Community Correspondence
DCN 1925

Erenn Kiriaell
21 Hudon Road
Lisbon, ME 04250

26 May 2005

Dear General Kicklighter,

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26 May 2005

Dear Commissioner Hansen,

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

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

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

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

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

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

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

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

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

Kind regards,

Erenn Kiriaell

Erenn Kiriaell
CDR MSC USN (Ret)

Community Correspondence
DCN 1925

UNITED STATES SENATOR · MAINE
SUSAN COLLINS
PRESS RELEASE

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

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

FOR IMMEDIATE RELEASE

Wednesday, April 20, 2005

Contact: Jen Burita or Amy Swanstrom

Phone: 202-224-2523

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

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

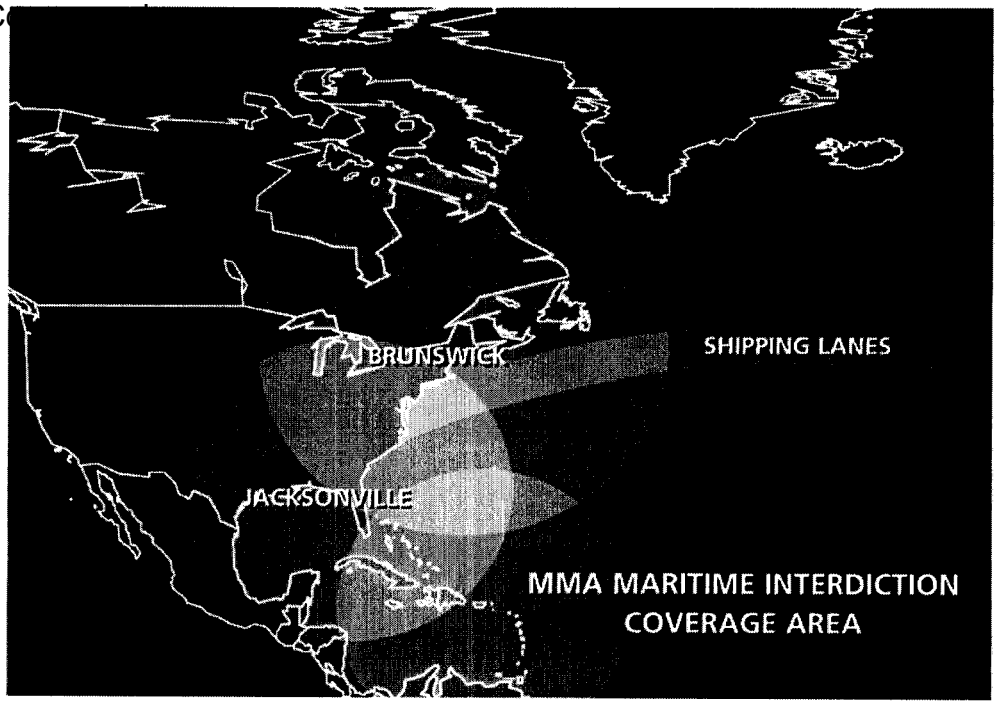
The Members noted that the existing maritime patrol fleet provides what the report calls for by way of a "persistent wide-area surveillance and reconnaissance of the U.S. maritime approaches." They stressed that NASB, teamed with bases in Florida, California and Washington ensures maritime patrol cover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

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

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

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

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



Homeland Defense and Maritime Interdiction Operations

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

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

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

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

Committee on Transportation
DCN 1925

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

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

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

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

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

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

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

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

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

Community Correspondence
DCN 1925

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

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

THE THREAT

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

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

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

THE POTENTIAL COST OF FAILURE

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

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

MEETING THE THREAT

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

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

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

SOME CERTAINTIES IN THE EFFORT

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

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

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

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

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

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

PUBLIC SUPPORT ESSENTIAL

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

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

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

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

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

Community Correspondence
DCN 1925

Congress of the United States

Washington, DC 20515

April 18, 2005

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

Dear Secretary Rumsfeld:

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

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

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

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

2. The strategy identifies the need for core capabilities to (a) detect and track potential maritime threats effectively, (b) intercept and defeat threats in the maritime approaches, and (c) direct consequence management.

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

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

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

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

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

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

Sincerely,

OLYMPIA J. SNOWE
United States Senator

SUSAN M. COLLINS
United States Senator

MICHAEL H. MICHAUD
United States Representative

THOMAS H. ALLEN
United States Representative

cc: Mr. Stephen Hadley, National Security Advisor

Community Correspondence
DCN 1925

Congress of the United States

Washington, DC 20515

April 18, 2005

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

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

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

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

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

Sincerely,

OLYMPIA J. SNOWE
United States Senator

SUSAN M. COLLINS
United States Senator

MICHAEL H. MICHAUD
United States Representative

THOMAS H. ALLEN
United States Representative

Community Correspondence
DCN 1925

Congress of the United States

Washington, DC 20515

April 18, 2005

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

Dear Secretary Chertoff:

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

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

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

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

2. The strategy identifies the need for core capabilities to (a) detect and track potential maritime threats effectively, (b) intercept and defeat threats in the maritime approaches, and (c) direct consequence management.

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

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

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

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

Sincerely,

OLYMPIA J. SNOWE
United States Senator

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United States Senator

MICHAEL H. MICHAUD
United States Representative

THOMAS H. ALLEN
United States Representative

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

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

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

THE NATIONAL GUARD

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

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

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

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

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

LOCAL LAW ENFORCEMENT ENHANCEMENT ACT OF 2005

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

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

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

AGRICULTURAL PRODUCTS EXPORT FACILITATION ACT OF 2005

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

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

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

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

BRUNSWICK NAVAL AIR STATION'S STRATEGIC ADVANTAGE

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

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

HOMELAND DEFENSE AND MARITIME INTERDICTION OPERATIONS

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

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

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

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

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

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

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

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

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

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

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

ADDITIONAL STATEMENTS

VIRGINIA DAVIS COCHRAN

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

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

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

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

The article follows.

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

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

SKIING MATRIARCH GINNY COCHRAN DIES

MOTHER OF OLYMPIANS TAUGHT THOUSANDS TO LOVE THE SPORT, AND SPORTSMANSHIP

(By Susan Green)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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NAVY ENTERING BRAC MINEFIELD

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

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

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

- Risk associated with emerging mission areas and CONOPS. One example would be maritime defense of the homeland and associated maritime interdiction operations. The President recently issued a National Security Directive on this area, calling for the development of a strategic vision, a national strategy to implement that vision, and an integrated plan for maritime domain awareness. This effort will have significant force structure and infrastructure implications for the sea services, but will only start to bear fruit long after BRAC 2005 has been finalized. There are other examples of rapidly evolving missions and functions, perhaps more than at any time in our nation's military history.

