

**BRAC 2005  
Industrial Joint Cross-Service Group (IJCSG)**

**Meeting Minutes of October 14, 2004**

Mr. Michael Wynne, Acting Under Secretary of Defense for Acquisition, Technology and Logistics, chaired the meeting. The list of attendees is at Attachment 1.

The Chairman opened the Industrial JCSG meeting. He thanked everyone for attending.

Ms. Gail Mason, Office of Counsel, presented a training brief on ethics entitled Conflicts of Interest and BRAC. A copy of the briefing is at Attachment 2. The brief addressed issues for the principal members who are considered to have personal and substantial participation in the BRAC. Ms. Mason spoke about objectivity and neutrality being the keys to protecting the BRAC process and the individuals on the BRAC. Two questions were asked of Ms. Mason concerning who is required to submit financial disclosure forms and is the financial disclosure forms already on file with each member's Service acceptable for the BRAC process. On who should be submitting the forms, all principal members of the Industrial JCSG and their alternates (interpreted to be those who have attended an Industrial JCSG meeting for the principal member) must submit the financial disclosure forms to the Office of Counsel. For those members who have already completed a financial disclosure form for their individual Service, a copy of the form is acceptable but must be sent to the Office of Counsel.

Mr. Pete Potochny provided a verbal brief on resolving conflicting scenarios. A group consisting of members from OSD and each Military Department DAS (Deputy Assistant Secretary) office will review the scenarios in the tracking tool to find the conflicts. The group met for the first time on October 13, 2004 to discuss the specifics of their duties. An example conflict is a Service considers a base to have low military value but one or more of the functions from the JCSGs realigns additional capacity or workload to the base. The Service could then submit a scenario requesting that their base be closed. The Services will adjust to the JCSG functions and vice versa. As part of the conflict resolution process, the impact of the returning overseas forces will be observed.

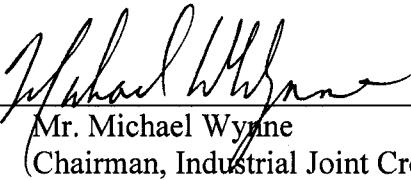
Mr. Motsek briefed the Munitions and Armaments scenario next. A copy of the briefing is at Attachment 3. This scenario was an armament brief vice a production brief. The Chairman and Mr. Potochny both stressed that backups are required for the potential conflicts of the scenario dealing with the leaseback option. The scenario would fail if the leaseback could not be accomplished and other options need to be addressed.

Mr. Krum briefed the Ship Overhaul and Repair scenario. A copy of the briefing is at Attachment 3. This scenario is mostly an intermediate level scenario and some portions may conflict with Navy issues. In the scenario, most of the functions are realigned but the installations are not closed. A discussion on terminology ensued addressing that the functions of each scenario realign or close but that the installation/base may or may not close. The Chairman was asked and confirmed that the optimum solution for the BRAC is an installation/base closure

but that function realignments are also acceptable. The Chairman expressed concern about the complexity of the scenario and wondered if it should be broken down into scenarios 4 through 20. The concern is if one portion can't be completed does it invalidate the entire scenario. A decision was made to keep the scenario as written to better explain the strategy behind the realignments vice breaking it into individual pieces.

Mr. Orr briefed the Maintenance scenario. A copy of the briefing is at Attachment 3. The proposed realignments were discussed and a comment was made about possibly keeping the two NADEPs open and closing an ALC. The Chairman agreed that it should be tried to see if the results change. If the results don't change then the scenario is good. If the results do change then there are other choices that will need military judgment applied to provide the final result.

A question was raised before the meeting ended concerning the process for registering a Service scenario. Service requested scenarios can be brought to the Industrial JCSG meetings for discussion and the scenario can then be entered into the Scenario Tracking Tool.

Approved:   
\_\_\_\_\_  
Mr. Michael Wynn  
(Chairman, Industrial Joint Cross-Service Group)

Attachments:

1. List of attendees
2. Conflict of Interest and BRAC briefing
3. Industrial Joint Cross Service Group Briefing dated October 14, 2004

**JCSG Meeting  
October 14, 2004**

**Attendees**

**Members:**

- Michael Wynne, Under Secretary of Defense for Acquisition, Technology and Logistics
- RADM Bill Klemm, USN
- Mr. Ron Orr, USAF
- Gray Motsek, Deputy G3, Support Operations, Army Material Command
- Maj Gen Mary Saunders, Defense Logistics Agency
- Ms. Shanna Poole Office of Director Logistics Plans and Policies, HQMC
- Brig Gen Hank Taylor, Joint Staff

**Others:**

- Pete Potochney, OSD BRAC Office
- Alex Yellin, OSD BRAC Office
- John Desiderio, OSD BRAC Office
- Jay Berry, OSD Maintenance Policy, Programs and Resources
- Maj. Steve DuBois, USMC
- George Kingsley, Defense Logistics Agency
- Mr. Frank O'Rourke, DLA
- Steve Krum, NAVSEA
- Catherine Schneiter, DoDIG
- Mr. Don Fathke, Navy
- Mr. Stu Paul, Navy
- Ms. Tanya Robinson, Navy
- Col Kirk Foster, Army
- Catharine Schneiter, DoDIG
- Mr. Sal Culosi, LMI
- Mr. David Pauling, ADUSD, MPP&R
- Ms. Gail Mason, OGC
- CAPT William Porter, AT&L

Attachment 1



## Conflicts of Interest and BRAC

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### Introduction

- As a member of a DOD base closure executive group, you hold a position of special trust and confidence regarding the BRAC process
- As you know, your work will result in a list of recommended base realignments and closures that will potentially impact the lives of many citizens and their communities

### Introduction

- If the public does not have complete confidence in the fairness of our procedures, their support for the BRAC process cannot be assured
- For this reason, participants must be fair and impartial, both in reality and perception
- Also, as government employees, you must avoid conflicts of interest as you carry out your duties
- That is why you are being briefed today

