

## Naval Reserve Air Stations

MILITARY VALUE	INSTALLATION
1 / 65.16	NAF Washington, DC
2 / 64.36	NAS Willow Grove, PA
3 / 63.99	NAS New Orleans, LA
4 / 61.37	NAS South Weymouth, MA (C)
5 / 60.94	NAS Fort Worth, TX
6 / 51.14	NAS Atlanta, GA (*)

- (C) = DoD recommendation for closure  
(R) = DoD recommendation for realignment  
(\*) = Candidate for further consideration

2

## Base Analysis

### Category: NAVAL RESERVE AIR STATIONS

FOR CONSIDERATION: Study Naval Air Station Atlanta, GA FOR CLOSURE.

CRITERIA	NAS Atlanta, GA (*)	NAS South Weymouth, MA (C)
MILITARY VALUE	50.14 / 6 of 6	61.37 / 4 of 6
FORCE STRUCTURE	Category has 20 % excess capacity	
ISSUES	<ul style="list-style-type: none"> <li>• Atlanta was ranked last in military value due principally to how it was rated for demographics and for flight training airspace value.</li> <li>• NAS Atlanta was removed for consideration after the BSEC noted the concerns of Naval Reserve Force regarding the loss of "demographically-rich" Atlanta that would result from a closure of NAS Atlanta.</li> <li>• NAS Atlanta operates on the Dobbins ARB. 496 positions would be eliminated and 445 would be realigned if NAS Atlanta was closed.</li> <li>• Two Reserve F-18 squadrons from NAS Cecil Field are scheduled to move to Atlanta as part of a 1995 Navy redirect recommendation. They were originally planned to move to MCAS Beaufort, S.C.</li> </ul>	
ONE-TIME COSTS (\$ M)	47.2	17.3
ANNUAL SAVINGS (\$ M)	21.5	27.4
RETURN ON INVESTMENT	1 year	1 year
BASE OPERATING BUDGET (\$ M)	8.9	12.7
PERSONNEL ELIMINATED (MIL / CIV)	343/153	380/189
PERSONNEL REALIGNED (MIL/CIV)	410/25	411/21
ECONOMIC IMPACT (BRAC95/CUM)	0.1 % / 0.1%	0.1% / 0.1%
ENVIRONMENTAL	No significant issues	

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## NAS Atlanta,GA

DOD RECOMMENDATION: None.

COMMISSION ALTERNATIVE: Close NAS Atlanta, GA.

CRITERIA	DOD revised COBRA
MILITARY VALUE	6 of 6
FORCE STRUCTURE	No impact
ONE-TIME COSTS (\$ M)	73.4
ANNUAL SAVINGS (\$ M)	21.7
RETURN ON INVESTMENT	2004
NET PRESENT VALUE	137.4
BASE OPERATING BUDGET (\$ M)	8.9
PERSONNEL ELIMINATED (MIL / CIV)	239/151
PERSONNEL REALIGNED (MIL/CIV)	559/36
ECONOMIC IMPACT (BRAC 95 / CUM)	0.1%/0.1%
ENVIRONMENTAL	No Impact

B-4

## ISSUES NAS Atlanta, GA

ISSUE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
Does a joint-use facility reduce Navy operational costs?	Collocation with Dobbins AFB allows the Navy to reduce it's annual operations and maintenance costs.	Collocation with Dobbins AFB saves the taxpayer money.	NAS Atlanta's costs are lower than costs for a stand-alone base.
Does NAS Atlanta have enough capacity to absorb new units without incurring construction costs ?	NAS Atlanta can house the units that the Navy recommends sending there without incurring military construction costs. (The lowest cost option if NAS Atlanta is closed will cost about \$60 million for construction )	This is virtually a no cost move. Furniture and telephones are already in place and ready for immediate use.	The Navy's recommendation should be accomplished at little or no construction cost.
Will readiness be impaired because some training ranges are located more than 100 miles from the air station ?	90% of training can be conducted within a 100 mile radius of NAS Atlanta.	When an overwater range is needed, F-18's can reach one within 40 minutes.	Concur with DOD.
Can new units be demographically supported ?	Recruiting demographics are good. Unit staffing in military value calculation not an accurate assesment of NAS Atlanta.	Demoraphics are excellent.	Military Value Matrix is a snapshot of units in transision.

B-5



VISIT WITH  
MR. ALEX YELLIN



Mr. Alexander S. Yellin  
Navy Team Leader  
Base Closure and Realignment Commission  
1700 North Moore Street, Suite 1425  
Arlington, VA 22209

Dear Mr. Yellin:

On behalf of the City of Marietta, Cobb County and the community interests we of the Cobb Chamber are pleased to represent, we welcome the opportunity to meet with you today and to begin the process of responding to your and the commission's inquiries concerning Naval Air Station Atlanta (NAS Atlanta).

We acknowledge why the Commission felt that it should review Naval Air Station Atlanta based on Base Support Evaluation Committee (BSEC) data. Having noted this, we also believe that the closure of NAS Atlanta is not in the best interests of our nation's security, or those of the Department of the Navy, or Navy and Marine Corps Reserve forces. We feel the BSEC matrix might correctly reflect active Navy base structure, but does not correctly reflect the variables necessary to sustain a trained and ready Reserve force structure. Additionally, we believe the BSEC Data Call "snapshot" was requested and accomplished during a period and under circumstances that allowed some anomalies to enter the BSEC data and negatively affect further evaluations.

As we begin to assemble data for our Regional Hearing in Atlanta on June 9, 1995 we believe that NAS Atlanta can be shown as the linchpin for Navy and Marine Corps Reserve activities, and that not utilizing its ready infrastructure, available capacity, joint-use savings and rich demographic pool would not be in the best interests of either national security considerations or the American taxpayer. We believe no other reserve facility offers the capacity/cost ratios available at NAS Atlanta, in that it can accept all of the 1993 BRAC redirects with no military construction expenditures. In fact, a preliminary analysis of scenarios prepared by the Navy notes that each scenario that examines the possible closure of NAS Atlanta would be costly in terms of military construction and reserve unit readiness.

Our communities and membership both believe in and support the BRAC process. We know that you, and the BRAC, will make its decision based on what is best for our nation's security needs and the total Navy -- active and reserve force components. On this basis, we look forward to working with you.

Sincerely,

A handwritten signature in black ink, appearing to read "Ben Haskew".

Ben Haskew  
President & CEO

Enclosures

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D

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**An Extract of the GAO Analysis of DoD's 1995 Process and Recommendations for Closure and Realignment (GAO/NSIAD-95-133, April 1995)**

In accordance with Public Law, the General Accounting Office examined DoD's and the individual services' process and recommendations. As pertaining to the Navy, the GAO concluded..

"The Navy conducted a generally thorough and well-documented evaluation of its basing requirements in developing its 1995 recommendations. The Navy conducted its 1995 base closure review in essentially the same manner as it did in 1993. The Secretary of the Navy established a group of senior military officers and civilian executives, the Base Structure Evaluation Committee (BSEC), to conduct the process and another group, the Base Structure Analysis Team (BSAT), to assist BSEC.

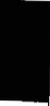
The Navy made several improvements to its process for 1995. One improvement was that BSAT staff consisted of officers with a greater variety of operational experience than the staff in previous rounds. For example, BSAT had an "industrial" team that included staff with substantial aircraft depot and shipyard practical experience. Its technical centers/laboratories team included the previous director of a major Navy test and evaluation center. Most of the 1993 staff had facilities and civil engineering backgrounds and relied on various functional commands for technical expertise. Although this same expertise was available and used in 1993, the Navy believes having staff with operational and technical experience on site generally enhanced the process. On the basis of our observations of the Navy's process as it was being conducted, we agree."

Additionally, comments have been made alleging that the Navy decision to close NAS South Weymouth and utilize NAS Brunswick as a new joint active/reserve entity was made on the basis of input from one individual. As pertaining to periodic consultations, the GAO concluded...

"An important part of the Navy's process, as in all prior BRAC rounds, was periodic consultation with the Navy's most senior military leaders, including the Commanders of the Atlantic and Pacific Fleets and Marine Forces, Atlantic and Pacific. In responding to closure and realignment scenarios forwarded from BSEC, these officers were encouraged to suggest alternative receiving sites for consideration. BSEC also held periodic consultations with the Chief of Naval Operations, the Commandant of the Marine Corps, and senior civilian officials in the Department of the

"An important part of the Navy's process, as in all prior BRAC rounds, was periodic consultation with the Navy's most senior military leaders, including the Commanders of the Atlantic and Pacific Fleets and Marine Forces, Atlantic and Pacific. In responding to closure and realignment scenarios forwarded from BSEC, these officers were encouraged to suggest alternative receiving sites for consideration. BSEC also held periodic consultations with the Chief of Naval Operations, the Commandant of the Marine Corps, and senior civilian officials in the Department of the Navy. Policy imperatives that reflected current and future Navy priorities were presented to BSEC as guidance for use throughout the BRAC process. Such imperatives ensured that a capability deemed vital to the Navy would not be harmed by the process. For example, one policy imperative was that the Navy must be able to drydock large deck and complex Navy ships, refuel/defuel nuclear-powered ships, and dispose of nuclear ship reactor compartments. Such a concern was important for the Navy as a whole, as it was in previous BRAC rounds."

We should also note that NAS South Weymouth was not recommended for closure vis-a-vis NAS Atlanta. Under any closure scenario, no NAS Atlanta assets would relocate to NAS South Weymouth were NAS Atlanta to close. In point of fact, additional military airlift would have to be utilized to airlift Navy and Marine Corps reserve personnel from the Atlanta metropolitan area to other chosen receiving sites.



### **Air Station Capacity/Available Infrastructure**

NAS Atlanta formerly hosted four squadrons, two Navy and two Marine, providing full aircraft, training, and personnel support. Force reductions terminated two squadrons in FY 1994. POM 96 and BRAC 93 redirects sent three squadrons to NAS Atlanta. The two new Navy squadrons VFA 203 and VAW 77 will move directly into Hangar 5, formerly occupied by VA 205. VMFA 142 will move into the half of Hangar 1, formerly occupied by VMO 4. All hangars are in excellent condition, ready for immediate occupancy. Even the furniture and telephones are in place. All required weapons systems, training, and personnel support facilities are in place. It is anticipated that the new squadrons can move in and begin flight operations upon arrival with only minimal disruption to training or loss of readiness. This is virtually a no cost move in terms of facilities.





**DEMOGRAPHICS STUDY**

**FOR**

**NAS ATLANTA and NAS SOUTH WEYMOUTH**

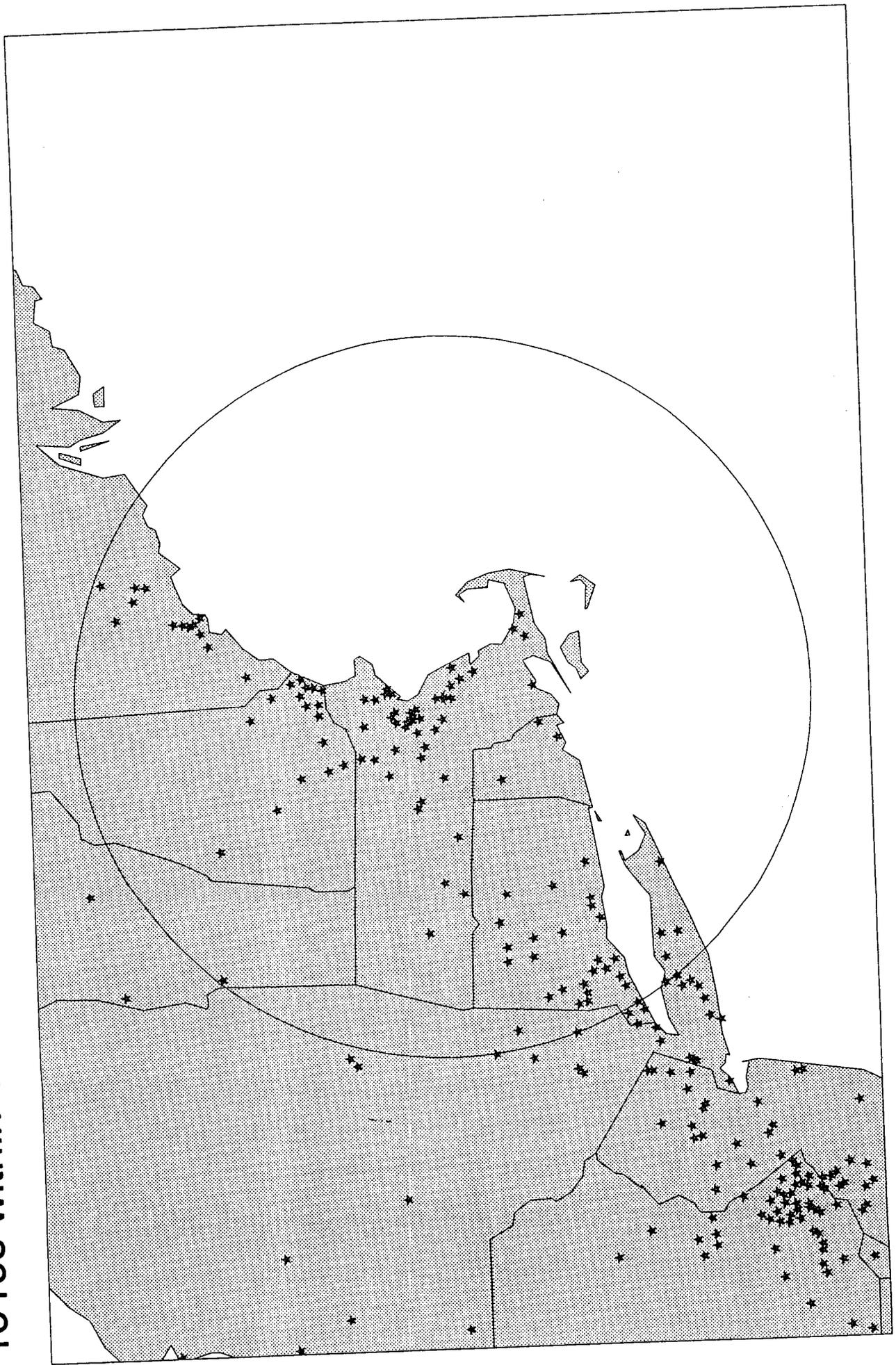
**PILOTS, NAVAL FLIGHT OFFICERS, MAINTENANCE OFFICERS and  
ENLISTED AVIATION RATINGS**

Prepared by CNRF N311  
26 May 1995

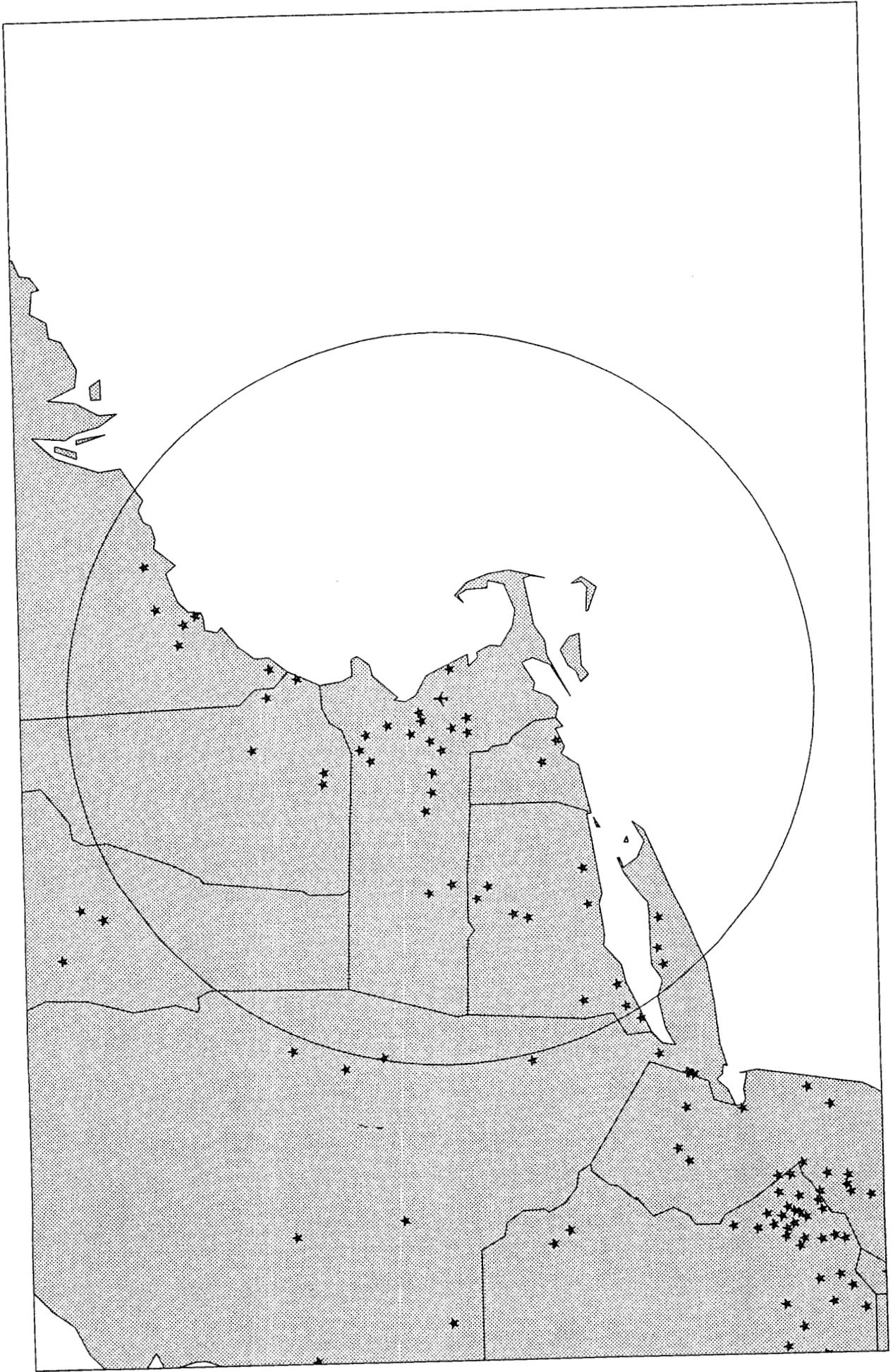
Data obtained from RTSS in May 1995

Rating/ Designator	NAS Atlanta			NAS South Weymouth		
	100miles	150 miles	200 miles	100 miles	150 miles	200 miles
1315	187	209	222	84	137	170
1325	47	63	72	34	50	62
1525	10	13	13	5	7	13
6335	3	3	3	1	2	5
6385	2	4	4	0	0	0
AD	50	61	65	31	36	63
AE	54	63	69	31	41	55
AME	3	4	4	6	7	10
AMH	14	18	19	13	21	34
AMS	33	38	41	21	30	48
AO	27	38	45	20	25	47
AT	56	78	93	42	58	79
AZ	19	23	24	13	14	21
PR	7	7	7	3	4	5

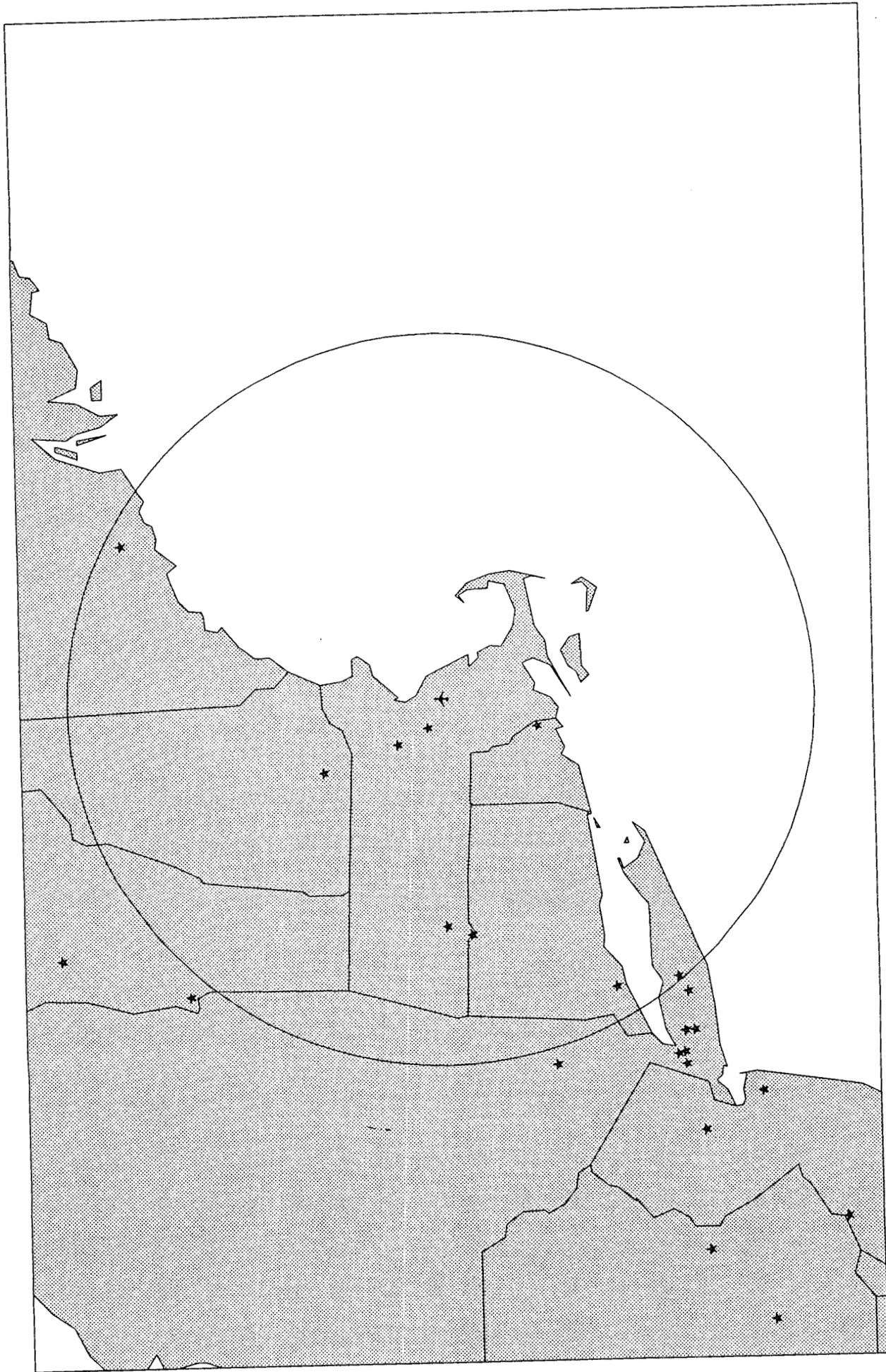
1315s within 150 miles of NAS South Weymouth



1325s within 150 miles of NAS South Weymouth

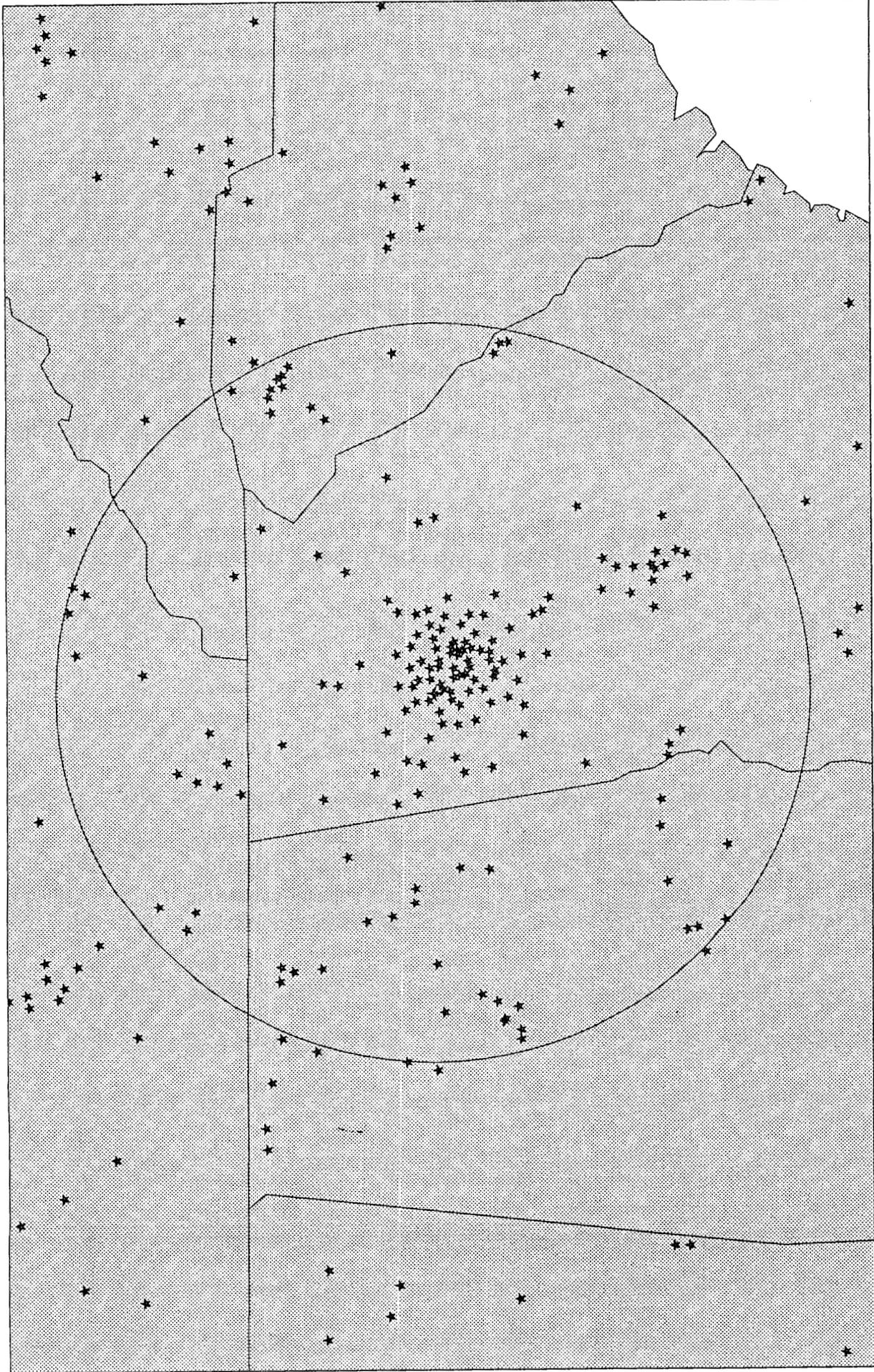


1525s, 6335s, and 6385s within 150 miles of NAS South Weymouth.

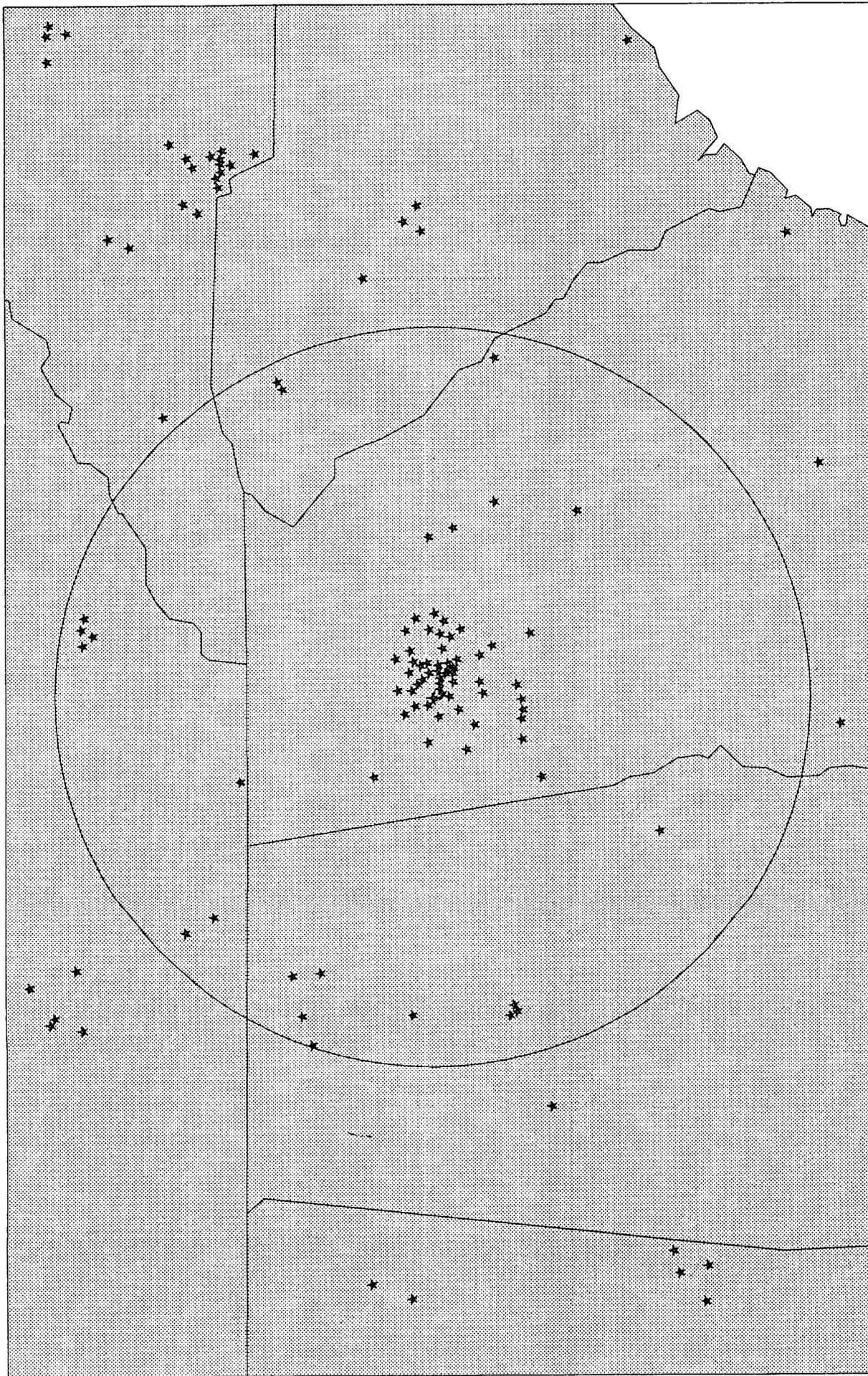




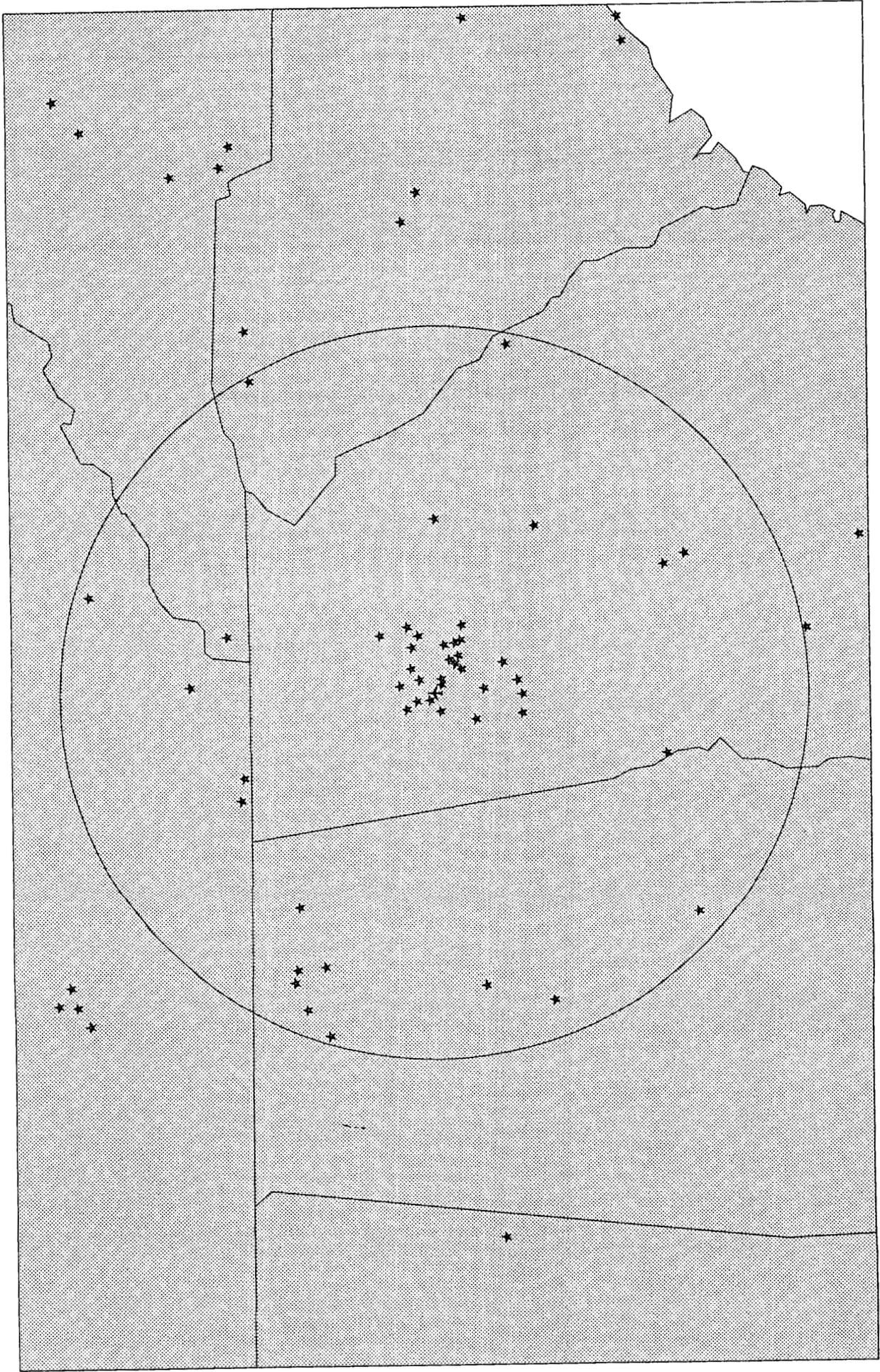
# Enlisted Aviation Ratings within 150 miles of NAS Atlanta



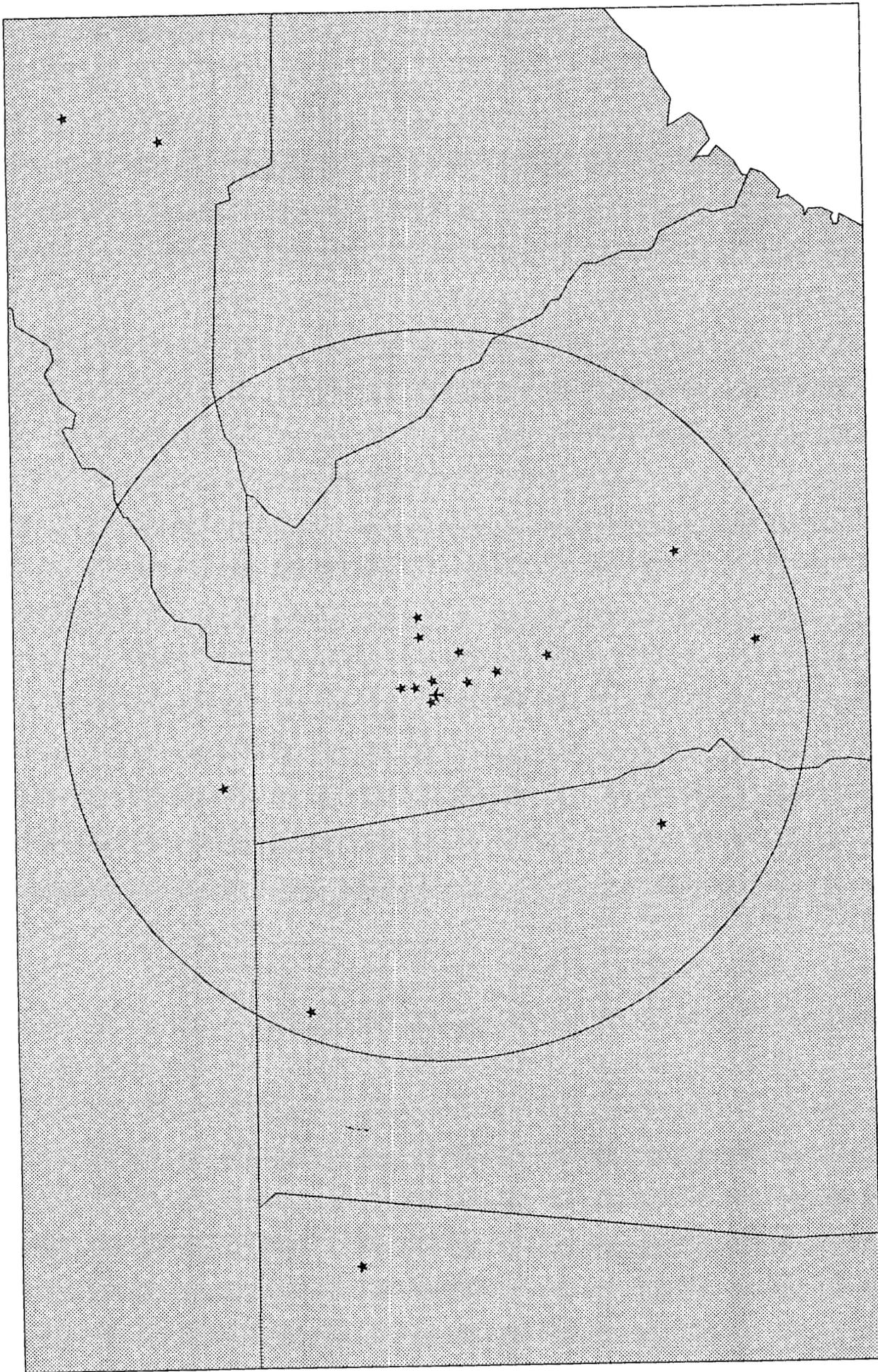
# 1315s within 150 miles of NAS Atlanta



# 1325s within 150 miles of NAS Atlanta



1525s, 6335s, and 6385s within 150 miles of NAS Atlanta





## Joint Training/Operations and Cost Factors

NAS Atlanta aboard Dobbins Air Reserve Base is in essence a Joint Base sharing many facilities and services including runway, tower, crash/fire/rescue, and communications. Shared personnel support services include medical, dental, exchange, family service center, and morale, welfare, and recreation activities. The facilities provided by the Air Force save the Navy more than \$5 million per year. These savings help make NAS Atlanta the least costly air station in the United States Navy -- active and reserve force bases included.

The Cost of services received from Dobbins is estimated to be as follows:

UNIT/SERVICE	ESTIMATED OPERATING COST	REMARKS
Fire Department	\$2,695,996	
Control Tower	731,322	
Weather	443,466	
Runway Environment Maintenance.	515,000	
Communications	567,680	Switchboard costs only
Base Operations	404,610	

Operating costs are only those costs paid from the Operations & Maintenance Appropriation. There are no Capital Investment costs or indirect costs included. If NAS Atlanta should close, Dobbins ARB would not realize any noticeable savings; the functions provided would still be required to operate Dobbins ARB. Additionally, Dobbins would have to assume some increased costs for facilities and services provided by the Navy.

In the final analysis, NAS South Weymouth supports two squadrons for approximately \$16 million/year. NAS Atlanta will support five squadrons for less than approximately \$9 million/year.

## BRAC ADD-CRITERIA FOR ATLANTA

### Question

### Answer Yes or No

- |  |        |
|--|--------|
| Does the potential add: - - reduce excess capacity ?   | Y or N |
| - - result in maintaining force structure at the least cost while not adversely affecting military readiness ? | Y or N |
| - - support the total force concept of integrating regular and reserve forces ?                                | Y or N |
| - - allow maximum flexibility for the Navy's operational commanders ?  | Y or N |

NOTE TO: Doyle Reedy, BRAC Staff  
FROM: Bill Smith, Gov. Weld's Office  
DATE: 6/15/95  
RE: F-18s at NAS South Weymouth

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Rep. Studds office told me that the Congressman and Mr. Nemfakos had discussed the scenario of sending F-18s to Weymouth. Nemfakos informed the Congressman that the problem now is the Navy's "technical people" have asserted that the F-18 is "too fragile" to operate in the weather at NAS South Weymouth. This, of course, is ridiculous. The F-18 is the backbone of the Canadian Air Force's fighter fleet. Finland has just purchased 64 F-18s. (See attached articles.) The F-18 is a front line fighter in Switzerland. Norway is currently considering an F-18 buy. These countries, where the weather is far harsher than Massachusetts, report no weather related problems with the F-18.

Additionally, it should be pointed out that the F-18's General Electric engines are manufactured in Lynn, Massachusetts -- a short distance from NAS South Weymouth. So not only do we have a rich pool of pilots to fly those jets, our pool of talent to maintain them would be unmatched anywhere in the U.S. And, should I repeat again, we have no encroachment problems, no shortage of training areas, no narrow taxiways, and the F-18s would not need to fly hundreds of miles to reach the ocean. (It is my understanding that the Navy still considers the Atlantic Ocean an important area of their operations.)

It is becoming increasingly clear that the Navy's bad choices are driving their analysis rather than the other way around.



DEPARTMENT OF THE NAVY  
THE ASSISTANT SECRETARY OF THE NAVY  
(INSTALLATIONS AND ENVIRONMENT)  
1000 NAVY PENTAGON  
WASHINGTON, D.C. 20350-1000

MAY 26 1995

The Honorable Sam Nunn  
United States Senate  
Washington, D.C. 20510

Dear Senator Nunn:

Thank you for your letter of May 19, 1995, to the Secretary of the Navy, concerning the Naval Air Station (NAS) Atlanta. I am responding for Secretary Dalton.

The Department of the Navy's recommendations to close NAS South Weymouth while retaining NAS Brunswick and to retain NAS Atlanta represent our best judgment as to the infrastructure alignment most suitable to meet the future requirements of our operational forces, active and reserve. Those recommendations were developed following a careful, in-depth, and objective review of our infrastructure based on criteria the Secretary of Defense established and consistent with a smaller force structure.

As you know, our process proceeded through several steps--measuring current capacity of the existing air stations to determine whether excess capacity existed, determining the military value of those air stations, and engaging in a configuration analysis to arrive at optimal solutions. It is important to remember that the military value scores of the respective air stations were an input to a decision process enabling military judgment to be applied to develop a coherent plan that would help meet the long term needs of the Navy and Marine Corps.

Evaluation of reserve activities was particularly challenging because of the need to ensure responsiveness to demographic and recruiting needs. Our evaluation of demographics for the reserve air stations began with the Demographics Section of the Reserve Military Value Matrix. We used the aggregated unit participation figures for 1993 as a surrogate measure of demographics. Consequently, those activities that were in the process of standing up units in 1993 were not fully manned yet and did not score as well as they otherwise would have. Both NAS Atlanta and NAS Fort Worth were in this category. Nevertheless, we were able to determine that all reserve air stations had sufficient demographic resources to adequately man their reserve programs.

The foundation for determining military value of activities was the military value criteria: readiness, facilities, mobilization capability, and cost and manpower implications (four of the eight selection criteria identified by the Secretary of Defense). In evaluating reserve air stations, in addition to the demographics issues discussed above, the Department of the Navy put great emphasis on the activity's proximity to warning areas. NAS Atlanta's military value score was also lowest of the six reserve air stations because it was more than 100 miles from a warning area.

In those stages of our process in which we identified and analyzed specific scenarios, the Department of the Navy had to look at recruiting demographics and how each scenario impacted the entire Reserves' ability to man its aviation and ground units. Field activities were required to highlight any issues or deficiencies in recruiting demographics for each of the scenarios in the scenario data call responses. We also consulted with representatives from the Navy and Marine Corps Reserve Forces to ensure no demographic issues would prevent successful implementation of a scenario. At no time did we compare the demographics of the closing air station with the gaining air station. There was no relative measure of recruiting demographics, but rather, a yes/no assessment of whether or not the gaining air station could man the existing unit(s) and/or units being transferred to the gaining activity. The results of these analyses showed that both NAS Atlanta and NAS Brunswick had sufficient recruiting demographics.

While the Department of the Navy looked at closing NAS Atlanta, its demographics, location and existing capabilities resulted in a decision retain it. In fact, no reserve air station was recommended for closure on the basis of the analyses of that sub-category (i.e. reserve air stations). As you point out, one of NAS Atlanta's strong points is its collocation with Dobbins AFB. This joint relationship allows all reserve activities to reduce costs and develop mutually beneficial relations. Cost reductions fostered by the joint synergies made NAS Atlanta the least expensive Navy reserve air station to operate.

An integral part of the Department's BRAC-95 process required interaction between the Base Structure Evaluation Committee (BSEC) which developed recommendations for the Secretary and the senior leadership of the Department of the Navy, the Navy and Marine Corps. The senior leadership included operational commanders who advised the BSEC on the impacts of its proffered course on the Navy's accomplishment of its mission. The Department's analysis showed that with scheduled force structure reductions, NAS Brunswick which would be operating at one half its capacity by fiscal year 2001 was not required to satisfy active force requirements. The senior military operational leadership advised that the most capable air station north of Norfolk should be retained.

The Department was also faced with reducing excess capacity at operating air stations. The same measurements were used for operating air stations and reserve air stations. The only reason that they were evaluated separately was that reserve air stations, by their nature, are more limited in their capabilities. If the two were considered together, the reserve air stations would be likely to be identified for closure despite the impact on recruiting and demographics. The Department of the Navy appropriately took a comparative look at NAS Brunswick and NAS South Weymouth across sub-category lines. NAS Brunswick has longer runways, better facilities, and less constrained airspace than NAS South Weymouth. Area demographics were also a consideration. In fact, an analysis was specifically conducted to ensure that there was demographic support for purposes of force recruiting in the areas to which reserve aviation units would be relocated. Closure of NAS South Weymouth and consolidation at NAS Brunswick will also allow the reserve and active forces to train and work together thereby providing a tremendous operational advantages for the Total Force.

The Department of the Navy maintained the overall average military value of each category being examined. This same approach was used at the sub-category level (e.g. reserve air stations); however, this measure was not directly applicable in comparing an operating air station and a reserve air station.

In summary, the Department of the Navy did not choose between NAS Atlanta and NAS South Weymouth. Its analysis of that sub-category would have retained both. The Department decided to retain and fully utilize a more capable operating air station, NAS Brunswick, by closing NAS South Weymouth and locating its assets at NAS Brunswick.

I trust this information addresses your concerns. As always, if I can be of any further assistance, please let me know.

A similar response has been sent to each of your colleagues who also expressed their interest in the future of these activities.

Sincerely,

A handwritten signature in black ink, appearing to read "R. Pirie, Jr.", with a stylized flourish at the end.

ROBERT B. PIRIE, JR.



DEPARTMENT OF THE NAVY  
OFFICE OF THE SECRETARY  
WASHINGTON, D.C. 20350-1000

LT-0741-F15  
BSAT/OEN  
9 May 1995

The Honorable Alan J. Dixon  
Chairman, Defense Base Closure  
and Realignment Commission  
1700 North Moore Street  
Suite 1425  
Arlington, VA 22209

Dear Chairman Dixon:

This is in response to your letter of May 1, 1995, forwarding correspondence from Senator Lauch Faircloth concerning the 1995 Department of Defense recommendation to relocate F/A-18 squadrons at Naval Air Station Cecil Field (reference number 950425-10R1).

As you requested, a copy of our response to Senator Faircloth is provided. If I can be of any further assistance, please let me know.

Sincerely,

A handwritten signature in black ink, appearing to read "C. P. Nemfakos".

C. P. NEMFAKOS  
Vice Chairman,  
Base Structure Evaluation Committee

Attachment



DEPARTMENT OF THE NAVY  
OFFICE OF THE SECRETARY  
WASHINGTON, D.C. 20350-1000

LT-0741-F15  
BSAT/DOR  
9 May 1995

The Honorable Lauch Faircloth  
United States Senate  
Washington, D.C. 20510

Dear Senator Faircloth:

This is in response to your letter of April 21, 1995, to the Chairman of the Defense Base Closure and Realignment Commission, which he has forwarded to me, requesting assistance in obtaining the remaining information regarding the relocation of the F/A-18 squadrons moving from Naval Air Station (NAS), Cecil Field.

Since the 1993 round there have been significant reductions in naval aviation forces. For instance, we have retired the A-6 attack aircraft series, reduced the maritime patrol aircraft inventory by about one-third and have eliminated approximately fifty percent of the Navy's F-14 inventory. Additionally, the number of F/A-18 squadrons that will require relocation from NAS Cecil Field will be reduced from thirteen to eleven.

Our analysis found that these reductions provided us with excess capacity at both NAS Oceana and NAS Jacksonville, Florida, allowing us to propose redirecting the F/A-18s to NAS Oceana. The S-3s scheduled to move to NAS Oceana would go to Jacksonville instead. To take advantage of the robust demographics of the Atlanta area, two reserve squadrons would be redirected from MCAS Beaufort, South Carolina, to NAS Atlanta, Georgia, an action that would provide additional space at MCAS Beaufort in which to move two active Navy F/A-18 squadrons. In addition to saving about \$290 million in new construction at MCAS Cherry Point, our recommendations will result in the establishment of a Naval Aviation Anti-Submarine Warfare Center of Excellence in the Jacksonville area.

As you may be aware, we only used certified data in our analysis which in this instance was provided by Headquarters, U.S. Marine Corps and Commander in Chief, U.S. Atlantic Fleet. Using this data, the same military construction standards (P-80) were applied to both MCAS Cherry Point and NAS Oceana. The standards utilized and the analysis conducted were reviewed by the Naval Audit Service with no discrepancies noted. Enclosures A and B reflect the comparison of the certified data that we had available and used with regard to our basing decision. Enclosure C is a brief overview of the P-80 standards that apply.

As always, if I can be of any further assistance, please let me know.

Sincerely,

A handwritten signature in black ink, appearing to read "C. P. NEMFAKOS".

C. P. NEMFAKOS  
Vice Chairman,  
Base Structure Evaluation Committee

Attachments

1. One Type II hangar module equals two Type I hangar modules.
2. Two type II module requirement at Cherry Point, for two C-130 squadrons.\*
3. Eleven Type I module requirement at Cherry Point of thirteen available. (Does not include a deployment factor).
4. BRAC - 93 MILCON: Builds twelve new hangar modules, upgrades two modules (HGR - 131) and demolishes two modules (HGR - 130). FY 2001 total: 25 modules.\*\*

<b>CHERRY POINT</b>		
Hangar ID# / Type	Current Usage # Modules	Projected Usage #Modules: BRAC 95
130 / I	2	2
131 / I	2	2
250 / II	2*	2*
1665 / I	2	2
1667 / I	2	2
1700 / I	2 (NADEP storage)	2
1701 / I	2	2
3998 / I	1	1
Modules Available	15**	15**

ENCLOSURE A

1. One Type II hangar module equals two Type I hangar modules.
2. Zero Type II modules requirement at Oceana.
3. Twelve Type I module equivalent requirement at Oceana of twenty three available. (Does not include a deployment factor).

OCEANA		
Hangar ID# / Type	Current Usage # Modules	Projected Usage #Modules: BRAC 95
23 / I	1	1
111 / I	4 (A-6 sqdns)	4
122 / II	4 (A-6 sqdns)	4
137 / I	1 (Fleet training)	1
200 / II	4	4
223 / I	2 (Fleet training)	2
404 / I	3	3
500 / I	4	4
Modules Available	23	23

ENCLOSURE B

TABLE 211-05  
Modular Hangar Dimensional Statistics for Planning Purposes

Hangar Spaces	Type I	Type II
(0H) <u>Hangar - Cat. Code 211 05</u>		
Gross Area (Sq. Ft.)	19,968	28,560
Clear Height (Ft.)	28	42
Usable Dept (Ft.)*	85	100**
Usable Width (Ft.)***		
1 Module	172	220
1-1/2 Modules	258	335
2 Modules	354	450
2-1/2 Modules	445	565
3 Modules	536	680
3-1/2 Modules	627	795
4 Modules	718	910
(01) <u>Crew and Equipment - Cat. Code 211 06</u>		
Gross Area (Sq. Ft.)	3,690	12,050
Clear height (Ft.)	10	10

(Table continued on next page.)

211-10

NAVFAC P-80

TABLE 211-05 (Continued)  
Modular Hangar Dimensional Statistics for Planning Purposes

Hangar Spaces	Type I	Type II
(02) <u>Administrative - Cat. Code 211 07</u>		
Gross Area (Sq. Ft.)	8,640	12,000
Clear Height (Ft.)	8	8
<u>Mezzanine - Cat. Code 211 06</u>		
Gross Area (Sq. Ft.)	1,536	NONE

\*Computed upon the requirement for a 10-foot fire lane along the rear wall of the hangar and a 5-foot work clearance between aircraft and doors.

\*\* For aircraft other than the P-3, for which the Type II hangar was basically designed. May also be used for other longer aircraft by modifying doors for "tailcutout" closure.

\*\*\* Computed upon the requirement for one 10-foot wide fire lane from the front to the rear of the hangar and 5 feet from aircraft to outer walls. Also assumes aircraft will be parked parallel to each other and to the side walls of the hangar to minimize evacuation time in case of fire.

ENCLOSURE C



DEPARTMENT OF THE NAVY  
THE ASSISTANT SECRETARY OF THE NAVY  
(INSTALLATIONS AND ENVIRONMENT)  
1000 NAVY PENTAGON  
WASHINGTON, D.C. 20350-1000

MAY 26 1995

The Honorable Paul Coverdell  
United States Senate  
Washington, D.C. 20510

Dear Senator Coverdell:

Thank you for your letter of May 19, 1995, to the Secretary of the Navy, concerning the Naval Air Station (NAS) Atlanta. I am responding for Secretary Dalton.

The Department of the Navy's recommendations to close NAS South Weymouth while retaining NAS Brunswick and to retain NAS Atlanta represent our best judgment as to the infrastructure alignment most suitable to meet the future requirements of our operational forces, active and reserve. Those recommendations were developed following a careful, in-depth, and objective review of our infrastructure based on criteria the Secretary of Defense established and consistent with a smaller force structure.

As you know, our process proceeded through several steps--measuring current capacity of the existing air stations to determine whether excess capacity existed, determining the military value of those air stations, and engaging in a configuration analysis to arrive at optimal solutions. It is important to remember that the military value scores of the respective air stations were an input to a decision process enabling military judgment to be applied to develop a coherent plan that would help meet the long term needs of the Navy and Marine Corps.

Evaluation of reserve activities was particularly challenging because of the need to ensure responsiveness to demographic and recruiting needs. Our evaluation of demographics for the reserve air stations began with the Demographics Section of the Reserve Military Value Matrix. We used the aggregated unit participation figures for 1993 as a surrogate measure of demographics. Consequently, those activities that were in the process of standing up units in 1993 were not fully manned yet and did not score as well as they otherwise would have. Both NAS Atlanta and NAS Fort Worth were in this category. Nevertheless, we were able to determine that all reserve air stations had sufficient demographic resources to adequately man their reserve programs.

The foundation for determining military value of activities was the military value criteria: readiness, facilities, mobilization capability, and cost and manpower implications (four of the eight selection criteria identified by the Secretary of Defense). In evaluating reserve air stations, in addition to the demographics issues discussed above, the Department of the Navy put great emphasis on the activity's proximity to warning areas. NAS Atlanta's military value score was also lowest of the six reserve air stations because it was more than 100 miles from a warning area.

In those stages of our process in which we identified and analyzed specific scenarios, the Department of the Navy had to look at recruiting demographics and how each scenario impacted the entire Reserves' ability to man its aviation and ground units. Field activities were required to highlight any issues or deficiencies in recruiting demographics for each of the scenarios in the scenario data call responses. We also consulted with representatives from the Navy and Marine Corps Reserve Forces to ensure no demographic issues would prevent successful implementation of a scenario. At no time did we compare the demographics of the closing air station with the gaining air station. There was no relative measure of recruiting demographics, but rather, a yes/no assessment of whether or not the gaining air station could man the existing unit(s) and/or units being transferred to the gaining activity. The results of these analyses showed that both NAS Atlanta and NAS Brunswick had sufficient recruiting demographics.

