

**DRAFT****DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION****SUMMARY SHEET****NAVAL AIR STATION SOUTH WEYMOUTH, MASSACHUSETTS****INSTALLATION MISSION**

Air station provides a training base for reservists and support for Naval operational aircraft stationed at Weymouth, and base services for transient aircraft.

**DOD RECOMMENDATION**

- Close Naval Air Station, South Weymouth, and relocate the airplanes to Brunswick.

**DOD JUSTIFICATION**

- The current Force Structure Plan shows a declining force level including a reduction in the overall number of Naval aviation carrier air wings from 11 to 10. Similarly, the number of P-3 squadrons is declining. In an effort to take advantage of existing capacity at an active duty base, the Navy wants to relocate the remaining C-130s at Weymouth to Brunswick as the P-3s are being decommissioned.

**COST CONSIDERATIONS DEVELOPED BY DOD**

- One-Time Cost: \$ 17.3 million
- Net Savings During Implementation: \$ 50.8 million
- Annual Recurring Savings: \$ 27.4 million
- Break-Even Year: 1 year
- Net Present Value Over 20 Years: \$ 315.2 million

**MANPOWER IMPLICATIONS OF THIS RECOMMENDATION (EXCLUDES CONTRACTORS)**

	<u>Military</u>	<u>Civilian</u>	<u>Students</u>
<b>Baseline</b>			
Reductions	380	189	0
Realignments	311	21	0
Total	691	210	0

## DRAFT

### MANPOWER IMPLICATIONS OF ALL RECOMMENDATIONS AFFECTING THIS INSTALLATION (INCLUDES ON-BASE CONTRACTORS AND STUDENTS)

Out		In		Net Gain (Loss)	
<u>Military</u>	<u>Civilian</u>	<u>Military</u>	<u>Civilian</u>	<u>Military</u>	<u>Civilian</u>
691	210	0	0	(691)	(210)

### ENVIRONMENTAL CONSIDERATIONS

- Weymouth is next to designated wetlands and cannot expand. In addition, the base has been cited as a non-attainment area which may require a conformity determination to evaluate the impact of continued aviation operations. Fuel storage is rated as C-4 (inadequate) due to environmental and storage constraints.

### REPRESENTATION

Governor: William F. Weld  
Senators: Edward M. Kennedy  
              John F. Kerry  
Representative: Gerry E. Studds

### ECONOMIC IMPACT

- Potential Employment Loss: 1443 jobs (936 direct and 507 indirect)
- South Weymouth, MA MSA Job Base: Greater than 2 million
- Percentage: 0.1 percent decrease
- Cumulative Economic Impact (1994-2001): 0.1 percent decrease

### MILITARY ISSUES

- Navy considerations were based on the total force concept.
- The Navy plans to decommission ten P-3 aircraft, and relocate four C-130 airplanes to Brunswick. In the event that the P-3 squadron is not decommissioned, the squadron will be sent to Brunswick.

### COMMUNITY CONCERNS/ISSUES

- Weymouth supporters are concerned about the decision to close Weymouth rather than the reserve air station in Atlanta which received a lower military value rating.

**DRAFT**

**ITEMS OF SPECIAL EMPHASIS**

- In preparing its list of recommended closings the Navy initially considered closing down Brunswick as an active duty base. However, the commander of the Atlantic Fleet said he wanted to keep open a fully capable base in the northeast and that left South Weymouth going head-to-head with Brunswick.

D.L. Reedy/Navy/04/19/95 4:20 PM

# 1995 DoD Recommendations and Justifications

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## Naval Air Station, South Weymouth, Massachusetts

**Recommendation:** Close Naval Air Station, South Weymouth, Massachusetts. Relocate its aircraft and necessary personnel, equipment and support to Naval Air Station, Brunswick, Maine. Relocate the Marine Corps Reserve support squadrons to another facility in the local area or to NAS Brunswick. Reestablish Naval Reserve Center, Quincy, Massachusetts, and change the receiving site specified by the 1993 Commission (1993 Commission Report, at page 1-64) for consolidation of Navy and Marine Corps Reserve Center, Lawrence, Massachusetts; Naval Reserve Center, Chicopee, Massachusetts; and Naval Reserve Center, Quincy, Massachusetts, from "NAS South Weymouth, Massachusetts" to "Naval Reserve Center, Quincy, Massachusetts."

**Justification:** As a result of the Base Closure and Realignment Commission's actions in BRAC 93, the Department of the Navy retained several naval air stations north of the major fleet concentration in Norfolk. Despite the large reduction in operational infrastructure accomplished during BRAC 93, the current Force Structure Plan shows a continuing decline in force levels from that governing BRAC 93, and thus there is additional excess capacity that must be eliminated. The major thrust of the evaluation of operational bases was to retain only that infrastructure necessary to support future force levels while, at the same time, not impeding operational flexibility for the deployment of that force. In that latter context, the Commander-in-Chief, U.S. Atlantic Fleet (CINCLANTFLT), expressed an operational desire to have as fully-capable an air station as possible north of Norfolk with the closest geographic proximity to support operational deployments. Satisfaction of these needs both to further reduce excess capacity and to honor CINCLANTFLT's operational imperative can be accomplished best by the retention of the most fully capable air station in this geographic area, Naval Air Station, Brunswick, Maine, in lieu of the reserve air station at South Weymouth. Unlike BRAC 93, where assets from Naval Air Station, South Weymouth were proposed to be relocated to three receiving sites, two of which were geographically quite remote, and where the perceived adverse impact on reserve demographics was considered unacceptable by the Commission, this BRAC 95 recommendation moves all of the assets and supporting personnel and equipment less than 150 miles away, thus providing most acceptable reserve demographics. Further, the consolidation of several reserve centers at the Naval Reserve Center, Quincy, Massachusetts, provides demographics consideration for surface reserve assets. In addition, this recommendation furthers the Departmental preference to collocate active and reserve assets and personnel wherever possible to enhance the readiness of both.

**Return on Investment:** The total estimated one-time cost to implement this recommendation is \$17.3 million. The net of all costs and savings during the implementation period is a savings of \$50.8 million. Annual recurring savings after implementation are \$27.4 million with a return on investment expected in one year. The net present value of the costs and savings over 20 years is a savings of \$315.2 million.

## 1995 DoD Recommendations and Justifications

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### Impacts:

**Economic Impact on Communities:** Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 1,443 jobs (936 direct jobs and 507 indirect jobs) over the 1996-to-2001 period in the Essex-Middlesex-Suffolk-Plymouth-Norfolk Counties, Massachusetts economic area, which is 0.1 percent of economic area employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential decrease equal to 0.1 percent of employment in the economic area.

**Community Infrastructure Impact:** There is no known community infrastructure impact at any receiving installation.

**Environmental Impact:** The closure of NAS South Weymouth will have a positive effect on local air quality in that a source of VOC and NOX emissions will be removed from an area that is in severe non-attainment for ozone. NAS Brunswick is in an area that is in attainment for carbon monoxide and PM-10 but is in moderate non-attainment for ozone, which may require a conformity determination to evaluate air quality impacts. However, it is expected that the additional functions, personnel, and equipment from this closure recommendation will have no significant impact on air quality and airfield operations at NAS Brunswick. Water supply and wastewater treatment services are provided to NAS Brunswick from off-base and are

## **BASE VISIT REPORT**

**NAVAL AIR STATION SOUTH WEYMOUTH, MA**

**28 April 1995**

### **LEAD COMMISSIONER:**

Commissioner Josue (Joe) Robles, Jr.

### **ACCOMPANYING COMMISSIONER:**

None.

### **COMMISSION STAFF:**

Mr. Doyle L. Reedy

### **LIST OF ATTENDEES:**

Lt Gov Argeo Cellucci  
Senator Ted Kennedy  
Senator John Kerry  
Maj Gen Raymond Vezina

### **BASE'S PRESENT MISSION:**

- The air station trains reservists for their mobilization assignments with the active forces, and provides administrative coordination and logistic support for the tenant reserve squadrons and commands.

### **DOD RECOMMENDATION:**

- Close NAS, South Weymouth. Decommission ten P-3 aircraft, and relocate four C-130 airplanes to NAS Brunswick. In the event that the P-3 squadron is not decommissioned, the squadron will be sent to NAS Brunswick.

### **DOD JUSTIFICATION:**

- The current Force Structure Plan shows a declining force level including a reduction in the overall number of Naval aviation carrier air wings from 11 to 10. Similarly, the number of P-3 squadrons is declining. In an effort to take advantage of existing capacity at an active duty base, the Navy wants to relocate the Reserve aircraft at South Weymouth to the active duty base at Brunswick, ME.

### **MAIN FACILITIES REVIEWED:**

- The Commissioner visited all of the base facilities including VP-92, VR-62 and the Marine Support Element.

**KEY ISSUES IDENTIFIED:**

- Although the Navy ranked South Weymouth as fourth in military value out of six reserve air stations considered by the BSAT, the Navy recommended closing only South Weymouth.
- The Navy has provide little documentation to support it's position that South Weymouth should be closed.

**COMMUNITY CONCERNS RAISED:**

- The Navy analysis was flawed and deviated from established policy. Specifically, the community believes that there were two breakdowns in the Navy BRAC analytic process: the comparison of unlike facilities mid-way through the process, and the lack of documentation available on the decision.

**REQUESTS FOR STAFF AS A RESULT OF VISIT:**

- None at this time.

D.L. Reedy/Navy/05/11/95 10:55 AM

## REGIONAL HEARING ISSUE SUMMARY

### NAS SOUTH WEYMOUTH, MA

NEW YORK CITY, NY/MAY 5, 1995

- The Navy's own analysis rated South Weymouth as number one in demographics, yet South Weymouth was recommended for closure.
- The decision to close South Weymouth which links a reserve facility with an active facility is without analytical support.
- Despite the emphasis in separating Reserve and Operational air stations, the Navy measured South Weymouth against Brunswick in an effort to meet the CNCLANTFLT's desire to have a fully capable air station north of Norfolk.
- The Navy decision to keep Brunswick open is not documented as required by BRAC procedure.
- Based on press releases from Sen. Cohen's office, the community feels that the decision to keep Brunswick open and to close South Weymouth was a political one.
- Brunswick cannot support Reserve units as well as South Weymouth.

D.L. Reedy/Navy/05/24/95 8:10 AM



DEPARTMENT OF THE NAVY  
OFFICE OF THE CHIEF OF NAVAL OPERATIONS  
WASHINGTON, D.C. 20350

IN REPLY REFER TO  
Ser 04E/321704  
10 September 1979

From: Chief of Naval Operations

Subj: Air Installations Compatible Use Zones (AICUZ) Study,  
NAS South Weymouth

Encl: (1) AICUZ Study, NAS South Weymouth

1. The Air Installations Compatible Use Zones (AICUZ) study for the Naval Air Station, South Weymouth, enclosure (1), is approved for implementation.
2. The study results from an extensive analysis of known methods of reducing noise impact on surrounding communities and recognizes the large number of effective noise abatement procedures in effect at NAS South Weymouth, at the present time. A significant portion of this study describes detailed methods of achieving compatible land use within the remaining impacted areas. It is envisioned that through wide public dissemination of this document and a continuing dialog between the Commanding Officer, NAS South Weymouth, and local government officials, the land use recommendations will be implemented.

  
J. T. TAYLOR  
By direction

Distribution:  
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NORTHNAVAFACENCOM  
SOUTHNAVAFACENCOM  
NAS South Weymouth

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## AICUZ SUMMARY

The Air Installation Compatible Use Zone (AICUZ) program established by the Department of Defense has the following goals:

- to reduce the potential for accidents in developed areas surrounding military airfields.
- to minimize noise exposure on noise sensitive uses in the vicinity of air installations.
- to recommend a local land use regulation program for local governments designed to encourage harmonious land uses in remaining undeveloped areas exposed to noise and the potential for accidents, thereby protecting the health, safety and welfare of local citizens.

This AICUZ study focuses on the circumstances at the Naval Air Installation at South Weymouth, Massachusetts. The Navy has achieved significant accident potential and noise exposure reductions in areas of sensitive community development. This report presents the basis for recommending land use controls to encourage compatible development of remaining undeveloped land.

The following points explain the AICUZ concept, justification, preparation and application:

- The AICUZ concept is aimed at achieving compatible land use in land areas around military airfields.
- The purpose of AICUZ is to encourage compatible development in high noise exposure areas, to minimize public exposure to potential safety hazards associated with aircraft operations, and to protect the operational capability of the air installation.

- The AICUZ can be made part of, or consistent with local, regional, and/or state land use planning policies.
- The AICUZ size and shape is tailored to fit current and projected aircraft operations/types, tailored to fit the local situation and has factual rational basis.
- The AICUZ must be consistent with valid, up-to-date land use planning principles and procedures and must be adapted to state law, enabling legislation, and local economic and political conditions. It should not be an end in itself but rather, one of many land use determinants.
- By using multiple compatible use zones, land areas within the AICUZ are reasonably differentiated, and land use alternatives are maximized, allowing a wide range of normal land uses. For example, most of the AICUZ is generally acceptable for farming, industrial and manufacturing uses, while some of it is acceptable for community facilities, recreational and residential uses.
- The Navy prepares the AICUZ for each of its air installations and submits its recommendations on zoning and land use to the local governments having jurisdiction in these areas.

#### Implemented Reductions in Noise Exposure and Accident Potential

The Navy has long recognized its responsibility to minimize noise and accident potential exposures to community residents. Prior to the consideration of further reductions in these exposures as part of this study, the personnel at the Air Station had already implemented the following noise abatement procedures:

- Touch-and-go operations (repeated takeoff and landing operations by individual aircraft for training purposes) were prohibited daily between the hours of 10:00 PM and 8:00 AM; on Sundays, these operations are also normally reduced the hours of 8:00 AM and 1:00 PM.
- Flight pattern altitudes had been set at the highest levels consistent with air safety.

- Helicopters were required to cross the Air Station boundary at 800 feet altitude to eliminate low flights over the community.
- Aircraft takeoffs on Runway 35 (takeoffs to the north) execute a left turn immediately upon takeoff to minimize noise exposure and accident potential on the hospital, church, school and apartments and other dense development in South Weymouth.

The Alternatives Analysis conducted as part of the NAS South Weymouth AICUZ Study identified several additional procedures to reduce noise exposure and accident potential impacts; the following have been implemented:

- A preferential runway use system has been adopted. This system requires use of Runway 08-26 (the east-west runway) for all takeoffs and landings that can safely do so; it also requires all touch-and-go and low approach flights to operate on Runway 08-26. This preferential runway use system minimizes exposure to noise and accident potential on the principal developed areas of Abington, Rockland and Weymouth.
- Aircraft executing touch-and-go or low approach flights are required to achieve pattern altitude before turning. The purpose of this procedure is to reduce low overflights of Abington and Rockland.

Several facility modification alternatives were accepted subject to availability of funding. These would require the application of Federal funds before operational procedures could be implemented to further reduce noise and accident potential exposures on developed areas. The first of these would change the noise zones and accident potential zones at the Air Station if implemented. Therefore it serves as the basis for the "Alternate AICUZ" described in Appendix O. The facility modification alternatives dependent upon funding are as follows:

- Extend Runway 08-26 by 1,000 feet to the east to allow more aircraft to utilize this runway on takeoff and landing. This would cost \$2,000,000 to \$3,400,000 with the higher cost applying if a 1,000 foot overrun were also constructed.
- Purchase a \$30,000 noise suppressor unit for on-the-ground runups of A-4 engines.
- Purchase Visual Approach Slope Indicator (VASI) units to allow higher slope approaches, principally by P-3 and C-9 aircraft. These would cost \$12,000 per runway end.

#### AICUZ DEVELOPMENT

In addition to identifying a study concept, "AICUZ" denotes the land area encompassing that part of an air facility and its contiguous environs within which different levels of noise exposure and accident potential are identified. The two levels of noise exposure and three levels of accident potential combine to form "AICUZ zones", each with noise zone and accident zone components.

The limits of the component accident potential and noise zones are determined by analyses based on aircraft operations data and, in the case of accident zones, accident data. Noise zone limits are validated by a review of the Air Station's history of noise complaints from the community. Limits of accident zones are validated by a review of area topography and the facility's air-space requirements and accident history. Land use objectives for each AICUZ zone are identified.

Recommendations for land use regulations to achieve the land use objectives are developed based on existing land uses, consultations with town and county planning officials, and reviews of the region's demographic and economic background, current land uses,

existing zoning regulations and local environmental conditions. Strategies for application are chosen from among town and county planning processes and regulatory programs, Federal interagency coordination procedures and mandated review programs, private sector regulation procedures and a program of keeping the community apprised of noise and accident control efforts and of AICUZ study proposals.

#### THE AICUZ

Noise zones and complaints are identified in Figure I-1. Noise zone construction was based on the Ldn (day-night average sound level) methodology. This is a computerized calculation procedure conducted by the Aircraft Environmental Support Office at North Island, California. Noise Zone 2 (Ldn 65-75) reflects moderate levels of noise exposure. Noise Zone 3 (Ldn 75 and greater) reflects heavy levels of noise exposure. Noise Zone 1 is defined as any area outside of Zones 2 and 3. It should be noted that the noise zones reflect procedures implemented in 1978 to reduce noise. The locations of 79 complaints registered between November 1975 and October 1977, are identified.

Accident potential zones and accident sites are shown in Figure I-2 the Clear Zone/Setback Area is the area of greatest likelihood for accidents. Accident Potential Zone (APZ) I and APZ II are areas of decreasing likelihood of accident potential. During the ten year period of 1968-1977, eight accidents occurred at NAS South Weymouth. Six of these occurred on the Station property, including five within the Clear Zone/Setback area. The Accident Potential Zones shown here reflect the procedures recently implemented to reduce accident potential on developed areas.

AICUZ zones are identified in Figure I-3 and represent the combining of noise and accident potential zones. Land use objectives for AICUZ zones are depicted in Figure I-4.

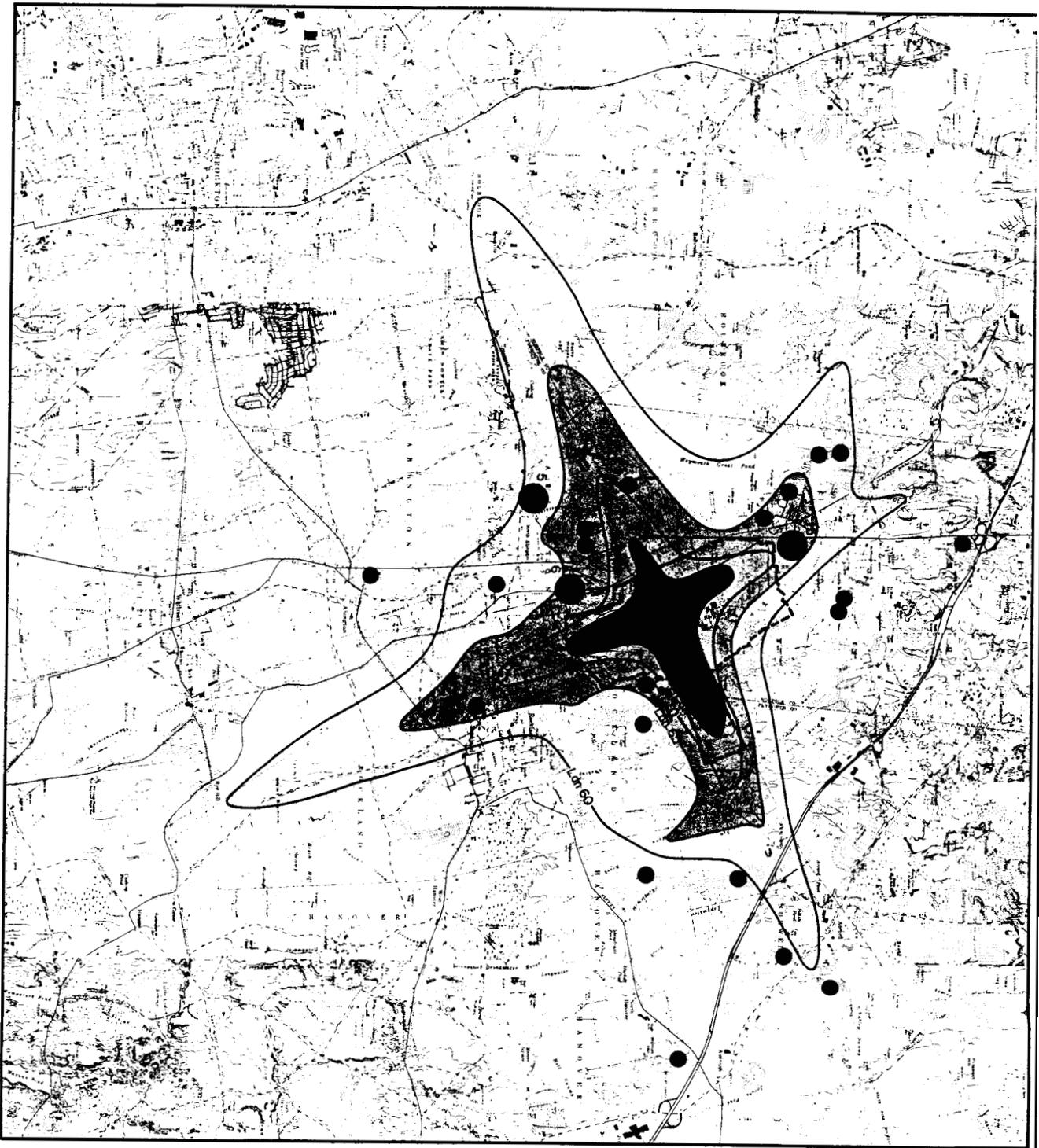
#### Land Use Analysis

Existing land uses and zoned land uses in undeveloped areas were compared with the recommended land use objectives for undeveloped areas. The compatibility of existing and zoned uses with the land use objectives is graphically depicted in Figure I-5. Table I-1 identifies compatibility within the AICUZ by acreage.

#### Land Use Strategies for Undeveloped Areas

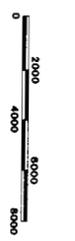
A complete listing of land use strategies for undeveloped areas is shown in Table I-2, Recommended Land Use Strategies. Certain approaches are selected for application in two categories. The first covers recommendations on actions taken by the Navy toward other Federal, state and local agencies, policies to be considered and adopted, and what options or choices provide valid strategic alternatives. These strategies are considered "general" in nature, as they would be generally applicable throughout the AICUZ. The second covers what recommendations should be applied to the specific undeveloped areas.

The most significant requirement is the need for constant attention to a changing situation and the need for establishing a close cooperative relationship with all agencies, towns and individuals. The strategies recommended under the general discussion include the following:



**LEGEND**

- NAS South Weymouth Property Line
- Contour of Equivalent Sound Level
- Noise Zone 2 (Ldn 65-75)
- Noise Zone 3 (Ldn 75 and Greater)
- Location of Single Complaint
- Location and Number of Multiple Complaints

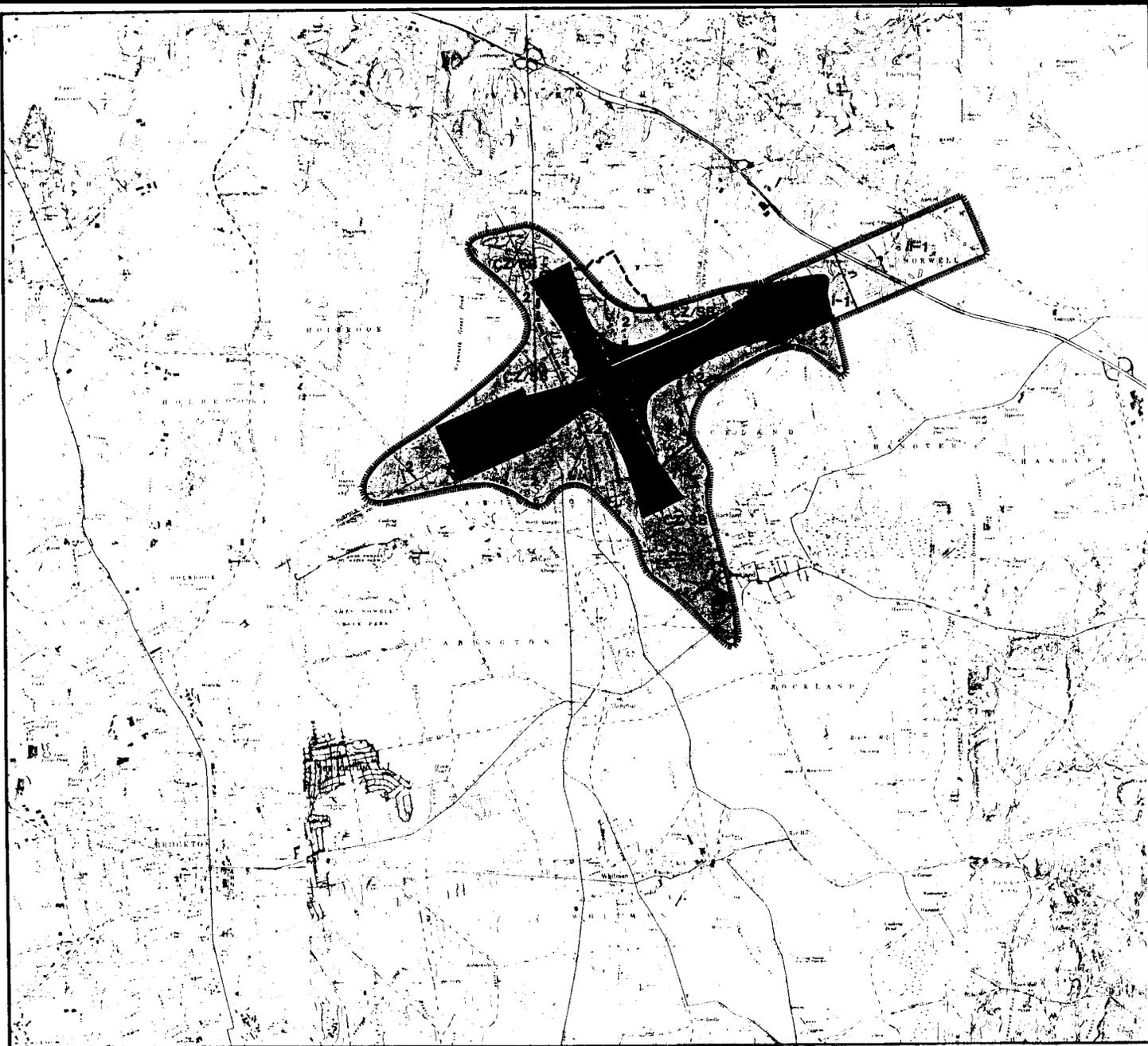


AICUZ  
Air Installation  
Compatible Use Zone Study

**P/C SPEAS ASSOCIATES**

Figure I-1  
**NOISE ZONES AND COMPLAINTS**





**LEGEND**

- NAS South Weymouth Property Line
- CZ/SB
- ▨ I-1
- II-1
- 3
- ▨ 2
- I-2
- ▬▬▬▬ AICUZ BOUNDARY



NORTH



**AICUZ**  
Air Installation  
Compatible Use Zone Study

**prc** SPEAS ASSOCIATES

Figure I-3  
AICUZ



Table I-1  
AICUZ AREA IMPACT TABULATION (ACRES)

AICUZ Area	DEVELOPED		UNDEVELOPED			Off Station Total	On Station Total	Water	Grand Total
	Compatible	Incompatible	Compatibly Zoned	Incompatibly Zoned	No Zoning				
Clear Zone, Setback	--	68	--	126	--	194	902	--	1,096
I-3	--	--	--	--	--	--	--	--	--
I-2	79	161	6	344	--	590	--	--	590
I-1	--	10	--	89	--	99	--	--	99
II-3	--	--	--	--	--	--	--	--	--
II-2	--	--	--	--	--	--	--	--	--
II-1	310	17	132	--	--	459	--	23	482
3	--	2	--	8	--	10	145	--	155
2	<u>331</u>	<u>723</u>	<u>283</u>	<u>400</u>	--	<u>1,737</u>	<u>566</u>	<u>33</u>	<u>2,336</u>
Total	720	981	421	967	--	3,089	1,613	56	4,758

Table I-2  
RECOMMENDED LAND USE REGULATION STRATEGIES

<u>Strategies</u>	<u>General</u>	<u>Tract-Specific</u>
<b>FEDERAL LEVEL</b>		
<u>Mandated Review Procedures</u>		
National Environmental Policy Act of 1969	X	
A-95 Budget Review	X	
<u>Existing Federal Agency Programs</u>		
HUD Circular 1390.2	X	
Federal Revenue Sharing	Not Presently Applicable	
Urban Renewal Programs	Not Presently Applicable	
HUD Open Space Grants	Not Presently Applicable	
Land and Water Conservation Funds	Not Presently Applicable	
Wildlife Restoration Funds	Not Presently Applicable	
Recreation Development Funds	Not Presently Applicable	
<u>Potential Programs (If Enacted)</u>		
National Land Use Policy Act	X	
<u>Ongoing Navy AICUZ Program</u>		
Community Liaison	X	
Community Education	X	
<b>STATE LEVEL</b>		
Massachusetts Aeronautics Commission Noise Abatement Program	X	
State Building Code	X	
<b>LOCAL LEVEL</b>		
<u>Town and County Programs</u>		
Planning	X	
Zoning	X	X
Subdivision Regulations	X	
Building Codes	X	

Table I-2 (Continued)

<u>Strategies</u>	<u>General</u>	<u>Tract-Specific</u>
Capital Improvements Programs	X	
Truth-in-Sales and Rental Ordinances	X	
Transfer of Development Rights Cluster Development (PUD)	Not Presently Applicable	
Airport Zone	X	X
Maintenance of Environmental Quality	X	X
Height Zoning	X	
PRIVATE SECTOR LEVEL		
Construction Loans to Private Contractors	X	
Insurance	X	
Mortgage Loan Requirements	X	

Source: PRC-R. Dixon Speas Associates

- Mandated Review Procedures - This includes reviewing all Federal actions affecting the AICUZ. This can conveniently be done through the environmental impact review procedures and the A-95 budget review procedures. Of special importance are actions taken by EPA and HUD.
- Navy Programs - These refer to a process of continuing education, liaison, cooperation and exchanges of information which form the cornerstone of the implementation of the land use strategies.
- State Level Strategies - These include support for noise legislation originating with the Massachusetts Aeronautics Commission, and provisions for amending the building code to make specific standards for noise insulation in impacted areas.
- Regional Planning - This recommends a cooperative relationship with regional planners to insure recognition of the AICUZ.
- Local Level Strategies - This discusses what actions might be taken by the various municipal governments to assist in achieving AICUZ compatibility. These include changes in zoning, wetlands protection, subdivision regulations, truth in sales and renting ordinances, and height zoning.
- Private Sector Controls - These include discouragement of the application of private funds for construction loans and mortgage loans, and recognition of increased hazard by insurance companies.

Tract Specific Strategies for all the remaining undeveloped areas within the AICUZ are shown on Table I-3, Details of Recommended Tract Specific Strategies, keyed to the Strategies Map, Figure I-6.

For compatibly zoned areas, the recommendation is to maintain the existing zoning and be vigilant for variances.

For wetland areas, development should be prohibited through local application of the strict wetland statute.

Table I-3

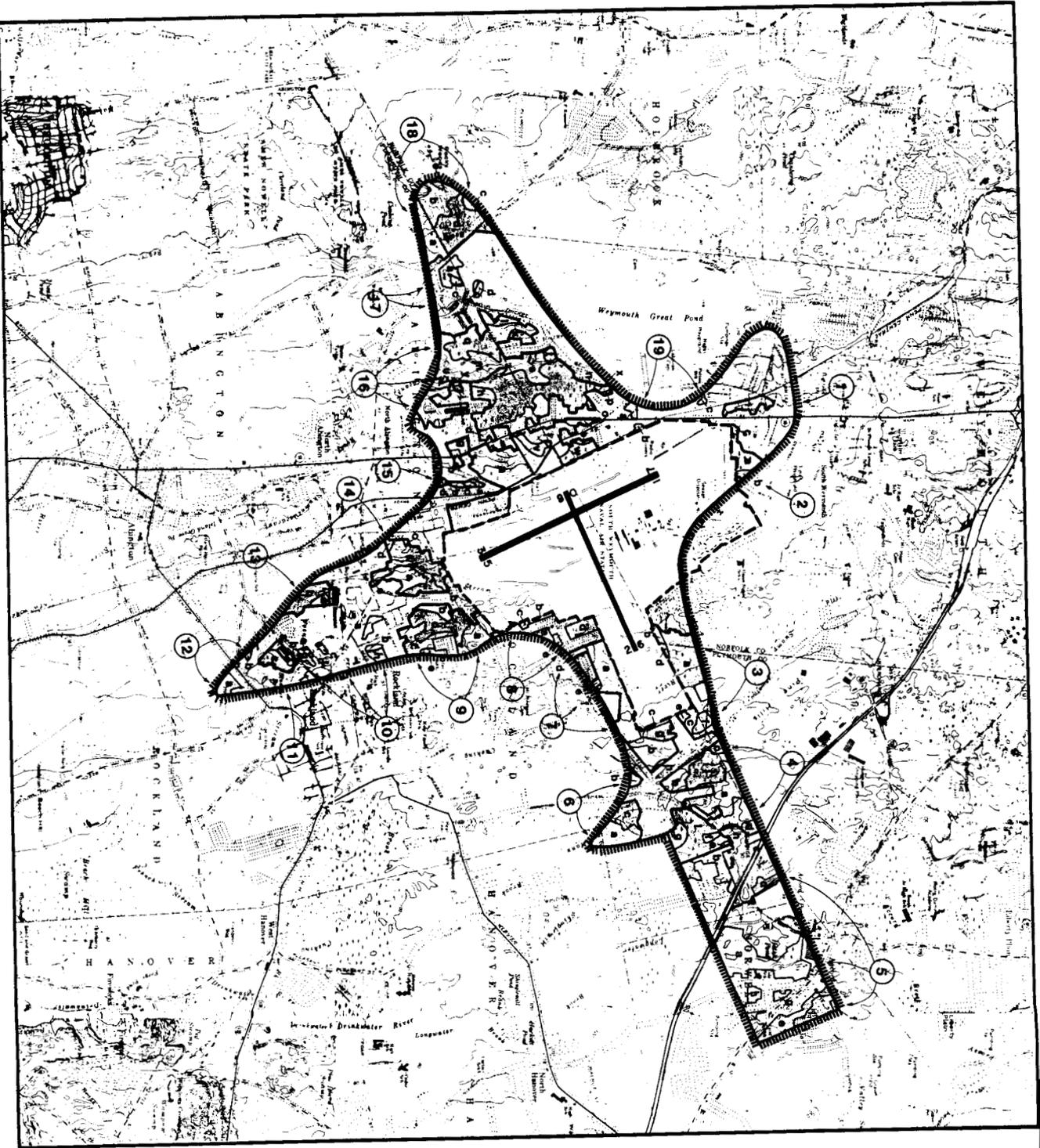
## DETAILS OF RECOMMENDED TRACT SPECIFIC STRATEGIES TO ENCOURAGE COMPATIBLE DEVELOPMENT IN THE AICUZ

AREA CODE	AICUZ ZONE	EXISTING ZONING	COMPATIBILITY REQUIREMENT	ENVIRONMENTAL CHARACTER	ACCESS	RECOMMENDED STRATEGY	COMMENT	AREA (ACRES)	LOCATION
1	2	B-1; Compatible	OK	Primarily Wet	Accessible	<ul style="list-style-type: none"> <li>● Maintain existing zoning</li> <li>● Maintain envir. quality</li> </ul>		10-50	North
2	a 2, cz/sb	R-1, R-3; Incompat.	Use	Wetland	Inaccessible	<ul style="list-style-type: none"> <li>● Maintain existing zoning</li> <li>● Maintain envir. quality</li> <li>● Acquisition for public use</li> </ul>		10-50	North
	b 2	R-1; Incompatible						0-10	
	c 2, cz/sb	R-3; Incompatible						0-10	
3	a 2	I-1, IND.PK; Compat.	OK	Portions Wet	Inaccessible	<ul style="list-style-type: none"> <li>● Maintain existing zoning</li> <li>● Chng. zoning to industrial</li> <li>● Provide density restrict.</li> </ul>		10-50	Northeast
	b 3	I-1; Incompatible	Use	Not Accessed					
	c I-2, cz/sb	I-2; Incompatible	Density, Use		Accessible				
	d 3	IND.PK; Incompat.	Use	Wetland	Inaccessible			<ul style="list-style-type: none"> <li>● Maintain envir. quality</li> </ul>	
	e cz/sb	I-2; Incompatible							
	f I-2	I-2; Incompatible							
4	a I-2, I-1	I-2; Incompatible	Density		Accessible	<ul style="list-style-type: none"> <li>● Provide density restrict.</li> </ul>	<ul style="list-style-type: none"> <li>● Good growth potential for industrial develop.</li> <li>● Will be served by sewerline ext on Hingham St.</li> </ul>	10-50	East
	b I-2							0-10	
	c I-2, I-1	IND.PK, I-1; Incom.							
	d I-1	I-2; Incompatible							
	e								
	f								
	g I-2, I-1	I-2, R-1; Incompat.						Density, Use	
h I-2, I-1	I-2, R-1; Incompat.		Wetland	Inaccessible	<ul style="list-style-type: none"> <li>● Maintain envir. quality</li> </ul>	50-100			
i						10-50			
j		IND.PK, I-2; Incom.				Density	50-100		
5	a II-1	BUS-C, RES-A, RES-B; Compatible	OK		Accessible	<ul style="list-style-type: none"> <li>● Maintain existing zoning</li> </ul>		10-50	East
	b	I-2, R-1, R-2; Com.						0-10	
	c	I-2; Compatible							
	d	R-2; Compatible							
	e	RES-A, RES-B; Com.							
	f	RES-B; Compatible							
	g	RES-A, RES-B; Com.							
	h								
	i	RES-B; Compatible						0-10	

AREA CODE	AICUZ ZONE	EXISTING ZONING	COMPATIBILITY REQUIREMENT	ENVIRONMENTAL CHARACTER	ACCESS	RECOMMENDED STRATEGY	COMMENT	AREA (ACRES)	LOCATION
6	a	RES R-2; Incompat.	Use		Inaccessible	• Avoid additional develop.		10-50	East
	b	I-1; Compatible	OK		Accessible	• Maintain existing zoning		0-10	
	c	R-1; Incompatible	Use	Wetland	Inaccessible	• Maintain enviro. quality		10-50	
	a	I-2; R-2; Compat.	OK			• Maintain existing zoning		10-50	
	b	I-2; R-2; Incompat.	Density Use		Accessible	• Chng. zoning to industrial • Provide density controls where necessary		10-50	
7	c	I-2; R-2; Incompat.	Density Use		Accessible	• Provide density controls where necessary		0-10	East
	d	R-2; Incompatible	Use		Inaccessible	• Maintain enviro. quality		10-50	
	e	I-2; Incompatible	Density Use	Wetland	Inaccessible	• Provide density insulation	• Small areas, development unlikely	0-10	
	f	I-2; Incompatible	Density Use		Inaccessible	• Provide noise insulation		10-50	
	g	R-1; Incompatible	Use	Wetland	Inaccessible	• Maintain enviro. quality		0-10	
8	a	R-1; Incompatible	Use		Accessible	• Planned unit development	• Imminent encroachment area	10-50	Southeast
	b	R-2; Incompatible	Use	Wetland	Inaccessible	• Maintain enviro. quality	• Sewer line ext. on Salem Street	0-10	
	c	R-1, R-2; Incompat.			Accessible	• Planned unit development	• Small infill areas, development unlikely, low priority	10-50	
	d	R-1; Incompatible	Use		Accessible	• Maintain enviro. quality		0-10	
	e	R-1, R-2; Incompat.	Use	Wetland	Inaccessible	• Local acquisition for public use • Reduce density provide noise insulation		10-50	
9	a	R-1; Incompatible	Use		Accessible	• Planned unit development	• Imminent encroachment area	10-50	South
	b	R-1; Incompatible	Use	Wetland	Inaccessible	• Maintain enviro. quality	• Sewer line ext. on Salem Street	0-10	
	c	R-1, R-2; Incompat.	Use		Accessible	• Planned unit development	• Small infill areas, development unlikely, low priority	10-50	
	d	R-1, R-2; Incompat.	Use	Wetland	Inaccessible	• Local acquisition for public use • Reduce density provide noise insulation		0-10	
	e	R-1; Incompatible	Use		Inaccessible	• Maintain enviro. quality		0-10	
10	a	R-2; Incompatible	Use		Inaccessible	• Maintain enviro. quality		0-10	South
	b	R-1; Incompatible	Use	Wetland	Inaccessible	• Local acquisition for public use • Maintain enviro. quality		0-10	
	c	R-1; Incompatible	Use		Inaccessible	• Local acquisition for public use • Maintain enviro. quality		10-50	
	d	R-1; Incompatible	Use	Wetland	Inaccessible	• Local acquisition for public use • Maintain enviro. quality		0-10	
	e	R-1; Incompatible	Use	Wetland	Inaccessible	• Local acquisition for public use • Maintain enviro. quality		10-50	

AREA CODE	AICUZ ZONE	EXISTING ZONING	COMPATIBILITY REQUIREMENT	ENVIRONMENTAL CHARACTER	ACCESS	RECOMMENDED STRATEGY	COMMENT	AREA (ACRES)	LOCATION
12	2	R-2; Incompatible R-1; Incompatible R-1; Incompatible	Use		Accessible	<ul style="list-style-type: none"> <li>Local acquisition for public use</li> <li>Change zoning to industrial</li> <li>Local acquisition for public use</li> </ul>		10-50 0-10	South
13	2	R-1; Incompatible	Use	Wetland	Inaccessible	<ul style="list-style-type: none"> <li>Maintain envir. quality</li> <li>Reduce density</li> <li>Require noise insulation</li> </ul>	<ul style="list-style-type: none"> <li>Sewer line ext. on Salem Street</li> <li>Major wet areas</li> </ul>	10-50 10-50	South
14	2	R-20; Incompatible R-2; Incompatible	Use	Wetland	Accessible	<ul style="list-style-type: none"> <li>Reduce density</li> <li>Require noise insulation</li> <li>Maintain envir. quality</li> </ul>		0-10	South
15	2	R-20, R-1, R-2; Incompatible I; Compatible	OK Use		Inaccessible	<ul style="list-style-type: none"> <li>Reduce density</li> <li>Provide noise insulation</li> <li>Maintain envir. quality</li> </ul>	<ul style="list-style-type: none"> <li>Infill area</li> </ul>	0-10	West
16	2	R-20; Incompatible I; Compatible HC; Compatible B-1; Compatible I; Compatible R-1; Incompatible R-1, I, B-1; Incom.	OK	Wetland	Inaccessible	<ul style="list-style-type: none"> <li>Maintain existing zoning</li> </ul>		50-100	
	2	R-30; Incompatible	Use		Accessible	<ul style="list-style-type: none"> <li>Avoid additional incompatible development</li> <li>Reduce density</li> <li>Provide noise insulation</li> </ul>		0-10 10-50 0-10	West
	2	R-1; Incompatible R-1, R-30; Incom.			Inaccessible		<ul style="list-style-type: none"> <li>Proposed subdiv.</li> </ul>	50-100	
	2	R-1; Incompatible			Accessible			0-10	





<b>LEGEND</b>	
---	NAS South Weymouth Property Line
b	Undeveloped Area, Keyed To Table VII-2
[White Box]	Developed (No Action Necessary)
[Light Gray Box]	Undeveloped Compatibly Zoned (Maintain Existing Zoning)
[Medium Gray Box]	Undeveloped Incompatibly Zoned Wetland Areas (Maintain Environmental Quality)
[Dark Gray Box]	Other Undeveloped Incompatibly Zoned Areas (See Table VII-2)
	AICUZ Air Installation Compatible Use Zone Study
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Figure I-6 STRATEGIES	

For incompatibly zoned areas not in wetlands, recommendations include changes in zoning to compatible uses, provisions for density controls on industrial (compatibly zoned with respect to noise) land, avoidance of additional incompatible development through local declaration of an airport zone in which incompatible development is prohibited, and provisions for reduced densities and noise insulation of incompatible development if it cannot otherwise be forestalled.

## INTRODUCTION

### Forward

This report summarizes an analysis of NAS South Weymouth and the surrounding community. Its goals have been to review methods for minimizing noise impact and accident potential over existing land uses; and to provide the community with a planning tool which can assist in the evaluation of methods to encourage future compatible land uses in affected areas.

Information for the study was provided by Navy personnel, community officials, public agencies and by direct observation of study team members. The study team included personnel from PRC-R. Dixon Speas Associates, a private aviation planning firm. Oversight was provided by the Southern Division Naval Facilities Engineering Command. The study was funded by the U.S. Department of the Navy.

Planning criteria used as a basis for study analysis is standard Navy AICUZ criteria, itemized in Appendix T, Exhibit T-1.

### AICUZ Concept

In July 1973, the Assistant Secretary of Defense directed that a program be undertaken to investigate the problem of urbanization and associated encroachment on military air installations. This Air Installation Compatible Use Zone program endeavors to protect this nation's public investment, representing billions of dollars in approximately 150 Navy, Marine Corps and Air Force air installations located throughout the country. To this end, AICUZ studies are being prepared to identify existing and potential problem areas around air facilities and to formulate courses of action which would encourage harmonious land uses in these areas.

It is the purpose of this AICUZ study to address these issues as they relate to NAS South Weymouth. The Study seeks to quantify noise and accident potential zones, identify future community plans and explore alternatives for minimizing incompatibilities. Based on these analyses noise abatement and safety procedures are implemented and land use regulations for undeveloped areas within the noise and accident potential zones are proposed to encourage and preserve compatible uses.

#### Study Assumptions

In the course of performing this Study, certain assumptions have been made in order to provide a basis for future planning. Assumptions utilized are as follows:

- It is assumed that NAS South Weymouth will remain a Naval Air Station, and that it will not become a military-civilian joint use facility.
- Mission requirements will remain essentially unchanged. Existing reserve programs are assumed to be a continuing requirement.
- The existing role of NAS South Weymouth and today's activity levels are assumed to be representative of those which will occur in the future. Major changes in the facility role or activity levels would necessitate a re-examination of the AICUZ.
- The NAS South Weymouth AICUZ is not meant to imply that precise noise and accident boundaries exist. The AICUZ is developed as a planning tool to define generalized areas within which there exist varying probabilities of noise and accident potential.

### NAS South Weymouth

The Naval Air Station at South Weymouth, Massachusetts, is the Naval Air Reserve training facility serving the New England states and a portion of New York State. The Air Station represents an important economic asset to the locale and region, with purchases and payroll in excess of \$30,000,000 annually. Portions of the 1,440 acre facility lie in Weymouth Township in Norfolk County, and in Abington and Rockland Townships in Plymouth County. The airfield has two operational runways. Runway 17-35 is the primary runway, 7,000 feet long. Runway 8-26, the secondary ("cross-wind") runway, is 6,000 feet long. Historically, operations have varied between 41,000 and 55,000 annually, over the last five years.

### Communities

The communities which surround NAS South Weymouth are basically mature residential areas and have historically coexisted with the Air Station without conflict. All the towns are economically diversified. Generally they have long had industrial and manufacturing enterprises as the primary economic base. Recent history has seen community oriented sectors such as retailing, services, and construction exhibit the greatest expansion due to post World War II residential development. Residential land uses are generally predominant throughout the affected towns. The primary cause for this is the easy access all these communities have to the greater Boston Metropolitan area. Recent ground transportation improvements are responsible. All the communities host a substantial commuter work force, although they cannot be characterized as bedroom communities. Housing stocks are of generally good quality.

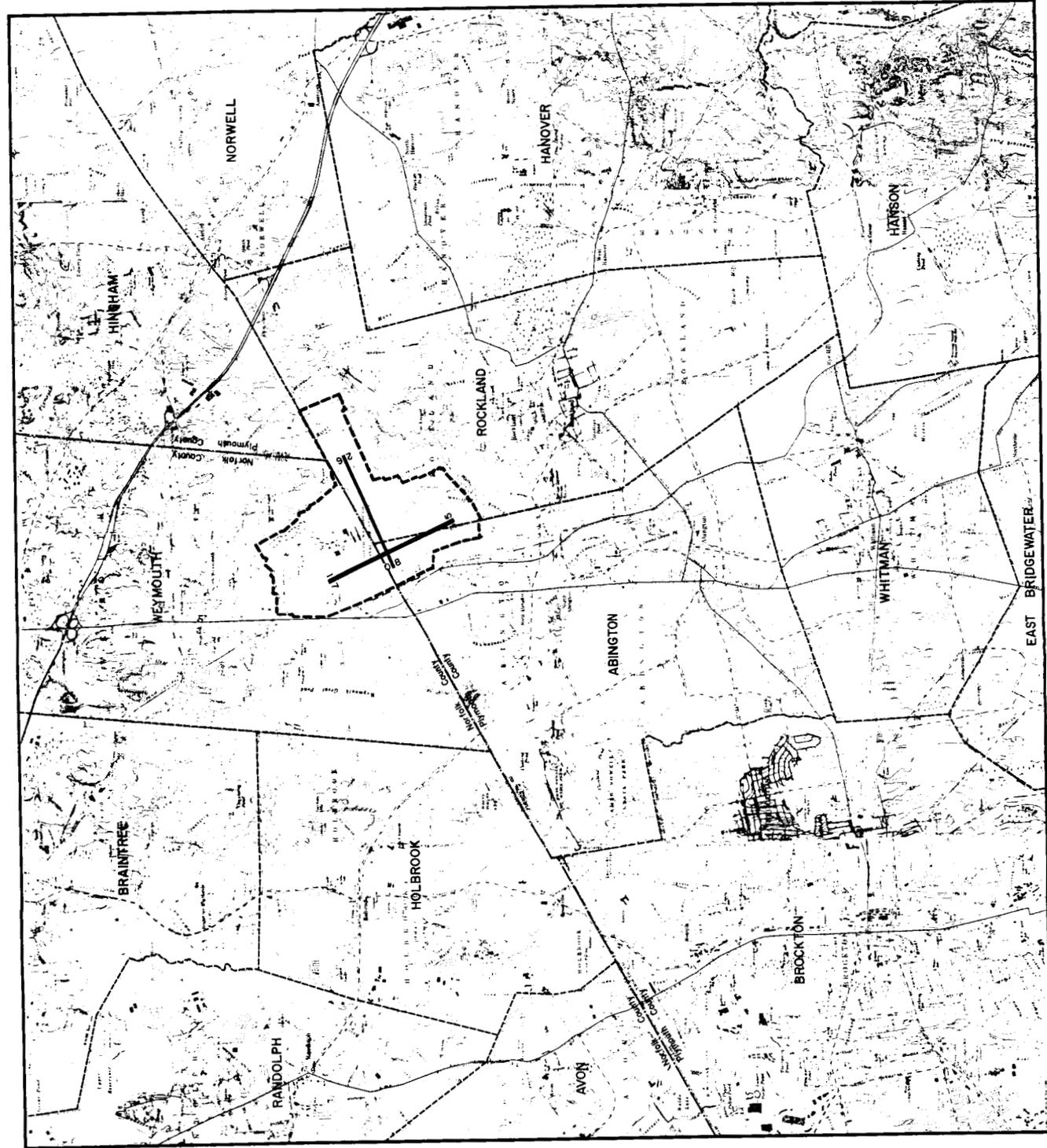
Resource based industries are generally on a decline in these communities as they become progressively more urbanized. Development is substantially more intense north of the base and toward the shoreline than south, east or west. Intensive development has long been present in the coastal areas. Recently, especially in the Town of Weymouth, there has been considerable apartment development, some of this adjacent to NAS South Weymouth. The pace of this has been muted somewhat in recent years as the communities seek to deal with the influx of new residents, and all are becoming more selective in promoting new development.

All communities have a mature government and established patterns of citizen interaction. All have the town meeting form of government, with most committee and executive posts filled by unsalaried townspeople.

The community climate is generally positive toward the base. Residents tend to be active participants in community affairs, involve and express themselves strongly and have a continuing interest in the base, its operations, and its impact.

Virtually all the area is fully developed in terms of community services such as roads, sewers, water, electricity, and schools. Because of this there is already a substantial amount of development in the immediate area of NAS South Weymouth.

The various political jurisdictions in the NAS South Weymouth vicinity are shown in Figure II-1, Town and County Boundaries. Fourteen townships are included since this map contains sufficient areas for anticipated adjustments of the noise contours during early study phases. Many of the fourteen communities shown may not be affected by the final AICUZ. Therefore, most of the analysis



**LEGEND**

- NAS South Weymouth Property Line
- Town Boundaries
- County Boundaries



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Figure II-1  
**TOWN AND COUNTY BOUNDARIES**

centers on the three towns, Weymouth, Abington and Rockland which have large population concentrations near the Air Station. Further, it is these townships which receive the predominant noise and accident exposure from the AICUZ.

## EXISTING CONDITIONS

### Air Installation History

The air station at South Weymouth was commissioned on March 1, 1942 to serve as a base for blimps on anti-submarine patrols over North Atlantic waters during World War II. At the end of the war, the facility was closed and placed in a caretaker status.

Following the war, nearby Squantum Naval Air Station in Quincy, Massachusetts, where Naval Reserve Aviation had its start in 1916, was having problems expanding to meet the requirements of new fixed wing aircraft. The station had no room to lengthen the runways to accommodate jet operations, and air traffic from the station was beginning to interfere with operations at Boston's Logan International Airport.

To alleviate the conflicts at Squantum, it was decided to activate South Weymouth as a Naval Air Station and transfer all operations from Squantum. After extensive remodeling, the South Weymouth Naval Air Station was officially commissioned in 1953.

The runway system at the Air Station has undergone two major construction projects since 1953. Runway 08-26 was extended by 2,000 feet in 1959 to its present 6,000 foot length; and Runway 02-20 was reclassified a taxiway in 1964. These changes provided South Weymouth with two runways suitable to the jet and heavy propeller aircraft which are based at the Station and facilitated a smooth flow of flight operations.

A number of Naval and Marine reserve training units have been based at South Weymouth since the Air Station was commissioned. However, 1970 was a pivotal year. In June the carrier-based air anti-submarine and attack squadrons were deactivated, and the three Fleet Tactical Support Squadrons were decommissioned in October. These were replaced by a land-based squadron, Patrol Squadron 92 and Replacement Training Unit 92.

Today, NAS South Weymouth Naval tenants include Patrol Squadron VP-92, Helicopter Anti-Submarine Squadron HS-74, Marine Air Reserve Training Detachments VMA-322, and HML-771.

#### Mission of NAS South Weymouth

The primary mission of the Naval Air Station at South Weymouth, Massachusetts, is to train Naval Air Reservists from the New England region for mobilization in the event of a national emergency; to direct and coordinate the recruitment of Naval Air Reserve Force personnel; and to perform other duties as directed by higher authority, such as being the local area air coordinator in support of the local reserve force squadrons and units.

The formal statement of the mission and function of NAS South Weymouth is found in Appendix A.

#### Description of Air Facilities

An aerial photo of NAS South Weymouth appears as Figure III-1. The Naval Air Station maintains two active runways. The primary runway, 17-35 is 7,000 feet long and 200 feet wide. The secondary, or crosswind runway is 6,000 feet long and 150 feet wide. Side-line lighting is provided for both runways, and 3,000 feet of approach lighting is located at the Runway 26 end.

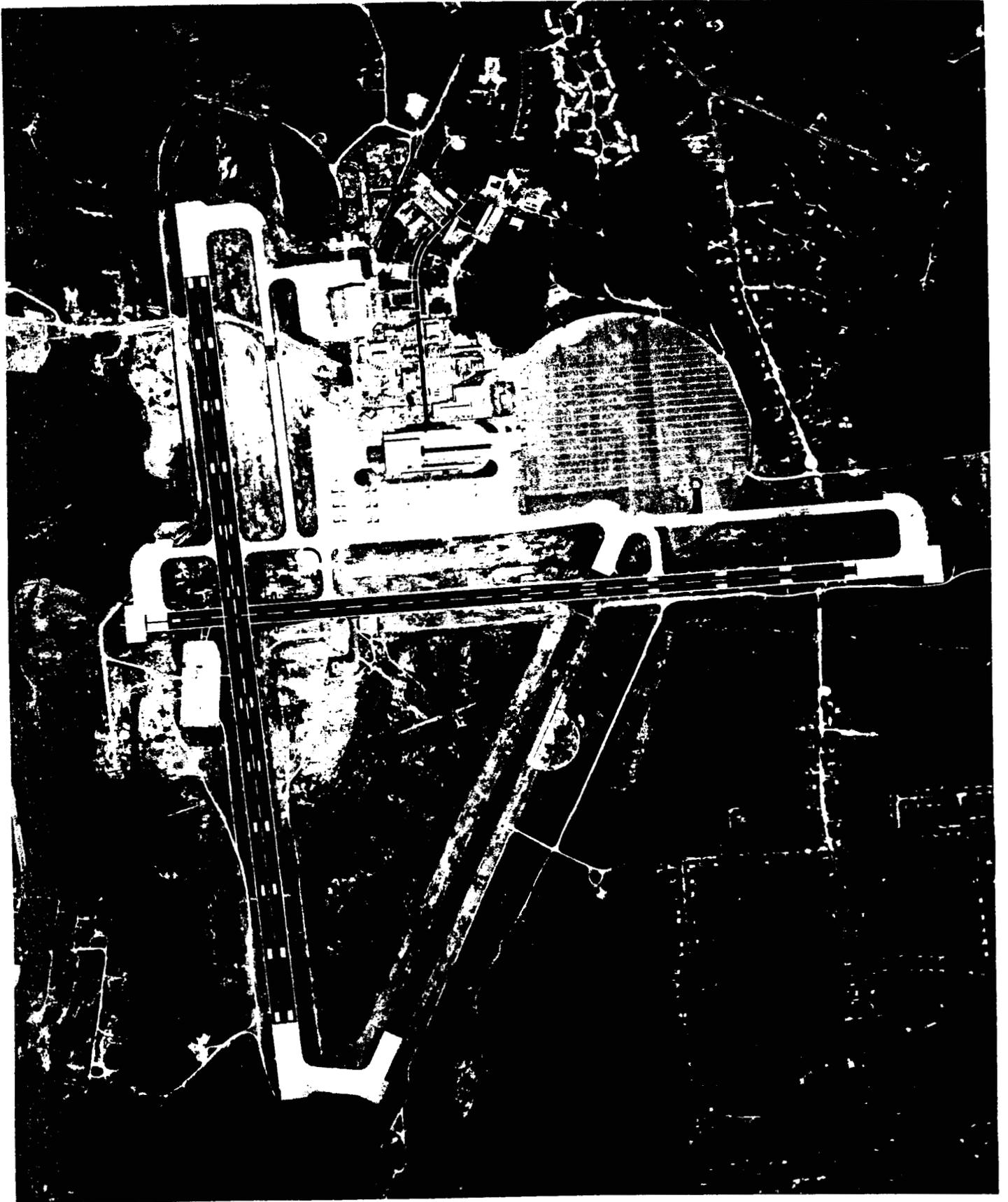


Figure III-1  
NAS SOUTH WEYMOUTH

The runways are served by three taxiways. Taxiway 1 is 5,000 feet long and serves Runway 08-26. Taxiways 2 and 3 serve Runway 17-35. Taxiway 2 is 2,500 feet long and Taxiway 3 (the deactivated Runway 02-20) is 5,000 feet in length.

A more detailed description of South Weymouth's air facilities appears in Appendix B.

### Operations

Thirty-nine military aircraft are based at South Weymouth:

- 12 A-4 Skyhawks (single engine jet attack bomber)
- 9 P-3 Orions (four engine turboprop anti-submarine warfare aircraft)
- 8 SH-3 Sea Kings (anti-submarine helicopter)
- 8 H-1 Iroquois (transport helicopter)
- 2 S-2 Trackers (twin engine-anti-submarine aircraft)

In addition, a wide range of other military aircraft operate at the Air Station on a temporary (transient) basis, to accomplish specific missions. A detailed list of assigned and principal transient aircraft appear in Appendix C, Exhibit C-1.

An Aero Club is also active at South Weymouth. This organization is open to military personnel stationed at the facility, and operates several light propeller ("reciprocating engine") aircraft.

On a typical active day at South Weymouth, there are over two hundred flight operations (one takeoff and one landing equal two operations). A breakdown of these operations by aircraft type appear in Table III-1.

Table III-1  
 TYPICAL ACTIVE DAY OPERATIONS  
 NAS SOUTH WEYMOUTH

<u>Type Aircraft</u>	<u>Percent Total</u>	<u>Day Ops</u>	<u>Night Ops*</u>	<u>Total Ops</u>
P-3 (turboprop)	15%	34	1	35
A-4 (jet)	18%	40	1	41
Helicopter	20%	46	0	46
Military Propeller	5%	11	0	11
Transient Jet	5%	11	1	12
Reciprocating Engine	35%	79	0	79
Airspace Transits	<u>2%</u>	<u>5</u>	<u>0</u>	<u>5</u>
Totals	100%	226	3	229

\*Night operations are defined as operations occurring between 10:00 PM and 7:00 AM.

Source: NAS South Weymouth

This table also shows "night operations" by aircraft type, but it should be noted that "night" is defined as 10:00 PM to 7:00 AM,<sup>1/</sup> and excludes a significant number of operations which occur during the earlier evening hours.

Historically, the number of annual flight operations has varied significantly. However, no clear trend is evident. Causes for the variation have included construction activity (such as overlaying existing runways with new pavement); weather conditions (such as extended winter periods of inclement weather); and the number of squadrons and aircraft assigned to the Air Station. Table III-2 presents the level of annual operations at NAS South Weymouth over the last five years. While there may be additions or subtractions to the based aircraft or squadrons, no changes are planned at present. Detailed operations data are provided in Appendix C.

In 1967, the Commonwealth of Massachusetts and the Town of Weymouth requested that NAS South Weymouth be open to civil aircraft operations. A joint use (i.e., civil/military) agreement was signed with the Town of Weymouth in 1970. A construction program was prepared and contracts were let for the development of civil facilities at the Air Station in 1971-72. At a Weymouth Town meeting, in October of 1972, however, a vote was passed not to proceed with airport development. In November of 1973, the Navy terminated the joint use agreement. No joint use discussions are underway, and there is no known intention by civil or military authorities to re-open consideration of joint use at NAS South Weymouth.

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<sup>1/</sup> This definition of "night" is standard for aircraft noise studies, since flight operations during the sleeping hours are weighted ten times more heavily in the noise computations than operations occurring during other times.

Table III-2  
HISTORICAL ANNUAL OPERATIONS

1977	41,807
1976	52,398
1975	47,710
1974	53,106
1973	51,050

Source: NAS South Weymouth

#### A. Airspace Environment

The airspace environment surrounding NAS South Weymouth is relatively free and unrestricted. Pheasant, Sherman and Cranland Airports located about eight miles to the southeast and Norwood Memorial located about 10 miles to the west do not interact with NAS South Weymouth operations. Airspace between 3,000 and 7,000 feet above NAS South Weymouth is contained within the Boston Terminal Control Area (TCA) and is utilized for arrivals and departures to Boston Logan Airport. NAS South Weymouth aircraft must either fly below this airspace or, regardless of weather conditions, receive an ATC authorization prior to operating within it. Technical airspace details are provided in Figure III-2.

#### B. Aircraft Flight Pattern

Aircraft flight patterns are one of the most important inputs to an AICUZ study. Areas of noise exposure and accident potential are determined by their location. Figures III-3 and III-4 illustrate the existing flight paths utilized by aircraft served by South Weymouth. The black line indicates the center line of the standard flight paths. However, it should be understood that flights typically experience some deviation from the standard paths. The extent of deviation depends on the pilot, type of aircraft, weather and other operational factors.

Circled letters identify the path. Arrows associated with the letters indicate the directions aircraft can travel along the path. Where arrows point in opposite directions along a path, the direction actually utilized by aircraft will be determined by the runway in use at the time.

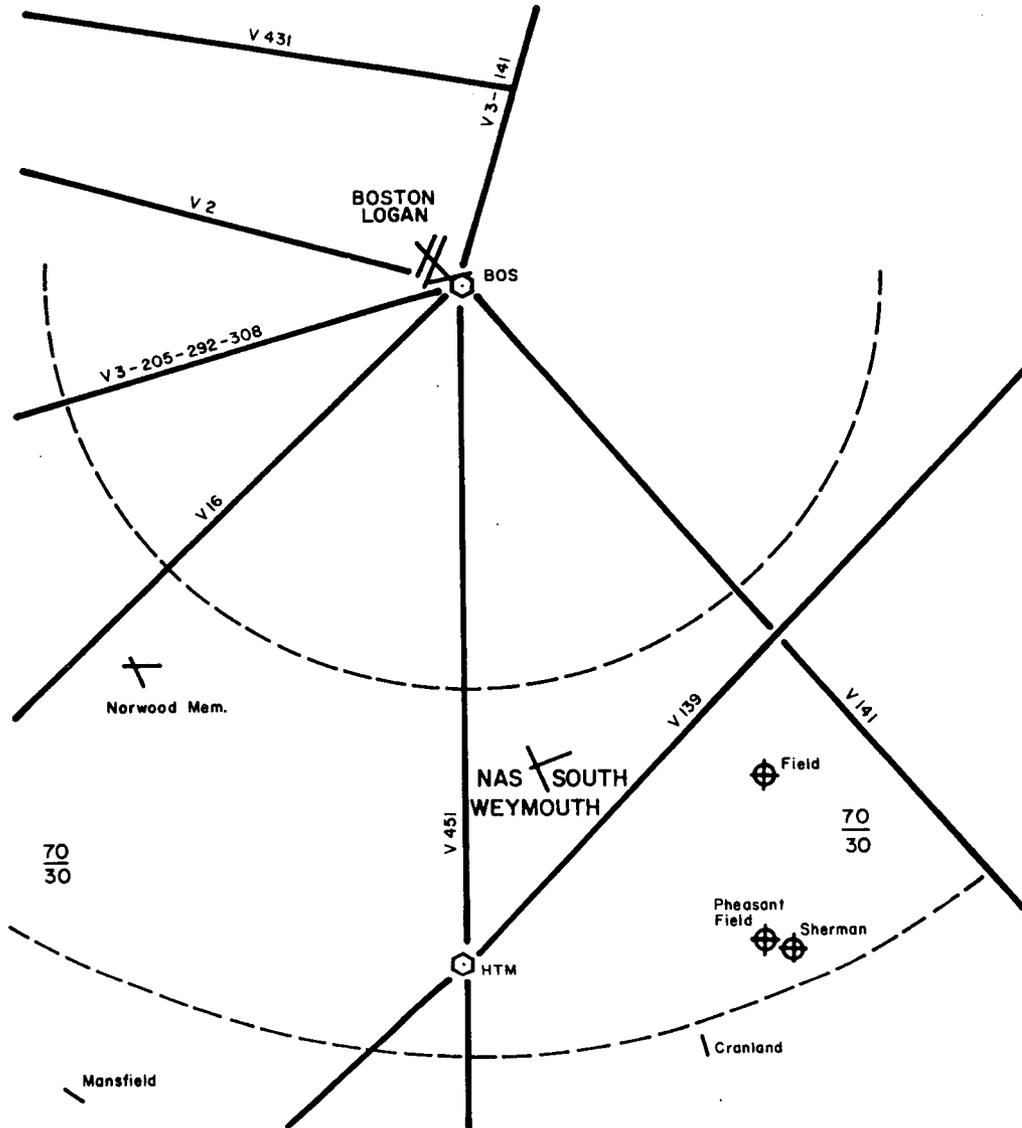
There are several types of flight paths depicted in Figures III-3 and III-4:

- Approach Paths - these are flight paths utilized by helicopter, propeller and some jet aircraft arriving at South Weymouth.
- Break Paths - these are flight paths utilized by most jet aircraft arrivals. The pattern takes the approaching aircraft over the runway at 1,700 feet MSL (mean sea level); a 180° turn is executed, at which time the aircraft descends to 1,200 feet MSL; another 180° turn is made, and the aircraft makes its final approach and lands.
- Departure Paths - these are flight paths utilized by departing aircraft.
- Touch-and-Go Paths - these are flight paths utilized by aircraft executing repeated takeoffs and landings, for training purposes. Aircraft flying these paths do not normally leave the Air Station vicinity while executing touch-and-go operations.

Runway 08-26 is the preferred runway for aircraft types and operations for which runway length is not critical. Thus, all touch and go operations normally utilize 08-26, as do most takeoff and landing operations by propeller aircraft. Jet takeoff and landing operations use Runway 17-35 whenever that runway provides the longest effective length, given the wind conditions existent at the time. Runway use percentages and flight path descriptions are found in Appendix C, Exhibits C-2 and C-3.

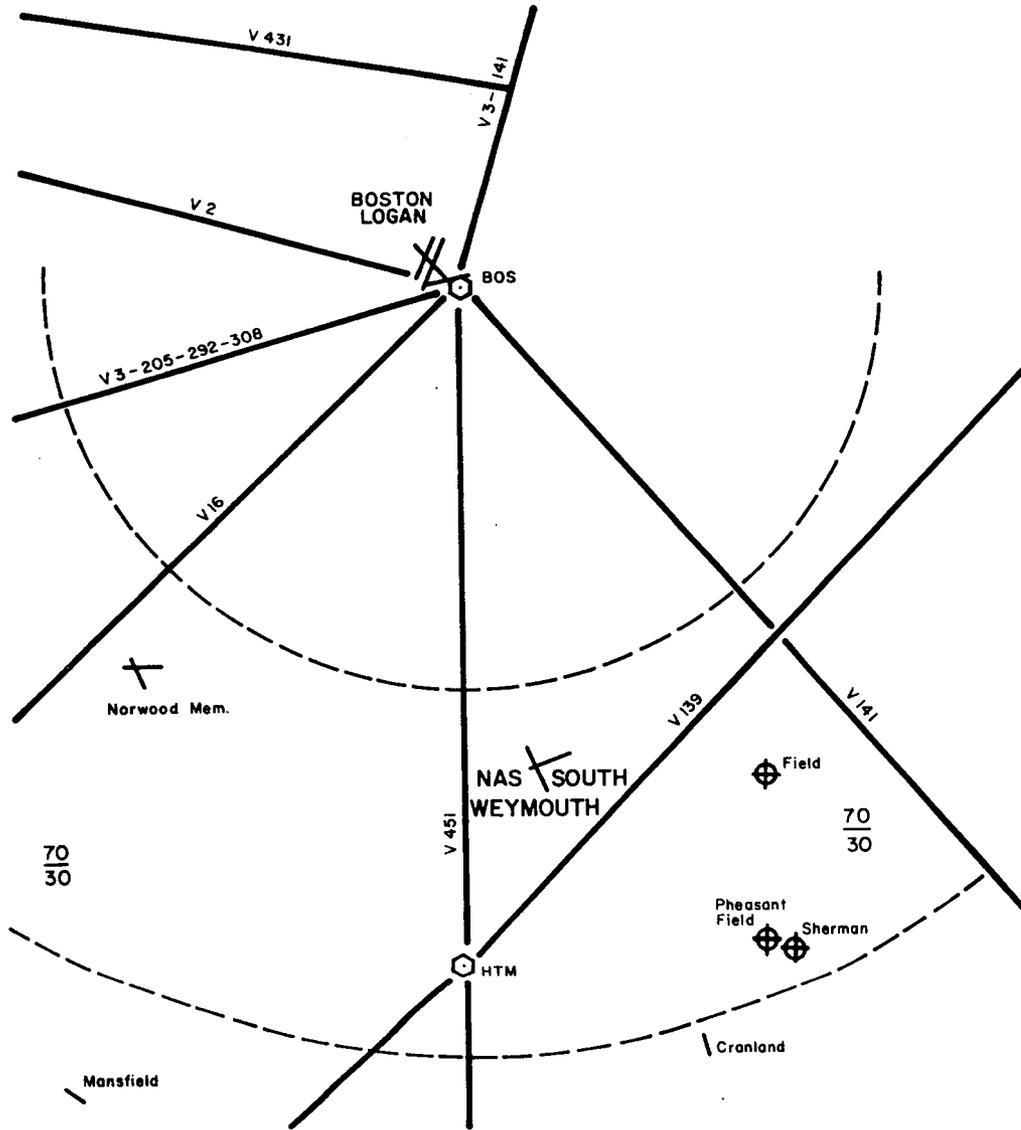
The flight patterns indicated by Figures III-3 and III-4 reflect a number of noise abatement procedures. These procedures are described in Figure III-5. The Alternatives Analysis conducted as part of this Study identified a number of noise abatement procedures which were subsequently implemented at NAS South Weymouth. This Alternatives Analysis is summarized in Chapter V and detailed in Appendix N.

Figure III-2  
AIRSPACE PERSPECTIVE



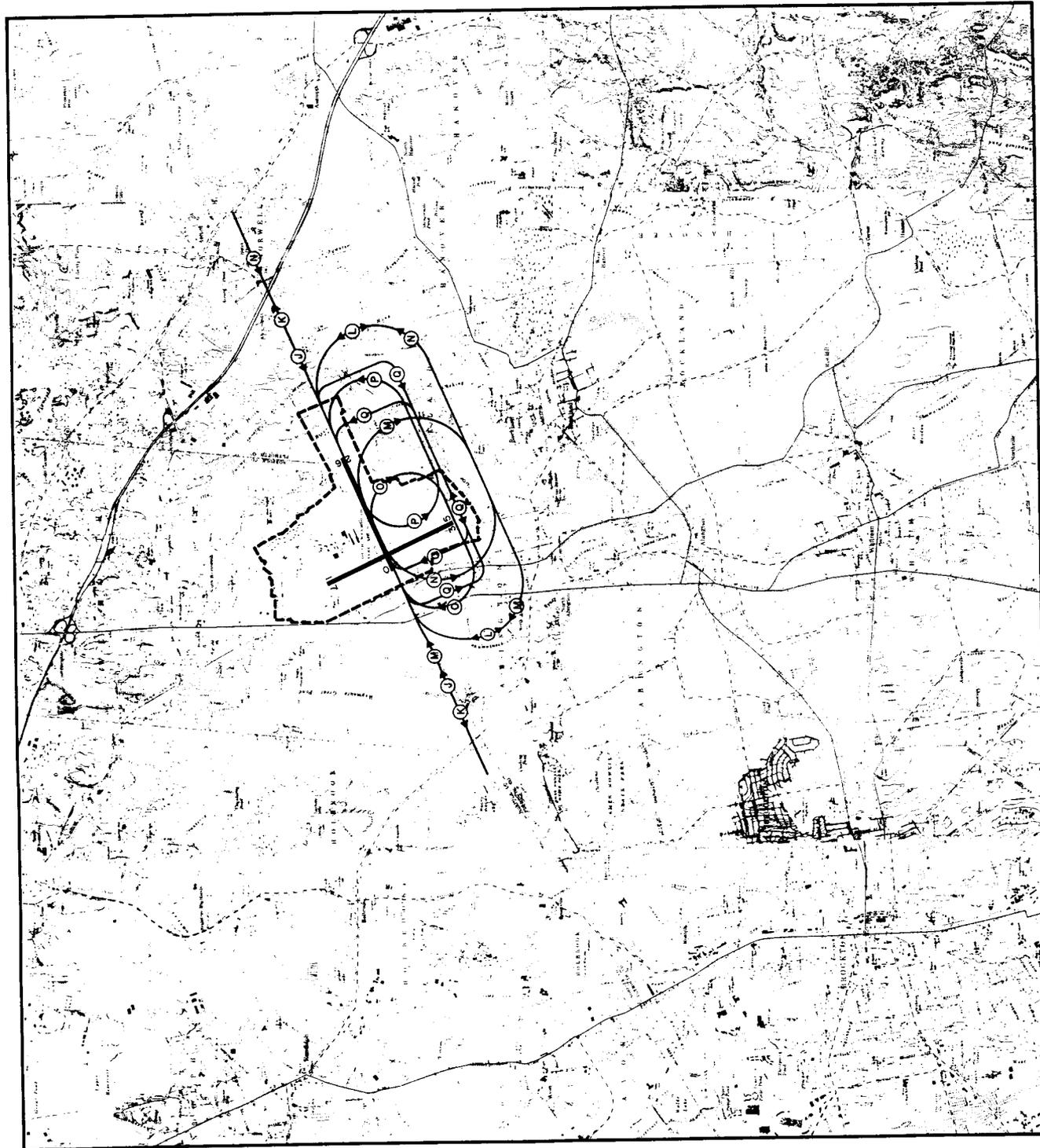
- LEGEND**
- TCA BOUNDARY
  - $\frac{70}{30}$  CEILING OF TCA IN HUNDREDS OF FEET (MSL)  
FLOOR OF TCA IN HUNDREDS OF FEET (MSL)
  - ⊕ PRIVATE OR RESTRICTED AIRPORTS
  - ⊗ AIRPORTS WITH HARD SURFACED RUNWAYS AT LEAST 1500 FT. LONG
  - V 431 LOW ALTITUDE AIRWAY
  - ⊙ VORTAC

Figure III-2  
AIRSPACE PERSPECTIVE



**LEGEND**

- TCA BOUNDARY
- $\frac{70}{30}$  CEILING OF TCA IN HUNDREDS OF FEET (MSL)  
FLOOR OF TCA IN HUNDREDS OF FEET (MSL)
- ⊕ PRIVATE OR RESTRICTED AIRPORTS
- ⊕ AIRPORTS WITH HARD SURFACED RUNWAYS AT LEAST 1500 FT. LONG
- $\frac{V 431}{\square}$  LOW ALTITUDE AIRWAY
- ⊕ VORTAC

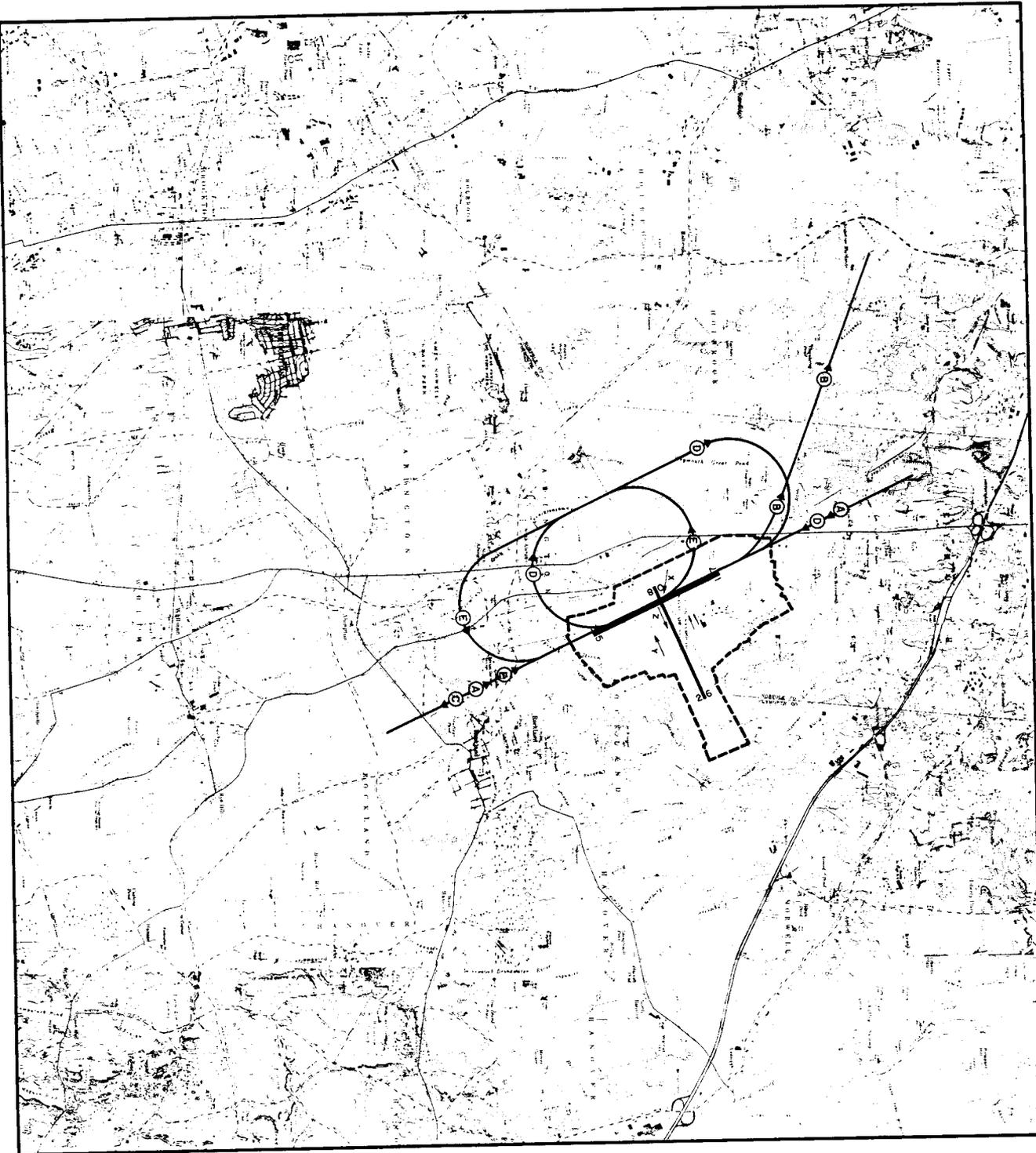


<b>LEGEND</b>	
---	NAS South Weymouth Property Line
J	Straight-in Approach To RW's 08 and 26
K	RW's 08 and 26 Straight-out Departures
L	Principal Touch-and-go Path For RW's 08 and 26
M	Break Approach To Landings On RW 08
N	Break Approach To Landings On RW 26
O	Helicopter Touch-and-go Pattern For RW 08
P	Helicopter Touch-and-go Pattern For RW 26
Q	Light Propeller Aircraft Touch-and-go Pattern For RW's 08 and 26
→	Location of Standard Flight Path, and Direction of Aircraft

0 2000 4000 6000 8000

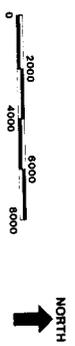
NORTH ↑

<p>AICUZ Air Installation Compatible Use Zone Study</p>	<p><b>PRC</b> SPEAS ASSOCIATES</p>
<p>Figure III-4 <b>RUNWAY 08 AND 26 FLIGHT PATTERN</b></p>	



**LEGEND**

- NAS South Weymouth Property Line
- A Straight-in Approach To RW's 17 and 35
- B RW 35 Departures, with Left Turn
- C RW 17 Straight-out Departures
- D Break Approach To RW 17
- E Break Approach To RW 35
- ↙ Location of Standard Flight Path, and Direction of Aircraft
- ↘ P-3 High Power Runup Location and Orientation
- ↗ P-3 High Power Runup Location and Orientation
- ↖ A-4 High Power Runup Location and Orientation



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Figure III-3  
**RUNWAY 17 AND 35 FLIGHT PATTERN**

## Figure III-5

### NAS SOUTH WEYMOUTH PROCEDURES REDUCING NOISE IMPACT

#### Flight Procedures

- 1.\* Runway 08-26 is used for all operations not requiring the additional 1,000 feet of Runway 17-35. This limits noise exposure on Abington, Rockland and South Weymouth.
  - 2.\* Runway 08-26 is normally used for all touch-and-go operations (repeated takeoffs and landings by individual aircraft executed for training purposes). This limits noise exposure in densely developed portions of Rockland and South Weymouth.
  - 3.\* All touch-and-go operations by fixed wing aircraft are required to achieve pattern altitude before executing their turn. This limits noise exposure on Abington and Rockland.
  - 4.\* Runway 08-26 is used by most propeller aircraft, except when this would result in significant crosswind conditions. This limits noise exposure over the densely developed portions of Rockland and South Weymouth. (Jet aircraft must use Runway 17-35 for most takeoff and landing operations due to the runway length requirements of these aircraft.)
  5. Aircraft takeoffs on Runway 35 (takeoffs to the North) execute a left turn upon takeoff to minimize noise exposure to the hospital, church, school and apartments and other development of South Weymouth.
  6. Touch-and-go operations are prohibited daily between the hours of 10:00 PM and 8:00 AM; and are reduced on Sundays before 1:00 PM. This limits noise exposure on Abington and Rockland.
  7. Flight pattern altitudes are set at the highest levels consistent with air safety, to limit noise exposure on Abington, Rockland and South Weymouth.
  8. Touch-and-go patterns are located on the south side of the airfield to limit noise exposure on the densely developed areas of South Weymouth.
  9. Helicopters must cross the Air Station boundary at 800 feet altitude to minimize noise exposure on off-Station areas. This limits noise exposure on Abington, Rockland and South Weymouth.
- \* Signifies a procedure implemented as a result of this Study. Chapter V summarizes the Alternatives Analysis; Appendix N provides details.

Figure III-5 (Continued)

Administrative Procedures

1. Pilots are given instruction periodically, reviewing the location of noise-sensitive community areas, and noise abatement procedures required to limit noise impact on these areas. The locations of the following areas are highlighted during the pilot training sessions:
  - a. High and moderate density residential development in South Weymouth.
  - b. Church, school and hospital locations in the South Weymouth central business district.
  - c. Principal Abington residential areas.
  - d. Principal Rockland residential areas.
  - e. Additional noise sensitive locations.
2. Noise complaints are taken seriously by operations personnel. The information provided by the complainant is reviewed to determine whether an operating rule has been violated by the pilot of the aircraft. Trends in complaints lead to consideration of new noise abatement procedures. Action is taken if a violation is indicated, or if a noise abatement procedure is available to limit exposure without compromising operational safety or the Air Station Mission.

C. Considerations Reducing Accident Potential

At NAS South Weymouth, a comprehensive safety program is maintained to heighten safety consciousness in all personnel, and to continuously review and improve airfield conditions and operational practices. This program includes annual pilot proficiency tests, periodic safety briefings of officer, enlisted and reserve personnel; periodic meetings of the NAS South Weymouth Safety Council to review and make recommendations on safety-related issues; and filing and receipt of safety incident reports which provide information on all safety incidents within the Navy, for dissemination to personnel. A detailed description of the NAS South Weymouth safety program appears in Appendix D.

Furthermore, most aircraft operations are directed to Runway 08-26 to minimize accident potential over the developed areas of Abington, Rockland and South Weymouth. This procedure was instituted as a result of the Alternatives Analysis summarized in Chapter V and detailed in Appendix N.

The high level of safety-consciousness at South Weymouth is reflected by safety awards that have been won by units stationed at the installation. Among these are the Chief of Naval Operations Aviation Safety Award, which has been won four times since 1970 by the HS-74 squadron; and the National Fire Prevention Association's third place award to the air station fire department in a national fire prevention competition of civilian and military fire departments in 1975.

#### D. On-the-Ground Runup of Aircraft Engines

For maintenance purposes, aircraft engines must be operated while on the ground. The operations, called "runups", can be accomplished while the engine is in the aircraft, with the aircraft tied to the ground, or out of the aircraft, in an engine test cell. The engine runup activity with principal noise exposure implications is that of A-4 engines, which occur an average of five times per week. Runup locations showing aircraft headings are depicted in Figure III-3. Details on activity levels appear in Appendix C, in Exhibit C-4.

#### Physical Setting

The South Weymouth Naval Air Station is situated approximately 16 miles southeast of the city of Boston, and seven miles south of the Boston Bay shoreline. The Station is located in Plymouth and Norfolk Counties. Portions of the Air Station are located in three towns, Weymouth, Abington and Rockland. Primary Air Station facilities are located in Weymouth. The southeastern portion of the base which includes parts of the runway system are in Rockland, and the southwestern portion of the base is in Abington. The area is a portion of the New England Coastal Plain. Topography is rolling and generally slopes upward to the west. It varies from sea level to approximately 200 feet in elevation, the hills being primarily knobby rock outcrops or drumlins (streamlined hill or ridge composed of glacial drift). The soils of the area are sandy or sandy loam reflecting their origins in glacial outwash. The area is generally wooded with numerous fresh water wetlands, lakes and small streams. Land use around South Weymouth is primarily residential both single family detached and apartment house development. There is substantial business/commercial development along

Route 18 to the west of the base, and an industrial park on the eastern approach. The area around the base has been extensively developed and numerous institutional uses such as schools and hospitals are also affected.

Figure III-6 depicts NAS South Weymouth in its regional setting.

### Climate

The climate at the South Weymouth Naval Air Station is classified as maritime humid continental. Due to the proximity of the sea, the temperature tends to be stabilized. Annual average temperature is 49.6°F. The average low, 18°F, occurs in January; the average high is 82° and occurs in August. Predominant wind directions are south to southwest during the Spring, Summer and Fall. During the Winter months from December to April a strong deviation occurs with gusty winds at high velocities from the northeast. Annual rainfall averages 44.12 inches and is well distributed throughout the year ranging from an average of 2.54 to 4.80 inches per month with no well defined peak. Average annual snowfall is 49.3 inches. The area is subjected to intense coastal storms during the winter months known as Noreasters. Thunderstorms peak during the summer, with 18 total days annually. Annual fog days number 192; June through October each average between 18 and 20 days each. Hurricanes are not frequent although the season lasts from June to November. These can be violent since the Air Station is 150 miles distant from the storm track. A more comprehensive discussion of climatology is found in Appendix E.

## Population

The populations of the three principal towns affected by the AICUZ, Weymouth, Abington and Rockland have experienced a continuous growth since 1950. This increase was most dramatic during the 1950's due to the rapid proliferation of suburban housing. Growth continued at a more modest pace during the 1960's. This was fostered by the improvements seen in highway development, principally Routes 3 and 128. Population history, current population and projections are shown in Table III-3 for the three principal townships affected by the AICUZ. Percentage changes are shown in Table III-4. Similar statistics for all townships in the area are shown in Tables III-5 and III-6.

Projected growth rates for the four communities vary considerably. Substantial growth is projected in all communities, but is not expected to regain the rates of increase in the recent past. Abington shows the greatest projected rate of increase due to the available developable land, and increases in sewer services. Rockland's smaller projected rate of increase reflects the lesser availability of developable land and environmental constraints. Weymouth shows a fairly low rate of growth due to present intensive development. All the communities show a growing awareness of the need to control future growth, avoid impact on the natural environment to the greatest extent possible, and preserve the existing character of the towns.

## Government Planning Structure

### A. Rockland

The town of Rockland was incorporated in 1874, and adopted a Town Charter in March of 1969. The town has a town meeting form of

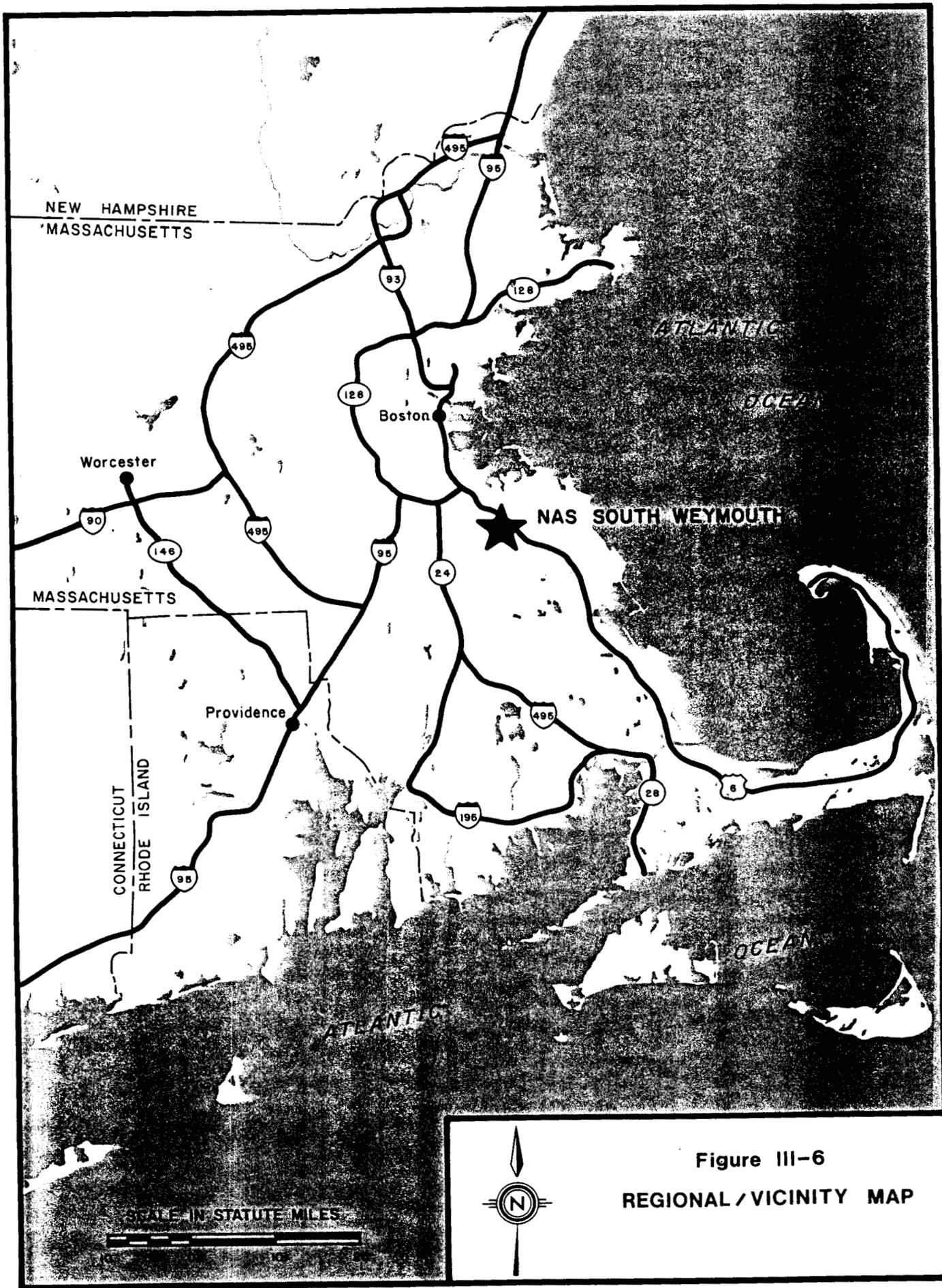


Figure III-6  
REGIONAL / VICINITY MAP

Table III-3  
 POPULATION HISTORY AND PROJECTIONS  
 FOR PRINCIPAL TOWNSHIPS WITHIN AICUZ

	<u>1950</u>	<u>1960</u>	<u>1970</u>	<u>1975</u>	<u>1995</u>
Abington	7,152	10,607	12,334	13,503	17,100
Rockland	8,960	13,119	16,973	17,762	18,950
Weymouth	32,685	48,177	54,610	56,815	60,700

Sources: Speas Associates Analysis of:

- South Shore, Massachusetts Economic Profile, The Accredited South Shore Chamber of Commerce (undated).
- Technical Memorandum, Base Data Report, 1976 Update, Old Colony Planning Council.
- Population Reports, Bureau of the Census, U.S. Department of Commerce.

Table III-4  
 POPULATION TRENDS 1950-1995  
 FOR PRINCIPAL TOWNSHIPS WITHIN AICUZ

	<u>10 Year % Chg. 1950-1960</u>	<u>10 Year % Chg. 1960-1970</u>	<u>5 Year % Chg. 1970-1975</u>	<u>20 Year % Chg. 1975-1995</u>
Abington	48%	16%	9%	27%
Rockland	46%	20%	9%	11%
Weymouth	47%	13%	4%	7%

Sources: Speas Associates Analysis of:

- South Shore, Massachusetts Economic Profile, The Accredited South Shore Chamber of Commerce (undated).
- Technical Memorandum, Base Data Report, 1976 Update, Old Colony Planning Council.
- Population Reports, Bureau of the Census, U.S. Department of Commerce.

Table III-5

POPULATION HISTORY AND PROJECTION  
AREA TOWNSHIPS  
1960-1995

	<u>1960</u> (Census)	<u>1970</u> (Census)	<u>1975</u> (Estimate)	<u>1995</u> (Projection)
Abington	10,607	12,334	13,456	17,100
Avon	4,300	5,300	5,315	8,200
Braintree	31,100	35,100	36,804	45,250
Brockton	72,813	89,040	95,688	108,000
East Bridgewater	6,139	8,347	9,485	13,300
Hanover	5,900	10,100	10,656	16,850
Hansen	4,370	7,148	8,331	12,100
Hingham	15,400	18,800	19,470	26,200
Holbrook	10,100	11,800	11,816	14,200
Norwell	5,200	7,800	9,083	12,350
Randolph	18,900	27,000	29,227	32,100
Rockland	13,100	15,700	17,064	18,950
West Bridgewater	5,061	6,079	6,429	12,100
Weymouth	48,200	54,600	56,815	60,700
Whitman	10,485	13,059	13,476	17,900

Sources: Speas Associates Analysis of:

- South Shore, Massachusetts Economic Profile, The Accredited South Shore Chamber of Commerce (undated).
- Technical Memorandum, Base Data Report, 1976 Update, Old Colony Planning Council.
- Population Reports, Bureau of the Census, U.S. Department of Commerce.

Table III-6  
POPULATION TRENDS 1960-1995  
AREA TOWNSHIPS

	<u>10 Year % Change 1960-1970</u>	<u>5 Year % Change 1970-1975</u>	<u>20 Year % Change 1975-1995</u>
Abington	16%	9%	27%
Avon	23%	0%	54%
Braintree	13%	5%	23%
Brockton	22%	7%	13%
East Bridgewater	36%	14%	40%
Hanover	71%	6%	58%
Hansen	64%	17%	45%
Hingham	22%	4%	35%
Holbrook	17%	0%	20%
Norwell	50%	16%	36%
Randolph	43%	8%	10%
Rockland	20%	9%	11%
West Bridgewater	20%	6%	88%
Weymouth	13%	4%	7%
Whitman	25%	3%	33%

Sources: Speas Associates Analysis of:

- South Shore, Massachusetts Economic Profile, The Accredited Shore Chamber of Commerce (undated).
- Technical Memorandum, Base Data Report, 1976 Update, Old Colony Planning Council.
- Population Reports, Bureau of the Census, U.S. Department of Commerce.

government, with the annual meeting in April and others as required, all legislative functions being carried out through a vote of the town residents. The elected town government consists of 10 boards and six appointed officials. Elections are held annually in March. The elected boards include the Boards of Selectmen (3), Assessors (3), Health (3), Library Trustees (6), Park Commissioners (3), Sewer Commissioners (3), the Housing Authority (4), Planning Board (5), and the School Committee (5). Elected officials include the Town Clerk, Town Treasurer, Tax Collector, Town Moderator, Highway Superintendent and the Tree Warden. The remaining positions which include 23 town boards or committees and 36 officials are appointed. Virtually all are appointed by the Board of Selectmen. Included within these appointed personnel are the Building Inspector, Building Code Appeals Board, the Conservation Commission, and the Conservation Enforcement Officer, the Growth and Development Committee, the Zoning Board of Appeals, and the Zoning Enforcement Officer. The Board of Selectmen holds the authority to regulate town affairs. Most town official positions are part time and generally are low salaried or uncompensated. There is no professional planning staff. Annual town budget is 27.5 million.

B. Abington

The Town of Abington was incorporated in 1712 and has a town meeting form of government. Town meetings are conducted by the Town Moderator (elected) who directly appoints the finance and various building committees. The primary executive officer is the Town Executive Secretary appointed by the five member Board of Selectmen. The Selectmen also appoint nine other town boards or committees and 10 town officers. Among these are the Zoning Board of Appeals, the Airport Commission, the Conservation Commission and the Zoning Enforcement Officer. The remaining town boards (11) and positions

(5) are elected. This includes the Planning Board. There is no professional planning staff, the Planning Board deals directly on zoning laws and approval of development plans. Most of the town officials are low salaried or uncompensated.

C. Weymouth

The Town of Weymouth was established in 1635. The town has a modified town meeting form of government. In Weymouth, the townspeople through a series of 12 precincts send voting representatives to the town meetings. Through this procedure the town elects the Board of Selectmen and nine other boards including the Planning Board and three town officials. Fourteen other boards are appointed by the Selectmen including the Board of Zoning Appeals. The Selectmen also appoint 34 department heads who administer most town functions. Weymouth maintains a professional planning department with a full time staff. The Town of Weymouth is considerably larger than the other affected municipalities, Abington and Rockland, with an annual budget of nearly 37 million dollars.

D. Regional Planning

NAS South Weymouth and its related areas are within the jurisdiction of two separate planning agencies. Townships to the northwest, north and east are in the Metropolitan Area Planning Council (MAPC). Within the immediate vicinity of NAS South Weymouth the communities of Rockland, Hanover, Norwell, Hingham, Weymouth, Holbrook, Randolph and Braintree are within the MAPC planning area. Areas to the southwest of the Air Station are in the Old Colony Planning Council (OCPC) jurisdiction. Communities within the OCPC area include Avon, Brockton, East Bridgewater, Hanson, Whitman and Abington. These two agencies provide planning assistance to local

municipalities; conduct technical planning for water and sewer service, (especially 208 project planning) etc.; develop policies, procedures and ordinances; and otherwise inform local citizens, towns and agencies.

E. Regional Plans

Regional land use plans are not available as formal guidelines for future development for the South Weymouth vicinity. The aforementioned planning agencies do exert a meaningful influence on regional land use through publication of policy and planning statements, analysis of alternative futures, and through an interactive dialogue with the local communities and citizens.

F. Other Planning Jurisdictions

NAS South Weymouth lies in two counties, Norfolk County to the north and west and Plymouth County to the south and east. County government is generally weak throughout the New England area because of the historical predominance of the towns' authority through the town meeting form of government. The NAS South Weymouth area reflects this characteristic and therefore, the affected counties are not influential in the land use planning and decision-making process.

G. Coastal Zone Management

The Coastal Zone Management (CZM) Program is basically a planning program which seeks to resolve issues and policies related to the shoreline, the immediately adjacent towns, and the marine resources off shore. In the NAS South Weymouth vicinity the towns of Braintree, Weymouth, Hingham, and Norwell are included within this

planning jurisdiction. The primary aim of the program is the resolution of policy issues, rather than the promulgation of land use plans. To the greatest extent possible, local decisions are left to the responsible municipalities. The CZM program is likely to be a strong influence on major land use decisions, and land use compatibility plans should reflect and reinforce the priorities which CZM will eventually define.

#### H. New England River Basins Commission

This planning body generally confines its planning and analysis efforts to freshwater streams, rivers and wetlands and their uses and potentials. Its recommendations for recreational development, resource conservation and land use policies relating to streams and water bodies may potentially influence the use of some areas in the Air Station vicinity.