### Conflicts of Interest

#### First Issue: What is a conflict of interest?

- A conflict arises when your personal financial interests (or those of someone close to you) may be affected by the BRAC decision or recommendation



### Conflicts of Interest

- A criminal statute (18 USC 208) provides as follows:
  - Employees are prohibited from participating **personally and substantially** in an official capacity in any **particular matter** in which they (or any person whose interests are imputed to them) **have a financial interest**, if the matter will have a **direct and predictable** effect on that interest

### Conflicts of Interest

- Key terms:**
  - Personal and Substantial Participation**
    - Your involvement makes a difference, even if it is advice or recommendations, and not determinative
  - In a Particular Matter**
    - Focused on an identifiable class of persons (like a certain community)
  - Having a Direct and Predictable Effect**
    - Involves a close causal link and real possibility that any decision or action will affect the financial interest involved
  - Financial Interest**
    - Personal financial asset, or that of someone with a certain type of relationship with you

### Resolving Conflicts

- **Disqualification**

- This means that you are disqualified – or “recused” -- from taking official action on any particular matter that could affect the covered financial interest
- The extent of your disqualification is determined by your direct supervisor, with advice from the ethics counselor

### Resolving Conflicts

- **Change of Duties**

- If your official duties cannot be separated from your financial interests, or the whole of the “particular matter” is too complicated to be subdivided based on the nature of your interest, you may need to be removed from the project altogether

### Resolving Conflicts

- **Waiver**

- Your appointing official may determine that your financial interest is not so substantial as to require your disqualification or change of duties
- Waivers are issued, in writing, by the appointing official, after consultation with an ethics counselor
- Waivers must be issued prior to your taking any official action in the matter; thus, until you have a waiver, you may not act on the matter in your official capacity

### Resolving Conflicts

- **Authorization**

- If the situation does not present a true conflict (under 18 USC 208), but does create the *appearance* of a conflict (under 5 CFR 2635.502), your supervisor may authorize you to continue working in the area at issue
- Authorization is granted if government needs outweigh perceptions/concerns by on-lookers
- This requires written documentation and advance approval

### Resolving Conflicts

- **Eliminate Personal Interest/Position**

- For example...
  - Resign from position as a board member or officer of a private organization
  - Sell real estate or stock ownership if financial interests trigger the conflict
  - Step down from off-duty employment
  - Postpone job search with interested parties until retirement

### Avoiding Conflicts

- **What We Ask You To Do.....**

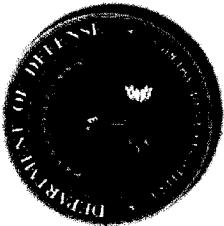
- **Examine** your financial situation and identify any interests that may trigger a real/apparent conflict based on your support of BRAC
- **Advise** your BRAC supervisor of any concerns
- **Seek guidance** from your ethics counselor
- **Follow the guidance** worked out by the ethics counselor and your supervisor to resolve any conflicts of interest

# Industrial Joint Cross Service Group

October 14, 2004



# Munitions & Armaments - Armaments

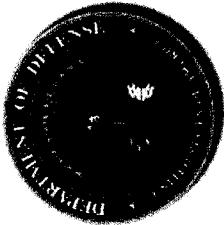


Scenario	Drivers/Assumptions
<ul style="list-style-type: none"><li>■ Preserve and optimize Armaments capability while minimizing excess capacity.</li><li>■ Retain core capability at Rock Island Arsenal</li><li>■ Transfer and leaseback Watervliet</li><li>■ Close Lima Tank Plant</li></ul>	<ul style="list-style-type: none"><li>■ Transformational Options: Reroute and consolidate the Army organic industrial base, in partnership with industry, to provide joint, responsive, flexible, worldwide logistics support from factory to foxhole.</li></ul>
Justification/Impact	Potential Conflicts
	<ul style="list-style-type: none"><li>■ Concerned with creation of lease.</li></ul>

DCN: 11288

- Strategy     Capacity Analysis / Data Verification     ICSG Recommended     De-conflicted w/IICSGs
- COBRA     Military Value Analysis / Data Verification     Criteria 6-8 Analysis     De-conflicted w/Services
- Draft Deliberative Document –For Discussion Purposes Only –Do Not Release Under FOIA