While the Department of the Navy looked at closing NAS Atlanta, its demographics, location and existing capabilities resulted in a decision retain it. In fact, no reserve air station was recommended for closure on the basis of the analyses of that sub-category (i.e. reserve air stations). As you point out, one of NAS Atlanta's strong points is its collocation with Dobbins AFB. This joint relationship allows all reserve activities to reduce costs and develop mutually beneficial relations. Cost reductions fostered by the joint synergies made NAS Atlanta the least expensive Navy reserve air station to operate.

An integral part of the Department's BRAC-95 process required interaction between the Base Structure Evaluation Committee (BSEC) which developed recommendations for the Secretary and the senior leadership of the Department of the Navy, the Navy and Marine Corps. The senior leadership included operational commanders who advised the BSEC on the impacts of its proffered course on the Navy's accomplishment of its mission. The Department's analysis showed that with scheduled force structure reductions, NAS Brunswick which would be operating at one half its capacity by fiscal year 2001 was not required to satisfy active force requirements. The senior military operational leadership advised that the most capable air station north of Norfolk should be retained.

The Department was also faced with reducing excess capacity at operating air stations. The same measurements were used for operating air stations and reserve air stations. The only reason that they were evaluated separately was that reserve air stations, by their nature, are more limited in their capabilities. If the two were considered together, the reserve air stations would be likely to be identified for closure despite the impact on recruiting and demographics. The Department of the Navy appropriately took a comparative look at NAS Brunswick and NAS South Weymouth across sub-category lines. NAS Brunswick has longer runways, better facilities, and less constrained airspace than NAS South Weymouth. Area demographics were also a consideration. In fact, an analysis was specifically conducted to ensure that there was demographic support for purposes of force recruiting in the areas to which reserve aviation units would be relocated. Closure of NAS South Weymouth and consolidation at NAS Brunswick will also allow the reserve and active forces to train and work together thereby providing a tremendous operational advantages for the Total Force.

The Department of the Navy maintained the overall average military value of each category being examined. This same approach was used at the sub-category level (e.g. reserve air stations); however, this measure was not directly applicable in comparing an operating air station and a reserve air station.

In summary, the Department of the Navy did not choose between NAS Atlanta and NAS South Weymouth. Its analysis of that sub-category would have retained both. The Department decided to retain and fully utilize a more capable operating air station, NAS Brunswick, by closing NAS South Weymouth and locating its assets at NAS Brunswick.

I trust this information addresses your concerns. As always, if I can be of any further assistance, please let me know.

A similar response has been sent to each of your colleagues who also expressed their interest in the future of these activities.

Sincerely,

A handwritten signature in cursive script that reads "R. B. Pirie, Jr." The signature is written in dark ink and is positioned above the printed name.

ROBERT B. PIRIE, JR.



DEPARTMENT OF THE NAVY  
THE ASSISTANT SECRETARY OF THE NAVY  
(INSTALLATIONS AND ENVIRONMENT)  
1000 NAVY PENTAGON  
WASHINGTON, D.C. 20350-1000

MAY 26 1995

The Honorable Bob Barr  
House of Representatives  
Washington, D.C. 20515

Dear Mr. Barr:

Thank you for your letter of May 19, 1995, to the Secretary of the Navy, concerning the Naval Air Station (NAS) Atlanta. I am responding for Secretary Dalton.

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As you know, our process proceeded through several steps--measuring current capacity of the existing air stations to determine whether excess capacity existed, determining the military value of those air stations, and engaging in a configuration analysis to arrive at optimal solutions. It is important to remember that the military value scores of the respective air stations were an input to a decision process enabling military judgment to be applied to develop a coherent plan that would help meet the long term needs of the Navy and Marine Corps.

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Sincerely,

A handwritten signature in cursive script, appearing to read "R. B. Pirie, Jr.", with a horizontal flourish extending to the right.

ROBERT B. PIRIE, JR.



**THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION**

1700 NORTH MOORE STREET SUITE 1425

ARLINGTON, VA 22209

703-696-0504

June 6, 1995

ALAN J. DIXON, CHAIRMAN

**COMMISSIONERS:**

AL CORNELLA

REBECCA COX

GEN J. B. DAVIS, USAF (RET)

S. LEE KLING

RADM BENJAMIN F. MONTOYA, USN (RET)

MG JOSUE ROBLES, JR., USA (RET)

WENDI LOUISE STEELE

**Captain Early Frazier, USN  
Commanding Officer  
NAS Atlanta  
1000 Halsey Avenue  
Marietta, GA 30060 - 5099**

Dear Captain Frazier:

Commissioner Cornella and I want to thank you for all of your assistance during our recent visit to Naval Air Station (NAS), Atlanta. The briefings and discussions with you and your staff provided us with a great deal of valuable information about the capabilities of NAS, Atlanta. This information will be very helpful to the Commission as we carry out our review of potential base closures.

Please extend our appreciation to your staff for a job well done.

Sincerely,

S. Lee Kling  
Commissioner

FAX TO DOYLE REBOY  
FROM ALEX YELLIN

PG 1 OF 4

DOYLE,

PLEASE FAX THE ATTACHED TO THE BSAT WITH  
A REQUEST TO RUN A COBRA FOR THE SCENARIO  
DESCRIBED IN THE SOUTH WELMOUTH COMMUNITY MEMO.

Aly

Doyle

ROCHE, CARENS & DEGIACOMO

ATTORNEYS AT LAW

A PARTNERSHIP  
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FACSIMILE COVER SHEET

DATE: 8 JUNE 95

TIME: \_\_\_\_\_

TO: MR. ALEX YELLIN

FILE NO. \_\_\_\_\_

FACSIMILE NO. (703) 696 0550

TELEPHONE NO. (703) 696 0504

TO: \_\_\_\_\_

FACSIMILE NO. \_\_\_\_\_

TELEPHONE NO. 617 722-2900

FROM: PAUL R HALEY

TELEPHONE NO. 617-356-4210

FACSIMILE NO. 617-356-4123

617 722-2822

COMMENTS: Alex :

The Committee wanted to suggest  
to you that you talk the Navy with  
the following scenario in response to  
Gen Davis' directive that the Navy consider  
alternatives to level the playing field. Thank  
you!

STATEMENT OF CONFIDENTIALITY

This facsimile transmission contains information from the law firm of Roche, Carens & DeGiacomo. The information contained is confidential and/or privileged, and it is intended only for the use of the addressee named on the transmittal sheet. If you are not the intended addressee, please note that any disclosure, copying, distribution, or use of this information is prohibited. If you receive this facsimile in error, please immediately notify us by telephone (collect) so that we can arrange to retrieve the original documents without cost to you. Thank you.

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## MEMORANDUM

TO: Defense Base Closure and Realignment Commission

FROM: Committee to Save NAS South Weymouth

DATE: June 6, 1995

SUBJECT: Scenario for COBRA Analysis

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During the recent visit of Commissioners Kling and Davis to NAS South Weymouth, members of this Committee expressed their disappointment with the three recent COBRA scenarios produced following the addition of NAS Atlanta to the potential closure list. The disappointment resulted from the fact that NAS South Weymouth was not considered in any of the three scenarios as a receiving site for Atlanta's aircraft. At this time, the Committee would like to propose the following scenario for BRAC consideration:

### Lead Major Claimant - RESFOR

- Close NAS Atlanta

Relocate C-9 squadron (VR-46) and E-2 squadron (VAW-77) to Dobbins ARB. Alternatively, the E-2 squadron could be relocated to NAS Jacksonville.

Relocate H-1 squadron (HMLA-773) to NAS South Weymouth.

Change proposed BRAC-95 redirect so as to locate two reserve F/A-18 squadrons (VFA-203 and VMFA-142) at NAS South Weymouth rather than at NAS Atlanta.

Relocate VP-92 from NAS South Weymouth to NAS Brunswick.

- NAS South Weymouth remains open with current C-130 squadron (VR-62) remaining there, to be joined by the three squadrons (HMLA-773, VFA-203, and VMFA-142) relocated/redirected from Atlanta.

The scenario proposed above offers numerous advantages:

- Substantial cost savings can be achieved by closing NAS Atlanta, the reserve base with the lowest military value, by far.
- The Naval Reserve presence can be maintained in the Atlanta area by relocating up to two of Atlanta's aviation squadrons (VR-46 and VAW-77) across to the other side

of the airfield at Dobbins ARB. (It is assumed that the Naval Air Reserve Center will also relocate to Dobbins.)

- Keeping VR-46 and its C-9s at Dobbins will allow other Atlanta-area Naval and Marine Air Reservists to be airlifted to other drilling units located at such bases as NAS South Weymouth, NAS Fort Worth, and NAS New Orleans.
- Redirecting the two F/A-18 squadrons to NAS South Weymouth rather than to NAS Atlanta will allow these two units easy access to numerous over-the-ocean warning/training areas. Similar over-the-ocean areas, which are essential for the proper training of Naval and Marine aviators and which are most representative of the environment in which these aviators will most likely be required to operate in times of crisis, require a flight of over 250 miles in each direction from Atlanta. The relocation of HMLA-773 from Atlanta to South Weymouth will provide similar benefits to that squadron. NAS South Weymouth is the owner of a unique 640-acre island located off the Massachusetts coast which would be available for use as a target range by all three of these squadrons.
- Keeping VAW-77 and its E-2s at Dobbins (or, alternatively, relocating this unit to Jacksonville) permits these aircraft to be used in the southeastern United States for drug interdiction purposes. (Note: If VAW-77 is relocated to NAS Jacksonville, it might be possible to then relocate one of Jacksonville's active-duty P-3 squadrons to NAS Brunswick, thus helping to alleviate the excess capacity situation at the latter base.)
- Relocating the two F/A-18 squadrons to NAS South Weymouth will also permit these units to work directly with VMGR-452, a Marine Air Reserve KC-130 squadron stationed at Stewart International Airport in eastern New York. This unit can supply refueling practice to these F/A-18 squadrons.
- Relocating the P-3Cs of VP-92 from NAS South Weymouth to NAS Brunswick will satisfy the Navy's desire to co-locate this reserve unit with its active-duty counterparts at Brunswick. It also serves to alleviate the excess capacity situation at Brunswick. (Note: This suggested relocation is being proposed reluctantly by this Committee due to our continuing concern with the recruiting/manning demographics for reserve units at Brunswick.)

In summary, the Committee to Save NAS South Weymouth believes this proposed scenario has considerable merit, since it:

- (1) Closes the reserve base with the lowest military value while still maintaining a smaller reserve presence in the Atlanta area through the use of facilities at Dobbins ARB, all resulting in substantial cost savings to the Navy.
- (2) Permits NAS South Weymouth, a reserve base with a considerably higher military value than NAS Atlanta, to remain open. Relocating up to three new squadrons to

South Weymouth while keeping VR-62 in place will eliminate any excess capacity at South Weymouth.

- (3) Relocating VP-92 from South Weymouth to Brunswick will address the excess capacity situation at Brunswick.
- (4) Milcon required for all of these proposals will be minimal. South Weymouth can accommodate the three new squadrons in existing facilities as can Brunswick accommodate VP-92 in existing facilities there. It is known that VR-46 can be accommodated in existing facilities at Dobbins. It is likely that VAW-77 can also be accommodated.

JCY/jb

REMARKS  
OF SELECTMAN Wm. BARRY TO BRAC GEN KOBILES

On behalf of the Town of Weymouth, I want to welcome you to our community and to thank you for your efforts to understand the base's role not only militarily but also in the local community. I use the term community because the base, its employees and its activities are truly a part of this community and we would feel the loss of the base on many levels.

You have heard many of the arguments regarding the base's military value which, by themselves, should highlight the need to preserve the base. But let me comment on several issues that pertain to the base and its integration into the fabric of the community.

The base's crash and fire rescue personnel work closely with the Weymouth Fire Department and other communities on the South Shore. Their highly specialized training and foam truck make them the only unit on the South Shore able to handle emergencies requiring the use of foam apparatus. Their assistance has been required in the past and they stand ready to assist the region as required.

When local fire departments are engaged, they provide backup coverage for the local station houses. This assistance is invaluable and would be financially impossible to duplicate at the local level.

Clearly, the economic impact of a closure would be a blow to Weymouth and would ripple throughout the South Shore economy. Not only would \$60 SIXTY million in payroll be eliminated but also procurement and indirect spending would be lost to local businesses, many of whom rely on the base to keep them financially viable. Many military and civilian personnel not only work on the base, they also make the area their home and contribute to the many activities that make the South Shore a great place to live.

The Naval Air Station is not only a neighbor, it coexists peacefully with the surrounding community. If you compare neighborhood complaints logged at South Weymouth with similar bases, you will find that we rank on the low end of complaints received. The base and the community do work and live together.

Again, thank you for listening to our presentation and I trust that our arguments will help you make an informed decision on the fate of the base.

AND (to KEEP IT OPEN)

**AIRCRAFT TYPES POTENTIALLY RELOCATABLE TO  
NAVAL AIR STATION-SOUTH WEYMOUTH**

By  
**John C. Yaney**

**"Save Our Base Committee"**

NAS South Weymouth has the necessary capacity and supporting infrastructure to support additional aviation units. In addressing the issue of potential additional aircraft types to relocate to NAS South Weymouth in order to reduce excess capacity and to help assure the future of this base, a logical approach is to examine existing squadrons and their aircraft types at bases which have a lower military value. For bases within the Reserve Claimancy, two locations were determined in the most recent 1995 analysis to have a lower military value than South Weymouth. These bases are NAS Atlanta (Military Value = 51.14) and NAS Fort Worth (Military Value = 60.94). Accordingly, presented below is a tabulation of squadrons at those bases and the types of aircraft which they currently operate.

NAS Atlanta		NAS Fort Worth	
VR-46	C-9B	VR-59	C-9B
HMLA-773	UH-1N/AH-1W	VF-201	F-14A
VFA-203	F/A-18A*	VMFA-112	F/A-18A
VMFA-142	F/A-18A*	VMGR-234	KC-130T

Given these aircraft types, below is presented a discussion of several of them which would appear to be most operationally feasible to station at South Weymouth and which could be readily accommodated in existing facilities there.

**C-9B**

C-9B aircraft are very frequent visitors to NAS South Weymouth and operate from there with no difficulty, either to destinations throughout the United States or overseas.

C-9B aircraft require a Type II hangar, with NAS South Weymouth having two hangars of this class. Hangar 1 is presently occupied by only VP-92 and its P-3C aircraft. That hangar can accommodate three or four P-3C and/or C-9B aircraft simultaneously. Ramp space surrounding Hangar 1 can easily accommodate a C-9B squadron, or another P-3C squadron for that matter. Historically, until the recent demise at HSL-74, this hangar has traditionally accommodated two squadrons. Thus, with VP-92 as its sole occupant now, C-9B aircraft could be maintained within it with no difficulty.

\*These two squadrons, presently located at NAS Cecil and directed by BRAC 93 to relocate to MCAS Beaufort, are now proposed by the Navy to be redirected by BRAC 95 to NAS Atlanta.

Hangar 2 at South Weymouth is presently occupied by VR-62 and its C-130Ts. Supporting a C-9B squadron in this hangar and its accompanying ramp space would be difficult unless VR-62 were to be relocated to Hangar 1, a feasible option since Hangar 1 and its ramp space could readily accommodate that squadron, along with VP-92.

Manning a C-9B squadron at South Weymouth should pose no problems due to the very large number of airline personnel based in the Boston area. It is also important to note that the NAS South Weymouth area rated #1 for demographics in the 1995 Reserve Air Station Military Value Matrix.

During the current BSAT/BSEC deliberations, the scenario of moving C-9B aircraft from NAS Atlanta to NAS South Weymouth was discussed. A cost of approximately \$8-9 million was assumed for that move, consisting of a 1000-foot runway extension and for a new training building. It can be reasonably argued that the runway extension is not required. Specifically, as stated previously, C-9B aircraft operate frequently from South Weymouth now, using either the 7000-foot Runway 17-35 and even more often the 6000-foot Runway 8-26. It should also be noted that DC-9 aircraft (the civilian equivalent of the military C-9B) are among the most common aircraft using Washington National Airport and Laguardia Airport in New York, and do so with no difficulty. The runway length at Washington National is 6800 feet, while that at Laguardia is 7000 feet. Accordingly, there would appear to be no reason why the existing runways at South Weymouth would not be suitable for day-to-day C-9B operations.

It should also be noted, however, that the Commonwealth of Massachusetts legislature has recently passed a \$100 million bond bill, which is available for military construction should NAS South Weymouth remain open and the DOD transfer additional units there. Thus, this bond money could be used to fund the cost of the training building and the runway extension, resulting in no cost to the DOD for either of those projects.

#### UH-IN/AH-IW

HML-771, A Marine Air Reserve helicopter squadron, was based at NAS South Weymouth until 1994, when the squadron was deactivated and its assets transferred to Camp Pendleton, California. At one time, this squadron operated up to 12 UH-IN Huey helicopters, sharing South Weymouth's Hangar 2 and associated ramp space with VMA-322, also now deactivated. The deactivation of HML-771 ended an approximate 40-year history of Marine Air Reserve helicopter operations at South Weymouth.

Should VR-62, the present occupants of Hangar 2, be relocated to share Hangar 1 with VP-92, Hangar 2 could once again support a Marine Air Reserve helicopter squadron, specifically an HMLA squadron equipped with both UH-IN and AH-IW types of aircraft. This type of squadron is typically composed of a total of 18 helicopters -- 6 UH-IN and 12 AH-IW. All of these aircraft could easily be stored and maintained within Hangar 2 without the need to keep any outside.

There has been some question in the past as to whether the AH-IW Cobra gunship type of aircraft is suitable for operation at South Weymouth. We do not anticipate any

difficulties. Specifically, AH-1 Cobra gunships are already commonly used in the general area, and frequently visit South Weymouth. Area users of AH-1 gunships include the Rhode Island Army National Guard at nearby Quonset State Airport and the Massachusetts Army National Guard at Westover ARB. South Weymouth provides an ideal location for basing this type of aircraft, since over-the-ocean/beach flying training, the most realistic environment for the Marines, is readily available. NAS South Weymouth is the owner of 640-acre No Mans Island target range, located only 53 nautical miles from the base. Although only inert firing is permitted on this range, it does provide very valuable training. For those few occasions where the firing of live weapons is required, AH-IWs could easily travel to Fort Drum in New York, as the Army National Guard Cobra gunship helicopters now do. The Warren Grove range in New Jersey is also available.

Manning a Marine Air Reserve HMLA unit at South Weymouth should not present any difficulties. HML-771 was always able to be manned, with many of its former Reserve personnel still living in the immediate area. Also, the demographics of the South Weymouth/Boston area are superb, as noted previously.

It should be noted that the BSAT/BSEC originally proposed a scenario transferring an HMLA unit from NAS Atlanta to NAF Washington, with both MCAs New River and NS Mayport being considered later as a potential home for this unit. We strongly question why South Weymouth was not considered as a site for this squadron, since both hangar and apron space are available at essentially no cost and South Weymouth has a long history of Marine Air Reserve helicopter operations, including the H-1 type of aircraft. Marine Air Reserve helicopter squadrons have never been based at Washington, New River, or Mayport.

#### F/A-18

The F/A-18 is another type of aircraft which could logically be based at NAS South Weymouth.

Until VMA-322 was deactivated several years ago, South Weymouth had a history of operating tactical jet aircraft of many types for almost 40 years. VMA-322 operated the A-4M aircraft at the time of its demise, and it had been originally planned to transition this squadron to the F/A-18.

VMA-322 was housed in Hangar 2 at South Weymouth, sharing that hangar with HML-771 for many years. As explained earlier, if the present occupant of Hangar 2 were to be relocated so as to share Hanger 1 with VP-92, Hangar 2 would then be available to house and maintain F/A-18 aircraft. Hangar 2 and its associated apron is believed to be of sufficient size to accommodate two squadrons of F/A-18s if need be.

There are many advantages for basing F/A-18s at NAS South Weymouth. Several are briefly discussed below:

- (1) Several over-the-ocean "Warning Areas" (W104, W105, etc.) are located very close to South Weymouth, permitting short transit times to and from these areas and, thus, allowing maximum training time within the areas.
- (2) Two military operating areas (Condor and Yankee) are located in nearby New Hampshire and Maine. VMA-322, when it was based at South Weymouth, made frequent use of these MOAs. The Syracuse MOA is located nearby in New York.
- (3) Nearby South Weymouth-owned No Mans Island target range is available for use with inert weapons. Live weapons can be employed at locations in New York (Fort Drum) or New Jersey (Warren Grove).
- (4) Opportunities abound for Dissimilar Air Combat Training (DACT) with other Massachusetts and New England-based tactical jet aircraft. For example, the Massachusetts Air National Guard operates F-15 aircraft at Otis Air National Guard base, located only 30 nautical miles from South Weymouth. The Massachusetts Air National Guard also operates A-10 aircraft, as does the Connecticut Air National Guard. F-16s are flown by the Vermont Air National Guard. The dual fighter/attack roles of the F/A-18 make the availability of these DACT training opportunities and nearby MOAs and warning areas of critical importance.
- (5) Practice in-flight refuelling opportunities for the F/A-18s are plentiful in the area. For example, the Marine Air Reserve operates a squadron (VMGR-452) of KC-130T refuelling aircraft at Stewart ANGB in New York, a base located only slightly more than 150 nautical miles away from South Weymouth. That squadron frequently supported VMA-322 operations in the past. The New Hampshire Air National Guard operates KC-135R refuelling aircraft at nearby Pease ANGB. The Maine Air National Guard also operates KC-135 aircraft. These squadrons make frequent use of the refuelling tracks located off the Massachusetts coast.
- (6) As opposed to the single-runway Reserve bases such as NAS Atlanta, NAS Willow Grove, and NAS Fort Worth, for example, NAS South Weymouth has two runways oriented at 90 degrees to each other. This configuration almost guarantees that the allowable crosswind components of small tactical jet aircraft are never exceeded, thus improving safety and permitting operations to occur at all times. Flights are never cancelled because of wind conditions nor are landing aircraft required to divert to other airfields because of wind conditions. This fact is of critical importance for the F/A-18 with its narrow-track landing gear.
- (7) The climate at NAS South Weymouth permits pilots to be trained for operating conditions that may be encountered at any potential location throughout the world, including conditions of heat, cold, rain, or snow. Pilots must be well prepared to operate in any of these conditions, as no one can tell where the next world crisis requiring the activation of the Reserves will develop.

Concern has been expressed by some about operating F/A-18s in wintry conditions. This should not prove to be a problem at South Weymouth. For example, F/A-18s are currently operated by Canada, and soon will be operated by both Norway and Switzerland. These three countries are among the coldest and snowiest in the world. If they can operate F/A-18s under those conditions successfully, there is no reason why F/A-18s cannot be operated in less harsh conditions at South Weymouth. As stated previously, tactical jet aircraft of several types are currently operated successfully in New England. South Weymouth itself did so for 40 years.

- (8) F/A-18 engines are manufactured by General Electric in nearby Lynn, Massachusetts, only 20 miles from NAS South Weymouth. This closeness assures strong and timely product support from the manufacturer, with its employees providing a likely source for recruiting squadron maintenance personnel.

F/A-18s, while currently not based at South Weymouth, are very frequent visitors there. They can be found on the transient ramp almost every weekend. Again, these aircraft do not experience any difficulty in operating from either of South Weymouth's existing runways. However, as stated previously, there is an option to extend Runway 17-35 by 1000 feet, with the Commonwealth of Massachusetts potentially picking up the entire cost of that runway extension.

The Department of the Navy is currently proposing a BRAC redirect which would result in two Reserve squadrons (one Navy, one Marine) of F/A-18s originally proposed to be transferred from NAS Cecil Field to MCAS Beaufort now being sent instead to NAS Atlanta. We would suggest that NAS South Weymouth be considered as a site for one or both of those squadrons. Another potential source of Reserve F/A-18 aircraft for NAS South Weymouth relates to a Congressionally-mandated study of how many Marine Air Reserve F/A-18 squadrons are necessary to fight two wars simultaneously. It is conjectured by some that the number of Marine Air Reserve F/A-18 squadrons may have to be increased by up to two to meet this requirement. If so, South Weymouth would be an ideal location for such basing. In fact, the Marines have previously made a commitment to South Weymouth with this regard should these two squadrons stand up and South Weymouth remain open.

Manning F/A-18 squadron(s) at NAS South Weymouth should, again, not prove to be difficult. Many of VMA-322's Reserve personnel still reside in the area. And, as stated previously, the area's demographics are superb, rating first in the 1995 Military Value matrix of Reserve bases. It should also be noted that during the 1960's before the reorganization of the Reserve Forces, NAS South Weymouth was home to two Marine Air Reserve jet attack squadrons (VMA-217 and VMA-322) as well as two Naval Reserve jet attack squadrons (VA-911 and VA-912). This fact conclusively demonstrates the strength of the area's demographics.

### KC-130T

This type of aircraft could theoretically be supported at NAS South Weymouth, using Hangar 1 and its available apron space, sharing these facilities with VP-92. However, the logic of stationing a VMGR squadron at South Weymouth is not strong, given the nearby siting of VMGR-452 at Steward ANGB in New York.

### F-14A

Due to the complexity of this aircraft type and the fact that only one such squadron is operated in the entire Naval Air Reserve, its relocation to South Weymouth is very unlikely.

### P-3C

Although not based at either of the two locations listed at the beginning of this text, P-3C aircraft are ideal for basing at NAS South Weymouth. This type of aircraft is currently utilized by VP-92 at South Weymouth. As stated previously, Hangar 1 and its associated aircraft parking apron have the ability to accommodate another VP squadron flying P-3Cs.

### GENERAL

Discussion to this point has indicated several aircraft types which could individually be accommodated within existing facilities at NAS South Weymouth. However, it is important to note that extensive additional development would be possible at the base to serve even more units. Specifically, the so-called East Mat area, once used for the outside mooring of blimps, is an area of over 40 acres on which at least two hangars and accompanying aprons could easily be constructed. These facilities could serve several squadrons, either Reserve or Active Duty.



**WILLIAM S. COHEN**  
United States Senator

**THOMAS H. ANDREWS**  
Member of Congress



**Maine  
Congressional  
Delegation**

**GEORGE J. MITCHELL**  
United States Senator

**OLYMPIA J. SNOWE**  
Member of Congress

December 1, 1994

FOR IMMEDIATE RELEASE

**DELEGATION MEMBERS MAKE STRONG CASE FOR BRUNSWICK NAVAL STATION**

WASHINGTON, D.C. -- Current and prospective members of the Maine Congressional Delegation met today with high-ranking Navy officials to make a strong case for keeping the Brunswick Naval Air Station off the next base closure list.

The members stressed the strategic importance of the station and the missions of its P-3 aircraft in their presentation to Admiral Stanley Arthur, vice chief of naval operations; William J. Cassidy, deputy assistant secretary of defense for conversion; and Cheryl Kandaras, assistant secretary of the Navy for installations and environment. All will play a role in recommending which bases should be closed.

Delegation members attending the meeting were Senators Bill Cohen and George Mitchell, Senator-elect Olympia Snowe, Representative Tom Andrews, and Representatives-elect James Longley and John Baldacci.

The session was one in a series of meetings that Delegation members have had with Navy officials to press the case for Brunswick and for the Portsmouth Naval Shipyard.

The members argued that Brunswick is one of only two strategically important operational air stations on the East Coast, the only active duty station in the northeast quadrant of the United States and the only operational military airfield in New England.

"As the military continues to downsize both internationally and domestically, the strategic importance of Brunswick Naval Air

Station and its P-3 support mission becomes greater," the members said in a joint statement.

"We made this point strongly to Navy officials and will continue to press the case for Brunswick at all levels as the Pentagon makes decisions on which military installations to recommend for closure during the 1995 round."

The members noted that Brunswick's P-3s are flying surveillance flights in the Persian Gulf, supporting Bosnia operations in the Adriatic Sea, conducting drug detection and monitoring operations in the Caribbean, and engaging in a number of other missions.

They also cited the excellent condition of the base's airfield and facilities, its lack of encroachment problems that could limit future growth, a training area that can be increased substantially and its ability to accommodate two additional squadrons.

"In addition to these strong points in the base's favor, we also pointed out the dramatic cumulative economic impact in Maine of previous base closures and defense cutbacks," the members said. "We believe that Maine has already borne more than its fair share of military downsizing."

They also stressed the high quality of life in the area, the ease with which military families have been integrated into the community's schools, churches and organizations, the large number of high-quality housing units available to military families, and the area's exceptional health care and educational institutions.

"Brunswick Naval Air Station is vital to our nation's self defense," the members said. "Its military value and strategic location cannot be underestimated."

For more information, contact:  
Kathryn Gest (Cohen) - 202-224-2523  
David Bragdon (Mitchell) - 202-224-5344  
Nicholas Graham (Snowe) - 202-225-6306  
Bob Stein (Andrews) - 207-772-8240

GERRY F. STUDDS  
TENTH DISTRICT MASSACHUSETTS



WASHINGTON  
237 CANNON BUILDING  
WASHINGTON, DC 20515-2110  
202-225-3111

SOUTH SHORE 1-800-794-9911

QUINCY  
1212 HANCOCK STREET  
QUINCY, MA 02169  
BROCKTON  
FEDERAL BUILDING  
188 MAIN STREET  
BROCKTON, MA 02401

PLYMOUTH  
225 WATER STREET, SUITE 401  
PLYMOUTH, MA 02380

CAPE COD AND ISLANDS 1-800-870-2626

HYANNIS  
146 MAIN STREET  
HYANNIS, MA 02801

COMMITTEE ON MERCHANT MARINE  
AND FISHERIES  
CHAIRMAN  
SUBCOMMITTEE ON ENVIRONMENT  
AND NATURAL RESOURCES  
CHAIRMAN  
COMMITTEE ON ENERGY  
AND COMMERCE  
SUBCOMMITTEE ON HEALTH  
AND THE ENVIRONMENT  
SUBCOMMITTEE ON TRANSPORTATION  
AND HAZARDOUS MATERIALS

# Congress of the United States

## House of Representatives

April 18, 1995

John H. Dalton, Secretary  
Department of the Navy  
The Pentagon  
Washington, DC 20350

Dear Secretary Dalton:

I am writing to request several items with regard to the Navy's recommendation to close Naval Air Station (NAS) South Weymouth. I am working closely with the local community to examine the national security merits of this decision and we will be presenting our case to the Defense Base Closure and Realignment Commission (BRAC) in the coming weeks.

In its recommendation to close the Weymouth facility, the Navy has indicated that it will transfer the Naval Air Reserve assets (specifically a Reserve P-3 squadron), equipment, personnel to NAS Brunswick, Maine. *Please provide me with the any demographic data and analysis used in formulating and justifying this scenario.*

The Navy's Analysis and Recommendations (DoD Base Closure and Realignment Report to the Commission, Volume IV) states that "the Commander-in-Chief, Atlantic Fleet (CINCLANTFLT), expressed the desirability of having a fully-capable operational air station north of Norfolk, Virginia." (p.D-4)

*Please provide me with the minutes of the BSEC/CINCLANTFLT discussions with regard to the recommended closure of NAS South Weymouth and the retention of NAS Atlanta and NAS Brunswick. Also, what "policy imperatives" (DoD Report to BRAC, Vol. IV; p.12) were developed and justified during these discussions? Additionally, please provide me with the minutes of any BSEC/COMNAVRESFOR & COMNAVVAIRRESFOR deliberations on the same subject.*

The Navy's Configuration Analysis with regard to Reserve Air Stations states that "only one administrative support-type squadron (e.g., C-9 or C-130) can be assigned to any station." (DoD Report to BRAC, Vol. IV; p.D-3) *Please detail the rationale for this restriction.*

Secretary Dalton  
April 18, 1995  
Page 2

In recent years, the Naval Reserve personnel and units have played an important role in overseas operations. *Please provide me with information detailing the number of sorties conducted by the Naval Air Reserve in support of operations in the former-Yugoslav Republics, Somalia, the Persian Gulf and Haiti.*

*With regard to the SECNAVNOTE of December 8, 1993, what procedures were approved for the BSAT's "Internal Audit Control Plan" (DoD Report to BRAC, Vol. IV; p.10) to ensure accuracy, completeness, and integrity of the information upon which the Secretary of the Navy would base his recommendations for closure/realignment? Furthermore, what procedures were employed by the Naval Audit Service to validate the accuracy and reliability of data provided by Department of Navy activities?*

Due to the time restraints involved in the base closure process, I would respectfully request a immediate response to these requests.

I appreciate you attention to this matter.

With kind regards.

Sincerely,



Gerr E. Studds



ENTER  
→

MAIN STREET ROUTE 10

CLARK RD

THURGOOD RD

TANNEY I

WALSH RD

ROUTE 50

LAUREL I

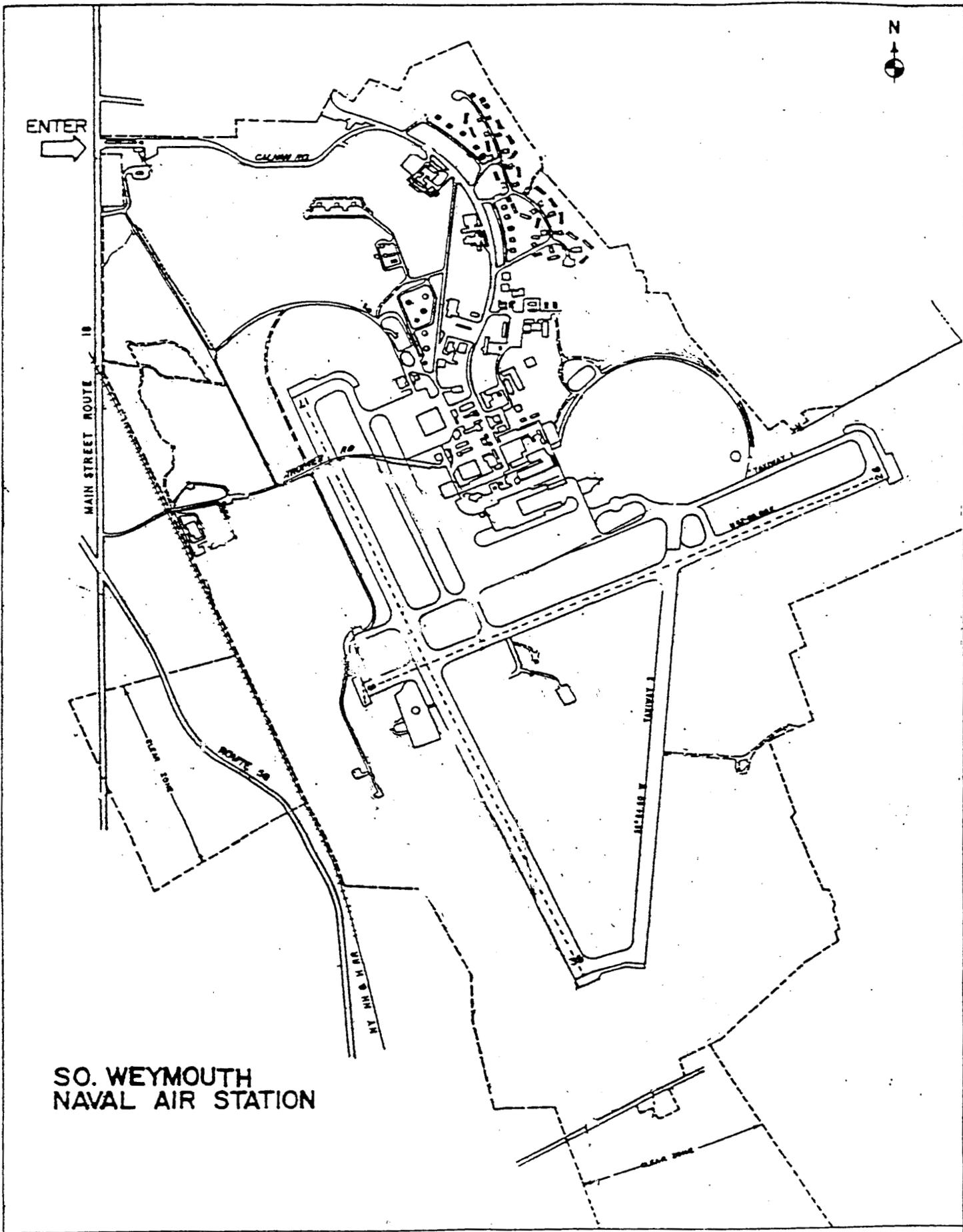
LAUREL II

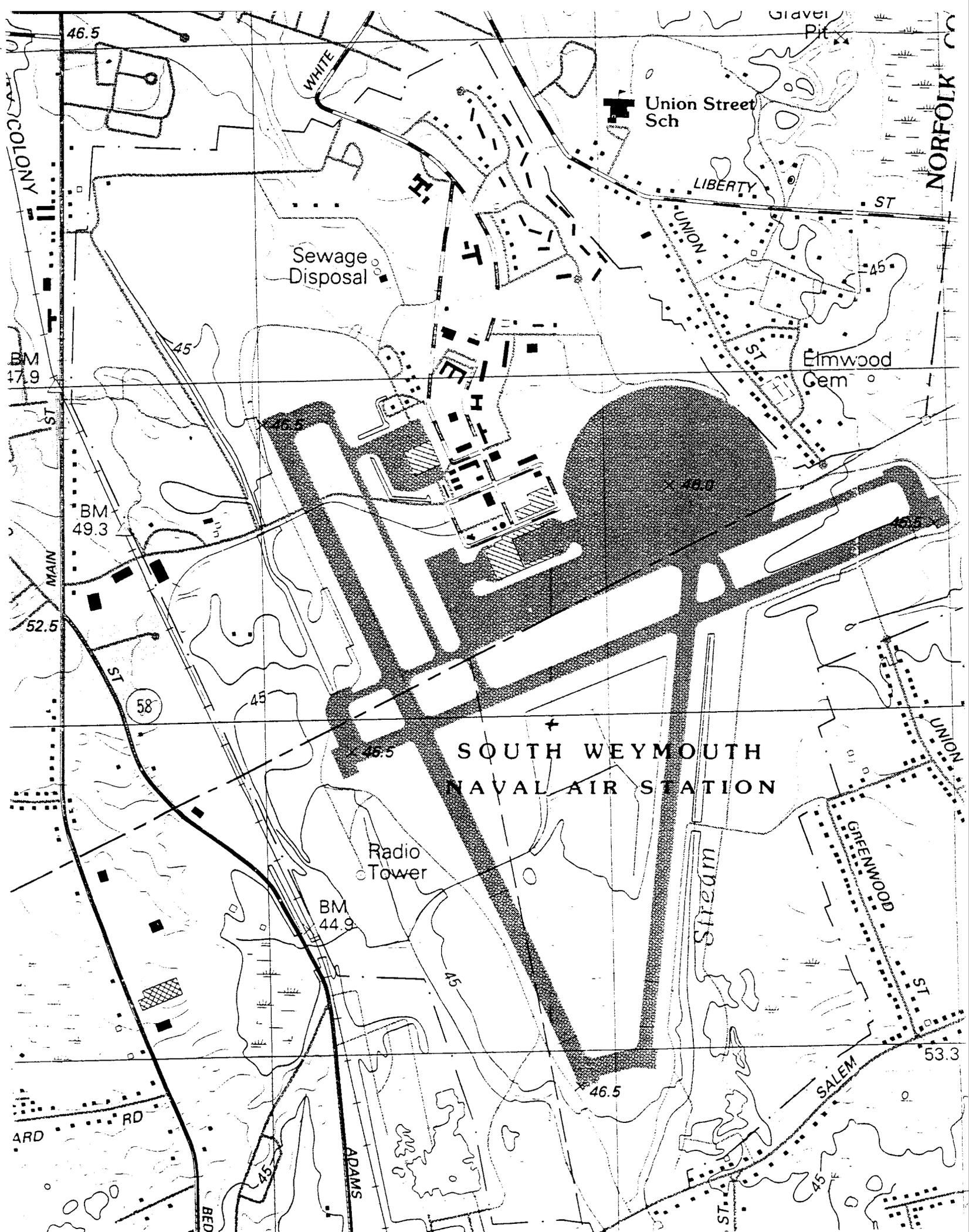
LAUREL III

NY NH & MA

SO. WEYMOUTH  
NAVAL AIR STATION

LOCATION MAP  
NOT TO SCALE





SOUTH WEYMOUTH  
NAVAL AIR STATION

Union Street  
Sch

Sewage  
Disposal

Elmwood  
Cem

Radio  
Tower

Stream

GREENWOOD  
ST

SALEM  
ST

NORFOLK

46.5

BM  
47.9

BM  
49.3

52.5

58

BM  
44.9

53.3

ARD  
RD

ADAMS  
ST

BED

**NAVAL AIR STATION SOUTH WEYMOUTH  
GENERAL FACILITIES DATA**

- Land Area:
  - 1442 acres located in 3 towns; Weymouth, Rockland, and Abington (also borders Hingham) and 2 counties; Plymouth and Norfolk (Naval Air Station)
  - 28 acres located in North Quincy, MA (family housing)
  - 630 acres on No Man's Island (Aircraft Gunnery Range)
  
- 136 Buildings with current plant value of \$248M
  
- 11 Miles of Roads
  
- 270 family housing units in total
  - On station housing: 165 units
    - Lyra Drive: 150 units
      - Built in 1970
      - 21 town house units and two single family houses
      - Coast Guard owns 50 units
    - Cross Terrace: 10 units
      - Built in 1941
      - 5 duplexes
    - Glendening Terrace: 5 units
      - Built in 1941
      - 5 single family houses
  - North Quincy Housing: 105 units
    - Squantum Gardens: 57 units
      - 7 town houses (56 units) built in 1956
      - 1 single family house built in 1941
    - Naval Terrace: 48 units
      - Built in 1941
      - 24 duplex units

- Central Heating Plant:

- 43 MBTU Steam Generating Plant: three 12,000 lb/hr boilers (350 H.P.) and one 6,000 lb/hr boiler (175 H.P.)
- 5 No. 6 Oil 25,000 gallon USTs, annual fuel cost \$500k. Peak consumption, 2500 gallons per day. Average consumption, 1500 gallons per day.
- New plant auxiliaries, piping, valves, and instrumentation installed in 1992
- 100 psi steam distribution system replaced in 1993.

- Aviation Facilities

- Runway 17/35: 7000' x 200', load rating: 234,000 lbs
- Runway 08/26: 6000' x 150', load rating: 170,000 lbs
- 420,000 gallon aviation fuel storage (2 - 210,000 gallon tanks)
- 2 Aircraft Hangars and aprons:
  - Hangar #1:
    - Hangar bay area 70,176 sq ft. Length 270 ft. Width 200 ft. Width of door opening 150 ft. Height of door opening 40 ft. Constructed 1965.
    - Hanger 1 Apron: 96,500 sy. Constructed 1954
  - Hangar # 2:
    - Hangar bay area 38,400 sq ft. Length 250 ft. Width 160 ft. Width of door opening 152 ft. Height of door opening 30 ft. Height of door opening with the center key open, 40 ft. Constructed in 1956.
    - Hangar 2 Apron: 28,100 sy. Constructed in 1956
- Runway's latest condition index = 85 (resurface at 60), recommended resurfacing in 1998.
- Air Field Lighting - 36,000 lf. Runway lights replaced 1983, taxiway lights replaced 1992, distribution system replaced 1991. Transformers replaced in 1994. Runways 26 and 35 have 3000 and 1,400 feet of approach lighting respectively. (8 and 17 do not have any approach lighting)
- East Mat (Air ship tethering area): 44 acres

- Utilities

- Water and sewage treatment provided by Town of Weymouth and City of Quincy (annual cost Weymouth: \$76k water, \$178k sewer; annual cost Quincy: \$11k water, \$31k sewer)
  - Loop system serviced by two water mains (10" and 8")
  - Distribution pipes relined in 1983.
  - Secondary distribution system programmed for replacement.
- Electricity provided by Massachusetts Electric at cost of approximately 4.07 per KWH. Demand charged at \$8.75 per KVA. Annual cost \$800k (\$600 station and \$200k housing).
  - Station has a 1000kW emergency generator for the "E" circuit.
  - New 13.8kV underground distribution system installed in 1991.
- Natural Gas provided by Boston Gas Company. (Only services Lyra housing)
- New main sewage lift/ejector station replaced in 1991.
- Telephone service provided by DMATS-Boston (Defense Metropolitan Area Telephone System) and NYNEX (New England Telephone). (Annual cost \$180k) Project to upgrade to fiber optic system scheduled for summer 1995.



**THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION**

1700 NORTH MOORE STREET SUITE 1425  
ARLINGTON, VA 22209  
703-696-0504

Please refer to this number  
when responding 950424-1021

ALAN J. DIXON, CHAIRMAN

COMMISSIONERS:

AL CORNELLA  
REBECCA COX  
GEN J. B. DAVIS, USAF (RET)  
S. LEE KLING  
RADM BENJAMIN F. MONTOYA, USN (RET)  
MG JOSUE ROBLES, JR., USA (RET)  
WENDI LOUISE STEELE

April 25, 1995

Mr. Paul Haley  
South Shore Chamber of Commerce  
36 Miller Stile Road  
Box 488  
Quincy, Massachusetts 02268

Dear Mr. Haley:

Thank you for your letter regarding Naval Air Station South Weymouth. I certainly understand your interest in the base closure and realignment process and welcome your comments.

You may be certain that the Commission will thoroughly review the information used by the Defense Department in making its recommendations. I can assure you that the information you have provided will be considered by the Commission in our review and analysis of the Secretary of Defense's recommendations regarding Naval Air Station South Weymouth.

I look forward to working with you during this difficult and challenging process. Please do not hesitate to contact me whenever you believe I may be of service.

Sincerely,



Alan J. Dixon  
Chairman

AJD:cw



Please refer to this number  
when responding 950424-10

April 21, 1995

The Honorable Alan Dixon, Chairman  
Defense Base Closure and Realignment Commission  
1700 North Moore Street, Suite 1425  
Arlington, VA 22209

Dear Chairman Dixon:

I am Chairman of the "Save the Base" Committee, a composite group of local officials, reservists, base employees, and concerned citizens, formed under the auspices of the South Shore Chamber of Commerce. Herein, I outline some of the essential points we intend to make as part of our presentation to Commissioner Robles when he visits the South Weymouth Naval Air Station on April 28, 1995.

In 1993, South Weymouth NAS was removed from the closure list when Commissioner Stuart, citing lowered demographics at receiving sites and the prospective loss of a base rated third in military value of eight naval air reserve stations evaluated, moved the Commission to find that the Secretary of Defense deviated substantially from the force structure plan and the final criteria in making his recommendation. The Commission voted unanimously 7-0 to reject the Secretary's recommendation. Commissioner Stuart said in making his motion:

"I am impressed with the logic of maintaining a Reserve Facility which we already own, and it looks like a superb facility that is available to the Northeast, where there are a lot of reservists operating. I think we have to keep in consideration that all parts of the country need to have facilities available to them. (BRAC Transcript of June 26, 1993, page 319).

What has happened at South Weymouth in the interim? As a result of BRAC 93, a 4-plane C-130 squadron (VR-62) was stood up in February of this year, a Surface Reserve Center was established to accommodate over 500 surface reservists from NRC Lawrence, NRC Chicopee and NRC Quincy which were ordered consolidated at Weymouth as a result of the Community's suggestion. Additionally, other construction projects that had been on hold for

The Honorable Alan Dixon, Chairman  
Defense Base Closure and Realignment Commission  
April 21, 1995  
Page Two

several years under the threat of closure, went forward, including the rehabilitation of several other buildings, a new addition to the fire house, a new air control tower, a new liquid oxygen farm and a new Dopplar Weather Radar.

However, despite BRAC 93 and the actions taken as a result, the continued high military value of South Weymouth as borne out by the Navy's military value matrix, Weymouth's high level of contributory support and its overall readiness, the Secretary once again recommended South Weymouth for closure. We maintain the recommendation is not supportable through any application of the selection criteria and is in contradiction to that which is required to meet the needs of the long-term force structure plan.

South Weymouth is a Reserve Air Station. The sole purpose of its active duty personnel is to train reservists who will be capable of effectively mobilizing during a major conflict. In more recent years, reservists have been additionally called upon for contributory support, side by side, with fleet units to meet operational goals. Why? because it is cost-effective to rotate citizen-sailors for short periods to meet various contingencies at the same skill level but at 1/6th the cost. Numerous personnel from South Weymouth answered the call in support of Desert Storm/Desert Shield. Many others volunteered but were not needed. Today, we have reserve aircrews, rotating back and forth from Europe for 17 day stints in support of operations near Bosnia. Last summer, these same crews rotated out of the Caribbean, flying numerous missions in support of operations in and about Haiti.

To fully utilize capable reservists, training sites must be accessible to reservists where they live and work. South Weymouth is located in the heart of metropolitan Boston which is the most highly-educated population center in the country. Many young reservists come off active duty to use the G.I. bill to further their education at the many fine institutions of higher

The Honorable Alan Dixon, Chairman  
Defense Base Closure and Realignment Commission  
April 21, 1995  
Page Three

learning located in Boston and the surrounding area. There is no better area to site a reserve air station than in the middle of this demographic mecca.

The Navy's own analysis rated South Weymouth #1 in demographics, arguably the single most important factor in selecting an installation which can support a force structure plan that will undoubtedly include an even greater compliment of reservists in the years to come in the face of dwindling resources. The Army and Air Force now have a higher percentage of reserve forces in their makeup than they ever had in their history. The Navy recognized the uniqueness of its Reserve Air Station when designing its selection process comparing one against each other, particularly in the area of demographics. The evaluation done was different from those conducted for Operational Air Stations. Most notably, the inquiries made to the two separate subcategories were not the same and there was no analysis completed in evaluating reserve demographics or reserve recruiting potential in the analysis done on active duty operational facilities.

The decision to close South Weymouth which links a reserve facility with an active facility is without analytical support. To have provided justification, a comparison of military values across categories where no data existed would have been required. Such a procedure would be flawed. The Navy virtually admitted as much as demonstrated on page 25 of the Department of the Navy's Analysis and Recommendation (Volume IV), March, 1995, when DOD reported:

"The score for a particular installation is a relative measure of military value within the context only of the subcategory in which that installation is being analyzed. . . . Furthermore, the score obtained by an activity in one subcategory has no relevance for comparison to the score obtained by an activity in another subcategory since the question and quantitative scores were different for each matrix."

The Honorable Alan Dixon, Chairman  
Defense Base Closure and Realignment Commission  
April 21, 1995  
Page Four

Despite this emphasis in separating Reserve and Operational Naval Air Stations, the BSEC eventually saw fit to measure NAS South Weymouth against NAS Brunswick in an effort to meet the CINCLANTFLT's "desire" to have a fully capable air station north of Norfolk. This comparison resulted in a serious departure from BSEC's initial findings: NAS Brunswick had been marked for closure during BSEC's initial configuration model output for Operation Air Stations, and NAS South Weymouth had been "kept open" during similar phases in the Reserve Air Station analysis. Moreover, this comparison is out of sync with the internal control procedures set forth by Secretary Perry's January 7, 1994 memorandum, stating that the accuracy of BRAC data collections and analyses depends at a minimum, "on uniform guidance defining data requirements and sources." ( Department of Defense Memorandum, Office of the Deputy Secretary of Defense, 1995 Base Realignments and Closures (BRAC): Policy, Procedures, Authorities and Responsibilities, January 7, 1994, p.9).

While the use of military judgment in selecting bases is certainly acceptable, it is intended to be a tool in the analysis of like facilities, rather than the decisive factor in choosing among unlike facilities. The Navy, however, chose to incorporate the CINCLANTFLT's input by dismissing its own analysis and commencing a comparison of apple and oranges.

Even if the Commission were to determine that the comparison of naval and operational air stations was somehow justified, the inconsistency of the process employed by the Navy seems unacceptable. If naval and operational air stations could be easily and logically compared, why was the configuration not utilized at the outset? The last minute methodological shift on the part of BSEC looks like an attempt to justify the CINC's expressed operational desires by presenting an either/or alternative, under which any

The Honorable Alan Dixon, Chairman  
Defense Base Closure and Realignment Commission  
April 21, 1995  
Page Five

Reserve Naval Air Station, regardless of its ranking within its own subcategory, would, by definition, lose to an Operational Station, regardless of the Operational Stations's relative ranking.

It is apparent that the BSAT conducted a series of deliberative sessions with various CINC's and compiled "Policy imperatives" based on those discussions. Such a critical step in the process is surely worthy of written public record, and yet we have been unable to uncover any related documentation. Under the Base Closure Act, the Secretary of Defense must include with his recommendations a summary of the selection process that resulted in the recommendation for each installation and a justification for each recommendation, as well as certification of the accuracy and completeness of the information on which the recommendations are based. (Department of the Navy: Analyses and Recommendations (Volume IV), March 1995, p.10). We have been unable to obtain documentation concerning either the CINCLANTFLT's request for a single air station north of Norfolk, or the BSEC's response. For these reasons the Secretary's recommendation is flawed and should not be adopted.

This gap in information is disturbing because it requires the community to simply trust that the Navy correctly interpreted the CINC's request. If the CINC's input holds more weight than any other aspect of the process-- and particularly if that input is not assigned a procedural weighing or ranking in importance--then it stands to reason that there should be a record of that input and that it should be available to communities. Indeed, if final recommendations depend solely on-- and can be justified by-- a single missive from a Commander-in-Chief, why not dispense with the entire analysis before this point? Clearly this was not the impartial and logical process envisioned by the framers of the BRAC legislation.

The Honorable Alan Dixon, Chairman  
Defense Base Closure and Realignment Commission  
April 21, 1995  
Page Six

We have attached detailed memoranda on various issues which we feel should be considered by the BRAC in its deliberation. All focus on the strengths of NAS South Weymouth. We are troubled that despite South Weymouth's high military value and its unmatched demographics there was only one scenario of the hundreds conducted which considered keeping South Weymouth open. Despite certification from the local command that the scenario to keep South Weymouth open (which called for the closure of NAS Atlanta and the transfer of a C-9 squadron located there moving to Weymouth) could be readily accommodated at minimal expense, there were no follow-on scenarios which considered South Weymouth for other type of aircraft such as tactical aircraft flown by Marine and Navy reservists.

Any recommendation that spared NAS Atlanta ahead of South Weymouth was in contradiction to the stated mandate that where excess capacity existed in a subcategory, a scenario which rendered an average aggregate military value of those stations remaining less than the average aggregate military value of all installations in the subcategory, that scenario should not be followed. NAS Atlanta's poor military value--some ten points less than South Weymouth and the other reserve installations--should have dictated early on that any scenario sparing Atlanta would always result in an average below that which was required by the state control factor. Any scenario which considered keeping Atlanta should not then have been considered.

We look forward to Commissioner Robles visit in order to demonstrate the outstanding capabilities of this facility and to further justify to him how additional air activities could be supported here. Whether fixed-wing or rotary, tactical jet or logistics, Weymouth is ready, willing and able to support these types of missions with its available infra structure and with its highly capable and motivated personnel.

The Honorable Alan Dixon, Chairman  
Defense Base Closure and Realignment Commission  
April 21, 1995  
Page Seven

We thank you for your anticipated consideration.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Paul R. Haley".

Paul R. Haley

PRH/rmi  
Enclosure  
© paulrathouse.com/ra/hale1

## DEVIATION FROM BRAC CRITERIA

DATE 21 April, 1995

TO: Committee to Save Naval Air Station South Weymouth

FROM: Subcommittee on Military Value



---

In the course of our analysis into the Department of the Navy's recommendation to close NAS So. Weymouth we found that the Navy's analysis was flawed and deviated significantly from established policy. We take serious issue with the last minute combining of Reserve and Operational Naval Air Stations to satisfy CINCLANTFLT's desire to trade-off NAS So. Weymouth in order to preserve an operational station at Brunswick. This is a significant departure from the segmented analysis that is the foundation for the Dept. of Defense's BRAC selection process, as mandated by congressional legislation and subsequent policy guidance issued by the DON and Sec. of Defense. The lack of material documenting this critical transition contributes to the strong perception that the Navy process circumvented official SECDEF policy guidance.

There are two specific breakdowns in the Navy BRAC analytical process: 1) the comparison of unlike facilities mid-way through the process, and 2) the lack of documentation detailing this critical switch.

