

Industrial Joint Cross-Service Group (IJCSG)

Meeting Minutes of November 18, 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 nineteenth IJCSG meeting by stating that scenarios were on the agenda and that is important to get these purified as soon as possible. Other opening remarks included the general following points:

- We should be closing out our capacity analysis report as soon as possible. Where we need additional data clarifications from the Services, we need to resolve that quickly – hopefully receiving those clarifications by the end of this week.
- Continue our progress on the military value analysis.
- Register scenarios in the tracking tool as they get approved by the group and prepare scenario data calls to support them.
- Mr. Beckett indicated that the Air Force intends to nominate him to Mr. Wynne as Mr. Orr's replacement on the IJCSG.

Mr. Motsek briefed the status of his capacity and military value analyses and scenario development. As requested in the previous IJCSG meeting, he briefed scenarios which closed his two major depots, McAlester and Crane Army Ammunition Plants. Closing these depots resulted in major problems as indicated on the attached slides, including the creation of single points of failure, limited rail access for distribution, reduction in Navy and Air Force readiness, loss of economic benefit of reselling white phosphorus from demilitarization operations and other negative impacts. The group agreed that if a scenario has little merit based on capacity and military value analysis, and if military judgment concludes that there are show stoppers out there that argue for not pursuing the analysis further, then the analysis can be terminated prior to analysis under criteria 5-8. The group decided that, based on these negative impacts and unless other substantive issues surface that require additional analysis, it seemed logical that the closure of McAlester and Crane Army Ammunition Plants present unacceptable show stoppers and that further analysis of these closure scenarios was not necessary.

As requested in the previous IJCSG, RADM Klemm briefed scenarios which closed each of the four Naval Shipyards, one at a time: Norfolk, Puget Sound, Pearl Harbor and Portsmouth. Closing either of the two largest shipyards, Norfolk or Puget Sound, was determined to have little merit for several reasons: 1) use of the Optimization Model determined that closure of either shipyard would leave 4 million direct labor hours of workload annually that cannot be absorbed by the other three shipyards; [REDACTED]

[REDACTED]

Closing Pearl Harbor Naval Shipyard was determined to have little merit for somewhat different reasons. If the depot work were moved, the dry docks would still have to remain open to serve the intermediate level maintenance work on the ships home ported at Pearl Harbor, [REDACTED] Mr. Wynne noted that with the [REDACTED] utilization rate of these submarines, sending them on a [REDACTED] trip to the west coast for maintenance would reduce their readiness from [REDACTED] to [REDACTED] Use of the Optimization Model determined that closure of Pearl Harbor would leave 1 million direct labor hours of workload annually that cannot be done at the other shipyards. In addition, Pearl Harbor is in a forward position where its strategic value exceeds any benefit of mainland maintenance efficiencies.

The group decided that, based on these negative impacts and unless other substantive issues surface that require additional analysis, it seemed logical that the closure of Norfolk, Puget Sound and Pearl Harbor Shipyards present unacceptable show stoppers and that further analysis of these closure scenarios was not necessary.

For Portsmouth Naval Shipyard, the Optimization Model determined that closure would leave 1.4 million direct labor hours of workload annually that the other shipyards cannot accommodate. RADM Klemm stated that these workload calculations, which are all based on the FY05 20-year Force Structure Plan, preclude the closure of Portsmouth unless its three dry docks are replicated at another shipyard. Mr. Wynne asked the Ship Repair and Overhaul Subgroup to perform additional analysis to see if it was possible to replicate Portsmouth Naval Shipyard workload at the other shipyards before making a final decision on the merits of the closure scenario.

