

1995 Navy Report

RECOMMENDATION FOR REALIGNMENT NAVAL AIR STATION, CECIL FIELD, FLORIDA REDIRECT

Recommendation: Change the receiving sites specified by the 1993 Commission (1993 Commission Report, at page 1-20) from "Marine Corps Air Station, Cherry Point, North Carolina; Naval Air Station, Oceana, Virginia; and Marine Corps Air Station, Beaufort, South Carolina" to "other naval air stations, primarily Naval Air Station, Oceana, Virginia; Marine Corps Air Station, Beaufort, South Carolina; Naval Air Station, Jacksonville, Florida; and Naval Air Station, Atlanta, Georgia; or other Navy or Marine Corps Air Stations with the necessary capacity and support infrastructure." In addition, add the following: "To support Naval Air Station, Jacksonville, retain OLF Whitehouse, the Pinecastle target complex, and the Yellow Water family housing area."

Justification: Despite the large reduction in operational infrastructure accomplished during the 1993 round of base closure and realignment, since DON force structure experiences a reduction of over 10 percent by the year 2001, there continues to be additional excess capacity that must be eliminated. In evaluating operational bases, the goal was to retain only that infrastructure necessary to support the future force structure without impeding operational flexibility for deployment of that force. This recommended redirect achieves several important aims in furtherance of current Departmental policy and operational needs. First, it avoids the substantial new construction at MCAS Cherry Point that would be required if the F/A-18s from NAS Cecil Field were relocated there, which would add to existing excess capacity, and utilizes existing capacity at NAS Oceana. This avoidance and similar actions taken regarding other air stations are equivalent to the replacement plant value of an existing tactical aviation naval air station. Second, it permits collocation of all fixed wing carrier-based anti-submarine warfare (ASW) air assets in the Atlantic Fleet with the other aviation ASW assets at NAS Jacksonville and NAVSTA Mayport and support for those assets. Third, it permits recognition of the superior demographics for the Navy and Marine Corps reserves by relocation of reserve assets to Atlanta, Georgia.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$66.6 million. The net of all costs and savings during the implementation period is a savings of \$335.1 million. Annual recurring savings after implementation are \$11.5 million with an immediate return on investment expected. The net present value of the costs and savings over 20 years is a savings of \$437.8 million.

Impacts:

Economic Impact on Communities: Since this action affects unexecuted relocations resulting from prior BRAC recommendations, it causes no net change in current employment in the Craven and Carteret Counties, North Carolina economic area. However, the anticipated 7.5 percent increase in the employment base in this economic area will not occur.

Community Infrastructure Impact: There is no known community infrastructure impact at any receiving installation.

Environmental Impact: The reallocation of Navy and Marine Corps aviation assets in this recommendation will have a generally positive impact on the environment, particularly on the air quality at Cherry Point, North Carolina, and Jacksonville, Florida. The introduction of additional

aircraft and personnel to the Norfolk, Virginia, area is not expected to have an adverse impact on the air quality of that area since the net effect of moving these particular assets, when compared to the force structure reductions by FY 2001, is a reduction of personnel and aircraft from FY 1990 levels at this receiving activity. However, it is expected that conformity determinations will be required for the movements to NAS Oceana and NAS Atlanta. The utility infrastructure at each of the receiving sites is sufficient to handle the additional personnel. At none of the receiving sites will there be an adverse impact on threatened endangered species, sensitive habitats and wetlands, or cultural historical resources occasioned by this recommendation.

RECOMMENDATION FOR REALIGNMENT

MARINE CORPS AIR STATION, EL TORO, CALIFORNIA, AND MARINE CORPS AIR STATION, TUSTIN, CALIFORNIA REDIRECT

Recommendation: Change the receiving sites for "squadrons and related activities at NAS Miramar" specified by the 1993 Commission (1993 Commission Report, at page 1-18) from "NAS Lemoore and NAS Fallon" to "other naval air stations, primarily NAS Oceana, Virginia, NAS North Island, California, and NAS Fallon, Nevada." Change the receiving sites for MCAS Tustin, California, specified by the 1993 Commission from "NAS North Island, NAS Miramar, or MCAS Camp Pendleton" to "other naval air stations primarily MCAS New River, North Carolina; MCB Hawaii WCAF Kaneohe Bay); MCAS Camp Pendleton, California; and NAS Miramar, California."

Justification: This recommendation furthers the restructuring initiatives of operational bases commenced in BRAC-93 and also recognizes that the FY 2001 Force Structure Plan further reduced force levels from those in the FY 1999 Force Structure Plan applicable to BRAC-93. These force level reductions required the Department of the Navy not only to eliminate additional excess capacity but to do so in a way that retained only the infrastructure necessary to support future force levels and did not impede operational flexibility for the deployment of that force. Full implementation of the BRAC-93 recommendations relating to operational air stations would require the construction of substantial new capacity at installations on both coasts, which only exacerbates the level of excess capacity in this subcategory of installations. Revising the receiving sites for assets from these installations in this and other air station recommendations eliminates the need for this construction of new capacity, such that the total savings are equivalent to the replacement plant value of an existing tactical aviation naval air station. Further, within the context of the FY 2001 Force Structure Plan, the mix of Operational air stations and the assets they support resulting from these recommendations provides substantial operational flexibility. For instance, the single sitting of F-14s at Naval Air Station, Oceana, Virginia, fully utilizes that installation's capacity and avoids the need to provide support on both coasts for this aircraft series which is scheduled to leave the active inventory. This recommendation also permits the relocation of Marine Corps helicopter squadrons in the manner best able to meet operational imperatives.

