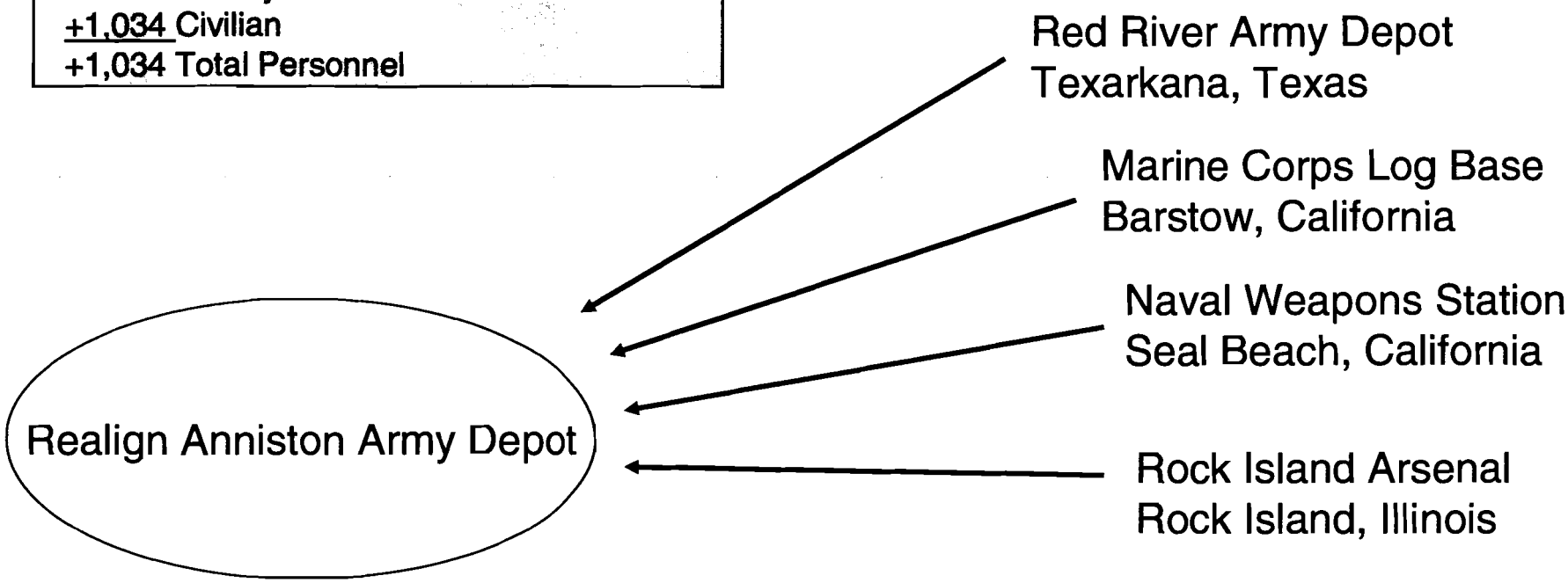
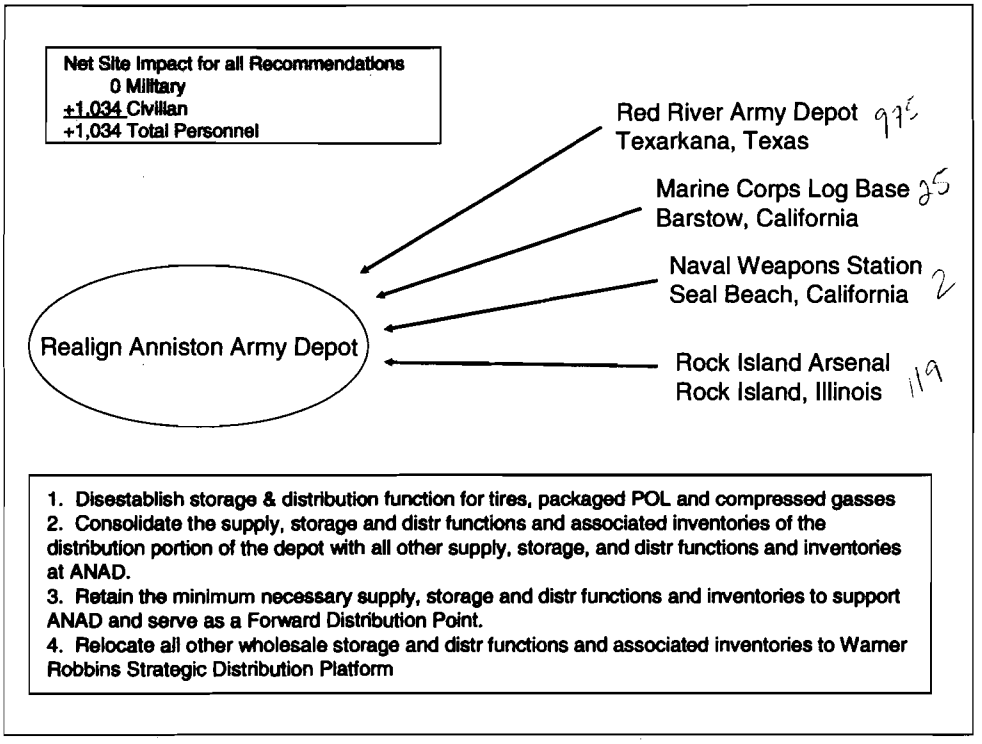
Net Site Impact for all Recommendations
0 Military
+1,034 Civilian
+1,034 Total Personnel



1. Disestablish storage & distribution function for tires, packaged POL and compressed gasses
2. Consolidate the supply, storage and distr functions and associated inventories of the distribution portion of the depot with all other supply, storage, and distr functions and inventories at ANAD.
3. Retain the minimum necessary supply, storage and distr functions and inventories to support ANAD and serve as a Forward Distribution Point.
4. Relocate all other wholesale storage and distr functions and associated inventories to Warner Robbins Strategic Distribution Platform



-87

- Overall ANAD gains workload. Losses for the recommendations in blue are 87 personnel based on the list of impacts by state.
- Movements in from RRAD:
  - Relocate the depot maintenance of Armament and Structural Components, Combat Vehicles, Depot Fleet/Field Support, Engines and Transmissions, Fabrication and Manufacturing, Fire Control Systems and Components, and Other to Anniston Army Depot, AL.
  - Relocate the depot maintenance of Construction Equipment to Anniston Army Depot, AL, and Marine Corps Logistics Base Albany,GA
- Realign Marine Corps Logistics Base Barstow, CA. Consolidate depot maintenance of Engines/Transmissions, Other Components, and Small Arms/Personal Weapons at Anniston Army Depot, AL.
- Realign Naval Weapons Station Seal Beach, CA, as follows: relocate the depot maintenance of Other Components to Anniston Army Depot, AL
- Realign Rock Island Arsenal, IL, by relocating the depot maintenance of Combat Vehicles and Other to Anniston Army Depot, AL

FOR OFFICIAL USE ONLY*

ITINERARY FOR THE VISIT OF

THE HONORABLE JAMES V. HANSEN DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

ANNISTON ARMY DEPOT

ADDITIONAL VISITORS

Governor Bob Riley (Not RON)
Congressman Mike Rogers
Ms. Kathryn Szymanski, EDCG, AMC
MG Mitchell Stevenson, G3, AMC
Mr. Arch Galloway, LA to Senator Sessions
Mr. Jim Walker, Dir of Homeland Security, State of AL
Mr. Gary Dinsick, Army Team Lead, BRAC Commission

LODGING

Victoria Inn, (256) 236-0503

PROJECT OFFICER	ESCORT OFFICER	PROTOCOL OFFICER
	Jack Cline, 7513	Debby Noll, 6243

3 AUGUST 2005

As of: 1 AUG/1200

TIME	EVENT	RESPONSIBLE PERSON
0830	Arrive Anniston Executive Aviation Airfield, Transfer to Helicopter	Governor Riley
0830-0900	Flyover of McClellan, Pelham Range and Depot (30 minutes)	Mr. Jesse Poor
0900-0905	Arrive ANAD Helipad Enroute to Headquarters Building – Protocol Conference Room	Mr. Jack Cline
0905-0920	Welcome and Introductions	Mr. Jack Cline and City Officials
0920-0930	Enroute to Building #400 – Combat Vehicle Assembly/Disassembly	Mr. Jack Cline
0930-0955	Tour Combat Vehicle Assembly/Disassembly Facility (Displays of Engines, Armor Door and Small Arms)	Mr. Jack Cline/Mr. Paul
0955-1000	Enroute to Building #130 – Reciprocating Engine Facility	Mr. Jack Cline
1000-1015	Tour Reciprocating Engine Facility	Mr. Harold Mooneyham/ Mr. Warren Turner

(SEE NEXT PAGE FOR CONTINUATION)

THE HONORABLE JAMES V. HANSEN, BRAC COMMISSIONER
3 AUGUST 2005

TIME	EVENT	RESPONSIBLE PERSON
1015-1020	Enroute to Building #128 – Transmission Facility	Mr. Jack Cline
1020-1040	Tour Transmission Facility	Mr. Jerry Davis/Mr. Michael Burke
1040-1045	Enroute to Building #128- Turbine Engine (CMM)	Mr. Jack Cline
1045-1055	Tour Turbine Engine Facility (10 minutes)	Mr. Chuck Gunnels
1055-1100	Enroute to Building #136 – New Engine Facility	Mr. Jack Cline
1100-1130	Tour New Engine Facility with Briefings ..Environmental ..Partnering ..Workforce Development/Co-op ..Resource Mgmt and Efficiencies	 Mr. Phillip Dean Ms. Gilda Knighton Ms. Mary Mullen Mr. Billy Bickerstaff
1130-1145	Enroute to Helipad with Drive by of Warehouses, Stryker Facility And Gantry Crane	Mr. Jack Cline
1145	WHEELS UP Enroute to Airfield	

FLYOVER PARTICIPANTS:

Commissioner Hansen
Governor Bob Riley
Congressman Mike Rogers
Mr. Gary Dinsick
Mr. Robert Houston (BAE)
Mr. Jesse Poor
Mr. Jim Walker
Mr. Arch Galloway
COL McPherson
Governor's Security

TOUR ATTENDEES:

All of the Above
Ms. Kathryn Szymanski
MG Mitchell Stevenson
Mr. Nathan Hill
Mr. Jack Cline
Mr. Phillip Dean
Mr. Paul Harper
Ms. Sherri Sumners

Bieri, Elizabeth, CIV, WSO-BRAC

om: Noll, Debby Ms AMSTA-AN (PKI) [deborah.noll@us.army.mil]
ent: Monday, August 01, 2005 3:14 PM
To: Noll, Debby Ms AMSTA-AN (PKI); Cline, Jack Mr AMSTA-AN (PKI); Gaddy, Sandra Ms AMSTA-AN (PKI); Mosakowski, Debra Ms AMSTA-AN (PKI); Minter, Ray Mr AMSTA-AN (PKI); Davis, Caroline Ms AMSTA-AN (PKI); Harper, Paul Mr AMSTA-AN (PKI); Langley, Angela Ms AMSTA-AN (PKI); Knighton, Gilda Ms AMSTA-AN (PKI); Lambert, Melissa G Ms AMSTA-AN; Mooneyham, Harold Mr AMSTA-AN (PKI); Turner, Warren Mr AMSTA-AN (PKI); Gunnels, Chuck Mr AMSTA-AN (PKI); Sparks, Steve Mr CONTRACTOR - Tyonek (PKI); Williams, Charles Mr AMSTA-AN (PKI); Garrett, Danielle Ms AMSTA-AN (PKI); Davis, Jerry Mr AMSTA-AN (PKI); Burke, Michael Mr AMSTA-AN (PKI); Hassell, Glenda Ms AMSTA-AN (PKI); Dean, Phillip Mr AMSTA-AN (PKI); Vandiver, Lesia Ms AMSTA-AN (PKI); Mullen, Mary Ms AMSTA-AN (PKI); Bickerstaff, Billy Mr AMSTA-AN (PKI); Iliff, Claudia Ms AMSTA-AN (PKI); Sherri Sumners; Jim Walker (E-mail); Archie Galloway (E-mail); Jesse Poor (E-mail 2); COL McPherson (E-mail 2); EX Secy CG (Linda Kerns) TACOM (E-mail); Elizabeth Bieri (E-mail)
Cc: Johnson, Jay Mr AMSTA-AN (PKI); Howard, Gaddys Mr AMSTA-AN(PKI) (PKI); Walker, James Mr AMSTA-AN (PKI); Norris, Ronald Mr AMSTA-AN (PKI)
Subject: Itinerary for BRAC Visit

Attachments: Hansen.doc

Hansen.doc (2 MB)

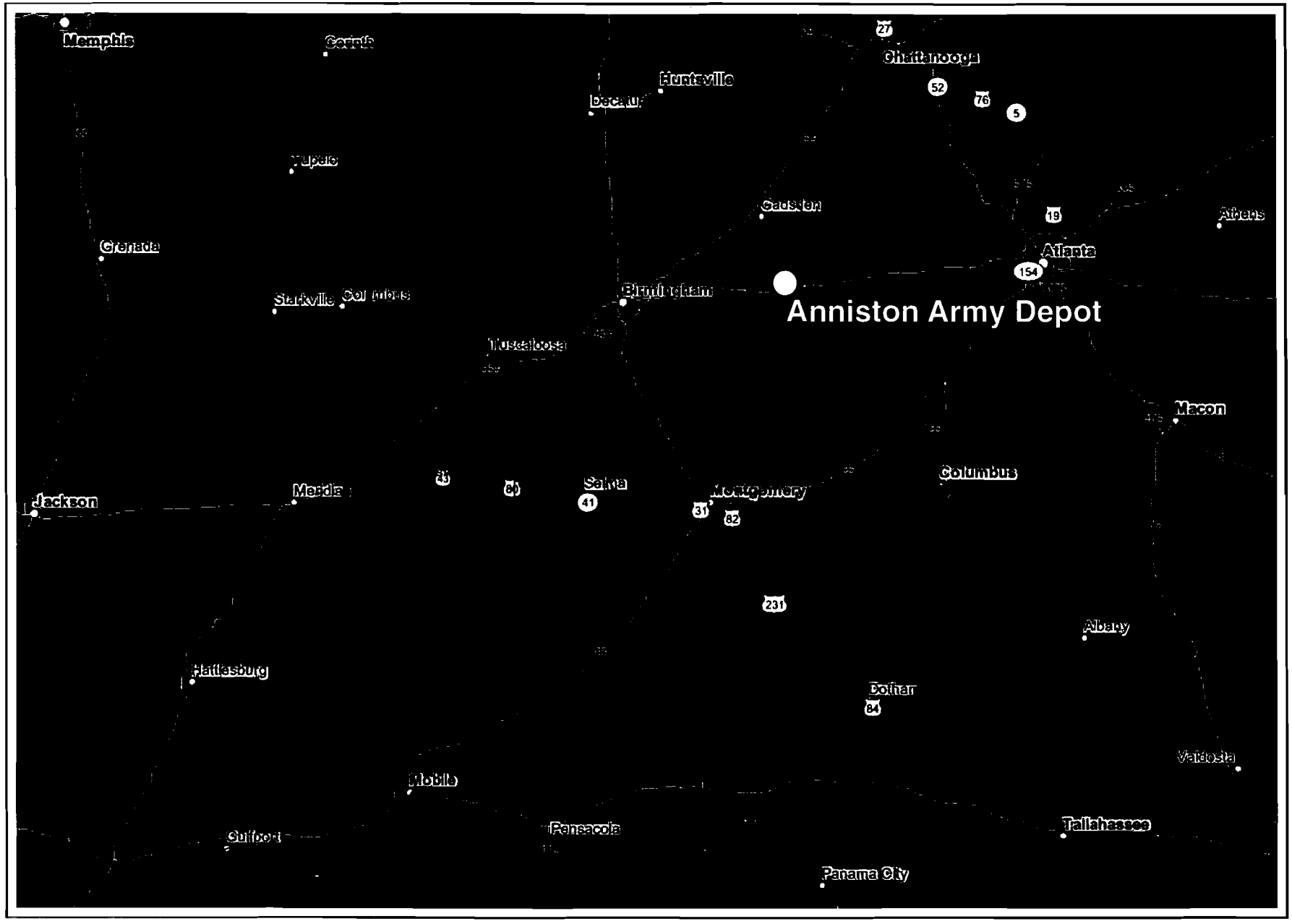
OK, just kidding. The itinerary you just received was just for practice.
`ade a few minor changes at the end. They have to have wheels up at the airfield NLT 1200 we need to have wheels up re by 1145.

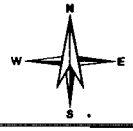
Nathan/Sherri: MG Lenaers will join the flyover so I have informed his secretary that he will be going to the airfield with y'all when you depart the hotel.

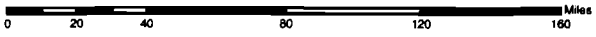
<<Hansen.doc>>

Debby Noll
Protocol Officer
DSN 571-6243
Commercial (256) 235-6243
Fax: 4473
email: deborah.noll@us.army.mil

Recommended Alabama Base Realignments and Closures

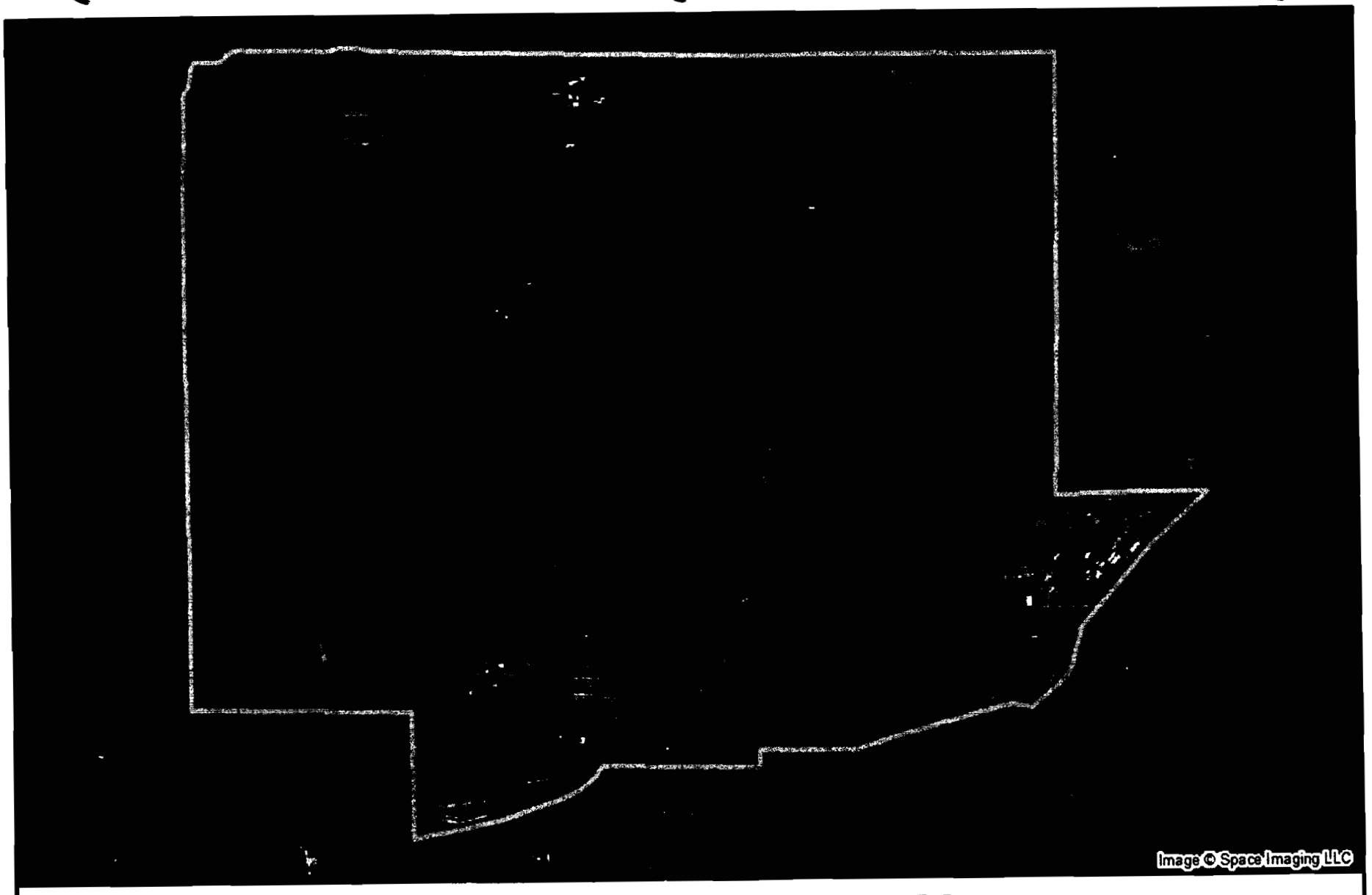






Anniston Army Depot Statistics

Total Acres: 15,279 Total Personnel: 3,444
Acres Owned: 15,243 Mil: 20
Civ: 3,110
Other: 314

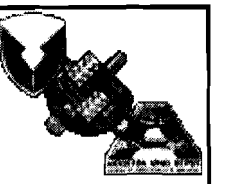


Anniston Army Depot, AL

Installation Boundary Range Complex Boundaries

2 Miles

ANNISTON ARMY DEPOT
WEAPONS ◇ COMBAT VEHICLES ◇ AMMUNITION



Thursday, June 16, 2005

Navigation

- » Home
- » From the Commander
- » About ANAD
- » Mission
- » Customer Feedback
- » Doing Business with Us
- » Employment
- » Organizations
- » Intranet
- » Partnering
- » Army Community Service
- » Restoration Advisory Board
- » Tenants
- » Visitors
- » Links

About ANAD

Nested in the foothills of the Appalachian Mountains in northeast Alabama, Anniston Army Depot occupies over 25 square miles of land, encompassing more than 18,000 acres of woodland and 10 acres of lakes and streams. Possibly the nation's most diversified defense resources - Anniston Army Depot offers scenic splendor as well as unlimited natural resources.