- Risk associated with irreplacability. This is not 1940, and finding locations for new navy piers, yards, and airfields, should they be needed in the future, would be colossally expensive, if not impossible along our crowded and highly developed coastlines. Other services would have far more flexibility if (perhaps "when") we face an unanticipated need to expand our military.

- Risk from rigid application of the business case. Applying strict cost/savings criteria is essential in identifying depots, shipyards, and logistical facilities for potential closure, but is chancy when looking at operational bases and stations. What matters most in

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

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

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

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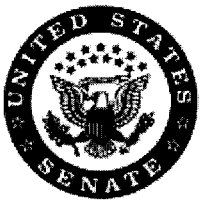

UNITED STATES SENATOR · MAINE

SUSAN COLLINS

PRESS RELEASE

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

FOR IMMEDIATE RELEASE

Friday, May 13, 2005

Contact: Jen Burita or Elissa Davidson

Phone: 202-224-2523

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

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

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

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

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

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

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

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

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

"The Department of Homeland Security reports that there could be 10 million lost and stolen passports in circulation," said Snowe. "This is a startling fact when we consider that nuclear weapons technology and knowledge continue to spread and could reach the hands of those hostile or potentially hostile to the United States – and that these people could seemingly easily enter the United States."
"The Chinese have been working feverishly to modernize their Navy in order to enhance regional power projection," continued Snowe. "Meanwhile, the US Navy has sent over a budget this year that drastically reduces the number of DD(X)'s slated to be built in the coming years. These actions are troubling because of the threats we may face in the western and northern Pacific basins in the future."
Snowe cited Chief of Naval Operations Vern Clark's comment in a Navy document noting the importance of maritime interdiction operations and admission that the Navy and Coast Guard will have to work closely to maintain the military assets needed to accomplish this mission. Snowe submitted written questions regarding the overall U.S. maritime security strategy and whether or not that strategy will inform the Department of Defense's Base Realignment and Closure Process (BRAC).
"In my view it is absolutely crucial that we maintain critical maritime interdiction assets, particularly bases that allow for full coverage of America's coastline," said Snowe. "Brunswick Naval Air Station is strategically located to fulfill that mission and I trust that it's unique capabilities will be taken into account by decisionmakers as the BRAC process moves forward."

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

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STRATEGICALLY POSITIONED

NASB

NAVAL AIR STATION BRUNSWICK

FOR THE FUTURE

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DCN 1925

2004 Report to Defense Base Closure and Realignment Commission

July 2004

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

Patrol Squadron 10

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Hon. John R. McKernan, Jr. (Former Governor)
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Hon. James B. Longley, Jr. (Former U.S. Representative)
Hon. William L. Ball (Former Secretary of the Navy)
Major General Joseph E. Tinkham, II MENG (Ret.)

NAS Brunswick Task Force
Chamber of Commerce of the Bath-Brunswick Region
59 Pleasant Street
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NAS BRUNSWICK TASK FORCE

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Lt. CEC A.J. Ballard USN (Ret.)
GSCM (SW) Joseph P. Byrnes USN (Ret.)
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Catherine Glover (President & CEO - CCBBR)
Patricia C. Harrington (Asst. Town Manager, Town of Brunswick)
Mike Hugo (Community Volunteer)
Brenda McAleer, Ph.D. (University of Maine, Augusta)
RADM Harry Rich USN (Ret.)
Jeffrey Sneddon (Executive Director - MCBDP)

COMMUNICATIONS COMMITTEE
Roger Fenn (Atlantic Idea Mill)
Jennifer Geiger (Briggs ADV)
Ralph Stetson (*The Community Leader*)

AT LARGE MEMBERS
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Cdr. Lee Freitag USN (Ret), (Booz Allen Hamilton)
Jeff Hathaway (Consultant)
The Honorable Arthur F. Mayo III (ME State Senate)
Capt. JC John Moncure USNR (Ret.), (Moncure & Barnicle)
Capt. Charles Mull USN (Ret.)
Cdr. JC Jeff Peters USNR (Preti Flaherty)
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SPONSORS
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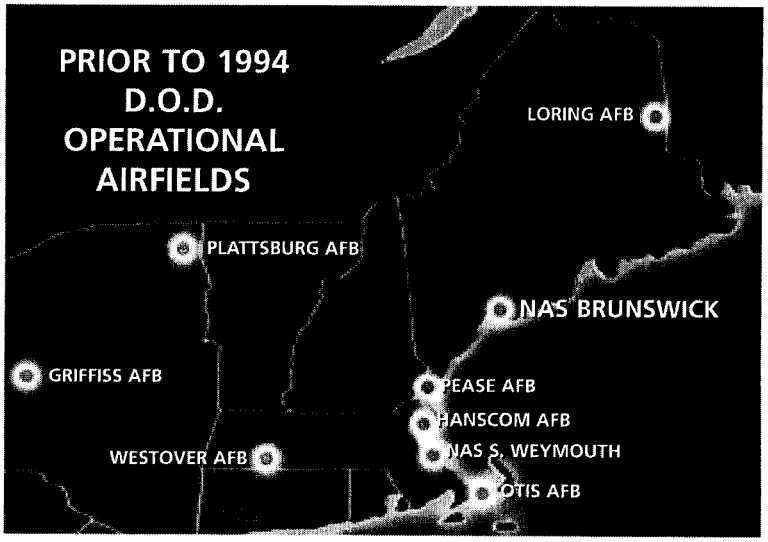
City of Bath
Mid Coast Council for Business Development & Planning (MCBDP)
State of Maine
Town of Brunswick
Town of Topsham

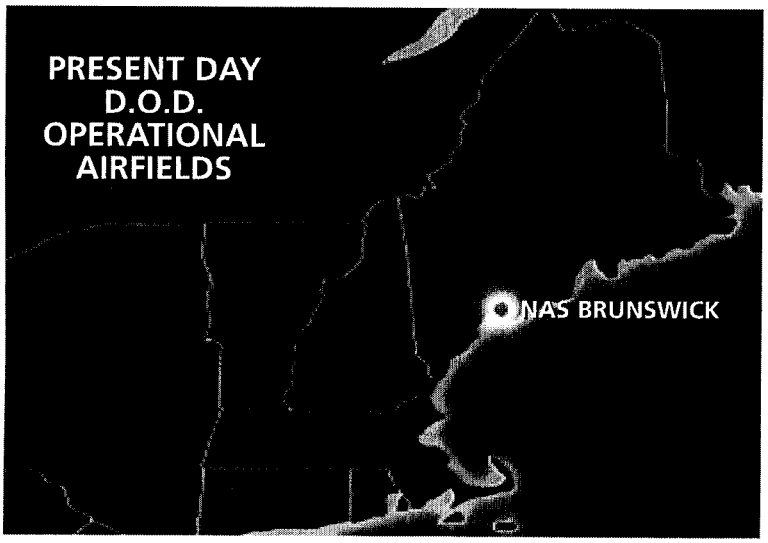
One of the key components of NAS Brunswick's high military value is its flexibility.

