

Industrial Joint Cross-Service Group (IJCSG)

Meeting Minutes of January 13, 2005

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

The Chairman opened the meeting. The purpose of this meeting was to review further scenarios from each of the subgroups. Mr. Wynne thanked everyone for the phenomenal work. He stated that he had some ideas for the subgroups and had asked Mr. Brad Berkson to sit in on the meeting since he sits on the Supply and Storage Joint Cross-Service Group (SSJCSG). Mr. Berkson has brought forward an idea on connectivity between the JCSGs.

Mr. Wynne stated he needed to table up Secretarial direction or departmental instruction on agreements between the Services. If there is a proposal for Joint Depots then the Services need to adjudicate how the Joint Depot would be managed/led in the future.

Mr. Wynne said as an example that the Navy should document how the Navy in 2010 wanted to manage and the Air Force should do the same thing for the Air Force and that both Services should work together on documenting the management. He said most of the fears were at the Navy and Air Force level and that they needed to determine what agreements would have to be made needed to be written out by each Service to make this occur—not just by the Industrial JCSG, but also by Supply and Storage and the other JCSGs.

Mr. Wynne asked Supply and Storage to get with Mr. Jay Berry on the issue of cooperative closures to ensure a location was not being closed and added to at the same time. He said that maintenance was the crucial element as materiel handling is there to service the mechanics; therefore, all material handling goes with maintenance. If material handling is moved out maintenance can remain, but if maintenance moves out then material handling has to move as well. Mr. Wynne stated that a factor is needed if a consolidation happens. The material handlers won't all go because Supply and Storage goes to the door of the depot and then maintenance picks up at the mechanic—the requirements for the interface between the door of the depot and the mechanic must be accounted for.

Mr. Wynne stated that the subgroups need to ensure the data requested is available so the scenarios can be completed. He said he asked DEPSECDEF to host a meeting with the Vice Chiefs of Staff to say the same thing—complete the data so the SECDEF can come to grips with either policy or a withdrawal recommendation. Joint meetings may drive agreement and rule setting.

Mr. Wynne said he knows that the subgroups must have complete information sets, but he also knows that they can proceed with best available information based on their vast experience and can support their recommendations with best available information—even down to COBRA. COBRA is good, but experience is better than bad COBRA information. He stated he would rather fail the test on best available information than not table up a good idea.

Mr. Wynne stated people are already complaining about falling off high quality standards on data, but the while the Red Team may question the content (i.e., veracity, depth, breadth) they may not change the content. The Red Team can question the data but not the content. He stated he has to testify, not the Red Team.

Mr. Wynne said that when he is briefing candidate recommendations to the ISG he would appreciate it if the subgroup leads could be there as support, to hear what happens and the challenges he receives.

Mr. Wynne also stated he is concerned about the issue of fairness. Whenever there is a perception of unfairness, what could the subgroups do to write a rule set to make it fair.

RADM Klemm presented Shipyards. Mr. Potochney said quality Military Value judgment outweighs quantitative factors. Mr. Wynne said even though a scenario would cost actual savings for consolidation, spreading the workload exceeds the upfront costs (including security). Mr. Berkson asked if there was any way to instruct receiving agencies to take on the leadership and performance management practices of the installation being closed. RADM Klemm said that the practices were already being exported throughout the Navy.

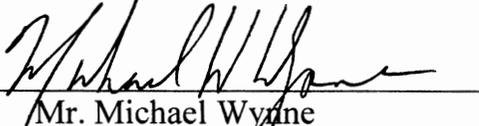
Mr. Beckett presented Maintenance. Mr. Wynne said termination costs were not to be added in unless it was for a contract that extended out 10 years. He said he understands there will be severance costs.

Mr. Motsek presented Munitions. He said that a way was needed to fence the POMed demil budget to make sure recommendations happen within six years.

Mr. Wynne asked what the IJCSG should do to bring one vertical slice candidate scenario recommendation to the Red Team so they can get their mind around what it looks like, why, etc. He said it should be a test run so that when the recommendations are released there will be a template. Mr. Wynne said the Red Team should see a strategy-driven, data-refined trail so they understand that these are not stand alone scenarios.

The ISG receives a submission on a Friday and it is teed up for discussion/decision on the next Friday.

The IJSCG meeting scheduled for Thurs, 20 Jan 05 is being postponed to the week of 24 Jan 05 due to the Presidential Inauguration.

Approved: 
Mr. Michael Wynne
Chairman, Industrial Joint Cross-Service Group

Attachments:

1. List of attendees
2. Ship Overhaul and Repair Ideas
3. Maintenance Ideas
4. Munitions and Armament Ideas and Proposals

**Industrial JCSG Meeting
January 13, 2005**

Attendees

Members:

- Michael Wynne, Under Secretary of Defense for Acquisition, Technology and Logistics
- RADM Klemm
- Gray Motsek, Deputy G3, Support Operations, Army Material Command
- Maj Gen Mary Saunders, Defense Logistics Agency
- BGen Willie Williams, Director Logistics Plans and Policies, HQMC

Others:

- Pete Potochney, OSD BRAC Office
- Alex Yellin, OSD BRAC Office
- Jay Berry, OSD Maintenance Policy, Programs and Resources
- George Kingsley, Defense Logistics Agency
- Steve Krum, NAVSEA
- COL Sarah Smith, OSD Maintenance Policy, Programs and Resources
- Catherine Schneider, DoDIG
- Maj. S. DuBois, HQMC
- Willie Smith, HQ AFSC
- CAPT Rob Bianchi, L&MR MA
- Mr. Brad Berkson, DUSD, L&MR
- Mark VanGilst, HQ USAF/ILMM
- Mr. Stu Paul, Navy
- Ms. Tanya Robinson, Navy
- Col Gerry Bates, Army
- Maj John Greco, DLA
- Mr. Frank O'Rourke, DLA
- Mr. David Pauling, ADUSD, MR&MP



Industrial Joint Cross Service Group

January 13, 2005



Ship Overhaul and Repair

January 13, 2005

IJCSG - Ship Overhaul & Repair

Scenario and Scenario Data Call Summary

DCN: 11295



Scenario Number	Date Returned to IJCSG	COBRA Complete	Summary of Scenario Environmental Impacts Received	OGC Review Received	Sent to ISG	Notes
IND-0014	30 Dec 04	05 Jan 05				Recommend Cancel. DON response does not support scenario
IND-0015	02 Dec 04	30 Dec 04		04 Jan 05		
IND-0016	02 Dec 04	30 Dec 04		04 Jan 05		
IND-0019	09 Dec 04	30 Dec 04				
IND-0020	16 Dec 04	31 Dec 04				
IND-0022	27 Dec 04	31 Dec 04				
IND-0024	09 Dec 04	30 Dec 04				
IND-0026	09 Dec 04	31 Dec 04				
IND-0027	09 Dec 04	30 Dec 04				
IND-0029	02 Dec 04	20 Dec 04		04 Jan 05		Recommend Cancel . DON has determined not to make ship move described.
IND-0030	16 Dec 04	20 Dec 04		04 Jan 05		
IND-0031	09 Dec 04	20 Dec 04		04 Jan 05		
IND-0033	30 Dec 04	06 Jan 05				
IND-0034	05 Jan 05	06 Jan 05				
IND-0035	16 Dec 04	31 Dec 04				
IND-0037	21 Dec 04	06 Jan 05				
IND-0038	21 Dec 04	31 Dec 04				
IND-0054	23 Dec 04	08 Jan 05				
IND-0055	27 Dec 04	08 Jan 05	11 Jan 05			
IND-0056	27 Dec 04	08 Jan 05	11 Jan 05			
IND-0057	27 Dec 04	08 Jan 05				
IND-0095	29 Dec 04	07 Jan 05	10 Jan 05			
IND-0096	29 Dec 04	31 Dec 04	10 Jan 05			
IND-0097	29 Dec 04	07 Jan 05	10 Jan 05			
IND-0098	29 Dec 04	07 Jan 05	10 Jan 05			