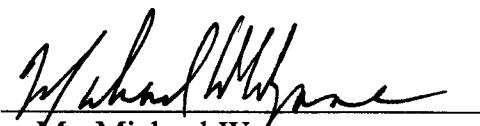
Mr Orr then briefed the status of the scenarios from their Maintenance Subgroup. As requested at the last IJCSG, they developed scenarios to close the maintenance depots at two Air Logistics Centers (ALC) to support their strategy of minimizing sites. Capacity used in the analysis assumed a 1.5 (60 hour) shift schedule. These scenarios presented what appears to be unacceptable consequences. Closing the Ogden ALC (Hill AFB) depot maintenance activity would require 18 other depots to remain open and require the addition of 4 million direct labor hours in capacity to accomplish the workload shifted from Hill AFB to other depots. Closing the Oklahoma ALC (Tinker AFB) depot maintenance activity would require 16 other depots to remain open and require the addition of over 3 million direct labor hours in capacity to accomplish the workload shifted from Tinker AFB to other depots. These impacts would negatively

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affect their depot maintenance surge capability. The group decided that, based on these negative impacts and unless other substantive issues surface that require additional analysis, it seemed logical that the closure of the maintenance depots at Hill AFB and Tinker AFB present unacceptable show stoppers and that further analysis of these closure scenarios was not necessary.

In closing, Mr. Wynne requested that if the Subgroups have more proposals to review, they should raise them to the group for consideration as soon as possible because there is limited time remaining for analysis.

Approved:



Mr. Michael Wynne

Chairman, Industrial Joint Cross-Service Group

Attachments:

- 1- List of attendees
- 2- IJCSG presentation materials [All the slides were part of a single consecutively numbered package]

**Industrial JCSG Meeting
Nov 18, 2004**

Attendees

Members:

- Michael Wynne, Acting Undersecretary of Defense for Acquisition, Technology and Logistics
- RADM Bill Klemm, Deputy Commander, Naval Sea Systems Command
- Ron Orr, Principal Deputy Assistant Secretary of the Air Force (Installations, Environment & Logistics)
- Gary Motsek, Deputy G3, Support Operations, Army Material Command
- BGen Willie Williams, Director Logistics Plans and Policies, HQMC

Alternates:

- None

Others:

- Maj. Gen. Mary Saunders, Vice Director, Defense Logistics Agency
- RDML Mark Hugel, OPNAV
- Peter Potochny, Director OSD BRAC Office
- Jay Berry, OSD Maintenance Policy, Programs and Resources
- Frank O'Rourke, Defense Logistics Agency
- George Kingsley, Defense Logistics Agency
- Allen Beckett, HQ USAF
- Mark VanGilst, HQ USAF/ILMM
- Steve Krum, NAVSEA
- Catherine Schneiter, DoDIG
- Maj. S. DuBois, HQMC
- Willie Smith, HQ AFSC
- John Desiderio, OSD BRAC Office
- Laurel Glenn, OSD BRAC Office
- Stu Paul, OSD (MPP&R)

Attachment 1



Industrial Joint Cross Service Group

November 18, 2004

Munitions and Armaments

Subgroup



IJCSG – Munitions & Armaments

Data Clarification, Scenario and Scenario Data Call Summary



- Capacity Data Call is complete
- Military Value Data Call is not complete
 - Issued 63 clarification questions to the field
 - 8 for Navy
 - 55 for Army
 - 20 are for Data errors and 43 are unanswered questions/incomplete answers
 - To date, 28 outstanding questions
 - 4 for Navy
 - 24 for Army
 - Anticipated completion 19 Nov

IJCSCG – Munitions & Armaments

Data Clarification, Scenario and Scenario Data Call Summary



■ Scenarios:

- 15 accepted by the IJCSCG
- Completed deconfliction with the Army and the Navy
- Loaded all approved scenarios into the tracking tool
- 2 New proposed scenarios (for presentation today)
- 15 Scenario Data Call worksheets in draft and ready for discuss with the Army and Navy



MUNITIONS & ARMAMENTS

MCALISTER: MA- 16

Scenario	Drivers/Assumptions	Justification/Impact	Potential Conflicts
<ul style="list-style-type: none"> ■ Realign Munitions Production for: [REDACTED] 	<ul style="list-style-type: none"> ■ Principles: Supply, Service, and Maintain ■ Transformational Options: Consolidate similar commodities under Centers of Technical Excellence. 	<ul style="list-style-type: none"> ■ Creates single point failure for Navy Gun Ammo and PBX Bombs ■ MILCON cost to build bomb capability at Tooele ■ No existing Private Industry capability for AGMs, BDUs, Practice Bomb, and GBUs. 	