# Ship Overhaul and Repair





# IJCSG - Ship Overhaul & Repair

## Scenario SR-4

Scenario	Drivers/Assumptions
<ul style="list-style-type: none"><li>■ Close:<ul style="list-style-type: none"><li>• NAVIMFAC PACNORWEST EVERETT WA</li><li>• NSY AND IMF PUGET SOUND DET PT LOMA CA</li><li>• SIMA NRMF INGLESIDE TX</li><li>• SIMA PASCAGOULA MS</li><li>• NNSY DET NAVPESO ANNAPOLIS MD</li><li>• NNSY DET NAVSHIPSO PHIL PA</li><li>• NAVSUBSUPPFAC NEW LONDON CT</li><li>• NAVSHIPYD PUGET SOUND DET BOSTON MA</li><li>■ Realign I-level workload from NAVSUBSUPPFAC SSNs and TRIEFFAC KING'S BAY SSGNs to BANGOR.</li><li>■ Realign I-level workload from NAVSUBSUPPFAC SSNs to NAVSHIPYD PEARL HARBOR.</li><li>■ Realign CVN I-level workload from NAVIMFAC EVERETT to NAVSHIPYD PUGET SOUND.</li><li>■ Realign SSNI I-level workload from PT LOMA and NAVSUBSUPPFAC, and some CVN workload DET SAN DIEGO, to NAVSHIPYD PEARL HARBOR.</li><li>■ Realign MCM/MHC I-level workload from SIMA INGLESIDE to SIMA SAN DIEGO and SIMA MAYPORT.</li><li>■ Realign FFG I-level workload from SIMA PASCAGOULA to SIMA MAYPORT.</li><li>■ Realign CV I-level workload from SIMA MAYPORT to SIMA NORFOLK.</li><li>■ Consolidate TRIEFFAC, NAVPESO, and NAVSHIPSO with NAVSHIPYD NORFOLK.</li><li>■ Realign SSNI I-level workload from NAVSUBSUPPFAC to NAVSHIPYD PORTSMOUTH.</li><li>■ Consolidate BOSTON workload at NAVSHIPYD PUGET SOUND.</li><li>■ Consolidate SUBMEPP workload with NAVSHIPYD PORTSMOUTH.</li><li>■ Realign some complex/long-term SSN availabilities from NAVSHIPYD PEARL HARBOR to remaining shipyards.</li></ul></li></ul>	<ul style="list-style-type: none"><li>■ DON Operational Force basing scenarios could realign homeports, resulting in shifts in maintenance requirements:<ul style="list-style-type: none"><li>• Assume DON Scenario closes NAVSTA EVERETT</li><li>• Assume DON Scenario closes SUBBASE SAN DIEGO</li><li>• Assume DON Scenario closes NAVSTA PASCAGOULA</li><li>• Assume DON Scenario closes NAVSTA INGLESIDE</li><li>• Assume DON Scenario closes SUBBASE NEW LONDON</li><li>• Improve efficiency and effectiveness through consolidated and integrated maintenance resources in major Fleet concentration regions.