1) The Defense Base Closure and Realignment Act of 1990, Public Law 101-501, claims to create "a fair process that will result in the timely closure and realignment of military installations inside the United States." The Act mandates that the DoD recommend facilities for realignment or closure based on two criteria: the long term force structure plan and the selection criteria which are applied to rank bases in categories where there is excess capacity. The foundation for the selection criteria is the comparison of one facility in a particular category against others in that same category. The DoD's policy guidance

memorandum requires that, " The studies must be based on analyses of the base structure by like categories of bases using: objective measures for the selection criteria, where possible; the force structure plan; programmed workload over the FYDP (future years def. plan); and military judgement in selecting bases for closure and realignment." The Navy designed its selection process to ensure that like installations were compared. The process established 5 major categories and 27 subcategories to ensure fairness. NAS So. Weymouth was grouped with 5 other Reserve facilities and NAS Brunswick was in a group of 20 Operational facilities; a confirmation of the fact that the activities of the Reserve and Operational facilities warranted separate categorization and separate evaluation. Now, in the attempt to meet CINCLANTFLT's "desire", it was necessary to measure NAS So. Weymouth against NAS Brunswick and reverse the BSEC's own configuration model analysis that targeted NAS Brunswick for closure and recommended that NAS So. Weymouth be "kept open." Refer to Sec. Perry's memo of 7 January, 1994 stating that the accuracy of BRAC data collection and analyses depends, at a minimum, on "uniform guidance defining data requirements and sources." While the use of military judgement is acceptable, if not vital, it is intended to be a tool in the analysis of like facilities, rather than the decisive factor in choosing among unlike facilities. Furthermore, by the Navy's own Analyses and Recommendations (Vol. IV), comparison of military value across categories is virtually meaningless.

2) Apparently the BSAT conducted a series of deliberative sessions with the various CINCs and compiled "policy imperatives." The DON senior leadership reviewed them and made decisions from them. Such a critical step in the process is surely worthy of written public record. Under the Base Closure Act, the SECDEF must include with his recommendations a justification of the selection process for each recommendation as well as certification of the accuracy and completeness of the information. The Navy also employed its own internal control mechanisms to "ensure the accuracy, completeness and integrity of the information upon which the Secretary

of the Navy's recommendations ... would be based." This apparent application of military judgement without supporting documentation or analysis has concerned many analysts in previous Navy closure recommendations. In its 1993 analysis, the GAO found that the Navy relied heavily upon the acceptance of certain assumptions and military judgements.

In conclusion, one of the primary tasks of the BRAC Commission is to review the means by which individual service closure and realignment decisions are made. It is this process that inspires public trust in, and ultimate acceptance of, the final decisions. Herein lies the most disturbing aspect of the Navy's recommendation to close NAS So. Weymouth:

The process by which the decision was made appears to violate several of the statutes, public laws, SECDEF guidance, and policy statements, which taken as a whole, form the foundation of the process. The lack of vital records concerning input from CINCLANTFLT and the procedural weighting that carries, the implication that it conceivably could carry more weight than any other aspect of the process, and the forced comparison of Reserve NAS So. Weymouth to Operational NAS Brunswick so late in the process to satisfy a "desire" do much to destroy public confidence in the process and destroy the credibility of the Base Closure Act.



THE COMMONWEALTH OF MASSACHUSETTS

EXECUTIVE DEPARTMENT

STATE HOUSE • BOSTON 02133

(617) 727-3800

WILLIAM F. WELD  
GOVERNOR

ARGEO PAUL CELLUCCI  
LEUTENANT-GOVERNOR

February 8, 1995

The Honorable John H. Dalton  
Secretary of the Navy  
1000 Navy Pentagon  
Washington, D.C. 20350-1000

Dear Secretary Dalton:

This letter is to follow up on our recent phone conversation concerning Naval Air Station (NAS) South Weymouth.

As we discussed, the Massachusetts National Guard is impressed with the facilities at NAS South Weymouth and, with the Navy's approval, is interested in locating a unit onto the base. Specifically, the Guard is interested in moving a field artillery battalion totaling 45 full time and 600 part time Guardsmen as well as their trucks, howitzers, and other equipment. This is a new, high priority unit that is assigned to the "Contingency Force Pool."

Locating this unit onto NAS South Weymouth would require the construction of two buildings, one of 85,000 square feet to house the military units, and one of 12,000 square feet for the maintenance of their equipment. As we discussed, the state could fund such construction from a \$100 million capital improvement fund intended for the state's military installations. Moreover, the state would willingly negotiate with the Navy to fund the improvement of other facilities or infrastructure at NAS South Weymouth that would be used jointly by the Guard and Navy personnel. As I mentioned, the legislation authorizing this capital improvement fund specifies that state funding is available only if NAS South Weymouth is enhanced or expanded under the 1995 base closure process.

If it is all right with you, I would like to send my staff to Washington to discuss this possible option with your installation experts. Your staff can contact Jim Kane in my office at: (617) 727-3600. Thanks very much for your consideration.

Sincerely,

A handwritten signature in cursive script that reads "Bill Weld".

William F. Weld



# The Commonwealth of Massachusetts

IN THE YEAR ONE THOUSAND NINE HUNDRED AND NINETY-

## AN ACT

RELATIVE TO SIMULATING EMPLOYMENT ENCOURAGING THE  
SITING OF CERTAIN FEDERAL FACILITIES IN THE  
COMMONWEALTH.

*Be it enacted by the Senate and House of Representatives in General Court assembled, and by the authority of the same, as follows:*

### SECTION 1.

Section 1 of chapter 300 of the acts of 1992 is hereby amended by inserting after the words "economic activity" in clause (4) the following words:-;the preservation and enhancement of the commonwealth's high-tech economic base.

SECTION 2. Chapter 300 of the acts of 1992 is hereby amended by deleting section 1A and inserting in place thereof the following new section:-SECTION 1A. To provide for the projects and expenditures provided for in this act, the secretary of administration and finance is hereby authorized to spend the sum set forth in section two of this act for the several purposes of this act, subject to the conditions specified under the

NOTE. — Use ONE side of paper ONLY. DOUBLE SPACE. Insert additional leaves, if necessary.

provisions of this act and subject to the provisions of law regulating the disbursement of public funds and the approval thereof.

SECTION 3. Item 1599-8000 in section 2 of chapter 300 of the acts of 1992 is hereby amended by inserting after the word "Southbridge" in line 4 the following words:-or for capital projects to enhance or expand other United States Department of Defense facilities in the commonwealth.

SECTION 4. Item 1599-8000 in section 2 of chapter 300 of the acts of 1992 is hereby further amended by inserting after the word "requirements" in line 9 the following words:-, or other United States Department of Defense requirements.

SECTION 5. Item 1599-8000 in section 2 of chapter 300 of the acts of 1992 is hereby further amended by inserting after the word "Southbridge" in line 21 the following words:-or enhance or expand other United States Department of Defense facilities in the commonwealth.

SECTION 6. Section 3 of chapter 300 of the acts of 1992 is hereby amended by inserting after the word "Southbridge" in the definition of "Selected Site" the following words:-, or any United States Department of Defense facility in the commonwealth selected for enhancement or expansion as the result of the 1995 base closure and realignment process.

SECTION 7. Section 3 of chapter 300 of the acts of 1992 is hereby further amended by inserting after the word "chosen" in line 8 the following words:-including any land or buildings, or interest therein, necessary to carry out the purposes of this Act.

SECTION 8. Section 4 of chapter 300 of the acts of 1992 is hereby amended by inserting after the word "facilities" in line 4 the following words:-or upon notification by the United States Department of Defense to the base commander or facility administrator of a Department of Defense facility that the facility has been selected for enhancement or expansion as the result of the 1995 base closure and realignment process.

SECTION 9. Section 4 of chapter 300 of the acts of 1992 is hereby further amended by inserting after the word "requirements" in line 12 the following words:-or other United States Department of Defense requirements.

SECTION 10. Section 4 of chapter 300 of the acts of 1992 is hereby further amended by inserting after the word "Services" in line 6 of paragraph (c) the following words:- or other United States Department of Defense requirements.

SECTION 11. Section 5 of chapter 300 of the acts of 1992 is hereby amended by adding after the word "facilities" in line 7 the following words:-or prior to the notification by the United

States Department of Defense that facilities in the commonwealth have been selected for enhancement or expansion.

SECTION 12. Section 6 of chapter 300 of the acts of 1992 is hereby amended by adding after the word "Government" in line 4 the following words:-, or to any United States Department of Defense contractor performing work for a Department of Defense facility.

SECTION 13. Section 7 of chapter 300 of the acts of 1992 is hereby amended by adding after the word "Services" in line 6 the following words:-, the Department of Defense facilities that have been selected for enhancement or expansion, or a Department of Defense contractor performing work for a Department of Defense facility that has been selected for enhancement or expansion.

SECTION 14. Section 9 of chapter 300 of the acts of 1992 is hereby amended by inserting after the word "Southbridge" in line 3 the following words:-or enhance or expand other United States Department of Defense facilities in the commonwealth.

SECTION 15. Section 9 of chapter 300 of the acts of 1992 is hereby amended by deleting the word "ninety-four" in line 4 and inserting in place thereof the following word:-ninety-six.

SECTION 16. Chapter 300 of the acts of 1992 is hereby amended by adding the following new section:-SECTION 8A. To meet

the expenditures necessary in carrying out the provisions of this act, the state treasurer shall, upon request of the governor, issue and sell bonds of the commonwealth, in an amount to be specified by the governor from time to time, but not exceeding, in the aggregate, the sum of one hundred million dollars. Said bonds shall only be issued and sold after final approval by the United States Congress of the recommendation of the Department of Defense to locate said Finance and Accounting Services Facility in the town of Southbridge or after final approval by the United States Congress of a recommendation from the Base Realignment and Closure Commission to enhance or expand other United States Department of Defense facilities in the commonwealth. All bonds issued by the commonwealth, as aforesaid, shall be designated on their face, Federal Facilities Enhancement Act of 1995, and shall be issued for such maximum term of years, not exceeding thirty years, as the governor may recommend to the general court pursuant to Section 3 of Article LXII of the Amendments to the Constitution of the commonwealth; provided, however, that all such bonds shall be payable not later than December thirty-first, two thousand and thirty. Bonds and the interest thereon issued under the authority of this section, notwithstanding any other provisions of this act, shall be general obligations of the commonwealth.

SECTION 17. Chapter 300 of the acts of 1992 is hereby amended by adding the following new section:-SECTION 8B. The state treasurer may borrow from time to time on the credit of the

commonwealth such sums of money as may be necessary for the purposes of meeting payments as authorized by this act and may issue and renew from time to time notes of the commonwealth therefor, bearing interest payable at such time and at such rates as shall be fixed by the state treasurer. Such notes shall be issued and may be renewed one or more times for such term, not exceeding one year, as the governor may recommend to the general court in accordance with Section 3 of Article LXII of the Amendments to the Constitution of the commonwealth, but the final maturities of such notes, whether original or renewal, shall not be later than June thirtieth, two thousand and seven. Notes and interest thereon issued under the authority of this act, notwithstanding any other provision of this act, shall be general obligations of the commonwealth.

## SITING OF RESERVE AVIATION SQUADRONS

TO: 1995 Defense Base Closure and Realignment Commission

FROM: Committee to Save Naval Air Station South Weymouth

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In its justification for recommending the closure of NAS South Weymouth, the Department of the Navy made the following statement:

"In addition, this recommendation furthers the Departmental preference to collocate active and reserve assets and personnel wherever possible to enhance the readiness of both."

Regarding the basing of Reserve squadrons at active duty bases, it would appear that the navy itself, irrespective of the above statement, is not convinced of its merits or, at the very least, the Navy is inconsistent in its actions. One has to look no further than the 1993 closure process to see that actions speak much louder than words with regard to the Navy.

Specifically, the 1993 base closure process resulted in the closure of four Naval Air Stations within the Reserve Claimancy; namely, NAS Dallas, NAF Detroit, NAS Glenview, and NAS Memphis. The closure of these four bases certainly presented the Navy with the perfect opportunity to put its belief of moving reserve squadrons to active bases into practice. Yet, not one squadron from any of these four bases has since been relocated by the Navy to an active duty base! Rather, the remaining assets from these four Reserve bases have all been transferred to other Reserve activities. And, in fact, the Navy went so far as to create a new Reserve base! This latter base is located at the former Carswell AFB and is in the process of being opened under the new name of NAS Fort Worth at a cost of several hundred million dollars.

The opening of NAS Fort Worth is especially interesting to analyze, since it would appear to entirely contradict the Navy's stated preference of collocating reserve and active assets. Specifically, the closure of NAS Dallas gave the Navy the chance to relocate the Reserve F-14s of VF-201 from NAS Dallas to NAS Oceana, the only active duty base on the East Coast where F-14s are stationed. Similarly, the Marine Reserve F-18s at NAS Dallas could have been relocated to MCAS Beaufort in South Carolina, the only active duty Marine Corps base on the East Coast where that type of aircraft is stationed. But, when given the opportunity to locate these valuable reserve assets from a closing reserve base to an active duty base, the Navy chose not to do so. Apparently, the Navy recognized that the highly-skilled manpower required to staff these squadrons can only be found in highly-populated urban areas where reserve bases have traditionally been sited.

Another aircraft type to be found at the new NAS Fort Worth is the KC-130T tanker flown by the Marine Air Reserve. This type of aircraft is flown by squadron VMGR-234,

which relocated to Forth Worth from NAS Glenview when the latter Reserve base was ordered closed by BRAC 1993. Here was another perfect opportunity whereby this squadron could have been moved from Glenview on to an active duty Marine Corps Air Station already having this type of aircraft stationed there. MCAS Cherry Point in North Carolina is such a base, since it currently is home to two active duty Marine Corps squadrons flying the KC-130. But, was this the Marines chosen course of action? The answer is no. MCAS Cherry Point is not located in an urban area from which the manpower needed to operate this squadron could have been drawn. The nearest major urban area is Norfolk, Virginia, slightly more than 150 miles away. Since VMGR-234 ended up at Fort Worth and not Cherry Point, one could conjecture that it was believed that the 150 mile distance was too far to attract Reservists to Cherry Point. Boston to Brunswick is also approximately 150 miles.

Similar comments to those stated above can also be said for many other types of squadrons in the Naval and Marine Air Reserve. They would all show this same pattern of inconsistencies between the so-called policy of the Navy to locate its Reserve squadrons at active-duty bases and the actual actions taken by the Navy in siting these squadrons. In the interest of brevity, only the issue of the siting of Reserve P-3 and C-130 squadrons will be discussed in the following paragraphs.

There are presently many Reserve P-3 squadrons that are based at Reserve bases. These Reserve bases housing P-3 squadrons include NAS Willow Grove (2 squadrons), NAS New Orleans, NAF Washington, Moffett Field, and, of course, NAS South Weymouth. Additionally, there is a Reserve P-3 squadron at NAS Point Mugu, an active duty base but which has no active-duty P-3 squadrons stationed there. If it is so advantageous for the Navy to prepose to move VP-92 from NAS South Weymouth to the active duty base of NAS Brunswick, why has the Navy not proposed to also relocate the other Reserve P-3 squadrons to active duty bases, particularly active duty P-3 bases. The answer is simple. All of these Reserve P-3 squadrons, including VP-92 at NAS South Weymouth, are located near major population centers where the necessary manpower that these large squadrons need to operate can be easily obtained. It makes no sense to remove these squadrons from Reserve bases to remotely-located active duty bases where squadron manning would prove to be very difficult, if not impossible. Again, the navy apparently recognizes this fact in light of its actions to keep the majority of these squadrons at Reserve bases, yet it persists in trying to make an exception out of VP-92 at South Weymouth. If a move to active duty bases does not make sense for all of these squadrons, then it does not make sense for VP-92 either.

The C-130T is one of the newest aircraft in the Navy inventory and is operated exclusively by the Naval Air Reserve. However, much of the utilization of these aircraft is devoted toward the direct support of the active duty Navy throughout the country and, literally, around the world. Yet, when the four Reserve squadrons which fly this type of aircraft were established, all four were sited at Reserve bases (NAS South Weymouth, NAF Washington, NAS New Orleans, and Moffett Field) -- not active duty bases. Again, the Navy has apparently recognized that the large manpower requirements of these squadrons can only be found in areas of high population densities -- areas where Reserve bases, not active duty bases, are typically sited. One can only

conclude that moving VR-62 and its C-130s from South Weymouth to Brunswick would result in severe manning difficulties for the squadrons.

The basing practices of the Reserve components of the U.S. Air Force have been examined as a comparison with those of the Navy. These components consist of the Air National Guard and the Air Force Reserve. The examination indicates that the Air Force bases only a relative small percentage of its aviation squadrons at active duty bases, and thus appears to indicate that the Air Force apparently does not see any great advantages in does so.

Looking first at the Air National Guard, America's largest aviation reserve force according to any definition, that organization, based on 1992 data, operates a total of 98 aviation squadrons. Of those 98 squadrons, 80 of them are located at civilian airports near major population centers where personnel to man those squadrons are readily available for recruitment. Only 18 squadrons in the Air National Guard are located aboard purely military facilities. Of those latter 18 squadrons, 12 are located at active-duty Air Force bases, with the remaining 6 being sited at one Air Force Reserve base and 5 Naval Air Stations.

One might presume that the 12 Air National Guard squadrons located at active-duty Air Force Bases are sited at those locations in order to obtain some special advantages as a result of that arrangement. However, upon closer examination, this does not appear to be the case in most instances. Rather, their location at active-duty bases appears to be largely for convenience only. Specifically, of the 12 squadrons, only 3 are located at active-duty bases where the active-duty forces fly the same type of aircraft as the Guard units stationed at those same bases. For example, the State of Washington Air National Guard has a KC-135 squadron stationed at Fairchild AFB, where the active-duty forces at that same base also fly the KC-135. These units may, accordingly, have some opportunities to work with each other train together. On the other hand, a Kansas Air National Guard F-16 tactical fighter squadron stationed at McDonnell AFB presumably has few working relationships with the B-1B bombers flown by the active-duty forces stationed at that same base.

In summary with regard to the Air National Guard, only 3 out of a total of 98 squadrons are based at locations where those squadrons operated the same type of aircraft as their active-duty counterparts. This fact would seem to indicate that the Air Force, through its National Guard Bureau, does not appear to see major advantages in locating its Air National Guard squadrons at active-duty bases and, even when it does locate them at those locations, far more often than not the types of squadrons so assigned would appear to bear no direct relationship to the active-duty squadrons at those same bases.

The Air Force Reserve in 1992 had a total of 37 aviation squadrons that actually operated their own assigned aircraft. Of those 37 squadrons, 20 were located at active-duty Air Force bases. However, only 6 of those 20 fly the same types of aircraft as the active forces at those same bases. Once again, it would appear that the basing of Air Force Reserve squadrons at active-duty bases is also largely a matter of geographical convenience rather than from any perceived military advantage in doing so.

## AREA BASE CLOSINGS OR REALIGNMENTS

By  
John C. Yaney

### "Save Our Base Committee"

The following military facilities in New England have been closed or substantially reduced in size since 1970, resulting in the loss of tens of thousands of military and civilian jobs and severe impacts to the regional economy. Many of these facilities are concentrated in the Boston and Providence areas, a combined geographical area smaller in size than some counties in western and southern states.

1. NAVAL AIR STATION SOUTH WEYMOUTH (1995 DOD RECOMMENDATION)
2. Sudbury Training Annex (1995 DOD Recommendation)
3. Hingham Cohasset Army Reserve Center (1995 Recommendation)
4. Naval Officer Candidate School Newport (1993 BRAC)
5. Naval Reserve Center New Bedford (1993 BRAC)
6. Naval Reserve Center Pittsfield (1993 BRAC)
7. Fort Devens (1991 BRAC)
8. Loring AFB (1991 BRAC)
9. Watertown Massachusetts Army Material & Mechanics Research Center (1988 BRAC)
10. Pease AFB (1988 BRAC) (Major downgrading from active Strategic Air Command Base to Air National Guard Base)
11. Naval Shipyard Boston
12. Naval Shipyard Boston (South Boston Annex)
13. Naval Station Boston
14. Naval Hospital Boston (Chelsea)
15. Headquarters First Naval District (Boston)
16. Boston Army Base
17. U.S. Army Arsenal (Watertown)
18. Naval Reserve Center Brockton
19. Otis AFB (Major downgrading from active Air Defense Command base to Air National Guard Base)
20. Westover AFB (Major downgrading from active Strategic Air Command base to Air Reserve Base)
21. Naval Air Station Quonset Point
22. Naval Construction Battalion Center Davisville
23. Naval Station Newport, including Cruiser/Destroyer Force LANT
24. North Truro AFS
25. Naval Security Group Activity Nantucket

Prior to the closings listed above, there were also many additional closings of major military facilities in the Boston/New England region. These additional facilities include:

26. Naval Ammunition Depot Hingham
27. Naval Ammunition Depot Hingham (Cohasset Annex)
28. Springfield Armory
29. Grenier AFB

30. Dow AFB
31. Presque Isle AFB
32. Ethan Allen AFB

While every region in the country must share in defense cutbacks, we here in New England and especially here in the Boston area believe that we have already contributed far more than our fair share of closings. We are aware of no other area of the country that has been called upon to bear so many closing or major cutbacks in such a small, concentrated geographic area. As can be seen from the lists presented above, many of the closings had to be endured before the BRAC process came into being, giving us no opportunity at the time to publicly defend the value of those bases to the nation's defense effort. Not specifically mentioned above is the fact that the area also lost the huge General Dynamics Fore River Shipyard in Quincy, largely as the result of lack of contracts from the Navy. In addition, essentially all of the smaller private ship repair yards in Boston have been put out of business, again largely the result of Navy decisions to no longer homeport ships in Boston and Newport.

During recent testimony of DOD personnel earlier this year before the newly-formed 1995 BRAC, it was stated that certain bases in California were not considered for closure due to the history of prior closings in their immediate areas and the impacts which those closures had. We believe that the Boston area should have been given similar consideration.

When BRAC 1993 approved the closure of the Naval Station and the Naval Shipyard in Charleston, SC, there was general agreement by everyone that the loss of these two major facilities in one city was devastating. Yet, Boston has also lost its Naval Station and Naval Shipyard, as well as its Naval Hospital, its Naval Ammunition Depot, its Army Base, its Army Arsenal, and its Naval District Headquarters, not to mention the loss of nearby Fort Devens, the last major active Army combat presence in New England. (The latter loss was particularly painful, since a previous BRAC had voted to expand Fort Devens, only to be reversed by BRAC 1991.) Now, NAS South Weymouth is proposed once again to be closed, despite a 7-0 decision by BRAC 1993 to keep the base open and to expand it. It is not just that one city should be asked to sacrifice so much over the years while some other areas of the country have remained relatively unscathed.

It is sincerely hoped that the 1995 BRAC Commission in its work will consider the cumulative impacts which these prior closings have already had on this region. With particular regard to the proposed closing of NAS South Weymouth, it is also hoped that the Commission is aware that it was here in Massachusetts that the U.S. Navy was born and that the whole concept of a reserve force in readiness was created and first put to the test at Lexington and Concord. It was also here in Massachusetts that the first Naval Air Station in the country devoted to the training of Naval Air Reservists was established right up the road from South Weymouth at Squantum. Keeping South Weymouth open will allow the proud tradition of the Naval Air Reserve in Massachusetts to continue.

## NAS SOUTH WEYMOUTH ENVIRONMENT

To: 1995 Defense Base Closure and Realignment Commission

From: Committee to Save Naval Air Station South Weymouth

The following paragraphs briefly describe several key environmental issues as they relate to the proposed closure of NAS South Weymouth and the transfer of its squadrons to NAS Brunswick.

### Noise

South Weymouth receives very few noise complaints from the surrounding communities, as stated in the Draft Environmental Impact Statement prepared by the Navy for the base in 1990. In that same document, noise problems at other bases (NAS Jacksonville, etc.) were well documented. Many of those bases were described as having noise problems both on- and off-base, with hundreds or thousands of housing units and other sensitive land uses experiencing noise levels today of between 65 and 75 Ldn or more. Measures required to help mitigate the noise problems at those bases include the prohibition of afterburner takeoffs by jets, the prohibition of practice approaches, and the prohibition of touch-and-go operations by jets, for example. No such constraints exist at South Weymouth. On-base housing at South Weymouth is located well away from the flight lines, while the key approaches (Runways 26 and 35) to South Weymouth are located for the most part over undevelopable land (wetlands, generally), thus helping to ensure the continuing freedom from noise complaints.

South Weymouth has a key advantage compared to many other bases with regard to noise, in that the base has two runways at 90 degrees (perpendicular) to each other. Thus whatever little noise that is generated by flight activity can be distributed (weather permitting) over these two runways so that the same people are not constantly exposed to noise day in and day out, as happens at many other bases with only one runway. Several other Reserve bases have only one runway. NAS Willow Grove is such a base, as is NAS Dallas now and the new NAS Fort Worth at the former Carswell AFB. NAS Atlanta is another example of a reserve base having only one runway. NAF Washington, still another Reserve base does have two runways, but they are parallel, thus still exposing the same areas on the runway approaches to constant noise, regardless of which (or both) runway is in use. At all these bases, there is no possibility for "spreading out" the noise, as is done at South Weymouth.

At NAS Brunswick, there are two runways, but as for NAF Washington, they are parallel to each other and very closely spaced. Again, regardless of which runway at Brunswick is in use (often they both are), noise sensitive areas off the runway ends are constantly exposed to noise. Moving additional P-3Cs from VP-92 and C-130Ts from VR-62 at South Weymouth to Brunswick will add to the overall noise level there.

As an aside, having two perpendicular runways as South Weymouth does provides for improved safety of flight operations when compared with bases having only one runway or parallel runways. That is, the two runway configuration at South Weymouth permits aircraft to take off and land directly into the wind much more often than is the case otherwise. By having the capability of doing so, the chance of an accident occurring as a result of an aircraft being blown off course while attempting to land or take off is greatly reduced, particularly when the wind is strong.

### Air Quality

The same general comments as stated above with regard to noise also apply to the air quality issue. That is, South Weymouth's relatively low level of activity when compared to some other bases does not result in significant degradation of the region's overall air quality. On the other hand, moving South Weymouth's squadrons to another base already having much higher existing levels of aeronautical activity can do nothing but result in negative air quality impacts at that location. Since that base already has greater levels of activity than South Weymouth, one can reasonably presume that air quality there in the immediate vicinity of the base is poorer than that at South Weymouth. Adding additional aircraft will exacerbate those conditions.

The Navy's 1995 Recommendation for Closure with regard to NAS South Weymouth, in its environmental impact section, noted that South Weymouth is in a severe non-attainment area for ozone. As the attached recent article from the Boston Globe indicates, it is expected that this non-attainment label for the Boston area will soon be removed.

### Traffic

Traffic congestion is always an important environmental issue. The Draft Environmental Impact Statement for South Weymouth, previously referenced, documented traffic congestion problems at other Reserve bases, but none at South Weymouth. Also, the base has no parking problems and has a new main gate only several years old, which is served by a modern traffic signal system which assures efficient traffic management.

South Weymouth will soon have another advantage that no other base may have. Specifically, a new commuter rail station will soon be constructed to serve the town of South Weymouth. It will be located adjacent to the base's Trotter Road gate. Thus, many base personnel would potentially be able to arrive from origins throughout eastern

Massachusetts by using public transportation direct to the base. Any such use would, naturally, reduce vehicular volumes on the regional roadway system as well as reduce air pollution, etc.

From another perspective with regard to traffic, South Weymouth's two aviation squadrons, VP-92 and VR-62, are proposed to be relocated to NAS Brunswick, Maine. Given the rural character of Maine in general, demographics suggest that the squadrons will continue to have to rely on reservists from the Boston area for manning. Because of the lack of public transportation, these reservists will all most likely drive to Brunswick, resulting in a round trip typically of 300 miles or so, compared with the short drive from the Boston area to South Weymouth.

NAS Brunswick is located adjacent to U.S. Route 1, one of the most heavily congested roadways in Maine. Traffic congestion on this roadway is extremely severe during the summer tourist months, as this is the main roadway serving Maine's famous coastline. Traffic congestion in Maine has become of such concern that the State's voters in a recent referendum voted to prohibit the widening of the Maine Turnpike between the New Hampshire border and Portland in an attempt to discourage more vehicles from coming to the State. Thus, the addition of reservists from VP-92 and VR-62 will only serve to make Maine's roads even more congested than they already are.

### Land Use

In this category of evaluation, it is useful to quote from Section V of the 1981 Master Plan prepared by the Navy for NAS South Weymouth in which, on Page 4, it is stated the following: "Generally, except for a very few situations, the relationship of on-station land uses to each other is nearly ideal." With regard to off-station land uses, existing flight paths to key runway ends pass over largely undevelopable land, as stated previously. This latter fact not only keeps the number of noise complaints to a minimum but also improves safety in the event of an accident. Local communities have taken a number of steps to help preserve land use compatibility between the base and land uses in the surrounding towns. An example of such a recent step was the refusal of one of the towns to permit the development of a large multi-unit housing complex near the approach to one of the runways.

### Ecosystems

According to the U.S. Fish and Wildlife Service and the Massachusetts Heritage Program, there are no endangered or threatened species or critical habitats on the base.

## SUMMARY

From this information , it is clear that NAS South Weymouth enjoys a good relationship with the surrounding environment. Accordingly, from an environmental point of view, it makes little sense to close South Weymouth, where there are few environmental problems, and then create more environmental problems at a base which already has a higher level of activity, and thus more environmental impacts on the environment, than South Weymouth.

**LONG TERM IMPLICATIONS OF CLOSING NAS ATLANTA  
OR NAS SOUTH WEYMOUTH**

TO: 1995 Defense Base Closure and Realignment Commission

FROM: Committee to Save Naval Air Station South Weymouth

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One of the key differences between closing NAS Atlanta or closing NAS South Weymouth relates to the long term implications for the availability of the respective airfields.

Specifically, NAS Atlanta is a tenant of Dobbins Air Reserve Base (ARB), as are several other military and civilian organizations. There are no plans to close the ARB, regardless of what happens to NAS Atlanta. The airfield (runway, taxiways, etc.) will remain open to serve the Air Force Reserve and its other tenants. Accordingly, it would be possible to put the facilities of NAS Atlanta in "mothballs" if the Navy so desired. Should some national emergency arise in the future, NAS Atlanta could be quickly reopened. In the meantime, should NAS Atlanta be selected for closure, its reservists could be airlifted each weekend from Dobbins to other Naval Air Reserve activities in the Southeast (e.g., NAS New Orleans, NAS Fort Worth, NAR Jacksonville, etc.). Or, these same reservists could attempt to affiliate with the reserve activities of the other military services located aboard Dobbins ARB (e.g., the Air Force Reserve, the Army Reserve, the Georgia Air National Guard).

If, on the other hand, NAS South Weymouth were to be closed, its airfield facilities could very likely be lost forever, since there is no guarantee that the airfield will be taken over by civilian authorities and operated as an airport. Thus, under that scenario, the airfield at South Weymouth would not be available in a time of national emergency. Also, and just the opposite of the situation in Atlanta, closure of the airfield at South Weymouth eliminates the opportunity for the Navy to airlift local reservists to other training sites, thus forcing these reservists to either drive long distances to maintain their military affiliations or to drop out of the program.

4/18/95

NAS SOUTH WEYMOUTH INFRASTRUCTURE

THE NAVAL AIR STATION SOUTH WEYMOUTH IS LOCATED ON 1,444 ACRES OF LAND LOCATED IN THE TOWNS OF WEYMOUTH, ROCKLAND AND ABINGTON. ON THIS FACILITY, BUT NOT ALL INCLUSIVE ARE TWO RUNWAYS, TWO AIRCRAFT HANGARS AND 165 UNITS OF HOUSING, WITH AN ADDITIONAL 105 UNITS LOCATED IN QUINCY, MA. AND AN ADDITIONAL 95 LEASED UNITS FROM THE U.S. COAST GUARD AT THE OTIS ANG, BOURNE, MA.

THE OVERALL CONDITION OF THE NAVAL AIR STATION IS EXCELLENT. \$5,014,000 IN CONSTRUCTION CONTRACTS WERE COMPLETED IN 1994/1995 WITH AN ADDITIONAL \$8,050,000 IN CONSTRUCTION CONTRACTS CURRENTLY IN PROGRESS TO UPGRADE THIS FINE FACILITY. THE AVERAGE PERCENTAGE OF COMPLETION OF THE 16 CONTRACTS IN PROGRESS IS 82% WITH THE MAJORITY IN THE 95% COMPLETION STAGE.

I. INTRODUCTION UTILITIES: THE CONDITION OF NAS SOUTH WEYMOUTH UTILITIES IS EXCELLENT AND WILL PROVIDE THIS COMMAND WITH UNINTERRUPTABLE SERVICE INTO THE YEAR 2040. DUE TO OUR ENERGY CONSERVATION PROGRAMS AND RECENT UPGRADE OF UTILITY SYSTEMS OUR TOTAL UTILITY COST FOR FISCAL YEAR 1992 WAS THE LOWEST IN THE CLAIMANCY FOR FULL FLEDGED AIR STATIONS. OUR PRIMARY UNDERGROUND ELECTRICAL DISTRIBUTION SYSTEM WAS REPLACED IN 1992, CENTRAL HEATING PLANT WAS UPGRADED IN 1992, THE PRIMARY UNDERGROUND STEAM DISTRIBUTION SYSTEM IS BEING REPLACED AND IS NOW UNDER CONSTRUCTION WITH A COMPLETION DATE OF SEPTEMBER OF 1993 AND THE SEWAGE DISTRIBUTION SYSTEM WAS UPGRADED IN 1991.

II. INTRODUCTION AIRFIELD: A PAVEMENT CONDITION SURVEY OF THE AIRFIELD WAS CONDUCTED BY THE NAVY IN 1990 AND OUR RUNWAYS WERE RATED IN THE BEST CONDITION OF ALL 8 NAVAL AIR RESERVE STATIONS IN THE

CLAIMANCY. RUNWAY 17/35 HAS THE SECOND HIGHEST LOAD & WEIGHT RATING IN THE CLAIMANCY AND 6TH AMONG 51 NAVAL AND MARINE CORPS STATIONS IN THE COUNTRY.

OUR AIRFIELD LIGHTING IS IN EXCELLENT CONDITION WITH A NEW ELECTRICAL DISTRIBUTION SYSTEM COMPLETED IN 1991, THE TAXIWAY LIGHTS WERE REPLACED IN 1992 AND RUNWAY LIGHTS IN 1983.

WE HAVE TWO AIRCRAFT HANGARS THAT CAN ACCOMMODATE ALL BUT ONE OF THE 38 TYPES OF AIRCRAFT UTILIZED BY THE NAVY AND MARINE CORPS TODAY.

III. INTRODUCTION STATION: ALL STATION BUILDINGS ARE STRUCTURALLY SOUND AND WELL MAINTAINED. MANY OF THE BUILDINGS HAVE BEEN UPGRADED WITH INTERIOR RENOVATIONS AND ENERGY EFFICIENT UTILITY SYSTEMS. TO COMPLIMENT QUALITY OF LIFE, THE PERSONNEL ABOARD NAS SOUTH WEYMOUTH HAVE A FULL RANGE OF SUPPORT SERVICES AT THEIR DISPOSAL SUCH AS MEDICAL/DENTAL, FAMILY SERVICE CENTER, NAVY FEDERAL CREDIT UNION, CHID CARE CENTER, YOUTH CENTER, A FULL FLEDGED RECREATIONAL CENTER, NAVY EXCHANGE, CHAPEL, TWO BALL FIELDS, SWIMMING POOL, SNACK BAR, RESTAURANTS AND CLUBS FOR OFFICERS, CHIEFS AND ENLISTED PERSONNEL.

IV. INTRODUCTION HOUSING: ALL 270 HOUSING UNITS ARE STRUCTURALLY SOUND AND WELL MAINTAINED. A STRONG EMPHASIS ON RESIDENTIAL QUALITY OF LIFE IS SUPPORTED BY THE PUBLIC WORKS DEPARTMENT BY PROVIDING CONTINUOUS IN-HOUSE MAINTENANCE SUPPORT AND CONSTRUCTION CONTRACTS.

V. FUTURE DEVELOPMENT PLANS: THE NAVAL AIR STATION HAS THE CAPABILITY TO EXPAND ITS INFRASTRUCTURE WITHIN THE PERIMETER OF ITS LOCATION. THE FOLLOWING PROJECTS HAVE BEEN DEFINED IN THE NAVAL AIR STATION SOUTH WEYMOUTH BASE MASTER PLAN;

A. AIRCRAFT HANGARS AND MAINTENANCE FACILITIES ON A PRESENTLY CLEARED 44 ACRE SITE ADJACENT TO THE AIRFIELD. TWO BLANKING

CONCEPTS HAVE BEEN SUBMITTED WITH THE INFRASTRUCTURE OUTLINE.

B. A SITE HAS BEEN SELECTED FOR FIFTY ADDITIONAL HOUSING UNITS.

C. A DESIGN HAS REACHED 95% FOR A BACHELOR ENLISTED QUARTERS THAT WILL ACCOMMODATE 160 ENLISTED PERSONNEL.

D. AN AIRFIELD PLAN FOR A 1000 FT EXTENSION (DISPLACED THRESHOLD) TO THE APPROACH END OF RUNWAY #17.

4/19/95

1993 BRAC REALIGNMENT/CONSOLIDATION

On June 27th 1993, the 93' BRAC voted unanimously on the Committee to Save NAS South Weymouths proposal to consolidate 3 Navy Reserve Centers and place them aboard NAS South Weymouth Ma. A BRAC Commissioner passed comment that this was a sound economical proposal & should be used as a model by the U.S Navy. With the use of BRAC Realignment Funds in the amount of \$216,500., the Navy re-habbed Bldg#17 in order to support the consolidation of the Navy Reserve Centers. The Naval Reserve Center (NRC) South Weymouth has been occupied as of February 25, 1995.

The Personnel Support Detachment was the occupant of the NRC building prior to the re-hab, in turn the Navy used BRAC Realignment Funds in the amount of \$425,959. for the relocation of this detachment in Bldg #2. The Personnel Support Detachment occupied their new facility on January 9, 1995. The architectural design of the Naval Reserve Center incorporated the input of the their Commanding Officer, and the architectural design of the Personnel Support Detachment incorporated the input of the Officer-in Charge to ensure that these new facilities met today's standards for their primary function.

Consolidation makes sound economic sense, whether it is through joint servicing or inter-servicing within or outside of the DOD.

Again in the 1995 BRAC another proposal is being made in the concept of consolidation by the Massachusetts Army National Guard. They have submitted a proposal to stand up a new Field Artillery Battalion at NAS South Weymouth, which will be totally funded by the Commonwealth of Massachusetts in the amount of \$12,000,000. The benefits to the DOD relative to this proposal consists of the following; Increased Readiness

of the unit, use of the airfield for Deployment & Mobilization, and Support Services.

The rationale for the Committee to Save NAS South Weymouth in submitting the realignment/consolidation proposals consist of the following merits; Reduced Fiscal Expenditures, Full Fledged Support Services, Improved Quality of Life and Enhanced Readiness.

In the concept of mobilization, the Naval Air Station South Weymouth is a Self Sufficient Mobilization Processing Site. The advantages of being a self sufficient site consist of the following merits; in-processing services including full medical and dental exams, legal advisors, uniforms, gear, a family service center, an airfield for deployment and out-processing relative to Demobilization.

NUMBER OF CONTRACTS 16 TOTAL AMOUNT \$8,049,773

04/15/95

NAS SOUTH WEYMOUTH CONSTRUCTION STATUS  
(AS OF 06 APRIL 1995)

<u>ACTIVE CONSTRUCTION</u>	<u>CURRENT AMOUNT</u>	<u>AWARD DATE</u>	<u>PERCENTAGE COMPLETED</u>	<u>CONTRACTOR COMPLETION DATE</u>
Alterations & Repairs BRAC REALIGNMENT Bldg #17 NAVAL RESERVE CENTER (NRC)	\$216,500	05/02/94	95%	02/25/95  (93' BRAC FUNDED)
Alteration & Repairs Personnel Support Det Bldg #2	\$425,959	05/02/94	95%	10/25/94  (93' BRAC FUNDED)
HVAC Rehab AIMD Bldg #117	\$660,001	01/14/94	95%	09/03/94
Replace Exhaust Fans Boiler Plant Bldg #8	\$54,490	03/09/94	95%	11/03/94
Demolition of 30 Inactive Housing Units Quincy, Ma.	\$431,902	09/03/93	80%	09/06/94 Delete Remaining Work
Radar Facility & Control Tower	\$2,381,711	9/14/94	12%	04/26/96
Aircraft Parking Apron Repairs	\$560,021	2/22/94	80%	04/04/95
HVAC Rehab AIMD	\$660,001	01/14/94	95%	09/03/94 Extended
Wetland Mitigation	\$165,363	08/30/94	80%	12/08/95
Replace Heating Sys Navy Family Housing	\$1,132,395	04/21/94	85%	09/16/95
Indefinite Qty Asbestos Removal	\$27,128	04/01/93	95%	04/16/94 Extended
Repair Underground Fuel Storage Tanks	\$109,334	09/27/93	90%	05/23/94 Extended
Pest Control Facility	\$243,135	11/30/94	0%	06/13/95 Work Suspended
Fire Station Addition	\$754,000	09/23/94	50%	04/06/95
Backflow Devices Various Locations	\$59,925	09/21/94	75%	01/04/95 Extended
Indefinite Quantity Painting	\$127,979	06/17/94	95%	07/02/95
Indefinite Quantity Interior Repairs Housing	\$283,064	07/06/94	98%	07/21/95

NUMBER OF CONTRACTS 21      TOTAL AMOUNT \$5,013,539

<u>COMPLETED CONSTRUCTION</u> <u>1994/1995</u>	<u>CURRENT</u> <u>AMOUNT</u>	<u>COMPLETION</u> <u>DATE</u>	<u>COMMENTS</u>
Exterior Repairs Hgr #1 Hgr #2 & Bldg #115	\$57,555	10/14/94	
Family Housing Repairs	\$748,865	12/13/94	
A/C Installation Galley Bldg #103	\$132,200	01/25/94	
Roof Replacement Hangar 2	\$134,700	02/17/94	
Replace Roof & HVAC EM Club Bldg #112	\$237,124	11/03/94	
Replace PCB Transformers Airfield	\$229,384	02/22/95	
Indefinite Quantity Painting NAS	\$66,339	02/10/94	
Steam Distribution Replacement	\$1,855,290	10/13/93	Closed out/completed 02/17/95
Remove Jet Fuel Storage Tanks	\$323,625	10/18/94	Close out/completed 03/14/95
Bathroom Rehabs Housing Naval Terrace Quincy	\$94,330	06/05/94	
Barracks #75 & #76 Head Rehabs	\$161,825	07/13/94	
Station Roof Repairs	\$109,524	12/16/93	
Airfield Paving Hangar #1	\$468,410	09/22/94	
Repairs Service Station Fuel Tanks	\$27,600	12/08/94	
Storm Sewer Installation	\$77,250	11/07/94	
Construct Spill Prevention Control	\$69,400	11/04/94	
Airfield Tree Brush Clearing	\$40,745	02/10/94	
Indefinite Quantity Painting Station	\$75,174	04/18/94	
Repairs & Reinsulate HVAC Hangar #1 & #2	\$38,344	08/04/94	
Replace Flush Hydrants Hangar #2	\$41,980	07/15/94	
Install Vehicle Exhaust Fire House Bldg #96	\$23,875	02/07/95	

## NAVAL AIR RESERVE DEMOGRAPHICS

04/05/95

The mission of the Naval Reserve and its ability to carry out that mission falls from demographics as does readiness. The first and probably most important is demographics, because on that almost everything else impacts. Retention and recruiting fall from demographics.

There are two components for the Navy and the Marine Corps Reserves. There is an active duty component, which is full time military people and reservists, who are weekend sailors and marines, thus weekend warriors.

If an activity closes or moves, the active duty personnel are moved with that activity or transferred elsewhere and most of the time the reservists who are tied to a geographic location by their domicile and their civilian occupation will not transfer.

The make up of a Navy or Marine Corps Reserve aircraft squadron consists of approximately one third active duty members and two thirds part time sailors and marines, which brings up the question of retention when you increase the distance that a reservists must travel from their homes. This is a quote from the Reserves Forces Policy Board "surveys show that an individuals employment situation is a major factor in deciding whether to enlist or re-enlist in the reserve components. To the extent that the employer-related issues have an impact on recruiting and retention, they have an impact on readiness." For those individuals who would attempt to remain affiliated with the migrating units, they would have to take time away from family and their jobs on a Friday to get to a drill on Saturday, and come back Sunday night, and then be back to work Monday morning, and that would be little bit difficult in of these cases.

The primary reasons why people in the Naval or Marine Corps Reserve elect not to continue their affiliation are family and job conflicts.

Naval Air Station, South Weymouth  
**Welcome Aboard**

28 April 1995

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*Base Realignment and Closure*  
**Commissioner Josue Robles, Jr.**  
*Major General, U.S. Army (Retired)*

Commanding Officer

*Captain R. A. Duetsch*

Executive Officer

*Commander S. A. Beaton*

# SCHEDULE OF EVENTS

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- 1:30 - 2:00 NAS South Weymouth Command Presentation
- 2:00 - 2:30 Tenant Command Briefs
- 2:30 - 2:40 Break
- 2:40 - 3:40 Civilian Community / Congressional Presentations
- 3:40 - 3:45 Break
- 3:45 - 4:40 MGEN Robles Windshield Tour of NAS SOWEY  
LT Gov / Congressional Press Available at Chapel
- 4:45 - 5:00 MGEN Robles Press Conference at Chapel

**Naval Air Station  
South Weymouth, Massachusetts**

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**Command Presentation**

***"Home of the***

***Naval Reserve***

***in New England"***

# Naval Air Station, South Weymouth

## Briefing Contents

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- Mission
  - Scope of Responsibility
  - History
  - BRAC
  - Commands
  - Reserve Units
  - Personnel
- 
- Facilities
  - Construction
  - Environmental
  - Quality of Life
  - Community Relations
  - Community Support
  - Demographics
  - Fleet Support

# Naval Air Station, South Weymouth

## Mission

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### Current Mission:

"To train Naval Reservists for their mobilization assignments with the active operating forces of the United States Navy; and to provide administrative coordination and logistic support for the tenant Naval Reserve Force squadrons and commands."

Naval Air Station, South Weymouth

# Scope of Responsibility

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- ▶ CO, NAS
- ▶ Naval Local Area Coordinator for
  - Air (LACAIR)
  - Massachusetts (LACMA)
- ▶ Environmental Coordinator for Massachusetts - Navy

## Naval Air Station, South Weymouth

# History

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- ▶ 1942 - NAS South Weymouth Established as  
a Lighter-Than-Air Facility
- ▶ 1946 - Shea Field Dedicated
- ▶ 1949 - Deactivated - Placed in "Caretaker" Status
- ▶ 1953 - Reactivated as a Reserve Naval Air Station
- ▶ 1961 - Last Operational Blimp Unit Disestablished
- ▶ 1990-91 - Desert Shield/Storm  
NS Rota & Medical Units Recalled
- ▶ 1992 - Celebrated 50th Anniversary

## Naval Air Station, South Weymouth

# BRAC

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- ▶ 1990 - Manpower Authorization Reduced
- ▶ 1991 - Station On Navy's Closure List But Not On DoD BRAC Recommendation List
- ▶ 1992 - Mass. Congressional Delegation Asked SECNAV To Use BRAC Process vs Navy Closure
- ▶ 1993 - Station On Navy / DoD Closure Recommendation List
  - BRAC Removes Station From List
- ▶ 1994 - NAS Manpower Document Reinstated
- ▶ 1995 - Station On Navy / DoD Closure Recommendation List

Naval Air Station, South Weymouth

# Tenant Commands (Aviation)

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- ▶ VP-92 Eleven - P-3C Orion
  
- ▶ VR-62\* Four - C-130T Hercules
  - \* Two C-130T On Board
  - Two to be Delivered in August 95
  
- ▶ Naval Air Logistics Office (NALO)
  - One - UC-12B Super King Air 200

# Naval Air Station, South Weymouth

## Tenant Commands (Non-Aviation)

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- **Naval Reserve Center**

- **Marine Site Support Element**

- **Personnel Support Activity Detachment**

- **Medical/Dental Clinic**

- **Defense Courier Service**

- **Reserve Intelligence  
Programs Office**

- **Naval Training Meteorology and  
Oceanography Detachment**

- **Naval Reserve Recruiting**

- **Human Resource Office Groton**

- **Resident Officer in Charge  
of Construction**

- **Naval Criminal Investigative  
Service**

- **Joint Personal Property  
Shipping Office**

# Naval Air Station, South Weymouth

## Naval Air Reserve Units

(Drill On - Site)

- USS John F. Kennedy  
CV-67 (2-Units)

- Naval Station, Rota  
Spain Support Unit

- Naval Air Station, South  
Weymouth Support Unit

- Medical Marine Air  
Group Support Unit

- Medical / Dental  
Support Unit

- Naval Air Systems  
Command (2-Units)

- Naval Meteorology and  
Oceanography Reserve Activity Unit

- Fleet Support Squadron  
Component Unit

- Mobilization Assignment  
Control Group Unit

- Volunteer Training  
Unit (2-Units)

Naval Air Station, South Weymouth  
**Naval Air Reserve Units**  
(Intelligence Units - Drill On-Site)

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- ▶ Atlantic Intelligence Command  
2-Units
- ▶ Office of Naval Intelligence Unit
- ▶ Reserve Intelligence Area Commander Unit
- ▶ Intelligence Volunteer Training Unit
- ▶ Naval Security Group Unit
- ▶ Intelligence Specialist "A" School

Naval Air Station, South Weymouth  
**Naval Air Reserve Units**  
(Drill Off-Site)

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- ▶ Tactical Support Center, NAS Brunswick  
(2-Units)
- ▶ Defense Plant Representative Office Sikorsky Unit
- ▶ Defense Plant Representative Office GE Lynn Unit
- ▶ Defense Plant Representative Office Grumman Unit
- ▶ Naval Intelligence Service Regional Office Unit
- ▶ Office of Naval Intelligence Unit

## Naval Air Station, South Weymouth Personnel

As of 3/15/95	Active	SELRES Drill On / Off	CIV
- NAS	442	936 / 154	275
- Tenant			
Aviation Squadrons	233	329 / 0	0
Naval Reserve Center	24	379 / 190	0
Other Non-Aviation	86	0 / 0	30
Marines	67	393 / 0	0
<b>TOTAL</b>	<b>852</b>	<b>2,381</b>	<b>305</b>
- New England Demographics		- No Airlift Support Required For Any Drilling Unit	

## Naval Air Station, South Weymouth Facilities

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- ▶ 1,442 Acres. Overlies towns of Weymouth, Rockland & Abington. Adjoins Hingham.
- ▶ 2 Hangars: Hgr. 1 - 54,000 sq.ft.  
Hgr. 2 - 38,400 sq.ft.
- ▶ 2 Runways: Rwy. 8/26 - 6,000' x 150'  
Rwy. 17/35 - 7,000' x 200'
- ▶ No Man's Island Target Range
  - Aerial Bombing & Strafing (Unmanned)
  - Restricted Area R - 4105
  - 53 n.m. South of NAS South Weymouth
  - 2.7 n.m. South of Martha's Vineyard Island

# Naval Air Station, South Weymouth Facilities (Continued)

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- ▶ Family Housing - 365 Units in Three Locations
  - South Weymouth - 165
  - Quincy: Squantum - 57, Naval Terrace - 48
  - Otis ANGB - 95 (Cape Cod)
- ▶ BOQ - Capacity: 114
- ▶ BEQ (3 Buildings) - Capacity: 220
- ▶ Galley - Full Service - Capacity: 165
  - Semi Finalist for NEY Award.
- MWR - Fitness Center / Bowling Alley
  - Youth / Child Development Centers
  - Auto Hobby / Rental Centers
  - 2 All Hands Clubs
- ▶ Medical / Dental Clinic
- ▶ Navy Exchange

Naval Air Station, South Weymouth  
**Facilities (Continued)**

**Aircraft Intermediate Maintenance Dept. - 44, 768 sq.ft.**

**Production Control**

**Quality Assurance**

**Powerplants**

- T-56 Engines
- Propellers
- Aux. Power Units

**Avionics**

- Radios
- Navigation
- Batteries

**Aviator's Equipment**

- Parachutes
- Survival Gear

**Maintenance Admin**

**Materials Control**

**Airframes**

- Inspections
- Hydraulics
- Painting

**Support Equipment**

- Tow Tractors
- Starting Units
- Deicers

**Armament Equipment**

- Bomb Racks

# Naval Air Station, South Weymouth

## Facilities (Continued)

### Weapons / Magazines

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- ▶ 3 Active Magazines - 4,164 sq.ft.
  - Bldgs. 92, 93 & 94
  - 1,388 sq.ft. each
  
- ▶ 2 Inactive Magazines - 1,492 sq.ft.
  - Bldg. 51 - 1,352 sq.ft.
  - Bldg. 52 - 140 sq.ft.
  
- ▶ Weapons Build-Up
  - Missiles
  - Mines
  
- ▶ Small Arms
  - Procurement
  - Storage
  - Maintenance

## Naval Air Station, South Weymouth

# Facilities (Continued)

## Utilities

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- ▶ **Electrical Distribution System:**
  - Transmission Line Supplied by Mass Electric
  - 23,000 Volts Switching Station
  - 13,800 Volts Through Two Main Distribution Transformers
  - Emergency Generator Backup for Base Primary Circuits
  - Base Housing Supplied by Separate Power Grid
  
- ▶ **Steam Production and Distribution:**
  - 4 Oil Burning Boilers
  - Capacity 30,000 - 42,000 lb/hr
  - Provides 22 Buildings Within Industrial Area of Base

# Naval Air Station, South Weymouth Facilities (Continued) Utilities

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- ▶ **Water:**
  - Supplied by Town of Weymouth
  - Source 10" and 8" Water Main
  - Elevated Steel Water Tank Contains 250,000 gal.
  
