

**Congress of the United States**  
**Washington, DC 20515**

July 27, 2005

The Honorable Anthony J. Principi  
Chairman, BRAC Commission  
2521 South Clark Street  
Suite 600  
Arlington, VA 22202

Dear Chairman Principi:

The Base Closure and Realignment Commission has been chartered to review the ability of infrastructure to support homeland defense missions. We understand the challenges the Commission faces in evaluating the military value of these missions, given that the Defense Department has not yet defined specific homeland defense requirements.

We have long been concerned that infrastructure decisions under the BRAC process were being made in advance of the establishment of detailed requirements for homeland defense. We expressed our concerns to the Defense Department that the ability of the military to carry out homeland defense missions, when defined, could be jeopardized by the loss of strategic installations currently in the inventory. We believe that the Department acknowledged this risk when the decision was made to retain Naval Air Station Brunswick as a facility strategically located in the Northeast.

The Defense Department is on the path to developing homeland defense requirements. On June 30, the Defense Department formally released its *Strategy for Homeland Defense and Civil Support*<sup>2</sup>, which articulates the strategic goals and objectives that will form the basis for future requirements.

We draw your attention to the maritime aspects of the strategy. It is clear that the Navy's maritime patrol fleet, from today's P-3C Orion aircraft to the next generation Multi-Mission Maritime Aircraft (MMA), will form an indispensable component to the overall homeland defense strategy:

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

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<sup>2</sup> <http://www.defenselink.mil/news/Jun2005/d20050630homeland.pdf>

Homeland defense/NASB, page 2

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

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

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

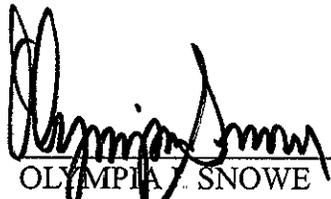
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Homeland defense/NASB, page 3

We welcome the development of the *Strategy for Homeland Defense and Civil Support* as a critical step toward ensuring we have the right strategy, capabilities and force structure to defend the homeland. Given that the strategy has not evolved to the point of requirements development, we believe the prudent choice for the Commission is to preserve assets identified as needed for future homeland defense missions. In that light, we believe that Naval Air Station Brunswick should not be closed and should remain open and fully operational.

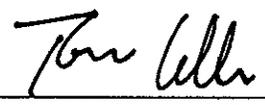
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Sincerely,

  
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THOMAS H. ALLEN  
United States Representative

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BRAC Commission  
2521 South Clark Street  
Suite 600  
Arlington, VA 22202

Dear Commissioner Bilbray:

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We have long been concerned that infrastructure decisions under the BRAC process were being made in advance of the establishment of detailed requirements for homeland defense. We expressed our concerns to the Defense Department that the ability of the military to carry out homeland defense missions, when defined, could be jeopardized by the loss of strategic installations currently in the inventory. We believe that the Department acknowledged this risk when the decision was made to retain Naval Air Station Brunswick as a facility strategically located in the Northeast.

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We draw your attention to the maritime aspects of the strategy. It is clear that the Navy's maritime patrol fleet, from today's P-3C Orion aircraft to the next generation Multi-Mission Maritime Aircraft (MMA), will form an indispensable component to the overall homeland defense strategy:

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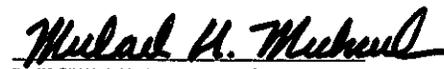
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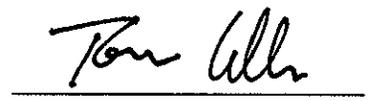
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Mr Philip E. Coyle  
BRAC Commission  
2521 South Clark Street  
Suite 600  
Arlington, VA 22202

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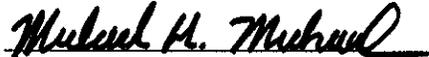
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Admiral Harold W. Gehman, Jr.  
BRAC Commission  
2521 South Clark Street  
Suite 600  
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BRAC Commission  
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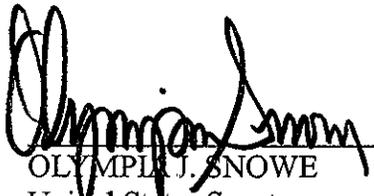
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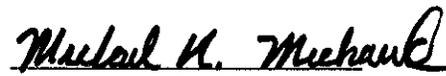
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Thank you for your consideration of our comments.

Sincerely,

  
OLYMPIA J. SNOWE  
United States Senator

  
SUSAN M. COLLINS  
United States Senator

  
MICHAEL H. MICHAUD  
United States Representative

  
THOMAS H. ALLEN  
United States Representative

**Congress of the United States**  
**Washington, DC 20515**

July 27, 2005

General James T. Hill  
BRAC Commission  
2521 South Clark Street  
Suite 600  
Arlington, VA 22202

Dear Commissioner Hill:

The Base Closure and Realignment Commission has been chartered to review the ability of infrastructure to support homeland defense missions. We understand the challenges the Commission faces in evaluating the military value of these missions, given that the Defense Department has not yet defined specific homeland defense requirements.

We have long been concerned that infrastructure decisions under the BRAC process were being made in advance of the establishment of detailed requirements for homeland defense. We expressed our concerns to the Defense Department that the ability of the military to carry out homeland defense missions, when defined, could be jeopardized by the loss of strategic installations currently in the inventory. We believe that the Department acknowledged this risk when the decision was made to retain Naval Air Station Brunswick as a facility strategically located in the Northeast.

The Defense Department is on the path to developing homeland defense requirements. On June 30, the Defense Department formally released its *Strategy for Homeland Defense and Civil Support*<sup>7</sup>, which articulates the strategic goals and objectives that will form the basis for future requirements.

We draw your attention to the maritime aspects of the strategy. It is clear that the Navy's maritime patrol fleet, from today's P-3C Orion aircraft to the next generation Multi-Mission Maritime Aircraft (MMA), will form an indispensable component to the overall homeland defense strategy:

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

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<sup>7</sup> <http://www.defenselink.mil/news/Jun2005/d20050630homeland.pdf>

Homeland defense/NASB, page 2

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

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

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

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

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

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

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General Lloyd Newton  
BRAC Commission  
2521 South Clark Street  
Suite 600  
Arlington, VA 22202

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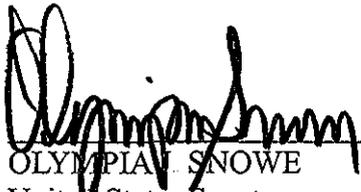
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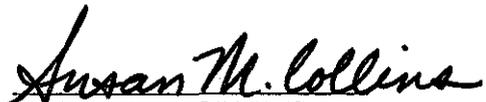
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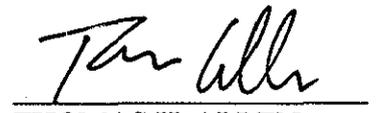
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