-level RFI" are examined versus the "cost to do an offsite D level repair" versus the estimated costs to do a "collaborative I & D repair" the differences are notable. Using AIMD Oceana as an example (data fm NALDA) we see Oceana does 35,008 BCMs per year, and 32,908 in BCM categories 1, 3, 5-8. NALDA indicates the average cost per RFI to be \$717.12. Contrast this with the average BCM cost, which is \$8,294.27. This provides a substantial amount of headroom to pay for D at I collaborative maintenance.

Following is a chart that roughly shows the string of assumptions we've made. Of course, we welcome any level of scrutiny at how these assumptions were derived/developed.

FLEET READINESS CENTERS

A	B	C	D	E	F	G
Current Activities	Realigned Activities	Commodity Group	Current Capacity (DHL(K))	Current Usage (DHL(K))	Maximum Capacity (DHL(K))	Number Primary I-Level Personnel by CG
Current identification of each I&D level activity reported under BRAC 2005 Data Call.	Identification of the Fleet Readiness Center (FRC) each current activity will be realigned	Identification of the commodity groups each activity reported current capacity &/or usage under the Capacity DC	Current Total Capacity reported by each activity	Current Usage reported by each activity	Maximum capacity reported by each activity	Column contains the number of Primary personnel reported at each I-Level activity
H	I	J	K	L	M	N
Number D-Level Personnel by CG	Number I-Level BCMs by SRE	Estimated BCMs in CAT 1, 3, 5-8	Estimated Number of BCMs subject to Commercial &/or Interservice Repair	Estimated BCMs utilizing I2D Integration at I-Level	I-Level Cost/RFI Unit	I-Level Cost/BCM Unit
Column contains the number of Depot direct labor personnel reported at each D-Level activity	Column contains the total number of BCMs reported in NALDA for FY-03	The value in this column is obtained by multiplying column I by 94%. The 94% is based on actual BCM data (identified by BCM categories 1 thru 8) from AIMD's Oceana, Jax & Mayport.	This column is the estimated percentage of I-Level BCMs which would be sent to either a commercial or interservice activity for repair. This percentage is estimated at 30%.	This column is calculated by subtracting column N from column J and multiplying the result by 40%. The 40% is based on preliminary data results from a NADEP NORIS pilot I2D Integration program.	Column contains I-Level cost/RFI data reported in NALDA for FY-03	Column contains the I-Level cost/BCM data reported in NALDA for FY-03
O	P	Q	R	S	T	U
I-Level DMMH/RFI Unit	Estimated Depot Manhrs increase at I-Level repair utilizing I2D Integration	Estimated I-Level cost savings/avoidance for reduced BCMs utilizing I2D Integration	Estimated Depot workload reductions based on reduced BCMs (DHLs)	Estimated Depot Personnel reductions based on reduced workload	Estimated Depot Personnel realigned to I-Level	Estimated Depot Direct Labor Billet Reductions
Column contains the I-Level DMMH/RFI data reported in NALDA for FY-03	This column contains the estimated manhrs increased at I-Level by utilizing D-Level at I-Level under the I2D Integration initiative	This column is calculated by subtracting column M from column N and multiply by column L.	This column is calculated by multiplying column L by a composite workload standard (WLS) of 28.6 hrs/sem. The composite WLS is based on the actual FY-03 total items produced divided by the earned hours at NADEP's JAX, NORIS & CP. The result of this calculation is the estimated reduction workload at the Depot based on reduced BCMs.	This column is calculated by dividing column R by 1615 to determine the estimated Full Time Equivalent (FTE) number of depot personnel reductions based on reduced workload reductions. The 1615 is the productive manyear factor from DOD 4151-10h.	The column is calculated by multiplying column S times 11.44%. This percentage is based on estimated depot repair manhours as a percentage of the workload standard used in column R (9 hours estimated repair time of the total workload standard)	This column is calculated by subtracting column T from column S to provide an estimate of depot Direct labor Billet reductions.
V	W	X	Y	Z	AA	AB
Estimated Depot Indirect Labor Billet Reductions	Estimated Total I-Level Billet Reductions	Estimated I-Level Officer Billet Reductions	Estimated I-Level Enlisted Billet Reductions	Estimated Shorecol Savings based on reduced BCMs	Total Facilities (by CG)	Estimated Facility (Sq Ft) reductions based on reduced workload or activity closing
The column is calculated by multiplying column S by 70%. Assumption: The overhead functions are 30% fixed and 70% variable. The 70% variable portion of the overhead function is being used to calculate the estimated depot indirect labor billet reductions. This calculation also assumes a direct to indirect labor ratio of 50/50.	This column contains the total estimated Primary Billet reductions at I-Level based on I2D integration.	The column contains the estimated number of Officer billet reductions based on the Officer to Enlisted personnel ratio at each I-Level activity (Column W times 4%).	The column contains the estimated number of Enlisted billet reductions based on the Officer to Enlisted personnel ratio at each I-Level activity (Column Y times 4%).	This column contains the estimated reductions in the SHORECOL (reparables - only) based on the reduced BCMs at each activity and including estimated buffer stock savings incorporating implementation of Enterprise AIRSPEED.	Total facilities (Sq Ft) reported by each activity by commodity group	This column contains the estimated facility (Sq Ft) reductions based on reduced workload at D-Level activities or the facility (Sq Ft) of a closing activity

DRAFT DELIBERATIVE DOCUMENT – FOR DISCUSSION PURPOSED ONLY – DO NOT RELEASE UNDER FOIA

For those needing to delve more deeply into the mathematics and assumptions associated with FRC assumptions and savings, they should contact stuart.paul@navy.mil and that can be arranged for those with a requirement to fully understand the processes involved. In the BRAC process, the COBRA Model is utilized to evaluate the Cost of BRAC Realignment Actions. All assumptions made on the FRC concept end up being mapped into COBRA.

Recommendations: none; for info only... The Navy Rep to the I-JCSG will keep Leadership advised as we progress on this transformational initiative and drive toward additional "Cost-Wise-Readiness" while maintaining Effectiveness and Efficiency.

Note: FRC Map attached next page.