- ▶ **Sanitary Sewer:**
  - All Station Sewage Treated at Metropolitan Sewage Treatment Plant
  
- ▶ **Telecommunications System:**
  - Served by Dimension 2000 Analog Switch
  - 499 Lines and 506 Touch Tone Stations
  - Fiber Optic Lines to be Laid Summer '95 - In work
  
- ▶ **Natural Gas System:**
  - Limited Gas Distribution to Family Housing
  - Supplied by Boston Gas

# Naval Air Station, South Weymouth

## Recent Construction

Project	Status
Air Traffic Control Tower / GCA	Framed
FAA Weather Radar	Complete
New PSD	Complete
New Reserve Center	Complete
Fire Station Addition	75% Complete
AIMD HVAC	Complete
Navy Exchange Store Rehab	In Progress

## Naval Air Station, South Weymouth

# Pending Construction

Project	Status
Apron / Runway / Hangar Repairs	On Hold
Training Dept. Renovation	On Hold
Flight Line Security	On Hold
Navy Exchange Gas Station	On Hold
Rehab Marine Portion of Hangar 2 to Accommodate Lawrence, MA Unit	On Hold

# Naval Air Station, South Weymouth

## Environmental

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- ▶ New Department
- ▶ National Priority List
- ▶ Installation Restoration Program (8 Sites)
- ▶ Central Distribution Center / HAZMART
- ▶ Recycling Program

# Naval Air Station, South Weymouth

## Quality of Life

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- ▶ Medical / Dental Clinic
  - Health Care Programs
  - Facility Expansion Needed
- ▶ Housing
  - Quincy / NAS Rehab
  - BEQ Rehab
- ▶ Family Service Center
  - Transition Assistance Program for Massachusetts
- ▶ Morale, Welfare and Recreation
  - Nor'Easter Club Rehab
  - Information, Tickets, and Travel Program
  - Youth / Child Development Center Upgrade
  - Annual Air Show

# Naval Air Station, South Weymouth Family Service Center

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- ▶ **Spouse Employment Assistance**
- ▶ **Transition Assistance , Veteran's Benefits**
- ▶ **Relocation Assistance (Outbound & Inbound)**
- ▶ **Exceptional Family Member (EFM) Program**
- ▶ **Career Counseling for Separating Military & Family Member**
- ▶ **Immigration & Naturalization**
- ▶ **Workshops for Resumes/Job Search/Interviewing Skills**
- ▶ **Educational Services , Computer Training**
- ▶ **Counseling - Individual & Family , Self Improvement Programs**
- ▶ **SHARE Program (Co-Op Food Purchase / Community Service)**

# Naval Air Station, South Weymouth Community Relations

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- ▶ Political Interface
- ▶ South Shore Chamber of Commerce
- ▶ Local Business Economics

# Naval Air Station, South Weymouth

## Community Support

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- ▶ Boston Edison / MEMA MOU
- ▶ Firefighting / Ambulance
- ▶ MBTA / Old Colony Railroad
- ▶ Boy Scouts / Sea Cadets

# Naval Air Station, South Weymouth Demographics

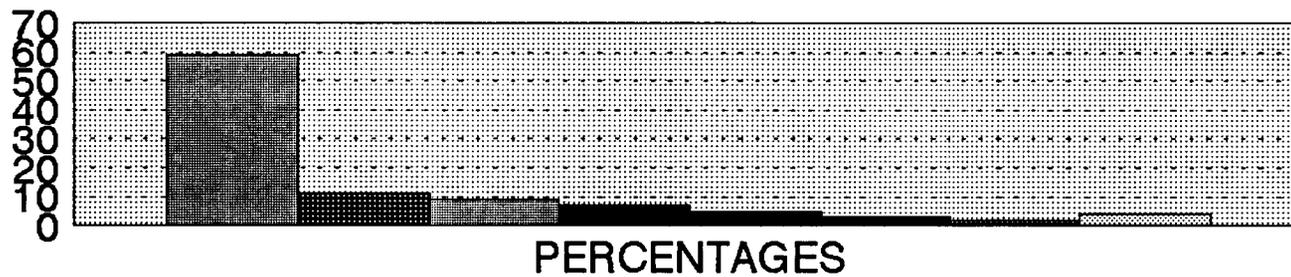
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## Concentration of Reservists who drill at NAS

Within 50 miles	574
50 to 100 miles	219
Outside 100 miles	298*
Total Drilling Population:	1,091

# DEMOGRAPHICS BY STATE

## PERSONNEL HOME SITES



MA	59
ME	11
CT	9
NH	7
RI	5
NY	3
VT	2
Other	4

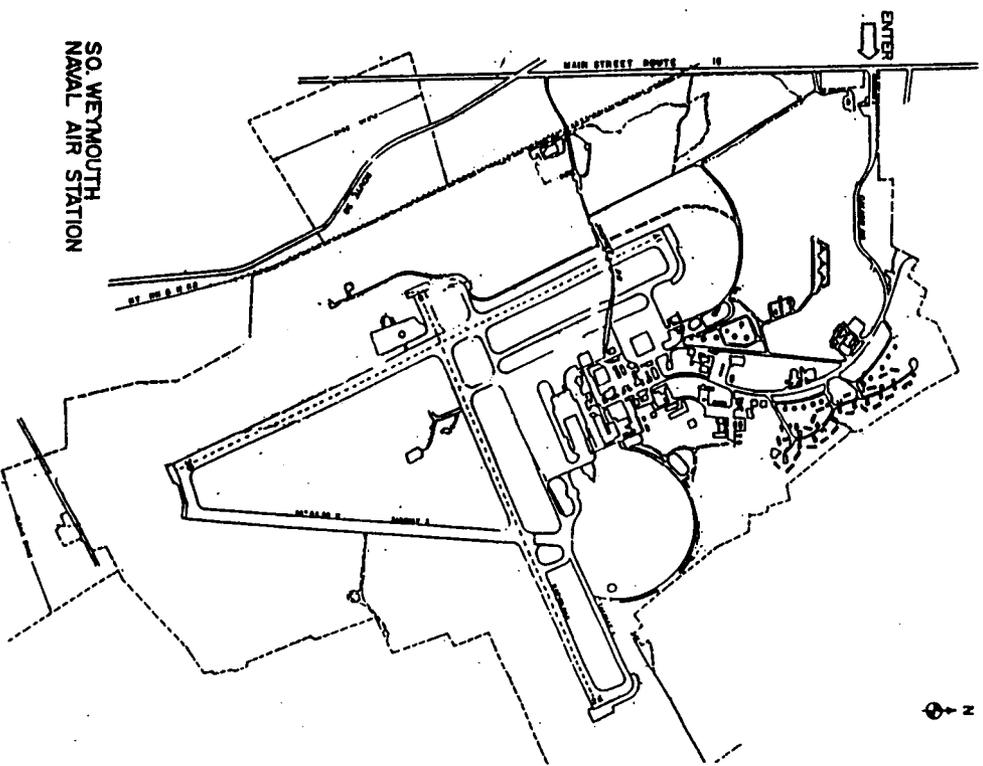
# Fleet Support

## NAS South Weymouth Reserve Units / Individuals

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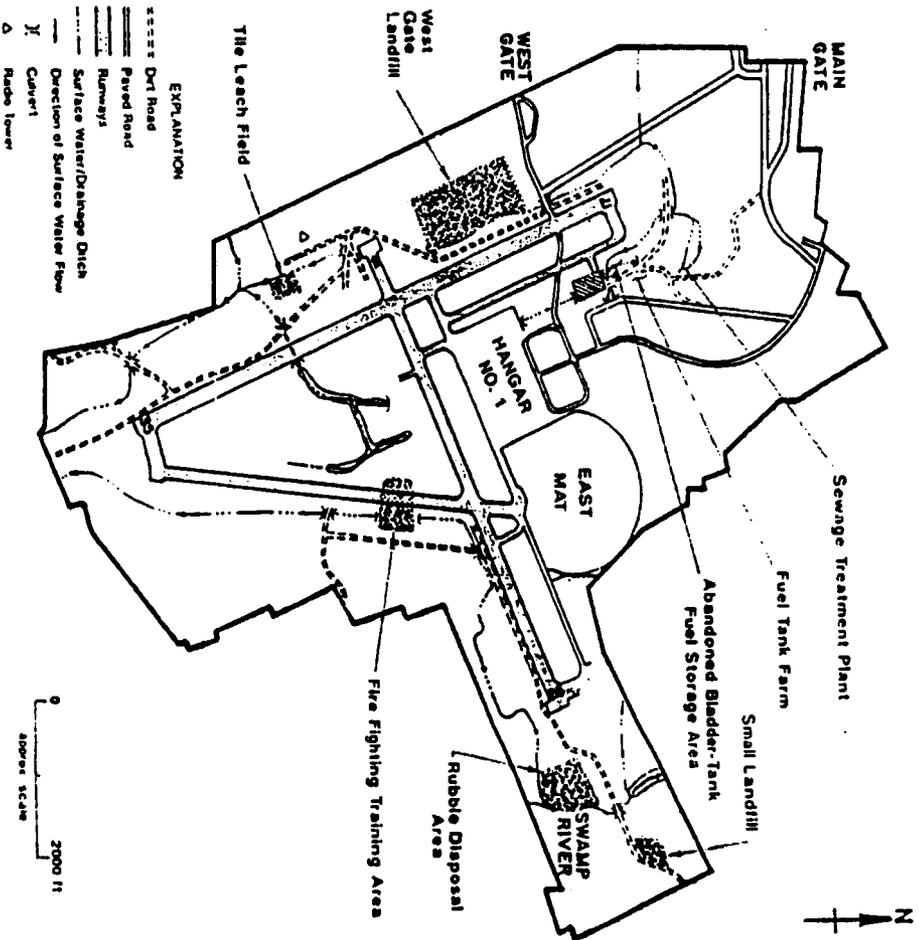
- ▶ **FY 91/92**    Desert Shield / Desert Storm    32,000 Man Days
  
- ▶ **FY 93**        Multiple Worldwide Support Missions
  
- ▶ **FY 94**        Same as FY 93
  
- ▶ **FY 95**        Currently Supported Operations Include:
  - UPHOLD DEMOCRACY, Haiti
  - SOUTHERN WATCH, Saudi Arabia
  - SHARP GUARD, Adriatic Sea / Bosnia
  - DRUG INTERDICTION, Caribbean Sea
  - FLEET EXERCISES, Mediterranean Sea

# Naval Air Station, South Weymouth Station Map

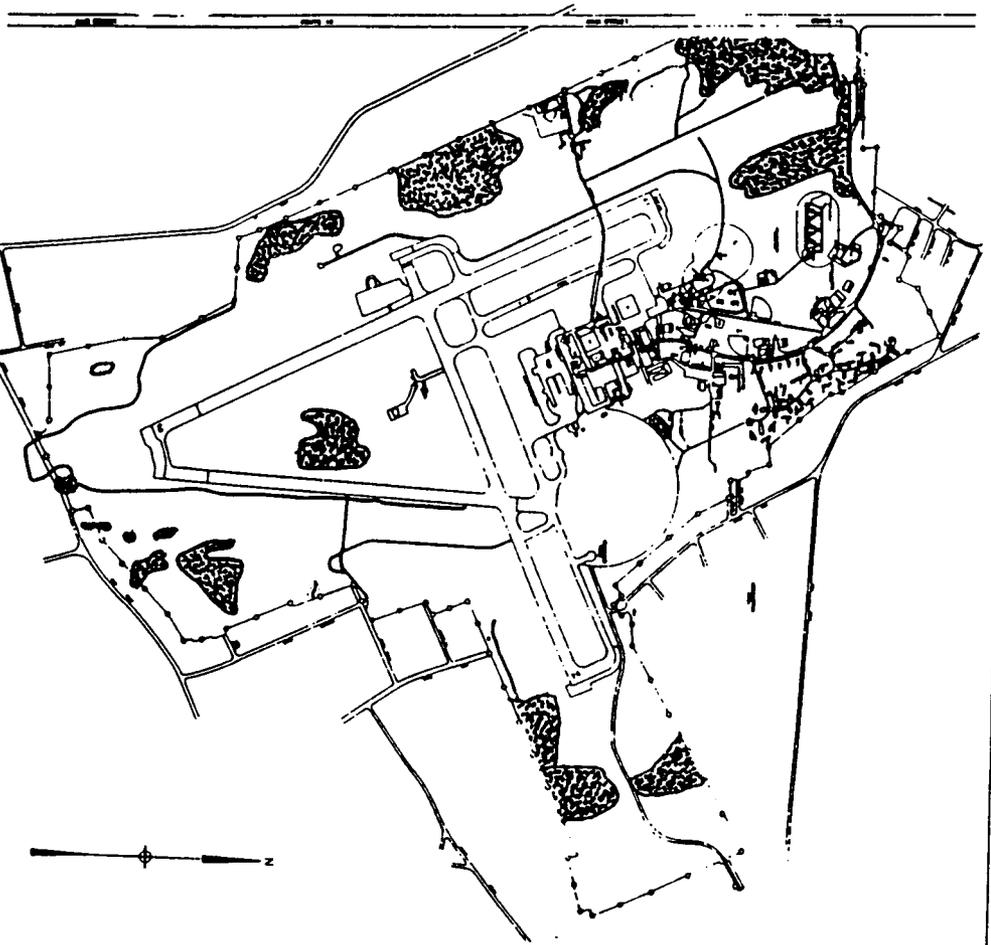


BRAC35 643

# Naval Air Station, South Weymouth Installation Restoration (IR) Sites

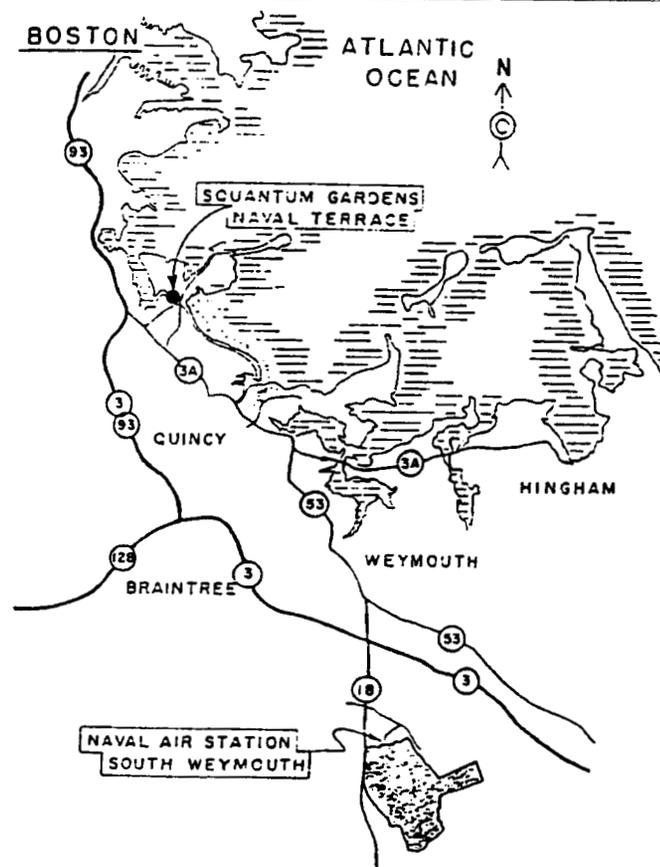


# Naval Air Station, South Weymouth Wetlands

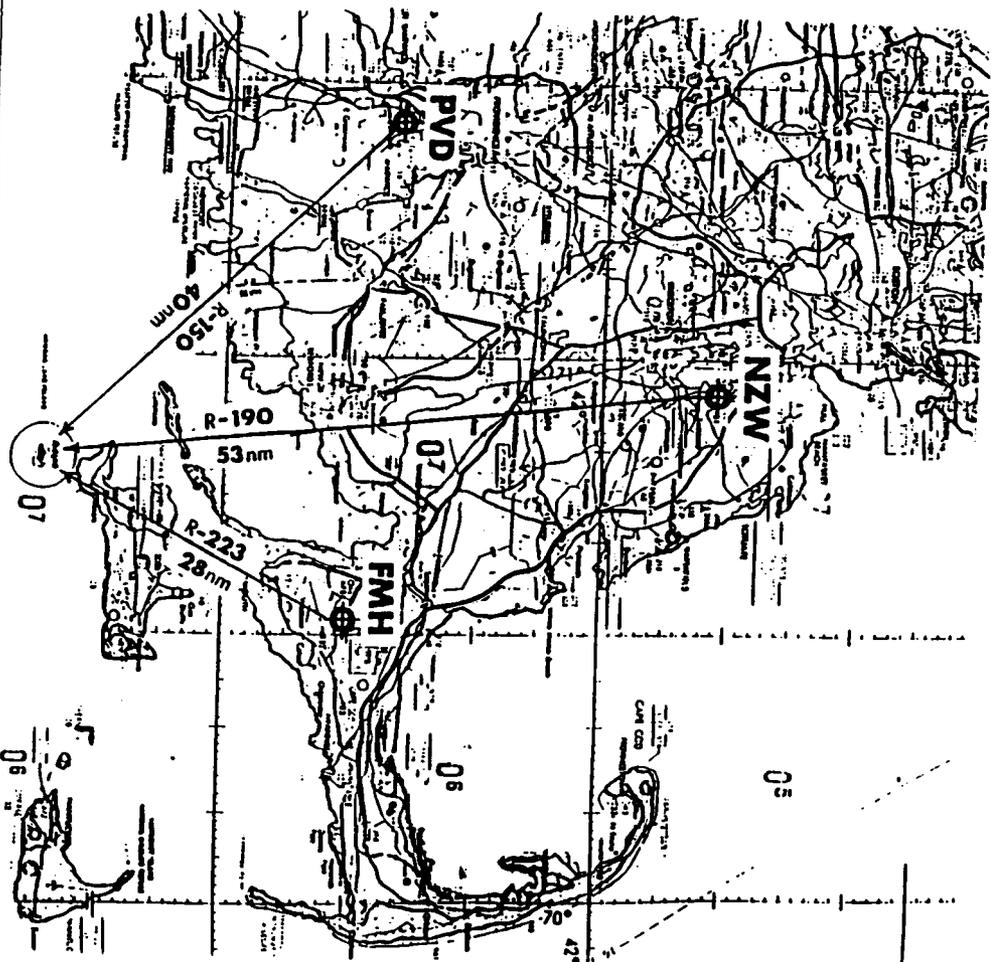


BRAC92 CH3

# Naval Air Station, South Weymouth Quincy Housing Areas Squantum Gardens / Naval Terrace



# Naval Air Station, South Weymouth No Man's Land Island





# **NAVAL RESERVE CENTER SOUTH WEYMOUTH**

## **MISSION**

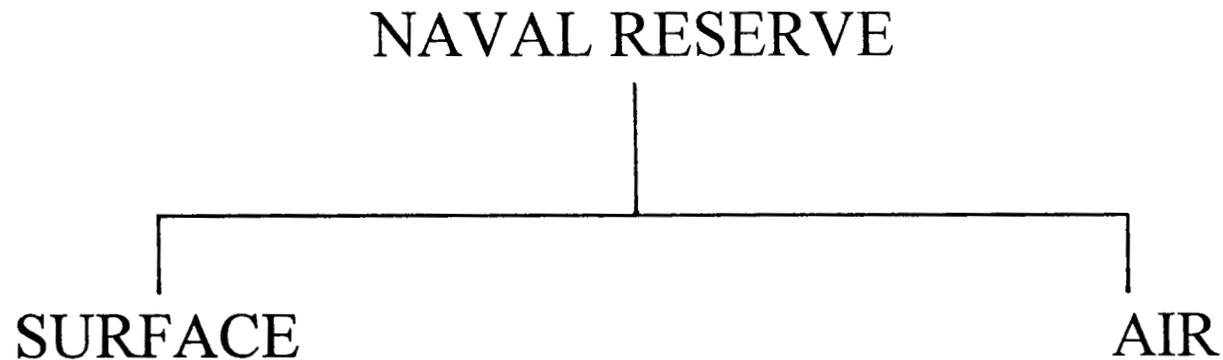
TO PROVIDE A HIGHLY CAPABLE AND MOTIVATED FORCE READY TO MEET THE CHALLENGES OF MOBILIZATION, CRISIS RESPONSE, AND PEACE TIME SUPPORT.

## **VISION**

TO SET THE STANDARD OF EXCELLENCE FOR THE NAVAL RESERVE FORCE BY BEING THE SAFEST, MOST EFFECTIVE AND EFFICIENT NAVAL RESERVE ACTIVITY. WE WILL PROVIDE THE HIGHEST QUALITY SUPPORT SERVICE AND TRAINING TO OUR CUSTOMERS. OUR COMMITMENT OF QUALITY IS FOUNDED ON OPEN COMMUNICATIONS, INDIVIDUAL WORTH, TEAM SPIRIT, PROFESSIONAL EXCELLENCE, ACCOUNTABILITY, INNOVATION, AND PROCESS IMPROVEMENT.

# NAVAL RESERVE CENTER

- A SURFACE RESERVE COMMAND



- SURFACE SHIPS, SUBMARINES, CONSTRUCTION BATTALION, SPECIAL OPERATIONS, SUPPLY SUPPORT, EXPEDITIONARY LOGISTICS FORCE (100% RESERVE).

- OUR UNITS BEGAN DRILLING AT NAS  
SOUTH WEYMOUTH IN OCT 94.

- THE FULL TIME SUPPORT STAFF MOVED IN  
MARCH 95.

\*\* MORALE AND QUALITY OF LIFE  
HAVE IMPROVED DRAMATICALLY.

**OVERALL TRAINING EFFECTIVENESS**

**OJE 90%**

**OVERALL PERSONNEL FACTOR**

**MANNING 92%**

# **NAVAL RESERVE CENTER**

- ONLY SITE IN UNITED STATES THAT PHYSICALLY SHARES EXISTING ASSETS....WE USE NAS (AIR) SPACES
- AIR UNITS DRILL TWO(2) WEEKENDS (NAS)
- SURFACE UNITS DRILL TWO WEEKENDS (ONE WEEKEND OFFSITE)
- WE ARE THE LARGEST RESERVE CENTER IN NEW ENGLAND

# WHERE WE DRILL (IDT)

## BLUE WEEKEND (OFFSITE)

4TH MARDIV 1/25  
(CAMP EDWARDS, MA)

CNCWU 201  
(BOSTON, MA)

COMSUBGRU 2 DET 101  
(GROTON, CT)

SUBLANTREL 101  
(GROTON, CT)

NAVINFO NE BOS 101  
(BOSTON, MA)

ONR TECH 201  
(BOSTON, MA)

NSY PORTS NH 201  
(PORTSMOUTH, NH)

DCMD BOSTON A101  
(BOSTON, MA)

# WHERE WE DRILL (IDT)

## **GOLD WEEKEND (LOCAL) ONBOARD NAS SOUTH WEYMOUTH**

INSHORE BOAT UNIT DET 201

MSCCFN SEA 101

ABFC D3A TANK FARM E101

NC SO NOREUR 301

NH LONG BEACH 301

VTU 1005R

NMCB 27 DET 1627

SSB

COMSCEUR 101

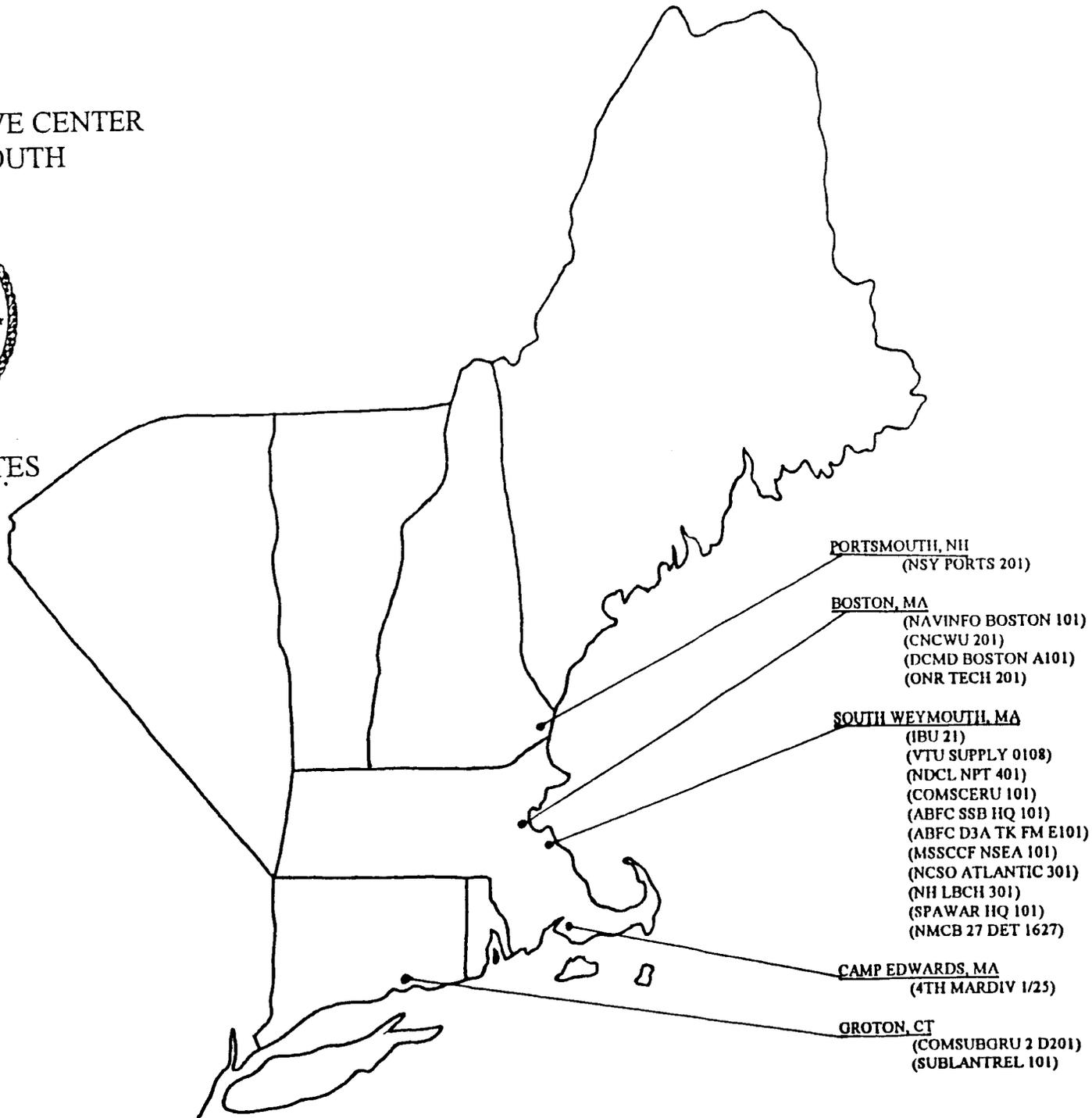
NDCL NEWPORT

SPAWAR HQ 101

NAVAL RESERVE CENTER  
SOUTH WEYMOUTH



UNIT DRILL SITES



# PERSONNEL

## 1. PTS (PART TIME SUPPORT) SELRES

- 226 OFFICERS

TOTAL - 569

- 343 ENLISTED

## 2. FTS (FULL TIME SUPPORT) TARS/USN

- 2 OFFICERS

TOTAL - 24

- 22 ENLISTED

**\* NOTE THIS DOES INCLUDE MIUW SUPPORT 11 OFFICERS AND 51 ENLISTED NB PORTSMOUTH.**

# FACILITY

**\* 7,500 SF Building 19 (MOBILIZATION CELL)**

**(1 Conference Room)**

**(1 Class Room)**

**\*USE OF NAS SOUTH WEYMOUTH (HANGER 1), 15,000 SF**

**34 Class Rooms (CO - SHARE WITH NAS)**

**Large Drill Hall (HANGER DECK)**

**21 Unit/Staff Offices (CO - SHARE WITH NAS)**

**\*TRAINING ASSESTS**

**Comprehensive Training Library**

**Audio Visual Equipment**

**Professional Instructors**

**\* PROFESSIONAL, MOTIVATED FULL TIME SUPPORT STAFF**

# BRAC 95

## 1. DOD RECOMMENDATION:

REESTABLISH NAVAL RESERVE CENTER, QUINCY, MA, AND CHANGE THE RECEIVING SITE SPECIFIED BY THE 1993 COMMISSION (1993 COMMISSION REPORT, PAGE 1-64) FOR CONSOLIDATION OF NAVY AND MARINE CORPS RESERVE CENTER, LAWRENCE, MA: NAVAL RESERVE CENTER, CHICOPEE, MA, AND NAVAL RESERVE CENTER, QUINCY, MA., FROM "NAS SOUTH WEYMOUTH, MA." TO NAVAL RESERVE CENTER , QUINCY, MASSACHUSETTS."

**BRAC 95**  
(WHERE PERSONNEL LIVE)

SELRES % OUTSIDE 50 MILES FROM NAS SOUTH WEYMOUTH:

- TOTAL NUMBERS (110 - 507) (SEE NOTE 1)

21 % TOTAL

FTS (FULL TIME ACTIVE) % LIVING IN ABINGTON, ROCKLAND, OR  
SOUTH WEYMOUTH:

- TOTAL NUMBERS (2 - 24)

4 % TOTAL

\*NOTE 1\* THESE NUMBERS DO NOT INCLUDE MIUW.

SELECTED RESERVE

ONSITE (NAS SOUTH WEYMOUTH) 379

OFFSITE 190

# BRAC 95

## PLANNING ONLY

- IF DOD RECOMMENDATION ACCEPTED.
- RELOCATE EQUIP/FURNITURE (OCT 97)
- REHAB 85 SEA ST. QUINCY, MA.

## 85 SEA STREET

- APPROX 35,000 SQ FT
- BUILT 1957

# CURRENT SITE

- NRC SOUTH WEYMOUTH (LOCATED NAS SOUTH WEYMOUTH)

SUPPORTED BY MED/DEN CLINIC

SUPPORTED BY PERSONNEL SUPPORT DETACHMENT (PSD)

SUPPORTED BY BILLETING/GALLEY

SUPPORTED BY RECRUITING

SUPPORTED BY MWR/FITNESS FACILITIES

BUILDING 17 - 7,500 SQ FT - MOBILIZATION CELL, FTS OFFICES, COMPUTER/STAFF SUPPORT.

CO - SHARE

HANGER 1 - 15,000 SQ FT - CLASSROOMS, UNIT SPACE, DRILL DECK

\* QUALITY OF LIFE

- NEX

- BASE HOUSING

**REDUCED OVERHEAD FOR NAVAL RESERVE CENTER.**

# POSSIBLE SITE

## (DOD RECOMMENDATION)

- NRC SOUTH WEYMOUTH RETURN TO QUINCY
  - REHAB BUILDING (\$2.5 MILLION REHAB)
  - INCREASE MED/DEN COSTS
  - INCREASE BILLETING COSTS
  - INCREASE MEAL COSTS
  - PERSONNEL SUPPORT DETACHMENT ???

### QUALITY OF LIFE

- NO EXCHANGE (CLOSEST NAVY NEWPORT)
  - NO BASE HOUSING
  - NO COMMISSARY
  - NO MWR FACILITIES
- \* INCREASE OVERHEAD FOR NAVAL RESERVE CENTER.**

**OUR CNCWU UNIT SUPPORTED  
OPERATION UPHOLD DEMOCRACY - HAITI  
FROM OCT 94 TO DEC 94. MOBILIZED 17  
INDIVIDUALS FOR 3 MONTHS.**

## MISSION BY UNIT

**NMCB 27:** The mission of Naval Mobile Construction Battalion 27 is to provide highly skilled construction support to the Atlantic Fleet and active Seabee units. Through rigorous training, NMCB-27 maintains a high readiness posture, able to deploy in 42 days. The reservists of NMCB-27 deliver high quality, cost effective construction in a rapidly deployable, self sustaining mode. (O-7 E-97)

**NSY PORTSMOUTH 201:** Naval Reserve Naval Shipyard Portsmouth, NH 201 provides Engineering Duty Officers and Warfare qualified officers trained to fill in behind their active duty counterparts in support of shipyard projects. These reserve officers serve as Ship Superintendents, Planning and Estimating Superintendents, Design Superintendents, ship type representatives, senior Department Heads and senior repair management personnel. The unit provides outgoing contributory support with unit Officers replacing active duty watches as ship safety superintendents for shipyard weekend work. The unit also provides services in the areas of environmental and facilities engineering in direct support of shipyard needs. (O-8)

**CNCWU 201:** Composite Naval Coastal Warfare Unit 201 is a joint Navy/Coast Guard expeditionary command created to train, mobilize and deploy a Harbor Defense Command in support of regional contingencies. Manned by 45 select reservists, the unit is prepared to provide Naval Coastal Warfare defense and security of ports used in support of United States or United Nations sponsored military, humanitarian or civil relief operations anywhere in the world. (O-15 E-30)

**INSHORE BOAT UNIT 21:** The mission of Inshore Boat Unit 21 is to provide a rapidly deployable, armed, small boat capability to support Mobile Inshore Underwater Warfare, Explosive Ordnance Disposal, Mine Search Units, Mobile Dive and Salvage Units and other expeditionary warfare forces operating in littoral regions. Primary mission tasking is to directly support Naval Coastal Warfare, Port Security and Harbor Defense objectives. The unit is also provides Security Support during Maritime Force Pre-positioning, Joint Logistics Over the Shore, Assault Follow-on Echelon Security, Submarine Security and mission support for active and reserve MIUW, EOD, MSU and MDSU operations. (O-2 E-42)

**NH LONG BEACH 301:** Naval Hospital Long Beach 301's primary mission is to mobilize to the Naval Hospital Long Beach, California to augment that facility's medical treatment staff. Its secondary mission is to provide contributory support to the Branch Medical Clinic South Weymouth. All fourteen of the unit's personnel are medical treatment providers. Current members offer specialty expertise and services in Hematology, Clinical Psychology, Emergency Nursing, Intensive Care Nursing, Neonatal Nursing, Operating Room Technology, Laboratory Technology, Intravenous Therapy and Emergency Medical Technology. (O-10 E-4)

**COMSCEUR 101:** The mission of Military Sealift Command Europe 101 is to mobilize trained individuals, to rapidly expand Military Sealift Command's capabilities for Strategic Sealift. The unit supports national security objectives by providing common-user sealift and Maritime Prepositioning Force to meet the needs of the Department of Defense in times of war or national emergency. When activated, MSCEUR 101's 35 reservists augment as full-fledged members of the Commander Military Sealift Command Europe's strategic mobility sealift team, providing the capacity to rapidly deploy and sustain military forces wherever and whenever needed, for as long as operational requirements dictate. MSCEUR 101 accomplishes its vital role by setting up and operating MSC outposts throughout the world on short notice, scheduling and monitoring operations of dry cargo ships and tankers, chartering ships for sealift and coordinating the repair and maintenance of MSC controlled ships. (O-18 E-17)

**SSB:** Naval Reserve Aviation Boatswain Fuel Chief D31 Supply Support Battalion Headquarters 101 has a primary mission of providing tailored supply support in an expeditionary environment. The unit provides support at an Advanced Logistical Support Site, a Forward Logistics Site or a host command as a functional supply department. When mobilized, the unit establishes, provides and maintains supply support operations on a 24-hour continuous basis within the theater of operations. The 42 members of the unit are responsible for managing budget and finances, customer services, local delivery of cargo, providing basic materials handling equipment and transporting equipment and personnel. (O-5 E-37)

**ONR SCI & TECH DET 201:** The mission of Naval Reserve Office of Naval Research Science and Technology Detachment 201 is to provide and maintain a cadre of Naval Reserve personnel ready for mobilization. The eleven, uniquely qualified members of the unit are experts in their scientific and technical fields and experienced in Fleet operations and technical project management. The unit is capable of supporting the Office of Naval Research with peacetime contributory support or acceleration of science and technology during periods of recall in the event of crisis response, regional conflict or global war. (O-10 E-1)

**NCSO NOREUR 101:** The mission of Naval Control of Shipping Atlantic 101 is to provide for the safe passage of merchant ships during a contingency situation or in time of war or national emergency. NCSO LANT 101 trains for mobilization by classroom and exercise training in the direction and protection of merchant shipping. The unit's 38 personnel are divided, for mobilization purposes, into three Naval Liaison Teams and one Shipping Control Team. (O-27 E-9)

**DCMD BOSTON A101:** Defense Contract Management District Northeast Boston A101's mission is to augment the Defense Logistics Agency in providing Department of Defense branches with contract management support. In addition, DCMDN contributes support in the fields of Quality Assurance, Production and Transportation. The unit is comprised of eleven Navy Officers, two Air Force Officers and one Army Officer drilling at DCMDN Headquarters in Boston, MA. (O-11)

**MSCCFNSEA 101:** The mission of Military Sealift Command Central Facility North Sea 101 is to provide for the sealift capability of strategic and wartime requirements and to establish offices for the logistic support of MSC shipping when and where necessary. The 51 members of MSCCFNSEA 101 augment Commander Military Sealift Command Europe, which provides logistical support in the area of sea transportation to sustain US Forces in Europe, North Africa, and Southwest Asia. Unit members are trained to respond to situations within and outside their specialties in any port within the area of responsibility of COMSCEUR. (O-22 E-29)

**ABFC D3A TK FM E101:** Naval Reserve Aviation Boatswain Fuel Chief D3A Tank Farm E101's mission is to provide advanced base, quick response, multi-mission support to the active operating forces by augmenting fixed fuel facilities and/or establishing and operating expeditionary fuel facilities. When mobilized, the unit is charged with setting up, operating and maintaining a 40,000 gallon storage and dispersing system to fuel high speed aircraft. The storage system consists of four 10,000 gallon bladder storage containers which can be transported by air without the use of material handling equipment. (O-2 E-21)

**COMSUBGRU 2 DET 101:** Naval Reserve Commander Submarine Group Two Detachment 101 is a staff unit assigned to support Commander Submarine Group Two. In time of war or other national emergency, the detachment augments the active duty staff in support of their missions. The 26 reserve members of the unit provide significant peacetime support to the Group's Public Affairs Officer and on special projects assigned by COMSUBGRU TWO. (O-7 E-19)

**SPAWAR HQ 101:** Space and Naval Warfare Headquarters 101's mission is to provide fully qualified individuals to augment Space and Naval Warfare Systems Command in the event of national emergency. The unit provides ongoing long term technical support for the Commercial Satellite Communications System Acquisition Program. SPAWAR HQ 101's 25 members, drawn from the surface, submarine, air and intelligence communities, accomplish this through project management support using their technical and professional backgrounds. The objective is to provide Naval Commanders with a decisive warfare advantage through the development, acquisition and life cycle management of effective and responsive undersea, terrestrial and space sensors; information transfer systems; information management systems; and systems for the denial of these capabilities to opposing forces. (O-16 E-9)

**SUBLANTREL 101:** The mission of Naval Reserve Submarine Force Atlantic Religious Support 101 is to train chaplains for mobilization within the Submarine Force, Atlantic and to provide contributory support to the active duty chaplains of Submarine Group Two. The chaplains of NR SUBLANT REL 101 provide spiritual ministry, pastoral care, religious programming and advisory leadership to SUBLANT and SUBGRU TWO. The unit operates in support of the free exercise of religion for all Sea Service personnel and their families in order to promote hope, community, moral leadership and the advancement of Navy Core Values. (O-5)

**4TH MARDIV 1/25:** The mission of the Naval Reserve, Fourth Marine Division, First Battalion, Twenty-Fifth Marines Headquarters and Service Company is to staff a Corpsmen Battalion Aid Station and provide corpsmen to directly support the Battalion Weapons Company. The 33 reservists from the unit comprise one section of a medical platoon and provide medical and religious support to two companies of a Marine Corps Reserve Battalion. The unit provides direct medical care in support of combat operations, as well as medical administration, routine medical services and preventive medicine. The unit is a Priority One deploying unit and its members are ready to deploy with the Marines on short notice. (O-4 E-29)

**NAVINFO NE 101:** The mission of the Naval Reserve Navy Office of Information New England 101 is to provide public affairs training, guidance and support to active duty and reserve commands worldwide. In maximizing their mobilization readiness, the twelve officers and four enlisted members of NAVINFO 101 use the tools of media relations, special events, community relations and internal communications to deliver the Navy message to a wide range of public audiences. The unit's mobilization site is the active duty Navy Office of Information, located on Boston's historic waterfront. (O-12 E-4)

**NDCL NEWPORT 401:** The primary mission of NR NDCL NPT 401, is to provide reinforcement and expansion of the Navy Dental Corps to meet crucial requirements for support to sustain combat operations. Manning numbers include two officer billets and three dental technicians. (O-2 E-3)



Naval Air Station, South Weymouth  
**VP-92**

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▶ **MISSIONS**

- ▶ Designed Primarily for Anti-Submarine Warfare (ASW)
- ▶ Increasing Emphasis on Multi-Mission Capabilities
- ▶ Over-the-Horizon Surveillance and Targeting
- ▶ Maritime Patrol
- ▶ Carrier Battle Group Support
- ▶ Interdiction Operations
- ▶ Littoral Warfare

Naval Air Station, South Weymouth

**VP-92**

	<u>ACTIVE DUTY</u>	<u>RESERVES</u>
OFFICERS	8	67
ENLISTED	109	140
Total Personnel	325	

- 11 P-3C II AIRCRAFT**
- 12 COMBAT AIRCREW**

**Naval Air Station, South Weymouth**

**VP-92**



**MINUTEMAN  
SAFETY/INATOPS**

**1994 CNO SAFETY AWARD WINNER**

**Naval Air Station, South Weymouth**

**VP-92**

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**MAINTENANCE TEAM**

**1993 - WINNER OF GOLDEN WRENCH AWARD  
FOR MAINTENANCE EXCELLENCE**

**1994 - COMRESPATWINGLANT RUNNER-UP  
FOR GOLDEN WRENCH AWARD**

**Naval Air Station, South Weymouth**

**VP-92**

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**OPERATIONS**

**FY-95 - 2885 FLIGHT HOURS ALLOTTED**

**1500 HOURS FLOWN TO DATE**

**710 HOURS (47%) TO DATE DEVOTED  
TO CONTRIBUTORY SUPPORT**

Naval Air Station, South Weymouth  
**VP-92**

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- ▶ **OUT CONUS DETS**
  
- ▶ Roosevelt Roads - 6 Weeks  
85 Personnel / Counter Narcotics
  
- ▶ Roosevelt Roads - 5 Weeks  
68 Personnel / Operations Support Democracy (Haiti)
  
- ▶ Rio DeJaniero - 2 1/2 Weeks  
38 Personnel / UNITAS 35-94
  
- ▶ Roosevelt Roads - 2 Weeks  
34 Personnel / Counter Narcotics
  
- ▶ 13 CREWS FOR 15 WEEKS = 1994 MAJOR COMMITMENTS

Naval Air Station, South Weymouth

**VP-92**

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▶ **CONUS OPERATIONS**

- ▶ Brunswick - 4 Surface Surveillance Flts
- ▶ Jacksonville - 2 Surface Surveillance Flts
- ▶ Brunswick - 4 Submarine Support Flts
- ▶ Jacksonville - 12 Torpex Events  
(Actually 6 Flts / 12 Qualls)
- ▶ Brunswick / Jacksonville - 3 ASW Exercise Events
- ▶ South Weymouth - Expendable Mobile ASW Training Target  
(EMATT) Testing & Certification (1 Crew, 1 Week)

Naval Air Station, South Weymouth  
**VP-92**

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▶ **1994 RESULTS**

- ▶ Won an Unprecedented Four COMRESPATWINGLANT Crew of the Quarter Awards for Combat Aircrew Excellence.
- ▶ COMRESPATWINGLANT Bloodhound Award for Torpedo Delivery Excellence
- ▶ COMRESPATWINGLANT Runner-Up for Battle "E" for Combat Excellence

**Naval Air Station, South Weymouth**

**VP-92**

**1994 Sigonella Detachment**



**MISSION**

**Seamless intergration with active duty units in support of operational and exercise tasking.**

**Naval Air Station, South Weymouth**

**VP-92**



**Sigonella 95 Detachment Summary**

<b>Dates:</b>	<b>15 February - 08 April 1995</b>
<b>Crews:</b>	<b>6</b>
<b>Aircraft:</b>	<b>3</b>
<b>Total Personnel:</b>	<b>142</b>

Naval Air Station, South Weymouth

**VP-92**

**DEMOGRAPHICS: Reservists Who Live Within:**

**50 Miles of: NAS South Weymouth NAS Brunswick**

**111 of 225 26 of 225**

**100 Miles: 157 of 225 33 of 225**

**200 Miles: 201 of 225 173 of 225**

Naval Air Station, South Weymouth  
**VP-92**

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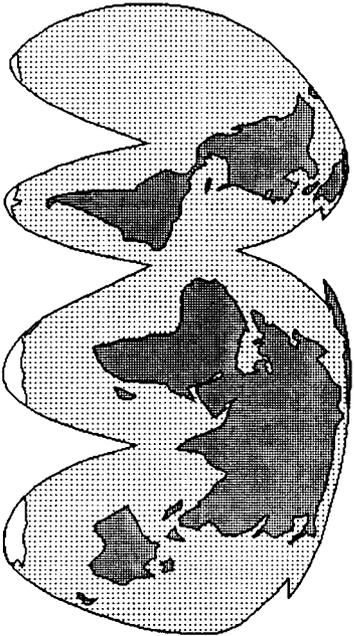
▶ FLIGHT HOUR SUMMARY

- ▶ Sharp Guard - 371.8 Hrs. / 79 Flts.
- ▶ Noble Dina - 19.9 Hrs. / 4 Flts.
- ▶ Sharem III - 5.2 Hrs. / 1 Flt.
- ▶ Passex / TOO - 17.4 Hrs. / 3 Flts.

# ***VR-62 NOR'EASTERS***

**WORLD WIDE FLEET SUPPORT**

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# VR-62 MISSION

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1. Conduct Comprehensive Ground and Flight Training of Squadron Personnel to Support World-Wide Logistics Flights.
2. Provide Mission-Ready Aircraft Capable of Conducting Global Logistics Support Flights as Directed by Air Logistics Office.
3. Support CINC Requirement, CNARF Goal for Full Time VR C-130T Logistics Support in European and WESTPAC Theaters.

# OUR VISION

A professional, fully trained, and well equipped Fleet Logistics Support Squadron providing World-Wide logistics support to the fleet in a constantly changing arena of operations through Total Quality Leadership and Personal Excellence.

# C-130T BASING

Strategically Located

---

- \* VR-62 - South Weymouth
- \* VR-55 - NAR Santa Clara  
(Moffett Federal Field)
- \* VR-54 - New Orleans
- \* VR-53 - Washington DC

## **4 C-130T HERCULES TRANSPORT AIRCRAFT**

---

- **PROVEN DESIGN, DELIVERED NEW**
  - Newest technology upgrades.
- **25 TON AIRLIFT CAPABILITY**
  - Quick rig for cargo pallets and/or passengers.
  - Ramp load heavy vehicles and equipment.
- **RANGE: 3000 NM PLUS RESERVE.**
  - Non-Stop quick reaction support of European theater operations.

**\* THE NAVYS' ONLY HEAVY LIFT AIRCRAFT ASSET.**

# RECENT HOMEPORT CHANGE

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- \* 01 APR 1994 VR-62 Completes Homeport Change to NAS South Weymouth, MA
- \* 03 FEB 1995 VR-62 Receives First Two Production C-130T Transport Aircraft
- \* PROJECTED
- \* 31 AUG 1995 VR-62 Receives Third and Fourth C-130T Aircraft
- \* 30 JUN 1996 VR-62 Completes C-130T Transition and is Fully Operational

# SQUADRON MANPOWER

## RAPID GROWTH UNDERWAY

---

### TOTAL BILLETS AUTHORIZED

OFFICER	AUTHORIZED	ONBOARD	
TAR	13	9	69%
SELRES	27	27	100%
ENLISTED	AUTHORIZED	ONBOARD	
TAR	116	111	96%
SELRES	142	56	39%

# HOMEPORT CHANGE ISSUES

NAS South Weymouth to NAS Brunswick

---

## PERSONNEL

- \* PCS moves
  - 5 officers
  - 80 enlisted
  
- \* Home Owners Assistance Program.
  - 15% of Squadron TAR Members are Homeowners.
  
- \* 53% of Affiliated SELRES Members Reside Within 50 Miles of South Weymouth
  
- \* SELRES RETENTION

- Enlisted:	Onboard	Willing to Relocate
56	30	21%
- Officers:	Onboard	Willing to Relocate
27	27	100%

# FACILITY REQUIREMENTS

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## HANGAR:

Hangar Bay	4 Aircraft Hangared	80,000 sq. ft.
Min Height	2 Aircraft Hangared 40' Entry/43'Bay	40,000 sq. ft.

## SUPPORT WORKSPACES:

Offices, Workcenters,  
Equipment and Storage

24,000 sq. ft.

RAMP AREA

296,000 sq. ft.

**MARINE CORPS SITE  
SUPPORT ELEMENT**

**NAS SOUTH WYEMOUTH  
MASSACHUSETTS**

SITE SUPPORT ELEMENT  
**MARINE PRESENCE**

---

**\* CURRENTLY**

- Marine Corps Site Support Element

**\* RECENT REDUCTIONS**

- 1991 VMA - 322
- 1994 MAG-49 Det. C  
HML-771  
MALS-49 Det. C

SITE SUPPORT ELEMENT  
**MISSION**

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- ▶ To Coordinate, Supervise, and Support Training of Assigned SMCR Units;
- ▶ To Supervise Pre-Mobilization Planning and Logistics Functions;
- ▶ Upon Order, Assist in Mobilization for Support of Marine Corps Operations

## SITE SUPPORT ELEMENT

# MASS - 6

---

- ▶ Marine Air Support Squadron - 6
- ▶ Mission:
  - Air Control Agency Responsible for  
the Direction of Air Operations  
Directly Supporting Ground Forces.
- ▶ Equipment:
  - AN/TSQ-55 Communications Shelters
  - AN/UYQ-3A " "
  - Motor Transport Equipment
  - Generators

SITE SUPPORT ELEMENT  
**MWSS - 474 Det. B**

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- ▶ Marine Wing Support Squadron 474 Detachment B
- ▶ Mission:  
Provide Aviation Ground Support to the Marine Aviation Combat Element to include:  
Engineer, Utilities & Motor Transport.
- ▶ Equipment:  
Engineer Heavy Equipment  
Utilities Equipment  
Motor Transport Equipment

## SITE SUPPORT ELEMENT

# Other Supported Units

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- ▶ Mobilization Station (MOB) (SMCR)
  - Processes Pretrained Manpower Assets for Mobilization
  - Screen Individual Ready Reserve (IRR) Marines
- ▶ Mobilization Training Unit (SMCR)
  - Evaluates Contingency Plans
  - Will Form Mobilization Support Teams to Conduct Family Assistance & Site Maintenance
- ▶ Regional Prior Service Recruiters (Active Duty)
  - Recruit to Fill Vacancies in Selected Marine Corps Reserve and Individual Mobilization Augmentatee Program
- ▶ Other Administrative Attachments

SITE SUPPORT ELEMENT  
**PERSONNEL "ON HAND" STRENGTHS**

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AS OF 3/15/95	ACTIVE	SMCR
MASS-6	20	129
MWSS 474 DET B	19	222
MOB		12
MTU		30
PSRO	7	
ATTACHED PERSONNEL	21	
	<hr/>	<hr/>
TOTAL	67	393
OTHER		
4th MAINTENANCE ORDNANCE TEAM	10	70

## SITE SUPPORT ELEMENT FACILITIES

- ▶ CURRENTLY OCCUPY APPROX. 24,000 Sq. Ft.
  - Buildings 81, 140, 132 and 82 (Hangar 2)
  - On Hold Construction for 4th Maintenance Ordnance  
Contact Team, Lawrence, MA
  
- ▶ FACILITY REQUIREMENTS
  - 33,800 Sq. Ft. for Reserve Center
  - 4,848 Sq. Ft. for Vehicle Maintenance
  - 800 Sq. Ft. for Armory
  - 5 Acres Minimum for Vehicle Lot and Antenna Farm
  
- ▶ ESTIMATED NEW CONSTRUCTION COST For Stand-Alone Facility is \$5.4 Million Dollars Based on DD Form 1391 MILCON Documentation Completed at Marine Forces Reserve, New Orleans, LA

# SITE SUPPORT ELEMENT BRAC 95 CONCERNS

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- ▶ RELOCATION SITE(S) ?
  - OTIS ANGB/MASS MILITARY RESERVATION
  - WESTOVER AFB
  - FORT DEVENS
  - HANSCOM AFB
  
- ▶ 1997 -OPERATIONAL CLOSURE OF NAS
  
- ▶ 71% OF DRILLING MARINES RESIDE WITHIN 50 MILES

NAS SOUTH WEYMOUTH BRAC COMMISSIONER SITE VISIT AGENDA 4/28/95

"PRESENTATION BY THE COMMITTEE TO SAVE NAS SOUTH WEYMOUTH"

JOSUE (JOE) ROBLES, JR, COMMISSIONER

DOYLE REEDY, BRAC STAFF

- I. OPENING REMARKS/OVERVIEW:
- II. DEVIATIONS:
- III. DEMOGRAPHICS:
- IV. INFRASTRUCTURE:
- V. SQUADRON PLACEMENT:
- VI. COMMUNITY ROLE & PARTNERSHIP:
- VII. ECONOMIC IMPACT:
- VIII. RECAP/CLOSING:

4/21/95

LISTING OF MATERIALS SENT TO THE CHAIRMAN OF THE BRAC ON 21, APRIL 1995

ATTENTION: DOYLE REEDY

1. PROPOSED AGENDA FOR VISIT OF COMMISSIONER ROBLES ON 4/28/95
2. DEVIATIONS FROM BRAC CRITERIA
3. COPY OF LETTER FROM GOVERNOR WILLIAM F. WELD TO THE HONORABLE JOHN JOHN H. DALTON
4. COPY OF LETTER FROM CONGRESSMAN GERRY E. STUDDS TO THE HONORABLE JOHN H. DALTON
5. COPY OF THE STATE OF MASSACHUSETTS \$100,000,000 BOND BILL
6. SITING OF RESERVE AVIATION SQUADRONS
7. AREA BASE CLOSINGS OR REALIGNMENTS
8. NAS SOUTH WEYMOUTH ENVIRONMENT
9. LONG TERM IMPLICATIONS OF CLOSING NAS ATLANTA OR NAS SOUTH WEYMOUTH
10. NAS SOUTH WEYMOUTH INFRASTRUCTURE
11. 1993 BRAC REALIGNMENT/CONSOLIDATION
12. ACTIVE 1995 CONTRACTS & COMPLETED 1994/1995
13. DEMOGRAPHICS
14. OPENING REMARKS/OVERVIEW LETTER FROM THE HONORABLE PAUL R. HALEY



April 21, 1995

The Honorable Alan Dixon, Chairman  
Defense Base Closure and Realignment Commission  
1700 North Moore Street, Suite 1425  
Arlington, VA 22209

Dear Chairman Dixon:

I am Chairman of the "Save the Base" Committee, a composite group of local officials, reservists, base employees, and concerned citizens, formed under the auspices of the South Shore Chamber of Commerce. Herein, I outline some of the essential points we intend to make as part of our presentation to Commissioner Robles when he visits the South Weymouth Naval Air Station on April 28, 1995.

In 1993, South Weymouth NAS was removed from the closure list when Commissioner Stuart, citing lowered demographics at receiving sites and the prospective loss of a base rated third in military value of eight naval air reserve stations evaluated, moved the Commission to find that the Secretary of Defense deviated substantially from the force structure plan and the final criteria in making his recommendation. The Commission voted unanimously 7-0 to reject the Secretary's recommendation. Commissioner Stuart said in making his motion:

"I am impressed with the logic of maintaining a Reserve Facility which we already own, and it looks like a superb facility that is available to the Northeast, where there are a lot of reservists operating. I think we have to keep in consideration that all parts of the country need to have facilities available to them. (BRAC Transcript of June 26, 1993, page 319).

What has happened at South Weymouth in the interim? As a result of BRAC 93, a 4-plane C-130 squadron (VR-62) was stood up in February of this year, a Surface Reserve Center was established to accommodate over 500 surface reservists from NRC Lawrence, NRC Chicopee and NRC Quincy which were ordered consolidated at Weymouth as a result of the Community's suggestion. Additionally, other construction projects that had been on hold for

The Honorable Alan Dixon, Chairman  
Defense Base Closure and Realignment Commission  
April 21, 1995  
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several years under the threat of closure, went forward, including the rehabilitation of several other buildings, a new addition to the fire house, a new air control tower, a new liquid oxygen farm and a new Dopplar Weather Radar.

However, despite BRAC 93 and the actions taken as a result, the continued high military value of South Weymouth as borne out by the Navy's military value matrix, Weymouth's high level of contributory support and its overall readiness, the Secretary once again recommended South Weymouth for closure. We maintain the recommendation is not supportable through any application of the selection criteria and is in contradiction to that which is required to meet the needs of the long-term force structure plan.

South Weymouth is a Reserve Air Station. The sole purpose of its active duty personnel is to train reservists who will be capable of effectively mobilizing during a major conflict. In more recent years, reservists have been additionally called upon for contributory support, side by side, with fleet units to meet operational goals. Why? because it is cost-effective to rotate citizen-sailors for short periods to meet various contingencies at the same skill level but at 1/6th the cost. Numerous personnel from South Weymouth answered the call in support of Desert Storm/Desert Shield. Many others volunteered but were not needed. Today, we have reserve aircrews, rotating back and forth from Europe for 17 day stints in support of operations near Bosnia. Last summer, these same crews rotated out of the Caribbean, flying numerous missions in support of operations in and about Haiti.

To fully utilize capable reservists, training sites must be accessible to reservists where they live and work. South Weymouth is located in the heart of metropolitan Boston which is the most highly-educated population center in the country. Many young reservists come off active duty to use the G.I. bill to further their education at the many fine institutions of higher

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learning located in Boston and the surrounding area. There is no better area to site a reserve air station than in the middle of this demographic mecca.

The Navy's own analysis rated South Weymouth #1 in demographics, arguably the single most important factor in selecting an installation which can support a force structure plan that will undoubtedly include an even greater compliment of reservists in the years to come in the face of dwindling resources. The Army and Air Force now have a higher percentage of reserve forces in their makeup than they ever had in their history. The Navy recognized the uniqueness of its Reserve Air Station when designing its selection process comparing one against each other, particularly in the area of demographics. The evaluation done was different from those conducted for Operational Air Stations. Most notably, the inquiries made to the two separate subcategories were not the same and there was no analysis completed in evaluating reserve demographics or reserve recruiting potential in the analysis done on active duty operational facilities.