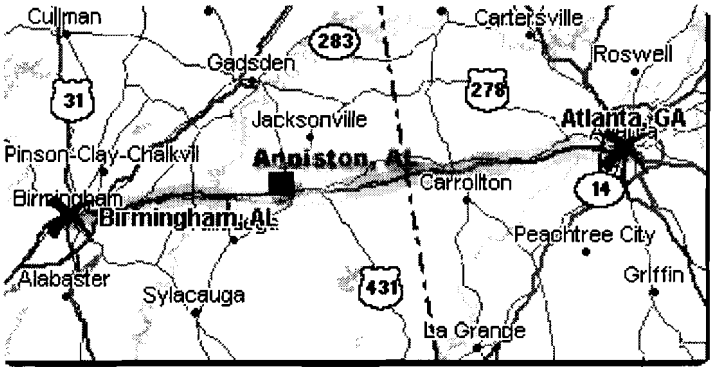
Although rural in locale, Anniston Army Depot is easily accessible by road, rail, and air. Within only five miles of our southern boundary, Interstate 20 serves as a major east-west artery, providing easy access to Birmingham, AL and Atlanta, GA. In addition, numerous common carrier routes surround our boundary while two airports capable of facilitating the mighty C-5 cargo plane provide convenient air transportation within just an eight mile radius. Immediate access to a main rail line is also available within the boundaries of our depot.

From its origin in 1942 as a storage depot, Anniston Army Depot has transformed into a state-of-the-market maintenance facility, earning its highly-esteemed reputation as "The Tank Rebuild Center of the World." But...we're not just tanks anymore!

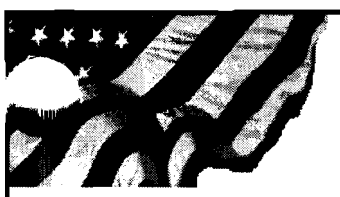
- **2,647 employees**
- **$260M operating budget**
- **$120M payroll**
- **$641M facility value**
- **$138M plant equipment value**
- **2,100 buildings/structures**
- **266 miles of roadway**
- **87 miles of fencing**
- **46 miles of railroad**

Broadly diversified skills are deep-rooted at Anniston and our success is attributable to the teaming of our highly skilled workforce with a strong management support structure. Working in an ergonomically effective environment, our team is capable, willing, and ready to accomplish any tasking, no matter how seemingly impossible it may be.

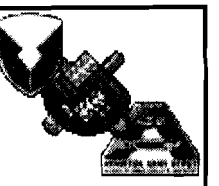
Anniston Army Depot's capabilities are limited only by the imagination. Our workforce, armed with state-of-the-art equipment and technology, invite the challenge of any new work effort with the renowned *"Anniston can do it"* attitude.



PRIVACY & SECURITY CONTACT WEBMASTER 508 COMPLIANCE



ANNISTON ARMY DEPOT
WEAPONS ◇ COMBAT VEHICLES ◇ AMMUNITION



Thursday, June 16, 2005

Navigation
- » Home
- » From the Commander
- » About ANAD
- » Mission
- » Customer Feedback
- » Doing Business with Us
- » Employment
- » Organizations
- » Intranet
- » Partnering
- » Army Community Service
- » Restoration Advisory Board
- » Tenants
- » Visitors
- » Links

Our Mission

Anniston Army Depot (ANAD) is the only Army depot capable of performing maintenance on both heavy and light-tracked combat vehicles and their components. The depot is designated as the Center of Technical Excellence for the M1 Abrams Tank and is the designated candidate depot for the repair of the M60, AVLB, M728 and M88 combat vehicles. ANAD has assumed responsibility for the Towed and self-propelled artillery as well as the M113 Family of Vehicles (FOV).

Under partnership agreements a wide range of vehicle conversions and upgrades are currently underway. The depot also performs maintenance on individual and crew-served weapons as well as land combat missiles and small arms. Additionally, the maintenance and storage of conventional ammunition and missiles, as well as the storage of seven percent of the Nation's chemical munitions stockpile until the stockpile is demilitarized, are significant parts of the depot's overall missions and capabilities.

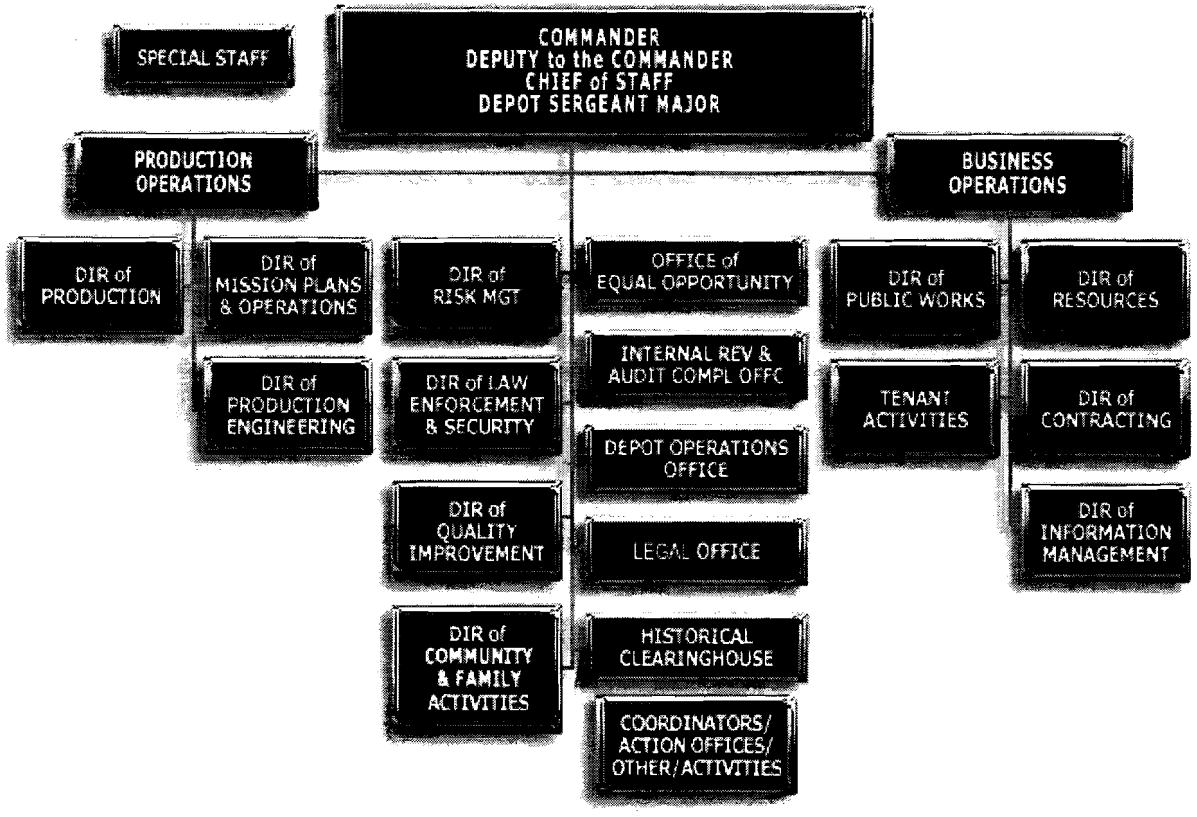
Key tenant organizations on the depot include the Defense Distribution Depot, Anniston (DDAA), the Anniston Munitions Center (ANMC) the Anniston Chemical Activity (ANCA), the Program Manager for Chemical Demilitarization (PMCD), the Center of Military History Clearing House, the 722nd Ordnance Company (Explosive Ordnance Disposal – EOD) and the Defense Reutilization and Marketing Office (DRMO).

Thursday, June 16, 2005

Navigation

- » Home
- » From the Commander
- » About ANAD
- » Mission
- » Customer Feedback
- » Doing Business with Us
- » Employment
- » Organizations
- » Intranet
- » Partnering
- » Army Community Service
- » Restoration Advisory Board
- » Tenants
- » Visitors
- » Links

Organizations



Production Operations
Directorate of Production
Directorate of Mission Plans & Operations

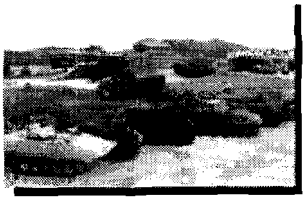
Directorate of Production Engineering
Directorate of Risk Management
Directorate of Law Enforcement & Security
Directorate of Quality Improvement
Directorate of Community & Family Activities
Office of Equal Opportunity
Internal Review and Audit Compliance Office
Depot Operations Office
Legal Office
Historical Clearinghouse
Coordinators/Action Offices/Other/Activities
Business Operations
Directorate of Public Works
Tenant Activities
Directorate of Resources
Directorate of Contracting
Directorate of Information Management

ANNISTON ARMY DEPOT
WEAPONS ◇ COMBAT VEHICLES ◇ AMMUNITION

Thursday, June 16, 2005

Navigation
- » Home
- » From the Commander
- » About ANAD
- » Mission
- » Customer Feedback
- » Doing Business with Us
- » Employment
- » Organizations
- » Intranet
- » Partnering
- » Army Community Service
- » Restoration Advisory Board
- » Tenants
- » Visitors
- » Links

General Manager for Production Operations
Nichols Industrial Complex



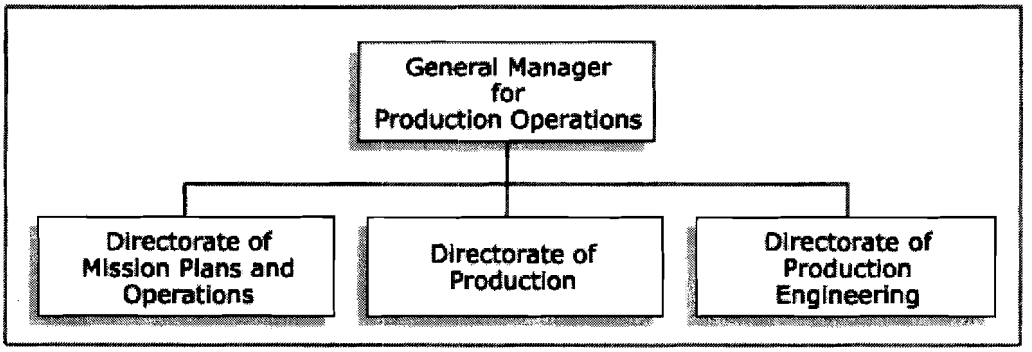
Directorate of Mission Plans and Operations

Directorate of Production

Directorate of Production Engineering

Although Anniston Army Depot (ANAD) is a multi-mission installation, it is most frequently recognized for ground combat vehicle and small arms weapon expertise and Production Operations fulfills all aspects of that hearty mission! Located in the Nichols Industrial Complex, PO comprises more than 1.5M sq. ft. of overhaul capability. The flexibility of our workforce, equipment, and state of the art facilities has given Anniston Army Depot the competitive edge in the defense industry. The organization employs more than 2000 employees, and comprises three directorates: Mission Plans & Operations (DMPO), Production (DP), and Production Engineering (DPE).

Our skilled workforce consists of production management specialists, planners, programmers, parts management specialists, program managers, engineers and engineering technicians, technical writer/editors and illustrators, welders, pneudraulic workers, heavy mobile equipment mechanics, fabric workers, machine tools operators, tool & die makers, artillery repairers, automotive mechanics, electro-optic repairers, electronic component equipment repairers, electronic mechanics, electronic integrated system mechanics, electroplating workers, and metal forming machine operators. The General Manager for Production Operations coordinates all facets regarding the execution of assigned missions for DMPO, DP, and DPE.



Organization:

Directorate of Mission Plans and Operations
Directorate of Production
Directorate of Production Engineering

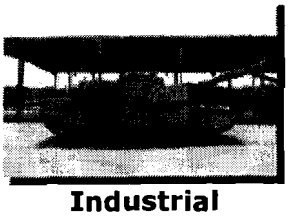
ANNISTON ARMY DEPOT
WEAPONS ◇ COMBAT VEHICLES ◇ AMMUNITION

Thursday, June 16, 2005

Navigation

- » Home
- » From the Commander
- » About ANAD
- » Mission
- » Customer Feedback
- » Doing Business with Us
- » Employment
- » Organizations
- » Intranet
- » Partnering
- » Army Community Service
- » Restoration Advisory Board
- » Tenants
- » Visitors
- » Links

Directorate of Mission Plans & Operations



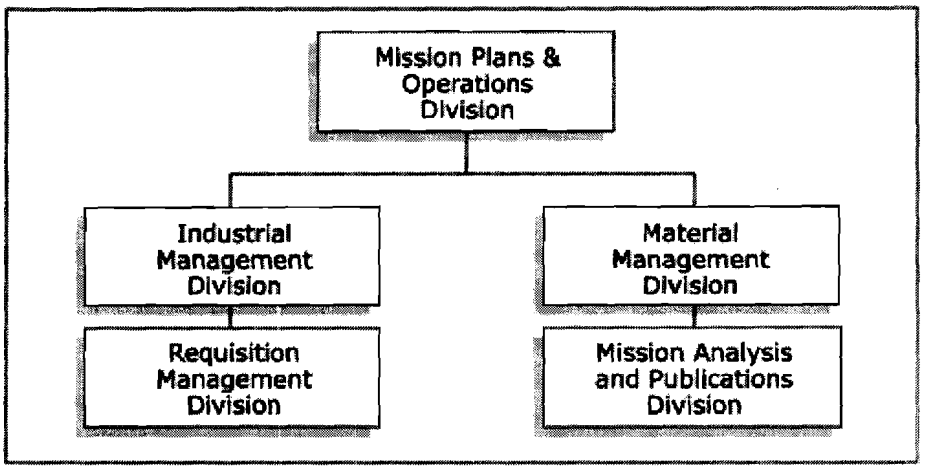
Industrial Management Division

Requisition Management Division

Material Management Division

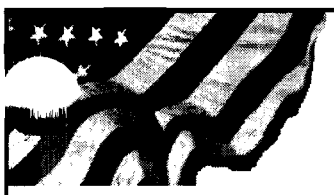
Mission Analy & Publicatio Division

Directorate of Mission Plans & Operations (DMPO). DMPO directly supports the execution of ANAD's broad maintenance mission by providing project design and develo services, budgetary control, systems management cost analysis, material management, production planning and control. This support also includes technical assistance to user: Army materiel, configuration control and library services, development of operating instructions and equipment technical publications and measures to ensure that product/process quality and continuous improvement initiatives are integrated into our production operations.



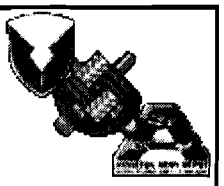
Organization:

Industrial Management Division
Requisition Management Division
Material Management Division
Mission Analysis and Publications Division



ANNISTON ARMY DEPOT

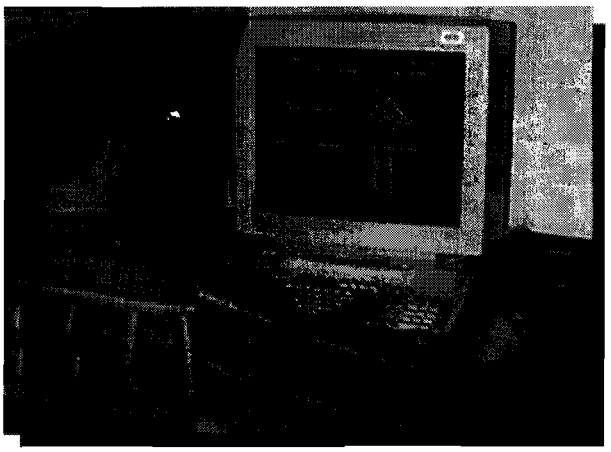
WEAPONS ◇ COMBAT VEHICLES ◇ AMMUNITION



Thursday, June 16, 2005

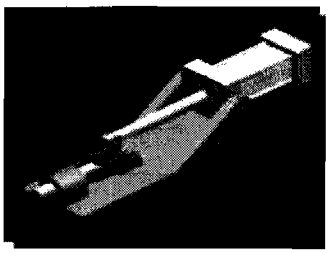
Navigation

- » Home
- » From the Commander
- » About ANAD
- » Mission
- » Customer Feedback
- » Doing Business with Us
- » Employment
- » Organizations
- » Intranet
- » Partnering
- » Army Community Service
- » Restoration Advisory Board
- » Tenants
- » Visitors
- » Links



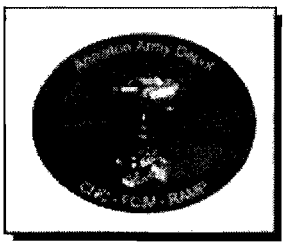
Directorate of Production Engineering

Project Management



Process Engineering

Process Management

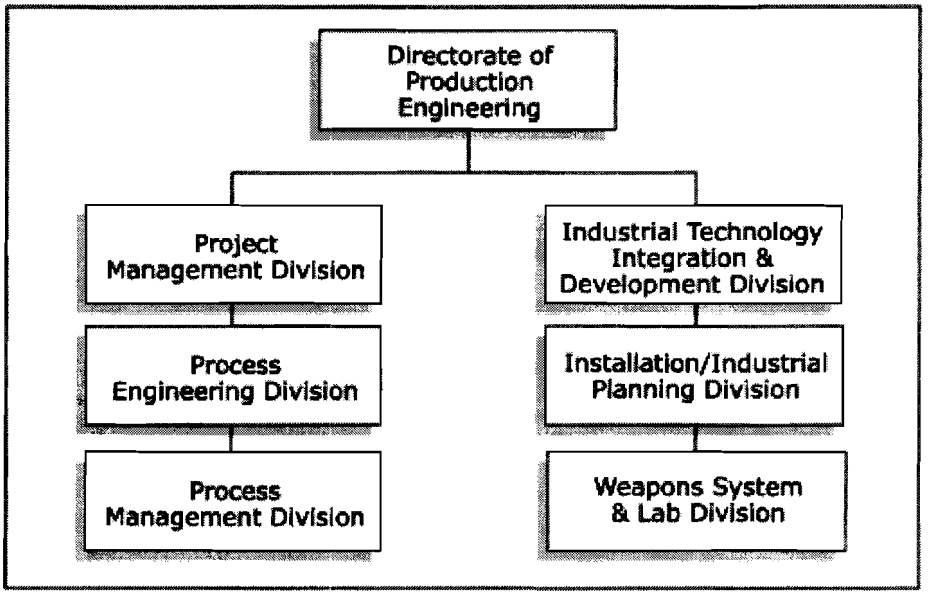


Industrial Technology Integration & Development

Installation/Industrial Planning

Weapon Systems & Lab

Directorate of Production Engineering (DPE). The mission of Production Engineering is to provide engineering services in support of all depot activities. The organization provides engineering services for the installation, encompassing the maintenance, repair, modification and construction of real estate, real property, and utility systems. It also includes the requisition of new equipment, project design including plans, specifications, and estimates for contract projects, as well as coordination with the District Corps of Engineer on design and execution of military construction and installation support projects. Day-to-day services also include the preparation, maintenance, and reproduction of engineering plans and maps as well as facility/equipment engineering development support to all capital investment funded programs.