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= Industrial Maintenance function closed

"DRAFT"

FRC

Naval Aviation's Enterprise
Off Aircraft/Off Equipment Maintenance

12MAY05

FRC Mid Atl SITE Pax River

FRC MID ATLANTIC
AIMD OCEANA
AIMD Norfolk
AIMD NAS Corpus Christi
NADEP CP Det Oceana
NADEP JAX Det Norfolk
NADEP JAX Det Oceana
NAWC Lakehurst Det Norfolk

FRC EAST
NADEP CHERRY POINT
MALS-14 Cherry Point
AIMD Willow Grove
FRC East Det Lakehurst

FRC EAST Site New River
MALS-26 & 29 New River
NADEP CP Det New River

FRC EAST Site Beaufort
MALS-31 Beaufort
NADEP JAX Det Beaufort

FRC SOUTHEAST
NADEP JAX
NADEP JAX Det Cecil Field
AIMD JAX
AIMD Brunswick

FRC SE Site Key West

FRC MID ATLANTIC (OCEANA)

AIMD OCEANA (REALIGNS INTO FRC MID ATLANTIC)
NADEP CHERRY POINT DET OCEANA (REALIGNS INTO FRC MID ATLANTIC)
NADEP JAX DET OCEANA (REALIGNS INTO FRC MID ATLANTIC)
NAVAIRES NEW ORLEANS (REALIGNS INTO FRC EAST SITE BEAUFORT)
AIMD ATLANTA (REALIGNS INTO FRC SITE NEW ORLEANS)
AIMD NORFOLK (REALIGNS INTO FRC MID ATLANTIC SITE NORFOLK)
AIMD CORPUS CHRISTI (REALIGNS INTO FRC MID ATLANTIC SITE NORFOLK)
NADEP JAX DET NORFOLK (REALIGNS INTO FRC MID ATLANTIC SITE NORFOLK)
NAWCAD LAKEHURST DET NORFOLK (REALIGNS INTO FRC MID ATLANTIC SITE NORFOLK)
NAWCAD PAX RIVER (REALIGNS INTO FRC MID ATLANTIC SITE PAX RIVER)

FRC EAST (CHERRY POINT)

NADEP CHERRY POINT (REALIGNS INTO FRC EAST)
MALS-14 CHERRY POINT (REALIGNS INTO FRC EAST)
MALS-31 BEAUFORT (REALIGNS INTO FRC EAST SITE BEAUFORT)
NADEP JAX DET BEAUFORT (REALIGNS INTO FRC EAST SITE BEAUFORT)
MALS-26 NEW RIVER (REALIGNS INTO FRC EAST SITE NEW RIVER)
MALS-29 NEW RIVER (REALIGNS INTO FRC EAST SITE NEW RIVER)
NADEP CHERRYPOINT DET NEWRIVER (REALIGNS INTO FRC EAST SITE NEWRIVER)
HMX-1 QUANTICO (REALIGNS INTO FRC EAST SITE QUANTICO)
NAVAIRES WILLOW GROVE (REALIGNS INTO FRC EAST)

FRC SOUTHEAST (JACKSONVILLE)

NADEP JACKSONVILLE (REALIGNS INTO FRC SOUTHEAST)
NADEP JACKSONVILLE DET JACKSONVILLE (REALIGNS INTO FRC SOUTHEAST)
AIMD JACKSONVILLE (REALIGNS INTO FRC SOUTHEAST)
AIMD BRUNSWICK (REALIGNS INTO FRC SOUTHEAST)
AIMD MAYPORT (REALIGNS INTO FRC SOUTHEAST SITE MAYPORT)
NADEP JAX DET MAYPORT (REALIGNS INTO FRC SOUTHEAST SITE MAYPORT)
NAWCAD LAKEHURST DET MAYPORT (REALIGNS INTO FRC SOUTHEAST SITE MAYPORT)
AIMD KEY WEST (REALIGNS INTO FRC SOUTHEAST SITE KEY WEST)
NADEP JAX DET CECIL FIELD (REALIGNS INTO FRC SOUTHEAST SITE CECIL FIELD)

FRC WEST (LEMOORE)

AIMD LEMOORE (REALIGNS INTO FRC WEST)
AIMD CHINA LAKE (REALIGNS INTO FRC WEST)
NADEP NI DET LEMOORE (REALIGNS INTO FRC WEST)
NAVAIRES FORT WORTH (REALIGNS INTO FRC WEST SITE FORT WORTH)
AIMD FALLON (REALIGNS INTO FRC WEST SITE FALLON)
NADEP NI DET FALLON (REALIGNS INTO FRC WEST SITE FALLON)
NAVAIRES ATLANTA (REALIGNS INTO FRC WEST SITE FORT WORTH)

FRC NORTHWEST (WHIDBEY)

AIMD WHIDBEY ISLAND (REALIGNS INTO FRC NORTHWEST)
NAVAIRES WARGREN CRANE (RELOCATE ALQ-99 ONLY WITH FRC NORTHWEST)

AIMD Brunswick

AIMD Willow Grove

FRC EAST 'affiliation'
HMX-1 Quantico

NSWC Crane (ALQ-99 only)

AIMD Atlanta

FRC Mid Atl Site N. Orleans
AIMD Atlanta (E-2C support)
NAVAIRES New Orleans

FRC WEST Site Fort Worth
AIMD Atlanta (FA-18 support)
NAVAIRES Fort Worth

FRC SW Site Yuma
MALS-13 Yuma
NADEP NI Det Yuma

AIMD China Lake (OMD+ Established)

AIMD NAS Corpus Christi

FRC W Site Fallon
NADEP NI Det Fallon

FRC WEST
AIMD LEMOORE
NADEP NI Det Lemoore

FRC SW Site Pendleton
MALS-39 Pendleton
NADEP NI Det Pendleton

FRC SW Site Pt. Mugu

FRC SOUTHWEST
MALS-11 & 16 Miramar
NADEP NI Det Miramar
AIMD North Island
NADEP North Island
NADEP NI Det NI

FRC SOUTHWEST (NORTH ISLAND)

NADEP NORTH ISLAND (REALIGNS INTO FRC SOUTHWEST)
NADEP NORTH ISLAND DET NORTH ISLAND (REALIGNS INTO FRC SOUTHWEST)
AIMD NORTH ISLAND (REALIGNS INTO FRC SOUTHWEST)
AIMD POINT MUGU (REALIGNS INTO FRC SOUTHWEST SITE POINT MUGU)
MALS-11 MIRIMAR (REALIGNS INTO FRC SOUTHWEST SITE MIRIMAR)
MALS-16 MIRIMAR (REALIGNS INTO FRC SOUTHWEST SITE MIRIMAR)
NADEP NI DET MIRIMAR (REALIGNS INTO FRC SOUTHWEST SITE MIRIMAR)
MALS-39 PENDLETON (REALIGNS INTO FRC SOUTHWEST SITE PENDLETON)
NADEP NI DET PENDLETON (REALIGNS INTO FRC SOUTHWEST SITE PENDLETON)
MALS-13 YUMA (REALIGNS INTO FRC SOUTHWEST SITE YUMA)
NADEP NI DET YUMA (REALIGNS INTO FRC SOUTHWEST SITE YUMA)

CHERRYPOINT

MARINE CORPS AIR STATION



Stories of how

History

Cherry Point got its name are many and varied, but if you ask the old timers, this is the story you'll get...