EXECUTIVE SUMMARY

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



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

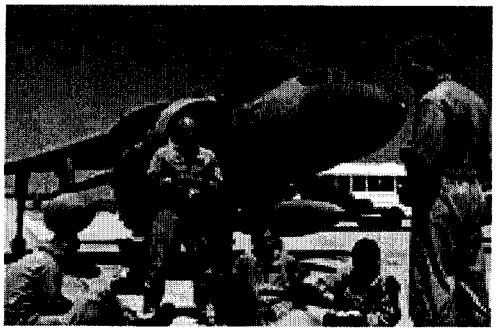


Since BRAC 95, NAS Brunswick has for the most part been rebuilt and is essentially a new air station. There are no aircraft in the DOD's inventory that it cannot support either in a transient role or permanent assignment. Operating costs have been substantially reduced and no construction is needed to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

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

STRATEGICALLY POSITIONED
NASB
NAVAL AIR STATION BRUNSWICK
FOR THE FUTURE

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



Iraqi Freedom Transient Aircrew

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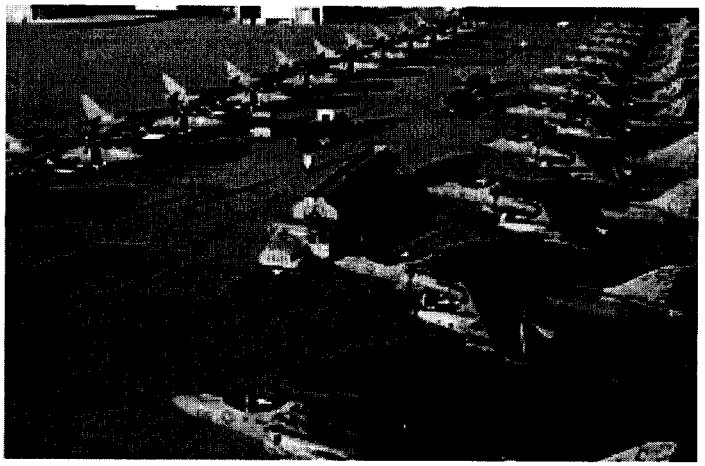


Marine Corps Harriers returning from Iraq

Townhouse-style housing at NAS Brunswick

INTRODUCTION

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

1. PURPOSE

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

2. BACKGROUND

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

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

NAS Brunswick

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

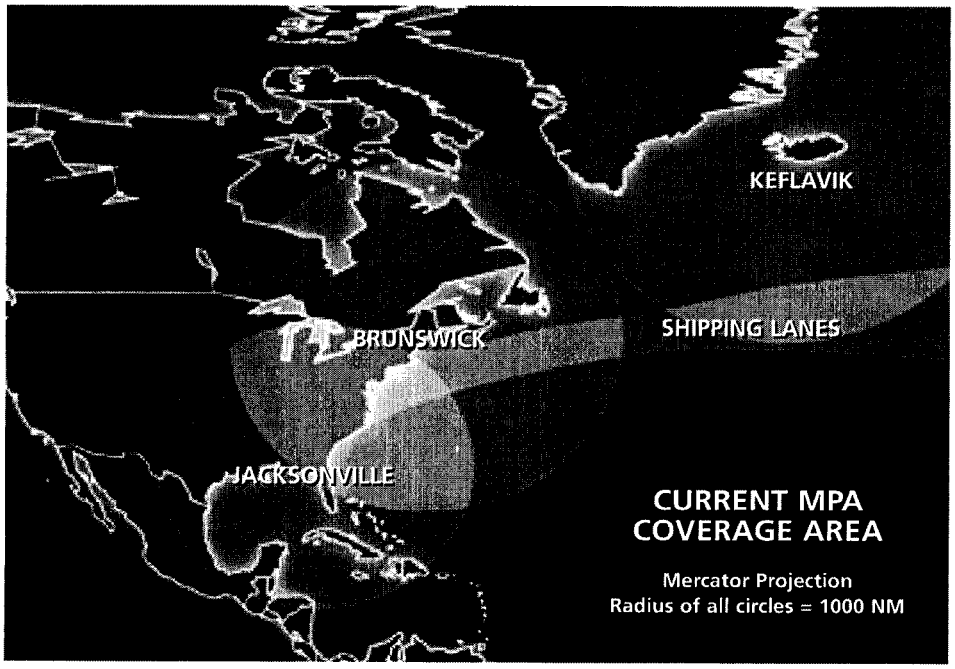
NAS Brunswick is the only fully capable and operational DOD airfield remaining in the northeastern United States.

CURRENT AND FUTURE MILITARY CAPABILITY

CURRENT CAPABILITY

1. STRATEGIC LOCATION

NAS Brunswick is the only fully capable and operational DOD airfield remaining in the northeastern United States. It is strategically located adjacent to great circle routes for ships and aircraft crossing the North Atlantic. Its unique location near these routes makes it a vital link in our national defense posture and critical for homeland security, including surveillance of ships coming from Europe, the Mediterranean, and the Middle East. NAS Brunswick was a key base for homeland defense during the months following September 2001, providing surveillance missions under Operation Vigilant Shield, and land-based combat air patrol for navy ships at sea.



Indeed, this location close to major population centers, combined with the ability to support every aircraft in the DOD inventory (including C-5, KC-10 and B-52 aircraft, as well as Air Force One), make NAS Brunswick essential across the full range of Homeland Defense operations and contingencies. (NAS Brunswick's role during Operation Iraqi Freedom is described in Figure 1). It is a preferred re-fueling stop for tactical jet and turbo-prop aircraft crossing the Atlantic Ocean.

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

"Operation Iraqi Freedom" Support

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

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

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

859 DOD personnel returned to CONUS through NAS Brunswick

Figure 1

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

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

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

MMA Concept Aircraft

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

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

3. NAVAL RESERVE CENTER OF EXCELLENCE

Recognizing the station's outstanding qualities as a training site, the Naval Air Reserve moved its units from other northeast U.S. locations to NAS Brunswick subsequent to the 1995 BRAC process. Drawing on the advantages of collocation with its active-duty counterparts, the Reserve MPA squadron at Brunswick (VP-92) has since then been consistently recognized as the best P-3 squadron in the Reserve Force. NAS Brunswick is also home to a Reserve C130 squadron, which provides essential cargo and personnel airlift to Navy commands worldwide. NAS Brunswick's location and 24/7 support enable this squadron to meet its demanding, high-tempo operations.