The decision to close South Weymouth which links a reserve facility with an active facility is without analytical support. To have provided justification, a comparison of military values across categories where no data existed would have been required. Such a procedure would be flawed. The Navy virtually admitted as much as demonstrated on page 25 of the Department of the Navy's Analysis and Recommendation (Volume IV), March, 1995, when DOD reported:

"The score for a particular installation is a relative measure of military value within the context only of the subcategory in which that installation is being analyzed. . . . Furthermore, the score obtained by an activity in one subcategory has no relevance for comparison to the score obtained by an activity in another subcategory since the question and quantitative scores were different for each matrix."

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Despite this emphasis in separating Reserve and Operational Naval Air Stations, the BSEC eventually saw fit to measure NAS South Weymouth against NAS Brunswick in an effort to meet the CINCLANTFLT's "desire" to have a fully capable air station north of Norfolk. This comparison resulted in a serious departure from BSEC's initial findings: NAS Brunswick had been marked for closure during BSEC's initial configuration model output for Operation Air Stations, and NAS South Weymouth had been "kept open" during similar phases in the Reserve Air Station analysis. Moreover, this comparison is out of sync with the internal control procedures set forth by Secretary Perry's January 7, 1994 memorandum, stating that the accuracy of BRAC data collections and analyses depends at a minimum, "on uniform guidance defining data requirements and sources." ( Department of Defense Memorandum, Office of the Deputy Secretary of Defense, 1995 Base Realignment and Closures (BRAC): Policy, Procedures, Authorities and Responsibilities, January 7, 1994, p.9).

While the use of military judgment in selecting bases is certainly acceptable, it is intended to be a tool in the analysis of like facilities, rather than the decisive factor in choosing among unlike facilities. The Navy, however, chose to incorporate the CINCLANTFLT's input by dismissing its own analysis and commencing a comparison of apple and oranges.

Even if the Commission were to determine that the comparison of naval and operational air stations was somehow justified, the inconsistency of the process employed by the Navy seems unacceptable. If naval and operational air stations could be easily and logically compared, why was the configuration not utilized at the outset? The last minute methodological shift on the part of BSEC looks like an attempt to justify the CINC's expressed operational desires by presenting an either/or alternative, under which any

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Reserve Naval Air Station, regardless of its ranking within its own subcategory, would, by definition, lose to an Operational Station, regardless of the Operational Stations's relative ranking.

It is apparent that the BSAT conducted a series of deliberative sessions with various CINC's and compiled "Policy imperatives" based on those discussions. Such a critical step in the process is surely worthy of written public record, and yet we have been unable to uncover any related documentation. Under the Base Closure Act, the Secretary of Defense must include with his recommendations a summary of the selection process that resulted in the recommendation for each installation and a justification for each recommendation, as well as certification of the accuracy and completeness of the information on which the recommendations are based. (Department of the Navy: Analyses and Recommendations (Volume IV), March 1995, p.10). We have been unable to obtain documentation concerning either the CINCLANTFLT's request for a single air station north of Norfolk, or the BSEC's response. For these reasons the Secretary's recommendation is flawed and should not be adopted.

This gap in information is disturbing because it requires the community to simply trust that the Navy correctly interpreted the CINC's request. If the CINC's input holds more weight than any other aspect of the process-- and particularly if that input is not assigned a procedural weighing or ranking in importance--then it stands to reason that there should be a record of that input and that it should be available to communities. Indeed, if final recommendations depend solely on-- and can be justified by-- a single missive from a Commander-in-Chief, why not dispense with the entire analysis before this point? Clearly this was not the impartial and logical process envisioned by the framers of the BRAC legislation.

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We have attached detailed memoranda on various issues which we feel should be considered by the BRAC in its deliberation. All focus on the strengths of NAS South Weymouth. We are troubled that despite South Weymouth's high military value and its unmatched demographics there was only one scenario of the hundreds conducted which considered keeping South Weymouth open. Despite certification from the local command that the scenario to keep South Weymouth open (which called for the closure of NAS Atlanta and the transfer of a C-9 squadron located there moving to Weymouth) could be readily accommodated at minimal expense, there were no follow-on scenarios which considered South Weymouth for other type of aircraft such as tactical aircraft flown by Marine and Navy reservists.

Any recommendation that spared NAS Atlanta ahead of South Weymouth was in contradiction to the stated mandate that where excess capacity existed in a subcategory, a scenario which rendered an average aggregate military value of those stations remaining less than the average aggregate military value of all installations in the subcategory, that scenario should not be followed. NAS Atlanta's poor military value--some ten points less than South Weymouth and the other reserve installations--should have dictated early on that any scenario sparing Atlanta would always result in an average below that which was required by the state control factor. Any scenario which considered keeping Atlanta should not then have been considered.

We look forward to Commissioner Robles visit in order to demonstrate the outstanding capabilities of this facility and to further justify to him how additional air activities could be supported here. Whether fixed-wing or rotary, tactical jet or logistics, Weymouth is ready, willing and able to support these types of missions with its available infra structure and with its highly capable and motivated personnel.

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We thank you for your anticipated consideration.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Paul R. Haley".

Paul R. Haley

PRH/rmi  
Enclosure  
CPA/STARBUCK/US/04/21/95

## DEVIATIONS FROM BRAC CRITERIA

TO: 1995 Defense Base Closure and Realignment Commission

FROM: Committee to Save Naval Air Station South Weymouth

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In June of 1993 the BRAC voted, without deliberation, to not close Naval Air Station So. Weymouth by a unanimous. 7 to 0 vote. What happened between June 1993 and the Dept. of Navy's recommendation of March 1995 to again target NAS So. Weymouth for closure?

The Recommendation for Closure cites the need to close the Naval Reserve Air Station at So. Weymouth in order to support the operational desires of CINCLANTFLT and to maintain the active duty Naval Air Station at Brunswick. It goes on to state that moving all of the assets and supporting personnel and equipment less than 150 miles away provides most acceptable reserve demographics. Further, the BRAC 93 decision to move and economically consolidate the surface Naval Reserve Centers from Lawrence, Chicopee, and Quincy onto NAS So. Weymouth is reversed and the Quincy NRC is to be rehabilitated and reopened. To arrive at this recommendation a number of significant deviations from the established BRAC Criteria for Closure had to take place.

Specifically, the Department of the Navy:

- 1.) Ignored the standards set in the Base Closure Act and ignored all of their own established controls to "ensure the accuracy, completeness, and integrity of the information" upon which decisions would be made. The GAO has questioned this procedure on previous rounds of closure as the DON process clearly relies heavily upon the acceptance of certain assumptions and military judgements with no documentation to support the decisions.

2.) Regardless of the DON praise for the equality and fairness of military value ranking and the process of arriving at it, the Navy disregarded NAS So. Weymouth's clearly superior standing and made their recommendation in defiance of the BRAC 95 goal to reduce excess capacity.

3.) To accomplish its recommendation the Navy had to deviate substantially from the selection criteria by, at the last minute, and only to satisfy an undocumented desire of a CINC, sacrifice Reserve NAS So. Weymouth by making comparison to active duty NAS Brunswick, a documented operationally unnecessary facility.

Let's look at some specifics:

A. Referring to the record of BSEC deliberations through 29 November 1994, all scenarios and discussions point to the closure of NAS Atlanta. NAS Atlanta was recommended for closure by the DON's computer configuration analysis of military value. Throughout the BSEC process, NAS Atlanta consistently scored lower than NAS So. Weymouth and NAS Ft. Worth. NAS Atlanta's military value score and ranking were 51.14, 6th of 6 reserve bases scored. This is 10.23 points lower than NAS So. Weymouth and 10.02 points lower than the average military value of all 6 reserve bases. (NOTE: Please refer to item B. below for more discussion on this point.) Then according to the BSEC deliberations of 1 December, 1994, NAS So. Weymouth is recommended for closure with the C-130 squadron moving to NAS Brunswick. It goes on to state that, "This alternative responds to the Reserve Force leadership's support of the demographically productive Atlanta area and maintains a major air facility in the northern CONUS." During the BSEC deliberations of 12 December, 1994, there is further reference to CINCLANTFLT's concerns about losing NAS Brunswick and RESFOR's concerns "regarding the loss of the demographically-rich Atlanta area." While the need to consider input from the relevant CINC's into the DON closure proceeding is understood, why is there no public record of that input? By the DOD and

DON's own admission. in the DON Analyses and Recommendations (Vol. IV), dated March 1995, under Record Keeping, page 11, "Another significant documentation control was the requirement to prepare minutes of all formal meetings which were part of the decision making process (e.g., all meetings of the BSEC) in arriving at recommendations for base closure..." It further states that "Their records of meetings and deliberative reports provide an extensive description of the information presented to the BSEC and the rationale for the decisions based upon that information." In testimony before the Commission on 6 March, 1995, Secretary Dalton stated "...the Evaluation Committee held a number of deliberative sessions with the fleet commanders in chief and other major commanders to apprise them of the progress of the process and to discuss potential impacts on fleet operations, support, and readiness." Secretary Dalton goes on to say that, "When considering reserve aviation infrastructure, we focused on the fleet commander's desire to have the best possible aviation capability in the Northeast Region." Where is the written record of the input that Secretary Dalton focused on to make his decision?

B. With reference to military value, we again see considerable deviation from the DON's prescribed rules of analysis when considering the fates of NAS So. Weymouth, NAS Atlanta, and NAS Brunswick. Referring again to the above referenced DON Analyses and Recommendations (Vol. IV), page 21, "Whenever the capacity analysis indicated the presence of meaningful excess capacity within a particular subcategory, each installation in that subcategory was subjected to a military value analysis. The foundation of the analysis was the military value criteria, which are the first four of the eight selection criteria issued by SECDEF for making base closure and realignment recommendations and are given priority consideration." In the testimony before the Commission on 6 March, 1995, Assistant Secretary for Installations and Environment Pirie stated, "that military value computations occupy a slot somewhere in the middle of the process, not the end of the process, simply a way of beginning it." Later in his presentation he states, "The criteria for the BSEC is not to maximize military value. It is to reduce excess capacity consistent with retaining average military value at least as high as going in and, therefore, a

more sophisticated and powerful analytical tool is required to meet that criteria." He goes on to describe that tool as "Configuration Analysis", noting, "It comes up with an optimum solution that minimizes excess capacity while maintaining average military value." Following Mr. Pirie's presentation, Mr. Nemfakos apparently felt that the topic needed amplification and joined in by noting that a simple "rack and stack mechanism" would not work in evaluating activities and reduce excess capacity. He notes that, "The technique that we used in the '93 round of base closure that was reviewed by the GAO and confirmed as appropriate and that we have used again this time is a technique that looks at the military value, because that is the key ingredient, and then ensures that our average military value for all activities of a sub-category remains at least as good when we get through closing activities as it was before." Again referring to the DON Analyses and Recommendations (Vol. IV), "It is important to understand what a military value score is, and what it is not. The score for a particular installation is a relative measure of military value within the context only of the subcategory in which that installation is being analyzed." In that regard, NAS So. Weymouth should be looked at versus only the other (5) Reserve Air Stations. In which case the closing of number 4 ranked NAS So. Weymouth results in the lowering of the average military value as compared to all (6) Air Stations. See Table 1 attached. Furthermore, closing NAS So. Weymouth leaves excess capacity of (5) BSEC modules. Closing NAS Atlanta and retaining NAS So. Weymouth leaves (4) excess modules. This was confirmed by the configuration analysis that indicated that NAS Atlanta should close. A word about the Configuration Analysis. From page 25 of Analyses and Recommendations, "The purpose of configuration analysis was to identify, for each subcategory of installations, that set of installations that bests meets the needs of the Navy and Marine Corps, in light of future requirements, while eliminating the most excess capacity." Later, in the same reference paragraph describing the program used for the configuration analysis, it states that the program solver would, "generate multiple solutions which would satisfy capacity requirements for the future force structure, would maintain an equivalent or greater average military value for the retained installations (when

compared to the current mix of installations), and would meet parameters required by operational or policy considerations."

C. In light of points A. and B. above, Mr. Nemfakos stated "...the recommendation to close NAS So. Weymouth was not as a result of an analysis of the reserve air stations... rather, it was our intent to be able to support retaining Brunswick, which is a much more capable active duty base... So the tradeoff was made. ... in our process, not in the Reserve air station analysis, then, as a mechanism of retaining Brunswick..." Admiral Boorda joined with, " Brunswick remains the only base, operating maritime patrol base, which gives you the window into the North Atlantic in cooperation with Keflavik, Iceland. It was the operating nature of that base that led me to recommend what we did to the Secretary." Deviations abound within those simple statements. Why is NAS So. Weymouth now being compared to an active duty base in clear violation of the established criteria? In the active duty base configuration analyses Brunswick was ranked 16 of 20 bases and was picked for closure on all (3) computer runs. A note on the computer runs: runs 2 and 3 disregard the solution to run 1. Referring to Analyses and Recommendations (Vol. IV), page 25. "'rules" about a subcategory were added so that the model would not select an operationally infeasible solution." Therefore, closing NAS Brunswick was, and still is, an operationally feasible solution. Also on the noted page 25 is "...the score obtained by an activity in one subcategory has no relevance for comparison to the score obtained by an activity in another subcategory." Furthermore, the maritime patrol operates from NAS Jacksonville, not Brunswick. Brunswick P-3 crews do their level 3 training at NAS Jacksonville. Deployments to Keflavik are 6 month deployments to relieve the squadron there. They are not daily operations from NAS Brunswick. If in fact NAS Brunswick is operationally necessary to the DON Force Structure Plan, which has not been documented other than in reference to a CINC's "desire," why aren't assets from other active bases considered for transfer to NAS Brunswick? Shouldn't the DON be supporting what they consider an operationally important base with assets from excess active bases as identified by the computer

models? The computer model outputs for active duty bases listed (5) stations for closure on all three runs: Brunswick, Mayport, Adak, Roosevelt Roads, and Beaufort. El Centro and Key West show up on two outputs each. Under the "best case" scenario dictated by the computer model 49 excess modules would be retained. Yet, the DON is only closing NAS Adak, a reduction of only (3) modules. This is not consistent with their stated primary goal of reducing excess capacity.

Let's also look at an interesting trend in the BSEC deliberations regarding NAS So. Weymouth:

1. In the BSEC meeting of 9 November, 1994, scenario 001 calls for the closure of NAS Atlanta and moving the C-9 squadron to NAS So. Weymouth and the H-1 squadron to MCAS New River. Scenario 004 calls for the closure of NAS Brunswick and moving (3) P-3 squadrons and (1) VPU squadron to NAS Jacksonville.
2. During the meeting of 29 November, 1994, "The BSAT advised the BSEC that there was concern that MCAS New River could not demographically support the reserve units being moved there. The data reflected that only 69.6% of the Marine Corps Reserve billets in the New River area are currently being filled. Should the Marine Corps Reserve units from Atlanta be moved to New River, the estimated annual shortfall is 260 drilling reservists " The Commanding General, Marine Corps Recruiting Command, advised that he, "considers the movement of the Marine Corps Reserve units at NAS Atlanta to MCAS New River to be demographically insupportable." Prior to these statements considerable attention was paid to new military construction costs that would be necessary, due to the closure of NAS Atlanta, at Dobbins AFB for a NARCEN (\$6.5 million) and at MCAS New River for hangar (\$6.9 million), reserve center (\$9.2 million), and family housing (\$4.9 million). The total new construction costs would be \$30.7 million for MCAS New River. The one time total costs for NAS Atlanta would be \$57.5 million.

3. On 1 December, 1994, the BSEC recommended moving Navy and Marine Corps F/A-18 squadrons from MCAS Beaufort (a BRAC 93 action) to NAS Atlanta, C-9's from NAS Atlanta to Dobbins AFB, and the closure of NAS So. Weymouth with the C-130 squadron moving to NAS Brunswick. The remaining assets at NAS So. Weymouth were addressed during the BSEC meeting of 12 December, item 14, through a rather elaborate moving scenario. The justification for this is that, "This alternative responds to the Reserve Force leadership's support of the demographically productive Atlanta area and maintains a major air facility in the northern CONUS."

4. On 9 February, 1995, Mr. Nemfakos briefed the BSEC on the recommended closure by geographic location. Item 5a. states, "NAS Atlanta had a lower military value score than South Weymouth, but Atlanta could not close because of demographics. There was also an operational need to have an air station north of Norfolk, and NAS Brunswick is the most capable of those air stations. South Weymouth is closing to reduce excess capacity and to permit DON to retain NAS Brunswick."

What has happened here is that:

- 1.) NAS So. Weymouth was never considered for any additional assets other than the C-9 squadron. Yet, NAS So. Weymouth has been home for Navy and Marine Corps rotary, fixed wing propeller, and jet aircraft. A detailed report on the aviation capabilities of NAS So. Weymouth is attached.
- 2.) The Atlanta demographics were ranked 6th and So. Weymouth ranked no. 1, with over twice the point value of Atlanta and 50 % better than all other reserve bases. In fact, to quote from the 6 March, 1995 testimony of Mr. Nemfakos in regards to demographics, " ...in the final analysis, we heaved up the number of assets that were in Atlanta and also jointly based at Dobbins, with the Air Force, in order to take advantage of that." Why weren't the assets of NAS So. Weymouth "heaved up" to take advantage of

not only the far superior demographics, but also the rich history of squadron types historically deployed there? Furthermore, where is the major justification of demographics? It appears to be in MCAS New River's inability to support the H-1 squadron, not a Navy issue. After the injection of the Marine Corps' argument against MCAS New River, there is no substantiated argument for the Atlanta demographics. Every reference thereafter to Atlanta and the transfer of assets to Brunswick is qualified in terms like, "...does not believe that this movement will present any demographic problems.", (BSEC 13 Jan., 1995).

If the DON considers Atlanta to be demographically rich (or productive) and it scored last in the DON demographics category on military value, how must they regard So. Weymouth, demographically perfect?

3.) New military construction costs for NAS So. Weymouth were never considered beyond those associated with the C-9 move and those appear to have been inflated. Due to the historic deployment of aircraft at NAS So. Weymouth new MILCON would be minimal.

4.) To justify the closure of NAS So. Weymouth vs. its strong military value rating, a comparison had to be made out of its subcategory. When queried about the difference between Long Beach and Portsmouth Naval Shipyards, Admiral Boorda stated that you couldn't compare, "...apples and oranges. One is on the east coast, one is on the west coast; one repairs surface ships, non-nuclear, the other does primarily submarine nuclear work with heavy emphasis on refueling. These are not the same things." How do you then justify comparing Reserve and active duty bases to chose, "the much more capable base"? The testimony clearly shows that NAS So. Weymouth is the perfect excuse to justify a CINC "desire" to maintain NAS Brunswick; a base clearly operationally unnecessary by the DON's own computer model and military value ranking.

5.) No where in the BSEC deliberations or testimony is there reference to the P-3 squadron at NAS So.

Weymouth being sent to NAS Brunswick, only the C-130 squadron is mentioned for transfer. The P-3 squadron could be covered by the reference to NAS So. Weymouth's, "aircraft and necessary personnel,..." in the recommendation for closure.

6.) By it's own, volunteered data call responses, NAS Brunswick has a continuing recruiting problem. All indications are that VP-92 would be transferred to NAS Brunswick and then disestablished for lack of manpower. The demographics of Brunswick will not support VP-92. See the attached demographic discussion.

7.) It is also interesting to note that on 10 February, 1995, a letter from Governor Weld of Massachusetts, dated 8 Feb., was hand delivered to the Secretary of the Navy informing him of the intentions of the MA National Guard to sight a field artillery battalion at NAS So. Weymouth. The state legislature has approved a \$100 million bond issue to pay for the \$12 million in new construction required for the National Guard. Furthermore, money from the bond issue could be used to pay for any improvements the DON felt necessary to sight C-9 or F/A-18 squadrons, including runway lengthening and enhancement. It should be noted that there is no mention of this valuable offer by the state in any BSEC deliberation or public testimony, nor, was the letter acknowledged in writing until April when Deputy Assistant Secretary of the Navy Wm. Cassidy Jr., responding on behalf of Secretary Dalton in a letter dated 5 April, suggested that "...it may be prudent to defer consideration of the Guard's expression of interest until the Commission submits its report to the President on July 1, 1995."

8.) NAS So. Weymouth appears to have been again placed in a position for closure with absolutely no regard for the BRAC criteria that, by law, is intended to provide a fair and equitable decision making process. There is no reason for NAS So. Weymouth to close. Despite repeated closure threats, NAS So. Weymouth has not lost its spirit, nor its ability to attract talented and highly skilled personnel, and

continues to be a stellar example of what the Naval Reserve is all about: readiness, mobilization and the high degree of skilled personnel that has served this country since 1915 in every declared war, police action, and regional conflict in places like Somalia, Haiti, and Bosnia, where as we speak NAS So. Weymouth assets are deployed.

In summary, one of the primary tasks of the Base Realignment and Closure Commission is to review the means by which the Navy arrived at their recommendations. The methodology that the Navy employs is as important as the actual recommendations they produce as it is the BRAC process that inspires public trust in, and the ultimate acceptance of, the final outcome; despite the hardship a base closure inevitably places on a community. If the community feels that the BRAC process is fair, above board, and equally applied, they are better able to accept their fate.

Herein lie the problems with the Navy's final recommendation to close NAS So. Weymouth: the process by which the Navy made its decision appears to violate several of the statutes, public laws, OSD guidance, and policy statements which, taken as a whole, form the foundation of the process. First, we are concerned about the last minute effort to justify the undocumented desires of CINCLANTFLT. The gap in information is particularly disturbing as it requires the community to trust that the Navy correctly interpreted the CINC's request. If, in fact, the CINC's input holds more weight than any other aspect of the process, and if that input is not assigned a procedural weighting or ranking of importance, then it stands to reason that there should be a record of that input and it should be made public. Furthermore, if the final recommendations depend solely on, and can be justified by, a single desire of a CINC, why not dispense with the analysis to that point?

Our second concern is when the Navy, in a blatant attempt to justify the undocumented desires of CINCLANTFLT, forced a simple comparison between two different types of Naval Air Stations very late in

the process. This attempt so late in the process by the Navy to combine all Naval Air Stations is quite disturbing. If the Navy intended to conduct such a combined analysis, it should have done so from the very beginning. Anything else is inconsistent, unfair to the air station and community, and may well be in violation of Public Law no. 101-501.

Third, we find press releases and newspaper articles from Maine's Senator Cohen, who is a member of the Senate Armed Services Committee and Chair of the subcommittee with jurisdiction over the Navy, about his instincts concerning NAS Brunswick and Portsmouth Naval Shipyard, issued on or within days of the Navy's decision to reverse its findings to close Brunswick to be too convenient to be coincidental. Furthermore, the similar language in his releases and the closed BSEC deliberations stretches the imagination and seriously damages the public trust in accepting the Navy recommendation. Also, while we have found no political influence, the fact that, in the Navy's own words, "Atlanta could not close" in the face of its above documented poor demographic standing, poor strategic location, and overall last standing in the military value measures, measures defined by the Navy that originally chose NAS Atlanta for closure, has raised a lot of questions around the timing of the change in congressional power and NAS So. Weymouth's nomination for closure.

Secretary Perry stated that the "process has worked well so far, and we have followed it to the letter." As applied to NAS So. Weymouth, we can hardly view this as an example of careful analysis using rigid criteria. The level of objectivity that is critical to the base realignment and closure process is clearly missing here. The commissioners can not possibly accept the Navy's recommendation and expect the community to believe that the process works. To do otherwise would be a contradiction of the facts, a serious challenge to not only the originators of the Base Closure Act, who created the logical and impartial standards of the process, but to the BRAC 93 Commissioners who saw the irrationality of the 93 recommendation for closure.

Sheet1

Configuration Rule: "average military value of air stations left open must be at least equal to the average military value of all air stations."					
BASE	RANK				MILITARY VALUE SCORE
Washington	1				65.16
Willow Grove	2				64.36
New Orleans	3				63.99
South Weymouth	4				61.37
Ft. Worth	5				60.94
Atlanta	6				51.14
<b>AVERAGE MILITARY VALUE</b>					
<b>AVERAGE MV MINUS NAS S. WEYMOUTH</b>					
<b>AVERAGE MV MINUS NAS ATLANTA</b>					
					61.16
					61.11
					63.16

# Demographics, The Navy's Future, Our Nation's Security

## Introduction

We believe the Navy's decision to close the South Weymouth Naval Air Station was carried out without the examination or consideration of all pertinent demographic data. This documentation includes findings generated internally during the base closure and realignment process, specifically the Navy's own data calls and BRAC testimony. Additionally, more supporting evidence has been gathered using the most recent census data and an independent, "Best Cities Study", conducted in 1993 by the respected management firm of Moran, Stahl and Boyer for the November edition of Fortune Magazine. To ignore this important demographic data amounts to the surrender of the Navy's position in the Northeast and will lead to the eventual disintegration of the New England contingent of the Naval Reserves.

## Navy Demographics

Throughout the process the Navy has their own demographic findings. Please review the demographic section contained in the Reserve Air Station Military Value Matrix Responses (Scoring), dated 2-21-95. (See Chart #1) South Weymouth's score of 7.82 (See Chart #2) was the highest in the reserve air station category. But throughout the process, there are references to the "demographically rich" Atlanta area. As an example, the following remark was made by Mr. Charles Nemfakis. The following is an excerpt from Section 5a. of the BSEC deliberations dated 9 February 1995.

*Mr. Nemfakis; 5a. South Weymouth. NAS Atlanta actually had a lower military value score than South Weymouth, but NAS Atlanta could not close because of demographics.*

Many similar references to the “demographically productive and demographically rich Atlanta area”, from a variety of sources, are littered throughout the process. Yet, the Navy’s own standard of measurement places Atlanta last in demographics. These references are misleading and weaken the credibility of the Navy’s conclusions. In fact, Navy Data Calls fail to define meaningful statistics as they relate demographics to Naval Reserve Recruiting. To do so, you must first identify the sources for recruiting qualified Naval Reservists. A variety of programs exist that define these sources: NAVET, OSVET, APG, SAM, OSAM and Direct Commissioning. Let us examine each in turn.

1. **NAVET**: The NAVET Program focuses on honorably discharged, physically qualified Naval Veterans who have earned a favorable re-enlistment code.
2. **OSVET**: The OSVET program targets physically qualified Other Service Veterans with Honorable Discharges and favorable re-enlistment codes. Additionally, their Military Occupational Specialty (MOS) must convert readily to Naval Enlisted Ratings or Naval Officer Designators.
3. **APG**: APG enlisted recruits are assessed directly from civilian occupations which can be converted to advanced paygrade level navy ratings. These personnel must demonstrate proficiency by successfully completing the prescribed professional leadership and rating correspondence courses and passing applicable leadership and advancement exams within prescribed timeframes to make their advanced paygrades and ratings permanent.
4. **SAM and OSAM**: The Sea and Air Mariner and Officer Sea and Air Mariner programs focus on high school and college graduates respectively.

After an initial active duty training period at boot camp or Officer Candidate School, these recruits are assigned to further professional training at A & C Schools for enlisted, or Surface Warfare School and follow-on sea duty for officers. Upon completion of this initial training, these reservists are released from active duty and assigned to reserve units in a obligor status. These programs create a pool of junior level reservists.

5. **Direct Commissioning**: This program targets selected professional non-prior service civilians with skills directly convertible to specific Naval Officer Designators and Naval Officer Billet Codes.

In all of these programs, a reservist must be able to complete twenty (20) satisfactory years of service prior to reaching age sixty (60), or high year tenure in their particular paygrade. Further, they must fall within the criteria specified under RAMOS for enlisted personnel and ORAMOS for officers. They must also meet the Reserve Functional Assignment Substitution Codes for the billets to which they will be assigned.

The numbers of personnel listed in Data Call 16 as awaiting billet assignments are meaningless, because the Data Call fails to answer the following questions:

1. For Pilots: How many are fixed-wing qualified? How many are rotary-wing qualified? How many are single-engine rated? How many are multi-engine rated?
2. For NFO's: How many are familiar with each type of aircraft on board the station? How many are familiar with each type of aircraft projected to be transferred in to the station?

3. For Other Officers: What is their distribution by Designators, NOBC's and paygrade? How does this relate to the ORAMOS Critical List and projected available billets?

4. For Enlisted: What is their distribution by Ratings and NEC's? How does this relate to the RAMOS Critical List and projected available billets?

In fact, Navy Data Calls for NAS Atlanta have historically shown that this station has been unable to maintain a level of reserve manning that allows its assigned units to maintain an R-1 Readiness Rating. As illustrated by Chart #3, in many cases, units fail to maintain a personnel manning that would allow them to be designated as a mobilizable asset for meeting contingency operations or a state of emergency or war.

It must also be remembered that more than pilots are required to safely operate aircraft. Fully two-thirds of a reserve squadron is made up of reservists. The enlisted portion of these units is tasked with the demanding duty of repairing and maintaining the many technical systems that allow a given airframe to operate safely. NATOPS prescribes the required maintenance schedules, and prudence demands that they be followed to the letter to ensure the safety of the aircrew, the continued efficient service life of the aircraft, and the continued ability of the unit to successfully complete its assigned missions in support of National Policies. For unlike many Naval Surface Reserve Units, the Naval Air Reserve is tasked with operational missions. It currently provides 100% of the Logistics Support Squadrons and 24% of the Maritime Patrol Squadrons (**Table 2-2 Reserve Component Programs FY 1994 Report of the Reserve Forces Policy Board**). Inability to adequately man these units will have a detrimental effect on the Navy's overall ability to perform these missions.

Further contradictory evidence can be found in the most recent census data and the 1993 independent study conducted by Moran, Stahl and Boyers for Fortune Magazine's, November 1993 "Best Cities" article.

## Census and Best Cities Data

When the demographic data is compared and analyzed, it is actually the South Weymouth/Greater Boston area that is proven to be demographically rich and best suited to support the mission of the Naval Reserves.

The 1993 MS&B study conducted for Fortune Magazine ranks the South Weymouth/Boston statistical area as a leader in the areas of educational opportunities, college enrollment, and skilled workers. Combined with the diverse minority pool, the South Weymouth/Boston area should be viewed as one of the richest resources for the Navy. The study published in Fortune Magazine supports the Navy's own demographic documentation that ranks South Weymouth/Greater Boston at the top of the Nation. Overall, the study ranks the Boston area 3rd, with the first two spots going to Raleigh/Durham and New York. The study reveals that there are more than a quarter of a million students in the greater Boston area. Of the six metropolitan areas that play host to a Naval Reserve Station, Boston ranks first in education. As charts #3a and #4 illustrate, 28.8 percent of the population holds a four year degree or higher while 11.2 percent of the people age 25 or older have earned a graduate degree. NROTC programs exist on the campuses of Boston University, Boston College, Harvard University, Tufts University, Northeastern University, Massachusetts Institute of Technology (MIT). NROTC programs also operate in the City Of Worcester, approximately 35 miles from Boston at the College of the Holy Cross, Worcester Polytechnic Institute, and Worcester State College.

All of the preceding schools are recognized nation-wide as the finest educational institutions in the country, the perfect breeding ground for future reservists. Boston ranked 2nd in the category of four year college enrollment, 8th in the availability of a quality labor force, 5th in the availability of skilled workers, 1st in the presence of high quality colleges and universities, and topped the country as the best city for knowledge workers. (See Chart #5)

## Reservists Pool

The population of the Greater Boston/South Weymouth metropolitan area is 5,992,712. In key sections of the population considered to be prime recruiting targets, namely able-bodied veterans and people within the 17-35 age bracket, South Weymouth/Greater Boston easily outdistances both Atlanta and Brunswick. Over 316,000 veterans call the Greater Boston area home. Veterans in the Atlanta area number 271,000 while Brunswick records just over 82,000 veterans. Over 46 percent of the population base in the South Weymouth/Greater Boston area is between the ages of 17 and 35. The problems with closing South Weymouth are only magnified when you consider the negative affects the current DON plan will have on reservists reassigned to Brunswick, Maine, which is located approximately 160 miles north of South Weymouth. And, like Atlanta, Brunswick is also unable to man existing billet space. The following response was recorded in the Brunswick data call, "recruiting personnel of the proper rate/rating is already the single largest problem for unit readiness." The shortage in manpower is evident, especially when you look at NRTSC 791 and NRTSC 191.

As of March 95, only 29 of 35 billets for NRTSC 791 were filled and in the case of NRTSC 191 only 18 of 33 billets could be filled. In the case of South Weymouth vs. Atlanta, both are located near a major airport and naturally attract a high number of pilots.

But, we have not seen any documentation that details the specific abilities and qualifications of the "rich" Atlanta demographic pool. Pilot qualifications such as, fixed-rotary wing or single/multi engine NFO qualifications, other officer designators or enlisted ratings and NECS have not been documented by the Navy. But, at South Weymouth, as recently as 24 months ago, they were able fully man an A-4 Sky Hawks Squadron, VMA-223. While it appears the availability of qualified personnel at Atlanta is in question, South Weymouth can support with local personnel, a Navy or Marine Squadron. Additionally, South Weymouth would still have enough qualified personnel available to man an F-18 Navy Squadron. This could be accomplished without the need to airlift personnel.

Failure to produce documentation to substantiate the closure of South Weymouth is not the Navy's only mistake. There are some loose ends, nowhere in the plan does the Navy mention what will happen to South Weymouth's 545 Air Reservists. These reservists need to drill at an air station, yet their future has never been addressed. Action that would move these reservists to Brunswick would be met with the reality that Brunswick, according to data call responses, has inadequate housing and space needed to make such a move feasible. In essence there is no plan.

Another factor affecting a move by reservists to Maine is the distance they will have to travel if they intend to continue serving in the Navy Reserves. As you can see in maps 1-3, the overwhelming majority of reservists affected by the decision live outside of the 50 mile border set down by the Navy as the distance that determines whether or not a reservist must be compensated for housing during reserve activities. The problem with the distance raises two important questions; what will be the messing and berthing cost to the Navy for reservists traveling from outside the 50 mile radius and how this will affect the attrition, retention and recruitment of reservists?

It is our contention that the traveling distance will have a serious adverse affect resulting in the loss of many highly skilled reservists, as well as increased difficulty in recruiting qualified reservists. The bottom line, no other reserve NAS facility can match the people resources within the South Weymouth/Greater Boston community.

## Recruiting Goals

In July of 1994, as reported in the August 18th edition of the Navy Times, Navy Secretary John Dalton announced his first major equal opportunity initiative. He announced then that by the turn of the century, he wants the naval services officer corps to "reflect society". He went on to say that by the year 2000, the number of minority officer accessions into the Navy and Marine Corps should in some cases, almost triple.

While these future goals should be lauded, it should be noted that the Navy has failed to meet current minority recruiting goals. Let's put this in the context of testimony from Secretary Dalton during the March 6, 1995 Defense Closure and Realignment Commission Open Meeting. Secretary Dalton noted that reservists play an important role in the area of recruitment. He said, "We asked our reservists to assist in recruiting". At the same time, he conceded that new recruitment targets will be difficult because the American public is under the misimpression that the draw down means the Navy isn't hiring. We make a similar conclusion, a lack of presence by the Navy in the South Weymouth/ Greater Boston area will further contribute to the impression that the "not hiring" sign is hanging in the Navy's door essentially closing out the richest recruitment area in New England and arguably the whole country.

## Conclusions

Admiral Jeremy M. Boorda explained during the March 6th Open Meeting that it is important to put our Reserve centers where there are Reservists of the right skill levels and quality for us to have in our force. Additional support comes from the Reserve Officers Association of the United States in its testimony to the House and Senate MILCON Subcommittees, "If the BRAC 95 recommendations are approved, the Naval Reserve will be reduced to less than 200 air and surface facilities nationwide. This amounts to the smallest number of demographic centers for Naval Reserve activity since World War II and one third fewer than were in operation in 1978 when the number of drilling Reservists was approximately the same as it is today". This being the case, then the Navy cannot afford to lose South Weymouth.

The documentation generated by the Navy and other sources demonstrate on a consistent basis that South Weymouth is rich in demographics providing high quality recruits and reservists who are invaluable to the Navy and its mission. Unlike other facilities, South Weymouth is capable of handling its current mission and if the need arises, an expanded mission.

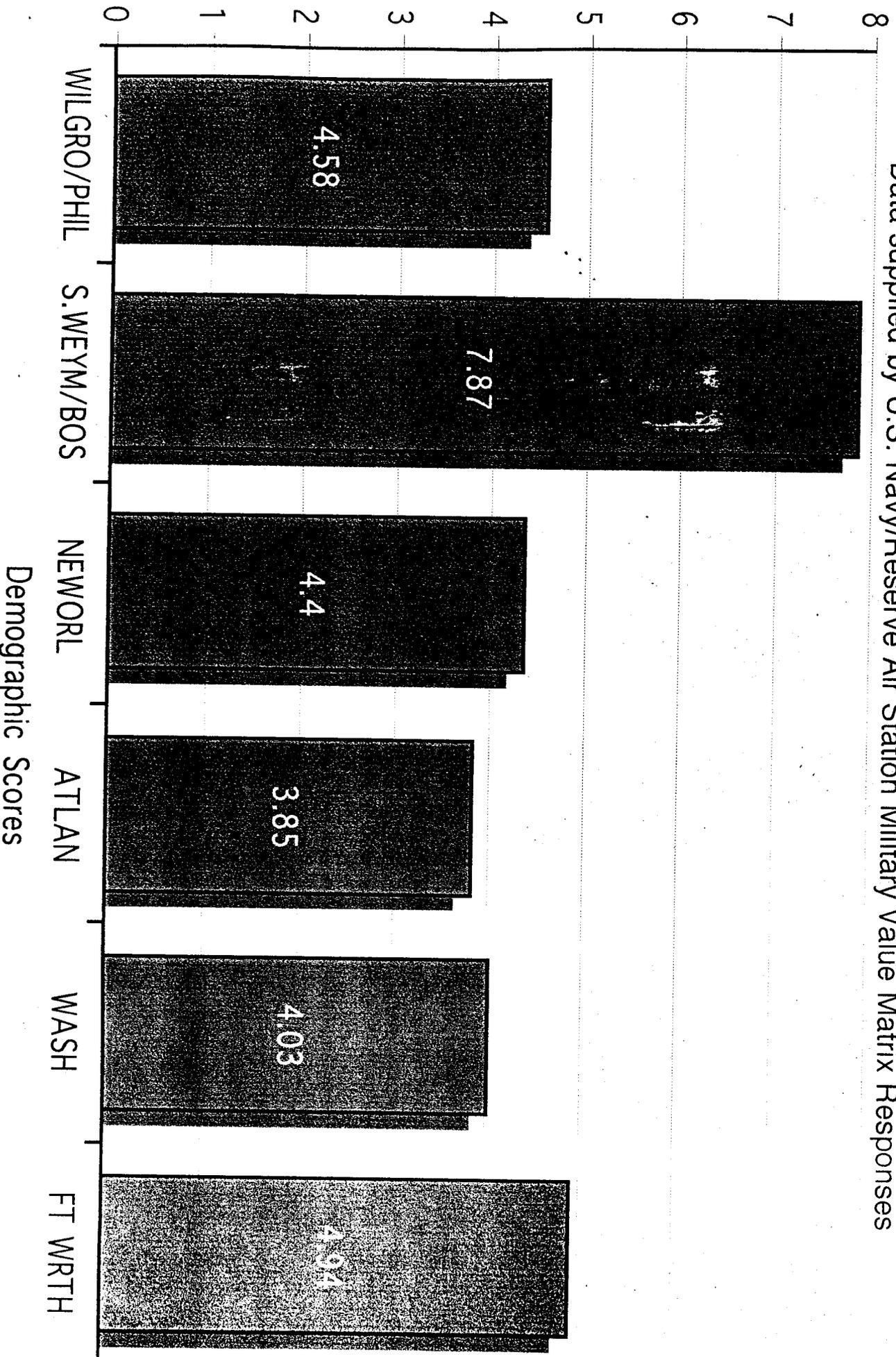
The Navy's demographic case is similar to the one presented in 1993. They have made statements that cannot be substantiated. The Navy has wrongly inflated the demographic importance of other Naval Bases and Air Stations while ignoring the value of South Weymouth. Deviation from the facts amounts to a deviation from the process.

Reserve Air Station Military Value Matrix Rankings -- POST AUDIT/PRE BSEC 2/21/95

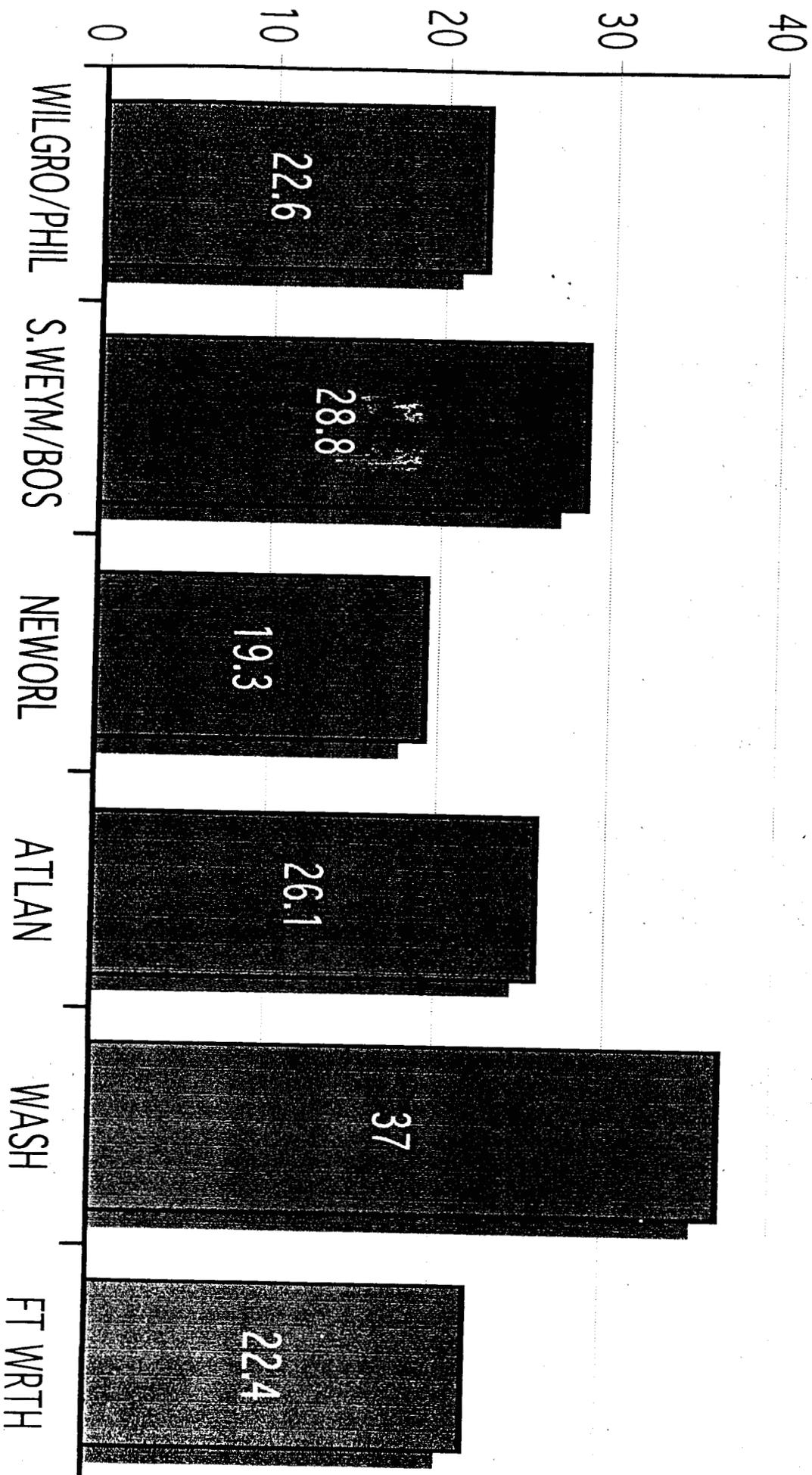
Calca	C	J	K	L	M	N	O	P	Q	R
158										
159	<b>Military Value Area</b>	Weight	WILGRO	S.WEYM	NEWORL	ATLAN	WASH	FT WRTH		Mean
160	<b>Flight Training Areas/Airspace</b>	30.66	26.98	26.19	28.55	18.10	25.05	20.12		23.83
161	Flight Training Areas/Airspace rank		2	3	1	6	4	5		
162	Flight Training Areas/Airspace difference from mean		3.15	2.36	4.72	-7.74	1.22	-3.71		
163	<b>Air Station Facilities and Infrastructure</b>	18.64	11.36	6.73	10.65	10.05	11.57	10.07		10.07
164	Air Station Facilities and Infrastructure rank		2	6	3	5	1	4		
165	Air Station Facilities and Infrastructure difference from mean		1.29	-3.34	0.58	-0.03	1.50	-0.00		
166	<b>Expansion, Encroachment and Environment</b>	12.97	6.13	8.31	7.88	8.47	8.32	7.13		7.73
167	Expansion, Encroachment and Environment rank		6	3	4	1	2	5		
168	Expansion, Encroachment and Environment difference from mean		-1.58	0.61	0.17	0.77	0.62	-0.58		
169	<b>Quality of Life</b>	10.42	4.86	3.62	4.03	4.96	6.80	5.23		4.92
170	Quality of Life rank		4	6	5	3	1	2		
171	Quality of Life difference from mean		-0.06	-1.30	-0.88	0.05	1.88	0.31		
172	<b>Demographics</b>	9.89	4.58	7.87	4.40	3.85	4.03	4.94		4.94
173	Demographics rank		3	1	4	6	5	2		
174	Demographics difference from mean		-0.37	2.93	-0.55	-1.10	-0.92	0.00		
175	<b>Airfield Maintenance and Unique Facilities</b>	6.95	3.66	3.66	3.66	3.66	4.00	5.52		4.02
176	Airfield Maintenance and Unique Facilities rank		3	3	3	3	2	1		
177	Airfield Maintenance and Unique Facilities difference from mean		-0.37	-0.37	-0.37	-0.37	-0.03	1.50		
178	<b>Military/General and Support Missions</b>	6.77	4.54	4.37	2.57	3.45	3.14	5.67		3.96
179	Military/General and Support Missions rank		2	3	6	4	5	1		
180	Military/General and Support Missions difference from mean		0.59	0.41	-1.39	-0.51	-0.81	1.71		
181	<b>Training</b>	3.54	2.25	0.62	2.25	0.62	2.25	2.25		1.71
182	Training rank		1	5	1	5	1	1		
183	Training difference from mean		0.55	-1.09	0.55	-1.09	0.55	0.55		
184	<b>Total Military Value</b>	99.82	64.38	61.37	63.99	51.14	65.16	60.84		61.16
185	<b>Overall Rank</b>		2	4	3	6	1	5		
186	<b>Military Value Differential</b>		3.20	0.21	2.83	-10.02	4.00	-0.23		
187			WILGRO	S.WEYM	NEWORL	ATLAN	WASH	FT WRTH		

# Navy Demographic Rankings

Data supplied by U.S. Navy/Reserve Air Station Military Value Matrix Responses



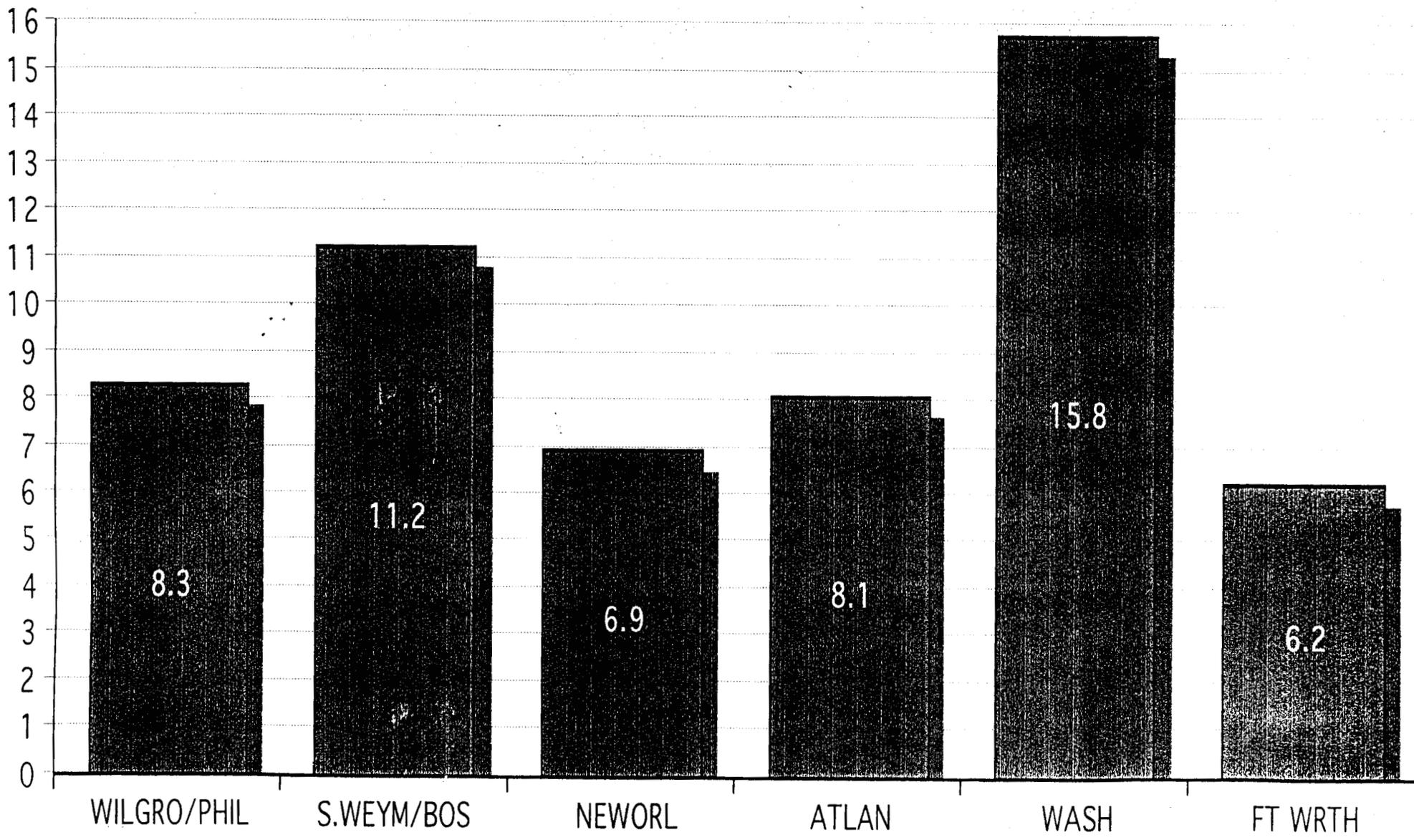
# Undergraduate Education



% of people with 4 year degree

Chart #4

People age 25+ Grad. Degree



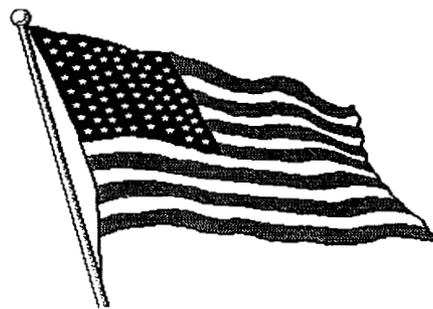
% of people with Grad. Degrees

Statistics compiled by Moran Stahl and Boyer-1993

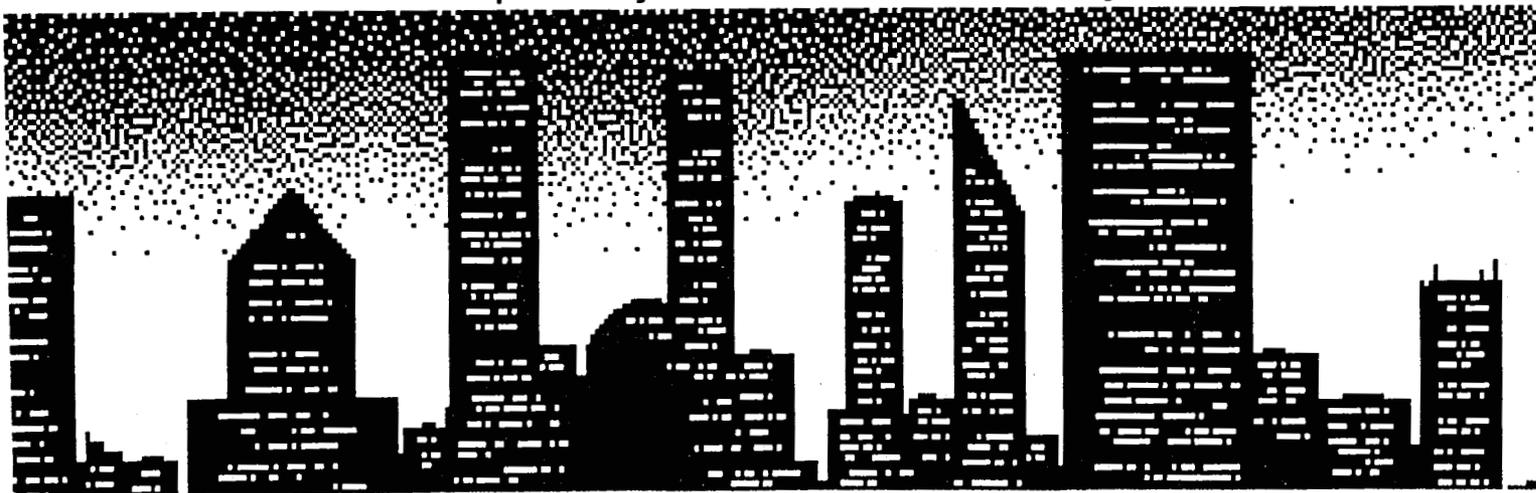
# Top Ranking

## South Weymouth/Boston Metropolitan Area

- |   |                                    |
|---|------------------------------------|
| 1 | High Quality Colleges/Universities |
| 1 | Knowledge Workers                  |
| 2 | College Enrollment                 |
| 2 | Research Dollars                   |
| 2 | Venture Capital                    |
| 3 | Innovative Firms                   |
| 3 | Research Centers                   |
| 4 | Patents                            |
| 5 | Skilled Workers                    |
| 6 | Interaction Business and Academics |
| 8 | Industry Leaders                   |
| 8 | Education Level                    |
| 9 | Quality Labor Force                |



Statistics compiled by Moran, Stahl and Boyer-1993



04/05/95

## NAVAL AIR RESERVE DEMOGRAPHICS

The mission of the Naval Reserve and its ability to carry out that mission falls from demographics as does readiness. The first and probably most important is demographics, because on that almost everything else impacts. Retention and recruiting fall from demographics.

There are two components for the Navy and the Marine Corps Reserves. There is an active duty component, which is full time military people and reservists, who are weekend sailors and marines, thus weekend warriors.

If an activity closes or moves, the active duty personnel are moved with that activity or transferred elsewhere and most of the time the reservists who are tied to a geographic location by their domicile and their civilian occupation will not transfer.

The make up of a Navy or Marine Corps Reserve aircraft squadron consists of approximately one third active duty members and two thirds part time sailors and marines, which brings up the question of retention when you increase the distance that a reservists must travel from their homes.

This is a quote from the Reserves Forces Policy Board "surveys show that an individuals employment situation is a major factor in deciding whether to enlist or re-enlist in the reserve components. To the extent that the employer-related issues have an impact on recruiting and retention, they have an impact on readiness." For those individuals who would attempt to remain affiliated with the migrating units, they would have to take time away from family and their jobs on a Friday to get to a drill on Saturday, and come back Sunday night, and then be back to work Monday morning, and that would be little bit difficult in of these cases.

The primary reasons why people in the Naval or Marine Corps Reserve elect not to continue their affiliation are family and job conflicts.

4/19/95

## 1993 BRAC REALIGNMENT/CONSOLIDATION

On June 27th 1993, the 93' BRAC voted unanimously on the Committee to Save NAS South Weymouths proposal to consolidate 3 Navy Reserve Centers and place them aboard NAS South Weymouth Ma. A BRAC Commissioner passed comment that this was a sound economical proposal & should be used as a model by the U.S Navy. With the use of BRAC Realignment funds in the amount of \$216,500., the Navy re-habbed Bldg#17 in order to support the consolidation of the Navy Reserve Centers. The Naval Reserve Center (NRC) South Weymouth has been occupied as of February 25, 1995.