#### I. Massachusetts Aeronautics Commission

The Massachusetts Aeronautics Commission is a civil authority which in recent years has become increasingly attentive to the issue of aircraft noise throughout the Commonwealth. Its most recent publication in that area, An Action Program for Airport Related Noise Abatement<sup>1/</sup> documents a comprehensive noise study conducted for eight military and general aviation airports in Massachusetts, NAS South Weymouth among them. While the report is basically intended as a general statement of conditions and not an action plan for noise abatement, several significant policies are developed. Consistent with noise abatement planning on the federal level, it

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<sup>1/</sup> November 1976.

identifies airport proprietors as responsible for minimizing noise impacts on the surrounding communities, and it places the responsibility for compatible land use planning on the local municipalities. Most importantly it recommends state enabling legislation for a program to achieve compatible land use in noise impacted areas. The program delineated generally conforms to the standards and concepts used in the AICUZ. This legislation has not been passed and currently there are no expectations for near term consideration of the bill. Should it be enacted, it could substantially reinforce the AICUZ provisions for compatible land use planning.

#### Local Economy

Employment patterns in the South Shore area are strongly influenced by the availability of employment in Boston. Accessibility from the South Shore area has been greatly improved in recent years, most profoundly by the construction of Route 128 and Route 3. This also improves commuting conditions between the established economic centers such as Braintree and surrounding towns. Substantial commuting from the smaller less developed communities to major employment centers occurs. As a generalization there are approximately 1.5 times as many workers in the region as jobs. Specifically in both Weymouth and Rockland over 40 percent of the employed workforce commutes to jobs outside of the South Shore Region; half of those workers go to Boston and half elsewhere in Massachusetts.

Table III-7, Economic Activity Statistics - Area Townships, provides a breakdown of the distribution of indigenous employment. Manufacturing and wholesale and retail trades are the predominant employers in most area towns. Service and construction industries are the next most significant employers.

Table III-7

## ECONOMIC ACTIVITY STATISTICS - AREA TOWNSHIPS

Township	Data Year	Number of Establishments	NUMBER OF JOBS							Total Covered Employment
			Agriculture, Forestry, Fisheries	Contract Construction	Manufacturing	Transportation, Communication and Utilities	Wholesale and Retail Trade	Finance Insurance and Real Estate	Services	
Abington	1974	182	22	113	445	178	611	92	318	1,779
Avon	1974	115	0	324	1,260	52	613	26	200	2,475
Braintree	1973	671	35	1,516	4,276	490	6,244	825	1,648	15,034
Brockton	1974	1,590	116	1,003	6,842	3,990	9,810	1,347	5,421	28,529
East Bridgewater	1974	111	30	91	1,475	41	588	18	168	2,411
Hanover	1973	274	32	146	630	60	1,859	70	261	3,058
Hanson	1974	95	10	56	344	8	346	68	36	868
Hingham	1973	411	52	262	1,496	166	2,186	201	582	4,945
Holbrook	1973	154	35	231	381	39	1,187	26	151	2,050
Norwell	1973	121	0	210	12	27	541	51	348	1,189
Randolph	1973	436	13	448	2,434	116	2,101	132	735	5,979
Rockland	1973	252	11	143	1,477	83	1,307	291	495	3,807
West Bridgewater	1974	104	4	38	625	74	842	35	35	1,653
Weymouth	1973	661	139	717	782	495	2,401	288	2,302	7,124
Whitman	1974	222	6	138	824	289	835	77	261	2,430

Sources: Speas Associates Analysis of:

- South Shore, Massachusetts Economic Profile, The Accredited South Shore Chamber of Commerce (undated).
- Technical Memorandum, Base Data Report, 1976 Update, Old Colony Planning Council.

Most businesses in the area are small, that is under 50 employees; average number of employees for the area is 15. The South Shore area statistics reflect the basically residential character of the towns. There is some seasonal residential use, specifically summer homes in coastal towns. Agricultural and other resource based employment is very low. Employment sectors such as construction, service businesses, retailing, and financial services contain the majority of jobs. These activities generally serve the needs of the indigenous population.

Table III-8, Economic Activity Statistics for the Principal Townships within the AICUZ presents the percentage distribution of employment. There are some departures from the area wide situation. Rockland has a disproportionately high percentage of manufacturing jobs because of historically high levels of industrial development. Weymouth is very low in manufacturing jobs and has actually lost jobs in this sector in recent years. Its high levels of service industry jobs reflects both its residential character and marine oriented development.

Generally, moderate employment growth is expected in all sectors of the local economy with the exception of agriculture. This varies with respect to the towns under examination. Growth is expected to be on the order of 40 percent in Weymouth and 70 percent in the Rockland-Abington area in the 1975-1995 periods. These percentages must be considered highly approximately and are based on an averaging of various estimates prepared by regional planning agencies and Chambers of Commerce. The indicated percentages are much higher rates than expected for eastern Massachusetts as a whole. This is generally attributed to the availability of land for industry and the attractiveness of the area based on good accessibility to metropolitan Boston.

Table III-8  
 ECONOMIC ACTIVITY STATISTICS  
 PRINCIPAL TOWNSHIPS WITHIN AICUZ

Data Year	Number of Establishments	NUMBER OF JOBS								Total Covered Employment
		Agriculture, Forestry, Fisheries	Contract Construction	Manufacturing	Transportation, Communication and Utilities	Wholesale and Retail Trade	Finance Insurance and Real Estate	Services		
Abington % Distribution	182	22	113	445	178	611	92	318	1,779	
Rockland % Distribution	252	11	143	1,477	83	1,307	291	495	3,807	
Weymouth % Distribution	661	139	717	782	495	2,401	288	2,302	7,124	
		2	10	11	7	34	4	32		

Sources: Speas Associates Analysis of:

- South Shore, Massachusetts Economic Profile, The Accredited South Shore Chamber of Commerce (undated).
- Technical Memorandum, Base Data Report, 1976 Update, Old Colony Planning Council.

### Economic Impact of NAS South Weymouth

An important consideration for local officials and planners in establishing the requirement for land use controls to protect the long term operational viability of NAS South Weymouth is the economic impact of the Air Station on the community. The total direct economic impact of NAS South Weymouth is summarized in Table III-9. Total annual expenditures resulting from NAS South Weymouth activities total approximately \$24,500,000 annually. Approximately half of these expenditures are in the form of military and civilian payrolls. The remainder of the expenditures are for a variety of items, including construction and repair contracts, various purchases and services, educational support to schools, and housing allowances for active military personnel living off-station.

The Military Construction Program varies widely in dollar value from year to year, but represents a major additional economic factor. The average annual Military Construction Program value for the next four years is projected at \$1,675,000. Details are found in Table III-9. A large portion of NAS South Weymouth's economic impact is directed at the local community. Many of the civilians employed by the Air Station or by companies doing business with the Station live in the immediate locale. Furthermore, indirect economic impacts on the local community must be considered significant. For example, the income earned by a civilian employee will be respent for goods and services such as housing, food and beverage, clothing, entertainment, etc. The recipients of these second-round expenditures will, in turn, purchase goods and services, with this process continuing to ripple through the local economy. Because of all these secondary, tertiary and subsequent rounds of spending, the economic benefits to the community of the NAS South Weymouth's activities go beyond the direct benefits included in Table III-9.

Table III-9  
 NAS SOUTH WEYMOUTH ECONOMIC IMPACT  
1977 Expenditures

Civilian Payroll (417 full time employees) . . . . .	\$ 3,900,000
Military Payroll (703 active duty, 2,018 reservists) . . . . .	7,300,000
Repairs, Maintenance and Improvements . . . . .	2,950,000
Utilities . . . . .	550,000
Local Purchases . . . . .	450,000
Contract Services . . . . .	150,000
Civilian Mess Service . . . . .	150,000
Operational Budget. . . . .	7,700,000
Housing Allowance . . . . .	1,100,000
Educational Support to Schools. . . . .	<u>250,000</u>
Total . . . . .	\$24,500,000

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Military Construction Project Program

Fiscal Year 1978	Bachelor Enlisted Quarters	\$ 1,000,000
	Aircraft Maintenance Facility	3,000,000
Fiscal Year 1979	Approach Lighting	200,000
	Rehabilitate Training Spaces	600,000
Fiscal Year 1980	(No items programmed)	0
Fiscal Year 1981	Rehabilitate Admin/Crew Spaces-Hangars	1,400,000
	Aircraft Rinse Facility	500,000

Source: NAS South Weymouth

There are additional benefits to the community provided by the air station, that cannot be quantified. The following are examples:

- Mutual assistance agreements between the air station and fire and police departments of the surrounding townships.
- Recent training of local fire departments in the "light water" fire fighting technique, utilized to extinguish fires from flammable liquid sources such as gasoline and oil. This method has now been used locally on truck fires.
- An annual air show is put on at the air station. In 1977, the show drew 250,000 visitors to the area during a two day period.
- Availability of helicopter units stationed at the Air Station to assist in the event of emergency or major disaster. For example, the HS-74 reserve helicopter squadron presently stationed at South Weymouth provided rescue assistance during the severe flooding that followed a hurricane in 1972. While stationed at Quonset Point Naval Air Station, HS-74 assisted approximately 300 civilians in rescue operations in the Wilkes Barre/Scranton area of Pennsylvania and over 500 in the Elmira, New York area.
- Availability of Air Station facilities and aircraft for disaster relief services. A recent example of this function was observed in February 1978 after a period of intense snow-storm activity. Transportation arteries serving the South Boston area were impassible due to severe drifting, and medical supplies and food were brought into the area by military transport aircraft landing in NAS South Weymouth.

An additional consideration of national importance is the replacement cost of relocating the facility. The actual book value of NAS South Weymouth, including the original purchase price of land, equipment and improvements, equals \$38,000,000 (Table III-10). Furthermore, land values and construction costs have increased greatly since the original date of purchase or construction and the replacement cost is significantly greater than the book value. The replacement cost for buildings and facilities alone, is estimated at \$135,725,000.

Table III-10  
 NATIONAL INVESTMENT IN  
 NAS SOUTH WEYMOUTH

	<u>Book Value (Original Price of Purchase or Construction)</u>	<u>Replacement Cost at Today's Prices</u>
Land	\$ 700,000	Not Available
Building and Improvements	34,650,000	\$136,000,000
Equipment	<u>2,650,000</u>	<u>Not Available</u>
Total	\$38,000,000	\$136,000,000++

Source: NAS South Weymouth

### Existing Land Use

All of the land areas around the Naval Air Station are developed to some extent, and in many areas, development extends to the Air Station boundary. Areas which are undeveloped are often wetlands. The greatest concentrations of residential population are north of NAS South Weymouth in the town of Weymouth. Significant concentrations are also found south of the facility in Abington and Rockland. Noise sensitive uses such as churches, schools and hospitals are found in most of the urbanized areas. Development is less extensive and somewhat less sensitive in areas to the east and west of the Air Station due to the presence of wetlands, and local zoning regulations which restrict much of these areas to industrial and low density residential uses.

A more detailed discussion of existing land use in the Air Station vicinity is found in Chapter VI. This text discussion is accompanied by an Existing Land Use Map, Figure VI-1.

### Existing Zoning

All the towns in the vicinity of NAS South Weymouth have zoning regulations which control the uses of land, densities of development, setbacks for structures, heights, floor areas and other construction requirements. None of the zoning ordinances are cumulative, i.e., permitting all uses within the least restrictive zone. All are exclusionary to some degree, but they may permit a mixture of uses in certain zoned areas according to the specific regulations of the respective towns. A special permit is required in these cases. Except for Weymouth, none of the towns have height zoning ordinances oriented toward protecting navigable airspace,

most contain restrictions on building height. (Zoning within the AICUZ is depicted in Chapter VI, Figure VI-2.)

All of the towns have Subdivision Ordinances. These generally do not contain requirements for noise insulation or other soundproofing measures. None of the towns have noise ordinances.

A review of zoning maps and regulations, as well as other pertinent planning documents, indicates that the communities surrounding NAS South Weymouth are responsive to some aspects of land use planning concerns for noise impacted areas. This is best indicated by the extensive areas zoned for industrial uses near to the Air Station in the towns of Abington, Rockland, Weymouth, Hingham, and Norwell. Commercial areas along Route 18 in Weymouth are also generally consistent with land use objectives for noise zones. While these are positive responses to the problem of achieving development objectives for noise impacted areas, the implied degree of response must be tempered with the realization that the appropriateness of these land uses also is strongly influenced by highway access characteristics.

Throughout the towns in the NAS South Weymouth vicinity there is a growing awareness of the need for selective controls on development, especially in environmentally sensitive areas such as flood plains and wetlands. Some communities, most notably Rockland, have attempted to take noise emissions into account along with other important environmental determinants. Zoning laws are gradually beginning to reflect this environmental sensitivity within the existing mechanism for site planning. Another indication of the growing sensitivity in land use regulations is seen in the fact that most towns accept Planned Unit Development, a zoning strategy which generally is intended to protect the environment through

less restrictive regulations, but more rigorous review procedures. These trends indicate a very positive atmosphere for the inclusion of noise criteria into the system of land use regulation.

For all the towns affected by the AICUZ, the building code used is the Massachusetts State Building Code. While the code does not currently include provisions for insulation in noise impacted areas, changes made to the state code would encourage revision to the codes of all the affected municipalities.

#### Development Trends

A number of factors are important in identifying the overall future development trends within a community or a region. Some of these are easily defined since they are based on objective criteria originating in the suitability of given land areas for certain types of development. Other factors, such as the economic climate, community attitudes, and development regulations are less easily identified since they are part of a dynamic, continuing process within the various communities. The most significant determinants for future development are delineated in the following sections.

##### A. Transportation

It is clear that the areas surrounding NAS South Weymouth can and will be further developed and improved. Development is generally more intense in areas close to the shoreline, around regional highways and adjacent to access points for interstate highways. It is expected that pressures for additional urbanization will be strongest in those areas. It has been continually recognized in planning

studies nationwide that accessibility to ground transportation is the single strongest determinant considered in development decisions. Congestion on local roads is a frequent problem. There are no plans for major highway development in the Air Station vicinity, however. Land holdings tend to be small and the area is well served by the local street systems.

B. Wetlands

There are significant wetlands and associated water resources in the Air Station vicinity. Since the terrain in the area is fairly uniform, wetlands are numerous and extensive. These areas are poor candidates for development for a variety of reasons. These areas are obviously unusable unless subjected to major modification, an expensive process. Since degradation of wetland areas may effect regional water quantity and quality, they tend to be viewed by the communities as a resource to be protected. Wetlands ordinances, flood plain zoning and other legal safeguards against their development are becoming increasingly common. Public opinion is generally against development in these areas. Planned Unit Developments are also becoming more common. This approach, which is often used to develop tracts that are part wetland or open space allows development at higher density using only a portion of a site. It includes a much more detailed process of site evaluation and development plan approval. On the regional level, water quality problems have been addressed in 208 water quality studies for most of the areas around NAS South Weymouth. This indicates a commitment to regional water quality planning which strongly discourages haphazard development in wetland areas. Based on these factors, development in wetlands or even adjacent to them in unsewered areas is unlikely. Wetland areas within the South Weymouth AICUZ are graphically depicted in Chapter VI (Figure VI-4).

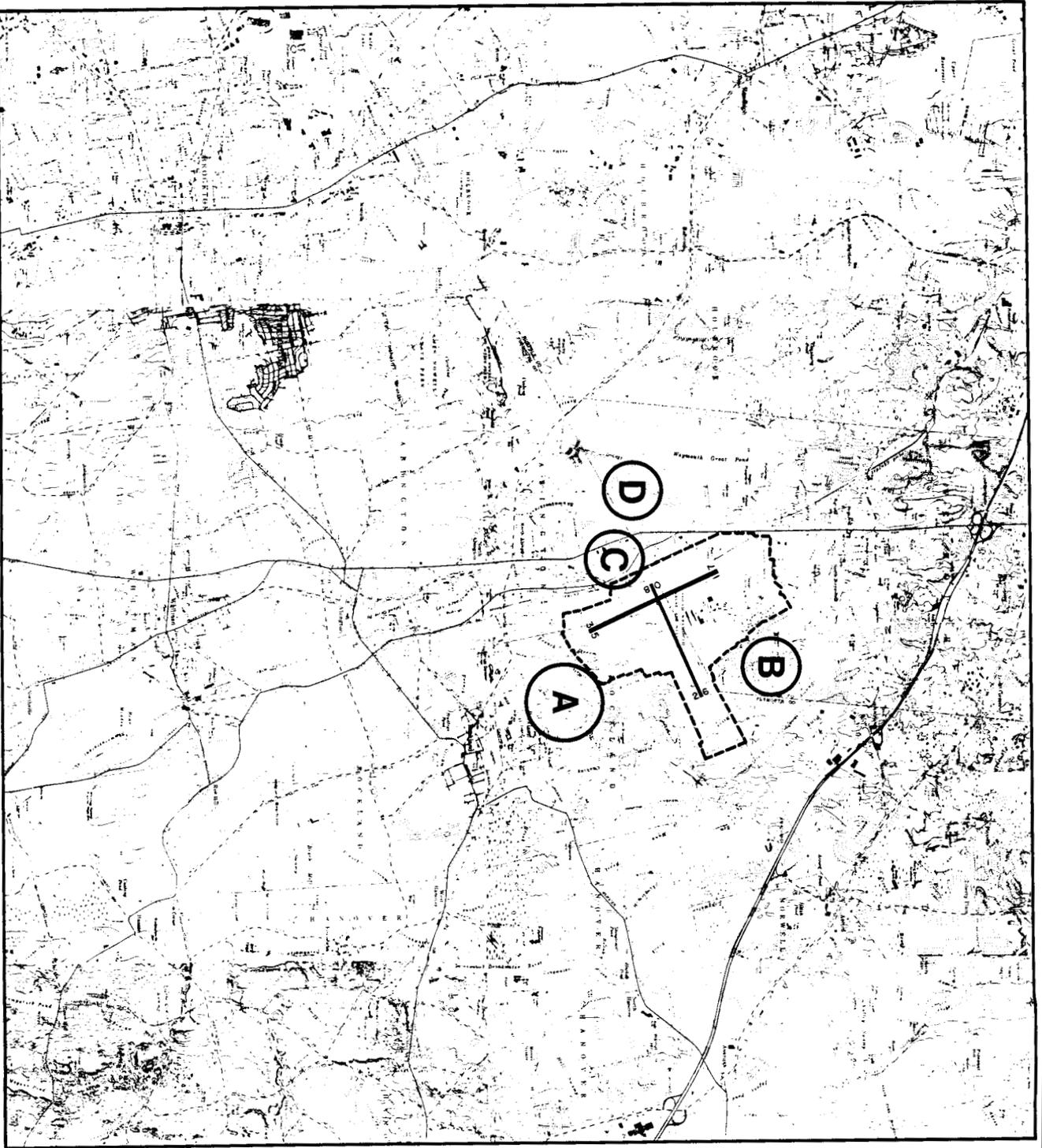
C. Water and Sewer Service

The urbanized areas of all the towns in the vicinity of NAS South Weymouth are sewered. As a generalization, virtually the entire area around the Air Station is presently sewered or will be within the reasonably near future if existing plans are implemented. Based on the high priority given to these sewer projects in order to improve regional water quality, it is unlikely that extensions of sewer lines to areas adjacent to the Air Station can be avoided or substantially delayed. Areas currently scheduled for sewer lines include the northern sections of Rockland and Abington and two residential areas near Great Pond in Weymouth thus completing sewer main construction in Weymouth.

Municipal water lines are generally available throughout Rockland, Abington and Weymouth. Additionally, major areas in the Air Station vicinity overlie aquifers (water bearing rock formations). Water supply will not be a future constraining factor.

D. Economic Factors

The predominant form of suburban development is single family residential housing. Although the degree of change is difficult to specify, there has been a discernible shift in the recent past away from single family detached housing. This has been generally attributed to the fact that both construction and maintenance costs have risen faster than personal incomes making it progressively more difficult for families to afford the traditional detached single family house.



<b>LEGEND</b>	
---	NAS South Weymouth Property Line
○	Encroachment
A	Meadowood
B	Hidden City
C	Industrial Property For Sale
D	Elmer Road Subdivision
<b>AICUZ</b> Air Installation Compatible Use Zone Study	
<b>PFC SPEAS ASSOCIATES</b>	
<b>POTENTIAL ENCRoACHMENTS</b>	
Figure III-7	

for the elderly. Due in part to noise considerations, funds have been withheld and the housing for the elderly will eventually be sited elsewhere in Rockland. There is a potential for approximately 340 units to be developed on the site. Personnel of the real estate developer (and owner) of this tract have expressed deep concern over the conflict between this residential development and likely recommended land use objectives for the AICUZ. House lot sales could commence immediately, but to date no construction is underway. The developer is actively seeking alternative uses for the site, and may consider land sale, exchanges or easements to avoid this prospective incompatible development.

A possible land development area is in the Town of Weymouth (Area B). This is the Liberty Street, Union Street Area and is the subject of a comprehensive land use planning report of that name and is informally known as the Hidden City. This area is adjacent to NAS South Weymouth to the northeast. It is approximately 300 acres in size and contains primarily single family housing, undeveloped, and wetland areas. It is not presently fully sewered. Some areas are zoned for industrial use, other areas are residentially zoned. The report, prepared for the Town of Weymouth, contains a number of findings and recommendations. Among the conclusions are:

- There is currently very little demand for industrial land and a substantial demand for residential housing, leading to recommendations that portions of the area be rezoned from industrial to residential.
- Portions of the site should be zoned or purchased for environmental conservation due to major wetland areas.
- Development of the areas remaining should be uniformly planned rather than randomly developed.
- The existing population should not be displaced.

- Services should be extended in an orderly way to facilitate development.
- An analysis of the area should be made to determine compatibility with aircraft noise.

This final recommendation is especially important since the AICUZ study will provide a timely input to the planning for this area. Development of Hidden City is under consideration, but site development may be well in the future.

The third remaining parcel considered as a potential encroachment is a large tract adjacent to the Air Station to the southwest (Area C). Now undeveloped, this area is currently posted for sale as industrial property. It is industrially zoned. Special zoning permits may allow incompatible development.

The final potential encroachment is located directly east of Elmer Road, off Picket Street, in the Town of Weymouth (Area D). Preliminary work is underway in preparation of an application for a residential subdivision. This subdivision would consist of approximately twenty-five units each with a minimum lot size of 30,000 square feet. Sewer development in this area is due for completion in 1979.

#### F. Local Growth Policy Statements

In 1976, the Metropolitan Area Planning Council polled all the towns in the South Shore area concerning their policies for future growth eventually generating a profile of community feelings. This was published as the "Summary of Local Growth Policies,

South Shore Subregion". This information is significant considering the degree to which public opinion and attitude influences governmental decisions in the New England area. Not all the communities in the South Shore Subregion responded to the survey, but both Weymouth and Rockland did.

Community growth was seen as having negative impacts. These impacts were usually increased community capital costs, environmental degradation, and loss of town character. A few communities in more rural areas avoided this and actually were better off financially and environmentally. The concensus opinion is significant: "Future growth must be carefully managed if undesired impacts are to be avoided".

Other significant findings and policies include a recommendation for upgraded transportation systems, especially to relieve existing local congestion and improve access to downtown Boston; increased planning for economic growth; adoption of growth management programs; increasing protection for natural resources; and preservation of the existing autonomous local government, but with greater intercommunity cooperation.

The most positive single aspect of the report is the documentation of a willingness on the part of the communities to face the issue of planning for orderly and compatible growth in a direct and forthright manner, and the employment of forceful means including construction moratoria to assure success. This characterizes a favorable climate for the institution of compatible land use planning for noise abatement.

## AICUZ DEVELOPMENT

The Air Installation Compatible Use Zone (AICUZ) is defined as the area surrounding an air facility within which the Navy desires, with the cooperation of the local communities, to establish land uses which are compatible with facility operations.

Determination of the NAS South Weymouth AICUZ was based on an evaluation of the following:

- Noise Analysis
- Accident Potential Analysis
- Height Obstruction Analysis

It is important to note at this point that the precise placement of the AICUZ boundaries is not intended to imply that finite limits of noise and accident exposure exist. An AICUZ, however, is an attempt to evaluate objectively certain individual characteristics of an air facility in order to formulate a planning tool to be used for encouraging compatible land use.

### Noise Analysis

Aircraft noise is typically the most significant community concern related to the operation of an air facility. This concern reflects identifiable psychological and physiological effects of noise on humans (a review of these effects of noise appears in Appendix A). The impact of aircraft noise on the surrounding community can well be a decisive factor in the planning of future land uses for the areas near an air facility. In this study, noise impact zones have been identified. These zones should be used as one of the criteria for determining future land use objectives.

The noise environment at NAS South Weymouth was analyzed by using the Day-Night Equivalent Sound Level description system, commonly referred to as "Ldn". This noise measure has been selected by the U.S. Environmental Protection Agency as its recommended scale for quantifying community noise exposure from a variety of sources. (Appendix G describes the Ldn system.)

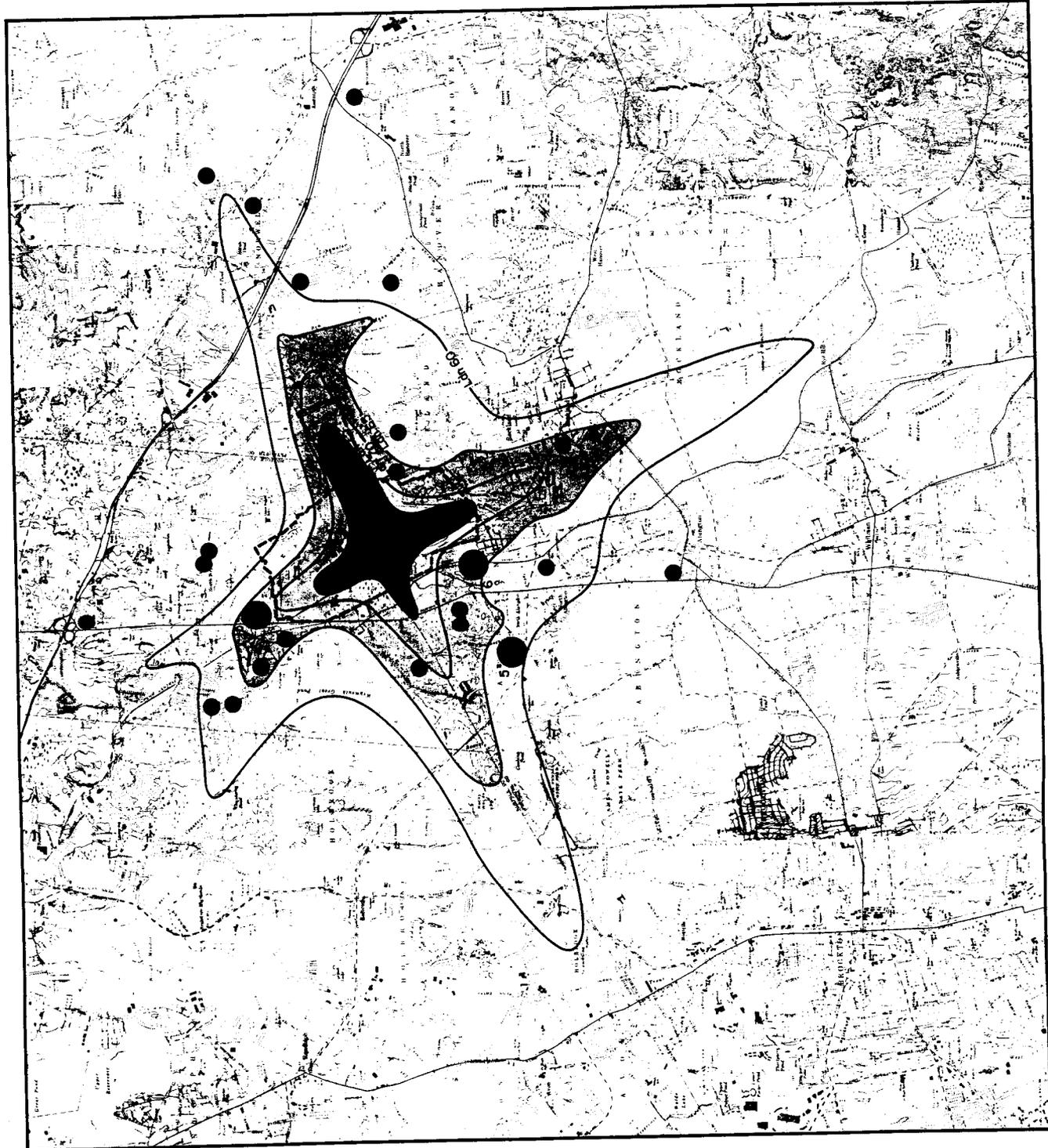
A. Noise Zones

Figure IV-1 depicts the noise environment at NAS South Weymouth. It consists of noise complaint locations and Ldn noise contours. The noise complaint locations indicate the approximate locations from which individuals complained to NAS South Weymouth personnel regarding aircraft noise during the two year period of November 1975 through October 1977.

The noise contours shown describe locations of equivalent sound exposure, much as topographic contours describe locations of equal terrain elevations on a topographic map, and as isobars describe locations of equal barometric pressure on a weather map. Ldn contour computations were based on data appearing in a prior noise survey<sup>1/</sup> and were validated by actual field monitoring of sound levels at selected locations in the Air Station vicinity conducted at the time of that survey. The contours were validated a second time by a special operations review conducted as part of this Study. Minor revisions were introduced into the computations based on the operations review. Operations data used in the Ldn computations appear in Table III-1 and Appendix C, Exhibits C-1 through C-3.

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<sup>1/</sup> Day-Night Average Sound Level Survey - Naval Air Station South Weymouth, Massachusetts, Naval Environmental Protection Support Service, Aircraft Environmental Support Office, Naval Air Rework Facility, North Island, California, February 1977.



<b>LEGEND</b>			
	NAS South Weymouth Property Line		
	Contour of Equivalent Sound Level	<b>AICUZ</b> Air Installation Compatible Use Zone Study	
	Noise Zone 2 (L <sub>dn</sub> 65-75)	<b>PRC</b> SPEAS ASSOCIATES	
	Noise Zone 3 (L <sub>dn</sub> 75 and Greater)	<b>Figure IV-1</b> <b>NOISE ZONES AND COMPLAINTS</b>	
	Location of Single Complaint		
	Location and Number of Multiple Complaints		

When discussing noise contours, one point which needs to be addressed concerns the level of accuracy implied by the precise lines on the noise exposure map (Figure IV-1). Although these contours are precisely computed, it must be understood that day-to-day variances in the number of aircraft operations, periodic change in atmospheric conditions and other factors make it impossible to pinpoint precise, stable noise contours. However, if it is understood that the noise exposures depicted reflect an annual averaging procedure, these contours can be useful as an effective planning tool.

Community planners can use this tool to assist in determining the appropriateness of alternative land uses in the Air Station vicinity.

In order to relate noise exposure level to expected human response, the noise levels depicted by the contours are summarized by three zones. Zone 1 represents levels less than Ldn 65 and is the area of least impact. Zone 2 represents those areas exposed to levels between Ldn 65 and Ldn 75, and is the area of moderate noise impact. Zone 3 represents exposures of greater than Ldn 75, and is the area of greatest impact.

The principal noise impact from NAS South Weymouth operations derives from jet aircraft departures, arrivals and touch-and-go operations. There is a significant additional contribution from four engine turboprop aircraft. The noises generated by other activity are essentially masked by the greater jet and four engine turboprop operations. Nevertheless, individual or repeated runup operations, single, and twin engine propeller flights and helicopter activity can cause annoyance within the community, and do generate complaints.

Approximately 95 percent of the land area exposed to Ldn 75 or greater levels fall within the Air Station Boundary. This is the zone of greatest impact, Noise Zone 3. A small portion of Zone 3 extends beyond the installation property to the west. Most of the off-Station area impacted by Zone 3 is undeveloped, although some industrial and residential land is affected.

Zone 2 does expose significant developed areas to aircraft noise. A portion of the developed areas of Weymouth to the north of the Air Station is affected, although the noise abatement procedures direct noise exposure away from most of the residential development of this township. To the south, residential areas in Abington and Rockland are affected. Approximately forty percent of Zone 2 is, however, presently undeveloped. Flight and administrative procedures to lessen noise impact are currently in effect. These are reprinted from Chapter III in Figure IV-2.

These procedures indicate the noise consciousness of operating officers at South Weymouth. Operations impacting noise sensitive uses are allowed only where these are strictly required to achieve the Air Station Mission. Noise abatement procedures are implemented if they do not jeopardize Mission accomplishment, even if inconvenience to Navy personnel results. For example, although pilots find it most convenient to accomplish touch-and-go operations at the end of their flight missions, end of mission touch-and-go operations are allowed only for flights which return to the Air Station before 10:00 PM.

#### B. Noise Complaints

When an individual telephones the Naval Air Station to lodge a complaint regarding aircraft noise, the information provided by

## Figure IV-2

### NAS SOUTH WEYMOUTH PROCEDURES REDUCING NOISE IMPACT

#### Flight Procedures

- 1.\* Runway 08-26 is used for all operations not requiring the additional 1,000 feet of Runway 17-35. This limits noise exposure on Abington, Rockland and South Weymouth.
  - 2.\* Runway 08-26 is normally used for all touch-and-go operations (repeated takeoffs and landings by individual aircraft executed for training purposes). This limits noise exposure in densely developed portions of Rockland and South Weymouth.
  - 3.\* All touch-and-go operations by fixed wing aircraft are required to achieve pattern altitude before executing their turn. This limits noise exposure on Abington and Rockland.
  - 4.\* Runway 08-26 is used by most propeller aircraft, except when this would result in significant crosswind conditions. This limits noise exposure over the densely developed portions of Rockland and South Weymouth. (Jet aircraft must use Runway 17-35 for most takeoff and landing operations due to the runway length requirements of these aircraft.)
  5. Aircraft takeoffs on Runway 35 (takeoffs to the North) execute a left turn upon takeoff to minimize noise exposure to the hospital, church, school and apartments and other development of South Weymouth.
  6. Touch-and-go operations are prohibited daily between the hours of 10:00 PM and 8:00 AM; and are reduced on Sundays before 1:00 PM. This limits noise exposure on Abington and Rockland.
  7. Flight pattern altitudes are set at the highest levels consistent with air safety, to limit noise exposure on Abington, Rockland and South Weymouth.
  8. Touch-and-go patterns are located on the south side of the airfield to limit noise exposure on the densely developed areas of South Weymouth.
  9. Helicopters must cross the Air Station boundary at 800 feet altitude to minimize noise exposure on off-Station areas. This limits noise exposure on Abington, Rockland and South Weymouth.
- \* Signifies a procedure implemented as a result of this Study. Chapter V summarizes the Alternatives Analysis; Appendix N provides details.

Figure IV-2 (Continued)

Administrative Procedures

1. Pilots are given instruction periodically, reviewing the location of noise-sensitive community areas, and noise abatement procedures required to limit noise impact on these areas. The locations of the following areas are highlighted during the pilot training sessions:
  - a. High and moderate density residential development in South Weymouth.
  - b. Church, school and hospital locations in the South Weymouth central business district.
  - c. Principal Abington residential areas.
  - d. Principal Rockland residential areas.
  - e. Additional noise sensitive locations.
2. Noise complaints are taken seriously by operations personnel. The information provided by the complainant is reviewed to determine whether an operating rule has been violated by the pilot of the aircraft. Trends in complaints lead to consideration of new noise abatement procedures. Action is taken if a violation is indicated, or if a noise abatement procedure is available to limit exposure without compromising operational safety or the Air Station Mission.

the complainant is recorded in a noise complaint log. This information can prove valuable. It is reviewed to determine whether an operating rule has been violated by the pilot of the aircraft. Observable trends in complaints lead to consideration of new noise abatement procedures. If a violation is indicated, or a noise abatement procedure is available to limit exposure without compromising operational safety or the Air Station Mission, action is taken.

However, it should be noted that most complaints derive from operations which follow standard procedures.

The location and date of noise complaints can provide additional insight into the noise environment as well as assisting in validating the noise contours.

The Table VI-1 indicates the expected community response to noise within each noise zone. This table indicates that Noise Zone 2 is an area from which significant complaints may be anticipated, and Noise Zone 3 with its severe noise exposure, can be anticipated to generate concerted group actions if located over residential areas. Noise Zone 1 is considered likely to generate a relatively small number of complaints, on an acreage basis, than either Zone 2 or 3.

A review was conducted of the noise complaints received at the Air Station between November 1975 and October 1977. The locations from which the complaints were made were plotted on a map, as shown in Figure IV-1. A comparison was made between the complaint locations and the noise contour locations applicable during the general time

Table IV-1

EXPECTED COMMUNITY RESPONSE TO MEASURED NOISE

<u>Ldn Value</u>	<u>Noise Zone</u>	<u>Description of Expected Response</u>
Less than Ldn 65	1	Relatively few complaints would be expected. The noise may interfere occasionally with certain activities of the residents.
Ldn 65-75	2	Individuals may complain, perhaps vigorously. Concerted group action is possible.
Greater than Ldn 75	3	Individual reactions would likely include repeated, vigorous complaints. Concerted group action might be expected.

Source: Bolt, Beranek & Newman, Inc., as adapted by PRC/Speas.

frame during which the complaints were made.<sup>1/</sup> These noise zones differ significantly from the presently applicable contours of Figure IV-1, due to noise abatement procedures implemented in the interim.

There were 101 complaints received and recorded in the complaint log at NAS South Weymouth over the two year period from November 1975 through October 1977.<sup>2/</sup> Of these, no complainants were identified as being located within the Ldn 75-and-greater noise exposure zone (Zone 3); 57 percent were located within Zone 2; 18 percent were located within the Ldn 60-65 portion of Zone 1; and 25 percent were located outside the Ldn 60 contour. Table IV-2 contains a summary of complaint locations.

The noise complaint distribution as found within the noise zones is approximately that which one would anticipate in view of land use patterns and the size of the land areas exposed to the respective noise zones in effect at the time the complaints were received. No complaints are found within Zone 3, since there are few homes in that zone. Most of the complaints are found within Zone 2. The Ldn 60-65 portion of Zone 1 is approximately one and one-half times the size of the portion of Zone 2 located outside the Air Station boundary, but had only about one third its number of complaints. The remainder of Zone 1, i.e., the entire area beyond the boundaries of Ldn 60, was the source of approximately a quarter of total complaints.

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1/ Day-Night Average Sound Level Survey - Naval Air Station South Weymouth, Massachusetts, Naval Environmental Protection Support Service, Aircraft Environmental Support Office, Naval Air Rework Facility, North Island, California, February 1977.

2/ Some complaints may have been received which were not logged; information of some of the complaints which were logged, was not complete.

Table IV-2

LOCATION OF COMPLAINTS  
WITH RESPECT TO NOISE ZONES<sup>1/</sup>

November 1975 - October 1977

<u>Noise Zone</u>	<u>Ldn Level</u>	<u># Complaints</u>	<u>Percent</u>
Zone 3	Ldn 75 and greater	0	0%
Zone 2	Ldn 65-75	45	57%
Zone 1	Ldn 60-65	14	18%
Zone 1	Less than Ldn 60	20 <sup>2/</sup>	25%
Total That Could Be Located		79 <sup>3/</sup>	100%

<sup>1/</sup> Based on noise zones applicable at the time complaints were made. These differed slightly from present zones depicted in Figure IV-1.

<sup>2/</sup> Include some complaints located beyond border of map.

<sup>3/</sup> Twenty-two logged complaints could not be located due to insufficient information recorded in log. Other complaints may have been received which were not logged.

Source: PRC/Speas analysis of NAS South Weymouth data.

Based on the detailed noise complaint analysis, it can be concluded that the earlier noise zones identified by the Ldn computations accurately depicted the general pattern of noise exposure surrounding NAS South Weymouth. It can thus be inferred that the noise zone changes computed to have occurred as a result of the recently implemented noise abatement procedures also represent an accurate general description of the noise zone environment.

A review of the day of the year and time of the day when noise complaints were received at the Air Station provides additional insight into the noise environment. Approximately 90 percent of all complaints are received at the Station during the seven months of March through September. This distribution is not unusual for an air facility. It derives from the fact that these are the warmer months, during which people are most often out of doors and have their windows open. Furthermore, aircraft have lower rates of climb at higher ambient temperatures, consequently resulting in greater noise exposure on the ground. A complete breakdown by month in which complaints were received during the noise complaint survey period appears in Appendix I, Exhibit I-1.

A review of the time of day at which complaints were received shows that just over half of the noise complaints are generated between the hours of 8:00 PM and 11:00 PM. This period represents a disproportionately high number of complaints, since the great majority of air activity occurs during the daylight hours. Among the reasons for this are the following:

- Children are often in bed during these hours, and many complaints are from parents whose children have been awakened; other complaints are from parents concerned that their children might become awakened.

- Background ("ambient") noise levels are lower at night making aircraft seem louder by comparison.
- During the warm months of the year, people often cool their houses at night by opening windows, thus removing a significant barrier to sound.
- Many people consider the evening period when they are home with their family to be a time which should represent a respite from the noisiness of daytime activities.
- More people are at home during the evening hours than during the day, and therefore there is greater population exposure to the noise.

A breakdown by time of day at which noise complaints were received by South Weymouth personnel during the survey period appears in Appendix I, Exhibit I-2.

A review of the aircraft types generating noise complaints to the Air Station shows that jets, which account for 23 percent of operations caused 75 percent of the complaints.

Many complainants identified propeller and helicopter aircraft, and a final group of complaints resulted from more than one aircraft type. A listing of frequency of complaint by aircraft type appears in Appendix I, Exhibit I-3.

There were less than a dozen complaints during the survey period identified as being caused by on-the-ground runup operations. These were not included in the detailed statistical review of noise complaints, since they represented too small a sample from which to derive meaningful conclusions on a statistical basis. The low number of complaints reflects the fact that runup operations are

relatively infrequent, and short in duration. However, the complaints that were received included inquiries by community officials, and it is believed that the relatively low level of community response belies the importance placed by the local citizenry on this category of noise intrusion.

C. Land Use Objectives in Noise Zones

Recommended land use objectives were determined for noise zones based on a U.S. Department of Housing and Urban Development report.<sup>1/</sup> These objectives are shown in Figure IV-3. They identify land uses best suited to the noise impact zones.

Most uses should be discouraged inside the Ldn 75 contour. Several could be developed only if insulated against noise. The uses which could be acceptable within Zone 3 involve few people or generate a high level of noise from their own activities.

Between the Ldn 65 and Ldn 75 contours (Noise Zone 2) most uses should be free to develop without restriction. The principal exceptions are uses in which people often desire a quiet atmosphere. For some of these, noise insulation may make the use acceptable within Zone 2. Where the use does not involve significant outdoor activity, noise insulation can create a satisfactory environment within Zone 2. Where the use involves significant outdoor activity, noise insulation cannot reduce the impact.

A factor which limits the effectiveness of noise insulation as an effective solution to aircraft noise exposure is the net increase

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<sup>1/</sup> Aircraft Noise Impact - Guidelines for Local Agencies, 1972. Noise standards of differing natures have been developed by several U.S. Government agencies. Three of these are briefly reviewed in Appendix J.

in energy consumption that may result if this strategy is applied. In order for insulation to be an effective barrier to noise, windows must be sealed. This requires use of a fresh air supply system or air conditioning. The operation of such systems requires the continuing use of energy, which may more than offset the gains which result from the structure's increased ability to retain heat or coolness (depending on building design).

While in some parts of the country outdoor use of residential land may occur infrequently and typical construction practices may include sealed windows with internal circulatory systems, these characteristics do not apply in the community surrounding NAS South Weymouth. Therefore, residential uses located within Noise Zone 2 are classified as "normally unacceptable".

Likewise, institutional uses (schools, hospitals, etc.) should be considered acceptable only if insulated from noise, with the consequent potential energy advantage or penalty. Places of worship which hold services principally on Sundays may not represent a noise conflict at present, since current noise abatement procedures reduce touch-and-go activity on Sundays before 1:00 PM. However, were the Air Station to experience a significant increase in operations in the future, this rule could be rescinded on a temporary or semi-permanent basis. It would therefore be prudent to locate uninsulated places of worship outside of Zone 2.

There are no land uses specifically recommended for controls in Zone 1. However, local officials should be cognizant of the fact that the lines of demarcation between noise zones do not represent abrupt changes in the noise environment. If two areas are being considered for zoning or siting of noise sensitive uses, the area farther from Zone 2 would be preferred from a noise environment standpoint.

Figure IV-3

RECOMMENDED LAND USE OBJECTIVES IN  
NOISE EXPOSURE ZONES

LAND USE	NOISE ZONE	3	2	1
	Ldn VALUE	ABOVE 75	65-75	BELOW 65
RESIDENTIAL - LOW TO MEDIUM DENSITY (Less Dwelling Units Per Acre)				
RESIDENTIAL - MEDIUM TO HIGH DENSITY (More Than 2 Dwelling Units Per Acre)				
COMMERCIAL - RETAIL, INTENSIVE*				
COMMERCIAL - WHOLESALE AND RETAIL, EXTENSIVE**				
COMMERCIAL - EATING AND DRINKING ESTABLISHMENTS				
OFFICES - GOVERNMENTAL, BUSINESS AND PROFESSIONAL				
SERVICES - INDOOR RECREATIONAL, CULTURAL ACTIVITIES				
INSTITUTIONAL - SCHOOLS, CHURCHES, HOSPITALS, NURSING HOMES				
RECREATIONAL - PLAYGROUNDS, NEIGHBORHOOD PARKS				
RECREATIONAL - COMMUNITY AND REGIONAL PARKS, GOLF COURSES				
RECREATIONAL - SPECTATOR SPORTS, RESORT AND GROUP CAMPS, ENTERTAINMENT ASSEMBLIES				
INDUSTRIAL - MANUFACTURING, INTENSIVE*				
INDUSTRIAL - MANUFACTURING, EXTENSIVE**				
INDUSTRIAL - PETROLEUM AND CHEMICAL PROCESSING				
AGRICULTURE - (Except Livestock)				
LIVESTOCK FARMING, ANIMAL BREEDING				
TRANSPORTATION, UTILITIES, QUARRYING				
WILDLIFE MANAGEMENT, FORESTS, CEMETERIES				
OPEN SPACE, WATER BODIES				

SOURCE: PRC-SPEAS

\*MORE THAN 10 PEOPLE PER ACRE

\*\*10 PEOPLE OR LESS PER ACRE

CLEARLY UNACCEPTABLE	NORMALLY UNACCEPTABLE	NORMALLY ACCEPTABLE	CLEARLY ACCEPTABLE

## Accident Potential Environment

The potential for aircraft accidents in areas around NAS South Weymouth is an important consideration in the AICUZ formulation process. Although zones of accident potential are more difficult to quantifiably substantiate than zones of aircraft noise, the importance of protecting these potentially hazardous areas cannot be understated since the safety of people is involved.

### A. Considerations Reducing Accident Potential

As noted in Chapter III, a comprehensive safety program is maintained at NAS South Weymouth to heighten safety consciousness in all personnel, and to continuously review and improve airfield conditions and operational practices. This program includes annual pilot proficiency tests, periodic safety briefings of officer, enlisted and reserve personnel; periodic meetings of the NAS South Weymouth Safety Council to review and make recommendations on safety-related issues; and filing and receipt of safety incident reports which provide information on all safety incidents within the Navy, for dissemination to personnel. A detailed description of the NAS South Weymouth safety program appears in Appendix D.

Furthermore, the high level of safety-consciousness at NAS South Weymouth is reflected by safety awards that have been won by units stationed at the installation. Among these are the Chief of Naval Operations Aviation Safety Award, which has been won four times since 1970 by the HS-74 squadron; and the National Fire Prevention Association's third place award to the air station fire department in a national fire prevention competition of civilian and military fire departments, in 1975.

## B. Accident Analysis

Over the last ten years there have been eight aircraft accidents at NAS South Weymouth. Table IV-3 presents a brief summary of accident circumstances. The location of these accidents are depicted in Figure IV-4. These accidents have resulted in seven fatalities of aircraft occupants, but no injuries to individuals on the ground.

Six of the eight accident impact locations were on the Air Station property. It should be understood that these eight accidents occurred during a period in which there were approximately 250,000 aircraft flights.

Of the four accidents resulting in fatalities to individuals on-board the aircraft, three were civilian-piloted. The aircraft involved in accident #1 was piloted by a civilian dependent, under the auspices of the Aero Club. Accident #7 represented an emergency landing of a civilian aircraft overflying the area. Accident #8 occurred during the 1975 air show.

## C. Accident Potential Zones

The development of accident potential zones is based on a review of historical accident and operations data, and the application of Navy guidelines developed from a tri-service analysis of aircraft accident histories.<sup>1/</sup> Background information on the zone concept is provided in Appendix K. The Accident Potential Zones for NAS South Weymouth appear in Figure IV-4.

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<sup>1/</sup> Aircraft Accident Potential Zone (APZ) Guidelines for Use in Air Installation Compatible Use Zones (AICUZ) Studies,  
NAVFACENCOM Headquarters, 11 May 1976 revised 14 January 1977.

Table IV-3  
10 YEAR ACCIDENT HISTORY

<u>Map Reference Number</u>	<u>Date</u>	<u>Aircraft Type</u>	<u>Fatalities On Board Aircraft</u>	<u>On Ground</u>	<u>Cause</u>	<u>Flight Path</u>
1	May 1969	PA-28 (Aero Club)	1	0	Pilot error <sup>1/</sup>	Approach to Runway 08
2	Dec. 1969	T-33	2	0	Equipment malfunction	Approach to Runway 35
3	April 1972	H-1	0	0	Pilot error	Touch-and-Go, Runway 26
4	Aug. 1972	P-2	0	0	Pilot error	Overran Runway 08 end after landing on Runway 26
5	March 1976	A-4	0	0	Pilot error	Landed short on Runway 26
6	Feb. 1977	A-4	0	0	Pilot error/ weather	Landed short on Runway 26
7	July 1977	(Civilian PA-32 Emergency)	3	0	Pilot error/ weather	Approach to Runway 26
8	June 1975	CH-9 (Air Show) Citabria	1	0	Unknown	Air Show Activity

<sup>1/</sup> The term "pilot error" as applied in this table refers to accidents which could have been avoided if standard pilot procedures had been followed.

Source: Naval Safety Center and NAS South Weymouth

Department of Defense criteria have established three accident potential zones (APZ). These are: the Clear Zone, APZ I, and APZ II. The Clear Zone areas have the highest possibility of accidents. Potential for accidents decreases in APZ I and II, respectively.

Clear Zone areas exist for each active runway. These zones lie immediately beyond the end of the runway and extend outward along the extended runway centerline for a distance of 3,000 feet. The inside dimension of the fan-shaped clear zone is 1,500 feet and the outside dimension is 2,284 feet.

Accident Potential Zone I is the rectangular area beyond the Clear Zone which possesses an identifiable potential for accidents. This zone is normally provided under flight paths which experience 5,000 or more annual operations. Typically, the zone is 3,000 feet wide by 5,000 feet long,<sup>1/</sup> and is shaped to conform to the flight paths.

Accident Potential Zone II is the area beyond APZ I having a lesser potential for accidents. APZ II is normally provided under a flight path whenever an APZ I is required for a flight track exceeding 5,000 annual operations. Dimensions of this zone are usually 3,000 feet wide by 7,000 feet long.<sup>1/</sup>

In addition to the three zones of accident potential beyond the runway ends previously described, Figure IV-4 also illustrates Setback areas. Their limits extend 750 feet from the runway

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<sup>1/</sup> 1,000' by 2,500' for light propeller aircraft.



centerline and define areas parallel to the runway with a high degree of accident potential. The Navy's facilities planning manual (NAVFAC - P80) prohibits the siting of any structure within this area. Structures may be constructed outside of the setback limits but must not penetrate an imaginary plane extending outward and upward at a 7:1 slope starting at ground elevation from the setback line.

The standard APZ criteria described above may be modified based on a number of factors, including predominant weather conditions, accident history, deviation of aircraft from standard tracks, and convergence of flight tracks in particular areas, as well as other factors.

At NAS South Weymouth, the standard Clear Zones and Setback areas were applied for all runways. APZ I is required for the approach ends of Runway 08-26, since annual operation levels exceeded 5,000 over these areas. APZ II is not required for the approach end of Runway 08 (i.e., the west end of the runway), since the flight track dispersal results in less than 5,000 annual operations occurring over any given area. However, APZ II is required for the Runway 26 (east) end, since operations in this area approach the 5,000 annual operations figure, and since this end is preferred for approaches during inclement weather conditions.

#### D. Verification of Accident Potential Zones

Of the eight accidents that occurred during the last 10 years at NAS South Weymouth, six occurred within the Accident Potential Zones (#2, #3, #4, #5, #6, #8; See Figure IV-4) applicable at the time the accidents occurred. It should be noted that one of these accidents, #2 occurred in an area in which APZ I was previously

applicable. The Alternatives Analysis described in Chapter VI, however, resulted in a reduction in the use of Runway 17-35, thus reducing the potential for an accident to the north and south of this runway. Consequently, the Accident Potential Zones for Runways 17-35 were eliminated. Five of the accidents (#3, #4, #5, #6, #8) were located in the Clear Zone/Setback area, the area of highest accident potential. Seven of the eight accidents occurred on flight paths for which Accident Potential Zones I or II had been applicable beyond the runway end, but only one of these occurred in the APZ areas located beyond the Clear Zone/Setback Accident Potential Zone. This highlights a fundamental aspect of providing Accident Potential Zones I and II for areas beyond the immediate runway end area. These zones are the areas of highest likelihood of off-Station accident potential. If an accident occurs, it is most likely to occur on the Air Station property, within the Clear Zone/Setback Accident Potential Zone. If an accident occurs beyond this zone, it is most likely to occur within Accident Potential Zone I, or (a lesser likelihood) within Accident Potential Zone II.

The fact that seven of the eight accidents occurred on tracks for which off-Station APZ's were applicable and that six of eight occurred within the actual APZ's, provides verification that the Accident Potential Zone calculation procedure applied in this Study is valid.

E. Land Use Objectives in NAS South Weymouth Accident Potential Zones

Recommended land use objectives for APZ's are shown in Figure IV-5. In formulating recommended land use restrictions for accident

Figure IV-5

RECOMMENDED LAND USE OBJECTIVES IN  
ACCIDENT POTENTIAL ZONES

LAND USE	ACCIDENT POTENTIAL ZONES		
	CLEAR ZONE	APZ I	APZ II
RESIDENTIAL - LOW TO MEDIUM DENSITY (2 or Less Dwelling Units Per Acre)			
RESIDENTIAL - MEDIUM TO HIGH DENSITY (More Than 2 Dwelling Units Per Acre)			
COMMERCIAL - RETAIL, INTENSIVE*			
COMMERCIAL - WHOLESALE AND RETAIL, EXTENSIVE**			
COMMERCIAL - EATING AND DRINKING ESTABLISHMENTS			
OFFICES - GOVERNMENTAL, BUSINESS AND PROFESSIONAL			
SERVICES - INDOOR RECREATIONAL, CULTURAL ACTIVITIES			
INSTITUTIONAL - SCHOOLS, CHURCHES, HOSPITALS, NURSING HOMES			
RECREATIONAL - PLAYGROUNDS, NEIGHBORHOOD PARKS			
RECREATIONAL - COMMUNITY AND REGIONAL PARKS, GOLF COURSES			
RECREATIONAL - SPECTATOR SPORTS, RESORT AND GROUP CAMPS, ENTERTAINMENT ASSEMBLIES			
INDUSTRIAL - MANUFACTURING, INTENSIVE*			
INDUSTRIAL - MANUFACTURING, EXTENSIVE**			
INDUSTRIAL - PETROLEUM AND CHEMICAL PROCESSING			
AGRICULTURE - (Except Livestock)			
LIVESTOCK FARMING, ANIMAL BREEDING			
TRANSPORTATION, UTILITIES, QUARRYING			
WILDLIFE MANAGEMENT, FORESTS, CEMETERIES			
OPEN SPACE, WATER BODIES			

SOURCE: PRC-SPEAS

\*MORE THAN 10 PEOPLE PER ACRE

\*\*10 PEOPLE OR LESS PER ACRE



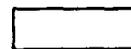
CLEARLY  
UNACCEPTABLE



NORMALLY  
UNACCEPTABLE



NORMALLY  
ACCEPTABLE



CLEARLY  
ACCEPTABLE

potential zones, guidelines provided by the Department of the Navy were utilized.<sup>1/</sup>

The Navy's basic concepts of safety applied to compatible land use are the avoidance of places of assembly and residences in those areas most susceptible to aircraft crashes. Refinements to these basic use concepts include the exclusion of industrial type uses where large amounts of flammable or explosive material is prevalent, and exclusion of uses oriented to children. Unconfined recreation, such as the playing areas of a golf course, is an example of compatible productive land use allowable in the less critical accident potential areas.

In the more densely populated urban communities, it is often necessary to meet the objective of reasonable safety by supplementing the land use compatibility vocabulary with density restrictions. While it is desirable to restrict the density of future development, it is not usually possible to state that one density in a specific area provides an adequate margin of safety and another does not; the lines of demarcation between accident potential zones do not represent abrupt changes in the accident potential environment. Therefore, if two areas are being considered for zoning or siting of noise sensitive uses, the site in the APZ of lesser accident potential, or the site farther away from the accident potential zones would be preferred from a public safety standpoint.

The result of restricting density is fostering development "clusters" that would leave larger islands of open area where a crash would cause little damage. Thus, the land use recommendations contained

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1/ Aircraft Accident Potential Zone (APZ) Guidelines for Use in Air Installation Compatible Use Zones (AICUZ) Studies,  
NAVFACENCOM Headquarters, 11 May 1976 revised 14 January 1977.

herein provide not only use recommendations, but also guidelines regarding population densities and lot coverage guidelines.

The Clear Zone (including setback) represents the area of highest potential of hazard due to accidents. Land use objectives for this area are limited to agricultural and open space uses. These are to be encouraged providing that they do not produce smoke, attract birds, lead to the concentration of more than ten persons per acre for long periods of time or require the construction of buildings intended for human occupancy.

APZ I defines a zone of lesser hazard potential requiring some degree of restriction in density or intensity of use. All forms of residential uses are unacceptable due to the potential for crash impact or aircraft-created fire and since these uses usually tend to have 24 hour occupancy levels. The development of commercial and industrial facilities is normally unacceptable since these tend to concentrate people during most of the aircraft flying hours and are not compatible with aircraft fire. Uses which are permitted in APZ I zones should not provide structures that produce smoke, reflect glare, emit electronic interference, or attract birds so as to endanger aircraft operations. Not more than 25 people should be assembled in any one area or structure capable of being demolished by the crash impact of a single aircraft. Furthermore, average population densities should not be greater than 10 people per acre.

APZ II zones encompass an area less hazardous than APZ I, but still possess a sufficient level of risk to require density and use restrictions. Most forms of open space, industrial, and commercial uses are acceptable, whereas medium and high density residential

and public facilities (schools, churches, etc.) are not acceptable. Additionally, structures in this area should not reflect glare, emit electronic interference, or produce smoke. Not more than 50 persons should be assembled in any one area or structure capable of being demolished by the crash impact of a single aircraft. Further, average population densities should not exceed 25 people per acre.

#### Airfield Safety Clearances

Preservation of unobstructed runway and range approach paths and other navigable airspace near South Weymouth is the final consideration in the AICUZ development process.

Past experience has shown that when controls are not placed on the construction of tall buildings, towers, antennae, etc., that construction of such structures may occur. Construction of tall structures can force flight elevations to be raised to heights which make safe aircraft operations difficult. Such construction can also cause flight paths to be relocated to areas of greater population density.

To identify the airspace surrounding a military runway complex which should be protected from obstructions, FAA standards have been developed for military airports.<sup>1/</sup> Figure IV-6 depicts the elevations above sea level of the "imaginary surfaces" described in the standards, as they apply to the area near the Air Station. The features shown on the map represent contours of equivalent elevations; structures penetrating above the indicated levels may represent some degree of hazard to flight operations.

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<sup>1/</sup> Federal Aviation Regulations. Part 77, Objects Affecting Navigable Airspace.

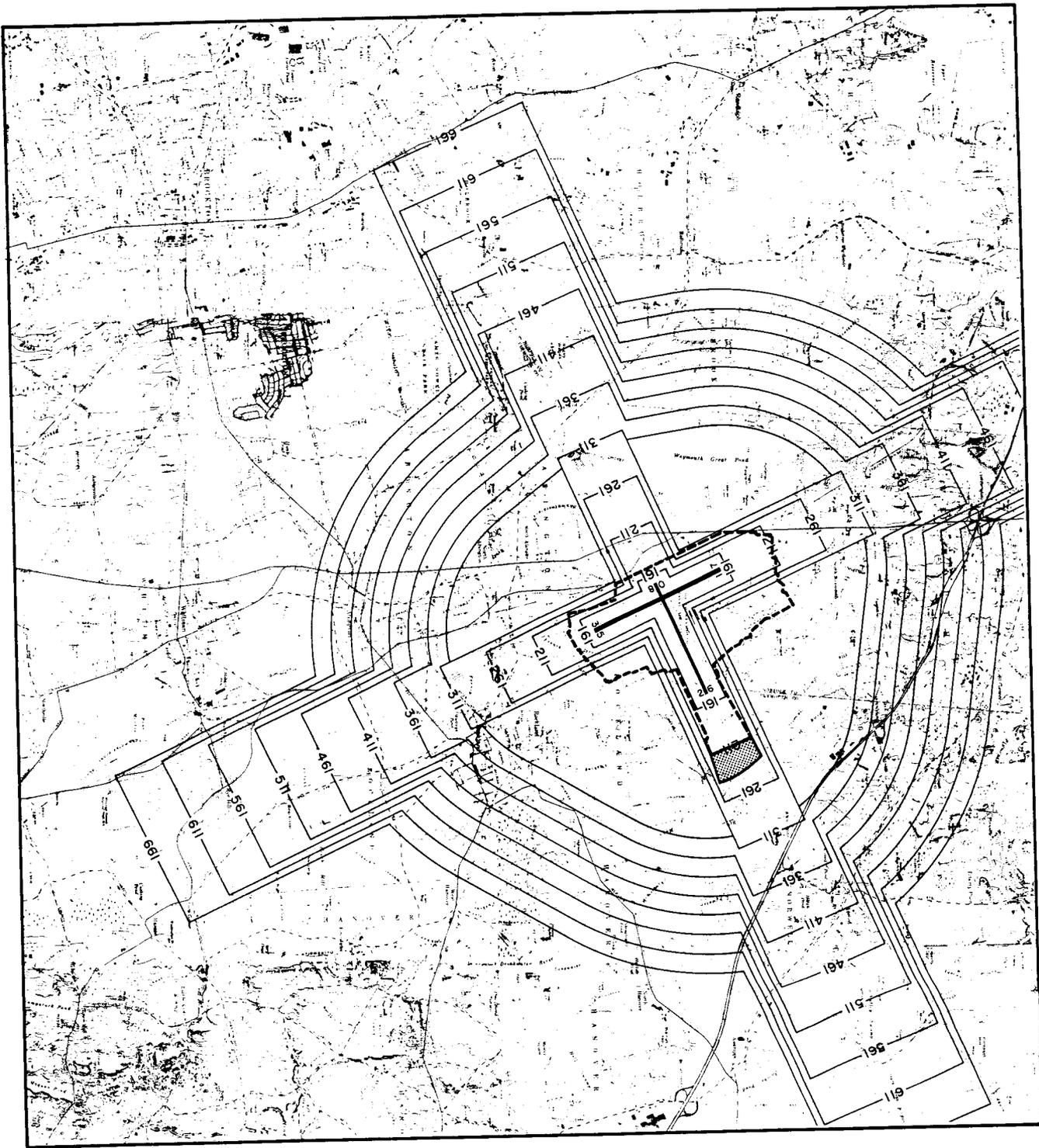
An additional feature appearing on Figure IV-6 is an area on which the Air Station holds a flight clearance easement. The tract, at the east end of Runway 08-26, consists of 73.1 acres.

AICUZ

The Air Installation Compatible Use Zone (AICUZ) is defined as the area within which land use controls of some form are desirable to encourage land uses compatible with aircraft operations. As defined by the Department of Defense Instruction of November 8, 1977, the AICUZ is to take in all accident zones and as much of the area within the Ldn 65 noise contour as necessary, depending on the characteristics of the air station and local development. In the case of South Weymouth all of the area within the Ldn 65 contour has been included in the AICUZ due to the comparatively small size of the contour and the undeveloped nature of much of the surrounding lands.

Figure IV-7 illustrates the AICUZ for NAS South Weymouth derived by combining the noise and accident potential zones. The combined zones are known as "AICUZ Zones". The impact zones are identified by the combination of noise and accident potential zone codes. Combinations of these codes are as follows:

CZ/SB	Clear Zone/Set Back	All Noise Zones
2	No Accident Potential Zone	Noise Zone 2
3	No Accident Potential Zone	Noise Zone 3
I-3	Accident Potential Zone I	Noise Zone 3
I-2	Accident Potential Zone I	Noise Zone 2
I-1	Accident Potential Zone I	Noise Zone 1
II-3	Accident Potential Zone II	Noise Zone 3
II-2	Accident Potential Zone II	Noise Zone 2
II-1	Accident Potential Zone II	Noise Zone 1



<b>LEGEND</b>	
- - - - -	NAS South Weymouth Property Line
—	Contours of Equivalent Elevation
461	Height Above Mean Sea Level
	Flight Clearance Easement

 DEPARTMENT OF DEFENSE AIR FORCE	AICUZ Air Installation Compatible Use Zone Study
<b>PNC SPEAS ASSOCIATES</b>	
<b>Figure IV-6</b>	
<b>AIRSPACE SAFETY CLEARANCES</b>	

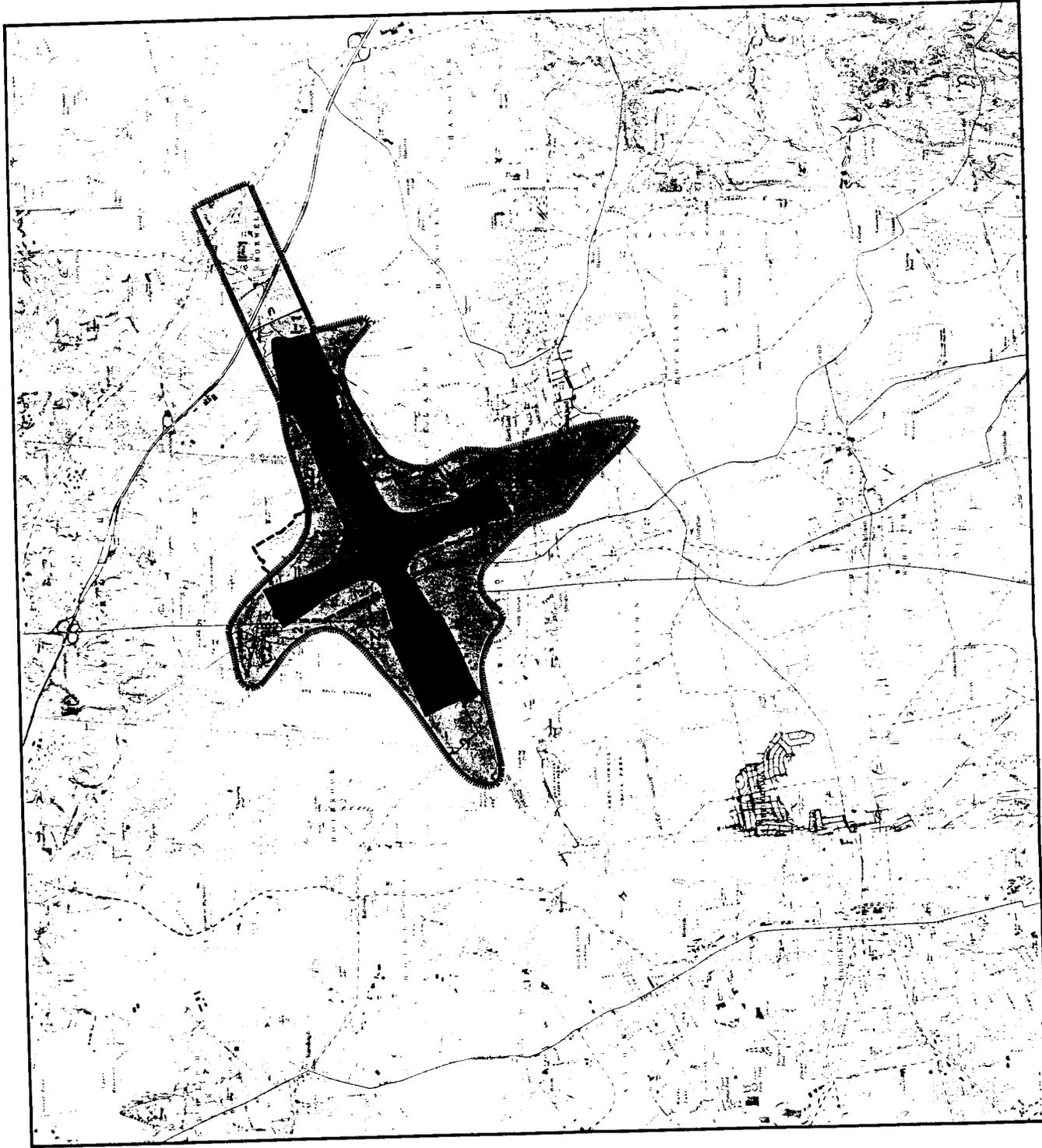
  

0      2000      4000      6000      8000



NORTH





**LEGEND**

- NAS South Weymouth Property**
- Line
  - CZ/SB
  - I-1
  - II-1
  - 3
  - 2
  - I-2
  - AICUZ BOUNDARY



CLEAR ZONE / STRIPACK  
 ACCIDENT POTENTIAL ZONE 1  
 NOISE ZONE 1  
 ACCIDENT POTENTIAL ZONE 2  
 NOISE ZONE 1  
 NO ACCIDENT POTENTIAL  
 NOISE ZONE 3  
 NO ACCIDENT POTENTIAL  
 NOISE ZONE 2  
 ACCIDENT POTENTIAL ZONE 1  
 NOISE ZONE 2



**AICUZ**  
 Air Installation  
 Compatible Use Zone Study

**PRC SPEAS ASSOCIATES**

Figure IV-7  
 AICUZ

Figure IV-8 illustrates a combination of the recommended land use objectives for the AICUZ zones appearing above. The resulting composite land use recommendations represent guidelines for each of the AICUZ zones based on the criteria for the noise and accident potential components (Figures IV-3 and IV-5). For each combined noise/accident potential zone, the guideline criteria for each of the component zones should be applied, with the most exclusionary provisions of each taking precedence.

Figure IV-8

RECOMMENDED LAND USE OBJECTIVES MATRIX

<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">                       CLEARLY UNACCEPTABLE                 </div> <div style="text-align: center;">                       NORMALLY ACCEPTABLE                 </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 10px;"> <div style="text-align: center;">                       NORMALLY UNACCEPTABLE                 </div> <div style="text-align: center;">                       CLEARLY ACCEPTABLE                 </div> </div>		AICUZ ZONES									
		LAND USE	CZ CLEAR ZONE ANY NOISE ZONE	I ACCIDENT POTENTIAL ZONE I NOISE ZONE 1	II ACCIDENT POTENTIAL ZONE II NOISE ZONE 1	I-3 ACCIDENT POTENTIAL ZONE I NOISE ZONE 3	I-2 ACCIDENT POTENTIAL ZONE I NOISE ZONE 2	II-3 ACCIDENT POTENTIAL ZONE II NOISE ZONE 3	II-2 ACCIDENT POTENTIAL ZONE II NOISE ZONE 2	3 NO ACCIDENT POTENTIAL ZONE NOISE ZONE 3	2 NO ACCIDENT POTENTIAL ZONE NOISE ZONE 2
RESIDENTIAL - LOW TO MEDIUM DENSITY (2 or Less Dwelling Units Per Acre)	Diagonal lines	Diagonal lines	Dotted	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	
RESIDENTIAL - MEDIUM TO HIGH DENSITY (More Than 2 Dwelling Units Per Acre)	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	
COMMERCIAL - RETAIL, INTENSIVE*	Diagonal lines	Cross-hatch	Dotted	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	
COMMERCIAL - WHOLESALE AND RETAIL, EXTENSIVE**	Diagonal lines	Dotted	White	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	
COMMERCIAL - EATING AND DRINKING ESTABLISHMENTS	Diagonal lines	Cross-hatch	Dotted	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	
OFFICES - GOVERNMENTAL, BUSINESS AND PROFESSIONAL	Diagonal lines	Diagonal lines	Dotted	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	
SERVICES - INDOOR RECREATIONAL, CULTURAL ACTIVITIES	Diagonal lines	Diagonal lines	Cross-hatch	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	
INSTITUTIONAL - SCHOOLS, CHURCHES, HOSPITALS, NURSING HOMES	Diagonal lines	Diagonal lines	Dotted	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	
RECREATIONAL - PLAYGROUNDS, NEIGHBORHOOD PARKS	Diagonal lines	Diagonal lines	Dotted	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	
RECREATIONAL - COMMUNITY AND REGIONAL PARKS, GOLF COURSES	Diagonal lines	Dotted	White	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	
RECREATIONAL - SPECTATOR SPORTS, RESORT AND GROUP CAMPS, ENTERTAINMENT ASSEMBLIES	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	
INDUSTRIAL - MANUFACTURING, INTENSIVE*	Diagonal lines	Cross-hatch	Dotted	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	
INDUSTRIAL - MANUFACTURING, EXTENSIVE**	Diagonal lines	Dotted	Dotted	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	
INDUSTRIAL - PETROLEUM AND CHEMICAL PROCESSING	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	
AGRICULTURE - (Except Livestock)	Dotted	White	White	Dotted	White	Dotted	White	Dotted	White	White	
LIVESTOCK FARMING, ANIMAL BREEDING	Diagonal lines	White	White	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	
TRANSPORTATION, UTILITIES, QUARRYING	Diagonal lines	Dotted	White	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	
WILDLIFE MANAGEMENT, FORESTS, CEMETERIES	Diagonal lines	Dotted	White	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	Diagonal lines	
OPEN SPACE, WATER BODIES	Dotted	White	White	White	White	White	White	White	White	White	

SOURCE: PRC-SPEAS

\*MORE THAN 10 PEOPLE PER ACRE

\*\*10 PEOPLE OR LESS PER ACRE

## IMPLEMENTED REDUCTIONS IN AICUZ IMPACTS

### Introduction

As part of this AICUZ Study, a detailed investigation was conducted of operational and facility modification alternatives to reduce community exposure to noise and accident potential. As a result of this analysis, a number of operational procedures have already been implemented at the Air Station, reducing these community exposures. Further, several facility modification proposals have been identified which would provide some additional benefit. These proposals would require Federal funding.

### Structure of the Alternatives Analysis Process

#### A. Identification of Existing Conditions

This review included development of the material presented in Chapter III (Existing Conditions), and preliminary development of material presented in Chapter IV (AICUZ Development) and Chapter VI (Land Use Analysis). The last two items were prepared in a preliminary form, since these would ultimately be revised to reflect the implemented alternatives.

#### B. Establishment of Goals for the Alternatives Analysis

##### 1. General Goals

- Maintain high standards of flight safety (this goal was considered primary, and a prerequisite to the implementation of any alternative).
- Reduce the potential for accidents in developed areas, particularly in residential and densely developed areas.

- Reduce noise impact on noise-sensitive areas in the Air Station vicinity.
- Maintain the Air Station's ability to carry out its Mission (while inconveniences could be accepted, it was considered essential that the Air Station maintain its viability as a Naval and Marine Corps Air Reserve training facility).
- Be feasible from an engineering standpoint (applicable to facility modification alternatives).

## 2. Specific Goals

- Direct as many operations as possible away from the developed areas to the north and south of the Air Station, and towards the undeveloped areas to the east and west of the Air Station. The areas to the north and south of the Air Station include the principal developed areas of the Air Station vicinity, and have a high concentration of residential development. The areas to the east and west of the Air Station are largely undeveloped, and have significant areas which are likely to remain as wetland in the foreseeable future. Furthermore, large tracts to the east and west are zoned for industrial uses which are acceptable for most AICUZ zones.

## C. Analysis of Operational and Facility Modification Alternatives to Achieve the Identified Goals

The analysis procedure involved a recomputing of noise contours and accident potential zones for each alternative, as well as a qualitative evaluation of the overall effects of implementing each alternative. The analysis of each of the 12 alternatives evaluated is outlined in Appendix N. Of the 12 alternatives considered, two were approved for immediate implementation and three more were recommended for future funding consideration.

D. Determination of Operational Alternatives for Implementation and of Facility Modification Alternatives for Funding Requests

The analysis for each alternative was carefully reviewed before a Review Committee of Navy and Marine Corps personnel, who approved or rejected each alternative. Representatives were present from the Chief of Naval Operations Office (CNO), CHNAVRES, Naval Facilities Engineering Command (including representatives from Headquarters, Northern Division, and Southern Division), the Air Station and Squadrons.

Implemented Operational Alternatives

The following two operational alternatives were adopted have been implemented, and represent the basis for the AICUZ presented in Chapter IV:

- Alternative 3 - Modified Preferential Use of Runway 08-26
- Alternative 7 - A-4's and Transient Jets Achieve Pattern Altitude Before Executing Turns in Multiple Operations

Alternative 3 provides for the following operations to occur on Runway 08-26 on a preferred basis:

- A-4's and Transient Jets - Touch-and-Go, Low Approach<sup>1/</sup>
- P-3's - All Operations
- Other Military Propeller Aircraft - All Operations

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<sup>1/</sup> A-4's and transient jets may use 17-35 for takeoffs and landings when wind conditions provide this runway with a longer effective length than Runway 08-26.

The following exceptions to the Alternative 3 preferential use criteria apply:

- All aircraft - When a crosswind of greater than 10 knots occurs on Runway 08-26, Runway 17-35 may be used for takeoffs and landings as necessary.
- P-3's - When fully loaded with fuel, these aircraft may use Runway 17-35 for takeoff when this provides the longest effective runway length.
- A-4's - Under IFR conditions, A-4's may conduct multiple practice approaches on Runway 17-35 if Runway 08-26 is not suitable for full-stop landings.
- A-4's - When crosswind components on Runway 08-26 are 15 knots or greater, A-4's may conduct multiple practice approaches on Runway 17-35.
- Other Military Propeller Aircraft - Depending on the characteristics of the particular aircraft type, Runway 17-35 may be made available for takeoff or landing when this would provide the longest effective runway length.

If wind or runway conditions unacceptably reduce safety margins for touch-and-go or low approach operations on Runway 08-26, such operations will generally not be executed. As stated above, A-4 aircraft are exceptions to this general rule: A-4 aircraft may conduct multiple practice approaches on Runway 17-35 under IFR conditions or when the crosswind component on Runway 08-26 is 15 knots or greater.

It should be noted that from time to time runways require repairing. Whenever runway repairs occur on Runway 08-26, the above preferential use rules will require temporary suspension.

Alternative 7 requires that A-4's and transient jets achieve the standard pattern altitude of 1,200 feet before executing turns on touch-and-go and low approach operations on Runways 08, 17 and 26.

Table V-1  
 CHANGES IN ACREAGE EXPOSURES  
 DUE TO IMPLEMENTED CHANGES IN FLIGHT PROCEDURES

	<u>ACCIDENT POTENTIAL ZONES</u>			<u>NOISE ZONES</u>	
	<u>Clear Zone/ Setback</u>	<u>APZ I</u>	<u>APZ II</u>	<u>Noise Zone 3</u>	<u>Noise Zone 2</u>
<u>ON STATION</u>	NC	- 33	NC	-178	+102
<u>OFF STATION</u>					
WATER BODIES	NC	- 96	- 33	NC	-118
DEVELOPED					
Use Compatible With Objectives	NC	-116	-150	NC	-163
Use Incompatible With Objectives-High Density	NC	- 63	- 33	NC	- 90
Use Incompatible With Objectives-Other	NC	-564	NC	- 10	-466
UNDEVELOPED					
Zoning Compatible With Objectives	NC	NC	-256	NC	-100
Zoning Incompatible With Objectives	NC	-181	- 60	- 28	-227
TOTAL, OFF STATION	No Change	1,020 Acre Reduction	532 Acre Reduction	16 Acre Reduction	959 Acre Reduction

While the noise calculations assume that all jets strictly follow multiple operations, it is known that turns have in the past been executed earlier. Therefore, while some benefit has been realized by eliminating the relatively low level overflights of developed areas adjacent to Runways 08, 17 and 26, there is no effect on the location of the noise zone lines.

Figure V-1 identifies the changes in the noise zone which have occurred at NAS South Weymouth as a result of implementing a preferential runway use procedure. The goals of redirecting noise exposure from the developed areas to the north and south, to the largely undeveloped areas to the east and west are achieved.

Figure V-2 identifies the changes in the Accident Potential Zones which result from implementing the preferential runway use procedure. The accident potential zones to the north and south of the Air Station are eliminated due to the major reduction in operations on Runway 17-35.

Table V-1 presents acreage changes in Noise Zone and Accident Potential Zone impact as a result of the implemented alternatives.

Implementation of the adopted alternatives has resulted in significant reductions of community exposure to AICUZ zones. These reductions beneficially affect all three townships adjacent to the Air Station, Abington, Rockland and Weymouth. Where shifting of exposures has been required to achieve an overall improvement, one or more of the following beneficial effects has occurred:

- Shifts from developed areas to undeveloped areas

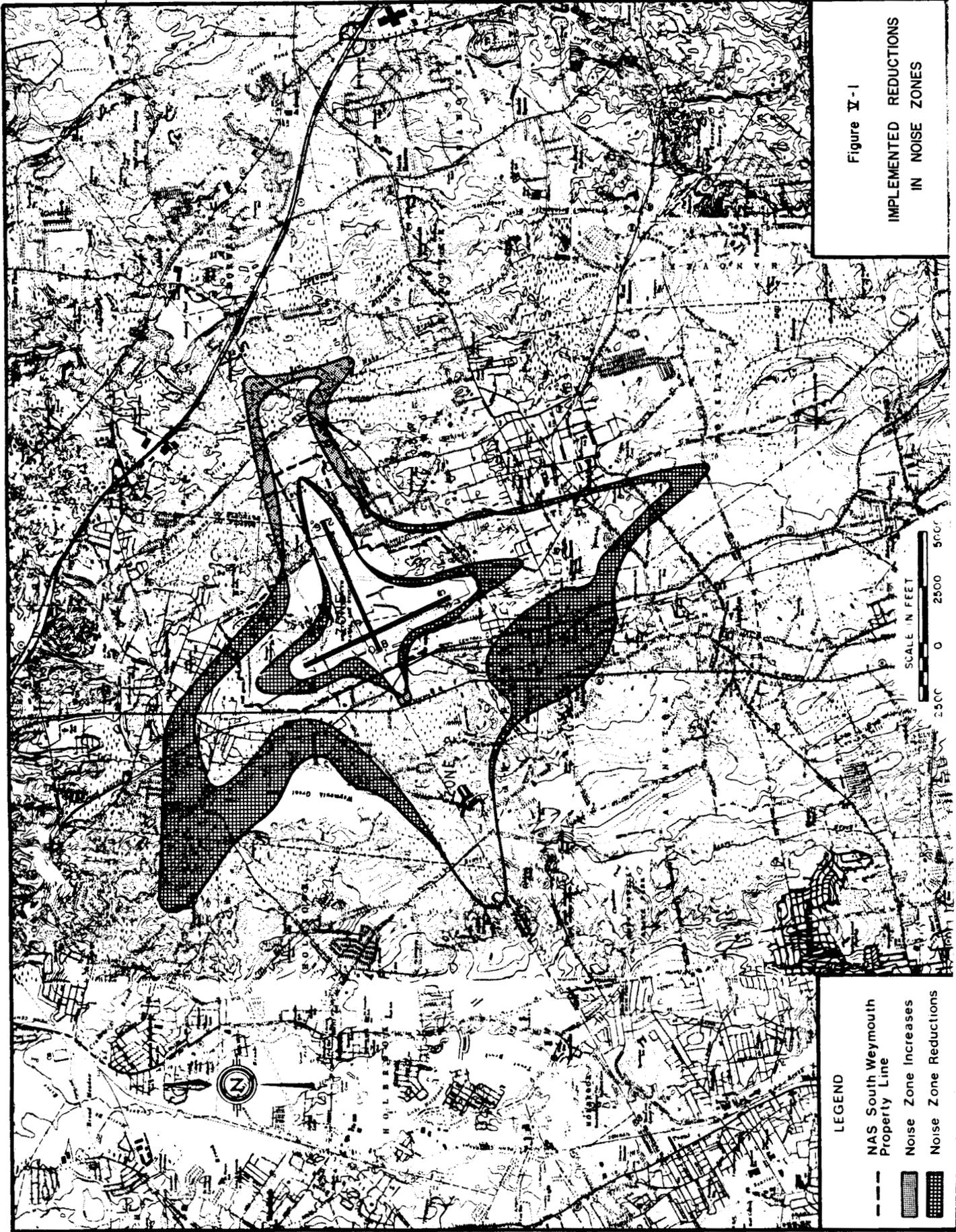


Figure X-1  
 IMPLEMENTED REDUCTIONS  
 IN NOISE ZONES

- LEGEND
- NAS South Weymouth Property Line
  - ▨ Noise Zone Increases
  - Noise Zone Reductions

SCALE IN FEET  
 0 2500 5000

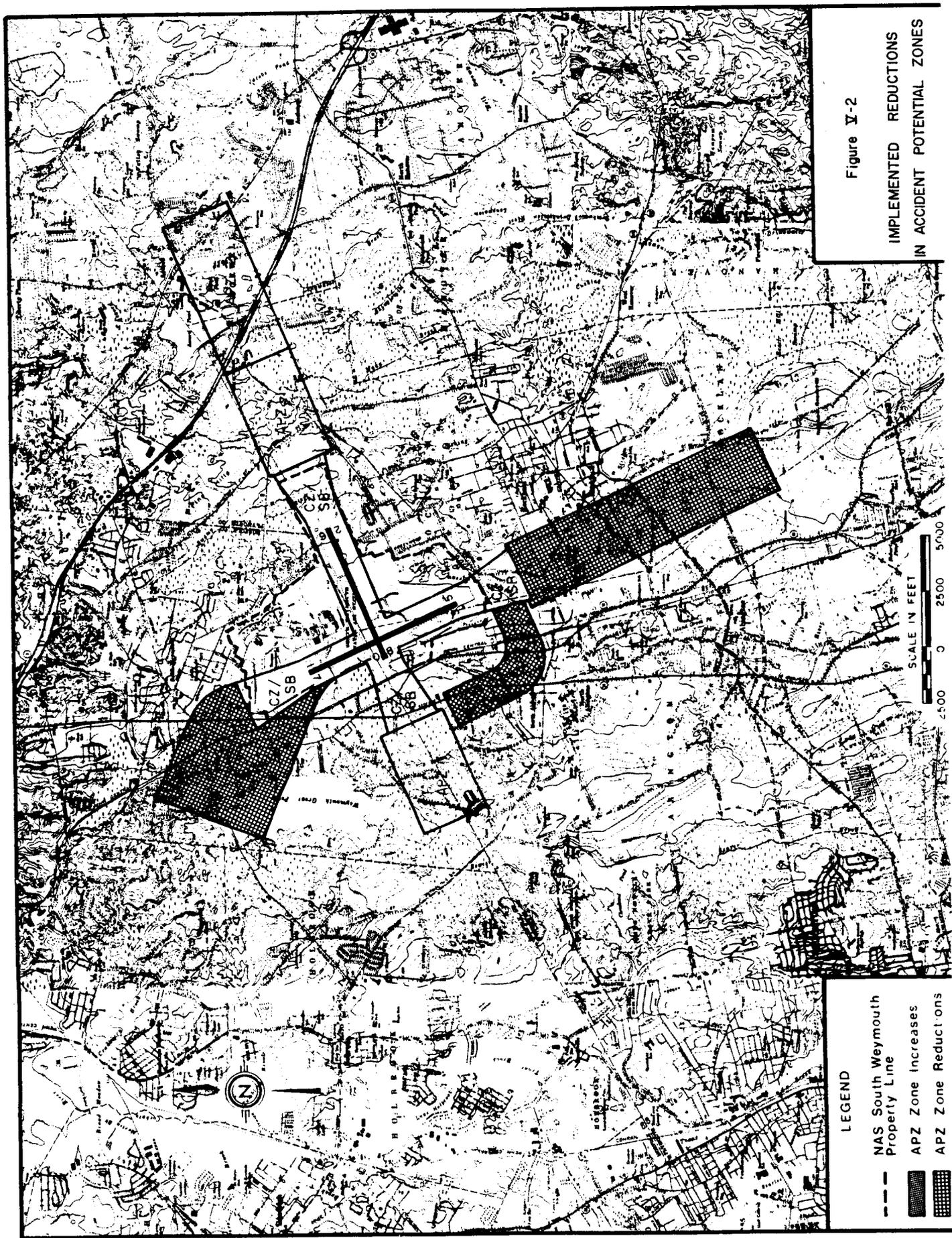


Figure V-2

IMPLEMENTED REDUCTIONS  
IN ACCIDENT POTENTIAL ZONES

LEGEND

- NAS South Weymouth Property Line
- [Cross-hatched box] APZ Zone Increases
- [Dotted box] APZ Zone Reductions

SCALE IN FEET  
0 2500 5000

- Shifts from developed areas with land uses incompatible with objectives to developed areas with land uses compatible with objectives.
- Shifts from undeveloped areas with zoning incompatible with land use objectives to undeveloped areas with land use zoning compatible with land use objectives.

#### Facility Modification Alternatives Approved as Funding Proposals

Several facility modification alternatives have been approved as funding proposals, and represent the basis for an Alternate AICUZ:

- Alternative 10: Extend Runway 10-26 1,000 Feet to the East; Moderate Preferential Use of Runway 08-26. By extending the Runway 08-26 more operations could utilize the runway, and AICUZ impacts would be further reduced.
- Alternative 11: A-4 Runups Suppressed. Purchase of equipment to suppress the noise emitted during on-the-ground engine runups would reduce noise exposure on the community.
- Alternative 12: Install Visual Approach Slope Indicator (VASI) Units. This alternative would result in the installation of navigational aids principally for use by P-3's and C-9's. These aids would reduce low approaches by the indicated aircraft thereby reducing noise impacts.

Implementation of Alternatives 11 and 12 would not affect the AICUZ zones, as the calculation procedures are not sensitive enough to show the benefits. Alternative 10 would result in significant changes in the noise zones and accident potential zones.

A full description of these alternatives is found in Appendix N, along with a map of the changes in the noise and accident potential zones caused by Alternative 10.

The "Alternate AICUZ" which would result from implementation of Alternative 10 is presented in Appendix 0. This appendix also provides the land use analysis maps associated with the Alternate AICUZ and the table of tract-specific strategies recommended for implementation should the Alternate AICUZ become a reality.

It must be emphasized, however, that the \$2,000,000-\$3,400,000 cost of implementing Alternative 10 may be regarded as excessive by the Federal Government, due to Federal budget constraints. Local communities are strongly urged to consider the AICUZ presented in Chapter IV and the implementation recommendations found in Chapter VII as final.

## LAND USE ANALYSIS

### Introduction

The Land Use Analysis chapter is divided into two main sections, as follows:

- Land Use in the AICUZ

This section defines the existing off-Station land uses; shows local land use zoning within the AICUZ; compares the existing land use and zoned uses in undeveloped areas with the land use objectives for AICUZ land; and identifies wetland areas within the AICUZ which limit the development potential of many of the undeveloped areas.

- Methods of Achieving Land Use Objectives

This section describes the various procedures available for achieving land use objectives in undeveloped land within the AICUZ. These include noise and accident potential abatement procedures (which have already been implemented); acquisition strategies (which normally are not applied at military reserve facilities); and land use regulatory procedures, which are considered the primary means of achieving the land use objectives for undeveloped land in the AICUZ.

### Land Use in the AICUZ

#### A. Existing Land Use

The existing land use in the NAS South Weymouth vicinity is shown in Figure VI-1. This information was developed through existing Federal, regional, and town land use maps; field surveys; analysis of aerial photographs and prior planning reports.

All of the land areas around the Naval Air Station are developed to some extent, and in many areas, development extends to the

Station boundary. Areas which are undeveloped are often wetlands. The greatest concentrations of residential population are north of NAS South Weymouth in the town of Weymouth. Significant concentrations are also found south of the facility in Abington and Rockland. Noise sensitive uses such as churches, schools and hospitals are found in most of the urbanized areas.

Development is less extensive and somewhat less sensitive in areas to the east and northeast of the base in Weymouth and Hingham; and to the west of the Air Station along the boundary between Plymouth and Norfolk counties. Development in these areas has been limited by extensive wetlands; by the low density of residential development allowed in some of the western areas; and by the industrial zoning which predominates to the east and northeast.

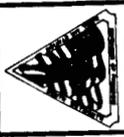
It should be noted that the noise and accident potential abatement procedures implemented as a result of the Alternatives Analysis (Chapter V), provided for the overflight of these undeveloped areas by all aircraft operations which could safely do so. Thus, the large majority of all propeller and helicopter takeoffs and landings, and most touch-and-go operations use Runway 08-26. This procedure focuses noise emissions and accident potential over areas which are largely undeveloped. Other procedures, such as requiring aircraft to fly at the highest altitudes in the local area consistent with maintaining flight safety, minimize noise exposure in all areas surrounding the Air Station.

The pattern of development in the Air Station vicinity is strongly influenced by two factors. The first is the town or village centers which have historically been the cores of urban development throughout the region. Examples of this are the South Weymouth village center adjacent to the northern border of the Air Station, and the



**LEGEND**

- NAS South Weymouth Property Line
- Residential
- Commercial & Offices
- Institutional
- Parks; Public or Semi-Public Open Space
- Industrial
- Agricultural
- Transportation, Utilities, Quarrying



**AICUZ**  
Air Installation  
Compatible Use Zone Study

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Figure VI-1  
EXISTING LAND USE

town centers of Rockland and Abington. Most recent subdivision activity has expanded outward from these centers. The second major influence is roadside development along regional highways. The best example is the extensive commercial and residential development along Massachusetts Route 18 which parallels the western border of the Air Station. Commercial shopping center or industrial park development is also present, but the major areas tend to be oriented to the limited access highways such as the Southeast Expressway (Route 3). As a generalization the overall pattern of development in the region is very strongly influenced by the roadway network especially the arterials.

#### 1. Residential Housing

The most critical aspect of residential housing is the recent proliferation of high density apartment development north of the Air Station. Most other areas around the base are in single family housing, generally at medium densities. Due to the availability of sewer and water services, there is relatively little low density development. The existing housing stocks are of relatively good quality and there are currently no areas scheduled for redevelopment.

#### 2. Commercial

Commercial development of three types is found in the Air Station vicinity. There are intown commercial areas, highway or strip commercial development and regional shopping centers. The intown areas are those such as found in the village of South Weymouth, Rockland and Abington. Strip development is seen along such routes as Massachusetts Route 18, Route 53 and Route 123. Shopping centers are primarily in the vicinity of the Southeast Expressway in Weymouth, Hingham and Norwell.

### 3. Industrial

Established industrial plants tend to be located singly and oriented to historical community centers and population concentrations. Some industrial park development has recently occurred east of the Air Station in Hingham, Rockland and Weymouth. This development is oriented to access points to the Southeast Expressway.

### 4. Noise Sensitive Uses

Churches, schools and hospitals are widely distributed throughout the areas affected by Air Station operations. These include six schools and the South Shore Hospital in Weymouth, five schools in Rockland and four schools in Abington. Implementation of operational changes reduces the affected sites to two schools, one in Rockland and one in Norwell, and one church in Abington.

### 5. Public Uses

The only significant publicly owned parcel within noise impacted areas is the watershed land surrounding Great Pond in South Weymouth. A much smaller parcel located north of the Air Station in Weymouth is preserved as a bird sanctuary. Southwest is Ames Nowell State Park in Abington.

### B. Existing Zoning

All the towns in the vicinity of NAS South Weymouth have zoning regulations which control the uses of land, densities of development, setbacks for structures, heights, floor areas and other construction requirements. There is considerable variation in the

detailing of land uses allowed in similar zoning districts of the various townships. In particular, allowable lot sizes, and uses allowed by special permit differ by township, and for different zoning districts within the same township.

Figure VI-2 depicts the zoning districts located within the AICUZ. This map identifies the districts by means of a two part code, keyed to Table VI-1. The first part of the code (in parentheses) identifies the township, and the second portion of the code indicates the particular zoning district of that town which applies to the land area. Appendix F provides a detailed listing of the land uses allowed in each zoning district, along with those uses allowed by special permit.

The AICUZ area is zoned primarily for moderate to high density (one or more units per acre) residential land uses. The principal exceptions to this are found to the east and west of the Air Station. Industrial zones are located principally to the east of the Air Station (in the areas coded, (WE) I1, (HI) INDUS. PARK, (RO) I1, (RO) I2, and (NO) BUS-C; and to the west of the Air Station in the area coded (AB) I. A portion of the area to the west of the facility is zoned for open space uses, identified (WE) PUB. All of the areas within the AICUZ zoned for low density residual development (one unit or less per acre) are located to the east and west of the Air Station, in the areas identified as (NO) RES B and (HO) R1 respectively.

The zoning in the Air Station vicinity represented an important consideration for directing most Air Station operations to overfly the areas to the east and west. It is these areas which have the principal concentrations of industrial and open space zones which are less sensitive to noise than the residential uses which

Table VI-1  
ZONING CODES IDENTIFIED ON ZONING MAP

(AB)GC - (Abington) General Commercial  
(AB)HC - (Abington) Highway Commercial  
(AB)I - (Abington) Industrial  
(AB)R-20 - (Abington) High Density Residential  
(AB)R-30 - (Abington) Medium Density Residential  
(HA)RES - (Hanover) Residence  
(HI)INDUS. PARK - (Hingham) Industrial Park  
(HI)RES A - (Hingham) Residence A District  
(HO)I - (Holbrook) Industrial  
(HO)R1 - (Holbrook) Residence 1  
(NO)BUS C - (Norwell) Business C1-C2-C3 (Industrial)  
(NO)RES A - (Norwell) Residence A  
(NO)RES B - (Norwell) Residence B  
(RO)B - (Rockland) Business  
(RO)I1 - (Rockland) Limited Industrial  
(RO)I2 - (Rockland) Industrial Park  
(RO)R1 - (Rockland) Residence  
(RO)R2 - (Rockland) Residence  
(RO)R3 - (Rockland) Residence  
(WE)B1 - (Weymouth) Limited Business  
(WE)B2 - (Weymouth) General Business  
(WE)I1 - (Weymouth) Limited Industrial  
(WE)PUB - (Weymouth) Public, Semi-Public and Open Space  
(WE)R1 - (Weymouth) Residence District  
(WE)R3 - (Weymouth) Residence District

LEGEND

NAS South Weymouth  
Property Line

Zoning District With Identifier  
Keyed To Table VI-1

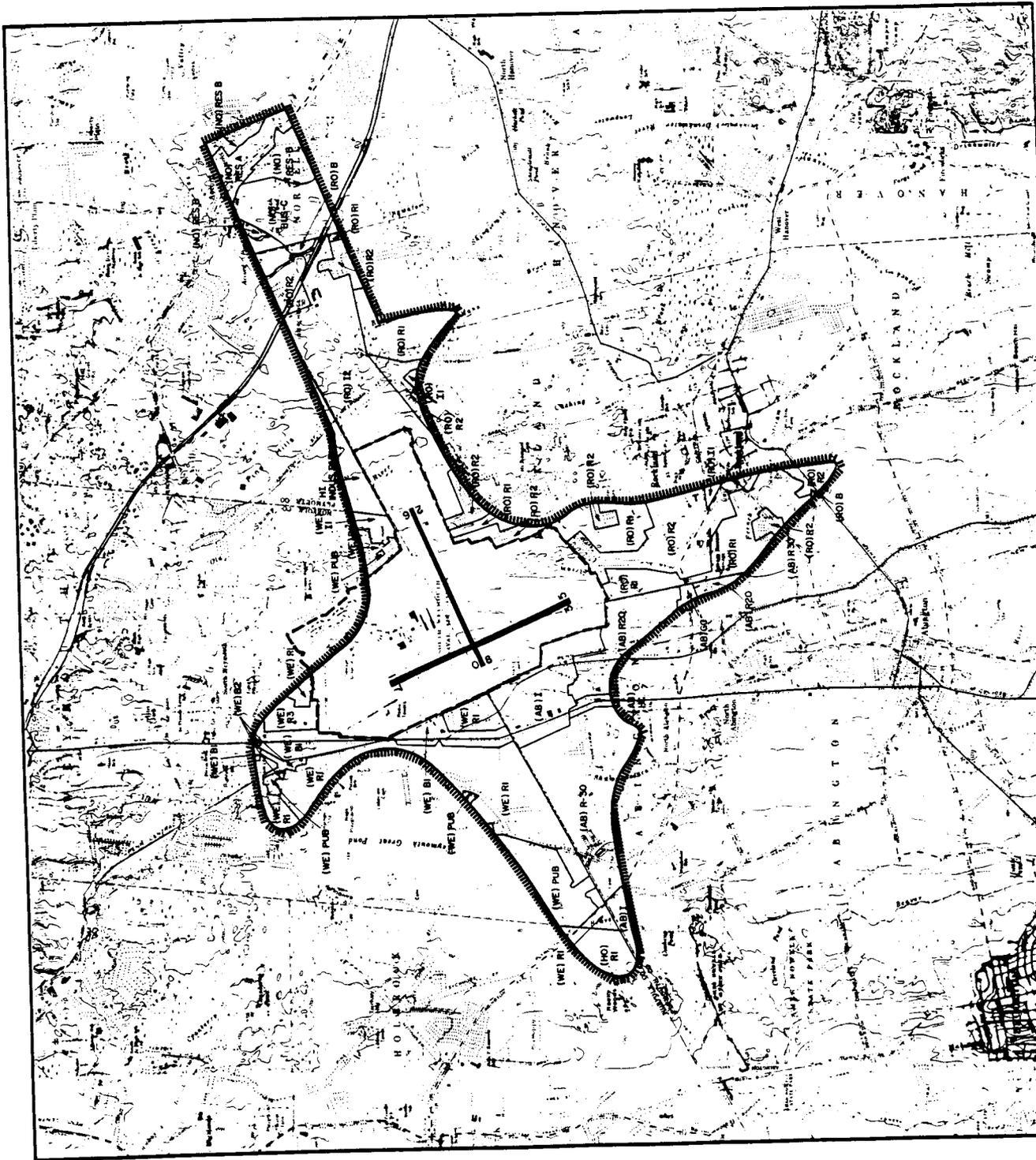


AICUZ

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Figure VI-2  
ZONING



predominate to the north and south of the Air Station. Further, all of the low density residential zones are located to the east and west.