MCAS CHERRY POINT HISTORY

It is said that the name "Cherry Point" comes from a post office established in the area for the Blades Lumber people some years ago. The post

office was closed in 1935. The original "Point" was on the south side of the Neuse River east of Hancock Creek, and the word "Cherry" came from cherry trees that at one time grew on the point.

CHERRY POINT

Congress authorized Marine Corps Air Station Cherry Point on July 9, 1941, with an initial appropriation of \$14,990,000 for construction and clearing of an 8,000-acre tract of swamps, farms and timberland.

Actual clearing of the site began on August 6, 1941, with extensive drainage and malaria control work. Construction began in November just 17 days before the attack on Pearl Harbor.

Cherry Point's first Commanding Officer, LtCol. Thomas J. Cushman, landed the first plane, a J2F Grumman amphibious biplane, at the air station on March 18, 1942.

The air station was commissioned on May 20, 1942, as Cunningham Field, in honor of the Marine Corps' first aviator, Lt. Alfred A. Cunningham. In August 1942, one year after land clearing began, the first Marines arrived.

Cherry Point is one of the best all-weather jet bases in the world. The air station and its associated support location occupy nearly 16 thousand acres.

Cherry Point's runway system is so large that the air station serves as an alternate emergency-landing site for space shuttle launches out of Cape Canaveral, Fla.

Cherry Point is home to Marine Transport Squadron 1, which includes the well-known search and rescue unit affectionately referred to as "Pedro." In addition to its military search and rescue duties, Pedro also serves the local community with its medical evacuation and search and rescue capabilities.

As a testimony to the Station's ongoing quality of life initiatives and responsible community outreach efforts, MCAS Cherry Point received in March the Commander-In-Chief's Installation Excellence Award for fiscal year 2003. The Station has claimed the title an unprecedented seven out of the last 15 years.

2D MAW HISTORY

The Marines and Sailors of 2d Marine Aircraft Wing may call the Eastern Carolinas home, but their powerful presence can be felt almost anywhere on the globe. From dawn to dawn, hemisphere to hemisphere, forward deployments allow the sun to always shine on the 2d MAW.

Continuing a legacy that began with 2d MAW's commissioning in July 1941 commitment and comradery were always evident especially in times of crisis.

The 2d MAW was originally headquartered in San Diego. It consisted of six squadrons, two in San Diego and four in Hawaii.

Although the Hawaii based squadrons sustained extensive damage during the Japanese attack on Pearl Harbor, 7 December 1941, 2d MAW retained its fighting spirit and subsequently contributed to 83 South Pacific combat operations. Marines and aircraft from 2d MAW participated in major battles or campaigns at Wake Island, Okinawa, Midway, Saipan, Guadalcanal, Tinian and Guam.

In April 1946, 2d MAW relocated to its present home at MCAS Cherry Point, NC. During the Vietnam War, 2d MAW supplied combat-ready units and personnel to operations in the Asian Theater.

In the 1980's, 2d MAW units were active participants in exercises and operations around the globe, to include those in Lebanon, Cuba, Grenada, Panama, and the Dominican Republic.

The decade of the 90's began with Operations Desert Shield and Desert Storm. The fall of the Berlin Wall and the collapse of the Soviet Union followed it in brief succession. The millennium closed with 2d MAW squadrons prosecuting and supporting NATO air strikes in Kosovo and Serbia during Operation Allied Force, and flying support during Operation Northern Watch from Incirlik, Turkey.

The beginning of the new millennium brought continued active participation in exercises and operations around the United States and around the world. From 2000 through 2002: Prowler squadrons deployed in support of Operation Southern Watch, Operation Northern Watch and UDP rotations to Japan; Harrier and helicopter squadrons deployed in support of the 22nd, 24th and 26th Marine Expeditionary Units; Hornet squadrons deployed aboard the USS Harry S. Truman with Carrier Wing 3; and MWSSG-27 and MACG-28 deployed personnel in support of all exercises and operations in which 2dMAW flying squadrons were participating.

In early 2001 VMFA-312 and VMAQ-3 participated in a joint combined strike against Iraq. This marked the

first Marine Corps combat use of the Joint Standoff Weapon (JSOW). In 2002 2dMAW units deployed to Spain to participate in the NATO sponsored Exercise Dynamic Mix. Additionally, VMA-542 and HMM-261 flew combat missions over Afghanistan and conducted humanitarian missions in Djibouti. The Marines of VMA-542 were among the first to employ the LITENING 2 targeting pod in combat.

Today, 2d MAW provides the FMF with offensive air support, anti-air warfare, assault support, aerial reconnaissance, active and passive electronic countermeasures, and control of aircraft and missiles. Additionally, 2d MAW may participate as an integral component of naval aviation in the execution of other Navy functions as the Fleet Commander may direct. 2d MAW also may provide humanitarian relief as required throughout the Echelon II Commander's area of responsibility.

Highlights from 2003 include the 2d MAW deployment of more than 7,700 Marines and Sailors in support of the Global War On Terrorism, operations Iraqi Freedom, Enduring Freedom, and Joint Task Force Horn of Africa. More than 200 tactical combat aircraft flew in support of Global War On Terrorism operations. They supported combat and contingency operations around the globe, with greater than 70 percent command and control, support group, and aircraft deployed simultaneously. Additionally, the Wing continued to support UDPs, and even extended one squadron for a 12 month deployment while providing a Harrier detachment to cover a 3d MAW UDP rotation.