IND-0033 Candidate Recommendation

DCN: 11295

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IJCSG – Ship Overhaul & Repair Scenario SR-6

<p>Scenario</p> <ul style="list-style-type: none"> ■ Close: <ul style="list-style-type: none"> • NAVIMFAC PACNORWEST EVERETT WA 	<p>Drivers/Ass</p> <ul style="list-style-type: none"> ■ Supports DON operat 0036. ■ Closes unrequired I-l capacity when fleet u homeport. 	<p>Consolidate ship intermediate repair function for CVN from NAVIMFAC PACNORWEST EVERETT to NAVSHIPYD AND IMF PEARL HARBOR HI.</p> <p>Consolidate ship intermediate repair function for DD/DDG/FFGs from NAVIMFAC PACNORWEST EVERETT WA to SIMA SAN DIEGO CA</p>
<p>Justification/Impact</p> <ul style="list-style-type: none"> ■ Aligns intermediate maintenance capacity to possible shifts in Fleet Force basing (which moves the source of the maintenance requirements) 	<p>Potential Conflicts</p>	

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

2

Changes to Scenario as briefed:

- None

Candidate # IND-0033 and IND-0016



Candidate Recommendation

Consolidate ship intermediate repair function for CVN from NAVIMFAC PACNORWEST EVERETT to NAVSHIPYD AND IMF PEARL HARBOR HI.

Consolidate ship intermediate repair function for CVN from NAVSHIPYD PUGET SOUND WA to NAVSHIPYD AND IMF PEARL HARBOR HI to support share of function realigned.

Consolidate ship intermediate repair function for DD/DDG/FFGs from NAVIMFAC PACNORWEST EVERETT WA to SIMA SAN DIEGO CA

Justification

- Reduce excess capacity
- Mission Elimination
- Supports DON-0036

Military Value

- Overall effect on Military Value: Increase from .3531 to .3583
- Relative military value against its peers:
 - NAVIMFAC PACNORWEST EVERETT WA 12 of 13 Ship Intermediate Maintenance Activities.
 - NAVSHIPYD PUGET SOUND WA 1 of 9 Ship Depot Maintenance Activities.
- Military judgment: Removes excess capacity when Fleet units (maintenance requirement) are realigned and provides more efficient use of remaining capacity.

Payback

- One-time cost: \$148,398K
- Net cost during implementation: \$67,442K
- Annual recurring savings after implementation: \$26,112K
- Payback time: 5 Years
- NPV: \$-180,757K (Savings)

Impacts

- Criteria 6:
 - Seattle-Bellevue-Everett, WA Metropolitan Division
 - Maximum potential reduction of 424 jobs (264 direct jobs and 160 indirect jobs)
 - less than .1% economic area employment.
 - Bremerton-Silverdale, WA Metropolitan Statistical Area:
 - Maximum potential reduction of 66 jobs (32 direct jobs and 34 indirect jobs)
 - Less than .1% economic area employment.
- Criteria 7: No impact on receiving communities.
- Criteria 8:
 - Requires DON environmental review.
 - Potential issues:
 - NAVSHIPYD AND IMF PEARL HARBOR: Water Resources: Potential increase in Groundwater contamination.

IND-0034 Candidate Recommendation



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IJCSG – Ship Overhaul & Repair Scenario SR-7

<p>Scenario</p> <ul style="list-style-type: none"> ■ Close: <ul style="list-style-type: none"> • NAVIMFAC PACNORWEST EVERETT 	<p>Drivers/Assumptions</p> <ul style="list-style-type: none"> ■ Supports DON operational scenarios 0037. ■ Closes unrequired I-level maintenance capacity when fleet units depart closing homeport.
<p>Justification/Impact</p> <ul style="list-style-type: none"> ■ Aligns intermediate maintenance capacity to possible shifts in Fleet Force basing (which moves the source of the maintenance requirements) 	<p>Potential Conflicts</p>

<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

3

- Realign CVN I-level workload from NAVIMFAC EVERETT to NSA GUAM
- Realign all DD/DDG I-level workload from NAVIMFAC EVERETT to NSA GUAM.

Changes to Scenario as briefed:

- None

Candidate # IND-0034



Candidate Recommendation

Relocate ship intermediate repair function from NAVIMFAC PACNORWEST EVERETT to NSA GUAM.

Consolidate ship intermediate repair function from NAVSHIPYD PUGET SOUND to NSA GUAM to support share of function realigned.

Consolidate ship intermediate repair function from NAVSHIPYD AND IMF PEARL HARBOR HI to NSA GUAM to support share of function realigned.

Justification

- Reduce excess capacity
- Mission Elimination
- Supports DON-0037

Military Value

- Overall effect on Military Value: Increase from .3531 to .3552
- Relative military value against its peers:
 - NAVIMFAC PACNORWEST EVERETT WA 12 of 13 Ship Intermediate Maintenance Activities.
 - NAVSHIPYD PUGET SOUND WA 1 of 9 Ship Depot Maintenance Activities.
 - NAVSHIPYD AND IMF PEARL HARBOR HI 4 of 9 Ship Depot Maintenance Activities
- Military judgment: Removes excess capacity when Fleet units (maintenance requirement) are realigned and provides more efficient use of remaining capacity.

Payback

- One-time cost: \$278,749K
- Net cost during implementation: \$334,672K
- Annual recurring savings after implementation: \$-21,826K
- Payback time: Never
- NPV: \$510,011K (Cost)

Impacts

- Criteria 6:
 - Seattle-Bellevue-Everett, WA Metropolitan Division:
 - Maximum potential reduction of 408 jobs (254 direct jobs and 154 indirect jobs)
 - Less than 0.1% economic area employment.
- Criteria 7: No impact on receiving communities.
- Criteria 8:
 - Requires DON environmental review.
 - Potential issues:
 - NAVBASE GUAM: Air Quality: Not in attainment for all Criteria Pollutants. Threatened and Endangered Species/Critical Habitat: Has a Biological Opinion that places restrictions on operations. Water Resources: Restrictions or controls that limit production or distribution of potable water.

IND-0037 Candidate Recommendation



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IJCSG – Ship Overhaul & Repair Scenario SR-10



<p>Scenario</p> <ul style="list-style-type: none"> Close: <ul style="list-style-type: none"> • NAVSUBSUPPFAC NEW LONDON CT 	<p>Drivers/Assumpt</p> <ul style="list-style-type: none"> Supports DON operational s 0033. Closes unrequired I-level maintenance capacity when fleet units depart closing homeport.
<p>Justification/Impact</p> <ul style="list-style-type: none"> Aligns intermediate maintenance capacity to possible shifts in Fleet Force basing (which moves the source of the maintenance requirements) 	<p>Potential Conflicts</p>

- Realign 11 SSN's I-level workload from NAVSUBSUPPFAC NEW LONDON to SIMA NORFOLK VA.
- Realign 6 SSN's I-level workload from NAVSUBSUPPFAC NEW LONDON to TRIEFFAC KINGS BAY GA.

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

6

Changes to Scenario as briefed:

- None

Candidate # IND-0037



Candidate Recommendation

Consolidate SSN intermediate repair function from NAVSUBSUPPFAC NEW LONDON CT to SIMA NORFOLK
 Consolidate SSN intermediate repair function from NAVSUBSUPPFAC NEW LONDON CT to NAVSHIPYD NORFOLK VA, as required for maintenance in the Norfolk area.
 Consolidate SSN intermediate repair function from NAVSUBSUPPFAC NEW LONDON CT to TRIREFFAC KINGS BAY GA.