Naval Air Reserve C-130 Aircraft

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

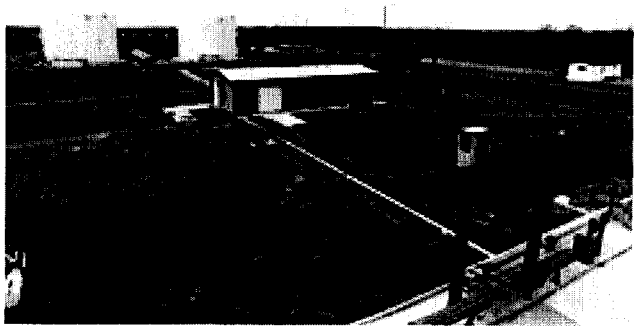
NAS Brunswick's side-by-side 8,000-foot runways permit simultaneous VFR operations and provide an ideal setting for UAV operations.

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

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

4. NATO AND INTERNATIONAL OPERATIONS CAPABILITIES

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



NATO-built fuel farm

5. SUPPORT OF NON-AVIATION ACTIVITIES

Approximately twenty percent of NAS Brunswick's activities, facilities, and services directly support the shipbuilding program at nearby Supervisor of Shipbuilding (SUPSHIPS), Bath and the Bath Iron Works Corporation (BIW). The nucleus crews of ships under construction and Navy personnel assigned to SUPSHIPS staff receive berthing and messing support at NAS Brunswick, plus medical, dental, some family housing, personnel support, and a wide variety of essential "people support" activities conducted at most large military bases. NAS Brunswick also provides ammunition, weapons, and other support for the aircraft and helicopters used by BIW and SUPSHIPS for combat systems trials.

Bath Iron Works

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

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

FUTURE CAPABILITY

1. MULTI-MISSION MARITIME AIRCRAFT BASING AND SUPPORT

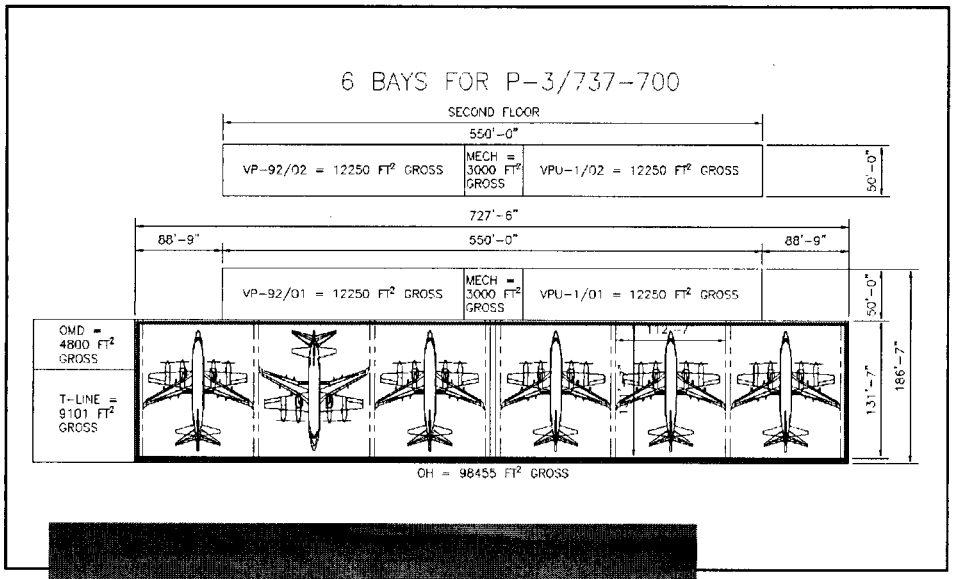
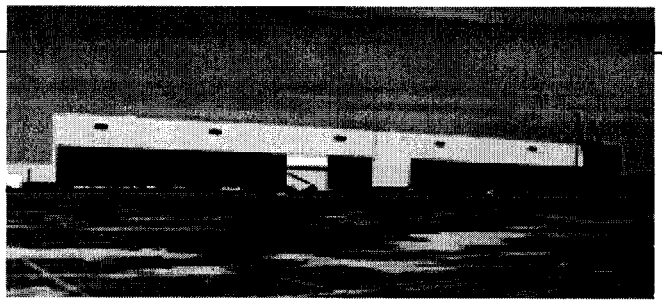


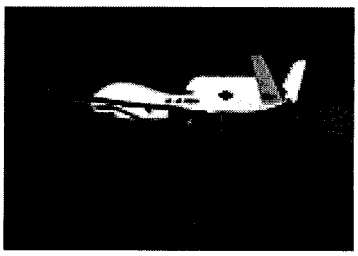
Figure 2



Newly-constructed Hangar #6

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

Integral to the MMA program is the Broad Area Maritime Surveillance (BAMS) Unmanned Aerial Vehicle (UAV). The BAMS UAV will augment the MMA aircraft in most mission areas, and will also be procured by the Air Force for overland surveillance missions. NAS Brunswick's side-by-side 8,000-foot runways permit simultaneous VFR operations and provide an ideal setting for UAV operations. The station provides an economical and effective option for basing both Navy and Air Force BAMS UAV units. NAS Brunswick has room to accept all seven Atlantic Fleet MPA squadrons (plus one C-130 squadron) and provide basing for UAV units and operations.



Unmanned Aerial Vehicle (UAV)