In January 03, 2dMAW personnel began deploying to undisclosed locations in the Middle East. Harriers and helicopters flew aboard amphibious ships as Marines from MAG-29, MAG-14, MWSSG-27, MACG-28, MWSS-272 deployed for the Middle East with the 2nd Marine Expeditionary Brigade and Amphibious Task Force Tarawa. Marines from VMGR-252, VMFA-251 and VMFA(AW)-533 deployed to Al Jaber Airbase in Kuwait. Marines from VMAQ-1 and VMAQ-2 combined to deploy 10 Prowlers to Prince Sultan Airbase in Saudi Arabia. In an exceptional demonstration of mobility, Marines from Cherry Point (MALS-14), Beaufort (MALS 31) and Yuma, AZ (MALS-11) deployed from Morehead City aboard the SS Wright to provide



intermediate level maintenance to Marine aircraft in the Middle East. Marines from MWHS-2, MAG-14, and MACG-28 also deployed to augment the Tactical Air Command Center located at Al Jaber Airbase.

In March 03, the war with Iraq began and brought the departure of the 26th MEU. In April, the Pentagon declared an end to significant fighting in Iraq as Marines stormed the heart of Tikrit. In May, 2dMAW units assigned to the 24th MEU returned home, and by the end of July, most of the 2dMAW units that deployed to Iraq, had returned to MCAS Cherry Point, New River or Beaufort.

On 08 September, 2003, Marines from VMU-2 returned to Cherry Point from Iraq. VMU-2 had deployed to the Middle East in January 2003 and they were the last 2dMAW squadron to leave Iraq.

Out of 44 squadrons and more than 15,000 personnel in 2dMAW, more than seven thousand Marines and over half of the squadrons deployed into combat. During Operation Iraqi Freedom, 2d MAW units flew over 7,800 combat sorties, expended over 3.9 million pounds of ordnance, carried over 10,000 troops and 6.2 million pounds of cargo, built five base camps, two Expeditionary Airfields, ten Forward Area Arming and Refueling Points and three Forward Operating Bases.

The world is fraught with regional conflicts, natural disasters, and political uncertainties. This repeatedly calls for assistance from the United States and its military might, which includes Marines, Sailors, equipment and units from 2d MAW. Today, 2d MAW's Marines, Sailors, and numerous fighters, attack jets, electronic countermeasures aircraft, helicopters, unmanned aerial vehicles and refueling and transport aircraft remain active around the world.

MCAS NEW RIVER HISTORY

Tucked in the gentle rolling hills of Eastern North Carolina, amidst pine trees and beautiful white, sandy beaches, Marine Corps Air Station New River, N.C., has had a tremendous impact on the surrounding community and has played a major role in Marine Corps aviation since its beginning in 1944.

Although 1944 is celebrated as New River's birth date, the Air Station's roots go further back. In 1941, the federal

government purchased land where MCAS New River and the adjacent base are today for almost \$65,000. The next year, Capt. Barnett Robinson of Marine Glider Squadron-71 surveyed the area around New River. His investigation concluded that the site would be suitable for land and seaplane operations.

The first squadron, Marine Bombing Squadron-612, arrived in 1943. The light bombers, known as the PBJ, resembled the Army's B-25 Mitchell bomber. VMB-612 remained here until being deployed to the Pacific in World War II. Shortly after their departure, the Air Station was commissioned as Peterfield Point, named after a farmer whose tobacco field made up most of the land. The separation from Camp Lejeune in 1944 marked the Air Station's birth date.

After the war, Peterfield Point was reverted to caretaker status until being reopened in 1951 as Marine Corps Air Facility, Peterfield Point, Camp Lejeune. One year later it was renamed Marine Corps Air Facility, New River, after the river that flows along its eastern border.

The first helicopters arrived in 1954 when Marine Aircraft Group 26 moved here from Marine Corps Air Station Cherry Point, N.C. The move began New River's permanent role in the Marine Air-Ground concept.

In 1968, the Air Station changed its name once again to Marine Corps Air Station (Helicopter) New River. The change marked the Air Station's development from a small training base into a major tactical Marine airfield. The "Helicopter" designation was dropped in 1985.

Today 5,900 Marines and Sailors operate out of the two groups and support squadrons aboard the 2,772-acre Air Station.

Both MAG 26 and MAG 29, commissioned in 1972, support one heavy helicopter squadron, one light/attack helicopter squadron, one logistic squadron and three medium helicopter squadrons apiece. MAG 26 is also home to Marine Medium Tiltrotor Training Squadron-204, the Marine Corps' premier V-22 Osprey squadron, and MAG 29 hosts Marine Helicopter Training Squadron-302.

Also in 1972, the airfield aboard New River was renamed McCutcheon Field after Gen. Keith B. McCutcheon, one of the fathers of Marine Corps aviation.

Both Marine Aircraft Groups work closely together and provide support for the ground forces of Fleet Marine Forces Atlantic. Over the years, aircraft from the two Groups have operated in "hot spots" all over the world, including Cuba, Lebanon, Haiti, Iraq, Kuwait and Saudi Arabia to name a few.

Behind every good aircraft group is of course a good support squadron. The Marines of both MAG's rely heavily on Marine Wing Support Squadron-272 for support of almost every exercise and mission.

The squadron has cooks, engineers, communicators, motor transport operators, weather observers, refuelers and many other occupation specialties.

Another part of the supporting cast in the overall operations of the Station is Marine Air Control Squadron-2, Air Traffic Control Detachment B. The detachment's 70 Marines play a vital role in providing air traffic control for the Station as well as maintaining gear such as field ATC towers, radar and other equipment for deployments.

The nucleus of Station operations is Headquarters and Headquarters Squadron. The Marines, Sailors and civilians in the squadron make up the backbone of the Air Station's daily operations.

New River's Battle Colors include the Meritorious Unit Commendation streamer, American Campaign streamer, World War II Victory streamer and National Defense Service streamer with two bronze stars.