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- Strategy Capacity Analysis / Data Verification De-conflicted w/JCSGs
 COBRA Military Value Analysis / Data Verification Criteria 6-8 Analysis De-conflicted w/Services

MUNITIONS & ARMAMENTS

MCALISTER: MA- 16



Scenario	Drivers/Assumptions
<ul style="list-style-type: none"> ■ Realign Munitions Demilitarization from McAlester to Crane and Tooele (demil of bombs) 	<ul style="list-style-type: none"> ■ Principles: Supply, Service, and Maintain ■ Transformational Options: Consolidate similar commodities under Centers of Technical Excellence
Justification/Impact	Potential Conflicts
	<ul style="list-style-type: none"> ■ Relocation of demil technology ■ Environmental capacity limits
	<ul style="list-style-type: none"> ■ Moves demil capability away from the source of technology ■ Moves demil away from modern technological advancements (cryogenics, etc) ■ Facilitize Tooele for bomb demil capability

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- Strategy Capacity Analysis / Data Verification JCSG Recommended De-conflicted w/JCSGs
 COBRA Military Value Analysis / Data Verification Criteria 6-8 Analysis De-conflicted w/Services



MUNITIONS & ARMAMENTS

MCALISTER: MA-16

Scenario	Drivers/Assumptions
<ul style="list-style-type: none"> ■ Realign Munitions Storage and Distribution capabilities from McAlester to Crane, Tooele, Blue Grass, Letterkenny Munitions Center, Blue Grass, and Red River Munitions Center 	<ul style="list-style-type: none"> ■ Principles: Supply, Service, and Maintain ■ Transformational Options: Consolidate similar commodities under Centers of Technical Excellence.
Justification/Impact	Potential Conflicts
<ul style="list-style-type: none"> ■ Destroys a major distribution network platform (largest capability for outload of TEU container (400 per day) and STONS (15,130 per day). ■ Storage of Air Force Hard Bombs (90%: ██████████100%: BLU). ■ Reduces Navy & Air Force readiness ■ Closes DOD's 2nd largest ammo depot 	<ul style="list-style-type: none"> ■ Competition for transportation ■ Transportation log jams

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- Strategy Capacity Analysis / Data Verification JCSG Recommended De-conflicted w/JCSGs
 COBRA Military Value Analysis / Data Verification Criteria 6-8 Analysis De-conflicted w/Services

MUNITIONS & ARMAMENTS

MCALESTER: MA-16



Scenario	Drivers/Assumptions
<ul style="list-style-type: none"> ■ Realign Munitions Maintenance for 5” Navy Gun Projectiles, AMRAAM, Guided and Unguided Munitions, Missiles (HARM and Maverick) from McAlester to Blue Grass, Letterkenny, and Crane. 	<ul style="list-style-type: none"> ■ Principles: Supply, Service, and Maintain ■ Transformational Options: Consolidate similar commodities under Centers of Technical Excellence.
Justification/Impact	Potential Conflicts
<ul style="list-style-type: none"> ■ Scenario opens up 2 sites slated for closure 	<ul style="list-style-type: none"> ■ None

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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 |