The Personnel Support Detachment was the occupant of the NRC building prior to the re-hab, in turn the Navy used BRAC Realignment funds in the amount of \$425,959. for the relocation of this detachment in Bldg #2. Consolidation makes sound economic sense, whether it is through joint servicing or inter-servicing within or outside the DOD.

Again in the 1995 BRAC another proposal is being made in the concept of consolidation by the Massachusetts Army National Guard. They have submitted a proposal to stand up a new Field Artillery Battalion at NAS South Weymouth, which will be totally funded by the Commonwealth of Massachusetts in the amount of \$12,000,000. The benefits to the DOD relative to this proposal consists of the following; Increased Readiness of the unit, use of the airfield for Deployment & Mobilization, and Support Services.

The rationale for the Committee to Save NAS South Weymouth in submitting the realignment/consolidation proposals consist of the following merits; Reduced Fiscal Expenditures, Full Fledged Support Services, Improved Quality of Life and Enhanced Readiness.

In the concept of mobilization, the Naval Air Station South Weymouth is a Self Sufficient Mobilization Processing Site. The advantages of being a self sufficient site consist of the following merits: in-processing services including full medical and dental exams, legal advisors, uniforms, gear, a family service center, an airfield for deployment and out-processing relative to Demobilization.

NAS SOUTH WEYMOUTH INFRASTRUCTURE

THE NAVAL AIR STATION SOUTH WEYMOUTH IS LOCATED ON 1,444 ACRES OF LAND LOCATED IN THE TOWNS OF WEYMOUTH, ROCKLAND AND ABINGTON. ON THIS FACILITY, BUT NOT ALL INCLUSIVE ARE TWO RUNWAYS, TWO AIRCRAFT HANGARS AND 165 UNITS OF HOUSING, WITH AN ADDITIONAL 105 UNITS LOCATED IN QUINCY, MA. AND AN ADDITIONAL 95 LEASED UNITS FROM THE U.S. COAST GUARD AT THE OTIS ANG, BOURNE, MA.

THE OVERALL CONDITION OF THE NAVAL AIR STATION IS EXCELLENT. \$5,014,000 IN CONSTRUCTION CONTRACTS WERE COMPLETED IN 1994/1995 WITH AN ADDITIONAL \$8,050,000 IN CONSTRUCTION CONTRACTS CURRENTLY IN PROGRESS TO UPGRADE THIS FINE FACILITY. THE AVERAGE PERCENTAGE OF COMPLETION OF THE 16 CONTRACTS IN PROGRESS IS 82% WITH THE MAJORITY IN THE 95% COMPLETION STAGE.

I. INTRODUCTION UTILITIES: THE CONDITION OF NAS SOUTH WEYMOUTH UTILITIES IS EXCELLENT AND SHOULD PROVIDE THIS COMMAND WITH UNINTERRUPTABLE SERVICE INTO THE YEAR 2040. DUE TO OUR ENERGY CONSERVATION PROGRAMS AND RECENT UPGRADE OF UTILITY SYSTEMS OUR TOTAL UTILITY COST FOR FISCAL YEAR 1992 WAS THE LOWEST IN THE CLAIMANCY FOR FULL FLEDGED AIR STATIONS. OUR PRIMARY UNDERGROUND ELECTRICAL DISTRIBUTION SYSTEM WAS REPLACED IN 1992, CENTRAL HEATING PLANT WAS UPGRADED IN 1992, THE PRIMARY UNDERGROUND STEAM DISTRIBUTION SYSTEM WAS REPLACED IN SEPTEMBER OF 1993 AND THE SEWAGE DISTRIBUTION SYSTEM WAS UPGRADED IN 1991.

II. INTRODUCTION AIRFIELD: A PAVEMENT CONDITION SURVEY OF THE AIRFIELD WAS CONDUCTED BY THE NAVY IN 1990 AND OUR RUNWAYS WERE RATED IN THE BEST CONDITION OF ALL 8 NAVAL AIR RESERVE STATIONS IN THE

CLAIMANCY. RUNWAY 17/35 HAS THE SECOND HIGHEST LOAD & WEIGHT RATING IN THE CLAIMANCY AND 6TH AMONG 51 NAVAL AND MARINE CORPS STATIONS IN THE COUNTRY.

OUR AIRFIELD LIGHTING IS IN EXCELLENT CONDITION WITH A NEW ELECTRICAL DISTRIBUTION SYSTEM COMPLETED IN 1991, THE TAXIWAY LIGHTS WERE REPLACED IN 1992 AND RUNWAY LIGHTS IN 1983.

WE HAVE TWO AIRCRAFT HANGARS THAT CAN ACCOMMODATE ALL BUT ONE OF THE 38 TYPES OF AIRCRAFT UTILIZED BY THE NAVY AND MARINE CORPS TODAY.

THE AIR STATION HAS THE CAPABILITY OF SUPPORTING ADDITIONAL AIRCRAFT SQUADRONS. THE HANGARS AND ASSOCIATED AIRCRAFT PARKING APRONS HAVE THE ABILITY TO ACCOMMODATE A VARIETY OF AIRCRAFT SUCH AS C-130'S, P3-C'S, C-9'S, FA-18'S, UH1N'S AND AH-1W'S.

III. INTRODUCTION STATION: ALL STATION BUILDINGS ARE STRUCTURALLY SOUND AND WELL MAINTAINED. MANY OF THE BUILDINGS HAVE BEEN UPGRADED WITH INTERIOR RENOVATIONS AND ENERGY EFFICIENT UTILITY SYSTEMS. TO COMPLIMENT QUALITY OF LIFE, THE PERSONNEL ABOARD NAS SOUTH WEYMOUTH HAVE A FULL RANGE OF SUPPORT SERVICES AT THEIR DISPOSAL SUCH AS MEDICAL/DENTAL, FAMILY SERVICE CENTER, NAVY FEDERAL CREDIT UNION, CHILD CARE CENTER, YOUTH CENTER, A FULL FLEDGED RECREATIONAL CENTER, NAVY EXCHANGE, CHAPEL, TWO BALL FIELDS, SWIMMING POOL, SNACK BAR, RESTAURANTS AND CLUBS FOR OFFICERS, CHIEFS AND ENLISTED PERSONNEL.

IV. INTRODUCTION HOUSING: ALL 270 HOUSING UNITS ARE STRUCTURALLY SOUND AND WELL MAINTAINED. A STRONG EMPHASIS ON RESIDENTIAL QUALITY OF LIFE IS SUPPORTED BY THE PUBLIC WORKS DEPARTMENT BY PROVIDING CONTINUOUS IN-HOUSE MAINTENANCE SUPPORT AND CONSTRUCTION CONTRACTS.

V. FUTURE DEVELOPMENT PLANS: THE NAVAL AIR STATION HAS THE CAPABILITY TO EXPAND ITS INFRASTRUCTURE WITHIN THE PERIMETER OF

ITS LOCATION. THE FOLLOWING PROJECTS HAVE BEEN DEFINED IN THE NAVAL AIR STATION SOUTH WEYMOUTH BASE MASTER PLAN FOR FUTURE PROJECT CONSIDERATIONS.

A. AIRCRAFT HANGARS AND MAINTENANCE FACILITIES ON A PRESENTLY CLEARED 44 ACRE SITE ADJACENT TO THE AIRFIELD.

B. A SITE HAS BEEN SELECTED FOR FIFTY ADDITIONAL HOUSING UNITS.

C. A DESIGN FOR A BACHELOR ENLISTED QUARTERS THAT WILL ACCOMMODATE 160 ENLISTED PERSONNEL.

D. AN AIRFIELD PLAN FOR A 1000 FT EXTENSION (DISPLACED THRESHOLD) TO THE APPROACH END OF RUNWAY #17.

NUMBER OF CONTRACTS 16 TOTAL AMOUNT \$8,049,773

04/15/95 mv

NAS SOUTH WEYMOUTH CONSTRUCTION STATUS  
(AS OF 06 APRIL 1995)

<u>ACTIVE CONSTRUCTION</u>	<u>CURRENT AMOUNT</u>	<u>AWARD DATE</u>	<u>PERCENTAGE COMPLETED</u>	<u>CONTRACTOR COMPLETION DATE</u>
Alterations & Repairs BRAC REALIGNMENT Bldg #17 NAVAL RESERVE CENTER (NRC)	\$216,500	05/02/94	95%	02/25/95 (93' BRAC FUNDED)
Alteration & Repairs Personnel Support Det Bldg #2	\$425,959	05/02/94	95%	10/25/94 (93' BRAC FUNDED)
HVAC Rehab AIMD Bldg #117	\$660,001	01/14/94	95%	09/03/94
Replace Exhaust Fans Boiler Plant Bldg #8	\$54,490	03/09/94	95%	11/03/94
Demolition of 30 Inactive Housing Units Quincy, Ma.	\$431,902	09/03/93	80%	09/06/94 Delete Remaining Work
Radar Facility & Control Tower	\$2,381,711	9/14/94	12%	04/26/96
Aircraft Parking Apron Repairs	\$560,021	2/22/94	80%	04/04/95
HVAC Rehab AIMD	\$660,001	01/14/94	95%	09/03/94 Extended
Wetland Mitigation	\$165,363	08/30/94	80%	12/08/95
Replace Heating Sys Navy Family Housing	\$1,132,395	04/21/94	85%	09/16/95
Indefinite Qty Asbestos Removal	\$27,128	04/01/93	95%	04/16/94 Extended
Repair Underground Fuel Storage Tanks	\$109,334	09/27/93	90%	05/23/94 Extended
Pest Control Facility	\$243,135	11/30/94	0%	06/13/95
	** Not Included in total **			Work Suspended
Fire Station Addition	\$754,000	09/23/94	50%	04/06/95
Backflow Devices Various Locations	\$59,925	09/21/94	75%	01/04/95 Extended
Indefinite Quantity Painting	\$127,979	06/17/94	95%	07/02/95
Indefinite Quantity Interior Repairs Housing	\$283,064	07/06/94	98%	07/21/95

<u>NUMBER OF CONTRACTS</u> 21	<u>TOTAL AMOUNT</u> \$5,013,539		
COMPLETED CONSTRUCTION 1994/1995	CURRENT AMOUNT	COMPLETION DATE	COMMENTS
Exterior Repairs Hgr #1 Hgr #2 & Bldg #115	\$57,555	10/14/94	
Family Housing Repairs	\$748,865	12/13/94	
A/C Installation Galley Bldg #103	\$132,200	01/25/94	
Roof Replacement Hangar 2	\$134,700	02/17/94	
Replace Roof & HVAC EM Club Bldg #112	\$237,124	11/03/94	
Replace PCB Transformers Airfield	\$229,384	02/22/95	
Indefinite Quantity Painting NAS	\$66,339	02/10/94	
Steam Distribution Replacement	\$1,855,290	10/13/93	Closed out/completed 02/17/95
Remove Jet Fuel Storage Tanks	\$323,625	10/18/94	Close out/completed 03/14/95
Bathroom Rehabs Housing Naval Terrace Quincy	\$94,330	06/05/94	
Barracks #75 & #76 Head Rehabs	\$161,825	07/13/94	
Station Roof Repairs	\$109,524	12/16/93	
Airfield Paving Hangar #1	\$468,410	09/22/94	
Repairs Service Station Fuel Tanks	\$27,600	12/08/94	
Storm Sewer Installation	\$77,250	11/07/94	
Construct Spill Prevention Control	\$69,400	11/04/94	
Airfield Tree Brush Clearing	\$40,745	02/10/94	
Indefinite Quantity Painting Station	\$75,174	04/18/94	
Repairs & Reinsulate HVAC Hangar #1 & #2	\$38,344	08/04/94	
Replace Flush Hydrants Hangar #2	\$41,980	07/15/94	
Install Vehicle Exhaust Fire House Bldg #96	\$23,875	02/07/95	

## NAS SOUTH WEYMOUTH ENVIRONMENT

To: 1995 Defense Base Closure and Realignment Commission

From: Committee to Save Naval Air Station South Weymouth

The following paragraphs briefly describe several key environmental issues as they relate to the proposed closure of NAS South Weymouth and the transfer of its squadrons to NAS Brunswick.

### Noise

South Weymouth receives very few noise complaints from the surrounding communities, as stated in the Draft Environmental Impact Statement prepared by the Navy for the base in 1990. In that same document, noise problems at other bases (NAS Jacksonville, etc.) were well documented. Many of those bases were described as having noise problems both on- and off-base, with hundreds or thousands of housing units and other sensitive land uses experiencing noise levels today of between 65 and 75 Ldn or more. Measures required to help mitigate the noise problems at those bases include the prohibition of afterburner takeoffs by jets, the prohibition of practice approaches, and the prohibition of touch-and-go operations by jets, for example. No such constraints exist at South Weymouth. On-base housing at South Weymouth is located well away from the flight lines, while the key approaches (Runways 26 and 35) to South Weymouth are located for the most part over undevelopable land (wetlands, generally), thus helping to ensure the continuing freedom from noise complaints.

South Weymouth has a key advantage compared to many other bases with regard to noise, in that the base has two runways at 90 degrees (perpendicular) to each other. Thus whatever little noise that is generated by flight activity can be distributed (weather permitting) over these two runways so that the same people are not constantly exposed to noise day in and day out, as happens at many other bases with only one runway. Several other Reserve bases have only one runway. NAS Willow Grove is such a base, as is NAS Dallas now and the new NAS Fort Worth at the former Carswell AFB. NAS Atlanta is another example of a reserve base having only one runway. NAF Washington, still another Reserve base does have two runways, but they are parallel, thus still exposing the same areas on the runway approaches to constant noise, regardless of which (or both) runway is in use. At all these bases, there is no possibility for "spreading out" the noise, as is done at South Weymouth.

At NAS Brunswick, there are two runways, but as for NAF Washington, they are parallel to each other and very closely spaced. Again, regardless of which runway at Brunswick is in use (often they both are), noise sensitive areas off the runway ends are constantly exposed to noise. Moving additional P-3Cs from VP-92 and C-130Ts from VR-62 at South Weymouth to Brunswick will add to the overall noise level there.

As an aside, having two perpendicular runways as South Weymouth does provides for improved safety of flight operations when compared with bases having only one runway or parallel runways. That is, the two runway configuration at South Weymouth permits aircraft to take off and land directly into the wind much more often than is the case otherwise. By having the capability of doing so, the chance of an accident occurring as a result of an aircraft being blown off course while attempting to land or take off is greatly reduced, particularly when the wind is strong.

### Air Quality

The same general comments as stated above with regard to noise also apply to the air quality issue. That is, South Weymouth's relatively low level of activity when compared to some other bases does not result in significant degradation of the region's overall air quality. On the other hand, moving South Weymouth's squadrons to another base already having much higher existing levels of aeronautical activity can do nothing but result in negative air quality impacts at that location. Since that base already has greater levels of activity than South Weymouth, one can reasonably presume that air quality there in the immediate vicinity of the base is poorer than that at South Weymouth. Adding additional aircraft will exacerbate those conditions.

The Navy's 1995 Recommendation for Closure with regard to NAS South Weymouth, in its environmental impact section, noted that South Weymouth is in a severe non-attainment area for ozone. As the attached recent article from the Boston Globe indicates, it is expected that this non-attainment label for the Boston area will soon be removed.

### Traffic

Traffic congestion is always an important environmental issue. The Draft Environmental Impact Statement for South Weymouth, previously referenced, documented traffic congestion problems at other Reserve bases, but none at South Weymouth. Also, the base has no parking problems and has a new main gate only several years old, which is served by a modern traffic signal system which assures efficient traffic management.

South Weymouth will soon have another advantage that no other base may have. Specifically, a new commuter rail station will soon be constructed to serve the town of South Weymouth. It will be located adjacent to the base's Trotter Road gate. Thus, many base personnel would potentially be able to arrive from origins throughout eastern

Massachusetts by using public transportation direct to the base. Any such use would, naturally, reduce vehicular volumes on the regional roadway system as well as reduce air pollution, etc.

From another perspective with regard to traffic, South Weymouth's two aviation squadrons, VP-92 and VR-62, are proposed to be relocated to NAS Brunswick, Maine. Given the rural character of Maine in general, demographics suggest that the squadrons will continue to have to rely on reservists from the Boston area for manning. Because of the lack of public transportation, these reservists will all most likely drive to Brunswick, resulting in a round trip typically of 300 miles or so, compared with the short drive from the Boston area to South Weymouth.

NAS Brunswick is located adjacent to U.S. Route 1, one of the most heavily congested roadways in Maine. Traffic congestion on this roadway is extremely severe during the summer tourist months, as this is the main roadway serving Maine's famous coastline. Traffic congestion in Maine has become of such concern that the State's voters in a recent referendum voted to prohibit the widening of the Maine Turnpike between the New Hampshire border and Portland in an attempt to discourage more vehicles from coming to the State. Thus, the addition of reservists from VP-92 and VR-62 will only serve to make Maine's roads even more congested than they already are.

### Land Use

In this category of evaluation, it is useful to quote from Section V of the 1981 Master Plan prepared by the Navy for NAS South Weymouth in which, on Page 4, it is stated the following: "Generally, except for a very few situations, the relationship of on-station land uses to each other is nearly ideal." With regard to off-station land uses, existing flight paths to key runway ends pass over largely undevelopable land, as stated previously. This latter fact not only keeps the number of noise complaints to a minimum but also improves safety in the event of an accident. Local communities have taken a number of steps to help preserve land use compatibility between the base and land uses in the surrounding towns. An example of such a recent step was the refusal of one of the towns to permit the development of a large multi-unit housing complex near the approach to one of the runways.

### Ecosystems

According to the U.S. Fish and Wildlife Service and the Massachusetts Heritage Program, there are no endangered or threatened species or critical habitats on the base.

## SUMMARY

From this information , it is clear that NAS South Weymouth enjoys a good relationship with the surrounding environment. Accordingly, from an environmental point of view, it makes little sense to close South Weymouth, where there are few environmental problems, and then create more environmental problems at a base which already has a higher level of activity, and thus more environmental impacts on the environment, than South Weymouth.

## AREA BASE CLOSINGS OR REALIGNMENTS

By  
John C. Yaney

### "Save Our Base Committee"

The following military facilities in New England have been closed or substantially reduced in size since 1970, resulting in the loss of tens of thousands of military and civilian jobs and severe impacts to the regional economy. Many of these facilities are concentrated in the Boston and Providence areas, a combined geographical area smaller in size than some counties in western and southern states.

1. NAVAL AIR STATION SOUTH WEYMOUTH (1995 DOD RECOMMENDATION)
2. Sudbury Training Annex (1995 DOD Recommendation)
3. Hingham Cohasset Army Reserve Center (1995 Recommendation)
4. Naval Officer Candidate School Newport (1993 BRAC)
5. Naval Reserve Center New Bedford (1993 BRAC)
6. Naval Reserve Center Pittsfield (1993 BRAC)
7. Fort Devens (1991 BRAC)
8. Loring AFB (1991 BRAC)
9. Watertown Massachusetts Army Material & Mechanics Research Center (1988 BRAC)
10. Pease AFB (1988 BRAC) (Major downgrading from active Strategic Air Command Base to Air National Guard Base)
11. Naval Shipyard Boston
12. Naval Shipyard Boston (South Boston Annex)
13. Naval Station Boston
14. Naval Hospital Boston (Chelsea)
15. Headquarters First Naval District (Boston)
16. Boston Army Base
17. U.S. Army Arsenal (Watertown)
18. Naval Reserve Center Brockton
19. Otis AFB (Major downgrading from active Air Defense Command base to Air National Guard Base)
20. Westover AFB (Major downgrading from active Strategic Air Command base to Air Reserve Base)
21. Naval Air Station Quonset Point
22. Naval Construction Battalion Center Davisville
23. Naval Station Newport, including Cruiser/Destroyer Force LANT
24. North Truro AFS
25. Naval Security Group Activity Nantucket

Prior to the closings listed above, there were also many additional closings of major military facilities in the Boston/New England region. These additional facilities include:

26. Naval Ammunition Depot Hingham
27. Naval Ammunition Depot Hingham (Cohasset Annex)
28. Springfield Armory
29. Grenier AFB

30. Dow AFB
31. Presque Isle AFB
32. Ethan Allen AFB

While every region in the country must share in defense cutbacks, we here in New England and especially here in the Boston area believe that we have already contributed far more than our fair share of closings. We are aware of no other area of the country that has been called upon to bear so many closing or major cutbacks in such a small, concentrated geographic area. As can be seen from the lists presented above, many of the closings had to be endured before the BRAC process came into being, giving us no opportunity at the time to publicly defend the value of those bases to the nation's defense effort. Not specifically mentioned above is the fact that the area also lost the huge General Dynamics Fore River Shipyard in Quincy, largely as the result of lack of contracts from the Navy. In addition, essentially all of the smaller private ship repair yards in Boston have been put out of business, again largely the result of Navy decisions to no longer homeport ships in Boston and Newport.

During recent testimony of DOD personnel earlier this year before the newly-formed 1995 BRAC, it was stated that certain bases in California were not considered for closure due to the history of prior closings in their immediate areas and the impacts which those closures had. We believe that the Boston area should have been given similar consideration.

When BRAC 1993 approved the closure of the Naval Station and the Naval Shipyard in Charleston, SC, there was general agreement by everyone that the loss of these two major facilities in one city was devastating. Yet, Boston has also lost its Naval Station and Naval Shipyard, as well as its Naval Hospital, its Naval Ammunition Depot, its Army Base, its Army Arsenal, and its Naval District Headquarters, not to mention the loss of nearby Fort Devens, the last major active Army combat presence in New England. (The latter loss was particularly painful, since a previous BRAC had voted to expand Fort Devens, only to be reversed by BRAC 1991.) Now, NAS South Weymouth is proposed once again to be closed, despite a 7-0 decision by BRAC 1993 to keep the base open and to expand it. It is not just that one city should be asked to sacrifice so much over the years while some other areas of the country have remained relatively unscathed.

It is sincerely hoped that the 1995 BRAC Commission in its work will consider the cumulative impacts which these prior closings have already had on this region. With particular regard to the proposed closing of NAS South Weymouth, it is also hoped that the Commission is aware that it was here in Massachusetts that the U.S. Navy was born and that the whole concept of a reserve force in readiness was created and first put to the test at Lexington and Concord. It was also here in Massachusetts that the first Naval Air Station in the country devoted to the training of Naval Air Reservists was established right up the road from South Weymouth at Squantum. Keeping South Weymouth open will allow the proud tradition of the Naval Air Reserve in Massachusetts to continue.

## LONG TERM IMPLICATIONS OF CLOSING NAS ATLANTA OR NAS SOUTH WEYMOUTH

TO: 1995 Defense Base Closure and Realignment Commission

FROM: Committee to Save Naval Air Station South Weymouth

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One of the key differences between closing NAS Atlanta or closing NAS South Weymouth relates to the long term implications for the availability of the respective airfields.

Specifically, NAS Atlanta is a tenant of Dobbins Air Reserve Base (ARB), as are several other military and civilian organizations. There are no plans to close the ARB, regardless of what happens to NAS Atlanta. The airfield (runway, taxiways, etc.) will remain open to serve the Air Force Reserve and its other tenants. Accordingly, it would be possible to put the facilities of NAS Atlanta in "mothballs" if the Navy so desired. Should some national emergency arise in the future, NAS Atlanta could be quickly reopened. In the meantime, should NAS Atlanta be selected for closure, its reservists could be airlifted each weekend from Dobbins to other Naval Air Reserve activities in the Southeast (e.g., NAS New Orleans, NAS Fort Worth, NAR Jacksonville, etc.). Or, these same reservists could attempt to affiliate with the reserve activities of the other military services located aboard Dobbins ARB (e.g., the Air Force Reserve, the Army Reserve, the Georgia Air National Guard).

If, on the other hand, NAS South Weymouth were to be closed, its airfield facilities could very likely be lost forever, since there is no guarantee that the airfield will be taken over by civilian authorities and operated as an airport. Thus, under that scenario, the airfield at South Weymouth would not be available in a time of national emergency. Also, and just the opposite of the situation in Atlanta, closure of the airfield at South Weymouth eliminates the opportunity for the Navy to airlift local reservists to other training sites, thus forcing these reservists to either drive long distances to maintain their military affiliations or to drop out of the program.

**AIRCRAFT TYPES POTENTIALLY RELOCATABLE TO  
NAVAL AIR STATION-SOUTH WEYMOUTH**

By  
**John C. Yaney**

**“Save Our Base Committee”**

NAS South Weymouth has the necessary capacity and supporting infrastructure to support additional aviation units. In addressing the issue of potential additional aircraft types to relocate to NAS South Weymouth in order to reduce excess capacity and to help assure the future of this base, a logical approach is to examine existing squadrons and their aircraft types at bases which have a lower military value. For bases within the Reserve Claimancy, two locations were determined in the most recent 1995 analysis to have a lower military value than South Weymouth. These bases are NAS Atlanta (Military Value = 51.14) and NAS Fort Worth (Military Value = 60.94). Accordingly, presented below is a tabulation of squadrons at those bases and the types of aircraft which they currently operate.

NAS Atlanta		NAS Fort Worth	
VR-46	C-9B	VR-59	C-9B
HMLA-773	UH-1N/AH-1W	VF-201	F-14A
VFA-203	F/A-18A*	VMFA-112	F/A-18A
VMFA-142	F/A-18A*	VMGR-234	KC-130T

Given these aircraft types, below is presented a discussion of several of them which would appear to be most operationally feasible to station at South Weymouth and which could be readily accommodated in existing facilities there.

**C-9B**

C-9B aircraft are very frequent visitors to NAS South Weymouth and operate from there with no difficulty, either to destinations throughout the United States or overseas.

C-9B aircraft require a Type II hangar, with NAS South Weymouth having two hangars of this class. Hangar 1 is presently occupied by only VP-92 and its P-3C aircraft. That hangar can accommodate three or four P-3C and/or C-9B aircraft simultaneously. Ramp space surrounding Hangar 1 can easily accommodate a C-9B squadron, or another P-3C squadron for that matter. Historically, until the recent demise at HSL-74, this hangar has traditionally accommodated two squadrons. Thus, with VP-92 as its sole occupant now, C-9B aircraft could be maintained within it with no difficulty.

\*These two squadrons, presently located at NAS Cecil and directed by BRAC 93 to relocate to MCAS Beaufort, are now proposed by the Navy to be redirected by BRAC 95 to NAS Atlanta.

Hangar 2 at South Weymouth is presently occupied by VR-62 and its C-130Ts. Supporting a C-9B squadron in this hangar and its accompanying ramp space would be difficult unless VR-62 were to be relocated to Hangar 1, a feasible option since Hangar 1 and its ramp space could readily accommodate that squadron, along with VP-92.

Manning a C-9B squadron at South Weymouth should pose no problems due to the very large number of airline personnel based in the Boston area. It is also important to note that the NAS South Weymouth area rated #1 for demographics in the 1995 Reserve Air Station Military Value Matrix.

During the current BSAT/BSEC deliberations, the scenario of moving C-9B aircraft from NAS Atlanta to NAS South Weymouth was discussed. A cost of approximately \$8-9 million was assumed for that move, consisting of a 1000-foot runway extension and for a new training building. It can be reasonably argued that the runway extension is not required. Specifically, as stated previously, C-9B aircraft operate frequently from South Weymouth now, using either the 7000-foot Runway 17-35 and even more often the 6000-foot Runway 8-26. It should also be noted that DC-9 aircraft (the civilian equivalent of the military C-9B) are among the most common aircraft using Washington National Airport and Laguardia Airport in New York, and do so with no difficulty. The runway length at Washington National is 6800 feet, while that at Laguardia is 7000 feet. Accordingly, there would appear to be no reason why the existing runways at South Weymouth would not be suitable for day-to-day C-9B operations.

It should also be noted, however, that the Commonwealth of Massachusetts legislature has recently passed a \$100 million bond bill, which is available for military construction should NAS South Weymouth remain open and the DOD transfer additional units there. Thus, this bond money could be used to fund the cost of the training building and the runway extension, resulting in no cost to the DOD for either of those projects.

### UH-IN/AH-IW

HML-771, A Marine Air Reserve helicopter squadron, was based at NAS South Weymouth until 1994, when the squadron was deactivated and its assets transferred to Camp Pendleton, California. At one time, this squadron operated up to 12 UH-IN Huey helicopters, sharing South Weymouth's Hangar 2 and associated ramp space with VMA-322, also now deactivated. The deactivation of HML-771 ended an approximate 40-year history of Marine Air Reserve helicopter operations at South Weymouth.

Should VR-62, the present occupants of Hangar 2, be relocated to share Hangar 1 with VP-92, Hangar 2 could once again support a Marine Air Reserve helicopter squadron, specifically an HMLA squadron equipped with both UH-IN and AH-IW types of aircraft. This type of squadron is typically composed of a total of 18 helicopters -- 6 UH-IN and 12 AH-IW. All of these aircraft could easily be stored and maintained within Hangar 2 without the need to keep any outside.

There has been some question in the past as to whether the AH-IW Cobra gunship type of aircraft is suitable for operation at South Weymouth. We do not anticipate any

difficulties. Specifically, AH-1 Cobra gunships are already commonly used in the general area, and frequently visit South Weymouth. Area users of AH-1 gunships include the Rhode Island Army National Guard at nearby Quonset State Airport and the Massachusetts Army National Guard at Westover ARB. South Weymouth provides an ideal location for basing this type of aircraft, since over-the-ocean/beach flying training, the most realistic environment for the Marines, is readily available. NAS South Weymouth is the owner of 640-acre No Mans Island target range, located only 53 nautical miles from the base. Although only inert firing is permitted on this range, it does provide very valuable training. For those few occasions where the firing of live weapons is required, AH-IWs could easily travel to Fort Drum in New York, as the Army National Guard Cobra gunship helicopters now do. The Warren Grove range in New Jersey is also available.

Manning a Marine Air Reserve HMLA unit at South Weymouth should not present any difficulties. HML-771 was always able to be manned, with many of its former Reserve personnel still living in the immediate area. Also, the demographics of the South Weymouth/Boston area are superb, as noted previously.

It should be noted that the BSAT/BSEC originally proposed a scenario transferring an HMLA unit from NAS Atlanta to NAF Washington, with both MCAs New River and NS Mayport being considered later as a potential home for this unit. We strongly question why South Weymouth was not considered as a site for this squadron, since both hangar and apron space are available at essentially no cost and South Weymouth has a long history of Marine Air Reserve helicopter operations, including the H-1 type of aircraft. Marine Air Reserve helicopter squadrons have never been based at Washington, New River, or Mayport.

#### F/A-18

The F/A-18 is another type of aircraft which could logically be based at NAS South Weymouth.

Until VMA-322 was deactivated several years ago, South Weymouth had a history of operating tactical jet aircraft of many types for almost 40 years. VMA-322 operated the A-4M aircraft at the time of its demise, and it had been originally planned to transition this squadron to the F/A-18.

VMA-322 was housed in Hangar 2 at South Weymouth, sharing that hangar with HML-771 for many years. As explained earlier, if the present occupant of Hangar 2 were to be relocated so as to share Hangar 1 with VP-92, Hangar 2 would then be available to house and maintain F/A-18 aircraft. Hangar 2 and its associated apron is believed to be of sufficient size to accommodate two squadrons of F/A-18s if need be.

There are many advantages for basing F/A-18s at NAS South Weymouth. Several are briefly discussed below:

- (1) Several over-the-ocean "Warning Areas" (W104, W105, etc.) are located very close to South Weymouth, permitting short transit times to and from these areas and, thus, allowing maximum training time within the areas.
- (2) Two military operating areas (Condor and Yankee) are located in nearby New Hampshire and Maine. VMA-322, when it was based at South Weymouth, made frequent use of these MOAs. The Syracuse MOA is located nearby in New York.
- (3) Nearby South Weymouth-owned No Mans Island target range is available for use with inert weapons. Live weapons can be employed at locations in New York (Fort Drum) or New Jersey (Warren Grove).
- (4) Opportunities abound for Dissimilar Air Combat Training (DACT) with other Massachusetts and New England-based tactical jet aircraft. For example, the Massachusetts Air National Guard operates F-15 aircraft at Otis Air National Guard base, located only 30 nautical miles from South Weymouth. The Massachusetts Air National Guard also operates A-10 aircraft, as does the Connecticut Air National Guard. F-16s are flown by the Vermont Air National Guard. The dual fighter/attack roles of the F/A-18 make the availability of these DACT training opportunities and nearby MOAs and warning areas of critical importance.
- (5) Practice in-flight refuelling opportunities for the F/A-18s are plentiful in the area. For example, the Marine Air Reserve operates a squadron (VMGR-452) of KC-130T refuelling aircraft at Stewart ANGB in New York, a base located only slightly more than 150 nautical miles away from South Weymouth. That squadron frequently supported VMA-322 operations in the past. The New Hampshire Air National Guard operates KC-135R refuelling aircraft at nearby Pease ANGB. The Maine Air National Guard also operates KC-135 aircraft. These squadrons make frequent use of the refuelling tracks located off the Massachusetts coast.
- (6) As opposed to the single-runway Reserve bases such as NAS Atlanta, NAS Willow Grove, and NAS Fort Worth, for example, NAS South Weymouth has two runways oriented at 90 degrees to each other. This configuration almost guarantees that the allowable crosswind components of small tactical jet aircraft are never exceeded, thus improving safety and permitting operations to occur at all times. Flights are never cancelled because of wind conditions nor are landing aircraft required to divert to other airfields because of wind conditions. This fact is of critical importance for the F/A-18 with its narrow-track landing gear.
- (7) The climate at NAS South Weymouth permits pilots to be trained for operating conditions that may be encountered at any potential location throughout the world, including conditions of heat, cold, rain, or snow. Pilots must be well prepared to operate in any of these conditions, as no one can tell where the next world crisis requiring the activation of the Reserves will develop.

Concern has been expressed by some about operating F/A-18s in wintry conditions. This should not prove to be a problem at South Weymouth. For example, F/A-18s are currently operated by Canada, and soon will be operated by both Norway and Switzerland. These three countries are among the coldest and snowiest in the world. If they can operate F/A-18s under those conditions successfully, there is no reason why F/A-18s cannot be operated in less harsh conditions at South Weymouth. As stated previously, tactical jet aircraft of several types are currently operated successfully in New England. South Weymouth itself did so for 40 years.

- (8) F/A-18 engines are manufactured by General Electric in nearby Lynn, Massachusetts, only 20 miles from NAS South Weymouth. This closeness assures strong and timely product support from the manufacturer, with its employees providing a likely source for recruiting squadron maintenance personnel.

F/A-18s, while currently not based at South Weymouth, are very frequent visitors there. They can be found on the transient ramp almost every weekend. Again, these aircraft do not experience any difficulty in operating from either of South Weymouth's existing runways. However, as stated previously, there is an option to extend Runway 17-35 by 1000 feet, with the Commonwealth of Massachusetts potentially picking up the entire cost of that runway extension.

The Department of the Navy is currently proposing a BRAC redirect which would result in two Reserve squadrons (one Navy, one Marine) of F/A-18s originally proposed to be transferred from NAS Cecil Field to MCAS Beaufort now being sent instead to NAS Atlanta. We would suggest that NAS South Weymouth be considered as a site for one or both of those squadrons. Another potential source of Reserve F/A-18 aircraft for NAS South Weymouth relates to a Congressionally-mandated study of how many Marine Air Reserve F/A-18 squadrons are necessary to fight two wars simultaneously. It is conjectured by some that the number of Marine Air Reserve F/A-18 squadrons may have to be increased by up to two to meet this requirement. If so, South Weymouth would be an ideal location for such basing. In fact, the Marines have previously made a commitment to South Weymouth with this regard should these two squadrons stand up and South Weymouth remain open.

Manning F/A-18 squadron(s) at NAS South Weymouth should, again, not prove to be difficult. Many of VMA-322's Reserve personnel still reside in the area. And, as stated previously, the area's demographics are superb, rating first in the 1995 Military Value matrix of Reserve bases. It should also be noted that during the 1960's before the reorganization of the Reserve Forces, NAS South Weymouth was home to two Marine Air Reserve jet attack squadrons (VMA-217 and VMA-322) as well as two Naval Reserve jet attack squadrons (VA-911 and VA-912). This fact conclusively demonstrates the strength of the area's demographics.

### KC-130T

This type of aircraft could theoretically be supported at NAS South Weymouth, using Hangar 1 and its available apron space, sharing these facilities with VP-92. However, the logic of stationing a VMGR squadron at South Weymouth is not strong, given the nearby siting of VMGR-452 at Steward ANGB in New York.

### F-14A

Due to the complexity of this aircraft type and the fact that only one such squadron is operated in the entire Naval Air Reserve, its relocation to South Weymouth is very unlikely.

### P-3C

Although not based at either of the two locations listed at the beginning of this text, P-3C aircraft are ideal for basing at NAS South Weymouth. This type of aircraft is currently utilized by VP-92 at South Weymouth. As stated previously, Hangar 1 and its associated aircraft parking apron have the ability to accommodate another VP squadron flying P-3Cs.

### GENERAL

Discussion to this point has indicated several aircraft types which could individually be accommodated within existing facilities at NAS South Weymouth. However, it is important to note that extensive additional development would be possible at the base to serve even more units. Specifically, the so-called East Mat area, once used for the outside mooring of blimps, is an area of over 40 acres on which at least two hangars and accompanying aprons could easily be constructed. These facilities could serve several squadrons, either Reserve or Active Duty.

## SITING OF RESERVE AVIATION SQUADRONS

TO: 1995 Defense Base Closure and Realignment Commission

FROM: Committee to Save Naval Air Station South Weymouth

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In its justification for recommending the closure of NAS South Weymouth, the Department of the Navy made the following statement:

"In addition, this recommendation furthers the Departmental preference to collocate active and reserve assets and personnel wherever possible to enhance the readiness of both."

Regarding the basing of Reserve squadrons at active duty bases, it would appear that the navy itself, irrespective of the above statement, is not convinced of its merits or, at the very least, the Navy is inconsistent in its actions. One has to look no further than the 1993 closure process to see that actions speak much louder than words with regard to the Navy.

Specifically, the 1993 base closure process resulted in the closure of four Naval Air Stations within the Reserve Claimancy; namely, NAS Dallas, NAF Detroit, NAS Glenview, and NAS Memphis. The closure of these four bases certainly presented the Navy with the perfect opportunity to put its belief of moving reserve squadrons to active bases into practice. Yet, not one squadron from any of these four bases has since been relocated by the Navy to an active duty base! Rather, the remaining assets from these four Reserve bases have all been transferred to other Reserve activities. And, in fact, the Navy went so far as to create a new Reserve base! This latter base is located at the former Carswell AFB and is in the process of being opened under the new name of NAS Fort Worth at a cost of several hundred million dollars.

The opening of NAS Fort Worth is especially interesting to analyze, since it would appear to entirely contradict the Navy's stated preference of collocating reserve and active assets. Specifically, the closure of NAS Dallas gave the Navy the chance to relocate the Reserve F-14s of VF-201 from NAS Dallas to NAS Oceana, the only active duty base on the East Coast where F-14s are stationed. Similarly, the Marine Reserve F-18s at NAS Dallas could have been relocated to MCAS Beaufort in South Carolina, the only active duty Marine Corps base on the East Coast where that type of aircraft is stationed. But, when given the opportunity to locate these valuable reserve assets from a closing reserve base to an active duty base, the Navy chose not to do so. Apparently, the Navy recognized that the highly-skilled manpower required to staff these squadrons can only be found in highly-populated urban areas where reserve bases have traditionally been sited.

Another aircraft type to be found at the new NAS Fort Worth is the KC-130T tanker flown by the Marine Air Reserve. This type of aircraft is flown by squadron VMGR-234,

which relocated to Forth Worth from NAS Glenview when the latter Reserve base was ordered closed by BRAC 1993. Here was another perfect opportunity whereby this squadron could have been moved from Glenview on to an active duty Marine Corps Air Station already having this type of aircraft stationed there. MCAS Cherry Point in North Carolina is such a base, since it currently is home to two active duty Marine Corps squadrons flying the KC-130. But, was this the Marines chosen course of action? The answer is no. MCAS Cherry Point is not located in an urban area from which the manpower needed to operate this squadron could have been drawn. The nearest major urban area is Norfolk, Virginia, slightly more than 150 miles away. Since VMGR-234 ended up at Fort Worth and not Cherry Point, one could conjecture that it was believed that the 150 mile distance was too far to attract Reservists to Cherry Point. Boston to Brunswick is also approximately 150 miles.

Similar comments to those stated above can also be said for many other types of squadrons in the Naval and Marine Air Reserve. They would all show this same pattern of inconsistencies between the so-called policy of the Navy to locate its Reserve squadrons at active-duty bases and the actual actions taken by the Navy in siting these squadrons. In the interest of brevity, only the issue of the siting of Reserve P-3 and C-130 squadrons will be discussed in the following paragraphs.

There are presently many Reserve P-3 squadrons that are based at Reserve bases. These Reserve bases housing P-3 squadrons include NAS Willow Grove (2 squadrons), NAS New Orleans, NAF Washington, Moffett Field, and, of course, NAS South Weymouth. Additionally, there is a Reserve P-3 squadron at NAS Point Mugu, an active duty base but which has no active-duty P-3 squadrons stationed there. If it is so advantageous for the Navy to prepose to move VP-92 from NAS South Weymouth to the active duty base of NAS Brunswick, why has the Navy not proposed to also relocate the other Reserve P-3 squadrons to active duty bases, particularly active duty P-3 bases. The answer is simple. All of these Reserve P-3 squadrons, including VP-92 at NAS South Weymouth, are located near major population centers where the necessary manpower that these large squadrons need to operate can be easily obtained. it makes no sense to remove these squadrons from Reserve bases to remotely-located active duty bases where squadron manning would prove to be very difficult, if not impossible. Again, the navy apparently recognizes this fact in light of its actions to keep the majority of these squadrons at Reserve bases, yet it persists in trying to make an exception out of VP-92 at South Weymouth. If a move to active duty bases does not make sense for all of these squadrons, then it does not make sense for VP-92 either.

The C-130T is one of the newest aircraft in the Navy inventory and is operated exclusively by the Naval Air Reserve. However, much of the utilization of these aircraft is devoted toward the direct support of the active duty Navy throughout the country and, literally, around the world. Yet, when the four Reserve squadrons which fly this type of aircraft were established, all four were sited at Reserve bases (NAS South Weymouth, NAF Washington, NAS New Orleans, and Moffett Field) -- not active duty bases. Again, the Navy has apparently recognized that the large manpower requirements of these squadrons can only be found in areas of high population densities -- areas where Reserve bases, not active duty bases, are typically sited. One can only

conclude that moving VR-62 and its C-130s from South Weymouth to Brunswick would result in severe manning difficulties for the squadrons.

The basing practices of the Reserve components of the U.S. Air Force have been examined as a comparison with those of the Navy. These components consist of the Air National Guard and the Air Force Reserve. The examination indicates that the Air Force bases only a relative small percentage of its aviation squadrons at active duty bases, and thus appears to indicate that the Air Force apparently does not see any great advantages in does so.

Looking first at the Air National Guard, America's largest aviation reserve force according to any definition, that organization, based on 1992 data, operates a total of 98 aviation squadrons. Of those 98 squadrons, 80 of them are located at civilian airports near major population centers where personnel to man those squadrons are readily available for recruitment. Only 18 squadrons in the Air National Guard are located aboard purely military facilities. Of those latter 18 squadrons, 12 are located at active-duty Air Force bases, with the remaining 6 being sited at one Air Force Reserve base and 5 Naval Air Stations.

One might presume that the 12 Air National Guard squadrons located at active-duty Air Force Bases are sited at those locations in order to obtain some special advantages as a result of that arrangement. However, upon closer examination, this does not appear to be the case in most instances. Rather, their location at active-duty bases appears to be largely for convenience only. Specifically, of the 12 squadrons, only 3 are located at active-duty bases where the active-duty forces fly the same type of aircraft as the Guard units stationed at those same bases. For example, the State of Washington Air National Guard has a KC-135 squadron stationed at Fairchild AFB, where the active-duty forces at that same base also fly the KC-135. These units may, accordingly, have some opportunities to work with each other train together. On the other hand, a Kansas Air National Guard F-16 tactical fighter squadron stationed at McDonnell AFB presumably has few working relationships with the B-1B bombers flown by the active-duty forces stationed at that same base.

In summary with regard to the Air National Guard, only 3 out of a total of 98 squadrons are based at locations where those squadrons operated the same type of aircraft as their active-duty counterparts. This fact would seem to indicate that the Air Force, through its National Guard Bureau, does not appear to see major advantages in locating its Air National Guard squadrons at active-duty bases and, even when it does locate them at those locations, far more often than not the types of squadrons so assigned would appear to bear no direct relationship to the active-duty squadrons at those same bases.

The Air Force Reserve in 1992 had a total of 37 aviation squadrons that actually operated their own assigned aircraft. Of those 37 squadrons, 20 were located at active-duty Air Force bases. However, only 6 of those 20 fly the same types of aircraft as the active forces at those same bases. Once again, it would appear that the basing of Air Force Reserve squadrons at active-duty bases is also largely a matter of geographical convenience rather than from any perceived military advantage in doing so.

GERRY F. STUDDS  
TENTH DISTRICT MASSACHUSETTS

COMMITTEE ON MERCHANT MARINE  
AND FISHERIES  
CHAIRMAN

SUBCOMMITTEE ON ENVIRONMENT  
AND NATURAL RESOURCES  
CHAIRMAN

COMMITTEE ON ENERGY  
AND COMMERCE

SUBCOMMITTEE ON HEALTH  
AND THE ENVIRONMENT

SUBCOMMITTEE ON TRANSPORTATION  
AND HAZARDOUS MATERIALS



Congress of the United States  
House of Representatives

WASHINGTON  
237 CANNON BUILDING  
WASHINGTON, DC 20515-2110  
202-225-3111

SOUTH SHORE 1-800-794-9911

QUINCY  
1212 HANCOCK STREET  
QUINCY, MA 02169

BROCKTON  
FEDERAL BUILDING  
188 MAIN STREET  
BROCKTON, MA 02401

PLYMOUTH  
225 WATER STREET, SUITE 401  
PLYMOUTH, MA 02360

CAPE COD AND ISLANDS 1-800-870-2626

HYANNIS  
148 MAIN STREET  
HYANNIS, MA 02601

April 18, 1995

John H. Dalton, Secretary  
Department of the Navy  
The Pentagon  
Washington, DC 20350

Dear Secretary Dalton:

I am writing to request several items with regard to the Navy's recommendation to close Naval Air Station (NAS) South Weymouth. I am working closely with the local community to examine the national security merits of this decision and we will be presenting our case to the Defense Base Closure and Realignment Commission (BRAC) in the coming weeks.

In its recommendation to close the Weymouth facility, the Navy has indicated that it will transfer the Naval Air Reserve assets (specifically a Reserve P-3 squadron), equipment, personnel to NAS Brunswick, Maine. *Please provide me with the any demographic data and analysis used in formulating and justifying this scenario.*

The Navy's Analysis and Recommendations (DoD Base Closure and Realignment Report to the Commission, Volume IV) states that "the Commander-in-Chief, Atlantic Fleet (CINCLANTFLT), expressed the desirability of having a fully-capable operational air station north of Norfolk, Virginia." (p.D-4)

*Please provide me with the minutes of the BSEC/CINCLANTFLT discussions with regard to the recommended closure of NAS South Weymouth and the retention of NAS Atlanta and NAS Brunswick. Also, what "policy imperatives" (DoD Report to BRAC, Vol. IV; p.12) were developed and justified during these discussions? Additionally, please provide me with the minutes of any BSEC/COMNAVRESFOR & COMNAVRESFOR deliberations on the same subject.*

The Navy's Configuration Analysis with regard to Reserve Air Stations states that "only one administrative support-type squadron (e.g., C-9 or C-130) can be assigned to any station." (DoD Report to BRAC, Vol. IV; p.D-3) *Please detail the rationale for this restriction.*

Secretary Dalton  
April 18, 1995  
Page 2

In recent years, the Naval Reserve personnel and units have played an important role in overseas operations. *Please provide me with information detailing the number of sorties conducted by the Naval Air Reserve in support of operations in the former-Yugoslav Republics, Somalia, the Persian Gulf and Haiti.*

*With regard to the SECNAVNOTE of December 8, 1993, what procedures were approved for the BSAT's "Internal Audit Control Plan" (DoD Report to BRAC, Vol. IV; p. 10) to ensure accuracy, completeness, and integrity of the information upon which the Secretary of the Navy would base his recommendations for closure/realignment? Furthermore, what procedures were employed by the Naval Audit Service to validate the accuracy and reliability of data provided by Department of Navy activities?*

Due to the time restraints involved in the base closure process, I would respectfully request a immediate response to these requests.

I appreciate you attention to this matter.

With kind regards.

Sincerely,



Gerr E. Studds

GERRY E. STUDDS  
TENTH DISTRICT, MASSACHUSETTS

COMMITTEE ON MERCHANT MARINE  
AND FISHERIES  
CHAIRMAN

SUBCOMMITTEE ON ENVIRONMENT  
AND NATURAL RESOURCES  
CHAIRMAN

COMMITTEE ON ENERGY  
AND COMMERCE

SUBCOMMITTEE ON HEALTH  
AND THE ENVIRONMENT

SUBCOMMITTEE ON TRANSPORTATION  
AND HAZARDOUS MATERIALS



Congress of the United States  
House of Representatives

April 14, 1995

WASHINGTON  
237 CANNON BUILDING  
WASHINGTON, DC 20515-2110  
202-225-3111

SOUTH SHORE 1-800-794-9911

QUINCY  
1212 HANCOCK STREET  
QUINCY, MA 02168

BROCKTON  
FEDERAL BUILDING  
108 MAIN STREET  
BROCKTON, MA 02401

PLYMOUTH  
225 WATER STREET, SUITE 401  
PLYMOUTH, MA 02360

CAPE COD AND ISLANDS 1-800-870-262

HYANNIS  
148 MAIN STREET  
HYANNIS, MA 02601

Alan Dixon, Chairman  
The Defense Base Closure  
and Realignment Commission  
1200 North Moore St, Suite 1425  
Arlington, VA 22209

Dear Chairman Dixon:

I am writing to request that the following issues with regard to the Navy's process and recommendations in targeting NAS South Weymouth for closure be raised at next week's BRAC hearing with the Government Accounting Office (GAO).

In recommending NAS South Weymouth for closure, the Navy apparently overlooked two facilities (NAS Atlanta and NAS Fort Worth) with a lower "military value," according to the Navy's own criteria.

In the case of NAS Atlanta -- which is significantly lower in military value than South Weymouth and was initially considered for closure -- the Navy has argued that the area is "rich in demographics" and should remain open. Yet the Navy's own Military Value Matrix for Reserve Air Stations rates NAS Atlanta last and NAS South Weymouth first in demographics.

In its 1993 report to the BRAC, the GAO identified a "problem" with the Navy's process in instances when "a base was recommended for closure, even though its military value was rated higher than bases that remained open." I see no reason that these concerns would not be relevant to the Navy in 1995. While the GAO's 1995 report describes the Navy's recommendations as "generally sound," does the GAO continue to view the Navy's disregard for military value -- particularly in the case of NAS South Weymouth -- as a problem in its decision-making process?

Again, I respectfully request that the BRAC direct the GAO to respond to this issue during next week's hearing.

I appreciate your assistance in this matter.

With kind regards.

Sincerely,

Gerry E. Studds



THE COMMONWEALTH OF MASSACHUSETTS

EXECUTIVE DEPARTMENT

STATE HOUSE • BOSTON 02133

(617) 727-3800

WILLIAM F. WELD  
GOVERNOR

MARCO PAUL CELLUCCI  
LIEUTENANT GOVERNOR

February 8, 1995

The Honorable John H. Dalton  
Secretary of the Navy  
1000 Navy Pentagon  
Washington, D.C. 20350-1000

Dear Secretary Dalton:

This letter is to follow up on our recent phone conversation concerning Naval Air Station (NAS) South Weymouth.

As we discussed, the Massachusetts National Guard is impressed with the facilities at NAS South Weymouth and, with the Navy's approval, is interested in locating a unit onto the base. Specifically, the Guard is interested in moving a field artillery battalion totaling 45 full time and 600 part time Guardsmen as well as their trucks, howitzers, and other equipment. This is a new, high priority unit that is assigned to the "Contingency Force Pool."

Locating this unit onto NAS South Weymouth would require the construction of two buildings, one of 85,000 square feet to house the military units, and one of 12,000 square feet for the maintenance of their equipment. As we discussed, the state could fund such construction from a \$100 million capital improvement fund intended for the state's military installations. Moreover, the state would willingly negotiate with the Navy to fund the improvement of other facilities or infrastructure at NAS South Weymouth that would be used jointly by the Guard and Navy personnel. As I mentioned, the legislation authorizing this capital improvement fund specifies that state funding is available only if NAS South Weymouth is enhanced or expanded under the 1995 base closure process.

If it is all right with you, I would like to send my staff to Washington to discuss this possible option with your installation experts. Your staff can contact Jim Kane in my office at: (617) 727-3600. Thanks very much for your consideration.

Sincerely,

A handwritten signature in cursive script that reads "Bill Weld".

William F. Weld

04/21/95  
04/20/95

08:47



04-14-95 08:46AM

6177278685

617 727 8797 002

SENT BY:

50492



DEPARTMENT OF THE NAVY  
OFFICE OF THE ASSISTANT SECRETARY  
(INSTALLATIONS AND ENVIRONMENT)  
1000 NAVY PENTAGON  
WASHINGTON, D.C. 20380-1000

April 5, 1995

The Honorable William F. Weld  
Governor of the Commonwealth  
of Massachusetts  
The State House  
Boston, MA 02133

Post-It™ brand fax transmittal memo 7671		Page 2 of 2
To: Bill Smith	From: Julie Schayer	
Co.	Co.	
Dept.	Phone #	
Fax #	Fax #	

Dear Governor Weld:

Thank you for your letter of February 8, 1995, to the Secretary of the Navy concerning the Massachusetts National Guard's interest in moving a field artillery battalion to the Naval Air Station at South Weymouth, Massachusetts. I am responding for Secretary Dalton.

As you know, on March 1, 1995, the Secretary of Defense submitted the Department of Defense's recommendations to the 1995 Defense Base Closure and Realignment Commission and recommended closure of Naval Air Station, South Weymouth. Thus, if Secretary Perry's recommendation is adopted by the Commission and approved by the President and Congress, the Department of the Navy will proceed to close the Air Station within six years of the date when closure is approved. In that event, the Department of the Army could request property at the base for use by the Massachusetts National Guard's field artillery battalion.

Since the focus of the 1995 base closure process has now shifted to the Commission, however, it may be prudent to defer consideration of the Guard's expression of interest until the Commission submits its Report to the President on July 1, 1995. During the interim, if I may be of assistance, please call me at (703) 693-4527.

We appreciate your interest in this important matter and look forward to working with you on all matters related to NAS South Weymouth.

Sincerely,

WILLIAM J. CASSIDY, JR.  
Deputy Assistant Secretary of the Navy  
(Conversion and Redevelopment)



THE COMMONWEALTH OF MASSACHUSETTS

EXECUTIVE DEPARTMENT

STATE HOUSE • BOSTON 02133

(617) 727-3800

WILLIAM F. WELD  
GOVERNOR

ARGEO PAUL CELLUCCI  
LIEUTENANT-GOVERNOR

January 9, 1995

To the Honorable Senate and House of Representatives:

Today we are filing amendments to Chapter 300 of the Acts of 1992. The proposed amendments are in the spirit of that Chapter and are designed to attract important federal facilities to the Commonwealth.

As you may know, this year the United States Department of Defense will make recommendations pursuant to the 1995 base closure and realignment process. This round of base closures is expected to be the largest in the history of our country. A number of bases in the Commonwealth serve as important economic engines. In the case of Hanscom Air Force Base, a closure would represent a severe economic setback for the entire Commonwealth and New England region since Hanscom accounts for over 29,000 jobs and has an economic impact of \$3.1 billion for Massachusetts.

This legislation will make it more attractive for the Department of Defense to consolidate closing military bases onto our bases in Massachusetts rather than closing our bases and sending them elsewhere. The bill provides \$100 million in bond authorizations to improve any military installation in the Commonwealth that is recommended for enhancement or expansion during the base closure process.