MCAS BEAUFORT HISTORY

Throughout its 60-year history, Marine Corps Air Station Beaufort, South Carolina has been an important asset in conflicts involving the United States. From Desert Shield/Storm to Operation Iraqi Freedom, the Marines and Sailors of the Air Station have performed missions honorably. Fightertown has been active in the Global War on Terrorism since it began. Working as a Navy-Marine Corps team while deployed aboard the aircraft carrier USS Theodore Roosevelt in support of Operation Enduring Freedom, Marine Fighter Attack Squadron 251, Navy Strike Fighter Squadron 86, and Navy Strike Fighter Squadron 82 fought

admirably. Marine Fighter Attack Squadron 251, the "Thunderbolts," dropped more than 225 tons of ordnance, of which 95% was precision guided. Seven hundred combat sorties were flown in five months. Of the 5,300 total hours flown, 3,600 hours were combat missions. There was a 100% sortie completion rate in support of Operation Enduring Freedom. There were 1,900 arrested landings aboard the Teddy Roosevelt. Navy Strike Fighter Squadron 86, the "Sidewinders," dropped more than 216 tons of ordnance and flew 698 combat sorties in five months. Of the 5,122.9 total hours flown, 3,500 hours were combat missions. There were 1,812 total sorties flown. Navy Strike Fighter Squadron 82, the "Marauders," dropped 215.5 tons of ordnance and flew 702 combat sorties in five months. Of the 5,372.6 total hours flown, 3,631 hours were combat missions. There were 1,877 arrested landing aboard the Teddy Roosevelt. The squadron set the all-time record for F/A-18 flight hours in a single month by flying 1309.3 hours. The TR deployment set the post-WWII record for most days at sea at 159 days. (Previous record was 154 days in 1979 during the Iranian crisis.)

During the latest conflict, Marine fighter attack squadrons from the air station were called into action over the skies of Iraq. Marine Fighter Attack Squadron 115 departed in December on a regularly scheduled deployment aboard the aircraft carrier USS Harry S. Truman, but was soon also supporting OIF. In February, VMFA(AW)-533 and VMFA-251 deployed to Kuwait in support of Operation Iraqi Freedom. VMFA-115 flew 257 combat sorties, accumulating 1288 total flight hours and expended 156 tons of ordnance. VMFA-251 flew 502 combat sorties, accumulating 1052.7 total flight hours and expended 367.46 tons of ordnance. VMFA(AW)-533 flew 558 combat sorties, accumulating 1440.4 total flight hours and expended 401.71 tons of ordnance. More than 1,800 Marines and Sailors from Marine Air Control Squadron 2, Marine Aviation Logistics Squadron 31, Combat Service Support Detachment 23, Marine Wing Support Group 273 along with the fighter squadrons were sent to the Middle East in support of OIF. Because VMFA(AW)-533 was sent to the Middle East, VMFA-122 was required to extend their deployment in Iwakuni, Japan indefinitely. The

squadron had originally left the air station in July 2002 for a six-month deployment. As the squadrons returned from OIF in May, families and Lowcountry communities welcomed them back proudly as heroes. VMFA-122 returned over the past few days. The seven Marine squadrons belong to Marine Aircraft Group 31, one of the world's largest aircraft groups, which includes the majority of the Marines and Sailors working here. Its size, combined with MAG-31's reputation for tactical proficiency, has earned the Air Station the title "Fightertown."

Commissioned Naval Air Station Beaufort on June 15, 1943, the facility was home base for advanced training and operation of anti-submarine patrols operating along the United States' Southeastern seaboard during World War II. Deactivated in 1946, the facility was reactivated a Marine Corps Auxiliary Airfield in 1956 and on March 1, 1960, the facility was re-designated Marine Corps Air Station Beaufort. On September 19, 1975, the airfield was named Merritt Field in honor of Ridge Spring, S.C. native, Major General Louis G. Merritt, USMCR. The main portion of the MCAS Beaufort remains Merritt Field, 3.9 million square yards of runways and taxiways, which has played a key role in national and worldwide training exercises and operations.

Marine Corps Air Station Beaufort is also the home of several other Fleet Marine Force (FMF) units to include Marine Wing Support Squadron 273, Marine Air Control Squadron 2 and Combat Service Support Detachment 23. The Air Station covers 6,900 acres within Beaufort County and controls an additional 5,200 acres at the Townsend Bombing Range in Macintosh County, Ga. This range is managed by the Georgia Air National Guard and provides Fightertown pilots the opportunity to train for air-ground combat. Continuous training is the focus of the seven F/A-18 Hornet fighter-attack squadrons which, along with a headquarters element, comprise MAG-31. The Hornet squadrons, also known as "gun squadrons," are VMFA 115, '122, '251, '312, as well as VMFA(AW)s 224, '332 and '533. The MAG-31 headquarters element and these squadrons are Fleet Marine Force units under 2nd Marine Aircraft Wing headquartered at Marine Corps

Air Station Cherry Point, NC. Two Navy F/A-18 squadrons also call MCAS Beaufort home. Strike Fighter Squadrons 82 and 86 fall under the operational command of Commander Strike Fighter Wing Atlantic, headquartered at NAS Oceana, Virginia.

Other major tenant Fleet Marine Force units headquartered at MCAS Beaufort include Marine Wing Support Squadron 273. It has combat engineer, utilities, heavy equipment, motor transport and construction sections. Another is Marine Air Control Squadron 2, capable of establishing a fully functioning expeditionary airfield. Marine Aviation Logistics Squadron 31 performs maintenance on the complex jet aircraft and "keeps them flying." Combat Service Support Detachment 23 is under the command of 2nd Force Service Support Group headquartered at Camp Lejeune, N.C. This detachment supports the Air Station with communications, supply, dental, medical personnel and military police. Headquarters and Headquarters Squadron provides service support such as refueling, logistics, aircraft recovery, firefighting and cooks to all units aboard the MCAS. Air Station military members, their families and civilian employees number nearly 13,000 and have long been an integral part of the Lowcountry community. They are pleased to call the greater Beaufort area "home."

MCAF QUANTICO HISTORY

Aviation first arrived at Quantico in July 1918, when two kite balloons were flown to spot artillery fire. These forerunners of today's spotter aircraft were soon augmented with the assignment of four seaplanes, which operated from the muddy junction of Chopawamsic Creek and the Potomac River.

In 1919, a flying field was laid out and the land leased to accommodate a squadron returning from World War I combat in Europe. The facility was later named Brown Field, in memory of 2nd Lt. Walter V. Brown, who lost his life in an early accident at that location. The present site was selected in 1931, when larger and faster planes brought recognition of the limitations and hazards of Brown

Field—its single, crosswind runway, bound by trees, hills, swamp, a high tension line and a railroad.