Project Management Division (PMD). The mission of Project Management is to provide engineering services for the depot encompassing the maintenance, repair, modification and construction of real estate, real property, utility systems and requisition of new equipment. This mission also includes the following: provide Supervision, Inspection and Administration (SIA) of project contracts; manage the Job Order Contract Program.

The some of the functions performed by this division include: providing for Facilities Engineering Project (FEP) Program scope, development and execution, provide project design including plans, specifications and estimates for contract projects, provide SIA for contract projects within delegated authority, including, quality assurance, surveillance and evaluation of contractor performance.

Phone (Com/DSN): (256) (235/571) - 4197
Fax (Com/DSN): (256) (235/571) – 7912
Email: DPEPMD@anad.army.mil

Process Engineering Division (PED). The staff consists of engineers of various disciplines, engineering technicians, and secretaries. The mission of this organization is to direct the planning, programming, functional design, funding and acquisition phase of depot modernization for all type facilities. DPE also directs all depot productivity and productivity enhancement programs and initiatives.
DPE also serves as technical consultants for existing weapon systems, plant facilities,

tooling, fixtures, and equipment. They also review architectural engineering and manufacturer's drawings and technical data; provides assistance for mission equipment.

Phone (Com/DSN): (256) (235/571) - 7510
Fax (Com/DSN): (256) (235/571) - 7912
Email: DPEPED@anad.army.mil

Process Management Division. The mission of the Process Management Division is to plan for the (installation, repair, upgrade, and shop floor) layout of all Industrial plant Equipment (IPE), Depot Maintenance Plant Equipment (DMPE), and Other Plant Equipment (OPE) in support of mission workload, plan for the modification, repair, and layout of all buildings and grounds in support of mission workload, plan and execute the AWCF Capital Investment Program (CIP) in support of mission workload, plan and execute the environmental planning required to achieve mandated HAZMIN/Pollution Prevention goals relating to the industrial processes; to include the storage/disposition of hazardous waste resulting from those processes, provide the first response to any hazardous material/waste spill to '- prevent environmental damage, conduct the Reclamation Program in support of mission workload, conduct the Database Capacity Reporting System for capacity measurement, and execute the ANAD Test, Measurement, and Diagnostic Equipment (TMDE) Program.

Some of the major functions they provide are: coordinates work order requests; concerning facilities and equipment maintenance mission; prioritizes work to be accomplished to ensure that scheduled workload is accomplished, maintaining liaison with manufacturers and other agencies for new developments in processes, equipment and production systems which may be applicable to depot maintenance operations, and serves as equipment coordinator for identifying requirements for new acquisition to replace aging assets; validating requirements; submitting all required documentation for equipment for inclusion in the applicable depot program; and prioritizing equipment requirements to achieve stated maintenance goals and workload schedules.

Phone (Com/DSN): (256) (235/571) - 4163
Fax (Com/DSN): (256) (235/571) - 6663
Email: DPEPROMD@anad.army.mil

Industrial Technology Integration & Development Division. The primary mission of the ITID division is to provide Computer Numerical Control (CNC) programming, Computer Aided Process Planning (CAPP), Advanced Manufacturing Technology (AMT) projects and Flexible Computer Integrated Manufacturing / Rapid Acquisition of Manufactured Parts (FCIM/RAMP) support to the manufacturing and fabrication operations within ANAD. This is accomplished using modern Computer Aided Design / Computer Aided Manufacturing (CAD/CAM) systems as well as an integrated manufacturing execution system. The manufacturing execution system, FCIM/RAMP, is used to totally integrate the manufacturing process from order entry to finished product. The CAD/CAM system integration, CAPP creation, Standard for the Exchange of Product model data (STEP) processing, shop floor computer workstations for job control and upload/download to the CNC machine controller are some of the functions provided by the FCIM/RAMP system. Additionally, management of the computer hardware, software, configuration control, file storage/retrieval processes and databases used by the FCIM/RAMP system are provided by ITID personnel.

Secondary missions include, research & development related to CNC/AMT projects, specifications for procuring CNC/AMT projects and the integration of CNC/AMT

systems into ANAD's existing manufacturing facilities. The ITID division also develops and provides training to production personnel in the use and operation of CNC/AMT equipment including the FCIM/RAMP manufacturing execution system.

Phone (Com/DSN): (256) (235/571) - 7716
Fax (Com/DSN): (256) (235/571) - 4160
Email: DPEITDD@anad.army.mil

Installation/Industrial Planning Division. The mission of the Installation/ Industrial Planning division is to develop and execute the planning, programming, functional design, funding and acquisition phase of depot modernization for all production, storage and administrative type facilities, manage and coordinate the development, preparation/maintenance of current and long-range engineering plans, manage MCA, Energy Conservation, Value Engineering, and Army Ideas for Excellence Programs, the Geographic Information System (GIS), and administer the Depot Methods and Standards Program Standard Depot System applications.

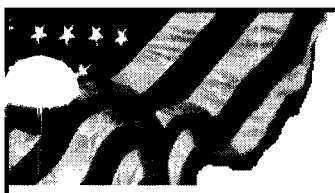
Some of the major functions they provide are: providing installation master planning and programming, organizing installation Planning Board, coordinating modernization and mobilization facility and equipment planning, coordinate facility Capital Investment Program (CIP) projects, coordinate Advance Acquisition Plan for facility projects, coordinate planning and funding for tenant projects, and developing plans and providing engineering services for realignment and reorganizing actions.

Phone (Com/DSN): (256) (235/571) - 6151
Fax (Com/DSN): (256) (235/571) - 4693
Email: DPEIPD@anad.army.mil

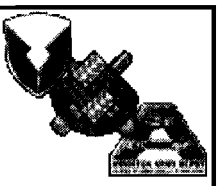
Weapons Systems and Lab Division. The mission of the Weapons Systems and Lab Division (WSLD) is to provide engineering services for new or transferred weapons systems and to provide laboratory support for Anniston Army Depot (ANAD) and our customers. Our customer base includes government, industrial partners and Foreign Military Sales (FMS).

The WSLD operates the materials, chemical and environmental labs at ANAD. The Materials lab is equipment with state-of the-art equipment to perform failure analysis and materials testing. They also perform training and certification of employees in welding, soldering and non-destructive testing programs. The chemical lab provides support to the ANAD cleaning and plating shops as well as running the Army Oil Analysis Program (AOAP) at Anniston. Our Environmental lab performs sampling and analysis in support of the ANAD environmental program. The WSLD also provides Integrated Logistics Support (ILS) services to set up new depot overhaul and manufacturing production lines. We also develop technical requirements and purchase descriptions for the acquisition of industrial equipment.
Our customer base includes government agencies, industrial partners and Foreign Military Sales (FMS). If you need support in any of these areas please contact us at the numbers or email address shown below.

Phone (Com/DSN): (256) (235/571) - 7348
Fax (Com/DSN): (256) (235/571) - 7912
Email: DPEWSLD@anad.army.mil



ANNISTON ARMY DEPOT
WEAPONS ◇ COMBAT VEHICLES ◇ AMMUNITION



Thursday, June 16, 2005

Navigation
- » Home
- » From the Commander
- » About ANAD
- » Mission
- » Customer Feedback
- » Doing Business with Us
- » Employment
- » Organizations
- » Intranet
- » Partnering
- » Army Community Service
- » Restoration Advisory Board
- » Tenants
- » Visitors
- » Links

Tenants

- Anniston Munitions Center (ANMC)
- Anniston Chemical Activity (ANCA)
- Dear Clinic
- Defense Logistics Agency (DLA)
- Defense Printing Service
- Defense Reutilization Marketing Office (DRMO)
- Industrial Hygiene
- Soldier and Biological Chemical Command (SBCCOM)
- Test Measurement Diagnostic Equipment
- US Army Historical Clearinghouse
- US Army Military History
- 722nd Ordnance Company (EOD)

Thursday, June 16, 2005

Navigation
» Home
» From the Commander
» About ANAD
» Mission
» Customer Feedback
» Doing Business with Us
» Employment
» Organizations
» Intranet
» Partnering
» Army Community Service
» Restoration Advisory Board
» Tenants
» Visitors
» Links

Anniston Munitions Center

Quality is Customer Satisfaction through Results Oriented Improvements

Mission:

- **Department of Defense**
  - To provide the military forced needed to deter war and to protect the security of the United States
- **Department of the Army**
- **Army Material Command**
  - To enhance warfighter readiness and furnish support to soldiers in the field by being the Army's interface with contractors on the battlefield, and to represent AMC at the foxhole
- **Operations Support Command**
  - To posture AMC to lead the Revolution in Military Logistics. To provide a synchronized face to the warfighter, exercising centralized command and control over AMC's forward logistics support elements. To manage the Army's prepositioned stockpiles of War Reserve material and its two manufacturing arsenals. To be the single Manager for Conventional Ammunition, as the Defense Department's agent for buying, making, maintaining, storing and transporting conventional ammunition for all military services.
- **Munitions and Armaments Center**
  - Execute the SMCA and manage for production, supply, storage, maintenance and demilitarization of conventional ammunition and serve as the national inventory control point and national maintenance point for the ammunition commodity. Manage the industrial base, both organic and non-organic as it relates to ammunition as well as Rock Island, Watervliet Arsenals and the U.S. Army Defense Ammunition Center.
- **Bluegrass Army Depot**
  - To provide munitions, chemical defense equipment and special operations support to the Department of Defense.
- **Anniston Munitions Center**

Geographical Location:

Anniston Munitions Center (ANMC) is a tenant activity located at Anniston Army Depot (ANAD). Located in the rolling hills of North East Alabama, conveniently positioned between Birmingham, Alabama and Atlanta, Georgia. ANMC/ANAD is easily accessible by highway, rail and air, supported by Interstate 20 of the Federal Interstate System, ...Railroad System and the Talladega and Anniston Municipal Airport.

Contacts:

DSN: 571-6271 Comm: (256) 235-6271
DSN: 571-4309 Comm: (256) 235-4309

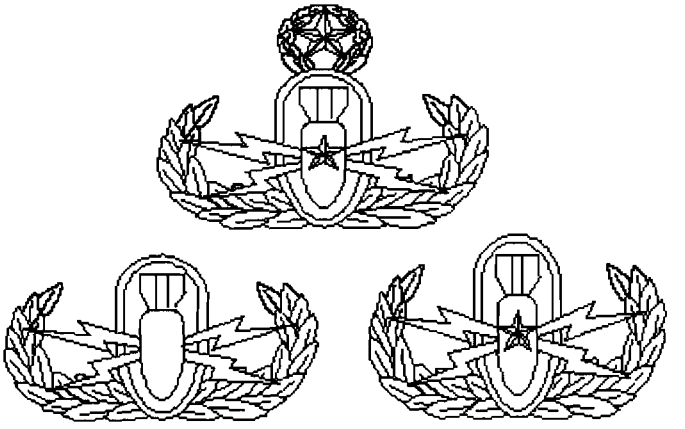
Links:

- Bluegrass Army Depot
- Munitions and Armaments Center
- Operations Support Command
- Army Material Command

Thursday, June 16, 2005

Navigation
» Home
» From the Commander
» About ANAD
» Mission
» Customer Feedback
» Doing Business with Us
» Employment
» Organizations
» Intranet
» Partnering
» Army Community Service
» Restoration Advisory Board
» Tenants
» Visitors
» Links

722nd Ordnance Company
Explosive Ordnance Disposal (EOD)



"Initial Success or Total Failure"

Anniston Army Depot, Alabama
EMERGENCY: (256) 238-1477(24 Hours)
TRAINING: (256) 235-4663/4664
FAX: (256) 235-4652
Email: 722EOD@anad.army.mil

Mission:

In recognition of the need for military Explosive Ordnance Disposal (EOD) support to civil defense, civil law enforcement, and emergency response agencies, the Department of Defense (DOD) has assigned the U.S. Army Forces Command the mission of providing the required EOD support.

To execute this responsibility, the 722d Ordnance Company (EOD), formerly the 142nd Ord Det (EOD), is located on Anniston Army Depot, Alabama. We recently moved from Fort McClellan, Alabama. Please note our new phone number for routine business listed below. Our 24-hour emergency number remained the same. Although we moved locations, we still provide support to 42 counties in Alabama (SEE REVERSE).

Emergency EOD support includes the evaluation, rendering-safe, removal, and destruction of hazardous explosive items that threaten personnel or property. If the item is military explosive ordnance or is suspected to be a homemade bomb, we will

respond and take all necessary actions to remove the hazards. If the item is other than the above, we can respond and provide technical advice, but not undertake render-safe procedures. In situations where there is imminent danger to life we will request authorization from our higher headquarters to perform emergency render safe procedures. In the case of civilian explosives, we will assist your organization as much as possible. If the items are civilian explosives you should contact the Alabama Department of Public Safety, State Highway Patrol, or the Alabama Bureau of Investigation for assistance first. The points of contact are CPL Tim Clarke from Huntsville, (205) 533-4202 and Trooper Thad Snyder Jacksonville (256) 435-3521, respectively. If all available agencies have been contacted and no one is available for response, permission may be obtained from our higher headquarters to assist in the disposal of commercial explosives.

Routine support in the form of classes, procedure review, or training exercises can be requested from us by calling for a tentative date and then sending a letter requesting the support at least three weeks in advance, to the following address:

Commander
184th Ordnance Battalion (EOD)
Bldg. 818, 1543 South U Ave.
Ft. Gillem, GA 30297

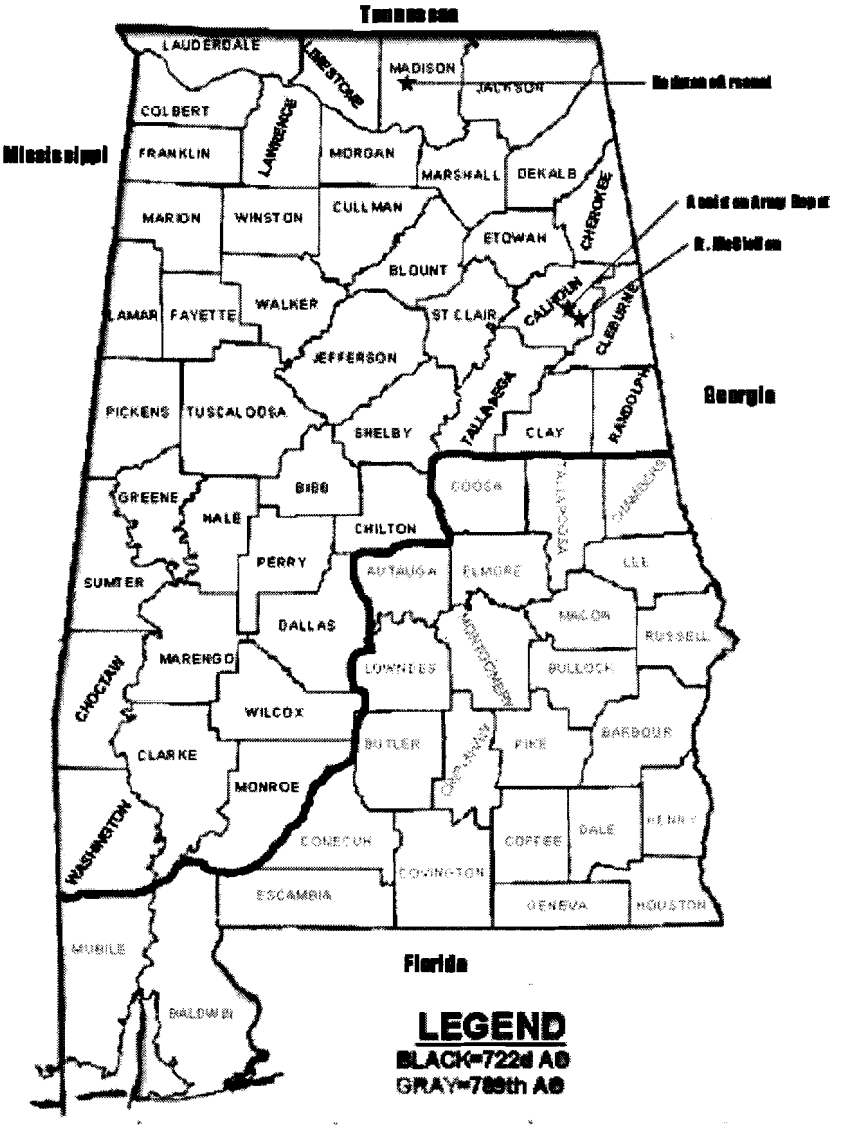
The letter should include the type of support or class requested, tentative date of the class, location for the class, and the approximate number of personnel who will attend. We offer training in the following areas:

- Explosive Ordnance Recognition and Safety.
- Bomb Threat and Search Procedures.
- Other related areas as requested.

If we can assist you in any way please call or write. Our phone numbers are listed below, If for some reason we cannot be reached, please contact our higher headquarters, the 184th Ord BN (EOD) Ft. Gillem, GA at (404) 363-5225/5226. Our new address is:

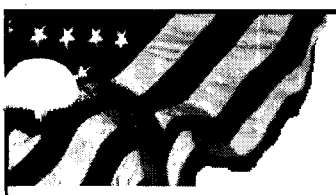
Commander
722d Ordnance Company (EOD)
Bldg 7, Frankford Avenue
Anniston Army Depot, Alabama
36201

Telephone:
24-hour Emergency (256) 238-1477
Routine Business (256) 235-4663/4664/4665

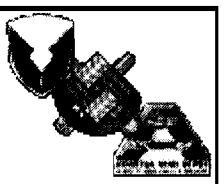


Return to Tenants

PRIVACY & SECURITY CONTACT WEBMASTER 508 COMPLIANCE



ANNISTON ARMY DEPOT
WEAPONS ◇ COMBAT VEHICLES ◇ AMMUNITION



Thursday, June 16, 2005

Navigation
- » Home
- » From the Commander
- » About ANAD
- » Mission
- » Customer Feedback
- » Doing Business with Us
- » Employment
- » Organizations
- » Intranet
- » Partnering
- » Army Community Service
- » Restoration Advisory Board
- » Tenants
- » Visitors
- » Links

Partnering

Prior to "Government Reinvention", few opportunities existed for defense agencies like Anniston Army Depot to enter into business relationships with private industry. Today, however, Anniston is now an established leader in public-private partnering, with over 30 partnerships and teaming arrangements successfully established and executed. These partnerships create win/win opportunities for both the public and private sectors by capitalizing on the strengths and efficiencies of each.

Our unique skills, equipment, and facilities, coupled with our diversity, have made Anniston Army Depot a prime target for teaming and partnership arrangements for defense and non-defense related items. We have a full time staff dedicated solely to marketing and managing these arrangements with local, regional, and global public and private businesses. We seek and encourage all opportunities to partner with industry, allowing each to contribute in areas of excellence. The opportunities are obvious...the possibilities are endless!

Partnering opportunities include:

Workshare Programs – Co production of defense programs between Anniston Army Depot and industry wherein each partner contributes, independently, a pre-determined amount of resources (skills, manpower, facilities, equipment) to the program.