The bill would continue our commitment to providing financial support for the DFAS Center planned for Southbridge. The amendments would extend such incentives to bring additional jobs to other military installations in the Commonwealth, including, but not limited to: Hanscom AFB, U.S. Army Laboratory at Natick, Naval Air Station South Weymouth, and Westover Air Reserve Base in Chicopee.

There are tens of thousands of jobs and billions of dollars worth of economic development resources at stake in the Commonwealth during this base closure round. The proposed bond authorization would give our congressional delegation a tangible tool to convince the Defense Department to expand our facilities rather than close them. We urge your speedy consideration and approval.

Respectfully submitted,

*William F. Weld*

William F. Weld  
Governor

*Argeo Paul Cellucci*  
Argeo Paul Cellucci  
Lieutenant Governor



# The Commonwealth of Massachusetts

IN THE YEAR ONE THOUSAND NINE HUNDRED AND NINETY.

## AN ACT

RELATIVE TO SIMULATING EMPLOYMENT ENCOURAGING THE  
SITING OF CERTAIN FEDERAL FACILITIES IN THE  
COMMONWEALTH.

*Be it enacted by the Senate and House of Representatives in General Court assembled, and by the  
authority of the same, as follows:*

### SECTION 1.

Section 1 of chapter 300 of the acts of 1992 is hereby amended by inserting after the words "economic activity" in clause (4) the following words:-;the preservation and enhancement of the commonwealth's high-tech economic base.

SECTION 2. Chapter 300 of the acts of 1992 is hereby amended by deleting section 1A and inserting in place thereof the following new section:-SECTION 1A. To provide for the projects and expenditures provided for in this act, the secretary of administration and finance is hereby authorized to spend the sum set forth in section two of this act for the several purposes of this act, subject to the conditions specified under the

provisions of this act and subject to the provisions of law regulating the disbursement of public funds and the approval thereof.

SECTION 3. Item 1599-8000 in section 2 of chapter 300 of the acts of 1992 is hereby amended by inserting after the word "Southbridge" in line 4 the following words:-or for capital projects to enhance or expand other United States Department of Defense facilities in the commonwealth.

SECTION 4. Item 1599-8000 in section 2 of chapter 300 of the acts of 1992 is hereby further amended by inserting after the word "requirements" in line 9 the following words:-,or other United States Department of Defense requirements.

SECTION 5. Item 1599-8000 in section 2 of chapter 300 of the acts of 1992 is hereby further amended by inserting after the word "Southbridge" in line 21 the following words:-or enhance or expand other United States Department of Defense facilities in the commonwealth.

SECTION 6. Section 3 of chapter 300 of the acts of 1992 is hereby amended by inserting after the word "Southbridge" in the definition of "Selected Site" the following words:-,or any United States Department of Defense facility in the commonwealth selected for enhancement or expansion as the result of the 1995 base closure and realignment process.

SECTION 7. Section 3 of chapter 300 of the acts of 1992 is hereby further amended by inserting after the word "chosen" in line 8 the following words:-including any land or buildings, or interest therein, necessary to carry out the purposes of this Act.

SECTION 8. Section 4 of chapter 300 of the acts of 1992 is hereby amended by inserting after the word "facilities" in line 4 the following words:-or upon notification by the United States Department of Defense to the base commander or facility administrator of a Department of Defense facility that the facility has been selected for enhancement or expansion as the result of the 1995 base closure and realignment process.

SECTION 9. Section 4 of chapter 300 of the acts of 1992 is hereby further amended by inserting after the word "requirements" in line 12 the following words:-or other United States Department of Defense requirements.

SECTION 10. Section 4 of chapter 300 of the acts of 1992 is hereby further amended by inserting after the word "Services" in line 6 of paragraph (c) the following words:- or other United States Department of Defense requirements.

SECTION 11. Section 5 of chapter 300 of the acts of 1992 is hereby amended by adding after the word "facilities" in line 7 the following words:-or prior to the notification by the United

States Department of Defense that facilities in the commonwealth have been selected for enhancement or expansion.

SECTION 12. Section 6 of chapter 300 of the acts of 1992 is hereby amended by adding after the word "Government" in line 4 the following words:-, or to any United States Department of Defense contractor performing work for a Department of Defense facility.

SECTION 13. Section 7 of chapter 300 of the acts of 1992 is hereby amended by adding after the word "Services" in line 6 the following words:-, the Department of Defense facilities that have been selected for enhancement or expansion, or a Department of Defense contractor performing work for a Department of Defense facility that has been selected for enhancement or expansion.

SECTION 14. Section 9 of chapter 300 of the acts of 1992 is hereby amended by inserting after the word "Southbridge" in line 3 the following words:-or enhance or expand other United States Department of Defense facilities in the commonwealth.

SECTION 15. Section 9 of chapter 300 of the acts of 1992 is hereby amended by deleting the word "ninety-four" in line 4 and inserting in place thereof the following word:-ninety-six.

SECTION 16. Chapter 300 of the acts of 1992 is hereby amended by adding the following new section:-SECTION 8A. To meet

the expenditures necessary in carrying out the provisions of this act, the state treasurer shall, upon request of the governor, issue and sell bonds of the commonwealth, in an amount to be specified by the governor from time to time, but not exceeding, in the aggregate, the sum of one hundred million dollars. Said bonds shall only be issued and sold after final approval by the United States Congress of the recommendation of the Department of Defense to locate said Finance and Accounting Services Facility in the town of Southbridge or after final approval by the United States Congress of a recommendation from the Base Realignment and Closure Commission to enhance or expand other United States Department of Defense facilities in the commonwealth. All bonds issued by the commonwealth, as aforesaid, shall be designated on their face, Federal Facilities Enhancement Act of 1995, and shall be issued for such maximum term of years, not exceeding thirty years, as the governor may recommend to the general court pursuant to Section 3 of Article LXII of the Amendments to the Constitution of the commonwealth; provided, however, that all such bonds shall be payable not later than December thirty-first, two thousand and thirty. Bonds and the interest thereon issued under the authority of this section, notwithstanding any other provisions of this act, shall be general obligations of the commonwealth.

SECTION 17. Chapter 300 of the acts of 1992 is hereby amended by adding the following new section:-SECTION 8B. The state treasurer may borrow from time to time on the credit of the

commonwealth such sums of money as may be necessary for the purposes of meeting payments as authorized by this act and may issue and renew from time to time notes of the commonwealth therefor, bearing interest payable at such time and at such rates as shall be fixed by the state treasurer. Such notes shall be issued and may be renewed one or more times for such term, not exceeding one year, as the governor may recommend to the general court in accordance with Section 3 of Article LXII of the Amendments to the Constitution of the commonwealth, but the final maturities of such notes, whether original or renewal, shall not be later than June thirtieth, two thousand and seven. Notes and interest thereon issued under the authority of this act, notwithstanding any other provision of this act, shall be general obligations of the commonwealth.

Naval Air Station, South Weymouth  
Welcome Aboard  
19 June 1995

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***Base Realignment and Closure  
Commissioner Al Cornella***

Commanding Officer  
***Captain R. A. Duetsch***

Executive Officer  
***Commander S. A. Beaton***

# Schedule of Events

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- 0840 - 0900 NAS South Weymouth Command Presentation
- 0900 - 0908 Naval Reserve Center Presentation
- 0908 - 0915 VP-92 Presentation
- 0915 - 0922 VR-62 Presentation
- 0922 - 0930 Marine Site Support Element Presentation
- 0930 - 0940 Save the Base Committee Presentation
- 0940 - 1020 Mr. Cornella Windshield and Walking Tour of NAS.  
The Tour Will Visit NRC South Weymouth and  
Aircraft Intermediate Maintenance Department.

Naval Air Station  
South Weymouth, Massachusetts

---

**Command Presentation**

***"Home of the  
Naval Reserve  
in New England"***

Naval Air Station, South Weymouth  
**Briefing Contents**

---

- |                 |                       |
|-----------------|-----------------------|
| - Mission       | - Environmental       |
| - History       | - Operating Costs     |
| - Commands      | - Quality of Life     |
| - Reserve Units | - Community Relations |
| - Personnel     | - Community Support   |
| - Facilities    | - Demographics        |
| - Construction  | - Fleet Support       |

Naval Air Station, South Weymouth  
**Mission**

---

**Current Mission:**

**"To train Naval Reservists for their mobilization assignments with the active operating forces of the United States Navy; and to provide administrative coordination and logistic support for the tenant Naval Reserve Force squadrons and commands."**

## Naval Air Station, South Weymouth History

---

- ▶ 1942 - NAS South Weymouth Established as a Lighter-Than-Air Facility
- ▶ 1946 - Shea Field Dedicated
- ▶ 1949 - Deactivated - Placed in "Caretaker" Status
- ▶ 1953 - Reactivated as a Reserve Naval Air Station
- ▶ 1961 - Last Operational Blimp Unit Disestablished
- ▶ 1990-91 - Desert Shield/Storm  
NS Rota & Medical Units Recalled
- ▶ 1992 - Celebrated 50th Anniversary

## Naval Air Station, South Weymouth History (BRAC)

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- ▶ 1990 - Manpower Authorization Reduced
- ▶ 1991 - Station On Navy's Closure List But Not On DoD BRAC Recommendation List
- ▶ 1992 - Mass. Congressional Delegation Asked SECNAV To Use BRAC Process vs Navy Closure
- ▶ 1993 - Station On Navy / DoD Closure Recommendation List
  - BRAC Removes Station From List
- ▶ 1994 - NAS Manpower Document Reinstated
- ▶ 1995 - Station On Navy / DoD Closure Recommendation List

Naval Air Station, South Weymouth  
**Tenant Commands (Aviation)**

---

- ▶ VP-92 Ten - P-3C Orion
  
- ▶ VR-62\* Four - C-130T Hercules
  - \* Two C-130T On Board
  - Two to be Delivered in August 95
  
- ▶ Naval Air Logistics Office (NALO)
  - One - UC-12B Super King Air 200

# Naval Air Station, South Weymouth Tenant Commands (Non-Aviation)

- Naval Reserve Center
- Marine Site Support Element
- Personnel Support Activity Detachment
- Medical/Dental Clinic
- Defense Courier Service
- Reserve Intelligence Programs Office
- Naval Training Meteorology and Oceanography Detachment
- Naval Reserve Recruiting
- Human Resource Office Groton
- Resident Officer in Charge of Construction
- Naval Criminal Investigative Service
- Joint Personal Property Shipping Office

# Naval Air Station, South Weymouth

## Naval Air Reserve Units (Drill On - Site)

- |   |   |
|---|---|
| - USS John F. Kennedy<br>CV-67 (2-Units)            | - Naval Air Systems<br>Command (2-Units)                      |
| - Naval Station, Rota<br>Spain Support Unit         | - Naval Meteorology and<br>Oceanography Reserve Activity Unit |
| - Naval Air Station, South<br>Weymouth Support Unit | - Fleet Support Squadron<br>Component Unit                    |
| - Medical Marine Air<br>Group Support Unit          | - Mobilization Assignment<br>Control Group Unit               |
| - Medical / Dental<br>Support Unit                  | - Volunteer Training<br>Unit (2-Units)                        |

# Naval Air Station, South Weymouth Naval Air Reserve Units (Intelligence Units - Drill On-Site)

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- ▶ Atlantic Intelligence Command  
2-Units
- ▶ Office of Naval Intelligence Unit
- ▶ Reserve Intelligence Area Commander Unit
- ▶ Intelligence Volunteer Training Unit
- ▶ Naval Security Group Unit
- ▶ Intelligence Specialist "A" School

# Naval Air Station, South Weymouth

## Naval Air Reserve Units (Drill Off-Site)

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- ▶ Tactical Support Center, NAS Brunswick  
(2-Units)
- ▶ Defense Plant Representative Office Sikorsky Unit
- ▶ Defense Plant Representative Office GE Lynn Unit
- ▶ Defense Plant Representative Office Grumman Unit
- ▶ Naval Intelligence Service Regional Office Unit
- ▶ Office of Naval Intelligence Unit

## Naval Air Station, South Weymouth Personnel

As of 3/15/95	Active	SELRES Drill On / Off	CIV
- NAS	442	936 / 154	275
- Tenant			
Aviation Squadrons	233	329 / 0	0
Naval Reserve Center	24	379 / 190	0
Other Non-Aviation	86	0 / 0	30
Marines	67	393 / 0	0
<b>TOTAL</b>	<b>852</b>	<b>2,381</b>	<b>305</b>
- New England Demographics		- No Airlift Support Required For Any Drilling Unit	

## Naval Air Station, South Weymouth Facilities

---

- ▶ 1,442 Acres. Overlies towns of Weymouth, Rockland & Abington. Adjoins Hingham.
- ▶ 2 Hangars: Hgr. 1 - 54,000 sq.ft.  
Hgr. 2 - 38,400 sq.ft.
- ▶ 2 Runways: Rwy. 8/26 - 6,000' x 150'  
Rwy. 17/35 - 7,000' x 200'
- ▶ No Man's Island Target Range
  - Aerial Bombing & Strafing (Unmanned)
  - Restricted Area R - 4105
  - 53 n.m. South of NAS South Weymouth
  - 2.7 n.m. South of Martha's Vineyard Island

# Naval Air Station, South Weymouth Facilities (Continued)

---

- ▶ Family Housing - 365 Units in Three Locations
  - South Weymouth - 165
  - Quincy: Squantum - 57, Naval Terrace - 48
  - Otis ANGB - 95 (Cape Cod)
- ▶ BOQ - Capacity: 114
- ▶ BEQ (3 Buildings) - Capacity: 220
  - Runner-up for "Innkeeper of the Year" Award.
  - Recently Received Four Star Rating.
- ▶ Galley - Full Service - Capacity: 165
  - Semi Finalist for NEY Award.
- ▶ MWR - Fitness Center / Bowling Alley
  - Youth / Child Development Centers
  - Auto Hobby / Rental Centers
  - 2 All Hands Clubs
  - Swimming Pool
- ▶ Medical / Dental Clinic
- ▶ Navy Exchange

Naval Air Station, South Weymouth  
Facilities (Continued)  
Aircraft Intermediate Maintenance Dept. - 44, 768 sq.ft.

**Production Control**

**Quality Assurance**

**Powerplants**

- T-56 Engines
- Propellers
- Aux. Power Units

**Avionics**

- Radios
- Navigation
- Batteries

**Aviator's Equipment**

- Parachutes
- Survival Gear

**Maintenance Admin**

**Materials Control**

**Airframes**

- Inspections
- Hydraulics
- Painting

**Support Equipment**

- Tow Tractors
- Starting Units
- Delcers

**Armament Equipment**

- Bomb Racks

# Naval Air Station, South Weymouth Facilities (Continued) Weapons / Magazines

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- ▶ 3 Active Magazines - 4,164 sq.ft.
  - Bldgs. 92, 93 & 94
  - 1,388 sq.ft. each
  
- ▶ 2 Inactive Magazines - 1,492 sq.ft.
  - Bldg. 51 - 1,352 sq.ft.
  - Bldg. 52 - 140 sq.ft.
  
- ▶ Weapons Build-Up
  - Missiles
  - Mines
  
- ▶ Small Arms
  - Procurement
  - Storage
  - Maintenance

Naval Air Station, South Weymouth  
**Facilities (Continued)**  
**Utilities**

- ▶ **Electrical Distribution System:**
  - Transmission Line Supplied by Mass Electric
  - 23,000 Volts Switching Station
  - 13,800 Volts Through Two Main Distribution Transformers
  - Emergency Generator Backup for Base Primary Circuits
  - Base Housing Supplied by Separate Power Grid
  
- ▶ **Steam Production and Distribution:**
  - 4 Oil Burning Boilers
  - Capacity 30,000 - 42,000 lb/hr
  - Provides 22 Buildings Within Industrial Area of Base

# Naval Air Station, South Weymouth Facilities (Continued) Utilities

- ▶ **Water:**
  - Supplied by Town of Weymouth
  - Source 10" and 8" Water Main
  - Elevated Steel Water Tank Contains 250,000 gal.
- ▶ **Sanitary Sewer:**
  - All Station Sewage Treated at Metropolitan Sewage Treatment Plant
- ▶ **Telecommunications System:**
  - Served by Dimension 2000 Analog Switch
  - 499 Lines and 506 Touch Tone Stations
  - Fiber Optic Lines to be Laid Summer '95 - In work
- ▶ **Natural Gas System:**
  - Limited Gas Distribution to Family Housing
  - Supplied by Boston Gas

## Naval Air Station, South Weymouth Recent Construction

Project	Status
Air Traffic Control Tower / GCA	Framed
FAA Weather Radar	Complete
New PSD	Complete
New Reserve Center	Complete
Fire Station Addition	75% Complete
AIMD HVAC	Complete
Navy Exchange Store Rehab	In Progress

Naval Air Station, South Weymouth  
**Pending Construction**

Project	Status
Apron / Runway / Hangar Repairs	On Hold
Training Dept. Renovation	On Hold
Flight Line Security	On Hold
Navy Exchange Gas Station	On Hold
Rehab Marine Portion of Hangar 2 to Accommodate Lawrence, MA Unit	On Hold

## Naval Air Station, South Weymouth Operating Costs

	FY-94 (Millions)	FY-95 (Millions)
CIVPERS - Air Station (Appropriated)	7.8	8.4
Base Communications	0.3	0.2
Flight Operations	6.4	7.4
Quarters	0.3	0.1
Base Operating Support	2.5	2.6
Morale, Welfare & Recreation	0.2	0.2
Utilities	1.0	1.1
Environmental	0.5	0.3
Maintenance, Repair of Property	1.3	1.0
<b>TOTAL</b>	<b>20.3</b>	<b>21.3</b>

## Naval Air Station, South Weymouth Environmental

---

- ▶ New Department
- ▶ National Priority List
- ▶ Installation Restoration Program (8 Sites)
- ▶ Central Distribution Center / HAZMART
- ▶ Recycling Program

## Naval Air Station, South Weymouth Environmental

- ▶ **Clean Air Act (CAA)**
  - NAS South Weymouth is in a Serious Non-Attainment Area for Ozone and is in Full Compliance With the 1990 CAA Amendments
- ▶ **Clean Water Act (CWA)**
  - NAS South Weymouth is in Full Compliance
  - NAS South Weymouth is Permitted by the EPA
- ▶ **Safe Drinking Water Act (SDWA)**
  - NAS South Weymouth is in Full Compliance
  - NAS South Weymouth Receives Its Water From Local Municipality Which is Regulated by the EPA and State

# Naval Air Station, South Weymouth Community Relations

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- ▶ Political Interface
- ▶ South Shore Chamber of Commerce
- ▶ Local Business Economics

## Naval Air Station, South Weymouth

# Quality of Life

---

- ▶ Medical / Dental Clinic
  - Health Care Programs
  - Facility Expansion Needed
- ▶ Housing
  - Quincy / NAS Rehab
  - BEQ Rehab
- ▶ Family Service Center
  - Transition Assistance Program for Massachusetts
- ▶ Morale, Welfare and Recreation
  - Nor'Easter Club Rehab
  - Information, Tickets, and Travel Program
  - Youth / Child Development Center Upgrade
  - Annual Air Show

Naval Air Station, South Weymouth  
**Community Support**

---

- ▶ **Boston Edison / MEMA MOU**
- ▶ **Firefighting / Ambulance**
- ▶ **MBTA / Old Colony Railroad**
- ▶ **Boy Scouts / Sea Cadets**

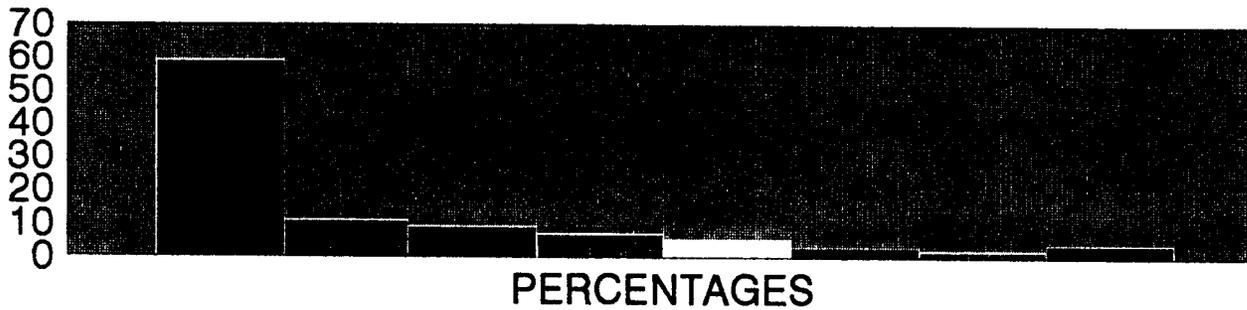
## Naval Air Station, South Weymouth Demographics

---

### Concentration of Reservists Who Drill at NAS

Within 50 miles	574
50 to 100 miles	219
Outside 100 miles	298*
<b>Total Drilling Population:</b>	<b>1,091</b>

# DEMOGRAPHICS BY STATE PERSONNEL HOME SITES



MA	■	59
ME	■	11
CT	■	9
NH	■	7
RI	■	5
NY	■	3
VT	■	2
Other	■	4

Fleet Support

## NAS South Weymouth Reserve Units / Individuals

- ▶ FY 91/92 Desert Shield / Desert Storm 32,000 Man Days
- ▶ FY 93 Multiple Worldwide Support Missions
- ▶ FY 94 Same as FY 93
- ▶ FY 95 Currently Supported Operations Include:
  - UPHOLD DEMOCRACY, Haiti
  - SOUTHERN WATCH, Saudi Arabia
  - SHARP GUARD, Adriatic Sea / Bosnia
  - DRUG INTERDICTION, Caribbean Sea
  - FLEET EXERCISES, Mediterranean Sea

## Naval Air Station, South Weymouth

# BACKGROUND

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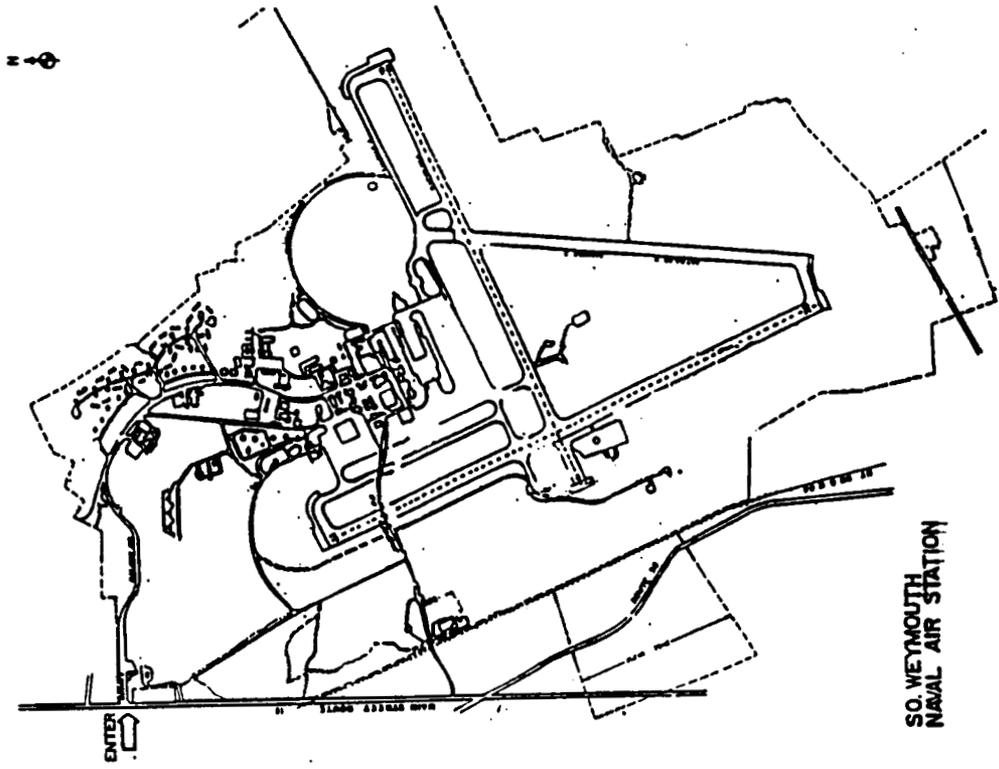
- ▶ Family Service Center
- ▶ Station Map
- ▶ Installation Restoration Sites Map
- ▶ Wetlands Map
- ▶ Quincy Housing Map
- ▶ No Man's Land Island Map

## Naval Air Station, South Weymouth Family Service Center

---

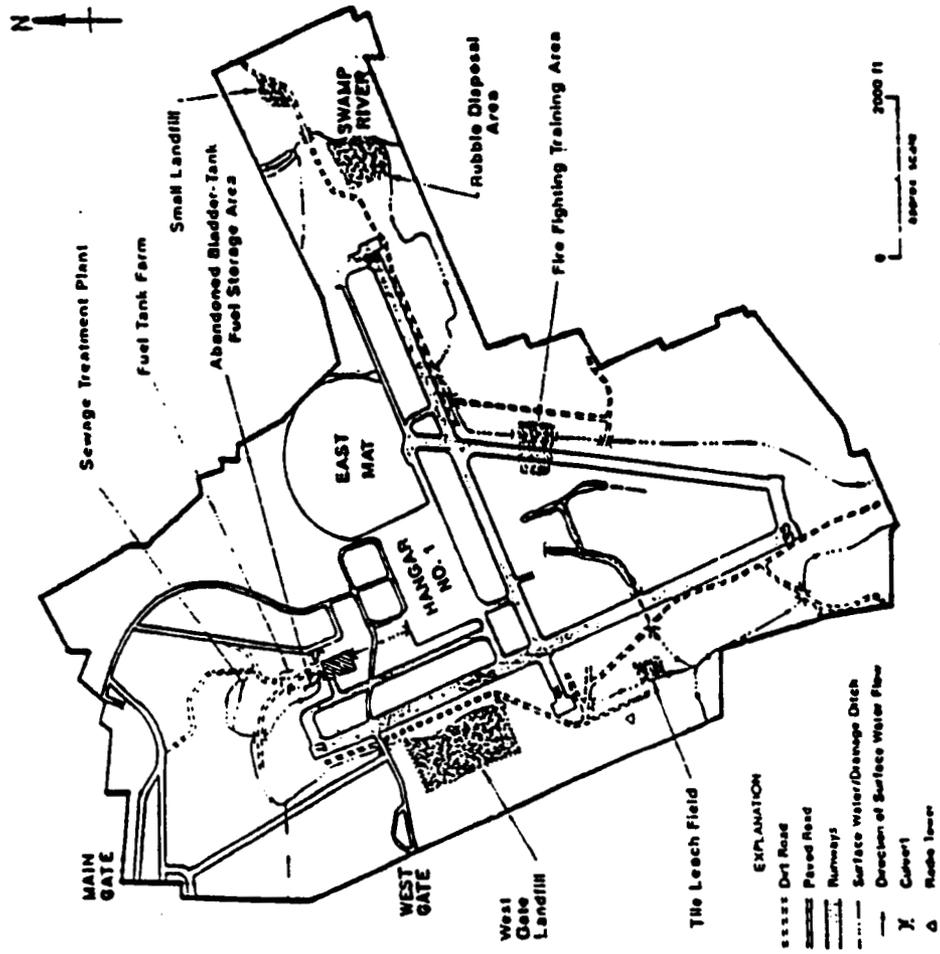
- ▶ Spouse Employment Assistance
- ▶ Transition Assistance , Veteran's Benefits
- ▶ Relocation Assistance (Outbound & Inbound)
- ▶ Exceptional Family Member (EFM) Program
- ▶ Career Counseling for Separating Military & Family Member
- ▶ Immigration & Naturalization
- ▶ Workshops for Resumes/Job Search/Interviewing Skills
- ▶ Educational Services , Computer Training
- ▶ Counseling - Individual & Family , Self Improvement Programs
- ▶ SHARE Program (Co-Op Food Purchase / Community Service)

# Naval Air Station, South Weymouth Station Map

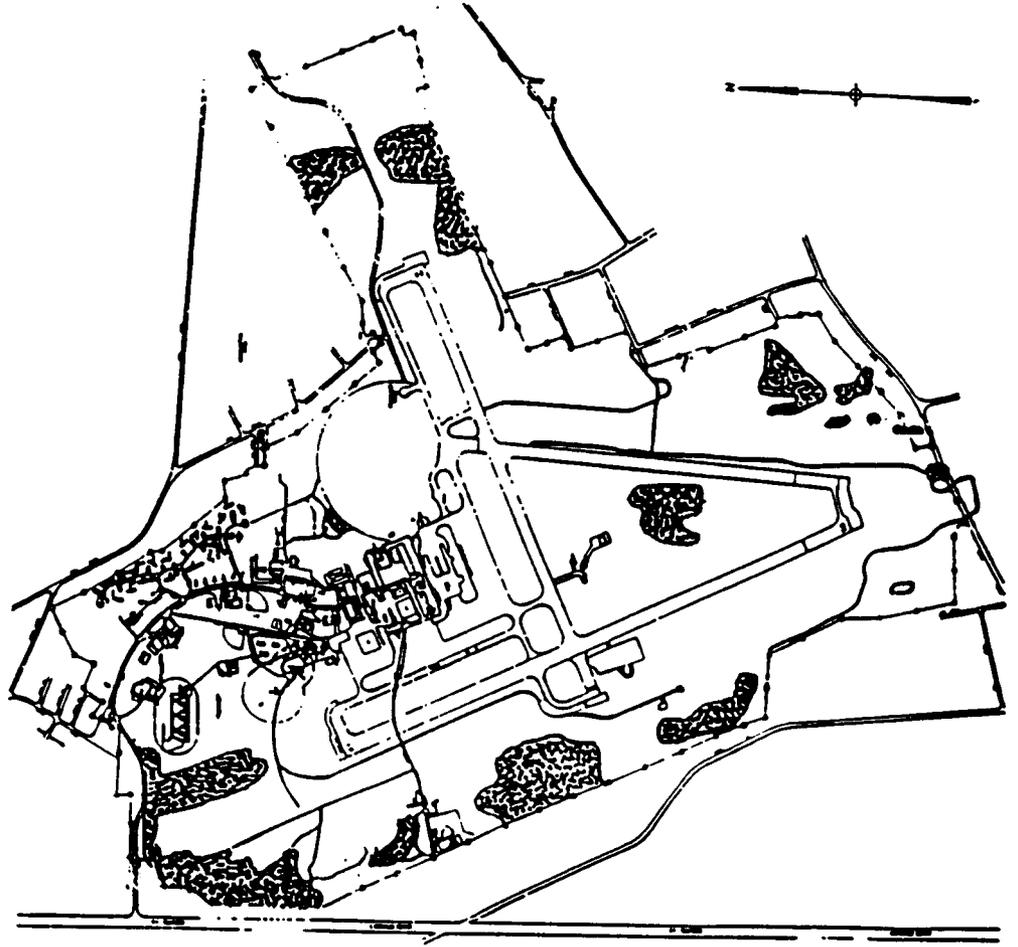


SO. WEYMOUTH  
NAVAL AIR STATION

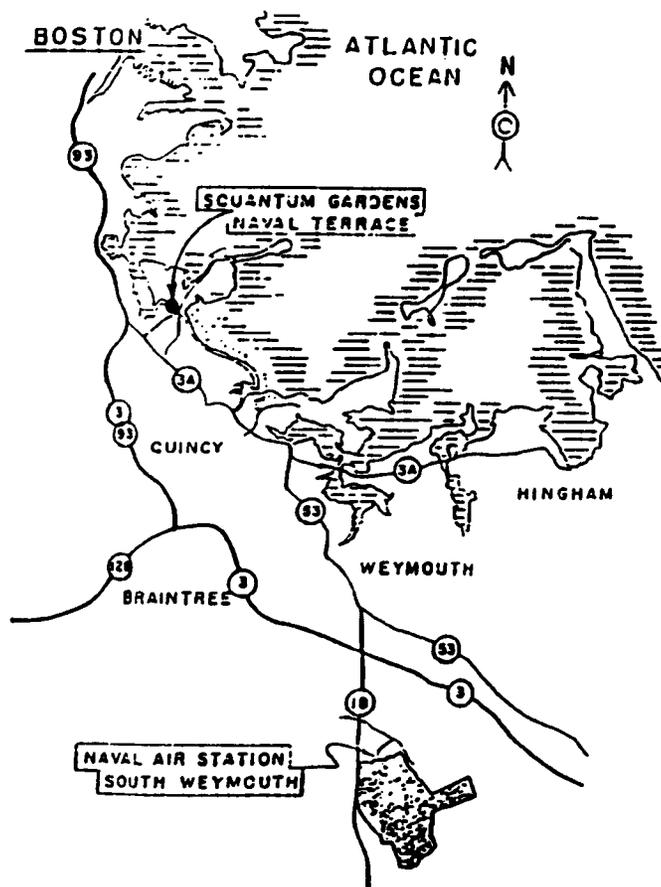
# Naval Air Station, South Weymouth Installation Restoration (IR) Sites



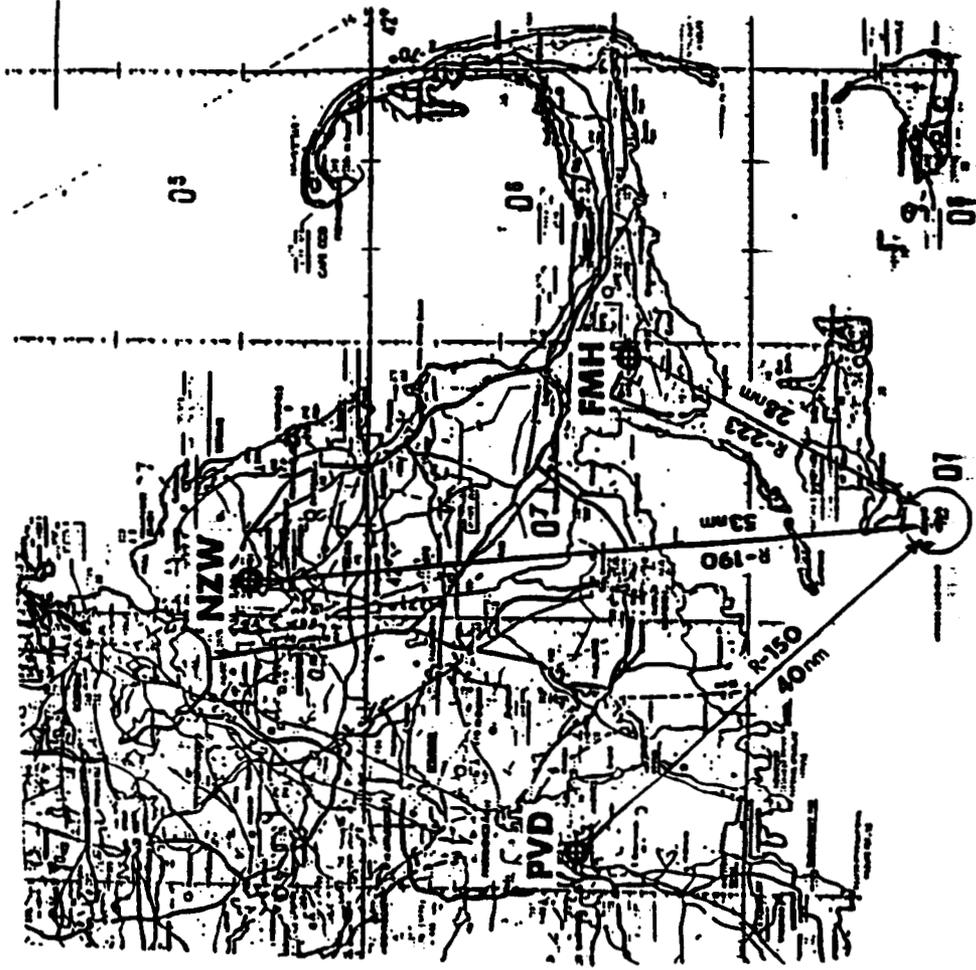
# Naval Air Station, South Weymouth Wetlands



# Naval Air Station, South Weymouth Quincy Housing Areas Squantum Gardens / Naval Terrace



# Naval Air Station, South Weymouth No Man's Land Island



# **NAVAL RESERVE CENTER, SOUTH WEYMOUTH**

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## **MISSION**

**To Provide a Highly Capable and Motivated Force Ready to Meet the Challenges of Mobilization, Crisis Response, and Peace Time Support.**

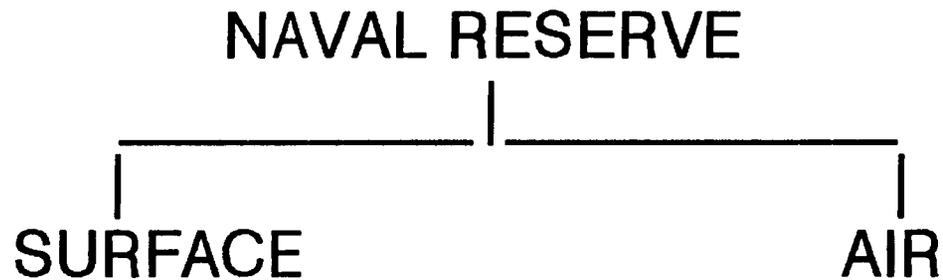
## **VISION**

**To Set the Standard of Excellence for the Naval Reserve Force by being the Safest, Most Effective and Efficient Naval Reserve Activity. We Will Provide the Highest Quality Support Service and Training to Our Customers. Our Commitment of Quality is Founded on Open Communications, Individual Worth, Team Spirit, Professional Excellence, Accountability, Innovation, and Process Improvement.**

# NAVAL RESERVE CENTER, SOUTH WEYMOUTH

---

- A SURFACE RESERVE COMMAND



- Surface Ships, Submarines, Construction Battalion, Special Operations, Supply Support, Expeditionary Logistics Force (100% Reserve).

## NAVAL RESERVE CENTER, SOUTH WEYMOUTH

---

- Our Units Began Drilling at NAS South Weymouth in Oct 94.
- The Full Time Support Staff Moved In March 95.
- \*\* Morale and Quality of Life Have Improved Dramatically.

# NAVAL RESERVE CENTER, SOUTH WEYMOUTH

---

- Overall Training Effectiveness

OTE 90%

- Overall Personnel Factor

Manning 92%

## **NAVAL RESERVE CENTER, SOUTH WEYMOUTH**

---

- Only Site in United States That Physically Shares Existing Assets ... We Use NAS (Air) Spaces**
- Air Units Drill Two Weekends (NAS)**
- Surface Units Drill Two Weekends (One Weekend Offsite)**
- We Are the Largest Reserve Center in New England**

# NAVAL RESERVE CENTER, SOUTH WEYMOUTH

Where We Drill (IDT)  
BLUE Weekend (Offsite)

---

4th MARDIV 1/25  
(Camp Edwards, MA)

CNCWU 201  
(Boston, MA)

COMSUBGRU 2 DET 101  
(Groton, CT)

SUBLANTREL 101  
(Groton, CT)

NAVINFO NE BOS 101  
(Boston, MA)

ONR TECH 201  
(Boston, MA)

NSY PORTS NH 201  
(Portsmouth, NH)

DCMD BOSTON A101  
(Boston, MA)

# NAVAL RESERVE CENTER, SOUTH WEYMOUTH

Where We Drill (IDT)  
GOLD Weekend (Local)

---

INSHORE BOAT UNIT DET 201

MSCCFN SEA 101

ABFC D3A TANK FARM E101

NCSO NOREUR 301

NH LONG BEACH 301

VTU 1005R

NMCB 27 DET 1627

SSB

COMSCEUR 101

NDCL NEWPORT

SPAWAR HQ 101

# NAVAL RESERVE CENTER, SOUTH WEYMOUTH

---

## PERSONNEL

### 1. PTS (PART TIME SUPPORT) SELRES

- 215 OFFICERS

TOTAL - 569 (See Note)

- 292 ENLISTED

### 2. FTS (FULL TIME SUPPORT) TARS/USN

- 2 OFFICERS

TOTAL - 24

- 22 ENLISTED

**\*\* NOTE:** This Includes MIUW Support 11 Officers  
and 51 Enlisted NB Portsmouth.

# NAVAL RESERVE CENTER, SOUTH WEYMOUTH

---

## FACILITY

- \* 7,500 Sq. Ft. Building 17 (Mobilization Cell)
  - (1 Large Conference Room)
  - (1 Class Room)
  
- \* Use of NAS South Weymouth (Hangar 1), 15,000 Sq. Ft.
  - 34 Class Rooms (Co-Share with NAS)
  - Large Drill Hall (Hangar Deck)
  - 21 Unit/Staff Offices (Co-Share with NAS)
  
- \* Training Assets
  - Comprehensive Training Library
  - Audio Visual Equipment
  - Professional Instructors
  
- \* Professional, Motivated Full Time Support Staff

# NAVAL RESERVE CENTER, SOUTH WEYMOUTH

---

## BRAC 95

### DoD Recommendation:

Re-establish Naval Reserve Center, Quincy, MA, and Change the Receiving Site Specified by the 1993 Commission (1993 Commission Report, Page 1-64) for Consolidation of Navy and Marine Corps Reserve Center, Lawrence, MA, Naval Reserve Center, Chicopee, MA, and Naval Reserve Center, Quincy, MA, from "NAS South Weymouth, MA" to "Naval Reserve Center, Quincy, Massachusetts."

# NAVAL RESERVE CENTER, SOUTH WEYMOUTH

---

## BRAC 95

(Where Personnel Live)

SELRES % Outside 50 Miles from NAS South Weymouth:

Total Numbers (110 ÷ 507) (See Note 1)

21% Total

FTS (Full Time Active) % Living in Abington, Rockland,  
or South Weymouth:

Total Numbers (2 ÷ 24)

4% Total

\* Note 1\* These Numbers Do Not Include MIUW.

**NAVAL RESERVE CENTER, SOUTH WEYMOUTH**

---

**SELECTED RESERVE**

**Onsite (NAS South Weymouth) 379**

**Offsite 190**

# NAVAL RESERVE CENTER, SOUTH WEYMOUTH

---

## BRAC 95

### PLANNING ONLY

- If DoD Recommendation Accepted.
- Relocate Equip/Furniture (OCT 97)
- REHAB 85 Sea Street Quincy, MA.

### 85 Sea Street

- Approx 35,000 Sq. Ft.
- Built 1957

# NAVAL RESERVE CENTER, SOUTH WEYMOUTH

---

## CURRENT SITE

- NRC South Weymouth (Located NAS South Weymouth)
  - Supported by MED/DEN Clinic
  - Supported by Personnel Support Detachment (PSD)
  - Supported by Billeting/Galley
  - Supported by Recruiting
  - Supported by MWR/Fitness Facilities
  
- Building 17 - 7,500 Sq. Ft. - Mobilization Cell, FTS Offices  
Computer/Staff Support.
  
- Co-Share
  - Hangar 1 - 15,000 Sq. Ft. - Classrooms, Unit Space, Drill Deck
  
- Quality of Life
  - NEX
  - Base Housing
  
- **Reduced Overhead for Naval Reserve Center**

# NAVAL RESERVE CENTER, SOUTH WEYMOUTH

---

## POSSIBLE SITE

(DoD Recommendation)

- NRC South Weymouth Return to Quincy
  - Rehab Building (\$2.5 Million Rehab)
  - Increase MED/DEN Costs
  - Increase Billeting Costs
  - Increase Meal Costs
  - Personnel Support Detachment ???
  
- Quality of Life
  - No Exchange (Closest Navy Newport)
  - No Base Housing
  - No Commissary
  - No MWR Facilities
  
- **Increase Overhead for Naval Reserve Center.**

## **NAVAL RESERVE CENTER, SOUTH WEYMOUTH**

---

**Our CNCWU Unit Supported**

**Operation UPHOLD DEMOCRACY - Haiti**

**From Oct 94 to Dec 94.**

**Mobilized 17 Individuals for 3 Months.**

Naval Air Station, South Weymouth

## **VP-92**

---

### **▶ MISSIONS**

- ▶ Designed Primarily for Anti-Submarine Warfare (ASW)
- ▶ Increasing Emphasis on Multi-Mission Capabilities
- ▶ Over-the-Horizon Surveillance and Targeting
- ▶ Maritime Patrol
- ▶ Carrier Battle Group Support
- ▶ Interdiction Operations
- ▶ Littoral Warfare

**Naval Air Station, South Weymouth**

**VP-92**

---

	<u>ACTIVE DUTY</u>	<u>RESERVES</u>
OFFICERS	8	67
ENLISTED	109	140

**Total Personnel 325**

**10 P-3C II AIRCRAFT**

**12 COMBAT AIRCREW**

**Naval Air Station, South Weymouth**

**VP-92**



**MINUTEMAN  
SAFETY/NATOPS**

**1994 CNO SAFETY AWARD WINNER**

**Naval Air Station, South Weymouth**

**VP-92**

---

**MAINTENANCE TEAM**

**1993 - WINNER OF GOLDEN WRENCH AWARD  
FOR MAINTENANCE EXCELLENCE**

**1994 - COMRESPATWINGLANT RUNNER-UP  
FOR GOLDEN WRENCH AWARD**

**Naval Air Station, South Weymouth**

**VP-92**

**OPERATIONS**

**FY-95 - 2885 FLIGHT HOURS ALLOTTED**

**1500 HOURS FLOWN TO DATE**

**710 HOURS(47%) TO DATE DEVOTED  
TO CONTRIBUTORY SUPPORT**

Naval Air Station, South Weymouth  
**VP-92**

---

▶ **OUT CONUS DETS**

- ▶ Roosevelt Roads - 6 Weeks  
85 Personnel / Counter Narcotics
- ▶ Roosevelt Roads - 5 Weeks  
68 Personnel / Operations Support Democracy (Haiti)
- ▶ Rio DeJaniero - 2 1/2 Weeks  
38 Personnel / UNITAS 35-94
- ▶ Roosevelt Roads - 2 Weeks  
34 Personnel / Counter Narcotics
- ▶ 13 CREWS FOR 15 WEEKS = 1994 MAJOR COMMITMENTS

Naval Air Station, South Weymouth  
**VP-92**

---

▶ **CONUS OPERATIONS**

- ▶ Brunswick - 4 Surface Surveillance Flts
- ▶ Jacksonville - 2 Surface Surveillance Flts
- ▶ Brunswick - 4 Submarine Support Flts
- ▶ Jacksonville - 12 Torpex Events  
(Actually 6 Flts / 12 Quals)
- ▶ Brunswick / Jacksonville - 3 ASW Exercise Events
- ▶ South Weymouth - Expendable Mobile ASW Training Target  
(EMATT) Testing & Certification (1 Crew, 1 Week)

Naval Air Station, South Weymouth  
**VP-92**

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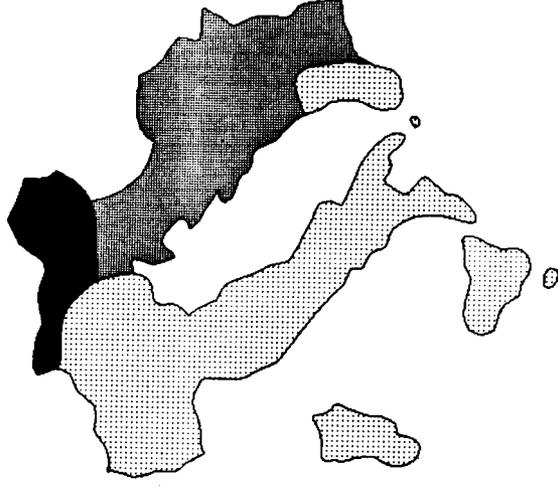
▶ **1994 RESULTS**

- ▶ Won an Unprecedented Four COMRESPATWINGLANT Crew of the Quarter Awards for Combat Aircrew Excellence.
- ▶ COMRESPATWINGLANT Bloodhound Award for Torpedo Delivery Excellence
- ▶ COMRESPATWINGLANT Runner-Up for Battle "E" for Combat Excellence

**Naval Air Station, South Weymouth**

**VP-92**

**1995 Sigonella Detachment**

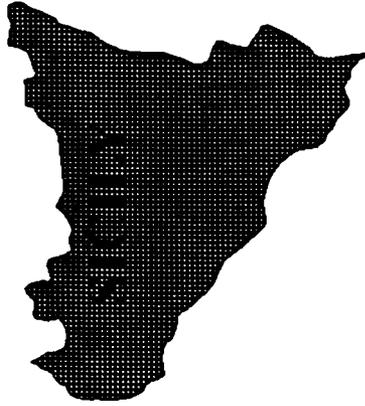


**MISSION**

**Seamless intergration with active duty units in support of operational and exercise tasking.**

**Naval Air Station, South Weymouth**

**VP-92**



**Sigonella 95 Detachment Summary**

**Dates:** 15 February - 08 April 1995

**Crews:** 6

**Aircraft:** 3

**Total Personnel:** 142

Naval Air Station, South Weymouth  
**VP-92**

---

▶ **FLIGHT HOUR SUMMARY**

- ▶ Sharp Guard - 371.8 Hrs. / 79 Flts.
- ▶ Noble Dina - 19.9 Hrs. / 4 Flts.
- ▶ Sharem III - 5.2 Hrs. / 1 Flt.
- ▶ Passex / TOO - 17.4 Hrs. / 3 Flts.

Naval Air Station, South Weymouth

**VP-92**

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**DEMOGRAPHICS: Reservists Who Live Within:**

**50 Miles of: NAS South Weymouth NAS Brunswick**

**111 of 225 26 of 225**

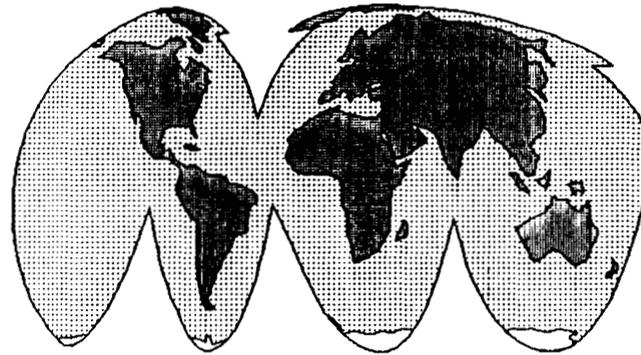
**100 Miles: 157 of 225 33 of 225**

**200 Miles: 201 of 225 173 of 225**

# ***VR-62 NOR'EASTERS***

WORLD WIDE FLEET SUPPORT

---



# VR-62 MISSION

---

1. Conduct Comprehensive Ground and Flight Training of Squadron Personnel to Support World-Wide Logistics Flights.
2. Provide Mission-Ready Aircraft Capable of Conducting Global Logistics Support Flights as Directed by Air Logistics Office.
3. Support CINC Requirement, CNARF Goal for Full Time VR C-130T Logistics Support in European and WESTPAC Theaters.

# OUR VISION

A professional, fully trained, and well equipped Fleet Logistics Support Squadron providing World-Wide logisitics support to the fleet in a constantly changing arena of operations through Total Quality Leadership and Personal Excellence.

# C-130T BASING

Strategically Located

---

- \* VR-62 - South Weymouth
- \* VR-55 - NAR Santa Clara  
(Moffett Federal Field)
- \* VR-54 - New Orleans
- \* VR-53 - Washington DC

## **4 C-130T HERCULES TRANSPORT AIRCRAFT**

- **PROVEN DESIGN, DELIVERED NEW**
  - Newest technology upgrades.
- **25 TON AIRLIFT CAPABILITY**
  - Quick rig for cargo pallets and/or passengers.
  - Ramp load heavy vehicles and equipment.
- **RANGE: 3000 NM PLUS RESERVE.**
  - Non-Stop quick reaction support of European theater operations.

**\* THE NAVYS' ONLY HEAVY LIFT AIRCRAFT ASSET.**

# RECENT HOMEPORT CHANGE

---

\* 01 APR 1994 VR-62 Completes Homeport Change  
to NAS South Weymouth, MA

\* 03 FEB 1995 VR-62 Receives First Two Production  
C-130T Transport Aircraft

\* PROJECTED

\* 31 AUG 1995 VR-62 Receives Third and Fourth  
C-130T Aircraft

\* 30 JUN 1996 VR-62 Completes C-130T Transition  
and is Fully Operational

# SQUADRON MANPOWER RAPID GROWTH UNDERWAY

## TOTAL BILLETS AUTHORIZED

OFFICER	AUTHORIZED	ONBOARD	
TAR	13	9	69%
SELRES	27	27	100%
ENLISTED	AUTHORIZED	ONBOARD	
TAR	116	111	96%
SELRES	142	56	39%

# HOMEPORT CHANGE ISSUES

NAS South Weymouth to NAS Brunswick

## PERSONNEL

- \* PCS moves
  - 5 officers
  - 80 enlisted
- \* Home Owners Assistance Program.
  - 15% of Squadron TAR Members are Homeowners.
- \* 53% of Affiliated SELRES Members Reside Within 50 Miles of South Weymouth

*for active duty*

### \* SELRES RETENTION

- Enlisted:	Onboard	Willing to Relocate
56	30	21%
- Officers:	Onboard	Willing to Relocate
27	27	100%

# FACILITY REQUIREMENTS

---

## HANGAR:

Hangar Bay	4 Aircraft Hangared	80,000 sq. ft.
Min Height	2 Aircraft Hangared 40' Entry/43'Bay	40,000 sq. ft.

## SUPPORT WORKSPACES:

Offices, Workcenters,  
Equipment and Storage

24,000 sq. ft.

RAMP AREA

296,000 sq. ft.

**MARINE CORPS SITE  
SUPPORT ELEMENT**

**NAS SOUTH WEYMOUTH  
MASSACHUSETTS**

SITE SUPPORT ELEMENT

# MARINE PRESENCE

---

**\* CURRENTLY**

- Marine Corps Site Support Element

**\* RECENT REDUCTIONS**

- 1991 VMA - 322
- 1994 MAG-49 Det. C  
HML-771  
MALS-49 Det. C

**SITE SUPPORT ELEMENT**

**MISSION**

---

- ▶ **To Coordinate, Supervise, and Support Training of Assigned SMCR Units;**
- ▶ **To Supervise Pre-Mobilization Planning and Logistics Functions;**
- ▶ **Upon Order, Assist in Mobilization for Support of Marine Corps Operations**

# SITE SUPPORT ELEMENT

## **MASS - 6**

---

- ▶ Marine Air Support Squadron - 6
  
- ▶ Mission:
  - Air Control Agency Responsible for  
the Direction of Air Operations  
Directly Supporting Ground Forces.
  
- ▶ Equipment:
  - AN/TSQ-55 Communications Shelters
  - AN/UYQ-3A " "
  - Motor Transport Equipment
  - Generators

SITE SUPPORT ELEMENT  
**MWSS - 474 Det. B**

---

- ▶ Marine Wing Support Squadron 474 Detachment B
  
- ▶ Mission:
  - Provide Aviation Ground Support to the Marine Aviation Combat Element to include:  
Engineer, Utilities & Motor Transport.
  