A new airfield was constructed by changing the course and flow of Chopawamsic Creek and reclamation of the marshland from that area. The new facility was named Turner Field—after Colonel Thomas C. Turner, a veteran Marine aviator, who lost his life in Haiti in 1931.

By 1939, four squadrons—68 bombers, scout bombers, fighters, transports, utility and observation planes—were based here. On 1 December 1941, the field was named Marine

Corps Air Station, Quantico, and placed under operational control of the Commanding General, Marine Barracks.

In 1947, Marine Helicopter Squadron One was established at Quantico to pioneer an entirely new concept in air operation; to evaluate and test, in coordination with the Landing Force Development Center, the theory of carrying troops to the battle zone by helicopter.

By the close of the Korean conflict, helicopters had gained permanent acceptance by the military for tactical and logistical support operations.

Effective 15 November 1976, MCAS Quantico was re-designated as Marine

Corps Air Facility (MCAF), Quantico, Virginia. MCAF Quantico is currently the home of Headquarters Squadron (HqSq) and Marine Helicopter Squadron One (HMX-1). HMX-1, in addition to its tactical development mission, flies the President of the United States and provides helicopter support for the Marine Corps Combat Development Command.

On 20 October 1992, MCAF Quantico was reorganized under the Commander, Marine Corps Air Bases, Eastern Area, headquartered at Marine Corps Air Station, Cherry Point, North Carolina.



Marine Barracks Quantico circa 1920's.



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Biographical Information

A welcome message from Governor Mike Easley

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We must remember that North Carolina is more than a collection of regions and people. We are one state, one people, one family, bound by a common concern for each other. Our economic and educational development must reflect this common spirit of purpose as we build our future. - Gov. Mike Easley's "One North Carolina" Inaugural Address January 6, 2001



Under Governor Michael F. Easley's leadership, North Carolina's top ranked business climate prospers while the state leads the nation in education progress. Easley has restored fiscal discipline to the state's finances while, at the same time, increasing investments in education and infrastructure – key components to recruiting and retaining high quality jobs and industry for the state. Easley's actions put North Carolina in the top five in the country in net job growth for 2004, earned the state a number one ranking for business expansions and locations, and ensured recognition in the top four in the country for the state's financial management.

A top priority in Easley's economic development strategy is continued investments in education. Despite budget challenges, Easley worked to reduce class size in grades K-3, and implemented the first statewide pre-kindergarten program for at-risk four-year-olds. More at Four ensures that children get the tools that they need for success. Under Easley's leadership, North Carolina scores on national tests are among the top in the country.

Easley also launched an effort to reform the state's high schools. Through Learn and Earn, students now have the chance to complete an associate's degree in conjunction with their high school curricula and ensure that they are better prepared to enter the workforce upon graduation. The state's highly rated university and community college systems also provide citizens the opportunity to advance their education and build their skills for the new global economy.

Easley's inauguration as Governor followed nearly two decades of public service spent fighting crime, protecting children and the elderly, and standing up for working families. In 1982, he was elected district attorney for the 13th judicial district in Brunswick, Bladen and Columbus counties. One of the state's youngest district attorneys ever, he was named among USA Today's top "drug busters." He was elected as North Carolina's attorney general in 1992 and reelected to a second term in 1996. As attorney general, he worked to remove the state's prison cap and helped create an environmental crimes task force and a citizens' rights division to combat hate crimes, child abuse and elder abuse. He spearheaded efforts to reach the historic national tobacco settlement and expanded the Child Victims Assistance Project statewide, a program he began in the southeast when he served as district attorney.

Born in Nash County, North Carolina in 1950, Easley was raised on a tobacco farm the second of seven children. Easley received his B.A. in Political Science from the University of North Carolina in 1972 with honors. In 1975, he earned his law degree from North Carolina Central University School of Law, where his wife Mary now serves as a professor of law. He graduated cum laude from law school and also served as Managing Editor of the Law Review. He and his wife Mary have one child, Michael, Jr.

2004 - State of North Carolina Office o



Congressman
G. K. Butterfield
Representing the People of North Carolina's First District

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Biography, The Honorable G. K. Butterfield, First District of North Carolina

Congressman G. K. Butterfield is a native of eastern North Carolina. His undergraduate studies at North Carolina Central University were interrupted when he was drafted into the U.S. Army. Serving in the Army as a Personnel Specialist, Butterfield was honorably discharged two years later with the rank of Specialist E-4.

Butterfield returned to North Carolina Central University and graduated with degrees in Sociology and Political Science. He then graduated with a J.D. from North Carolina Central University School of Law before entering a private law practice until he was elected to the North Carolina Superior Court bench in November 1988.

Butterfield served as a Resident Superior Court judge for 12 years before being appointed to the Supreme Court of North Carolina by then-Gov. Michael Easley. Butterfield was defeated in the following election and subsequently appointed as a Special Superior Court Judge where he served until stepping down earlier this year for his successful run for Congress. Butterfield is a past president of the North Carolina Association of Black Lawyers and he filed several successful voting rights lawsuits that resulted in the election of black elected officials in eastern North Carolina.

Butterfield was elected with 71 percent of the vote in a special election in July 2004 and serves as a member of the House Committee on Agriculture and the House Armed Services Committee. In addition, Butterfield also serves on the prestigious Democratic Steering and Policy Committee.

Official



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Congressman
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 Representing the People of North Carolina's First District

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From the Gallery



Rep. G. K. Butterfield was sworn into the U.S. House of Representatives on July 21, 2004. He is surrounded by daughters, Valeisha and Lenai Butterfield.

Issues Spotlight

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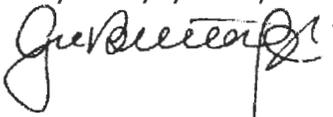
The Week of May 15, 2005

Hello. It is my pleasure to welcome you to the website for the 1st Congressional District of North Carolina. It is my distinct pleasure to represent the citizens of the 1st Congressional District. Our work in this office is intended to make a difference to the 660,000 people in the 23 counties of the district. I encourage you to write, fax, email, or call my office with your views on issues of importance to you and your family. I am working very hard to insure that Social Security and Medicare are preserved for future generations, to improve education and to spur economic growth.