MUNITIONS & ARMAMENTS

CRANE: MA- 17



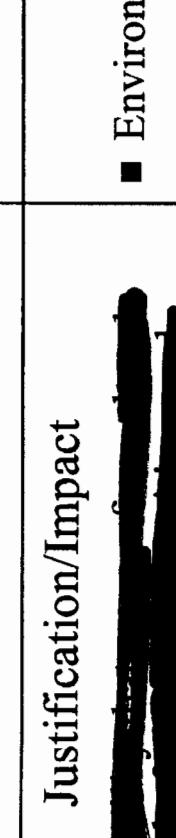
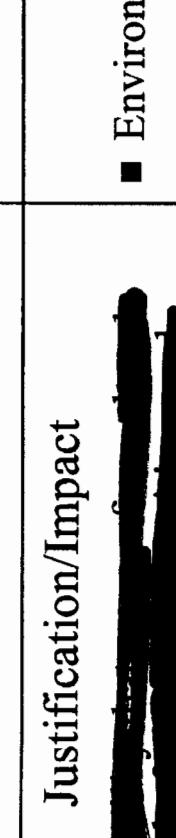
Scenario	Drivers/Assumptions
<ul style="list-style-type: none"> ■ Realign Munitions Production for: 105MM/155MM Artillery and 60MM/81MM/120MM Mortar production to Milan; 5" and 76" Naval Gun ammo and PBX to McAlester; Simulators, Signals, Decoys& Countermeasures to Pine Bluff; Demo Charge and Charges to Radford. 	<ul style="list-style-type: none"> ■ Principles: Supply, Service, and Maintain Transformational Options: Consolidate similar commodities under Centers of Technical Excellence. ■ None
Justification/Impact	Potential Conflicts
<ul style="list-style-type: none"> ■ Creates single point failure for HE and Smoke Artillery, HE and Smoke Mortar rounds, 5" and 76MM Navy Gun Ammo ■ Creates synergy within the Pyro/Demo world ■ Facilitization required for movement of Smoke Artillery and Mortars to Milan. 	<ul style="list-style-type: none"> ■ Capacity Analysis / Data Verification ■ Military Value Analysis / Data Verification ■ Criteria 6-8 Analysis

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JCSG Recommended De-conflicted w/JCSGs
 COBRA Criteria 6-8 Analysis De-conflicted w/Services

MUNITIONS & ARMAMENTS CRANE: MA- 17



Scenario	Drivers/Assumptions		Potential Conflicts
<ul style="list-style-type: none"> ■ Realign Munitions Demilitarization to McAlester and Tooele 	<ul style="list-style-type: none"> ■ Principles: Supply, Service, and Maintain ■ Transformational Options: Consolidate similar commodities 		<ul style="list-style-type: none"> ■ Environmental capacity limits with Tooele
Justification/Impact			
			

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- ✓ Strategy Capacity Analysis / Data Verification
 - COBRA Military Value Analysis / Data Verification

MUNITIONS & ARMAMENTS

CRANE: MA- 17



Scenario	Drivers/Assumptions
<ul style="list-style-type: none"> ■ Realign Munitions Storage and Distribution capabilities from Crane to McAlester, Tooele, Blue Grass, Letterkenny Munitions Center, and Red River Munitions Center 	<ul style="list-style-type: none"> ■ Principles: Supply, Service, and Maintain ■ Transformational Options: Consolidate similar commodities under Centers of Technical Excellence.
Justification/Impact	Potential Conflicts
<ul style="list-style-type: none"> ■ Destroys a major distribution network platform for the Navy (Capability for outload of TEU container (88 per day) and STONS (5,000 per day). ■ Impacts Navy readiness ■ Closes DOD's 3rd largest ammo depot 	<ul style="list-style-type: none"> ■ Competition for transportation ■ Transportation log jams

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Strategy Capacity Analysis / Data Verification JCSG Recommended De-conflicted w/JCSGs
 COBRA Military Value Analysis / Data Verification Criteria 6-8 Analysis De-conflicted w/Services

MUNITIONS & ARMAMENTS

CRANE: MA- 17



Scenario	Drivers/Assumptions
<ul style="list-style-type: none"> ■ Realign Munitions Maintenance for 5” Navy Gun Projectiles, Guided and Unguided Munitions, Cluster Munitions from Crane to Blue Grass and McAlester. 	<ul style="list-style-type: none"> ■ Principles: Supply, Service, and Maintain ■ Transformational Options: Consolidate similar commodities under Centers of Technical Excellence.
Justification/Impact	Potential Conflicts
<ul style="list-style-type: none"> ■ Centralizes Guided and Unguided Munitions Maintenance 	<ul style="list-style-type: none"> ■ None