</li><li>■ All ship relocations need to be coordinated with DON<ul style="list-style-type: none"><li>▪ All LCS class ships will be homeported at NAVSTA SAN DIEGO and NAVSTA NORFOLK by DON replacing ships being decommissioned in those ports, providing a continuing level of I-level workload.</li><li>▪ 5 SSN from SUBBASE NEW LONDON to BANGOR</li><li>▪ 5 SSN from SUBBASE NEW LONDON to NAVSTA NORFOLK</li><li>▪ 4 SSN from SUBBASE NEW LONDON to NAVSTA PEARL HARBOR</li><li>▪ 6 SSN from SUBBASE NEW LONDON to NAVSHIPYD PORTSMOUTH</li><li>▪ 2 SSGN from SUBBASE KINGS BAY to BANGOR</li><li>▪ 1 CVN from NAVSTA EVERETT to NAVSTA BREMERTON</li><li>▪ 1 CVN from NAVSTA SAN DIEGO to NAVSTA PEARL HARBOR</li><li>▪ 1 CV from NAVSTA MAYPORT to NAVSTA NORFOLK</li><li>▪ 3 DD/DDG from NAVSTA EVERETT to NAVSTA SAN DIEGO</li><li>▪ 2 FFG from NAVSTA PASCAGOULA to NAVSTA MAYPORT</li><li>▪ 5 MCM/6 MHC from NAVSTA INGLESIDE to NAVSTA SAN DIEGO</li><li>▪ 5 MCM/6 MHC from NAVSTA INGLESIDE to NAVSTA MAYPORT</li><li>▪ USS ARCO (ARDM-5) from SUBBASE SAN DIEGO to NAVSTA PEARL HARBOR</li></ul></li></ul></li></ul>

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# JJCSG - Ship Overhaul & Repair

SR-4

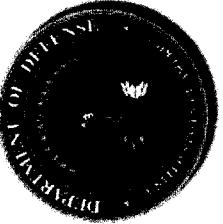
## Justification/Impact

- Aligns intermediate maintenance capacity to possible shifts in Fleet Force basing (which moves the source of the maintenance requirements).
- Reduces ship overhaul and repair depot-level and intermediate-level excess capacity.
- Dry dock scheduling and availability.
- Accommodating a Carrier Air Wing in Hawaii.

## Potential Conflicts

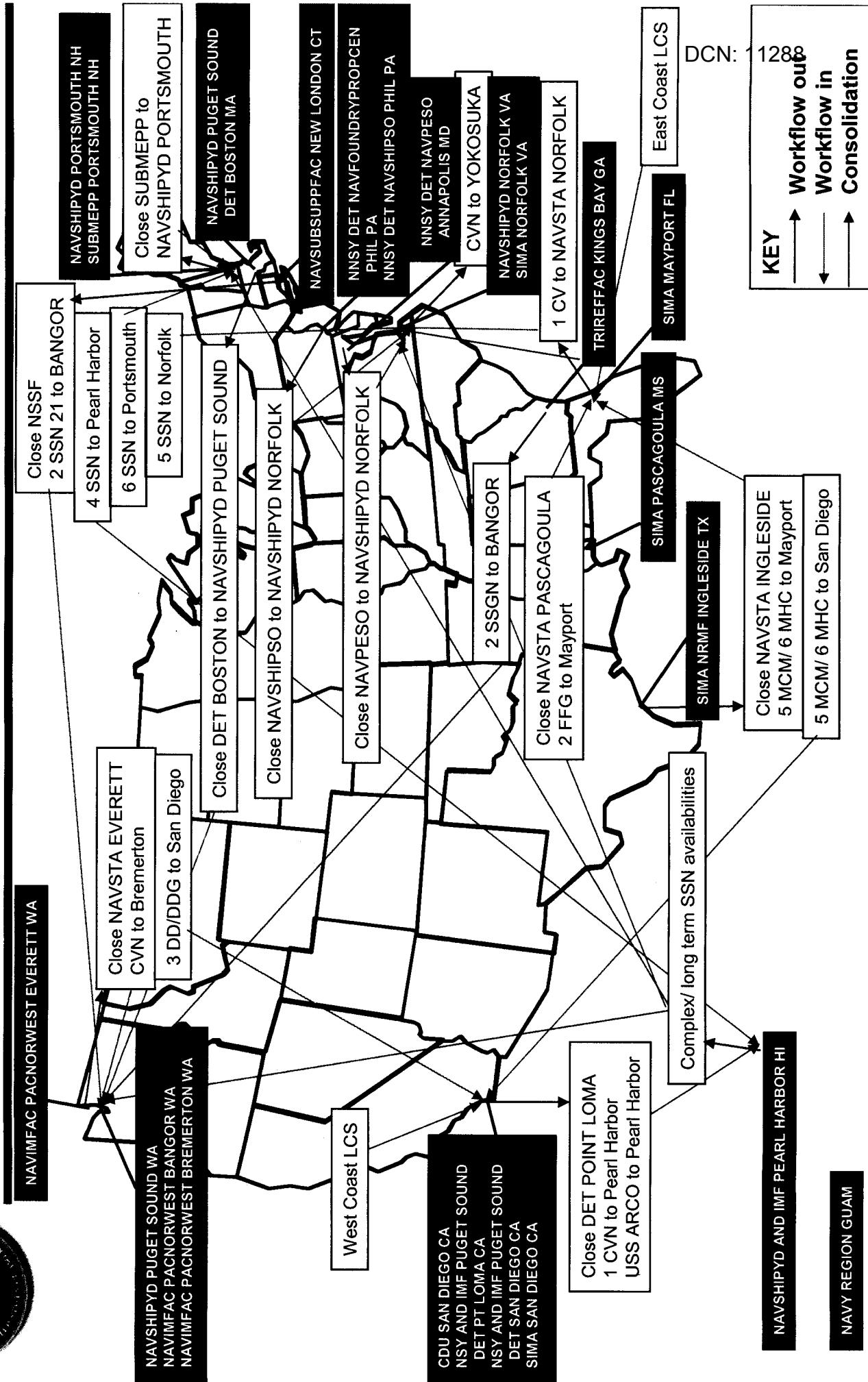
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|--|--|--|---|
| <input checked="" type="checkbox"/> Strategy | <input type="checkbox"/> Capacity Analysis / Data Verification       | <input type="checkbox"/> JCSG Recommended      | <input type="checkbox"/> De-conflicted w/JCSGs    |
| <input type="checkbox"/> COBRA               | <input type="checkbox"/> Military Value Analysis / Data Verification | <input type="checkbox"/> Criteria 6-8 Analysis | <input type="checkbox"/> De-conflicted w/Services |