View Chart

Direct Sales – Partnering agreements wherein Anniston Army Depot (an Army Working Capital Fund (AWCF) facility) provides services to industry as a subcontractor under the authority of various Title 10 sections. The following are the most commonly used Direct Sale statutes for which Anniston has approval authority:

> **10 U.S. Code 2208(j):** Allows Army installations, including arsenals and depots, to bid as a subcontractor on a DOD solicitation for either manufacturing or remanufacturing services if the solicitation for the prime contract is open to competition between public and private entities and the solicitation explicitly states that bids from DOD activities will be accepted.
>
> **10 U.S. Code 4543:** Permits AWCF installations to sell manufactured items or services outside DOD for (1) use in

developing new products; (2) incorporation into items to be sold to, or to be used in a contract with, an agency of the United States; (3) incorporation into items to be sold to, or to be used in a contract with, or to be used for the purpose of soliciting a contract with, a friendly foreign government; or (4) use in commercial products. The purchaser must be qualified to carry out the proposed work, services are to be performed only in the U.S., and items and services must be unavailable from a U.S. commercial source. Certification of Commercial Non-availability is required.

22 U.S. Code 2770: Allows the sale of defense items and services to a U.S. company for incorporation into end items being sold to a friendly foreign country or international organization. Services must be performed only in the United States. An export license and possibly an End-User Certificate are required when using the authority. The items and services are available only from U.S. Government sources.

View Chart

Facility Use Programs - Partnering Agreements wherein public and private entities use underutilized ANAD facilities in accordance with the authority of the Federal Acquisition Regulation (FAR) Subpart 45, the Army's Supplement to the FAR and Title 10.

View Chart

Limitations on what, how and to whom items/services can be sold apply to all Direct Sales (above). Each is reviewed and considered for approval on a case-by-case basis. The following represent some general conditions/limitations that must be followed:

Sales must not hinder a government installation's mission or directed workload.

All government installations will avoid exclusive teaming arrangements when pursuing subcontracting and teaming/partnering initiatives.

Statement of Commercial Non-availability: When certification of commercial non-availability is required, the Buyer must submit a statement verifying the article or service is not commercially available. This statement, signed by an individual authorized to bind the company for the dollar threshold of the proposed contract, will fully explain what actions were taken to determine that the article or service is not reasonably available in sufficient quantity or quality to timely meet a customer's requirements. Subjective determinations are not acceptable. Cost is not a factor. If there is a commercial source which the customer is prohibited from using due to quantity, quality or timeliness concerns, then specific facts regarding those concerns must be included

in the certification.

Export License: State Department approval must be established and verified when the direct sale is for export to a foreign country. The Buyer is required to provide a copy of the approved export license at the time the request is submitted. If the required information is not known at the time of submission, it should be forwarded when available. The contract of sale will not be completed or approved until the export license is provided.

End-User Certificate: When the direct sale involves export to a foreign country via a foreign contractor acting as an agent for the foreign country, approval must be established and verified. The Buyer is required to provide a copy of the approved end-user certificate at the time the request is submitted. If the required information is not known at the time of submission, it should be forwarded when available. The contract of sale will not be completed until the End-User Certificate is provided.

For further information or to pursue a partnering initiative, contact Anniston Army Depot, Business Management Office, AMSTA-AN-BM, 7 Frankford Avenue, Anniston, AL 36201-4199, Telephone: (256) 235-7247.

PRIVACY & SECURITY CONTACT WEBMASTER 508 COMPLIANCE

BASE VISIT REPORT

ANNISTON ARMY DEPOT, ANNISTON, ALABAMA

23 JUNE 2005

LEAD COMMISSIONER:

none

ACCOMPANYING COMMISSIONER:

none

COMMISSION STAFF:

Elizabeth C. Bieri (Army Analyst)
George M. Delgado (Joint Cross Service Analyst)

LIST OF ATTENDEES:

Mr. Jack Cline, Deputy Commander, 256-235-7513
Mr. Michael Burke, Director of Quality Engineering, 256-235-7515
Mr. Steve Sparks, Directorate of Production, 256-235-7932
Mr. Chuck Gunnels, Directorate of Engineering, 256-235-7932
Mr. Paul Harper, General Manager of Production Operations, 256-235-4949
Ms. Ester Griguhn, Director of Missions, Plans and Operations, 256-235-7523
Ms. Terri Wyckoff, TACOM BRAC Office, 586-574-3895
Mr. Philip Dean, Anniston BRAC Representative, 256-235-7983
Mr. Mike Osborne, Business Management Specialist Lead, 256-235-6516

BASE'S PRESENT MISSION:

Anniston Army Depot (ANAD) performs maintenance on both heavy and light-tracked combat vehicles and their components. The depot is designated as the Center of Technical Excellence for the M1 Abrams Tank and is the designated candidate depot for the repair of the M60, AVLB, M728 and M88 combat vehicles. ANAD has assumed responsibility for the Towed and self-propelled artillery as well as the M113 Family of Vehicles (FOV).

Under partnership agreements a wide range of vehicle conversions and upgrades are currently underway. The depot also performs maintenance on individual and crew-served weapons as well as land combat missiles and small arms. Additionally, the maintenance and storage of conventional ammunition and missiles, as well as the storage of seven percent of the Nation's chemical munitions stockpile until the stockpile is demilitarized, are significant parts of the depot's overall missions and capabilities.

Key tenant organizations on the depot include the Defense Distribution Depot, Anniston (DDAA), the Anniston Munitions Center (ANMC) the Anniston Chemical Activity (ANCA), the Program Manager for Chemical Demilitarization (PMCD), the Center of Military History Clearing House, the 722nd Ordnance Company (Explosive Ordnance Disposal – EOD) and the Defense Reutilization and Marketing Office (DRMO).

SECRETARY OF DEFENSE RECOMMENDATION:

1. Commodity Management Privatization Recommendation: Realign Defense Supply Center Columbus, OH, Tobyhanna Army Depot, PA, Defense Distribution Depot Susquehanna, PA, Naval Station Norfolk, VA, Marine Corps Air Station Cherry Point, NC, Marine Corps Logistics Base, Albany, GA, Robins Air Force Base, GA, Anniston Army Depot, AL, Naval Air Station Jacksonville, FL, Tinker Air Force Base, OK, Corpus Christi Army Depot, TX, Naval Station Bremerton, WA, Naval Station San Diego, CA, Defense Distribution Depot Barstow, CA, Defense Distribution Depot San Joaquin, CA, and Naval Station Pearl Harbor, HI, by disestablishing storage and distribution functions for tires, packaged petroleum, oils, and lubricants, and compressed gases at each location.

2. Supply, Storage, and Distribution Management Reconfiguration Recommendation: 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.

3. All other impacts to ANAD are as a result of other base realignments as noted below:

- Movements in from RRAD:
    - Relocate the depot maintenance of Armament and Structural Components, Combat Vehicles, Depot Fleet/Field Support, Engines and Transmissions, Fabrication and Manufacturing, Fire Control Systems and Components, and Other to Anniston Army Depot, AL.
    - Relocate the depot maintenance of Construction Equipment to Anniston Army Depot, AL, and Marine Corps Logistics Base Albany,GA
- Realign Marine Corps Logistics Base Barstow, CA. Consolidate depot maintenance of Engines/Transmissions, Other Components, and Small Arms/Personal Weapons at Anniston Army Depot, AL.
- Realign Naval Weapons Station Seal Beach, CA, as follows: relocate the depot maintenance of Other Components to Anniston Army Depot, AL
- Realign Rock Island Arsenal, IL, by relocating the depot maintenance of Combat Vehicles and Other to Anniston Army Depot, AL

SECRETARY OF DEFENSE JUSTIFICATION:

Commodity Management Privatization Justification: This recommendation achieves economies and efficiencies that enhance the effectiveness of logistics support to forces as they transition to more joint and expeditionary operations. This recommendation disestablishes the wholesale supply, storage, and distribution functions for all tires; packaged petroleum, oils and lubricants; and compressed gases used by the Department of Defense, retaining only the supply contracting function for each commodity. The Department will privatize these functions and will rely on private industry for the performance of supply, storage, and distribution of these commodities. By doing so, the Department can divest itself of inventories and can eliminate infrastructure and personnel associated with these functions. This recommendation results in more responsive supply support to user organizations and thus adds to capabilities of the future force. The recommendation provides improved support during mobilization and deployment, and the sustainment of forces when deployed worldwide. Privatization enables the Department to take advantage of the latest technologies, expertise, and business practices, which translates to improved support to customers at less cost. It centralizes management of tires; packaged petroleum, oils, and lubricants; and compressed gases and eliminates unnecessary duplication of functions within the Department. Finally, this recommendation supports transformation by privatizing the wholesale storage and distribution processes from DoD activities.

In addition to the actions described in this recommendation, the Department is also disestablishing storage and distribution functions for tires, packaged petroleum, oils, and lubricants, and compressed gases at Red River Army Depot, TX. The storage and distribution functions at this additional location are now being disestablished as part of a recommendation for the full closure of the Red River Army Depot installation. The recommendation to close the installation fully supports all objectives intended by this recommendation.

Supply, Storage, and Distribution Management Reconfiguration 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.

MAIN FACILITIES REVIEWED:

- Building 400, Combat Vehicle Assembly/Disassembly

- Building 130, Reciprocating Engine Facility
- Building 414, Stryker Production
- Small Arms Repair
- United Defense Steel Products Anniston Foundry and Track Shoes Manufacturing Site
- United Defense Steel Products Combat Vehicles Partnership with ANAD Buildings

KEY ISSUES IDENTIFIED

1. With the exception of the Supply, Storage, and Distribution Management Reconfiguration recommendation, Anniston Army Depot is a gaining installation from other closure or realignment recommendations.
2. Key issues are to ensure the depot's ability to integrate all new work and any building that will need to occur.

INSTALLATION CONCERNS RAISED

A copy of the installation briefing will be included with this report.
1. With the closure of Red River Army Depot, Anniston gains the combat vehicles, construction equipment, component workload and the rubber manufacturing facility. There is concern regarding the timeframes which are currently planned within the COBRA data. COBRA realigns personnel from RRAD to ANAD in 2007, however, the MILCON for facilities at ANAD is planned for 2007 ($14,269K) and 2008 ($134,283K). There seems to be a conflict between personnel moves in 2007 and the bulk of the MILCON in 2008 given the time required to construct said facilities at ANAD. What are the sequential plans for the integration of the personnel moves and MILCON?
2. What are the specific systems that are meant to transfer from Marine Corps Logistics Base Barstow and Naval Weapons Station Seal Beach? Hours of workload are noted, but what is the "other" quoted in each of the recommendations?
3. What is the interpretation of the Supply, Storage, and Distribution Management Reconfiguration recommendation? How far down and to what level will DLA take ownership through the retail or installation stocks?
4. Concern that all unique test equipment will transfer with the Bradley transmission mission and the timing of that movement from RRAD.

COMMUNITY CONCERNS RAISED:

There was no community participation in this visit.

REQUESTS FOR STAFF AS A RESULT OF VISIT:

There were no requests of the staff as a result of this visit.

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSSION
2521 CLARK STREET
ARLINGTON, VIRGINIA 22202
(703) 699-2950

MEMORANDUM OF MEETING

DATE: July 14, 2005

TIME: 12:00 PM

MEETING [X] *or* PHONE CALL [ ] WITH:

Anniston Army Depot Community

SUBJECT:

A follow-up to the San Antonio Regional Hearing as related to Red River Army Depot (RRAD) recommended moves to Anniston Army Depot (ANAD).

PARTICIPANTS:

Name/Title/Phone Number:

Nathan Hill, Military Liaison, Calhoun County Chamber of Commerce, 256-237-3536
Sherri J. Sumners, President, Calhoun County Chamber of Commerce, 256-237-3536
James M. Walker, Jr., State of Alabama, Director of Homeland Security, 334-956-7250
Laura A. Friedel, Office of Senator Shelby, Legislative Assistant, 202-224-5744
Archibald Galloway, Office of Senator Sessions, Senior Defense Policy Advisor, 202-224-6608
Molly C. Dittmer, Office of Representative Mike Rogers, Legislative Assistant, 202-225-3261
CeCe Siracuse, Hurt, Norton & Associates, 202-543-9398

Commission Staff:

Donald Manuel, Army Team Senior Analyst
* Elizabeth Bieri, Army Team Analyst

SUMMARY/NOTES:

- There are three issues for concern that they would like to address - capacity, unique capabilities, and military value.
- Per the Secretary of the Army in meeting notes, there is enough capacity within the industrial base after the closure of RRAD, Rock Island and Barstow.
- Capacity is not an issue.
    - FY06 planned production is 6.4 million direct labor hours (DLH) and there will be a new powertrain facility that will add 500,000 DLH.

- The powertrain facility contract is expected to be awarded in the July/August timeframe and will be operational 18-24 months after award.
- There is a new $49M building planned for construction at RRAD that will be a multi-system support center.
- ANAD has experience with accepting workload transitions from BRAC with the 1995 moves from Letterkenny Army Depot and RRAD.

- The rubber facility is not a concern.
  - ANAD will provide the 1391 on how it will only cost $29M to set up the new site.
  - An air emission permit is what is required, and ANAD is in the process of other permit renewals, and this new permit will work into those renewals.
  - ANAD has hired a rubber engineer with 25 years of experience who is currently on site at RRAD to look at their processes.
  - ANAD will use the same rubber compound used by RRAD.
- The Bradley transmission, like the M1 transmission, is a cross-drive transmission, so incorporating this workload into the ANAD missions will not be that difficult. Key to the process will be getting the dynamometers and test equipment.
- ANAD was the highest overall rated industrial facility.
- Engines and transmissions are critical elements of the combat vehicles.
- Future positioning is a key concern since there will be future lean years within the depot maintenance community.
- The group will provide the following to the Commission Staff:
  - The 1391 that details the $29M cost to build the rubber facility at ANAD.
  - The range of options under evaluation for accepting the rubber plant mission at ANAD.
  - Communications from the State of Alabama regarding there not being an issue for the permit needed to operate the rubber facility.
  - An information paper discussing the similarities between the Bradley and M1 transmissions.

Meeting was adjourned at approximately 1:00 PM, July 14, 2005.
* Person responsible for this Memorandum: Elizabeth C. Bieri

July 14, 2005

Follow-on to July 8, 2005 Letter to Chairman Prinicpi
(In Response to San Antonio Regional Hearing)

In their defense to fight closure the Red River/Texarkana, TX Community has put forth three arguments:

1. Capacity
2. Unique Capabilities
   a. Rubber Facility
   b. Bradley Transmission
3. Military Value

1) Capacity:

RRAD Assertion:

(1) There is not enough capacity to close a depot.

(2) The use of a 1.5 shift analysis is contrary to DOD policy and "creates artificial capacity."

Response:

(1a) During a March 21, 2005 Infrastructure Executive Council (IEC) meeting they were briefed on the closure of Barstow and Red River Army Depot. Meeting attendees included:

Infrastructure Executive Council Meeting
March 21, 2005

Attendees

Members:

- Mr. Paul Wolfowitz, Deputy Secretary of Defense
- Gen Richard B. Myers, Chairman, Joint Chiefs of Staff
- ADM Vern Clark, Chief of Naval Operations
- Gen Michael Hagee, Commandant of the Marine Corps
- Mr. Michael W. Wynne, Acting Under Secretary of Defense (AT&L)
- GEN Peter. J. Schoomaker, Chief of Staff of the Army
- Mr. Peter B. Teets, Acting Secretary of the Air Force
- Hon Francis J. Harvey, Secretary of the Army
- Hon Gordon R. England, Secretary of the Navy

Library Routing Slip 2005 BRAC Commission Materials
Title of Item: Anniston Community Info
Installation or Community: Anniston Army Depot
Source: Anniston Community
Certified Material? ____ yes ✓ no
Analyst / Provider: Liz Bieri Date Received: 7/14/05

Attendees were informed:

- **After executing both recommendations, DoD will have enough capacity to meet known and projected worse case requirements for ground vehicle maintenance.**
- **Additional data provided by Army and Marine Corps surge requirements have been incorporated into both recommendations.**
- **All depots have been performing well during the current surge period but there is still excess capacity in DoD.**

Capacity and surge requirements are addressed at the March 21 IEC meeting and illustrated on Exhibit 1 or can be viewed by clicking this icon.

C:\Documents and Settings\Nathan.CHA

(1 b) Exhibit 2 is a letter from Mr. Geoffrey Prosch, Principal Deputy Assistant Secretary of the Army Installations & Environment. It states the movement of RRAD mission to ANAD and LEAD meets the needs of the peacetime Army in both short term and long term future. It also states the recommendation retains a sufficient industrial base performing depot maintenance for ground and missile systems to meet 2025 Force Structure requirements. This letter was is specific response to an inquiry by General Hill.

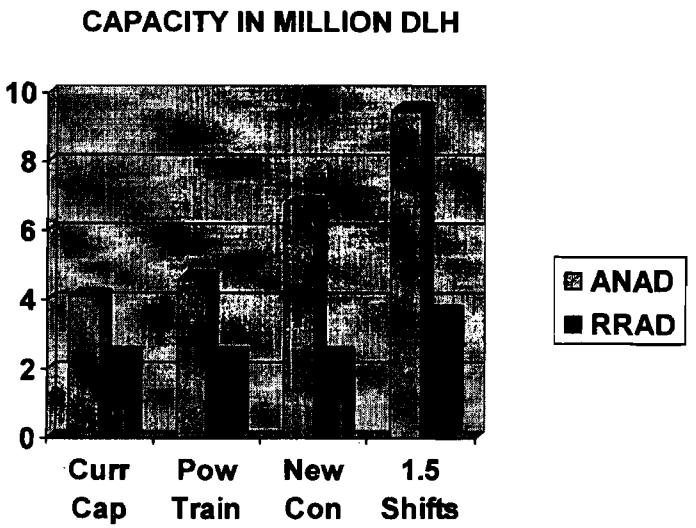
(1 c) The capacity that will remain at LEAD and ANAD is more than sufficient to meet the most aggressive projections for the reset of all ground combat vehicles for the Army & Marine 20 Year Force Structure.

(2 a) The use of 1.5 shifts or 60 hours per week in lieu of 1 shift or 40 hours per week was used by the IJCSG as a valid standard for all industrial operations and tracks with the industry standard for computing capacity. This was addressed in the GAO-05-785 Report on Military Bases and considered to be a conservative approach for computing capacity. Quote from page 174 of the GAO report is:

> **One issue that the maintenance subgroup dealt with during its scenario development was that the current DOD capacity baseline for its maintenance work was based on a single shift 40 hours per week workload. According to the subgroup, when using the optimization model, it found that existing capacity as measured on this basis would constrain its ability to identify options for achieving more economical operations. Further, recognizing that such a baseline was inconsistent with industry practice, the subgroup modified the capacity baseline to one and a half shifts with a 60 hours weekly workload, thus increasing available capacity at its industrial activities and the potential for consolidating work at fewer locations. As we reported after the 1995 BRAC round, a capacity baseline of a single shift 40 hours per week workload is a conservative projection of capacity because the private sector frequently uses a capacity baseline of two or two and a half shifts.[4] In addition, based on more current information of private sector capacity utilization, we still believe that a single shift is a conservative projection of capacity, since many firms today work multiple shifts.**

Mr. Prosch, (Exhibit 2) stated that the use of 1.5 shifts is consistent with the standard methodology of the DOD handbook 4151.18h.

RRAD capacity was certified at 2.4 M DHs (million direct labor hours). Anniston's current capacity was certified at 4.1 M DLH . With BRAC construction of the 2.2 M DLH production capacity and completion of 0.5 M DLH new Power Train Facility, ANAD will have a total production capacity of 6.8 M DLH-- more capacity than the two Depots currently have combined.



Using IJCSG's optimization model of 1.5 shifts, ANAD would have a capacity of 9.45 M DLH after the transfer of the RRAD mission. With the partnering capabilities at Anniston there will be sufficient DLH's to meet surge requirements and accomplish any projected funded workload required in the 20 year Force Structure Plan.

Note: The IJCSG used Fiscal Years 2003, 2004 and 2005 baseline data, the most current available information, to compute capacity requirements.

(2 b) In addition to capacity, ANAD demonstrate efficiency and cost savings. Based on GAO-05-441 RRAD had not performed well in 4 of the last 5 years and thereby may have used more DLH on their products than other Depots. Anniston has operated under budget during that same period and would better utilize their capacity. See the quote from the GAO-05-441 and the attached pages (Exhibit 3).