- ▶ Equipment:
  - Engineer Heavy Equipment
  - Utilities Equipment
  - Motor Transport Equipment

## SITE SUPPORT ELEMENT

# Other Supported Units

---

- ▶ Mobilization Station (MOB) (SMCR)
  - Processes Pretrained Manpower Assets for Mobilization
  - Screen Individual Ready Reserve (IRR) Marines
  
- ▶ Mobilization Training Unit (SMCR)
  - Evaluates Contingency Plans
  - Will Form Mobilization Support Teams to Conduct Family Assistance & Site Maintenance
  
- ▶ Regional Prior Service Recruiters (Active Duty)
  - Recruit to Fill Vacancies in Selected Marine Corps Reserve and Individual Mobilization Augmentatee Program
  
- ▶ Other Administrative Attachments

SITE SUPPORT ELEMENT  
**PERSONNEL "ON HAND" STRENGTHS**

---

AS OF 3/15/95	ACTIVE	SMCR
MASS-6	20	129
MWSS 474 DET B	19	222
MOB		12
MTU		30
PSRO	7	
ATTACHED PERSONNEL	21	
TOTAL	<hr/> 67	<hr/> 393
OTHER		
4th MAINTENANCE ORDNANCE TEAM	10	70

## SITE SUPPORT ELEMENT FACILITIES

---

- ▶ **CURRENTLY OCCUPY APPROX. 24,000 Sq. Ft.**
  - Buildings 81, 140, 132 and 82 (Hangar 2)
  - On Hold Construction for 4th Maintenance Ordnance Contact Team, Lawrence, MA
  
- ▶ **FACILITY REQUIREMENTS**
  - 33,800 Sq. Ft. for Reserve Center
  - 4,848 Sq. Ft. for Vehicle Maintenance
  - 800 Sq. Ft. for Armory
  - 5 Acres Minimum for Vehicle Lot and Antenna Farm
  
- ▶ **ESTIMATED NEW CONSTRUCTION COST For Stand-Alone Facility is \$5.4 Million Dollars Based on DD Form 1391 MILCON Documentation Completed at Marine Forces Reserve, New Orleans, LA**

# SITE SUPPORT ELEMENT BRAC 95 CONCERNS

---

- ▶ RELOCATION SITE(S) ?
  - OTIS ANGB/MASS MILITARY RESERVATION
  - WESTOVER AFB
  - FORT DEVENS
  - HANSCOM AFB
  
- ▶ 1997 -OPERATIONAL CLOSURE OF NAS
  
- ▶ 71% OF DRILLING MARINES RESIDE WITHIN 50 MILES



# Patrol Squadron 92



**Sigonella Detachment**  
**February 18, 1995 - April 8, 1995**

*Commander James A. Cunningham*  
*Commanding Officer*

*Commander Sean P. O'Neil*  
*Executive Officer*

# AGENDA

1. *Detachment Summary*
2. *Tasking Overview*
3. *Maintenance Efforts*
4. *Safety Awareness*
5. *FY-95 Commitments*





## **MISSION**

**Seamless integration with active duty units in support of operational and exercise tasking.**



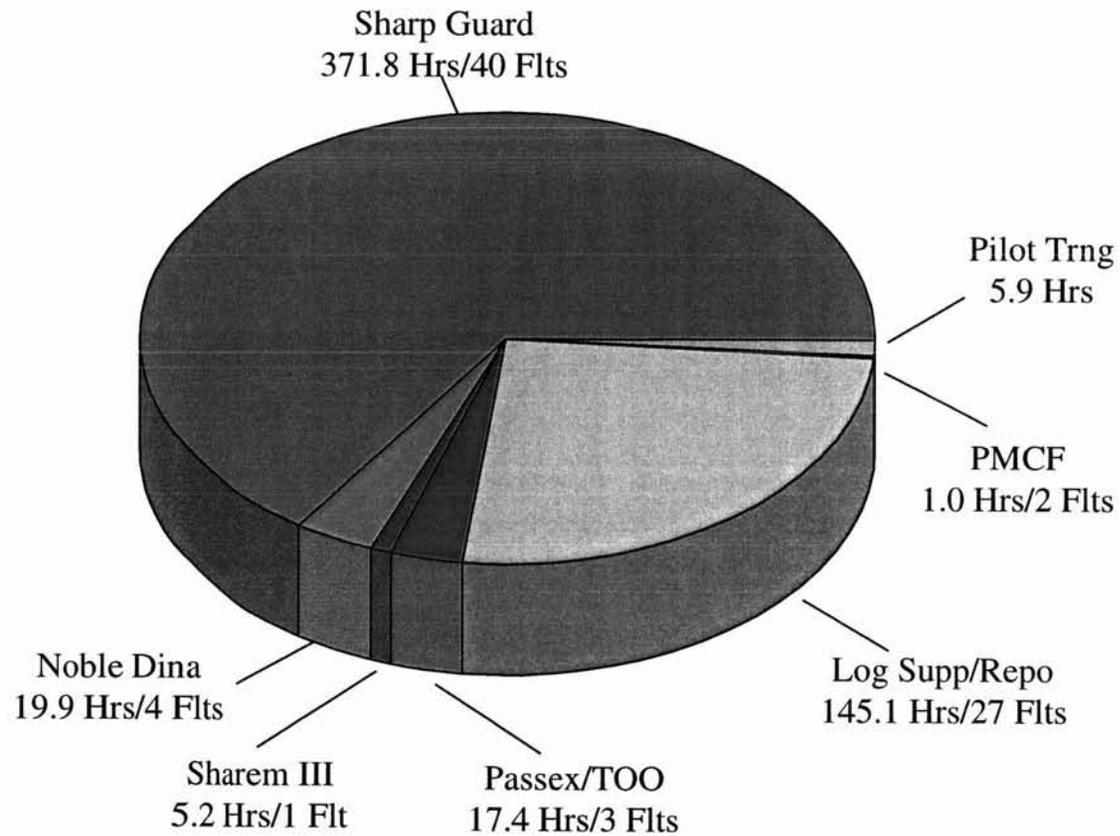


**SIG 95 Det Summary:**

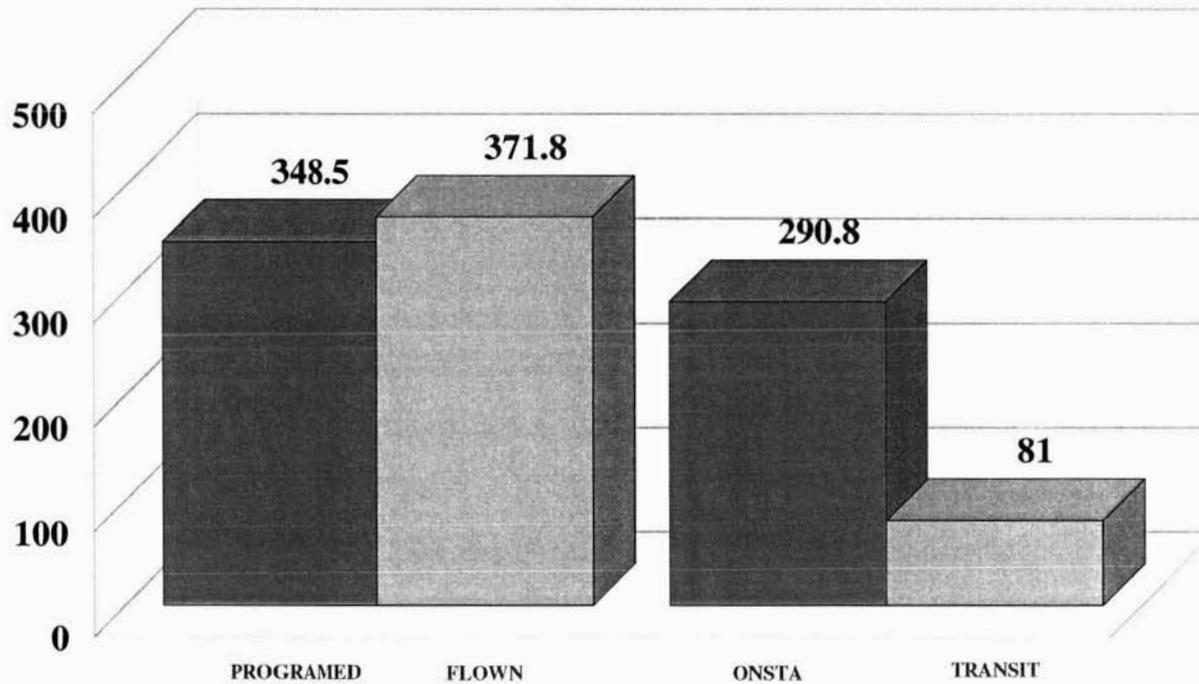
*Dates:* 15 February - 08 April 1995  
*Crews:* 6  
*Aircraft:* 3  
*Total Personnel:* 142



# FLIGHT HOUR SUMMARY



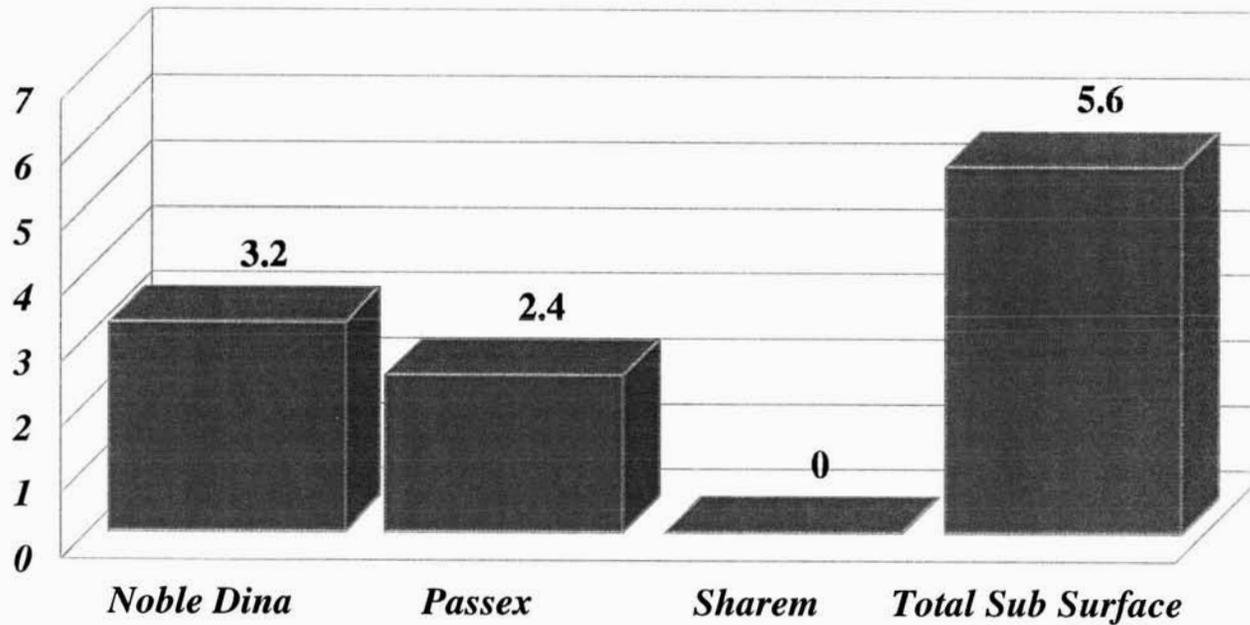
# SHARP GUARD SUMMARY



*Completed 40 of 41 scheduled missions for 97% completion rate.  
All events were armed flts ISO CTG 440.1. Normal load= 2 MK-20 Rockeye. 2 MK-46 Torpedos.*



## SUB SURFACE CTC



*Total number of qualifications = 10*

*Total number of ON-TOPS = 3*

*One crew Maverick qualified.*



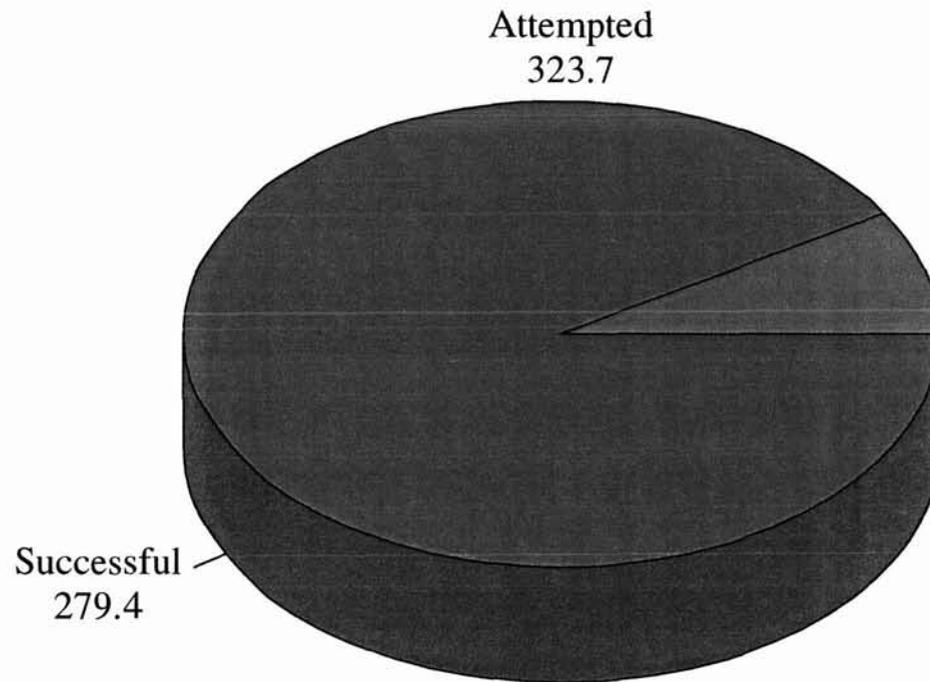
## EXPENDITURES

	<i>Total</i>	<i>Cat A</i>	<i>Cat B/C</i>
<i>SSQ-36</i>	<i>9</i>	<i>2</i>	<i>7</i>
<i>SSQ-53</i>	<i>63</i>	<i>45</i>	<i>18</i>
<i>SSQ-62</i>	<i>82</i>	<i>18</i>	<i>64</i>
<i>SSQ-77</i>	<i>5</i>	<i>0</i>	<i>5</i>
<i>EMATT MK-39</i>	<i>1</i>	<i>1</i>	<i>0</i>
<i>MK-25</i>	<i>2</i>	<i>0</i>	<i>2</i>
<i>MK-84</i>	<i>14</i>	<i>0</i>	<i>14</i>



# DATA LINK SUMMARY

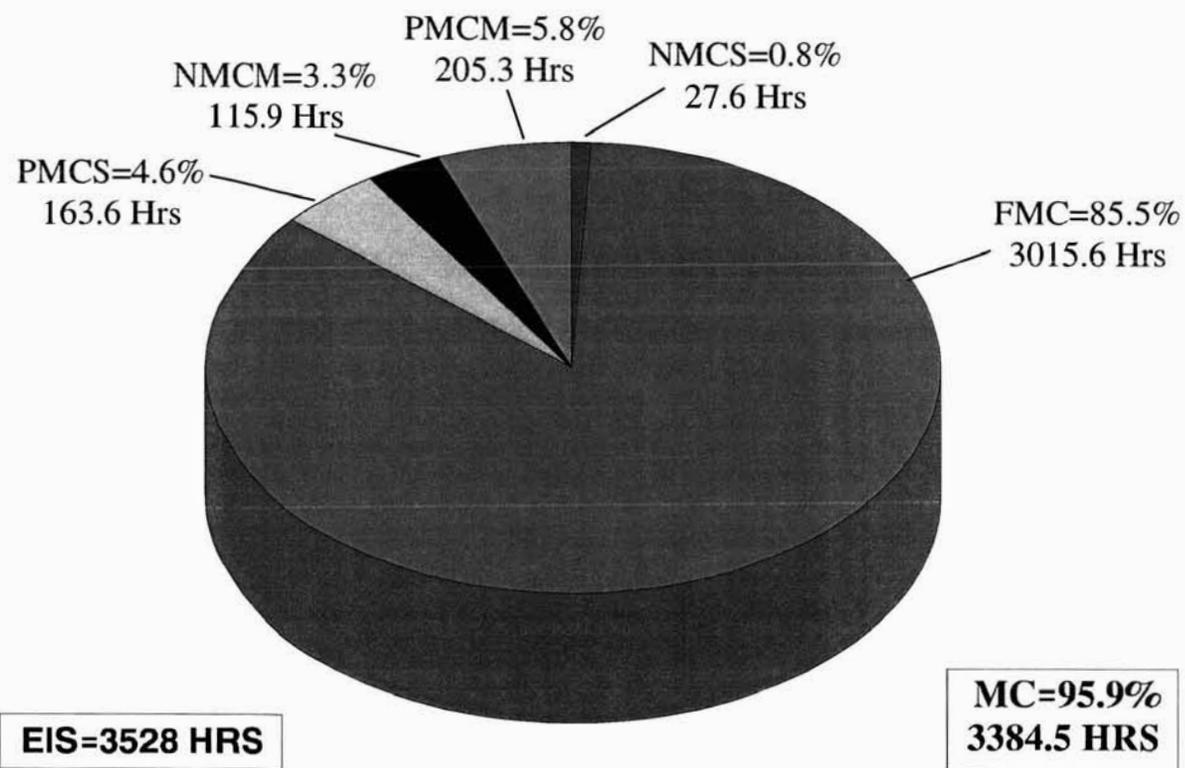
*Attempted hours VS successful hours*



*49 Greened events/41 successfully linked.  
86.3% successful Data Link hours.*



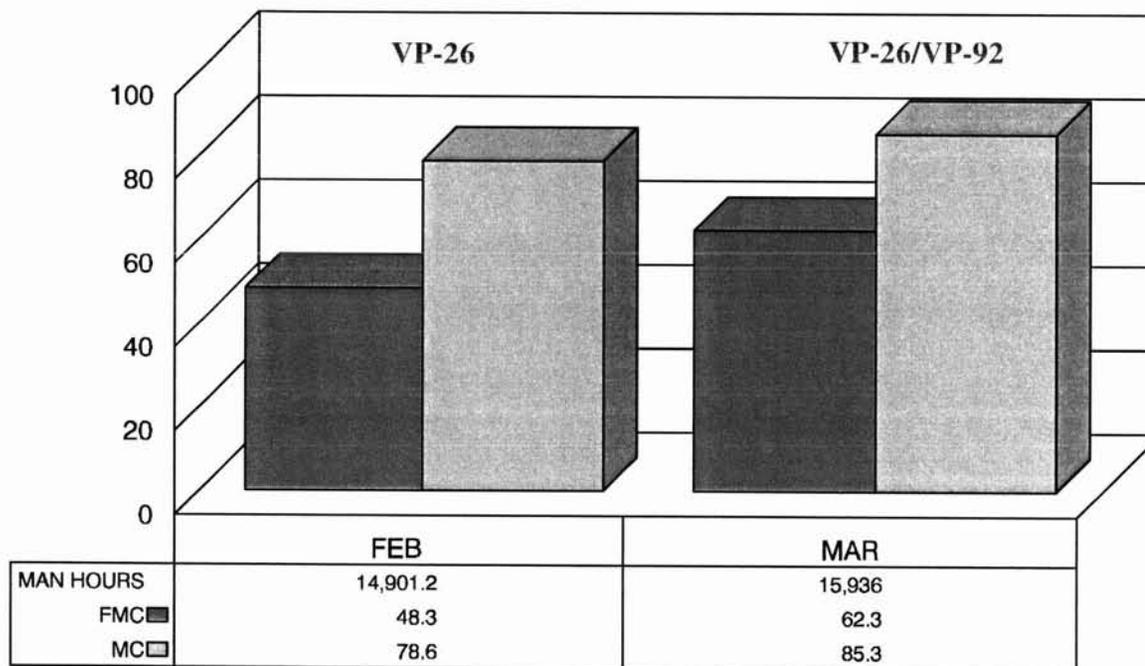
**VP-92 MISSION CAPABILITY**  
**SIGONELLA, ITALY**  
**15 FEB - 08 APR 1995**



# PATRON SIGONELLA MISSION CAPABILITY SUMMARY

*SIGONELLA, ITALY*

*15 FEB - 08 APR 1995*

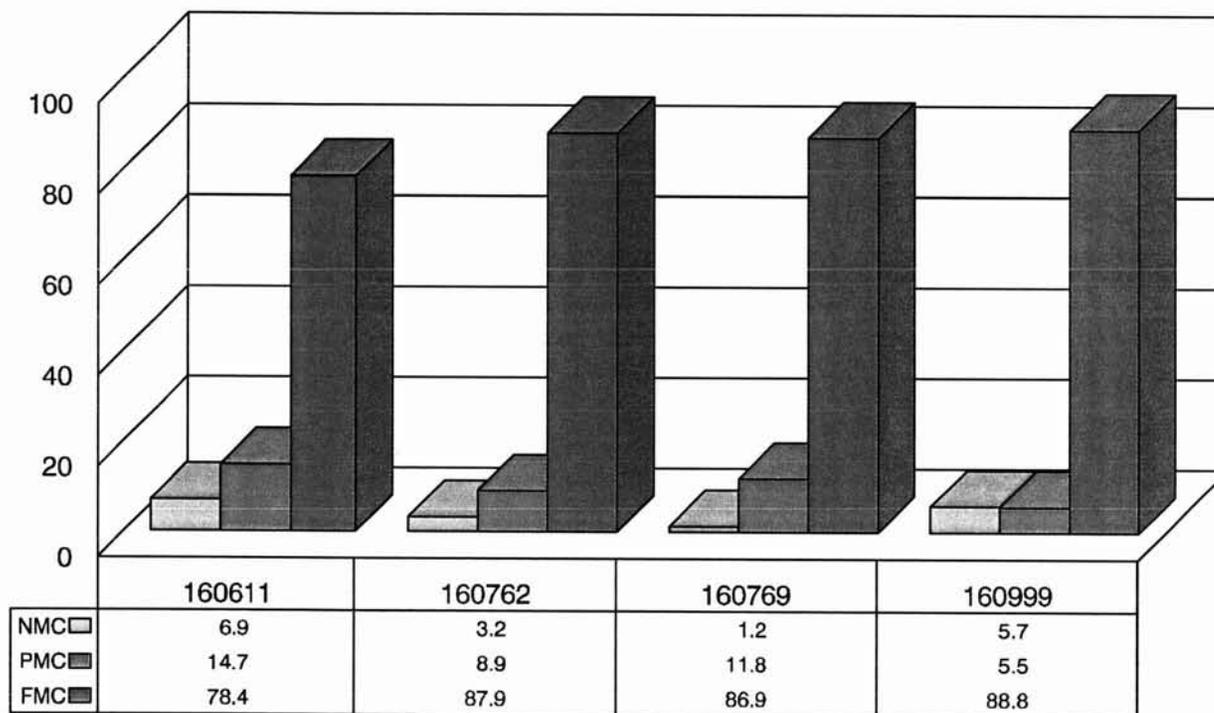


*Intergration with VP-92 increased manhours 1034.8, MC 6.7%, and FMC 14%.*



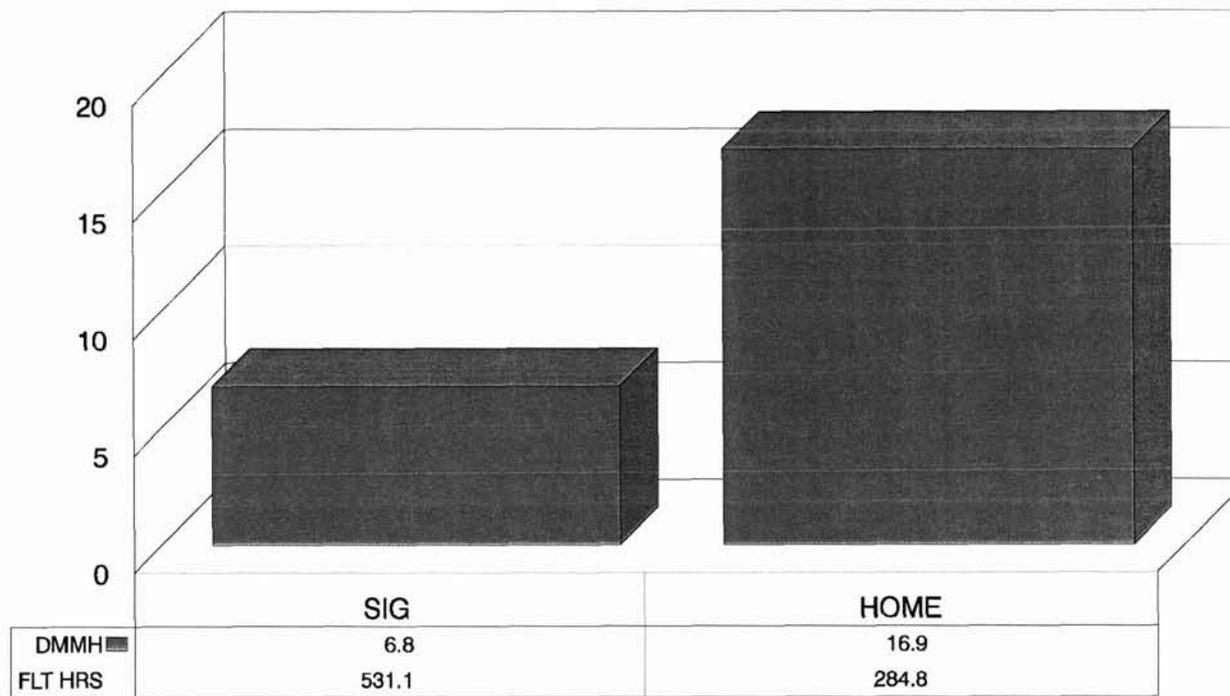
# ACFT MISSION CAPABILITY SUMMARY

*SIGONELLA, ITALY*  
*15 FEB - 08 APR 1995*



# VP-92 DMMH per Flt Hour

*SIGONELLA, ITALY*  
*15 FEB - 08 APR 1995*



## SAFETY AWARENESS

*The seamless integration and demanding operational tempo was the challenge faced by VP-92 and PATRON SIG. Safety was the number one priority. Preparation and professionalism allowed VP-92 to meet the challenge and set the standard for safety during this challenging detachment.*



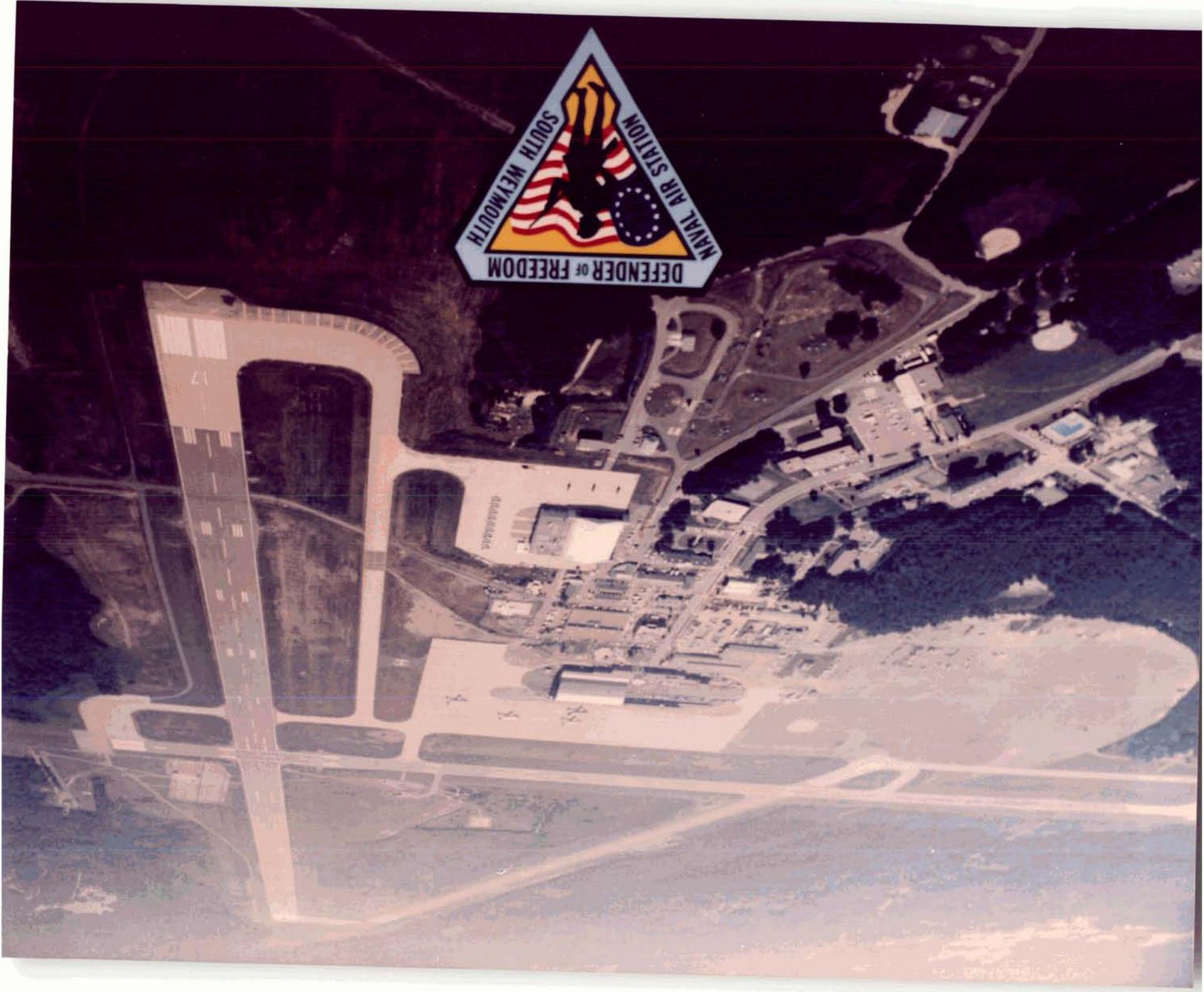
## Upcoming Commitments For FY-95:

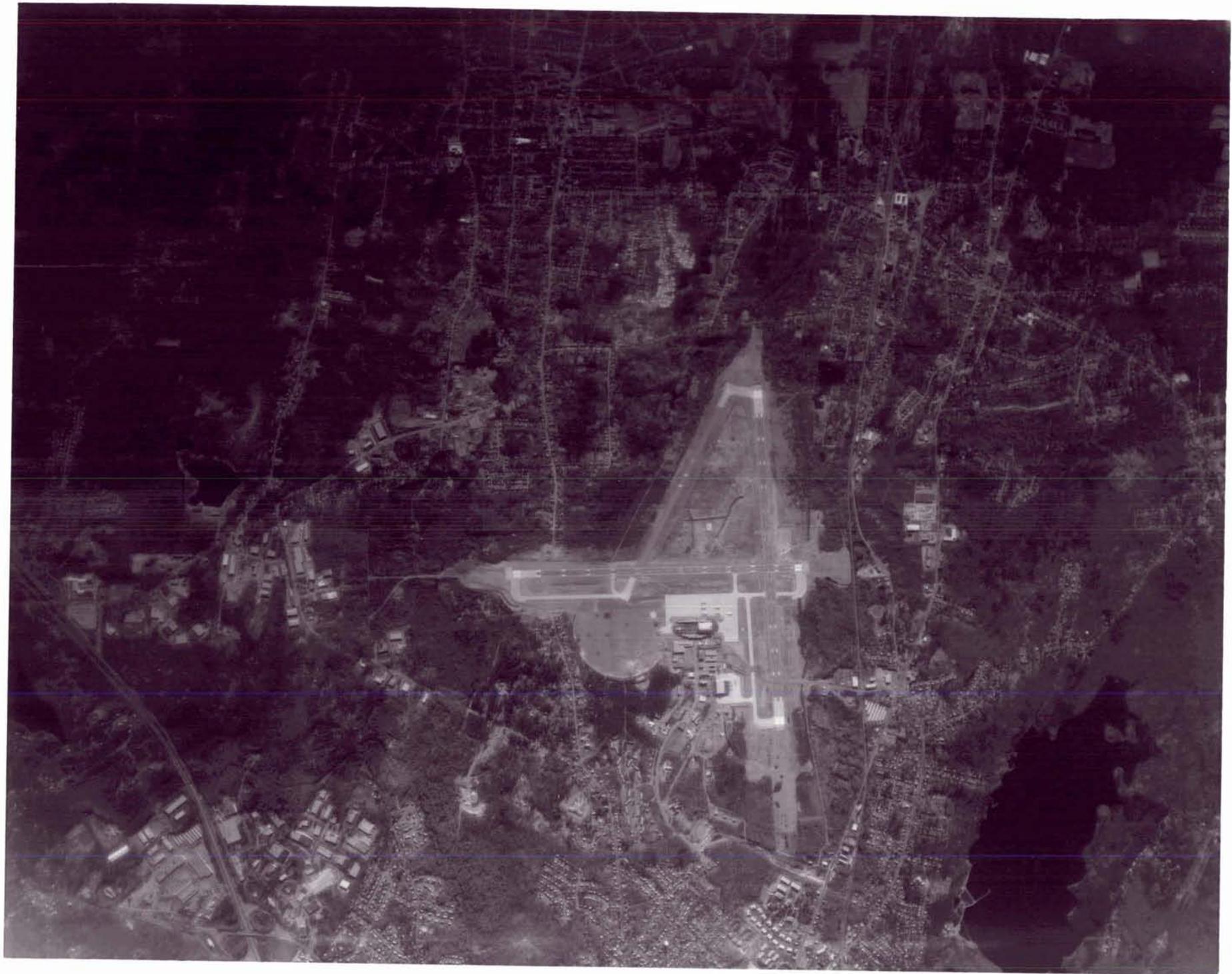
<i>May 1995</i>	<i>NATOPS Eval Maintenance SAV</i>
<i>June 1995</i>	<i>Change of Command</i>
<i>June - August</i>	<i>Carribean Detachment</i>
<i>August 1995</i>	<i>OPS/Training/Safety/Admin SAV</i>
<i>September 1995</i>	<i>NAS South Wey C.I.</i>

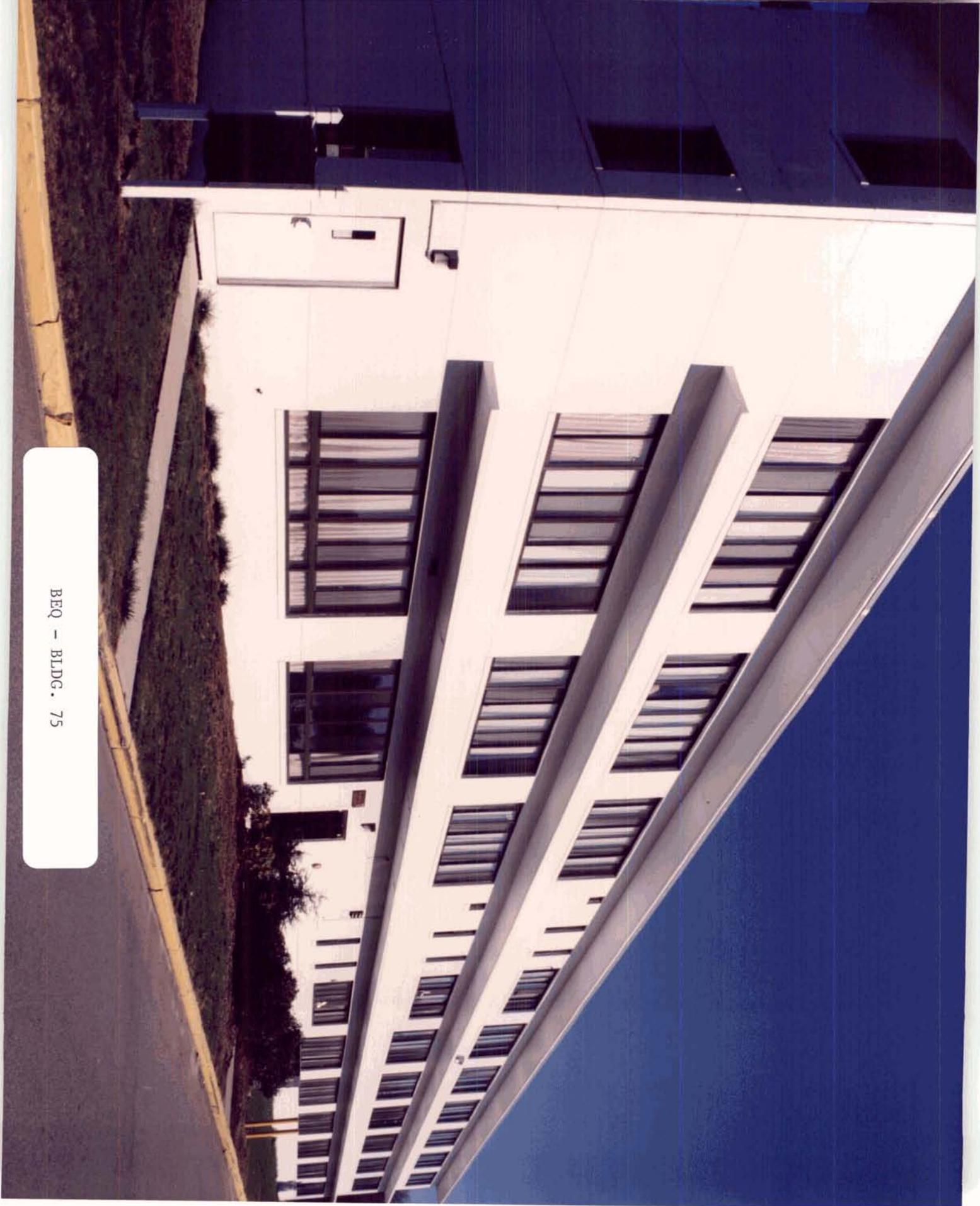




**Brunswick Naval Air Station**





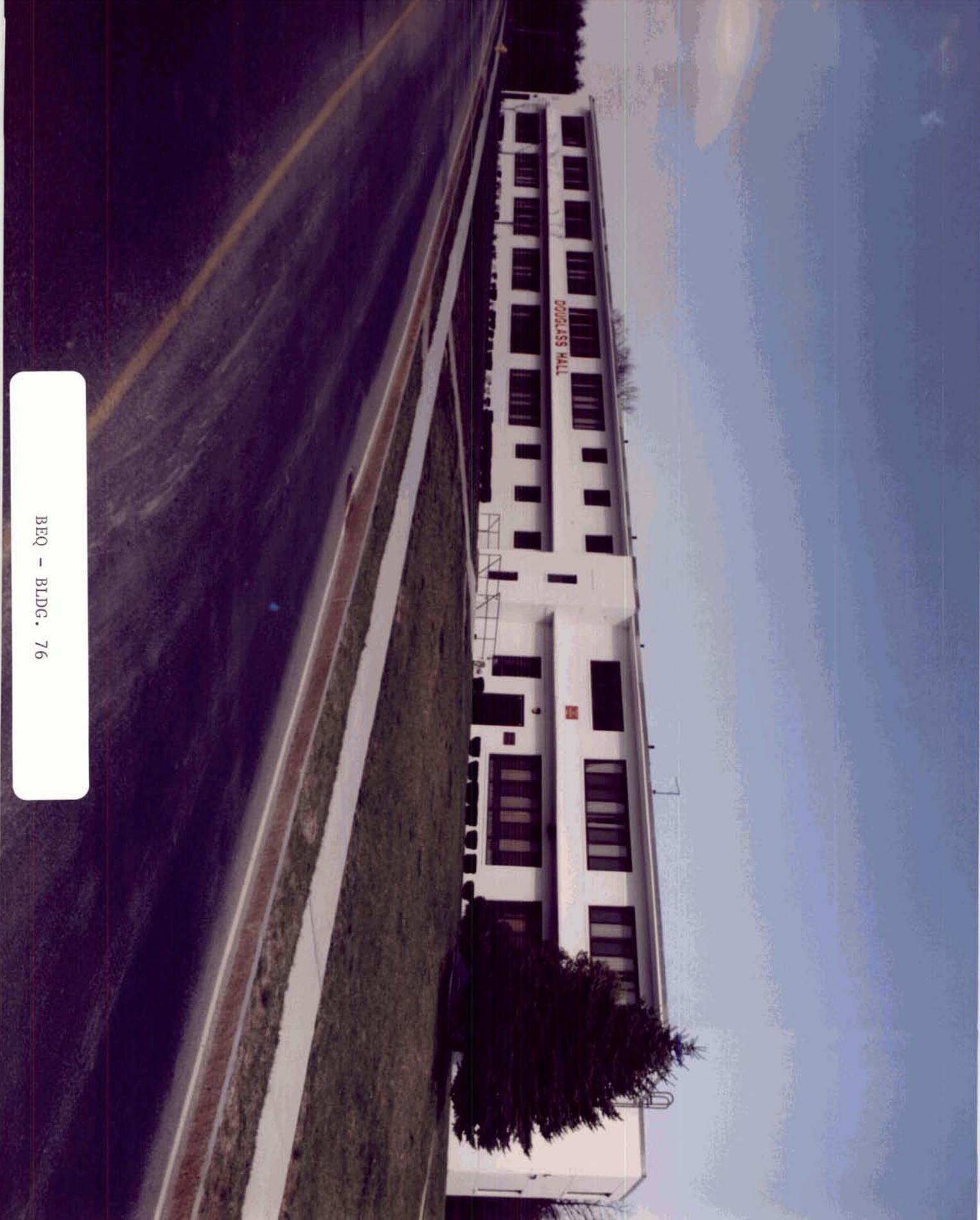


BEQ - BLDG. 75



115

BEQ - BLDG. 115



BEQ - BLDG. 76



BASE HOUSING



BOQ - BLDG. 31



HANGAR TWO



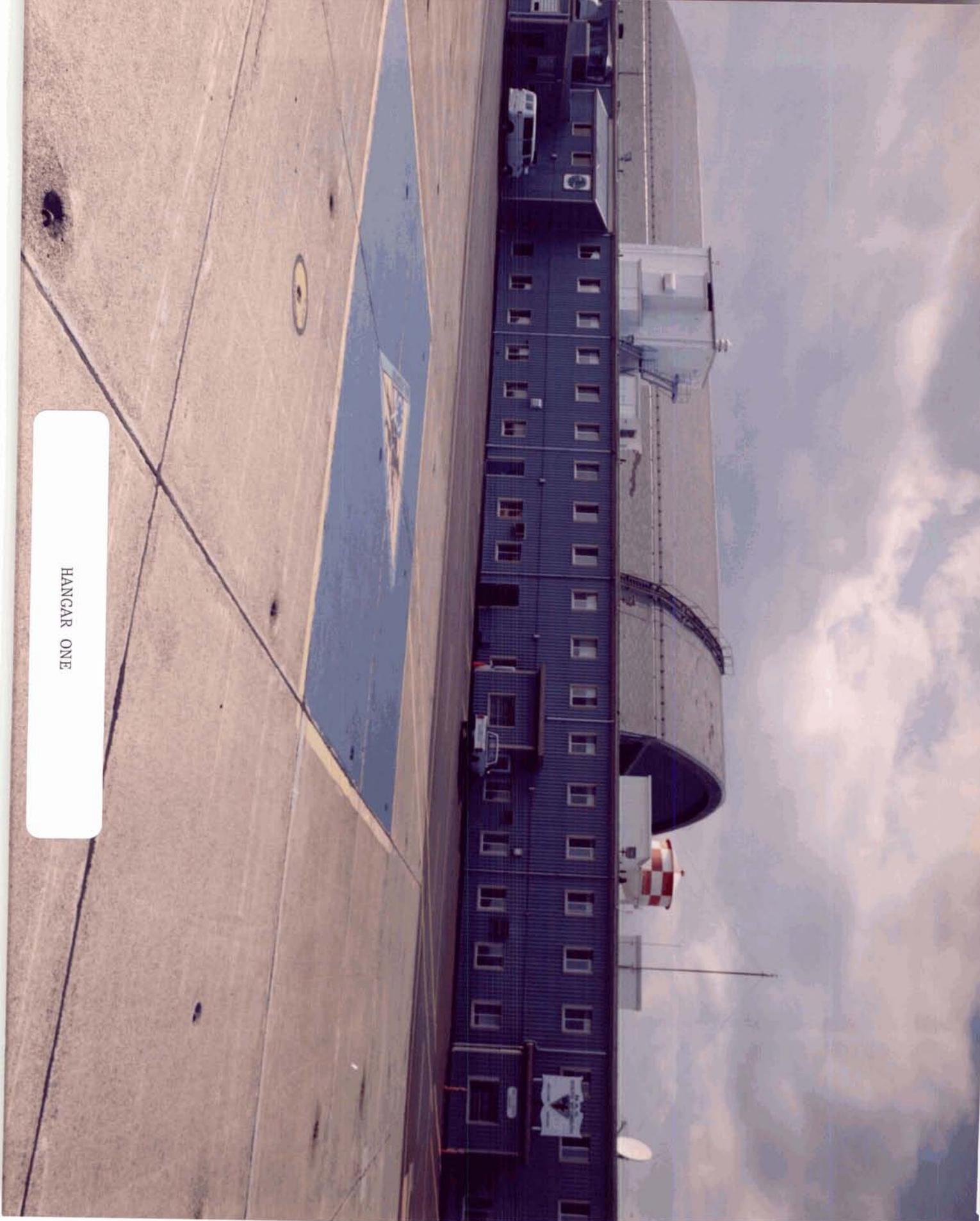
HOUSING OFFICE - BLDG. 141



AIR TRAFFIC CONTROL TOWER - BLDG. 77



HANGAR ONE



HANGAR ONE

FAA DOPPLER RADAR - EAST MAT





FIREHOUSE - BLDG. 96



PERSONNEL SUPPORT DETACHMENT - BLDG. 2



PERSONNEL  
SUPPORT  
DETACHMENT

PERSONNEL SUPPORT DETACHMENT - BLDG. 2



AIMD - BLDG. 117



PUBLIC WORKS - BLDG. 11



AIMD - BLDG. 117



NAVAL RESERVE CENTER - BLDG. 17



MARINE AND PUBLIC WORKS TRANSPORTATION



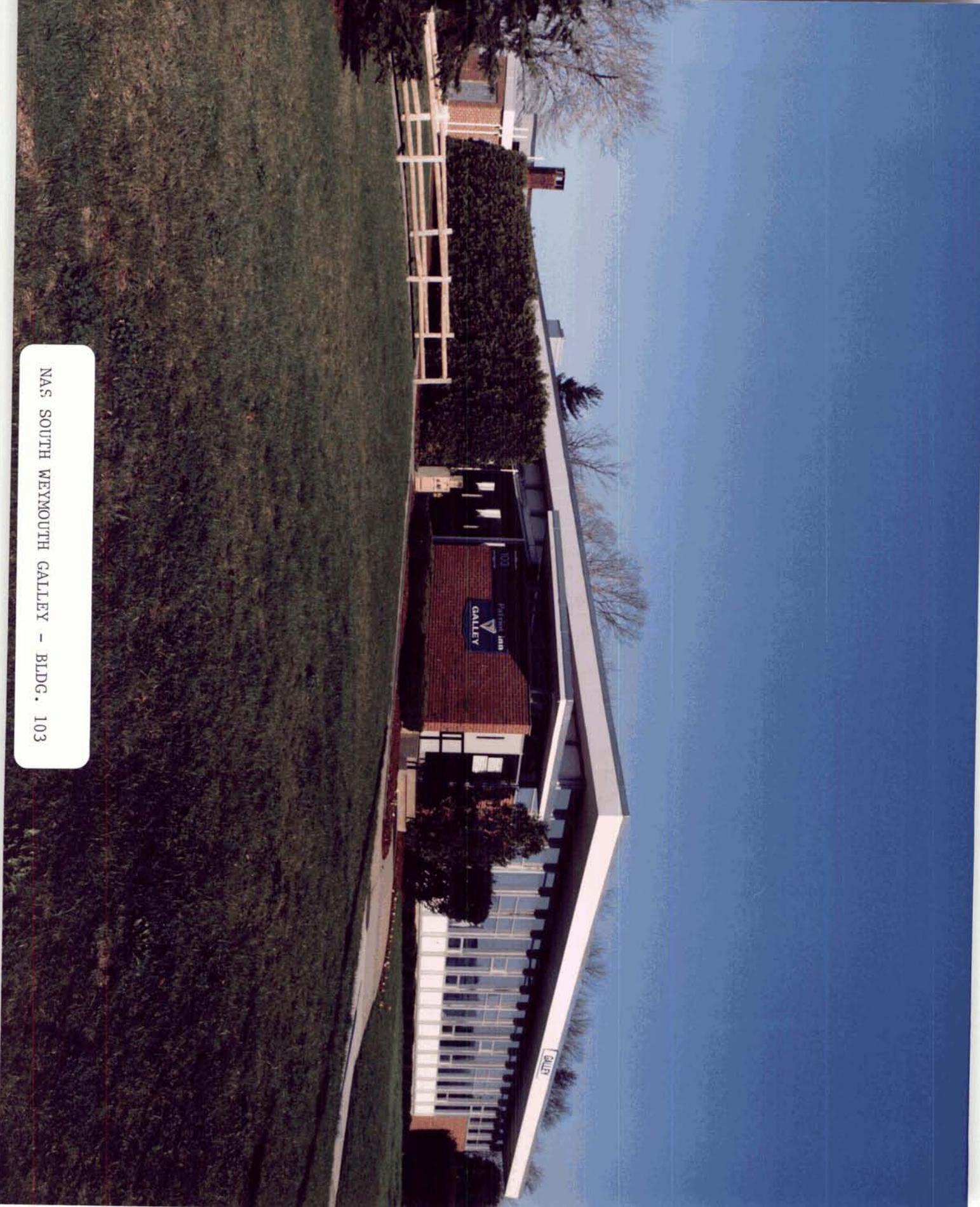
NAVAL RESERVE CENTER  
SOUTH WEYMOUTH

PARKING IN REAR

NAVAL RESERVE CENTER - BLDG. 17



NAVAL RESERVE CENTER - BLDG. 17

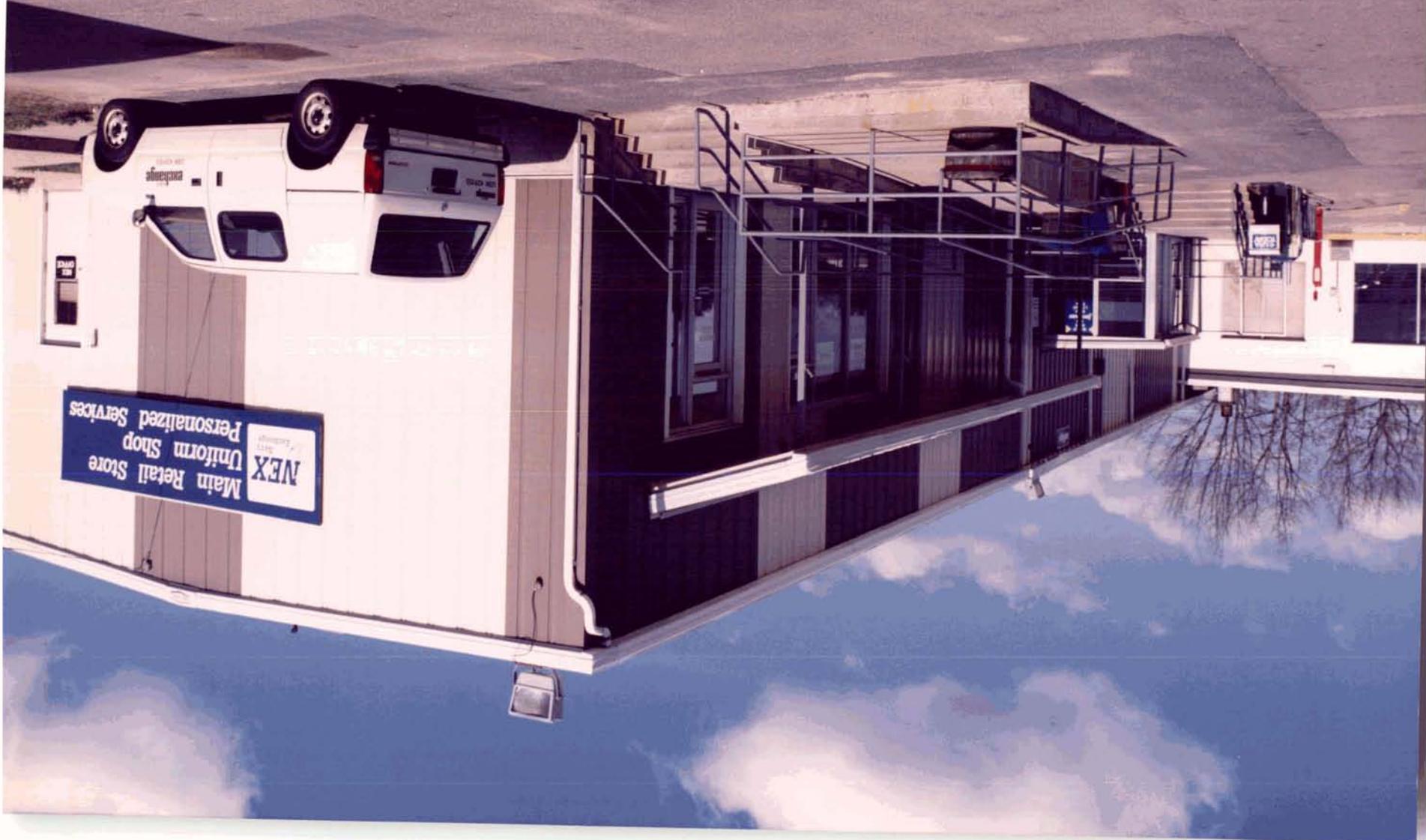


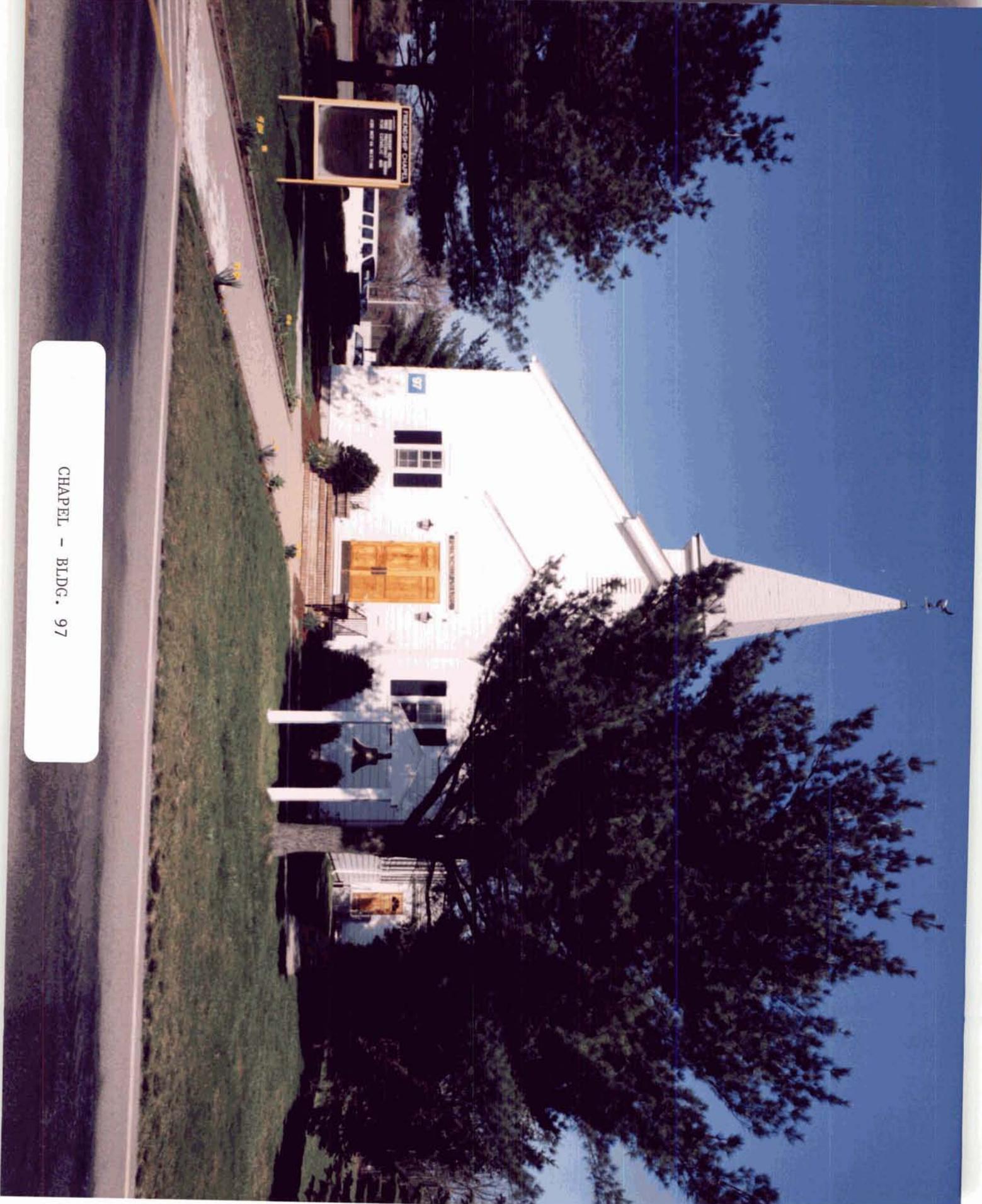
NAS SOUTH WEYMOUTH GALLEY - BLDG. 103



ADMINISTRATIONS - BLDG. 16

NAVY EXCHANGE - BLDG. 102





CHAPEL - BLDG. 97



FRONT GATE



GYMNASIUM - BLDG. 121