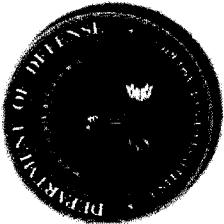


# IJCSG - Ship Overhaul & Repair

## SR-4

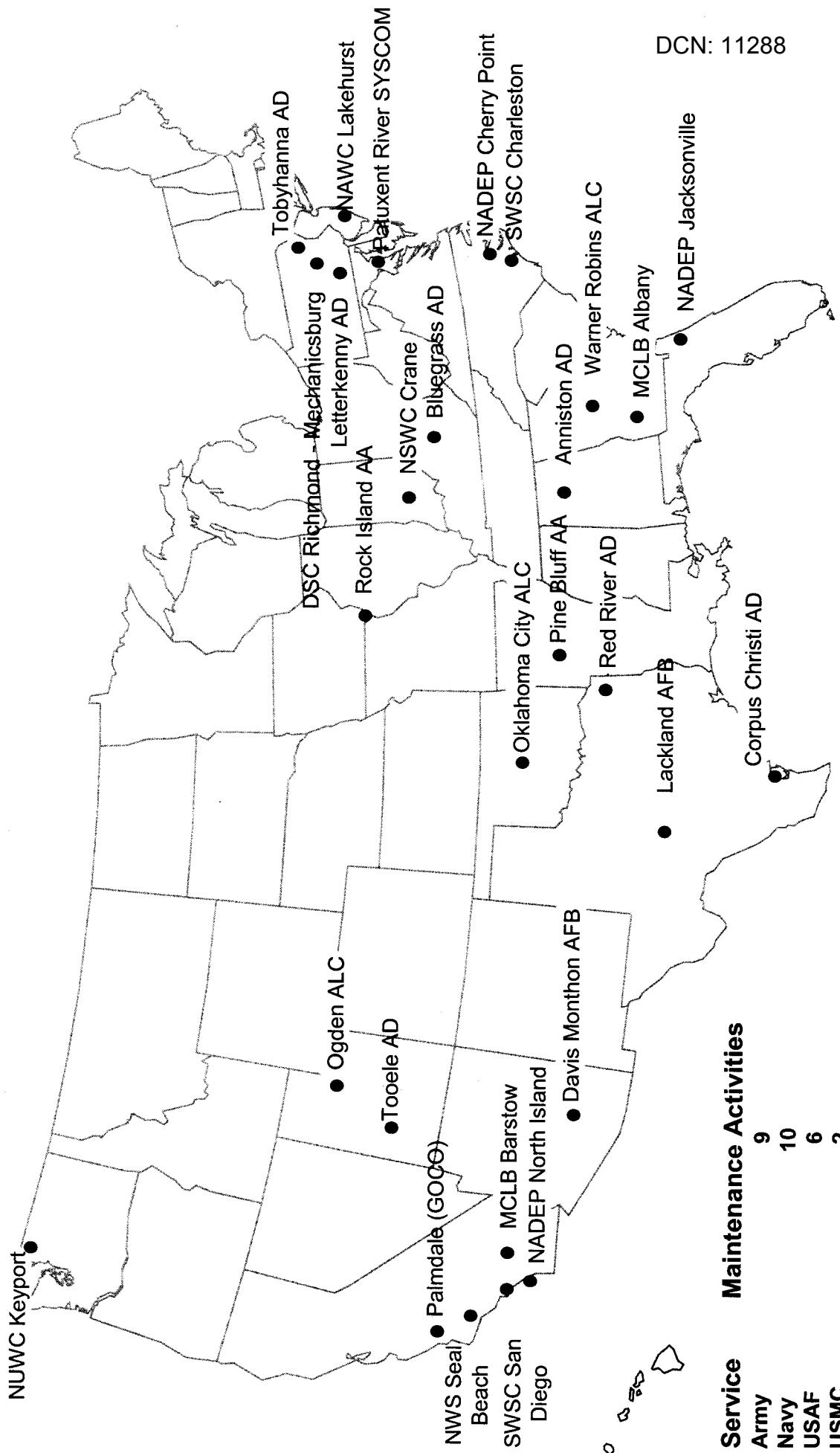


# Maintenance



# Major DoD Depot

## Maintenance Activities (28 Total)



DCN: 11288

# Activities Excluded From Analysis

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## ■ Doctrinal Exclusions

- Ft Sill
- Ft Campbell
- Ft Knox
- NADEP JACKSONVILLE FL DET CECIL FIELD
- NADEP JACKSONVILLE FL DET JACKSONVILLE
- NADEP JACKSONVILLE FL DET MAYPORT
- NADEP JACKSONVILLE FL DET NORFOLK
- NADEP JACKSONVILLE FL DET OCEANA
- NADEP NORTH ISLAND CA DET CAMP PENDLETON
- NADEP NORTH ISLAND CA DET LEMOORE
- NADEP NORTH ISLAND CA DET MIRAMAR
- NADEP NORTH ISLAND CA DET NORTH ISLAND
- NAVAIRSEFAC BEAUFORT SC
- NAVAIRSEFAC CAMP LEJEUNE NC
- NAVAIRSEFAC CHERRY PT NC
- NAVAIRSEFAC JRB FORT WORTH TX
- NAVAIRSEFAC MAYPORT FL
- NAVAIRSEFAC NEW ORLEANS LA
- NAVAIRSEFAC NEWPORT NEWS SHIPYARD VA
- NAVAIRSEFAC NORTH ISLAND CA
- NAVAIRSEFAC SOLOMONS MD
- NAVCAD LAKEHURST DET MAYPORT FL
- NAVCAD LAKEHURST DET NORFOLK VA

## ■ I-Level Activities which Improperly Reported Depot Capacity

- Detroit Arsenal
- Ft Dix
- Ft Rucker
- Ft Stewart
- Lone Star AAP



## Aggressive Scenario

# JCSG – Maintenance Subgroup

Minimize the number of joint sites consistent with doctrine & readiness

(Already Presented)

## Scenario MX-1 (Derivative 3)

### Realignments:

- Aviation Workload (NADEP-CP/NI/JAX, ALC-OC/OO/WR) to 2 or 3 sites for each area: Fighter Attack Other Aircraft, Cargo/Tanker
- Rotary Workload (CCAD, NADEP-CP) to 1 site
- Ground Workload (Vehicles: Tracked, Wheeled, Amphibious) 7 locations (ANAD, RRAD, TYAD, RIA, LEAD, MCLBA, MCLBB) to 2 or 3 sites
- Components- Commodities (e.g. landing gear, electronics etc) at various locations to 2 or 3 sites per commodity
- Using current workload, commodity approach, consider joint Service solutions

### Drivers/Assumptions

#### Boundaries:

- Service Doctrinal Compliance: Navy Detachments; Army National Maintenance Program; USMC turnaround response requirement, etc.
- Workload moved from closing sites should be moved as a complete unit wherever possible, if not, move a portion of the work to the site with the highest available capacity and remaining is TBD.
- Based on Maximum Capacity on 1.5 shift/60 hour work week per workstation

### Justification/Impact

- Increase Joint use through minimizing sites
- Environmental impacts not known at this time-workload moves
- Cost/Savings of movements not determined – COBRA
- Post BRAC recurring costs/savings

### Potential Conflicts

- USC Title 10 Sec 2466 requirement - 50/50
- Other JCSG potential impacts – Supply and Storage

DCN: 11288

✓ Strategy  
□ COBRA

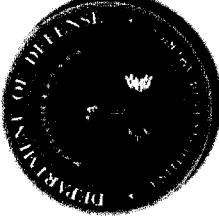
Capacity Analysis / Data Verification

JCSG Recommended

Military Value Analysis / Data Verification  
 Criteria 6-8 Analysis  
 De-conflicted w/JCSGs  
 De-conflicted w/Service FOIA  
Draft Deliberative Document –For Discussion Purposes Only –Do Not Release Under FOIA 10

# IJCSCG – Maintenance Subgroup

Minimize the number of joint sites consistent with doctrine & readiness



## Scenario MX-1 (Derivative 3)

### Realignments:

- Close the following activities and realign the workload to the retained activities
  - Blue Grass AD, Pine Bluff AA, Red River AD, Rock Island AA, Tooele AD, Patuxent River SYSCOM, NADEP Cherry Point, NADEP North Island, NAWC Lakehurst, NAWC Crane, NWS Seal Beach, SWSC Charleston, SWSC San Diego Davis Monthan AFB, Lackland AFB, Palmdale (GOCO), MCLB Barstow
- Retain the following activities
  - Anniston AD, Corpus Christi AD, Letterkenny AD, Tobyhanna AD, NADEP Jacksonville, NUWC Keyport, Hill AFB, Robins AFB, Tinker AFB, MCLB Albany, DSC Richmond at Mechanicsburg

## Drivers/Assumptions

### Boundaries:

- Service Doctrinal Compliance: Navy Detachments; Army National Maintenance Program; USMC turnaround response requirement, etc.
- Workload moved from closing sites should be moved as a complete unit wherever possible, if not, move a portion of the work to the site with the highest available capacity and remaining is TBD.
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✓ Strategy     Capacity Analysis / Data Verification