As a member of the Armed Services Committee, I support a strong national defense. It is vitally important that our military services have the resources they need to keep America free.

As a member of the Agriculture Committee, I support our rural farmers in every respect and will work very hard to oppose reopening of the Farm Bill in this session of Congress. The tobacco buy-out has been reached and it is important that the payments begin.

Again, it is an honor to serve in the United States House of Representatives as the representative for Northeastern North Carolina. Welcome to my website!

Very truly yours,


G. K. Butterfield
 Member of Congress

Welcome Message

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My Staff



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Current News

Butterfield Leads Charge for Disabled Veterans

(5/19/2005) Washington, D.C. – Congressman G. K. Butterfield, D-N.C., is leading an effort to speed the process of fully compensating disabled military retirees. ([full story...](#))

Butterfield Continues Fight for Lower Drug Prices

(5/18/2005) Washington, D.C. – Congressman G. K. Butterfield joined House Democrats in filing a petition aimed at forcing a vote on a bipartisan bill that grants Medicare the authority to negotiate with drug companies for lower prices. ([full story...](#))

Butterfield Announces Federal Assistance for Wilson Tobacco Workers

(5/16/2005) Wilson, N.C. – Congressman G. K. Butterfield today announced that workers losing their jobs at Standard Commercial Tobacco will be eligible for additional federal unemployment benefits. ([full story...](#))

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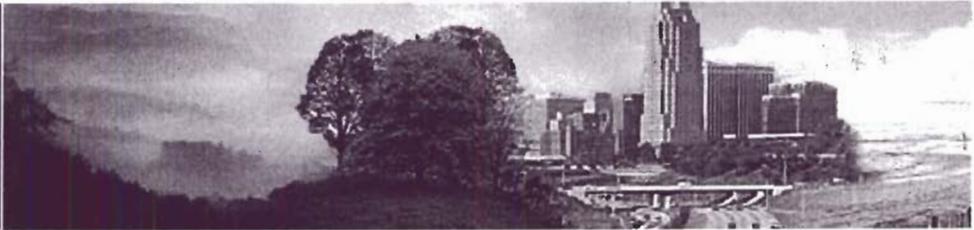
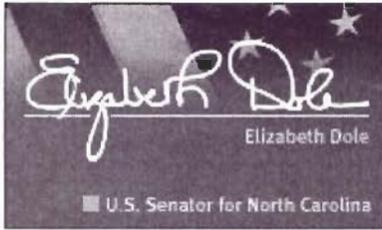
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PRESS OFFICE

Press Releases

U.S. SENATOR ELIZABETH DOLE'S STATEMENT ON PENTAGON'S RECOMMENDATION ON BASE REALIGNMENT AND CLOSURE COMMISSION (BRAC)

[listen to Radio Clip](#)

May 13th, 2005 - Washington, D.C. - U.S. Senator Elizabeth Dole today made the following statement regarding the Secretary of Defense's submission to the BRAC Commission. The submission lists 10 bases that the Department has selected for closure or realignment:

I believe that overall North Carolina fared well in the Defense Department's recommendations. A significant impact on North Carolina involves the realignment of Pope Air Force Base and the mission of Fort Bragg, which will result in a net gain of more than 900 civilian jobs. This is a significant job transition for a number of personnel, and I will work to assist folks who are affected.

I am especially pleased that Seymour Johnson Air Force Base would gain 362 personnel and 1,000 civilian jobs. I am also pleased that more than 4,000 personnel would remain at Naval Air Station Point. Unfortunately, we would lose 676 civilian and contractor jobs. I will do my best to support the transition, but should the Commission accept these recommendations, I will work to provide whatever assistance necessary to help alleviate the impact on people who may lose jobs and the Havelock community as a whole.

I am pleased that the Department recognizes the incredible value of North Carolina's military bases. Support for our state and our military bases transcends party lines, and the Department is tirelessly building on our military tradition and strengthening its future.

North Carolina's military installations are a model for joint interoperability and readiness. They are on compatible land use, aggressively keeping encroachment in check, and are environmentally sound. Additionally, North Carolina is a leader in quality-of-life programs and education for military personnel and their families. I believe these qualities make our bases well-suited for expansion rather than closure, and I have made this case to the key BRAC decision makers.

I commend our military personnel for their skill and professionalism in making North Carolina a more militarily state, and I commend our communities for their strong support of those personnel and their families. I also applaud our many civilian contractors whose work keeps our bases running safely. I look forward to working with the BRAC Commission as the evaluation process continues, and that they are fully aware of the contribution North Carolina's installations make to our nation.

Elizabeth Dole, the senior Senator from North Carolina, is a member of the Senate Armed Services Committee.

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- 19th - [Statement from Senator Dole Regarding the Merger of US Airways Group, Inc. and West Holdings Corporation](#)
- 19th - [Senator Dole Introduces Higher Education Bill](#)
- 18th - [Dole Applauds Administration for Invoking China Safeguards for Additional Products](#)



United States Senator - Richard Burr

May 13th, 2005

Contact: Doug Heye
202.224.3154

STATEMENT FROM SENATOR RICHARD BURR REGARDING THE BASE REALIGNMENT AND CLOSURE (BRAC) COMMISSION REPORT:

"I'm pleased that the BRAC Commission has recognized that North Carolina's military installations and our military personnel stationed in the state play a pivotal role in the war on terror.

I am proud to be a part of the efforts made on the federal, state and local levels to support our military installations. North Carolina communities have embraced these bases in countless ways – from purchasing land and building roads for joint use to expanding in-state college tuition for military personnel. Across our state, communities like Jacksonville, Fayetteville and Goldsboro, as well as our state government and our congressional delegation, have worked to ensure North Carolina's men and women in uniform and their families have what they need.

A transfer of the US Forces Command, a 4-Star Command, to Fort Bragg will further cement Fort Bragg's role as the premier Army installation on the East Coast. The realignment of Pope Air Force Base raises some questions and, while the Army has assured me that the 82nd Airborne will have all the airlift ability necessary to do its important work, I will work to ensure that the BRAC Commission looks into the issue. And by gaining 362 additional personnel, I am confident that Seymour Johnson Air Force Base will continue to play its critical role in our nation's air defense.

I am disappointed, however, by the changes at the Naval Air Depot Cherry Point. I will work to ensure their fine work is reviewed by the Commission.