None of the zoning ordinances are cumulative, i.e., permitting all uses within the least restrictive zone. All are exclusionary to some degree, but they may permit a mixture of uses in certain zoned areas according to the specific regulations of the respective towns. A special permit is required in these cases. None of the towns except Weymouth have height zoning ordinances oriented toward protecting navigable airspace, but most do contain restrictions on building height.

#### C. Compatibility With Land Use Objectives

Figure VI-3 depicts the compatibility of existing and projected land uses in the AICUZ with the land use objectives presented in Chapter IV (Figure IV-8). It should be noted that the land use objectives in many cases specify uses which are "normally unacceptable" as well as "clearly unacceptable" and "normally acceptable" as well as "clearly acceptable". The existing land uses, and projected land uses within the AICUZ were reviewed along with the land use objectives criteria to make a determination as to the actual acceptability of these "normally" acceptable or unacceptable uses.

The compatibility of projected uses of undeveloped land is based on the zoning districts applicable to these undeveloped areas. Where the uses allowed in the district were compatible except for certain uses allowed only with a special permit, such land was identified as "compatible" with the land use objectives.

Therefore, compatibility of undeveloped land is subject to revision, as development actually occurs, and as zoning districts are revised.

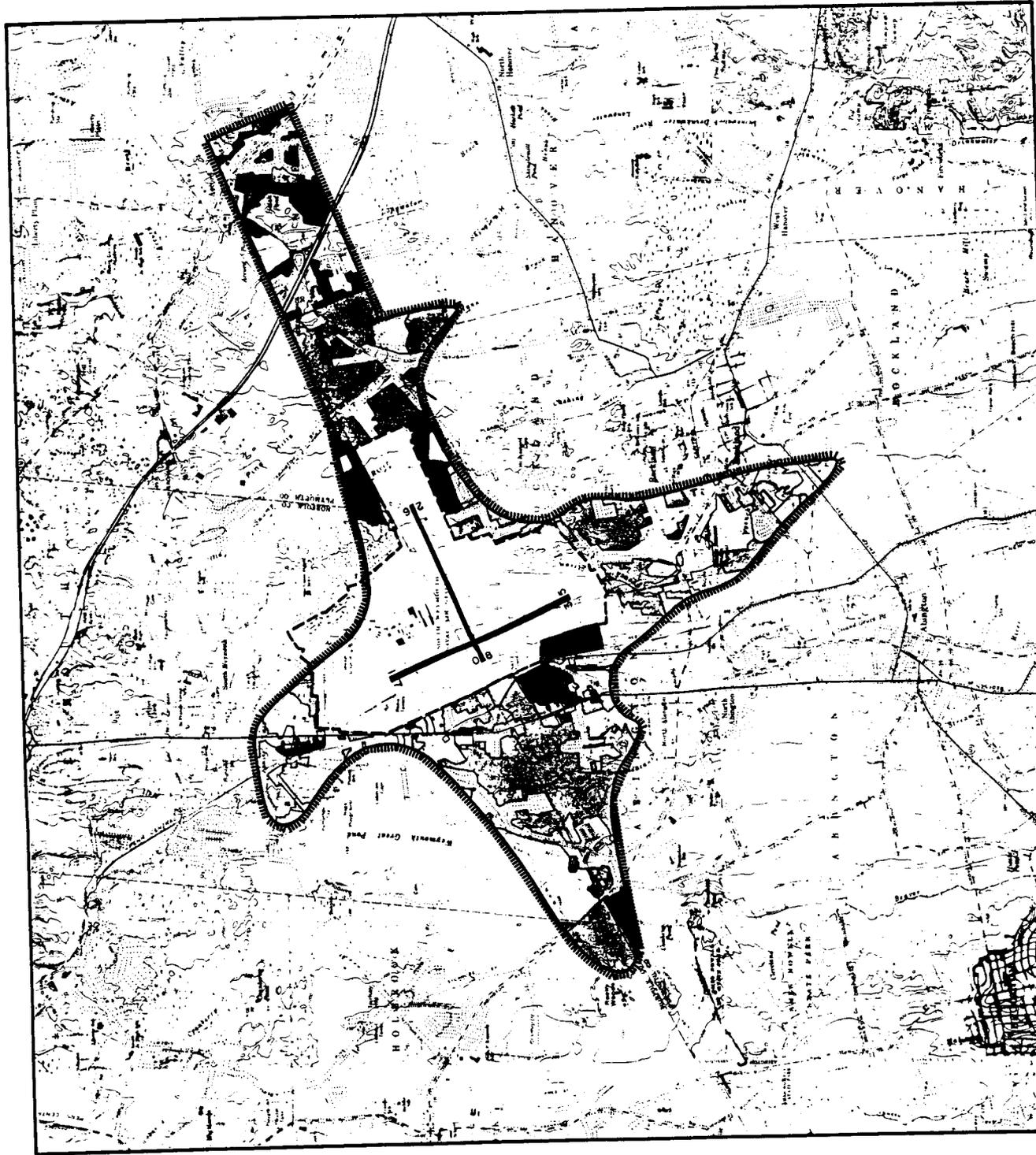
Areas projected as "compatible" will have to be revised if the zoning district is changed from a compatible to an incompatible district, or if a special permit is issued for an incompatible use. Likewise, if an undeveloped area subject to an "incompatible" zoning district is developed to a compatible land use, or if the zoning district is changed to a compatible district, than the "incompatible" projection will require revision.

The compatibility of existing and projected land uses with AICUZ land use objectives is quantified in Table VI-2. This table breaks down the AICUZ into its component noise and accident potential zones. It should be noted that if an existing or projected land use would be incompatible with either the noise zone or accident potential zone component of the AICUZ zone, then that use is identified as "incompatible" with objectives. A use must be compatible with both the noise zone and accident potential zone components in order to be identified as "compatible".

As the compatibility map clearly indicates, the areas to the north and south of the Air Station are largely developed to uses incompatible with the land use objectives, even with the reductions in noise exposure and accident potential which have resulted from implementation of noise and accident potential abatement procedures.

Much of the area to the east and west of the Air Station is, or is projected to be, developed for compatible uses. The compatibility of these areas continues even after implementation of operational procedures which result in overflight of these areas by most aircraft on takeoff and landing.

Most of the undeveloped land in the AICUZ is incompatibly zoned. However, a factor limiting the development potential for most of this undeveloped area is the presence of wetlands.



**LEGEND**

--- NAS South Weymouth Property Line

Existing Uses Compatible

Existing Uses Incompatible

Undeveloped, Projected Compatible

Undeveloped, Projected Incompatible



AICUZ  
Air Installation  
Compatible Use Zone Study

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**Figure VI-3  
COMPATIBILITY WITH LAND USE  
OBJECTIVES**

Table VI-2  
AICUZ AREA IMPACT TABULATION (ACRES)

AICUZ Area	DEVELOPED		UNDEVELOPED			Off Station Total	On Station Total	Water	Grand Total
	Compatible	Incompatible	Compatibly Zoned	Incompatibly Zoned	No Zoning				
Clear Zone, Setback	--	68	--	126	--	194	902	--	1,096
I-3	--	--	--	--	--	--	--	--	--
I-2	79	161	6	344	--	590	--	--	590
I-1	--	10	--	89	--	99	--	--	99
II-3	--	--	--	--	--	--	--	--	--
II-2	--	--	--	--	--	--	--	--	--
II-1	310	17	132	--	--	459	--	23	482
3	--	2	--	8	--	10	145	--	155
2	<u>331</u>	<u>723</u>	<u>283</u>	<u>400</u>	--	<u>1,737</u>	<u>566</u>	<u>33</u>	<u>2,336</u>
Total	720	981	421	967	--	3,089	1,613	56	4,758

#### D. Wetlands

There are significant wetlands and associated water resources in the Air Station vicinity. Wetlands within the AICUZ are depicted in Figure VI-4.<sup>1/</sup> Since the terrain in the area is fairly uniform, wetlands are numerous and extensive. These areas are poor candidates for development for a variety of reasons. These areas are obviously unusable unless subjected to major modification, an expensive process. Since degradation of wetland areas may effect regional water quantity and quality, they tend to be viewed by the communities as a resource to be protected. Wetlands ordinances, flood plain zoning and other local legal safeguards against their development are becoming increasingly common in response to the stringent state wetlands statutes. Additionally, public opinion is generally against development in these areas. On the regional level, water quality problems have been addressed in 208 water quality studies for most of the areas around NAS South Weymouth. This indicates a commitment to regional water quality planning which strongly discourages haphazard development in wetland areas. Based on these factors, development in wetlands or even adjacent to them in unsewered areas is unlikely.

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<sup>1/</sup> For Plymouth County: Soil Survey - Plymouth County, Massachusetts, U.S. Soils Conservation Service, 1969. For Weymouth Township: "Surface Water" map, Town of Weymouth, Department of Public Works, 1976. For Holbrook Township: Soil Survey - Norfolk County, Massachusetts, U.S. Soil Conservation Service (Draft).



## Methods of Achieving Compatible Land Use

### A. Operational Procedures to Reduce Impacts of Noise and Accident Potential

The Alternatives Analysis conducted as part of this Study systematically reviewed a wide range of operational procedures to reduce impacts of noise and accident potential on the surrounding community. A summary of this Analysis appears as Chapter V, and details appear as Appendix N. The implemented alternatives have been incorporated into the AICUZ development (Chapter IV).

Operational procedures implemented as a result of this AICUZ Study have achieved significant reduction of noise and accident potential on the surrounding community. These reductions were instituted to benefit primarily residents of existing dwellings. In many cases the reductions were achieved at the cost of increasing the impacts on undeveloped land.

It must be emphasized that if residential and other land uses sensitive to noise and accidents are constructed on currently undeveloped land in the AICUZ, there will be few if any operational procedures available to reduce impacts on these new developments.

### Air Station Facility Modifications to Reduce Impacts of Noise and Accident Potential

The Alternatives Analysis conducted as part of this Study systematically reviewed modifications of facilities at NAS South Weymouth which would reduce impacts of noise and accident potential. The modifications considered in the analysis would require the application of Federal funds for facility modifications. Once the facility

modifications occurred, operational procedures could be instituted which would reduce noise exposure and/or accident potential on the community. As noted above, the Alternatives Analysis is summarized in Chapter V, and details of the Alternatives Analysis appears as Appendix N.

There is no guarantee that funding of proposed facility modifications would actually occur, and these alternatives cannot be considered "adopted" until the facility modifications are in place. Those alternatives which were approved have been incorporated in the "Alternate AICUZ", described in Appendix O. It should be noted that the incremental benefits achieved by these facility modifications would be relatively minor, compared with impact reductions already achieved through implementation of operational procedures.

The only recommended facility modification which would result in an alteration of AICUZ zones is the extension of Runway 08-26. This modification would provide a relatively minor reduction of developed land from the AICUZ, while increasing the size of affected undeveloped areas. The runway extension would cost between \$2,000,000 and \$3,400,000 (the higher cost includes provision of a standard 1,000 foot overrun area). In view of the small change in overall size of the AICUZ which would result from runway extension and Federal budgetary constraints, it is considered unlikely that runway extension would be implemented.

#### B. Navy Land Acquisition Strategies

Navy land acquisition strategies include land exchange, easement acquisition and fee title acquisition. None of these strategies are considered appropriate at NAS South Weymouth.

### C. Land Use Regulatory Strategies

A wide range of land use regulatory strategies oriented toward the Federal, State, local and private levels are available for encouraging compatible land use within the AICUZ. A summary table listing these appears as Table VI-3. A detailed description of each strategy appears as Appendix Q. An analysis of which strategies are appropriate for implementation in the NAS South Weymouth area appears as Chapter VII.

As was noted above, whereas the operational procedures already implemented have reduced significantly AICUZ impacts on developed areas, the land use regulatory strategies have as their primary goal the encouragement of compatible development in undeveloped areas. If new land uses sensitive to impacts of noise and accident potential are developed in the AICUZ, there will be few if any practical operational procedures available for reducing these impacts on the new uses.

Table VI-3  
AVAILABLE LAND USE REGULATION STRATEGIES

FEDERAL LEVEL

Mandated Review Procedures

National Environmental Policy Act of 1969  
A-95 Budget Review

Existing Federal Agency Programs

HUD Circular 1390.2  
Federal Revenue Sharing  
Urban Renewal Programs  
HUD Open Space Grants  
Land and Water Conservation Funds  
Wildlife Restoration Funds  
Recreation Development Funds

Potential Programs (If Enacted)

National Land Use Policy Act

Ongoing Navy AICUZ Program

Community Liaison  
Community Education

STATE LEVEL

Massachusetts Aeronautics Commission Noise Abatement Program  
State Building Code

LOCAL LEVEL

Town and County Programs

Planning  
Zoning  
Subdivision Regulations  
Building Codes  
Capital Improvements Programs  
Truth-in-Sales and Rental Ordinances  
Transfer of Development Rights  
Cluster Development (PUD)  
Airport Zone  
Maintenance of Environmental Quality  
Height Zoning

Table VI-3 (Continued)

PRIVATE SECTOR LEVEL

Construction Loans to Private Contractors  
Insurance  
Mortgage Loan Requirements

Source: PRC-R. Dixon Speas Associates

## IMPLEMENTATION

Achievement of the land use objectives within the AICUZ is one of the major goals of the AICUZ program. Achieving this goal requires an active involvement with all authorities, Federal, State and local, in a cooperative joint effort. Since the process of land conversion and development is a continuous dynamic process, the fostering of effective communications between all parties underlies the implementation of each and every strategy for achieving the Navy's land use objectives in the AICUZ. This, therefore, becomes the primary way in which compatibility problems can be discovered and effectively discouraged before they gain momentum through the application of public or private resources.

The following discussion identifies the existing problems, presents effective near term strategies for addressing these conflicts, and identifies specific positive actions which should be undertaken. These recommendations only begin a process of joint cooperation, exchange of ideas and information which is the cornerstone of a long term program of maintenance of the AICUZ compatible land use objectives. Recommended land use strategies are shown in Table VII-1.

### Recommended Federal Level Land Use Strategies

#### A. Mandated Review Procedures

The Navy should actively participate in the review of all Federal actions which affect the AICUZ. Through both the environmental review procedures instituted under NEPA and the A-95 review process which require mutual reinforcement of Federal planning programs, the Navy can identify at the earliest point actions by other Federal agencies which can directly or indirectly facilitate

Table VII-1  
RECOMMENDED LAND USE REGULATION STRATEGIES

<u>Strategies</u>	<u>General</u>	<u>Tract-Specific</u>
<b>FEDERAL LEVEL</b>		
<u>Mandated Review Procedures</u>		
National Environmental Policy Act of 1969	X	
A-95 Budget Review	X	
<u>Existing Federal Agency Programs</u>		
HUD Circular 1390.2	X	
Federal Revenue Sharing	Not Presently	Applicable
Urban Renewal Programs	Not Presently	Applicable
HUD Open Space Grants	Not Presently	Applicable
Land and Water Conservation Funds	Not Presently	Applicable
Wildlife Restoration Funds	Not Presently	Applicable
Recreation Development Funds	Not Presently	Applicable
<u>Potential Programs (If Enacted)</u>		
National Land Use Policy Act	X	
<u>Ongoing Navy AICUZ Program</u>		
Community Liaison	X	
Community Education	X	
<b>STATE LEVEL</b>		
Massachusetts Aeronautics Commission Noise Abatement Program	X	
State Building Code	X	
<b>LOCAL LEVEL</b>		
<u>Town and County Programs</u>		
Planning	X	
Zoning	X	X
Subdivision Regulations	X	
Building Codes	X	

Table VII-1 (Continued)

<u>Strategies</u>	<u>General</u>	<u>Tract-Specific</u>
Capital Improvements Programs	X	
Truth-in-Sales and Rental Ordinances	X	
Transfer of Development Rights	Not Presently Applicable	
Cluster Development (PUD)		X
Airport Zone	X	X
Maintenance of Environmental Quality	X	X
Height Zoning	X	
PRIVATE SECTOR LEVEL		
Construction Loans to Private Contractors	X	
Insurance	X	
Mortgage Loan Requirements	X	

Source: PRC-R. Dixon Speas Associates

incompatible development within the AICUZ. A specific example is provided by the EPA 208 Water Quality Program through which virtually all the remaining unsewered areas in Rockland, Abington and Weymouth will be connected to regional treatment plants. While water quality problems are sufficiently severe that the development can and should not be halted, the timing and sequencing of expenditures can be ordered to favor those areas compatibly zoned.

B. HUD Programs

Several programs originating in the Department of Housing and Urban Development can effect the proliferation of residential housing. These include mortgage loans (HUD Circular 1390.2), and housing for the elderly programs.

C. Ongoing Navy AICUZ Program

The process of cooperative education and liaison with local communities can effectively originate with the Navy. Sufficient time and resources should be devoted to a continuing program of achieving the AICUZ land use objectives.

D. Other Federal Strategies

The remaining approaches to control of land use enumerated earlier are unlikely to have any significant effect on the near term situations, but should be reviewed periodically or on a case by case basis as to their possible use.

### Recommended State Level Strategies

Massachusetts Aeronautics Commission Noise Abatement Legislation - Cooperative liaison should be maintained with the MAC to support and encourage the adoption of legislation aimed at controlling land use in noise affected areas.

State Building Code - Passage of state enabling legislation on controlling land uses in noise affected area could result in modification of the state building code to provide specific standards for noise insulation. A model of noise attenuation standards for incorporation into the building code is shown in Appendix P for attenuation of 25, 30 and 35 dbA.

### Recommended Local Level Strategies

#### A. Regional Planning

The Air Station is located within two counties, Plymouth and Norfolk County. The regional planning function is carried out by two separate agencies, The Old Colony Planning Council for Plymouth County and the Metropolitan Area Planning Council for Norfolk County. These agencies have no direct jurisdiction in the administration of land use control in the Air Station vicinity. However, they have important influences over town policies. For some towns which lack a professional planning staff, they cooperatively perform certain town planning functions. They investigate and promulgate various regionwide policies embodying recommendations on land use and growth control. Finally, they are central repositories of information on land use, socioeconomic data, and the environmental character of the region. For these combined reasons,

it is important that the regional planning agencies be kept informed on the nature of the AICUZ and its associated compatibility standards.

B. Town Planning and Zoning Commissions

The AICUZ affects land areas in seven towns in the Air Station vicinity. Major impacts occur primarily in the towns of Weymouth, Rockland and Abington. Minor impacts occur in the towns of Hanover, Hingham, Norwell and Holbrook. In all but Weymouth, the planning and zoning functions are carried out without the assistance of full time planning staffs. Therefore, an active dialogue aimed at improving land use compatibility is recommended for all town planning and zoning commissions. Generally, all the towns have town plans. These plans are not forcefully applied since they are dated. The continuing planning function is seen most clearly in application of environmental information or policy formation rather than in strict governance of local zoning. The specific recommendations evolved in the AICUZ analysis should be effectively communicated to local authorities to develop a recognition of the policies which should be applied.

Zoning for all the communities involved is governed through local ordinances based on the "Zoning Act", Chapter 40A, General Laws of the Commonwealth of Massachusetts. This state legislation has no formal provisions for recognition of noise or accident potential areas. However, certain changes in zoning are appropriate in response to the definition of the AICUZ. These include changes from residential uses to commercial or industrial uses which are generally more compatible with the noise environment, or changes in density requirements. These may take the form of up zoning in

residential areas whereby the minimum lot size is raised, or changes in industrial density requirements for and commercial zones reflecting the need to avoid heavy concentrations of people in accident potential zones. Since the local authorities exert considerable influence over development on a case by case basis, a close liaison is even more important. Moreover, the local communities may clearly indicate the presence of the AICUZ on the local mapping and information made available to land developers.

The Wetlands Protection Act can effectively prohibit development in some areas within the AICUZ. The Commonwealth of Massachusetts has one of the strongest state laws in the nation for protection of wetland areas. Local implementation is straightforward, the town designates the Local Authority for enforcement of the law, often the Town's Conservation Commission. Areas are identified through a Conservation Plan or other form of specification which generally proposes that these areas be retained in their natural state. Though not supported by state legislation, other unique natural areas, necessary parkland or conservation areas can be protected through their specification in town land use and planning information, and the policy of giving these areas top priority for public acquisition.

Local subdivision regulations may be modified to reflect noise insulation or density controls. Special permit procedures apply for variances and for such developments as planned unit developments (PUDs). These are handled through separate Zoning Appeals Boards. These groups also must be informed on the compatibility standards of the AICUZ.

The towns may be encouraged to adopt "Truth in Sales and Renting" ordinances requiring disclosure of the noise and accident potential

environment depicted in the AICUZ. This is especially important in view of the day to day and seasonal variation in air activity at the Station. Such an ordinance could be written to apply only to tracts which are presently undeveloped, or to all land in the AICUZ.

Furthermore, the AICUZ implementation officer may be called upon to advise local planning or zoning officials to identify the "least incompatible" development alternative for a particular parcel. Such a choice could occur when it appears clear that some form of incompatible development will occur on the parcel in question. For example, when assessing the impact of incompatible development, the officer may observe that certain types of proposed development such as industrial may be incompatible with land use objectives for AICUZ zones. However, although technically incompatible, the proposed use can still be more favorable than residential or institutional development which might otherwise occur in the absence of industrial development. Likewise in areas where incompatible development cannot be avoided such as residential areas which cannot be sensibly rezoned to compatible uses, lower density development is more favorable than higher density, especially if noise insulation can be provided. Even residential development within the AICUZ can be preferred to such uses as hospitals or schools.

One other aspect of community development is clearly under the jurisdiction of local authorities, the control of building height. The height zoning map, Figure IV-6, depicts the Air Station's airspace in terms of elevation contours above mean sea level. Only the Town of Weymouth has incorporated a requirement into its zoning ordinance prohibiting general encroachment on the airspace environment. All communities should be encouraged to adopt such requirements and incorporate the specific height zoning standards shown. Weymouth should be encouraged to recognize the height zoning map as the specific criteria for evaluating potential airspace encroachments.

Airport Zoning can be used to effectively control additional incompatible development within the AICUZ. Local towns must often address the question of controlling or limiting growth in various areas due to environmental aspects of some areas, the need to control town expenditures which inevitably results from development, or for preserving the character of the community. There are a variety of indirect ways to accomplish this most of which are employed or referenced within the AICUZ land use strategies. However, in some urgent situations, this can be done directly through establishing a moratorium on all development or on certain types of development, the promulgation of a "no growth" policy in certain areas or very strict requirements on development such as in historic districts. A more moderate approach for areas in the AICUZ would be to establish an Airport Zone specifically designated to prohibit or substantially restrict future development incompatible with land use objectives.

In summary, it should be clear that the process of land conversion in any given area is heavily influenced by town review and compromise between the developer and the town based on the recognition of the character of the area and the town policies involved. Incorporation of AICUZ compatibility criteria can be effectively implemented through a close working relationship between the Navy and local officials. This process of mutual cooperation is the most important aspect of the overall program of achieving compatible development within the AICUZ.

#### C. Private Sector Land Use Controls

Interaction within the private sector can have beneficial influences on instituting compatible land use and avoiding incompatible development within the AICUZ. These strategies are accessorial to the primary goal of obtaining direct control through municipal institutionalization of the AICUZ compatibility criteria. While these

approaches may be of limited value in large areas of incompatibility, they are very useful in avoiding infill development in areas largely but not completely developed. This approach includes efforts to restrict the availability of construction loans to private contractors, an awareness of risk in accident potential areas and restrictions on mortgage loans for construction in the AICUZ.

### Tract Specific Strategies

Certain aspects of development within the AICUZ are related to the specific areas or parcels and variations in their circumstances. This section reviews these factors, defines the undeveloped areas remaining within the AICUZ and presents the specific recommendations for achieving the AICUZ compatibility objectives.

Sewer Line Extensions - Plans have already been completed to fully sewer all the areas around the Air Station in Rockland, Abington and Weymouth. Resources for completion of these projects has been set aside and construction of some facilities is underway. These facilities are vital to the maintenance of water quality in the region. Thus there is no likelihood that these projects can be halted or reversed. However, the timing of specific sewer line extensions is key to the timing of new development which will be made possible by them. A detailed knowledge of these specific sewer line extensions is very useful in understanding the pattern of additional development and its timing.

In Weymouth the final area for sewer line extension is along Thicket Street. Construction is underway, opening major areas for development. A new proposed subdivision is being discussed for areas adjacent to Elmer Road. This indicates an important area of development pressure.

In Rockland, sewer extensions await an increase in treatment plant capacity. This expansion is under contract and construction will commence in the Spring of 1979 with completion scheduled for 1 1/2 to two years from initiation of construction. Once completed this will facilitate development in three key areas. The first, and most important is an extension along Salem Street, where residential construction has been proposed (Meadowood). The second area is an extension along Hingham Street to serve industrial areas to the east of the Air Station. The EPA has turned down Rockland's proposal for cost sharing on this extension because the industrial development is privately sponsored. However, this type of extension, since it will favor development of a more compatible nature within the AICUZ, is the type which normally should be supported and encouraged by the Navy. Once adequate treatment capacity is available, the plant is scheduled to serve some areas in Abington, a requirement proposed by EPA. The Town of Abington is somewhat unenthusiastic about construction of sewer lines because of the substantial expense. The Navy should work closely with Abington to favor extensions to compatible areas and discourage extension to incompatible areas until such time as effective land use controls are instituted.

#### Encroachments

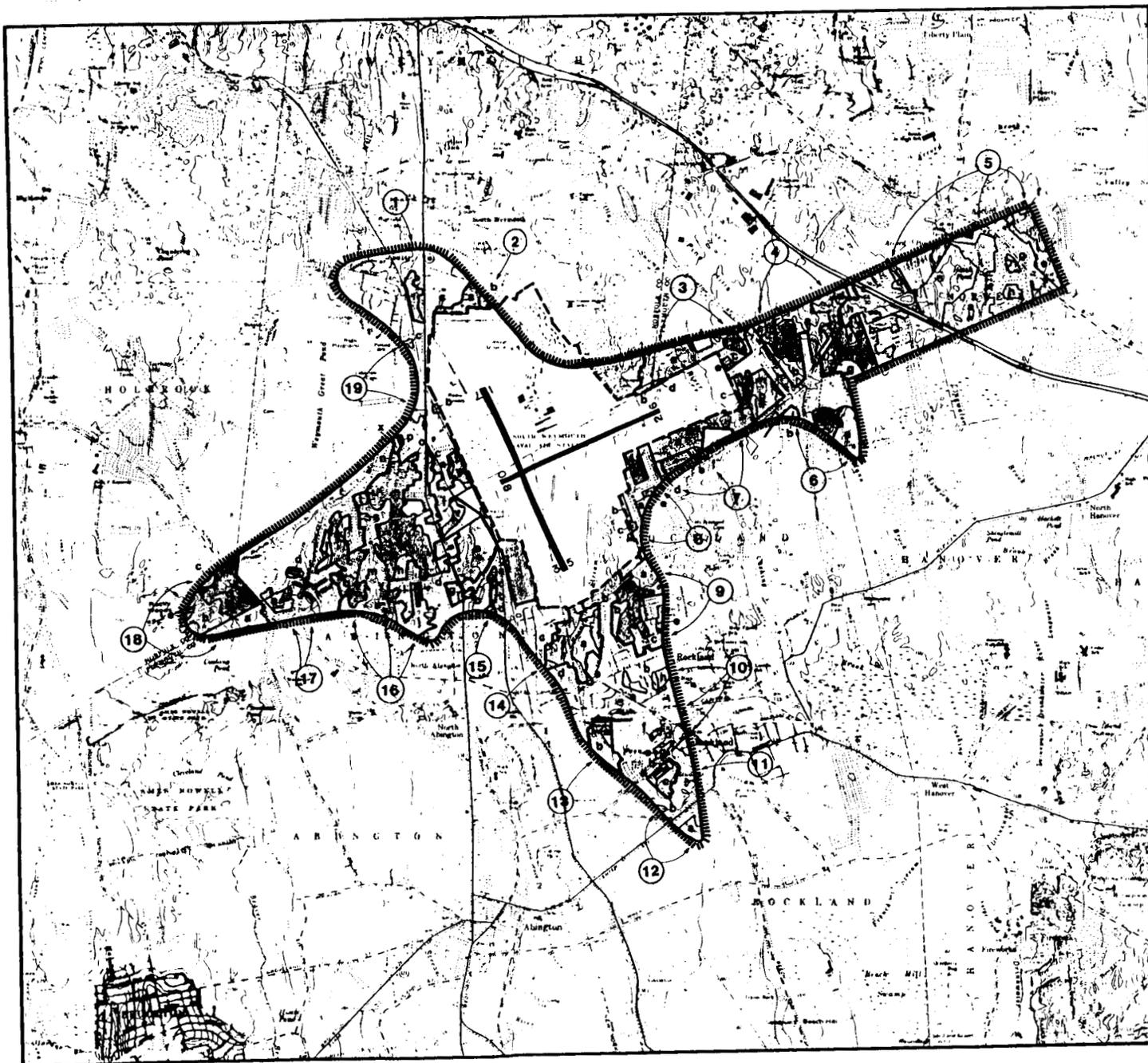
Four areas were identified in Chapter III, Figure III-7 as imminent encroachments. Encroachment A, the Meadowood Development is presently under litigation and under a temporary injunction. The Hidden City area (Encroachment B) will probably experience some additional infill residential development. Since the area is already committed it has not been included into the undeveloped areas shown later in this section. Because of its proximity to the Air Station, proposed new construction should be reviewed carefully on a case by case basis with appropriate recommendations for reduced density development

and noise insulation. Status of Encroachment C is unchanged, and recommendations are presented in the following map and table. Encroachment D, the Elmer Road subdivision is at present only in the discussion stage, and has not been formally presented to the town for approval. Appropriate recommendations are presented for this undeveloped area in the following map and table.

### Tract Analysis

In previous sections, land use strategies have been discussed either in terms of general approaches or actions directed toward the numerous municipalities involved. To complete the analysis and discussion, Figure VII-1, Strategies, and Table VII-2, Details of Tract - Specific Strategies, give complete details for all the remaining undeveloped land within the AICUZ. The map indicates all the remaining undeveloped areas. The highest priority areas are called out with heavier weighted lines. Generally speaking, the larger areas, and the areas closest to the runway ends are the most important. Inspection of the map indicates that substantial areas are undeveloped within the AICUZ. Through the shifting of impacts to these largely undeveloped areas, the overall impact of Air Station operations has been significantly reduced. Provisions for compatible land use should be pursued with special vigor since there are no remaining alternatives for reducing the impacts on these undeveloped areas. Moreover, the situation is complicated by the sheer number of municipalities involved and the difficulties likely to be encountered in obtaining joint efforts.

Each specific undeveloped area has been subdivided into one of three categories: areas compatibly zoned, areas incompatibly zoned and wetlands. Recommendations for each specific area are provided in Table VII-2. A variety of information for each specific area is



**LEGEND**

- NAS South Weymouth Property Line
-  Undeveloped Area, Keyed To Table VII-2
-  Developed (No Action Necessary)
-  Undeveloped Compatibly Zoned (Maintain Existing Zoning)
-  Undeveloped Incompatibly Zoned Wetland Areas (Maintain Environmental Quality)
-  Other Undeveloped Incompatibly Zoned Areas (See Table VII-2)

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**AICUZ**

Air Installation  
Compatible Use Zone Study

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**prc** SPEAS ASSOCIATES

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Figure VII-1  
**STRATEGIES**

Table VII-2

DETAILS OF RECOMMENDED TRACT SPECIFIC STRATEGIES TO ENCOURAGE COMPATIBLE DEVELOPMENT IN THE AICUZ

AREA CODE	AICUZ ZONE	EXISTING ZONING	COMPATIBILITY REQUIREMENT	ENVIRONMENTAL CHARACTER	ACCESS	RECOMMENDED STRATEGY	COMMENT	AREA (ACRES)	LOCATION	
1	2	B-1; Compatible	OK	Primarily Wet	Accessible	<ul style="list-style-type: none"> <li>● Maintain existing zoning</li> <li>● Maintain envir. quality</li> </ul>		10-50	North	
2	a	2, cz/sb	R-1, R-3; Incompat.	Wetland	Inaccessible	<ul style="list-style-type: none"> <li>● Maintain existing zoning</li> <li>● Maintain envir. quality</li> <li>● Acquisition for public use</li> </ul>		10-50	North	
	b	2	R-1; Incompatible					0-10		
	c	2, cz/sb	R-3; Incompatible					0-10		
3	a	2	1-1, IND.PK; Compat.	Portions Wet	Inaccessible	<ul style="list-style-type: none"> <li>● Maintain existing zoning</li> <li>● Chng. zoning to industrial</li> </ul>		0-10	Northeast	
	b	3	1-1; Incompatible	Use	Not Accessed	<ul style="list-style-type: none"> <li>● Provide density restrict.</li> </ul>				
	c	1-2, cz/sb	1-2; Incompatible	Density, Use	Accessible					
	d	3	IND.PK; Incompat.	Use	Wetland	Inaccessible				<ul style="list-style-type: none"> <li>● Maintain envir. quality</li> </ul>
	e	cz/sb	1-2; Incompatible							
	f	1-2	1-2; Incompatible							
	g	1-2, 1-1	1-2; Incompatible							
4	a	1-2, 1-1	IND.PK, 1-1; Incom.	Density	Accessible	<ul style="list-style-type: none"> <li>● Provide density restrict.</li> </ul>	<ul style="list-style-type: none"> <li>● Good growth potential for industrial develop.</li> <li>● Will be served by sewerline ext on Hingham St.</li> </ul>	10-50	East	
	b	1-2								
	c	1-2, 1-1								
	d	1-1								
	e		1-2; Incompatible	Density, Use	Wetland	Inaccessible	<ul style="list-style-type: none"> <li>● Chng. zoning to industrial</li> <li>● Provide density restrict.</li> <li>● Provide density restrict.</li> <li>● Maintain envir. quality</li> </ul>			
	f									
	g	1-2, 1-1	1-2, R-1; Incompat.							
	h	1-2, 1-1	1-2, R-1; Incompat.							
i			Density				50-100			
j							10-50			
5	a	II-1	BUS-C, RES-A, RES-B; Compatible	OK	Accessible	<ul style="list-style-type: none"> <li>● Maintain existing zoning</li> </ul>		10-50	East	
	b		1-2, R-1, R-2; Com.					0-10		
	c		1-2; Compatible					10-50		
	d		R-2; Compatible					0-10		
	e		RES-A, RES-B; Com.							
	f		RES-B; Compatible							
	g		RES-A, RES-B; Com.							
	h		RES-B; Compatible							
	i									

AREA CODE	AICUZ ZONE	EXISTING ZONING	COMPATIBILITY REQUIREMENT	ENVIRONMENTAL CHARACTER	ACCESS	RECOMMENDED STRATEGY	COMMENT	AREA (ACRES)	LOCATION							
6	2	RES R-2; Incompat.	Use	Wetland	Inaccessible	<ul style="list-style-type: none"> <li>• Avoid additional develop.</li> <li>• Maintain existing zoning</li> <li>• Maintain enviro. quality</li> </ul>		10-50	East							
		I-1; Compatible	OK		Accessible			0-10								
		R-1; Incompatible	Use		Inaccessible			10-50								
7	2	I-2, R-2; Compat.	OK		Accessible	<ul style="list-style-type: none"> <li>• Maintain existing zoning</li> <li>• Chng. zoning to industrial</li> <li>• Provide density controls where necessary</li> </ul>		10-50	East							
		II-2	I-2, R-2; Incompat.					Density, Use		0-10						
	2	R-2; Incompatible	Use	Wetland	Inaccessible	<ul style="list-style-type: none"> <li>• Maintain enviro. quality</li> </ul>		10-50								
		cz/sb	I-2; Incompatible					Density, Use		0-10						
	8	2	R-1; Incompatible	Use	Wetland	Inaccessible	<ul style="list-style-type: none"> <li>• Reduce density</li> <li>• Provide noise insulation</li> <li>• Maintain enviro. quality</li> </ul>	<ul style="list-style-type: none"> <li>• Small areas, development unlikely</li> </ul>	0-10	Southeast						
			R-2; Incompatible						10-50							
		3, 2	R-1, R-2; Incompat.	Use		Accessible	<ul style="list-style-type: none"> <li>• Planned unit development</li> </ul>	<ul style="list-style-type: none"> <li>• Imminent encroachment area</li> </ul>	0-10	South						
		2	R-1; Incompatible						10-50							
2		R-1, R-2; Incompat.	0-10													
9	2	cz/sb, 2	Use	Wetland	Inaccessible	<ul style="list-style-type: none"> <li>• Maintain enviro. quality</li> </ul>	<ul style="list-style-type: none"> <li>• Sewer line ext. on Salem Street</li> </ul>	10-50	South							
		2						R-1, R-2; Incompat.		0-10						
	2	cz/sb, 2	R-1; Incompatible													
10	2	R-2; Incompatible	Use		Inaccessible	<ul style="list-style-type: none"> <li>• Local acquisition for public use</li> <li>• Reduce density provide noise insulation</li> </ul>	<ul style="list-style-type: none"> <li>• Small infill areas, development unlikely, low priority</li> </ul>	0-10	South							
										R-1; Incompatible	Wetland	<ul style="list-style-type: none"> <li>• Maintain enviro. quality</li> </ul>				
		2											R-1; Incompatible	Use	Wetland	Inaccessible
										2	R-1; Incompatible	10-50				

AREA CODE	AICUZ ZONE	EXISTING ZONING	COMPATIBILITY REQUIREMENT	ENVIRONMENTAL CHARACTER	ACCESS	RECOMMENDED STRATEGY	COMMENT	AREA (ACRES)	LOCATION
12	a	R-2; Incompatible	Use		Accessible	● Local acquisition for public use		10-50	South
	b	2	R-1; Incompatible					0-10	
13	a	R-1; Incompatible	Use		Accessible	● Change zoning to industrial ● Local acquisition for public use		0-10	South
	b	2		Wetland	Inaccessible	● Maintain enviro. quality		10-50	
14	a	cz/sb, 2	R-1; Incompatible	Wetland	Accessible	● Reduce density ● Require noise insulation	● Sewerline ext. on Salem Street	10-50	South
	b	cz/sb	R-20; Incompatible				● Major wet areas	0-10	
	c	2	R-20; Incompatible						
	d		R-2; Incompatible						
	e						● Reduce density ● Require noise insulation		
	f	cz/sb, 2	R-20, R-1, R-2; Incompatible				Inaccessible	● Maintain enviro. quality	
15	a	2	I; Compatible		Not Accessed	● Reduce density ● Provide noise insulation	● Infill area	0-10	West
	b		Use						
	c		R-20; Incompatible						
	d			Wetland	Inaccessible	● Maintain enviro. quality			
16	a	2	I; Compatible		Accessible	● Maintain existing zoning		50-100	West
	b		HC; Compatible					0-10	
	c		B-1; Compatible						
	d		I; Compatible						
	e		R-1; Incompatible						
	f	cz/sb, 2, 1-2	R-1, 1, B-1; Incom.			10-50			
	g	2				0-10			
	h	1-2, 2	R-30; Incompatible	Use			0-10		
	i	2					10-50		
	j	2					0-10		
	k	1-2	R-1; Incompatible						
	l								
	m	1-2, 2	R-1, R-30; Incom.		Inaccessible		● Proposed subdiv.	50-100	
n									
o	2	R-1; Incompatible		Accessible			0-10		
p									

AREA CODE	AICUZ ZONE	EXISTING ZONING	COMPATIBILITY REQUIREMENT	ENVIRONMENTAL CHARACTER	ACCESS	RECOMMENDED STRATEGY	COMMENT	AREA (ACRES)	LOCATION	
16	q	1-2,2	R-1,R-30; Incom.	Wetland	Inaccessible	● Maintain envir. quality		10-50	West	
	r							100+		
	s	1-2	R-1; Incompatible							
	t	1-2,2						0-10		
	u	2	R-30; Incompatible					Use		
	v	cz/sb	I; Incompatible							10-50
	w	cz/sb,?	R-1; Incompatible							0-10
	x	2								
y		R-30; Incompatible								
17	a	2	R-1,R-30; Incom.		Accessible	● Avoid additional incompat development		10-50	West	
	b		R-1; Incompatible	Wetland	Inaccessible	● Reduce density ● Provide noise insulation ● Maintain envir. quality		0-10		
	c		R-30; Incompatible							
	d		R-1; Incompatible	OK		● Maintain existing zoning		10-50		
18	a	2	I-1; Incompatible		Accessible	● Local acquisition for public use	● All areas suitable for conservation or public park	0-10	West	
	b		R-1; Incompatible	Wetland	Inaccessible	● Maintain envir. quality		10-50		
	c									0-10
	d									
	e									
19	a		R-1; Incompatible		Accessible	● Avoid additional incompatible development	● Small areas of infill development	0-10	Northwest	
	b	2	B-1; Compatible	OK		● Maintain existing zoning				
	c									

assembled. This includes its map reference, the AICUZ zone which applies, the zoning district applicable to it, its compatibility status, its accessibility relative to the local road system, and land use strategy recommended, the approximate acreage and its location relative to the Naval Air Station.

There are eight principal recommended strategies. It is important to realize that these recommendations are made in addition to and in light of the earlier discussions. These are as follows:

- Maining Existing Zoning - This recommendation applies only to compatibly zoned areas. While in theory no action is required for areas compatibly zoned, there are exceptions which require vigilance. A case by case review should be made of all development proposals in this area. In the zoning codes for each municipality, there are provisions for nonconforming uses which can be instituted through application for a variance for the Zoning Appeals Board. This can result in incompatible development. Also, some industrial uses such as fuel storage may specifically be unwise even though they meet the general compatibility requirement.
- Provide Density Controls - There are numerous industrially zoned areas which could be made compatible through the institution of controls on the density of development and its occupancy. These controls could be instituted in local zoning codes. Since the pattern of development in this suburban area tends to low density, this approach should not result in serious hardships or controversy.
- Change Zoning to Industrial or Commercial - For some areas which are residentially zoned, changes in zoning to industrial or commercial uses are recommended. This is a logical strategy only for areas nearby current industrial or commercial areas. Examples of this are found to the east of the Air Station in Rockland and in Weymouth and Abington on Route 18.
- Avoid Additional Incompatible Development - For areas residentially zoned where changes in zoning to compatible uses would produce isolated areas of industrial or commercial development, the favored proposal would be to halt additional development either temporarily until a comprehensive program for compatible development could be devised, or on a permanent basis if local

authorities support such a strategy. This could be approached in a variety of ways. One approach would be the institution of an "airport zone", based on an adoption of the AICUZ. This approach has been enacted elsewhere in the nation and has been frequently recommended. State enabling legislation embodied in the MAC Noise Bill would require this approach. However, it is possible to implement such a proposal in the absence of this key legislation. Within the airport zone, compatible development would be required unless undue hardship would result. In this case an appeals process could be instituted to address these specific problems.

On a temporary basis, a moratorium on incompatible development could be instituted, until a combined program of controls are devised to minimize incompatible development or minimize the effect of aircraft noise and accident potential on the development proposed.

Even in the absence of an omnibus declaration of an airport zone, incorporation of the requirements specified in the AICUZ compatibility criteria on a town by town basis could achieve similar results.

- Reduce Density - This approach would require rezoning of incompatibly zoned areas to a much lower density than permitted under current regulations. This could indirectly discourage further development by making the cost per dwelling unit higher, providing an economic disincentive to further development within the AICUZ. However, its purpose would be to reduce additional population potentially residing within the AICUZ which would have benefits both in terms of noise and accident potential. A maximum of one dwelling unit per acre is recommended.
- Provide Noise Insulation - Coupled with recommendations to reduce the density of additional incompatible development are the institution of provisions to require noise insulation. This would further reduce the impact of aircraft noise on structure interiors. The increased costs could create a disincentive to additional development in some circumstances. It should be noted that noise insulation does have additional benefits in reducing energy requirements for home heating.
- Acquire for Public Use - For certain tracts within the AICUZ, the recommended strategy is public acquisition by local or state authorities. These lands could be used in a variety of ways. They could effectively buffer some areas from adjacent industrial or commercial development or from the Air Station

itself. On small sites, land could be used for town or neighborhood public parks, play areas, areas of extensive recreation (walking, riding trails), or for the preservation of natural amenities (open space, or wildlife reserves). Some areas may be suited for large scale recreational development such as golf courses. Specifically, the areas affected in Holbrook and Abington adjacent to the Ames Nowell State Park are suitable for purchase or reserve as additions to that facility.

- Maintain Environmental Quality - All wetland areas receive a uniform recommendation against further development or degradation based on their important role in the local environment and the strict provisions of the Massachusetts State wetland regulations. Through adoption and enforcement by the local communities, these areas can be fully protected, and the AICUZ compatibility requirements provide powerful secondary reasons for avoiding development.

## APPENDIX A

### MISSION AND FUNCTIONS ASSIGNED TO NAVAL AIR STATION, SOUTH WEYMOUTH, MASSACHUSETTS 1/

1. Mission. To train all assigned units for their mobilization assignment. To provide administrative coordination and logistic support for the Naval Air Reserve units in the local area. To provide logistic support for the Marine Air Reserve Training Detachment South Weymouth and to perform such other functions as directed by the Chief of Naval Operations; to administer the Naval Reserve Program as directed by the Chief of Naval Reserve (CNAVRES).
2. Functions
  - a. Act as immediate superior in command of Selected Reserve Units that may be assigned by CNAVRES, excluding Reserve Force Squadrons (RESFORONS).
  - b. Act as Local Area Coordinator for Air for attached RESFORONS exercising coordinating authority in matters pertaining to Manpower Management, Public Affairs, Host-Tenant Relationships, Facilities Planning, Facilities Management, Logistic and Training Support, Industrial Safety and Fiscal Management. Shall be responsible for Selected Reserve priority manning of RESFORONS located onboard in accordance with the appropriate unit manning document and current guidance. Shall ensure adequate material support is provided for RESFORONS located onboard and will coordinate the assignment of personnel to the Intermediate Maintenance Activity (IMA) to ensure the training requirements for both Active and Selected Reserve personnel are satisfied. In execution of these functions, report for additional duty to Commander Naval Air Reserve Force.
  - c. Perform aircraft maintenance functions as specified in appropriate Aircraft Maintenance Program directives.
  - d. Provide flight operations for naval aviators on active duty and administer aviation safety programs.
  - e. Provide operational and logistic support to tenants and assigned activities as set forth in the interservice support agreement.

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1/ Formal Statement of NAS South Weymouth Mission and Functions, as found in CNAVRESINST 5450.17A, 10 February 1976.

- f. Prepare for situations of an emergency or disaster nature predicated on orders of the Area Coordinator.
- g. Supervise and conduct training of Squadron Reinforcement Units/ Other Reinforcement Units with the objective of further qualifying such personnel assigned to meet mobilization requirements.
- h. Support the annual active duty for training (ACDUTRA) periods of Naval Reserve squadrons/units and individual Selected Naval Reservists reporting for such duty.
- i. Supervise the administration of ACDUTRA of Naval Reservists as prescribed by CNAVRES.
- j. Ensure the maintenance of systematic records on the administration and progress of the Selected Naval Reserve Program and keep CNAVRES fully apprised of the effects and results of this program.
- k. Conduct Manpower Management (maintenance of personnel records, retention and recruiting) for the Naval Reserve as directed by CNAVRES.
- l. Conduct a vigorous and effective Public Affairs Program to promote increased understanding of the vital importance of the Naval Reserve in the defense of the United States of America and publicize assigned recruiting programs.
- m. Determine and submit funding requirements in order to fulfill assigned mission and manage funds received, and provide disbursing services as directed.
- n. Provide coordinated control of logistic support for the Marine Air Reserve Training Detachment South Weymouth when assigned.
- o. Store and issue assigned ammunition.
- p. Provide Ground Control Approach services.
- q. Serve as secondary stock point in accordance with the Naval Supply Manual.
- r. Provide training facilities and support for the Naval and Marine Corps Reserve squadrons and units assigned.
- s. Act as Special Courts-Martial Convening Authority and provide legal services and assistance to appropriate activities and authorized individuals.

- t. Provide communications guard for designated activities.
- u. Conduct a viable recruiting and retention program within established parameters.
- v. Perform as designated Housing Authority for all Navy family housing within the Naval Base Boston area.
- w. Supervise the operation and management of No-Man's Land Target Facility.
- x. Assume the geographical area of responsibility for transportation of personal property.

APPENDIX B  
DESCRIPTION OF AIR FACILITIES <sup>1/</sup>

1. Geographical and Dimensional Description

- a. Naval Air Station, South Weymouth, Massachusetts, (Latitude: 42°, 9', 5" North; Longitude: 70°, 56', 29" West) is located 180° magnetic, 13 nautical miles from Boston-Logan International Airport.
- b. Field Elevation. The field elevation is 161 feet above sea level.
- c. There are two paved runways with dimensions as follows:

<u>Runway Number</u>	<u>Dimensions</u>	<u>Type</u>
17-35	7000' x 200'	ASP/CON
08-26	6000' x 150'	ASP/CON

- (1) Runway Markers. Lighted runway distance markers are located at 1000 feet intervals along the sides of Runways 17-35 and 08-26.
- (2) Runways 35, 17, and 26 each has a 1000 foot stabilized sod overrun.
- (3) Arresting Gear

<u>R/W Type Gear</u>	<u>Distance From APP. End</u>	<u>Design</u>
35 E-28	1500'	Fly-in Roll-in Abort
17 E-28	1000'	Fly-in Roll-in Abort
08 E-28	1000'	Fly-in Roll-in Abort
26 E-28	1050'	Fly-in Roll-in Abort

<sup>1/</sup> Adapted from LACFA/NAS SOWYINST 3710.21H (Air Operations Manual, NAS South Weymouth), 25 July 1975.

- d. Wheel Loading. The maximum gross weight for the runway is as follows:

Single wheel type landing gear - 95,000 pounds  
Twin wheel type landing gear - 124,000 pounds  
Twin tandem type landing gear - 186,000 pounds

## 2. Night Lighting Facilities

- a. Airport Beacon. The airport beacon is located on the water tower North of Hangar #1, 286 feet MSL. Color code and operation are in accordance with set standards. Operation of the beacon during the hours of daylight indicate a restriction of VFR operations within the control zone.
- b. Runway Lights. All runways are equipped with variable high intensity lights.
- c. Taxiway Lights. All taxiway lights are blue. Runway 17-35 and a portion of 08-26 are equipped with blue taxiway lights which are lighted when these sections are used as taxiways.
- d. Flood Lighting. Flood lighting is available on the South side apron of Hangar #1 and on the North, West and South side aprons of Hangar #2.
- e. Tetrahedron. A lighted free swinging tetrahedron is located on the South end of the field between Runway 17-35 and Taxiway #3.
- f. Mobile Lighting. A mobile lighting unit is available for use upon request and in case of an emergency.
- g. Approach Lighting. The designated instrument runway is Runway 26, which has high intensity approach lighting with flashing strobes.
- h. Runway and Identifier Lights. Runway End Identifier Lights are installed in the approach end of each runway and provide a rapid and positive identification of the approach end of the runway in use. The system consists of a pair of synchronized lights, one of which is located on each side of the runway threshold facing the approach end.
- i. Obstruction Lights. Prominent obstructions within the control zone are marked by standard red obstruction lights.

- j. Compass Rose. The compass rose is located on the southern edge of the East Mat, North of Runway 08-26 and adjacent to the Taxiway #3 entrance.
- k. Optical Landing System. A mirror landing system is permanently installed 750 feet from the approach end of Runway 35 on the left side. A portable mirror is available for use on all other runways. All mirrors are set at a 3° glide slope.

APPENDIX C  
OPERATIONS DATA

Exhibit C-1  
1977 ASSIGNED AIRCRAFT  
AND PRINCIPAL TRANSIENT AIRCRAFT  
AT NAS SOUTH WEYMOUTH

1977 Assigned Aircraft  
(with the number assigned to NAS South Weymouth)

- P-3 (9) The P-3 Orion is a four engine turboprop, anti-submarine warfare aircraft.
- A-4 (12) The A-4 Skyhawk is a single engine jet aircraft used for close support as a subsonic attack bomber.
- SH-3 (8) The SH-3 Sea King is designed for both shore and shipbase operations as an anti-submarine helicopter.
- H-1 (8) The H-1 Iroquois is a freight or personnel transport helicopter.
- S-2 (2) The S-2 Tracker is a twin engine, carrier-based, anti-submarine search and attack propeller aircraft.

1977 Principal Transient Aircraft

- A-6 The A-6 Intruder is a subsonic, twin engine jet, carrier-borne, low level, attack bomber designed for all weather operations.
- A-7 The A-7 Corsair is a carrier-borne, light attack, close air support/interdiction, jet aircraft.
- C-9 The C-9 is a twin engine, jet transport, utilized for aeromedical airlift or fleet logistical support purposes.
- C-118 The C-118 (Navy Designation R6D-1) is a four engine propeller aircraft utilized for fleet logistical support.

H-53 The H-53 is a two engine, heavy, assault transport helicopter.

S-3 The S-3 Viking is a twin engine carrier borne jet utilized as a transport or anti-submarine attack aircraft, depending on the equipment provided.

T-39 The T-39 Sabreliner is a small, swept wing twin jet serving as a utility aircraft or combat readiness trainer.

Exhibit C-2  
FLIGHT PATH DESCRIPTION

<u>Path</u>	<u>Runways</u>	<u>Aircraft Types</u>	<u>Description</u>
A	17,35	All Types	Straight in approach; GCA, TACAN approaches approaches; GCA approach at 3°.
B	35	All Types	Left turn upon takeoff
C	17	All Types	Straight out departure
D	17	A-4 and Transient Jet	Break approach, 1700 feet MSL to 1,200 feet MSL downwind
E	35	A-4 and Transient Jet	Break approach, 1700 feet MSL to 1,200 feet MSL downwind
J	08,26	All Types	Straight-in approach; GCA, TACAN approaches; GCA approach at 3°.
K	08,26	All Types	Straight-out departures
L	08,26	All types except Helo and Light Prop	Principal touch-and-go pattern using 1,200 feet MSL downwind
M	08	A-4 and Transient Jet	Break approach; 1,700 feet MSL to 1,200 feet MSL downwind
N	26	A-4 and Transient Jet	Break approach; 1,700 feet MSL to 1,200 feet MSL downwind
O	08	Helicopter	Helicopter touch-and-go pattern; 800 feet MSL downwind
P	26	Helicopter	Helicopter touch-and-go pattern; 800 feet MSL downwind
Q	08,26	Aero Club	Light propeller aircraft pattern; 1,000 feet MSL downwind

Exhibit C-3  
TYPICAL ACTIVE DAY  
FLIGHT PATH UTILIZATION  
BY FLIGHT PATH AND AIRCRAFT TYPE

<u>Departure Tracks</u>	<u>P-3</u>	<u>A-4</u>	<u>HeLo</u>	<u>Mil Prop</u>	<u>Trans Jet</u>	<u>Light Prop</u>
35B	20%	45%	10%	10%	45%	10%
17C	11%	20%	3%	3%	20%	3%
26K	52%	30%	65%	65%	30%	65%
08K	17%	5%	22%	22%	5%	22%
<u>Arrival Tracks</u>						
35A	10%	45%	10%	10%	45%	10%
17A	3%	20%	3%	3%	20%	3%
26J	65%	30%	65%	65%	30%	65%
08J	22%	5%	22%	22%	5%	22%
<u>Break Tracks</u>						
35E	-	45%	-	-	45%	-
17D	-	20%	-	-	20%	-
26N	-	30%	-	-	30%	-
08M	-	5%	-	-	5%	-
<u>Touch &amp; Go Tracks</u>						
35D/E	-	7%	-	-	7%	-
17D/E	-	3%	-	-	3%	-
26L	75%	65%	-	75%	65%	-
26P	-	-	75%	-	-	-
26Q	-	-	-	-	-	75%
08L	25%	25%	-	25%	25%	-
08P	-	-	25%	-	-	-
08Q	-	-	-	-	-	-

Exhibit C-4  
 NAS SOUTH WEYMOUTH  
 ENGINE RUNUP DATA

Aircraft Type	In* or Out* of Aircraft	Avg. No. Runups Per Week	Average Duration	Location (See Fig. III-3)	% of Weekly Runups at Indicated Location	Magnetic Orientation	% of Runups at Indicated Orientation	Power	% of Time Spent at Indicated Power	Avg. Minutes Per Week for Indicated Aircraft, Location, Orientation, and Power
A-4	Test Cell (Out of Aircraft)	0.6	15 min	Z	100%	82°	100%	100% Power	100%	9
A-4	In Aircraft	4	20 min	Z	100%	82°	100%	80% Power	100%	80
				Y	50%	260°	100%	Taxi - Idle Power	10%	3
P-3	In Aircraft	3	20 min					100% Power	90%	27
				X	50%	120°	100%	Taxi - Idle Power	10%	3
								100% Power	90%	27

## APPENDIX D

### NAS SOUTH WEYMOUTH SAFETY PROGRAM

- Comprehensive Annual Pilot Proficiency Tests including an evaluation of:
  - flight performance
  - emergency procedures
  - aeronautical ability
  - instrument procedures
  - written examinations
- Squadron-Level Programs
  - review of operational hazard reports, which may be filed by any person who sees a safety violation
  - monthly pilot meetings covering emergency procedures and systems review
  - periodic safety meeting of officers, enlisted personnel and reservists, reviewing safety issues affecting them
  - annual cockpit ground trainer testing
- Air Station Programs
  - Annual Air Station Survey. Conducted annually, to review and report on facilities, conditions and operational procedures related to safety.
  - Air Station Operations Manual Review. The Air Station Operations Manual is reviewed and revised periodically; safety issues are fundamental elements within the review.
  - Safety Council. The Air Station Safety Council meets quarterly to review safety-related issues at the station and formulate recommendations for implementation.
- Navy Programs
  - Safety Incident Reports. Aviation incidents are reported to Naval Safety Center when they occur. These incidents include anything from the observation of unsafe equipment to detailed

aircraft accident reports. Reports sent to the safety center are accumulated, reviewed, and analyzed. The Safety Center issues periodic reports on incidents to Naval Air Stations and squadrons, so that the experiences of all Naval air facilities and activities may be reviewed.

- Special Safety Review. A special safety review group from the Naval Safety Center periodically reviews and reports on safety issues at all Naval Air facilities.

APPENDIX E  
LOCAL CLIMATOLOGY<sup>1/</sup>

1. The Naval Air Station, South Weymouth, Massachusetts is situated in Eastern Massachusetts, 13 miles south of Boston. Massachusetts Bay, combined with Cape Cod, extends from north-northeast through east to south-southeast of the station. The nearest shore line is four miles north-northeast of the station and 12 miles to the east. Two additional large bodies of water, Buzzard's Bay to the south-southeast and Narragansett Bay to the south-southwest are only 30 miles from the station. Numerous lakes, ponds and marshes exist in the proximity of the station, having limited effects on local climatology. The field elevation of 161 feet above mean sea level indicates a gradual rise of the terrain from the coast westward. Elevations in excess of 1,000 feet mean sea level become evident 30 miles to the west through northwest of the Station. Blue Hills, located nine miles northwest of the station, rises abruptly to 635 feet mean sea level. They are not considered significant from a climatological point of view as they create no meteorological orographic effects. Their existence is mentioned here only to apprise the reader of the one major deviation from the otherwise gradual rise of the terrain in the immediate vicinity of the station.
2. The more significant climate elements influencing this area are:
  - a. The latitude, 42° North, which places the station in the zone of prevailing west to east atmospheric flow in which are encompassed the northward and southward movements of Tropical and Polar air masses. This results in a variety and sometimes rapid changeability of weather elements.
  - b. The location is on or near several tracks of Low pressure systems.
  - c. The proximity of the station to large masses of water with differing water temperatures, specifically Cape Cod and Massachusetts Bay being affected by the Labrador Current and Buzzard's Bay and Narragansett Bay being affected by the Gulf Stream, although only to a limited extent.

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<sup>1/</sup> Adapted from: Local Area Forecaster's Handbook for Naval Weather Service Environmental Detachment NAS South Weymouth, NWSED NAS South Weymouth, 1975.

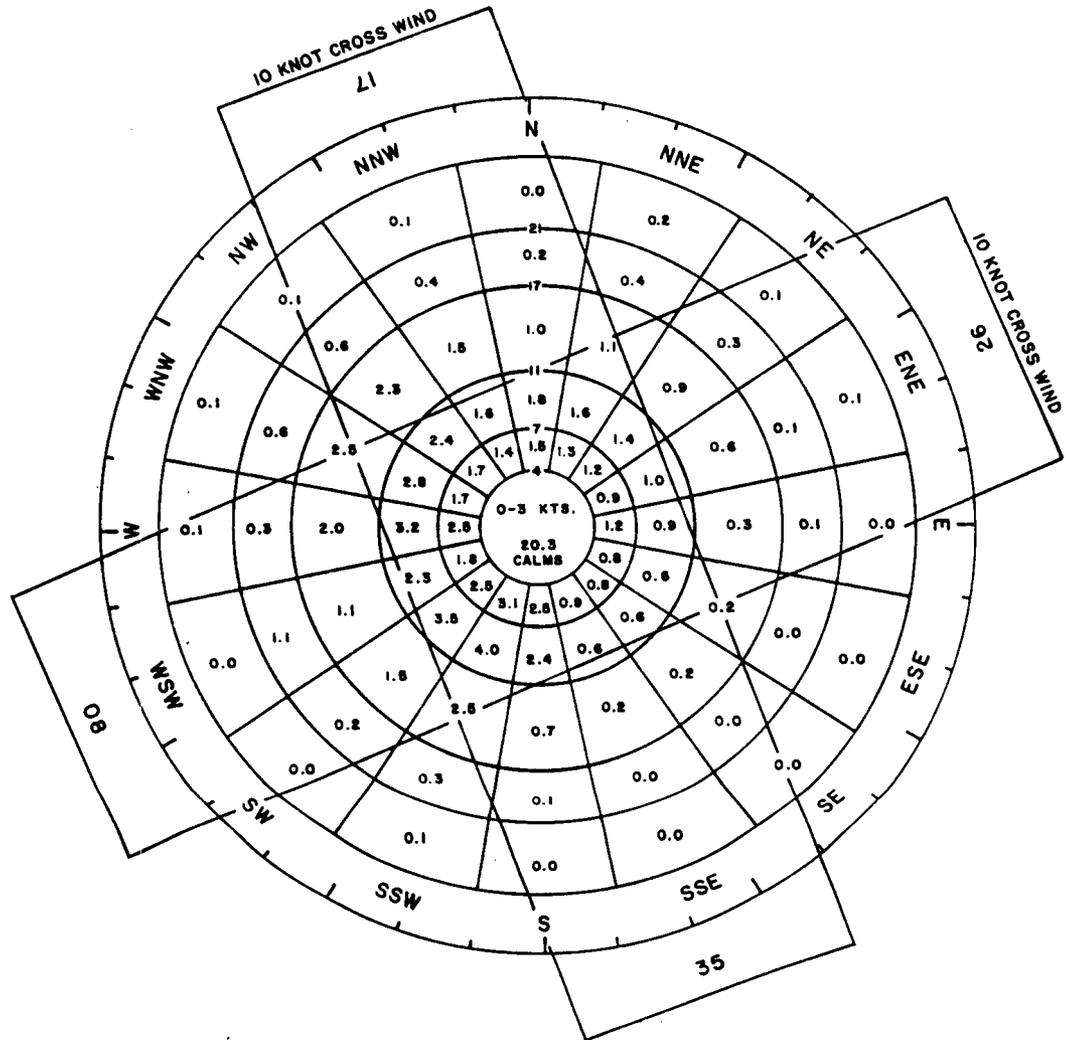
The foregoing elements, singly or in combinations, produce a variety of fluctuations from fair to cloudy to stormy conditions as well as producing moderating factors influencing temperature extremes seasonally.

3. The average annual temperature at this station is 49.6°F. The coldest month is January and the warmest month is July. Winter temperatures are slightly warmer than might be expected for this latitude due to the aforementioned water masses and their moderating effects. For the same reason, summer temperatures are somewhat cooler due to sea breezes which frequently move this far inland.
4. Total precipitation is fairly well distributed throughout the year. The monthly normals fall in the range of 4.80 to 2.54 inches. The annual rainfall averages 44.12 inches. The annual snowfall accounts for 10.5 percent of the annual precipitation. The annual snowfall averages 49.3 inches. Coastal storms, Noreasters as they are called locally, contribute significantly to precipitation amounts during the months of December through April, and of this amount, 25-40 percent falls as snow. Summer precipitation amounts are primarily due to frontal rain showers and air mass type thundershowers. There is no significant dry spell for the area. The annual average indicates a measurable amount of precipitation, .01 inches or more every third day.
5. The prevailing wind is south-southwest and the average velocity is 7.6 knots. A significant deviation from the average occurs during the winter months, December through March, when the prevailing direction becomes northwest. This is also the period of maximum velocities. There are no topographical features which effect wind directions or velocities in this area.
6. The occurrence of weather on an annual percentage basis is as listed below:
  - a. Rain, Rain showers, Drizzle..... 9.6%
  - b. Snow, Snow showers, Snow Grains, Snow Bellets..... 3.4%
  - c. Freezing Rain, Freezing Drizzle, Sleet, Sleet Showers, Ice Crystals..... 0.2%
  - d. Thunderstorms..... 0.2%
  - e. Hail, Small Hail..... 0.1%

The average number of thunderstorm days per year is 18, of which 12 occur during the months of June, July and August.

7. The incidence of fog in this area dictates the coverage of this element at this time. It is statistically important that the highest incidence of fog is with northeast winds. Most fog occurs with winds from the East Half-Circle, with winds off the water. The occurrence of IFR flying conditions is highest with winds from the northeast quadrant. The average number of fog days annually is 192, with the month of June through October averaging between 18 and 20 days each.
8. Tornadoes are not considered a common weather phenomenon for this area. NOAA statistics indicate a yearly occurrence rate of 4.9 tornadoes per year for the entire state of Massachusetts during the period 1956 to 1971.
9. The hurricane season for the Atlantic Ocean normally extends from June through November. Statistically, those which ultimately affected this area occurred in the months of August and September, with lesser effects of these storms occurring in October. The most significant of these storms occurred in 1954 when this area was subjected to two hurricanes in rapid succession; specifically 31 August 1954 and 11 September 1954. The great threat of these storms to the local area becomes more apparent when it is considered that southern New England is located 150 miles northwest of the normal hurricane track. The vulnerability of this region to hurricanes cannot, therefore, be emphasized too strongly.

Exhibit E-1  
 ALL WEATHER 19 YEAR WIND ROSE



Source: NAS South Weymouth  
 Based on 1954-1972 Data

Appendix F  
Exhibit F-1  
TOWN OF ABINGTON ZONING

Zone	Lot Size	Permitted Uses	Permitted Uses Special Permit Required
Residential District R-20, High Density	20,000 Sq.Ft.	Single Family Dwelling Place of Worship School Agriculture, Horticulture Sale of Farm Produce Professional Home Office Customary Home Occupation Private Greenhouse, Tennis Court, Swimming Pool	Two-Family Dwelling Attached Single Family Dwelling Boarding House Conversion of Existing Dwelling to Accommodate not more than 3 families Recreation Facility Public Utilities Library, Museum Community Center Building Hospital, Infirmary, Clinic Nursing, Convalescent Home Day Care Nursery Country Club Municipal Uses Livestock, Poultry Raising Funeral Home Riding Stable
Residential District R-30, Medium Density	30,000 Sq.Ft.	Single Family Dwelling School Sale of Farm Produce Agriculture, Horticulture Professional Home Office Private Greenhouse, Tennis Court, Swimming Pool Riding Stable Customary Home Occupation	Conversion of Existing Dwelling to Accommodate not more than 3 families Cemetery Recreation Facility Public Utilities Library, Museum Community Center Building Hospital, Infirmary, Clinic Nursing, Convalescent Home Day Care Nursery Country Club Municipal Uses Livestock, Poultry Raising
Highway Commercial HC	20,000 Sq.Ft.	School Trade School Fraternal Club, Lodge Country Club Privately-Owned Recreation Facility Agriculture, Horticulture Sale of Farm Produce Professional Home Office Other Professional Office Clinic	Single Family Dwelling Two-Family Dwelling Conversion of Existing Dwelling to Accommodate not more than 3 families Apartment Motel Recreation Facility Public Utilities Library, Museum

Exhibit F-1  
TOWN OF ABINGTON (Continued)

Zone	Lot Size	Permitted Uses	Permitted Uses Special Permit Required
Highway Commercial HC (Continued)	20,000 Sq.Ft.	Research Laboratory Commercial Radio, Television Studio Retail Store, Service Store Restaurant Drive-In Restaurant Funeral Home Veterinarian, Kennel Service Station Motor Vehicle Agency (Sale or Rental) Automobile Repair Shop Flower, Garden Nursery Sale of Gravestones Plumbing, Electrical, Carpentry Shop Wholesale Business Private Greenhouse, Tennis Court, Swimming Pool Customary Home Occupa- tion	Community Center Building Hospital, Infirmary Nursing, Convalescent Home Day Care Nursery Municipal Uses Livestock, Poultry Raising Commercial Radio, Television Transmission Tower Planned Commercial Develop- ment Car Wash Heavy Equipment Repair Shop Laundry, Dry Cleaners Printing, Binding, Publishing Beverage Bottling Manufacturing, Assembly, Packaging Establishment Open-Lot Storage of Trans- port Vehicles, Trailers, Trucks, Building Materials Riding Stable
General Commercial GC	8,000 Ft.	School Trade School Fraternal Club, Lodge Country Club Agriculture, Horticulture Sale of Farm Produce Professional Home Office Other Professional Office Clinic Research Laboratory Commercial Radio, Television Studio Retail Store, Service Store Restaurant Funeral Home Service Station Automobile Repair Shop Sale of Gravestones Flower, Plant Nursery Plumbing, Electrical, Carpentry Shop	Single Family Dwelling Two-Family Dwelling Conversion of Existing Dwelling to Accommodate not more than 3 families Recreation Facility Public Utilities Library, Museum Community Center Building Hospital, Infirmary Nursing, Convalescent Home Day Care Nursey Privately-Owned Recrea- tion Facility Municipal Uses Livestock, Poultry Raising Drive-In Restaurant Planned Commercial Development Motor Vehicle Agency (Sale or Rental) Car Wash

Exhibit F-1  
TOWN OF ABINGTON (Continued)

Zone	Lot Size	Permitted Uses	Permitted Uses Special Permit Required
General Commercial GC (Continued)	8,000 Sq.Ft.	Wholesale Business Private Greenhouse, Tennis Court, Swimming Pool Customary Home Occupa- tion	Printing, Binding, Publish- ing Establishment Laundry, Dry Cleaning Plant Beverage Bottling Open-Lot Storage of Trans- port Vehicles, Trailers, Building Materials Riding Stable
Industrial I	20,000 Sq.Ft.	Country Club Privately-Owned Recrea- tion Facility Agriculture, Horticulture Sale of Farm Produce Other Professional Office Clinic Research Laboratory Commercial Radio, Television Studio Service Station Motor Vehicle Agency (Sale or Rental) Sale of Gravestones Laundry, Dry Cleaning Plant Printing, Binding, Publishing Estab. Beverage Bottling Plumbing, Electrical, Carpentry Shop Manufacturing, Packaging, Assembly Establishment Wholesale Business Open-Lot Storage of Trans- port Vehicles, Trailers Private Greenhouse, Tennis Court, Swimming Pool	School Recreation Facility Library, Museum Public Utilities Community Center Building Trade School Municipal Uses Fraternal Club, Lodge Livestock, Poultry Raising Commercial Radio, Television Tower Retail Store Restaurant Planned Commercial Develop- ment Open-Lot Storage of Building Materials Customary Home Occupation

Exhibit F-2  
TOWN OF HANOVER  
PERTINENT ZONING CLASSIFICATION

<u>Zone</u>	<u>Lot Size</u>	<u>Permitted Uses</u>	<u>Permitted Uses Special Permit Required</u>
Residence District A	30,000 Sq.Ft.	Conservation area for water, water supply, plants, wild- life, dams Farming, Horticulture Orchard, Nursery, Forest, Tree Farm Single Family Dwelling Field, Pasture, Woodlot, Greenhouse, Farm Barn, Stable, Kennel Sale of Farm Produce Private Garage, Storage Shed, Tennis Court, Swim- ming Pool, Summer House Customary Home Occupation	Boarding House Professional Home Office  Two-Family Dwelling Museum Playground Private, Nursery School College Cemetery Hospital Sanitarium Nursing Home Research Laboratory

Exhibit F-3  
TOWN OF HINGHAM  
PERTINENT ZONING CLASSIFICATION

<u>Zone</u>	<u>Lot Size</u>	<u>Permitted Uses</u>	<u>Permitted Uses Special Permit Required</u>
Residence	20,000 Sq.Ft.	Single Family Dwelling with Accessory Structure Professional Office or Studio of a Resident Physi- cian, Dentist, Attorney, Architect, Artist, Musi- cian, Engineer or Real Estate or Insurance Broker Customary Home Occupation Agriculture, Orchard or Plant Nursery Places of Worship, Reli- gious Buildings and Institutions Public, Religious or Denominational Schools or Playgrounds Public Buildings Includ- ing Public Libraries and Museums	Conversion of Single Family Dwelling to Accommodate Not More Than 2 Families Mobile Homes Community Housing for Elderly Farm-Livestock and Poultry Excluding Raising of Swine and Fur Bearing Animals for Commercial Use Salesroom/Stand for Farm Products or Horticultural Products Private Schools Including Dormitories Nursery Schools or Day Camps Libraries, Museums or Com- munity Centers Country-Golf, Swimming, Skating, Yacht or Tennis Clubs, Social, Civic or Recreational Clubs Hospitals, Sanitariums and Nursing Homes Cemeteries Public Utility Buildings and Structures Funeral Homes Animal Hospitals Commercial Breeding, Sale or Boarding of Dogs, Cats or Fur Bearing Animals Riding Stables Automobile Parking Areas

TOWN OF HINGHAM (Cont'd)

<u>Zone</u>	<u>Lot Size</u>	<u>Permitted Uses</u>	<u>Permitted Uses Special Permit Required</u>
Industrial Park	2 Acres	Agriculture, Orchard or Plant Nursery Farm-Livestock and Poultry, Excluding Raising of Swine and Fur Bearing Animals for Commercial Use Places of Worship, Reli- gious Buildings and Institutions Public, Religious or Denominational Schools or Playgrounds Public Buildings Including Public Libraries and Museums Public Utilities Buildings and Structures Newspaper or Job Printing Restaurant Serving Food and Beverages to be Consumed Within the Building Business or Professional Offices or Agencies Banks and Financial Institutions Freight Terminal or Storage Warehouse Hotel or Motel Shopping Centers Automobile Parking Areas Automobile Salesrooms Wholesale Warehouses Light Industrial Uses, In- cluding Manufacturing Storage, Processing, Fabrication, Packaging and Assembly	Heliport

Exhibit F-4  
TOWN OF HOLBROOK  
PERTINENT ZONING CLASSIFICATION

<u>Zone</u>	<u>Lot Size</u>	<u>Permitted Uses</u>	<u>Permitted Uses Special Permit Required</u>
Residential District R-1	60,000 Sq.Ft.	Single Family Dwelling Rental of Rooms Two-Family Dwelling Place of Worship School Governmental Use Library Museum Cemetery Public Park, Playground Public Utilities Day Care Nursery, Nursery School, Kindergarten Agriculture, Horticulture Livestock, Poultry Raising Sale of Produce Veterinary Establishment, Kennel Garage for Automobile Storage Private Greenhouse, Tennis Court, Swimming Pool Customary Home Occupation	Hospital, Infirmary Nursing, Convalescent Home Recreation Club (Golf, Tennis, Swimming) Commercial Radio, Tele- vision Transmission Facility Outdoor Sports Facility
Industrial District I	No Minimum	Place of Worship School Governmental Use Library Museum Public Park, Playground Public Utilities Trade School Agriculture, Horticulture Livestock, Poultry Raising Sale of Farm Produce Research Laboratory Radio, Television Studio Service Station, Repair Shop Car Wash Drive-In Bank Sale of Gravestones	Recreation Club (Golf, Tennis, Swimming) Entertainment, Recreational Facilities (Restaurant, Bowling Alley, Theatre, Sport Area, Dance Hall) Commercial Radio, Tele- vision Transmission Facility Retail Store Service Businesses Outdoor Sports Facility

TOWN OF HOLBROOK (Cont'd)

<u>Zone</u>	<u>Lot Size</u>	<u>Permitted Uses</u>	<u>Permitted Uses Special Permit Required</u>
		Wholesale Service Business Printing, Binding, Publish- ing Beverage Bottling Plumbing, Electrical, Car- pentry Shop Place for Manufacturing, Assembly, Packaging Wholesale Business and Storage Trucking Terminal Freight Terminal Extractive Industry	

Exhibit F-5  
TOWN OF NORWELL  
PERTINENT ZONING CLASSIFICATION

<u>Zone</u>	<u>Lot Size</u>	<u>Permitted Uses</u>	<u>Permitted Uses Special Permit Required</u>
Residential District A	1 Acre	Single Family Dwelling Municipal and Public Utilities Buildings Institutional, Educational, Recreational, Philan- thropic or Religious Building Cemetery Country Clubs, Sportsman Clubs, Amateur Dramatic Clubs, Social or Educa- tional Clubs, Etc. Agricultural Including Sale of Products Doctor/Dentist or Lawyers Office Customary Home Occupations Service Business; Electrical, Plumbing, Tree Surgery and Cutting of Firewood, Car- pentry and Building, Masonry and Painting, Landscaping, Repair of Vehicles Other Than Automotive, Taxi Ser- vice, Wholesaling or Bulk Selling of Fuels and Ice but Without Storage of Goods for Sale	None
Residential District B	1 Acre	Single Family Dwelling Municipal and Public Utilities Buildings Institutional, Educational, Recreational, Philan- thropic or Religious Building Cemetery Country Clubs, Sportsman Clubs, Amateur Dramatic Clubs, Social or Educa- tional Clubs, Etc.	None

TOWN OF NORWELL (Cont'd)

<u>Zone</u>	<u>Lot Size</u>	<u>Permitted Uses</u>	<u>Permitted Uses Special Permit Required</u>
		Agricultural Including Sale of Products Doctor/Dentist or Lawyers Office Customary Home Occupations Service Business; Electrical, Plumbing, Tree Surgery and Cutting of Firewood, Carpentry and Building, Masonry and Painting, Landscaping, Repair of Vehicles Other Than Automotive, Taxi Service, Wholesaling or Bulk Selling of Fuels and Ice but Without Storage of Goods for Sale	None
Business District C	1 Acre	No uses permitted without a special permit issued by Board of Appeals. The following conditions must be satisfied prior to granting of a special permit:  1) Proposed use shall not be detrimental to zoning district  2) Proposed use will not significantly alter character of zoning district  3) Proposed use will not be injurious, noxious, offensive or hazardous to community	Research Laboratories with Incidental Assembly or Test Manufactured Light Manufacturing Enterprises Building Material Sales-rooms Storage Warehouses Utility Structures Wholesale Distribution Plants Printing or Publishing Establishments Photographic Studios Medical or Dental Laboratories Cafeterias Business or Professional Offices or Banks Restaurants, Other Eating/Drinking Establishments Automobile Parking Motels Theatres Automobile, Bicycle, Boat and Farm Equipment Sales Gas Stations, Garages and Repair Shops Retail Store or Service Establishment

Exhibit F-6  
TOWN OF ROCKLAND ZONING

<u>Zone</u>	<u>Lot Size</u>	<u>Permitted Uses</u>	<u>Permitted Uses Special Permit Required</u>
Residence District R-1	1/2 Acre	Single Family Dwelling Agricultural Place of Worship School Cemetery Public Park Customary Home Occupation	Neighborhood/Convenience- Type Commercial Facilities Retail Sale of Produce Advertising Space Riding Stables Hospital, Clinic Essential Municipal Faci- lities Country, Private Clubs Nursing, Rest Homes Planned Unit Development
Residence District R-2	1/3 Acre	Single Family Dwelling Two-Family Dwelling Place of Worship School Cemetery Public Park Customary Home Occupation	Neighborhood/Convenience- Type Commercial Facilities Advertising Space Riding Stable Hospital, Clinic Essential Municipal Facili- ties Country, Private Clubs Nursing, Rest Homes Plant, Flower Nursery Planned Unit Development
Residence District R-3	1/3 Acre	Single Family Dwelling Two-Family Dwelling Townhouse Residence Place of Worship School Cemetery Public Park Customary Home Occupation	Neighborhood/Convenience- Type Commercial Facilities Advertising Space Hospital, Clinic Essential Municipal Facili- ties Private Clubs Nursing, Rest Homes Plant, Flower Nursery Boarding House Planned Unit Development
Residence District R-4	1/3 Acre	Single Family Dwelling Two-Family Dwelling Townhouse Residence Multi-Family Dwelling Place of Worship School Cemetery Public Park Customary Home Occupation	Neighborhood/Convenience- Type Commercial Facilities Advertising Space Hospital, Clinic Essential Municipal Facili- ties Private Club Plant, Flower Nursery Boarding House Planned Unit Development

Exhibit F-6  
TOWN OF ROCKLAND (Continued)

<u>Zone</u>	<u>Lot Size</u>	<u>Permitted Uses</u>	<u>Permitted Uses Special Permit Required</u>
Business District B	No Minimum	Grocery Stores, Super-markets Drug Store Hardware Store Apparel Store General Department Store Appliance, Home Decorating Furniture Store Book, Stationery Store Photographic Studio, Art Gallery Bank Professional, Administrative Offices Clinic Barber, Beauty Shop Laundry, Dry Cleaning Establishment Repair Shop for Shoes, Watches, etc. Automobile Parking Advertising Signs, Structures Restaurant Hotel, Motel Place of Worship Private Club Funeral Home Plant, Flower Nursery	Service Station Automobile Repair Shop Restaurant, Tavern Serving Liquor Liquor Store Essential Municipal Facilities Automobile Agencies Tractor, Trailer, Boat Sales Building Supply Store Television, Radio Broadcast Facilities Hospital Shopping Center
Industrial District I-1, Limited Industrial	No Minimum	Manufacturing, Assembly, Processing, Storage Establishment Professional, Administrative Office, Office Building Research Laboratory Automobile Parking Advertising Sign, Structure Governmental Uses Public Utility Facilities Hotel, Motel Service Station, Automobile Repair Shop, Automobile Agency	Commercial, Recreational Facilities (Bowling Alley, Skating Rink, Sports Arena, Open-Air Theatre, Dance Hall, etc.) Restaurant, Tavern Serving Liquor

Exhibit F-6  
 TOWN OF ROCKLAND (Continued)

<u>Zone</u>	<u>Lot Size</u>	<u>Permitted Uses</u>	<u>Permitted Uses Special Permit Required</u>
Industrial District I-2, Industrial Park	No Minimum	Manufacturing, Assembly, Processing, Storage Requirements Professional, Administra- tive Offices, Office Building Research Laboratory Warehouse, Wholesale and Retail Distribution Center Trucking Terminal Food Processing, Packing, Storage Operation Automobile Parking Advertising Sign, Struc- ture Sale, Service of Products Manufactured or Assembled	Restaurant, Tavern Serving Liquor

Exhibit F-7  
TOWN OF WEYMOUTH ZONING

Zone	Lot Size	Permitted Uses	Permitted Uses Special Permit Required
Resident District R-1 Low Density- Single Family	15,000 Sq.Ft.	Single Family Dwellings Customary Home Occupation Professional Home Office Municipal Use Garage for 3 or less Autos Storage of 1 Commercial Automobile Sale of Produce or Plants Major Recreational Eqmt.	Two-Family Dwellings Garden, Nursery Funeral Home Garage for more than 3 Autos Non-Commercial Greenhouse Licensed Hospital (Veterinarian Hospital Excluded) Boarding House, Restaurant for no more than 4 persons
Resident District R-3 High Density- Garden Type Multiple	15,000 Sq.Ft.	Any Use Permitted in Resident District R-1 Multiple Family Dwellings Licensed Day Care Nursery, Nursery School, Kindergarten Nursing Homes, Convalescent Homes	Any Use Requiring a special permit in Resident District R-1 Private Club or Lodge Professional Office not Accessory to Residential Unit
Business District B-1 Limited	10,000 Sq.Ft.	Hotel, Motel, Restaurant (Excluding Drive-In Restaurant) Trade School Private Club or Lodge Place of Amusement, Assembly Professional Office Agency Office Bank Office Building Post Office Printing Shop Photographer's Studio Taxidermist Caterer Retail Business Service or Public Utility	Service Station Repair Garage Car Wash Parking Lot or Garage Single Family Dwelling

Exhibit F-7  
TOWN OF WEYMOUTH (Continued)

Zone	Lot Size	Permitted Uses	Permitted Uses Special Permit Required
Business District B-2 General	No Minimum	Any Use Permitted in Business District B-1 Parking Lot or Garage Rental Agency for Autos, Trailers, Motorcycles, Bicycles	Any Use Requiring a special permit in business district B-1 Drive-In Restaurants Multiple Family Dwelling
Industrial I-1 Industrial Park	20,000 Sq.Ft.	Trade School Machine Shop Sale of Automobiles, Trucks Office Building Printing Shop Caterer Research Laboratory Wholesale Business Jobbing, Dispatching Establishment Helicopter Landing Facility Assembly, Manufacturing, Auto Repair, Packaging, Processing Establishment	Storage of Inflammable matter Storage yard for trucks, buses Open-lot storage of Building material, contractor's equipment, machinery, metals
Open Space P *	No Minimum	Municipal Use Cemetery	None

Note: \* Denotes open space zoning designation for purposes of convenience, however, it is not a standard zoning identifier used by the Town of Weymouth.

## APPENDIX G

### THE DAY-NIGHT AVERAGE SOUND LEVEL (LDN) METHODOLOGY

The measure used in this Study to estimate community exposure to noise generated by activity at NAS South Weymouth is the Day-Night Average Sound Level (abbreviated Ldn) system. This measure accounts for the loudness of each noise event, the duration of each event, how many events occur during a typical active day, and whether any of the events occur at night. Ldn has been identified by the U.S. Environmental Protection Agency (EPA) as the most appropriate measure for evaluating environmental noise. The EPA's selection of Ldn is based on the following considerations:

- "1. The measure should be applicable to the evaluation of pervasive long term noise in various defined areas and under various conditions over long periods of time.
2. The measure should correlate well with known effects of the noise environmental on the individual and the public.
3. The measure should be simple, practical and accurate. In principle, it should be useful for planning as well as for enforcement or monitoring purposes.
4. The required measurement equipment, with standardized characteristics, should be commercially available.
5. The measure should be closely related to existing methods currently in use.
6. The single measure of noise at a given location should be predictable, within an acceptable tolerance, from knowledge of the physical events producing the noise.
7. The measure should lend itself to small, simple monitors which can be left unattended in public areas for long periods of time."<sup>1/</sup>

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<sup>1/</sup> Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety, Environmental Protection Agency, Report No. 550/9-74-004, March 1974, p 10.

Ldn data input is a collection of information on the type of aircraft operated at the Station, the flight path locations, the number of aircraft operations by aircraft type and key flight path, the height of the aircraft over the ground areas, and the aircraft power setting over the ground areas. This operational information is then entered into a noise modeling computer program. The computer program (NOISEMAP 3.2) creates a grid of 10,000 equally spaced grid points centered at a location on the Air Station (runway intersection). The noise contribution of each aircraft operation on each flight path at the Station is then calculated at each grid point and summed on an energy basis at the grid point. The noise contours generated for NAS South Weymouth by this procedure appear in Figure IV-1. Input data used for their calculation appears in Appendix C. Other calculation considerations include the following:

1. Typical Active Day. Since the Ldn number is based on a 24 hour energy average (with added penalties for night time operations) one must pick a typical noise day for modeling purposes. Navy air activities encompass a wide range of operations. Therefore, the concept of a typical active day is applied. Essentially, the typical average day is that day during which Air Station activity levels are exceeded 20 percent of the time. This approach depicts Station air operations activity levels which are neither controlled by long periods of low station activity, nor by short periods of very high station activity.
2. Noise Monitoring. Noise measurements of individual aircraft events at the station are used to adjust the Navy/Air Force noise data base to the particular climatic conditions and special operations at the air station. Noise monitoring was performed as part of the initial Noise Survey, <sup>1/</sup> provide a basic check of the noise contours produced by the computer model.

The concept of noise monitoring is useful as a check of noise contours; however, use of monitoring units for constructing noise contours would require an infinite number of monitoring locations which are insulated from local community noise, i.e., non-Air Station noise. Therefore, the noise monitoring procedure is used only as a check, to verify and/or adjust the computer generated noise contours.

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<sup>1/</sup> Day-Night Average Sound Level Survey, Naval Air Station, South Weymouth, Massachusetts, Aircraft Environmental Support Office Naval Air Systems Command, Naval Air Rework Facility, North Island, California, February 1977.

### The Estimate Nature of Noise Contours

The noise contours generated as output from the noise exposure calculation procedure must be understood to be best available estimates, rather than precise boundaries of noise exposure. Thus there is not an abrupt change in noise level from one side of the line to the other. The accuracy with which one may predict the location of aircraft noise contours is dependent upon the distance the aircraft is from the observer. Consequently, noise exposure can be predicted reasonably well for areas near the air base where:

- Atmospheric effects on sound propagation can be defined reasonably well.
- Aircraft engine power setting tend to be standardized for final approach and initial departure requirements.
- Variations between individual aircraft flight tracks tend to be small.

In contrast, at large distances from the airport, the overall accuracy of contour locations is somewhat less.

Day to day fluctuations in temperature, activity levels and atmospheric pressure represent additional considerations which must affect the reader's interpretation of the contours. Locations which on average receive moderate impacts, may on some days be severely impacted, and on other days receive no aircraft noise exposure whatsoever.

### The Usefulness of Noise Contours as A Planning Tool

Noise contours describing the general noise environment around an air facility are useful as a planning tool. They provide information for analyzing the changes in noise exposure that would result from changes in operating rules, such as relocating flight paths or increasing the height at which aircraft fly over the ground. They also provide information to the land use planner, who may consider the appropriateness of different types of land use, based on the averaged noise environment.

## APPENDIX H

### PHYSIOLOGICAL AND PSYCHOLOGICAL EFFECTS OF NOISE

By definition, noise is unwanted sound. There are two basic quantitative parameters used to describe sound: frequency (or pitch) and intensity (or loudness). Frequency is the number of pulsations (cycles) per second of the noise-transmitting medium (in this context, the medium is air). The significance of frequency lies in the fact that some frequencies are less tolerable to people than others. (A familiar example is the screech--high frequency--of chalk on a blackboard, which many people cannot tolerate even though it is not loud.)

In qualifying the impact of jet noise on a community one must also consider the frequency of recurrence of the noise. We know that a community subjected to noisy flights every five minutes will suffer more annoyance than it would from similar flights occurring less frequently. The system used to quantify noise levels is Ldn, (see Appendix G), whereby acousticians introduce the time factor, and arrive at a scale which considers not only the loudness of individual noise occurrences, time of day or night, and the sound frequency, but also their frequency of recurrence.

#### Impact of Noise on Human Activities

High environmental noise levels can have a variety of adverse effects upon such activities as conversational speech communication, enjoyment of radio, TV and music--either, } live or recorded-- as well as upon sleep. Research on sleep interference shows a tremendous variability amongst different people as to how high a noise level must be to cause significant sleep impairment. A more consistent and predictable adverse effect of high noise levels is speech interference and the closely related problems of impairment of enjoyment of radio, TV, etc. Effects of noise on some specific activities are listed below:

- Speech Communication. In a high noise environment, we automatically raise our voices to be understood; or we move closer to our listener. High noise levels thus place constraints on conversation and result in discomfort if the noise is prolonged. In a constant noise of 60 dBA, normal conversation can be conducted at a distance of six feet.<sup>2/</sup>

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1/ Effects of Noise on People, U.S. Environmental Protection Agency, NT10 30017, December 1971.

2/ Noise and Vibration Control, L. L. Beranek, McGraw-Hill Book Company, 1971.

At 66 dBA, the distance must be halved to three feet or the voice must be raised. At 72 dBA, the distance must be reduced to 1-2 feet or the voice must be raised very loud. At 76 dBA shouting would be needed for conversation at six feet and at 82 dBA shouting at three feet or less would be needed for conversation. These are typical examples with a constant background noise and could vary significantly depending on the speaker and the character of the noise situation. However, the conclusion can be drawn that with background noise below 60 dBA there is relatively little interference with normal conversation. For noise levels in the range 60-70 dBA, noise becomes a factor.

- Sleep. Social surveys show that interference with sleep is frequently noted as a contributor to annoyance. Physiological studies show that sleep interference can exist without a person being consciously awakened. The cumulative effect of noise intrusions which cause shifts in sleep levels without awakening may have long-term physiological effects. There are also a series of sleep-related problems influenced by noise: mental efficiency, increased fatigue, irritability and reliance on sleep-aiding medication.
- Action and Thought Process. The effect of noise on the performance of tasks has been the subject of laboratory and field investigations for many years. However, studies have generally failed to yield well defined conclusions. General effects<sup>1/</sup> of noise on performance are beginning to emerge from such studies, but the results have yet to be interpreted in noise level criteria that are meaningful with respect to aircraft noise. These general trends are:
  - A periodic intermittent noise is more likely to disrupt performance than steady state continuous noise of the same level. Fly-over noise due to its intermittent nature might be more likely to disrupt performance than steady noise of equal level.
  - Noise is more inclined to affect the quality than the quantity of work.
  - Performance under high noise is subject to marked fluctuations, with periods of poor performance interwoven with periods of heightened work output.
  - Noise is most likely to impair the performance of tasks that place extreme demands on the worker.

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<sup>1/</sup> Aircraft Noise Impact, Planning Guidelines for Local Agencies,  
U.S. Department of Housing and Urban Development, November 1972.

- Hearing. Hearing can be damaged due to excessive or prolonged periods of noise. The preservation of hearing is considered essential for normal activities. The Federal Government has established levels and durations of sound levels to which employees can be exposed.<sup>1/</sup> If these levels are exceeded, hearing impairment can result.
- Annoyance to Noise and Community Response.<sup>2/</sup> Numerous techniques have been devised to measure annoyance, from a simple scale of annoyance level to complicated techniques involving social surveys. Laboratory studies of individual response to noise have helped isolate a number of the factors contributing to annoyance, such as the intensity level and spectral characteristics of the noise, duration, the presence of impulses pitch, information content, and the degree of interference with activity.

Social surveys have revealed several factors related to the level of community annoyance. Some of these factors include:

- Fear associated with activities of noise sources such as fear of crashes in the case of aircraft noise.
- Socioeconomic status and educational level.
- The extent to which community residents believe that they are being treated fairly.
- Attitude of the community's residents regarding the contribution of the activities associated with the noise source to the general well-being of the community.
- The extent to which residents of the community believe that the noise source could be controlled.

The highly convergent trend of the various investigations of annoyance and community response leads to the following conclusions:

- The degree of annoyance due to noise exposure expressed by the population average for a community is highly correlated to the magnitude of noise exposure in the community.

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<sup>1/</sup> Department of Labor Occupational Noise Exposure Standard, Code of Federal Regulations, Title 29, Chapter XVII, Part 1910, Subpart 6, 36FR 10466, 29 May 1971.

<sup>2/</sup> Public Health and Welfare Criteria for Noise, U.S. Environmental Protection Agency, July 1973.

- Variations in individual annoyance or response, relative to the community average, are related to individual susceptibilities to noise; and these are highly correlated with definable personal attitudes about noise.
- The numbers of complaints about noise registered with the authorities is small compared to the number of people annoyed, or who wish to complain. However, the number of actual complaints is highly correlated with the proportion of people in the community who express high annoyance.
- The high correlation between those noise rating methods that account for the physical properties of noise exposure over a day's time suggests that the simplest acoustical measure that accounts for sound magnitude, frequency distribution, and temporal characteristics of sound over 24 hours is an adequate measure for noise exposure in communities.

APPENDIX I

NOISE COMPLAINTS DATA

Exhibit I-1  
MONTH IN WHICH NOISE COMPLAINTS WERE RECEIVED  
NOVEMBER 1975 - OCTOBER 1977

<u>MONTH</u>	<u>COMPLAINTS</u>	<u>% OF COMPLAINTS</u>
January	0	0%
February	2	2%
March	9	9%
April	8	8%
May	12	12%
June	22	22%
July	9	9%
August	18	18%
September	12	12%
October	2	2%
November	4	4%
December	<u>3</u>	<u>3%</u>
Total Logged	101	100%

Exhibit I-2  
 TIME OF DAY OF 1977 NOISE COMPLAINTS <sup>1/</sup>

<u>TIME OF DAY</u>	<u>NUMBER OF COMPLAINTS</u>	<u>% OF COMPLAINTS</u>
01:00-01:59		
02:00-02:59		
03:00-03:59		
04:00-04:59		
05:00-05:59		
06:00-06:59		
07:00-07:59		
08:00-08:59		
09:00-09:59	3	6%
10:00-10:59	3	6%
11:00-11:59		
12:00-12:59	2	4%
13:00-13:59	3	6%
14:00-14:59	4	9%
15:00-15:59	2	4%
16:00-16:59	3	6%
17:00-17:59		
18:00-18:59	1	2%
19:00-19:59	2	4%
20:00-20:59	7	15%
21:00-21:59	16	34%
22:00-22:59	1	2%
23:00-23:59		
Total 1977 complaints with recorded time of day	47	100%

<sup>1/</sup> From 1977 complaints only. Most earlier records do not include time of day. Some 1977 records also did not include time of day and were therefore not included in this survey.

Exhibit I-3  
 NOISE COMPLAINTS BY AIRCRAFT TYPE <sup>1/</sup>  
 November 1975 - October 1977

Aircraft Type	Number of Complaints	Percent
A-4	39	57%
A-6	5	9%
E-4	1	1%
DC-9	1	1%
C-5	1	1%
"Jet"	3	4%
<hr/>		
Sub Total Jet	51	75%
P-3	3	4%
C-123	1	1%
<hr/>		
Sub Total Propeller	4	6%
Helicopters	6	9%
More than one Aircraft Type Identified	7	10%
<hr/>		
Total for which aircraft types were identified	58	100%

<sup>1/</sup> Includes only those complaints for which aircraft types were identified by complainant, or determined by operations personnel, November 1975 - October 1977.

APPENDIX J  
NOISE STANDARDS

This Study applies noise standards<sup>1/</sup> derived from U.S. Department of Housing and Urban Development guidelines. Other noise standards of differing natures have been developed by U.S. Government agencies, including:

- U.S. EPA Information on Noise Levels. In an effort to define what noise levels may cause adverse effect upon people, the EPA recently published a significant informational document.<sup>2/</sup> This document uses the so-called "equivalent noise level" or "energy equivalent noise level" as a measure of environmental noise, usually denoted by LEQ and measured in dBA. For protection against interference and annoyance with general outdoor activities in residential areas and other "outdoor areas where people spend widely varying amounts of time and other places in which quiet is a basis for use", the EPA identified a daytime noise level of 55 dBA and a nighttime level of 45 dBA. For the usual case of fluctuating noise levels, the EPA criterion summarized above becomes somewhat technical, but the conclusion to be drawn is that noise problems may be possible when daytime noise levels exceed 55 dBA outdoors.
- HUD Noise Discretionary Policy Standards. These standards<sup>3/</sup> apply to HUD's discretionary policy on withholding funds for housing projects when noise exposure levels are in excess of prescribed levels; they differ from the comprehensive land use guidelines applied in this Study. They use yet another set of noise measures, vis., a variety of 24 hour statistical extracts of the noise levels in dBA. For example, the HUD standards deem a housing site as "normally acceptable" if the exterior noise level "does not exceed 65 dBA more than eight hours per 24 hours", and as "normally unacceptable" if this particular criterion is not met. Thus, HUD sees 65 dBA as a significant threshold in terms of environmental noise quality. The HUD standards deem a housing site as "unacceptable" if the noise level "exceeds 75 dBA eight hours per 24 hours".

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1/ Aircraft Noise Impact - Guidelines for Local Agencies, U.S. Department of Housing and Urban Development, 1972.

2/ Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety, U.S. Environmental Protection Agency 550/9-74-004, March 1974.

3/ Noise Abatement and Control: Departmental Policy, Implementation Responsibilities and Standards, Circular 1390.2, U.S. Department of Housing and Urban Development, August 1971.

- FHWA Noise Standards. <sup>1/</sup>The Federal Highway Administration (FHWA) in its noise standards uses L10 as the measure of traffic noise in dBA. The FHWA has established Design Noise Levels for different land uses, including the following:
  - L10  $\leq$  60 dBA (exterior) - for "tracts of lands in which serenity and quiet are of extraordinary significance and serve an important public need" such as certain "parks or open spaces".
  - L10  $\leq$  70 dBA (exterior) - for "residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, picnic areas, recreation areas, playgrounds, active sports areas and parks".

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<sup>1/</sup> Noise Standards and Procedures, U.S. Federal Highway Administration, PPM 90-2, February 1973.

## APPENDIX K

### BACKGROUND INFORMATION ON ACCIDENT POTENTIAL ZONE GUIDELINES

The concept of Accident Potential Zones (APZ's) has been developed by the Department of Defense to encourage compatible land use for reasons of safety, in the vicinity of military airports. It is a new and evolving field of study, originating from recognition of crash potential as an individual element of compatibility between an airport and its surrounding community. Safety incidents normally provide the impetus for increased concern about airport compatible land use, but measures taken to improve compatibility have been in the more commonly understood realm of environmental noise. Recently, safety in the vicinity of airfields has developed into an element, of its own, in land use planning. Besides the Department of Defense Air Installations Compatible Use Zones (AICUZ) studies, some General Plan Safety Elements and Airport Land Use Plans have addressed the issue of safety compatible development near airports.

The early predecessor to Accident Potential Zones is the concept proposed in a 1952 report, Airport and Its Neighbors, the Report of the President's Airport Commission, more commonly known as the Doolittle Report. The Doolittle Report identified danger areas at the ends of runways. It recommended a half mile clear extension off each runway end, and beyond that a fan shaped zone at least two miles long in which places of assembly and residences are prohibited and building heights controlled. Although the statistical basis of the Doolittle Report was inconclusive and never gained complete general acceptance, civil and military crash histories continue to confirm the wisdom of designating danger areas at the ends of runways. Some examples which come to mind are: the September 24, 1974 F-86, Mark V Sabre jet crash which killed 22 occupants of a Farrell's Ice Cream Parlor located directly off the end of a runway at Sacramento Executive Airport, the June 24, 1975 Eastern Airlines Boeing 727 crash in which 113 passengers died on final approach to New York John F. Kennedy International Airport, and the midair collision involving an A-6 and A-7 jet aircraft that occurred at NWC China Lake in August 1976.