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- Strategy Capacity Analysis / Data Verification JCSG Recommended De-conflicted w/JCSGs
 COBRA Military Value Analysis / Data Verification Criteria 6-8 Analysis De-conflicted w/Services



Ship Repair and Overhaul Subgroup



IJCSSG - Ship Overhaul & Repair

Data Clarification, Scenario and Scenario Data Call Summary

- Capacity and Military Value Data is Complete
- 11 Scenarios Accepted by IJCSSG (and 20 derivative scenarios)
- Of these 31 Scenarios:
 - 16 Scenario Data Calls Provided to Navy for Issue
 - 3 Additional Data Calls to be Sent to Navy by 23 Nov
 - 6 Scenarios Are Pending Deconfliction
 - 6 “Robust” Scenarios Receive Data from the Others
 - 4 New Proposed Scenarios – Please See Following Charts



IJCSCG - Ship Overhaul & Repair - Scenario SR-12

Close Norfolk Naval Shipyard (Other Shipyards Receive)

Scenario	Drivers/Assumptions
<ul style="list-style-type: none"> ■ Close: <ul style="list-style-type: none"> • NAVSHIPYD NORFOLK VA • NNSY DET NAVPESO ANNAPOLIS MD • NNSY DET NAVSHIPSO PHIL PA ■ Align depot level ship maintenance function from NAVSHIPYD NORFOLK to NAVSHIPYD AND IMF PEARL HARBOR, NAVSHIPYD PORTSMOUTH, and NAVSHIPYD PUGET SOUND. ■ Consolidate depot level ship maintenance function from NNSY DET NAVPESO ANNAPOLIS and NNSY DET NAVSHIPSO PHIL PA to NAVSHIPYD PORTSMOUTH. ■ Consolidate depot level ship maintenance function from NNSY DET NAVFOUNDRYPROPCEN PHIL PA to NAVSHIPYD PORTSMOUTH. 	<ul style="list-style-type: none"> ■ Improve efficiency and effectiveness through consolidated and integrated maintenance resources.
<h3>Justification/Impact</h3> <ul style="list-style-type: none"> ■ Consolidates depot level ship maintenance function to reduce excess capacity. ■ Realigns existing detachments to remaining shipyards. 	<h3>Potential Conflicts</h3> <ul style="list-style-type: none"> ■ Dry dock scheduling for remaining shipyards. ■ May require MILCON to accomplish workload.

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JCSG Recommended De-conflicted w/JCSGs

Military Value Analysis / Data Verification Criteria 6-8 Analysis

COBRA De-conflicted w/Services



JICSG - Ship Overhaul & Repair - Scenario SR-13

Close Pearl Harbor Naval Shipyard (Other Shipyards Receive)

Scenario	Drivers/Assumptions
<ul style="list-style-type: none"> ■ Close: <ul style="list-style-type: none"> • NAVSHIPYD AND IMF PEARL HARBOR HI ■ Align depot level ship maintenance function from NAVSHIPYD AND IMF PEARL HARBOR to NAVSHIPYD NORFOLK, NAVSHIPYD PORTSMOUTH, and NAVSHIPYD PUGET SOUND. 	<ul style="list-style-type: none"> ■ Improve efficiency and effectiveness through consolidated and integrated maintenance resources.
Justification/Impact	Potential Conflicts
<ul style="list-style-type: none"> ■ Consolidates depot level ship maintenance function to reduce excess capacity. ■ Realigns existing detachments to remaining shipyards. 	<ul style="list-style-type: none"> ■ Dry dock scheduling for remaining shipyards. ■ May require MILCON to accomplish workload. ■ Must establish a stand-alone I-level ship maintenance capability at NAVSTA PEARL HARBOR.