Method of Allocating Gains and Losses Does Not Provide Incentive For Depots to Set Prices Correctly

In setting future prices to break even, the Army spread depot maintenance reported gains and losses across all depots, rather than allocating reported losses or gains incurred by a specific depot to that depot. While DOD policy does not specify how to allocate gains and losses at the depot level, this practice does not provide the right incentives to the depots to set prices correctly in the budget. If one depot consistently incurred losses, the Army would increase the prices at other depots to help recoup the losses. As a result, the depot incurring the losses is not held accountable for operating on a break even basis. For example, the Red River Army Depot reported an accumulated loss for 4 of the past 5 years, including fiscal years 2002, 2003, and 2004. For these 3 fiscal years, the reported accumulated losses ranged from $18 million to about $48 million, indicating that Red River's customers were not charged enough for the goods and services provided to them. Because of the continual reported losses, the Tank-automotive and Armaments Command—the major subordinate command that directs Red River—sent a team to Red River to determine why the depot reported $29 million of losses during fiscal year 2003. The team found that Red River did not develop accurate budget estimates and underestimated various costs that it incurred including salaries, material, and overhead.

(2 c) An additional item that must be consider in reviewing RRAD capacity and efficiencies of operation is the RRAD requirement to construct a $49 million Maneuver Systems Sustainment Center. The RRAD support documentation for the Milcon project states "If this project is not provided, Red River Army Depot will face an uneconomical situation in supporting soldiers in the joint transformation. The expenses of setting up for short, varied production runs in line space will continue. The expenses of moving vehicles, components, and parts from one building to another will continue."

Anniston not only has the Capacity, they are fully capable of accepting all missions from RRAD and being the DoD Center of Industrial Technical Excellence for Combat Vehicles. ANAD was the recipient of significant workload and combat vehicles in the BRAC 95 process. The Depot received all the light combat vehicle work from RRAD except the Bradley and MLRS carrier. This included the M113 A3 conversion program that was being performed in a partnership with United Defense Limited Partnership (UDLP), which is now BAE Systems. They also received all the self propelled and towed artillery work from LEAD. The work from LEAD included the Paladin which was being worked in partnership with UDLP. All the vehicles and related workload transitioned to Anniston seamlessly to include the workload under partnership with UDLP with no impact on the Warfighter or readiness. Exhibit 4 Memo from BAE Systems. Transitioning the Bradley and MLRS from RRAD to ANAD will again be done seamlessly with no impact on the Warfighter or readiness.

2) Unique Capabilities

RRAD Assertion:
a. Rubber Plant:
Red River Community contends the rubber facility is unique, particularly the M-1 road wheel production and remanufacturing, and cannot be replicated with out impact on the Warfighter. Specific assertions made at the San Antonio hearing were:

1) New construction of Rubber Plant at Anniston will cost $49M and will take 3 years if permits are obtained.
2) Environmental planning, permitting, and compliance will cost $23.8M.
3) RRAD is the only source of supply for M1 Roadwheels.
4) Three commercial sources have tried but failed to be certified for production of M1 Roadwheels.
5) It will take 5 years for ANAD to mature skill base for rubber products.

Response:
Production will not stop at RRAD until the production at ANAD is certified. There is no impact on the Warfighter.

1) New construction of a rubber plant will cost $29M. Construction funding will not be available until FY07; therefore, applying a conservative estimate of two years for site preparation and construction, the plant should be ready in early FY09.
2) The Alabama Department of Environmental Management (ADEM) has reviewed current permits held by RRAD and, after evaluation, they see no reason why permits will not be granted in a timely manner for Anniston to construct and operate a duplicate plant. Environmental planning, permitting, and compliance will cost an estimated $350K-$400K for **all** construction projects and operations related to BRAC implementation.
3) ANAD will use the same rubber compound formula as RRAD. The technical data is government property and can be duplicated in a new rubber production facility.
4) RRAD is currently the only supplier of M1 Roadwheels because there is no financial incentive for private industry to invest in that capability. No information could be obtained on why the three commercial sources failed or lost interest in becoming certified, but we suspect the small volume of workload and low demand are the reasons.
5) Gadsden, Alabama is home to a Goodyear Rubber Plant, which has laid off a number of skilled workers in the recent past. Required skills are available in the local market for rubber plant workers. ANAD recently hired an engineer with 12 years of rubber manufacturing plant supervisory experience. The private industry company he worked for manufactured rubber products several orders of magnitude greater than the amount ever produced at RRAD. ANAD plans to relocate/hire personnel as soon as

practicable to work alongside current rubber plant workers to gain knowledge and experience prior to certification at ANAD. COBRA data indicates a plus up of 7.5 percent in personnel for gaining installations beginning in the first year of transition and ending after two years.

b. Bradley Transmission :

The RRAD community asserts that the Bradley transmission repair is so difficult and tolerances are so restrictive that it cannot be moved to Anniston.

Response:

The Bradley transmission (HMPT 500 Series) is a Hydromechanical Crossdrive Transmission similar to the X1100 transmission for the M-1 tank currently worked at Anniston. Anniston possesses all the skills necessary to do the transmission and will be able to accomplish that mission when the equipment is transferred from RRAD. Exhibit 5 is an information paper on the Bradley that identifies worst case cost in moving the equipment from RRAD. The critical tolerance reference relates to ball bearings that are not available in the supply system and are currently having to be precisely measured when recovered to match existing bearings. Anniston has experience in working with and reclaiming intricate bearings from work on the M-1 turbine and other related combat vehicles. While the transfer on the bearing measurement from RRAD there will be no problem in performing the work on the Bradley transmission.

3) Military Value

Assertion

RRAD assets that they scored higher than ANAD in two military value categories, Armament and Structures and in Depot Fleet/Field Support.

Response:

Anniston is a leader in Depot Fleet/Field support among all Depots as evidenced by Exhibit 6 memo.

Anniston is the highest ranked Depot. ANAD is in fact the highest rated Industrial Installation in the Army, ranking at 25th, in the top 25% of all Army installations. The two most pertinent factors under military value for ground combat vehicles are Combat vehicles and Engines/transmissions where ANAD ranked higher than any other installations.

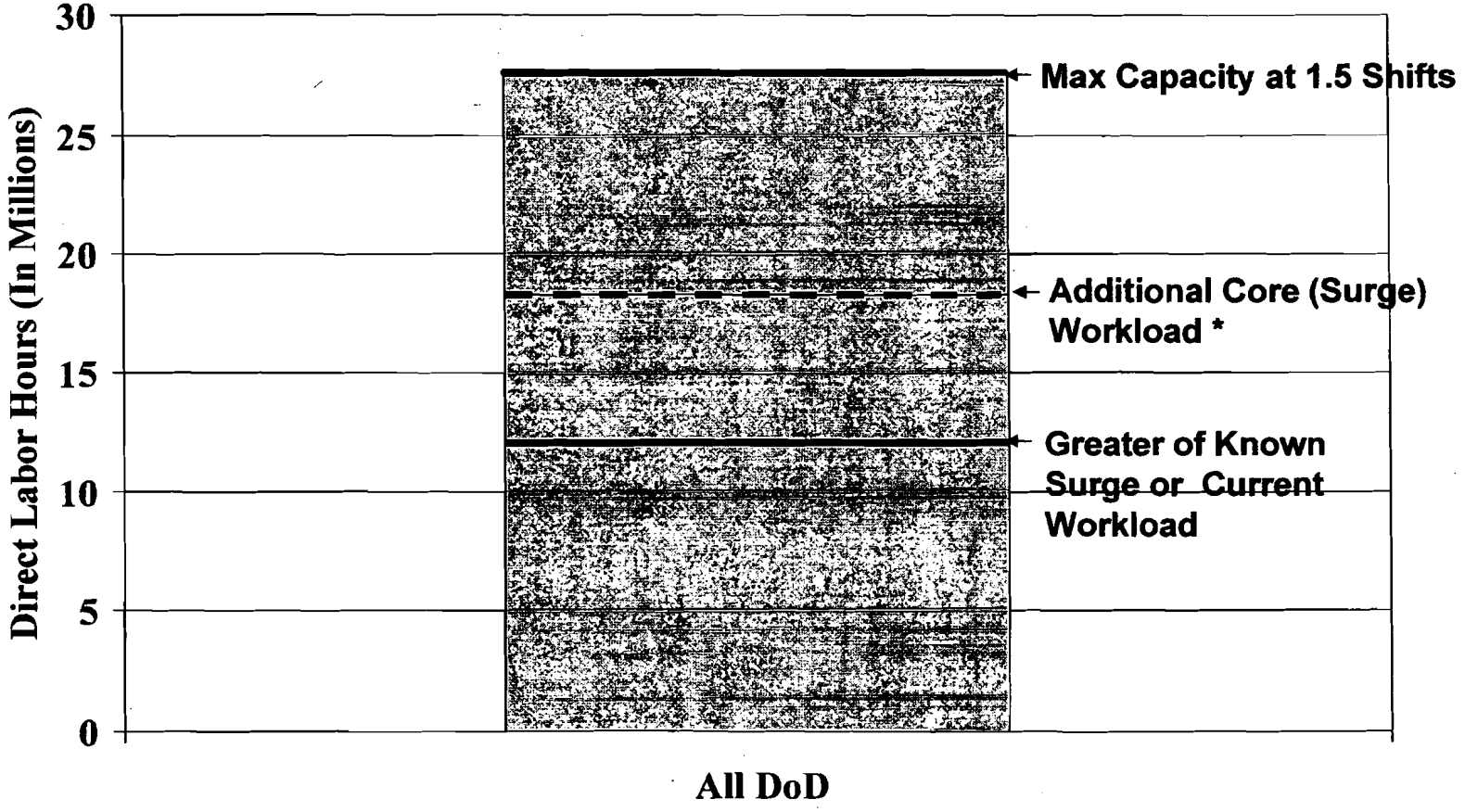
Exhibit 1

Exhibit 1

DCN: 5146

Deliberative Document –For Discussion Purposes Only –Do Not Release Under FOIA

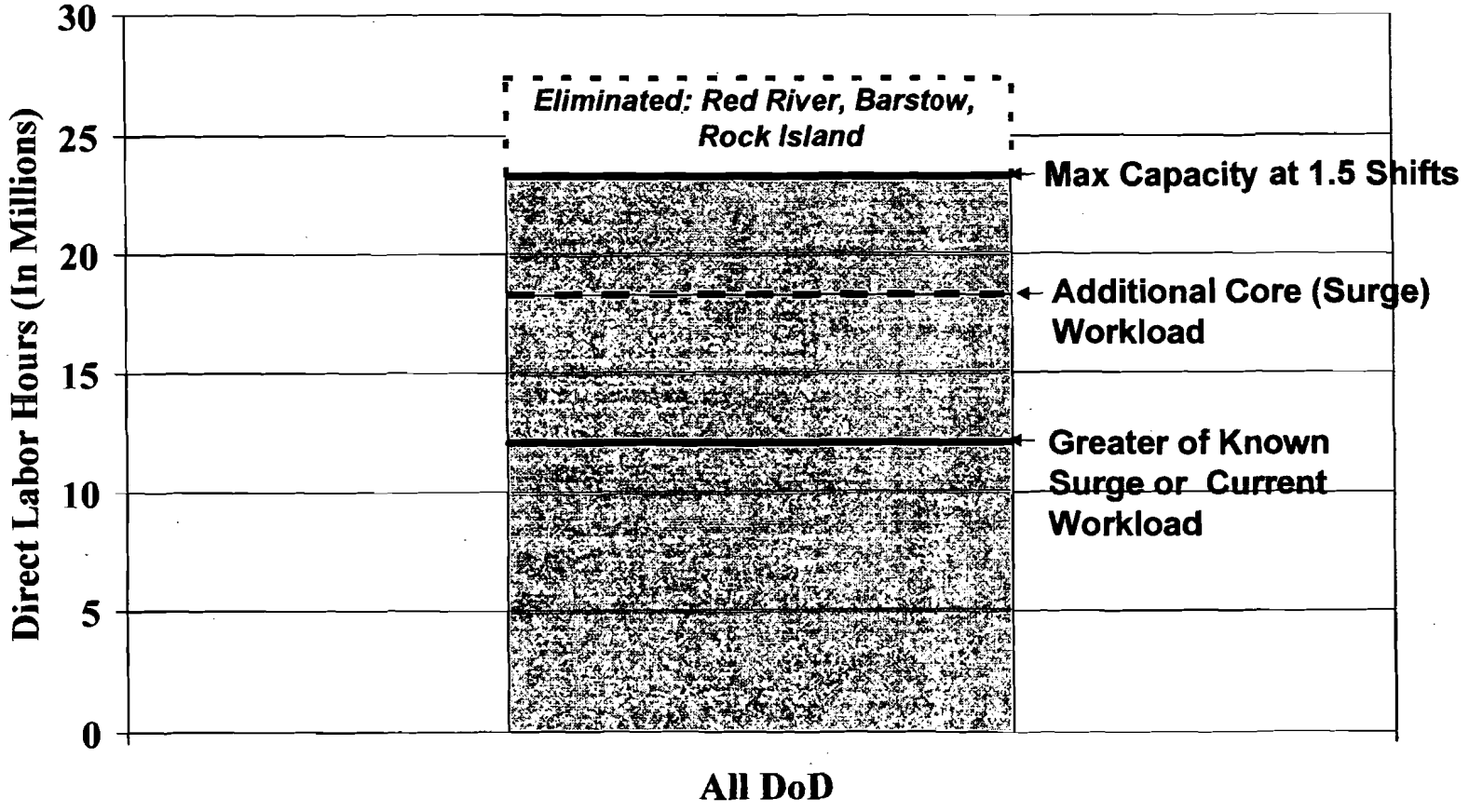
Current Ground Maintenance - Depots Capacity



* Based on uncertified data: 1) Army surge information, workload may increase by approx 4.8M DLHs to an Army total of 15.140 M DLHs; 2) Marine Corps core workload may increase by approx 1.4M DLHs for a total of 3.3M DLHs. Total is approx 18.44M DLHs

DCN: 5146

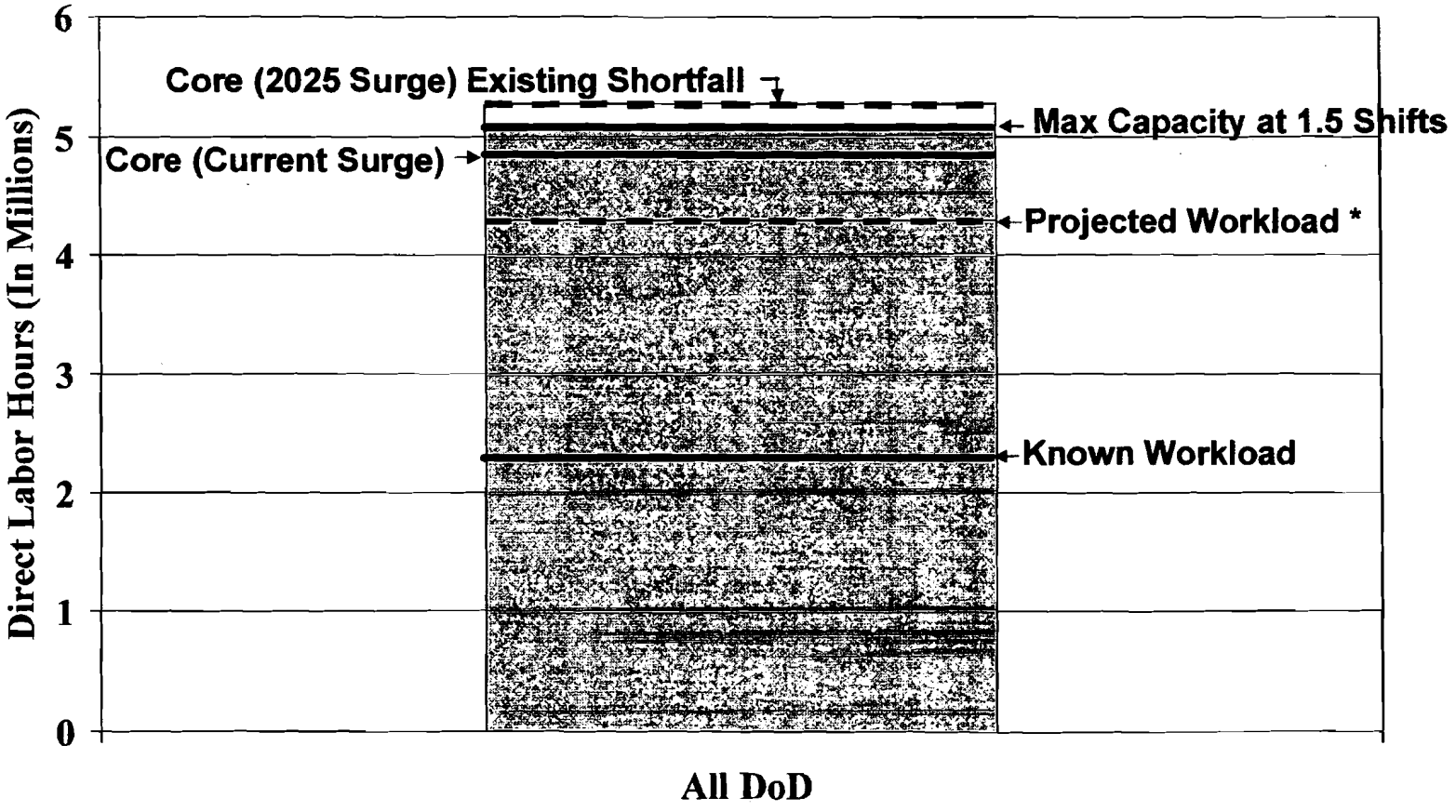
Post BRAC Ground Maintenance - Depots Capacity



- Eliminates depot maintenance functions at Red River, Barstow, Rock Island
- Max Capacity includes 2.6 M DLHs of capacity to be established at Anniston and Letterkenny
- Sufficient capacity retained to meet all known and projected requirements

DCN: 5146

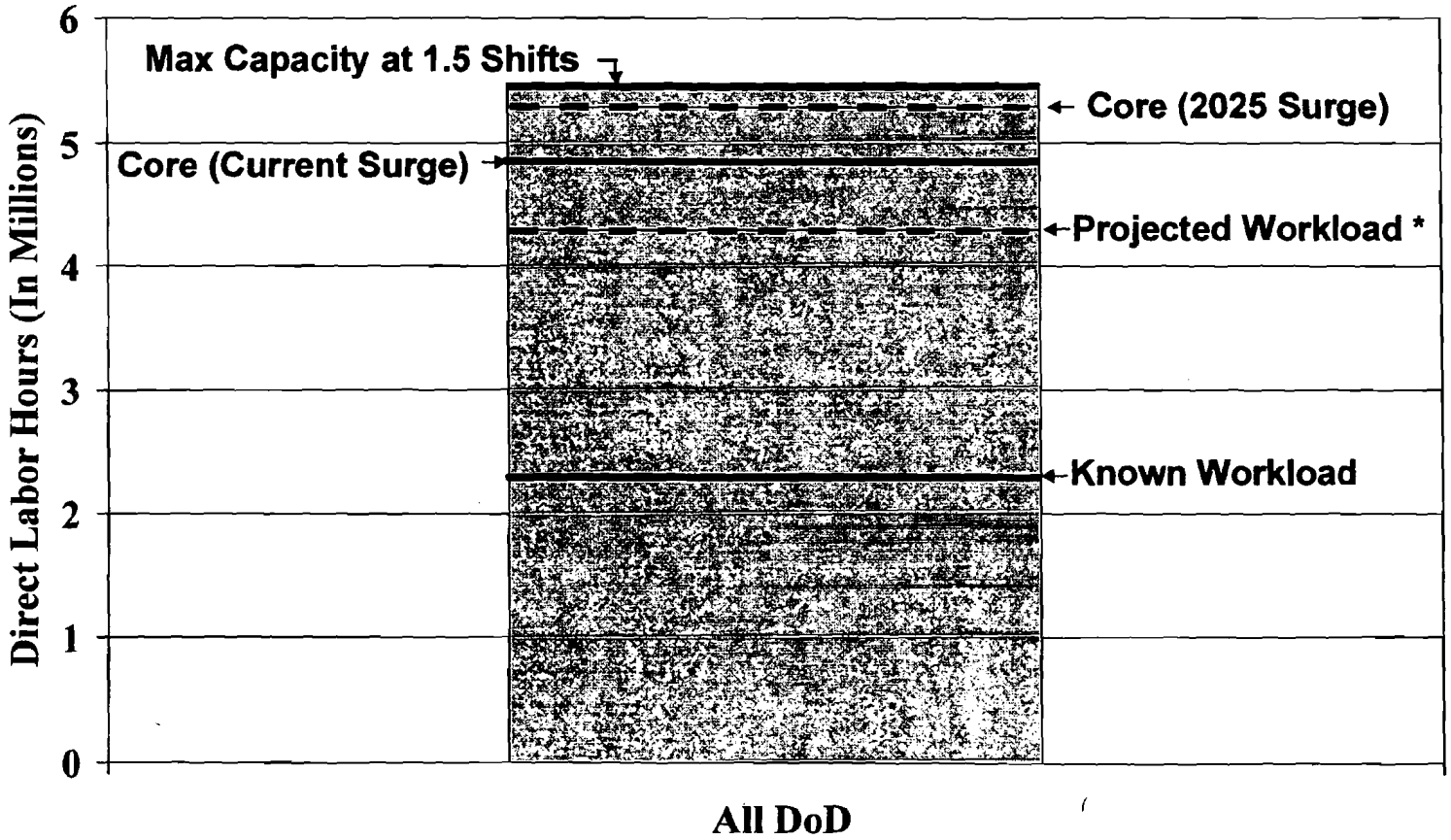
Current Combat Vehicle – Depot Capacity



* Based on uncertified Army surge information Army workload could increase by approx 2.0M DLHs to a DoD total of 4.2M DLHs.