In 1972, the Air Force's Air Training Command attempted to analyze training aircraft accident histories from 1961 till 1972. They found that three different crash hazard levels could be delineated around a typical airfield. The three zones contained 90 percent of crash sites (60 percent, 20 percent, and 10 percent) which occurred within 10 nautical miles radius of the runways. Zone 1 was defined as the area where aircraft were less than 200 feet above ground level, Zone 2 where aircraft were between 200 and 500 feet above ground, and Zone 3 aircraft between 500 and 1000 feet. Land use suitability guidelines were expanded and refined from the concepts in the Doolittle Report, using the zone nearest the runway as the "no-build" area.

In 1973 and 1974, the Air Force Strategic Air Command performed an Air Force wide accident hazard study, and the Naval Facilities Engineering Command in conjunction with the Navy Aircraft Safety Center conducted a similar analysis of Navy aircraft crash records. The data base for these studies was fairly extensive, 369 Air Force accidents within 10 nautical miles of the runway, and 318 Navy accidents within five miles. Analysis reinforced the concept of defining danger areas of lessening concern, but the accident history was still too inconclusive to statistically define probability of a crash occurrence at any particular site.

A shift in orientation was instituted to account for air safety compatibility in a manner similar to the military precautions for ordnance safety. Military planning criteria requires that plans accommodate ordnance quantity distance arcs based, not on estimated probability for how often a mishap will occur, but rather on the worst case assumption of what should be in the vicinity when the mishap does occur. In the change from Crash Hazard to Accident Potential Zones, the emphasis moved to defining reasonable potential damage areas, and what measures can be taken to minimize that damage.

The Department of Defense prepared Tri-service Accident Potential Guidelines which resulted from the 1973-1974 Air Force and Navy analyses were used as a starting point for the applied Accident Potential Zones at NAS South Weymouth. The tri-service generalized APZ's are smaller than the previous Crash Hazard Zones. On a nationwide scale, the generalized APZ's encompass the locations of approximately 80 percent of the crash sites, and breakdown to about 35 percent, 21 percent and 24 percent. They consist of the runway clear zone, a secondary zone APZ 1, and the third minimal potential zone APZ 2. The generalized APZ's are overlaid upon the runway and flight patterns of the Installation under review and a series of tests are then performed to determine the extent of deviations from the nationwide averages. Items which are possible parameters of deviation include the following: local accident history, type and reliability of aircraft, mission of the installation, level of pilot training, type and frequency of operations, prevalent weather, topography, prevalent flight mode (Instrument or Visual Flight Rules), physical characteristics of the runway and runway end, and restraints on approach/departure flight paths.

Safety is a relative term. The objective of specifying Accident Potential Zones is to realize the greatest degree of safety that can be reasonably attained. Towards this objective, an accident analysis should identify appropriate land uses, as well as areas of concern. The final product of the analysis in an AICUZ study is a land use suitability chart which can be used by local communities and the agencies who are in control of planning for the health, welfare, and safety of the affected population.

Through the evolutions in defining danger areas, the goals of land use suitability have remained consistent. The concepts of safety-compatible land use continue to be avoidance of places of assembly and residences in those areas most susceptible to aircraft crashes. Refinements to the original compatible use concepts now include the exclusion of industrial type uses where large amounts of flammable or explosive material is prevalent, and uses oriented to children. Unconfined recreation, such as the playing areas of a golf course, is an example of compatible productive land use in all but the most critical accident potential areas.

It is often necessary to meet the objective of reasonable safety by supplementing the land use compatibility vocabulary with density restrictions. Where it is desirable to restrict the density of future development, it is not usually possible to state that one density in a specific area is safe and another is not. The result of restricting density is the fostering of development "clusters" that would leave larger islands of open area where a crash would incur little property damage and no life loss. The type of building construction normally found in industrial and other safety-compatible land uses will also help reduce property damage and life loss. This Study suggests densities of 10 persons per acre average in APZ 1, and 25 persons per acre average in APZ 2. These density recommendations are supplemented by occupancy restrictions.

In conclusion, it is appropriate that the delineation of, and planning for, airfield safety areas is receiving attention. Although far from a statistically precise science, the Accident Potential Zones concept is an accepted methodology used to define danger areas, and it is the most widely recognized approach for establishment of compatible land use designations around military air installations.

APPENDIX L

DETAILS OF APZ I AND APZ II CALCULATION  
 (Refer to Figures III-3, III-4, and IV-4)

<u>Flight Track</u>	<u>APZ Zone Applied</u>	<u>Comments</u>
26J/26N/8K	APZ I, APZ II	Operations on this track are insufficient to meet the standard annual levels which would justify APZ I and II. However, additional considerations combine with annual operations to justify both APZ's: overflights from Track 26L/26N/8L add justification for APZ I; and the preferred use of this track under inclement weather conditions provide justification for both APZ I and APZ II.
8J/8M/26K	APZ I	Insufficient annual operations on this track alone to justify APZ I or II. However, overflights from tracks 8L/26L/8M, 17D and 35E add sufficient operations to justify APZ I.

APPENDIX M

DETAILS OF RECOMMENDED LAND USE OBJECTIVES  
IN ACCIDENT POTENTIAL ZONES

LAND USE ①	ACCIDENT POTENTIAL ZONES		
	CLEAR ZONE	APZ I	APZ II
<b>RESIDENTIAL</b>			
Single Family			②
2-4 Family			
Multi-Family Dwellings			
Group Quarters			
Residential Hotels			
Mobile Home Parks or Courts			
Other Residential			②
<b>INDUSTRIAL/MANUFACTURING ③</b>			
Food and Kindred Products			
Textile Mill Products			
Apparel			
Lumber and Wood Products			
Furniture and Fixtures			
Paper and Allied Products			
Printing, Publishing			
Chemicals and Allied Products			
Petroleum Refining and Related Ind.			
Rubber and Misc. Plastic Products			
Stone, Clay, and Glass Products			
Primary Metal Industries			
Fabricated Metal Products			
Prof., Scientific and Controlling Instr.			
Misc. Manufacturing			



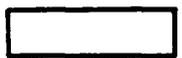
CLEARLY UNACCEPTABLE



NORMALLY UNACCEPTABLE



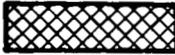
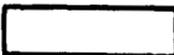
NORMALLY ACCEPTABLE



CLEARLY ACCEPTABLE

APPENDIX M (Continued)  
 DETAILS OF RECOMMENDED LAND USE OBJECTIVES  
 IN ACCIDENT POTENTIAL ZONES

LAND USE <sup>①</sup>	ACCIDENT POTENTIAL ZONES		
	CLEAR ZONE	APZ I	APZ II
TRANSPORTATION, COMMUNICATIONS & UTILITIES <sup>④</sup>			
Railroad, Rapid Rail Transit (On-Grade)	⑤	④	
Highway and Street Right-of-Way	⑤		
Auto Parking		④	
Communication	⑤	④	
Utilities	⑤	④	
Other Trans., Commun. and Utilities	⑤	④	④
COMMERCIAL/RETAIL TRADE			
Wholesale Trade	⑤	④	
Building Materials-Retail	⑤	④	
General Merchandise-Retail	⑤	④	④
Food-Retail	⑤	④	④
Automotive, Marine, Aviation-Retail	⑤	④	
Apparel and Accessories-Retail	⑤	④	④
Furniture, Homefurnishing-Retail	⑤	④	④
Eating and Drinking Places	⑤	④	④
Other Retail Trade	⑤	④	④
PERSONAL AND BUSINESS SERVICES <sup>⑥</sup>			
Finance, Insurance and Real Estate	⑤	④	④
Personal Services	⑤	④	④
Business Services	⑤	④	④
Repair Services	⑤	④	
Professional Services	⑤	④	④
Contract Construction Services	⑤	④	
Indoor Recreation Services	⑤	④	④
Other Services	⑤	④	④

			
CLEARLY UNACCEPTABLE	NORMALLY UNACCEPTABLE	NORMALLY ACCEPTABLE	CLEARLY ACCEPTABLE

APPENDIX M (Continued)  
 DETAILS OF RECOMMENDED LAND USE OBJECTIVES  
 IN ACCIDENT POTENTIAL ZONES

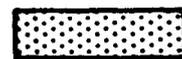
LAND USE <sup>①</sup>	ACCIDENT POTENTIAL ZONES		
	CLEAR ZONE	APZ I	APZ II
<b>PUBLIC AND QUASI-PUBLIC SERVICES</b>			
Government Services			⑥
Educational Services			
Cultural Activities			
Medical and Other Health Services			
Cemeteries		⑦	⑦
Non-Profit Organization, Incl. Churches			
Other Public and Quasi-Public Services			
<b>OUTDOOR RECREATION</b>			
Playgrounds, Neighborhood Parks			
Community and Regional Parks		⑧	⑧
Nature Exhibits			
Spectator Sports, Incl. Arenas			
Golf Courses, ⑨ Riding Stables ⑩			
Water-Based Recreational Areas			
Resort and Group Camps			
Entertainment Assembly			
Other Outdoor Recreation		⑧	
<b>RESOURCE PRODUCTION, EXTRACTION AND OPEN LAND</b>			
Agriculture (Except Livestock)			
Livestock Farming, Animal Breeding			
Forestry Activities	⑤		
Fishing Activities and Related Services			
Mining Activities		③	
Permanent Open Space			
Water Areas ⑧			



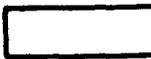
CLEARLY  
UNACCEPTABLE



NORMALLY  
UNACCEPTABLE



NORMALLY  
ACCEPTABLE



CLEARLY  
ACCEPTABLE

APPENDIX M (Continued)

CLEARLY ACCEPTABLE: Exposure to accident potential is such that the activities associated with the land use may be carried out with essentially no interference or substantial loss of life and property.

NORMALLY ACCEPTABLE: Exposure to accident potential is great enough to be of some concern, but density of people and structures, when properly planned, will allow the accident potential environment to be acceptable.

NORMALLY UNACCEPTABLE: The exposure to accident potential is significantly more severe so that unusual density restrictions are necessary to ensure adequate safety of life and property.

CLEARLY UNACCEPTABLE: The exposure to accident potential at the site is so severe, due to potential loss of life and property, that performance of land use activities is prohibitive.

FOOT NOTES

1. Within each land use category, uses exist where further definition may be needed owing to the variation of densities in people and structures. In the Clear Zone/Setback area, no uses are permitted which may result in the concentration of 10 people or more for long periods of time. In APZ I, uses should not result in the assembly of more than 25 people, or average population densities of more than 10 people per acre. In APZ II, assemblies of greater than 50 people should not be permitted, and average population densities should not exceed 25 people per acre.
2. Suggested maximum density 1-2 DU/AC, possibly increased under a Planned Unit Development (PUD) where maximum lot covered is less than 20 percent.
3. Factors to be considered: Labor intensity, structural coverage, explosive characteristics, air pollution.
4. No passenger terminals and no major above ground transmission lines in APZ I.
5. No structures (except airfield lighting), buildings or above ground utility/communication lines should be located in the Clear Zone.

APPENDIX M (Continued)

6. Low intensity office uses only. Meeting places, auditoriums, etc., not recommended.
7. Excludes chapels.
8. Facilities must be low intensity.
9. Clubhouse not recommended.
10. Concentrated rings with large classes not recommended.

## APPENDIX N

### OPERATIONAL AND FACILITY MODIFICATION ALTERNATIVES

Twelve operational and facility modification alternatives were analyzed in depth to identify opportunities to reduce AICUZ impact on the surrounding community. Exhibit N-1 provides a list of the alternatives reviewed.

A discussion of the alternatives analysis process appears in Chapter V. The facility modification alternatives accepted as funding from the basis of the Alternative AICUZ, described in Appendix P.

#### Operational Alternatives Providing Comprehensive Modifications of the AICUZ

Three alternatives were reviewed which would have a major change on the shape of the AICUZ and its component noise and accident potential zones.

#### Alternative 1: Extreme Preferential Use of Runway 08-26 (Exhibits N-2, N-3 and N-4)

This alternative would require use of Runway 08-26 for takeoffs and landings except during times when a crosswind of greater than 10 knots would result. In order to prevent the application of APZ's for reciprocating engine aircraft at each end of Runway 08-26 similar to the small curving accident potential zones present at the south end of Runway 17-35, the local pattern for these aircraft would be revised. Reciprocating engine aircraft operating on Runway 08 would turn onto the crosswind leg of the local pattern at the Air Station boundary; they would head towards the Runway 08 end on the base leg. Major reductions in the noise zones would result; two APZ I zones would be eliminated; and one APZ II zone would be shifted to a less developed area. However, this alternative could represent a safety hazard for many A-4 aircraft and transient jets on landing. Landings by the two South Weymouth A-4 aircraft without spoilers, landings by all A-4's when runways are wet or covered with snow or ice, and many landings by transient jets all require the 1,000 additional feet available on Runway 17-35 when this would provide a headwind component. Furthermore, safety margins on some other takeoffs and landing operations are significantly improved when Runway 17-35 is available for use. This alternative was therefore not accepted for implementation.

Exhibit N-1

OPERATIONAL AND FACILITY MODIFICATION ALTERNATIVES

Operational Alternatives Providing Comprehensive Modification of AICUZ Zones

- Alternative 1: Extreme Preferential Use of Runway 08-26 (Rejected)
- Alternative 2: Moderate Preferential Use of Runway 08-26 (Rejected)
- Alternative 3: Modified Preferential Use of Runway 08-26 (Implemented)

Operational Alternatives Providing Incremental Modifications of AICUZ Zones (for use if Alternatives 1-3 found unacceptable)

- Alternative 4: Relocate Local Pattern to Runway 08 for Reciprocating Engine Aircraft (Unnecessary)
- Alternative 5: Takeoffs on Runway 17 Execute Immediate Right Turn (Unnecessary)
- Alternative 6: Multiple Operations Prohibited on Runway 17-35 (Most provisions Incorporated in Alternative 3)

Operational Alternatives Providing Additional Reductions in Noise Exposure or Accident Potential

- Alternative 7: A-4's and Transient Jets Achieve Pattern Altitude Before Executing Turns in Multiple Operations (Implemented)
- Alternative 8: Begin Quiet Hours Earlier at Night (Rejected)

Facility Modification Alternatives

- Alternative 9: Extend Runway 08-26 1,000 feet; Extreme Preferential Use of Runway 08-26 (Rejected)
- Alternative 10: Extend Runway 08-26 1,000 feet to the east; Moderate Preferential Use of Runway 08-26 (Recommended)
- Alternative 11: A-4 Runups Suppressed (Recommended)
- Alternative 12: Install Visual Approach Slope Indicator (VASI) Units (Recommended)

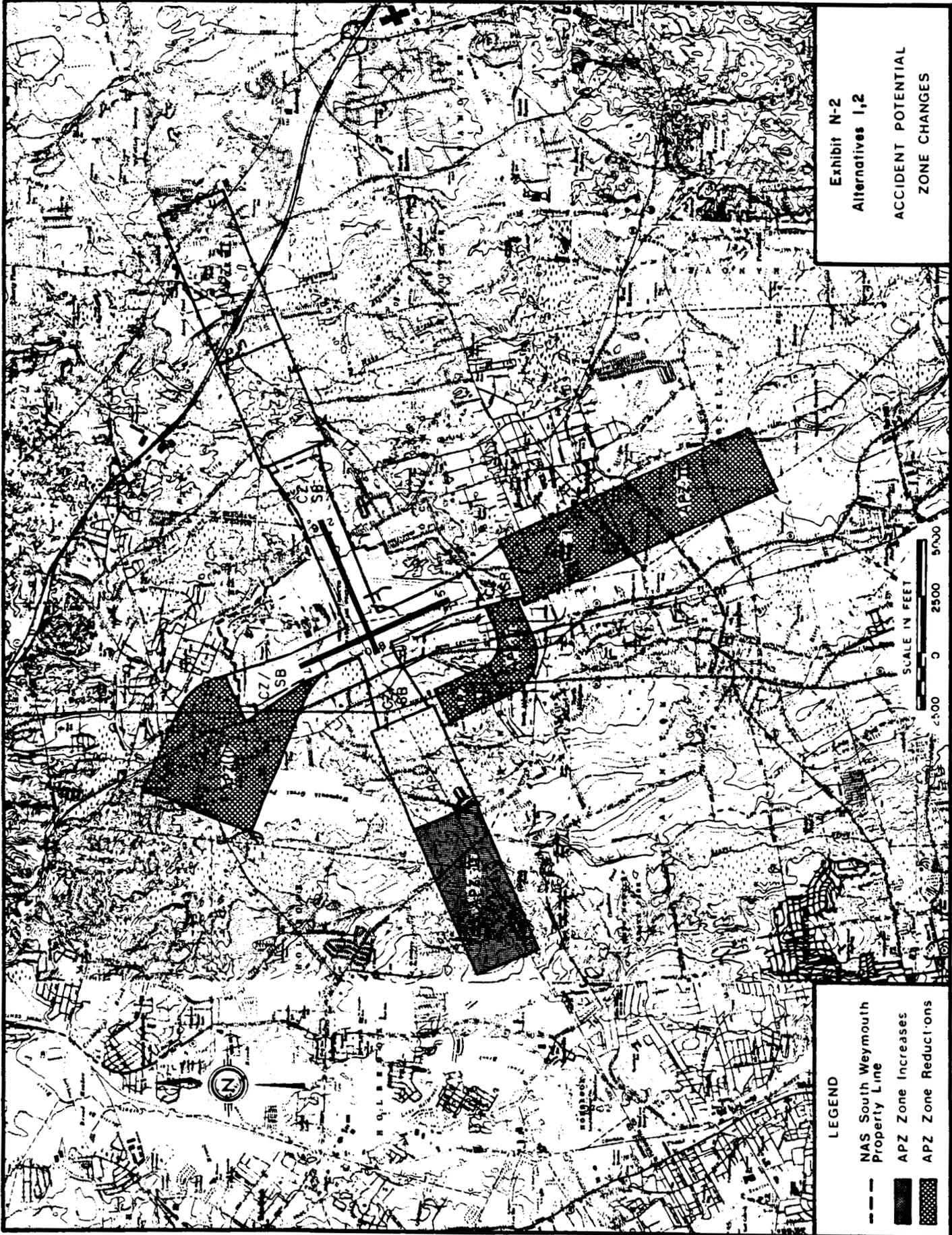
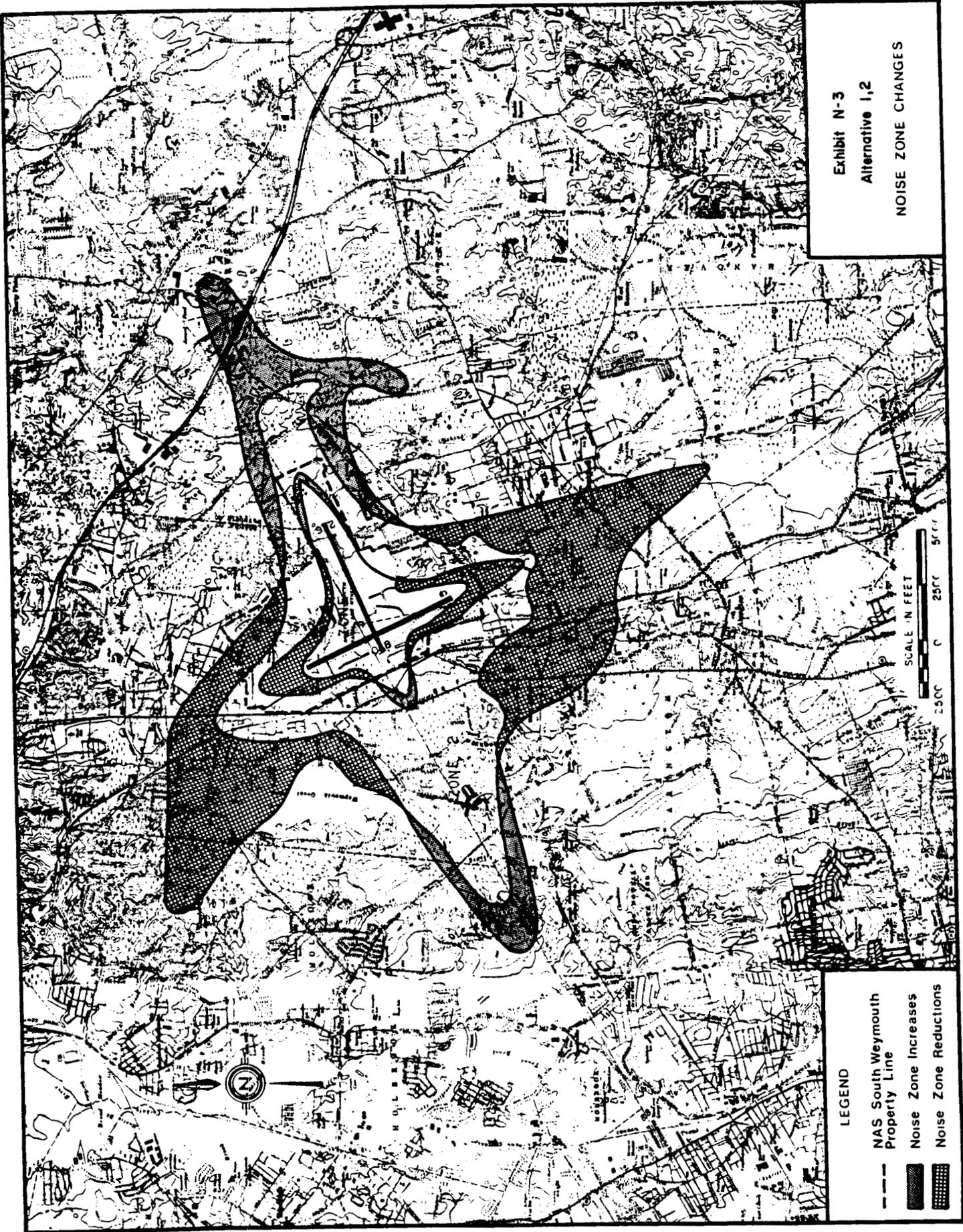


Exhibit N-2  
Alternatives 1,2  
ACCIDENT POTENTIAL  
ZONE CHANGES

LEGEND

- NAS South Weymouth Property Line
- APZ Zone Increases
- ▨ APZ Zone Reductions

Exhibit N-3  
Alternative 1,2  
NOISE ZONE CHANGES



LEGEND

- NAS South Weymouth Property Line
- ▨ Noise Zone Increases
- ▩ Noise Zone Reductions



EXHIBIT N-4  
 CHANGES IN ACREAGE EXPOSURES  
 ALTERNATIVES 1, 2

	<u>ACCIDENT POTENTIAL ZONES</u>			<u>NOISE ZONES</u>	
	<u>Clear Zone/ Setback</u>	<u>APZ I</u>	<u>APZ II</u>	<u>Noise Zone 3</u>	<u>Noise Zone 2</u>
<u>ON STATION</u>	NC	- 33	NC	-159	+ 62
<u>OFF STATION</u>					
WATER BODIES	NC	- 96	-33	NC	-143
DEVELOPED					
Use Compatible With Objectives	NC	-116	-42	NC	-233
Use Incompatible With Objectives-High Density	NC	- 63	-32	NC	-102
Use Incompatible With Objectives-Other	NC	-564	+12	-11	-658
UNDEVELOPED					
Zoning Compatible With Objectives	NC	NC	+98	NC	+163
Zoning Incompatible With Objectives	NC	-181	-60	- 2	-177
TOTAL, OFF STATION	No Change	1,020 Acre Reduction	57 Acre Reduction	13 Acre Reduction	1,150 Acre Reduction

Alternative 2: Moderate Preferential Use of Runway 08-26 (Exhibits N-2, N-3 and N-4)

This alternative is similar to Alternative 1, except that landings by A-4's and transient jets would be governed by different rules. When the runways are wet or covered with ice or snow and a headwind component is available on Runway 17-35, A-4 landings would occur on that runway. All landings by A-4 aircraft without spoilers would occur on Runway 17-35 when a headwind component is available, as would takeoffs and landings by transient jets as necessary. However, while these changes to Alternative 1 would allow most takeoffs and landings to occur safely, the margins of safety in many instances would be reduced to an unacceptable level. A-4's, transient jets and P-3's departing on overseas flights require use of the longest effective runway at NAS South Weymouth. This alternative was therefore rejected.

Alternative 3: Modified Preferential Use of Runway 08-26 (Exhibits N-5, N-6 and N-7)

This alternative is similar to Alternative 1, except that jet aircraft taking off and landing at the Air Station and P-3's taking off on overseas flights would use Runway 17-35 whenever the headwind component results in this runway having the longest available runway length. This alternative requires the following aircraft operations to use Runway 08-26 on a preferential basis:

- A-4's and Transient Jets - Touch-and-Go, Low Approach<sup>1/</sup>
- P-3's - All Operations
- Other Military Propeller Aircraft - All Operations

The following exceptions to the above preferential use criteria apply:

- All aircraft - When a crosswind of greater than 10 knots occurs on Runway 08-26, Runway 17-35 may be used for takeoffs and landings as necessary.
- P-3's - When fully loaded with fuel, these aircraft may use Runway 17-35 for takeoff when this provides the longest effective runway length.

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<sup>1/</sup> A-4's and transient jets may use 17-35 for takeoffs and landings when wind conditions provide this runway with a longer effective length than Runway 08-26.

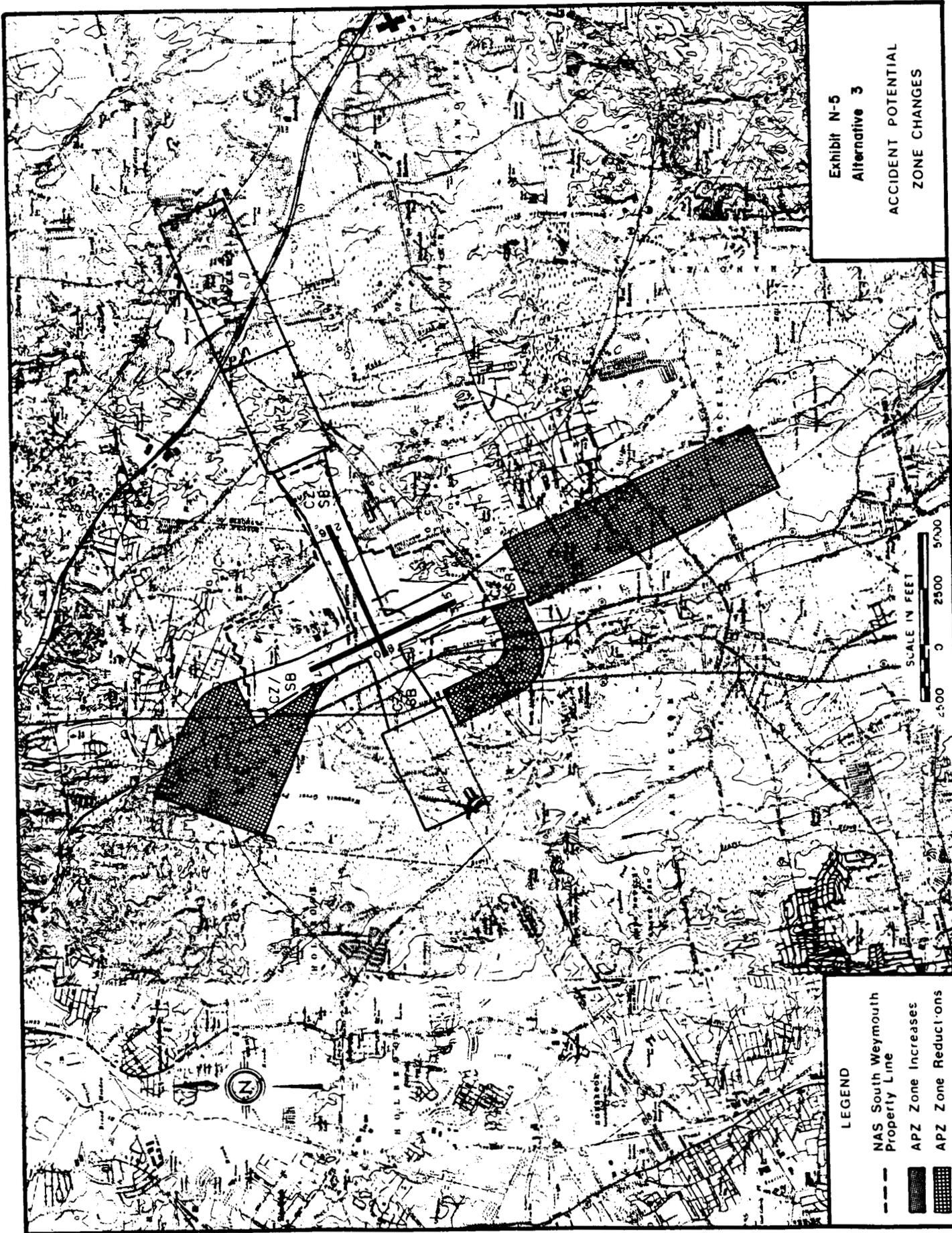


Exhibit N-5  
Alternative 3  
ACCIDENT POTENTIAL  
ZONE CHANGES

LEGEND

- NAS South Weymouth Property Line
- APZ Zone Increases
- ▨ APZ Zone Reductions

SCALE IN FEET

0 2500 5000

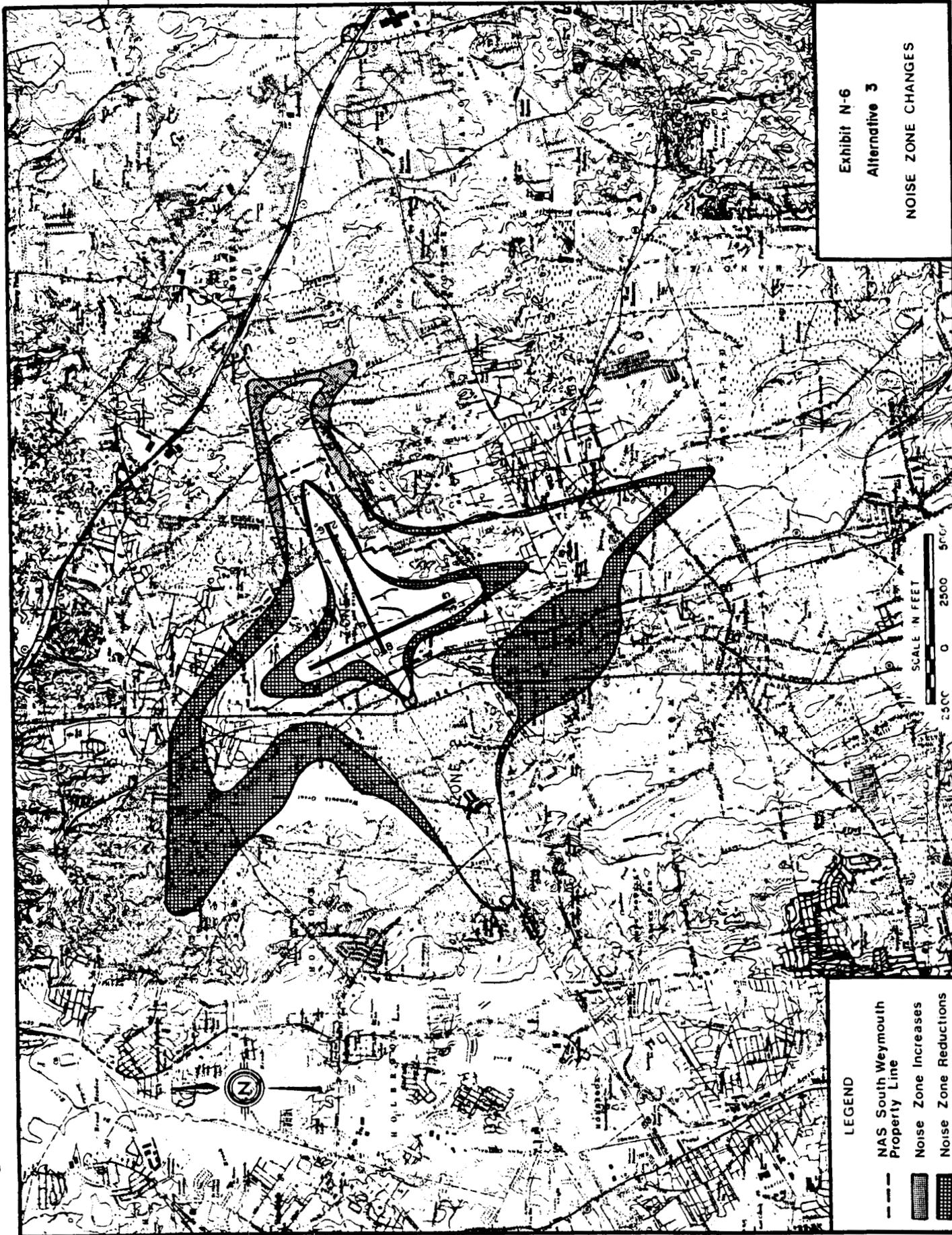


Exhibit N-6  
Alternative 3  
NOISE ZONE CHANGES

- LEGEND
- NAS South Weymouth Property Line
  - [Cross-hatched] Noise Zone Increases
  - [Dotted] Noise Zone Reductions

EXHIBIT N-7  
 CHANGES IN ACREAGE EXPOSURES  
 ALTERNATIVE 3

	<u>ACCIDENT POTENTIAL ZONES</u>			<u>NOISE ZONES</u>	
	<u>Clear Zone/ Setback</u>	<u>APZ I</u>	<u>APZ II</u>	<u>Noise Zone 3</u>	<u>Noise Zone 2</u>
<u>ON STATION</u>	NC	- 33	NC	-178	+102
<u>OFF STATION</u>					
WATER BODIES	NC	- 96	- 33	NC	-118
DEVELOPED					
Use Compatible With Objectives	NC	-116	-150	NC	-163
Use Incompatible With Objectives-High Density	NC	- 63	- 33	NC	- 90
Use Incompatible With Objectives-Other	NC	-564	NC	- 10	-466
UNDEVELOPED					
Zoning Compatible With Objectives	NC	NC	-256	NC	-100
Zoning Incompatible With Objectives	NC	-181	- 60	- 28	-227
TOTAL, OFF STATION	No Change	1,020 Acre Reduction	532 Acre Reduction	16 Acre Reduction	959 Acre Reduction

- A-4's - Under IFR conditions, A-4's may conduct multiple practice approaches on Runway 17-35 when Runway 08-26 is not suitable for full-stop landings.
- A-4's - When crosswind components on Runway 08-26 are 15 knots or greater, A-4's may conduct multiple practice approaches on Runway 17-35.
- Other Military Propeller Aircraft - Depending on the characteristics of the particular aircraft type, Runway 17-35 may be made available for takeoff or landing when this would provide the longest effective runway length.

If wind or runway conditions reduce safety margins for touch-and-go or low approach operations on Runway 08-26, such operations generally will not be executed. Instead, the aircraft may execute a landing. As stated above, A-4 aircraft are exceptions to this general rule: A-4 aircraft may conduct multiple practice approaches on Runway 17-35 under IFR conditions, or when crosswind components on Runway 17-35 are 15 knots or greater.

In view of the exceptions indicated above, adequate safety margins are provided for all operations at NAS South Weymouth. This alternative was therefore adopted, and it has been implemented.

Operational Alternatives Providing Incremental Modification of AICUZ Zones (for use if Alternatives 1-3 found unacceptable)

Whereas Alternatives 1-3 provide comprehensive revisions of AICUZ zones, it was recognized that all of these alternatives could be found unacceptable by the Review Committee. Therefore, Alternatives 4, 5 and 6 were analyzed. These alternatives would reduce AICUZ zone exposures, but not to the extent of those found in Alternatives 1-3. Since Alternative 3 was adopted, Alternatives 4, 5 and 6 are unnecessary.

Alternative 4: Relocate Local Pattern to Runway 17-35 for Reciprocating Engine Aircraft (Exhibits N-8 and N-9)

The presence of the curving Accident Potential Zones at the south end of Runway 17-35 was caused by the co-location of the reciprocating engine aircraft landing path to Runway 35 and their takeoff

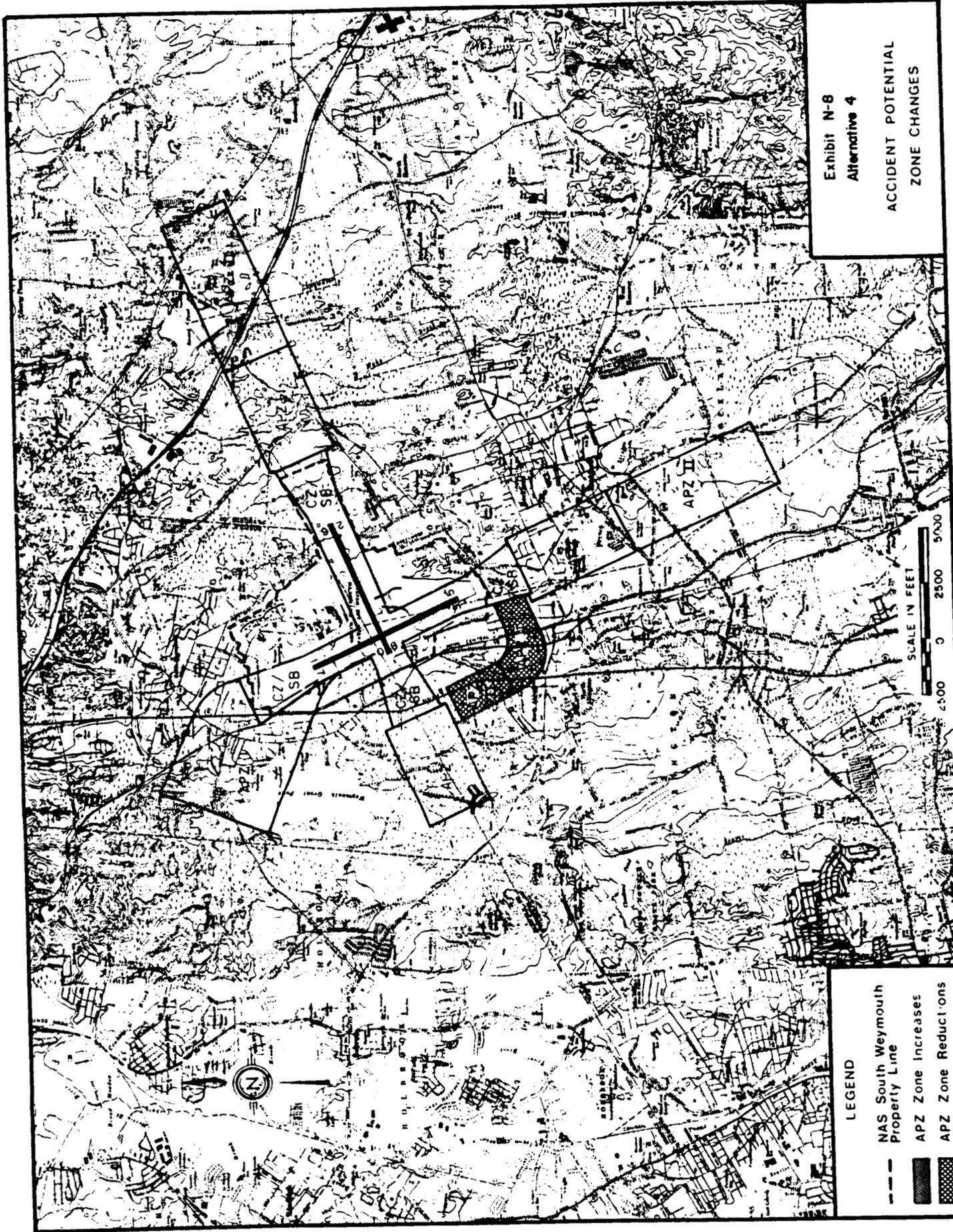


Exhibit N-8  
Alternative 4  
ACCIDENT POTENTIAL  
ZONE CHANGES

- LEGEND
- - - - - NAS South Weymouth Property Line
  - ▨ APZ Zone Increases
  - ▩ APZ Zone Reductions

EXHIBIT N-9  
 CHANGES IN ACREAGE EXPOSURES  
 ALTERNATIVE 4

	<u>ACCIDENT POTENTIAL ZONES</u>			<u>NOISE ZONES</u>	
	<u>Clear Zone/ Setback</u>	<u>APZ I</u>	<u>APZ II</u>	<u>Noise Zone 3</u>	<u>Noise Zone 2</u>
<u>ON STATION</u>	NC	NC	NC	NC	NC
<u>OFF STATION</u>					
WATER BODIES	NC	NC	NC	NC	NC
DEVELOPED					
Use Compatible With Objectives	NC	NC	-40	NC	NC
Use Incompatible With Objectives-High Density	NC	- 2	NC	NC	NC
Use Incompatible With Objectives-Other	NC	-56	NC	NC	NC
UNDEVELOPED					
Zoning Compatible With Objectives	NC	NC	-17	NC	NC
Zoning Incompatible With Objectives	NC	-20	NC	NC	NC
TOTAL, OFF STATION	No Change	78 Acre Reduction	57 Acre Reduction	No Change	No Change

path from Runway 17. If the downwind leg of the Runway 35 reciprocating engine local pattern is shortened approximately 1,500 feet, there would be enough separation between the two Aero Club local patterns to eliminate the APZ's. This alternative was found acceptable, but unnecessary due to the implementation of Alternative 3. Alternative 5 was therefore rejected.

Alternative 5: Takeoffs on Runway 17 Execute Immediate Right Turn (Exhibits N-10 and N-11)

This alternative would require aircraft departing on Runway 17 (i.e., departures to the south) to execute a 20° right turn immediately upon takeoff. This procedure would separate the flight tracks of Runway 17 takeoffs (takeoffs to the south) and Runway 35 landings (landings to the north). The result would be that fewer than 5,000 annual operations would occur over the APZ II area south of Runway 17-35. Therefore, this APZ II zone would be eliminated.

However, detailed analysis showed that development underneath the new flight path was of a similar nature to that under the original flight path. While spreading of the tracks would eliminate the Accident Potential Zone, no real reduction in accident potential would be obtained over developed areas. Furthermore, APZ II at the south end of Runway 17-35 is eliminated by Alternative 3, which was adopted. For these reasons, Alternative 5 was rejected.

Alternative 6: Multiple Operations Prohibited on Runway 17-35 (Exhibits N-12, N-13 and N-14)

This alternative would require all touch-and-go and low approach operations to occur on Runway 08-26. The reciprocating engine local pattern would be revised as in Alternatives 1-3. This alternative would eliminate the APZ I located at the north end of Runway 17-35, and would reduce noise exposure of developed areas. Some features of this alternative were incorporated into Alternative 3, which was adopted.

Operational Alternatives Providing Additional Reductions in Noise Exposure of Accident Potential

Two operational alternatives were analyzed which had no effect on the AICUZ zones but which nevertheless would provide significant improvements to the noise environment. The lack of change in the AICUZ zones is explained in the text associated with the two alternatives below.

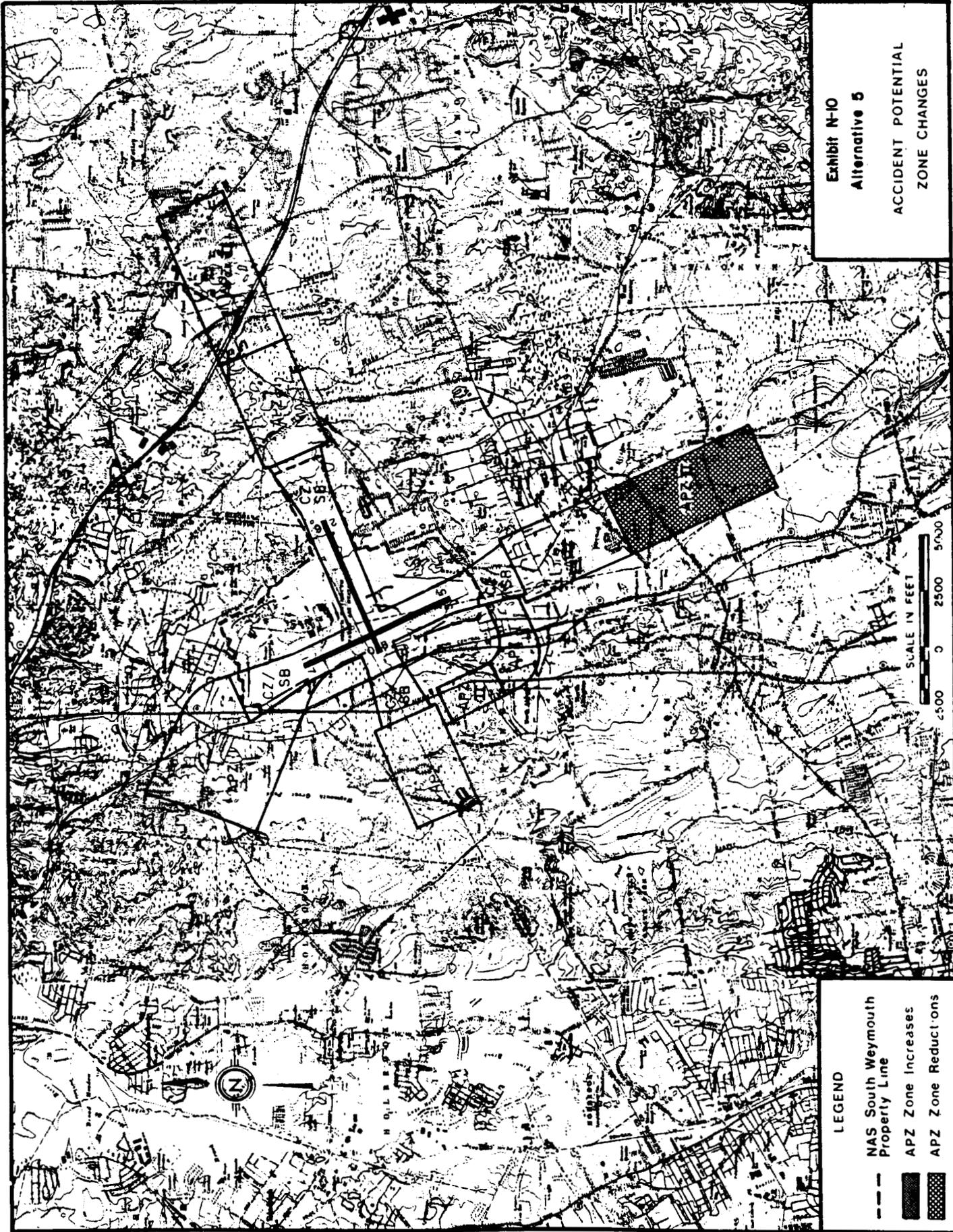


Exhibit N-10  
Alternative 5

ACCIDENT POTENTIAL  
ZONE CHANGES

LEGEND

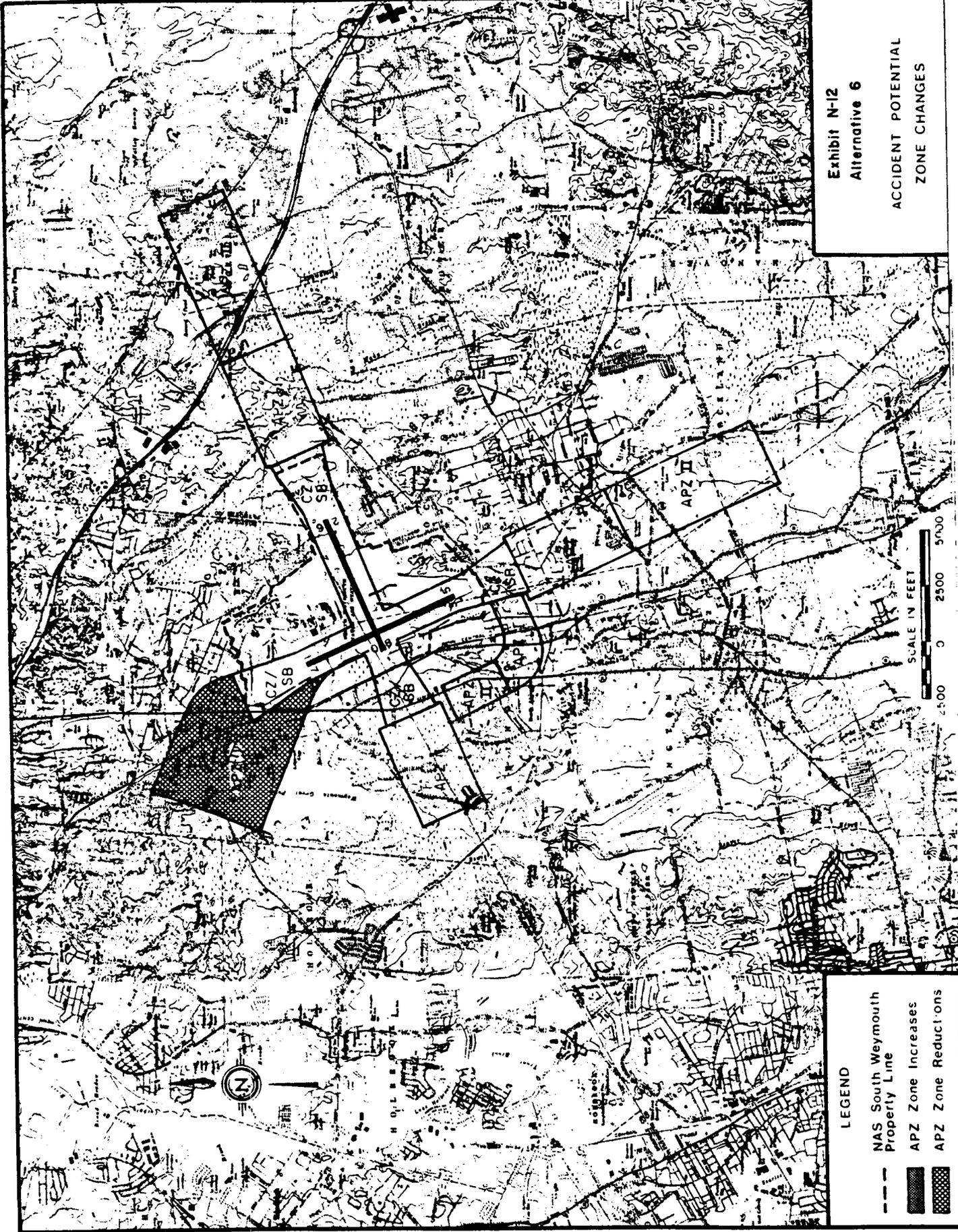
- NAS South Weymouth Property Line
- APZ Zone Increases
- ▨ APZ Zone Reductions

SCALE IN FEET  
0 2500 5000

EXHIBIT N-11  
 CHANGES IN ACREAGE EXPOSURES  
 ALTERNATIVE 5

	<u>ACCIDENT POTENTIAL ZONES</u>			<u>NOISE ZONES</u>	
	<u>Clear Zone/ Setback</u>	<u>APZ I</u>	<u>APZ II</u>	<u>Noise Zone 3</u>	<u>Noise Zone 2</u>
<u>ON STATION</u>	NC	NC	NC	NC	NC
<u>OFF STATION</u>					
WATER BODIES	NC	NC	- 33	NC	NC
DEVELOPED					
Use Compatible With Objectives	NC	NC	-110	NC	NC
Use Incompatible With Objectives-High Density	NC	NC	- 33	NC	NC
Use Incompatible With Objectives-Other	NC	NC	NC	NC	NC
UNDEVELOPED					
Zoning Compatible With Objectives	NC	NC	-246	NC	NC
Zoning Incompatible With Objectives	NC	NC	- 60	NC	NC
TOTAL, OFF STATION	No Change	No Change	482 Acre Reduction	No Change	No Change

Exhibit N-12  
Alternative 6  
ACCIDENT POTENTIAL  
ZONE CHANGES



LEGEND

- NAS South Weymouth Property Line
- APZ Zone Increases
- ▨ APZ Zone Reductions



Exhibit N-13  
Alternative 6

NOISE ZONE CHANGES



LEGEND

- NAS South Weymouth Property Line
- ▒ Noise Zone Increases
- ▒ Noise Zone Reductions

EXHIBIT N-14  
 CHANGES IN ACREAGE EXPOSURES  
 ALTERNATIVE 6

	<u>ACCIDENT POTENTIAL ZONES</u>			<u>NOISE ZONES</u>	
	<u>Clear Zone/ Setback</u>	<u>APZ I</u>	<u>APZ II</u>	<u>Noise Zone 3</u>	<u>Noise Zone 2</u>
<u>ON STATION</u>	NC	- 33	NC	-50	+ 29
<u>OFF STATION</u>					
WATER BODIES	NC	- 92	NC	NC	- 62
DEVELOPED					
Use Compatible With Objectives	NC	- 59	NC	NC	-132
Use Incompatible With Objectives-High Density	NC	-52	NC	NC	- 14
Use Incompatible With Objectives-Other	NC	-311	NC	- 7	-187
UNDEVELOPED					
Zoning Compatible With Objectives	NC	NC	NC	NC	+136
Zoning Incompatible With Objectives	NC	- 83	NC	-17	+ 46
TOTAL, OFF STATION	No Change	597 Acre Reduction	No Change	24 Acre Reduction	213 Acre Reduction

Alternative 7: A-4's and Transient Jets Achieve Pattern Altitude Before Executing Turns in Multiple Operations on Runways 08, 17 & 26

This alternative would require that A-4's and transient jets achieve the standard pattern altitude of 1,200 feet before executing turns on touch-and-go and low approach operations. While the noise contour calculations assume that all jets strictly follow the local pattern in multiple operations, it is known that turns have sometimes been executed earlier. Therefore, while there is some benefit realized by eliminating the relatively low level overflights of developed areas adjacent to Runways 08-17 and 26, the noise zones show no change. This alternative was adopted.

Alternative 8: Begin Quiet Hours Earlier at Night

Presently, Quiet Hours begin at 10:00 PM. After this hour, touch-and-go and low approach operations are prohibited. This alternative would reset the beginning of Quiet Hours to an earlier time. This alternative would reduce noise exposure during a period immediately preceding 10:00 p.m., a period when the number of noise complaints to the Air Station has been significant. However, in the absence of a suitable nearby airfield, these operations would still occur at South Weymouth, albeit at an earlier evening hour. Therefore, no reduction in noise zone would result from implementing this alternative.

The present time at which Quiet Hours begin leaves only a short period available for the night flight operations mandated by Navy flight proficiency requirements. Resetting quiet hours would jeopardize the Air Station's ability to accommodate these requirements since no nearby airfield is available for these practice operations. Consequently, this alternative was rejected.

Facility Modification Alternatives

Alternatives 9 through 11 would require the application of Federal funds for facility modifications. Once the facility modifications occurred, operational procedures could be instituted which would reduce noise exposure and/or accident potential on the community. Approval of these alternatives implies only that they will be proposed for Federal funding. There is no guarantee that funding will actually occur, and these alternatives cannot be considered "adopted" until the facility modifications are in place. Those Alternatives which were approved by the Review Committee have been incorporated in the "Alternate AICUZ". Appendix O provides the full range of land use and implementation figures and tables specific to the Alternate AICUZ.

Alternative 9: Extend Runway 26 1,000 Feet; Extreme Preferential Use of Runway 08-26 (Exhibits N-15, N-16, N-17 and N-18)

This alternative would extend Runway 26 by 1,000 feet, and apply the extreme preferential runway use procedures identified in Alternative 1. Development of the 1,000 foot extension would cost approximately \$3,400,000 if an overrun were developed, and \$2,000,000 if not. It would require acquisition of 43 acres of undeveloped industrial land (\$1,900,000) to achieve near-conformance with Navy Clear Zone acquisition requirements. However, one industrial building would be located approximately 200 feet into the Clear Zone if the full 1,000 foot runway extension were constructed. Therefore, consideration could be given to limiting the extension to 800 feet. The noise zone and APZ changes resulting from implementation of this alternative are similar to those of Alternatives 1 and 2. However, both the noise zones and accident potential zones at the 26 end would be extended by 1,000 feet (or 800 feet) to the east due to the runway extension. Exhibits M-7 through M-10 reflect a 1,000 foot extension. An 800 foot extension might require a slightly more moderate runway preference policy, but AICUZ zone changes would remain essentially unaffected.

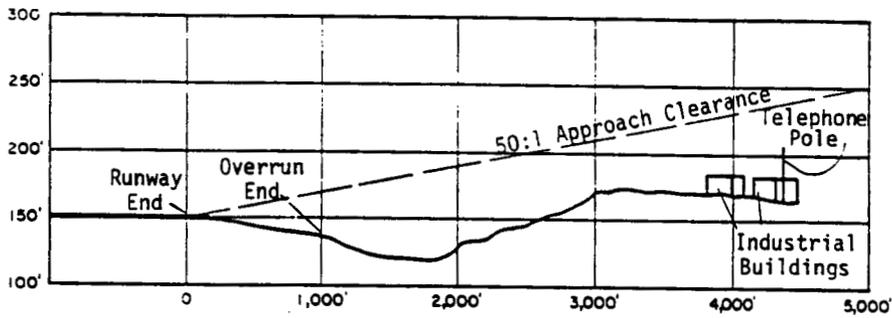
Providing an extension to the east end of Runway 08-26 would improve safety margins for aircraft operating on this runway. However, many jet takeoff and landing operations would still require use of Runway 17-35 when northerly or southerly winds occurred. This alternative was therefore rejected.

Alternative 10: Extend Runway 08-26 1,000 Feet to the East; Moderate Preferential Use of Runway 08-26 (Exhibits N-15, N-16, N-19 and N-20)

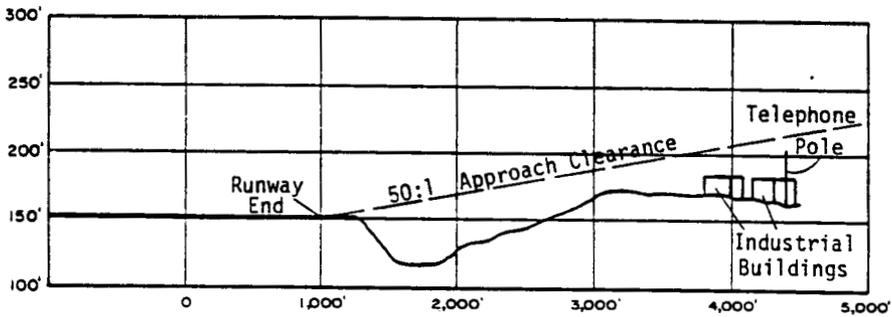
This alternative is similar to Alternative 9, except that Runway 17-35 could be used by jet takeoffs and landings where necessary.

Adoption of this alternative would enable many of the jet operations using Runway 17-35 under the adopted Alternative 3, to use Runway 08-26. The AICUZ impacts would be approximately the same for Alternatives 9 and 10. Adequate safety margins could be achieved by the occasional use of Runway 17-35 for jet and heavy propeller aircraft operations. This alternative was approved as a funding proposal.

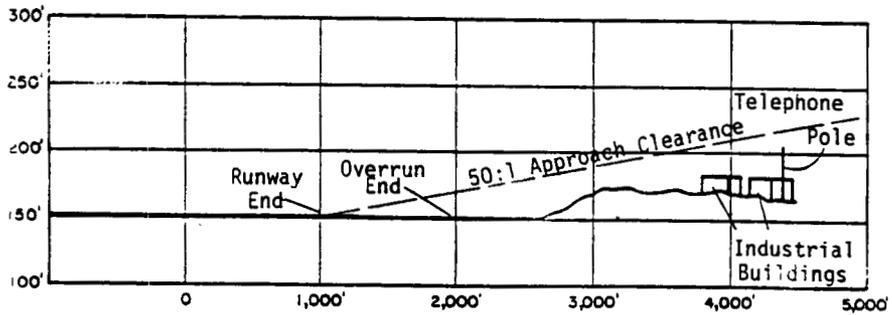
Exhibit N-15  
 Alternative 9  
 Runway 26 Approach Profiles



Existing Runway 26 Approach Profile



Runway 26 Approach Profile With 1,000' Extension; Without Overrun



Runway 26 Approach Profile With 1,000' Extension; With Overrun

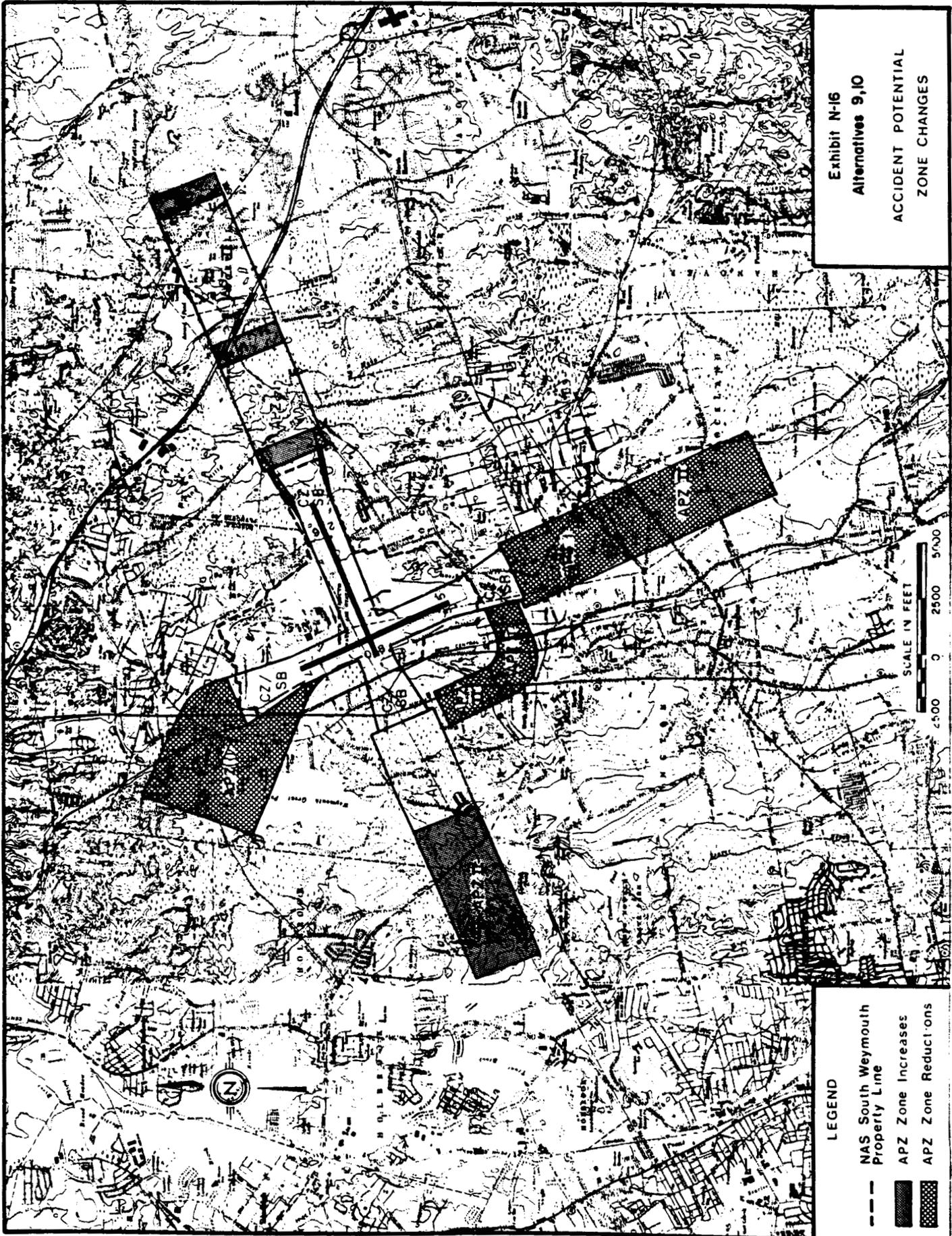


Exhibit N-16  
 Alternatives 9,10  
 ACCIDENT POTENTIAL  
 ZONE CHANGES

LEGEND

- NAS South Weymouth Property Line
- APZ Zone Increases
- ▨ APZ Zone Reductions

SCALE IN FEET  
 0 2500 5000

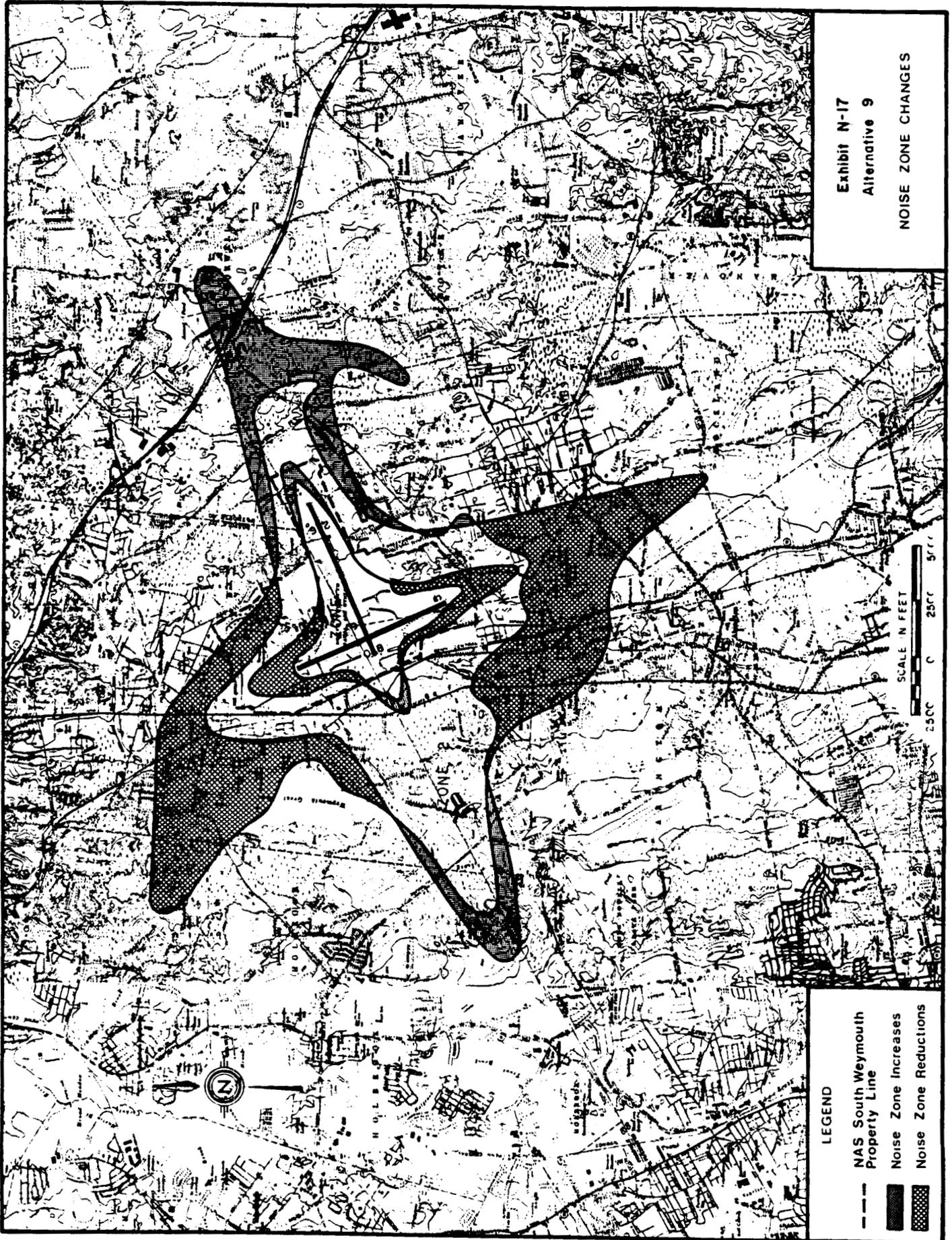


Exhibit N-17  
Alternative 9  
NOISE ZONE CHANGES

LEGEND

- NAS South Weymouth Property Line
- █ Noise Zone Increases
- ▨ Noise Zone Reductions

SCALE IN FEET  
2500 5000 7500

EXHIBIT N-18  
 CHANGES IN ACREAGE EXPOSURES  
 ALTERNATIVE 9

	<u>ACCIDENTAL POTENTIAL ZONES</u>			<u>NOISE ZONES</u>	
	<u>Clear Zone/ Setback</u>	<u>APZ I</u>	<u>APZ II</u>	<u>Noise Zone 3</u>	<u>Noise Zone 2</u>
<u>ON STATION</u>	-18	- 33	NC	-132	+ 44
<u>OFF STATION</u>					
WATER BODIES	NC	- 96	-33	NC	-122
DEVELOPED					
Use Compatible With Objectives	NC	-104	-47	NC	-196
Use Incompatible With Objectives-High Density	NC	- 63	-32	NC	- 94
Use Incompatible With Objectives-Other	+ 1	-565	+40	-10	-597
UNDEVELOPED					
Zoning Compatible With Objectives	NC	NC	_75	NC	_151
Zoning Incompatible With Objectives	+44	-191	-60	+ 2	- 96
TOTAL, OFF STATION	45 Acre Increase	1,019 Acre Reduction	57 Acre Reduction	8 Acre Reduction	954 Acre Reduction



Exhibit N-19  
 Alternative 10  
 NOISE ZONE CHANGES

**LEGEND**

- NAS South Weymouth Property Line
- [Diagonal Hatching] Noise Zone Increases
- [Cross-hatching] Noise Zone Reductions



EXHIBIT N-20  
 CHANGES IN ACREAGE EXPOSURES  
 ALTERNATIVE 10

	<u>ACCIDENT POTENTIAL ZONES</u>			<u>NOISE ZONES</u>	
	<u>Clear Zone/ Setback</u>	<u>APZ I</u>	<u>APZ II</u>	<u>Noise Zone 3</u>	<u>Noise Zone 2</u>
<u>ON STATION</u>	-18	- 33	NC	-174	+ 96
<u>OFF STATION</u>					
WATER BODIES	NC	- 96	-33	NC	- 23
DEVELOPED					
Use Compatible With Objectives	NC	-104	-47	NC	-160
Use Incompatible With Objectives-High Density	NC	- 63	-32	NC	- 59
Use Incompatible With Objectives-Other	+ 1	-565	+40	+ 6	-606
UNDEVELOPED					
Zoning Compatible With Objectives	NC	NC	+75	NC	+230
Zoning Incompatible With Objectives	+44	-191	-60	+ 20	+165
TOTAL, OFF STATION	45 Acre Reduction	1,019 Acre Reduction	57 Acre Reduction	148 Acre Reduction	356 Acre Reduction

#### Alternative 11: A-4 Runups Suppressed

A noise suppressor unit for A-4 ground runup operations is currently under prototype development at the Naval Air Rework Facility (NARF) at Alameda, California. This development requires modification of a unit currently operational for the A-3 and A-6. It would attenuate noise by 15 to 20 dB. Use of the engine suppressor at NAS South Weymouth would not affect the noise zones, since runup noise is masked by noise generated by flight activity. However, runup noise at the Air Station has generated a number of complaints in the past, including inquiries from public officials. It is considered that utilization of an A-4 runup suppressor at the Air Station would be viewed by the community as a symbol of the Air Station's commitment to minimizing AICUZ exposures. It should be noted that one of the most significant considerations in the degree of annoyance felt by citizens due to given level of noise exposure, is whether the source of noise is being controlled to the greatest extent feasible. The suppressor unit would cost approximately \$30,000. This alternative was approved as a funding proposal.

#### Alternative 12: Install Visual Approach Slope Indicator (VASI) Units

This alternative would result in the installation of VASI units at the end of each runway. These navigational aids provide visual glide slope indication to pilots, allowing three degree approaches and touchdown point guidance, principally for P-3 and C-9 aircraft. The VASI units would cost approximately \$12,000 for each runway end. By virtue of the installation of these units, unusually low approaches by P-3's and C-9's would be greatly reduced. A source of annoyance to community residents would be reduced accordingly and safety margins improved. The calculation procedures which establish noise and accident potential zones are not sensitive enough to cause corresponding changes in the AICUZ zones. Nevertheless, in view of the actual benefits anticipated, this alternative was approved as a funding proposal.

## APPENDIX O

### ALTERNATE AICUZ

The Facility Modification Alternatives recommended for funding proposals represent the basis for an "Alternate AICUZ". The Alternate AICUZ would be established at such time as the proposed facility modifications actually took place. Only one of the recommended facility modification alternatives has an effect on the AICUZ zones. This is Alternative 10, which would extend Runway 08-26 by 1,000 feet to the east in order to allow greater utilization of this runway by jet aircraft. (For a full discussion of alternatives analyzed, see Appendix N.)

Exhibit O-1 depicts the Alternate AICUZ. It has several features which differ from the present AICUZ developed in Chapter IV:

- The Alternate AICUZ includes a new APZ II at the west end of Runway 08-26, due to the greater utilization of this runway.
- The noise zones at the east and west of the Air Station are larger in the Alternate AICUZ for the same reason.
- The noise zones to the north and south of the Air Station are smaller in the Alternate AICUZ due to the reduced utilization of Runway 17-35.

The effect of redirecting operations over undeveloped areas would be to reduce AICUZ exposures on existing development and provide local communities with an opportunity to promote land uses compatible with land use objectives for AICUZ zones. The overall size of the Alternate AICUZ is somewhat larger. The increase in exposures to undeveloped land makes up more than the differences between the two AICUZ areas.

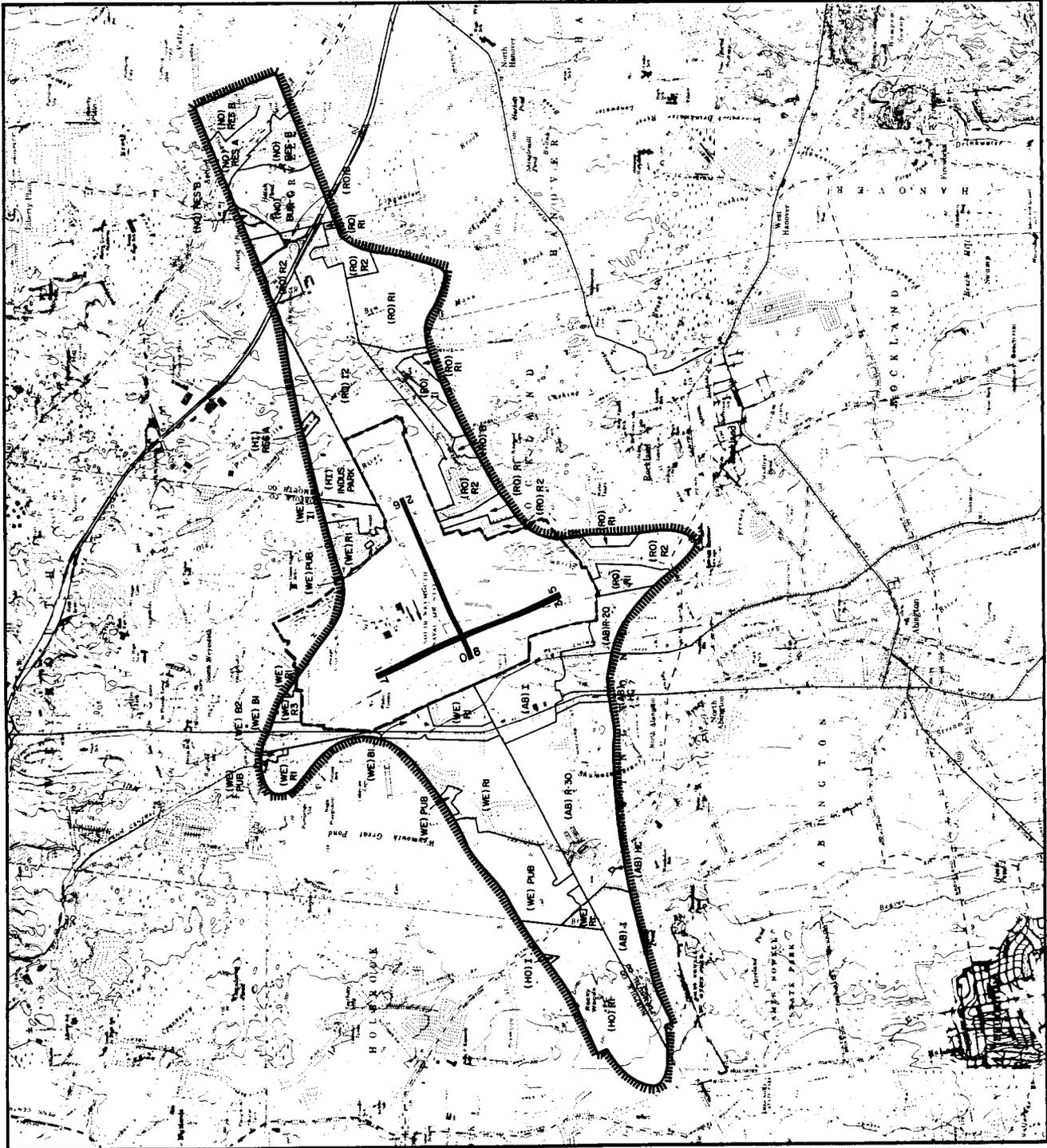
The larger size of the Alternate AICUZ (notwithstanding the generally undeveloped nature of the newly affected land), and Federal budget constraints make it highly unlikely that the runway extension will ever be funded. Therefore local townships are strongly urged to consider the AICUZ depicted elsewhere in this report as final.

The exhibits in this appendix provide replacement maps and tables for material found in Chapters IV, VI and VII. They provide information associated with the Alternate AICUZ. The text discussion

found in Chapters IV, VI and VII is generally applicable to the Alternate AICUZ, and is not expanded upon here. The correspondence between the figure, table and exhibit numbers for the present AICUZ and Alternate AICUZ material is as follows:

<u>Material</u>	<u>Final AICUZ</u>	<u>Alternate AICUZ</u>
AICUZ Map	Figure IV-7	Exhibit 0-1
Zoning Map	Figure VI-2	Exhibit 0-2
Zoning Code Table	Table VI-1	Exhibit 0-3
Compatibilities Map	Figure VI-3	Exhibit 0-4
Compatibility Acreages Table	Table VI-2	Exhibit 0-5
Wetlands Map	Figure VI-4	Exhibit 0-6
Strategies Map	Figure VII-1	Exhibit 0-7
Tract-Specific Strategies Table	Table VII-2	Exhibit 0-8





**LEGEND**

NAS South Weymouth  
Property Line

Zoning District With Identifier  
Keyed To Exhibit 0-3



AICUZ

Air Installation

Compatible Use Zone Study

**PC** SPEAS ASSOCIATES

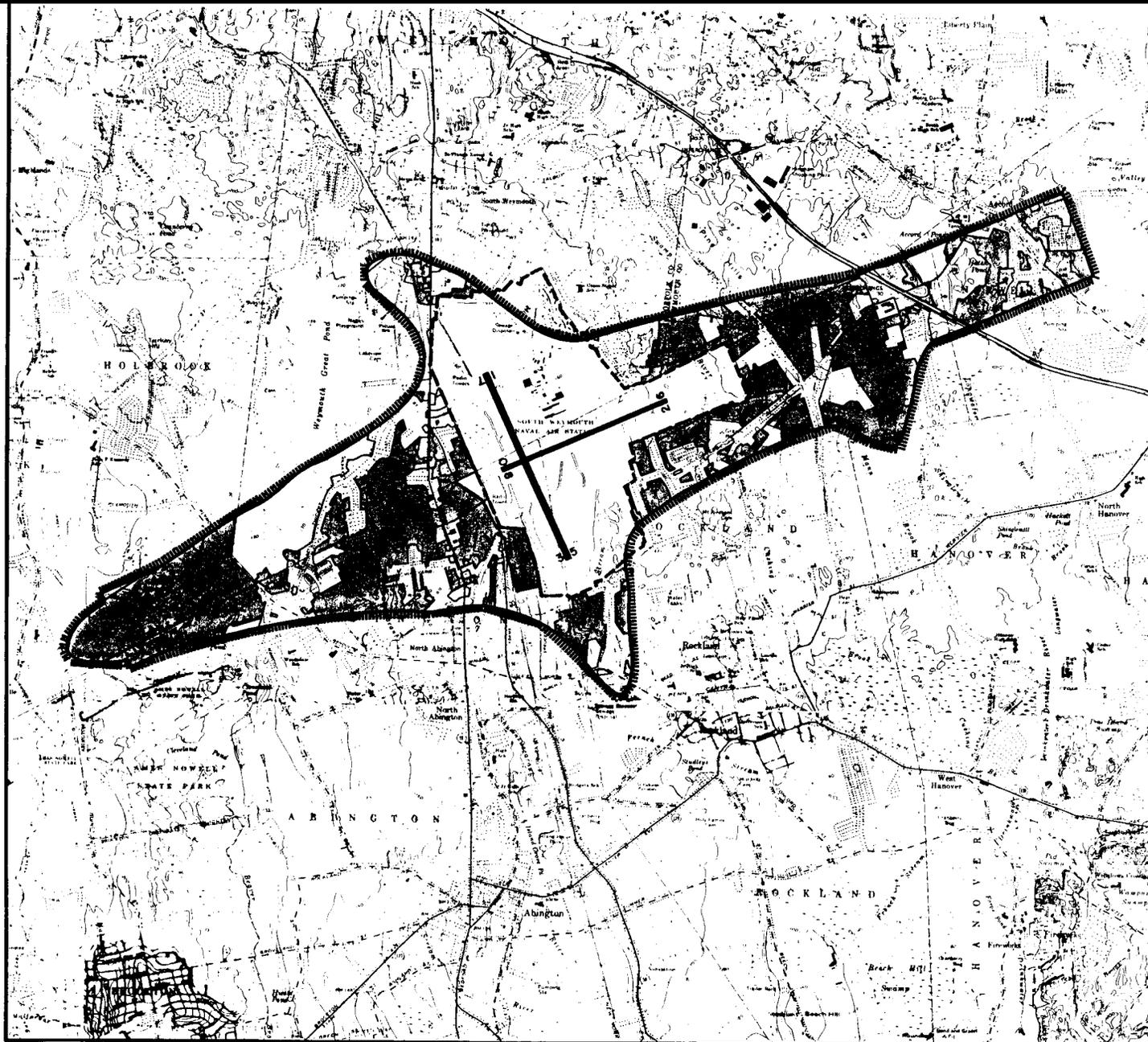
Exhibit 0-2

**ZONING IN ALTERNATE AICUZ**

Exhibit 0-3

ZONING CODES IDENTIFIED ON ZONING MAP

(AB)GC - (Abington) General Commercial  
(AB)HC - (Abington) Highway Commercial  
(AB)I - (Abington) Industrial  
(AB)R-20 - (Abington) High Density Residential  
(AB)R-30 - (Abington) Medium Density Residential  
(HA)RES - (Hanover) Residence  
(HI) INDUS. PARK - (Hingham) Industrial Park  
(HI)RES A - (Hingham) Residence A District  
(HO)I - (Holbrook) Industrial  
(HO)R1 - (Holbrook) Residence 1  
(NO)BUS C - (Norwell) Business C1-C2-C3 (Industrial)  
(NO)RES A - (Norwell) Residence A  
(NO)RES B - (Norwell) Residence B  
(RO)B - (Rockland) Business  
(RO)I1 - (Rockland) Limited Industrial  
(RO)I2 - (Rockland) Industrial Park  
(RO)R1 - (Rockland) Residence  
(RO)R2 - (Rockland) Residence  
(RO)R3 - (Rockland) Residence  
(WE)B1 - (Weymouth) Limited Business  
(WE)B2 - (Weymouth) General Business  
(WE)I1 - (Weymouth) Limited Industrial  
(WE)PUB - (Weymouth) Public, Semi-Public and Open Space  
(WE)R1 - (Weymouth) Residence District  
(WE)R3 - (Weymouth) Residence District



**LEGEND**

- NAS South Weymouth Property Line
-  Existing Uses Compatible
-  Existing Uses Incompatible
-  Undeveloped, Projected Compatible
-  Undeveloped, Projected Incompatible



**AICUZ**  
Air Installation  
Compatible Use Zone Study

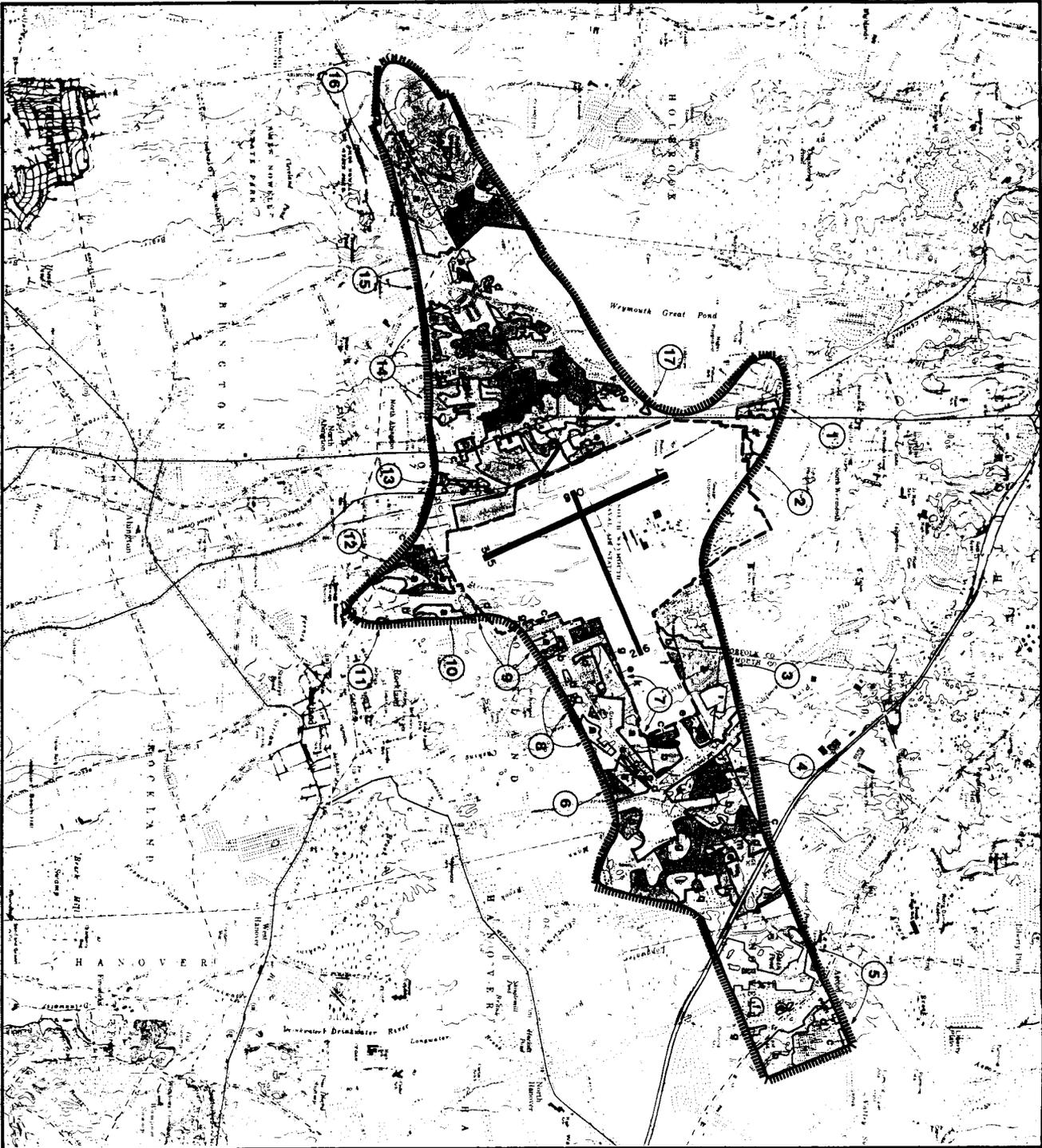
**prc** SPEAS ASSOCIATES

Exhibit 0-4  
**COMPATIBILITY IN ALTERNATE AICUZ**

Exhibit O-5  
ALTERNATE AICUZ AREA IMPACT TABULATION (ACRES)

AICUZ Area	DEVELOPED			UNDEVELOPED			On Station Total	Water	Grand Total
	Compatible	Incompatible	Compatibly Zoned	Incompatibly Zoned	No Zoning	Off Station Total			
Clear Zone, Setback	--	85	--	173	--	258	870	--	1,128
I-3	--	5	--	--	--	5	--	--	5
I-2	81	147	--	456	--	684	--	--	684
I-1	--	--	--	--	--	--	--	--	--
II-3	--	--	--	--	--	--	--	--	--
II-2	188	70	131	289	--	678	--	18	696
II-1	134	34	92	--	--	260	--	8	268
3	--	12	--	20	--	32	196	--	228
2	245	561	366	462	--	1,634	539	2	2,175
Total	648	914	589	1,400	--	3,551	1,605	28	5,184





<b>LEGEND</b>	
	MAS South Weymouth Property Line
	Undeveloped Area, Keyed To Exhibit 0-8
	Developed (No Action Necessary)
	Undeveloped Compatibly Zoned (Maintain Existing Zoning)
	Undeveloped Incompatibly Zoned Wetland Areas (Maintain Environmental Quality)
	Other Undeveloped Incompatibly Zoned Areas (See Exhibit 0-8)
<b>AICUZ</b>	Air Installation Compatible Use Zone Study
<b>PNC SPEARS ASSOCIATES</b>	
Exhibit 0-7 <b>ALTERNATE AICUZ STRATEGIES</b>	

Exhibit 0-8

DETAILS OF RECOMMENDED TRACT SPECIFIC STRATEGIES TO ENCOURAGE COMPATIBLE DEVELOPMENT IN THE AICUZ

AREA CODE	AICUZ ZONE	EXISTING ZONING	COMPATIBILITY REQUIREMENT	ENVIRONMENTAL CHARACTER	ACCESS	RECOMMENDED STRATEGY	COMMENT	AREA (ACRES)	LOCATION			
1	2	B-1; Compatible	OK	Some Wetland Areas	Accessible	<ul style="list-style-type: none"> <li>● Maintain existing zoning</li> </ul>		10-50	North			
2	a	2	R-3; Incompatible	Wetland	Inaccessible	<ul style="list-style-type: none"> <li>● Local acquisition for public use</li> </ul>	<ul style="list-style-type: none"> <li>● Small tract, development unlikely</li> </ul>	0-10	North			
	b	cz/sb, 2	R-1, R-3; Incompat.			<ul style="list-style-type: none"> <li>● Maintain envir. quality</li> </ul>						
3	a	2	I-1, IND.PK; Compat.	Some Wetland Areas	Accessible	<ul style="list-style-type: none"> <li>● Maintain existing zoning</li> </ul>	<ul style="list-style-type: none"> <li>● High development potential</li> </ul>	50-100	North			
	b	3	I-1; Incompatible			<ul style="list-style-type: none"> <li>● Provide density control</li> </ul>						
	c	cz/sb	I-2; Incompatible			Use				<ul style="list-style-type: none"> <li>● Avoid additional develop.</li> </ul>		
	d									Wetland	Inaccessible	<ul style="list-style-type: none"> <li>● Maintain envir. quality</li> </ul>
	e											3
f	2	IND.PK; Compatible	OK	Some Wetland Areas	<ul style="list-style-type: none"> <li>● Maintain existing zoning</li> </ul>	<ul style="list-style-type: none"> <li>● High development potential</li> </ul>	10-50	East				
b	I-2	I-2; Incom.	Density	Accessible	<ul style="list-style-type: none"> <li>● Provide density control</li> </ul>				0-10			
c									10-50			
d									0-10			
e									0-10			
g	I-2, 2	R-1; Incompatible	Use	Inaccessible	<ul style="list-style-type: none"> <li>● Maintain envir. quality</li> </ul>	<ul style="list-style-type: none"> <li>● Area surrounded by wetland</li> <li>● Buffer area</li> </ul>	10-50					
h	II-2	I-2; Compatible	OK	Accessible	<ul style="list-style-type: none"> <li>● Local acquisition for public use</li> </ul>		0-10					
i	I-2, 2	R-2; Incompatible	Use		<ul style="list-style-type: none"> <li>● Avoid additional incompatible development</li> </ul>		10-50					
j	2	R-1, RES; Incom.			<ul style="list-style-type: none"> <li>● Reduce density</li> <li>● Provide noise insulation</li> </ul>		50-100					
k	I-2	I-2, R-2; Incom.	Density, Use		Wetland	Inaccessible	<ul style="list-style-type: none"> <li>● Chng. zoning to industrial</li> <li>● Provide density controls</li> </ul>	10-50				
l		IND.PK, I-2; Incom.	Density	0-10								
m		I-2; Incompatible		10-50								
n	I-2, 2	IND.PK, I-2; Incom.	Density, Use	Wetland	Inaccessible	<ul style="list-style-type: none"> <li>● Maintain envir. quality</li> </ul>	100+					
o		I-2, R-1; Incompat.					Use	0-10				
p	2	R-1; Incompatible	Use									
q	I-2	R-2; Incompatible										

AREA CODE	AICUZ ZONE	EXISTING ZONING	COMPATIBILITY REQUIREMENT	ENVIRONMENTAL CHARACTER	ACCESS	RECOMMENDED STRATEGY	COMMENT	AREA (ACRES)	LOCATION																																		
a	II-2, II-1	BUS-C, RES A, RES-B; Compat. RES-A, RES-B; Com.	OK		Accessible	<ul style="list-style-type: none"> <li>Maintain existing low density zoning</li> </ul>		50-100	East																																		
b	II-1	RES-B; Compatible						R-2; Compatible		I-1; Compatible	R-2; Incompatible	<ul style="list-style-type: none"> <li>Maintain existing zoning</li> <li>Chng. zoning to industrial</li> </ul>	10-50																														
c													2	R-1; Incompatible	I-2; Compatible	R-2; Incompatible	<ul style="list-style-type: none"> <li>Maintain enviro. quality</li> </ul>	0-10																									
d																		2	R-1; Incompatible	I-2; Compatible	R-2; Incompatible	<ul style="list-style-type: none"> <li>Maintain existing zoning</li> <li>Avoid additional development</li> </ul>	10-50																				
e																							2	R-2; Incompatible	I-2; Incompatible	R-2; Incompatible	<ul style="list-style-type: none"> <li>Maintain enviro. quality</li> </ul>	0-10															
f																												2	R-2; Incompatible	I-2; Incompatible	R-2; Incompatible	<ul style="list-style-type: none"> <li>Maintain existing zoning</li> <li>Avoid additional development</li> <li>Local acquis. for pub. use</li> <li>Avoid additional develop.</li> <li>Local acquis. for pub. use</li> </ul>	0-10										
g																																	2	R-2; Incompatible	I-2; Incompatible	R-2; Incompatible	<ul style="list-style-type: none"> <li>Maintain enviro. quality</li> </ul>	0-10					
h																																						2	R-2; Incompatible	I-2; Incompatible	R-2; Incompatible	<ul style="list-style-type: none"> <li>Maintain enviro. quality</li> </ul>	0-10
i																																											2
j	2	R-2; Incompatible	I-2; Incompatible	R-2; Incompatible	<ul style="list-style-type: none"> <li>Maintain enviro. quality</li> </ul>	0-10																																					
k						2	R-2; Incompatible	I-2; Incompatible	R-2; Incompatible	<ul style="list-style-type: none"> <li>Maintain existing zoning</li> <li>Chng. zoning to industrial</li> </ul>	0-10																																
l	2	R-2; Incompatible	I-2; Incompatible	R-2; Incompatible	<ul style="list-style-type: none"> <li>Maintain existing zoning</li> <li>Chng. zoning to industrial</li> </ul>						0-10																																
m						2	R-2; Incompatible	I-2; Incompatible	R-2; Incompatible	<ul style="list-style-type: none"> <li>Maintain existing zoning</li> <li>Chng. zoning to industrial</li> </ul>	0-10																																
n	2	R-2; Incompatible	I-2; Incompatible	R-2; Incompatible	<ul style="list-style-type: none"> <li>Maintain existing zoning</li> <li>Chng. zoning to industrial</li> </ul>						0-10																																
o						2	R-2; Incompatible	I-2; Incompatible	R-2; Incompatible	<ul style="list-style-type: none"> <li>Maintain existing zoning</li> <li>Chng. zoning to industrial</li> </ul>	0-10																																
p	2	R-2; Incompatible	I-2; Incompatible	R-2; Incompatible	<ul style="list-style-type: none"> <li>Maintain existing zoning</li> <li>Chng. zoning to industrial</li> </ul>						0-10																																
q						2	R-2; Incompatible	I-2; Incompatible	R-2; Incompatible	<ul style="list-style-type: none"> <li>Maintain existing zoning</li> <li>Chng. zoning to industrial</li> </ul>	0-10																																
r	2	R-2; Incompatible	I-2; Incompatible	R-2; Incompatible	<ul style="list-style-type: none"> <li>Maintain existing zoning</li> <li>Chng. zoning to industrial</li> </ul>						0-10																																
s						2	R-2; Incompatible	I-2; Incompatible	R-2; Incompatible	<ul style="list-style-type: none"> <li>Maintain existing zoning</li> <li>Chng. zoning to industrial</li> </ul>	0-10																																
t	2	R-2; Incompatible	I-2; Incompatible	R-2; Incompatible	<ul style="list-style-type: none"> <li>Maintain existing zoning</li> <li>Chng. zoning to industrial</li> </ul>						0-10																																
u						2	R-2; Incompatible	I-2; Incompatible	R-2; Incompatible	<ul style="list-style-type: none"> <li>Maintain existing zoning</li> <li>Chng. zoning to industrial</li> </ul>	0-10																																
v	2	R-2; Incompatible	I-2; Incompatible	R-2; Incompatible	<ul style="list-style-type: none"> <li>Maintain existing zoning</li> <li>Chng. zoning to industrial</li> </ul>						0-10																																
w						2	R-2; Incompatible	I-2; Incompatible	R-2; Incompatible	<ul style="list-style-type: none"> <li>Maintain existing zoning</li> <li>Chng. zoning to industrial</li> </ul>	0-10																																
x	2	R-2; Incompatible	I-2; Incompatible	R-2; Incompatible	<ul style="list-style-type: none"> <li>Maintain existing zoning</li> <li>Chng. zoning to industrial</li> </ul>						0-10																																
y						2	R-2; Incompatible	I-2; Incompatible	R-2; Incompatible	<ul style="list-style-type: none"> <li>Maintain existing zoning</li> <li>Chng. zoning to industrial</li> </ul>	0-10																																
z	2	R-2; Incompatible	I-2; Incompatible	R-2; Incompatible	<ul style="list-style-type: none"> <li>Maintain existing zoning</li> <li>Chng. zoning to industrial</li> </ul>						0-10																																
aa						2	R-2; Incompatible	I-2; Incompatible	R-2; Incompatible	<ul style="list-style-type: none"> <li>Maintain existing zoning</li> <li>Chng. zoning to industrial</li> </ul>	0-10																																
ab	2	R-2; Incompatible	I-2; Incompatible	R-2; Incompatible	<ul style="list-style-type: none"> <li>Maintain existing zoning</li> <li>Chng. zoning to industrial</li> </ul>						0-10																																
ac						2	R-2; Incompatible	I-2; Incompatible	R-2; Incompatible	<ul style="list-style-type: none"> <li>Maintain existing zoning</li> <li>Chng. zoning to industrial</li> </ul>	0-10																																
ad	2	R-2; Incompatible	I-2; Incompatible	R-2; Incompatible	<ul style="list-style-type: none"> <li>Maintain existing zoning</li> <li>Chng. zoning to industrial</li> </ul>						0-10																																
ae						2	R-2; Incompatible	I-2; Incompatible	R-2; Incompatible	<ul style="list-style-type: none"> <li>Maintain existing zoning</li> <li>Chng. zoning to industrial</li> </ul>	0-10																																
af	2	R-2; Incompatible	I-2; Incompatible	R-2; Incompatible	<ul style="list-style-type: none"> <li>Maintain existing zoning</li> <li>Chng. zoning to industrial</li> </ul>						0-10																																
ag						2	R-2; Incompatible	I-2; Incompatible	R-2; Incompatible	<ul style="list-style-type: none"> <li>Maintain existing zoning</li> <li>Chng. zoning to industrial</li> </ul>	0-10																																

AREA CODE	AICUZ ZONE	EXISTING ZONING	COMPATIBILITY REQUIREMENT	ENVIRONMENTAL CHARACTER	ACCESS	RECOMMENDED STRATEGY	COMMENT	AREA (ACRES)	LOCATION						
10	a	cz/sb,2	R-1; Incompatible	Use	Wetland	Accessible	<ul style="list-style-type: none"> <li>● Planning unit development</li> <li>● Maintain envir. quality</li> </ul>	<ul style="list-style-type: none"> <li>● Development schedule</li> </ul>	10-50	South					
11	b	2	R-2; Incompatible	Use		Accessible	<ul style="list-style-type: none"> <li>● Avoid addit. development</li> <li>● Local Aquis. for public use</li> </ul>	<ul style="list-style-type: none"> <li>● Small area</li> </ul>	0-10	South					
12	a	cz/sb,2	R-1,R-2; Incompat.	Use		Accessible	<ul style="list-style-type: none"> <li>● Avoid additional development</li> <li>● Local Aquis. for public use</li> </ul>	<ul style="list-style-type: none"> <li>● High priority</li> </ul>	10-50	South					
	b	cz/sb	R-1; Incompatible						0-10						
	c	2	R-20; Incompatible						0-10						
13	d	cz/sb,2	R-1,R-2; Incompat.	OK	Wetland	Inaccessible	<ul style="list-style-type: none"> <li>● Maintain envir. quality</li> <li>● Maintain existing zoning</li> </ul>	<ul style="list-style-type: none"> <li>● Small infill areas</li> </ul>	10-50	West					
	a	2	I; Compatible						Use		Wetland	Inaccessible	<ul style="list-style-type: none"> <li>● Chng. zoning to industrial or commercial</li> <li>● Maintain envir. quality</li> </ul>	0-10	
	b														Accessible
	c		R-20; Incompatible												
14	d	cz/sb,1-2	R-1,I,R-30; Incom.	Use		Accessible	<ul style="list-style-type: none"> <li>● Maintain existing zoning</li> <li>● Avoid additional development</li> <li>● Reduce density</li> <li>● Provide noise insulation</li> </ul>	<ul style="list-style-type: none"> <li>● Very small</li> </ul>	50-100	West					
a	2	I; Compatible	0-10												
b		B-1; Compatible	10-50												
c		HC; Compatible	0-10												
e	2	R-1; Incompatible	<ul style="list-style-type: none"> <li>● Infill area</li> <li>● Develop. proposed</li> </ul>						50-100						
f									0-10						
g			<ul style="list-style-type: none"> <li>● Very small</li> </ul>						10-50						
h									0-10						
i	1-2,2	R-1,R-30; Incompat.	<ul style="list-style-type: none"> <li>● Major area</li> </ul>						10-50						
j									100+						
k	2	R-30; Incompatible	0-10												
l			<ul style="list-style-type: none"> <li>● Major area</li> </ul>						10-50						
m									100+						
n	I-2	R-1; Incompatible	0-10												
o			<ul style="list-style-type: none"> <li>● Major area</li> </ul>	10-50											
p				100+											
q	1-2,2	R-1,R-30; Incompat.	Density, Use	Wetland	Inaccessible	<ul style="list-style-type: none"> <li>● Maintain envir. quality</li> </ul>	<ul style="list-style-type: none"> <li>● Major area</li> </ul>	10-50	West						
r		R-1,I,R-30; Incom.						Use		0-10					
s	cz/sb	I; Incompatible	Use					100+							



## APPENDIX P

### LAND USE REGULATORY STRATEGIES

A wide variety of land use strategies oriented toward the Federal, State, Local and Private levels are available for encouraging compatible land use within the AICUZ. The following discussion presents a description of the many possibilities. The purpose of the following is to provide a comprehensive explanation of the programs and techniques generally applicable to AICUZ compatible use planning. The discussion also presents background information considered in selecting specific techniques for the NAS South Weymouth implementation program.