Justification

- Reduce excess capacity
- Mission Elimination
- Supports DON-0033

Military Value

- Overall effect on Military Value: Increase from .3531 to .3552
- Relative military value against its peers:
 - NAVSUBSUPPFAC NEW LONDON CT 8 of 13 Ship Intermediate Maintenance Activities.
- Military judgment: Removes excess capacity when Fleet units (maintenance requirement) are realigned and provides more efficient use of remaining capacity.

Payback

- One-time cost: \$20,212K
- Net cost during implementation: \$15,268K
- Annual recurring savings after implementation: \$24,465K
- Payback time: 1 Year
- NPV: \$-215,619K (Savings)

Impacts

- Criteria 6:
 - Norwich-New London, CT Metropolitan Statistical Area
 - Maximum potential reduction of 1,153 jobs (618 direct jobs an 535 indirect jobs)
 - 0.68% economic area employment.
- Criteria 7: No impact on receiving communities.
- Criteria 8:
 - Requires DON environmental review.
 - Potential issues:
 - NAVSHIPYD NORFOLK: Water Resources: Potential increase in Groundwater and Surface Water contamination.
 - SIMA NORFOLK: Cultural/Archeological/Tribal Resource: Host NAVSTA NORFOLK has potential archeological restrictions to future construction. Water Resources: Potential increase in Groundwater and Surface Water contamination.
 - TRIREFFAC KINGS BAY: Cultural/Archeological/Tribal Resources: Host reports potential archeological restrictions to future construction. Threatened and Endangered Species/Critical Habitat: Threatened and Endangered Species and critical habitat is present which may restrict operations. Water Resources: May increase Ground water contamination.

IND-0095 Candidate Recommendation



IJCSG - Ship Overhaul & Repair Scenario SR-4

Scenario

- Close:
 - NAVIMFAC PACNORWEST EVERETT WA
 - NSY AND IMF PUGET SOUND DET PT LOMA CA
 - SIMA NRMF INGLESIDE TX
 - SIMA PASCAGOULA MS
 - NNSY DET NAVPESO ANNAPOLIS MD
 - NNSY DET NAVSHIPS PHIL PA
 - NAVSUBSUPFAC NEW LONDON CT
 - NAVSHIPYD PUGET SOUND DET BOSTON MA
- Realign I-level workload from NAVSUBSUPFAC SSNs and TRIREFFAC KINGS BAY SSGNs to BANGOR.
- Realign I-level workload from NAVSUBSUPFAC SSNs to NAVSHIPYD PEARL HARBOR.
- Realign CVN I-level workload from NAVIMFAC EVERETT to NAVSHIPYD PUGET SOUND.
- Realign SSN I-level workload from PT LOMA and NAVSUBSUPFAC, and some CVN workload DET SAN DIEGO, to NAVSHIPYD PEARL HARBOR.
- Realign MCM/MHC I-level workload from SIMA INGLESIDE to SIMA SAN DIEGO and SIMA MAYPORT.
- Realign FFG I-level workload from SIMA PASCAGOULA to SIMA MAYPORT.
- Realign CV I-level workload from SIMA MAYPORT to SIMA NORFOLK.
- Consolidate TRIREFFAC, NAVPESO, and NAVSHIPS with NAVSHIPYD PEARL HARBOR.
- Realign SSN I-level workload from NAVSUBSUPFAC PORTSMOUTH.
- Consolidate SUBMEPP workload with NAVSHIPYD PORTSMOUTH.
- Realign some complex/long-term SSN availabilities from NAVSHIPYD PEARL HARBOR to remaining shipyards.

Drivers/Assumptions

- DON Operational Force basing scenarios could realign homeports, resulting in shifts in maintenance requirements:
 - Assume DON Scenario closes NAVSTA EVERETT
 - Assume DON Scenario closes SUBASE SAN DIEGO
 - Assume DON Scenario closes NAVSTA PASCAGOULA
 - Assume DON Scenario closes NAVSTA INGLESIDE
 - Assume DON Scenario closes SUBASE NEW LONDON
- Improve efficiency and effectiveness through consolidated and integrated maintenance resources in major Fleet concentration regions.
- All ship relocations need to be coordinated with DON
 - All LCS class ships will be homeported to NAVSTA SAN DIEGO and NAVSTA NORFOLK by DON as ships being decommissioned in those ports, providing a complete level of I-level workload.
 - 2 SSN 21 from SUBASE NEW LONDON to BANGOR
 - 5 SSN from SUBASE NEW LONDON to NAVSTA NORFOLK
 - 4 SSN from SUBASE NEW LONDON to NAVSTA PEARL HARBOR
 - 6 MCM/6 MHC from SUBASE NEW LONDON to NAVSHIPYD PORTSMOUTH
 - 1 CVN from SUBASE KINGS BAY to BANGOR
 - 1 CVN from NAVSTA EVERETT to NAVSTA BREMERTON
 - 1 CVN from NAVSTA SAN DIEGO to NAVSTA PEARL HARBOR
 - 1 CV from NAVSTA MAYPORT to NAVSTA NORFOLK
 - 3 DD/DDG from NAVSTA EVERETT to NAVSTA SAN DIEGO
 - 2 FFG from NAVSTA PASCAGOULA to NAVSTA MAYPORT
 - 5 MCM/6 MHC from NAVSTA INGLESIDE to NAVSTA SAN DIEGO
 - 5 MCM/6 MHC from NAVSTA INGLESIDE to NAVSTA MAYPORT
 - USS ARCO (ARDM-5) from SUBASE SAN DIEGO to NAVSTA PEARL HARBOR

• Consolidate ship repair function from NAVSHIPYD PUGET SOUND DET BOSTON MA to NAVSHIPYD PUGET SOUND WA

Changes to Scenario as briefed:

- Removed: Realign a CSG from NAVSTA SAN DIEGO CA to NAVSTA PEARL HARBOR HI.
 - DON determined that ship movement described would not be made
- Removed: Realign submarine I-level maintenance from NAVSUBSUPPFAC NEW LONDON CT to NAVIMFAC PACNORWEST BANGOR WA.
 - DON determined that ship movement describe would not be made.
- Removed: Realigned submarine I-level maintenance from TRIREFFAC KINGS BAY GA to NAVIMFAC PACNORWEST BANGOR WA.
 - DON determined that ship movement describe would not be made.
- Removed: USS KITTY HAWK (CV-63) replacement comes from East Coast.
 - DON determined that ship movement describe would not be made.
- Removed: Realign CV I-level maintenance from SIMA MAYPORT FL to SIMA NORFOLK VA.
- Removed: Realign submarine I-level maintenance from NAVSUBSUPPFAC NEW LONDON CT to NAVSHIPYD AND IMF PEARL HARBOR HI.
 - DON determined that ship movement describe would not be made.
- Removed: Realign submarine I-level maintenance from NAVSUBSUPPFAC NEW LONDON CT to NAVSHIPYD PORTSMOUTH NH

Candidate # IND-0095



Candidate Recommendation

Consolidate ship repair function from NAVSHIPYD PUGET SOUND DET BOSTON MA to NAVSHIPYD PUGET SOUND WA

Justification

- Reduce excess capacity

Military Value

- Overall effect on Military Value: Increase from .3588 to .3928
- Relative military value against its peers:
 - NAVSHIPYD PUGET SOUND DET BOSTON MA 6 of 9 Ship Depot Maintenance Activities.
- Military judgment: Removes excess capacity and provides more efficient use of remaining capacity.