JCSG Recommended     De-conflicted w/JCSGs

## Potential Conflicts

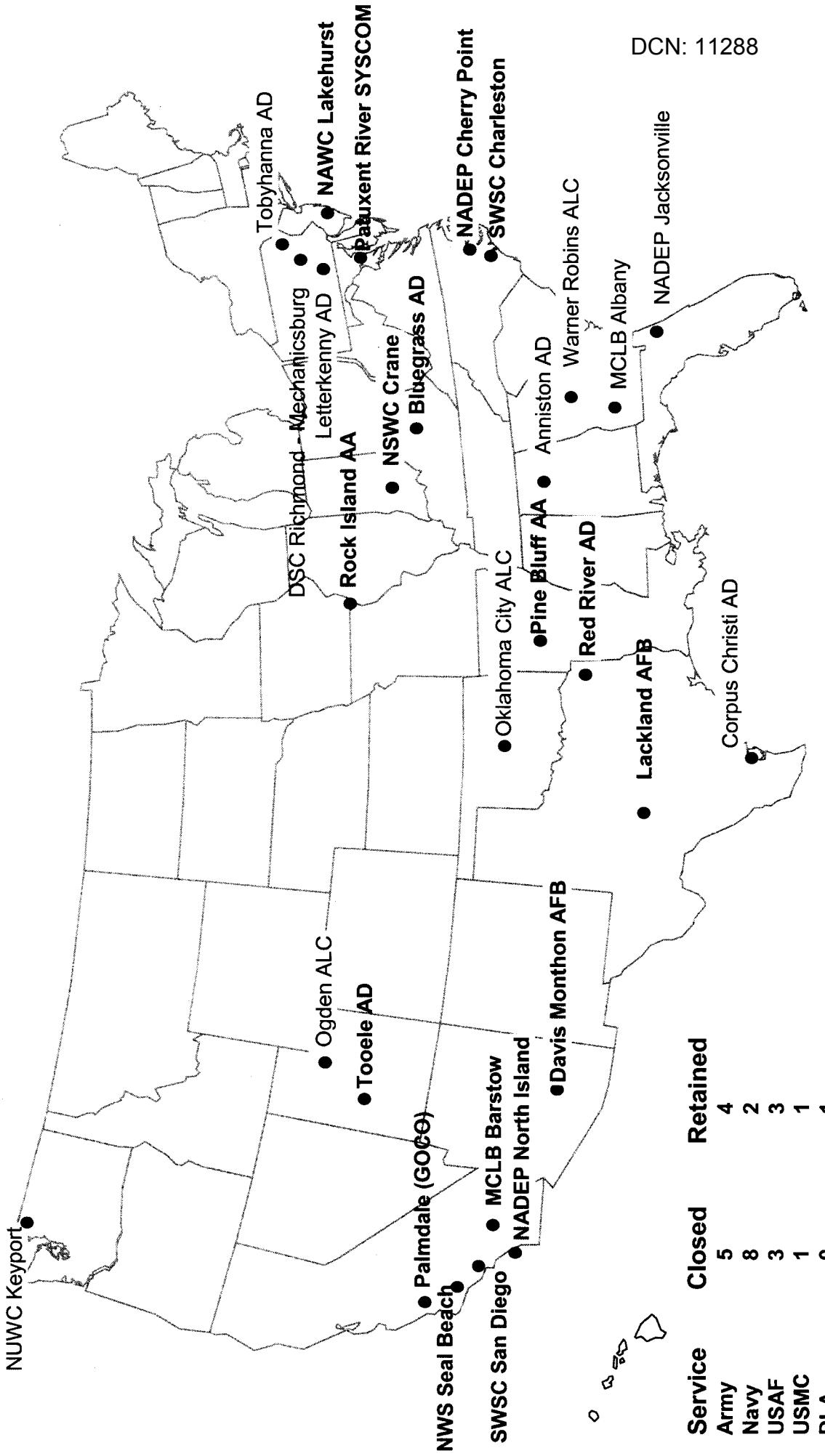
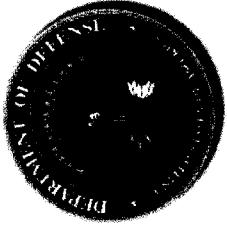
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DCN: 11288

COBRA     Military Value Analysis / Data Verification     Criteria 6-8 Analysis     De-conflicted w/Services  
Draft Deliberative Document –For Discussion Purposes Only –Do Not Release Under FOIA  
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# Major DoD Depot Maintenance Activities

(17 Closed) Work Stations Utilized 60 Hours/Week – Maximum Capacity  
Aggressive Scenario



# Closed Maintenance Activities

## Workload Movements

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### ■ Army Closed Activities ■ DoD Gaining Activities

- **Blue Grass AD (641K DLH)**
  - Fabrication/Manufacturing
    - Anniston – Plus New Capability
- **Pine Bluff AA (131K DLH)**
  - Fabrication/Manufacturing
    - Anniston/Albany
  - Industrial Plant Equipment
    - DLA Richmond - Mechanicsburg
- **Red River AD (882K DLH)**
  - Armament/Structural Comp
    - Anniston – Plus New Capability
  - Combat Vehicles
    - Anniston
  - Construction Equipment
    - Anniston/Albany - Plus New Capability
  - Depot Fleet/Field Support
    - Split Among Receiving Depots
  - Engines/Transmissions
    - Anniston/Plus New
  - Fabrication and Manufacturing
    - Split Among Receiving Depots
  - Fire Control Systems/Comp
    - Anniston
  - Powertrain Components
    - Albany/Anniston
  - Starters/Alternators/Generators
    - Albany - Plus New Capability
  - Tactical Missiles
    - Letterkenny
  - Tactical Vehicles
    - Letterkenny/Albany or Contone Red River<sup>88</sup>

DCN: 112<sup>88</sup>

# Closed Maintenance Activities

## Workload Movements



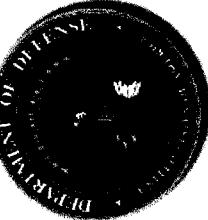
## ■ Army Closed Activities ■ DoD Gaining Activities

- Rock Island AA (183K DLH)
  - Combat Vehicles
  - Other Equipment
  - Tactical Vehicles
- Anniston
  - Letterkenny
  - Albany - Plus New Capability
- Tooele AD (116K DLH)
  - Other
- Mission Goes Away