#### 1. Strategies Oriented Toward the Federal Level

- National Environmental Policy Act of 1969. The National Environmental Policy Act (NEPA) mandates full disclosure of the environmental effects resulting from proposed Federal actions. This disclosure provides an open forum for negotiating changes in actions that would be incompatible with the AICUZ. This strategy is useful in that it allows South Weymouth representatives the opportunity to review, evaluate, and comment on the compatibility of proposed federal actions. Successful utilization of this strategy requires thorough, timely and well-documented responses when proposed Federal actions adversely affect AICUZ objectives. Federal actions requiring documentation can relate to a wide variety of developments, including housing, parks, highways, sewage and water treatment systems, etc. Agencies involved could include the Department of Housing and Urban Development, Department of Interior, Department of Transportation, and the Environmental Protection Agency.
- A-95 Budget Review. As a result of this Inter-Governmental Cooperation Act of 1968, the U.S. Office of Management and Budget (OMB) requires through Circular A-95 that all Federal aid development projects must be coordinated with and reinforce state, regional and local planning. If land compatibility requirements as set forth in the NAS South Weymouth AICUZ are adopted by local agencies, then the A-95 review process can effectively divert Federal monies away from the support of incompatible development within the AICUZ.
- HUD Circular 1390.2. Approvals of Mortgage loans from the Federal Housing Administration are subject to the requirements of this HUD circular. The circular sets forth a discretionary policy to withhold funds for housing projects when noise exposure levels are

in excess of prescribed levels. Residential housing may be permitted between Ldn 65 and Ldn 75 provided sound insulation is accomplished. Insulation, however, may make siting in these areas financially, as well as aurally less attractive. Because the HUD policy is discretionary, variances may also be permitted, depending on regional interpretation and local conditions. Should housing developments be proposed for areas exposed to levels of Ldn 65 or greater, requirements of this circular may prove useful.

- Federal Revenue Sharing. Many Federal grant programs have been replaced by direct revenue sharing which cities can spend as they see fit, including the purchase of land for public use. Other expenditures by municipalities from revenue sharing funds may require review of noise impacts.
- Urban Renewal Programs. In cases where urbanized parcels already exist which are suitable for urban renewal programs, AICUZ objectives may be applied to encourage compatible redevelopment.
- HUD Open Space Grants. These grants are offered by the Department of Housing and Urban Development on a dollar to dollar matching basis for park improvements. Priority is usually given to sites near metropolitan areas. Competition for the small amount of money typically available in Massachusetts is usually heavy.
- Land and Water Conservation Funds. These federal funds are offered on a dollar to dollar matching basis. They are administered by the Bureau of Outdoor Recreation for the acquisition or improvement of recreation areas on a cost-sharing basis with state governments. Availability of these monies, however, is not likely since competition is keen for this source of funds.
- Wildlife Restoration Funds. These funds are administered by the State Wildlife Conservation Board. Funds originate from the Department of the Interior and are intended to be used for the development and preservation of key wildlife areas.
- Recreation Development Funds. The Army Corps of Engineers and the Department of Agriculture offer recreational development programs. These agencies work jointly with local groups or private land owners to promote these programs.
- National Land Use Policy Act. During the last two sessions of Congress a National Land Use Planning Act has been proposed, but has failed enactment. The intent of the proposed bill is to initiate statewide land use planning efforts. Although enactment of this act

is not anticipated in the immediate future, progress of this legislation should be monitored since this may become a useful means of encouraging AICUZ compatibility in the long-range.

- Community Liaison. There is a useful purpose filled by continuing Navy liaison with community officials and groups, and with individuals affected by the AICUZ impacts. The following functions should be fulfilled:

- coordinated, balanced program involving all the strategies proposed in this Study, and such new possibilities as may be appropriate in the future to facilitate land uses compatible with land use objectives within the AICUZ.
- provide coordination with town, county and Commonwealth offices regarding planning actions which may affect development in the AICUZ.
- keep abreast of proposed development on a case by case basis within the AICUZ, to assure that timely action can be taken to forestall incompatible development, through available town, county and Commonwealth regulations.
- respond to community noise complaints. This would have two aspects. First, there is a requirement for reviewing potential noise abatement alternatives which may be required due to changing Air Station operational requirements and land use patterns. Secondly, there is a requirement to review with complainants the causes for noise events, and any remedial actions which have been taken as a result of complaints.
- respond to public inquiries.
- monitor community attitudes evidenced by contacts and reports in the public media.

- Community Education. Within the communities at large, the number of individuals negatively affected by the AICUZ is very limited, although their acute discomfort can be strongly expressed. Generally, the communities benefit from the presence of NAS South Weymouth both directly in terms of salaries paid on base, but also indirectly through additional goods sold, and services consumed by

the expenditure of such income. Therefore, the community at large has an interest in the efficient operation of the base. The AICUZ is one device with which both the operation of the base is protected and health, safety and welfare of the community can be safeguarded. A continuing interface between the Navy and individuals and groups in the community can assure a continuing recognition of those values. Even if certain areas must be limited in their use, the town-wide land use pattern would be improved.

## 2. Strategies Oriented Toward the State Level

- Massachusetts Aeronautics Commission Noise Abatement Program. The Massachusetts Aeronautics Commission has been working since 1974 on legislation directed at controlling noise exposure for areas around airports. This effort commenced with the MANSAG (Massachusetts Airport Noise Study Advisory Group) study, a comprehensive investigation of existing and future noise impacts at eight airports in Massachusetts including the Naval Air Station. This study resulted in the drafting of legislation considered in 1977 by the State Legislature. Passage of the bill was never achieved because of divergent opinions the control of noise impacts (source controls versus land use controls). The issue remains unresolved, although the MAC still considers it important and continues to work for its passage. Should the bill become law, it may contain measures requiring the institution and maintenance of compatible land uses in noise affected areas. The major provisions of the 1977 draft legislation are as follows:
  - it provides for setting of reasonable noise standards.
  - it sets forth a structure and process for noise abatement with roles and responsibilities clearly spelled out for all participants such as appropriate state and local agencies, airport neighbors and airport users.
  - it requires action by airport proprietors.
  - it requires compatible land use decisions by localities.
  - it broadens the zoning enabling statute to include zoning to provide protection from airport related noise.

- it amends existing law so that negotiated land purchase (at fair cash value) by a municipal proprietor is a real option.
- it authorizes land acquisition for noise abatement purposes.
- State Building Code. All the communities effected by the AICUZ have a building code which specifies floor spaces, materials, size and layout of interior spaces and other standards which affect population densities, sound attenuation and construction costs. Building codes for all the townships in the AICUZ are adoptions of the State Building Code. Changes to the State Code which could increase noise attenuation in structures exposed to aircraft sound could expeditiously be incorporated into local codes. Model Building Code Regulations for sound attenuation appear as Appendix Q.

### 3. Strategies Oriented Toward the Local Level

- Town and County Planning. This is potentially one of the most effective single strategies available. Coordinated planning and implementation of the AICUZ could forestall any future incompatible development, obviating the need for more formal strategies.
- Town Zoning. The town zoning ordinances provide a tool for assuring land use and development is compatible with the AICUZ. In general, the Navy should take the actions necessary to maintain the zoning classification compatible with appropriate uses indicated in the AICUZ. Where proposed revisions to zoning classifications would encourage compatible development, such revisions should be supported.
- Subdivision Regulation. Local regulations are frequently used to further specify configuration of subdivisions, especially in regard to the arrangement of tracts, placement of streets, and development of areas devoted to open space.
- Building Codes. Many communities have a separate building code which further specifies floor spaces, materials, size and layout of interior spaces and other standards which affect population densities, sound attenuation and construction costs. Local county ordinances can be implemented to provide special provisions in the building code relating to the AICUZ area, limiting the noise impact in residential dwellings. The building codes for all the townships in the AICUZ are adoptions of the State Building Code. Revisions in the local building codes would most realistically be implemented following revision of the state code. Model building code regulations for sound attenuation appear as Appendix R.

- Capital Improvements Program. Certain public improvements, such as water lines, municipal sewer lines, road improvements, or new rights-of-way could precipitate development in areas where it might not otherwise be economically or environmentally feasible.
- Truth-in-Sales and Rental Ordinances. Truth-in-sales and rental ordinances should be applied when residential developments occur within the AICUZ. For those residential uses already existing within the NAS South Weymouth AICUZ, this is a useful strategy. This strategy is especially important in areas where aircraft overflights and noise occur only certain days of the week or during certain hours of the day. In these situations, the buyer is particularly susceptible, since overflights and/or noise may not occur during the period the prospective renter or buyer inspects the property.
- Transfer of Development Rights. In this relatively new and under-utilized concept the ownership of land is separated from the right to build on it. This enables the transfer of these "development rights" from areas where development would not be compatible with the AICUZ.
- Cluster Development. Cluster development allows higher density development on certain portions of a single tract. Application of this technique is particularly appropriate where large tracts lie partially in and partially outside of AICUZ zones. Proposed units on such parcels, where incompatible with a particular AICUZ zone, can be clustered outside the AICUZ or outside the particular AICUZ zone. Planned unit development provisions of local zoning codes can allow implementation of proposals for cluster development.
- Maintenance of Environmental Quality. A variety of environmental characteristics of a particulate site strongly influence its suitability for development and the density of development planned. The presence of wetlands, seasonally high water tables, depth to bedrock, vegetation and other negative factors can be important reasons for discouraging use of particulate sites. The presence of prime agricultural land, or water bodies suitable for recreation are positive environmental assets which imply the need for preservation. In urbanized areas, the need to protect and maintain environmental quality is keenly recognized. Thus the environmental character of lands within the AICUZ can provide additional justification for diverting development to areas more suitable based on the combined recognition of the AICUZ and its compatibility objectives and the sensitivity of certain areas to development.

- Airport Zone. The process of establishing noise and accident potential areas which creates the AICUZ can become the basis for the definition of an "Airport Zone" within which incompatible land uses can be controlled based on the use of municipal powers for the maintenance of the population's health, safety and public welfare. Under this strategy, the community would use the Land Use Objectives (Figure IV-8) to determine allowable uses in different portions of the Airport Zone. (It should be noted that while the MAC Noise law would require local community action, community establishment of an airport zone is not prohibited in the absence of such a law.)
- Height Zoning. An important consideration in minimizing noise impact and accident potential in populated areas and maximizing the safety of air operations at NAS South Weymouth concerns the preservation of unobstructed runway approach paths and other navigable airspace near the Air Station. Past experience has shown that when controls are not placed on the height of buildings, towers, antennae, etc., in the areas surrounding an airport, construction of such structures will likely occur. Tall structures present hazards to safe flight operations as they often force flight elevations to be raised to heights which make safe aircraft operations difficult to achieve. Such construction can also cause flight paths to be relocated. When obstructions cause a flight path to be relocated, the new path can impact more densely populated areas. Tall structures may also prevent the relocation of flight paths which impact newly populated areas to paths which would impact areas less heavily populated. It is particularly important to protect the lowaltitude flight paths over land beyond the Air Station boundary since it is these paths which generate the noise of Noise Zones 2 and 3. If obstructions are allowed to develop in these areas, flight paths would have to be relocated over more densely populated areas.

A more basic concern regarding obstructions is the air safety hazard and potential for accidents they represent. When an obstruction develops which would significantly affect air safety, flight paths are altered. However, that obstruction remains a hazard to aircraft, since pilots may inadvertently divert from their intended flight path due to bad weather or other factors. Furthermore, obstructions divert pilot's attention away from the fundamental task of flying the aircraft. It is such diversions as this which can lead to a pilot's failing to notice the signs of an incipient problem, and thereby failing to take corrective action to avoid an accident.

#### 4. Strategies Oriented Toward the Private Sector

- Construction Loans to Private Contractors. This strategy would encourage review of noise and accident potential as a part of the bank's investigation of loans to private contractors for construction of new buildings. Sensible lending practices would guide local lenders to apply capital first to develop those lands without AICUZ impacts. Regional lending institutions can be informed of the AICUZ recommendations and study document and informed that it is Navy policy to oppose vigorously development of incompatible uses.
- Insurance. As the AICUZ becomes recognized by insurance companies, certain rates could tend to increase due to greater risks. This could serve to discourage development by raising insurance costs within the AICUZ.
- Mortgage Loan Requirements. This strategy would encourage review of noise and accident potential on structures within the AICUZ by banks and other lending institutions. In areas where substantial conflict exists, denial of such mortgage money could divert residential uses to other areas, or insure that if construction occurs, all prudent measures to minimize noise and accident potential are involved.

APPENDIX R  
ENVIRONMENTAL IMPACT ASSESSMENT

For all Federally sponsored projects which may have an impact on the environment, the National Environmental Policy Act of 1969 (NEPA) requires that an Environmental Impact Statement be written according to guidelines established by the Council on Environmental Quality. In cases where the proposed actions would have a positive effect on the environment, guidelines call for the preparation of an Environmental Impact Appraisal covering the same points as an EIS, but in a short condensed form, since the absence of negative consequences eliminates substantial detail.

This Environmental Impact Appraisal corresponds to the Environmental Impact Assessment called for by the Department of the Navy.<sup>1/</sup> This project falls under the category of actions which obviously have no adverse environmental impacts and are not highly controversial with respect to environmental effects. Since the recommendations for the proposed project outline a program based partially on protection of the natural environment, and more broadly on protecting the human environment, it is anticipated that the environmental effects will be clearly favorable. Since the project is supported by the Naval Facilities Engineering Command (NAVFACENGCOM), it is prepared in the appropriate format specified by Navy instructions.<sup>1/</sup>

Description of the Proposed Action

The proposed action calls for the delineation of an Air Installation Compatible Use Zone around the Naval Air Station at South Weymouth, Massachusetts amounting to 4,758 acres, 34 percent of which is on-Station, and an additional 29 percent of which is presently undeveloped land off-Station. In addition to the mapping of various areas of accident potential and noise impact, it also proposes an on-going program of implementing the land use recommendations to encourage appropriate land uses, based on the degree of accident potential and differing intensities of noise exposure. It recommends certain strategies for effectuating these recommendations including a comprehensive program of cooperation with regional and local planning agencies and the public at large, certain changes for enforcement of zoning regulations, application of cluster zoning proposal where appropriate, and protection of wetlands and water resources. A variety of other strategies for indirectly discouraging incompatible development within the AICUZ are reviewed.

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<sup>1/</sup> OPNAVINST 6240.2D, 1 April 1974

### Existing Characteristics

The AICUZ area beyond the Air Station boundary totals 3,089 acres consisting principally of residential, industrial and commercial land. These land uses are mixed and distributed in generally the same suburban pattern as commonly seen throughout the interurban sections of the megalopolis stretching from Boston through Washington. Topography is rolling and gently slopes upward to the west. The area of the AICUZ include no regionally significant natural resources or unique environmental qualities with the exception of extensive natural wetlands and associated water resources principally located to the east and west of the Air Station. The major portions of the AICUZ are divided between the towns of Abington, Hanover, Hingham, Holbrook, Norwell, Rockland and Weymouth.

### Relationship of the Proposed Action to Land Use Plans, Policies and Controls for the Affected Areas

The proposed analysis reviews the existing local land use plans and reinforces their recommendations except in the case of recommending further residential development within the AICUZ, which is discouraged on the basis of incompatibility with established guidelines in noise exposure areas. It is recommended that the existing policies of protecting wetlands and carefully managing growth in the region be systematically applied in areas affected by the AICUZ. A variety of policies and actions are proposed, some of which can be instituted within the existing administrative structure and others which call for some departure from traditional techniques.

### Probable Impact of the Proposed Action

The probable impact of the proposed action is favorable to the environment. Through the operational alternatives considered as part of this Study and implemented, the Navy has minimized those areas impacted. Public health, safety and welfare are maximized by clear indications to local authorities of the need to restrict certain types of development in an effort to reduce the remaining impacts on its citizens. Recommendations include a positive program of environmental preservation. Positive benefits accrue to the Navy, the local governments and their citizenry and to the natural environment itself.

The expected net result is the establishment of a methodology aimed at allowing more harmonious pattern of relationships between NAS South Weymouth and its neighbors.

### Probable Unavoidable Adverse Environmental Effects

No unavoidable long-term adverse environmental effects are foreseen as resulting from the establishment of the AICUZ. Possible short-term effects include possible temporary declines in property values for undeveloped land as a result of some narrowing of the alternative use for the land through local restrictions. This is a matter of market dynamics, however. Rather than strictly prohibiting all uses, the program recommends only that such uses be of a certain kind and that they include provisions for public health. Certain positive uses are proposed. The short-term effect may be to depress speculative marketability of undeveloped land. The long-term effect is to encourage the careful management of harmonious development in the Air Station vicinity and thus create a community asset.

### Alternatives to the Proposed Action

The likely alternative to the proposed action is the absence of protection for the AICUZ, an unconstrained continuation of the present trends. It has been shown that this would likely result in piecemeal development of the remaining undeveloped area to incompatible uses creating additional annoyance with Air Station activity or requiring residential relocation as a remedy. The health, safety and welfare of the community members living around the base, the base operations, and the economy of the communities at large may all be jeopardized.

Within the consideration of the delineation of the AICUZ, all available alternative operational configurations were plotted. No additional operational alternatives remain to be implemented which could reduce the AICUZ area without directly limiting the facility mission.

An Alternative AICUZ is proposed which would further limit exposure of developed areas to noise impact and accident potentials. This alternate AICUZ would require the modification of the Air Station Facility and cost approximately \$3,400,000 to implement.

### The Relationships Between Local Short-Term Use of Man's Environment and the Maintenance and Enhancement of Long-Term Productivity

As indicated above, some short-term uses of the environment, such as its role as an investment based on future dramatic increases in value, may be sharply curtailed. Its long-term value, however, will remain the same in the sense that at some future time the land may be in strong demand for uses compatible with the AICUZ and is in no way diminished by existing operations.

The long-term productivity of the land in terms of its natural productivity will increase with expected better management. Likewise, its long-term value will increase as population pressures diminish the amount of open land left in the area.

Any Irreversible or Irretrievable Commitments of Resources That Would be Involved in the Proposed Action Should it be Implemented

No irreversible or irretrievable commitments of resources are involved in the proposal, with one exception. Facility modifications necessary to establish the Alternate AICUZ would require the commitment of the following resources:

- Construction materials for the runway and taxiway extensions
- Labor for construction
- Capital

However, certain recommendations oppose the irreversible or irretrievable commitment of land to incompatible uses within the AICUZ. Should at some future time, the provisions embodied in the AICUZ concept become obsolete because of relocation of activities, technological changes, levels of activity or differing mission, the restrictions enacted on the basis of the AICUZ could be removed, revised or otherwise altered to allow a full range of uses.

## APPENDIX Q

### MODEL BUILDING CODE REGULATIONS FOR SOUND ATTENUATION<sup>1/</sup>

#### Model Building Regulations Suggested For A Minimum Sound Level Reduction of 25 dB (Suitable for Residence Located in Areas Exposed to Ldn 70)

##### I. General

- A. Brick veneer, masonry blocks or stucco exterior walls shall be constructed airtight. All joints shall be grouted or caulked airtight.
- B. At the penetration of exterior walls by pipes, ducts, or conduits the space between the wall and pipes, ducts or conduits shall be caulked or filled with mortar.
- C. Window and/or through-the-wall ventilation units shall not be used.
- D. Through-the-wall/door mail boxes shall not be used.

##### II. Exterior Walls

- A. Exterior walls other than as described elsewhere in Section II shall have a laboratory sound transmission class rating of at least STC-39.
- B. Masonry walls having a surface weight of at least 25 pounds per square foot do not require a furred (stud) interior wall. At least one surface of concrete block walls shall be plastered or painted with heavy "bridging" paint.
- C. Stud walls shall be at least 4" in nominal depth and shall be finished on the outside with siding-on-sheathing, stucco, or brick veneer.
  - 1. Interior surface of the exterior walls shall be of gypsum board or plaster at least one-half inch thick, installed on the studs.

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<sup>1/</sup> Source: Adapted from Baltimore-Washington International Airport Master Plan, Off-Airport Land Use Report, PRC-Speas Associates in association with Bolt Beranek and Newman, 1979.

2. Continuous composition board, plywood or gypsum board sheathing at least one-half inch thick shall cover the exterior side of the wall studs behind wood, or metal siding. Asphaltic or wood shake shingles are acceptable in lieu of siding.
3. Sheathing panels shall be butted tightly and covered on the exterior with overlapping building paper. The top and bottom edges of the sheathing shall be sealed.
4. Insulation material at least 2" thick shall be installed continuously throughout the cavity space behind the exterior sheathing and between wall studs. Insulation shall be glass fiber or mineral wool.

### III. Windows

- A. Windows other than as described elsewhere in Section III shall have a laboratory sound transmission class rating of at least STC-28.
- B. Glass shall be at least 3/16" thick.
- C. All operable windows shall be weatherstripped and airtight when closed so as to conform to an air infiltration test not to exceed 0.5 cubic foot per minute per foot of crack length in accordance with ASTM E-283-65-T.
- D. Glass of fixed-sash windows shall be sealed in an airtight manner with a non-hardening sealant, or a soft elastomer gasket or glazing tape.
- E. The perimeter of window frames shall be sealed airtight to the exterior wall construction with a sealant conforming to one of the following Federal Specifications: TT-S-00227, TT-S-00230, or TT-S-00153.
- F. The total area of glass in both windows and doors in sleeping spaces shall not exceed 20 percent of the floor area.

### IV. Doors

- A. Doors, other than as described elsewhere in Section IV shall have a laboratory sound transmission class rating of at least STC-28.

- B. All exterior side-hinged doors shall be solid-core wood or insulated hollow metal at least 1 3/4" thick and shall be fully weatherstripped.
- C. Exterior sliding doors shall be weatherstripped with an efficient airtight gasket system with performance as specified in Section III C. The glass in the sliding doors shall be at least 3/16" thick.
- D. Glass in doors shall be sealed in an airtight non-hardening sealant, or in a soft elastomer gasket or glazing tape.
- E. The perimeter of door frames shall be sealed airtight to the exterior wall construction as described in Section III E.

#### V. Roofs

- A. Combined roof and ceiling construction other than described elsewhere in Section V or in Section VI shall have a laboratory sound transmission class rating of at least STC-39.
- B. With an attic or rafter space at least 6" deep, and with a ceiling below, the roof shall consist of closely butted 1/2" composition board, plywood or gypsum board sheathing topped by roofing as required.
- C. If the underside of the roof is exposed, or if the attic or rafter spacing is less than 6", the roof construction shall have a surface weight of at least 25 pounds per square foot. Rafters, joists, or other framing may not be included in the surface weight calculation.
- D. Window or dome skylights shall have a laboratory sound transmission class rating of at least STC-28.

#### VI. Ceilings

- A. Gypsum board or plaster ceilings at least 1/2" thick shall be provided where required in Section V B above. Ceilings shall be substantially airtight, with a minimum number of penetrations.
- B. Glass fiber or mineral wool insulation at least 2" thick shall be provided above the ceiling between joists.

## VII. Floors

- A. Openings to any crawl spaces below the floor of the lowest occupied rooms shall not exceed two percent of the floor area of the occupied rooms.

## VIII. Ventilation

- A. A mechanical ventilation system shall be installed that will provide the minimum air circulation and fresh air supply requirements for various uses in occupied rooms, without the need to open any windows, doors, or other openings to the exterior.
- B. Gravity vent openings in attic shall not exceed code minimum in number and size.
- C. If a fan is used for forced ventilation, the attic inlet and discharge openings shall be fitted with sheet metal transfer ducts of at least 20 gauge steel, which shall be lined with 1" thick coated glass fiber, and shall be at least five feet long with one 90° bend.
- D. All vent ducts connecting the interior space to the outdoors, excepting domestic range exhaust ducts, shall contain at least a five foot length of internal sound absorbing duct lining. Each duct shall be provided with a bend in the duct such that there is no direct line of sight through the duct from the venting cross section to the room-opening cross section.
- E. Duct lining shall be coated glass fiber duct liner at least 1" thick.
- F. Domestic range exhaust ducts connecting the interior space to the outdoors shall contain a baffle plate across the exterior termination which allows proper ventilation. The dimensions of the baffle plate should extend at least one diameter beyond the line of sight into the vent duct. The Baffle plate shall be of the same material and thickness as the vent duct material.
- G. Fireplaces shall be provided with well-fitted dampers.

Model Building Regulations Suggested For A Minimum Sound Level Reduction of 30 dB (Suitable for Residence Located in Areas Exposed to Ldn 75)

I. General

- A. Brick veneer, masonry blocks or stucco exterior walls shall be constructed airtight. All joints shall be grouted or caulked airtight.
- B. At the penetration of exterior walls by pipes, ducts, or conduits the space between the wall and pipes, ducts or conduits shall be caulked or filled with mortar.
- C. Window and/or through-the-wall ventilation units shall not be used.
- D. Operational vented fireplaces shall not be used.
- E. All sleeping spaces shall be provided with either a sound-absorbing ceiling or a carpeted floor.
- F. Through-the-wall/door mail boxes shall not be used.

II. Exterior Walls

- A. Exterior walls other than as described elsewhere in Section II shall have a laboratory sound transmission class rating of at least STC-44.
- B. Masonry walls having a surface weight of at least 40 pounds per square foot do not require a furred (stud) interior wall. At least one surface of concrete block walls shall be plastered or painted with heavy "bridging" paint.
- C. Stud walls shall be at least 4" in nominal depth and shall be finished on the outside with siding-on-sheathing, stucco, or brick veneer.
  - 1. Interior surface of the exterior walls shall be of gypsum board or plaster at least one-half inch thick, installed on the studs. The gypsum board or plaster may be fastened rigidly to the studs if the exterior is brick veneer or stucco. If the exterior is siding-on-sheathing, the interior gypsum board or plaster must be fastened resiliently to the studs.

2. Continuous composition board, plywood or gypsum board sheathing shall cover the exterior side of the wall studs behind wood, or metal siding. The sheathing and facing shall weigh at least four pounds per square foot.
3. Sheathing panels shall be butted tightly and covered on the exterior with overlapping building paper. The top and bottom edges of the sheathing shall be sealed.
4. Insulation material at least 2" thick shall be installed continuously throughout the cavity space behind the exterior sheathing and between wall studs. Insulation shall be glass fiber or mineral wool.

### III. Windows

- A. Windows other than as described elsewhere in Section III shall have a laboratory sound transmission class rating of at least STC-33.
- B. Glass of double-glazed windows shall be at least 1/8" thick. Panes of glass shall be separated by a minimum 3" air space.
- C. Double-glazed windows shall employ fixed sash or efficiently weatherstripped operable sash. The sash shall be rigid and weatherstripped with material that is compressed airtight when the window is closed so as to conform to an infiltration test not to exceed 0.5 cubic foot per minute per foot of crack length in accordance with ASTM E-283-65-T.
- D. Glass of fixed-sash windows shall be sealed in an airtight manner with a non-hardening sealant, or a soft elastomer gasket or glazing tape.
- E. The perimeter of window frames shall be sealed airtight to the exterior wall construction with a sealant conforming to one of the following Federal Specifications: TT-S-00227, TT-S-00230, or TT-S-00153.
- F. The total area of glass of both windows and exterior doors in sleeping spaces shall not exceed 20 percent of the floor area.

### IV. Doors

- A. Doors other than as described elsewhere in Section IV shall have a laboratory sound transmission class rating of at least STC-33.

- B. Double-door construction is required for all door openings to the exterior. Openings fitted with side-hinged doors shall have one solid-core wood or insulated hollow metal core door at least 1 3/4" thick separated by an airspace of at least 4" from another door, which can be a storm door. Both doors shall be tightly fitted and weatherstripped.
- C. The glass of double-glazed sliding doors shall be separated by a minimum 4" airspace. Each sliding frame shall be provided with an efficiently airtight weatherstripping material as specified in Section III C.
- D. Glass of all doors shall be at least 3/16" thick. Glass of double sliding doors shall not be equal in thickness.
- E. The perimeter of door frames shall be sealed airtight to the exterior wall construction as indicated in Section III E.
- F. Glass of doors shall be set and sealed in an airtight non-hardening sealant, or a soft elastomer gasket or glazing tape.

#### V. Roofs

- A. Combined roof and ceiling construction other than described elsewhere in Section V or in Section VI shall have a laboratory sound transmission class rating of at least STC-44.
- B. With an attic or rafter space at least 6" deep, and with a ceiling below, the roof shall consist of closely butted 1/2" composition board, plywood or gypsum board sheathing topped by roofing as required.
- C. If the underside of the roof is exposed, or if the attic or rafter spacing is less than 6", the roof construction shall have a surface weight of at least 40 pounds per square foot. Rafters, joists or other framing may not be included in the surface weight calculation.
- D. Window or dome skylights shall have a laboratory sound transmission class rating of at least STC-33.

#### VI. Ceilings

- A. Gypsum board or plaster ceilings at least 1/2" thick shall be provided where required in Section V B above. Ceilings shall be substantially airtight, with a minimum number of penetrations.

- B. Glass fiber or mineral wool insulation at least 2" thick shall be provided above the ceiling between joists.

## VII. Floors

The floor of the lowest occupied rooms shall be slab on grade, below grade, or over a fully enclosed basement. All door and window openings in the fully enclosed basement shall be tightly fitted.

## VIII. Ventilation

- A. A mechanical ventilation system shall be installed that will provide the minimum air circulation and fresh air supply requirements for various uses in occupied rooms, without the need to open any windows, doors or other openings to the exterior.
- B. Gravity vent openings in attic shall not exceed code minimum in number and size. The openings shall be fitted with transfer ducts at least three feet in length containing internal sound absorbing duct lining. Each duct shall have a lined 90° bend in the duct such that there is no direct line of sight from the exterior through the duct into the attic.
- C. If a fan is used for forced ventilation, the attic inlet and discharge openings shall be fitted with sheet metal transfer ducts of at least 20 gauge steel, which shall be lined with 1" thick coated glass fiber, and shall be at least five feet long with one 90° bend.
- D. All vent ducts connecting the interior space to the outdoors, excepting domestic range exhaust ducts, shall contain at least a 10 foot length of internal sound absorbing duct lining. Each duct shall be provided with a lined 90° bend in the duct such that there is no direct line of sight through the duct from the venting cross section to the room-opening cross section.
- E. Duct lining shall be coated glass fiber duct liner at least 1" thick.
- F. Domestic range exhaust ducts connecting the interior space to the outdoors shall contain a baffle plate across the exterior termination which allows proper ventilation. The dimensions of the baffle plate should extend at least one diameter beyond the line of sight into the vent duct. The baffle plate shall be of the same material and thickness as the vent duct material.

- G. Building heating units with flues or combustion air vents shall be located in a closet or room closed off from the occupied space by doors.
- H. Doors between occupied space and mechanical equipment areas shall be solid core wood or 20 gauge steel hollow metal at least 1 3/4" thick and shall be fully weatherstripped.

Model Building Regulations Suggested For A Minimum Sound Level  
Reduction of 35 dB (Suitable for Location in Areas Exposed to Ldn 80)

I. General

- A. Brick veneer, masonry blocks or stucco exterior walls shall be constructed airtight. All joints shall be grouted or caulked airtight.
- B. At the penetration of exterior walls by pipes, ducts or conduits the space between the wall and pipes, ducts or conduits shall be caulked or filled with mortar.
- C. Window and/or through-the-wall ventilation units shall not be used.
- D. Operational vented fireplaces shall not be used.
- E. All sleeping spaces shall be provided with either a sound absorbing ceiling or a carpeted floor.
- F. Through-the-wall/door mailboxes shall not be used.
- G. No glass or plastic skylight shall be used.

II. Exterior Walls

- A. Exterior walls other than as described elsewhere in Section II shall have a laboratory sound transmission class rating of at least STC-49.
- B. Masonry walls having a surface weight of at least 75 pounds per square foot do not require a furred (stud) interior wall. At least one surface of concrete block walls shall be plastered or painted with heavy "bridging" paint.
- C. Stud walls shall be at least 4" in nominal depth and shall be finished on the outside with siding-on-sheathing, stucco, or brick veneer.

1. Interior surface of the exterior walls shall be of gypsum board or plaster at least 1/2" thick, installed on studs. The gypsum board or plaster may be fastened rigidly to the studs if the exterior is brick veneer. If the exterior is stucco or siding-on-sheathing, the interior gypsum board or plaster must be fastened resiliently to the studs.
2. Continuous composition board, plywood or gypsum board sheathing shall cover the exterior side of the wall studs behind wood, or metal siding. The sheathing and facing shall weigh at least four pounds per square foot.
3. Sheathing panels shall be butted tightly and covered on the exterior with overlapping building paper. The top and bottom edges of the sheathing shall be sealed.
4. Insulation material at least 3 1/2" thick shall be installed continuously throughout the cavity space behind the exterior sheathing and between wall studs. Insulation shall be glass fiber or mineral wool.

### III. Windows

- A. Windows other than as described elsewhere in Section III shall have a laboratory sound transmission class rating of at least STC-38.
- B. Double-glazed windows shall employ fixed sash. Glass of double-glazed windows shall be at least 1/8" thick. Panes of glass shall be separated by a minimum 3" air space and shall not be equal in thickness.
- C. Glass of windows shall be sealed in an airtight manner with a non-hardening sealant, or a soft elastomer gasket or glazing tape.
- D. The perimeter of window frames shall be sealed airtight to the exterior wall construction with a sealant conforming to one of the following Federal Specifications: TT-S-00227, TT-S-00230, or TT-S-00153.
- E. The total area of glass of both windows and exterior doors in sleeping spaces shall not exceed 20 percent of the floor area.

#### IV. Doors

- A. Doors, other than as described elsewhere in Section IV shall have a laboratory sound transmission class rating of at least STC-28.
- B. Double-door construction is required for all door openings to the exterior. The door shall be side-hinged and shall be solid-core wood or insulated hollow metal, at least 1 3/4" thick, separated by a vestibule at least three feet in length. Both doors shall be tightly fitted and weatherstripped.
- C. The perimeter of door frames shall be sealed airtight to the exterior wall construction as specified in Section III D.

#### V. Roofs

- A. Combined roof and ceiling construction other than described elsewhere in Section V and Section VI shall have a laboratory sound transmission class rating of at least STC-49.
- B. With an attic or rafter space at least 6" deep, and with a ceiling below, the roof shall consist of closely butted 1/2" composition board, plywood or gypsum board sheathing topped by roofing as required.
- C. If the underside of the roof is exposed, or if the attic or rafter spacing is less than 6", the roof construction shall have a surface weight of at least 75 pounds per square foot. Rafters, joists or other framing may not be included in the surface weight calculation.

#### VI. Ceilings

- A. Gypsum board or plaster ceilings at least 1/2" thick shall be provided where required in Section V B above. Ceilings shall be substantially airtight, with a minimum number of penetrations. The ceiling panels shall be mounted on resilient clips or channels. A non-hardening sealant shall be used to seal gaps between the ceiling and walls around the ceiling perimeter.
- B. Glass fiber or mineral wool insulation at least 3 1/2" thick shall be provided above the ceiling between joists.

## VII. Floors

The floors of the lowest occupied rooms shall be slab on grade or below grade.

## VIII. Ventilation

- A. A mechanical ventilations system shall be installed that will provide the minimum air circulation and fresh air supply requirements for various uses in occupied rooms, without need to open any windows, doors, or other openings to the exterior.
- B. Gravity vent openings in attic shall not exceed code minimum in number and size. The openings shall be fitted with transfer ducts at least six feet in length containing internal sound absorbing duct lining. Each duct shall have a lined 90° bend in the duct such that there is no direct line of sight from the exterior through the duct into the attic.
- C. If a fan is used for forced ventilation, the attic inlet and discharge openings shall be fitted with sheet metal transfer ducts of at least 20 gauge steel, which shall be lined with 1" thick coated glass fiber, and shall be at least 10 feet long with one 90° bend.
- D. All vent ducts connecting the interior space to the outdoors excepting domestic range exhaust ducts, shall contain at least a 10 foot length of internal sound absorbing duct lining. Each duct shall be provided with a lined 90° bend in the duct such that there is no direct line of sight through the duct from the venting cross section to the room-opening cross section.
- E. Duct lining shall be coated glass fiber duct liner at least 1" thick.
- F. Domestic range exhaust ducts connecting the interior space to the outdoors shall contain a baffle plate across the exterior termination which allows proper ventilation. The dimensions of the baffle plate should extend at least one diameter beyond the line of sight into the vent duct. The baffle plate shall be of the same material and thickness as the vent duct material.
- G. Building heating units with flues or combustion air vents shall be located in a closet or room closed off from the occupied space by doors.

H. Doors between occupied space and mechanical equipment areas shall be solid core wood or 20 gauge steel hollow metal at least 1 3/4" thick and shall be fully weatherstripped.

APPENDIX S  
GLOSSARY OF TERMS

Accident Potential Zones - Areas in which varying potentials for aircraft accidents exist. These zones are Clear Zone/Setback, Accident Potential Zone I and Accident Potential Zone II, in descending order of accident likelihood.

AGL - Above ground level.

AICUZ - Air Installation Compatible Use Zone - Land area encompassing that part of an air facility and its contiguous environs within which different levels of noise exposure and accident potential are identified and over which the Navy recommends compatible land use controls.

Airspace - Air above the ground through which flight paths traverse; air traffic controllers regulate the passage of aircraft through the airspace to assure that flight paths are unobstructed by other aircraft.

AMSL - Above mean sea level.

Approach Paths - Flight paths utilized by helicopter, propeller and some jet aircraft arriving at South Weymouth.

APZ - Accident Potential Zone.

Base Leg - See Local Pattern.

Break Path - Flight paths utilized by most jet aircraft arrivals. The pattern takes the approaching aircraft over the runway at 1,700 feet MSL (mean sea level); a 180° turn is executed, at which time the aircraft descends to 1,200 feet MSL; another 180° turn is made, and the aircraft makes its final approach and lands (elevations apply to NAS South Weymouth break paths).

Control Zone - Controlled airspace which extends upward from the surface and terminates at 14,500 feet. A control zone may include one or more airports and is normally a circular area within a radius of five statute miles and any extensions necessary to include instrument departure and arrival paths.

Crosswind Leg - See Local Pattern.

dBA - Measure of sound using the "A" weighted decibel system.

Departure Path - Flight paths utilized by departing aircraft.

DOD - Department of Defense.

Downwind Condition - Aircraft operation performed with a tailwind as opposed to the normal procedure of a headwind.

Downwind Leg - See Local Pattern.

EIS - Environmental Impact Statement.

EPA - Environmental Protection Agency.

FAA - Federal Aviation Administration.

FHA - Federal Housing Administration.

FHWA - Federal Highway Administration.

HUD - Department of Housing and Urban Development.

IFR - Instrument Flight Rules.

Imaginary Surfaces - Descriptors of aircraft safety clearances established by FAA and Navy regulations. The imaginary surfaces are imagined flat and curved surfaces in the air at defined altitudes. Objects penetrating these surfaces may be hazardous to aircraft operations.

Ldn - Day-Night Average Sound Level.

LEQ - Energy equivalent noise level.

Local Pattern - Looped flight pattern running from takeoff, making a 90° turn onto "crosswind leg", proceeding until a second 90° turn is executed onto the "downwind leg" (running parallel to the runway, but with aircraft flying in the opposite direction from takeoff heading), proceeding until a 90° turn is executed onto the "base leg", proceeding until the aircraft executes another 90° turn and touches down (same as Touch and Go Path).

Longest Effective Runway - Determined by comparing the takeoff or landing distance required by a particular aircraft type on each available runway at an airport. The wind direction and speed, and weather affect this determination. A 6,000 foot runway on which a strong headwind is available may have a longer "effective" length than a 7,000 foot runway with a crosswind.

NAS - Naval Air Station.

NAVAIR - Naval Air Systems Command.

NAVFAC - Naval Facilities Engineering Command.

Non-Precision Approach IFR Minimums - Minimum ceiling/visibility conditions that must exist for an aircraft to land. They vary at each airfield according to type of approach and obstructions.

Obstruction - Object such as building, tree or antenna which represent a hazard to aircraft operations. Obstructions penetrating the imaginary surfaces may be especially hazardous.

Operation - One takeoff or one landing.

PNdb - Perceived noise level in decibels.

Primary Industries - Agriculture and mining.

Runup Operation - Ground operation of a testing nature in which the aircraft engine is run while the aircraft is tied to the ground. Runups can also involve engines outside of an aircraft.

SECNAVINST - Instruction from the Secretary of the Navy.

STARS - Standard Arrival Routes.

TACAN - Tactical Air Navigation.

Touch-and-Go Operation - Flight operation in which the aircraft touches the runway as if it were landing, and then immediately takes off, without coming to a stop.

Touch-and-Go Path - Flight paths utilized by aircraft executing repeated takeoffs and landings, for training purposes. Aircraft flying these paths do not normally leave the Air Station vicinity while executing touch-and-go operations (same as "Local Pattern").

VFR - Visual Flight Rules. Ceiling/visibility conditions that allow aircraft to operate in a see-and-be-seen environment.

VOR - Very High Frequency Omni-Directional Range Beacon.

VORTAC - VOR co-located with a TACAN.

APPENDIX T  
PLANNING CRITERIA AND REFERENCES

Exhibit T-1  
PLANNING CRITERIA

Planning criteria utilized in the NAS South Weymouth Study included the following:

- Noise zone criteria based on the Day-Night Average Sound Level (Ldn) descriptor.
- Tri-service guidelines for establishing accident potential zones as found in a memorandum entitled "Aircraft Accident Potential Zone (APZ) Guidelines for use in Air Installation Compatible Use Zones (AICUZ) Studies" dated 11 May 1976, as revised 14 January 1977.
- Land use guidelines for noise zones as found in the U.S. Department of Housing and Urban Development handbook entitled, Aircraft Noise Impact - Planning Guidelines for Local Agencies, 1972.
- Land use guidelines for accident zones included in the memorandum of 11 May 1976 and revised 14 January 1977 identified above.
- Department of Defense (DOD) instructions regarding AICUZ development (DOD Inst. 4165.57 and OPNAVINST 11010).
- Operational Data and Noise Contours appearing in Day-Night Average Sound Level Survey - Naval Air Station, South Weymouth, Massachusetts, Aircraft Environmental Support Office, Naval Air Systems Command, 1977; as modified by updated data provided as part of this study.

Although the references identified have provided valuable planning guidelines, it is important to realize that the final criteria utilized in this Study's planning process have been based on a thorough review of the individual characteristics of NAS South Weymouth and its surrounding communities.

Exhibit T-2

REFERENCES

1. Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety, U.S. Environmental Protection Agency 550/9-74-004, March 1974.
2. Noise Standards and Procedures, U.S. Federal Highway Administration, PPM 90-2 (February 1973).
3. Noise Abatement and Control; Departmental Policy, Implementation Responsibilities and Standards, Circular 1390.2, U.S. Department of Housing and Urban Development, August 1971.
4. Effects of Noise on People, U.S. Environmental Protection Agency, NT10 30017, December 1971.
5. Noise and Vibration Control, L. L. Beranek (McGraw-Hill Book Company, Inc. 1971).
6. Aircraft Noise Impact, Planning Guidelines for Local Agencies, U.S. Department of Housing and Urban Development, November 1972.
7. Baltimore-Washington International Airport Master Plan - Off Airport Land Use Report, Maryland Department of Transportation, State Aviation Administration, 1978.

# Document Separator

# AIR INSTALLATIONS COMPATIBLE USE ZONES (AICUZ) UPDATE



NAVAL AIR STATION  
SOUTH WEYMOUTH, MA

DRAFT

JULY, 1990

Distribution of this document is limited to U.S. Government agencies and consultants under contract to the U.S. Government. Other requests for this document shall be referred to: Northern Division, Naval Facilities Engineering Command, Bldg. 77L, Naval Base, Philadelphia, PA 19112

# VI. AICUZ UPDATE

## A. INTRODUCTION

This document is an updated analysis of the September, 1979 CNO approved AICUZ Study for NAS South Weymouth, Massachusetts. This study was previously updated in the 21 June 1983 Master Plan for NAS South Weymouth, MA.

### 1. Authority

This study is prepared in accordance with OPNAVINST 11011.36A of 11 April 1988 and NAVFACINST 11010.63B of 20 October 1982. The purpose of this document is to update the AICUZ Study to reflect current conditions and to recommend any changes or modifications to policy, operations, and conditions that have occurred since completion of the initial report. Achievement of compatible development between NAS South Weymouth and the surrounding community will minimize public exposure to the safety and health hazards of aircraft operations and prevent the conditions which could lead to restrictions hampering the facility's ability to carry out its mission.

### 2. Definition of AICUZ

Airfield Installations Compatible Use Zones (AICUZ) denotes the land area encompassing that part of an air facility and its boundaries within which different levels of noise exposure and accident potential are identified. The two levels of noise exposure and three levels of accident potential combine to form the "AICUZ" footprint.

The limits of the component accident potential and noise zones are determined by analyses based on aircraft operations data and, in the case of accident zones, accident data. Noise zone limits are validated by a review of the base's history of noise complaints from the community. Limits of accident zones are validated by a review of area topography and the facility's airspace requirements and accident history.

### 3. Summary of Findings/Recommendations

The biggest issue facing the Naval Air Station South Weymouth is encroachment. The areas immediately outside of the Station's boundaries are densely developed with residential, commercial, and industrial uses and all indications seem to point out that development around the Station will continue. Most of the zoning in and around of the Station is residential and the Air Station and Major Claimant must be aware of the fact that the potential for further encroachment is something that will always be there and could have devastating effects on the Station's ability to perform its mission. The Station must remain aware of any potential encroachment problems and the Major Claimant must be willing to commit the funds necessary for the purchase of properties which will allow the Navy to own or control critical areas thus insuring compatible land use.

## **B. INSTALLATION DESCRIPTION**

### **1. History**

In 1941 President Roosevelt authorized the establishment of two lighter-than-air (LTA) facilities, one for each coast. The Naval Auxiliary Field (NAF), South Weymouth was selected as the east coast facility upon which a LTA hangar was constructed. Blimps stationed at South Weymouth supported the anti-submarine warfare efforts in the waters off of the Atlantic coast.

When WWII ended, NAF South Weymouth was placed in an inactive status. In 1953 NAF South Weymouth was reactivated and recommissioned as a Naval Air Station (NAS) and replaced Naval Air Reserve Base, Squantum as the regional Naval Reserve Aviation Training Facility.

The runways at NAS South Weymouth were altered by several major projects to arrive at their current configuration. In 1959 Runway 08/26 was extended 2,000 feet to its present length of 6,000 feet. Runway 02/20 was reclassified a taxiway in 1964 and replaced by the 7,000 foot Runway 17/35.

### **2. Location**

NAS South Weymouth is located in the eastern section of Massachusetts. As shown on Plate VI-1 it is approximately 15 miles south of Logan International Airport and the city of Boston, and 11 miles west of the coast line of Cape Cod Bay.

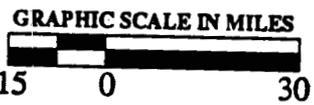
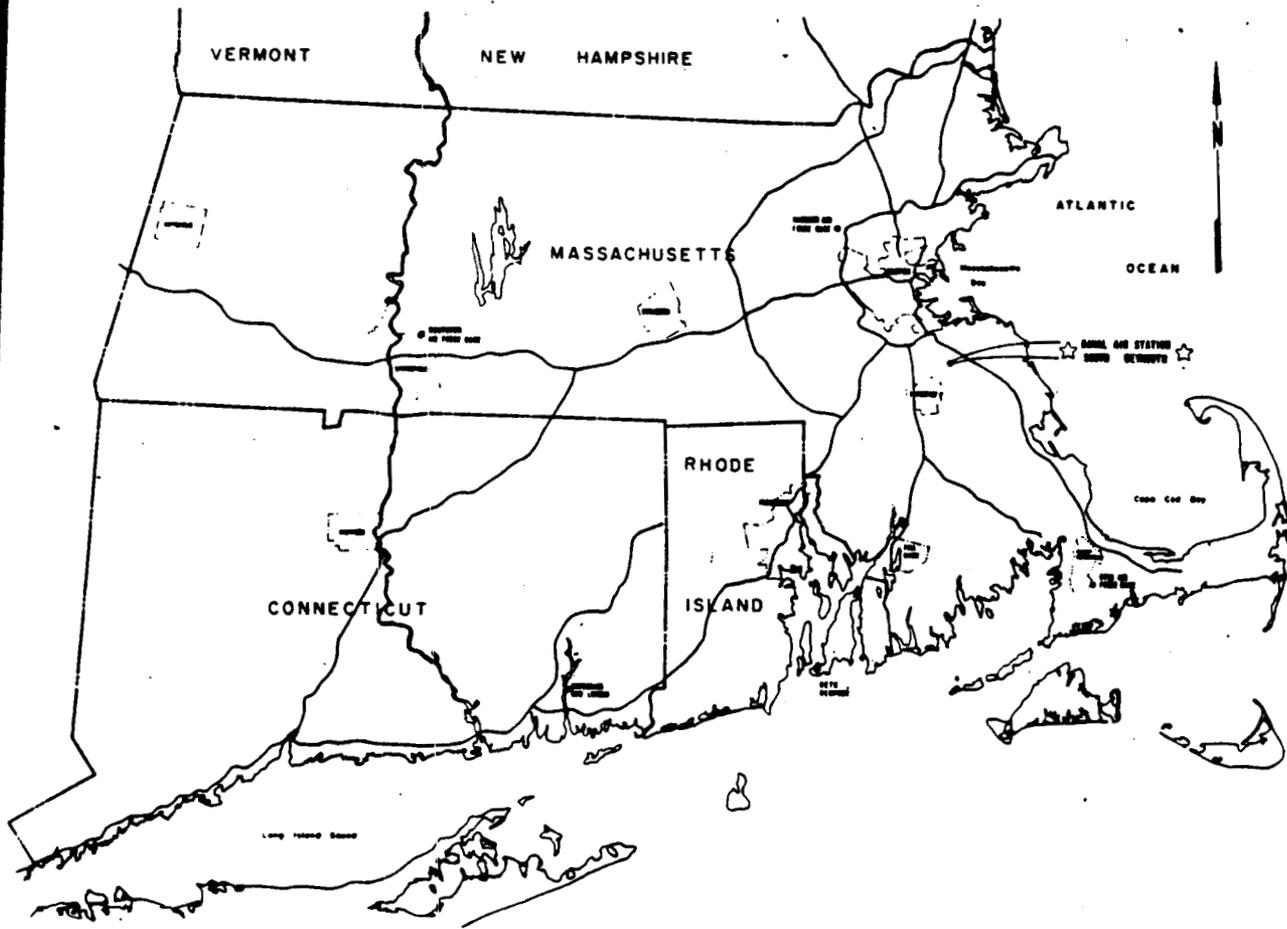
The Station is situated within two counties; Norfolk and Plymouth. Norfolk county occupies the northern half the base while Plymouth county encompasses the southern portion. The Station lies within the limits of three towns and is bordered by a fourth, see Plate VI-2. The largest portion of the Station's assets are in the town of Weymouth. The remainder of the Station is split between Rockland and Abington. The town of Hingham borders the Station to the northeast.

### **3. Airfield Operational Surfaces**

The active runways at NAS South Weymouth consist of two perpendicular runways; #08/26 and #17/35. Runway 08/26 is the primary runway and is 6,000 feet long and 175 feet wide. Runway 08/26 is constructed of bituminous concrete with the first five hundred feet of each end constructed of portland cement concrete. Runway 17/35 is designated the secondary or crosswind runway and is 7,000 feet long and 200 feet wide. Runway 17/35 is also constructed of bituminous concrete and portland cement concrete ends.

Both runways are equipped with variable high intensity runway lights. Runway 26 has 3,000 feet of approach lighting while Runway 35 has 1,400 feet of approach lighting. Runways 08 and 17 have no approach lighting. Both runways are equipped with two sets of arresting gear.

Helicopter operations occur at various locations throughout the Station but the primary pad is located between taxiway T-2 and parking apron A-1. The Marine helicopters typically use the pad located between taxiway T-2 and parking apron A-2. The runways are always used for IFR helicopter operations. Helicopters are also permitted to use Taxiway 'C' for landing practice.



**VICINITY MAP**

**NAS SOUTH WEYMOUTH  
 MASTER PLAN**



**PLATE VI-2**

## D. EXISTING CONDITIONS

### 1. Operations History

Nas South Weymouth Air Traffic Control maintains very detailed records of all air activity, including transient operations. To prepare noise contours it is necessary to determine the number of operations on a daily basis. Navy procedures call for the identification of the number of operations on an "average busy day", or a typical day when the field is in full operation. This "average busy day" accounts for the fact that, at a station such as South Weymouth whose primary purpose is reserve training, the flight schedules and the frequency of flight times may vary greatly from week to week and day to day. Some days may have little to no activity, while others may be quite busy. The "average busy day" focuses on the days when the facility is busy, and is determined by a specific series of calculations.

To determine the "average busy day" the number of annual average operations is computed by dividing total annual operations by 365. Then, all days having operations less than half of the annual average daily operations are discarded from further consideration. The "average busy day" is then computed by summing all operations for the days not discarded, and dividing this sum by the number of days not discarded.

For NAS South Weymouth the "average busy day" is 92.532 operations. This is based on 21,745 operations occurring on 235 days. Table VI-2 gives annual operations for 1983-1988.

TABLE VI-2  
ANNUAL OPERATIONS 1983-1988<sup>1</sup>

FISCAL YEAR	NAVY/MARINE	OTHER MILITARY	GENERAL AVIATION	TOTAL
1988	21,983	990	489	23,462
1987	20,168	807	115	21,090
1986	29,074	582	107	29,763
1985	24,885	731	163	25,779
1984	20,931	1,365	70	22,366
1983	19,900	1,510	120	21,530

(1) Source: Air Traffic Activity Reports

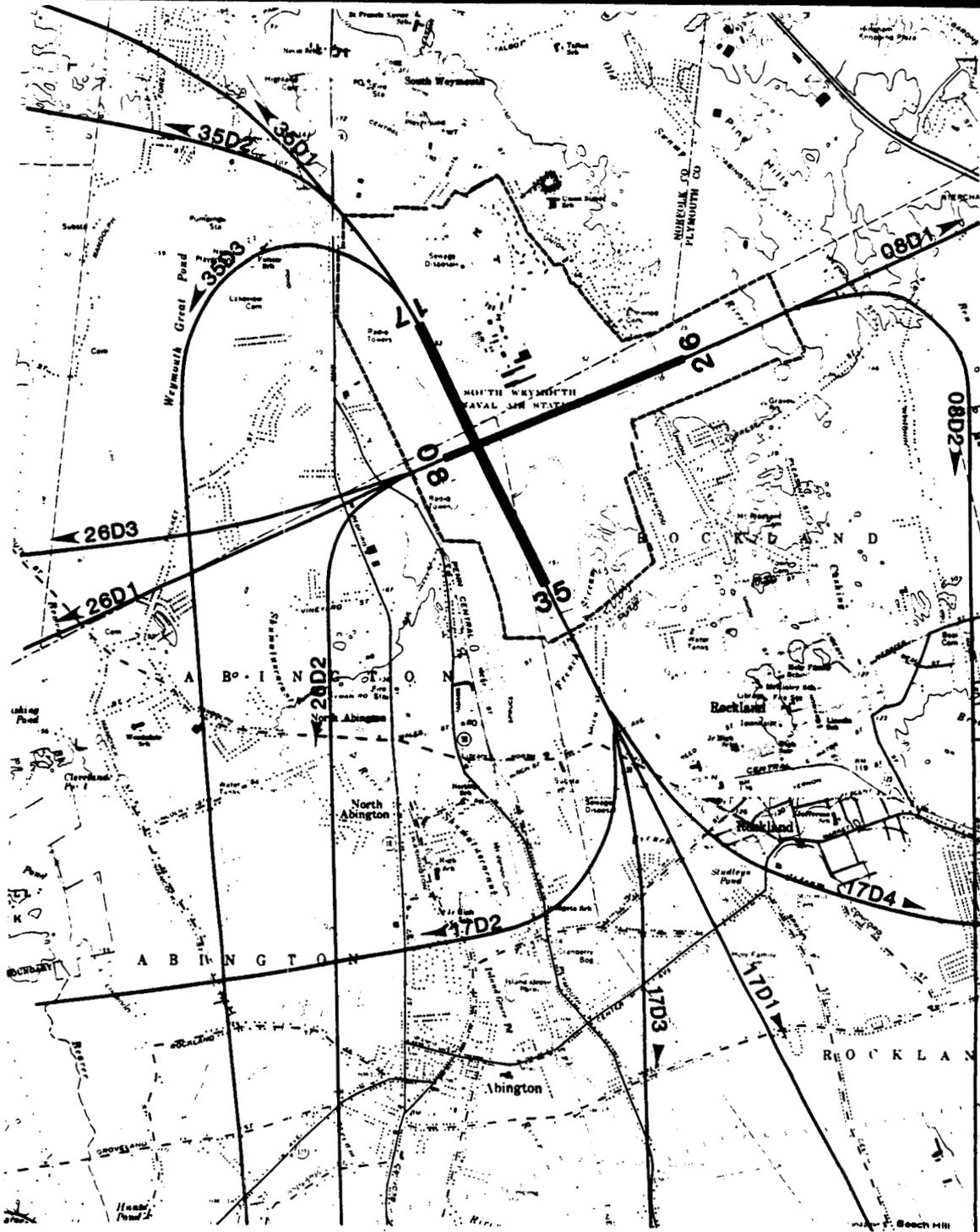
**TABLE VI-4  
MODELLED AVERAGE BUSY DAY OPERATIONS**

AVERAGE BUSY DAY OPERATIONS				
AIRCRAFT TYPE	DEPARTURES	ARRIVALS	PATTERNS <sup>1</sup>	TOTAL
<b>FIXED WING:</b>				
P-3B	3.156	3.156	2.211	10.734
A-4M	3.929	3.929	2.308	12.474
<b>HELICOPTERS:</b>				
SH-2F	2.268	2.268	21.355	47.246
UH-1N	4.419	4.419	1.651	12.140
<b>TRANSIENT:</b>				
A-6	0.712	0.712	0.000	1.424
<b>TRANSIENT NOT MODELLED:</b>				8.514
<b>TOTAL OPERATIONS</b>	<b>14.484</b>	<b>14.484</b>	<b>55.050</b>	<b>92.532</b>

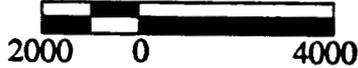
(1) Note: Patterns are multiplied by two to yield total operations.

Helicopters account for the majority of operations (over 60%) at South Weymouth. Of these rotary wing operations, the SH-2F is responsible for approximately 80% of these operations. The SH-2F performs mostly touch-and-go operations with Runway 26 being the preferred runway for this pattern. The Marine's UH-1N's perform the remainder of the helicopter operations on station utilizing all runways and Taxiway 'C'.

The A-4M attack aircraft of VMA-322 performs the largest number of fixed wing operations at South Weymouth. Runway 17/35 is the primary runway for these jet operations handling nearly 80% of their total operations. The remaining fixed wing operations are split nearly equal between the P-3B and transients. The P-3B operations are conducted on Runway 08/26 approximately 75% of the time while the transients modelled are attack/fighter type aircraft and prefer Runway 17/35.



GRAPHIC SCALE IN FEET

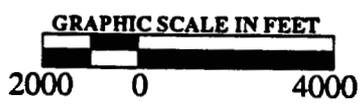
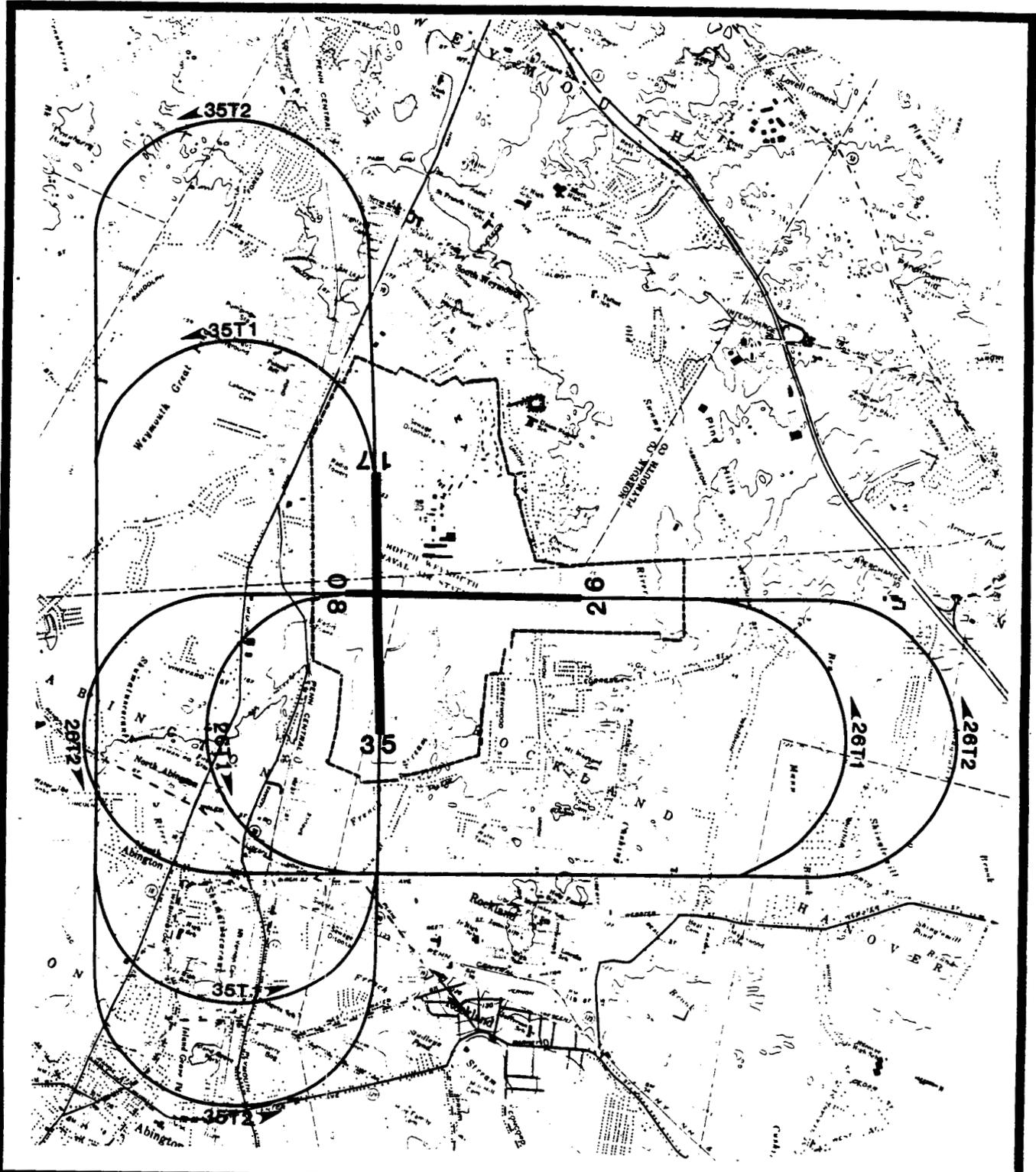


# FIXED WING DEPARTURE FLIGHT TRACKS

NAS SOUTH WEYMOUTH  
MASTER PLAN



PLATE VI-3

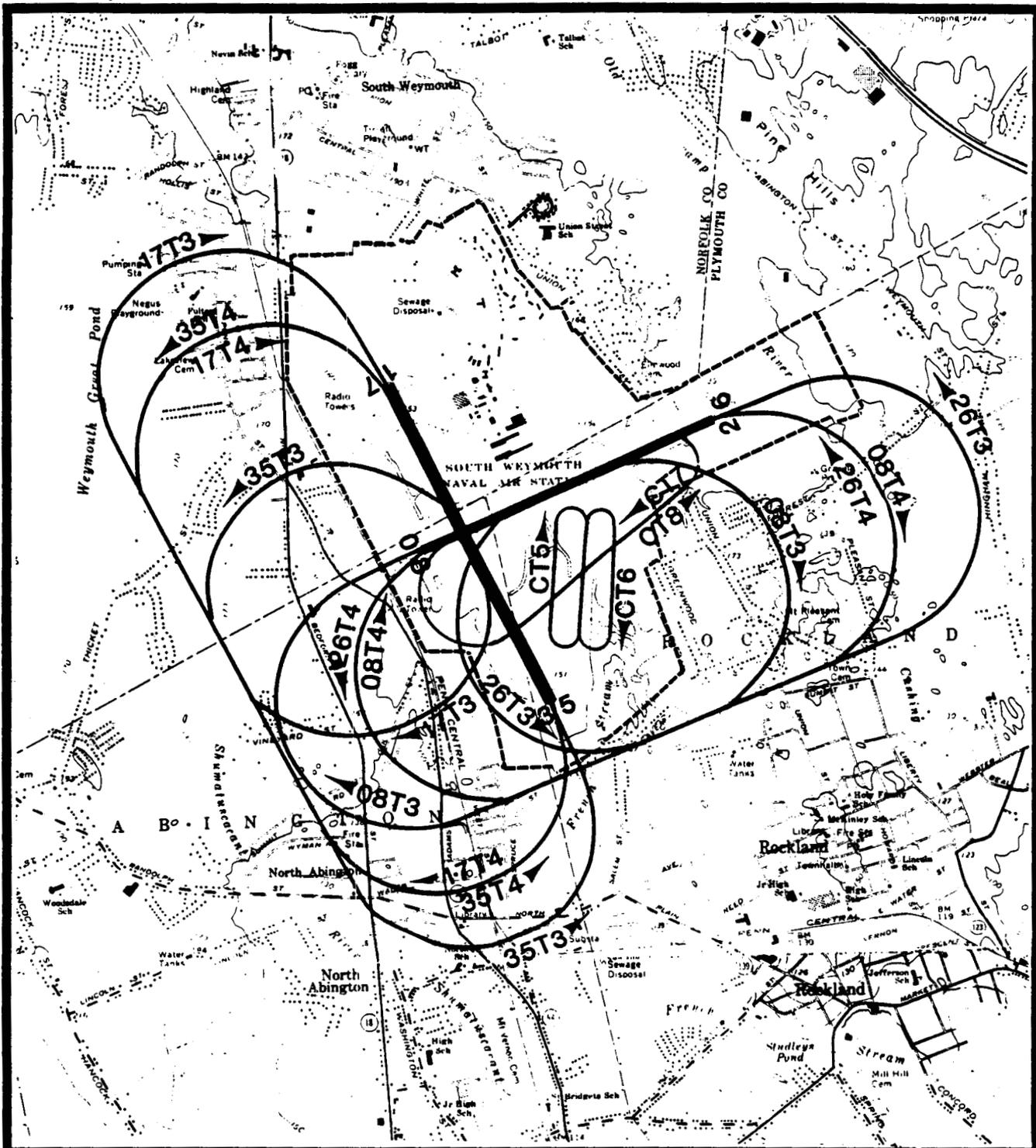


# FIXED WING TOUCH-and-GO FLIGHT TRACKS

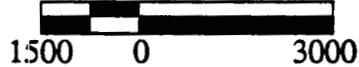
NAS SOUTH WEYMOUTH  
MASTER PLAN



PLATE VI-5



GRAPHIC SCALE IN FEET



# ROTARY WING TOUCH-and-GO FLIGHT TRACKS

NAS SOUTH WEYMOUTH  
MASTER PLAN

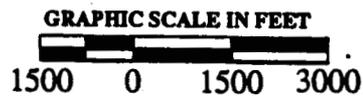
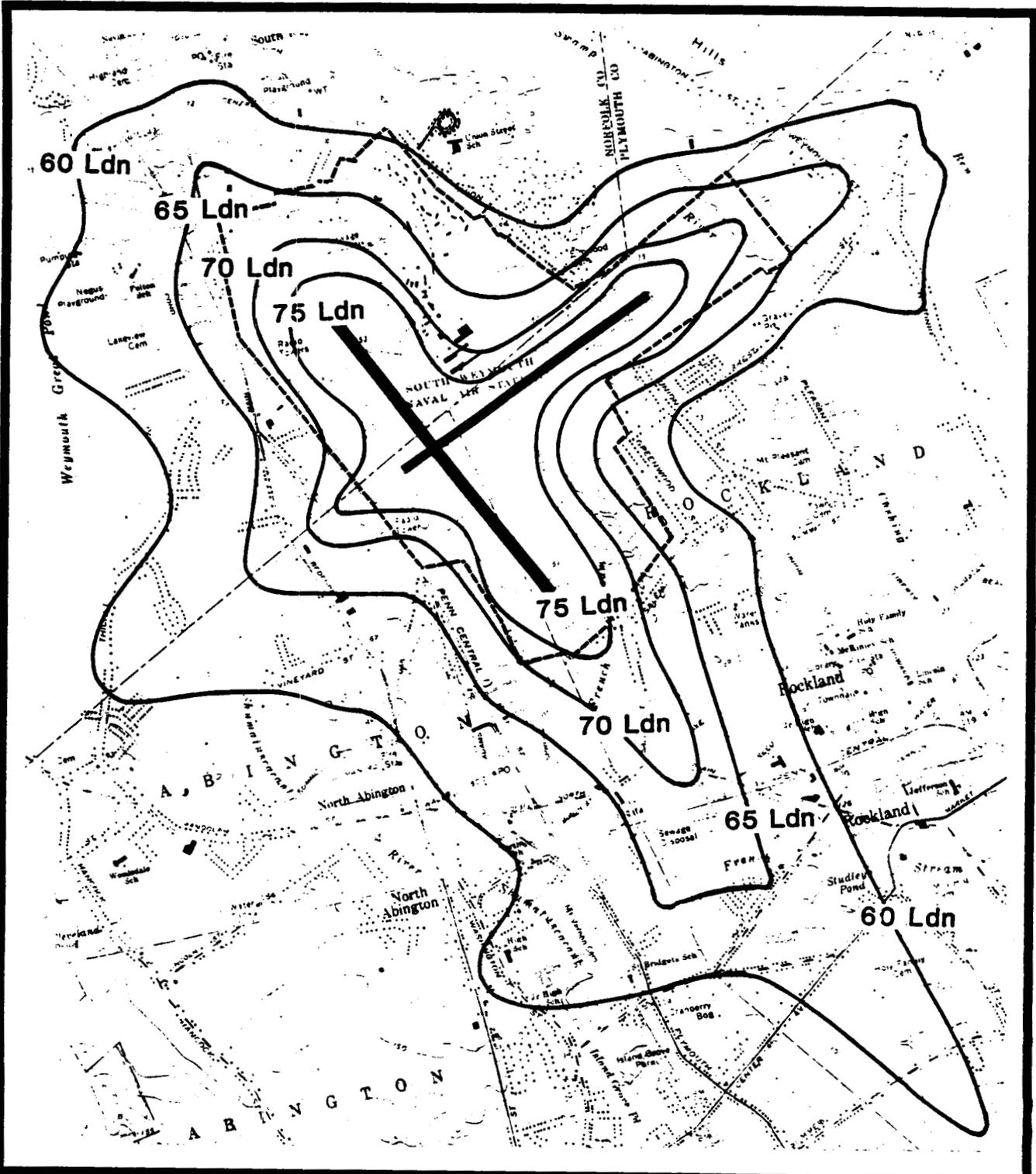


PLATE VI-7

**TABLE VI-6  
MODELLED AVERAGE BUSY DAY OPERATIONS BY FLIGHT TRACK**

**HELICOPTERS**

RUNWAY	FLIGHT TRACK DESCRIPTION	NAME	UH-1N		SH-2F	
			DAY	NIGHT	DAY	NIGHT
17	DEPARTURE	17D3	0.087	0.001	-	-
	DEPARTURE	17D5P	0.087	0.001	0.042	0.001
	DEPARTURE	17D6P	-	-	0.069	0.001
	APPROACH	17A1	-	-	0.245	0.005
	APPROACH	17A6P	0.392	0.006	-	-
	TOUCH & GO	17T3	-	-	2.858	0.008
	TOUCH & GO	17T4	0.088	0.000	-	-
35	DEPARTURE	35D1	0.305	0.005	-	-
	DEPARTURE	35D4P	0.305	0.005	0.356	0.007
	APPROACH	35A1	0.435	0.007	0.489	0.010
	APPROACH	35A4P	0.435	0.007	-	-
	TOUCH & GO	35T3	-	-	2.450	0.008
	TOUCH & GO	35T4	0.076	0.000	-	-
08	DEPARTURE	08D1	0.113	0.002	-	-
	DEPARTURE	08D2	0.453	0.007	-	-
	APPROACH	08A3P	0.120	0.002	-	-
	APPROACH	08A4P	0.359	0.005	-	-
	TOUCH & GO	08T3	-	-	6.940	0.020
	TOUCH & GO	08T4	0.214	0.000	-	-
26	DEPARTURE	26D1	0.751	0.011	-	-
	DEPARTURE	26D2	0.751	0.011	-	-
	DEPARTURE	26D4P	1.201	0.000	1.756	0.036
	DEPARTURE	26D5P	0.300	0.023	-	-
	APPROACH	26A1	0.653	0.010	0.745	0.015
	APPROACH	26A4	1.959	0.030	0.745	0.015
	TOUCH & GO	26T3	-	-	28.572	0.086
	TOUCH & GO	26T4	0.882	0.000	-	-
TAXIWAY 'C'	TOUCH & GO	CT5	1.102	0.000	-	-
	TOUCH & GO	CT6	0.940	0.000	-	-
	TOUCH & GO	CT7	-	-	1.420	0.004
	TOUCH & GO	CT8	-	-	0.344	0.002
TOTAL:			12.008	0.133	47.031	0.218
GRAND TOTAL:			12.141		47.249	



**PROJECTED NOISE ZONES**

**NAS SOUTH WEYMOUTH  
MASTER PLAN**

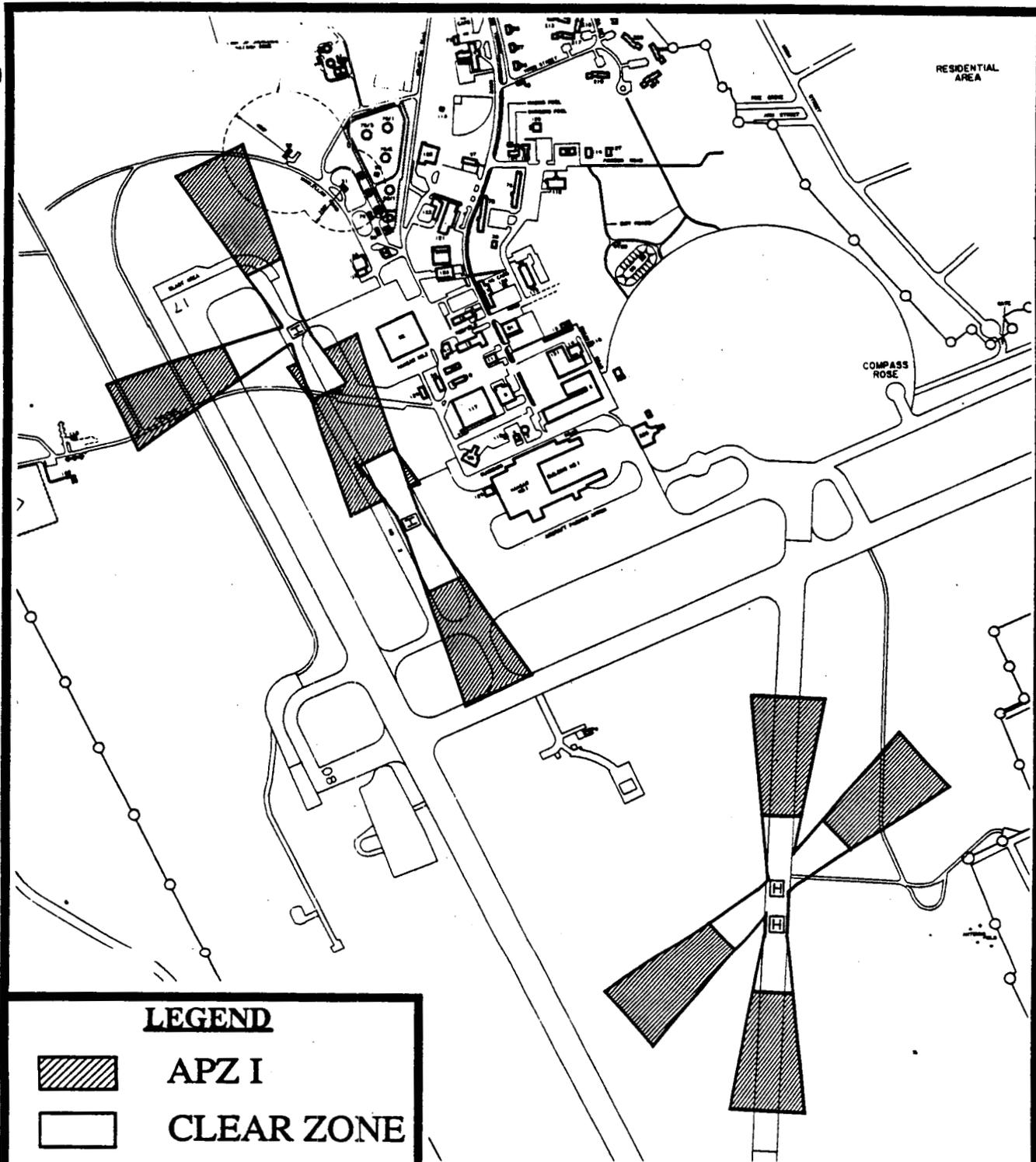


**PLATE VI-8**

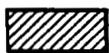
The non-Navy portion of the south clear zone (Runway 35 end) contains approximately 40 single family homes and two public roads. A developer has proposed a Planned Unit Development (PUD) consisting of 43 townhouses and 7 single family homes for a large portion of the undeveloped clear zone. The development requires a special permit from the Town of Rockland which was denied in January 1989. The developer has appealed the decision and the outcome has not yet been decided. The west (Runway 08 end) clear zone that is located off-base is considerably less developed than the south clear zone. It contains several commercial businesses and approximately a dozen single family homes in addition to Route 58 and an abandoned railroad bed.

An analysis of the runway end utilization indicates that, based on the figures compiled in the June 1989 Noise Survey for the Station, no individual fixed-wing flight path experienced operations in excess 5,000 operations annually. The largest number of fixed-wing operations (approximately 2,100) occur on the Runway 35 end. With the level operations expected to remain nearly the same in the future, no APZ's will be applied to the fixed wing runways.

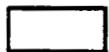
Helicopters perform the majority of operations at South Weymouth using a variety runways, taxiways, and helipads. The two landing helipads are situated on taxitracks located to the west of Hangars 1 and 2. The northern helipad is primarily used by the Marine Corp UH-1N helicopters. All operations depart and arrive in a westerly direction, therefore the clear zone and APZ for this helipad extend to the west and are encompassed by the primary surface of Runway 17/35. The southern helipad is primarily used by the Navy SH-2F helicopters which arrive and depart to the north and the south. The clear zones and APZ's for this pad are also contained within the primary surface of Runway 17/35. Plate VI-10 depicts the helicopter clear zones and APZ's.



**LEGEND**

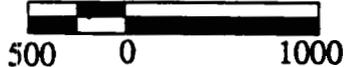


APZ I



CLEAR ZONE

GRAPHIC SCALE IN FEET

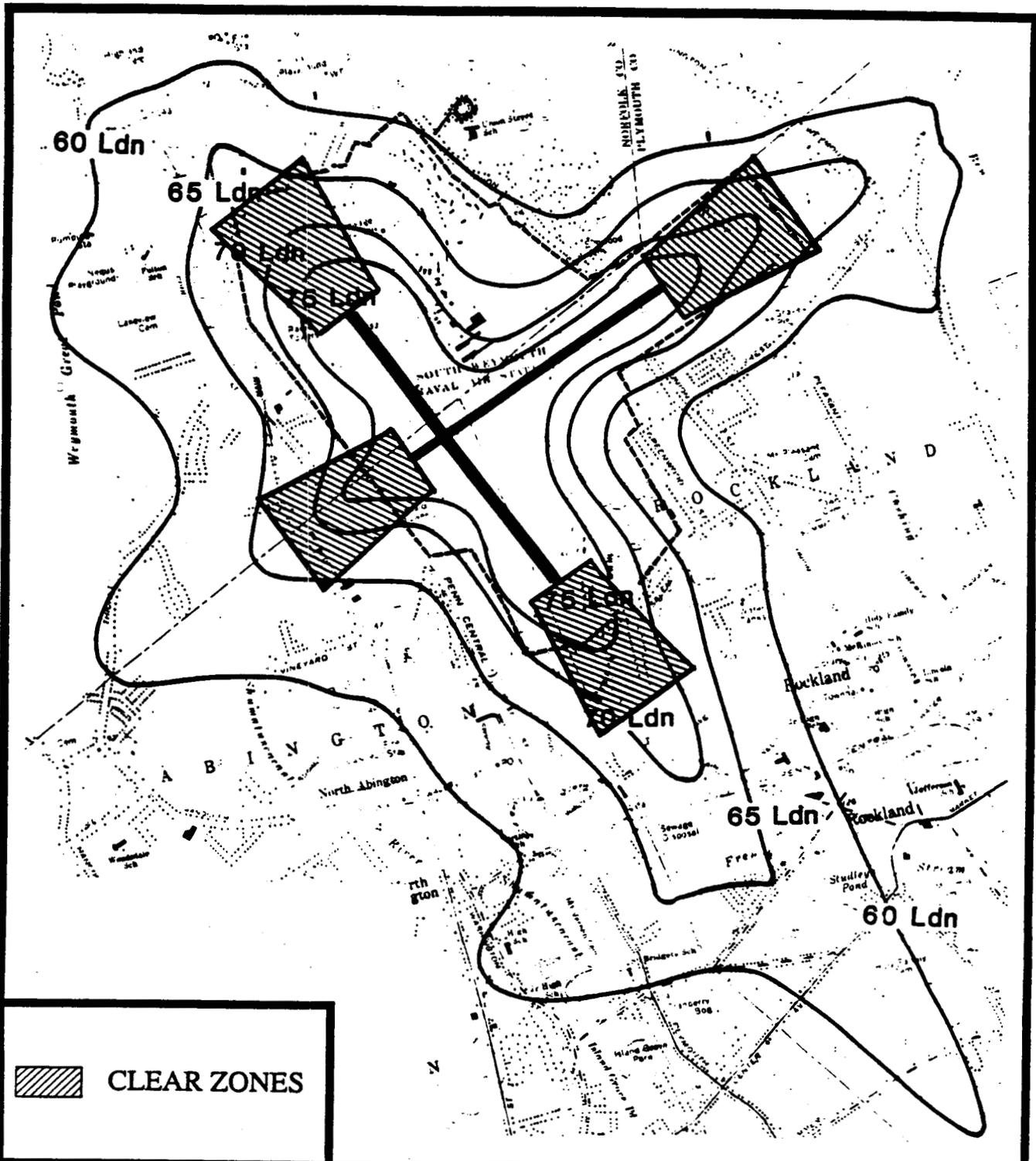


NAS SOUTH WEYMOUTH  
MASTER PLAN

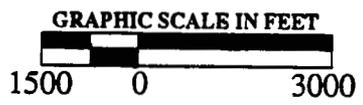


PLATE VI-10

**HELICOPTER CLEAR ZONES and APZ's**



 CLEAR ZONES

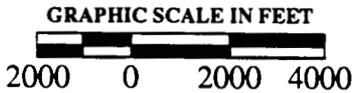
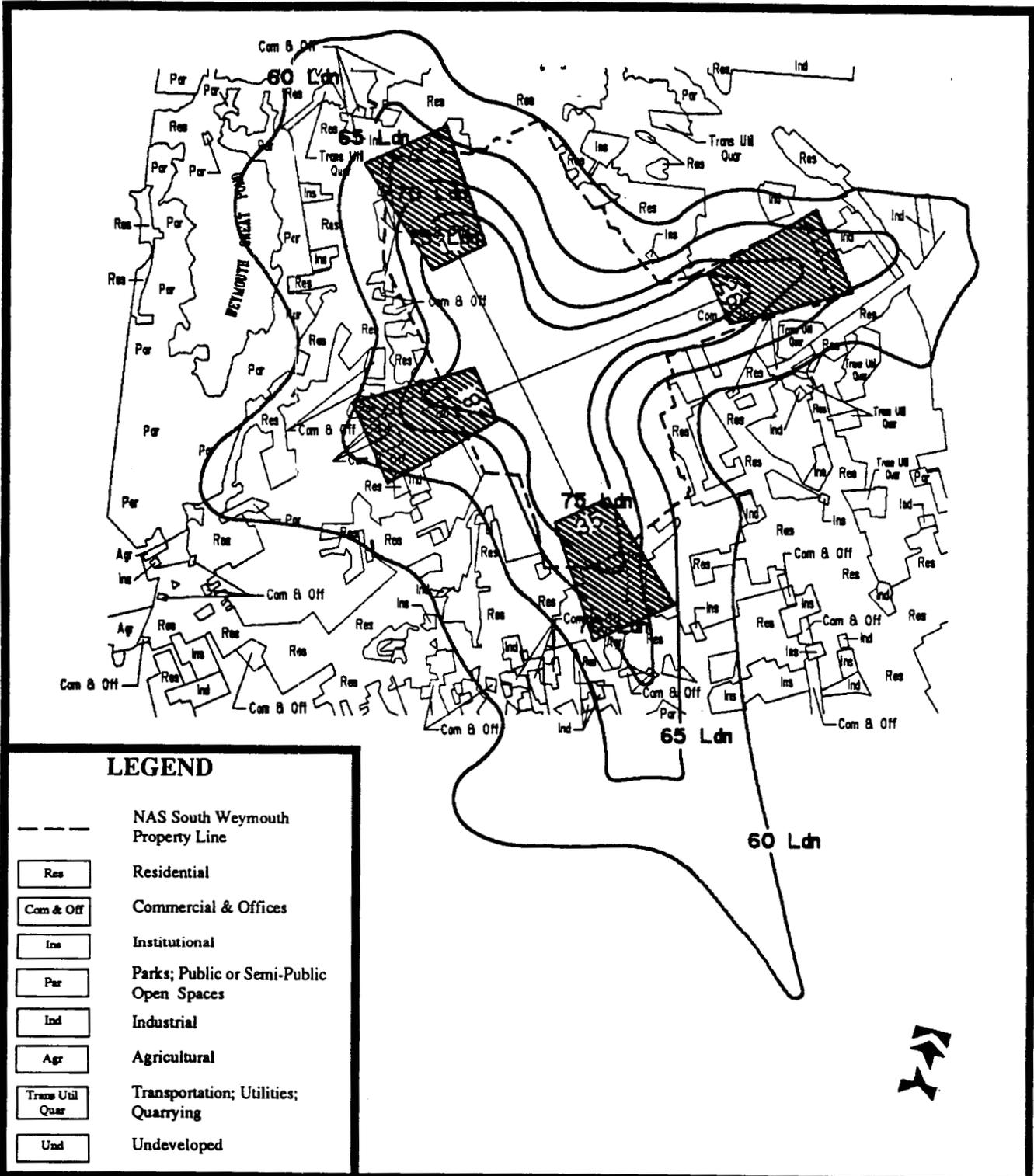


**AICUZ FOOTPRINT**

**NAS SOUTH WEYMOUTH  
MASTER PLAN**



**PLATE VI-11**



**EXISTING LAND USE WITH  
PROJECTED AICUZ FOOTPRINT**

**NAS SOUTH WEYMOUTH  
MASTER PLAN**



**PLATE VI-12**

## **E. ALTERNATIVES**

### **1. Operational Alternatives**

An integral part of the AICUZ Study is the requirement to investigate changes to the existing activity and aircraft operational characteristics that would provide beneficial aircraft noise and crash potential reductions.

The operational alternatives from the previous AICUZ Study (1979) for NAS South Weymouth were reexamined for possible implementation. These alternatives are summarized below.

#### **Alternative #1: Do nothing; maintain "baseline" AICUZ from 1979 study**

**Discussion:** This alternative is no longer viable since some of the alternatives have already been adopted and other operational changes have occurred since the original AICUZ was prepared. Changes that include the new F/A 18 expected to come onboard in 1995.

**Recommendation:** This alternative is not recommended for implementation.

#### **Alternative #2: Extreme Preferential Use of Runway 08-26**

**Discussion:** This alternative would require use of runway 08-26 for takeoffs and landings except during times when a crosswind of greater than 10 knots would result. Reciprocating engine aircraft operating on Runway 08 would turn onto the crosswind leg of the local pattern at the Air Station boundary; they would head towards the Runway 08 end on the base leg. Major reductions in the noise zones would result; two APZ I zones would be eliminated; and one APZ II zone would be shifted to a less developed area. However, this alternative could represent a safety hazard for many A-4 aircraft and transient jets on landing. Landings by all A-4's when runways are wet or covered with snow or ice, and many landings by transient jets all require the 1,000 additional feet available on Runway 17-35 when this would provide a headwind component. Furthermore, safety margins on some other takeoffs and landing operations are significantly improved when Runway 17-35 is available for use.

**Recommendation:** This alternative is not recommended for implementation.

#### **Alternative #3: Moderate Preferential Use of Runway 08-26**

**Discussion:** This alternative is similar to Alternative 2, except that landings by A-4's and transient jets would be governed by different rules. When the runways are wet or covered with ice or snow and a headwind component is available on runway 17-35, A-4 landings would occur on that runway. All landings by A-4 aircraft without spoilers would occur on Runway 17-35 when a headwind component is available, as would takeoffs and landings by transient jets as necessary. However, while these changes to Alternative 2 would allow most takeoffs and landings to occur safely, the margins of safety in many instances would be reduced to an unacceptable level. A-4's, transient jets, and P-3's departing on overseas flights require use of the longest effective runway.

**Recommendation:** This alternative is not recommended for implementation.

**Alternative #5: Relocate Local Pattern to Runway 17-35 for Reciprocating Engine Aircraft**

**Discussion:** The presence of the curving Accident Potential Zones at the south end of Runway 17-35 was caused by the co-location of the reciprocating engine aircraft landing path to Runway 35 and their takeoff path from Runway 17. If the downwind leg of the Runway 35 reciprocating engine local pattern is shortened approximately 1,500 feet, there would be enough separation between the two Aero Club local patterns to eliminate the APZ's. This alternative was found acceptable, but unnecessary due to the implementation of Alternative 4.

**Recommendation:** This alternative is no longer needed.

**Alternative #6: Takeoffs on Runway 17 Execute Immediate Right Turn**

**Discussion:** This alternative would require aircraft departing on Runway 17 (i.e. departures to the south) to execute a 20 degree right turn immediately upon takeoff. This procedure would separate the flight tracks of Runway 17 takeoffs (takeoffs to the south) and Runway 35 landings (landings to the north). The result would be that fewer than 5,000 annual operations would occur over the APZ II area south of Runway 17-35. Therefore, this APZ would be eliminated. However, detailed analysis showed that development underneath the new flight path was of a similar nature to that under the original flight path. Therefore, even though the spreading of the tracks would eliminate the APZ, no real reduction in accident potential would be obtained over developed areas. Furthermore, APZ II at the south end of Runway 17-35 was eliminated by the implementation of Alternative #3.

**Recommendation:** This alternative is no longer needed since AZP's will not be part of the projected AICUZ footprint.

**Alternative #7: Multiple Operations Prohibited on Runway 17-35**

**Discussion:** This alternative would require all touch-and-go and low approach operations to occur on Runway 08-26. The reciprocating engine local pattern would be revised as in Alternatives 2-4. This alternative would eliminate the APZ I located at the north end of Runway 17-35, and would reduce noise exposure of developed areas. Some features of this alternative were incorporated into Alternative 4, which has been implemented.

**Recommendation:** This alternative is no longer needed.

**Alternative #8: A-4's and Transient Jets Achieve Pattern Altitude Before Executing Turns in Multiple Operations on Runways 08, 17, & 26**

**Discussion:** This alternative would require that A-4's and transient jets achieve the standard pattern altitude of 1,200 feet before executing turns on touch-and-go and low approach operations. While the noise contour calculations assume that all jets strictly follow the local pattern in multiple operations, it is known that turns have sometimes been executed earlier. Therefore, while there is some benefit realized by eliminating the relatively low level overflights of developed areas adjacent to Runways 08-17 and 26, the noise zones show no change.

**Recommendation:** This alternative has already been adopted.

### **Alternative #12: A-4 Runups Suppressed**

**Discussion:** A noise suppressor unit for A-4 ground runup operations would attenuate noise by 15 to 20 dB. Use of the engine suppressor at NAS South Weymouth would not affect the noise zones, since runup noise is masked by noise generated by flight activity. However, runup noise at the Air Station has generated a number of complaints in the past.

**Recommendation:** This alternative is no longer needed since the A-4 is to be phased out by 1996.

### **Alternative #13: Install Visual Approach Slope Indicator (VASI) Units**

**Discussion:** This alternative would result in the installation of VASI units at the end slope of each runway. These navigational aids provide visual glide slope indication to pilots, allowing three degree approaches and touchdown point guidance, principally for P-3 and C-9 aircraft. The cost of the VASI units in 1979 was approximately \$12,000 for each runway end. By virtue of the installation of these units, unusually low approaches by P-3's and C-9's would be greatly reduced. A source of annoyance to community residents would be reduced accordingly and safety margins improved. The calculation procedures which establish noise and accident potential zones are not sensitive enough to cause corresponding changes in the AICUZ zones.

**Recommendation:** This alternative has already been implemented.

## **2. Sound Attenuation Construction**

Certain land uses which are discouraged within Noise Zones 2 and 3 might be permissible if certain outdoor to indoor Noise Level Reduction (NLR) measures are designed into the facility. Normally a 25 dB reduction would be required in Noise Zone 2 and a 30 dB reduction required in Noise Zone 3. Normal construction can be expected to achieve a NLR of 20 dB, therefore the reduction requirements are often stated as 5 dB or 10 dB over normal construction. Specific land uses which require NLR can be found in OPNAVINST 11010.36A, Air Installations Compatible Use Zones (AICUZ) Program.

The NLR measures mentioned above will not eliminate outdoor noise problems. However, building location and site planning, design and use of berms and barriers can help to mitigate outdoor noise exposure particularly from ground level sources.

Before any project is designed to incorporate the NLR measures stated above, an evaluation should be conducted to determine that there are no other viable sites which could be used without the need for NLR.

## **F. CHANGES FROM PREVIOUS AICUZ**

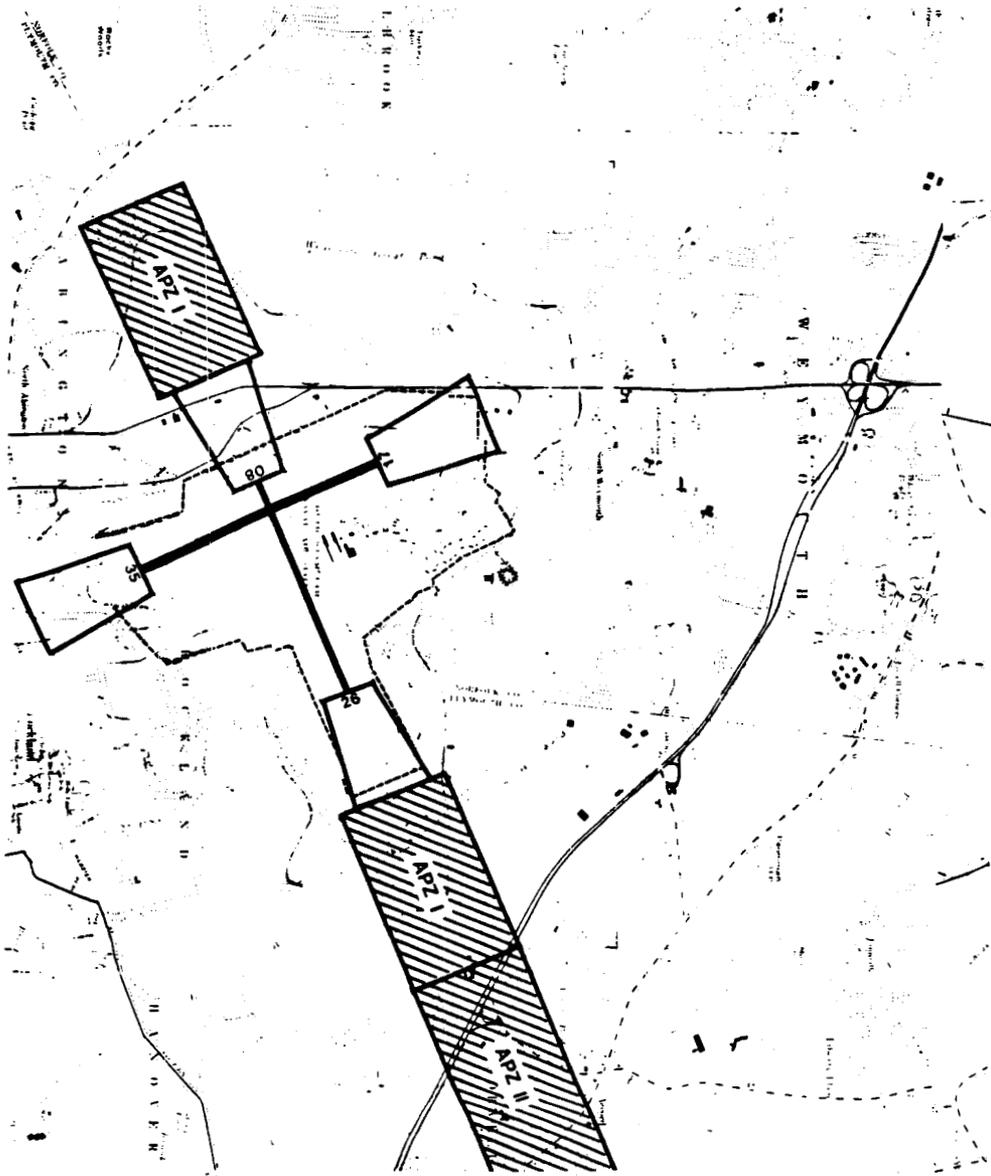
### **1. Noise Contours**

The noise contours for this AICUZ Update are similar in configuration to those found in the 1979 AICUZ due to the fact that the flight tracks have not changed much over the years, however the size of the noise zones have changed. As shown on Plate VI-14, the projected 65 Ldn contour line does not extend as far as the 65 Ldn contour for the previous AICUZ but the projected 75 Ldn contour line extends farther than the previous 75 Ldn contour. This results in a smaller Noise Zone 2 area (65 Ldn - 75 Ldn) for the projected AICUZ as compared to the previous AICUZ. With the 75 Ldn contour line extending farther into the surrounding community, the projected Noise Zone 3 area (75 Ldn and up) is greater than the one depicted in the previous AICUZ.

### **2. Accident Potential Zones**

Changes in aircraft operational levels since the last AICUZ has necessitated changes in the designation of Accident Potential Zones (APZ's). The number of annual operations has dropped from approximately 42,000 in 1977 to approximately 23,000 in 1988, a 45 percent reduction. The projection for 1995, as stated earlier, is that the number of annual operations will be nearly identical to those in 1988. Therefore, the APZ's previously assigned to Runway 08-26 in the 1979 AICUZ have been removed and are not part of the projected AICUZ footprint since the annual operations for this runway have been projected to be below the 5,000 annual operations threshold for APZ designation (see Plate VI-15).

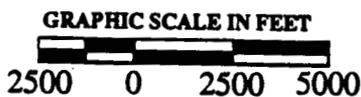
Because helicopters make up approximately 64 percent of the total annual operations at NAS South Weymouth, safety zones in the form of clear zones and APZ's have been applied to the four designated helicopter landing pads. The arrival and departure directions for all helicopter operations is the reason the safety zones are oriented as shown in Plate VI-10.