Payback

- One-time cost: \$7,161K
- Net savings during implementation: \$5,275K
- Annual recurring savings after implementation: \$1,206K
- Payback time: 2 Years
- NPV: \$-15,827K (Savings)

Impacts

- Criteria 6:
 - Boston-Quincy, MA Metropolitan Division
 - Maximum potential reduction of 208 jobs (105 direct jobs and 103 indirect jobs)
 - Less than 0.1% economic area employment
- Criteria 7: No impact on receiving communities.
- Criteria 8:
 - Potential issues: None

IND-0097 Candidate Recommendation



IJCSG - Ship Overhaul & Repair Scenario SR-4

Scenario

- Close:
 - NAVIMFAC PACNORWEST EVERETT WA
 - NSY AND IMF PUGET SOUND DET PT LOMA CA
 - SIMA NRMF INGLESIDE TX
 - SIMA PASCAGOULA MS
 - NNSY DET NAVPESO ANNAPOLIS MD
 - NNSY DET NAVSHIPS PHIL PA
 - NAVSUBSUPFAC NEW LONDON CT
 - NAVSHIPYD PUGET SOUND DET BOSTON MA
- Realign I-level workload from NAVSUBSUPFAC SSNs and TRIREFFAC KINGS BAY SSGNs to BANGOR.
- Realign I-level workload from NAVSUBSUPFAC SSNs to NAVSHIPYD PEARL HARBOR.
- Realign CVN I-level workload from NAVIMFAC EVERETT to NAVSHIPYD PUGET SOUND.
- Realign SSN I-level workload from PT LOMA and NAVSUBSUPFAC, and some CVN workload DET SAN DIEGO, to NAVSHIPYD PEARL HARBOR.
- Realign MCM/MHC I-level workload from SIMA INGLESIDE to SIMA SAN DIEGO and SIMA MAYPORT.
- Realign FFG I-level workload from SIMA PASCAGOULA to SIMA MAYPORT.
- Realign CV I-level workload from SIMA MAYPORT FL to SIMA NORFOLK VA.

Drivers/Assumptions

- DON Operational Force basing scenarios could realign homeports, resulting in shifts in maintenance requirements:
 - Assume DON Scenario closes NAVSTA EVERETT
 - Assume DON Scenario closes SUBASE SAN DIEGO
 - Assume DON Scenario closes NAVSTA PASCAGOULA
 - Assume DON Scenario closes NAVSTA INGLESIDE
 - Assume DON Scenario closes SUBASE NEW LONDON
- Improve efficiency and effectiveness through consolidated and integrated maintenance resources in major Fleet concentration regions.
- All ship relocations need to be coordinated with DON.
 - All LCS class ships will be homeported at NAVSTA SAN DIEGO and NAVSTA NORFOLK by replacing ships being decommissioned in those ports, providing existing level of I-level workload.
 - 2 SSN 21 class from SUBASE NEW LONDON to BANGOR
 - 5 SSN 21 class from SUBASE NEW LONDON to NAVSTA NORFOLK
 - 1 SSN from SUBASE NEW LONDON to NAVSTA PEARL HARBOR
 - 1 SSN from SUBASE NEW LONDON to NAVSHIPYD PORTSMOUTH
 - 2 SSGN from SUBASE KINGS BAY to BANGOR
 - 1 CVN from NAVSTA EVERETT to NAVSTA BREMERTON
 - 1 CVN from NAVSTA SAN DIEGO to NAVSTA PEARL HARBOR
 - 1 CV from NAVSTA MAYPORT to NAVSTA NORFOLK
 - 3 DD/DDG from NAVSTA EVERETT to NAVSTA SAN DIEGO
 - 2 FFG from NAVSTA PASCAGOULA to NAVSTA MAYPORT
 - 5 MCM/6 MHC from NAVSTA INGLESIDE to NAVSTA SAN DIEGO
 - 5 MCM/6 MHC from NAVSTA INGLESIDE to NAVSTA MAYPORT
 - USS ARCO (ARDM-5) from SUBASE SAN DIEGO to NAVSTA PEARL HARBOR

• Consolidate ship repair function from NNSY DET NAVSHIPS PHIL PA to NAVSHIPYD NORFOLK VA.

Changes to Scenario as briefed:

- Removed: Realign a CSG from NAVSTA SAN DIEGO CA to NAVSTA PEARL HARBOR HI.
 - DON determined that ship movement described would not be made
- Removed: Realign submarine I-level maintenance from NAVSUBSUPFAC NEW LONDON CT to NAVIMFAC PACNORWEST BANGOR WA.
 - DON determined that ship movement describe would not be made.
- Removed: Realigned submarine I-level maintenance from TRIREFFAC KINGS BAY GA to NAVIMFAC PACNORWEST BANGOR WA.
 - DON determined that ship movement describe would not be made.
- Removed: USS KITTY HAWK (CV-63) replacement comes from East Coast.
 - DON determined that ship movement describe would not be made.
- Removed: Realign CV I-level maintenance from SIMA MAYPORT FL to SIMA NORFOLK VA.
- Removed: Realign submarine I-level maintenance from NAVSUBSUPFAC NEW LONDON CT to NAVSHIPYD AND IMF PEARL HARBOR HI.
 - DON determined that ship movement describe would not be made.
- Removed: Realign submarine I-level maintenance from NAVSUBSUPFAC NEW LONDON CT to NAVSHIPYD PORTSMOUTH NH.

Candidate # IND-0097



Candidate Recommendation

Consolidate ship repair function from NNSY DET NAVSHIPSO PHIL PA to NAVSHIPYD NORFOLK VA.

Justification

- Reduce excess capacity

Military Value

- Overall effect on Military Value: Increase from .3588 to .3968
- Relative military value against its peers:
 - NNSY DET NAVSHIPSO PHIL PA 9 of 9 Ship Depot Maintenance Activities.
- Military judgment: Removes excess capacity and provides more efficient use of remaining capacity.

Payback

- One-time cost: \$4,121K
- Net cost during implementation: \$1,658K
- Annual recurring savings after implementation: \$619K
- Payback time: 7 Years
- NPV: \$-4,149K (Savings)

Impacts

- Criteria 6:
 - Philadelphia, PA Metropolitan Division
 - Maximum potential reduction of 114 jobs (63 direct jobs and 51 indirect jobs)
 - Less than 0.1% economic area employment
- Criteria 7: No impact on receiving communities.
- Criteria 8:
 - Potential issues: None

IND-0098 Candidate Recommendation



IJCSG - Ship Overhaul & Repair Scenario SR-4

Scenario

- Close:
 - NAVIMFAC PACNORWEST EVERETT WA
 - NSY AND IMF PUGET SOUND DET PT LOMA CA
 - SIMA NRMF INGLESIDE TX
 - SIMA PASCAGOULA MS
 - NNSY DET NAVPESO ANNAPOLIS MD
 - NNSY DET NAVSHIPS PHIL PA
 - NAVSUBSUPFAC NEW LONDON CT
 - NAVSHIPYD PUGET SOUND DET BOSTON MA
- Realign I-level workload from NAVSUBSUPFAC SSNs and TRIREFFAC KINGS BAY SSGNs to BANGOR.
- Realign I-level workload from NAVSUBSUPFAC SSNs to NAVSHIPYD PEARL HARBOR.
- Realign CVN I-level workload from NAVIMFAC EVERETT to NAVSHIPYD PUGET SOUND.
- Realign SSN I-level workload from PT LOMA and NAVSUBSUPFAC, and some CVN workload DET SAN DIEGO, to NAVSHIPYD PEARL HARBOR.
- Realign MCM/MHC I-level workload from SIMA INGLESIDE to SIMA SAN DIEGO and SIMA MAYPORT.
- Realign FFG I-level workload from SIMA PASCAGOULA to SIMA MAYPORT.
- Realign CV I-level workload from SIMA MAYPORT to SIMA NORFOLK
- Consolidate TRIREFFAC, NAVPESO, and NAVSHIPS with NAVSHIPYD NORFOLK.
- Realign SSN I-level workload from NAVSUBSUPFAC to NAVSHIPYD PORTSMOUTH.
- Consolidate BOSTON workload at NAVSHIPYD
- Realign some complex long-term SSN availabilities from NAVSHIPYD