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- Strategy Capacity Analysis / Data Verification JCSG Recommended De-conflicted w/JCSGs
 COBRA Military Value Analysis / Data Verification Criteria 6-8 Analysis De-conflicted w/Services



IJCSG - Ship Overhaul & Repair - Scenario SR-14

Close Portsmouth Naval Shipyard (Other Shipyards Receive)

Scenario	Drivers/Assumptions	Potential Conflicts
<ul style="list-style-type: none"> ■ Close: <ul style="list-style-type: none"> • NAVSHIPPYD PORTSMOUTH NH 	<ul style="list-style-type: none"> ■ Improve efficiency and effectiveness through consolidated and integrated maintenance resources. 	
<ul style="list-style-type: none"> ■ Align depot level ship maintenance function from NAVSHIPPYD PORTSMOUTH to NAVSHIPPYD NORFOLK, NAVSHIPPYD AND IMF PEARL HARBOR, and NAVSHIPPYD PUGET SOUND. ■ Consolidate SUBMEPP PORTSMOUTH NH to NAVSHIPPYD NORFOLK. 	<ul style="list-style-type: none"> ■ Dry dock scheduling for remaining shipyards. ■ May require MILCON to accomplish workload. 	

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- ✓ Strategy Capacity Analysis / Data Verification JCSG Recommended De-conflicted w/JCSGs
- COBRA Military Value Analysis / Data Verification Criteria 6-8 Analysis De-conflicted w/Services



IJCSCG - Ship Overhaul & Repair - Scenario SR-15

Close Puget Sound Naval Shipyard (Other Shipyards Receive)

Scenario	Drivers/Assumptions	Potential Conflicts
<ul style="list-style-type: none"> ■ Close: <ul style="list-style-type: none"> • NAVSHIPYD PUGET SOUND WA • NAVSHIPYD PUGET SOUND DET BOSTON MA ■ Align depot level ship maintenance function from NAVSHIPYD PUGET SOUND WA to NAVSHIPYD AND IMF PEARL HARBOR, NAVSHIPYD PORTSMOUTH, and NAVSHIPYD NORFOLK. ■ Consolidate I-level ship maintenance function from NAVIMFAC PACNORWEST BANGOR WA and NAVIMFAC PACNORWEST EVERETT WA to a stand-alone I-level ship maintenance capability in the Puget Sound region. ■ Consolidate NSY AND IMF PUGET SOUND DET PT LOMA CA and NSY AND IMF PUGET SOUND DET SAN DIEGO CA to SOUTH WEST REGIONAL MAINTENANCE CENTER. ■ Consolidate NAVSHIPYD PUGET SOUND DET BOSTON to NAVSHIPYD NORFOLK. 	<ul style="list-style-type: none"> ■ Improve efficiency and effectiveness through consolidated and integrated maintenance resources. 	<ul style="list-style-type: none"> ■ Dry dock scheduling for remaining shipyards. ■ May require MILCON to accomplish workload.

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

Maintenance Subgroup





IJCSG – Maintenance Subgroup Scenarios

■ MX-1.0 Minimize Sites

- Scenarios (9)

- MX-1.1 Min Site using Workload - Total Capacity at 1.5 (60 hr week)
- MX-1.2 Min Site using Workload – Max Capacity at 1.0 (40 hr week)
- MX-1.3 Min Site using Workload - Max Capacity at 1.5 (60 hr week)
- MX-1.4 Min Site using Core - Max Capacity at 1.5 (60 hr week)
- MX-1.3.1 Min Site using Workload (*Close Depot Maintenance function at Hill AFB*) - Max Capacity at 1.5 (60 hr week)
- MX-1.3.2 Min Site using Workload (*Close Depot Maintenance function at Tinker AFB*) - Max Capacity at 1.5 (60 hr week)
- MX-1.3.3 Min Site using Workload (*Close LEAD*) - Max Capacity at 1.5 (60 hr week)
- MX 1.3.4 AF Scenario TBD
- MX 1.3.5 Navy Scenario TBD

■ MX-2.0 Consolidate Intermediate Maintenance functions with same commodities

- MX-2.1 Navy Enabling Scenarios



*IJCSG – Maintenance Subgroup
Navy Intermediate Enabling Scenarios*



IJCSCG – Maintenance Subgroup

Navy Enabling: IM-E-001; Close NS Ingleside TX (NAS North Island Receive)