**LEGEND**



1979 APZ's



**ACCIDENT POTENTIAL ZONE  
COMPARISON (1995 vs. 1979)**

**NAS SOUTH WEYMOUTH  
MASTER PLAN**



**PLATE VI-15**

## APPENDIX VI-A LAND USE COMPATIBILITY IN NOISE ZONES

LAND USE	NOISE ZONES/DNL Levels in Ldn						
	1		2		3		
	0-55	55-65	65-70	70-75	75-80	80-85	85+
<b>RESIDENTIAL/HOUSEHOLD UNITS</b>							
Single Units; Detached	Y	Y*	25 <sup>1</sup>	30 <sup>1</sup>	N	N	N
Single Units; Semidetached	Y	Y*	25 <sup>1</sup>	30 <sup>1</sup>	N	N	N
Single Units; Attached Row	Y	Y*	25 <sup>1</sup>	30 <sup>1</sup>	N	N	N
Two Units; Side-by-Side	Y	Y*	25 <sup>1</sup>	30 <sup>1</sup>	N	N	N
Two Units; One Above the Other	Y	Y*	25 <sup>1</sup>	30 <sup>1</sup>	N	N	N
Apartments; Walk up	Y	Y*	25 <sup>1</sup>	30 <sup>1</sup>	N	N	N
Apartments; Elevator	Y	Y*	25 <sup>1</sup>	30 <sup>1</sup>	N	N	N
Group Quarters	Y	Y*	25 <sup>1</sup>	30 <sup>1</sup>	N	N	N
Residential Hotels	Y	Y*	25 <sup>1</sup>	30 <sup>1</sup>	N	N	N
Mobile Home Parks or Courts	Y	Y*	N	N	N	N	N
Transient Lodgings	Y	Y*	25 <sup>1</sup>	30 <sup>1</sup>	35 <sup>1</sup>	N	N
Other Residential	Y	Y*	25 <sup>1</sup>	30 <sup>1</sup>	N	N	N
<b>MANUFACTURING</b>							
Food & Kindred Products	Y	Y	Y	Y <sup>2</sup>	Y <sup>3</sup>	Y <sup>4</sup>	N
Textile Mill Products	Y	Y	Y	Y <sup>2</sup>	Y <sup>3</sup>	Y <sup>4</sup>	N
Apparel and other finished products made from fabrics, leather, and similar materials	Y	Y	Y	Y <sup>2</sup>	Y <sup>3</sup>	Y <sup>4</sup>	N
Lumber and Wood Products (Except Furniture)	Y	Y	Y	Y <sup>2</sup>	Y <sup>3</sup>	Y <sup>4</sup>	N
Furniture and Fixtures	Y	Y	Y	Y <sup>2</sup>	Y <sup>3</sup>	Y <sup>4</sup>	N
Paper & Allied Products	Y	Y	Y	Y <sup>2</sup>	Y <sup>3</sup>	Y <sup>4</sup>	N
Printing, Publishing, and Allied Industries	Y	Y	Y	Y <sup>2</sup>	Y <sup>3</sup>	Y <sup>4</sup>	N
Chemicals and Allied Products	Y	Y	Y	Y <sup>2</sup>	Y <sup>3</sup>	Y <sup>4</sup>	N
Petroleum Refining and Related Industries	Y	Y	Y	Y <sup>2</sup>	Y <sup>3</sup>	Y <sup>4</sup>	N
Rubber and Miscellaneous Plastic Products	Y	Y	Y	Y <sup>2</sup>	Y <sup>3</sup>	Y <sup>4</sup>	N
Stone, Clay and Glass Products	Y	Y	Y	Y <sup>2</sup>	Y <sup>3</sup>	Y <sup>4</sup>	N
Primary Metal Industries	Y	Y	Y	Y <sup>2</sup>	Y <sup>3</sup>	Y <sup>4</sup>	N
Fabricated Metal Products	Y	Y	Y	Y <sup>2</sup>	Y <sup>3</sup>	Y <sup>4</sup>	N
Professional, Scientific, and Controlling Instruments; Photographic and Optical Goods; Watches and Clocks	Y	Y	Y	25	30	N	N
Miscellaneous Manufacturing	Y	Y	Y	Y <sup>2</sup>	Y <sup>3</sup>	Y <sup>4</sup>	N
<b>TRANSPORTATION, COMMUNICATION AND UTILITIES</b>							
Railroad, Rapid Rail Transit and Street Railway Transportation	Y	Y	Y	Y <sup>2</sup>	Y <sup>3</sup>	Y <sup>4</sup>	N
Motor Vehicle Transportation	Y	Y	Y	Y <sup>2</sup>	Y <sup>3</sup>	Y <sup>4</sup>	N
Aircraft Transportation	Y	Y	Y	Y <sup>2</sup>	Y <sup>3</sup>	Y <sup>4</sup>	N
Marine Craft Transportation	Y	Y	Y	Y <sup>2</sup>	Y <sup>3</sup>	Y <sup>4</sup>	N
Highway & Street Right-of-Way	Y	Y	Y	Y <sup>2</sup>	Y <sup>3</sup>	Y <sup>4</sup>	N
Automobile Parking	Y	Y	Y	Y <sup>2</sup>	Y <sup>3</sup>	Y <sup>4</sup>	N
Communication	Y	Y	Y	25 <sup>5</sup>	30 <sup>5</sup>	Y <sup>4</sup>	N
Utilities	Y	Y	Y	Y <sup>2</sup>	Y <sup>3</sup>	Y <sup>4</sup>	N
Other Transportation, Communication, and Utilities	Y	Y	Y	Y <sup>2</sup>	Y <sup>3</sup>	Y <sup>4</sup>	N
<b>TRADE</b>							
Wholesale Trade	Y	Y	Y	Y <sup>2</sup>	Y <sup>3</sup>	Y <sup>4</sup>	N
Retail Trade - Building Materials, Hardware and Farm Equipment	Y	Y	Y	Y <sup>2</sup>	Y <sup>3</sup>	Y <sup>4</sup>	N

## NOTES FOR APPENDIX VI-A

\* The designation of these uses as "compatible" in this zone reflects individual Federal Agencies' consideration of general cost and feasibility factors as well as past community experiences and program objectives. Localities, when evaluating the application of these guidelines to specific situations, may have different concerns or goals to consider (Guidelines for Considering Noise in Land Use Planning and Control, June 1980).

<sup>1</sup> Although local conditions regarding the need for housing may require residential use in these zones, residential use is discouraged in DNL 65-70 and strongly discouraged in DNL 70-75. The absence of viable alternative development options should be determined and an evaluation should be conducted prior to approvals indicating that a demonstrated community need for the residential use would not be met if development were prohibited in these zones.

Where the community determines that residential uses must be allowed, measures to achieve outdoor to indoor Noise Level Reduction (NLR) of at least 25 dB (DNL 65-70) and 30 dB (DNL 70-75) should be incorporated into building codes and be considered in individual approvals. Normal construction can be expected to provide a NLR of 20 dB, thus the reduction requirements are often stated as 5, 10, or 15 dB over standard construction and normally assume mechanical ventilation and closed windows year round. Additional consideration should be given to modifying NLR levels based on peak noise levels or vibrations.

NLR criteria will not eliminate outdoor noise problems. However, building location and site planning, design and use of berms and barriers can help mitigate outdoor noise exposure particularly from ground level sources. Measures that reduce noise at a site should be used wherever practical in preference to measures which only protect interior spaces.

<sup>2</sup> Measures to achieve NLR of 25 must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

<sup>3</sup> Measures to achieve NLR of 30 must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

<sup>4</sup> Measures to achieve NLR of 35 must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

<sup>5</sup> If project or proposed development is noise sensitive, use indicated NLR; if not, land use is compatible without NLR.

<sup>6</sup> No buildings.

## KEY TO APPENDIX VI-A

Y (Yes)	Land Use and related structures compatible without restrictions.
N (No)	Land Use and related structures are not compatible and should be prohibited.
NLR (Noise Level Reduction)	Noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure.
Y <sup>x</sup> (Yes with restrictions)	Land Use and related structures generally compatible; see notes 2 through 4.
25, 30, or 35	Land Use and related structures generally compatible; measures to achieve NLR of 25, 30, or 35 must be incorporated into design and construction of structure.
25*, 30*, or 35*	Land Use generally compatible with NLR; however, measures to achieve an overall noise reduction do not necessarily solve noise difficulties and additional evaluation is warranted.
DNL	Day-Night Average Sound Level.
L <sub>dn</sub>	Mathematical symbol for DNL.

## APPENDIX VI-B

### LAND USE COMPATIBILITY IN ACCIDENT POTENTIAL ZONES

LAND USE	CLEAR ZONE	APZ-1	APZ-2
<b>RESIDENTIAL/HOUSEHOLD UNITS</b>			
Single Units; Detached	N	N	Y <sup>1</sup>
Single Units; Semidetached	N	N	N
Single Units; Attached Row	N	N	N
Two Units; Side-by-Side	N	N	N
Two Units; One Above the Other	N	N	N
Apartments; Walk up	N	N	N
Apartments; Elevator	N	N	N
Group Quarters	N	N	N
Residential Hotels	N	N	N
Mobile Home Parks or Courts	N	N	N
Transient Lodgings	N	N	N
Other Residential	N	N	N <sup>1</sup>
<b>MANUFACTURING</b>			
Food & Kindred Products	N	N <sup>2</sup>	Y
Textile Mill Products	N	N <sup>2</sup>	Y
Apparel and other finished products made from fabrics, leather, and similar materials	N	N <sup>2</sup>	N <sup>2</sup>
Lumber and Wood Products (Except Furniture)	N	Y <sup>2</sup>	Y
Furniture and Fixtures	N	Y <sup>2</sup>	Y
Paper & Allied Products	N	Y <sup>2</sup>	Y
Printing, Publishing, and Allied Industries	N	Y <sup>2</sup>	Y
Chemicals and Allied Products	N	N	N <sup>2</sup>
Petroleum Refining and Related Industries	N	N	N
Rubber and Miscellaneous Plastic Products	N	N <sup>2</sup>	N <sup>2</sup>
Stone, Clay and Glass Products	N	N <sup>2</sup>	Y
Primary Metal Industries	N	N <sup>2</sup>	Y
Fabricated Metal Products	N	N <sup>2</sup>	Y
Professional, Scientific, and Controlling Instruments; Photographic and Optical Goods; Watches and Clocks	N	N	N <sup>2</sup>
Miscellaneous Manufacturing	N	Y <sup>2</sup>	Y <sup>2</sup>
<b>TRANSPORTATION, COMMUNICATION AND UTILITIES</b>			
Railroad, Rapid Rail Transit and Street Railway Transportation	N <sup>3</sup>	Y <sup>4</sup>	Y
Motor Vehicle Transportation	N <sup>3</sup>	Y	Y
Aircraft Transportation	N <sup>3</sup>	Y <sup>4</sup>	Y
Marine Craft Transportation	N <sup>3</sup>	Y <sup>4</sup>	Y
Highway & Street Right-of-Way	N <sup>3</sup>	Y	Y
Automobile Parking	N <sup>3</sup>	Y <sup>4</sup>	Y
Communication	N <sup>3</sup>	Y <sup>4</sup>	Y
Utilities	N <sup>3</sup>	Y <sup>4</sup>	Y
Other Transportation, Communication, and Utilities	N <sup>3</sup>	Y <sup>4</sup>	Y
<b>TRADE</b>			
Wholesale Trade	N	Y <sup>2</sup>	Y
Retail Trade - Building Materials, Hardware and Farm Equipment	N	Y <sup>2</sup>	Y
Retail Trade - General Merchandise	N	N <sup>2</sup>	Y <sup>2</sup>

## NOTES FOR APPENDIX VI-B

- <sup>1</sup> Suggested maximum density 1-2 dwelling units per acre, possibly increased under a Planned Unit Development (PUD) where maximum lot coverage is less than 20 percent.
- <sup>2</sup> Within each land use category, uses exist where further evaluation may be needed due to the variation of densities of people and structures. For example, where a small neighborhood retail store may be compatible in APZ-II, a shopping center or strip shopping mall would be incompatible due to the density of development and concentration of people.
- <sup>3</sup> The placing of structures, buildings or above-ground utility lines in the clear zone is subject to sever restrictions. In a majority of the clear zones, these items are prohibited. See NAVFAC P-80.3 (NOTAL) for specific guidance.
- <sup>4</sup> No passenger terminals and no major above-ground transmission lines in APZ-I.
- <sup>5</sup> Factors to be considered: Labor intensity, structural coverage, explosive characteristics, air pollution.
- <sup>6</sup> Low-intensity office uses only. Meeting places, auditoriums, etc., not recommended.
- <sup>7</sup> Excludes chapels.
- <sup>8</sup> Facilities must be low intensity.
- <sup>9</sup> Clubhouse not recommended.
- <sup>10</sup> Large classes not recommended.

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# Document Separator

**HARRIS MILLER MILLER & HANSON INC.**



**AIRCRAFT NOISE SURVEY FOR  
NAVAL AIR STATION**

**SOUTH WEYMOUTH, MA**

**Prepared Under Contract No. N62477-88-D-0213  
HMMH Report No. 280400.3  
June 1989**

**Prepared for:**

**Commander  
Naval Facilities Engineering Command  
200 Stovall Street  
Alexandria, Virginia 22332**

**Prepared by:**

**Harris Miller Miller & Hanson Inc.  
429 Marrett Road  
Lexington, Massachusetts 02173**

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NAVAL AIR STATION

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Elena J. Berry  
Alan G. Hass

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## 1. INTRODUCTION

In 1988 the Naval Facilities Engineering Command (NAVFACENGCOM) contracted Harris Miller Miller & Hanson Inc. (HMMH) to conduct aircraft noise surveys at specific Navy and Marine Corps air stations and auxiliary flight facilities throughout the United States. The noise exposure levels identified during these studies help define Air Installation Compatible Use Zones (AICUZ) which are used to protect the facilities from encroachment by incompatible land uses.

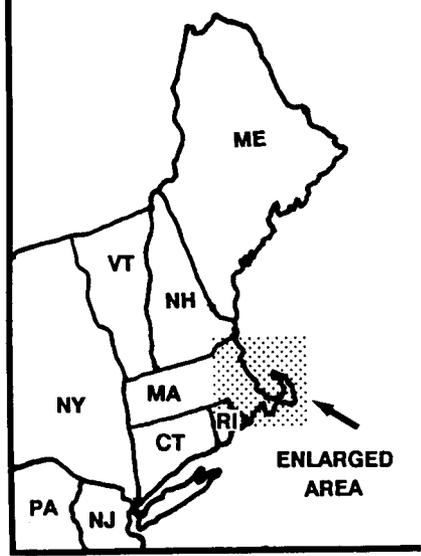
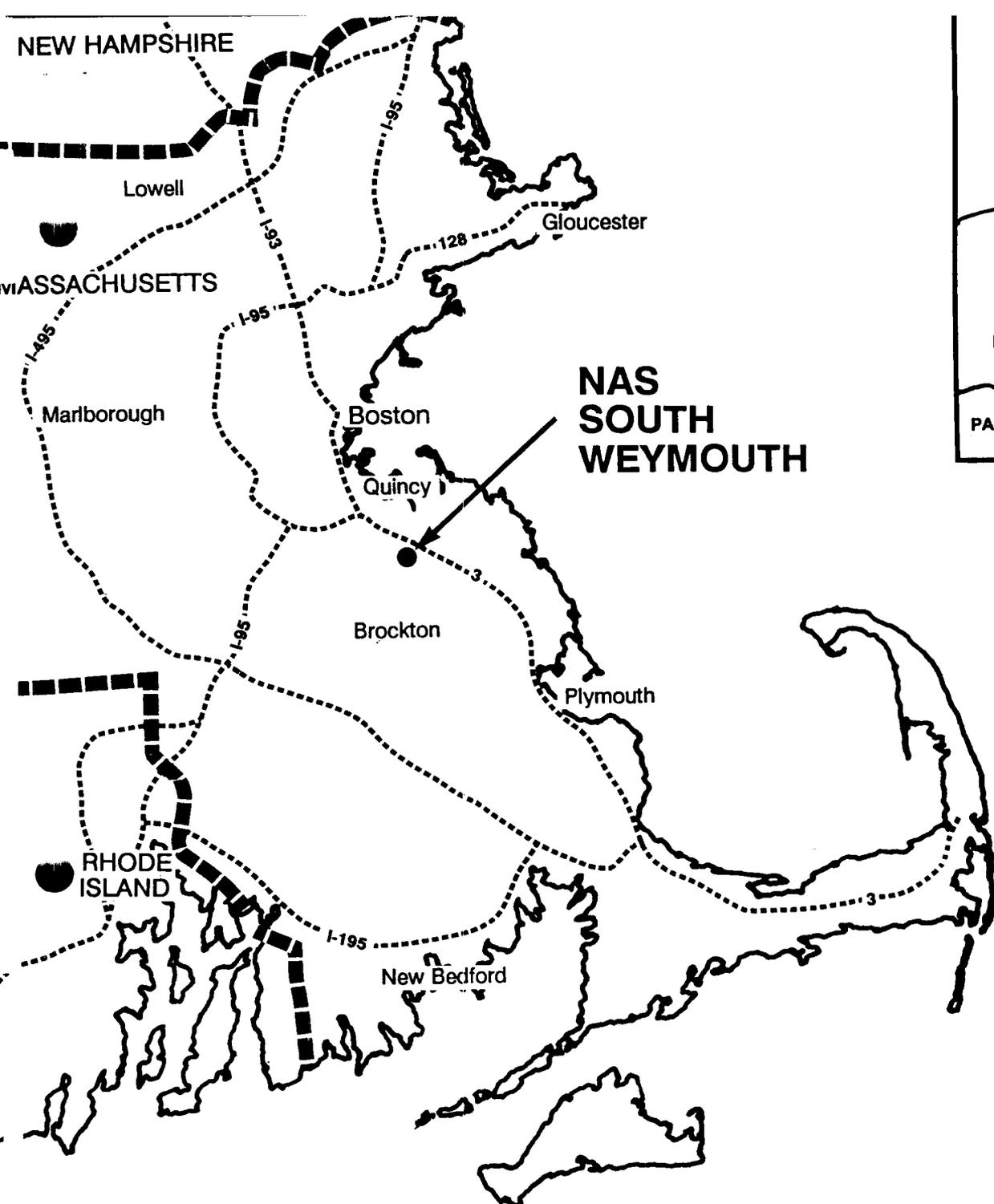
This report presents the results of the noise survey for Naval Air Station (NAS) South Weymouth, Massachusetts. The general location of the facility is shown on the regional map in Figure 1. Project tasks included the collection of operations data relevant to noise exposure calculations, field monitoring of aircraft noise during two weeks in December 1988, and development of noise exposure contours for current (1988) levels of activity and for near-term projected operations reflecting the transition from based A-4's to F-18's. Operations data for the air station were collected through a series of tables and figures completed by Navy and Marine air traffic control staff, air operations staff, and based pilots. Operations data included aircraft performance parameters (power and airspeed), as well as aircraft flight tracks, and altitude profiles. These forms are bound under separate cover as a reference appendix to this document.

The remainder of this first section introduces the noise metrics used to quantify the noise environment and identifies the computer models (programs) used in this analysis. Section 2 provides a brief description of the facility and its aircraft operations, while Section 3 discusses the detailed operational data used to generate the noise exposure contours. Section 4 presents the computed noise exposure contours, with a comparison of the predicted levels to levels made during the measurement program and also in comparison to a prior noise survey conducted in 1981. Section 5 discusses the near-term noise exposure with the transition made from A-4 to F-18 aircraft.

### 1.1 Relevant Aircraft Noise Metrics

The noise environment around an air station is typically described using a measure of the cumulative noise exposure that results from the collection of noise data from individual events, in this case aircraft operations. These operations generally include flight activity in the immediate vicinity of the installation, plus stationary in-frame and/or out-of-frame engine runups associated with aircraft maintenance operations.

The metric used to account for this noise is referred to as the Day-Night Level, abbreviated as Ldn. In general, Ldn may be thought of as an accumulation of all of the noise produced by individual events that occur throughout a 24-hour period. The noise of each event is accounted for by



**NAS SOUTH WEYMOUTH**

**NAS SOUTH WEYMOUTH**

Figure 1  
Location Map

NOT TO SCALE

NORTH 

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a noise metric that integrates the changing sound level over time as, for example, when an aircraft approaches, flies overhead, then continues off into the distance. These integrated sound levels for individual events are referred to as Sound Exposure Levels, or SELs. The accumulation of the SELs from each operation during a 24-hour period determines the Ldn for that day.

Ldn also takes into consideration the time of day that events occur. The measure recognizes that events during the nighttime hours may be more intrusive, and thus more annoying, than the same activity conducted during daytime hours when background noise levels are higher. To account for this additional annoyance, events that take place during nighttime hours, defined as 2200 to 0700 the next day, are counted as 10 decibels louder than they were. This penalty is equivalent to making each nighttime operation equal to 10 daytime operations. It follows that the shifting of daytime operations into the nighttime hours has the effect of increasing Ldn, even though the total number of operations remains constant.

Finally, Ldn values around an air station are normally presented not just for a single 24-hour period, but rather for a typical busy 24-hour period reflecting an average of operations over the course of a full year. This is done to obtain a stable representation of the noise environment, free of fluctuations in wind direction, runway use, temperature, aircraft performance, and total airfield activity, any one of which can influence noise exposure levels significantly from one day to the next. The accumulation of noise computed in this manner provides a quantitative tool for comparing overall noise environments and developing compatible land use plans. The levels are often depicted as contours connecting points of equal value, usually in 5 decibel increments from 60 or 65 dB up to 75 or 80 dB.

## 1.2 Computer Prediction Models

Two computer programs have been used in the preparation of the Ldn noise contours for NAS South Weymouth. Both were developed under contract to the U.S. Air Force which serves as the lead Department of Defense agency for aircraft noise modelling. OMEGA 10 was used to generate the Sound Exposure Levels (SELs) of individual aircraft operations at different distances to the aircraft and at different engine power settings and airspeeds, each of these affecting the loudness and duration of the event. Together with a standard military aircraft data base known as NOISEFILE 5.1, OMEGA 10 provides the noise data for each specific aircraft operation modelled at a given facility. Alternatively, these data can be developed empirically from noise measurements or can be verified against actual measurements to assure accurate modelling of local operations.

The final computation of Ldn values for the operations comprising the activity at NAS South Weymouth was accomplished with NOISEMAP 5.2. This program computes Ldn values at individual grid points around the facility using the noise data from OMEGA 10, aircraft climb profiles, and airport geometry including runway layout and flight track locations. Separate plotting software is used to generate the Ldn contours from the grid of the computed noise exposure levels.

## 2. DESCRIPTION OF NAS SOUTH WEYMOUTH AND ITS OPERATIONS

### 2.1 Location

NAS South Weymouth is located approximately fifteen miles south of Boston, Massachusetts, in the Town of Weymouth. Surrounding land use is primarily residential and strip commercial, with significant areas of open space and marshlands. The base is actually located in parts of three communities: the Towns of Weymouth, Abington and Rockland, while adjacent to the Town of Hingham to the northeast of the base. These areas also include scattered residential and commercial land use, with some light industrial uses. Potentially incompatible land use is located to the north, west and south of the field. West of the base there is commercial development in the Runway 8 clear zone, while sensitive areas to the east are located further from the base. Several residential areas are located adjacent to the boundary southeast of the base. These residences are most affected by runup noise, sideline noise and noise from takeoff roll rather than from direct overflights.

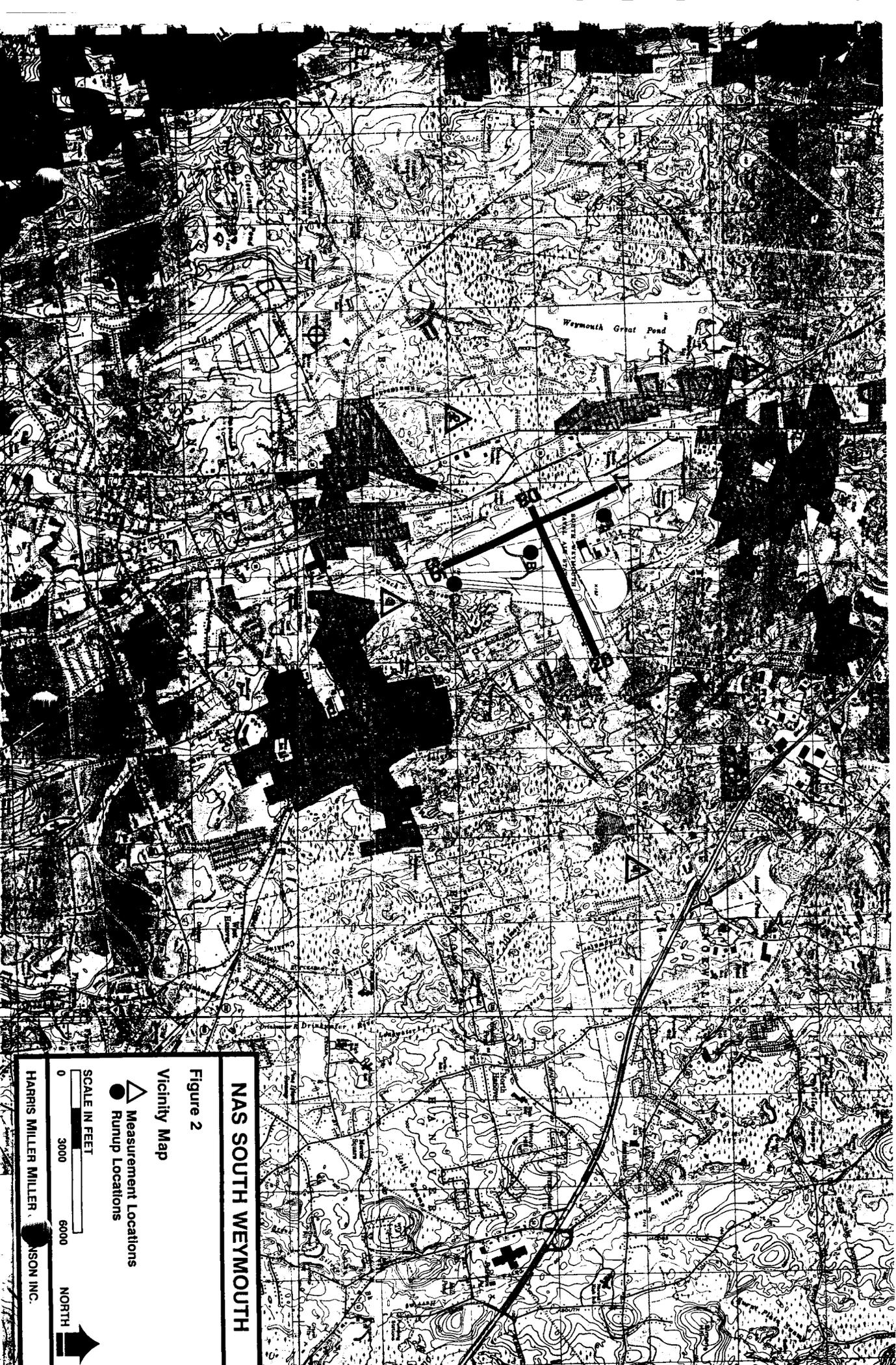
Figure 2 presents the general location of NAS South Weymouth relative to the nearby communities. The figure also shows the two active runways: 17/35, the 7,002 foot north-south runway, and 08/26 the 6,005 foot east-west runway.

### 2.2 General Activities

NAS South Weymouth is a reserve training base for both Navy and Marine Corps personnel in the New England area. On a weekly basis, activity at the airfield is usually limited to Wednesday through Sunday, with minimal activity occurring on Monday and Tuesday. Most activity is concentrated on Fridays and Sundays. NAS South Weymouth has two based Navy squadrons; Squadron VP-92 with P-3B propeller aircraft and Squadron HSL-74 with SH-2F helicopters. There is one Marine air wing detachment, MAG 49 Det A, which operates A-4M and TA-4F jet aircraft and UH-1N helicopters. Transient aircraft operations make up approximately 15 percent of the total operations and include a wide variety of aircraft.

The tower at South Weymouth is open from 0700 to 2300 seven days a week. Between 2200 and 2300 only full stop landings are permitted. The field is closed between 2300 and 0700 except in case of emergencies. Engine runups are permitted only between the hours of 0800 and 1600 except in the case of an emergency.

The common activities occurring at South Weymouth are standard departures, straight-in landings, and touch-and-goes by the based P-3 aircraft; departures, overhead arrivals, with minimal local pattern activity by attack or fighter aircraft; and standard arrivals, departures and touch-and-go patterns for the SH-2 and UH-2 based helicopters.

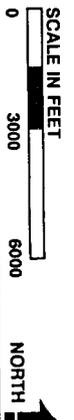


**NAS SOUTH WEYMOUTH**

Figure 2

Vicinity Map

- ▲ Measurement Locations
- Runup Locations



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### 3. DEVELOPMENT OF NOISE CONTOURS

Development of noise contours for the facility thus requires detailed knowledge of the operations that generate noise at NAS South Weymouth. Required information includes:

- o Number of operations per day by aircraft type;
- o Estimates of runway use by aircraft type;
- o Locations of flight paths;
- o Percent use of each arrival and departure path and of each traffic pattern; and
- o Aircraft power settings, speeds, and altitudes for departures, arrivals and patterns.

Generally at a facility, no specific records are kept summarizing this type of detailed information. However, at NAS South Weymouth, the Air Traffic Control (ATC) personnel keep very detailed records of all activity, including transient operations. For our study, this information became invaluable. In addition, an informational squadron data package was requested to be completed by each squadron for each of their aircraft types, detailing their specific use of the airfield and its environs. The following sections summarize these data.

#### 3.1 Annual Operations and the Average Busy Day

Table 1 below presents the total annual operations logged at NAS South Weymouth for the fiscal years 1983 through 1988, disaggregated according to general classification of the aircraft type.

TABLE 1  
ANNUAL OPERATIONS 1983-1988<sup>1</sup>

FISCAL YEAR	NAVY/ MARINE	OTHER MILITARY	GENERAL AVIATION	TOTAL
1988	21,983	990	489	23,462
1987	20,168	807	115	21,090
1986	29,074	582	107	29,763
1985	24,885	731	163	25,779
1984	20,931	1,365	70	22,366
1983	19,900	1,510	120	21,530

(1) Source: Air Traffic Activity Reports

To prepare noise contours it is necessary to determine the number of operations on a daily basis. Navy procedures call for the identification

of the number of operations on an "average busy day", or a typical day when the field is in full operation. This "average busy day" accounts for the fact that flight schedules and the frequency of flight time may vary greatly from week to week and certainly from day to day. Some days have little activity, while others may be quite busy. The "average busy day" focuses on the days when the facility is busy, and is determined by a specific series of calculations.

To determine the "average busy day" the number of annual average operations is first computed by dividing total annual operations by 365. Then, all days having operations less than half of the annual average daily operations are discarded from further consideration. The average busy day is then computed by summing all operations for the days not discarded, and dividing this sum by the number of days not discarded.

For NAS South Weymouth, the annual number of operations in 1988 was 23,462. This number divided by 365 days is 64 operations for the annual average day. All days having less than half this number of operations, or less than 32 operations were discarded, leaving 235 days with more than 32 operations. Total operations for these 235 days was 21,745; hence, the "average busy day" for South Weymouth is 21,745 operations divided by 235 days, or 92.532 operations.

Average busy day operations must be divided into operations by specific aircraft types. For South Weymouth, several sources of operations information were used to derive this breakdown by aircraft type. HMMH personnel reviewed ten months of operations summaries to determine the total number of transient operations (3134 total operations). This number was annualized to a twelve month total of 3760 for 1988. Daily flight "strips" comprising approximately three months of operations (9 September 1988 to 7 December 1988) were analyzed to determine the approximate mix of the transient aircraft types. Table 2 presents the derived annual transient aircraft mix of operations. The operations of the transient aircraft types P-3, A-4, SH-2 and UH-1 were combined with the based aircraft operations of the same types and split in accordance with information provided by the squadrons. The percentage breakdown of Table 3 was computed, and these percentages, applied to the average busy day operations of 92.532 yields the daily operations numbers in Table 3.

In developing noise contours for a facility, it is often the case that only a few of the aircraft types contribute significantly to the total noise levels. An aircraft may be insignificant in terms of noise contribution for two reasons; (1) an aircraft may be relatively quiet compared to other aircraft operating at that base, or (2) the aircraft has a low level of operations in terms of the annual total. For each of these two cases, the aircraft type and/or type of operation may be omitted from the modelling process without affecting the accuracy of the contours. At South Weymouth, transient operations could be simplified for purposes of

TABLE 2  
ANNUALIZED TRANSIENT OPERATIONS BY AIRCRAFT TYPE<sup>1</sup>

Aircraft	Annual Operations
BE-99	540
P-3	530
UH-1	392
C-12/T-44	239
T-34	220
A-4	189
A-6	135
SH-2	130
C-9	122
OH-6	117
F-14	113
C-130	108
MU-2	86
H-60	72
A-7	63
S-3	58
BK-117	54
F-18	50
T-33	45
HU-25	41
OH-58	41
A-10	36
H-53	36
E-2/C-2	36
T-42	27
T-37	23
T-39	18
T-2	18
C-5	14
H-46	14
F-16	9
BO-105	9
OV-10	9
AV-8	9
CV-580	9
Misc.	149
TOTAL OPERATIONS	3760

(1) Source: AICUZ Summaries  
and daily flight strips.

TABLE 3  
OPERATIONS BY AIRCRAFT TYPE

Aircraft	Percent Of Total Ops.	Daily Operations
P-3	11.60	10.734
A-4	13.48	12.473
SH-2	51.06	47.247
UH-1	13.12	12.140
Transients <sup>1</sup>	10.74	9.938
TOTALS	100.00	92.532

(1) Note: Does not include P-3, A-4, SH-2, and UH-1 transients operations.

contour development because many of the transient aircraft made insignificant contributions to the total noise levels.

An analysis of the contribution of each aircraft type to total noise exposure indicated that there are four aircraft in addition to the four based aircraft that contribute significantly to the Ldn (greater than a 0.5 dB change in the Ldn). These four aircraft, the A-6, F-18, F-14, and A-7, comprise 14.3% of the total transient operations, or 1.424 daily operations on an average busy day.

Therefore, of the 9.938 daily transient operations, only 1.424 were modelled, reducing the total modelled operations to 84.018. For computer modelling simplification, one aircraft type was chosen to acoustically represent the significant transient operations. Analysis indicated that by modelling the four significant transient aircraft types as A-6 aircraft, the computed Ldn would be within 0.1 dB of the Ldn had the operations been modelled as each specific type of aircraft.

The breakdown of all aircraft types and operations, as modelled, are presented in Table 4. The percentage of aircraft operations by arrival, departure and touch-and-goes are based on the information as provided in the squadron data packages.

TABLE 4  
MODELLED AVERAGE BUSY DAY OPERATIONS

Average Busy Day Operations				
Aircraft Type	Departures	Arrivals	Patterns <sup>1</sup>	Total
Fixed Wing:				
P-3	3.156	3.156	2.211	10.734
A-4	3.929	3.929	2.308	12.474
Helicopters:				
SH-2	2.268	2.268	21.355	47.246
UH-1	4.419	4.419	1.651	12.140
Transient:				
A-6	0.712	0.712	0.000	1.424
Transient Not Modelled:				8.514
TOTAL OPERATIONS	14.484	14.484	55.050	92.532

(1) Note: Patterns are multiplied by two to yield total operations.

### 3.3 Runway Use and Flight Tracks

Runway utilizations were obtained from a data package completed by air traffic control personnel and are shown in Table 5 for various categories of aircraft.

Radar tracings of flight tracks, along with squadron data packages containing flight track location information, provided a basis for development of modelled flight tracks. The tracks as modelled are shown on Figures 3 through 7. Respectively, the figures depict fixed wing departures, fixed wing arrivals, and fixed wing touch-and-goes (both for transport and tactical jet aircraft), rotary wing departures and arrivals and rotary wing touch-and-goes. Specific flight track utilization was determined, by aircraft type, from data packages obtained by the various pilots who use the field.

The average daily operations by aircraft type, multiplied by both the runway utilization and flight track utilization, determine the total number of operations per flight track. This distribution by flight track is given in Table 6 and represents the ultimate data used as input to NOISEMAP.

TABLE 5  
RUNWAY USE PERCENTAGE

Fighter/Attack Aircraft

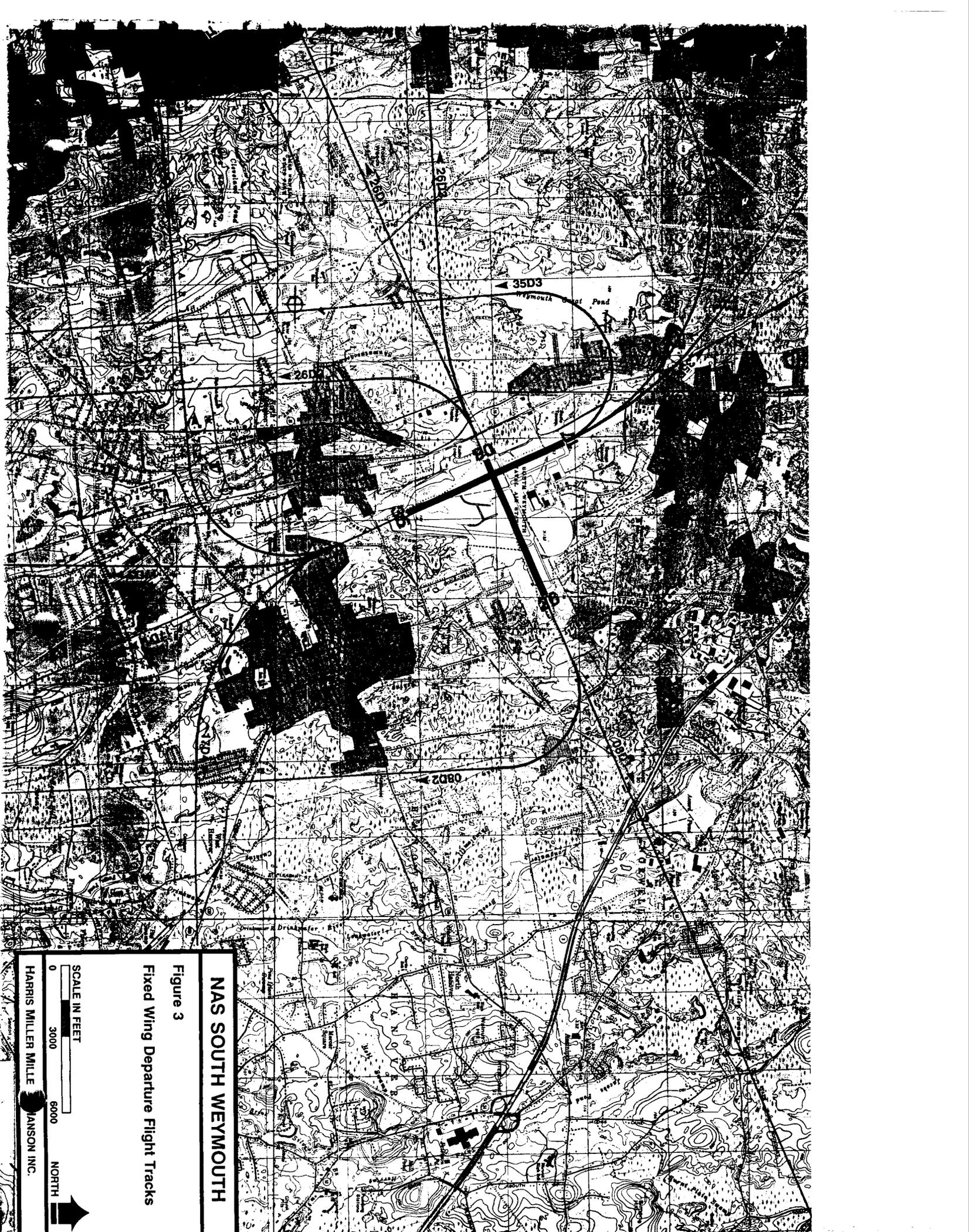
Runway	Departure	Arrival	Touch & Go
17	55	20	0
35	18	63	75
08	5	2	0
26	22	15	25

Large Transport Aircraft

Runway	Departure	Arrival	Touch & Go
17	9	2	0
35	9	32	29
08	11	3	0
26	71	63	71

Rotary Wing Aircraft

Runway	Departure	Arrival	Touch & Go
17	4	9	7
35	14	20	6
08	13	11	17
26	69	60	70



**NAS SOUTH WEYMOUTH**

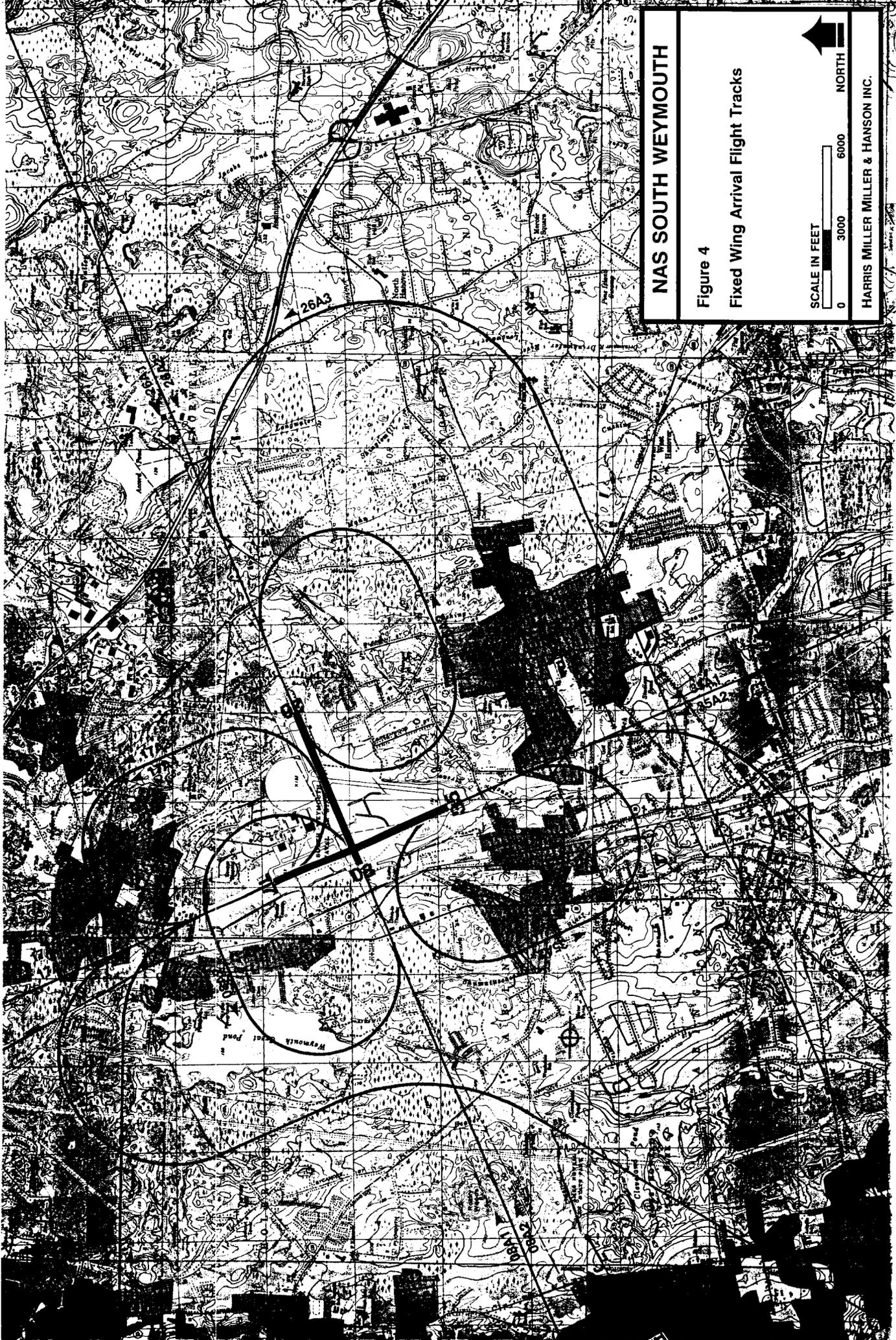
**Figure 3**

**Fixed Wing Departure Flight Tracks**

SCALE IN FEET



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**NAS SOUTH WEYMOUTH**

Figure 4  
Fixed Wing Arrival Flight Tracks

SCALE IN FEET  
0 3000 6000

NORTH

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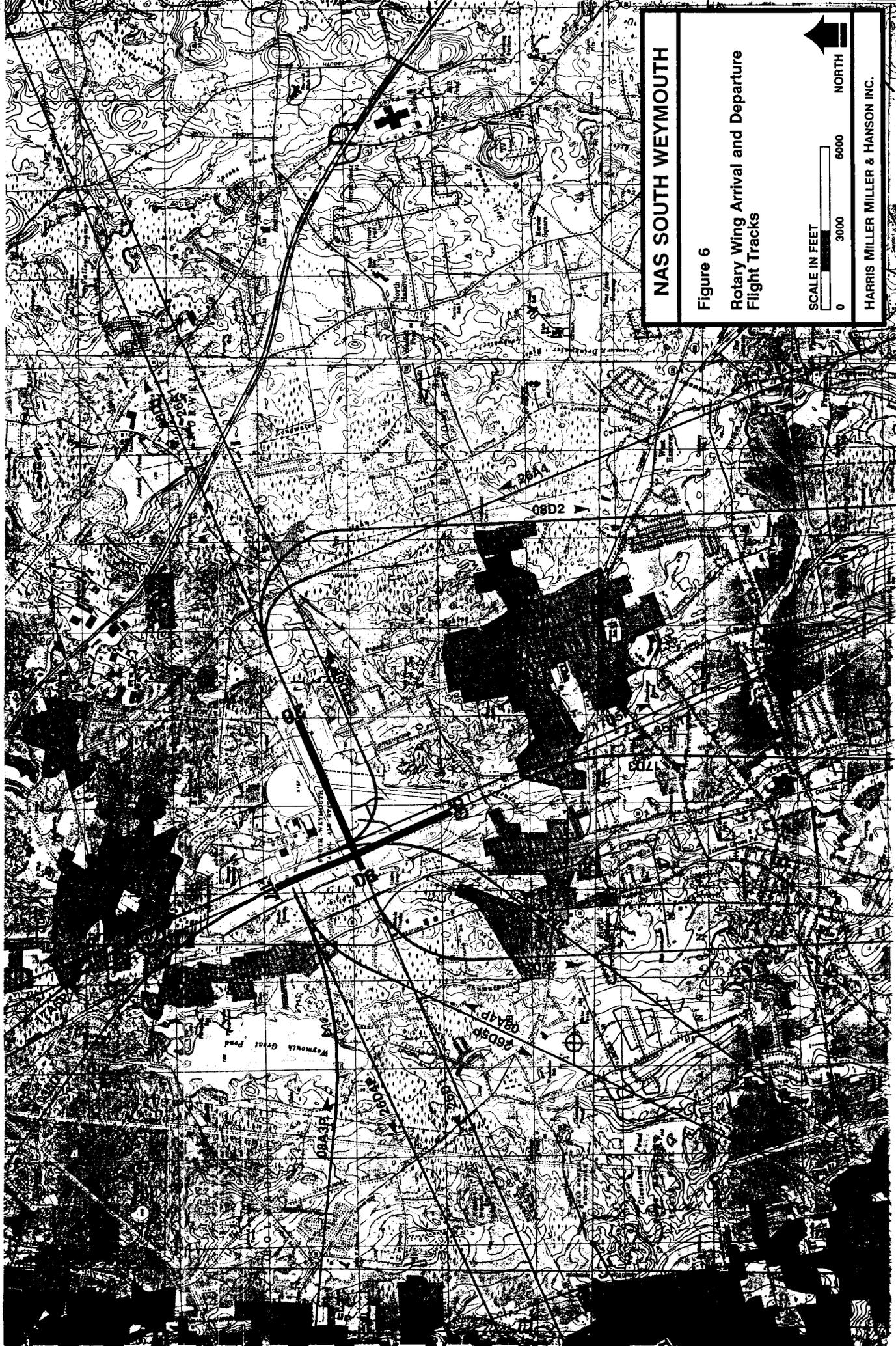
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Figure 5

Fixed Wing Touch-and-Go  
Flight Tracks



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Figure 6  
Rotary Wing Arrival and Departure  
Flight Tracks

SCALE IN FEET  
0 3000 6000

NORTH

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**NAS SOUTH WEYMOUTH**

Figure 7  
Rotary Wing Touch-and-Go  
Flight Tracks

SCALE IN FEET  
0 3000 6000 NORTH

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TABLE 6  
 MODELLED AVERAGE BUSY DAY OPERATIONS BY FLIGHT TRACK

Fighter/Attack Aircraft

Runway	Flight Track Description	Name	A-4 Day	A-4 Night	A-6 Day	A-6 Night
17	Departure	17D1	2.150	0.011	0.389	0.002
	Approach	17A1	0.196	0.001	0.035	0.000
	Approach	17A2	0.196	0.001	0.035	0.000
	Overhead Approach	17A3	0.196	0.001	0.035	0.000
	Overhead Approach	17A4	0.196	0.001	0.035	0.000
35	Departure	35D1	0.352	0.002	0.064	0.000
	Departure	35D2	0.352	0.002	0.064	0.000
	Approach	35A1	1.232	0.006	0.223	0.001
	Overhead Approach	35A2	1.232	0.006	0.223	0.001
	Touch & Go	35T1	3.462	0.000	--	--
08	Departure	08D1	0.195	0.001	0.035	0.001
	Approach	08A1	0.039	0.000	0.007	0.000
	Overhead Approach	08A2	0.039	0.000	0.007	0.000
26	Departure	26D1	0.860	0.004	0.156	0.001
	Approach	26A1	0.293	0.002	0.053	0.000
	Overhead Approach	26A2	0.293	0.002	0.053	0.000
	Touch & Go	26T1	1.154	0.000	--	--
Total:			12.437	0.040	1.414	0.006
GRAND TOTAL:			12.477		1.420	

- (1) Note: Air traffic control personnel count each pattern as two operations: a landing, followed immediately by a takeoff. Thus, the numbers shown for each touch-and-go track must be divided by 2 to arrive at the total number of patterns flown.

TABLE 6 (continued)  
 MODELLED AVERAGE BUSY DAY OPERATIONS BY FLIGHT TRACK

Transport Aircraft

Runway	Flight Track Description	Name	P-3 Day	P-3 Night
17	Departure	17D2	0.092	0.001
	Departure	17D3	0.095	0.001
	Departure	17D4	0.092	0.001
	Approach	17A5	0.062	0.001
35	Departure	35D2	0.084	0.001
	Departure	35D3	0.196	0.003
	Approach	35A1	0.597	0.009
	Approach	35A3	0.398	0.006
	Touch & Go	35T2	1.282	0.000
08	Departure	08D1	0.205	0.003
	Departure	08D2	0.137	0.002
	Approach	08A1	0.093	0.001
26	Departure	26D2	1.656	0.025
	Departure	26D3	0.552	0.008
	Approach	26A1	0.979	0.015
	Approach	26A3	0.979	0.015
	Touch & Go	26T2	3.140	0.000
Total:			10.639	0.092
GRAND TOTAL:			10.731	

TABLE 6 (continued)  
 MODELLED AVERAGE BUSY DAY OPERATIONS BY FLIGHT TRACK

Helicopters

Runway	Flight Track Description	Name	H-1 Day	H-1 Night	H-2 Day	H-2 Night
17	Departure	17D3	0.087	0.001	--	--
	Departure	17D5P	0.087	0.001	0.042	0.001
	Departure	17D6P	--	--	0.069	0.001
	Approach	17A1	--	--	0.245	0.005
	Approach	17A6P	0.392	0.006	--	--
	Touch & Go	17T3	--	--	2.858	0.008
	Touch & Go	17T4	0.088	0.000	--	--
35	Departure	35D1	0.305	0.005	--	--
	Departure	35D4P	0.305	0.005	0.356	0.007
	Approach	35A1	0.435	0.007	0.489	0.010
	Approach	35A4P	0.435	0.007	--	--
	Touch & Go	35T3	--	--	2.450	0.008
	Touch & Go	35T4	0.076	0.000	--	--
08	Departure	08D1	0.113	0.002	--	--
	Departure	08D2	0.453	0.007	--	--
	Approach	08A3P	0.120	0.002	--	--
	Approach	08A4P	0.359	0.005	--	--
	Touch & Go	08T3	--	--	6.940	0.020
	Touch & Go	08T4	0.214	0.000	--	--
26	Departure	26D1	0.751	0.011	--	--
	Departure	26D2	0.751	0.011	--	--
	Departure	26D4P	1.201	0.000	1.756	0.036
	Departure	26D5P	0.300	0.023	--	--
	Approach	26A1	0.653	0.010	0.745	0.015
	Approach	26A4	1.959	0.030	0.745	0.015
	Touch & Go	26T3	--	--	28.572	0.086
	Touch & Go	26T4	0.882	0.000	--	--
	Taxi	Touch & Go	CT5	1.102	0.000	--
'C'	Touch & Go	CT6	0.940	0.000	--	--
	Touch & Go	CT7	--	--	1.420	0.004
	Touch & Go	CT8	--	--	0.344	0.002
	Total:		12.008	0.133	47.031	0.218
	GRAND TOTAL:			12.141		47.249

### 3.4 Aircraft Power Settings, Speeds and Altitudes

Aircraft performance characteristics used to model contours were obtained from pilots who use NAS South Weymouth on a regular basis. These flight parameters were used to adjust NOISEFILE, the USAF noise data base, using a program called OMEGA 10.

For several aircraft types, the noise and performance data used to develop the contours were developed from a large collection of field data HMMH has collected at naval air stations across the country. For example, the P-3 noise and performance profiles are based on data originally developed for NAS Brunswick, ME. Noise levels predicted from those same modelling assumptions have been observed to match well with data collected subsequently at NAS Barbers Point, HI. Similarly, noise and performance data for the A-4 were derived from noise studies at NAS Meridian, MS and NAS Pensacola, FL and adjusted with data from MCAGCC Twentynine Palms, CA. Data for the A-6 were derived from noise studies at MCAS El Toro, CA and was compared with performance characteristics at NAS Whidbey Island, WA. Helicopter noise and performance data for the SH-2 was derived from noise studies conducted at OLF Imperial Beach, while the standard data base was used to model the UH-1.

### 3.5 Runups

There are several kinds of runups currently conducted at South Weymouth:

- Out-of-frame engine runups are conducted at the runup pad.
- Pre-takeoff turboprop runups are conducted at the taxiway holding area prior to departures on Runway 35.
- Some low power jet runups are currently conducted at the ramp area.

The locations of all these runups are shown in Figure 2. Power settings, the number of runups per day, and duration are given in Table 7.

TABLE 7  
 RUNUP INFORMATION

AIRCRAFT TYPE	LOCATION <sup>1</sup>	MAGNETIC HEADING	POWER	NO. /DAY	DURATION (SECONDS)
A-4	Ramp (A)	080°	70%	1.000	600
A-4	Runup Area (B)	080°	100%	0.429	600
A-4	Runup Area (B)	270°	99%	0.033	300
			70%	0.033	3300
			57%	0.033	3600
P-3	Taxiway to Runway 35 (C)	270°	4000shp	1.000	600
P-3	Runup Area (B)	270°	3800shp	0.067	300
			1985shp	0.067	3300
			170shp	0.067	3600

(1) Note: Letter refers to the runup location as depicted on Figure 2.

### 3.6 Related Noise Measurements

To verify the operations and performance data information provided by squadron personnel, a noise measurement program was designed to obtain SEL and Ldn values for comparison to computer predicted values. From 8 December to 19 December 1988, HMMH personnel measured noise levels produced by NAS South Weymouth activities at the four locations shown in Figure 2, using instrumentation listed in Appendix A.

Site 1 was located in the back yard of the residence at 119 Randolph Street in the Town of Weymouth; Site 2 was located in the back yard of a residence at 70 Harris Court in the Town of Abington; Site 3 was located in the back yard at 593 Salem Street, and Site 4 was located at 147 Turner Road; both in the Town of Rockland.

Sites were selected for their location relative to flight paths and other airfield operations, with added consideration for access to the site and security of the instrumentation. In general, the measurements were intended to provide data on the noise of individual aircraft operations (i.e. the SEL values previously identified) plus longer term noise exposure levels in terms of Ldn. Both forms of data were collected at Sites 1 through 4.

Comparison of measured SEL data for a given aircraft type against SEL data generated by NOISEMAP provides a check of the reasonableness of the computer generated noise levels.

The measurements of Ldn, summarized in Table 8 below, provide an overall check of the computed noise exposure contour values and will be discussed later in Section 4. They are reported here only because they are an integral part of the overall noise measurement program. Appendix B provides this same data on an hourly basis.

TABLE 8  
MEASURED LDN VALUES

DATE	DAY	SITE 1	SITE 2	SITE 3	SITE 4
9 Dec 88	Fri	60.0	53.8	67.5	54.7
10 Dec 88	Sat	53.2	58.4(2)	71.0	49.5(2)
11 Dec 88	Sun	58.3	58.0(2)	66.8	(1)
12 Dec 88	Mon	64.5	(1)	64.0	(1)
13 Dec 88	Tue	50.3	49.8(2)	62.2	(1)
14 Dec 88	Wed	56.2	53.5	61.3	(1)
15 Dec 88	Thu	52.9	(1)	57.3	53.3(2)
16 Dec 88	Fri	62.3	65.4	69.4	(1)
17 Dec 88	Sat	53.8	53.5(2)	65.7	(1)
18 Dec 88	Sun	54.9	(1)	51.7	(1)
19 Dec 88	Mon	49.3	(1)	52.9	(1)
ENERGY AVERAGE		55.1	59.0	62.4	53.0

- (1) NOTE: Equipment failure due to unusually cold weather.  
(2) NOTE: Ldn calculated on less than a 24 hour period.

4. 1988 Ldn CONTOURS AND A COMPARISON WITH MEASURED VALUES

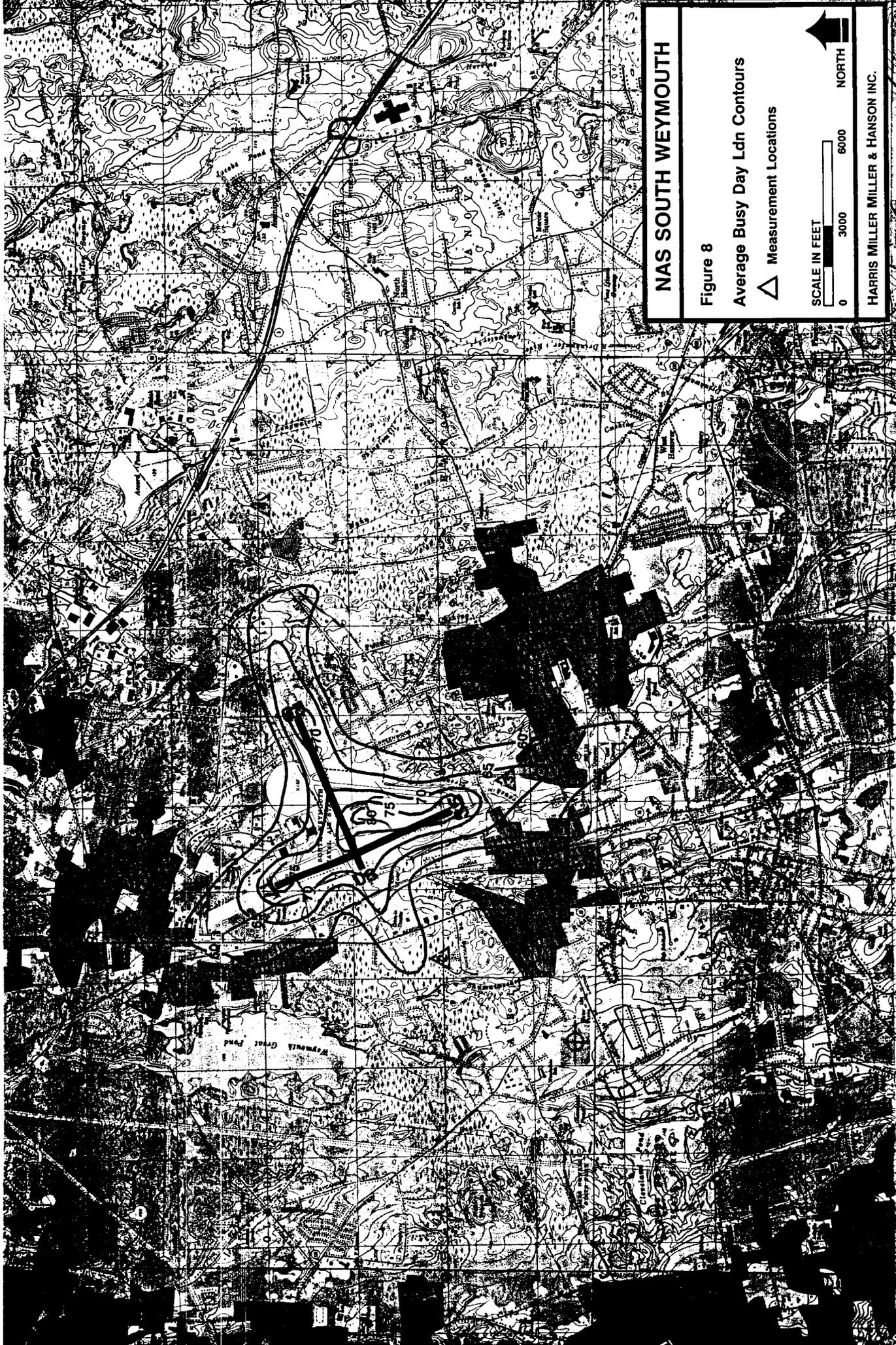
4.1 Average Busy Day Noise Exposure

Figure 8 presents the updated computer-generated Ldn contours developed from the average busy day operations and related data as discussed in the preceding sections.

Table 9 presents the computer-generated values of Ldn at each of the long-term measurement sites (1 through 4) and compares these values with the average measured levels taken during the measurement period. The computer-generated values are disaggregated into the Ldn from air operations only, runup operations only, and from air and runup operations combined. It should be recognized, however, that the computed values express an average runway use, number of operations, fleet mix, and so on. The conditions during the two week measurement period should not be expected to match the average, and they did not. Differences between the computed and measured values are discussed, site by site, following Figure 8.

TABLE 9  
 COMPARISON OF PREDICTED VS. MEASURED Ldn

Site	Average Busy Day Computed Ldn			Average Measured Ldn	Ldn Difference
	Air Ops.	Runup Ops.	All Ops.		
1	54.8	47.7	56	55	+1
2	58.2	39.2	58	59	-1
3	67.1	57.4	68	62	+6
4	48.8	34.5	49	53	-4

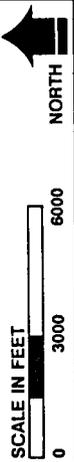


# NAS SOUTH WEYMOUTH

Figure 8

Average Busy Day Ldn Contours

△ Measurement Locations



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### Site 1

As shown in the Figure 8, Site 1 is located north of NAS South Weymouth, approximately 6200 feet from the approach end of Runway 17, and about 1800 feet west of its extended centerline. It is primarily affected by departures from Runway 35, arrivals to Runway 17, and left-hand patterns on Runway 35.

The average measured Ldn at Site 1 was 55 dB. The computer-predicted average busy day Ldn at this same location was 56 dB, resulting in a difference of one dB. During the measurement period, the tower logs recorded a higher number of departures of A-4 and P-3 aircraft on Runway 35, as well as a higher number of departures from transient tactical/attack aircraft than what was actually modelled. In addition, a main contributor to the predicted Ldn at Site 1 is arrivals of A-4 and transient tactical/attack aircraft on Runway 17 as well as touch-and-go operations of these aircraft on Runway 35. None of these operations occurred during the measurement period. Thus, the higher number of departures balanced with the lack of arrivals and touch-and-go operations, result in a net prediction nearly equal to the one measured.

### Site 2

Site 2 is located west of NAS South Weymouth, approximately 4200 feet from the approach end of Runway 08, and about 1200 feet south of its extended centerline. This location is primarily affected by departures from Runway 26, arrivals to Runway 08, and patterns on all runways due to its proximity to the airfield.

The average measured Ldn at Site 2 was 59 dB. The computer-predicted average busy day Ldn at this same location was 58 dB; resulting in a difference of one dB. During the measurement period, departures and touch-and-go operations on Runway 26 were logged at site 2. No arrivals on Runway 08 were logged during the measurement period. These departures on Runway 26 are the main contributor to the Ldn at Site 2. Since the departure noise is the contributing factor, the difference between the measured and the predicted Ldn was expected to be minimal.

### Site 3

Site 3 is located south of the airfield. It is approximately 2400 feet from the approach end of Runway 35 and about 300 feet east of its extended centerline. It is affected by departures from Runway 17, arrivals to Runway 35, and patterns on all runways due to its proximity to the airfield.

The average measured Ldn at Site 3 was 62 dB. The computer-predicted average busy day Ldn at this same location was 68 dB; resulting in a difference of 6 dB. One of the main contributors to the Ldn at Site 3 is

departures of A-4 and transient tactical/attack aircraft on Runway 17. The actual flight activity logged by the monitors was significantly less than the average busy day. A substantially lower number of A-4 and transient aircraft departures on Runway 17, and a lower number of transient arrivals on Runway 35 logged by the tower during the measurement period, would account for the difference in the Ldn.

#### Site 4

Site 4 is located east of the airfield. It is approximately 7800 feet from the approach end of Runway 26, and about 1900 feet south of its extended centerline. It is affected by departures from Runway 08, arrivals to Runway 26, and left-hand patterns on Runway 26.

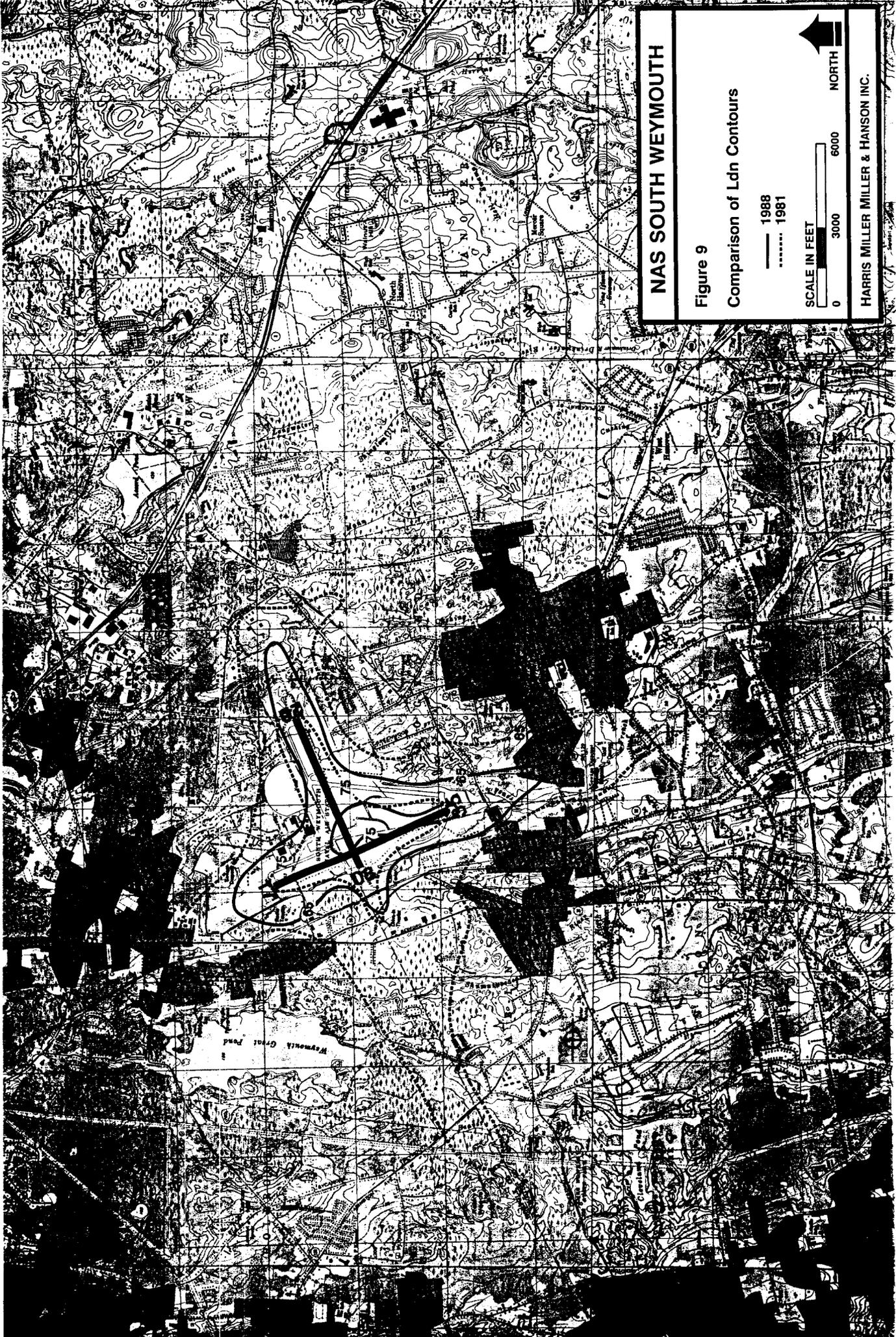
The average measured Ldn at Site 4 was 53 dB. The computer-predicted average busy day at this same location was 49 dB resulting in a difference of 4 dB. It should be noted that Site 4 had only three measured daily Ldn's with which to calculate a energy-averaged Ldn.

The predominant noise source, as modelled, at Site 4 is departures from Runway 08. During the measurement period, the flow of traffic was such that there were no days when departures took place on 08, hence aircraft produced noise had little effect on levels measured at Site 4. In other words, at Site 4, the measured Ldn levels are essentially those produced by local noise sources such as street traffic and children playing. Further, for aircraft noise levels of Ldn 50 dB or below, it is generally very difficult to use measurements to determine aircraft noise except in the quietest of environments. This combination of low aircraft noise levels and moderate levels of local noise accounts for the difference between measured and computed Ldn.

#### 4.2 Comparison to 1981 Exposure Levels

The previous AICUZ for South Weymouth was undertaken in 1981. The 1981 study did not include an updated noise survey, since the aircraft types and numbers did not change significantly from the last noise survey conducted in 1977. The 1977 survey was performed by the U. S. Navy Aircraft Environmental Support Office (AESO) and was entitled Day-Night Average Sound Level Survey, Naval Air Station South Weymouth, MA, dated February 1977. Figure 9 presents the Ldn 65 dB and 75 dB noise exposure contours for the 1981 AICUZ (1977 operations) and compares them to the new, updated contours of this study.

The changes in the contours from 1981 to 1988 are significant and are due to the differences in the operations between the two studies, even though the aircraft types modelled remained practically the same. The total operations of all aircraft and specifically P-3 and A-4 operations in 1981 were over three times the 1988 operations. Operations of transient jets and other operations were over 10 times the present levels.



**NAS SOUTH WEYMOUTH**

**Figure 9**  
**Comparison of Ldn Contours**

— 1988  
..... 1981

SCALE IN FEET  
0 3000 6000

NORTH

HARRIS MILLER MILLER & HANSON INC.

TABLE 10  
 COMPARISON OF MODELLED OPERATIONS

1988 Average Busy Day Operations				
Aircraft Type	Departures	Arrivals	Patterns <sup>1</sup>	Total
Fixed Wing:				
P-3	3.156	3.156	2.211	10.734
A-4	3.929	3.929	2.308	12.474
Helicopters:				
SH-2	2.268	2.268	21.355	47.246
UH-1	4.419	4.419	1.651	12.140
Transient:				
A-6	0.712	0.712	0.000	1.424
Transient Not Modelled:				8.514
TOTAL OPERATIONS	14.484	14.484	55.050	92.532

1977 Typical Active Day Operations				
Aircraft Type	Departures	Arrivals	Patterns <sup>1</sup>	Total
Fixed Wing:				
P-3	12.100	12.000	5.200	34.500
A-4	14.300	14.400	6.300	41.300
Helicopters:				
All	9.200	9.100	13.900	46.100
Transient:				
Jet	7.600	10.500	2.400	22.900
Military Prop/ General Aviation:				
	10.900	10.900	28.600	79.000
TOTAL OPERATIONS	54.100	56.900	56.400	223.800

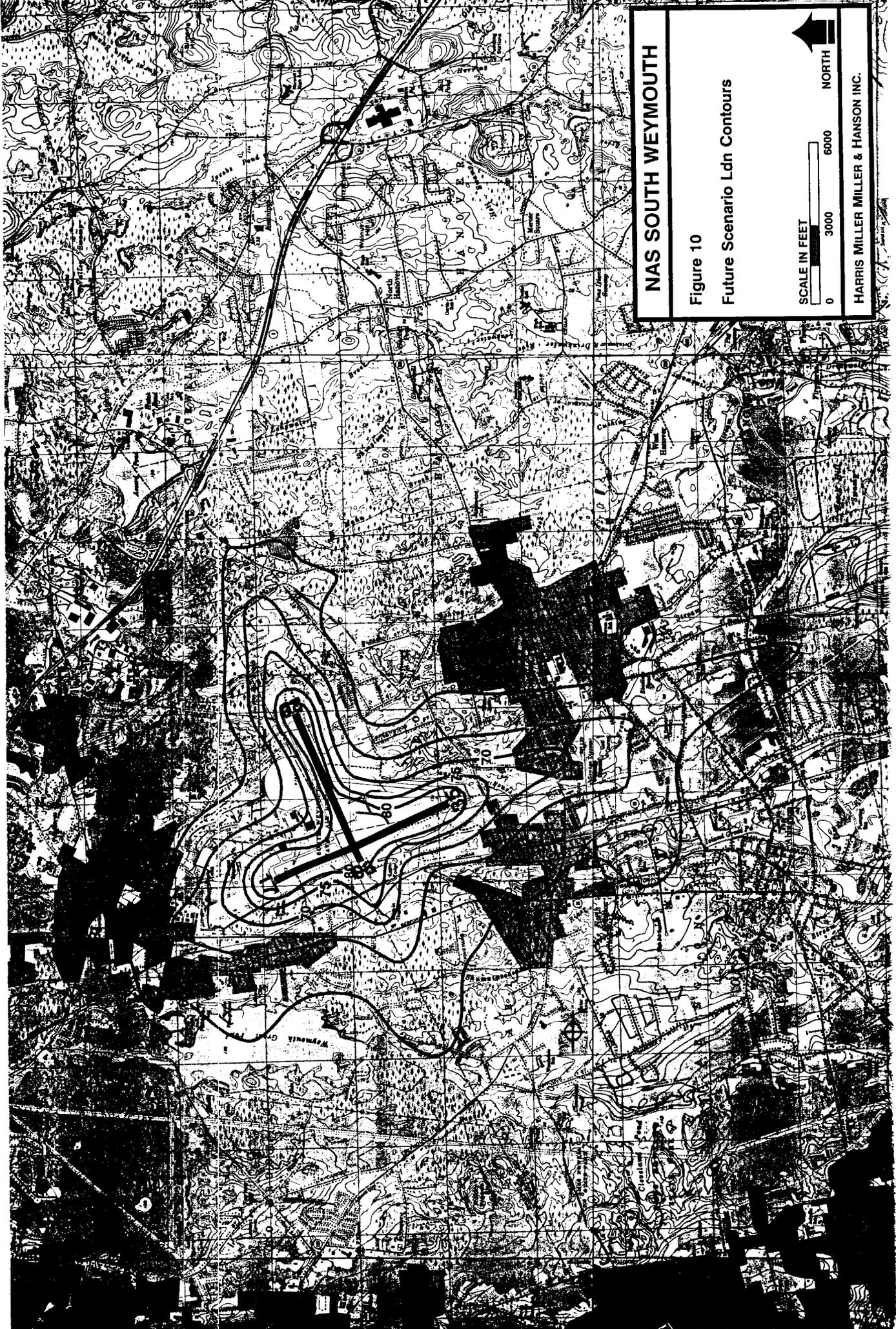
(1) Note: Patterns are multiplied by two to yield total operations.

## 5. FUTURE SCENARIO

Current near-term plans for NAS South Weymouth include the transition of Marine Corps Air Wing VMA-322 from A-4M and TA-4F aircraft to F-18 aircraft. This transition is expected to begin in FY 1995 and be completed by FY 1996. The primary effect would be a one-for-one replacement of A-4 aircraft by F-18 aircraft. For this scenario, it is assumed that the F-18 would operate with the same runway and flighttrack use as the A-4. Similarly, the F-18 aircraft were assumed to have similar runup operations as the existing based A-4 aircraft. F-18 noise and performance modelling data were from empirical data obtained at MCAS El Toro, CA.

### 5.1 Future Scenario Ldn Contours

Figure 10 represents the program year transition from A-4 to F-18 aircraft. Figure 11 presents the Ldn 65 and 75 contours for the 1988 operations with the A-4 and compares them to the Ldn contours for the future operations with the F-18.



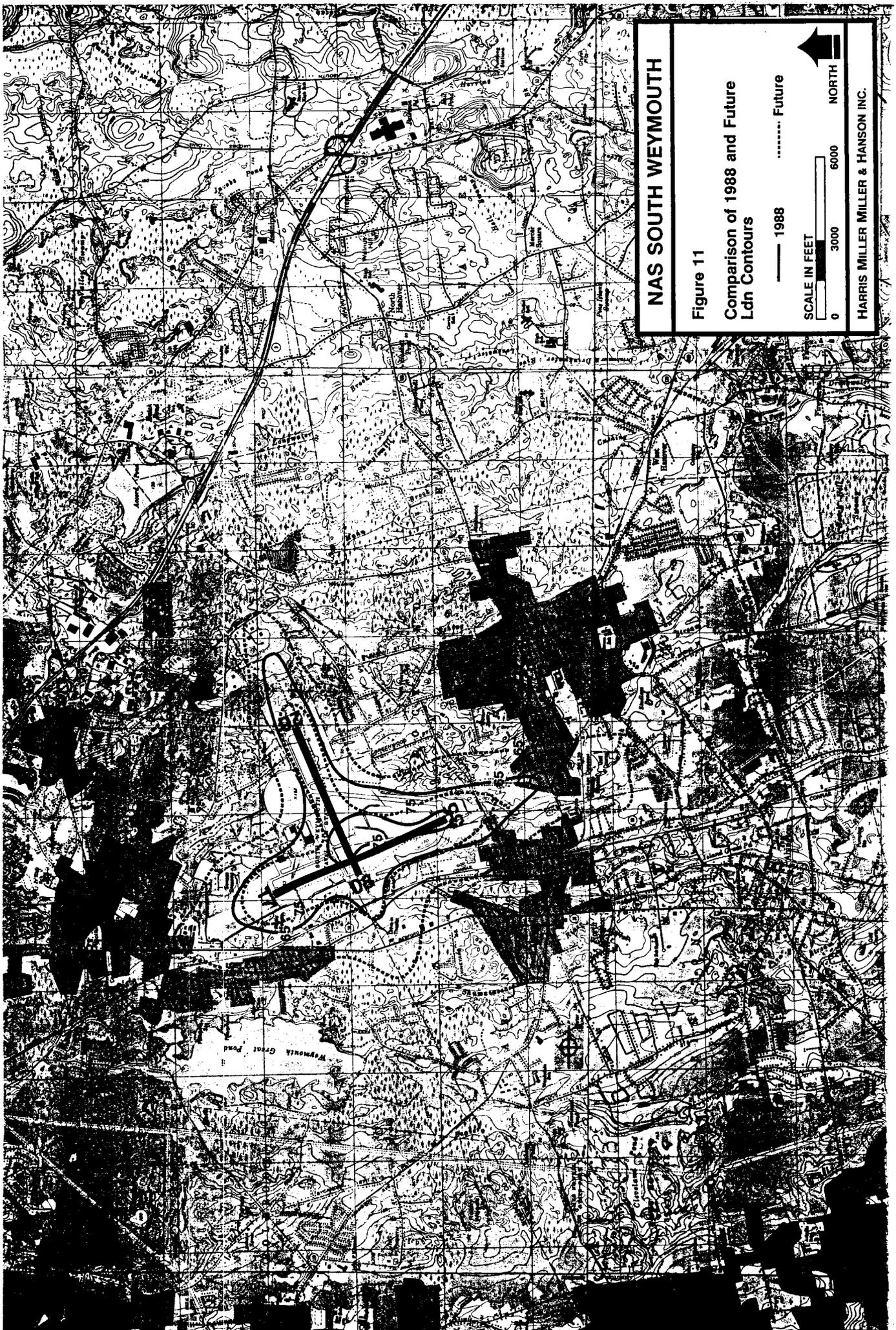
**NAS SOUTH WEYMOUTH**

Figure 10  
Future Scenario Ldn Contours

SCALE IN FEET  
0 3000 6000

NORTH

HARRIS MILLER MILLER & HANSON INC.



**NAS SOUTH WEYMOUTH**

Figure 11

Comparison of 1988 and Future  
Ldn Contours

—— 1988      - - - - - Future

SCALE IN FEET

0      3000      6000

NORTH

HARRIS MILLER MILLER & HANSON INC.

APPENDIX A  
INSTRUMENTATION USED DURING NOISE MEASUREMENTS

---

Instrument	Model	Serial No.
Site 1: (Kit DA-6)		
Digital Acoustics noise monitor	607P	247
GenRad 1/2" electret microphone	1962-9610	15522
GR Unity Gain microphone pre-amp	1972-9600	DA-6
GR Minical microphone calibrator	1987-9700	2894
Site 2: (Kit NA-2)		
Digital Acoustics noise monitor	607	306
GenRad 1" electret microphone	1560-2133	51579
GR Unity Gain microphone pre-amp	1972-9600	NA-2
GenRad microphone calibrator	1567	26655
Site 3: (Kit DA-5)		
Digital Acoustics noise monitor	607P	229
GenRad 1/2" electret microphone	1962-9610	13737
GR Unity Gain microphone pre-amp	1972-9600	DA-5
GR Minical microphone calibrator	1987-9700	2880
Site 4: (Kit BBN-2)		
BBN Instruments noise monitor	614	771507
GenRad 1/2" electret microphone	1962-9610	12418
GR Unity Gain microphone pre-amp	1972-9600	DA-2S

APPENDIX B  
HOURLY NOISE MEASUREMENT RESULTS

TABLE B-1  
 HOURLY AND DAILY NOISE LEVELS FROM SITE 1  
 RANDOLPH STREET, WEYMOUTH

Start Date	08-Dec (Thu)	09-Dec (Fri)	10-Dec (Sat)	11-Dec (Sun)	12-Dec (Mon)	13-Dec (Tue)	14-Dec (Wed)	15-Dec (Thu)	16-Dec (Fri)	17-Dec (Sat)	18-Dec (Sun)	19-Dec (Mon)	Hour
End Hour	Hourly Noise Level	Hour											
10	49.4	43.8	61.7	51.6	46.6	54.6	48.7	48.7	54.7	58.1	46.6	46.1	10
11	65.5	50.0	47.7	47.6	45.9	48.7	55.3	53.5	56.5	66.3	49.0		11
12	50.8	48.8	48.8	44.5	50.0	49.0	48.6	74.7	49.1	47.1	45.3		12
13	70.1	48.2	71.0	67.7	53.7	65.3	47.2	52.4	50.6	43.0	50.0		13
14	51.8	49.8	50.4	46.8	49.1	48.9	47.6	57.0	56.4	43.4	52.1		14
15	50.5	46.8	50.6	77.6	47.2	50.0	48.9	55.1	53.0	49.7	50.8		15
16	57.9	46.3	47.2	62.6	43.7	59.8	61.9	53.4	53.1	44.8	51.1		16
17	51.2	50.2	51.8	50.7	47.7	52.3	49.0	64.2	57.4	51.2	45.0		17
18	51.1	46.3	44.6	50.6	44.3	55.3	48.1	56.4	50.0	45.0	45.2		18
19	48.5	45.9	49.2	51.0	47.9	51.9	42.9	58.3	46.5	45.5	49.4		19
20	50.7	45.0	42.3	46.5	44.1	48.7	49.4	54.6	45.8	42.4	50.9		20
21	51.6	48.9	42.9	51.8	45.3	48.4	49.4	51.3	50.5	55.9	44.2		21
22	50.7	45.4	39.9	45.6	40.3	48.4	42.3	49.8	45.1	61.0	44.8		22
23	43.9	42.9	45.5	39.5	40.6	50.6	47.6	48.7	49.8	39.1	37.0		23
24	41.4	48.6	42.3	46.8	38.0	44.2	45.2	47.1	51.1	35.8	36.8		24
1	35.9	41.3	42.6	32.0	35.7	41.0	43.9	48.5	38.6	35.5	37.0		1
2	41.2	38.0	34.9	32.4	34.6	45.0	34.9	49.8	42.9	34.4	31.3		2
3	33.8	36.3	32.7	31.2	34.1	45.8	37.0	47.0	34.6	35.8	30.9		3
4	35.0	35.2	32.0	29.5	35.9	47.5	38.8	44.1	32.0	33.1	31.4		4
5	35.5	36.0	31.1	30.9	40.1	42.5	42.9	41.3	33.0	35.0	35.6		5
6	43.8	37.5	35.1	37.7	45.3	43.8	41.8	42.3	36.3	34.3	42.8		6
7	42.8	45.0	44.0	47.2	48.6	48.2	45.0	49.8	46.8	39.8	46.1		7
8	45.8	45.2	46.0	46.4	54.2	51.3	47.2	51.9	42.9	46.3	50.4		8
9	68.6	64.1	55.2	50.7	48.2	54.0	48.9	51.9	46.0	48.8	49.7		9
Ldn	60.0	53.2	58.3	64.5	50.3	56.2	52.9	62.3	53.8	54.9	49.3	--	Ldn

NOTES: (1) All measurements obtained during calendar year 1988.  
 (2) Sound levels include aircraft and community noise sources.  
 (3) Ldn = Day/Night Average Sound Level.

TABLE B-2  
 HOURLY AND DAILY NOISE LEVELS FROM SITE 2  
 HARRIS COURT, ABINGTON

Start Date	08-Dec (Thu)	09-Dec (Fri)	10-Dec (Sat)	11-Dec (Sun)	12-Dec (Mon)	13-Dec (Tue)	14-Dec (Wed)	15-Dec (Thu)	16-Dec (Fri)	17-Dec (Sat)	18-Dec (Sun)	19-Dec (Mon)	Hour
End Hour	Hourly Noise Level	Hour											
11	62.5	--	--	48.1	--	47.1	50.4	48.6	57.5	--	--	--	11
12	48.2	40.2	67.4	49.8	49.4	52.4	--	56.2	--	46.0	--	--	12
13	56.3	55.6	56.1	--	40.2	55.7	57.3	58.2	51.5	40.7	--	--	13
14	50.9	47.6	55.0	55.5	58.1	49.8	48.2	61.0	58.5	43.8	--	--	14
15	53.4	60.2	65.5	--	45.6	48.0	45.6	66.8	55.3	52.8	--	--	15
16	56.4	39.3	58.5	57.4	39.0	52.5	53.3	77.5	41.4	46.1	--	--	16
17	53.3	71.0	64.6	57.5	42.1	53.4	42.4	69.9	56.3	50.2	--	--	17
18	53.8	56.6	56.5	50.2	45.2	58.1	41.1	62.7	54.6	44.8	--	--	18
19	51.7	42.9	42.3	50.4	42.3	48.9	37.6	54.2	43.7	--	--	--	19
20	46.5	40.3	--	48.5	40.5	46.4	43.0	57.5	49.5	--	--	--	20
21	56.7	44.0	--	--	40.2	44.4	42.6	53.7	57.8	--	--	--	21
22	47.7	41.0	38.8	--	34.8	47.1	40.3	33.7	50.0	--	--	--	22
23	39.1	39.1	41.0	--	19.7	45.1	48.3	52.7	46.3	--	--	--	23
24	37.2	42.3	39.3	--	26.0	41.9	42.5	48.1	45.0	--	--	--	24
1	32.1	36.8	46.3	--	19.7	36.9	37.8	48.7	47.3	--	--	--	1
2	34.5	36.3	32.5	--	19.7	46.1	34.7	48.1	36.2	--	--	--	2
3	32.1	32.3	31.0	--	20.1	48.2	--	47.8	31.3	--	--	--	3
4	32.1	32.7	30.7	--	19.9	48.1	--	45.9	30.9	--	--	--	4
5	34.4	32.2	30.1	--	22.5	44.8	--	45.8	32.1	--	--	--	5
6	46.8	33.9	33.5	--	40.9	43.4	--	43.2	33.4	--	--	--	6
7	43.0	46.0	41.0	--	48.2	45.4	--	49.8	38.4	--	--	--	7
8	47.8	48.5	43.4	--	57.7	47.1	--	51.5	40.8	--	--	--	8
9	56.6	54.1	53.4	--	46.9	50.5	--	53.6	46.0	--	--	--	9
10	48.0	55.2	51.8	--	--	46.9	--	51.8	57.8	--	--	--	10
Ldn	53.8	58.4	58.0	--	49.8	53.5	--	65.4	53.5	--	--	--	Ldn

NOTES: (1) All measurements obtained during calendar year 1988.  
 (2) Sound levels include aircraft and community noise sources.  
 (3) Ldn = Day/Night Average Sound Level.  
 (4) -- indicates equipment or printer failure, thus no noise level was calculated.

TABLE B-3  
 HOURLY AND DAILY NOISE LEVELS FROM SITE 3  
 SALEM STREET, ROCKLAND

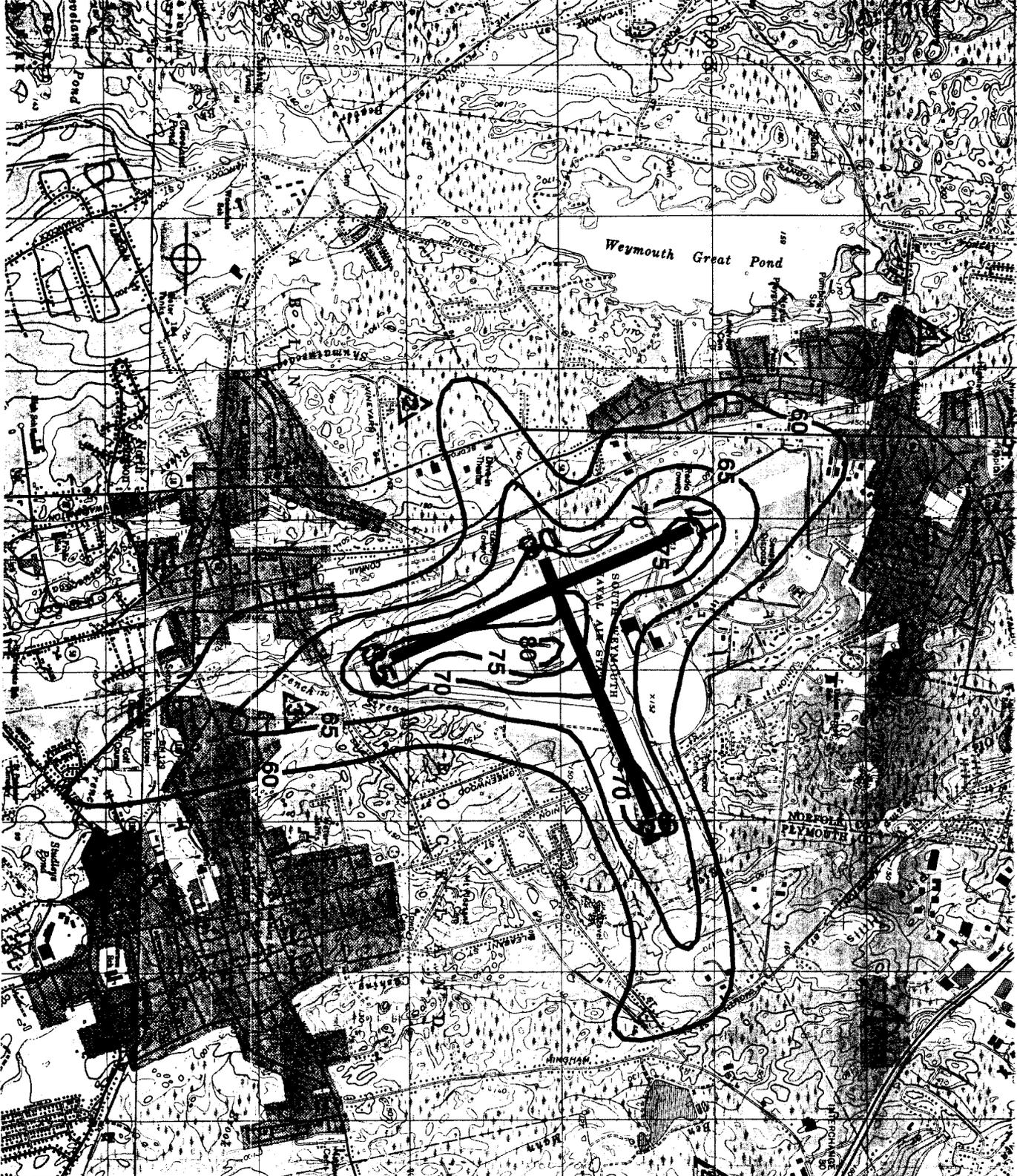
Start Date	08-Dec (Thu)	09-Dec (Fri)	10-Dec (Sat)	11-Dec (Sun)	12-Dec (Mon)	13-Dec (Tue)	14-Dec (Wed)	15-Dec (Thu)	16-Dec (Fri)	17-Dec (Sat)	18-Dec (Sun)	
End Hour	Hourly Noise Level	Hour										
12	60.2	52.6	66.7	73.2	58.0	51.4	56.2	62.0	55.9	55.0	46.4	12
13	59.7	83.9	58.0	63.9	54.1	55.1	57.1	59.4	65.8	47.8	51.5	13
14	53.1	58.3	72.0	71.4	75.2	52.9	60.2	59.1	65.4	47.9	50.4	14
15	71.1	76.0	72.5	69.9	52.6	55.3	66.4	76.0	73.9	49.4	59.0	15
16	71.6	53.5	70.9	59.2	53.9	64.0	55.5	61.5	60.1	58.3	53.1	16
17	70.2	68.5	76.5	68.6	53.0	54.8	52.1	72.4	71.6	51.8	46.9	17
18	54.1	65.8	71.9	55.6	53.5	73.1	51.3	79.5	69.1	47.2	48.5	18
19	77.5	51.5	54.2	51.2	52.4	51.9	50.1	65.0	51.1	57.5	50.2	19
20	54.4	51.4	50.0	47.0	51.1	51.2	47.7	64.2	51.1	42.6	50.7	20
21	60.1	51.1	47.6	52.3	50.1	49.1	47.7	52.7	57.4	43.9	46.3	21
22	66.6	51.1	46.1	48.1	48.2	51.1	47.3	51.1	65.5	42.6	45.7	22
23	47.3	48.0	47.0	43.4	47.4	50.4	48.0	57.7	62.5	41.6	45.0	23
24	46.3	48.7	45.7	45.6	45.7	47.4	46.1	58.6	53.3	44.1	44.0	24
1	45.2	54.1	45.3	38.8	41.4	44.0	43.5	46.8	51.6	40.6	40.4	1
2	40.7	44.6	43.9	36.4	39.2	43.3	41.3	45.5	43.8	43.0	37.6	2
3	40.3	40.5	40.2	34.4	36.8	41.4	39.9	42.1	46.2	41.5	35.0	3
4	36.6	37.8	37.6	34.9	38.6	43.4	40.0	42.8	38.4	41.5	34.8	4
5	39.2	39.4	38.5	40.9	41.2	46.2	42.9	41.6	42.3	38.7	40.0	5
6	46.8	43.0	37.2	44.4	46.1	48.5	46.0	45.2	42.1	38.1	46.2	6
7	50.8	50.8	41.0	51.4	51.3	52.7	49.6	51.1	46.4	41.4	49.6	7
8	54.4	51.1	46.3	55.0	56.3	53.9	54.5	55.0	52.1	46.7	53.7	8
9	55.9	55.9	54.3	57.4	56.5	60.2	53.4	56.3	58.1	50.2	53.1	9
10	73.3	55.4	52.8	54.1	53.9	57.2	54.7	53.4	55.5	47.0	50.3	10
11	69.4	58.6	50.2	55.3	51.5	55.8	62.2	75.3	66.1	47.2	51.7	11
Ldn	67.5	71.0	66.8	64.0	62.2	61.3	57.3	69.4	65.7	51.7	52.9	Ldn

NOTES: (1) All measurements obtained during calendar year 1988.  
 (2) Sound levels include aircraft and community noise sources.  
 (3) Ldn = Day/Night Average Sound Level.

TABLE B-4  
 HOURLY AND DAILY NOISE LEVELS FROM SITE 4  
 TURNER ROAD, ROCKLAND

Start Date	08-Dec (Thu)	09-Dec (Fri)	10-Dec (Sat)	11-Dec (Sun)	12-Dec (Mon)	13-Dec (Tue)	14-Dec (Wed)	15-Dec (Thu)	16-Dec (Fri)	17-Dec (Sat)	18-Dec (Sun)	19-Dec (Mon)	Hour
End Hour	Hourly Noise Level	Hour											
12	63.5	47.0	--	--	--	--	--	51.0	47.4	45.7	--	--	12
13	51.1	45.7	--	--	--	--	--	63.1	46.1	45.9	--	--	13
14	58.1	48.0	--	--	--	--	--	--	45.7	--	--	--	14
15	50.6	47.4	--	--	--	--	58.1	--	47.8	--	--	--	15
16	52.5	40.5	62.8	--	--	--	44.2	--	46.8	--	--	--	16
17	50.0	--	64.5	--	--	--	44.8	--	44.8	--	--	--	17
18	50.0	49.8	49.6	--	--	--	48.9	--	--	--	--	--	18
19	49.3	46.3	49.3	--	--	--	43.1	--	--	--	--	--	19
20	47.8	46.5	--	--	--	--	40.3	--	--	--	--	--	20
21	48.9	49.1	--	--	--	--	49.3	--	--	--	--	--	21
22	47.4	48.3	--	--	--	--	37.3	--	--	--	--	--	22
23	45.7	42.3	--	--	--	--	37.1	--	--	--	--	--	23
24	44.2	45.9	--	--	--	--	35.6	--	--	--	--	--	24
1	42.9	43.6	--	--	--	--	35.0	--	--	--	--	--	1
2	40.5	42.5	--	--	--	--	35.6	--	--	--	--	--	2
3	40.3	39.7	--	--	--	--	38.0	--	--	--	--	--	3
4	40.1	37.6	--	--	--	--	41.4	--	--	--	--	--	4
5	43.6	39.1	--	--	--	--	45.9	--	--	--	--	--	5
6	46.3	42.7	--	--	--	--	49.5	--	--	--	--	--	6
7	49.6	43.5	--	--	--	--	50.2	--	--	--	--	--	7
8	52.5	--	--	--	--	--	49.8	--	--	--	--	--	8
9	54.0	--	--	--	--	--	--	--	--	--	--	--	9
10	49.1	--	--	--	--	--	--	--	--	--	--	--	10
11	48.3	--	--	--	--	--	61.5	46.8	--	--	--	--	11
Ldn	54.7	49.5	--	--	--	--	53.3	--	--	--	--	--	Ldn

- NOTES: (1) All measurements obtained during calendar year 1988.  
 (2) Sound levels include aircraft and community noise sources.  
 (3) Ldn = Day/Night Average Sound Level.  
 (4) -- indicates equipment or printer failure, thus no noise level was calculated.



**NAS SOUTH WEYMOUTH**

**Figure 8**

**Average Busy Day Ldn Contours**

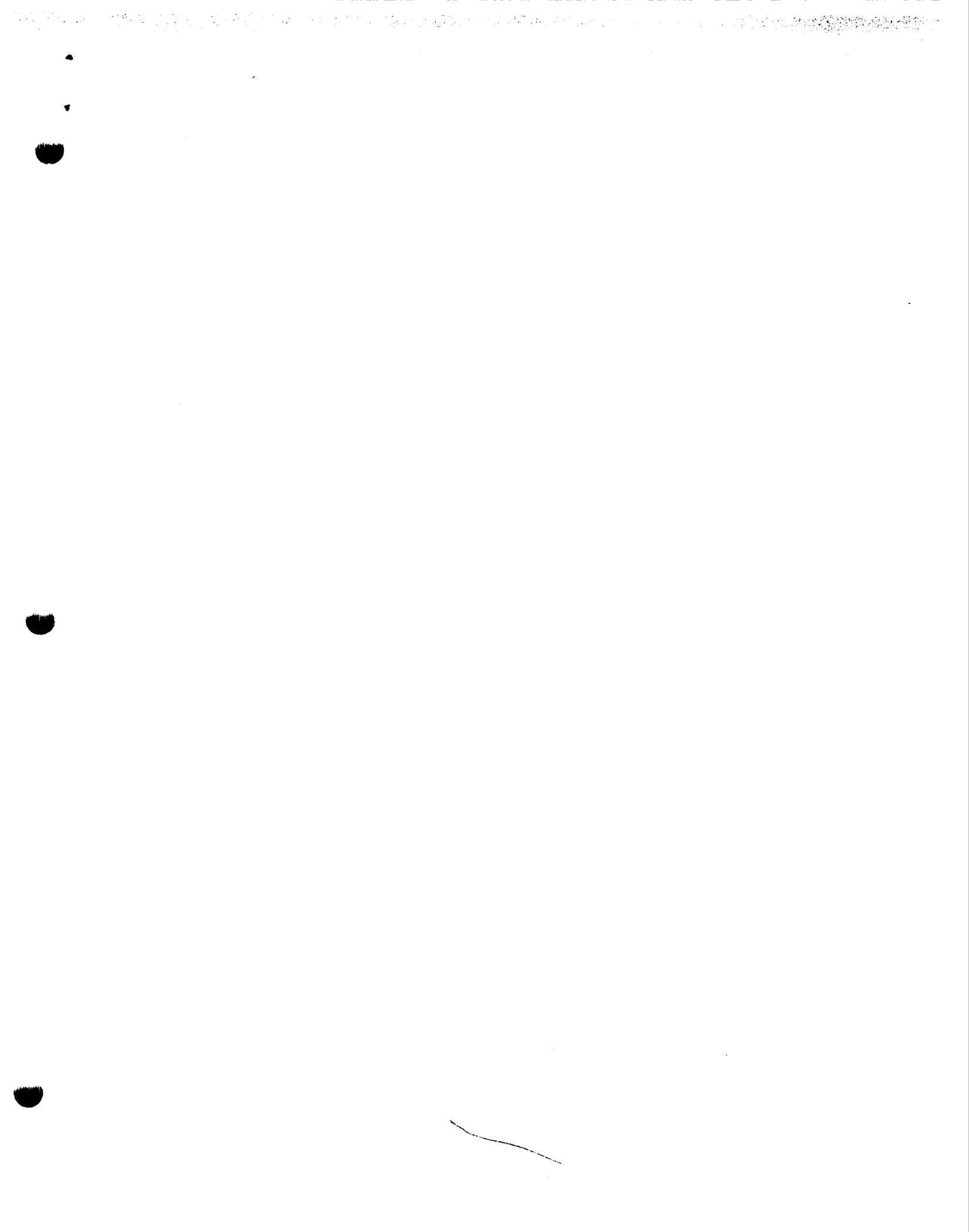
△ Measurement Locations

SCALE IN FEET



NORTH

HARRIS MILLER MILLER & HANSON INC.



Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

Starting Year : 1996  
 Final Year : 1999  
 ROI Year : 2004 (5 Years)

NPV in 2015(\$K): -129,142  
 1-Time Cost(\$K): 78,212

	Net Costs (\$K) Constant Dollars		1998	1999	2000	2001	Total	Beyond
	1996	1997						
MilCon	4,473	0	47,609	0	0	0	52,082	0
Person	-1	-1	-1	-7,470	-16,538	-16,538	-40,549	-16,538
Overhd	903	651	1,002	2,398	-620	-620	3,715	-620
Moving	36	0	0	4,382	7	0	4,426	0
Missio	130	130	130	315	316	316	1,337	316
Other	-347	0	53	17,426	0	0	17,132	0
<b>TOTAL</b>	<b>5,195</b>	<b>781</b>	<b>48,793</b>	<b>17,051</b>	<b>-16,835</b>	<b>-16,842</b>	<b>38,143</b>	<b>-16,842</b>

	1996	1997	1998	1999	2000	2001	Total
<b>POSITIONS ELIMINATED</b>							
Off	0	0	0	25	0	0	25
Enl	0	0	0	214	0	0	214
Civ	0	0	0	151	0	0	151
TOT	0	0	0	390	0	0	390
<b>POSITIONS REALIGNED</b>							
Off	4	0	0	66	0	0	70
Enl	7	0	0	482	0	0	489
Stu	0	0	0	0	0	0	0
Civ	4	0	0	32	0	0	36
TOT	15	0	0	580	0	0	595

Summary:

-----  
 NRC ATLANTA IS IN THE ATLANTA AREA

COMMISSION REQUESTED. F18s TO NEW ORLEANS/ FORT WORTH.

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

	Costs (\$K) Constant Dollars						Total	Beyond
	1996	1997	1998	1999	2000	2001		
MilCon	4,473	0	47,609	0	0	0	52,082	0
Person	26	26	26	3,057	2,336	2,336	7,809	2,336
Overhd	906	677	1,028	3,188	2,202	2,202	10,203	2,202
Moving	37	0	0	4,759	7	0	4,803	0
Missio	130	130	130	315	316	316	1,337	316
Other	100	0	53	17,426	0	0	17,579	0
<b>TOTAL</b>	<b>5,673</b>	<b>833</b>	<b>48,846</b>	<b>28,745</b>	<b>4,861</b>	<b>4,854</b>	<b>93,812</b>	<b>4,854</b>

	Savings (\$K) Constant Dollars						Total	Beyond
	1996	1997	1998	1999	2000	2001		
MilCon	0	0	0	0	0	0	0	0
Person	27	27	27	10,527	18,874	18,874	48,358	18,874
Overhd	3	25	25	790	2,822	2,822	6,488	2,822
Moving	1	0	0	376	0	0	377	0
Missio	0	0	0	0	0	0	0	0
Other	447	0	0	0	0	0	447	0
<b>TOTAL</b>	<b>478</b>	<b>53</b>	<b>53</b>	<b>11,694</b>	<b>21,696</b>	<b>21,696</b>	<b>55,670</b>	<b>21,696</b>

TOTAL ONE-TIME COST REPORT (COBRA v5.08) - Page 1/11  
 Data As Of 08:42 05/25/1995, Report Created 17:23 05/25/1995

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

(All values in Dollars)

Category	Cost	Sub-Total
<b>Construction</b>		
Military Construction	52,081,836	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
<b>Total - Construction</b>		<b>52,081,836</b>
<b>Personnel</b>		
Civilian RIF	198,225	
Civilian Early Retirement	77,765	
Civilian New Hires	0	
Eliminated Military PCS	413,417	
Unemployment	31,320	
<b>Total - Personnel</b>		<b>720,728</b>
<b>Overhead</b>		
Program Planning Support	2,403,219	
Mothball / Shutdown	625,000	
<b>Total - Overhead</b>		<b>3,028,219</b>
<b>Moving</b>		
Civilian Moving	621,610	
Civilian PPS	1,324,800	
Military Moving	1,647,301	
Freight	289,104	
One-Time Moving Costs	920,000	
<b>Total - Moving</b>		<b>4,802,815</b>
<b>Other</b>		
HAP / RSE	0	
Environmental Mitigation Costs	100,000	
One-Time Unique Costs	17,479,000	
<b>Total - Other</b>		<b>17,579,000</b>
<b>Total One-Time Costs</b>		<b>78,212,598</b>
<b>One-Time Savings</b>		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	377,202	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
<b>Total One-Time Savings</b>		<b>377,202</b>
<b>Total Net One-Time Costs</b>		<b>77,835,395</b>

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

Base: NAS ATLANTA, GA  
 (All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	0	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		0
Personnel		
Civilian RIF	198,225	
Civilian Early Retirement	77,765	
Civilian New Hires	0	
Eliminated Military PCS	413,417	
Unemployment	31,320	
Total - Personnel		720,728
Overhead		
Program Planning Support	2,403,219	
Mothball / Shutdown	625,000	
Total - Overhead		3,028,219
Moving		
Civilian Moving	621,610	
Civilian PPS	1,324,800	
Military Moving	1,647,301	
Freight	289,104	
One-Time Moving Costs	920,000	
Total - Moving		4,802,815
Other		
HAP / RSE	0	
Environmental Mitigation Costs	0	
One-Time Unique Costs	811,000	
Total - Other		811,000
Total One-Time Costs		9,362,761
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	377,202	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		377,202
Total Net One-Time Costs		8,985,559

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

Base: NAVSTA MAYPORT, FL  
 (All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	17,684,070	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		17,684,070
Personnel		
Civilian RIF	0	
Civilian Early Retirement	0	
Civilian New Hires	0	
Eliminated Military PCS	0	
Unemployment	0	
Total - Personnel		0
Overhead		
Program Planning Support	0	
Mothball / Shutdown	0	
Total - Overhead		0
Moving		
Civilian Moving	0	
Civilian PPS	0	
Military Moving	0	
Freight	0	
One-Time Moving Costs	0	
Total - Moving		0
Other		
HAP / RSE	0	
Environmental Mitigation Costs	100,000	
One-Time Unique Costs	16,508,000	
Total - Other		16,608,000
Total One-Time Costs		34,292,070
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	0	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		0
Total Net One-Time Costs		34,292,070

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

Base: NAS/JRB FORT WORTH, TX  
 (All values in Dollars)

Category	Cost	Sub-Total
<b>Construction</b>		
Military Construction	9,831,873	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
<b>Total - Construction</b>		<b>9,831,873</b>
<b>Personnel</b>		
Civilian RIF	0	
Civilian Early Retirement	0	
Civilian New Hires	0	
Eliminated Military PCS	0	
Unemployment	0	
<b>Total - Personnel</b>		<b>0</b>
<b>Overhead</b>		
Program Planning Support	0	
Mothball / Shutdown	0	
<b>Total - Overhead</b>		<b>0</b>
<b>Moving</b>		
Civilian Moving	0	
Civilian PPS	0	
Military Moving	0	
Freight	0	
One-Time Moving Costs	0	
<b>Total - Moving</b>		<b>0</b>
<b>Other</b>		
HAP / RSE	0	
Environmental Mitigation Costs	0	
One-Time Unique Costs	65,000	
<b>Total - Other</b>		<b>65,000</b>
<b>Total One-Time Costs</b>		<b>9,896,873</b>
<b>One-Time Savings</b>		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	0	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
<b>Total One-Time Savings</b>		<b>0</b>
<b>Total Net One-Time Costs</b>		<b>9,896,873</b>

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

Base: NAVSSCSOL ATHENS GA, GA  
 (All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	0	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		0
Personnel		
Civilian RIF	0	
Civilian Early Retirement	0	
Civilian New Hires	0	
Eliminated Military PCS	0	
Unemployment	0	
Total - Personnel		0
Overhead		
Program Planning Support	0	
Mothball / Shutdown	0	
Total - Overhead		0
Moving		
Civilian Moving	0	
Civilian PPS	0	
Military Moving	0	
Freight	0	
One-Time Moving Costs	0	
Total - Moving		0
Other		
HAP / RSE	0	
Environmental Mitigation Costs	0	
One-Time Unique Costs	0	
Total - Other		0
-----		0
Total One-Time Costs		0
-----		
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	0	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
-----		0
Total One-Time Savings		0
-----		
Total Net One-Time Costs		0

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

Base: NAVFAC SOUTHDIV, SC  
 (All values in Dollars)

Category	Cost	Sub-Total
-----	-----	-----
Construction		
Military Construction	0	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		0
Personnel		
Civilian RIF	0	
Civilian Early Retirement	0	
Civilian New Hires	0	
Eliminated Military PCS	0	
Unemployment	0	
Total - Personnel		0
Overhead		
Program Planning Support	0	
Mothball / Shutdown	0	
Total - Overhead		0
Moving		
Civilian Moving	0	
Civilian PPS	0	
Military Moving	0	
Freight	0	
One-Time Moving Costs	0	
Total - Moving		0
Other		
HAP / RSE	0	
Environmental Mitigation Costs	0	
One-Time Unique Costs	0	
Total - Other		0
-----	-----	-----
Total One-Time Costs		0
-----	-----	-----
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	0	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
-----	-----	-----
Total One-Time Savings		0
-----	-----	-----
Total Net One-Time Costs		0

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

Base: NAS NEW ORLEANS, LA  
 (All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	12,224,112	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		12,224,112
Personnel		
Civilian RIF	0	
Civilian Early Retirement	0	
Civilian New Hires	0	
Eliminated Military PCS	0	
Unemployment	0	
Total - Personnel		0
Overhead		
Program Planning Support	0	
Mothball / Shutdown	0	
Total - Overhead		0
Moving		
Civilian Moving	0	
Civilian PPS	0	
Military Moving	0	
Freight	0	
One-Time Moving Costs	0	
Total - Moving		0
Other		
HAP / RSE	0	
Environmental Mitigation Costs	0	
One-Time Unique Costs	65,000	
Total - Other		65,000
-----		
Total One-Time Costs		12,289,112
-----		
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	0	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
-----		
Total One-Time Savings		0
-----		
Total Net One-Time Costs		12,289,112

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

Base: NAS NORFOLK, VA  
 (All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	0	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		0
Personnel		
Civilian RIF	0	
Civilian Early Retirement	0	
Civilian New Hires	0	
Eliminated Military PCS	0	
Unemployment	0	
Total - Personnel		0
Overhead		
Program Planning Support	0	
Mothball / Shutdown	0	
Total - Overhead		0
Moving		
Civilian Moving	0	
Civilian PPS	0	
Military Moving	0	
Freight	0	
One-Time Moving Costs	0	
Total - Moving		0
Other		
HAP / RSE	0	
Environmental Mitigation Costs	0	
One-Time Unique Costs	0	
Total - Other		0
-----		0
Total One-Time Costs		0
-----		
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	0	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
-----		0
Total One-Time Savings		0
-----		
Total Net One-Time Costs		0

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

Base: DOBBINS AFB, GA  
 (All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	12,341,781	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		12,341,781
Personnel		
Civilian RIF	0	
Civilian Early Retirement	0	
Civilian New Hires	0	
Eliminated Military PCS	0	
Unemployment	0	
Total - Personnel		0
Overhead		
Program Planning Support	0	
Mothball / Shutdown	0	
Total - Overhead		0
Moving		
Civilian Moving	0	
Civilian PPS	0	
Military Moving	0	
Freight	0	
One-Time Moving Costs	0	
Total - Moving		0
Other		
HAP / RSE	0	
Environmental Mitigation Costs	0	
One-Time Unique Costs	30,000	
Total - Other		30,000
-----		
Total One-Time Costs		12,371,781
-----		
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	0	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
-----		
Total One-Time Savings		0
-----		
Total Net One-Time Costs		12,371,781

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

Base: ATLANTA AREA, GA  
 (All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	0	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		0
Personnel		
Civilian RIF	0	
Civilian Early Retirement	0	
Civilian New Hires	0	
Eliminated Military PCS	0	
Unemployment	0	
Total - Personnel		0
Overhead		
Program Planning Support	0	
Mothball / Shutdown	0	
Total - Overhead		0
Moving		
Civilian Moving	0	
Civilian PPS	0	
Military Moving	0	
Freight	0	
One-Time Moving Costs	0	
Total - Moving		0
Other		
HAP / RSE	0	
Environmental Mitigation Costs	0	
One-Time Unique Costs	0	
Total - Other		0
-----		
Total One-Time Costs		0
-----		
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	0	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
-----		
Total One-Time Savings		0
-----		
Total Net One-Time Costs		0

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

Base: NAVSUPACT NEW ORL, LA  
 (All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	0	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		0
Personnel		
Civilian RIF	0	
Civilian Early Retirement	0	
Civilian New Hires	0	
Eliminated Military PCS	0	
Unemployment	0	
Total - Personnel		0
Overhead		
Program Planning Support	0	
Mothball / Shutdown	0	
Total - Overhead		0
Moving		
Civilian Moving	0	
Civilian PPS	0	
Military Moving	0	
Freight	0	
One-Time Moving Costs	0	
Total - Moving		0
Other		
HAP / RSE	0	
Environmental Mitigation Costs	0	
One-Time Unique Costs	0	
Total - Other		0
-----		0
Total One-Time Costs		0
-----		
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	0	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
-----		0
Total One-Time Savings		0
-----		
Total Net One-Time Costs		0

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

All Costs in \$K

Base Name	Total MilCon	IMA Cost	Land Purch	Cost Avoid	Total Cost
NAS ATLANTA	0	0	0	0	0
NAVSTA MAYPORT ✓	17,684	0	0	0	17,684
NAS/JRB FORT WORTH ✓	9,832	0	0	0	9,832
NAVSSCSCOL ATHENS GA	0	0	0	0	0
NAVFAC SOUTH DIV	0	0	0	0	0
NAS NEW ORLEANS ✓	12,224	0	0	0	12,224
NAS NORFOLK	0	0	0	0	0
DOBBINS AFB ✓	12,342	0	0	0	12,342
ATLANTA AREA	0	0	0	0	0
NAVSUPPACT NEW ORL	0	0	0	0	0
Totals:	52,082	0	0	0	52,082

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

MilCon for Base: NAVSTA MAYPORT, FL

All Costs in \$K

Description:	MilCon Categ	Using Rehab	Rehab Cost*	New MilCon	New Cost*	Total Cost*
VEHICLE PARKING	HORIZ	0	0	25,500	2,314	2,314
TRAINING BUILDINGS	SCHLB	0	0	60,000	9,641	9,641
VEHICLE MAINT FACILI	MAINT	0	0	4,800	728	728
ENVIRON REQUIREMENTS	OTHER	0	n/a	0	n/a	5,000

Total Construction Cost:	17,684
+ Info Management Account:	0
+ Land Purchases:	0
- Construction Cost Avoid:	0
TOTAL:	17,684

\* All MilCon Costs include Design, Site Preparation, Contingency Planning, and SIOH Costs where applicable.

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

MilCon for Base: NAS/JRB FORT WORTH, TX

All Costs in \$K

Description:	MilCon Categ	Using Rehab	Rehab Cost*	New MilCon	New Cost*	Total Cost*
TAXIWAY	HORIZ	0	0	30,000	2,783	2,783
AIR MAINTENCE	AIROP	19,429	2,703	17,280	3,205	5,909
POV PARKING	HORIZ	0	0	5,863	544	544
MARINE STORAGE	STORA	0	0	4,000	572	572
ENVIRONMENTAL	OTHER	0	n/a	0	n/a	25

-----  
 Total Construction Cost: 9,832  
 + Info Management Account: 0  
 + Land Purchases: 0  
 - Construction Cost Avoid: 0  
 -----

TOTAL: 9,832

\* All MilCon Costs include Design, Site Preparation, Contingency Planning, and SIOH Costs where applicable.

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

MilCon for Base: NAS NEW ORLEANS, LA

All Costs in \$K

Description:	MilCon Categ	Using Rehab	Rehab Cost*	New MilCon	New Cost*	Total Cost*
ACFT WASH RELOCATE	HORIZ	0	0	2,889	294	294
F-18 HANGAR	AIROP	0	0	38,834	7,901	7,901
CAG-20 OFFICES	ADMIN	0	0	5,100	1,046	1,046
GSE SHOP AND SHED	MAINT	0	0	16,360	2,783	2,783
ENVIRONMENTAL	OTHER	0	n/a	0	n/a	200

-----  
 Total Construction Cost: 12,224  
 + Info Management Account: 0  
 + Land Purchases: 0  
 - Construction Cost Avoid: 0  
 -----

TOTAL: 12,224

\* All MilCon Costs include Design, Site Preparation, Contingency Planning, and SIOH Costs where applicable.

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

MilCon for Base: DOBBINS AFB, GA

All Costs in \$K

Description:	MilCon Categ	Using Rehab	Rehab Cost*	New MilCon	New Cost*	Total Cost*
AIR MAINT	AIROP	38,987	5,599	0	0	5,599
NARCEN	SCHLB	0	0	39,775	6,742	6,742
Total Construction Cost:						12,342
+ Info Management Account:						0
+ Land Purchases:						0
- Construction Cost Avoid:						0
TOTAL:						12,342

\* All MilCon Costs include Design, Site Preparation, Contingency Planning, and SIOH Costs where applicable.

PERSONNEL SUMMARY REPORT (COBRA v5.08)

Data As Of 08:42 05/25/1995, Report Created 17:23 05/25/1995

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

PERSONNEL SUMMARY FOR: NAS ATLANTA, GA

BASE POPULATION (FY 1996):

Officers	Enlisted	Students	Civilians
95	676	0	187

FORCE STRUCTURE CHANGES:

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	0	0	0	0	0
Enlisted	27	0	0	0	0	0	27
Students	0	0	0	0	0	0	0
Civilians	0	0	0	0	0	0	0
TOTAL	27	0	0	0	0	0	27

BASE POPULATION (Prior to BRAC Action):

Officers	Enlisted	Students	Civilians
95	703	0	187

PERSONNEL REALIGNMENTS:

To Base: NAVSTA MAYPORT, FL

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	0	26	0	0	26
Enlisted	0	0	0	227	0	0	227
Students	0	0	0	0	0	0	0
Civilians	0	0	0	0	0	0	0
TOTAL	0	0	0	253	0	0	253

To Base: NAS/JRB FORT WORTH, TX

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	0	0	0	0	0
Enlisted	0	0	0	19	0	0	19
Students	0	0	0	0	0	0	0
Civilians	0	0	0	4	0	0	4
TOTAL	0	0	0	23	0	0	23

To Base: NAVSSCSOL ATHENS GA, GA

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	0	1	0	0	1
Enlisted	0	0	0	23	0	0	23
Students	0	0	0	0	0	0	0
Civilians	0	0	0	8	0	0	8
TOTAL	0	0	0	32	0	0	32

To Base: NAVFAC SOUTH DIV, SC

	1996	1997	1998	1999	2000	2001	Total
Officers	1	0	0	0	0	0	1
Enlisted	0	0	0	0	0	0	0
Students	0	0	0	0	0	0	0
Civilians	0	0	0	0	0	0	0
TOTAL	1	0	0	0	0	0	1

To Base: NAS NEW ORLEANS, LA

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	0	0	0	0	0
Enlisted	0	0	0	64	0	0	64
Students	0	0	0	0	0	0	0
Civilians	0	0	0	9	0	0	9
TOTAL	0	0	0	73	0	0	73

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

To Base: NAS NORFOLK, VA

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	0	18	0	0	18
Enlisted	0	0	0	39	0	0	39
Students	0	0	0	0	0	0	0
Civilians	0	0	0	0	0	0	0
TOTAL	0	0	0	57	0	0	57

To Base: DOBBINS AFB, GA

	1996	1997	1998	1999	2000	2001	Total
Officers	1	0	0	20	0	0	21
Enlisted	1	0	0	106	0	0	107
Students	0	0	0	0	0	0	0
Civilians	0	0	0	3	0	0	3
TOTAL	2	0	0	129	0	0	131

To Base: ATLANTA AREA, GA

	1996	1997	1998	1999	2000	2001	Total
Officers	2	0	0	1	0	0	3
Enlisted	6	0	0	4	0	0	10
Students	0	0	0	0	0	0	0
Civilians	3	0	0	6	0	0	9
TOTAL	11	0	0	11	0	0	22

To Base: NAVSUPACT NEW ORL, LA

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	0	0	0	0	0
Enlisted	0	0	0	0	0	0	0
Students	0	0	0	0	0	0	0
Civilians	1	0	0	2	0	0	3
TOTAL	1	0	0	2	0	0	3

TOTAL PERSONNEL REALIGNMENTS (Out of NAS ATLANTA, GA):

	1996	1997	1998	1999	2000	2001	Total
Officers	4	0	0	66	0	0	70
Enlisted	7	0	0	482	0	0	489
Students	0	0	0	0	0	0	0
Civilians	4	0	0	32	0	0	36
TOTAL	15	0	0	580	0	0	595

SCENARIO POSITION CHANGES:

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	0	-25	0	0	-25
Enlisted	0	0	0	-214	0	0	-214
Civilians	0	0	0	-151	0	0	-151
TOTAL	0	0	0	-390	0	0	-390

BASE POPULATION (After BRAC Action):

Officers	Enlisted	Students	Civilians
0	0	0	0

PERSONNEL SUMMARY FOR: NAVSTA MAYPORT, FL

BASE POPULATION (FY 1996, Prior to BRAC Action):

Officers	Enlisted	Students	Civilians
1,011	10,110	62	632

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

PERSONNEL REALIGNMENTS:

From Base: NAS ATLANTA, GA

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	0	26	0	0	26
Enlisted	0	0	0	227	0	0	227
Students	0	0	0	0	0	0	0
Civilians	0	0	0	0	0	0	0
TOTAL	0	0	0	253	0	0	253

TOTAL PERSONNEL REALIGNMENTS (Into NAVSTA MAYPORT, FL):

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	0	26	0	0	26
Enlisted	0	0	0	227	0	0	227
Students	0	0	0	0	0	0	0
Civilians	0	0	0	0	0	0	0
TOTAL	0	0	0	253	0	0	253

BASE POPULATION (After BRAC Action):

Officers	Enlisted	Students	Civilians
1,037	10,337	62	632

PERSONNEL SUMMARY FOR: NAS/JRB FORT WORTH, TX

BASE POPULATION (FY 1996, Prior to BRAC Action):

Officers	Enlisted	Students	Civilians
190	1,790	0	283

PERSONNEL REALIGNMENTS:

From Base: NAS ATLANTA, GA

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	0	0	0	0	0
Enlisted	0	0	0	19	0	0	19
Students	0	0	0	0	0	0	0
Civilians	0	0	0	4	0	0	4
TOTAL	0	0	0	23	0	0	23

TOTAL PERSONNEL REALIGNMENTS (Into NAS/JRB FORT WORTH, TX):

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	0	0	0	0	0
Enlisted	0	0	0	19	0	0	19
Students	0	0	0	0	0	0	0
Civilians	0	0	0	4	0	0	4
TOTAL	0	0	0	23	0	0	23

BASE POPULATION (After BRAC Action):

Officers	Enlisted	Students	Civilians
190	1,809	0	287

PERSONNEL SUMMARY FOR: NAVSSCSOL ATHENS GA, GA

BASE POPULATION (FY 1996, Prior to BRAC Action):

Officers	Enlisted	Students	Civilians
53	66	208	63

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

PERSONNEL REALIGNMENTS:

From Base: NAS ATLANTA, GA

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	0	1	0	0	1
Enlisted	0	0	0	23	0	0	23
Students	0	0	0	0	0	0	0
Civilians	0	0	0	8	0	0	8
TOTAL	0	0	0	32	0	0	32

TOTAL PERSONNEL REALIGNMENTS (Into NAVSSCSOL ATHENS GA, GA):

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	0	1	0	0	1
Enlisted	0	0	0	23	0	0	23
Students	0	0	0	0	0	0	0
Civilians	0	0	0	8	0	0	8
TOTAL	0	0	0	32	0	0	32

BASE POPULATION (After BRAC Action):

Officers	Enlisted	Students	Civilians
54	89	208	71

PERSONNEL SUMMARY FOR: NAVFAC SOUTH DIV, SC

BASE POPULATION (FY 1996, Prior to BRAC Action):

Officers	Enlisted	Students	Civilians
20	0	0	667

PERSONNEL REALIGNMENTS:

From Base: NAS ATLANTA, GA

	1996	1997	1998	1999	2000	2001	Total
Officers	1	0	0	0	0	0	1
Enlisted	0	0	0	0	0	0	0
Students	0	0	0	0	0	0	0
Civilians	0	0	0	0	0	0	0
TOTAL	1	0	0	0	0	0	1

TOTAL PERSONNEL REALIGNMENTS (Into NAVFAC SOUTH DIV, SC):

	1996	1997	1998	1999	2000	2001	Total
Officers	1	0	0	0	0	0	1
Enlisted	0	0	0	0	0	0	0
Students	0	0	0	0	0	0	0
Civilians	0	0	0	0	0	0	0
TOTAL	1	0	0	0	0	0	1

BASE POPULATION (After BRAC Action):

Officers	Enlisted	Students	Civilians
21	0	0	667

PERSONNEL SUMMARY FOR: NAS NEW ORLEANS, LA

BASE POPULATION (FY 1996, Prior to BRAC Action):

Officers	Enlisted	Students	Civilians
93	1,115	0	278

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

PERSONNEL REALIGNMENTS:

From Base: NAS ATLANTA, GA

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	0	0	0	0	0
Enlisted	0	0	0	64	0	0	64
Students	0	0	0	0	0	0	0
Civilians	0	0	0	9	0	0	9
TOTAL	0	0	0	73	0	0	73

TOTAL PERSONNEL REALIGNMENTS (Into NAS NEW ORLEANS, LA):

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	0	0	0	0	0
Enlisted	0	0	0	64	0	0	64
Students	0	0	0	0	0	0	0
Civilians	0	0	0	9	0	0	9
TOTAL	0	0	0	73	0	0	73

BASE POPULATION (After BRAC Action):

Officers	Enlisted	Students	Civilians
93	1,179	0	287

PERSONNEL SUMMARY FOR: NAS NORFOLK, VA

BASE POPULATION (FY 1996, Prior to BRAC Action):

Officers	Enlisted	Students	Civilians
1,083	5,816	183	3,592

PERSONNEL REALIGNMENTS:

From Base: NAS ATLANTA, GA

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	0	18	0	0	18
Enlisted	0	0	0	39	0	0	39
Students	0	0	0	0	0	0	0
Civilians	0	0	0	0	0	0	0
TOTAL	0	0	0	57	0	0	57

TOTAL PERSONNEL REALIGNMENTS (Into NAS NORFOLK, VA):

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	0	18	0	0	18
Enlisted	0	0	0	39	0	0	39
Students	0	0	0	0	0	0	0
Civilians	0	0	0	0	0	0	0
TOTAL	0	0	0	57	0	0	57

BASE POPULATION (After BRAC Action):

Officers	Enlisted	Students	Civilians
1,101	5,855	183	3,592

PERSONNEL SUMMARY FOR: DOBBINS AF3, GA

BASE POPULATION (FY 1996, Prior to BRAC Action):

Officers	Enlisted	Students	Civilians
0	0	0	543

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

PERSONNEL REALIGNMENTS:

From Base: NAS ATLANTA, GA	1996	1997	1998	1999	2000	2001	Total
Officers	1	0	0	20	0	0	21
Enlisted	1	0	0	106	0	0	107
Students	0	0	0	0	0	0	0
Civilians	0	0	0	3	0	0	3
TOTAL	2	0	0	129	0	0	131

TOTAL PERSONNEL REALIGNMENTS (Into DOBBINS AFB, GA):	1996	1997	1998	1999	2000	2001	Total
Officers	1	0	0	20	0	0	21
Enlisted	1	0	0	106	0	0	107
Students	0	0	0	0	0	0	0
Civilians	0	0	0	3	0	0	3
TOTAL	2	0	0	129	0	0	131

BASE POPULATION (After BRAC Action):			
Officers	Enlisted	Students	Civilians
-----	-----	-----	-----
21	107	0	546

PERSONNEL SUMMARY FOR: ATLANTA AREA, GA

BASE POPULATION (FY 1996, Prior to BRAC Action):			
Officers	Enlisted	Students	Civilians
-----	-----	-----	-----
0	0	0	0

PERSONNEL REALIGNMENTS:

From Base: NAS ATLANTA, GA	1996	1997	1998	1999	2000	2001	Total
Officers	2	0	0	1	0	0	3
Enlisted	6	0	0	4	0	0	10
Students	0	0	0	0	0	0	0
Civilians	3	0	0	6	0	0	9
TOTAL	11	0	0	11	0	0	22

TOTAL PERSONNEL REALIGNMENTS (Into ATLANTA AREA, GA):	1996	1997	1998	1999	2000	2001	Total
Officers	2	0	0	1	0	0	3
Enlisted	6	0	0	4	0	0	10
Students	0	0	0	0	0	0	0
Civilians	3	0	0	6	0	0	9
TOTAL	11	0	0	11	0	0	22

BASE POPULATION (After BRAC Action):			
Officers	Enlisted	Students	Civilians
-----	-----	-----	-----
3	10	0	9

PERSONNEL SUMMARY FOR: NAVSUPPACT NEW ORL, LA

BASE POPULATION (FY 1996, Prior to BRAC Action):			
Officers	Enlisted	Students	Civilians
-----	-----	-----	-----
182	631	0	822

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SF

PERSONNEL REALIGNMENTS:

From Base: NAS ATLANTA, GA	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	0	0	0	0	0
Enlisted	0	0	0	0	0	0	0
Students	0	0	0	0	0	0	0
Civilians	1	0	0	2	0	0	3
TOTAL	1	0	0	2	0	0	3

TOTAL PERSONNEL REALIGNMENTS (Into NAVSUPACT NEW ORL, LA):	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	0	0	0	0	0
Enlisted	0	0	0	0	0	0	0
Students	0	0	0	0	0	0	0
Civilians	1	0	0	2	0	0	3
TOTAL	1	0	0	2	0	0	3

BASE POPULATION (After BRAC Action):			
Officers	Enlisted	Students	Civilians
182	631	0	825

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

	Rate	1996	1997	1998	1999	2000	2001	Total
CIVILIAN POSITIONS REALIGNING OUT		4	0	0	32	0	0	36
Early Retirement*	10.00%	0	0	0	2	0	0	2
Regular Retirement*	5.00%	0	0	0	0	0	0	0
Civilian Turnover*	15.00%	0	0	0	3	0	0	3
Civs Not Moving (RIFs)*+		0	0	0	1	0	0	1
Civilians Moving (the remainder)		4	0	0	26	0	0	30
Civilian Positions Available		0	0	0	6	0	0	6
CIVILIAN POSITIONS ELIMINATED		0	0	0	151	0	0	151
Early Retirement	10.00%	0	0	0	15	0	0	15
Regular Retirement	5.00%	0	0	0	8	0	0	8
Civilian Turnover	15.00%	0	0	0	23	0	0	23
Civs Not Moving (RIFs)*+		0	0	0	9	0	0	9
Priority Placement#	60.00%	0	0	0	91	0	0	91
Civilians Available to Move		0	0	0	5	0	0	5
Civilians Moving		0	0	0	5	0	0	5
Civilian RIFs (the remainder)		0	0	0	0	0	0	0
CIVILIAN POSITIONS REALIGNING IN		4	0	0	32	0	0	36
Civilians Moving		4	0	0	31	0	0	35
New Civilians Hired		0	0	0	1	0	0	1
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS		0	0	0	17	0	0	17
TOTAL CIVILIAN RIFS		0	0	0	10	0	0	10
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	0	0	91	0	0	91
TOTAL CIVILIAN NEW HIRES		0	0	0	1	0	0	1

\* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

+ The Percentage of Civilians Not Willing to Move (Voluntary RIFs) varies from base to base.

# Not all Priority Placements involve a Permanent Change of Station. The rate of PPS placements involving a PCS is 50.00%

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

Base: NAS ATLANTA, GA	Rate	1996	1997	1998	1999	2000	2001	Total
CIVILIAN POSITIONS REALIGNING OUT		4	0	0	32	0	0	36
Early Retirement*	10.00%	0	0	0	2	0	0	2
Regular Retirement*	5.00%	0	0	0	0	0	0	0
Civilian Turnover*	15.00%	0	0	0	3	0	0	3
Civs Not Moving (RIFs)*	6.00%	0	0	0	1	0	0	1
Civilians Moving (the remainder)		4	0	0	26	0	0	30
Civilian Positions Available		0	0	0	6	0	0	6
CIVILIAN POSITIONS ELIMINATED		0	0	0	151	0	0	151
Early Retirement	10.00%	0	0	0	15	0	0	15
Regular Retirement	5.00%	0	0	0	8	0	0	8
Civilian Turnover	15.00%	0	0	0	23	0	0	23
Civs Not Moving (RIFs)*	6.00%	0	0	0	9	0	0	9
Priority Placement#	60.00%	0	0	0	91	0	0	91
Civilians Available to Move		0	0	0	5	0	0	5
Civilians Moving		0	0	0	5	0	0	5
Civilian RIFs (the remainder)		0	0	0	0	0	0	0
CIVILIAN POSITIONS REALIGNING IN		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
New Civilians Hired		0	0	0	0	0	0	0
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS		0	0	0	17	0	0	17
TOTAL CIVILIAN RIFs		0	0	0	10	0	0	10
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	0	0	91	0	0	91
TOTAL CIVILIAN NEW HIRES		0	0	0	0	0	0	0

\* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

# Not all Priority Placements involve a Permanent Change of Station. The rate of PPS placements involving a PCS is 50.00%

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

Base: NAVSTA MAYPORT, FL	Rate	1996	1997	1998	1999	2000	2001	Total
CIVILIAN POSITIONS REALIGNING OUT		0	0	0	0	0	0	0
Early Retirement*	10.00%	0	0	0	0	0	0	0
Regular Retirement*	5.00%	0	0	0	0	0	0	0
Civilian Turnover*	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0	0
Civilians Moving (the remainder)		0	0	0	0	0	0	0
Civilian Positions Available		0	0	0	0	0	0	0
CIVILIAN POSITIONS ELIMINATED		0	0	0	0	0	0	0
Early Retirement	10.00%	0	0	0	0	0	0	0
Regular Retirement	5.00%	0	0	0	0	0	0	0
Civilian Turnover	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0	0
Priority Placement#	60.00%	0	0	0	0	0	0	0
Civilians Available to Move		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
Civilian RIFs (the remainder)		0	0	0	0	0	0	0
CIVILIAN POSITIONS REALIGNING IN		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
New Civilians Hired		0	0	0	0	0	0	0
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS		0	0	0	0	0	0	0
TOTAL CIVILIAN RIFs		0	0	0	0	0	0	0
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	0	0	0	0	0	0
TOTAL CIVILIAN NEW HIRES		0	0	0	0	0	0	0

\* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

# Not all Priority Placements involve a Permanent Change of Station. The rate of PPS placements involving a PCS is 50.00%

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

Base: NAS/JRB FORT WORTH, TX	Rate	1996	1997	1998	1999	2000	2001	Total
CIVILIAN POSITIONS REALIGNING OLT		0	0	0	0	0	0	0
Early Retirement*	10.00%	0	0	0	0	0	0	0
Regular Retirement*	5.00%	0	0	0	0	0	0	0
Civilian Turnover*	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0	0
Civilians Moving (the remainder)		0	0	0	0	0	0	0
Civilian Positions Available		0	0	0	0	0	0	0
CIVILIAN POSITIONS ELIMINATED		0	0	0	0	0	0	0
Early Retirement	10.00%	0	0	0	0	0	0	0
Regular Retirement	5.00%	0	0	0	0	0	0	0
Civilian Turnover	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0	0
Priority Placement#	60.00%	0	0	0	0	0	0	0
Civilians Available to Move		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
Civilian RIFs (the remainder)		0	0	0	0	0	0	0
CIVILIAN POSITIONS REALIGNING IN		0	0	0	4	0	0	4
Civilians Moving		0	0	0	3	0	0	3
New Civilians Hired		0	0	0	1	0	0	1
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS		0	0	0	0	0	0	0
TOTAL CIVILIAN RIFS		0	0	0	0	0	0	0
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	0	0	0	0	0	0
TOTAL CIVILIAN NEW HIRES		0	0	0	1	0	0	1

\* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

# Not all Priority Placements involve a Permanent Change of Station. The rate of PPS placements involving a PCS is 50.00%

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

Base: NAVSSCS COL ATHENS GA, GA	Rate	1996	1997	1998	1999	2000	2001	Total
CIVILIAN POSITIONS REALIGNING OUT		0	0	0	0	0	0	0
Early Retirement*	10.00%	0	0	0	0	0	0	0
Regular Retirement*	5.00%	0	0	0	0	0	0	0
Civilian Turnover*	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0	0
Civilians Moving (the remainder)		0	0	0	0	0	0	0
Civilian Positions Available		0	0	0	0	0	0	0
CIVILIAN POSITIONS ELIMINATED		0	0	0	0	0	0	0
Early Retirement	10.00%	0	0	0	0	0	0	0
Regular Retirement	5.00%	0	0	0	0	0	0	0
Civilian Turnover	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0	0
Priority Placement#	60.00%	0	0	0	0	0	0	0
Civilians Available to Move		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
Civilian RIFs (the remainder)		0	0	0	0	0	0	0
CIVILIAN POSITIONS REALIGNING IN		0	0	0	8	0	0	8
Civilians Moving		0	0	0	8	0	0	8
New Civilians Hired		0	0	0	0	0	0	0
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS		0	0	0	0	0	0	0
TOTAL CIVILIAN RIFS		0	0	0	0	0	0	0
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	0	0	0	0	0	0
TOTAL CIVILIAN NEW HIRES		0	0	0	0	0	0	0

\* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

# Not all Priority Placements involve a Permanent Change of Station. The rate of PPS placements involving a PCS is 50.00%

Department : NAVY  
 Option Package : CLOSE NAS ATLANA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

Base: NAVFAC SOUTH DIV, SC	Rate	1996	1997	1998	1999	2000	2001	Total
CIVILIAN POSITIONS REALIGNING OUT		0	0	0	0	0	0	0
Early Retirement*	10.00%	0	0	0	0	0	0	0
Regular Retirement*	5.00%	0	0	0	0	0	0	0
Civilian Turnover*	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0	0
Civilians Moving (the remainder)		0	0	0	0	0	0	0
Civilian Positions Available		0	0	0	0	0	0	0
CIVILIAN POSITIONS ELIMINATED		0	0	0	0	0	0	0
Early Retirement	10.00%	0	0	0	0	0	0	0
Regular Retirement	5.00%	0	0	0	0	0	0	0
Civilian Turnover	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0	0
Priority Placement#	60.00%	0	0	0	0	0	0	0
Civilians Available to Move		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
Civilian RIFs (the remainder)		0	0	0	0	0	0	0
CIVILIAN POSITIONS REALIGNING IN		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
New Civilians Hired		0	0	0	0	0	0	0
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIREMENTS		0	0	0	0	0	0	0
TOTAL CIVILIAN RIFs		0	0	0	0	0	0	0
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	0	0	0	0	0	0
TOTAL CIVILIAN NEW HIRES		0	0	0	0	0	0	0

\* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

# Not all Priority Placements involve a Permanent Change of Station. The rate of PPS placements involving a PCS is 50.00%

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

Base: NAS NEW ORLEANS, LA	Rate	1996	1997	1998	1999	2000	2001	Total
CIVILIAN POSITIONS REALIGNING OUT		0	0	0	0	0	0	0
Early Retirement*	10.00%	0	0	0	0	0	0	0
Regular Retirement*	5.00%	0	0	0	0	0	0	0
Civilian Turnover*	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0	0
Civilians Moving (the remainder)		0	0	0	0	0	0	0
Civilian Positions Available		0	0	0	0	0	0	0
CIVILIAN POSITIONS ELIMINATED		0	0	0	0	0	0	0
Early Retirement	10.00%	0	0	0	0	0	0	0
Regular Retirement	5.00%	0	0	0	0	0	0	0
Civilian Turnover	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0	0
Priority Placement#	60.00%	0	0	0	0	0	0	0
Civilians Available to Move		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
Civilian RIFs (the remainder)		0	0	0	0	0	0	0
CIVILIAN POSITIONS REALIGNING IN		0	0	0	9	0	0	9
Civilians Moving		0	0	0	9	0	0	9
New Civilians Hired		0	0	0	0	0	0	0
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS		0	0	0	0	0	0	0
TOTAL CIVILIAN RIFS		0	0	0	0	0	0	0
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	0	0	0	0	0	0
TOTAL CIVILIAN NEW HIRES		0	0	0	0	0	0	0

\* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

# Not all Priority Placements involve a Permanent Change of Station. The rate of PPS placements involving a PCS is 50.00%

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

Base: NAS NORFOLK, VA	Rate	1996	1997	1998	1999	2000	2001	Total
CIVILIAN POSITIONS REALIGNING OUT		0	0	0	0	0	0	0
Early Retirement*	10.00%	0	0	0	0	0	0	0
Regular Retirement*	5.00%	0	0	0	0	0	0	0
Civilian Turnover*	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0	0
Civilians Moving (the remainder)		0	0	0	0	0	0	0
Civilian Positions Available		0	0	0	0	0	0	0
CIVILIAN POSITIONS ELIMINATED		0	0	0	0	0	0	0
Early Retirement	10.00%	0	0	0	0	0	0	0
Regular Retirement	5.00%	0	0	0	0	0	0	0
Civilian Turnover	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0	0
Priority Placement#	60.00%	0	0	0	0	0	0	0
Civilians Available to Move		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
Civilian RIFs (the remainder)		0	0	0	0	0	0	0
CIVILIAN POSITIONS REALIGNING IN		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
New Civilians Hired		0	0	0	0	0	0	0
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS		0	0	0	0	0	0	0
TOTAL CIVILIAN RIFs		0	0	0	0	0	0	0
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	0	0	0	0	0	0
TOTAL CIVILIAN NEW HIRES		0	0	0	0	0	0	0

\* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

# Not all Priority Placements involve a Permanent Change of Station. The rate of PPS placements involving a PCS is 50.00%

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

Base: DOBBINS AFB, GA	Rate	1996	1997	1998	1999	2000	2001	Total
CIVILIAN POSITIONS REALIGNING OUT		0	0	0	0	0	0	0
Early Retirement*	10.00%	0	0	0	0	0	0	0
Regular Retirement*	5.00%	0	0	0	0	0	0	0
Civilian Turnover*	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	10.00%	0	0	0	0	0	0	0
Civilians Moving (the remainder)		0	0	0	0	0	0	0
Civilian Positions Available		0	0	0	0	0	0	0
CIVILIAN POSITIONS ELIMINATED		0	0	0	0	0	0	0
Early Retirement	10.00%	0	0	0	0	0	0	0
Regular Retirement	5.00%	0	0	0	0	0	0	0
Civilian Turnover	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	10.00%	0	0	0	0	0	0	0
Priority Placement#	60.00%	0	0	0	0	0	0	0
Civilians Available to Move		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
Civilian RIFs (the remainder)		0	0	0	0	0	0	0
CIVILIAN POSITIONS REALIGNING IN		0	0	0	3	0	0	3
Civilians Moving		0	0	0	3	0	0	3
New Civilians Hired		0	0	0	0	0	0	0
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS		0	0	0	0	0	0	0
TOTAL CIVILIAN RIFs		0	0	0	0	0	0	0
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	0	0	0	0	0	0
TOTAL CIVILIAN NEW HIRES		0	0	0	0	0	0	0

\* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

# Not all Priority Placements involve a Permanent Change of Station. The rate of PPS placements involving a PCS is 50.00%

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

Base: ATLANTA AREA, GA	Rate	1996	1997	1998	1999	2000	2001	Total
CIVILIAN POSITIONS REALIGNING OUT		0	0	0	0	0	0	0
Early Retirement*	10.00%	0	0	0	0	0	0	0
Regular Retirement*	5.00%	0	0	0	0	0	0	0
Civilian Turnover*	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0	0
Civilians Moving (the remainder)		0	0	0	0	0	0	0
Civilian Positions Available		0	0	0	0	0	0	0
CIVILIAN POSITIONS ELIMINATED		0	0	0	0	0	0	0
Early Retirement	10.00%	0	0	0	0	0	0	0
Regular Retirement	5.00%	0	0	0	0	0	0	0
Civilian Turnover	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0	0
Priority Placement#	60.00%	0	0	0	0	0	0	0
Civilians Available to Move		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
Civilian RIFs (the remainder)		0	0	0	0	0	0	0
CIVILIAN POSITIONS REALIGNING IN		3	0	0	6	0	0	9
Civilians Moving		3	0	0	6	0	0	9
New Civilians Hired		0	0	0	0	0	0	0
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS		0	0	0	0	0	0	0
TOTAL CIVILIAN RIFs		0	0	0	0	0	0	0
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	0	0	0	0	0	0
TOTAL CIVILIAN NEW HIRES		0	0	0	0	0	0	0

\* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

# Not all Priority Placements involve a Permanent Change of Station. The rate of PPS placements involving a PCS is 50.00%

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

Base: NAVSUPPACT NEW ORL, LA	Rate	1996	1997	1998	1999	2000	2001	Total
CIVILIAN POSITIONS REALIGNING OUT		0	0	0	0	0	0	0
Early Retirement*	10.00%	0	0	0	0	0	0	0
Regular Retirement*	5.00%	0	0	0	0	0	0	0
Civilian Turnover*	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0	0
Civilians Moving (the remainder)		0	0	0	0	0	0	0
Civilian Positions Available		0	0	0	0	0	0	0
CIVILIAN POSITIONS ELIMINATED		0	0	0	0	0	0	0
Early Retirement	10.00%	0	0	0	0	0	0	0
Regular Retirement	5.00%	0	0	0	0	0	0	0
Civilian Turnover	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0	0
Priority Placement#	60.00%	0	0	0	0	0	0	0
Civilians Available to Move		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
Civilian RIFs (the remainder)		0	0	0	0	0	0	0
CIVILIAN POSITIONS REALIGNING IN		1	0	0	2	0	0	3
Civilians Moving		1	0	0	2	0	0	3
New Civilians Hired		0	0	0	0	0	0	0
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS		0	0	0	0	0	0	0
TOTAL CIVILIAN RIFS		0	0	0	0	0	0	0
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	0	0	0	0	0	0
TOTAL CIVILIAN NEW HIRES		0	0	0	0	0	0	0

\* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

# Not all Priority Placements involve a Permanent Change of Station. The rate of PPS placements involving a PCS is 50.00%

TOTAL APPROPRIATIONS DETAIL REPORT (COBRA v5.08) - Page 1/33  
 Data As Of 08:42 05/25/1995, Report Created 17:23 05/25/1995

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

ONE-TIME COSTS -----(\$K)-----	1996 ----	1997 ----	1998 ----	1999 ----	2000 ----	2001 ----	Total -----
CONSTRUCTION							
MILCON	4,473	0	47,609	0	0	0	52,082
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIF	0	0	0	198	0	0	198
Civ Retire	0	0	0	78	0	0	78
CIV MOVING							
Per Diem	3	0	0	62	0	0	65
POV Miles	0	0	0	1	0	0	2
Home Purch	11	0	0	231	0	0	242
HHG	7	0	0	144	0	0	150
Misc	1	0	0	15	0	0	16
House Hunt	2	0	0	41	0	0	43
PPS	0	0	0	1,325	0	0	1,325
RITA	5	0	0	98	0	0	103
FREIGHT							
Packing	4	0	0	144	0	0	148
Freight	0	0	0	124	0	0	124
Vehicles	0	0	0	9	0	0	9
Driving	0	0	0	9	0	0	9
Unemployment	0	0	0	31	0	0	31
OTHER							
Program Plan	879	659	494	371	0	0	2,403
Shutdown	9	0	0	615	0	0	625
New Hire	0	0	0	0	0	0	0
1-Time Move	0	0	0	913	7	0	920
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	43	0	0	43
POV Miles	0	0	0	30	0	0	30
HHG	4	0	0	1,278	0	0	1,282
Misc	1	0	0	292	0	0	293
OTHER							
Elim PCS	0	0	0	413	0	0	413
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	100	0	0	0	0	0	100
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	53	17,426	0	0	17,479
TOTAL ONE-TIME	5,499	659	48,156	23,892	7	0	78,212

TOTAL APPROPRIATIONS DETAIL REPORT (COBRA v5.08) - Page 2/33  
 Data As Of 08:42 05/25/1995, Report Created 17:23 05/25/1995

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

RECURRINGCOSTS ----(\$K)----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	516	516	516	516	2,063	516
BOS	18	18	18	1,459	1,459	1,459	4,431	1,459
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	26	26	26	2,336	2,336	2,336	7,088	2,336
OTHER								
Mission	130	130	130	315	316	316	1,337	316
Misc Recur	0	0	0	227	227	227	681	227
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	174	174	690	4,853	4,854	4,854	15,600	4,854
TOTAL COST	5,673	833	48,846	28,745	4,861	4,854	93,812	4,854
ONE-TIME SAVES ----(\$K)----	1996	1997	1998	1999	2000	2001	Total	
CONSTRUCTION								
MILCON	0	0	0	0	0	0	0	
Fam Housing	0	0	0	0	0	0	0	
O&M								
1-Time Move	0	0	0	0	0	0	0	
MIL PERSONNEL								
Mil Moving	1	0	0	376	0	0	377	
OTHER								
Land Sales	0	0	0	0	0	0	0	
Environmental	0	0	0	0	0	0	0	
1-Time Other	0	0	0	0	0	0	0	
TOTAL ONE-TIME	1	0	0	376	0	0	377	
RECURRINGSAVES ----(\$K)----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	3	5	5	182	377	377	949	377
BOS	0	20	20	608	2,445	2,445	5,538	2,445
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	3,837	7,675	7,675	19,187	7,675
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	960	1,919	1,919	4,799	1,919
Enl Salary	0	0	0	3,550	7,100	7,100	17,750	7,100
House Allow	27	27	27	2,180	2,180	2,180	6,621	2,180
OTHER								
Procurement	447	0	0	0	0	0	447	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	477	53	53	11,317	21,696	21,696	55,292	21,696
TOTAL SAVINGS	478	53	53	11,694	21,696	21,696	55,670	21,696

TOTAL APPROPRIATIONS DETAIL REPORT (COBRA v5.08) - Page 3/33  
 Data As Of 08:42 05/25/1995, Report Created 17:23 05/25/1995

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

ONE-TIME NET -----(\$K)-----	1996 ----	1997 ----	1998 ----	1999 ----	2000 ----	2001 ----	Total -----	
CONSTRUCTION								
MILCON	4,473	0	47,609	0	0	0	52,082	
Fam Housing	0	0	0	0	0	0	0	
O&M								
Civ Retir/RIF	0	0	0	276	0	0	276	
Civ Moving	32	0	0	2,203	0	0	2,235	
Other	888	659	494	1,930	7	0	3,979	
MIL PERSONNEL								
Mil Moving	4	0	0	1,679	0	0	1,683	
OTHER								
HAP / RSE	0	0	0	0	0	0	0	
Environmental	100	0	0	0	0	0	100	
Info Manage	0	0	0	0	0	0	0	
1-Time Other	0	0	53	17,426	0	0	17,479	
Land	0	0	0	0	0	0	0	
TOTAL ONE-TIME	5,498	659	48,156	23,515	7	0	77,835	
RECURRING NET -----(\$K)-----	1996 ----	1997 ----	1998 ----	1999 ----	2000 ----	2001 ----	Total -----	Beyond -----
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	-3	-5	510	334	139	139	1,114	139
BOS	18	-2	-2	851	-986	-986	-1,108	-986
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	-3,837	-7,675	-7,675	-19,187	-7,675
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	-4,510	-9,020	-9,020	-22,549	-9,020
House Allow	-1	-1	-1	156	156	156	466	156
OTHER								
Procurement	-447	0	0	0	0	0	-447	0
Mission	130	130	130	315	316	316	1,337	316
Misc Recur	0	0	0	227	227	227	681	227
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	-303	121	637	-6,464	-16,842	-16,842	-39,693	-16,842
TOTAL NET COST	5,195	781	48,793	17,051	-16,835	-16,842	38,143	-16,842

APPROPRIATIONS DETAIL REPORT (COBRA v5.08) - Page 4/33  
 Data As Of 08:42 05/25/1995, Report Created 17:23 05/25/1995

Department : NAVY  
 Option Package : CLOSE NAS ATLANA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

Base: NAS ATLANTA, GA	1996	1997	1998	1999	2000	2001	Total
ONE-TIME COSTS	----	----	----	----	----	----	----
-----(\$K)-----	----	----	----	----	----	----	----
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	0	0	198	0	0	198
Civ Retire	0	0	0	78	0	0	78
CIV MOVING							
Per Diem	3	0	0	62	0	0	65
POV Miles	0	0	0	1	0	0	2
Home Purch	11	0	0	231	0	0	242
HHG	7	0	0	144	0	0	150
Misc	1	0	0	15	0	0	16
House Hunt	2	0	0	41	0	0	43
PPS	0	0	0	1,325	0	0	1,325
RITA	5	0	0	98	0	0	103
FREIGHT							
Packing	4	0	0	144	0	0	148
Freight	0	0	0	124	0	0	124
Vehicles	0	0	0	9	0	0	9
Driving	0	0	0	9	0	0	9
Unemployment	0	0	0	31	0	0	31
OTHER							
Program Plan	879	659	494	371	0	0	2,403
Shutdown	9	0	0	615	0	0	625
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	913	7	0	920
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	43	0	0	43
POV Miles	0	0	0	30	0	0	30
HHG	4	0	0	1,278	0	0	1,282
Misc	1	0	0	292	0	0	293
OTHER							
Elim PCS	0	0	0	413	0	0	413
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	811	0	0	811
TOTAL ONE-TIME	925	659	494	7,277	7	0	9,363

APPROPRIATIONS DETAIL REPORT (COBRA v5.08) - Page 5/33  
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Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

Base: NAS ATLANTA, GA

RECURRINGCOSTS ----(\$K)----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Mission	130	130	130	130	131	131	782	131
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	130	130	130	130	131	131	782	131
TOTAL COSTS	1,055	789	624	7,407	138	131	10,145	131
ONE-TIME SAVES ----(\$K)----	1996	1997	1998	1999	2000	2001	Total	
CONSTRUCTION								
MILCON	0	0	0	0	0	0	0	
Fam Housing	0	0	0	0	0	0	0	
O&M								
1-Time Move	0	0	0	0	0	0	0	
MIL PERSONNEL								
Mil Moving	1	0	0	376	0	0	377	
OTHER								
Land Sales	0	0	0	0	0	0	0	
Environmental	0	0	0	0	0	0	0	
1-Time Other	0	0	0	0	0	0	0	
TOTAL ONE-TIME	1	0	0	376	0	0	377	
RECURRINGSAVES ----(\$K)----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	3	5	5	182	377	377	949	377
Bos	0	20	20	608	2,445	2,445	5,538	2,445
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	3,837	7,675	7,675	19,187	7,675
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	960	1,919	1,919	4,799	1,919
Enl Salary	0	0	0	3,550	7,100	7,100	17,750	7,100
House Allow	27	27	27	2,180	2,180	2,180	6,621	2,180
OTHER								
Procurement	447	0	0	0	0	0	447	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	477	53	53	11,317	21,696	21,696	55,292	21,696
TOTAL SAVINGS	478	53	53	11,694	21,696	21,696	55,670	21,696

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

Base: NAS ATLANTA, GA								
ONE-TIME NET	1996	1997	1998	1999	2000	2001	Total	
-----(\$K)-----	----	----	----	----	----	----	----	
<b>CONSTRUCTION</b>								
MILCON	0	0	0	0	0	0	0	
Fam Housing	0	0	0	0	0	0	0	
<b>O&amp;M</b>								
Civ Retir/RIF	0	0	0	276	0	0	276	
Civ Moving	32	0	0	2,203	0	0	2,235	
Other	888	659	494	1,930	7	0	3,979	
<b>MIL PERSONNEL</b>								
Mil Moving	4	0	0	1,679	0	0	1,683	
<b>OTHER</b>								
HAP / RSE	0	0	0	0	0	0	0	
Environmental	0	0	0	0	0	0	0	
Info Manage	0	0	0	0	0	0	0	
1-Time Other	0	0	0	811	0	0	811	
Land	0	0	0	0	0	0	0	
<b>TOTAL ONE-TIME</b>	<b>925</b>	<b>659</b>	<b>494</b>	<b>6,900</b>	<b>7</b>	<b>0</b>	<b>8,985</b>	
<b>RECURRING NET</b>								
-----(\$K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
-----(\$K)-----	----	----	----	----	----	----	----	-----
FAM HOUSE OPS	0	0	0	0	0	0	0	0
<b>O&amp;M</b>								
RPMA	-3	-5	-5	-182	-377	-377	-949	-377
BOS	0	-20	-20	-608	-2,445	-2,445	-5,538	-2,445
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	-3,837	-7,675	-7,675	-19,187	-7,675
CHAMPUS	0	0	0	0	0	0	0	0
<b>MIL PERSONNEL</b>								
Mil Salary	0	0	0	-4,510	-9,020	-9,020	-22,549	-9,020
House Allow	-27	-27	-27	-2,180	-2,180	-2,180	-6,621	-2,180
<b>OTHER</b>								
Procurement	-447	0	0	0	0	0	-447	0
Mission	130	130	130	130	131	131	782	131
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
<b>TOTAL RECUR</b>	<b>547</b>	<b>77</b>	<b>77</b>	<b>-11,187</b>	<b>-21,565</b>	<b>-21,565</b>	<b>-53,616</b>	<b>-21,565</b>
<b>TOTAL NET COST</b>	<b>578</b>	<b>736</b>	<b>572</b>	<b>-4,287</b>	<b>-21,558</b>	<b>-21,565</b>	<b>-45,525</b>	<b>-21,565</b>

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

Base: NAVSTA MAYPORT, FL	1996	1997	1998	1999	2000	2001	Total
ONE-TIME COSTS	-----	-----	-----	-----	-----	-----	-----
-----(\$K)-----	-----	-----	-----	-----	-----	-----	-----
CONSTRUCTION							
MILCON	1,460	0	16,224	0	0	0	17,684
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	0	0	0	0	0	0
Civ Retire	0	0	0	0	0	0	0
CIV MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
Home Purch	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
House Hunt	0	0	0	0	0	0	0
PPS	0	0	0	0	0	0	0
RITA	0	0	0	0	0	0	0
FREIGHT							
Packing	0	0	0	0	0	0	0
Freight	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	0	0	0	0	0	0
OTHER							
Program Plan	0	0	0	0	0	0	0
Shutdown	0	0	0	0	0	0	0
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	100	0	0	0	0	0	100
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	53	16,455	0	0	16,508
TOTAL ONE-TIME	1,560	0	16,277	16,455	0	0	34,292



APPROPRIATIONS DETAIL REPORT (COBRA v5.08) - Page 9/33  
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Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N95OM.SFF

Base: NAVSTA MAYPORT, FL

ONE-TIME NET -----(\$K)-----	1996	1997	1998	1999	2000	2001	Total	
CONSTRUCTION								
MILCON	1,460	0	16,224	0	0	0	17,684	
Fam Housing	0	0	0	0	0	0	0	
O&M								
Civ Retir/RIF	0	0	0	0	0	0	0	
Civ Moving	0	0	0	0	0	0	0	
Other	0	0	0	0	0	0	0	
MIL PERSONNEL								
Mil Moving	0	0	0	0	0	0	0	
OTHER								
HAP / RSE	0	0	0	0	0	0	0	
Environmental	100	0	0	0	0	0	100	
Info Manage	0	0	0	0	0	0	0	
1-Time Other	0	0	53	16,455	0	0	16,508	
Land	0	0	0	0	0	0	0	
TOTAL ONE-TIME	1,560	0	16,277	16,455	0	0	34,292	
RECURRING NET -----(\$K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	375	375	375	375	1,500	375
BOS	0	0	0	356	356	356	1,069	356
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	1,058	1,058	1,058	3,174	1,058
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	42	42	42	126	42
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	375	1,831	1,831	1,831	5,868	1,831
TOTAL NET COST	1,560	0	16,652	18,286	1,831	1,831	40,160	1,831

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

Base: NAS/JRB FORT WORTH, TX	1996	1997	1998	1999	2000	2001	Total
ONE-TIME COSTS	----	----	----	----	----	----	----
-----(\$K)-----	----	----	----	----	----	----	----
CONSTRUCTION							
MILCON	812	0	9,020	0	0	0	9,832
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	0	0	0	0	0	0
Civ Retire	0	0	0	0	0	0	0
CIV MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
Home Purch	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
House Hunt	0	0	0	0	0	0	0
PPS	0	0	0	0	0	0	0
RITA	0	0	0	0	0	0	0
FREIGHT							
Packing	0	0	0	0	0	0	0
Freight	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	0	0	0	0	0	0
OTHER							
Program Plan	0	0	0	0	0	0	0
Shutdown	0	0	0	0	0	0	0
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	65	0	0	65
TOTAL ONE-TIME	812	0	9,020	65	0	0	9,897



Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

Base: NAS/JRB FORT WORTH, TX

ONE-TIME NET -----(\$K)-----	1996	1997	1998	1999	2000	2001	Total	
CONSTRUCTION								
MILCON	812	0	9,020	0	0	0	9,832	
Fam Housing	0	0	0	0	0	0	0	
O&M								
Civ Retir/RIF	0	0	0	0	0	0	0	
Civ Moving	0	0	0	0	0	0	0	
Other	0	0	0	0	0	0	0	
MIL PERSONNEL								
Mil Moving	0	0	0	0	0	0	0	
OTHER								
HAP / RSE	0	0	0	0	0	0	0	
Environmental	0	0	0	0	0	0	0	
Info Manage	0	0	0	0	0	0	0	
1-Time Other	0	0	0	65	0	0	65	
Land	0	0	0	0	0	0	0	
TOTAL ONE-TIME	812	0	9,020	65	0	0	9,897	
RECURRING NET -----(\$K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	3	3	3	9	3
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	74	74	74	222	74
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	185	185	185	555	185
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	0	262	262	262	787	262
TOTAL NET COST	812	0	9,020	327	262	262	10,684	262

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

Base: NAVSSCSCOL ATHENS GA, GA

ONE-TIME COSTS ----(\$K)----	1996 ----	1997 ----	1998 ----	1999 ----	2000 ----	2001 ----	Total ----
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	0	0	0	0	0	0
Civ Retire	0	0	0	0	0	0	0
CIV MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
Home Purch	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
House Hunt	0	0	0	0	0	0	0
PPS	0	0	0	0	0	0	0
RITA	0	0	0	0	0	0	0
FREIGHT							
Packing	0	0	0	0	0	0	0
Freight	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	0	0	0	0	0	0
OTHER							
Program Plan	0	0	0	0	0	0	0
Shutdown	0	0	0	0	0	0	0
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0



APPROPRIATIONS DETAIL REPORT (COBRA v5.08) - Page 15/33  
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Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

Base: NAVSSCSCOL ATHENS GA, GA

ONE-TIME NET ----(\$K)----	1996 ----	1997 ----	1998 ----	1999 ----	2000 ----	2001 ----	Total -----	
CONSTRUCTION								
MILCON	0	0	0	0	0	0	0	
Fam Housing	0	0	0	0	0	0	0	
O&M								
Civ Retir/RIF	0	0	0	0	0	0	0	
Civ Moving	0	0	0	0	0	0	0	
Other	0	0	0	0	0	0	0	
MIL PERSONNEL								
Mil Moving	0	0	0	0	0	0	0	
OTHER								
HAP / RSE	0	0	0	0	0	0	0	
Environmental	0	0	0	0	0	0	0	
Info Manage	0	0	0	0	0	0	0	
1-Time Other	0	0	0	0	0	0	0	
Land	0	0	0	0	0	0	0	
TOTAL ONE-TIME	0	0	0	0	0	0	0	
RECURRING NET ----(\$K)----	1996 ----	1997 ----	1998 ----	1999 ----	2000 ----	2001 ----	Total -----	Beyond -----
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	45	45	45	137	45
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	84	84	84	251	84
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	0	129	129	129	388	129
TOTAL NET COST	0	0	0	129	129	129	388	129

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

Base: NAVFAC SOUTH DIV, SC	1996	1997	1998	1999	2000	2001	Total
ONE-TIME COSTS	----	----	----	----	----	----	----
-----(\$K)-----	----	----	----	----	----	----	----
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	0	0	0	0	0	0
Civ Retire	0	0	0	0	0	0	0
CIV MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
Home Purch	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
House Hunt	0	0	0	0	0	0	0
PPS	0	0	0	0	0	0	0
RITA	0	0	0	0	0	0	0
FREIGHT							
Packing	0	0	0	0	0	0	0
Freight	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	0	0	0	0	0	0
OTHER							
Program Plan	0	0	0	0	0	0	0
Shutdown	0	0	0	0	0	0	0
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0





APPROPRIATIONS DETAIL REPORT (COBRA v5.08) - Page 19/33  
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Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

Base: NAS NEW ORLEANS, LA	1996	1997	1998	1999	2000	2001	Total
ONE-TIME COSTS	-----	-----	-----	-----	-----	-----	-----
-----(\$K)-----	-----	-----	-----	-----	-----	-----	-----
CONSTRUCTION							
MILCON	1,009	0	11,215	0	0	0	12,224
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	0	0	0	0	0	0
Civ Retire	0	0	0	0	0	0	0
CIV MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
Home Purch	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
House Hunt	0	0	0	0	0	0	0
PPS	0	0	0	0	0	0	0
RITA	0	0	0	0	0	0	0
FREIGHT							
Packing	0	0	0	0	0	0	0
Freight	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	0	0	0	0	0	0
OTHER							
Program Plan	0	0	0	0	0	0	0
Shutdown	0	0	0	0	0	0	0
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	65	0	0	65
TOTAL ONE-TIME	1,009	0	11,215	65	0	0	12,289



APPROPRIATIONS DETAIL REPORT (COBRA v5.08) - Page 21/33  
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Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

Base: NAS NEW ORLEANS, LA

ONE-TIME NET -----(\$K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	1,009	0	11,215	0	0	0	12,224
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	0	0	0	0	0	0	0
Civ Moving	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	65	0	0	65
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	1,009	0	11,215	65	0	0	12,289

RECURRING NET -----(\$K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	62	62	62	62	249	62
BOS	0	0	0	102	102	102	305	102
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	218	218	218	653	218
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	185	185	185	555	185
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	62	566	566	566	1,762	566
TOTAL NET COST	1,009	0	11,277	631	566	566	14,051	566

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

Base: NAS NORFOLK, VA

ONE-TIME COSTS ----(\$K)----	1996 ----	1997 ----	1998 ----	1999 ----	2000 ----	2001 ----	Total -----
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	0	0	0	0	0	0
Civ Retire	0	0	0	0	0	0	0
CIV MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
Home Purch	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
House Hunt	0	0	0	0	0	0	0
PPS	0	0	0	0	0	0	0
RITA	0	0	0	0	0	0	0
FREIGHT							
Packing	0	0	0	0	0	0	0
Freight	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	0	0	0	0	0	0
OTHER							
Program Plan	0	0	0	0	0	0	0
Shutdown	0	0	0	0	0	0	0
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0



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Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

Base: NAS NORFOLK, VA

ONE-TIME NET -----(\$K)-----	1996	1997	1998	1999	2000	2001	Total	
CONSTRUCTION								
MILCON	0	0	0	0	0	0	0	
Fam Housing	0	0	0	0	0	0	0	
O&M								
Civ Retir/RIF	0	0	0	0	0	0	0	
Civ Moving	0	0	0	0	0	0	0	
Other	0	0	0	0	0	0	0	
MIL PERSONNEL								
Mil Moving	0	0	0	0	0	0	0	
OTHER								
HAP / RSE	0	0	0	0	0	0	0	
Environmental	0	0	0	0	0	0	0	
Info Manage	0	0	0	0	0	0	0	
1-Time Other	0	0	0	0	0	0	0	
Land	0	0	0	0	0	0	0	
TOTAL ONE-TIME	0	0	0	0	0	0	0	
RECURRING NET -----(\$K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	153	153	153	458	153
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	298	298	298	893	298
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	0	450	450	450	1,352	450
TOTAL NET COST	0	0	0	450	450	450	1,352	450

APPROPRIATIONS DETAIL REPORT (COBRA v5.08) - Page 25/33  
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Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

Base: DOBBINS AFB, GA

ONE-TIME COSTS -----(\$K)-----	1996	1997	1998	1999	2000	2001	Total
-----	-----	-----	-----	-----	-----	-----	-----
CONSTRUCTION							
MILCON	1,192	0	11,150	0	0	0	12,342
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	0	0	0	0	0	0
Civ Retire	0	0	0	0	0	0	0
CIV MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
Home Purch	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
House Hunt	0	0	0	0	0	0	0
PPS	0	0	0	0	0	0	0
RITA	0	0	0	0	0	0	0
FREIGHT							
Packing	0	0	0	0	0	0	0
Freight	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	0	0	0	0	0	0
OTHER							
Program Plan	0	0	0	0	0	0	0
Shutdown	0	0	0	0	0	0	0
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	30	0	0	30
TOTAL ONE-TIME	1,192	0	11,150	30	0	0	12,372



APPROPRIATIONS DETAIL REPORT (COBRA v5.08) - Page 27/33  
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Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

Base: DOBBINS AFB, GA

ONE-TIME NET -----(\$K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	1,192	0	11,150	0	0	0	12,342
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	0	0	0	0	0	0	0
Civ Moving	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	30	0	0	30
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	1,192	0	11,150	30	0	0	12,372

RECURRING NET -----(\$K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	78	78	78	78	314	78
BOS	13	13	13	786	786	786	2,396	786
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	0	0	0	0	0
House Allow	17	17	17	595	595	595	1,837	595
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	29	29	108	1,460	1,460	1,460	4,547	1,460
TOTAL NET COST	1,221	29	11,258	1,490	1,460	1,460	16,919	1,460

APPROPRIATIONS DETAIL REPORT (COBRA v5.08) - Page 28/33  
 Data As Of 08:42 05/25/1995, Report Created 17:24 05/25/1995

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

Base: ATLANTA AREA, GA

ONE-TIME COSTS -----(\$K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	0	0	0	0	0	0
Civ Retire	0	0	0	0	0	0	0
CIV MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
Home Purch	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
House Hunt	0	0	0	0	0	0	0
PPS	0	0	0	0	0	0	0
RITA	0	0	0	0	0	0	0
FREIGHT							
Packing	0	0	0	0	0	0	0
Freight	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	0	0	0	0	0	0
OTHER							
Program Plan	0	0	0	0	0	0	0
Shutdown	0	0	0	0	0	0	0
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0





APPROPRIATIONS DETAIL REPORT (COBRA v5.08) - Page 31/33  
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Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

Base: NAVSUPPACT NEW ORL, LA

ONE-TIME COSTS	1996	1997	1998	1999	2000	2001	Total
-----(\$K)-----	----	----	----	----	----	----	-----
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	0	0	0	0	0	0
Civ Retire	0	0	0	0	0	0	0
CIV MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
Home Purch	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
House Hunt	0	0	0	0	0	0	0
PPS	0	0	0	0	0	0	0
RITA	0	0	0	0	0	0	0
FREIGHT							
Packing	0	0	0	0	0	0	0
Freight	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	0	0	0	0	0	0
OTHER							
Program Plan	0	0	0	0	0	0	0
Shutdown	0	0	0	0	0	0	0
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0



APPROPRIATIONS DETAIL REPORT (COBRA v5.08) - Page 33/33  
 Data As Of 08:42 05/25/1995, Report Created 17:24 05/25/1995

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

Base: NAVSUPPACT NEW ORL, LA

ONE-TIME NET -----(\$K)-----	1996	1997	1998	1999	2000	2001	Total	
CONSTRUCTION								
MILCON	0	0	0	0	0	0	0	
Fam Housing	0	0	0	0	0	0	0	
O&M								
Civ Retir/RIF	0	0	0	0	0	0	0	
Civ Moving	0	0	0	0	0	0	0	
Other	0	0	0	0	0	0	0	
MIL PERSONNEL								
Mil Moving	0	0	0	0	0	0	0	
OTHER								
HAP / RSE	0	0	0	0	0	0	0	
Environmental	0	0	0	0	0	0	0	
Info Manage	0	0	0	0	0	0	0	
1-Time Other	0	0	0	0	0	0	0	
Land	0	0	0	0	0	0	0	
TOTAL ONE-TIME	0	0	0	0	0	0	0	
RECURRING NET -----(\$K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	4	4	4	13	13	13	51	13
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	4	4	4	13	13	13	51	13
TOTAL NET COST	4	4	4	13	13	13	51	13

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

INPUT SCREEN ONE - GENERAL SCENARIO INFORMATION

Model Year One : FY 1996

Model does Time-Phasing of Construction/Shutdown: Yes

Base Name	Strategy:
-----	-----
NAS ATLANTA, GA	Closes in FY 1999
NAVSTA MAYPORT, FL	Realignment
NAS/JRB FORT WORTH, TX	Realignment
NAVSSCSCOL ATHENS GA, GA	Realignment
NAVFAC SOUTHDIV, SC	Realignment
NAS NEW ORLEANS, LA	Realignment
NAS NORFOLK, VA	Realignment
DOBBINS AFB, GA	Realignment
ATLANTA AREA, GA	Realignment
NAVSUPPACT NEW ORL, LA	Realignment

Summary:

-----  
 NRC ATLANTA IS IN THE ATLANTA AREA

COMMISSION REQUESTED. F18s TO NEW ORLEANS/ FORT WORTH.

INPUT SCREEN TWO - DISTANCE TABLE

From Base:	To Base:	Distance:
-----	-----	-----
NAS ATLANTA, GA	NAVSTA MAYPORT, FL	328 mi
NAS ATLANTA, GA	NAS/JRB FORT WORTH, TX	819 mi
NAS ATLANTA, GA	NAVSSCSCOL ATHENS GA, GA	79 mi
NAS ATLANTA, GA	NAVFAC SOUTHDIV, SC	310 mi
NAS ATLANTA, GA	NAS NEW ORLEANS, LA	491 mi
NAS ATLANTA, GA	NAS NORFOLK, VA	577 mi
NAS ATLANTA, GA	DOBBINS AFB, GA	1 mi
NAS ATLANTA, GA	ATLANTA AREA, GA	14 mi
NAS ATLANTA, GA	NAVSUPPACT NEW ORL, LA	491 mi

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from NAS ATLANTA, GA to NAVSTA MAYPORT, FL

	1996	1997	1998	1999	2000	2001
	----	----	----	----	----	----
Officer Positions:	0	0	0	26	0	0
Enlisted Positions:	0	0	0	227	0	0
Civilian Positions:	0	0	0	0	0	0
Student Positions:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	0	387	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Military Light Vehicles:	0	0	0	87	0	0
Heavy/Special Vehicles:	0	0	0	8	0	0

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from NAS ATLANTA, GA to NAS/JRB FORT WORTH, TX

	1996	1997	1998	1999	2000	2001
	----	----	----	----	----	----
Officer Positions:	0	0	0	0	0	0
Enlisted Positions:	0	0	0	19	0	0
Civilian Positions:	0	0	0	4	0	0
Student Positions:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Transfers from NAS ATLANTA, GA to NAVSSCSCOL ATHENS GA, GA

	1996	1997	1998	1999	2000	2001
	----	----	----	----	----	----
Officer Positions:	0	0	0	1	0	0
Enlisted Positions:	0	0	0	23	0	0
Civilian Positions:	0	0	0	8	0	0
Student Positions:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Transfers from NAS ATLANTA, GA to NAVFAC SOUTHDIV, SC

	1996	1997	1998	1999	2000	2001
	----	----	----	----	----	----
Officer Positions:	1	0	0	0	0	0
Enlisted Positions:	0	0	0	0	0	0
Civilian Positions:	0	0	0	0	0	0
Student Positions:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Transfers from NAS ATLANTA, GA to NAS NEW ORLEANS, LA

	1996	1997	1998	1999	2000	2001
	----	----	----	----	----	----
Officer Positions:	0	0	0	0	0	0
Enlisted Positions:	0	0	0	64	0	0
Civilian Positions:	0	0	0	9	0	0
Student Positions:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N95OM.SFF

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from NAS ATLANTA, GA to NAS NORFOLK, VA

	1996	1997	1998	1999	2000	2001
	----	----	----	----	----	----
Officer Positions:	0	0	0	18	0	0
Enlisted Positions:	0	0	0	39	0	0
Civilian Positions:	0	0	0	0	0	0
Student Positions:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	2	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Transfers from NAS ATLANTA, GA to DOBBINS AFB, GA

	1996	1997	1998	1999	2000	2001
	----	----	----	----	----	----
Officer Positions:	1	0	0	20	0	0
Enlisted Positions:	1	0	0	106	0	0
Civilian Positions:	0	0	0	3	0	0
Student Positions:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Transfers from NAS ATLANTA, GA to ATLANTA AREA, GA

	1996	1997	1998	1999	2000	2001
	----	----	----	----	----	----
Officer Positions:	2	0	0	1	0	0
Enlisted Positions:	6	0	0	4	0	0
Civilian Positions:	3	0	0	6	0	0
Student Positions:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Transfers from NAS ATLANTA, GA to NAVSUPPACT NEW ORL, LA

	1996	1997	1998	1999	2000	2001
	----	----	----	----	----	----
Officer Positions:	0	0	0	0	0	0
Enlisted Positions:	0	0	0	0	0	0
Civilian Positions:	1	0	0	2	0	0
Student Positions:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: NAS ATLANTA, GA

Total Officer Employees:	95	RPMA Non-Payroll (\$K/Year):	377
Total Enlisted Employees:	676	Communications (\$K/Year):	0
Total Student Employees:	0	BOS Non-Payroll (\$K/Year):	2,378
Total Civilian Employees:	187	BOS Payroll (\$K/Year):	6,170
Mil Families Living On Base:	2.0%	Family Housing (\$K/Year):	19
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	0.96
Officer Housing Units Avail:	0	CHAMPUS In-Pat (\$/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat (\$/Visit):	0
Total Base Facilities(KSF):	500	CHAMPUS Shift to Medicare:	0.0%
Officer VHA (\$/Month):	175	Activity Code:	00196
Enlisted VHA (\$/Month):	155		
Per Diem Rate (\$/Day):	119	Homeowner Assistance Program:	No
Freight Cost (\$/Ton/Mile):	0.07	Unique Activity Information:	No

Name: NAVSTA MAYPORT, FL

Total Officer Employees:	1,011	RPMA Non-Payroll (\$K/Year):	10,008
Total Enlisted Employees:	10,110	Communications (\$K/Year):	0
Total Student Employees:	62	BOS Non-Payroll (\$K/Year):	30,958
Total Civilian Employees:	632	BOS Payroll (\$K/Year):	29,615
Mil Families Living On Base:	19.0%	Family Housing (\$K/Year):	297
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	0.91
Officer Housing Units Avail:	0	CHAMPUS In-Pat (\$/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat (\$/Visit):	0
Total Base Facilities(KSF):	1,606	CHAMPUS Shift to Medicare:	0.0%
Officer VHA (\$/Month):	153	Activity Code:	60201
Enlisted VHA (\$/Month):	97		
Per Diem Rate (\$/Day):	80	Homeowner Assistance Program:	No
Freight Cost (\$/Ton/Mile):	0.07	Unique Activity Information:	No

Name: NAS/JRB FORT WORTH, TX

Total Officer Employees:	190	RPMA Non-Payroll (\$K/Year):	3
Total Enlisted Employees:	1,790	Communications (\$K/Year):	0
Total Student Employees:	0	BOS Non-Payroll (\$K/Year):	573
Total Civilian Employees:	283	BOS Payroll (\$K/Year):	1,144
Mil Families Living On Base:	0.0%	Family Housing (\$K/Year):	0
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	0.93
Officer Housing Units Avail:	0	CHAMPUS In-Pat (\$/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS out-Pat (\$/Visit):	0
Total Base Facilities(KSF):	1,012	CHAMPUS Shift to Medicare:	0.0%
Officer VHA (\$/Month):	196	Activity Code:	00215
Enlisted VHA (\$/Month):	124		
Per Diem Rate (\$/Day):	105	Homeowner Assistance Program:	No
Freight Cost (\$/Ton/Mile):	0.07	Unique Activity Information:	No

Name: NAVSSCSCOL ATHENS GA, GA

Total Officer Employees:	53	RPMA Non-Payroll (\$K/Year):	1,437
Total Enlisted Employees:	66	Communications (\$K/Year):	0
Total Student Employees:	208	BOS Non-Payroll (\$K/Year):	1,048
Total Civilian Employees:	63	BOS Payroll (\$K/Year):	2,636
Mil Families Living On Base:	35.0%	Family Housing (\$K/Year):	102
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	0.85
Officer Housing Units Avail:	0	CHAMPUS In-Pat (\$/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat (\$/Visit):	0
Total Base Facilities(KSF):	256	CHAMPUS Shift to Medicare:	0.0%
Officer VHA (\$/Month):	18	Activity Code:	62741
Enlisted VHA (\$/Month):	13		
Per Diem Rate (\$/Day):	70	Homeowner Assistance Program:	No
Freight Cost (\$/Ton/Mile):	0.07	Unique Activity Information:	No

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: NAVFAC SOUTH DIV, SC

Total Officer Employees:	20	RPMA Non-Payroll (\$K/Year):	46
Total Enlisted Employees:	0	Communications (\$K/Year):	0
Total Student Employees:	0	BOS Non-Payroll (\$K/Year):	1,158
Total Civilian Employees:	667	BOS Payroll (\$K/Year):	0
Mil Families Living On Base:	27.0%	Family Housing (\$K/Year):	8
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	0.85
Officer Housing Units Avail:	0	CHAMPUS In-Pat (\$/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat (\$/Visit):	0
Total Base Facilities(KSF):	0	CHAMPUS Shift to Medicare:	0.0%
Officer VHA (\$/Month):	131	Activity Code:	62467
Enlisted VHA (\$/Month):	40		
Per Diem Rate (\$/Day):	89	Homeowner Assistance Program:	No
Freight Cost (\$/Ton/Mile):	0.07	Unique Activity Information:	No

Name: NAS NEW ORLEANS, LA

Total Officer Employees:	93	RPMA Non-Payroll (\$K/Year):	1,104
Total Enlisted Employees:	1,115	Communications (\$K/Year):	0
Total Student Employees:	0	BOS Non-Payroll (\$K/Year):	3,873
Total Civilian Employees:	278	BOS Payroll (\$K/Year):	7,874
Mil Families Living On Base:	23.0%	Family Housing (\$K/Year):	259
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	1.02
Officer Housing Units Avail:	0	CHAMPUS In-Pat (\$/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat (\$/Visit):	0
Total Base Facilities(KSF):	993	CHAMPUS Shift to Medicare:	0.0%
Officer VHA (\$/Month):	30	Activity Code:	00206
Enlisted VHA (\$/Month):	40		
Per Diem Rate (\$/Day):	100	Homeowner Assistance Program:	No
Freight Cost (\$/Ton/Mile):	0.07	Unique Activity Information:	No

Name: NAS NORFOLK, VA

Total Officer Employees:	1,083	RPMA Non-Payroll (\$K/Year):	9,184
Total Enlisted Employees:	5,816	Communications (\$K/Year):	0
Total Student Employees:	183	BOS Non-Payroll (\$K/Year):	53,067
Total Civilian Employees:	3,592	BOS Payroll (\$K/Year):	29,624
Mil Families Living On Base:	10.0%	Family Housing (\$K/Year):	421
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	0.92
Officer Housing Units Avail:	0	CHAMPUS In-Pat (\$/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat (\$/Visit):	0
Total Base Facilities(KSF):	4,017	CHAMPUS Shift to Medicare:	0.0%
Officer VHA (\$/Month):	228	Activity Code:	00188
Enlisted VHA (\$/Month):	139		
Per Diem Rate (\$/Day):	104	Homeowner Assistance Program:	No
Freight Cost (\$/Ton/Mile):	0.07	Unique Activity Information:	No

Name: DOBBINS AFB, GA

Total Officer Employees:	0	RPMA Non-Payroll (\$K/Year):	1,910
Total Enlisted Employees:	0	Communications (\$K/Year):	2,119
Total Student Employees:	0	BOS Non-Payroll (\$K/Year):	4,232
Total Civilian Employees:	543	BOS Payroll (\$K/Year):	0
Mil Families Living On Base:	0.0%	Family Housing (\$K/Year):	8
Civilians Not Willing To Move:	10.0%	Area Cost Factor:	0.96
Officer Housing Units Avail:	0	CHAMPUS In-Pat (\$/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat (\$/Visit):	0
Total Base Facilities(KSF):	899	CHAMPUS Shift to Medicare:	20.9%
Officer VHA (\$/Month):	175	Activity Code:	AF016
Enlisted VHA (\$/Month):	133		
Per Diem Rate (\$/Day):	119	Homeowner Assistance Program:	No
Freight Cost (\$/Ton/Mile):	0.10	Unique Activity Information:	No

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: ATLANTA AREA, GA

Total Officer Employees:	0	RPMA Non-Payroll (\$K/Year):	0
Total Enlisted Employees:	0	Communications (\$K/Year):	0
Total Student Employees:	0	BOS Non-Payroll (\$K/Year):	0
Total Civilian Employees:	0	BOS Payroll (\$K/Year):	0
Mil Families Living On Base:	2.0%	Family Housing (\$K/Year):	0
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	0.96
Officer Housing Units Avail:	0	CHAMPUS In-Pat (\$/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat (\$/Visit):	0
Total Base Facilities(KSF):	0	CHAMPUS Shift to Medicare:	20.9%
Officer VHA (\$/Month):	175	Activity Code:	ATLAGA
Enlisted VHA (\$/Month):	155		
Per Diem Rate (\$/Day):	119	Homeowner Assistance Program:	No
Freight Cost (\$/Ton/Mile):	0.07	Unique Activity Information:	No

Name: NAVSUPPACT NEW ORL, LA

Total Officer Employees:	182	RPMA Non-Payroll (\$K/Year):	2,608
Total Enlisted Employees:	631	Communications (\$K/Year):	0
Total Student Employees:	0	BOS Non-Payroll (\$K/Year):	12,826
Total Civilian Employees:	822	BOS Payroll (\$K/Year):	11,195
Mil Families Living On Base:	23.0%	Family Housing (\$K/Year):	168
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	1.02
Officer Housing Units Avail:	0	CHAMPUS In-Pat (\$/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat (\$/Visit):	0
Total Base Facilities(KSF):	2,003	CHAMPUS Shift to Medicare:	0.0%
Officer VHA (\$/Month):	30	Activity Code:	00205
Enlisted VHA (\$/Month):	40		
Per Diem Rate (\$/Day):	100	Homeowner Assistance Program:	No
Freight Cost (\$/Ton/Mile):	0.07	Unique Activity Information:	No

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: NAS ATLANTA, GA

	1996	1997	1998	1999	2000	2001
	----	----	----	----	----	----
1-Time Unique Cost (\$K):	0	0	0	811	0	0
1-Time Unique Save (\$K):	0	0	0	0	0	0
1-Time Moving Cost (\$K):	0	0	0	913	7	0
1-Time Moving Save (\$K):	0	0	0	0	0	0
Env Non-MilCon Reqd(\$K):	0	0	0	0	0	0
Activ Mission Cost (\$K):	130	130	130	130	131	131
Activ Mission Save (\$K):	0	0	0	0	0	0
Misc Recurring Cost(\$K):	0	0	0	0	0	0
Misc Recurring Save(\$K):	0	0	0	0	0	0
Land (+Buy/-Sales) (\$K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc(\$K):	0	0	0	0	0	0
Fam Housing Avoidnc(\$K):	0	0	0	0	0	0
Procurement Avoidnc(\$K):	447	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	500					
		Perc Family Housing ShutDown:				0.0%

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: NAVSTA MAYPORT, FL

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost (\$K):	0	0	53	16,455	0	0
1-Time Unique Save (\$K):	0	0	0	0	0	0
1-Time Moving Cost (\$K):	0	0	0	0	0	0
1-Time Moving Save (\$K):	0	0	0	0	0	0
Env Non-MilCon Reqd(\$K):	100	0	0	0	0	0
Activ Mission Cost (\$K):	0	0	0	0	0	0
Activ Mission Save (\$K):	0	0	0	0	0	0
Misc Recurring Cost(\$K):	0	0	0	42	42	42
Misc Recurring Save(\$K):	0	0	0	0	0	0
Land (+Buy/-Sales) (\$K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc(\$K):	0	0	0	0	0	0
Fam Housing Avoidnc(\$K):	0	0	0	0	0	0
Procurement Avoidnc(\$K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	0	Perc Family Housing ShutDown:				0.0%

Name: NAS/JRB FORT WORTH, TX

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost (\$K):	0	0	0	65	0	0
1-Time Unique Save (\$K):	0	0	0	0	0	0
1-Time Moving Cost (\$K):	0	0	0	0	0	0
1-Time Moving Save (\$K):	0	0	0	0	0	0
Env Non-MilCon Reqd(\$K):	0	0	0	0	0	0
Activ Mission Cost (\$K):	0	0	0	0	0	0
Activ Mission Save (\$K):	0	0	0	0	0	0
Misc Recurring Cost(\$K):	0	0	0	185	185	185
Misc Recurring Save(\$K):	0	0	0	0	0	0
Land (+Buy/-Sales) (\$K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc(\$K):	0	0	0	0	0	0
Fam Housing Avoidnc(\$K):	0	0	0	0	0	0
Procurement Avoidnc(\$K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	0	Perc Family Housing ShutDown:				0.0%

Name: NAVSSCSOL ATHENS GA, GA

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost (\$K):	0	0	0	0	0	0
1-Time Unique Save (\$K):	0	0	0	0	0	0
1-Time Moving Cost (\$K):	0	0	0	0	0	0
1-Time Moving Save (\$K):	0	0	0	0	0	0
Env Non-MilCon Reqd(\$K):	0	0	0	0	0	0
Activ Mission Cost (\$K):	0	0	0	0	0	0
Activ Mission Save (\$K):	0	0	0	0	0	0
Misc Recurring Cost(\$K):	0	0	0	0	0	0
Misc Recurring Save(\$K):	0	0	0	0	0	0
Land (+Buy/-Sales) (\$K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc(\$K):	0	0	0	0	0	0
Fam Housing Avoidnc(\$K):	0	0	0	0	0	0
Procurement Avoidnc(\$K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	0	Perc Family Housing ShutDown:				0.0%

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: NAVFAC SOUTH DIV, SC

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost (\$K):	0	0	0	0	0	0
1-Time Unique Save (\$K):	0	0	0	0	0	0
1-Time Moving Cost (\$K):	0	0	0	0	0	0
1-Time Moving Save (\$K):	0	0	0	0	0	0
Env Non-MilCon Reqd(\$K):	0	0	0	0	0	0
Activ Mission Cost (\$K):	0	0	0	0	0	0
Activ Mission Save (\$K):	0	0	0	0	0	0
Misc Recurring Cost(\$K):	0	0	0	0	0	0
Misc Recurring Save(\$K):	0	0	0	0	0	0
Land (+Buy/-Sales) (\$K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc(\$K):	0	0	0	0	0	0
Fam Housing Avoidnc(\$K):	0	0	0	0	0	0
Procurement Avoidnc(\$K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	0					0.0%
						Perc Family Housing ShutDown:

Name: NAS NEW ORLEANS, LA

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost (\$K):	0	0	0	65	0	0
1-Time Unique Save (\$K):	0	0	0	0	0	0
1-Time Moving Cost (\$K):	0	0	0	0	0	0
1-Time Moving Save (\$K):	0	0	0	0	0	0
Env Non-MilCon Reqd(\$K):	0	0	0	0	0	0
Activ Mission Cost (\$K):	0	0	0	185	185	185
Activ Mission Save (\$K):	0	0	0	0	0	0
Misc Recurring Cost(\$K):	0	0	0	0	0	0
Misc Recurring Save(\$K):	0	0	0	0	0	0
Land (+Buy/-Sales) (\$K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc(\$K):	0	0	0	0	0	0
Fam Housing Avoidnc(\$K):	0	0	0	0	0	0
Procurement Avoidnc(\$K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	0					0.0%
						Perc Family Housing ShutDown:

Name: NAS NORFOLK, VA

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost (\$K):	0	0	0	0	0	0
1-Time Unique Save (\$K):	0	0	0	0	0	0
1-Time Moving Cost (\$K):	0	0	0	0	0	0
1-Time Moving Save (\$K):	0	0	0	0	0	0
Env Non-MilCon Reqd(\$K):	0	0	0	0	0	0
Activ Mission Cost (\$K):	0	0	0	0	0	0
Activ Mission Save (\$K):	0	0	0	0	0	0
Misc Recurring Cost(\$K):	0	0	0	0	0	0
Misc Recurring Save(\$K):	0	0	0	0	0	0
Land (+Buy/-Sales) (\$K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc(\$K):	0	0	0	0	0	0
Fam Housing Avoidnc(\$K):	0	0	0	0	0	0
Procurement Avoidnc(\$K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	0					0.0%
						Perc Family Housing ShutDown:

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: DOBBINS AFB, GA

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost (\$K):	0	0	0	30	0	0
1-Time Unique Save (\$K):	0	0	0	0	0	0
1-Time Moving Cost (\$K):	0	0	0	0	0	0
1-Time Moving Save (\$K):	0	0	0	0	0	0
Env Non-MilCon Reqd(\$K):	0	0	0	0	0	0
Activ Mission Cost (\$K):	0	0	0	0	0	0
Activ Mission Save (\$K):	0	0	0	0	0	0
Misc Recurring Cost(\$K):	0	0	0	0	0	0
Misc Recurring Save(\$K):	0	0	0	0	0	0
Land (+Buy/-Sales) (\$K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc(\$K):	0	0	0	0	0	0
Fam Housing Avoidnc(\$K):	0	0	0	0	0	0
Procurement Avoidnc(\$K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	0					
		Perc Family Housing ShutDown:				0.0%

Name: ATLANTA AREA, GA

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost (\$K):	0	0	0	0	0	0
1-Time Unique Save (\$K):	0	0	0	0	0	0
1-Time Moving Cost (\$K):	0	0	0	0	0	0
1-Time Moving Save (\$K):	0	0	0	0	0	0
Env Non-MilCon Reqd(\$K):	0	0	0	0	0	0
Activ Mission Cost (\$K):	0	0	0	0	0	0
Activ Mission Save (\$K):	0	0	0	0	0	0
Misc Recurring Cost(\$K):	0	0	0	0	0	0
Misc Recurring Save(\$K):	0	0	0	0	0	0
Land (+Buy/-Sales) (\$K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc(\$K):	0	0	0	0	0	0
Fam Housing Avoidnc(\$K):	0	0	0	0	0	0
Procurement Avoidnc(\$K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	0					
		Perc Family Housing ShutDown:				0.0%

Name: NAVSUPACT NEW ORL, LA

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost (\$K):	0	0	0	0	0	0
1-Time Unique Save (\$K):	0	0	0	0	0	0
1-Time Moving Cost (\$K):	0	0	0	0	0	0
1-Time Moving Save (\$K):	0	0	0	0	0	0
Env Non-MilCon Reqd(\$K):	0	0	0	0	0	0
Activ Mission Cost (\$K):	0	0	0	0	0	0
Activ Mission Save (\$K):	0	0	0	0	0	0
Misc Recurring Cost(\$K):	0	0	0	0	0	0
Misc Recurring Save(\$K):	0	0	0	0	0	0
Land (+Buy/-Sales) (\$K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc(\$K):	0	0	0	0	0	0
Fam Housing Avoidnc(\$K):	0	0	0	0	0	0
Procurement Avoidnc(\$K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	0					
		Perc Family Housing ShutDown:				0.0%

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

INPUT SCREEN SIX - BASE PERSONNEL INFORMATION

Name: NAS ATLANTA, GA

	1996	1997	1998	1999	2000	2001
Off Force Struc Change:	0	0	0	0	0	0
Enl Force Struc Change:	27	0	0	0	0	0
Civ Force Struc Change:	0	0	0	0	0	0
Stu Force Struc Change:	0	0	0	0	0	0
Off Scenario Change:	0	0	0	-25	0	0
Enl Scenario Change:	0	0	0	-214	0	0
Civ Scenario Change:	0	0	0	-151	0	0
Off Change(No Sal Save):	0	0	0	0	0	0
Enl Change(No Sal Save):	0	0	0	0	0	0
Civ Change(No Sal Save):	0	0	0	0	0	0
Caretakers - Military:	0	0	0	0	0	0
Caretakers - Civilian:	0	0	0	0	0	0

INPUT SCREEN SEVEN - BASE MILITARY CONSTRUCTION INFORMATION

Name: NAVSTA MAYPORT, FL

Description	Categ	New MilCon	Rehab MilCon	Total Cost(\$K)
VEHICLE PARKING	HORIZ	25,500	0	0
TRAINING BUILDINGS	SCHLB	60,000	0	0
VEHICLE MAINT FACILI	MAINT	4,800	0	0
ENVIRON REQUIREMENTS	OTHER	0	0	5,000

Name: NAS/JRB FORT WORTH, TX

Description	Categ	New MilCon	Rehab MilCon	Total Cost(\$K)
TAXIWAY	HORIZ	30,000	0	0
AIR MAINTENCE	AIROP	17,280	19,429	0
POV PARKING	HORIZ	5,863	0	0
MARINE STORAGE	STORA	4,000	0	0
ENVIRONMENTAL	OTHER	0	0	25

Name: NAS NEW ORLEANS, LA

Description	Categ	New MilCon	Rehab MilCon	Total Cost(\$K)
ACFT WASH RELOCATE	HORIZ	2,889	0	0
F-18 HANGAR	AIROP	38,834	0	0
CAG-20 OFFICES	ADMIN	5,100	0	0
GSE SHOP AND SHED	MAINT	16,360	0	0
ENVIRONMENTAL	OTHER	0	0	200

Name: DOBBINS AFB, GA

Description	Categ	New MilCon	Rehab MilCon	Total Cost(\$K)
AIR MAINT	AIROP	0	38,987	0
NARCEN	SCHLB	39,775	0	0

Department : NAVY  
 Option Package : CLOSE NAS ATLANTA-3  
 Scenario File : P:\COBRA\BCRC\ATLAN3.CBR  
 Std Fctrs File : P:\COBRA\N950M.SFF

STANDARD FACTORS SCREEN ONE - PERSONNEL

Percent Officers Married:	71.70%	Civ Early Retire Pay Factor:	9.00%
Percent Enlisted Married:	60.10%	Priority Placement Service:	60.00%
Enlisted Housing MilCon:	98.00%	PPS Actions Involving PCS:	50.00%
Officer Salary(\$/Year):	76,781.00	Civilian PCS Costs (\$):	28,800.00
Off BAQ with Dependents(\$):	7,925.00	Civilian New Hire Cost(\$):	0.00
Enlisted Salary(\$/Year):	33,178.00	Nat Median Home Price(\$):	114,600.00
Enl BAQ with Dependents(\$):	5,251.00	Home Sale Reimburse Rate:	10.00%
Avg Unemploy Cost(\$/Week):	174.00	Max Home Sale Reimburs(\$):	22,385.00
Unemployment Eligibility(Weeks):	18	Home Purch Reimburse Rate:	5.00%
Civilian Salary(\$/Year):	50,827.00	Max Home Purch Reimburs(\$):	11,191.00
Civilian Turnover Rate:	15.00%	Civilian Homeowning Rate:	64.00%
Civilian Early Retire Rate:	10.00%	HAP Home Value Reimburse Rate:	22.90%
Civilian Regular Retire Rate:	5.00%	HAP Homeowner Receiving Rate:	5.00%
Civilian RIF Pay Factor:	39.00%	RSE Home Value Reimburse Rate:	0.00%
SF File Desc:	NAVY O&M,N BRAC95	RSE Homeowner Receiving Rate:	0.00%

STANDARD FACTORS SCREEN TWO - FACILITIES

RPMA Building SF Cost Index:	0.93	Rehab vs. New MilCon Cost:	75.00%
BOS Index (RPMA vs population):	0.54	Info Management Account:	0.00%
(Indices are used as exponents)		MilCon Design Rate:	9.00%
Program Management Factor:	10.00%	MilCon SIOH Rate:	6.00%
Caretaker Admin(SF/Care):	162.00	MilCon Contingency Plan Rate:	5.00%
Mothball Cost (\$/SF):	1.25	MilCon Site Preparation Rate:	39.00%
Avg Bachelor Quarters(SF):	294.00	Discount Rate for NPV.RPT/ROI:	2.75%
Avg Family Quarters(SF):	1.00	Inflation Rate for NPV.RPT/ROI:	0.00%
APPDET.RPT Inflation Rates:			
1996: 0.00% 1997: 2.90% 1998: 3.00%		1999: 3.00% 2000: 3.00% 2001: 3.00%	

STANDARD FACTORS SCREEN THREE - TRANSPORTATION

Material/Assigned Person(Lb):	710	Equip Pack & Crate(\$/Ton):	284.00
HHG Per Off Family (Lb):	14,500.00	Mil Light Vehicle(\$/Mile):	0.31
HHG Per Enl Family (Lb):	9,000.00	Heavy/Spec Vehicle(\$/Mile):	3.38
HHG Per Mil Single (Lb):	6,400.00	POV Reimbursement(\$/Mile):	0.18
HHG Per Civilian (Lb):	18,000.00	Avg Mil Tour Length (Years):	4.17
Total HHG Cost (\$/100Lb):	35.00	Routine PCS(\$/Pers/Tour):	3,763.00
Air Transport (\$/Pass Mile):	0.20	One-Time Off PCS Cost(\$):	4,527.00
Misc Exp (\$/Direct Employ):	700.00	One-Time Enl PCS Cost(\$):	1,403.00

STANDARD FACTORS SCREEN FOUR - MILITARY CONSTRUCTION

Category	UM	\$/UM	Category	UM	\$/UM
Horizontal	(SY)	61	Optional Category A	( )	0
Waterfront	(LF)	10,350	Optional Category B	( )	0
Air Operations	(SF)	122	Optional Category C	( )	0
Operational	(SF)	111	Optional Category D	( )	0
Administrative	(SF)	123	Optional Category E	( )	0
School Buildings	(SF)	108	Optional Category F	( )	0
Maintenance Shops	(SF)	102	Optional Category G	( )	0
Bachelor Quarters	(SF)	96	Optional Category H	( )	0
Family Quarters	(EA)	78,750	Optional Category I	( )	0
Covered Storage	(SF)	94	Optional Category J	( )	0
Dining Facilities	(SF)	165	Optional Category K	( )	0
Recreation Facilities	(SF)	120	Optional Category L	( )	0
Communications Facil	(SF)	165	Optional Category M	( )	0
Shipyards Maintenance	(SF)	129	Optional Category N	( )	0
RDT & E Facilities	(SF)	160	Optional Category O	( )	0
POL Storage	(BL)	12	Optional Category P	( )	0
Ammunition Storage	(SF)	160	Optional Category Q	( )	0
Medical Facilities	(SF)	168	Optional Category R	( )	0
Environmental	( )	0			

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL  
ENCLOSURE (1) - SCENARIO SUMMARY**

Complete one copy of Enclosure (1) - Scenario Summary for the entire closure/realignment scenario.