2. ARMED FORCES RESERVE CENTER

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

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

3. MARITIME INTERDICTION CENTER

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

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

4. AERIAL REFUELING MASTER BASE

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

5. FIGHTER SQUADRON BASING AND SUPPORT

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

6. SPECIAL WARFARE CENTER OF EXCELLENCE

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

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

AVAILABILITY AND CONDITION OF LAND, FACILITIES, AND AIRSPACE

1. LOCATION AND CAPACITY

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

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

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

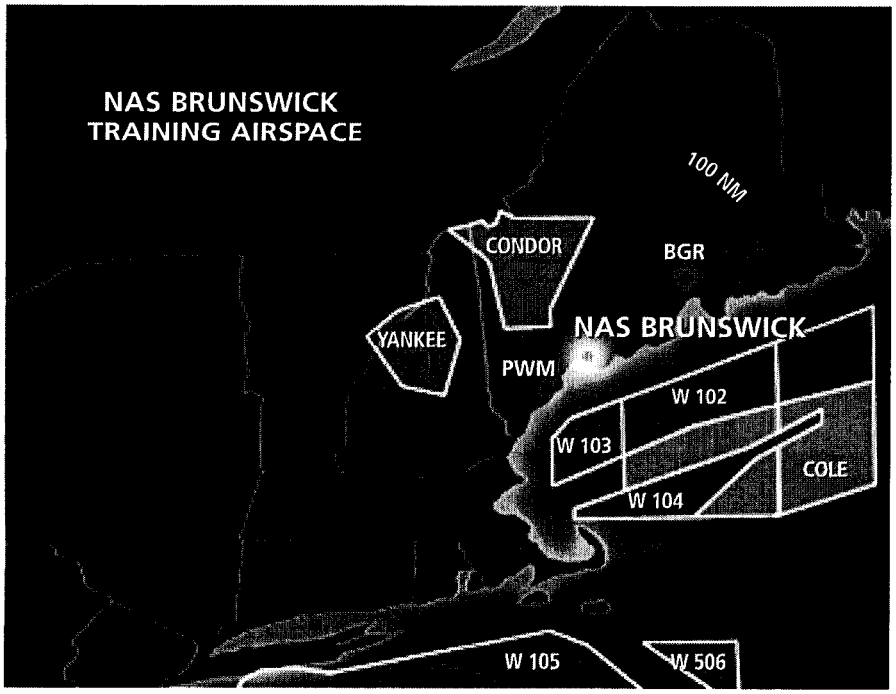


Figure 3

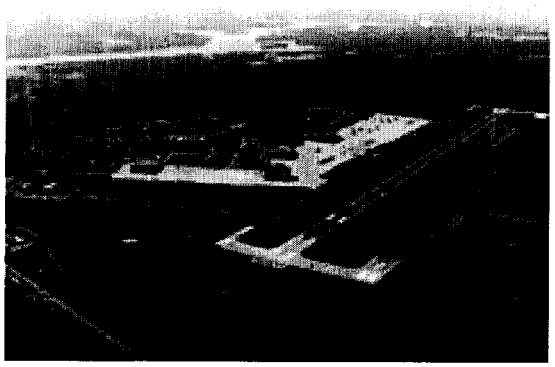
2. AIRSPACE

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

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

3. FACILITIES

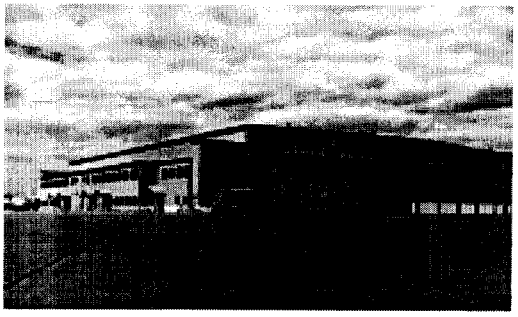
Flight Facilities – NAS Brunswick's two parallel runways, each 8,000 feet long and 200 feet wide, can operate all aircraft in the current or anticipated DOD inventory. Structural aircraft apron (ramp) space totals 4.5 million square feet, sufficient to park 86 maritime patrol or other large aircraft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



NAS Brunswick's two parallel runways

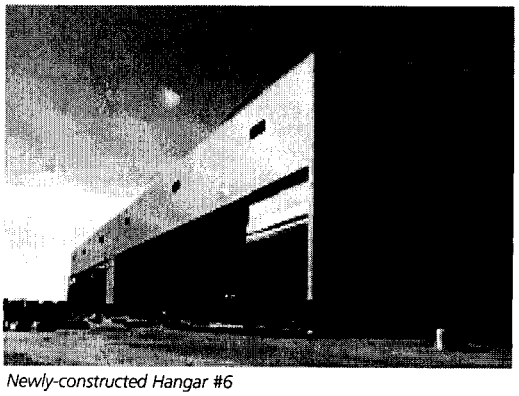
In the last four years, the entire airfield has been upgraded at a cost of $9.5 million, including reconstruction of both runways and all taxiways. A new $2.4 million environmentally friendly rinse and de-ice facility has accompanied substantial improvements to the aircraft parking areas.

NAS Brunswick is an all weather air station, with fully IFR-equipped (ILS/PAR/TACAN) 24-hour operations year-round. The parallel runway configuration, ideal for UAV operations, permits dual runway use during VFR conditions. A new state-of-the-art $ 9.8 million airport tower and radar air traffic control facility is now under construction, and will contain over $5 million worth of new electronic equipment. With all of its recent and current improvements and upgrades, NAS Brunswick is essentially a brand-new airfield ready for increased use now.



Hangar #1 - Renovated in 1995

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



Newly-constructed Hangar #6

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

4. CLIMATE

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

All-weather training

NAS Brunswick is essentially a "new" air station!

COST OF OPERATIONS AND MANPOWER IMPLICATIONS

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

Future Control Tower - 2005

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

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

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

DON has also made significant improvements to the station's quality of life infrastructure. Townhouse-style quarters have replaced aging barracks for the single sailors ($14.4 million), a 500-bed transient barracks has been added ($22.6 million), over 220 new family houses have been built ($33.1 million), and a new Recreation Mall with contract food vendors and family-oriented activities has been added ($1.5 million).

Newly-constructed 500-bed transient barracks

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

Maine	1,294,464
New Hampshire	1,275,056
Vermont	616,592
Massachusetts	6,427,801
Rhode Island	1,069,725
Connecticut	3,460,503
New York City	8,008,278
Total:	**22,152,419**

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

MILCON IMPROVEMENTS

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

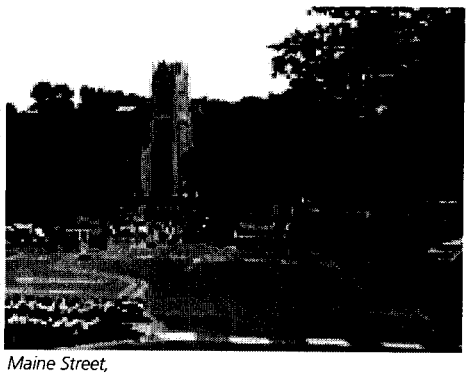
COSTS AND SAVINGS OF CLOSURE

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

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

If these 817 civilian jobs on base were eliminated, unemployment for the Bath-Brunswick Labor Market Area would increase by 66% — a rate that almost doubles from 3.6% to 6%!

ECONOMIC IMPACT



Photography by: Kennebec Camera & Darkroom, Bath, ME 207-442-8628

Maine Street, Brunswick, Maine

1. OVERVIEW

NAS Brunswick has a major impact on the Bath–Brunswick Region in terms of economic contribution and employment. During fiscal year 2004, the air station will contribute more than $333.6 million to the regional economy. This figure includes $147 million in salaries for military and civilian employees, $62 million in military construction contracts and material purchases, and $34 million in medical purchases. In addition, NAS Brunswick owns 3,200 acres of real estate in Brunswick and Topsham. If all figures stated above remain constant for the next ten years, the economic contribution from NAS Brunswick to the regional economy would be $2.4 billion.

2. MILITARY OPERATION EXPENDITURES

Military Personnel – The number of people directly involved with base activities is equally as significant as their economic contribution; the total statewide Navy community is 17,963, including 5,227 military & civilian employees, 5,704 active duty family members, and 5,700 retiree's and family members. The active duty personnel at NAS Brunswick totals 4,410 (573 officers, 3,837 enlisted), representing an annual payroll of $124.9 million.