## ■ Navy Closed Activities

- Patuxent River SYSCOM (539K DLH)
  - Ground Support Equipment
- Hill/Tobyhanna
- NADEP Cherry Point (4.176M DLH)
  - Aircraft Avionics/Electronics Comp
  - Aircraft Dynamics Components
  - Aircraft Engine Turbofan/Augmented
  - Aircraft Engine Turboprop
  - Aircraft Hydraulic Components
- Robins AFB
- Corpus Christi AD
- NADEP Jacksonville
- Corpus Christi AD
- Hill AFB

## Minimal Impact Scenario



# IJCSCG – Maintenance Subgroup

Minimize the number of joint sites consistent with doctrine & readiness

(Already-Presented)

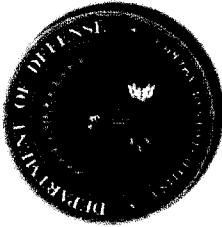
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Scenario MX-1 (Derivative 1)	Drivers/Assumptions
<p>Realignments:</p> <ul style="list-style-type: none"><li>- Aviation Workload (NADEP-CP/NI/JAX, ALC-OC/OO/WR) to 2 or 3 sites for each area: Fighter Attack, Other Aircraft, Cargo/Tanker</li><li>- Rotary Workload (CCAD, NADEP-CP) to 1 site</li><li>- Ground Workload (Vehicles: Tracked, Wheeled, Amphibious) 7 locations (ANAD, RRAD, TYAD, RIA, LEAD, MCLBA, MCLBB) to 2 or 3 sites</li><li>- Components- Commodities (e.g. landing gear, electronics etc) at various locations to 2 or 3 sites per commodity</li><li>- Using current workload, commodity approach, consider joint Service solutions</li></ul>	<p>Boundaries:</p> <ul style="list-style-type: none"><li>- Service Doctrinal Compliance: Navy Detachments; Army National Maintenance Program; USMC turnaround response requirement, etc.</li><li>- Workload moved from closing sites should be moved as a complete unit wherever possible, if not, move a portion of the work to the site with the highest available capacity and remaining is TBD.</li><li>- Based on Total Capacity on 1.5 shift/60 hour work week per workstation</li></ul>
<p>Justification/Impact</p> <ul style="list-style-type: none"><li>- Increase Joint use through minimizing sites</li><li>- Environmental impacts not known at this time- workload moves</li><li>- Cost/Savings of movements not determined – COBRA</li><li>- Post BRAC recurring costs/savings</li></ul>	<p>Potential Conflicts</p> <ul style="list-style-type: none"><li>- USC Title 10 Sec 2466 requirement - 50/50</li><li>- Other JCSG potential impacts – Supply and Storage</li></ul>
<p>✓ Strategy</p> <p><input type="checkbox"/> COBRA</p>	<p><input type="checkbox"/> JCSG Recommended</p> <p><input type="checkbox"/> Capacity Analysis / Data Verification</p> <p><input type="checkbox"/> Military Value Analysis / Data Verification</p> <p><input type="checkbox"/> Criteria 6-8 Analysis</p> <p><input type="checkbox"/> De-conflicted w/Services</p> <p><input type="checkbox"/> De-conflicted w/JCSGs</p> <p><input type="checkbox"/> Draft Deliberative Document –For Discussion Purposes Only –Do Not Release Under FOIA</p>

- 15
- Strategy
  - COBRA
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# IJCSCG – Maintenance Subgroup

Minimize the number of joint sites consistent with doctrine & readiness



## Scenario MX-1 (Derivative 1)

### Realignments:

- Close the following activities and realign the workload to the retained activities
  - Blue Grass AD, Pine Bluff AA, Rock Island AA, Tooele AD, Patuxent River SYSCOM, NADEP Cherry Point, NAWC Lakehurst, NSW Crane, NWS Seal Beach, SWSC Charleston, SWSC San Diego Davis Monthan AFB, Lackland AFB, Palmdale (GOCO), MCLB Barstow

### Boundaries:

- Service Doctrinal Compliance: Navy Detachments; Army National Maintenance Program; USMC turnaround response requirement, etc.
- Workload moved from closing sites should be moved as a complete unit wherever possible, if not, move a portion of the work to the site with the highest available capacity and remaining is TBD.
- Based on Total Capacity on 1.5 shift/60 hour work week per workstation

## Drivers/Assumptions

## Potential Conflicts

- USC Title 10 Sec 2466 requirement - 50/50
- Other JCSCG potential impacts – Supply and Storage