Drivers/Assumptions

- DON Operational Force basing scenarios could realign homeports, resulting in shifts in maintenance requirements:
 - Assume DON Scenario closes NAVSTA EVERETT
 - Assume DON Scenario closes SUBASE SAN DIEGO
 - Assume DON Scenario closes NAVSTA PASCAGOULA
 - Assume DON Scenario closes NAVSTA INGLESIDE
 - Assume DON Scenario closes SUBASE NEW LONDON
- Improve efficiency and effectiveness through consolidated and integrated maintenance resources in major Fleet concentration regions.
- All ship relocations need to be coordinated with DON
 - All LCS class ships will be homeported at NAVSTA SAN DIEGO and NAVSTA NORFOLK by DON realignments as ships being decommissioned in those ports, providing a continuation of I-level workload.
 - 2 SSN 21 from SUBASE NEW LONDON to BANGOR
 - 5 SSN from SUBASE NEW LONDON to NAVSTA NORFOLK
 - 4 SSN from SUBASE NEW LONDON to NAVSTA PEARL HARBOR
 - 6 SSN from SUBASE NEW LONDON to NAVSHIPYD PORTSMOUTH
 - 1 CVN from SUBASE KINGS BAY to BANGOR
 - 1 CVN from NAVSTA EVERETT to NAVSTA BREMERTON
 - 1 CVN from NAVSTA SAN DIEGO to NAVSTA PEARL HARBOR
 - 1 CV from NAVSTA MAYPORT to NAVSTA NORFOLK
 - 3 DD/DDG from NAVSTA EVERETT to NAVSTA SAN DIEGO
 - 2 FFG from NAVSTA PASCAGOULA to NAVSTA MAYPORT
 - 5 MCM/6 MHC from NAVSTA INGLESIDE to NAVSTA SAN DIEGO
 - 5 MCM/6 MHC from NAVSTA INGLESIDE to NAVSTA MAYPORT
 - USS ARCO (ARDM-5) from SUBASE SAN DIEGO to NAVSTA PEARL HARBOR

• Consolidate ship repair function from SUBMEPP PORTSMOUTH NH to NAVSHIPYD PORTSMOUTH NH.

Changes to Scenario as briefed:

- Removed: Realign a CSG from NAVSTA SAN DIEGO CA to NAVSTA PEARL HARBOR HI.
 - DON determined that ship movement described would not be made
- Removed: Realign submarine I-level maintenance from NAVSUBSUPFAC NEW LONDON CT to NAVIMFAC PACNORWEST BANGOR WA.
 - DON determined that ship movement describe would not be made.
- Removed: Realigned submarine I-level maintenance from TRIREFAC KINGS BAY GA to NAVIMFAC PACNORWEST BANGOR WA.
 - DON determined that ship movement describe would not be made.
- Removed: USS KITTY HAWK (CV-63) replacement comes from East Coast.
 - DON determined that ship movement describe would not be made.
- Removed: Realign CV I-level maintenance from SIMA MAYPORT FL to SIMA NORFOLK VA.
- Removed: Realign submarine I-level maintenance from NAVSUBSUPFAC NEW LONDON CT to NAVSHIPYD AND IMF PEARL HARBOR HI.
 - DON determined that ship movement describe would not be made.
- Removed: Realign submarine I-level maintenance from NAVSUBSUPFAC NEW LONDON CT to NAVSHIPYD PORTSMOUTH NH.

Candidate # IND-0098



Candidate Recommendation

Consolidate ship repair function from SUBMEPP PORTSMOUTH NH to NAVSHIPYD PORTSMOUTH NH.

Justification

- Reduce excess capacity

Military Value

- Overall effect on Military Value: Increase from .3588 to .3958
- Relative military value against its peers:
 - SUBMEPP PORTSMOUTH NH 7 of 9 Ship Depot Maintenance Activities.
- Military judgment: Removes excess capacity and provides more efficient use of remaining capacity.

Payback

- One-time cost: \$800K
- Net savings during implementation: \$8,185K
- Annual recurring savings after implementation: \$2,457K
- Payback time: Immediate
- NPV: \$-30,330K (Savings)

Impacts

- Criteria 6:
 - Rockingham County-Strafford County, NH Metropolitan Division.
 - Maximum potential reduction of 38 jobs (19 direct jobs and 19 indirect jobs)
 - Less than 0.1% economic area employment
- Criteria 7: No impact on receiving communities.
- Criteria 8:
 - Requires DON environmental review.
 - Potential issues: None.



Shipyard Comparison

	NAVSHIPYD AND IMF PEARL HARBOR HI IND-0055	NAVSHIPYD PORTSMOUTH NH IND-0056	NAVSHIPYD NORFOLK VA IND-0054	NAVSHIPYD PUGET SOUND WA IND-0057
One-time cost	\$ 618,641K	\$ 463,393K	\$ 827,079K	\$ 1,550,547K
Net cost during implementation	\$ 271,640K	\$ 497,547K	\$ 1,765,176K	\$ 2,298,864K
Annual recurring savings after implementation	\$ 90,704K	\$ 50,949K	\$ -44,626K	\$ -39,984K
Payback time	8 years	16 years	Never	Never
NPV	\$-584,263K (Savings)	\$ 1,777K (Cost)	\$2,066,598K (Cost)	\$2,549,650K (Cost)
Criteria 6	Honolulu, HI MSA	Rockingham County- Stafford County, NH MD	Virginia Beach-Norfolk- Newport News, VA-NC MSA	Bremerton-Silverdale, WA MSA
Maximum potential reduction:	8,322	8,222	19,726	13,988
Direct jobs:	4,171	4,213	8,296	6,816
Indirect jobs:	4,151	4,009	11,430	7,172
Percent economic area employment	1.45%	3.44%	2.02%	11.74%
Criteria 7	No impact on receiving communities	No impact on receiving communities	No impact on receiving communities	No impact on receiving communities
Criteria 8 (Requires DON environmental review)	Potential Impact: Air Quality (NNSY/PNSY), Water Management (NNSY/PSNS)	Potential Impact: Air Quality (NNSY), Waste Management (NNSY/PSNS), Water Resources (NNSY)	None	None
Military Value (Starting value .3588)	Decrease to .3261 4 of 9	Decrease to .3231 3 of 9	Decrease to .3119 2 of 9	Decrease to .3102 1 of 9
Excess Capacity	1,454.3K DLH (21.3%)	3,458.2K DLH (40.9%)	1,998.0K DLH (15.7%)	1,491.4K (12.1%)

Pearl Harbor (IND-0055) / Portsmouth (IND-0056) Comparison

DCN: 11295



NAVSHIPYD AND IMF PEARL HARBOR HI IND-0055	
CON	PRO
■ Long term risks to CVN yards	■ Preserves best performing SSN Depot
■ Removes Depot capability in critical AOR	■ Relocates highest cost/ sked duration work
■ Adds transit time to Mainland Yards and Availabilities	■ Supports short term surge capacity
■ Does not close fence line	■ Accommodates future force structure in PAC AOR
■ Enables facility lay-up but not elimination	■ Retains geographic dispersal of SSN drydocks
■ Requires another BRAC in 2011-2012	■ Financial Impact: <ul style="list-style-type: none"> • Reduces highest cost labor • Greatest short term ROI • Does not require Environmental remediation
■ Additional force structure reductions will drive excess capacity in FYDP	