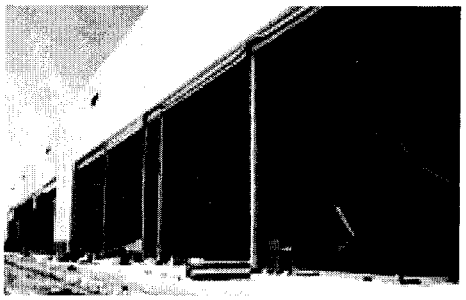
In addition, three Naval Air Reserve (NAR) Units are located at NAS Brunswick. Total payroll for all Reserve personnel was over $21 million in 2003. The number of full time Reserve personnel (including both officers and enlisted) is 376 with total payroll in 2003 of over $14.4 million. Selected Reserve personnel (weekend drillers) account for 785 officer and enlisted positions with an annual payroll in 2003 of $6.7 million. The Naval Air Reserve's 2003 budget for Operations and Maintenance (O & MNR) totals over $9.7 million.

Civilian Personnel – Currently, 817 civilian personnel work on base providing skilled labor for a wide variety of support activities. These personnel include budget analysts, public works, tradesmen, security and administrative personnel, medical and dental technicians, daycare workers and communications specialists. To help support equal employment opportunities in the Region, NAS Brunswick employs over 250 people with disabilities (within the 817-civilian job force).

Total annual payroll for full- and part-time civilian employees is $22 million. Over the next ten years this annual payroll figure amounts to $220 million in disposable income throughout the Region. If these 817 jobs were eliminated, unemployment for the Bath-Brunswick Labor Market Area would increase by 66% – a rate that almost doubles from 3.6% to 6%.

Currently under construction is a $32 million six-bay hangar that will be able to accommodate the next-generation P-3 replacement aircraft as well as Unmanned Aerial Vehicles (UAVs).

Military Contractual Expenditures – Approximately 20 percent of NAS Brunswick's activities, facilities and services directly support the Navy's AEGIS Destroyer shipbuilding program at nearby Supervisor of Shipbuilding, Bath and the Bath Iron Works (BIW) Corporation. 636 Navy personnel are associated with BIW including 420 ships' crew. For those personnel stationed in Bath, NAS Brunswick provides support services such as clinic/health care, chaplain, social services and air support for Naval testing and training. Over 25% of warehouse space at the air station is dedicated to this program.



Hangar #6 in construction

Military Construction (MILCON) Expenditures (Infrastructure Improvements) – As previously noted, since 1997, NAS Brunswick has demolished 460,000 square feet of space in 39 buildings saving $700,000 per year in maintenance and $500,000 per year in energy costs. The 1999 installation of 40 dual-fuel boilers (natural gas/oil) and the demolition of the base's central steam plant now save $838,000 annually. In the last four years, the entire airfield has been upgraded including:

- Reconstruction of both runways and all taxiways for over $9.5 million
- An environmentally friendly rinse and de-ice facility for $2.4 million
- Significant repairs to the aircraft parking ramp
- A new $3 million P-3 Operations building
- Taxiway Repairs for $3.4 million

(See chart page 12)

Nearing completion is a $32 million six-bay hangar that will be able to accommodate the next-generation P-3 replacement aircraft as well as Unmanned Aerial Vehicles (UAVs).

Within three months, work will begin on a new $9.8 million airport traffic control tower that will contain over $5 million of new electronic equipment. In addition to handling the base's air traffic control, the tower also provides traffic control for the Wiscasset and Thomaston airports. Other significant military construction projects this year include (with completion dates):

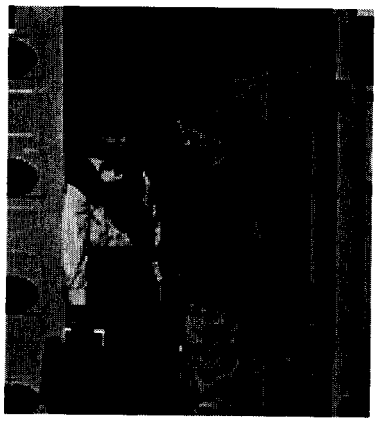
- Housing Phase II 126 Homes ($19.1M – August 2004)
- Transient Quarters ($17.7M – September 2004)
- Housing Phase III 22 Units ($5M – August 2005)

In the past four years, the quality of life of NAS Brunswick's military personnel has been significantly upgraded with the construction of 190 townhouses to replace aging barracks ($14.4 million), a 500-bed transient barracks ($22.6 million), more than 220 new family houses ($33.1 million), and a new $1.5 million Recreation Mall with contract food vendors and family-oriented activities. A new 30-unit Navy lodge was completed in 2000 to accommodate families looking for area housing, and the lodge is expected to double in size within the next two years.

A substantial amount of economic impact is generated in the Region through the resultant $147 million in military and civilian salaries.

REGIONAL ECONOMIC IMPACT

As Maine's second largest employer, NAS Brunswick employs 5,227 military and civilian personnel, including 573 officers, 3,837 enlisted personnel, and 817 civilians. A substantial amount of economic impact is generated in the Region through the resultant $147 million in military and civilian salaries. This disposable income purchases the necessities of life such as housing, transportation and food, and plays a vital role in the Region's overall economic vitality. It is also important to note that Mainers comprise over 90% of the personnel hired by contractors for base projects.



NAS Brunswick provides a "critical mass" for regional projects and improvements which require a scale not achievable without its economic impact.

The previously mentioned transition of NAS Brunswick to dual-fuel boilers made the introduction of natural gas to the Mid-Coast Region economically viable, with resulting widespread benefits to industry and growth. Another example is the annual $34 million in NAS Brunswick's medical purchases. These expenditures are typically for medical services located outside the station, and have directly enabled major improvements to regional health care services and infrastructure.

A third of NAS Brunswick's often-overlooked economic impacts on the area is the annual funding the Brunswick School system receives from the Department of Education for federally connected children. For the 2003 fiscal year, the Brunswick School system received over $800,000 as a result of having 643 military dependent children in its public schools.

Finally, each year, approximately 1,046 new personnel are assigned to NAS Brunswick for two- or three-year tours of duty, bringing with them 418 spouses who, while initially unemployed, represent a renewable pool of very talented and highly motivated employees, 40% of whom are college educated.

1. HOUSING & ECONOMIC IMPACT

Approximately 25% of the active duty military personnel live on base; the other 75% (or 2,400) are located off base within the Region. The economic impact resulting from off base housing plays an important role in the overall vitality of the Region. For example; enlisted personnel (E-5) that are attached to squadrons and live off base earn an average of $42,990 annually. A Junior Officer (O-3) with flight pay and housing allowance (BAH) earns an average of $74,250. In the real estate industry 30% of disposable income is used as a guideline to determine the monthly amount of housing costs an individual can afford to pay (either mortgage or rental). With this in mind, enlisted personnel on the average spend approximately $12,000 per year and Officers spend on the average about $22,000 to meet their housing needs. **Estimated average impact on the regional housing economy (based on averages) is in excess of $30 million on an annual basis.** If the base were to close, over 2,000 housing units would be vacant thus causing a significant change in the regional housing market.