27. Ms. Davis informed the IEG that the DAG developed the closure of NAS Oceana scenarios to determine options for a future Navy master jet base (MJB) on the east coast. The DAG analyzed bases that were not in the original DON operational aviation universe for their potential to serve as a MJB. The DAG discussed operational issues and concerns attendant to a MJB (e.g., available runways, outlying fields, ranges, operating limitations, present and future encroachment, noise and air quality, and CV OPAREAS). Ms. Davis noted that the DAG used these indicators to compare the ability of NAS Oceana and proposed alternate bases to serve as a Navy MJB.

28. Ms. Davis used slide 38 of enclosure (1) to discuss preliminary COBRA results for these scenarios. DON-0139 has one-time costs of \$480.9 million, provides a Payback in six years, and has 20-year NPV savings of \$422.5 million. DON-0140 has one-time costs of \$678.9 million, provides a Payback in 24 years, and has 20-year NPV costs of \$193.2 million. DON-0151 has one-time costs of \$726 million, does not provide a Payback for over 100 years, and has 20-year NPV costs of \$594.1 million. DON-0153 has one-time costs of \$490.4 million, provides a Payback in 14 years, and has 20-year NPV savings of \$16.9 million.

29. Ms. Davis informed the IEG that at its 17 January 2005 deliberative session, the DAG determined that NAS Pensacola was

not a viable receiving site because of encroachment and lack of any enabling scenario relocating training assets. Subsequently, at its 24 January 2005 deliberative session, the DAG determined that environmental considerations would likely render TACAIR basing at NAS Whiting Field infeasible since the Air Force plans to base JSF assets at Eglin AFB, FL. Ms. Davis noted that the Air Force is withholding any decision concerning loading assets at Moody AFB, pending a DON decision. She noted that significant investment would result in unknown benefits for future flexibility for each scenario. The DAG noted that no scenario presented an obvious solution for future DON TACAIR basing and did not recommend any of the scenarios to the IEG.

DOD Recommendation – Naval Air Station Oceana - 2005

Fleet Readiness Centers

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

Justification: This recommendation realigns and merges depot and intermediate maintenance activities. It creates 6 Fleet Readiness Centers (FRCs), with 13 affiliated FRC Sites at satellite locations. FRC Mid-Atlantic will be located on NAS Oceana, VA, with affiliated FRC Sites at NAS Patuxent River, MD, NAS Norfolk, VA, and JRB New Orleans, LA. FRC East is located at Cherry Point, NC, with affiliated FRC Sites at MCAS Beaufort, SC, and MCAS New River, NC.

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

Personnel result: loss of 44 direct jobs/24 indirect jobs

JSF Training

Recommendation: Realign Naval Air Station Oceana, VA, by relocating to Eglin Air Force Base, FL, a sufficient number of instructor pilots, operations, and maintenance support personnel to stand up the Navy's portion of the JSF Initial Joint Training Site, hereby established at Eglin Air Force Base, FL.

Justification: This recommendation establishes Eglin Air Force Base, FL as an Initial Joint Training Site that teaches entry-level aviators and maintenance technicians how to safely operate and maintain the new Joint Strike Fighter (JSF) (F-35) aircraft. The Department is scheduled to take delivery of the F-35 beginning in 2008. This joint basing arrangement will allow the Inter-service Training Review Organization (ITRO) process to establish a DoD baseline program in a consolidated/joint school with curricula that permit services latitude to preserve service-unique culture and a faculty and staff that brings a "Train as we fight; jointly" national perspective to the learning process.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$199.1M. The net of all costs and savings to the Department during the implementation period is a cost of \$209.6M. Annual recurring costs to the

Department after implementation are \$3.3M with no payback expected. The net present value of the costs and savings to the Department over 20 years is a cost of \$226.3M.

Personnel result: loss of 33 direct jobs/ 36 indirect jobs

NAS Oceana

2005 BRAC Actions

FRC

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

Justification: This recommendation realigns and merges depot and intermediate maintenance activities. It creates 6 Fleet Readiness Centers (FRCs), with 13 affiliated FRC Sites at satellite locations. FRC Mid-Atlantic will be located on NAS Oceana, VA, with affiliated FRC Sites at NAS Patuxent River, MD, NAS Norfolk, VA, and JRB New Orleans, LA. FRC East is located at Cherry Point, NC, with affiliated FRC Sites at MCAS Beaufort, SC, and MCAS New River, NC.

Personnel result: loss of 44 direct jobs/24 indirect jobs

JSF Training

Recommendation: Realign Naval Air Station Oceana, VA, by relocating to Eglin Air Force Base, FL, a sufficient number of instructor pilots, operations, and maintenance support personnel to stand up the Navy's portion of the JSF Initial Joint Training Site, hereby established at Eglin Air Force Base, FL.

Justification: This recommendation establishes Eglin Air Force Base, FL as an Initial Joint Training Site that teaches entry-level aviators and maintenance technicians how to safely operate and maintain the new Joint Strike Fighter (JSF) (F-35) aircraft. The Department is scheduled to take delivery of the F-35 beginning in 2008. This joint basing arrangement will allow the Inter-service Training Review Organization (ITRO) process to establish a DoD baseline program in a consolidated/joint school with curricula that permit services latitude to preserve service-unique culture and a faculty and staff that brings a "Train as we fight; jointly" national perspective to the learning process.

Personnel result: loss of 33 direct jobs/ 36 indirect jobs