DCN: 5146

Post BRAC Combat Vehicle – Depot Capacity



- Eliminates depot maintenance functions at Red River, Barstow, Rock Island
- Max Capacity includes 2.6 M DLHs of capacity established at Anniston and Letterkenny
- Sufficient capacity retained to meet all known and projected requirements

DCN: 5146

Cost and Savings Overview

- In response to Army and Marine Corps concerns, the IJCSG analyzed the recommended closures with the addition of capacity at receiving activities to meet potential data changes.
  - Additional 2.6 million DLHs at Anniston (2.2M DLHs) and Letterkenny (0.4M DLHs) Army Depots
  - Thirteen year payback
- Supports other JCSGs to enable complete closures of Red River and Barstow (potential enclave of railhead)
- Cost/savings overview on following charts

Exhibit 2

DCN: 5146

DEPARTMENT OF THE ARMY
OFFICE OF THE ASSISTANT SECRETARY
INSTALLATIONS AND ENVIRONMENT
110 ARMY PENTAGON
WASHINGTON DC 20310-0110

JUN 28 2005

General James T. Hill (USA Ret)
Commissioner
2005 Defense Base Realignment and Closure Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

Dear General Hill:

I am responding to your request for additional information as discussed during our recent phone conversation on 21 June 2005. The paragraphs below and the attached briefing charts provide more detailed information on the Base Realignment and Closure (BRAC) recommendations for Texas.

As discussed during the basing testimony on 18 May 2005, the Army used BRAC 2005 to conduct a holistic review of our operational basing, to include the impact of units returning from overseas and activation of modular units. Through the BRAC process, the Army sought to balance its operational forces across a variety of installations and provide them with sufficient, sustainable maneuver and training space in a wide variety of geographic, topographic, and climatic conditions in support of the live training requirements of units assigned. The BRAC analysis concluded that with five BCTs permanently stationed at Fort Hood, Fort Hood is at its saturation point from a training perspective. Fort Bliss still has excess capacity with four BCTs, while Fort Carson is at capacity with four.

FORT HOOD

- Analysis concluded that Fort Hood is at its saturation point, from a training perspective, with 5 BCTs.
- Facilities for a sixth BCT do not exist at Fort Hood nor is the military construction currently programmed.
- Estimated current facilities shortages at Fort Hood will require additional military construction to support the transformation of the 5 BCTs and other units remaining at Fort Hood to the new modular force design.
- The projected FY 11 Fort Hood soldier population will be more than 41,700 after all BRAC and modular force transformation actions are considered. The FY 03 soldier population, the baseline for analysis, was 41,054.
- As our force structure decisions continue to evolve, Fort Hood may grow. In any case, Fort Hood will remain the Army's premier heavy maneuver force installation, with more maneuver brigades than any other installation.

FORT BLISS

- One of the Army's largest installations.
- Combined with White Sands Missile Range, this is the largest maneuver training and testing location within the Army.
- With the increase in number of BCTs stationed in the United States, consolidating the ADA and Field Artillery Centers and Schools at Fort Sill provides the required space at Fort Bliss to adequately train four of these BCTs, while providing additional capacity for future requirements.
- There is no other location that provides these same attributes as effectively and efficiently.

RED RIVER ARMY DEPOT

The Industrial JCSG developed recommendations to relocate the Depot Maintenance and the Munitions storage and distribution, demil, and maintenance functions, and the Supply & Storage JCSG developed a recommendation to relocate the Defense Distribution Depot function. These three recommendations comprise the majority of the personnel and functions at Red River, and enabled the Army to develop an integrated recommendation for the closure of Red River Army Depot.

- The IJCSG determined infrastructure capacity using the larger of workload requirements or core requirements.
- The group considered the core requirement changes identified in the 2025 Force Structure Plan.
- The IJCSG analysis followed the guidance in DoD Handbook 4151.18H, which provides a standard methodology for measurement of depot maintenance, in the development of its recommendations. The IJCSG analysis includes adding 2.6 M DLH supplemental Combat Vehicle capacity at Anniston (2.2M DLHs) and Letterkenny (.4M DLHs) based on 1.0 shift. This additional capacity is sufficient to meet the needs of the peacetime Army in both short term and long term future
- The JCSG determined during a deliberative session to use a 1.5 shift in its modeling to account for surge. This planning approach preserves and retains sufficient capacity for future and unknown requirements and is consistent with the standard methodology of DoD Handbook 4151.18H.
- The closure of Red River Army Depot reinforces Anniston's and Letterkenny's roles as Centers of Industrial and Technical Excellence for Combat Vehicles (Anniston) and Missile Systems (Letterkenny).
- The receiving depots have greater maintenance capability, higher facility utilization, and greater opportunities for inter-service work-loading.
- This recommendation retains a sufficient industrial base performing depot maintenance for ground and missile systems to meet 2025 Force Structure requirements.

I am confident that the Department's recommendations will enhance transformation, combat effectiveness, and the efficient use of taxpayers' money. I hope this and the attached

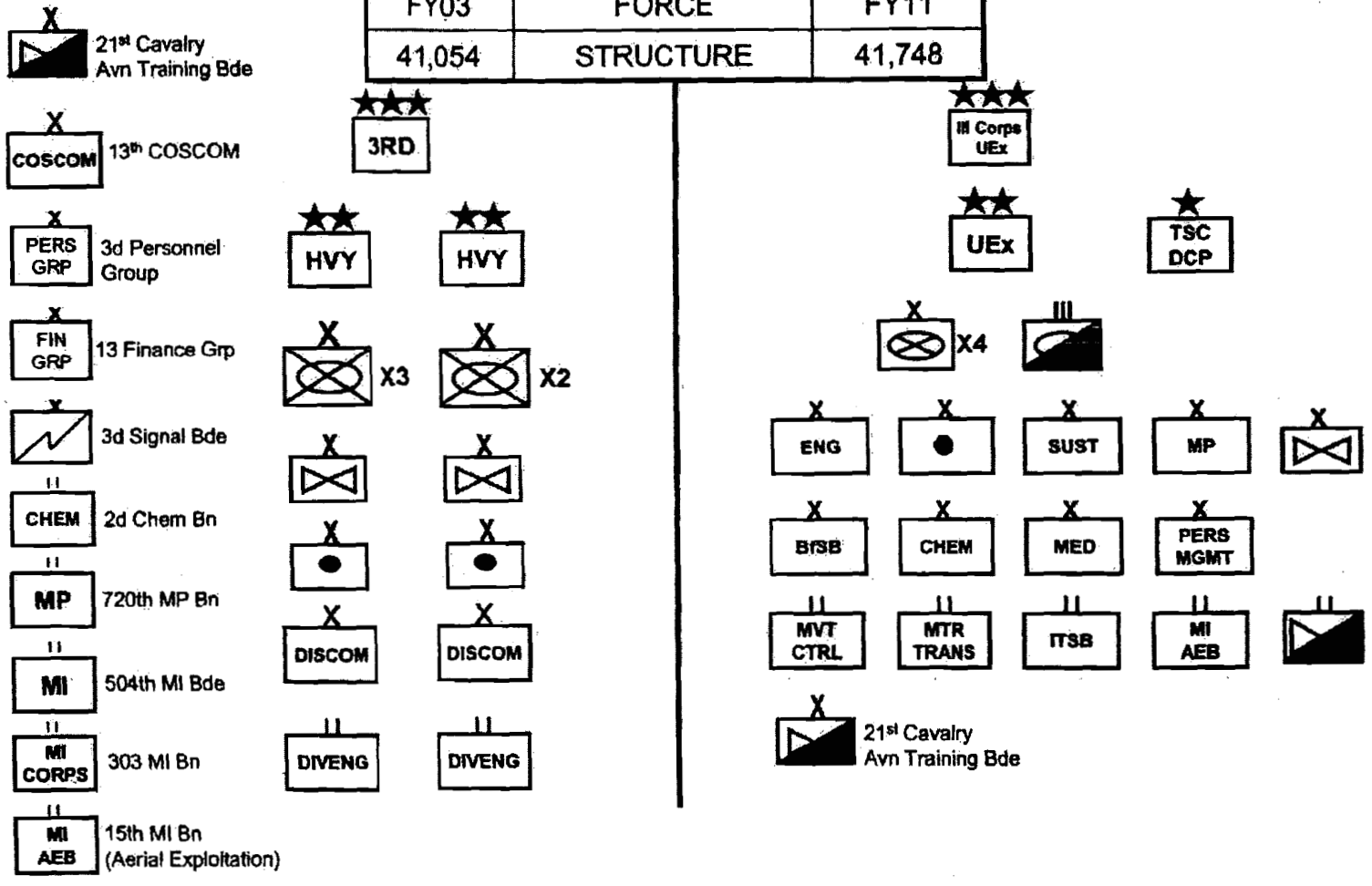
information are useful to you. We stand ready to brief you if you so desire. POC is Dr. Craig College, 703-696-9534.

Sincerely,

Geoffrey G. Prosch
Principal Deputy Assistant Secretary of the Army
Installations & Environment

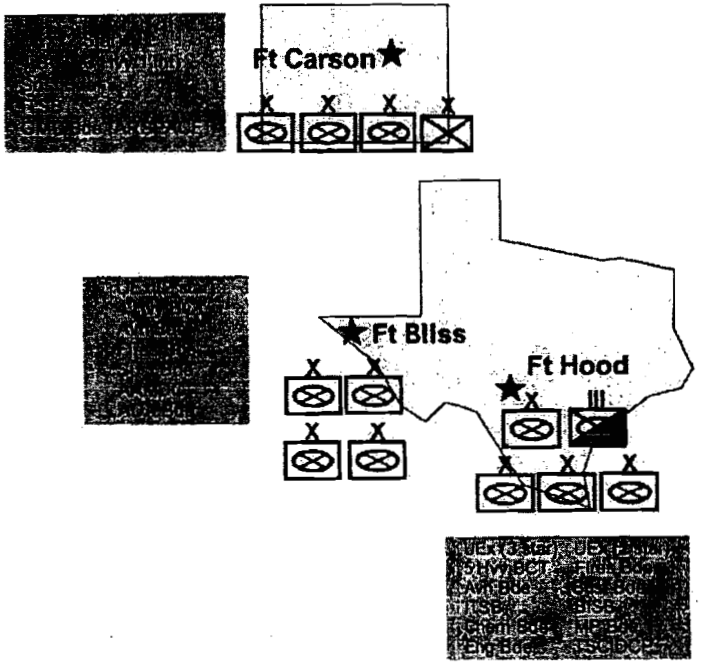
FT HOOD FY2003 →2011

FY03	FORCE	FY11
41,054	STRUCTURE	41,748



DCN: 5146

Brigade Combat Team Distribution Southwest US

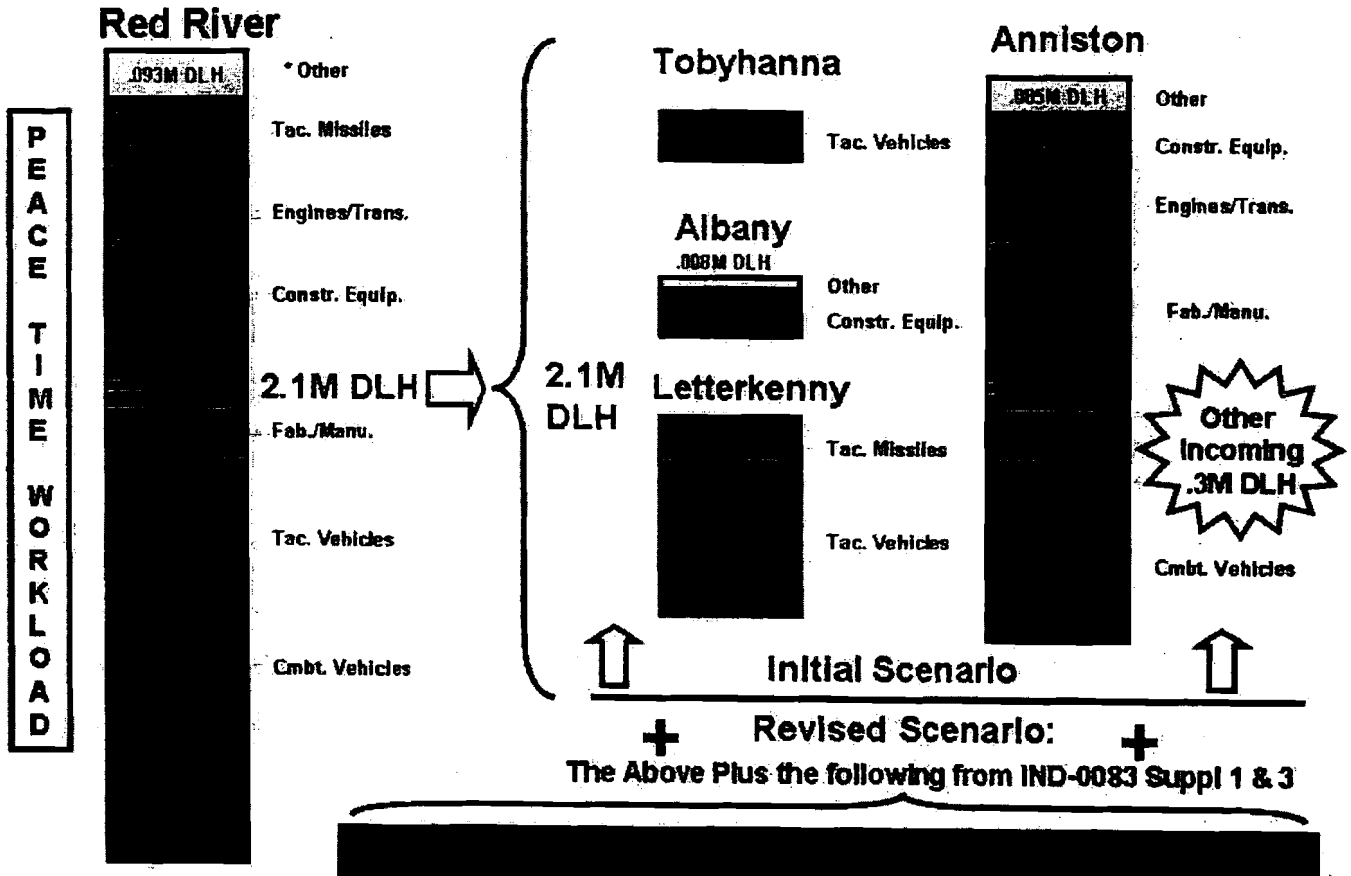


POST	MANEUVER ACREAGE	# OF BCT CURRENT/ PLANNED	CAPACITY # OF BCT HVY/LT	TRAINING STATUS	ACRES PER BCT (PLANNED)
HOOD	136,912	5 (5)	5/0	AMBER	27,400
BLISS	992,300	0 (4)	4/2	GREEN	248,000
CARSON	351,000	2 (4)	4/1	AMBER	87,800

- Brigade Combat Team (BCT) balanced in SW to optimize training and deployment capabilities
- Installations have sufficient capability to sustain Army Force Generation (ARFORGEN) requirements cycle
- Distribution ensures installations have capacity to support Reserve Component (RC) training cycle
- Reduces environmental impact from over utilization of training areas
- Force posture supports Army's conversion to modular force design
- FY03-11 Structure Authorizations:
  - Ft Hood 41,054 → 41,748 (+694)
  - Ft Bliss 9,953 → 28,214 (+18,261)
  - Ft Carson 13,790 → 21,638 (+7,848)

DCN: 5146

Red River Workload



[redacted]

* Other = Pwrtrain Comp, Starters/Alt/Gen, Armt&Struct Comp, Depot Fleet/Fld Spt, Fire Cntrl, and Other

DCN: 5146

Exhibit 3

DCN: 5146

and other base tenants and include security, fire protection, building maintenance, resource management, and personnel and community activities. Maintenance mission overhead includes indirect costs that can be directly attributed to supporting the depots' maintenance mission, such as supervision, indirect material, general engineering, and mid-level management and administrative expenses, but cannot be tied to a specific cost center. Tables 2 and 3 illustrate the breakout of the depots' base operations and maintenance mission overhead rates per direct labor hour as a percentage of the depots' total overhead rates for fiscal years 2001 and 2005.[9]

Table 2: Depot Base Operations and Maintenance Mission Rates Per Direct Labor Hour for Fiscal Year 2001

	Fiscal year 2001 base operations		Fiscal year 2001 maintenance mission		
Army depot	Rates	Percent of overhead total	Rates	Percent of overhead total	Total overhead rates
Letterkenny	$32.73	39	$51.70	61	$84.43
Red River	30.86	50	31.04	50	61.90
Corpus Christi	25.39	41	36.34	59	61.73
Anniston	17.27	42	23.92	58	41.19
Tobyhanna	17.69	54	14.90	46	32.59

Source: Individual Army depots and GAO analysis.

As illustrated in tables 2 and 3, base operations overhead costs represented a significant portion of the depots' total overhead rate per direct labor hour for fiscal years 2001 and 2005. In fiscal year 2001, base operations overhead as a percentage of the total overhead rate ranged from 39 percent at the Letterkenny Army Depot to 54 percent at the Tobyhanna Army Depot. In fiscal year 2005, base operations still made up a significant portion of the individual depots' total overhead rates: a range of 28 percent at the Anniston Army Depot to 52 percent at the Red River Army Depot.

[9] Fiscal year 2000 base operations and maintenance mission overhead data were not available for all depots.

Table 3: Depot Base Operations and Maintenance Mission Rates Per Direct Labor Hour for Fiscal Year 2005

	Fiscal year 2005 base operations		Fiscal year 2005 maintenance mission		
Army depot	Rates	Percent of overhead total	Rates	Percent of overhead total	Total overhead rates
Letterkenny	$24.78	47	$28.08	53	$52.86
Red River	28.80	52	26.86	48	55.66
Corpus Christi	14.35	31	31.32	69	45.67
Anniston	14.73	28	37.22	72	51.95
Tobyhanna	18.71	41	26.51	59	45.22

Source: Individual Army depots and GAO analysis.