One of the major reasons there are 5,700 military retirees and family members in the Region is because of some services and facilities at NAS Brunswick.

In terms of active duty expenditures related to transportation and food (includes home & eating out), the Bureau of Labor Statistics states that family "budgeting" typically allocates approximately 15% for each of these two categories. Similar to the previous example, enlisted personnel on the average spend approximately $12,000 per year and Officers spend on the average about $22,000 for transportation and food. **Estimated average impact on the regional economy (based on averages) is in excess of $31 million on an annual basis.**

2. MILITARY RETIREE IMPACT

One of the major reasons there are 5,700 military retirees and family members in the Region is because of some services and facilities at NAS Brunswick (e.g. Exchange, Commissary, medical clinic, recreation mall). A vast majority of these retirees live in nearby Midcoast communities and contribute significantly to the Region's economic livelihood. The Region risks losing many of these retirees if the base is closed and services moved out of state.

3. COMMUNITY OUTREACH

NAS Brunswick personnel have a long history of building relationships between the military and civilian communities and are actively working as partners with the Chamber of Commerce of the Bath-Brunswick Region, the Military-Community Council, the MidCoast Council for Business Development and Planning, the American Red Cross, and numerous other state, regional and local organizations. The Naval community serves as volunteers and provides leadership and enrichment to the Boy Scouts, church groups and numerous civic organizations.

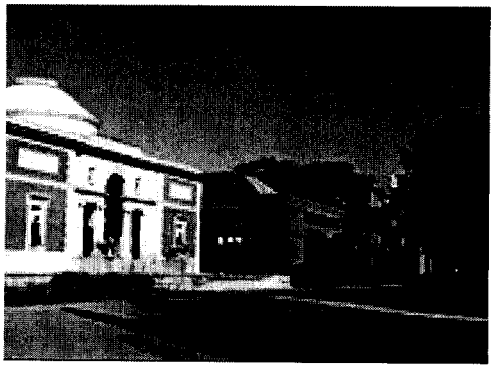
ECONOMIC CONTRIBUTOR	REGIONAL ECONOMIC IMPACT
Military Payroll	
Active Duty	$124.9 million
Civilian Personnel	22.0 million
Military Construction & Material Purchases	62.0 million
Medical Purchases	34.0 million
Naval Air Reserve Payroll	21.0 million
Operations and Maintenance	9.7 million
Off Base Housing Costs for Active Duty	30.0 million
Transportation & Food Costs for Active Duty	30.0 million
TOTAL ECONOMIC IMPACT	**$333.6 million**

The Town and the surrounding Region have a long history of mutual support and cooperation with NAS Brunswick.

TOWN OF BRUNSWICK INFRASTRUCTURE TO SUPPORT FORCES

1. OVERVIEW

The Town of Brunswick has been the home of NAS Brunswick since it opened in April 1943. The base operated throughout World War II, when it served not only as a base for anti-submarine patrol missions but also training Canadian Air Force pilots. In 1947 NAS Brunswick was decommissioned but with the rise of the Cold War was recommissioned in 1951 and since then has played a vital role in the defense of the North Atlantic.

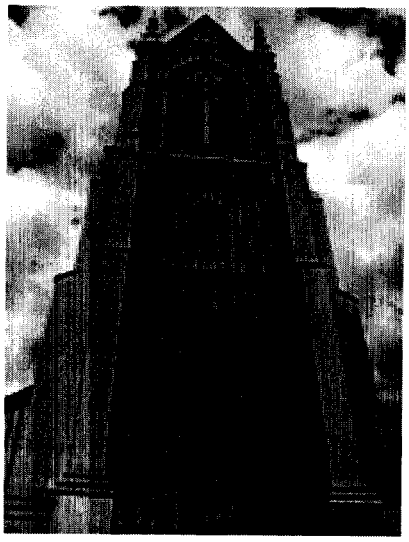


Bowdoin College

The Town of Brunswick serves as a regional center of more than 70,000 people, 21,000 of whom are Town residents. It is a progressive community, governed by a Town Council and a Town Manager, with a vibrant downtown, energetic arts and cultural groups, and an active shopping area. Brunswick has a strong sense of community and is home to two hospitals, schools, historical museums, Bowdoin College, a professional summer theater, many churches and a variety of recreational opportunities.

Brunswick Mall

The Town and the surrounding Region have a long history of mutual support and cooperation with NAS Brunswick.



Photography by: Kennebec Camera & Darkroom, Bath, ME 207-442-8628

First Parish Church

The relationship between the Town and the base in regard to fire and medical services is an example of mutual cooperation and efficiency.

2. SCHOOLS

The Town of Brunswick School Department consists of four elementary schools, one junior high school and one high school. Children of NAS Brunswick personnel have been attending Brunswick Schools for over 50 years. The community is accustomed to accommodating the transitory nature of this student population, a process that requires assessing the student skills and prescribing an instructional program to best meet the needs of each student. Over the past ten years, between 595 to 671 military-dependent children have attended Brunswick public schools each year, including students residing within base property as well as those living off base.

3. FIRE AND EMERGENCY MEDICAL SERVICES

The Town of Brunswick provides a full range of emergency services to its residents, including NAS Brunswick, and responds to nearly 3,000 emergency, fire and EMS calls each year. Twenty-five full-time firefighters, most of whom are also licensed as Emergency Medical Technicians or Paramedics, operate the department's emergency ambulances at the Advanced Life Support level.

The Fire Department works cooperatively with the NAS Brunswick and provides mutual aid to the base. In FY 2002-2003, the Town responded to 21 fire calls either on-base or in off-base military housing. The Brunswick Fire Department is the first responder to off-base housing. The Town of Brunswick responds with paramedic/ambulance service upon request by the Naval Air Station. The high level of medical training (paramedic) provided by the Town of Brunswick personnel is often required by NAS Brunswick to supplement their existing ambulance personnel. In addition, the Town responds to all off-base housing ambulance calls.

The relationship between the Town and the base for fire and medical services is an example of mutual cooperation and efficiency. NAS Brunswick and the Town of Brunswick achieve an exceptionally high level of service through the synergy of their working relationship. The example set here should be a model for all DOD facilities and their surrounding communities.

4. POLICE

The Brunswick Police Department has a strong working relationship with NAS Brunswick. The base and the Town have shared joint training exercises and planning of numerous events, including dignitary protection details, Safety Stand-down Training and others. The ability to conduct joint exercise and training has been a benefit to the military operation as well as to the citizens of Brunswick. There are frequent coordinating meetings with representatives of the military structure to discuss and plan events that impact the community. Since the events of 9/11, the Town and NAS Brunswick have worked even more closely to handle the change in threat conditions and have been true partners in several operations concerning the needed response to heightened security warnings.