NAVSHIPYD PORTSMOUTH NH IND-0056	
CON	PRO
■ Closes best performing SSN Depot	■ Supports long term infrastructure requirements
■ Economic impact of other contemplated scenarios on New England	■ Need for future BRAC minimized
■ Frailty of New England Private Sector (BIW, EB)	■ Retains NSY closest to fleet concentrations
■ Short term capacity risk	■ Supports future force structure in PAC AOR
■ Reduces geographic dispersal of SSN drydocks	■ Financial Impact: <ul style="list-style-type: none"> • Closes fence line. • Greatest savings over long term
■ Financial Impact: <ul style="list-style-type: none"> • Environmental remediation required reduces and delays payback 	

Pearl Harbor (IND-0055) / Portsmouth (IND-0056) Comparison (Continued)

DCN: 11295



Military Judgment Considerations:

- CoCom Recommendation: Need Pearl Harbor Naval Shipyard
- Pearl Harbor is “Forward-Located”
- Pearl Harbor is a Fleet Concentration Area

Recommendation: Close NAVSHIPYD PORTSMOUTH NH



Maintenance Subgroup

January 13, 2005

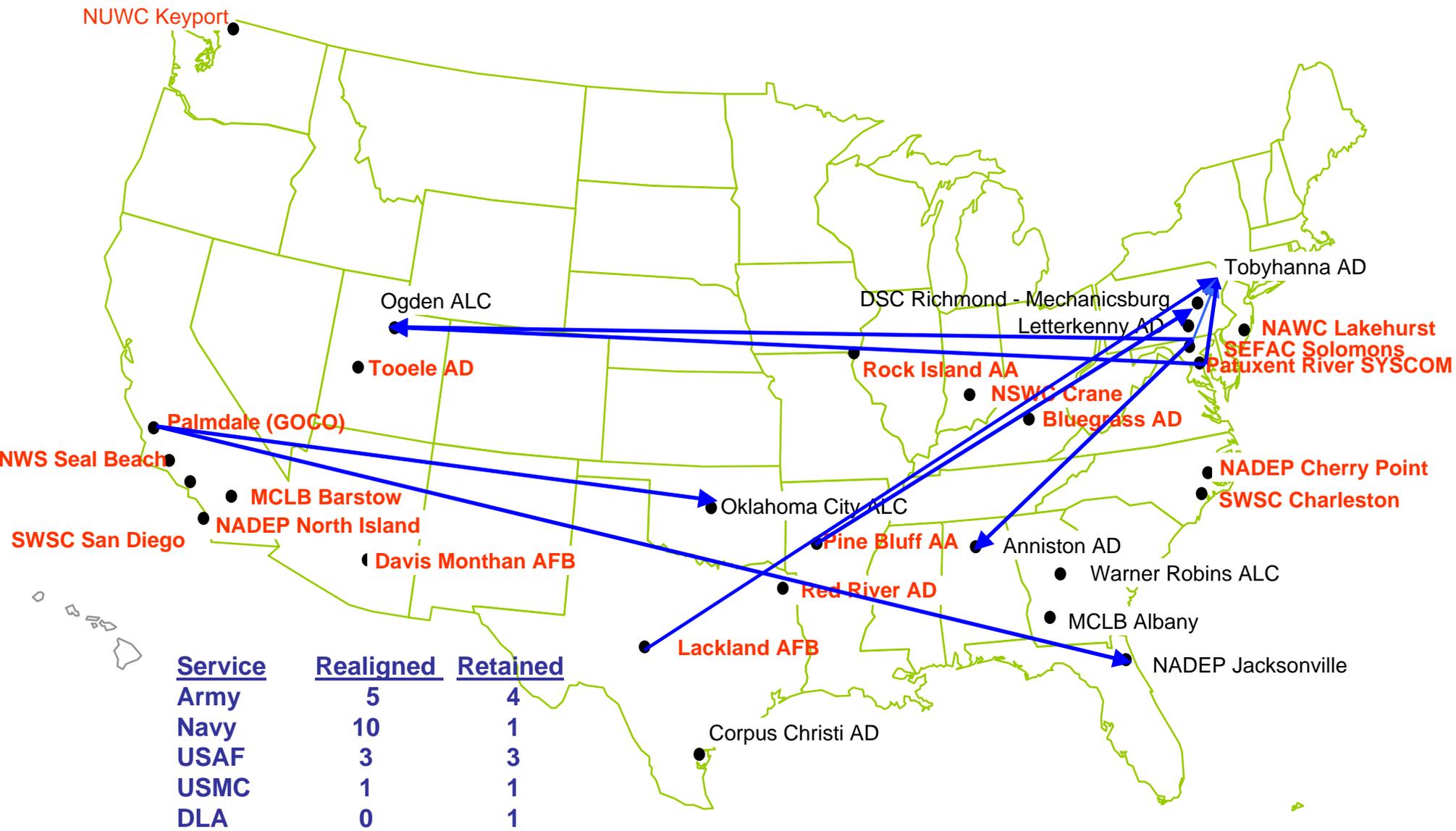


29 Major DoD Depot Maintenance Activities

Work Stations Utilized 60 Hours/Week – Maximum Capacity

Aggressive Scenario MX 1.3

DCN: 11295



Service	Realigned	Retained
Army	5	4
Navy	10	1
USAF	3	3
USMC	1	1
DLA	0	1

Candidate # IND-0085 – Pine Bluff Arsenal



Candidate Recommendation

- Recommendation: Disestablishes depot maintenance functions at Pine Bluff Arsenal, AK and realigns: Fabrication and Manufacturing and Other from Pine Bluff Arsenal, AK to Pine Bluff Arsenal Munitions Manufacturing and Storage Activity; Industrial Plant Equipment (IPE) from Pine Bluff Arsenal, AK to Supply Center Richmond at Mechanicsburg.

Justification

- Supports depot maintenance function elimination at Pine Bluff Arsenal, AK
- Follows the strategy of minimizing sites using maximum capacity at 1.5 shifts
- Eliminates over 220 thousand square feet
- Eliminates 30% of duplicate overhead structures
- Increases DOD’s capacity utilization
- Facilitates interservicing

Military Value

- Overall effect on average Military Value by commodity:
 - Fabrication and Manufacturing: Increase from 13.36 to 15.82
 - Industrial Plant Equipment: Increase from 27.62 to 32.81
 - Military judgment: Reduced infrastructure and associated costs

Payback

- One-time cost: \$1,643K
- Net savings during implementation: \$5,575K
- Annual recurring savings after implementation: \$1,845
- Payback time: Immediate
- NPV: \$22,234K

Impacts

- Criteria 6: 20 Jobs lost (0.04% of MSA)
- Criteria 7: No impact on receiving communities.
- Criteria 8: No impact

Candidate # IND-0086 – Lackland AFB



Candidate Recommendation

Recommendation: Disestablishes depot maintenance functions at Lackland Air Force Base, TX and realigns Computers, Crypto, Electronic Components (Non-Airborne), Other, and Radio from Lackland Air Force Base, TX to Tobyhanna Army Depot, PA.