Working together in a bipartisan manner at the federal, state and local levels, we will continue to make the case of the importance of North Carolina's military bases."

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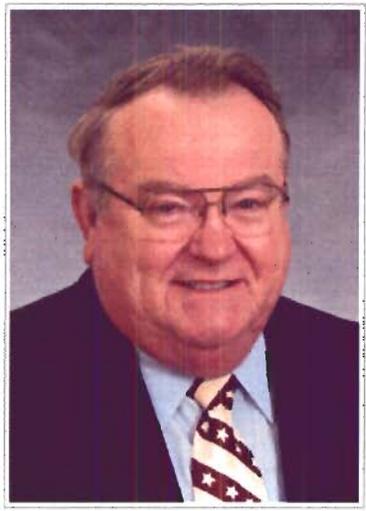
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DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

BASE SUMMARY SHEET

Naval Hospital Cherry Point, NC

INSTALLATION MISSION

- Naval Hospital Mission: Enhance readiness while providing quality health care services.

DOD RECOMMENDATION

- Realign Marine Corps Air Station Cherry Point, NC by disestablishing the inpatient mission at Naval Hospital Cherry Point; converting the hospital to a clinic with an ambulatory surgery center.

Note: This is one of nine hospitals that DoD is recommending be disestablished and converted to a clinic with an ambulatory surgery center. (The other facilities are: Ft. Eustis Medical Facility; Ft. Carson Medical Facility; Andres AFB, MD 89th Medical Group; MacDill AFB, FL 6th medical Group; Keesler AFB, MS 81st Medical Group; Scott AFB, IL 375th Medical Group; Naval Hospital Great Lakes, IL; and Ft. Know Medical Facility.)

DOD JUSTIFICATION

- The Department will rely on the civilian medical network for inpatient services. This recommendation supports strategies of reducing excess capacity and locating military personnel in activities with higher military value with a more diverse workload, providing them with enhance opportunities to maintain their medical currency to meet COCOM requirements. Additionally, a robust network with available inpatient capacity of Joint Accreditation of Hospital Organizations (JCAHO) and/or Medicare accredited civilian/Veterans Affairs hospitals is located within 40 miles of the referenced facility.

COST CONSIDERATIONS DEVELOPED BY DOD

Note: These cost considerations are for all 9 inpatient conversions.

- | | |
|---|--------------------------|
| • One-Time Costs: | \$ 12.9 million |
| • Net Savings (Cost) during Implementation: | \$ 250.9 million |
| • Annual Recurring Savings: | \$ 60.2 million |
| • Return on Investment Year: | Calendar Year (20 Years) |
| • Net Present Value over 20 Years: | \$ 818.1 million |

MANPOWER IMPLICATIONS OF THIS RECOMMENDATION (EXCLUDES CONTRACTORS)

	<u>Military</u>	<u>Civilian</u>	<u>Students</u>
Baseline			
Reductions			
Realignments			
Total			

MANPOWER IMPLICATIONS OF ALL RECOMMENDATIONS AFFECTING THIS INSTALLATION (INCLUDES ON-BASE CONTRACTORS AND STUDENTS)

	<u>Out</u>		<u>In</u>		<u>Net Gain (Loss)</u>	
	<u>Military</u>	<u>Civilian</u>	<u>Military</u>	<u>Civilian</u>	<u>Military</u>	<u>Civilian</u>
This Recommendation	(16)	(664)	64	8	48	(656)
Other Recommendation(s)						
Total	(16)	(664)	64	8	48	(656)

ENVIRONMENTAL CONSIDERATIONS

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REPRESENTATION

Governor: The Honorable Michael F. Easley
 Senators: The Honorable Richard Burr
 The Honorable Elizabeth Dole

Representative: The Honorable G. K. Butterfield (1st District of North Carolina)

ECONOMIC IMPACT

- Potential Employment Loss: 69 jobs (38 direct and 31 indirect)
- MSA Job Base: ___ jobs
- Percentage: ___ percent decrease
- Cumulative Economic Impact (Year-Year): ___ percent decrease

MILITARY ISSUES

- (Include pertinent items)

COMMUNITY CONCERNS/ISSUES

- (Include pertinent items. This will be your initial opportunity to document and start analysis on community concerns. This list will be refined as additional inputs are gained through the actual visit, regional hearings, and community visits to the Commission office. These

community concerns/issues along with R&A staff identified issues will be the basis for the adds and final deliberation hearings. These issues will be validated or rejected after consultation with the appropriate experts.)

ITEMS OF SPECIAL EMPHASIS

- (Include pertinent items)

Analyst's Name/Team/Date

Questions for Naval Hospital Cherry Point, NC

What is your average daily census (or workload)?

For the last few years, what was your average daily census?

How much excess capacity do you have at your facility?

What is the proportion of outpatient to inpatient visits?

What is the proportion of total cost dedicated to inpatient v. outpatient services?

Is your service population different for outpatient v. inpatient services?

What is your present service population (i.e. number of active duty, active duty family members (ADFM), retirees, etc.)?

How many are enrolled in: TRICARE Prime
TRICARE Extra
TRICARE Standard

What proportion of your service population gets its care from the civilian provider network?

How much of your inpatient care comes through your emergency department?

Where will your emergency care be diverted once the hospital becomes a clinic and ambulatory surgical center?

What medical services will remain as part of the clinic and ambulatory surgery center?

Will there be any construction or remodeling that will take place to convert the hospital to a clinic and ambulatory surgery center? If yes, what is the cost; is there MILCON for that?

Please provide a list of hospitals, including VA medical centers, within 40 miles of your facility?

How can you assure that service members, their dependents and retirees will receive timely inpatient services through the civilian provider network?

What is the estimated additional cost of providing inpatient services through the civilian network?

Turner, Colleen, CIV, WSO-BRAC

From: Mandzia, Lesia, CIV, WSO-BRAC
nt: Friday, May 20, 2005 6:04 PM
o: Turner, Colleen, CIV, WSO-BRAC; Pantelides, Thomas, CIV, WSO-BRAC
Subject: Additional questions again

I pressed send too quickly earlier.

More questions fro Cherry point-

What are the estimated additional costs of providing inpatient services through the civilian medical network?

Are there any cost savings by providing inpatient services through the civilian medical network? If so, what are those savings and how were they calculated?