Scenario

- Consolidate aircraft intermediate repair function from COMHELTACWINGLANT NORFOLK FUNCTION AIMD, TRUAX FIELD (AIMD CORPUS CHRISTI TX) to COMSEACONWINGPAC, SAN DIEGO, CA (NAS NORTH ISLAND)

Drivers/Assumptions

- DON Operational Force basing scenarios could realign homeports, resulting in shifts in maintenance requirements.
 - Relocate HM-15
- Supports DON operational scenarios DON-0003, DON-0031, and DON-0032.
- Consolidates I-level maintenance capacity when fleet units are realigned.
- JCSG will relinquish analysis of this portion of the scenario to DON, however, the JCSG retains the right to realign future scenarios so dictate.

Justification/Impact

- Consolidates intermediate level aircraft maintenance function to reduce excess capacity.

Potential Conflicts

- May require MILCON to accomplish workload.

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



JJCSCG – Maintenance Subgroup

Navy Enabling: IM-E-002; Close NAS ATLANTA GA
 (Relocate NAS JRB NEW ORLEANS LA, NAS JRB FORT WORTH TX, ROBINS AFB, MCRRC)

Scenario	Drivers/Assumptions	
<ul style="list-style-type: none"> ■ Close: <ul style="list-style-type: none"> • NAS ATLANTA GA ■ Consolidate aircraft intermediate repair function from NAS ATLANTA GA to NAS JRB NEW ORLEANS LA and NAS JRB FORT WORTH TX. 	<ul style="list-style-type: none"> ■ DON Operational Force basing scenarios could realign homeports, resulting in shifts in maintenance requirements. <ul style="list-style-type: none"> • Close NAS ATLANTA ■ Supports DON operational scenario DON-0068. ■ Consolidates I-level maintenance capacity when fleet units are realigned. ■ AIMD would support VAW-77 alignment to NAS JRB NEW ORLEANS LA ■ AIMD would support VR-46 and C-12 alignment to NAS JRB FORT WORTH TX ■ JCSG will relinquish analysis of this portion of the scenario to DON, however, the JCSG retains the right to realign if future scenarios so dictate. 	

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| <input checked="" type="checkbox"/> Strategy | <input type="checkbox"/> Capacity Analysis / Data Verification | <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 |

JCSG – Maintenance Subgroup

Navy Enabling: IM-E-003; Close NAS JRB FORT WORTH TX (Relocate NAS ATLANTA GA, ELLINGTON FIELD TX, ANDREWS AFB, AFR)



Scenario	Drivers/Assumptions	Potential Conflicts
<ul style="list-style-type: none"> ■ Close: <ul style="list-style-type: none"> • NAS JRB FT WORTH TX ■ Consolidate aircraft intermediate repair function from NAS JRB FORT WORTH TX to NAS ATLANTA. ■ Relocate support equipment function from NAVAIRSECFAC JRB FORT WORTH TX to NAS ATLANTA 	<ul style="list-style-type: none"> ■ DON Operational Force basing scenarios could realign homeports, resulting in shifts in maintenance requirements. <ul style="list-style-type: none"> • Close NAS JRB FORT WORTH TX ■ Supports DON operational scenario DON-0069. ■ Consolidates I-level maintenance capacity when fleet units are realigned. ■ AIMD would support VFA-22 and VR-59 alignment to NAS ATLANTA ■ JCSG will relinquish analysis of this portion of the scenario to DON, however, the JCSG retains the right to realign if future scenarios so dictate. 	<ul style="list-style-type: none"> ■ May require MILCON to accomplish workload.

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✓ Strategy Capacity Analysis / Data Verification
 COBRA Military Value Analysis / Data Verification

JCSG Recommended De-conflicted w/JCSGs

Criteria 6-8 Analysis De-conflicted w/Services



IJCSG – Maintenance Subgroup

Depot Overview: Ideas, Proposals, Scenarios

■ Data Update

- Finalizing methodology to determine personal and equipment movements; production related transfer costs and savings
- Developed specific Depot Maintenance Templates that augment the standard DoD tool to collect required COBRA and Scenario Data