Tables 2 and 3 show that maintenance mission overhead was also a significant cost factor making up the individual depots' total overhead rate per direct labor hour for fiscal years 2001 and 2005. In fiscal year 2001, maintenance mission overhead as a percentage of the total overhead rate ranged from 46 percent at the Tobyhanna Army Depot to 61 percent at the Letterkenny Army Depot. By fiscal year 2005, these percentages ranged from 48 percent at the Red River Army Depot to 72 percent at the Anniston Army Depot. Some maintenance mission overhead costs involve payments to organizations external to the depots, such as payments to the Defense Finance and Accounting Service for accounting and financial services. We also found that from fiscal year 2001 to fiscal year 2005, the maintenance mission overhead rate increased at only two of the depots—those that had the lowest rates in fiscal year 2001. An official at Anniston Army Depot stated that increased quality assurance operations that required hiring additional engineers and higher subordinate command management fees primarily caused the maintenance mission rate increase. An official at Tobyhanna Army Depot stated that increased LMP, Defense Logistics Agency, and Defense Finance and Accounting Service fees caused part of the increase in its maintenance mission rate. Further, in fiscal year 2002, the Army Materiel Command directed the depots to reclassify certain base operations costs as maintenance mission to properly allocate overhead costs to maintenance mission.

Method of Allocating Gains and Losses Does Not Provide Incentive For Depots to Set Prices Correctly

In setting future prices to break even, the Army spread depot maintenance reported gains and losses across all depots, rather than allocating reported losses or gains incurred by a specific depot to that depot. While DOD policy does not specify how to allocate gains and losses at the depot level, this practice does not provide the right incentives to the depots to set prices correctly in the budget. If one depot consistently incurred losses, the Army would increase the prices at other depots to help recoup the losses. As a result, the depot incurring the losses is not held accountable for operating on a break even basis. For example, the Red River Army Depot reported an accumulated loss for 4 of the past 5 years, including fiscal years 2002, 2003, and 2004. For these 3 fiscal years, the reported accumulated losses ranged from $18 million to about $48 million, indicating that Red River's customers were not charged enough for the goods and services provided to them. Because of the continual reported losses, the Tank-automotive and Armaments Command—the major subordinate command that directs Red River—sent a team to Red River to determine why the depot reported $29 million of losses during fiscal year 2003. The team found that Red River did not develop accurate budget estimates and underestimated various costs that it incurred including salaries, material, and overhead.

On the other hand, the Tobyhanna Army Depot—which had a reported revenue that ranged from $259 million to $406 million from fiscal years 2000 to 2004—reported an accumulated gain for each fiscal year from fiscal year 2000 through fiscal year 2004, ranging from $31 million to $169 million.[10] Likewise, the Anniston Army Depot reported an accumulated gain for fiscal years 2002 through 2004 ranging from $30 million to $123 million, indicating that it has been charging its customers too much for goods and services. Tobyhanna officials stated that over the last few years, they wanted to reduce their prices more than was allowed by the Army Materiel Command to return these gains to customers. Tobyhanna officials said that their sales prices were inflated to offset losses at other depots.

Due to its recent business merger of depot maintenance and ordnance activity groups beginning in fiscal year 2005, it is even more important for the Army to allocate gains and losses incurred by a specific activity to that activity. This new activity group is called the industrial operations activity group. In the past, the depot maintenance activity group did a much larger

[10] LMP implementation problems at the Tobyhanna Army Depot affected its fiscal year 2003 and 2004 AOR. LMP problems are discussed later in this report.

Exhibit 4

DCN: 5146

BAE Systems
Steel Products Division
PO Box 1030
Anniston, Alabama 36202
256-237-2841

BAE SYSTEMS

July 7, 2005

MEMORANDUM 4

President Calhoun County Chamber of Commerce

Subject: BRAC Mission Transitions

During BRAC '95, towed and self-propelled artillery missions were transferred from Letterkenny Army Depot (LEAD) to Anniston Army Depot (ANAD). LEAD had an existing partnership with United Defense (now BAE Systems) for repair of the M109A6 Paladin, self-propelled artillery. United Defense and ANAD had had successful experiences with public-private partnerships. Because of this, the mission and partnership with United Defense transferred to ANAD in a seamless, cost-effective, and timely manner.

Likewise, during BRAC '95, the light armored personnel carrier (FOV M113) repair mission was transferred from Red River Army Depot (RRAD) to ANAD. Similarly, RRAD had an existing partnership with United Defense for the FOV M113 repair mission. United Defense and ANAD had had successful experiences with public-private partnerships. Again, the mission and partnership with United Defense transferred to ANAD in a seamless, cost-effective, and timely manner.

Now, in BRAC 2005, it has been recommended that the Bradley Fighting Vehicle (BFV) repair mission be transferred from RRAD to ANAD. RRAD has an existing partnership with United Defense for the Bradley repair mission. In light of the above, it is anticipated that there will be no particular difficulty with the transfer of the Bradley mission and partnership to ANAD, and that this will also be accomplished in a timely, seamless, and cost-effective manner.

Sincerely,

Robert L. Houston

Robert L. Houston
Vice President and General Manager

Exhibit 5

DCN: 5146

REQUIREMENTS FOR BRADLEY/MLRS TRANSMISSION OVERHAUL CAPABILITY AT ANNISTON ARMY DEPOT

End Item Identification: HMPT 500 (P/N 11629000), HMPT 500-3 (P/N 12364200), HMPT 500-3EC (P/N 12380500), HMPT 500-3ECA (P/N 12446600), and HMPT 500-3ECB (P/N 12446500) Hydromechanical Crossdrive Transmissions

HMPT 500: DMWR 9-2520-270 & TM 9-2520-270-34P

HMPT 500-3: DMWR 9-2520-281 & TM 9-2520-281-34P

Required Equipment:

The following equipment (worst case scenario) would have to be transitioned from Red River Army Depot (transition cost in parentheses):

1. Brown-Bavaria Load Test Dynamometer (Automated) w/ Control Room Equipment – ($ 100,000)
2. Hicklin Load Test Dynamometer (for –EC Transmissions) – ($60,500)
3. HMPT 500 Bore/Ball Matching Gage – ($16,500)
4. 10,000 Class Clean Room – ($20,000 – potential new purchase item)
5. Computers (3-each) and Printer (1-each) – ($100)
6. Granite Table – ($1,000)
7. 500-3EC Transmission Electronic Control Unit Test Stand – ($12,000)
8. 500-3 Transmission Control Unit Test Stand – ($12,000)
9. Build-Up Station for HMPT Hydraulic Assembly – ($1,500)
10. Control Valve Test Station – ($12,000)
11. BFVS PTO Test Stand – ($12,000)
12. 500 Transmission PTO Valve Test Stand – ($12,000)

Total Equipment Transition Costs = $259,600 (worst case for all items)
= $159,600 (utilization of only one Dynamometer)
= $147,600 (utilization of only one Dynamometer, and one Control Unit T.S.)

Required Facilities:

No new construction of facilities is required.

Required Skills:

Existing labor skills are sufficient; however, some familiarization and on-the-job training for 4-6 individuals would speed up the transition process.

Exhibit 6
DCN: 5146

AMSTA-AN-BR 6 July 2005

Memorandum for Record

Subject: Depot Level Field Support

In addition to depot maintenance operations on the installation, Anniston Army Depot (ANAD) has an organization in place specifically designated for deployment support missions to anywhere in the world at any time. Each employee in this organization has a current passport and can deploy on short notice.

In support of Operation Desert Shield/Storm 476 ANAD employees were deployed to support the war efforts in SWA, which accounted for 36 percent of all civilians deployed. ANAD employees in country performed ninety percent of all combat vehicle maintenance missions. ANAD employees formed "mini depots" in county to perform M1A1 Modifications on Armor packages, optical improvements, survivability improvements, and CARC painting of equipment. 1243 total vehicles were serviced. Support also included inter-service support. ANAD employees installed appliqué armor on 75 USMC M60A1 tanks. Forward support included DESCOMUSA support group, maintenance and supply, and field support of armored vehicles and new production hand-off of M1A1 tanks for the USMC.

At the conclusion of Desert Storm, the heavy-tracked combat vehicle fleet in SWA was evaluated to determine the degree of repair necessary ensuring uncompromised readiness. Listed below is a recap of quantities and series of vehicles work loaded at ANAD. Reconstitution as of June 95:

SERIES	QUANTITY
1PM1	236
M1A1	365
M1	300
M728 CEV	46
M88A1	371
AVLB	70
Total Vehicles	**1,388**

Anniston Army Depot has deployed in excess of 250 employees in support of Operation Iraqi Freedom and Operation Enduring Freedom and another 100 employees to various locations around the globe since January 2003.

ANAD's first mission was to deploy two employees to Camp Arifjan, Kuwait, to establish a Forward Repair Activity (FRA). These employees were tasked with establishing all logistical requirements including lodging, housing, clothing, etc. for ANAD employees. We deployed approximately 20 additional employees two weeks

later to begin transformation of an empty warehouse into a Rebuild Facility. Within 45 days of arrival in country, we were making repairs to secondary items. Four employees were deployed to the Netherlands Feb 03 for a period of 30 days to support M1A1 mission requirements. Three employees were also deployed to Germany to inspect 45 M1A1 Vehicles prior to vehicles being turned in. We have maintained a cadre of approximately 22 employees since being at Camp Arifjan. These individuals also possess the skills necessary to make needed repairs on combat vehicles such as the M1A1, M88A1, M9 Armored Combat Earthmover (ACE), M60 AVLB (Armored Vehicle Launched Bridge), and M113 Family of Vehicles. Missions in Kuwait have ranged from Add-on-Armor, repair of 1790 engines, repair of other secondary items, and the inspection/categorization of assets to determine disposition.

Anniston deployed 10 employees to Camp Anaconda, Balad, Iraq, to staff the HMMWV Service Center for approximately 18 months. These employees performed numerous services in support of our soldiers in country. These included repairs of tires, application of Add-on Armor, changing oil in vehicles, changing transmissions, repairing brakes, etc.

During the past two years, Anniston Army Depot has deployed in excess of 350 employees to posts, camps, and stations in 34 states and 7 different countries. Our employees have been involved with supporting our war fighters in many different missions. Some of these include: Inspection/Repair of AVLB's; Inspection of M1A1's; Repair of Reverse Osmosis Water Purification Unit (ROWPU); Welding of Tracked Vehicles; Towed Artillery Repair; and Inspection/Repair of Small Arms. Our employees continue to support any mission requiring our support. We have the capability and have demonstrated our commitment to our Warfighters by deploying employees to posts, camps, and stations, within hours when necessary.

Phillip Dean

Phillip Dean
Installation Administrator
Transformation (BRAC) Office
Anniston Army Depot

ANNISTON ARMY DEPOT BRAC CONSTRUCTION MILESTONES

Description	Cost Estimate ($K)	Charette	RFP Preparation/Design	Construction	Design/ Award
Projects Related to Workload Transfer					
Site Improvements and Utilities	43,000	1 Nov 05 - 1 Dec 05	1 Jan 06 - 1 Oct 06	1 Nov 06 - 1 Oct 07	D-B-B
Rubber Products Plant	29,000	1 Oct 05 - 1 Nov 05	1 Dec 05 - 1 Dec 06	1 Feb 07 - 1 Mar 08	D-B
Combat Vehicle Rebuild Facilities	90,000	1 Oct 05 - 1 Nov 05	1 Dec 05 - 1 Dec 06	1 Feb 07 - 1 Feb 09	D-B
Employee Dining Facility	1,800	1 Oct 05 - 1 Nov 05	1 Dec 05 - 1 Jun 06	1 Feb 07 - 1 Feb 09	D-B
Industrial Waste Treatment Plant	12,800	Complete	1 Oct 05 - 1 Jul 06	1 Oct 06 - 1 Oct 07	D-B-B
Depot Entrance	3,550	1 Dec 05 - 1 Jan 06	1 Feb 06 - 1 Nov 06	1 Feb 07 - 1 Jan 08	D-B-B
Total	180,150				
Projects related to Center of Military History and Artifacts Moves					
Building 201 West Addition (CMH)	3,000	1 Oct 05 - 1 Nov 05	1 Dec 05 - 1 Aug 06	1 Oct 06 - 1 Oct 07	D-B-B
Macro Artifacts Building (CMH)	19,000	1 Oct 05 - 1 Nov 05	1 Dec 05 - 1 Aug 06	1 Oct 06 - 1 Mar 08	D-B-B
Total	22,000				

D-B Design Build
D-B-B Design-Bid-Build

DCN: 5146

ANNISTON ARMY DEPOT BRAC CONSTRUCTION MILESTONES

Description	Cost Estimate ($K)	Charette	RFP Preparation/Design	Construction	Design/ Award
Projects Related to Workload Transfer					
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Total	22,000				

D-B Design Build
D-B-B Design-Bid-Build

DCN: 5146

DCN 5860

July 20, 2005

Ms. Elizabeth Bieri
Army Analyst
Defense Base Realignment and Closure Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

Dear Ms. Bieri,

We really appreciate the time that you and Don Manuel spent with us last week to help us better understand the BRAC process and our appropriate role as a community in support of our installation, Anniston Army Depot. At the meeting, we and the staff members from the respective offices of our Senators, Congressman and Governor promised to provide the following follow-on documents:

1.) An Economic Analysis (EA) on the Rubber Facility
2.) A White Paper Comparing Work on the Bradley Transmission to that of Other Combat Vehicle Transmissions
3.) Form 1391 Showing Anticipated Costs of Relocating the Rubber Facility

When we requested assistance from the Depot in obtaining certain documents, they noted that documents prepared by installations, such as 1391's and EA's relating to the BRAC process, should be released through official channels at AMC or TACOM, rather than directly to the community. I am sure that AMC or TACOM would be more than happy to provide those documents at your request as a BRAC analyst.

From what I understand, the EA includes analysis of 4 options: (1) Maintaining the Status Quo, (2) Enclaving in Place at RRAD under ANAD Command and Control, (3) Constructing and Operating a Rubber Plant at ANAD, and (4) Leasing a Facility Off-depot at ANAD. Also, from what I understand, Options 1 and 4 are not considered viable and number 3 was actually less costly than option 2.

The 1391 on the rubber facility, also available via a request from AMC/TACOM, will show the MILCON cost to be $29.5 M in comparison to the previous 1391 where the cost was $47. The first shows site preparation and utility costs as a part of the rubber plant construction when those costs are also applicable to other construction projects and future projects and therefore should not have been included.

DCN 5860

I am including a brief comparison of transmissions, relying on my own experience as a past Deputy Commander of ANAD. Also, I have included a photograph of the ANAD Transmission Repair Shop. Since these items are provided by the community and not generated by the Depot, we are happy to make them available. You may wish to request a photograph from RRAD in order to see the difference in the levels of sophistication of the transmission repair processes.

If we may provide more information that would enable you to gain the information you need, please feel free to call Nathan Hill, Military Liaison, or Sherri Sumners, President at 256-237-3536 or e-mail us at nathanh@calhounchamber.com or sherris@calhounchamber.com.

Thank you for your service and for the professional way in which you conduct this important process.

Respectfully Yours,

Nathan Hill
Military Liaison

Enclosure
Copies:

Ms. Laura Friedel, Office of U.S. Senator Richard Shelby
Mr. Archie Galloway, Office of U.S. Senator Jeff Sessions
Ms. Molly Dittmer, Office of Congressman Mike Rogers
Mr. Jim Walker, Director of Homeland Security, State of Alabama
Ms. CeCe Siracuse, Hurt, Norton and Associates

DCN 5860

Anniston Army Depot (ANAD)
Bradley HMPT 500 Transmission Overhaul Capability

Experience:

ANAD overhauls a wide variety of transmissions as shown below. In fact, Anniston is currently overhauling 5 different cross-drive and 2 in-line transmission models. Two of these are the X-1100, used in the M1 Abrams, and the X-200 transmission, used in the M113A3. Both are very sophisticated transmissions. They are as complex if not more complex as the HMPT-500, which is used in both the Bradley and MLRS vehicles.

Transmission	Vehicle	Type
X-1100	M1A1/M1A2	cross-drive
XTG-411	Paladin/FAASV	cross-drive
XT-1410	M88A1/A2	cross-drive
X-200	M113A3	cross-drive
CD-850	AVLB	cross-drive
M9 xsmn	M9 ACE	in-line
TX-100	M113A2	in-line

General:

The requirements to overhaul a HMPT 500 transmission are not as difficult as those of the X-1100 transmission, used in M1A1/A2 vehicles, nor as sophisticated as the X-200, used in M113A3 vehicles. Both of these transmissions are electronically controlled and utilize hydrostatic pump and motor assemblies as steer units. Anniston's experience with these and other transmissions will enable transfer of the HMPT-500 mission seamlessly and no impact to readiness.

Skills required and availability at ANAD:

Mechanics: Only trained, qualified mechanics are assigned to transmission overhaul. A CO-OP school with applicable training is established and in full operation at ANAD to supply these personnel as needed. The skills required to overhaul the X-1100 and X-200 transmissions are the same skills required to overhaul the HMPT-500 transmission.

Engineering: Anniston has a large and well-trained engineering staff. Mechanical Engineers are assigned to the transmission shop and testing centers. Electrical, Chemical and Civil Engineers support them for the establishment and control of production processes. The skills required to support ANAD's current transmission workload are the same type required to support the overhaul processes used for the HMPT-500.

Technicians: Anniston uses qualified & certified technicians to perform work such as X-ray, coordinate measuring, plating, metalizing, CNC programming, and building test fixtures. These same type skills will support the HMPT-500 mission.

Machinist: Several labor grades are established at ANAD to distinguish the capabilities required for various work assignments. Skills available range from simple drill press operation to fabricating the most complex testing device and setting up and operating CNC machines. Training of machinists is also performed at the ANAD CO-OP School.

Facilities required:

The same type facilities now in use at ANAD to support current transmission workload will be used to support the HMPT-500 mission. These will be clean climate-controlled rooms. The specialized test equipment currently used at Red River to include the dynamometer test stands will be moved and installed in these facilities.

Overhaul Processes:

The overhaul processes used on these transmissions are very similar. All of them follow the same basic overhaul process:

Disassembly: The first steps are transmission disassembly and inspection. Special tools and expertise exists for visual examination and measuring of parts for conformance to Depot Maintenance Work Requirements (DMWR) or drawing requirements. For extreme exacting measurements, coordinate measuring machines are used.

Processes (cleaning, plating, welding etc.): Steam cleaning, abrasive blast, cleaning solvent (PD 850), compressed air, phosphate coating, cadmium and chrome plating, anodic coating, zinc and nickel plating are all common processes used in overhaul of other transmissions. Shrink fit of parts for assembly using heat to expand and freezer or liquid nitrogen or dry ice for contraction is used throughout. Reclamation or repair of parts through welding, metalizing, plating and re-machining are also common in transmission work. Milling, drilling, broaching and other machine shop practices are so common that such work is assigned to a machining center attached to the transmission centers.

Assembly and testing: Use of fixturing and work assistance devices is common on all transmissions. Component parts are inspected utilizing precision measuring equipment. Acceptance testing of intermediate assemblies such as valve bodies, hydraulic assemblies and pumps is mandated for all transmissions to insure a high quality, reliable product. Anniston utilizes specialized test equipment (STE) on the X-1100 and X-200 transmission programs that are as sophisticated as those used on the HMPT-500.