Justification

- Supports depot maintenance function elimination at Lackland Air Force Base, TX
- Follows the strategy of minimizing sites using maximum capacity at 1.5 shifts.
- Eliminates 36.2 thousand square feet
- Eliminates 30% of duplicate overhead structures
- Facilitates interservicing

Military Value

- Overall effect on average Military Value by commodity:
 - Computers: Increase from 38.68 to 38.73
 - Crypto: Increase from 55.16 to 78.46
 - Electrical Components (Non-Airborne): Increase from 40.79 to 59.31
 - Radio: Increase from 41.13 to 57.28
- Military judgment: Reduced infrastructure and associated costs

Payback

- One-time cost: \$9,721K
- Net savings during implementation:\$125K
- Annual recurring savings after implementation: \$2,859K
- Payback time: 3 years
- NPV:\$26,289K

Impacts

- Criteria 6: 376 Jobs lost (0.04% of MSA)
- Criteria 7: No impact on receiving communities.
- Criteria 8: Pending

Candidate # IND-0087 – Solomons Island



Candidate Recommendation

Recommendation: Realign NAVAIRSEFAC Solomons, MD. Relocate the depot maintenance of Ground Support Equipment to Hill Air Force Base, UT. Relocate the depot maintenance of Ground Support Equipment to Anniston Army Depot, AL. Relocate the depot maintenance of Ground Support Equipment to Tobyhanna Army Depot, PA.

<p style="text-align: center;"><u>Justification</u></p> <ul style="list-style-type: none"> ■ Supports depot maintenance function elimination at NAVAIRSEFAC Solomons, MD ■ Follows strategy of minimizing sites using maximum capacity at 1.5 shifts ■ Eliminates 144 thousand square feet ■ Facilitates interservicing 	<p style="text-align: center;"><u>Military Value</u></p> <ul style="list-style-type: none"> ■ Overall effect on average Military Value by commodity: <ul style="list-style-type: none"> • Ground Support Equipment: Increase from 41.52 to 47.56 ■ Military judgment: Reduced infrastructure and associated costs
<p style="text-align: center;"><u>Payback</u></p> <ul style="list-style-type: none"> ■ One-time cost: \$9,728K ■ Net savings during implementation: \$-10,644K ■ Annual recurring savings after implementation: - \$195K ■ Payback time: Never ■ NPV:\$-12,211K 	<p style="text-align: center;"><u>Impacts</u></p> <ul style="list-style-type: none"> ■ Criteria 6: 743 jobs lost (0.03% of MSA) ■ Criteria 7: No impact on receiving communities. ■ Criteria 8: Pending

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Recommendation: Do Not Pursue



Candidate Recommendation

Realign COMNAVIAIRSYSCOM Patuxent River, MD. Relocate the depot maintenance of Ground Support Equipment to Hill Air Force Base, UT. Relocate the depot maintenance of Ground Support Equipment to Tobyhanna Army Depot, PA.

Justification

- Supports depot maintenance function elimination at COMNAVIAIRSYSCOM Patuxent River, MD
- Follows strategy of minimizing sites using maximum capacity at 1.5 shifts
- Eliminates xxx thousand square feet
- Facilitates interservicing

Military Value

- Overall effect on average Military Value by commodity:
 - Ground Support Equipment: Increase from 41.52 to 47.56
- Military judgment: Reduced infrastructure and associated costs

Payback

- One-time cost: \$9,347K
- Net savings during implementation: \$-14,123K
- Annual recurring cost after implementation:
 - \$1,002K
- Payback time: Never
- NPV:\$-22,926K

Impacts

- Criteria 6: 737 jobs lost (1.38% of MSA)
- Criteria 7: No impact on receiving communities.
- Criteria 8: Pending

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Recommendation: Do Not Pursue

Candidate # IND-0089 – Palmdale (GOCO)



Candidate Recommendation

Realign Palmdale – Boeing, Lockheed – Martin, Northrop Grumman, CA by relocating the depot maintenance of Aircraft Bomber and Aircraft Other to Tinker Air Force Base, OK.

Justification

- Supports depot maintenance function elimination at Palmdale CA
- Follows strategy of minimizing sites using maximum capacity at 1.5 shifts
- Eliminates 444 thousand square feet

Military Value

- Overall effect on average Military Value by commodity:
 - Aircraft Bomber: Increase from 54.70 to 69.65
 - Aircraft Other: Increase from 49.82 to 54.83
- Military judgment: Reduced infrastructure and associated costs

Payback

- One-time cost: \$213,889K
- Net savings during implementation: \$-150,565K
- Annual recurring savings after implementation: \$18,952K
- Payback time: 14 years
- NPV:\$24,619K

Impacts

- Criteria 6: 550 jobs lost (0.17% of MSA)
- Criteria 7: No impact on receiving communities.
- Criteria 8: Pending

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Recommendation: Do Not Pursue



IJCSG – Maintenance Subgroup

DCN: 11295

Scenarios – Most Probable

Scenario ID #	Stakeholder (Service)	SDC To Services	DATA RECEIVED BY JCSCG				Complete			
			ARMY	AIR FORCE	NAVY	DLA	COBRA	ENV Impact	OGC	ISG
MX 1.3 Most Probable										
IND-0083	AF, ARMY, NAVY	3-Dec-04	20-Dec-04	27-Dec-04	30-Dec-04	N/A	Pending N COB 12 Jan	Requested 29/30 Dec	10-Jan-05	
IND-0085	ARMY, DLA	3-Dec-04	20-Dec-04	N/A	N/A	20-Dec-04	5-Jan-05	Analysis Recvd 1/5/05	10-Jan-05	
IND-0086	AF, ARMY	3-Dec-04	20-Dec-04	20-Dec-04	N/A	N/A	4-Jan-05	Requested 29/30 Dec	10-Jan-05	
IND-0087	AF, ARMY, NAVY	3-Dec-04	20-Dec-04	27-Dec-04	27-Dec-04	N/A	12-Jan-05	Requested 29/30 Dec	10-Jan-05	
IND-0088	AF, ARMY, NAVY	3-Dec-04	20-Dec-04	27-Dec-04	27-Dec-04	N/A	12-Jan-05	Requested 29/30 Dec	10-Jan-05	
IND-0089	AF	3-Dec-04	N/A	20-Dec-04	N/A	N/A	12-Jan-05	Requested 29/30 Dec	10-Jan-05	
IND-0090	NAVY	3-Dec-04	N/A	N/A	3-Jan-05	N/A	Pending N COB 12 Jan	Requested 29/30 Dec	10-Jan-05	
MX 1.3 Sup Most Probable										
IND-0083	AF, ARMY, NAVY	20-Dec-04	13-Jan-05	3-Jan-05	30-Dec-04	N/A	Pending N, A COB 13 Jan	Requested 29/30 Dec	10-Jan-05	
IND-0083	ARMY	20-Dec-04	13-Jan-05	N/A	N/A	N/A	Pending A COB 13 Jan	Requested 29/30 Dec	10-Jan-05	
IND-0090	NAVY	20-Dec-04	N/A	N/A	3-Jan-05	N/A	Pending N COB 12 Jan	Requested 29/30 Dec	10-Jan-05	
MX 1.4 Most Probable										
IND-0127	AF, ARMY, NAVY	22-Dec-04	13-Jan-05	10-Jan-05	5-Jan-05	N/A	Pending N, A COB 13 Jan	Requested 29/30 Dec	10-Jan-05	
IND-0123	NAVY	22-Dec-04	N/A	N/A	5-Jan-05	N/A	Pending N COB 12 Jan	Requested 29/30 Dec	10-Jan-05	
IND-0124	NAVY	22-Dec-04	N/A	N/A	5-Jan-05	N/A	"	Requested 29/30 Dec	10-Jan-05	
IND-0125	NAVY	22-Dec-04	N/A	N/A	5-Jan-05	N/A	"	Requested 29/30 Dec	10-Jan-05	
IND-0126	NAVY	22-Dec-04	N/A	N/A	5-Jan-05	N/A	Pending N COB 13 Jan	Requested 29/30 Dec	10-Jan-05	
IND-0103	NAVY	22-Dec-04	N/A	N/A	5-Jan-05	N/A	"	Requested 29/30 Dec	10-Jan-05	
IND-0104	NAVY	22-Dec-04	N/A	N/A	5-Jan-05	N/A	Pending N COB 12 Jan	Requested 29/30 Dec	10-Jan-05	