## Justification/Impact

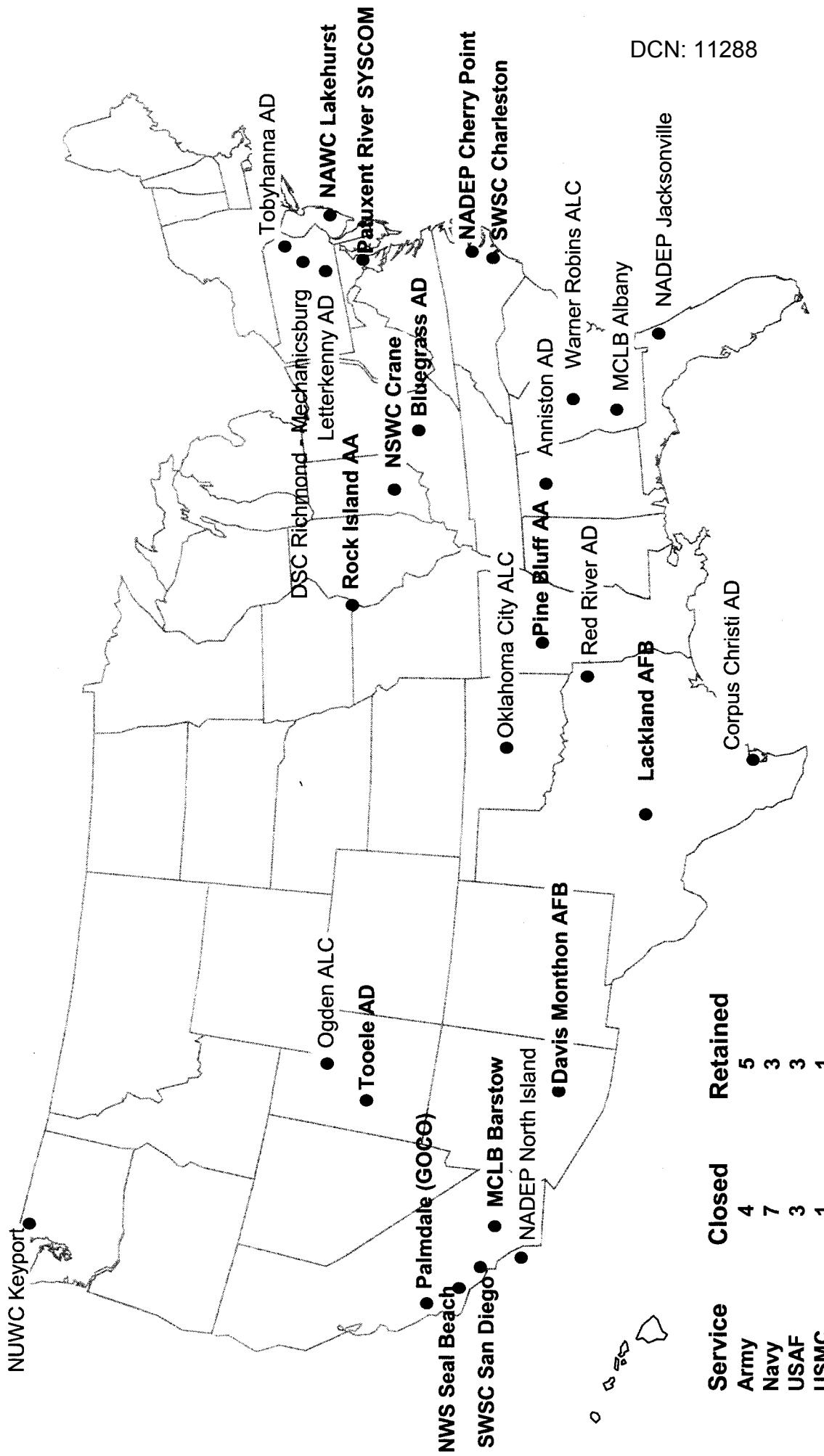
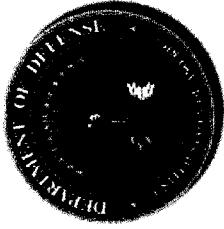
- Increase Joint use through minimizing sites
- Environmental impacts not known at this time-workload moves
- Cost/Savings of movements not determined – COBRA
- Post BRAC recurring costs/savings

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- |   |  |  |   |
|---|--|--|---|
| <input checked="" type="checkbox"/> COBRA   | <input type="checkbox"/> Capacity Analysis / Data Verification | <input type="checkbox"/> JCSCG Recommended | <input type="checkbox"/> De-conflicted w/JCSCGs |
| <input type="checkbox"/> Military Value Analysis / Data Verification <input type="checkbox"/> Criteria 6-8 Analysis <input type="checkbox"/> De-conflicted w/Services Draft Deliberative Document –For Discussion Purposes Only –Do Not Release Under FOIA 16 |  |  |   |

# Major DoD Depot Maintenance Activities

(15 Closed) Work Stations Utilized 60 Hours/Week – Total Capacity  
Minimal Impact Scenario



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# Closed Maintenance Activities

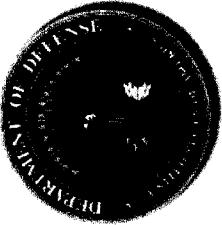
## Workload Movements



- Army Closed Activities   ■ DoD Gaining Activities
- Blue Grass AD (641K DLH)
  - Fabrication/Manufacturing
    - Anniston – Plus New Capability
- Pine Bluff AA (131K DLH)
  - Fabrication/Manufacturing
    - Anniston/Albany
  - Industrial Plant Equipment
    - DLA Richmond – Mechanicsburg
- Rock Island AA (183K DLH)
  - Combat Vehicles
    - Anniston
  - Other Equipment
    - Letterkenny
  - Tactical Vehicles
    - Albany - Plus New Capability
- Tooele AD (116K DLH)
  - Other
    - Mission Goes Away

# Closed Maintenance Activities

## Workload Movements



## ■ Navy Closed Activities ■ DoD Gaining Activities

- **Patuxent River SYSCOM (539K DLH)**
  - Ground Support Equipment
- **NADEP Cherry Point (4.176M DLH)**
  - Aircraft Avionics/Electronics Comp
  - Aircraft Dynamics Components
  - Aircraft Engine Turbofan/Augmented
  - Aircraft Engine Turboprop
  - Aircraft Hydraulic Components
  - Aircraft Instruments Components
  - Aircraft Landing Gear Components
  - Aircraft Ordnance Equipment Comp
  - Aircraft Other
  - Aircraft Other Components
  - Aircraft Pneumatic Components
  - Aircraft Rotary
  - Aircraft Structural Components
  - Aircraft VSTOL
  - APUs/GTEs/ATS/SPS/GTCS
  - Calibration
- Anniston/Hill/Tobyyhanna
- Robins AFB
- Corpus Christi AD
- Tinker AFB
- Corpus Christi AD
- Corpus Christi/Hill AFB
- Robins AFB
- NADEP Jacksonville
- NADEP North Island
- NADEP North Island
- NADEP Jacksonville
- Corpus Christi AD
- Corpus Christi AD
- Robins AFB
- NADEP Jacksonville
- Hill AFB
- NADEP Jacksonville