ANAD STE	Transmission
Valve Body Test Stand	X-1100
Internal Valve Test Stand	X-1100
Oil Pump Test Stand	X-1100
Hydrostatic Steering Unit Test Stand	X-1100
Valve Body Test Stand	X-200
Pump Test Stand	X-200
Steering Unit Test Stand	X-200

Final Testing:

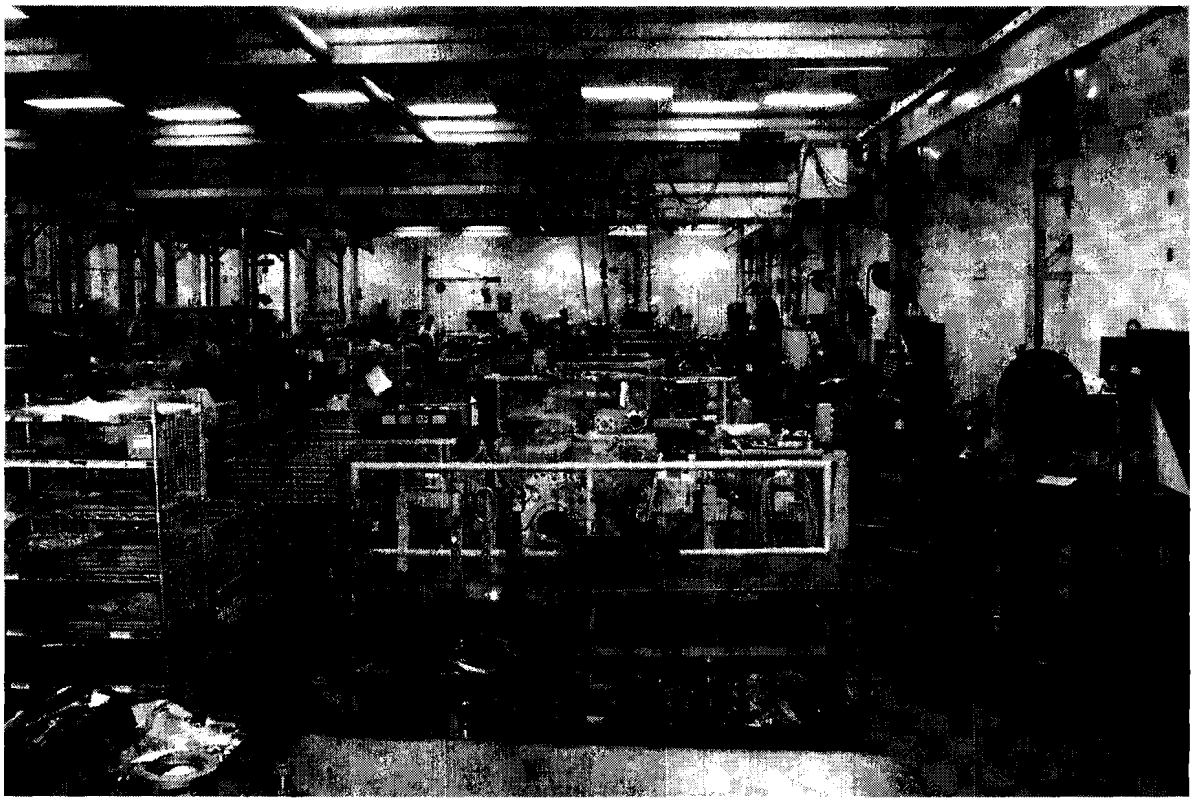
Each transmission is submitted to exacting dynamometer testing to specifications that duplicate vehicle demands. ANAD has 11 transmission dynamometer stands and can test virtually any transmission in the Army inventory. These stands are very similar to the two stands Red River uses to test the HPMT-500.

Ball Boring and Matching Process:

Finally, to answer one last concern, the ball boring and matching process will not be any more difficult to relocate than any other process that will be moved. Anniston has years of experience with working with high precision parts and equipment. The ball bore and matching process is basically a high precision measurement instrument. It is no more complicated than what is currently being done with the four coordinate measuring machines in Anniston's turbine engine and CNC machine shop gage labs.

DCN 5860

ANAD Transmission Repair Shop



DCN: 4032

United States Senate

WASHINGTON, DC 20510

RECEIVED

07082005

July 8, 2005

The Honorable Anthony Principi
Chairman
2005 Base Realignment and Closure Commission
2521 South Clark Street
Suite 600
Arlington, Virginia 22202

Dear Chairman Principi:

Thank you for your service and the service of your fellow Commissioners to our country as demonstrated by your willingness to take on the vitally important BRAC task. Alabama is in a unique situation as we have installations which are both gaining and losing missions. These changes allow us to experience firsthand how emotionally-charged the process can be. Having been through the closing of Fort McClellan in 1995, we understand why communities, feeling fear and anger, fight closure by engaging in tactics that they otherwise would not.

Anniston Army Depot has taken the high road to date throughout this process as a gaining community. It is also a community that can truly empathize with those communities losing current missions since Anniston was the home of Ft. McClellan. However, we and our community feel that there is misleading information being dispensed regarding the Anniston Army Depot, and we want to set the record straight.

We recall Admiral Gehman's remarks at the Regional Hearing in Atlanta recently that information provided by local communities broadens the reach of the BRAC Commission by maximizing limited staff time and resources. We therefore offer the following response and clarification to statements made about Anniston Army Depot. Our desire is this concise rebuttal will quell any lingering questions the Commission may have, allowing the Commission to move forward to reduce excess infrastructure and capacity.

Again, having observed the work of the BRAC Commission in Atlanta, we applaud you and your fellow Commissioners on the deliberate and professional way you are approaching this important endeavor. The nation owes you a debt of gratitude.

Very truly yours,

Richard Shelby
United States Senator

Jeff Sessions
United States Senator

Mike Rogers
Member of Congress

JS:rap

ASSERTIONS MADE BY OTHERS	FACTS
1. **Red River Army Depot argues that the Army must retain all depots**	
a.) They quote Secretary of the Army Francis Harvey with their reference as a May, 2005 *National Defense* article.	a.) The Secretary of the Army testified before the BRAC Commission. *MR. HARVEY: Let me address that, General Turner. We looked at our industrial base, which includes five depots and three arsenals. And determined that we had greatly excess capacity in that complex. And we looked at that analysis from both in terms of what we could surge to in the number of direct labor hours we need to generate across that complex in any given year.* *In the last 50 years, the highest number of direct labor hours that have to be generated in these eight – these eight sites is 25 million direct labor hours. By closing Red River and then reconfiguring it into centers of excellence, and I'll get into that in a second, we have the ability to --still to surge to 50 million direct labor hours. So we can double the capacity with one less depot.* **There is no change in Military Value. There is no substantial deviation.**

b.) Dec. '04 DA told IJCSG not to close RRAD

b.) This was simple a discussion point in the deliberative process, not a binding recommendation, occurring well before completion of data submission, scenario development and analysis.
There is no change in Military Value. There is no substantial deviation.

c.) Army analysis shows no excess capacity.

c.) A 2003 Governmental Accountability Office Study shows excess capacity (Summary follows)

Why GAO Did This Study

The Army's five maintenance depots produced work valued at $1.5 billion in fiscal year 2002, with the remaining 40 percent of the Army's depot work performed by contractors. GAO was asked to assess (1) the trends in and the reliability of depot workload projections; (2) whether workloads are sufficient for efficient depot operations, initiatives are under way to improve efficiency, and additional workloads are possible; (3) whether the Army has identified depots' core capability and provided workload to support that capability; and (4) whether the Army has a long-range plan for a viable, efficient depot system.

What GAO Recommends

GAO makes two recommendations to improve the reliability of workload projections from Army and other service acquisition communities and from interservice customers. GAO previously reported on the need for improving the process for identifying core capabilities and improving strategic and workforce planning. Without improvements in these areas, the future viability of Army depots is questionable. In commenting on a draft of this report, DOD concurred in part with our recommendations to improve workload projections for Army depots, but stated that needed actions involved more than the Army. GAO revised the two draft report recommendations to address the broader need of improving projections of interservice work for all the services.

www.gao.gov/cgi-bin/getrpt?GAO-03-192

To view the full product, including the scope and methodology, click on the link above. For more information, contact Barry W. Holman at (202) 512-9412 or

What GAO Found

The work assigned to Army maintenance depots has declined by 36 percent, although the cost of the Army's total maintenance program has increased since fiscal year 1997. Except for fiscal year 2003, projections for future work in the depots through fiscal 2008 show further decline. Depot work also changed from predominately overhauling Army end items to the increased repair of components. In addition, work from non-Army customers has increased from 6 to 26 percent. Army component and recapitalization work is projected to be the majority of depot work in the future. Depot planners generally do not have reliable projections of work requirements for non-Army customers. Because of this and other factors, including changing conditions, future projections have limitations. Potential increases in depot work resulting from the Iraq war are not yet clear.

Various factors, including workload reductions and workload performance issues, have resulted in efficiency and productivity problems in Army depots. Such initiatives as facility and equipment rightsizing, depot maintenance partnerships, and "lean manufacturing" have been implemented. Trends in two metrics—capacity utilization and employee productivity—show that, while more needs to be done, efficiency and productivity improvements have been made. Additional workloads, particularly for new and upgraded systems, are essential for future depot viability. However, in the past most new work has gone to private contractors. Some new-systems work is being explored for depots, and depot managers believe that partnering with the private sector may be the best chance for getting such work.

The Army has not identified its depots' core capability requirements using a revised DOD methodology meant to overcome weaknesses in the core process. At the same time, it is unclear whether the revised methodology, which is undergoing further changes, will correct weaknesses in the core process. Moreover, no one in the Army assesses the extent to which depot work compares with identified core capability requirements. Depot managers are concerned about the loss of work and the failure to obtain work necessary to support core capabilities.

The Army does not have a comprehensive and current strategic plan for the depots and has not implemented the limited plan it developed. GAO concluded in a 1998 report that the Army had inadequate long-range plans for its depots and that such planning is essential if significant progress is to be made in addressing the complex, systemic problems facing the depots. Despite the time that has passed, the same issues remain. DOD has not implemented a comprehensive and current plan for resolving continuing issues about (1) reduced workloads being assigned to Army maintenance depots and (2) deficiencies in the process of quantifying both core depot maintenance capabilities and the workload needed to ensure cost efficiency and technical competence and to preserve surge capability. Without such a plan, the long-term viability of Army depots is uncertain.

Results in Brief

Work performed in Army depots declined by 36 percent from fiscal year 1987 through fiscal year 2002, while the total depot maintenance program grew. With the exception of fiscal year 2003—which has seen increased work, some of which is resulting from the Iraq conflict—future workload projections indicate further decline in the work to be performed in military depots, but the full impact of the Iraq conflict on future depot workload is not yet known. Although future workload projections are important tools for managing depot operations, they have limitations because some inputs are not reliable and because operational and budget conditions change. However, opportunities exist for improving future estimates.

A number of factors, including the decline in workload performed in Army depots and changes in the type of work, have led to inefficient operations. Initiatives have been implemented to improve depot efficiency and productivity; and trends in two metrics—capacity utilization and employee productivity—show that improvements have been made. Additional workloads could play a key role in further improving the cost-effectiveness of the Army depots, but other issues must also be addressed. Nonetheless, without new work, the depots cannot continue to be viable. While some new work is being explored, little work for new or upgraded systems is going to the depots.

Table 1: Army Depot Workload, Workload Value, and Civilian Employees in Fiscal Year 2002

Depot	Principal work	FY 2002 workload[a,b]	FY 2002 value of workload executed[c,d]	FY 2002 number of civilian depot employees
Anniston Army Depot, Anniston, Alabama	This depot performs maintenance on heavy- and light-tracked combat vehicles and components and is the designated center of technical excellence for the M1 Abrams tank.	2.5	$421.6	2,429
Corpus Christi Army Depot, Corpus Christi, Texas	As the Army's only aviation facility, the depot overhauls and repairs DOD rotary wing aircraft and components, such as the AH-64 Apache, CH-47 Chinook, and UH-60 Blackhawk.	2.9	$500.2	2,869
Letterkenny Army Depot, Chambersburg, Pennsylvania	This depot provides repair and overhaul support for air defense and tactical missiles such as the Patriot, Hawk, Avenger, Multiple Launch Rocket System, and Sidewinder.	0.9	$108.0	1,082
Red River Army Depot, Texarkana, Texas	For combat and tactical systems, the depot supports systems such as the Bradley Fighting Vehicle, Multiple Launch Rocket System, and vehicles for the Patriot and Hawk missiles.	1.2	$236.7	1,478
Tobyhanna Army Depot, Tobyhanna, Pennsylvania	From handheld radios to satellite communication, the depot provides repair of or overhaul support for hundreds of communications and electronic systems.	2.6	$251.3	2,237

Sources: U.S. Army data (data); GAO (presentation).

[a] Maintenance mission direct labor hours not including overtime.

[b] Hours in millions.

[c] Value of the workload executed for all customers, or total revenue.

[d] Dollars in millions.

There is no change in Military Value. There is no substantial deviation

c-1) Testimony from BRAC hearing gives further support:
MR. HARVEY: Let me address that, General Turner. We looked at our industrial base, which includes five depots and three arsenals. And

determined that we had greatly excess capacity in that complex. And we looked at that analysis from both in terms of what we could surge to in the number of direct labor hours we need to generate across that complex in any given year.

In the last 50 years, the highest number of direct labor hours that have to be generated in these eight – these eight sites is 25 million direct labor hours. By closing Red River and then reconfiguring it into centers of excellence, and I'll get into that in a second, we have the ability to --still to surge to 50 million direct labor hours. So we can double the capacity with one less depot.
There is no change in Military Value. There is no substantial deviation.

2. **Red River maintains that the IJCSG "created" excess capacity through calculations.**

a.) "They" (IJCSG) use 1.5 shifts as opposed to a single-shift basis for calculation of capacity.

a.) GAO analysis acknowledges that ANAD can accommodate workload under a one-shift basis. *(Copy p. 89)*

Potential Transformation Opportunity for Depot Maintenance

As discussed in appendix VIII, the Industrial Joint Cross-Service Group, when developing its maintenance proposals, completed its depot workloading analysis on the basis of one and a half shifts per workday (60 hour workweek) rather than the one shift per day (40 hour workweek) under the current system, thus increasing available capacity and allowing it to consider depot closures. Industrial group officials told us that use of more than one shift, which is a common private industrial better business practice, would enhance transformational opportunities in that it would provide for more efficient use of facilities and equipment. Industrial group officials stated that the expanded shift concept, although transformational, was only a "sizing or planning tool" to examine ways to increase depot capacity and that it would be left up to each depot to decide whether or not to employ the expanded shift concept. In other words, it was a way to see if a depot could accommodate the incoming transfer of additional workload. We were also told that no policy changes were envisioned to actually implement the expanded shift concept. Available information indicates that the closure recommendation may not be implemented based on the concept of a one and a half shift operation at the Anniston Army Depot, which is to receive the combat vehicle workload from Red River. In our visit to Anniston Army Depot, officials told us that, with additional construction to increase capacity as provided for in the supporting documentation for the recommendation, they would be able to accommodate this additional workload without much difficulty and without working under the expanded shift concept. Industrial group officials acknowledged that, while some one and a half shift operations may be implemented at other activities, only a one shift operation was envisioned at Anniston, given the uncertainty associated with future requirements and the need to minimize risk by providing for additional capacity if a contingency arises. As such, it appears that there is essentially

There is no change in Military Value. There is no substantial deviation.

3. **Red River alleges that the DoD recommendation ignored Military Value for the following reasons:**

a.) RRAD has collocated vehicle storage and maintenance services.

a.) So does Anniston.
There is no change in Military Value. There is no substantial deviation.

b.) Vehicles from Anniston will be sent to Oklahoma for storage.

b.) There is no documentation indicating a policy change to store vehicles at a place other than where maintenance is performed.
There is no change in Military Value. There is no substantial Deviation..

4. RRAD notes that DoD rated it higher than military value in fleet and field support.

a.) Anniston Army Depot ranked highest Depot in Total Military Value – the only Depot in upper 25 percentile.
There is no change in Military Value. There is no substantial Deviation.

b.) Anniston continues to demonstrate its support for the Warfighter and its commitment to the combatant commanders.
There is no change in Military Value. There is no substantial Deviation.

c.) Anniston is organized for deployment.
There is no change in Military Value. There is no substantial Deviation.

d.) Anniston's Depot Commander is currently in Afghanistan and civilian volunteers are deployed.
There is no change in Military Value. There is no substantial Deviation.

AMSTA-AN-BR 6 July 2005

Memorandum for Record

Subject: Depot Level Field Support

In addition to depot maintenance operations on the installation, Anniston Army Depot (ANAD) has an organization in place specifically designated for deployment support missions to anywhere in the world at any time. Each employee in this organization has a current passport and can deploy on short notice.

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Total Vehicles	**1,388**

Anniston Army Depot has deployed in excess of 250 employees in support of Operation Iraqi Freedom and Operation Enduring Freedom and another 100 employees to various locations around the globe since January 2003.

ANAD's first mission was to deploy two employees to Camp Arifjan, Kuwait, to establish a Forward Repair Activity (FRA). These employees were tasked with establishing all logistical requirements including lodging, housing, clothing, etc. for ANAD employees. We deployed approximately 20 additional employees two weeks later to begin transformation of an empty warehouse into a Rebuild Facility. Within 45 days of arrival in country, we were making repairs to secondary items. Four employees were deployed to the Netherlands Feb 03 for a period of 30 days to support M1A1 mission requirements. Three employees were also deployed to Germany to inspect 45 M1A1 Vehicles prior to vehicles being turned in. We have maintained a cadre of approximately 22 employees since being at Camp Arifjan. These individuals also possess the skills necessary to make needed repairs on combat vehicles such as the M1A1, M88A1, M9 Armored Combat Earthmover (ACE), M60 AVLB (Armored Vehicle Launched Bridge), and M113 Family of Vehicles. Missions in Kuwait have ranged from Add-on-Armor, repair of 1790 engines, repair of other secondary items, and the inspection/categorization of assets to determine disposition.

Anniston deployed 10 employees to Camp Anaconda, Balad, Iraq, to staff the HMMWV Service Center for approximately 18 months. These employees performed numerous services in support of our soldiers in country. These included repairs of tires, application of Add-on Armor, changing oil in vehicles, changing transmissions, repairing brakes, etc.

During the past two years, Anniston Army Depot has deployed in excess of 350 employees to posts, camps, and stations in 34 states and 7 different countries. Our employees have been involved with supporting our war fighters in many different missions. Some of these include: Inspection/Repair of AVLB's; Inspection of M1A1's; Repair of Reverse Osmosis Water Purification Unit (ROWPU); Welding of Tracked Vehicles; Towed Artillery Repair; and Inspection/Repair of Small Arms. Our employees continue to support any mission requiring our support. We have the capability and have demonstrated our commitment to our Warfighters by deploying employees to posts, camps, and stations, within hours when necessary.

o/s/b

Phillip Dean
Installation Administrator
Transformation (BRAC) Office
Anniston Army Depot

5. RRAD claims that it is the only site with a maintenance, ammunition, and distribution mission.

a.) Anniston has all three of those missions as well as small arms repair and storage, chemical weapons storage, missile recycling, and chemical demilitarization.

- **Anniston is the home to 20 Tenant Organizations and Private Companies**
- **Major Government Tenants**
  - Defense Logistics Agency
  - Anniston Munitions Center
  - Anniston Chemical Activity & Program Manager for Chemical Demil
  - Center of Military History Clearinghouse
  - US Army TMDE Activity
  - Defense Reutilization & Marketing Organization
  - 722nd Ordnance Company (EOD)
- **Corporate Tenants**
  - General Dynamics (Stryker, Fox & M1A2 GPS Manufacturing)
  - Honeywell (AGT-1500 Recuperator Manufacturing Facility)
  - Westinghouse (Chemical Disposal Facility)
  - United Defense (M113A3 Conversion)

There is no change in Military Value. There is no substantial Deviation.

6. RRAD claims in its Mission Statement that it "is responsible for the Army's light combat tracked vehicle fleet."

a.) They do Bradley's Multiple Launch missile systems only. **There is no change in Military Value. There is no substantial Deviation.**

b.) Anniston does M-113's, FAASV's, Stryker's, M-577's, M9ACE, Fox's and all components. **There is no change in Military Value. There is no substantial Deviation.**

7. Red River officials expressed concern to GAO auditors that McAlester lacked the Category I and Category II storage capacity.

a.) McAlester was not the only location to receive the CAT I and CAT II storage mission. Blue Grass/ANAD Munitions Center has 198 igloos for CAT I and II storage. As of 6 Jul 05, there is:

50,000 SF CAT I
*60,000 SF CAT II

storage available at Anniston Munitions Center.
*All ANAD CAT II's already have Intrusion Detection Systems and can be easily upgraded to CAT I with the installation of double locks.
There is no change in Military Value. There is no substantial Deviation.

8. There is concern over the transfer of workload, specifically the transfer of the Bradley mission which is partnered with BAE, formerly United Defense

This is the exact same situation that occurred in the 95 BRAC with two depots. The M113A3 conversion came from RRAD and the Paladin came from LEAD—both under partnership with United Defense.
There is no change in Military Value. There is no substantial Deviation.

9. Red River officials voiced concern over ANAD's Rubber production capability.

ANAD engineers are continuing to Review options, including the ones to Enclave in place or build a facility at ANAD. Complete Economic Analysis to be furnished on this.
There is no change in Military Value. There is no substantial Deviation.

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