To Be Completed Before Next IJCSG Meeting
 Completed
 Behind Schedule

IJCSG – Maintenance Subgroup

DCN: 11295

Scenarios - Other



Scenario ID #	Stakeholder (Service)	SDC To Services	DATA RECEIVED BY JCSCG				Complete			
			ARMY	AIR FORCE	NAVY	DLA	COBRA	ENV Impact	OGC	ISG
MX 1.1 Least Probable										
IND-0063	AF, ARMY, NAVY	3-Dec-04	20-Dec-04	27-Dec-04	30-Dec-04	N/A	Pending N COB 13 Jan			
IND-0065	ARMY, DLA	3-Dec-04	20-Dec-04	N/A	N/A	20-Dec-04	5-Jan-05			
IND-0066	AF, ARMY	3-Dec-04	20-Dec-04	20-Dec-04	N/A	N/A	4-Jan-05			
IND-0067	AF, ARMY, NAVY	3-Dec-04	20-Dec-04	27-Dec-04	27-Dec-04	N/A	5-Jan-05			
IND-0068	AF, ARMY, NAVY	3-Dec-04	20-Dec-04	27-Dec-04	27-Dec-04	N/A	Pending N COB 12 Jan			
IND-0069	AF, NAVY	3-Dec-04	N/A	20-Dec-04	30-Dec-04	N/A	"			
IND-0070	NAVY	3-Dec-04	N/A	N/A	30-Dec-04	N/A	Pending N COB 13 Jan			
MX 1.2 Least Probable										
IND-0073	AF, ARMY, NAVY	3-Dec-04	20-Dec-04	27-Dec-04	30-Dec-04	N/A	Pending N COB 13 Jan			
IND-0075	ARMY, DLA	3-Dec-04	20-Dec-04	N/A	N/A	20-Dec-04	5-Jan-05			
IND-0076	AF, ARMY	3-Dec-04	21-Dec-04	20-Dec-04	N/A	N/A	4-Jan-05			
IND-0078	NAVY	3-Dec-04	N/A	N/A	27-Dec-04	N/A	Pending N COB 12 Jan			
IND-0079	AF, NAVY	3-Dec-04	N/A	20-Dec-04	30-Dec-04	N/A	"			

To Be Completed Before Next IJCSG Meeting
 Completed
 Behind Schedule



MUNITIONS & ARMAMENTS

January 13, 2005



AGENDA

- SCENARIO STATUS UPDATE
- BRAC SYNOPSIS
- ISSUE

MUNITIONS & ARMAMENTS

Scenarios Status Report

DCN: 11295



Scenario ID #	Site	Service	SDC to Services	Date Received by JCSG		Scenario Status				
				Army	Navy	COBRA	Env Impact	OGC		ISG
								Sent	Recv'd	
IND-0106	Kansas	Army	29-Nov-04	29-Dec-04		YES	YES	12/21/04	12/27/04	1/13/05
IND-0107	Anniston	Army	29-Nov-04	29-Dec-04		WKG	YES	12/30/04	1/07/05	
IND-0108	Hawthorne	Army	29-Nov-04	29-Dec-04		YES	YES			
IND-0109	Louisiana	Army	29-Nov-04	29-Dec-04		YES	YES	12/21/04	12/27/04	
IND-0110	Mississippi	Army	29-Nov-04	29-Dec-04		YES	YES	12/21/04	12/27/04	1/13/05
IND-0111	Red River	Army	29-Nov-04	29-Dec-04		WKG	YES	12/30/04	1/07/05	
IND-0112	Riverbank	Army	29-Nov-04	29-Dec-04		RWKG	YES	12/21/04	12/27/04	
IND-0113	Sierra	Army	1-Dec-04	29-Dec-04		YES	YES	12/30/04	1/07/05	1/13/05
IND-0114	Watervliet	Army	29-Nov-04	29-Dec-04		WKG	YES			
IND-0115	Lima	Army	29-Nov-04	29-Dec-04		WKG	YES			
IND-0116	Indian Head	Army/Navy	29-Nov-04	29-Dec-04	14-Dec-04	YES	YES	1/11/05		1/13/05
IND-0117	Deseret	Army	1-Dec-04	29-Dec-04		YES	YES	12/30/04	1/07/05	1/13/05
IND-0118	Pueblo	Army	1-Dec-04	29-Dec-04		YES	YES	12/30/04	1/07/05	1/13/05
IND-0119	Newport	Army	1-Dec-04	29-Dec-04		YES	YES	12/30/04	1/07/05	1/13/05
IND-0120	Umatilla	Army	1-Dec-04	29-Dec-04		YES	YES	12/30/04	1/07/05	1/13/05
IND-0121	Yorktown	Army/Navy	29-Nov-04	29-Dec-04	14-Dec-04	RWKG	YES	1/11/05		1/13/05
IND-0122	Lone Star	Army	29-Nov-04	29-Dec-04		YES	YES	12/21/04	12/27/04	

MUNITIONS & ARMAMENTS

SUMMARY OF SITES GOING TO THE ISG

DCN: 11295



	SITE	SVC	1-TIME COST (\$M)	NPV (\$M)	REDUCTION		PAY BACK	PEOPLE REDUCTION
					KSF	%		
IND-0106	Kansas	Army	20.2	-198.5	1,995	100%	IM	8
IND-0107	Anniston	Army						
IND-0108	Hawthorne	Army						
IND-0109	Louisiana	Army						
IND-0110	Mississippi	Army	45.5	-76.7	1,617	100%	5	4
IND-0111	Red River	Army						
IND-0112	Riverbank	Army						
IND-0113	Sierra	Army	59.7	-123.5	2,916	54%	6	0
IND-0114	Watervliet	Army						
IND-0115	Lima	Army						
IND-0116	Indian Head	Army/Navy	2.6	+2.0	6	0%	100+	0
IND-0117	Deseret	Army	11.4	-512.2	1,317	100%	IM	494
IND-0118	Pueblo	Army	16.3	-718.6	6,012	100%	IM	411
IND-0119	Newport	Army	11.8	-502.9	881	100%	IM	411
IND-0120	Umatilla	Army	14.2	-656.6	3,583	100%	IM	512
IND-0121	Yorktown	Army/Navy	5.6	-3.9	66	1%	9	5
IND-0122	Lone Star	Army						
		TOTAL	187.3	-2,980.2	18,393			1,845

ISSUE: LOUISIANA AAP



- ✓ **BOTTOMLINE UP FRONT: Remove Louisiana AAP from the BRAC analysis**
 - **Dec 8, 2004, DASA(I&H) signed a quit-claim deed**
 - **Conveyed 14,995 acres and nearly 500 buildings to the state of Louisiana**
 - **Army retains right to training on 13,500 acres**
 - **State will turn 1200 acres into commercial/industrial park**
 - **Army received EPA approval for early transfer**



DUE OUTS

- Anniston Munitions Center
- Red River Munitions Center
- Riverbank AAP – Alternative 2
- Watervliet Arsenal
- Lima Tank Plant
- Lone Star – Alternative 2