The Criminal Investigations Division of the Town of Brunswick works concurrently with members of the Naval Criminal Investigative Service, DOD Police, and Navy personnel during criminal investigations. Regulations have permitted concurrent jurisdiction, allowing the Brunswick Police Department

People who have served NAS Brunswick are moving back after retiring from military service.

to swear in DOD Police Detectives as Brunswick Reserve Officers. This structure allows more latitude in prosecuting cases through the Cumberland County District Attorney's Office and the State Courts for both criminal and traffic offenses.

4. HOUSING

As with most of the nation, the price of existing homes in Brunswick has risen dramatically in the past several years. To respond to this increase, the Town of Brunswick has prepared a document titled: ***Action Plan for Housing in Brunswick: 2003***, which sets forth specific actions to increase affordable housing stock in the community.

The number of active duty military families within the housing market area has dropped nearly by half in recent years, from 3,081 in 1990 to 1,697 in 2000. Conversely, the number of veterans over age 65 has increased by 1,193 in the same period. People who have served NAS Brunswick have found the Region to be compatible with their lifestyles and, in many cases, are moving back after retiring from military service.

As part of the Military Housing Privatization Initiative Act of 1996, the Navy is in the process of forming a limited liability partnership with a private company (GMH Military Housing) to own, operate, manage and maintain the existing inventory of Navy owned family housing units, as well as construct any new or replacement units in both Brunswick and Topsham. Currently there are a total of 750 units that will be covered under this program in both communities. The privatization agreement is expected to be approved by Congress prior to November 1, 2004.

5. BRUNSWICK ECONOMY

The Town of Brunswick is a service center community for the Region. As such, it plays a critical role in providing employment, shopping and socially significant services throughout the Region. Brunswick provides a home and services to a variety of private sector companies and is host to almost half of all the jobs in the Bath-Brunswick Labor Market.

Military spouses quickly find jobs within this labor market, which numbers in excess of 33,000 jobs. In the Town of Brunswick, the labor force increased by 1,276 jobs, 8.7%, between 1990 and 2000. These new jobs were primarily in the professional, management, administration and service sectors. The top ten Brunswick employers are:

The Town's workforce trend toward the service industry is a positive move, especially when examining projections for the fastest growing industries in Maine over the next ten years. Social services in the state are expected to grow 47%, amusement and recreation services 33%, health services by 22% and bank services 9.7%. A strong retail core in the downtown and at nearby Cooks Corner will also be aided by a projection of growth in the retail sector of 13.4%.

The Bath-Brunswick Region is a very special place to live.

6. PARKS AND RECREATION

The Town of Brunswick's Parks and Recreation Department manages a parks system with more than thirty-five different facilities: ball fields, athletic facilities, tennis courts, playgrounds, a swimming area, boat landings, gymnasiums, trails and neighborhood parks. In addition, in 2003 the department offered in excess of one hundred different recreation programs involving over 24,500 registered participants. A review of the recreation program participant database for 2003 yields a conservative estimate of at least ten percent of the households who participated in some form of Town-sponsored recreation representing military spouses and their families.

The Town's Parks and Recreation Department works collaboratively with The Navy's Morale Welfare and Recreation (MWR) Services in an attempt to not duplicate program offerings wherever possible. For example, the Town sponsors youth sports and athletics and military children participate in large numbers in these offerings. Conversely, MWR does not administer these types of youth sports programs.

"The reason I decided to retire in this area was because of the truly unique blending of the civilian community, the college and the military that I have not found anywhere else."

RADM Harry Rich USN (Ret.)

State of Maine

In the Year of Our Lord Two Thousand and Four

JOINT RESOLUTION MEMORIALIZING THE CONGRESS OF THE UNITED STATES TO CONTINUE ITS SUPPORT AND ADVOCACY FOR THE MILITARY BASES IN MAINE

WE, your Memorialists, the Members of the One Hundred and Twenty-first Legislature of the State of Maine now assembled in the Second Special Session, most respectfully present and petition the Congress of the United States as follows:

WHEREAS, within the year, Secretary of Defense Donald Rumsfeld, through the Base Realignment and Closure (BRAC) Commission, will make recommendations about which military installations are to be considered for closure in cost-cutting measures for the military and has indicated that reductions may total 25% or an estimated 100 bases; and

WHEREAS, the State of Maine has 3 distinct and important military installations that are potentially at risk for closure: the naval shipyard in Kittery, the Naval Air Station Brunswick and the Naval Computer and Telecommunications Area Master Station, Atlantic Cutler Detachment; and

WHEREAS, the naval shipyard in Kittery is one of only 4 public shipyards in the Nation, is vital to our maritime strength and is of major importance to 2 states' local economies; and

WHEREAS, Naval Air Station Brunswick is the only fully capable air base in the northeastern United States, does not encroach on the civilian community and has plenty of space for expansion, even for housing other branches of the military. Naval Air Station Brunswick is on the coast, and aircraft can take off and land without flying over major centers of population; and

WHEREAS, the Cutler detachment's primary mission is Very Low Frequency communications with submarines in the Atlantic Ocean and Mediterranean Sea; the installation has the most powerful radio transmitter in the world and is staffed with 84 civil service workers, who ensure the signal stays in the wind to the submarine fleet; and

WHEREAS, the people of the State of Maine have long been at the forefront of our Nation's defense, are first to join and send troops in any conflict and have a strong tradition of support and appreciation for the bases within our borders; now, therefore, be it

RESOLVED: That We, your Memorialists, take this opportunity to convey our appreciation for the advocacy and support for our 3 bases that the Congress of the United States and the Maine Congressional Delegation have provided over the years, and we strongly urge the Congress of the United States to consider the importance of these installations in this time of war on terrorism and the vital need to protect our Nation; and be it further

RESOLVED: That suitable copies of this resolution, duly authenticated by the Secretary of State, be transmitted to the President of the United States Senate, to the Speaker of the United States House of Representatives and to each Member of the Maine Congressional Delegation.

In Senate Chamber
Read and Adopted
Roll Call #352 (Yeas 35 - Nays 0)
April 13, 2004
In Concurrence

JOY J. O'BRIEN
Secretary of the Senate

ATTEST BEVERLY C. DAGGETT
President of the Senate

In Testimony Whereof, I have caused the seal of the State to be hereunto affixed. GIVEN under my hand at Augusta, this fourteenth day of April, in the year two thousand and four

DAN A. GWADOSKY
Secretary of State

House of Representatives
Read and Adopted
April 13, 2004
Sent up for Concurrence
Ordered Sent Forthwith

MILLICENT M. MacFARLAND
Clerk of the House

ATTEST PATRICK COLWELL
Speaker of the House of Representatives