**Table 1-A: Scenario Description.**

<b>Scenario No.:</b>	CR95-006C
<b>Scenario Title:</b>	CLOSE NAS ATLANTA
<b>Date:</b>	24 MAY1995

**Table 1-B: Point of Contact Information.**

<b>Name:</b>	CDR L. SYKES, USNR
<b>Organization/Code:</b>	COMNAVRESFOR/N31
<b>Office Phone Number:</b>	(504) 948-1998 DSN: 363-1998
<b>Fax Number:</b>	(504) 948-1999 DSN: 363-1999
<b>Home Phone Number:</b>	(504) 649-4284

\* This revision is submitted in order to account for the recommended DOD redirects of VMFA-142, VFA-203, and CAG-20 to NAS Atlanta. It also accounts for the establishment and siting of VAW-77 at NAS Atlanta. The recommended redistribution of RAIMD assets is made to relocate unique and essential aircraft support functions and provide for site support associated with VMFA-142, VFA-203 and VAW-77.

**Advantages**

1. "Best" of the worst cases. This scenario spreads the pain and costs.

**Disadvantages**

1. MILCON required at both sites.
2. Airlift required at both sites.

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL**  
**Enclosure (2) - LOSING BASE QUESTIONS**

**Complete a separate Enclosure (2) - Losing Base Questions for each "losing" base involved in the closure/realignment scenario. Make additional copies of this enclosure as necessary. Tables included in this enclosure are 2-A, 2-B, 2-C, 2-D, 2-E, and 2-F. Enter the Losing Base name in the block below:**

<b>Losing Base:</b>	NAS ATLANTA
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**BRAC-95 SCENARIO DEVELOPMENT DATA CALL  
ENCLOSURE (1) - SCENARIO SUMMARY**

**Table 1-C: Losing/Gaining Bases Involved in Scenario**

Losing Base(s)	Gaining Base(s)	Workload/Missions Transferring
NAS ATLANTA, GA	NAVAL STATION, MAYPORT, FL <i>328 MI</i>	MAG-42/ HMLA-773/ MALS-42/ MWSS-472/H&S DET 4TH LAAD
NAS ATLANTA, GA	NAVAL STATION, MAYPORT, FL <i>JACKSONVILLE</i>	BTRY B, 4TH LAAD
NAS ATLANTA, GA	NAVAL STATION, MAYPORT, FL	BRANCH CLINIC/PSD/PRIOR SERVICE RECRUITERS
NAS ATLANTA, GA	DOBBINS AFB <i>1 MI</i>	NAVAL AIR RESERVE CENTER (NARCEN ATLANTA)
NAS ATLANTA, GA	DOBBINS AFB	C-9 SQUADRON
NAS ATLANTA, GA	DOBBINS AFB	NAVREP FAA SOUTH
NAS ATLANTA, GA	DOBBINS AFB	BRANCH CLINIC
NAS ATLANTA, GA	DOBBINS AFB	DENTAL
NAS ATLANTA, GA	NAS JRB FORT WORTH <i>819 MI</i>	NAESU/ RAIMD
NAS ATLANTA, GA <i>491 MI</i>	NAS JRB NEW ORLEANS <i>Fort Worth</i>	NAESU/ RAIMD
<i>14 MI</i> NAS ATLANTA, GA	ATLANTA AREA	FAA GROUP
NAS ATLANTA, GA	ATLANTA AREA	RIAC 14
NAS ATLANTA, GA	ATLANTA AREA	NCIS
NAS ATLANTA, GA <i>491 MI</i>	COMNAVRESFOR, NOLA	HRO
<i>14 MI</i> NAS ATLANTA, GA	NRC ATLANTA	RECRUITING
<i>79 MI</i> NAS ATLANTA, GA	NAVAL SUPPLY CORP SCHOOL ATHENS, GA	PSD

Note:

Enclosure (1)

*USED DOBBINS AFB AS NAS ATLANTA LOCATION*



**Table 2-A: Disposition of Personnel - Detail Data.****Table 2-A: Disposition of Personnel - Detail Data**

From Losing Base: NAS ATLANTA, GA									
To Gaining Base: NAVAL SUPPLY CORPS SCHOOL, ATHENS									
UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
43351	PSD	Officer	0	0	0	1	0	0	1
		Enlisted	0	0	0	23	0	0	23
		Civilian	0	0	0	8	0	0	8
		Mil Stu	0	0	0	0	0	0	0
		Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
		Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
		Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
		Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
	TOTAL	Officer	0	0	0	1	0	0	1
		Enlisted	0	0	0	23	0	0	23
		Civilian	0	0	0	8	0	0	8
		Mil Stu	0	0	0	0	0	0	0

Make additional copies of this table, or add rows to it, as necessary, to include each host/tenant activity which will be relocated.  
Mil Stu = Military Students.

**\*Transfers upon base closure to support residual military population not assigned to NAS Atlanta: 500 active duty (universities, reserve/recruit center) and 1400 selected reserve customers.**

**Table 2-A: Disposition of Personnel - Detail Data.****Table 2-A: Disposition of Personnel - Detail Data**

From Losing Base: NAS ATLANTA, GA									
To Gaining Base: DOBBINS AFB									
UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
00196	NAS ATLANTA (NARCEN)	Officer	0	0	0	5	0	0	5
		Enlisted	0	0	0	23	0	0	23
		Civilian	0	0	0	3	0	0	3
		Mil Stu	0	0	0	0	0	0	0
42595	NAVRFP FAA SOUTH	Officer	1	0	0	0	0	0	1
		Enlisted	1	0	0	0	0	0	1
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
08980	VR-46	Officer	0	0	0	10	0	0	10
		Enlisted	0	0	0	77	0	0	77
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
39171	BRCL	Officer	0	0	0	3	0	0	3
		Enlisted	0	0	0	2	0	0	2
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
41783	DENTAL	Officer	0	0	0	2	0	0	2
		Enlisted	0	0	0	4	0	0	4
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
TOTAL	TOTAL	Officer	1	0	0	20	0	0	21
		Enlisted	1	0	0	106	0	0	107
		Civilian	0	0	0	3	0	0	3
		Mil Stu	0	0	0	0	0	0	0

Make additional copies of this table, or add rows to it, as necessary, to include each host/tenant activity which will be relocated.

Mil Stu = Military Students.

**Table 2-A: Disposition of Personnel - Detail Data.**

**Table 2-A: Disposition of Personnel - Detail Data**

From Losing Base: NAS ATLANTA, GA									
To Gaining Base: NAS NORFOLK, VA									
UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
55651	VAW-77	Officer	0	0	0	18	0	0	18
		Enlisted	0	0	0	15	0	0	15
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
63102	NAR (F-2C SUPPORT)	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	24	0	0	24
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
	<b>TOTAL</b>	Officer	0	0	0	18	0	0	18
Enlisted		0	0	0	39	0	0	39	
Civilian		0	0	0	0	0	0	0	
Mil Stu		0	0	0	0	0	0	0	

Make additional copies of this table, or add rows to it, as necessary, to include each host/tenant activity which will be relocated.

Mil Stu = Military Students.

**Table 2-A: Disposition of Personnel - Detail Data.****Table 2-A: Disposition of Personnel - Detail Data**

From Losing Base: NAS ATLANTA, GA									
To Gaining Base: NAVAL STATION MAYPORT, FL									
UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
67236	MAG-42	Officer	0	0	0	8	0	0	8
		Enlisted	0	0	0	26	0	0	26
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
67236	HMLA-773	Officer	0	0	0	11	0	0	11
		Enlisted	0	0	0	122	0	0	122
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
67236	MAIS-42	Officer	0	0	0	4	0	0	4
		Enlisted	0	0	0	27	0	0	27
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
67236	MWSS-472	Officer	0	0	0	1	0	0	1
		Enlisted	0	0	0	21	0	0	21
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
67236	H&S DET 4TH LADD	Officer	0	0	0	1	0	0	1
		Enlisted	0	0	0	12	0	0	12
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
	TOTAL.	Officer	0	0	0	25	0	0	25
		Enlisted	0	0	0	208	0	0	208
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0

Make additional copies of this table, or add rows to it, as necessary, to include each host/tenant activity which will be relocated.  
Mil Stu = Military Students.

**Table 2-A: Disposition of Personnel - Detail Data.****Table 2-A: Disposition of Personnel - Detail Data**

From Losing Base: NAS ATLANTA, GA									
To Gaining Base: NAVAL STATION MAYPORT, FL									
UTC	Name	Type	1996	1997	1998	1999	2000	2001	Total
39171	BRCL	Officer	0	0	0	1	0	0	1
		Enlisted	0	0	0	1	0	0	1
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
43351	PSD	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	2	0	0	2
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
67236	BTRY B 4TH LAAD	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	10	0	0	10
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
36005	PRIOR SERVICE RECRUITERS	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	6	0	0	6
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
		Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
TOTAL		Officer	0	0	0	1	0	0	1
		Enlisted	0	0	0	19	0	0	19
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0

Make additional copies of this table, or add rows to it, as necessary, to include each host/tenant activity which will be relocated.

Mil Stu = Military Students.

**Table 2-A: Disposition of Personnel - Detail Data.**

**Table 2-A: Disposition of Personnel - Detail Data**

From Losing Base: NAS ATLANTA, GA									
To Gaining Base: SOUTHNAVFACENGCOM, CHARLESTON, SC (UIC N62467)									
UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
N45202	ROICC NAS ATLANTA	Officer	1						1
		Enlisted	0						0
		Civilian	0						0
		Mil Stu	0						0
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
	<b>TOTAL</b>	Officer	1						1
		Enlisted	0						0
		Civilian	0						0
		Mil Stu	0						0

Make additional copies of this table, or add rows to it, as necessary, to include each host/tenant activity which will be relocated.

**Table 2-A: Disposition of Personnel - Detail Data.****Table 2-A: Disposition of Personnel - Detail Data**

From Losing Base: NAS ATLANTA, GA									
To Gaining Base: ATLANTA AREA									
UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
N/A	FAA GROUP	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	6	0	0	6
		Mil Stu	0	0	0	0	0	0	0
47926	RIAC 14 (RIPO)	Officer	0	0	0	1	0	0	1
		Enlisted	0	0	0	4	0	0	4
		Civilian	1	0	0	0	0	0	1
		Mil Stu	0	0	0	0	0	0	0
47782	NCIS RESIDENT UNIT	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	2	0	0	0	0	0	2
		Mil Stu	0	0	0	0	0	0	0
		Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
		Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
	TOTAL	Officer	0	0	0	1	0	0	1
		Enlisted	0	0	0	4	0	0	4
		Civilian	3	0	0	6	0	0	9
		Mil Stu	0	0	0	0	0	0	0

Make additional copies of this table, or add rows to it, as necessary, to include each host/tenant activity which will be relocated.

Mil Stu = Military Students.

**Table 2-A: Disposition of Personnel - Detail Data.****Table 2-A: Disposition of Personnel - Detail Data**

From Losing Base: NAS ATLANTA, GA									
To Gaining Base: NAVAL RESERVE CENTER ATLANTA									
UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
47766	RECRUITING	Officer	2	0	0	0	0	0	2
		Enlisted	6	0	0	0	0	0	6
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
	<b>TOTAL</b>	Officer	2	0	0	0	0	0	2
Enlisted		6	0	0	0	0	0	6	
Civilian		0	0	0	0	0	0	0	
Mil Stu		0	0	0	0	0	0	0	

Make additional copies of this table, or add rows to it, as necessary, to include each host/tenant activity which will be relocated.

**Table 2-A: Disposition of Personnel - Detail Data.****Table 2-A: Disposition of Personnel - Detail Data**

From Losing Base: NAS ATLANTA, GA									
To Gaining Base: NAS JRH PORT WORTH									
UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
32098	NAESU	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	1	0	0	1
		Mil Stu	0	0	0	0	0	0	0
44487	RAIMD (F1-8D engine repair)	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	19	0	0	19
		Civilian	0	0	0	3	0	0	3
		Mil Stu	0	0	0	0	0	0	0
M08966	VMFA-142	Officer	0	0	0	5	0	0	5
		Enlisted	0	0	0	39	0	0	39
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
	<b>TOTAL.</b>	Officer	0	0	0	5	0	0	5
Enlisted		0	0	0	58	0	0	58	
Civilian		0	0	0	4	0	0	4	
Mil Stu		0	0	0	0	0	0	0	

Make additional copies of this table, or add rows to it, as necessary, to include each host/tenant activity which will be relocated.

Mil Stu = Military Students.

**Table 2-A: Disposition of Personnel - Detail Data.****Table 2-A: Disposition of Personnel - Detail Data**

From Losing Base: NAS ATLANTA, GA									
To Gaining Base: NAS JRB NEW ORLEANS, LA									
UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
09030	VFA-203	Officer	0	0	0	5	0	0	5
		Enlisted	0	0	0	114	0	0	114
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
09393	CVWR-20	Officer	0	0	0	15	0	0	15
		Enlisted	0	0	0	27	0	0	27
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
44490	RAIMD (F/A-18 SUPPORT, T-700 ENGINE REPAIR, AIRCRAFT CABLE REPAIR, NC-8 REFURB.)	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	64	0	0	64
		Civilian	0	0	0	8	0	0	8
		Mil Stu	0	0	0	0	0	0	0
30338	NAESU	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	1	0	0	1
		Mil Stu	0	0	0	0	0	0	0
	<b>TOTAL</b>	Officer	0	0	0	20	0	0	20
		Enlisted	0	0	0	205	0	0	205
		Civilian	0	0	0	9	0	0	9
		Mil Stu	0	0	0	0	0	0	0

Make additional copies of this table, or add rows to it, as necessary, to include each host/tenant activity which will be relocated.

Mil Stu = Military Students.

20  
114  
27  
8  
1  
205  
9

**Table 2-A: Disposition of Personnel - Detail Data.****Table 2-A: Disposition of Personnel - Detail Data**

From Losing Base: NAS ATLANTA, GA									
To Gaining Base: COMNAVRESFOR NEW ORLEANS									
UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
68512	HRO	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	1	0	0	2	0	0	3
		Mil Stu	0	0	0	0	0	0	0
		Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
		Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
		Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
	TOTAL.	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	1	0	0	2	0	0	3
		Mil Stu	0	0	0	0	0	0	0

Make additional copies of this table, or add rows to it, as necessary, to include each host/tenant activity which will be relocated.

Mil Stu = Military Students.

**Table 2-B: Disposition of Personnel and Equipment - Summary.****Table 2-B: Disposition of Personnel and Equipment - Summary**

From Losing Base: NAS ATLANTA							
To Gaining Base: NAVAL STATION MAYPORT, FL							
	1996	1997	1998	1999	2000	2001	Total
Officer Billets				26			26
Enlisted Billets				227			227
Civilian Positions							
Military Students							
Tons of Mission Equipment				387			387
Tons of Support Equipment							
Number of Light Vehicles				87			87
Number of Heavy Vehicles				8			8

**Supporting Data for Table 2-B.** Use the space below to list the types of Mission Equipment, Support Equipment, Light Vehicles and Heavy Vehicles identified as required to be relocated in Table 2-B and the rationale for relocating this equipment. Attach additional sheets as necessary.

Type of Equipment/Vehicles

Mobile maintenance Facilities(22)

HMMWV (67)

5 ton truck (4)

Refueler(1)

Crash fire rescue truck(2)

CUCCV(2)

Ambulance (5)

Tractor M931 (2)

Trailer (2)

Wrecker (1)

AH-1W (12) Helos / UH-1N(7) Helos

Water bull (1)

Recruiter vehicles (6)

Rationale for Relocating

Required for OP/Training mission

**Table 2-B: Disposition of Personnel and Equipment - Summary.****Table 2-B: Disposition of Personnel and Equipment - Summary**

From Losing Base: NAS ATLANTA							
To Gaining Base: NAS JRB FORT WORTH							
	1996	1997	1998	1999	2000	2001	Total
Officer Billets				0	5		5
Enlisted Billets				19	<del>58</del> 39		58
Civilian Positions				4			4
Military Students							
Tons of Mission Equipment							
Tons of Support Equipment							
Number of Light Vehicles							
Number of Heavy Vehicles							

**Supporting Data for Table 2-B.** Use the space below to list the types of Mission Equipment, Support Equipment, Light Vehicles and Heavy Vehicles identified as required to be relocated in Table 2-B and the rationale for relocating this equipment. Attach additional sheets as necessary.

Type of Equipment/Vehicles

Rationale for Relocating

**Table 2-B: Disposition of Personnel and Equipment - Summary.****Table 2-B: Disposition of Personnel and Equipment - Summary**

From Losing Base: NAS ATLANTA							
To Gaining Base: NAVAL SUPPLY CORPS SCHOOL ATHENS							
	1996	1997	1998	1999	2000	2001	Total
Officer Billets				1			1
Enlisted Billets				23			23
Civilian Positions				8			8
Military Students				0			0
Tons of Mission Equipment							
Tons of Support Equipment							
Number of Light Vehicles							
Number of Heavy Vehicles							

**Supporting Data for Table 2-B.** Use the space below to list the types of Mission Equipment, Support Equipment, Light Vehicles and Heavy Vehicles identified as required to be relocated in Table 2-B and the rationale for relocating this equipment. Attach additional sheets as necessary.

Type of Equipment/Vehicles

Rationale for Relocating

Standard COBRA estimate sufficient for relocating PSD office equipment.

**Table 2-B: Disposition of Personnel and Equipment - Summary.****Table 2-B: Disposition of Personnel and Equipment - Summary**

From Losing Base: NAS ATLANTA							
To Gaining Base: SOUTH DIV, CHARLESTON, SC (ROICC)							
	1996	1997	1998	1999	2000	2001	Total
Officer Billets	1						1
Enlisted Billets							
Civilian Positions							
Military Students							
Tons of Mission Equipment							
Tons of Support Equipment							
Number of Light Vehicles							
Number of Heavy Vehicles							

**Supporting Data for Table 2-B.** Use the space below to list the types of Mission Equipment, Support Equipment, Light Vehicles and Heavy Vehicles identified as required to be relocated in Table 2-B and the rationale for relocating this equipment. Attach additional sheets as necessary.

Type of Equipment/Vehicles

Rationale for Relocating

**Table 2-B: Disposition of Personnel and Equipment - Summary.****Table 2-B: Disposition of Personnel and Equipment - Summary**

From Losing Base: NAS ATLANTA							
To Gaining Base: NAS JRB NEW ORLEANS							
	1996	1997	1998	1999	2000	2001	Total
Officer Billets				<del>20</del>			20
Enlisted Billets				64 <del>141</del> 205			205
Civilian Positions				9			9
Military Students							
Tons of Mission Equipment							
Tons of Support Equipment							
Number of Light Vehicles							
Number of Heavy Vehicles							

**Supporting Data for Table 2-B.** Use the space below to list the types of Mission Equipment, Support Equipment, Light Vehicles and Heavy Vehicles identified as required to be relocated in Table 2-B and the rationale for relocating this equipment. Attach additional sheets as necessary.

Type of Equipment/Vehicles

Rationale for Relocating

**Table 2-B: Disposition of Personnel and Equipment - Summary.****Table 2-B: Disposition of Personnel and Equipment - Summary**

From Losing Base: NAS ATLANTA							
To Gaining Base: NAS NORFOLK (E-2)							
	1996	1997	1998	1999	2000	2001	Total
Officer Billets				18			18
Enlisted Billets				39			39
Civilian Positions				0			0
Military Students							
Tons of Mission Equipment							
Tons of Support Equipment				1.5			
Number of Light Vehicles							
Number of Heavy Vehicles							

**Supporting Data for Table 2-B.** Use the space below to list the types of Mission Equipment, Support Equipment, Light Vehicles and Heavy Vehicles identified as required to be relocated in Table 2-B and the rationale for relocating this equipment. Attach additional sheets as necessary.

Type of Equipment/Vehicles

Engine Plug  
 Suppressor  
 Adapt oil  
 Cover, aircraft  
 Toll arrest hood  
 Pin rigging  
 Puller contro

Rationale for Relocating

Support equipment and material for VAW-77.  
 This squadron has not stood up yet even though equipment has been pre-staged. The squadron was to be established at NAS Atlanta.

**Table 2-B: Disposition of Personnel and Equipment - Summary.****Table 2-B: Disposition of Personnel and Equipment - Summary**

From Losing Base: NAS ATLANTA							
To Gaining Base: DOBBINS AFB							
	1996	1997	1998	1999	2000	2001	Total
Officer Billets	1			20			21
Enlisted Billets	1			106			107
Civilian Positions	0			3			3
Military Students							
Tons of Mission Equipment							
Tons of Support Equipment							
Number of Light Vehicles							
Number of Heavy Vehicles							

**Supporting Data for Table 2-B.** Use the space below to list the types of Mission Equipment, Support Equipment, Light Vehicles and Heavy Vehicles identified as required to be relocated in Table 2-B and the rationale for relocating this equipment. Attach additional sheets as necessary.

Type of Equipment/Vehicles

Rationale for Relocating

**Table 2-B: Disposition of Personnel and Equipment - Summary.****Table 2-B: Disposition of Personnel and Equipment - Summary**

From Losing Base: NAS ATLANTA							
To Gaining Base: ATLANTA AREA (FAA GROUP, RIAC 14, NCIS)							
	1996	1997	1998	1999	2000	2001	Total
Officer Billets				1			1
Enlisted Billets				4			4
Civilian Positions	3			6			9
Military Students							
Tons of Mission Equipment							
Tons of Support Equipment							
Number of Light Vehicles							
Number of Heavy Vehicles							

**Supporting Data for Table 2-B.** Use the space below to list the types of Mission Equipment, Support Equipment, Light Vehicles and Heavy Vehicles identified as required to be relocated in Table 2-B and the rationale for relocating this equipment. Attach additional sheets as necessary.

Type of Equipment/Vehicles

Rationale for Relocating

**Table 2-B: Disposition of Personnel and Equipment - Summary.****Table 2-B: Disposition of Personnel and Equipment - Summary**

From Losing Base: NAS ATLANTA							
To Gaining Base: NRC ATLANTA (RECRUITING)							
	1996	1997	1998	1999	2000	2001	Total
Officer Billets	2						2
Enlisted Billets	6						6
Civilian Positions							
Military Students							
Tons of Mission Equipment							
Tons of Support Equipment							
Number of Light Vehicles							
Number of Heavy Vehicles							

**Supporting Data for Table 2-B.** Use the space below to list the types of Mission Equipment, Support Equipment, Light Vehicles and Heavy Vehicles identified as required to be relocated in Table 2-B and the rationale for relocating this equipment. Attach additional sheets as necessary.

Type of Equipment/Vehicles

Rationale for Relocating

**Table 2-B: Disposition of Personnel and Equipment - Summary.**

**Table 2-B: Disposition of Personnel and Equipment - Summary**

From Losing Base: NAS ATLANTA							
To Gaining Base: COMNAVRESFOR NEW ORLEANS (HRO)							
	1996	1997	1998	1999	2000	2001	Total
Officer Billets							
Enlisted Billets							
Civilian Positions	1			2			3
Military Students							
Tons of Mission Equipment							
Tons of Support Equipment							
Number of Light Vehicles							
Number of Heavy Vehicles							

**Supporting Data for Table 2-B.** Use the space below to list the types of Mission Equipment, Support Equipment, Light Vehicles and Heavy Vehicles identified as required to be relocated in Table 2-B and the rationale for relocating this equipment. Attach additional sheets as necessary.

Type of Equipment/Vehicles

Rationale for Relocating

**Table 2-C: Eliminated Billets/Positions**

**Table 2-C: Eliminated Billets/Positions**

Losing Base Name: NAS ATLANTA									
UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
00196	NAS ATLANTA	Officer	0	0	0	18	0	0	18
		Enlisted	0	0	0	169	0	0	169
		Civilian	0	0	0	136	0	0	136
44486	RAI MD	Officer	0	0	0	6	0	0	6
		Enlisted	0	0	0	40	0	0	40
		Civilian	0	0	0	9	0	0	9
43351	PSD	Officer	0	0	0	1	0	0	1
		Enlisted	0	0	0	5	0	0	5
		Civilian	0	0	0	6	0	0	6
		Officer							
		Enlisted							
		Civilian							
		Officer							
		Enlisted							
		Civilian							
		Officer							
		Enlisted							
		Civilian							
		Officer							
		Enlisted							
		Civilian							
	<b>TOTAL</b>	Officer	0	0	0	25	0	0	25
		Enlisted	0	0	0	214	0	0	214
		Civilian	0	0	0	151	0	0	151

**Table 2-D: Manpower Reconciliation Data.****Table 2-D: Manpower Reconciliation Data**

	Officers	Enlisted	Civilians	Mil Stu	Total
A. Begin FY 1996:	120	856	187		1163
B. Force Structure Changes(+/-):		+27			+27
C. Prior BRAC Changes (+/-):					
D. End FY 2001:	120	883	187		1190
Moving to (List each Gaining Base):					
1. ATHENS	1	23	8	0	32
2. DOBBINS AFB	21	107	3	0	131
3. NAS NORFOLK	18	39	0	0	57
4. NAVSTA MAYPORT	26	227	0	0	253
5. SOUTHNAVFACENGCON	1	0	0	0	1
6. ATLANTA	1	4	9	0	14
7. NRC ATLANTA	2	6	0	0	8
8. NAS JRB FORT WORTH	5	58	4	0	67
9. NAS JRB NEW ORLEANS	20	205	9	0	234
10. NSA NEW ORLEANS (HR0)	0	0	3	0	3
E. Total Billets/Positions Moving:	95	669	36	0	800
F. Eliminated Billets/Positions:	25	214	151		390
G. Remaining at Losing Base:	0	0	0	0	0
II. Sum of Lines E, F, and G:	120	883	187	0	1190

Notes:

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL**  
**Enclosure (2) - LOSING BASE QUESTIONS**

**Table 2-F: Supporting Data:**

**a. Other One-Time Unique Costs.**

Losing Base: NAS ATLANTA

	<u>Cost</u>	<u>FY</u>	<u>Description</u>
1.	\$10.9k	99	Terminations of vehicles leases
	\$32.5k	99	Termination of service contracts (Fire alarm maintenance, waste disposal, etc)
	\$768K	99	Termination of lease at Lake Site requires site to be returned to original state

**b. Other One-Time Unique Savings.**

Losing Base: NAS ATLANTA

<u>Cost</u>	<u>FY</u>	<u>Gaining Base</u>	<u>Description</u>
NONE			

**c. One-Time Unique Moving Costs.**

Losing Base: NAS ATLANTA, GA

<u>Cost</u>	<u>FY</u>	<u>Gaining Base</u>	<u>Description</u>
\$1.0k	00		Engine analyzer
\$1.0K	00		Engineering copier machine
\$1.5K	00		Computer aided design (CAD) workstation
\$3.0K	00		Vehicle lifts
\$3.0K	99	Fort Worth	55' Houseboat (NAF)
\$1.0K	99	Fort Worth	20' Ski boat (NAF)
\$3.0K	99	Fort Worth	24' Pontoon boat (2) (NAF)
\$6.0K	99	NAS New Orleans	Automatic Test Equipment (AIMD)
\$900K	99	NAS MAYPORT	Disassemble of improved moving TOT simulator and reassemble at gaining base

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL**  
**Enclosure (2) - LOSING BASE QUESTIONS**

d. and c. Changes in Mission Costs.

d. Net Mission Costs.

Net Mission Costs (Cost Increases) Worksheet						
Losing Base: NAS ATLANTA, GA						
Gaining Base	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001 and Beyond
1. DOBBINS AFB						
Description:						
2. Contract Physical Ex.	72K	72K	72K	72K	72K	72K
Description:						
3. Atlanta Area (Rec)	4K	4K	4K	4K	4K	4K
Description:						
4. Atlanta Area (Rec)	48K	48K	48K	48K	48K	48K
Description:						
5. Atlanta Area (Rec)	6K	6K	6.5K	6.5K	7K	7K
Description:						

f. Miscellaneous Recurring Costs.

Losing Base: NAS ATLANTA

	<u>Annual Cost</u>	<u>FY</u>	<u>Description</u>
1.	N/A		

g. Miscellaneous Recurring Savings.

Losing Base: NAS ATLANTA

	<u>Annual Savings</u>	<u>FY</u>	<u>Description</u>
1.	N/A		

h. Land Sales.

Losing Base: N/A

	<u>Revenues</u>	<u>No. of Acres</u>	<u>Rationale</u>
1.	NONE		

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL**  
**Enclosure (2) - LOSING BASE QUESTIONS**

**i. Procurement Cost Avoidances.**

Losing Base: NAS ATLANTA

	<u>Cost</u>	<u>FY</u>	<u>One-Time/Recurring</u>	<u>Explanation</u>
1.	\$259K	96	ONE-TIME	Warehouse
	\$100K	96	ONE-TIME	Replace fuel transfer pumps
	\$20K	96	ONE-TIME	Electrical bager for recycling
	\$36K	96	ONE-TIME	Carpet replacement w/tile
	\$7K	96	ONE-TIME	Fume hoods
	\$4K	96	ONE-TIME	Mercury lighting
	\$5K	96	ONE-TIME	Gaylord ventilation
	\$5K	96	ONE-TIME	Pots and pans room
	\$2K	96	ONE-TIME	Shunt trip
	\$9K	96	ONE-TIME	Exhaust fume hood for fuel farm

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL  
ENCLOSURE (3) - GAINING BASE QUESTIONS**

**j. Facility Shutdown.**

Losing Base: NAVY ATL - DOBBINS    MARINES ATL - MAYPORT

Facility KSF Shutdown: ALL

Summarize data shown in response to supporting data questions a. through j. above in the following table.  
Note that all entries must be shown in (\$000).

**Table 2-F: Dynamic Base Information Summary**

Losing Base: NAS ATLANTA, GA		1996	1997	1998	1999	2000	2001	Total
a.	One-Time Unique Costs				N-811.4 577			N-811.4
b.	One-Time Unique Svgs							
c.	One-Time Move Costs				N-13K M-900K T-913K	N-6.5K 7		N-19.5K M-900K T-919.5K
d.	Net Mission Costs	N-130K	N-130K	N-130.5K 130	N-130.5K 130	N-131K	N-131K	N-783K
e.	Net Mission Savings							
f.	Misc Recur Costs							
g.	Misc Recur Savings							
h.	Land Sales							
i.	Procurement Cost Avoid	447K						447K
j. Fac. Shutdown (KSF)		ALL						

N - NAVY  
M - MARINES  
T - TOTAL

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL  
ENCLOSURE (3) - GAINING BASE QUESTIONS**

<b>Gaining Base:</b>	NAVAL STATION MAYPORT, FL
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**Table 3-A - Dynamic Base Information.**

**Table 3-A: Supporting Data**

**a. Other Unique One-Time Costs.**

Gaining Base: NAVAL STATION MAYPORT, FL

<u>Cost</u>	<u>FY</u>	<u>Description</u>
\$53K	98	NAICOMIS Terminal (5) and Connectivity to ADP mainframe located in bldg 1554.
\$25K	99	Galley equipment necessary to feed additional personnel
\$18K	99	Phone installation
\$2.7K	99	Network Comm Transfer
\$25.86K	99	Structure wiring installation
\$18.25K	99	Phone system procurement
\$3,175	99	Additional recruiting costs
\$13,052K	99	Training/Retraining costs
\$138K	99	Reserve severance compensation

**b. Other One-Time Unique Savings.**

Gaining Base: NAVAL STATION MAYPORT, FL

<u>Cost</u>	<u>FY</u>	<u>Description</u>
1. NONE		

**c. Environmental Mitigation.**

Gaining Base: NAVAL STATION MAYPORT, FL

<u>Cost</u>	<u>FY</u>	<u>Description</u>
1. \$100k	96	Environmental impact study

**d. Miscellaneous Recurring Costs.**

Gaining Base: NAVAL STATION MAYPORT, FL

<u>Annual Cost</u>	<u>FY</u>	<u>Description</u>
1. 42K	99	An ongoing augment will be required to pay the incremental charges for the messmen contract currently in use.

**e. Miscellaneous Recurring Savings.**

Gaining Base: NAVAL STATION MAYPORT, FL

<u>Annual Savings</u>	<u>FY</u>	<u>Description</u>
1. NONE		

**f. Land Purchases.**

Gaining Base: NAVAL STATION MAYPORT, FL

	Cost	No. of Acres	FY	Description
1.	No purchase necessary	(Navy Reserve Center)		

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL  
ENCLOSURE (3) - GAINING BASE QUESTIONS**

**Table 3-A: Dynamic Base Information**

Gaining Base Name: NAVAL STATION MAYPORT, FL								
		1996	1997	1998	1999	2000	2001	Total
a.	One-Time Unique Costs *	0	0	53k	16,454.81K <i>16,455</i>	0	0	16,507.81K
b.	One-Time Unique Savings	0	0	0	0	0	0	0
c.	Environ. Mitigation	100K	0	0	0	0	0	100K
d.	Misc. Recurring Costs	0	0	0	42K	42K	42K	126K
e.	Misc. Recurring Savings	0	0	0	0	0	0	0
f.	Land Purchases	0	0	0	0	0	0	0

\* INCLUDES BOTH COMMUNITY INFRASTRUCTURE IMPACT AND OTHER ONE-TIME COSTS, AS APPLICABLE.

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL  
ENCLOSURE (3) - GAINING BASE QUESTIONS**

<b>Gaining Base:</b>	NAS JRB FORT WORTH, TX
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**Table 3-A - Dynamic Base Information.**

**Table 3-A: Supporting Data**

**a. Other One-Time Unique Costs.**

**a. (1) Community Infrastructure Impacts.**

Gaining Base: NAS JRB FORT WORTH

	<u>Cost</u>	<u>FY</u>	<u>Location</u>	<u>Description</u>
1.	0			

**a. (2) Other Unique One-Time Costs.**

Gaining Base: NAS JRB FORT WORTH

	<u>Cost</u>	<u>FY</u>	<u>Description</u>
1.	\$40K	99	Phone installation/procurement
2.	\$25k	99	ADP system/wiring

**b. Other One-Time Unique Savings.**

Gaining Base: NAS JRB FORT WORTH

	<u>Cost</u>	<u>FY</u>	<u>Description</u>
1.	0		

**c. Environmental Mitigation.**

Gaining Base: NAS JRB FORT WORTH

	<u>Cost</u>	<u>FY</u>	<u>Description</u>
1.	0		

**d. Miscellaneous Recurring Costs.**

Gaining Base: NAS JRB FORT WORTH

	<u>Annual Cost</u>	<u>FY</u>	<u>Description</u>
1.	\$185K	99	Airlift support

**e. Miscellaneous Recurring Savings.**

Gaining Base: NAS JRB FORT WORTH

	<u>Annual Savings</u>	<u>FY</u>	<u>Description</u>
1.	0		

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL  
ENCLOSURE (3) - GAINING BASE QUESTIONS**

**f. Land Purchases.**

Gaining Base: NAS JRB FORT WORTH

	<u>Cost</u>	<u>No. of Acres</u>	<u>EY</u>	<u>Description</u>
1.	0			

**Table 3-A: Dynamic Base Information**

Gaining Base Name: NAS JRB FORT WORTH, TX								
		1996	1997	1998	1999	2000	2001	Total
a.	One-Time Unique Costs *				\$65K			\$65K
b.	One-Time Unique Savings							
c.	Environ. Mitigation							
d.	Misc. Recurring Costs				\$185	\$185	\$185	\$555K
e.	Misc. Recurring Savings							
f.	Land Purchases							

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL  
ENCLOSURE (3) - GAINING BASE QUESTIONS**

<b>Gaining Base:</b>	<b>NAS JRB NEW ORLEANS, LA</b>
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**Table 3-A - Dynamic Base Information.**

**Table 3-A: Supporting Data**

**a. Other One-Time Unique Costs.**

**a. (1) Community Infrastructure Impacts.**

Gaining Base: NAS JRB NEW ORLEANS

	<u>Cost</u>	<u>FY</u>	<u>Location</u>	<u>Description</u>
1.	0			

**a. (2) Other Unique One-Time Costs.**

Gaining Base: NAS JRB NEW ORLEANS

	<u>Cost</u>	<u>FY</u>	<u>Description</u>
1.	\$40K	99	Phone installation/procurement
	\$25K	99	ADP system/wiring

**b. Other One-Time Unique Savings.**

Gaining Base: NAS JRB NEW ORLEANS

	<u>Cost</u>	<u>FY</u>	<u>Description</u>
1.	0		

**c. Environmental Mitigation.**

Gaining Base: NAS JRB NEW ORLEANS

	<u>Cost</u>	<u>FY</u>	<u>Description</u>
1.	0		

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL  
ENCLOSURE (3) - GAINING BASE QUESTIONS**

**d. Miscellaneous Recurring Costs.**

Gaining Base: NAS JRB NEW ORLEANS

	<u>Annual Cost</u>	<u>FY</u>	<u>Description</u>
1.	\$185K	99	Airlift support

**e. Miscellaneous Recurring Savings.**

Gaining Base: NAS JRB NEW ORLEANS

	<u>Annual Savings</u>	<u>FY</u>	<u>Description</u>
1.	0		

**f. Land Purchases.**

Gaining Base: NAS JRB NEW ORLEANS

	<u>Cost</u>	<u>No. of Acres</u>	<u>FY</u>	<u>Description</u>
1.	0			

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL  
ENCLOSURE (3) - GAINING BASE QUESTIONS**

**Table 3-A: Dynamic Base Information**

Gaining Base Name: <u>NAS IRB NEW ORLEANS, LA</u>		1996	1997	1998	1999	2000	2001	Total
a.	One-Time Unique Costs *	0	0	0	\$65K	0	0	\$65K
b.	One-Time Unique Savings	0	0	0	0	0	0	0
c.	Environ. Mitigation	0	0	0	0	0	0	0
d.	Misc. Recurring Costs	0	0	0	\$185K	\$185K	\$185K	\$555K
e.	Misc. Recurring Savings	0	0	0	0	0	0	0
f.	Land Purchases	0	0	0	0	0	0	0

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL  
ENCLOSURE (3) - GAINING BASE QUESTIONS**

<b>Gaining Base:</b>	NAS NORFOLK, VA
----------------------	-----------------

**Table 3-A - Dynamic Base Information.**

**Table 3-A: Supporting Data**

**a. Other One-Time Unique Costs.**

**a. (1) Community Infrastructure Impacts.**

Gaining Base: NAS NORFOLK, VA

	<u>Cost</u>	<u>FY</u>	<u>Location</u>	<u>Description</u>
1.	0			

**a. (2) Other Unique One-Time Costs.**

Gaining Base: NAS NORFOLK, VA

	<u>Cost</u>	<u>FY</u>	<u>Description</u>
1.	0		

**b. Other One-Time Unique Savings.**

Gaining Base: NAS NORFOLK, VA

	<u>Cost</u>	<u>FY</u>	<u>Description</u>
1.	0		

**c. Environmental Mitigation.**

Gaining Base: NAS NORFOLK, VA

	<u>Cost</u>	<u>FY</u>	<u>Description</u>
1.	0		

**d. Miscellaneous Recurring Costs.**

Gaining Base: NAS NORFOLK, VA

	<u>Annual Cost</u>	<u>FY</u>	<u>Description</u>
1.	0		

**e. Miscellaneous Recurring Savings.**

Gaining Base: NAS NORFOLK, VA

	<u>Annual Savings</u>	<u>FY</u>	<u>Description</u>
1.	0		

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL  
ENCLOSURE (3) - GAINING BASE QUESTIONS**

**f. Land Purchases.**

Gaining Base: NAS NORFOLK, VA

	<u>Cost</u>	<u>No. of Acres</u>	<u>FY</u>	<u>Description</u>
1.	0			

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL  
ENCLOSURE (3) - GAINING BASE QUESTIONS**

**Table 3-A: Dynamic Base Information**

Gaining Base Name: <u>NAS NORFOLK, VA</u>								
		1996	1997	1998	1999	2000	2001	Total
a.	One-Time Unique Costs *	0	0	0	0	0	0	0
b.	One-Time Unique Savings	0	0	0	0	0	0	0
c.	Environ. Mitigation	0	0	0	0	0	0	0
d.	Misc. Recurring Costs	0	0	0	0	0	0	0
e.	Misc. Recurring Savings	0	0	0	0	0	0	0
f.	Land Purchases	0	0	0	0	0	0	0

**Table 3-B - Military Construction Requirements.**

NONE

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL  
ENCLOSURE (3) - GAINING BASE QUESTIONS**

<b>Gaining Base:</b>	DOBBINS AFB, GA
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**Table 3-A - Dynamic Base Information.**

**Table 3-A: Supporting Data**

**a. Other One-Time Unique Costs.**

**a. (1) Community Infrastructure Impacts.**

Gaining Base: DOBBINS AFB, GA

<u>Cost</u>	<u>FY</u>	<u>Location</u>	<u>Description</u>
NONE			

**a. (2) Other Unique One-Time Costs.**

Gaining Base: DOBBINS AFB, GA

<u>Cost</u>	<u>FY</u>	<u>Description</u>
25K	99	ADP system installation and wiring
5K	99	Phone system changes

**b. Other One-Time Unique Savings.**

Gaining Base: DOBBINS AFB, GA

<u>Cost</u>	<u>FY</u>	<u>Description</u>
NONE		

**c. Environmental Mitigation.**

Gaining Base: DOBBINS AFB, GA

<u>Cost</u>	<u>FY</u>	<u>Description</u>
NONE		

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL  
ENCLOSURE (3) - GAINING BASE QUESTIONS**

**Table 3-A: Dynamic Base Information**

Gaining Base Name: DOBBINS AFB, GA								
		1996	1997	1998	1999	2000	2001	Total
a	One-Time Unique Costs *	0	0	0	30K	0	0	30K
b	One-Time Unique Savings	0	0	0	0	0	0	0
c	Environ. Mitigation	0	0	0	0	0	0	0
d	Misc. Recurring Costs	0	0	0	0	0	0	0
e	Misc. Recurring Savings	0	0	0	0	0	0	0
f	Land Purchases	0	0	0	0	0	0	0

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL  
ENCLOSURE (3) - GAINING BASE QUESTIONS**

**Table 3-B - Military Construction Requirements.**

**Table 3-B: MILCON Requirements**

Gaining Base Name: NAVAL STATION MAYPORT, FL			
Category (Unit)	New Construction Requirement	Rehabilitation Requirement	Comment
Horizontal (SY)	25,500	0	Includes POV and Track vehicle parking
Berthing (FB)	0	0	
Air Maintenance (SF)	0	0	
Other Operations (SF)	0	0	
Administrative (SF)	0	0	
Training (SF)	50,000 10,000	0	Training Building Stinger simulator
Maintenance (SF)	4,800	0	Includes vehicle maintenance facility
Bachelor Quarters (SF)	0	0	
Supply/Storage (SF)	0	0	
Dining Facilities (SF)	0	0	
Personnel Support (SF)	0	0	
Communications (SF)	0	0	
Ship Maintenance (SF)	0	0	
RDT&E (SF)	0	0	
POL Storage (BL)	0	0	
Ammo Storage (SF)	0	0	
Medical Facilities (SF)	0	0	
Environmental	\$5,000	\$0	Satisfy IR requirements before new building construction can be initiated
Other:			
-	\$	\$	
-	\$	\$	
-	\$	\$	

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL  
ENCLOSURE (3) - GAINING BASE QUESTIONS**

**Table 3-B - Military Construction Requirements.**

**Table 3-B: MILCON Requirements**

Gaining Base Name: NAS JRB FORT WORTH, TX (1) F/A-18 SQUADRON			
Category (Unit)	New Construction Requirement	Rehabilitation Requirement	Comment
Horizontal (SY)	30,000	0	Taxiway parking to free up parking ramp
Berthing (FB)	0	0	
Air Maintenance (SF)	0	19,429	Hangar deck (OH)
Air Maintenance (SF)	17,280	0	Admin & Maint (01 & 02)
POV Parking (SF)	5,863	0	
Training (SF)	0	0	
Maintenance (SF)	0	0	
Bachelor Quarters (SF)	0	0	
Supply/Storage (SF)	4,000	0	For Marine squadron
Dining Facilities (SF)	0	0	
Personnel Support (SF)	0	0	
Communications (SF)	0	0	
Ship Maintenance (SF)	0	0	
RDT&E (SF)	0	0	
POL Storage (BL)	0	0	
Ammo Storage (SF)	0	0	
Medical Facilities (SF)	0	0	
Environmental	\$25K	\$0	
Other:	0	0	
-	\$	\$	
-	\$	\$	
-	\$	\$	

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL  
ENCLOSURE (3) - GAINING BASE QUESTIONS**

**Table 3-B - Military Construction Requirements.**

**Table 3-B: MILCON Requirements**

Gaining Base Name: NAS JRB NEW ORLEANS, LA (1) F/A 18 SQUADRON			
Category (Unit)	New Construction Requirement	Rehabilitation Requirement	Comment
Horizontal (SY)	2,889		Relocate ACFT wash rack
Air Maintenance (SF)	38,834		Hangar for (1) F/A-18 squad.
Roads (SY)			
Administrative (SF)	5,100		CAG-20 Office spaces
Training (SF)			
Maintenance (SF)	6,610		Relocate GSE shop
Maintenance (SF)	9,750		Relocate GSE equip shed
Supply/Storage (SF)			
Dining Facilities (SF)			
Personnel Support (SF)			
Communications (SF)			
Ship Maintenance (SF)			
RDT&E (SF)			
POL Storage (BL)			
Ammo Storage (SF)			
Medical Facilities (SF)			
Environmental	\$200K		
Other:			
-	\$	\$	
-	\$	\$	
-	\$	\$	

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL  
ENCLOSURE (3) - GAINING BASE QUESTIONS**

**Table 3-B - Military Construction Requirements.**

**Table 3-B: MILCON Requirements**

Gaining Base Name: NAS NORFOLK, VA			
Category (Unit)	New Construction Requirement	Rehabilitation Requirement	Comment
Horizontal (SY)	0	0	
Berthing (FB)	0	0	
Air Maintenance (SF)	0	0	
Other Operations (SF)	0	0	
Administrative (SF)	0	0	
Training (SF)	0	0	
Maintenance (SF)	0	0	
Bachelor Quarters (SF)	0	0	
Supply/Storage (SF)	0	0	
Dining Facilities (SF)	0	0	
Personnel Support (SF)	0	0	
Communications (SF)	0	0	
Ship Maintenance (SF)	0	0	
RDT&E (SF)	0	0	
POL Storage (BL)	0	0	
Ammo Storage (SF)	0	0	
Medical Facilities (SF)	0	0	
Environmental	\$0	\$0	
Other:	0	0	
-	\$	\$	
-	\$	\$	
-	\$	\$	

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL  
ENCLOSURE (3) - GAINING BASE QUESTIONS**

**Table 3-B - Military Construction Requirements.**

**Table 3-B: MILCON Requirements**

Gaining Base Name: DOBBINS AFB, GA			
Category (Unit)	New Construction Requirement	Rehabilitation Requirement	Comment
Horizontal (SY)			
Berthing (FB)			
Air Maintenance (SF)		38,987	19,968 (211-05) 10,379 (211-06) 8,640 (211-07)
Other Operations (SF)			
Administrative (SF)			
Training (SF)	*39,775		NARCEN ADDITION
Maintenance (SF)			
Bachelor Quarters (SF)			
Supply/Storage (SF)			
Dining Facilities (SF)			
Personnel Support (SF)			
Communications (SF)			
Ship Maintenance (SF)			
RDT&E (SF)			
POL Storage (BL)			
Ammo Storage (SF)			
Medical Facilities (SF)			
Environmental			
Other:			
-	\$	\$	
-	\$	\$	
-	\$	\$	

\* STATEMENT OF FACILITY REQUIREMENTS ONLY.

BRAC-95 CERTIFICATION

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

J. D. OLSON II  
NAME (Please type or print)  
Commander, Naval Air Reserve Force  
Title

*J. D. Olson*  
Signature  
5-24-95  
Date

N/A  
Division  
N/A  
Department  
COMNAVAIRESFOR, New Orleans, LA  
Activity

*ATLANTA, CRF To Combination  
FORT WORTH/NOLA*

OPTIONAL FORM 88 (7-90)

FAX TRANSMITTAL

# of pages *48*

To	<i>CAPT VANDIVORT</i>	From	<i>CWRF</i>
Dept./Agency	<i>BRAT</i>	Phone #	<i>(804) 948-1994/7</i>
Fax	<i>(703) 756-2172</i>	Fax #	<i>(804) 948-1999</i>

NSN 7540 01-317-7368

5099 101

GENERAL SERVICES ADMINISTRATION

# Document Separator

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL  
ENCLOSURE (1) - SCENARIO SUMMARY**

**Complete one copy of Enclosure (1) - Scenario Summary for the entire closure/realignment scenario.**

**Table 1-A: Scenario Description.**

<b>Scenario No.:</b>	CR95-006A
<b>Scenario Title:</b>	CLOSE NAS ATLANTA
<b>Date:</b>	24 MAY1995

**Table 1-B: Point of Contact Information.**

<b>Name:</b>	CDR L. SYKES, USNR
<b>Organization/Code:</b>	COMNAVRESFOR/N31
<b>Office Phone Number:</b>	(504) 948-1998 DSN: 363-1998
<b>Fax Number:</b>	(504) 948-1999 DSN: 363-1999
<b>Home Phone Number:</b>	(504) 649-4284

\* This revision is submitted in order to account for the recommended DOD redirects of VMFA-142, VFA-203, and CAG-20 to NAS Atlanta. It also accounts for the establishment and siting of VAW-77 at NAS Atlanta. The recommended redistribution of RAIMD assets is made to relocate unique and essential aircraft support functions and provide for site support associated with VMFA-142, VFA-203 and VAW-77.

**Advantages**

1. Convenience of airspace for air-to-air training and relative proximity of air-to-ground target for delivery of practice ordnance create a favorable training environment.

**Disadvantages**

1. MILCON required to construct hangar and ramp space.
2. NAS will need additional BOQ/BEQ space to support additional active duty personnel.
3. Sufficient SFLRES manning is not available in local area. Airlift will be required.

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL**  
**Enclosure (2) - LOSING BASE QUESTIONS**

**Complete a separate Enclosure (2) - Losing Base Questions for each "losing" base involved in the closure/rcalignment scenario. Make additional copies of this enclosure as necessary. Tables included in this enclosure are 2-A, 2-B, 2-C, 2-D, 2-E, and 2-F. Enter the Losing Base name in the block below:**

<b>Losing Base:</b>	NAS ATLANTA
---------------------	-------------

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL  
ENCLOSURE (1) - SCENARIO SUMMARY**

**Table 1-C: Losing/Gaining Bases Involved in Scenario**

<b>Losing Base(s)</b>	<b>Gaining Base(s)</b>	<b>Workload/Missions Transferring</b>
NAS ATLANTA, GA	NAVAL STATION, MAYPORT, FL <i>328 MI</i>	MAG-42/ JIMLA-773/ MALS-42/ MWSS-472/11&S DET 4TH LAAD
NAS ATLANTA, GA	NAVAL STATION, MAYPORT, FL	BTRY B, 4TH LAAD
NAS ATLANTA, GA	NAVAL STATION, MAYPORT, FL	BRANCH CLINIC/PSD/PRIOR SERVICE RECRUITERS
NAS ATLANTA, GA	DOBBINS AFB <i>1 MI</i>	NAVAL AIR RESERVE CENTER (NARCEN ATLANTA)
NAS ATLANTA, GA	DOBBINS AFB	C-9 SQUADRON
NAS ATLANTA, GA	DOBBINS AFB	NAVREP FAA SOUTH
NAS ATLANTA, GA	DOBBINS AFB	BRANCH CLINIC
NAS ATLANTA, GA	DOBBINS AFB	DENTAL
NAS ATLANTA, GA	NAS JRB FORT WORTH <i>819 MI</i>	NAESU/ RAIMD
NAS ATLANTA, GA	NAS JRB NEW ORLEANS <i>491 MI</i>	NAESU/ RAIMD
NAS ATLANTA, GA	ATLANTA AREA <i>14 MI</i>	FAA GROUP
NAS ATLANTA, GA	ATLANTA AREA	RIAC 14
NAS ATLANTA, GA	ATLANTA AREA	NCIS
NAS ATLANTA, GA	COMNAVRESFOR, NOLA <i>491 MI</i>	HRO
NAS ATLANTA, GA	NRC ATLANTA <i>14 MI</i>	RECRUITING
NAS ATLANTA, GA	NAVAL SUPPLY CORP SCHOOL ATHENS, GA <i>79 MI</i>	PSD

**Note:**

Enclosure (1)



**Table 2-A: Disposition of Personnel - Detail Data.****Table 2-A: Disposition of Personnel - Detail Data**

From Losing Base: NAS ATLANTA, GA									
To Gaining Base: NAVAL SUPPLY CORPS SCHOOL, ATHENS									
UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
43351	PSD	Officer	0	0	0	1	0	0	1
		Enlisted	0	0	0	23	0	0	23
		Civilian	0	0	0	8	0	0	8
		Mil Stu	0	0	0	0	0	0	0
		Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
		Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
		Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
		Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
	TOTAL	Officer	0	0	0	1	0	0	1
		Enlisted	0	0	0	23	0	0	23
		Civilian	0	0	0	8	0	0	8
		Mil Stu	0	0	0	0	0	0	0

Make additional copies of this table, or add rows to it, as necessary, to include each host/tenant activity which will be relocated.  
Mil Stu - Military Students.

**\*Transfers upon base closure to support residual military population not assigned to NAS Atlanta: 500 active duty (universities, reserve/recruit center) and 1400 selected reserve customers.**

**Table 2-A: Disposition of Personnel - Detail Data.****Table 2-A: Disposition of Personnel - Detail Data**

From Losing Base: NAS ATLANTA, GA									
To Gaining Base: DOBBINS AFB									
UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
00196	NAS ATLANTA (NARCEN)	Officer	0	0	0	5	0	0	5
		Enlisted	0	0	0	23	0	0	23
		Civilian	0	0	0	3	0	0	3
		Mil Stu	0	0	0	0	0	0	0
42595	NAVRHP FAA SOUTH	Officer	1	0	0	0	0	0	1
		Enlisted	1	0	0	0	0	0	1
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
08980	VR-46	Officer	0	0	0	10	0	0	10
		Enlisted	0	0	0	77	0	0	77
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
39171	BRCL	Officer	0	0	0	3	0	0	3
		Enlisted	0	0	0	2	0	0	2
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
41783	DBNTAL	Officer	0	0	0	2	0	0	2
		Enlisted	0	0	0	4	0	0	4
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
	TOTAL	Officer	1	0	0	20	0	0	21
		Enlisted	1	0	0	106	0	0	107
		Civilian	0	0	0	3	0	0	3
		Mil Stu	0	0	0	0	0	0	0

Make additional copies of this table, or add rows to it, as necessary, to include each host/tenant activity which will be relocated.

Mil Stu = Military Students.

**Table 2-A: Disposition of Personnel - Detail Data.****Table 2-A: Disposition of Personnel - Detail Data**

From Losing Base: NAS ATLANTA, GA									
To Gaining Base: NAS NORFOLK, VA									
UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
55651	VAW-77	Officer	0	0	0	18	0	0	18
		Enlisted	0	0	0	15	0	0	15
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
63102	NAR (E-2C SUPPORT)	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	24	0	0	24
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
	<b>TOTAL</b>	Officer	0	0	0	18	0	0	18
Enlisted		0	0	0	39	0	0	39	
Civilian		0	0	0	0	0	0	0	
Mil Stu		0	0	0	0	0	0	0	

Make additional copies of this table, or add rows to it, as necessary, to include each host/tenant activity which will be relocated.

Mil Stu = Military Students.

**Table 2-A: Disposition of Personnel - Detail Data.****Table 2-A: Disposition of Personnel - Detail Data**

From Losing Base: NAS ATLANTA, GA									
To Gaining Base: NAVAL STATION MAYPORT, FL									
UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
67236	MAG-42	Officer	0	0	0	8	0	0	8
		Enlisted	0	0	0	26	0	0	26
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
67236	HMLA-773	Officer	0	0	0	11	0	0	11
		Enlisted	0	0	0	122	0	0	122
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
67236	MALS-42	Officer	0	0	0	4	0	0	4
		Enlisted	0	0	0	27	0	0	27
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
67236	MWSS-472	Officer	0	0	0	1	0	0	1
		Enlisted	0	0	0	21	0	0	21
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
67236	H&S DET 4TH LADID	Officer	0	0	0	1	0	0	1
		Enlisted	0	0	0	12	0	0	12
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
	TOTAL	Officer	0	0	0	25	0	0	25
		Enlisted	0	0	0	208	0	0	208
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0

Make additional copies of this table, or add rows to it, as necessary, to include each host/tenant activity which will be relocated.  
Mil Stu = Military Students.

**Table 2-A: Disposition of Personnel - Detail Data.****Table 2-A: Disposition of Personnel - Detail Data**

From Losing Base: NAS ATLANTA, GA									
To Gaining Base: NAVAL STATION MAYPORT, FL									
UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
39171	HRCL	Officer	0	0	0	1	0	0	1
		Enlisted	0	0	0	1	0	0	1
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
43351	PSD	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	2	0	0	2
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
67236	HTRY D 4TH LAAD	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	10	0	0	10
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
36005	PRIOR SERVICE RECRUITERS	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	6	0	0	6
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
		Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
	TOTAL	Officer	0	0	0	1	0	0	1
		Enlisted	0	0	0	19	0	0	19
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0

Make additional copies of this table, or add rows to it, as necessary, to include each host/tenant activity which will be relocated.

Mil Stu = Military Students.

**Table 2-A: Disposition of Personnel - Detail Data.**

**Table 2-A: Disposition of Personnel - Detail Data**

From Losing Base: NAS ATLANTA, GA									
To Gaining Base: SOUTHNAVFACENCOM, CHARLESTON, SC (UIC N62467)									
UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
N45202	ROICC NAS ATLANTA	Officer	1						1
		Enlisted	0						0
		Civilian	0						0
		Mil Stu	0						0
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
	<b>TOTAL</b>	Officer	1						1
		Enlisted	0						0
		Civilian	0						0
		Mil Stu	0						0

Make additional copies of this table, or add rows to it, as necessary, to include each host/tenant activity which will be relocated.

**Table 2-A: Disposition of Personnel - Detail Data.****Table 2-A: Disposition of Personnel - Detail Data**

From Losing Base: NAS ATLANTA, GA									
To Gaining Base: ATLANTA ARFA									
UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
N/A	FAA GROUP	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	6	0	0	6
		Mil Stu	0	0	0	0	0	0	0
47926	RIAC 14 (RIPO)	Officer	0	0	0	1	0	0	1
		Enlisted	0	0	0	4	0	0	4
		Civilian	1	0	0	0	0	0	1
		Mil Stu	0	0	0	0	0	0	0
47782	NCIS RESIDENT UNIT	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	2	0	0	0	0	0	2
		Mil Stu	0	0	0	0	0	0	0
		Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
		Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
	<b>TOTAL</b>	Officer	0	0	0	1	0	0	1
		Enlisted	0	0	0	4	0	0	4
		Civilian	3	0	0	6	0	0	9
		Mil Stu	0	0	0	0	0	0	0

Make additional copies of this table, or add rows to it, as necessary, to include each host/tenant activity which will be relocated.

Mil Stu = Military Students.

**Table 2-A: Disposition of Personnel - Detail Data.****Table 2-A: Disposition of Personnel - Detail Data**

From Losing Base: NAS ATLANTA, GA									
To Gaining Base: NAVAL RESERVE CENTER ATLANTA									
UTC	Name	Type	1996	1997	1998	1999	2000	2001	Total
47766	RECRUITING	Officer	2	0	0	0	0	0	2
		Enlisted	6	0	0	0	0	0	6
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
	<b>TOTAL</b>	Officer	2	0	0	0	0	0	2
		Enlisted	6	0	0	0	0	0	6
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0

Make additional copies of this table, or add rows to it, as necessary, to include each host/tenant activity which will be relocated.

**Table 2-A: Disposition of Personnel - Detail Data.**

**Table 2-A: Disposition of Personnel - Detail Data**

From Losing Base: NAS ATLANTA, GA									
To Gaining Base: NAS JRH FORT WORTH									
UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
32098	NAESU	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	1	0	0	1
		Mil Stu	0	0	0	0	0	0	0
44487	RAIMD (F-8D engine repair)	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	19	0	0	19
		Civilian	0	0	0	3	0	0	3
		Mil Stu	0	0	0	0	0	0	0
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
	<b>TOTAL</b>	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	19	0	0	19
		Civilian	0	0	0	4	0	0	4
		Mil Stu	0	0	0	0	0	0	0

Make additional copies of this table, or add rows to it, as necessary, to include each host/tenant activity which will be relocated.

Mil Stu = Military Students.

**Table 2-A: Disposition of Personnel - Detail Data.**

**Table 2-A: Disposition of Personnel - Detail Data**

From Losing Base: NAS ATLANTA, GA									
To Gaining Base: NAS JRB NEW ORLEANS, LA									
UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
09030	VFA-203	Officer	0	0	0	5	0	0	5
		Enlisted	0	0	0	114	0	0	114
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
09393	CVWR-20	Officer	0	0	0	15	0	0	15
		Enlisted	0	0	0	27	0	0	27
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
M08966	VMFA-142	Officer	0	0	0	5	0	0	5
		Enlisted	0	0	0	39	0	0	39
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
44490	RAIMD (F/A-18 SUPPORT, T-700 ENGINE REPAIR, AIRCRAFT CABLE REPAIR, NC-8 REPAIR.)	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	64	0	0	64
		Civilian	0	0	0	8	0	0	8
		Mil Stu	0	0	0	0	0	0	0
30338	NAESU	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	1	0	0	1
		Mil Stu	0	0	0	0	0	0	0
	<b>TOTAL</b>	Officer	0	0	0	25	0	0	25
		Enlisted	0	0	0	244	0	0	244
		Civilian	0	0	0	9	0	0	9
		Mil Stu	0	0	0	0	0	0	0

Make additional copies of this table, or add rows to it, as necessary, to include each host/tenant activity which will be relocated.

Mil Stu = Military Students.

**Table 2-A: Disposition of Personnel - Detail Data.**

**Table 2-A: Disposition of Personnel - Detail Data**

From Losing Base: NAS ATLANTA, GA									
To Gaining Base: COMNAVRESFOR NEW ORLEANS									
UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
68512	IIRO	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	1	0	0	2	0	0	3
		Mil Stu	0	0	0	0	0	0	0
		Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
		Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
		Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
		Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
	<b>TOTAL</b>	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	1	0	0	2	0	0	3
		Mil Stu	0	0	0	0	0	0	0

Make additional copies of this table, or add rows to it, as necessary, to include each host/tenant activity which will be relocated.

Mil Stu = Military Students.

**Table 2-B: Disposition of Personnel and Equipment - Summary.**

**Table 2-B: Disposition of Personnel and Equipment - Summary**

From Losing Base: NAS ATLANTA							
To Gaining Base: NAVAL STATION MAYPORT, FL							
	1996	1997	1998	1999	2000	2001	Total
Officer Billets				26			26
Enlisted Billets				227			227
Civilian Positions							
Military Students							
Tons of Mission Equipment				387			387
Tons of Support Equipment							
Number of Light Vehicles				87			87
Number of Heavy Vehicles				8			8

**Supporting Data for Table 2-B.** Use the space below to list the types of Mission Equipment, Support Equipment, Light Vehicles and Heavy Vehicles identified as required to be relocated in Table 2-B and the rationale for relocating this equipment. Attach additional sheets as necessary.

Type of Equipment/Vehicles

Rationale for Relocating

Mobile maintenance Facilities(22)	Required for OP/Training mission
HMMWV (67)	Required for OP/Training mission
5 ton truck (4)	Required for OP/Training mission
Refueler(1)	Required for OP/Training mission
Crash fire rescue truck(2)	Required for OP/Training mission
CUCCV(2)	Required for OP/Training mission
Ambulance (5)	Required for OP/Training mission
Tractor M931 (2)	Required for OP/Training mission
Trailer (2)	Required for OP/Training mission
Wrecker (1)	Required for OP/Training mission
AH-1W (12) Helos / UH-1N(7) Helos	Required for OP/Training mission
Water bull (1)	Required for OP/Training mission
Recruiter vehicles (6)	Required for OP/Training mission

**Table 2-B: Disposition of Personnel and Equipment - Summary.**

**Table 2-B: Disposition of Personnel and Equipment - Summary**

From Losing Base: NAS ATLANTA							
To Gaining Base: NAS JRB FORT WORTH (NAESU, RAIMD)							
	1996	1997	1998	1999	2000	2001	Total
Officer Billets							
Enlisted Billets				19			19
Civilian Positions				4			4
Military Students							
Tons of Mission Equipment							
Tons of Support Equipment							
Number of Light Vehicles							
Number of Heavy Vehicles							

**Supporting Data for Table 2-B.** Use the space below to list the types of Mission Equipment, Support Equipment, Light Vehicles and Heavy Vehicles identified as required to be relocated in Table 2-B and the rationale for relocating this equipment. Attach additional sheets as necessary.

Type of Equipment/Vehicles

Rationale for Relocating

**Table 2-B: Disposition of Personnel and Equipment - Summary.**

**Table 2-B: Disposition of Personnel and Equipment - Summary**

From Losing Base: NAS ATLANTA							
To Gaining Base: NAVAL SUPPLY CORPS SCHOOL ATHENS							
	1996	1997	1998	1999	2000	2001	Total
Officer Billets				1			1
Enlisted Billets				23			23
Civilian Positions				8			8
Military Students				0			0
Tons of Mission Equipment							
Tons of Support Equipment							
Number of Light Vehicles							
Number of Heavy Vehicles							

**Supporting Data for Table 2-B.** Use the space below to list the types of Mission Equipment, Support Equipment, Light Vehicles and Heavy Vehicles identified as required to be relocated in Table 2-B and the rationale for relocating this equipment. Attach additional sheets as necessary.

Type of Equipment/Vehicles

Rationale for Relocating

Standard COBRA estimate sufficient for relocating PSD office equipment.

**Table 2-B: Disposition of Personnel and Equipment - Summary.**

**Table 2-B: Disposition of Personnel and Equipment - Summary**

From Losing Base: NAS ATLANTA							
To Gaining Base: SOUTH DIV, CHARLESTON, SC (ROICC)							
	1996	1997	1998	1999	2000	2001	Total
Officer Billets	1						1
Enlisted Billets							
Civilian Positions							
Military Students							
Tons of Mission Equipment							
Tons of Support Equipment							
Number of Light Vehicles							
Number of Heavy Vehicles							

**Supporting Data for Table 2-B.** Use the space below to list the types of Mission Equipment, Support Equipment, Light Vehicles and Heavy Vehicles identified as required to be relocated in Table 2-B and the rationale for relocating this equipment. Attach additional sheets as necessary.

Type of Equipment/Vehicles

Rationale for Relocating

**Table 2-B: Disposition of Personnel and Equipment - Summary.**

**Table 2-B: Disposition of Personnel and Equipment - Summary**

From Losing Base: NAS ATLANTA							
To Gaining Base: NAS JRB NEW ORLEANS							
	1996	1997	1998	1999	2000	2001	Total
Officer Billets				<del>0</del> 25			25
Enlisted Billets				<del>0</del> 244			244
Civilian Positions				9			9
Military Students							
Tons of Mission Equipment							
Tons of Support Equipment							
Number of Light Vehicles							
Number of Heavy Vehicles							

**Supporting Data for Table 2-B.** Use the space below to list the types of Mission Equipment, Support Equipment, Light Vehicles and Heavy Vehicles identified as required to be relocated in Table 2-B and the rationale for relocating this equipment. Attach additional sheets as necessary.

Type of Equipment/Vehicles

Rationale for Relocating

**Table 2-B: Disposition of Personnel and Equipment - Summary.**

**Table 2-B: Disposition of Personnel and Equipment - Summary**

From Losing Base: NAS ATLANTA							
To Gaining Base: NAS NORFOLK (F-2)							
	1996	1997	1998	1999	2000	2001	Total
Officer Billets				18			18
Enlisted Billets				39			39
Civilian Positions				0			0
Military Students							
Tons of Mission Equipment				<i>used 2</i>			
Tons of Support Equipment				1.5			
Number of Light Vehicles							
Number of Heavy Vehicles							

**Supporting Data for Table 2-B.** Use the space below to list the types of Mission Equipment, Support Equipment, Light Vehicles and Heavy Vehicles identified as required to be relocated in Table 2-B and the rationale for relocating this equipment. Attach additional sheets as necessary.

Type of Equipment/Vehicles

Engine Plug  
 Suppressor  
 Adapt oil  
 Cover, aircraft  
 Toll arrest hood  
 Pin rigging  
 Puller contro

Rationale for Relocating

Support equipment and material for VAW-77. This squadron has not stood up yet even though equipment has been pre-staged. The squadron was to be established at NAS Atlanta.

**Table 2-B: Disposition of Personnel and Equipment - Summary.****Table 2-B: Disposition of Personnel and Equipment - Summary**

From Losing Base: NAS ATLANTA							
To Gaining Base: DOBBINS AFB							
	1996	1997	1998	1999	2000	2001	Total
Officer Billets	1			20			21
Enlisted Billets	1			106			107
Civilian Positions	0			3			3
Military Students							
Tons of Mission Equipment							
Tons of Support Equipment							
Number of Light Vehicles							
Number of Heavy Vehicles							

**Supporting Data for Table 2-B.** Use the space below to list the types of Mission Equipment, Support Equipment, Light Vehicles and Heavy Vehicles identified as required to be relocated in Table 2-B and the rationale for relocating this equipment. Attach additional sheets as necessary.

Type of Equipment/Vehicles

Rationale for Relocating

**Table 2-B: Disposition of Personnel and Equipment - Summary.**

**Table 2-B: Disposition of Personnel and Equipment - Summary**

From Losing Base: NAS ATLANTA							
To Gaining Base: ATLANTA AREA (FAA GROUP, RIAC 14, NCIS)							
	1996	1997	1998	1999	2000	2001	Total
Officer Billets	2			1			1
Enlisted Billets	6			4			4
Civilian Positions	3			6			9
Military Students							
Tons of Mission Equipment							
Tons of Support Equipment							
Number of Light Vehicles							
Number of Heavy Vehicles							

**Supporting Data for Table 2-B.** Use the space below to list the types of Mission Equipment, Support Equipment, Light Vehicles and Heavy Vehicles identified as required to be relocated in Table 2-B and the rationale for relocating this equipment. Attach additional sheets as necessary.

Type of Equipment/Vehicles

Rationale for Relocating

NRC ATLANTA  
 ADDED

**Table 2-B: Disposition of Personnel and Equipment - Summary.****Table 2-B: Disposition of Personnel and Equipment - Summary**

From Losing Base: NAS ATLANTA							
To Gaining Base: NRC ATLANTA (RECRUITING)							
	1996	1997	1998	1999	2000	2001	Total
Officer Billets	2						2
Enlisted Billets	6						6
Civilian Positions							
Military Students							
Tons of Mission Equipment							
Tons of Support Equipment							
Number of Light Vehicles							
Number of Heavy Vehicles							

**Supporting Data for Table 2-B.** Use the space below to list the types of Mission Equipment, Support Equipment, Light Vehicles and Heavy Vehicles identified as required to be relocated in Table 2-B and the rationale for relocating this equipment. Attach additional sheets as necessary.

Type of Equipment/Vehicles

Rationale for Relocating

NUMBERS ADDED  
TO ATLANTA AREA

**Table 2-B: Disposition of Personnel and Equipment - Summary.**

**Table 2-B: Disposition of Personnel and Equipment - Summary**

From Losing Base: NAS ATLANTA							
To Gaining Base: COMNAVRESFOR NEW ORLEANS (HRO)							
	1996	1997	1998	1999	2000	2001	Total
Officer Billets							
Enlisted Billets							
Civilian Positions	1			2			3
Military Students							
Tons of Mission Equipment							
Tons of Support Equipment							
Number of Light Vehicles							
Number of Heavy Vehicles							

**Supporting Data for Table 2-B.** Use the space below to list the types of Mission Equipment, Support Equipment, Light Vehicles and Heavy Vehicles identified as required to be relocated in Table 2-B and the rationale for relocating this equipment. Attach additional sheets as necessary.

Type of Equipment/Vehicles

Rationale for Relocating

**Table 2-C: Eliminated Billets/Positions**

**Table 2-C: Eliminated Billets/Positions**

Losing Base Name: NAS ATLANTA									
UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
00196	NAS ATLANTA	Officer	0	0	0	18	0	0	18
		Enlisted	0	0	0	169	0	0	169
		Civilian	0	0	0	136	0	0	136
44486	RAI MD	Officer	0	0	0	6	0	0	6
		Enlisted	0	0	0	40	0	0	40
		Civilian	0	0	0	9	0	0	9
43351	PSD	Officer	0	0	0	1	0	0	1
		Enlisted	0	0	0	5	0	0	5
		Civilian	0	0	0	6	0	0	6
		Officer							
		Enlisted							
		Civilian							
		Officer							
		Enlisted							
		Civilian							
		Officer							
		Enlisted							
		Civilian							
		Officer							
		Enlisted							
		Civilian							
	<b>TOTAL</b>	Officer	0	0	0	25	0	0	25
		Enlisted	0	0	0	214	0	0	214
		Civilian	0	0	0	151	0	0	151

**Table 2-D: Manpower Reconciliation Data.****Table 2-D: Manpower Reconciliation Data**

	Officers	Enlisted	Civilians	Mil Stu	Total
A. Begin FY 1996:	120	856	187		1163
B. Force Structure Changes(+/-):		+27			+27
C. Prior BRAC Changes (+/-):					
D. End FY 2001:	120	883	187		1190
Moving to (List each Gaining Base):					
1. ATHENS	1	23	8	0	32
2. DOBBINS AFB	21	107	3	0	131
3. NAS NORFOLK	18	39	0	0	57
4. NAVSTA MAYPORT	26	227	0	0	253
5. SOUTHNAVFACENGCON	1	0	0	0	1
6. ATLANTA	1	4	9	0	14
7. NRC ATLANTA	2	6	0	0	8
8. NAS JRB FORT WORTH	0	19	4	0	23
9. NAS JRB NEW ORLEANS	25	244	9	0	278
10. NSA NEW ORLEANS (HRO)	0	0	3	0	3
F. Total Billets/Positions Moving:	95	669	36	0	800
F. Eliminated Billets/Positions:	25	214	151		390
G. Remaining at Losing Base:	0	0	0	0	0
H. Sum of Lines E, F, and G:	120	883	187	0	1190

Notes:

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL**  
**Enclosure (2) - LOSING BASE QUESTIONS**

**Table 2-F: Supporting Data:**

**a. Other One-Time Unique Costs.**

Losing Base: NAS ATLANTA

	<u>Cost</u>	<u>FY</u>	<u>Description</u>
1.	\$10.9k	99	Terminations of vehicles leases
	\$32.5k	99	Termination of service contracts (fire alarm maintenance, waste disposal, etc)
	\$768K	99	Termination of lease at Lake Site requires site to be returned to original state

**b. Other One-Time Unique Savings.**

Losing Base: NAS ATLANTA

<u>Cost</u>	<u>FY</u>	<u>Gaining Base</u>	<u>Description</u>
NONE			

**c. One-Time Unique Moving Costs.**

Losing Base: NAS ATLANTA, GA

<u>Cost</u>	<u>FY</u>	<u>Gaining Base</u>	<u>Description</u>
\$1.0k	00		Engine analyzer
\$1.0K	00		Engineering copier machine
\$1.5K	00		Computer aided design (CAD) workstation
\$3.0K	00		Vehicle lifts
\$3.0K	99	Fort Worth	55' Houseboat (NAF)
\$1.0K	99	Fort Worth	20' Ski boat (NAF)
\$3.0K	99	Fort Worth	24' Pontoon boat (2) (NAF)
\$6.0K	99	NAS New Orleans	Automatic Test Equipment (AIMD)
\$900K	99	NAS MAYPORT	Disassemble of improved moving TOT simulator and reassemble at gaining base

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL  
Enclosure (2) - LOSING BASE QUESTIONS**

**d. and e. Changes in Mission Costs.**

**d. Net Mission Costs.**

Net Mission Costs (Cost Increases) Worksheet						
Losing Base: NAS ATLANTA, GA						
Gaining Base	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001 and Beyond
1. DOBBINS AFB						
Description:						
2. Contract Physical Ex.	72K	72K	72K	72K	72K	72K
Description:						
3. Atlanta Area (Rec)	4K	4K	4K	4K	4K	4K
Description:						
4. Atlanta Area (Rec)	48K	48K	48K	48K	48K	48K
Description:						
5. Atlanta Area (Rec)	6K	6K	6.5K	6.5K	7K	7K
Description:						

**f. Miscellaneous Recurring Costs.**

Losing Base: NAS ATLANTA

	<u>Annual Cost</u>	<u>FY</u>	<u>Description</u>
1.	N/A		

**g. Miscellaneous Recurring Savings.**

Losing Base: NAS ATLANTA

	<u>Annual Savings</u>	<u>FY</u>	<u>Description</u>
1.	N/A		

**h. Land Sales.**

Losing Base: N/A

	<u>Revenues</u>	<u>No. of Acres</u>	<u>Rationale</u>
1.	NONE		

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL**  
**Enclosure (2) - LOSING BASE QUESTIONS**

**i. Procurement Cost Avoidances.**

Losing Base: NAS ATLANTA

	<u>Cost</u>	<u>FY</u>	<u>One-Time/Recurring</u>	<u>Explanation</u>
1.	\$259K	96	ONE-TIME	Warehouse
	\$100K	96	ONE-TIME	Replace fuel transfer pumps
	\$20K	96	ONE-TIME	Electrical bager for recycling
	\$36K	96	ONE-TIME	Carpet replacement w/tile
	\$7K	96	ONE-TIME	Fume hoods
	\$4K	96	ONE-TIME	Mercury lighting
	\$5K	96	ONE-TIME	Gaylord ventilation
	\$5K	96	ONE-TIME	Pots and pans room
	\$2K	96	ONE-TIME	Shunt trip
	\$9K	96	ONE-TIME	Exhaust fume hood for fuel farm

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL  
ENCLOSURE (3) - GAINING BASE QUESTIONS**

**j. Facility Shutdown.**

Losing Base: NAVY ATL - DOBBINS    MARINES ATL - MAYPORT

Facility KSF Shutdown: ALL

Summarize data shown in response to supporting data questions a. through j. above in the following table.  
Note that all entries must be shown in (\$000).

**Table 2-F: Dynamic Base Information Summary**

Losing Base:		1996	1997	1998	1999	2000	2001	Total
a.	One-Time Unique Costs				N-811.4 811			N-811.4
b.	One-Time Unique Svgs							
c.	One-Time Move Costs				N-13K M-900K T-913K	N-6.5K 7		N-19.5K M-900K T-919.5K
d.	Net Mission Costs	N-130K	N-130K	N-130.5K	N-130.5K	N-131K	N-131K	N-783K
e.	Net Mission Savings							
f.	Misc Recur Costs							
g.	Misc Recur Savings							
h.	Land Sales							
i.	Procurement Cost Avoid	447K						447K
j. Fac. Shutdown (KSF)		ALL						

N - NAVY  
M - MARINES  
T - TOTAL

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL  
ENCLOSURE (3) - GAINING BASE QUESTIONS**

<b>Gaining Base:</b>	<b>NAVAL STATION MAYPORT, FL</b>
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**Table 3-A - Dynamic Base Information.**

**Table 3-A: Supporting Data**

**a. Other Unique One-Time Costs.**

Gaining Base: NAVAL STATION MAYPORT, FL

<u>Cost</u>	<u>FY</u>	<u>Description</u>
\$53K	98	NALCOMIS Terminal (5) and Connectivity to ADP mainframe located in bldg 1554.
\$25K	99	Galley equipment necessary to feed additional personnel
\$18K	99	Phone installation
\$2.7K	99	Network Comm Transfer
\$25.86K	99	Structure wiring installation
\$18.25K	99	Phone system procurement
\$3,175	99	Additional recruiting costs
\$13,052K	99	Training/Retraining costs
\$138K	99	Reserve severance compensation

**b. Other One-Time Unique Savings.**

Gaining Base: NAVAL STATION MAYPORT, FL

<u>Cost</u>	<u>FY</u>	<u>Description</u>
1. NONE		

**c. Environmental Mitigation.**

Gaining Base: NAVAL STATION MAYPORT, FL

<u>Cost</u>	<u>FY</u>	<u>Description</u>
1. \$100k	96	Environmental impact study

**d. Miscellaneous Recurring Costs.**

Gaining Base: NAVAL STATION MAYPORT, FL

<u>Annual Cost</u>	<u>FY</u>	<u>Description</u>
1. 42K	99	An ongoing augment will be required to pay the incremental charges for the messmen contract currently in use.

**e. Miscellaneous Recurring Savings.**

Gaining Base: NAVAL STATION MAYPORT, FL

<u>Annual Savings</u>	<u>FY</u>	<u>Description</u>
1. NONE		

**f. Land Purchases.**

Gaining Base: NAVAL STATION MAYPORT, FL

- Cost    No. of Acres    FY    Description  
 1. No purchase necessary (Navy Reserve Center)

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL  
 ENCLOSURE (3) - GAINING BASE QUESTIONS**

**Table 3-A: Dynamic Base Information**

Gaining Base Name: NAVAL STATION MAYPORT, FL								
		1996	1997	1998	1999	2000	2001	Total
a.	One-Time Unique Costs *	0	0	53k	16,454.81K <i>16455</i>	0	0	16,507.81K
b.	One-Time Unique Savings	0	0	0	0	0	0	0
c.	Environ. Mitigation	100K	0	0	0	0	0	100K
d.	Misc. Recurring Costs	0	0	0	42K	42K	42K	126K
e.	Misc. Recurring Savings	0	0	0	0	0	0	0
f.	Land Purchases	0	0	0	0	0	0	0

\* INCLUDES BOTH COMMUNITY INFRASTRUCTURE IMPACT AND OTHER ONE-TIME COSTS, AS APPLICABLE.

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL  
ENCLOSURE (3) - GAINING BASE QUESTIONS**

<b>Gaining Base:</b>	<b>NAS JRB NEW ORLEANS</b>
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**Table 3-A - Dynamic Base Information.**

**Table 3-A: Supporting Data**

**a. Other One-Time Unique Costs.**

**a. (1) Community Infrastructure Impacts.**

Gaining Base: NAS JRB NEW ORLEANS

	<u>Cost</u>	<u>FY</u>	<u>Location</u>	<u>Description</u>
1.	0			

**a. (2) Other Unique One-Time Costs.**

Gaining Base: NAS JRB NEW ORLEANS

	<u>Cost</u>	<u>FY</u>	<u>Description</u>
1.	\$80K	99	Phone installation/procurement
	\$50K	99	ADP system/wiring

**b. Other One-Time Unique Savings.**

Gaining Base: NAS JRB NEW ORLEANS

	<u>Cost</u>	<u>FY</u>	<u>Description</u>
1.	0		

**c. Environmental Mitigation.**

Gaining Base: NAS JRB NEW ORLEANS

	<u>Cost</u>	<u>FY</u>	<u>Description</u>
1.	0		

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL  
ENCLOSURE (3) - GAINING BASE QUESTIONS**

**d. Miscellaneous Recurring Costs.**

Gaining Base: NAS JRB NEW ORLEANS

	<u>Annual Cost</u>	<u>FY</u>	<u>Description</u>
1.	\$185K	99	Airlift support

**e. Miscellaneous Recurring Savings.**

Gaining Base: NAS JRB NEW ORLEANS

	<u>Annual Savings</u>	<u>FY</u>	<u>Description</u>
1.	0		

**f. Land Purchases.**

Gaining Base: NAS JRB NEW ORLEANS

	<u>Cost</u>	<u>No. of Acres</u>	<u>FY</u>	<u>Description</u>
1.	0			

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL  
ENCLOSURE (3) - GAINING BASE QUESTIONS**

**Table 3-A: Dynamic Base Information**

Gaining Base Name: <b>NAS JRB NEW ORLEANS</b>								
		1996	1997	1998	1999	2000	2001	Total
<b>a.</b>	<b>One-Time Unique Costs *</b>	0	0	0	\$130K	0	0	\$130K
<b>b.</b>	<b>One-Time Unique Savings</b>	0	0	0	0	0	0	0
<b>c.</b>	<b>Environ. Mitigation</b>	0	0	0	0	0	0	0
<b>d.</b>	<b>Misc. Recurring Costs</b>	0	0	0	\$185K	\$185K	\$185K	\$555K
<b>e.</b>	<b>Misc. Recurring Savings</b>	0	0	0	0	0	0	0
<b>f.</b>	<b>Land Purchases</b>	0	0	0	0	0	0	0

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL  
ENCLOSURE (3) - GAINING BASE QUESTIONS**

<b>Gaining Base:</b>	NAS NORFOLK
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**Table 3-A - Dynamic Base Information.**

**Table 3-A: Supporting Data**

**a. Other One-Time Unique Costs.**

**a. (1) Community Infrastructure Impacts.**

Gaining Base: NAS NORFOLK

	<u>Cost</u>	<u>FY</u>	<u>Location</u>	<u>Description</u>
1.	0			

**a. (2) Other Unique One-Time Costs.**

Gaining Base: NAS NORFOLK

	<u>Cost</u>	<u>FY</u>	<u>Description</u>
1.	0		

**b. Other One-Time Unique Savings.**

Gaining Base: NAS NORFOLK

	<u>Cost</u>	<u>FY</u>	<u>Description</u>
1.	0		

**c. Environmental Mitigation.**

Gaining Base: NAS NORFOLK

	<u>Cost</u>	<u>FY</u>	<u>Description</u>
1.	0		

**d. Miscellaneous Recurring Costs.**

Gaining Base: NAS NORFOLK

	<u>Annual Cost</u>	<u>FY</u>	<u>Description</u>
1.	0		

**e. Miscellaneous Recurring Savings.**

Gaining Base: NAS NORFOLK

	<u>Annual Savings</u>	<u>FY</u>	<u>Description</u>
1.	0		

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL  
ENCLOSURE (3) - GAINING BASE QUESTIONS**

**f. Land Purchases.**

Gaining Base: NAS NORFOLK

	<u>Cost</u>	<u>No. of Acres</u>	<u>FY</u>	<u>Description</u>
1.	0			

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL  
ENCLOSURE (3) - GAINING BASE QUESTIONS**

**Table 3-A: Dynamic Base Information**

Gaining Base Name: <u>NAS NORFOLK</u>		1996	1997	1998	1999	2000	2001	Total
<b>a.</b>	One-Time Unique Costs *	0	0	0	0	0	0	0
<b>b.</b>	One-Time Unique Savings	0	0	0	0	0	0	0
<b>c.</b>	Environ. Mitigation	0	0	0	0	0	0	0
<b>d.</b>	Misc. Recurring Costs	0	0	0	0	0	0	0
<b>e.</b>	Misc. Recurring Savings	0	0	0	0	0	0	0
<b>f.</b>	Land Purchases	0	0	0	0	0	0	0

**Table 3-B - Military Construction Requirements.**

NONE

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL  
ENCLOSURE (3) - GAINING BASE QUESTIONS**

<b>Gaining Base:</b>	<b>DOBBINS AFB, GA</b>
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**Table 3-A - Dynamic Base Information.**

**Table 3-A: Supporting Data**

**a. Other One-Time Unique Costs.**

**a. (1) Community Infrastructure Impacts.**

Gaining Base: DOBBINS AFB, GA

<u>Cost</u>	<u>FY</u>	<u>Location</u>	<u>Description</u>
NONE			

**a. (2) Other Unique One-Time Costs.**

Gaining Base: DOBBINS AFB, GA

<u>Cost</u>	<u>FY</u>	<u>Description</u>
25K	99	ADP system installation and wiring
5K	99	Phone system changes

**b. Other One-Time Unique Savings.**

Gaining Base: DOBBINS AFB, GA

<u>Cost</u>	<u>FY</u>	<u>Description</u>
NONE		

**c. Environmental Mitigation.**

Gaining Base: DOBBINS AFB, GA

<u>Cost</u>	<u>FY</u>	<u>Description</u>
NONE		

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL  
ENCLOSURE (3) - GAINING BASE QUESTIONS**

**Table 3-A: Dynamic Base Information**

Gaining Base Name: DOBBINS AFB, GA		1996	1997	1998	1999	2000	2001	Total
a	One-Time Unique Costs *	0	0	0	30K	0	0	30K
b	One-Time Unique Savings	0	0	0	0	0	0	0
c	Environ. Mitigation	0	0	0	0	0	0	0
d	Misc. Recurring Costs	0	0	0	0	0	0	0
e	Misc. Recurring Savings	0	0	0	0	0	0	0
f	Land Purchases	0	0	0	0	0	0	0

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL  
ENCLOSURE (3) - GAINING BASE QUESTIONS**

**Table 3-B - Military Construction Requirements.**

**Table 3-B: MILCON Requirements**

Gaining Base Name: NAVAL STATION MAYPORT			
Category (Unit)	New Construction Requirement	Rehabilitation Requirement	Comment
Horizontal (SY)	25,500	0	Includes POV and Track vehicle parking
Berthing (FB)	0	0	
Air Maintenance (SF)	0	0	
Other Operations (SF)	0	0	
Administrative (SF)	0	0	
Training (SF)	50,000 10,000	0	Training Building Stinger simulator
Maintenance (SF)	4,800	0	Includes vehicle maintenance facility
Bachelor Quarters (SF)	0	0	
Supply/Storage (SF)	0	0	
Dining Facilities (SF)	0	0	
Personnel Support (SF)	0	0	
Communications (SF)	0	0	
Ship Maintenance (SF)	0	0	
RDT&E (SF)	0	0	
POL Storage (BL)	0	0	
Ammo Storage (SF)	0	0	
Medical Facilities (SF)	0	0	
Environmental	\$5,000	\$0	Satisfy IR requirements before new building construction can be initiated
Other:			
-	\$	\$	
-	\$	\$	
-	\$	\$	

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**BRAC-95 SCENARIO DEVELOPMENT DATA CALL  
ENCLOSURE (3) - GAINING BASE QUESTIONS**

**Table 3-B - Military Construction Requirements.**

**Table 3-B: MILCON Requirements**

Gaining Base Name: NAS JRB NEW ORLEANS			
Category (Unit)	New Construction Requirement	Rehabilitation Requirement	Comment
Horizontal (SY)	69,620		Parking apron (2) F/A-18 squadrons
Horizontal (SY)	12,500		Taxiway
Air Maintenance (SF)	77,668		Maintenance hangar for (2) F/A-18 squadrons
Roads (SY)	2,800	14,500	Hangar/Taxiway site would relocate existing road.
Administrative (SF)	5,100		CAG-20 Office spaces
Training (SF)			
Maintenance (SF)			
Bachelor Quarters (SF)	27,000		Berthing for two additional squadrons
Supply/Storage (SF)	4,000		Mount-out storage for Marine squadron
Dining Facilities (SF)			
Personnel Support (SF)			
Communications (SF)			
Ship Maintenance (SI)			
RDT&E (SF)			
POL Storage (BL)			
Ammo Storage (SF)			
Medical Facilities (SF)			
Environmental	\$300K		
Other:			
- Bridges (2)	\$800K	\$	
-	\$	\$	
-	\$	\$	

AIR  
HORIZ.

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL  
ENCLOSURE (3) - GAINING BASE QUESTIONS**

**Table 3-B - Military Construction Requirements.**

**Table 3-B: MILCON Requirements**

Gaining Base Name: NAS NORFOLK			
Category (Unit)	New Construction Requirement	Rehabilitation Requirement	Comment
Horizontal (SY)	0	0	
Berthing (FB)	0	0	
Air Maintenance (SF)	0	0	
Other Operations (SI <sup>2</sup> )	0	0	
Administrative (SF)	0	0	
Training (SF)	0	0	
Maintenance (SF)	0	0	
Bachelor Quarters (SF)	0	0	
Supply/Storage (SF)	0	0	
Dining Facilities (SF)	0	0	
Personnel Support (SF)	0	0	
Communications (SF)	0	0	
Ship Maintenance (SF)	0	0	
RDT&E (SF)	0	0	
POI. Storage (BL)	0	0	
Ammo Storage (SF)	0	0	
Medical Facilities (SF)	0	0	
Environmental	\$0	\$0	
Other:	0	0	
-	\$	\$	
-	\$	\$	
-	\$	\$	

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL  
ENCLOSURE (3) - GAINING BASE QUESTIONS**

**Table 3-B - Military Construction Requirements.**

**Table 3-B: MILCON Requirements**

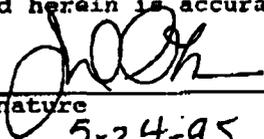
Gaining Base Name: DOBBINS AFB			
Category (Unit)	New Construction Requirement	Rehabilitation Requirement	Comment
Horizontal (SY)			
Berthing (FB)			
Air Maintenance (SF)		38,987	19,968 (211-05) 10,379 (211-06) 8,640 (211-07)
Other Operations (SI)			
Administrative (SF)			
Training (SF)	*39,775		NARCEN ADDITION
Maintenance (SF)			
Bachelor Quarters (SF)			
Supply/Storage (SF)			
Dining Facilities (SF)			
Personnel Support (SF)			
Communications (SF)			
Ship Maintenance (SF)			
RDT&E (SF)			
POI Storage (BL)			
Ammo Storage (SF)			
Medical Facilities (SF)			
Environmental			
Other:			
-	\$	\$	
-	\$	\$	
-	\$	\$	

\* STATEMENT OF FACILITY REQUIREMENTS ONLY.

BRAC-95 CERTIFICATION

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

J. D. OLSON II  
NAME (Please type or print)  
Commander, Naval Air Reserve Force  
Title

  
Signature  
5-24-95  
Date

N/A  
Division

N/A  
Department

COMNAVAIRESFOR, New Orleans, LA  
Activity

100 A A . 1 CRD

# Document Separator

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL  
ENCLOSURE (1) - SCENARIO SUMMARY**

**Complete one copy of Enclosure (1) - Scenario Summary for the entire closure/realignment scenario.**

**Table 1-A: Scenario Description.**

<b>Scenario No.:</b>	CR95-006B
<b>Scenario Title:</b>	CLOSE NAS ATLANTA
<b>Date:</b>	24 MAY1995

**Table 1-B: Point of Contact Information.**

<b>Name:</b>	CDR L. SYKES, USNR
<b>Organization/Code:</b>	COMNAVRESFOR/N31
<b>Office Phone Number:</b>	(504) 948-1998 DSN: 363-1998
<b>Fax Number:</b>	(504) 948-1999 DSN: 363-1999
<b>Home Phone Number:</b>	(504) 649-4284

\* This revision is submitted in order to account for the recommended DOD redirects of VMFA-142, VFA-203, and CAG-20 to NAS Atlanta. It also accounts for the establishment and siting of VAW-77 at NAS Atlanta. The recommended redistribution of RAIMD assets is made to relocate unique and essential aircraft support functions and provide for site support associated with VMFA-142, VFA-203 and VAW-77.

**Advantages**

1. None

**Disadvantages**

1. Sufficient SELRES manning is not available in the local area. Airlift will be required.
2. Operationally non-supportable, air-to-air space availability will be restricted by demands from six squadrons. Air-to-ground target is at or beyond tactical training range of F/A-18, especially in inclement weather. Squadrons would be faced with increasing PERSTEMPO to deploy to meet training requirements.
3. MILCON required for upgrade of two nose docks.

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL**  
**Enclosure (2) - LOSING BASE QUESTIONS**

**Complete a separate Enclosure (2) - Losing Base Questions for each "losing" base involved in the closure/realignment scenario. Make additional copies of this enclosure as necessary. Tables included in this enclosure are 2-A, 2-B, 2-C, 2-D, 2-E, and 2-F. Enter the Losing Base name in the block below:**

<b>Losing Base:</b>	NAS ATLANTA
---------------------	-------------

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL  
ENCLOSURE (1) - SCENARIO SUMMARY**

**Table 1-C: Losing/Gaining Bases Involved in Scenario**

<b>Losing Base(s)</b>	<b>Gaining Base(s)</b>	<b>Workload/Missions Transferring</b>
NAS ATLANTA, GA	NAVAL STATION, MAYPORT, FL <i>328 mi</i>	MAG-42/HMLA-773/ MALS-42/ MWSS-472/H&S DET 4TH LAAD
NAS ATLANTA, GA	NAVAL STATION, MAYPORT, FL	BTRY B, 4TH LAAD
NAS ATLANTA, GA	NAVAL STATION, MAYPORT, FL	BRANCH CLINIC/PSD/PRIOR SERVICE RECRUITERS
NAS ATLANTA, GA	DOBBINS AFB <i>1 mi</i>	NAVAL AIR RESERVE CENTER (NARCEN ATLANTA)
NAS ATLANTA, GA	DOBBINS AFB	C-9 SQUADRON
NAS ATLANTA, GA	DOBBINS AFB	NAVREP FAA SOUTH
NAS ATLANTA, GA	DOBBINS AFB	BRANCH CLINIC
NAS ATLANTA, GA	DOBBINS AFB	DENTAL
NAS ATLANTA, GA	NAS JRB FORT WORTH <i>819 mi</i>	NAESU/ RAIMD
NAS ATLANTA, GA	NAS JRB NEW ORLEANS <i>491 mi</i>	NAESU/ RAIMD
NAS ATLANTA, GA	ATLANTA AREA <i>14 mi</i>	FAA GROUP
NAS ATLANTA, GA	ATLANTA AREA	RIAC 14
NAS ATLANTA, GA	ATLANTA AREA	NCIS
NAS ATLANTA, GA	COMNAVRESFOR, NOLA <i>491 mi</i>	HIRO
NAS ATLANTA, GA	NRC ATLANTA <i>14 mi</i>	RECRUITING
NAS ATLANTA, GA	NAVAL SUPPLY CORP SCHOOL ATHENS, GA <i>79 mi</i>	PSD

**Note:**

Enclosure (1)



**Table 2-A: Disposition of Personnel - Detail Data.****Table 2-A: Disposition of Personnel - Detail Data**

From Losing Base: NAS ATLANTA, GA									
To Gaining Base: NAVAL SUPPLY CORPS SCHOOL, ATTIENS									
UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
43351	PSD	Officer	0	0	0	1	0	0	1
		Enlisted	0	0	0	23	0	0	23
		Civilian	0	0	0	8	0	0	8
		Mil Stu	0	0	0	0	0	0	0
		Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
		Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
		Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
		Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
	TOTAL	Officer	0	0	0	1	0	0	1
		Enlisted	0	0	0	23	0	0	23
		Civilian	0	0	0	8	0	0	8
		Mil Stu	0	0	0	0	0	0	0

Make additional copies of this table, or add rows to it, as necessary, to include each host/tenant activity which will be relocated.  
 Mil Stu = Military Students.

\*Transfers upon base closure to support residual military population not assigned to NAS Atlanta: 500 active duty (universities, reserve/recruit center) and 1400 selected reserve customers.

**Table 2-A: Disposition of Personnel - Detail Data.****Table 2-A: Disposition of Personnel - Detail Data**

From Losing Base: NAS ATLANTA, GA									
To Gaining Base: DOBBINS AFH									
UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
00196	NAS ATLANTA (NARCEN)	Officer	0	0	0	5	0	0	5
		Enlisted	0	0	0	23	0	0	23
		Civilian	0	0	0	3	0	0	3
		Mil Stu	0	0	0	0	0	0	0
42595	NAVREP FAA SOUTH	Officer	1	0	0	0	0	0	1
		Enlisted	1	0	0	0	0	0	1
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
08980	VR-46	Officer	0	0	0	10	0	0	10
		Enlisted	0	0	0	77	0	0	77
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
39171	BRCL	Officer	0	0	0	3	0	0	3
		Enlisted	0	0	0	2	0	0	2
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
41783	DENTAL	Officer	0	0	0	2	0	0	2
		Enlisted	0	0	0	4	0	0	4
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
	TOTAL	Officer	1	0	0	20	0	0	21
		Enlisted	1	0	0	106	0	0	107
		Civilian	0	0	0	3	0	0	3
		Mil Stu	0	0	0	0	0	0	0

Make additional copies of this table, or add rows to it, as necessary, to include each host/tenant activity which will be relocated.

Mil Stu = Military Students.

**Table 2-A: Disposition of Personnel - Detail Data.**

**Table 2-A: Disposition of Personnel - Detail Data**

From Losing Base: NAS ATLANTA, GA									
To Gaining Base: NAS NORFOLK, VA									
UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
55651	VAW-77	Officer	0	0	0	18	0	0	18
		Enlisted	0	0	0	15	0	0	15
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
63102	NAR (E-2C SUPPORT)	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	24	0	0	24
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
	<b>TOTAL</b>	Officer	0	0	0	18	0	0	18
		Enlisted	0	0	0	39	0	0	39
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0

Make additional copies of this table, or add rows to it, as necessary, to include each host/tenant activity which will be relocated.

Mil Stu - Military Students.

**Table 2-A: Disposition of Personnel - Detail Data.**

Table 2-A: Disposition of Personnel - Detail Data									
From Losing Base: NAS ATLANTA, GA									
To Gaining Base: NAVAL STATION MAYPORT, FL.									
UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
67236	MAG-42	Officer	0	0	0	8	0	0	8
		Enlisted	0	0	0	26	0	0	26
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
67236	HMLA-773	Officer	0	0	0	11	0	0	11
		Enlisted	0	0	0	122	0	0	122
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
67236	MALS-42	Officer	0	0	0	4	0	0	4
		Enlisted	0	0	0	27	0	0	27
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
67236	MWSS-472	Officer	0	0	0	1	0	0	1
		Enlisted	0	0	0	21	0	0	21
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
67236	H&S DET 4TH I.ADD	Officer	0	0	0	1	0	0	1
		Enlisted	0	0	0	12	0	0	12
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
	<b>TOTAL.</b>	Officer	0	0	0	25	0	0	25
		Enlisted	0	0	0	208	0	0	208
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0

Make additional copies of this table, or add rows to it, as necessary, to include each host/tenant activity which will be relocated.  
Mil Stu = Military Students.

**Table 2-A: Disposition of Personnel - Detail Data.**

Table 2-A: Disposition of Personnel - Detail Data									
From Losing Base: NAS ATLANTA, GA									
To Gaining Base: NAVAL STATION MAYPORT, FL									
UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
39171	BRCL	Officer	0	0	0	1	0	0	1
		Enlisted	0	0	0	1	0	0	1
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
43351	PSD	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	2	0	0	2
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
67236	HTRY D 4TH LAAD	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	10	0	0	10
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
36005	PRIOR SERVICE RECRUITERS	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	6	0	0	6
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
		Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
	TOTAL	Officer	0	0	0	1	0	0	1
		Enlisted	0	0	0	19	0	0	19
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0

Make additional copies of this table, or add rows to it, as necessary, to include each host/tenant activity which will be relocated.

Mil Stu - Military Students.

**Table 2-A: Disposition of Personnel - Detail Data.**

**Table 2-A: Disposition of Personnel - Detail Data**

From Losing Base: NAS ATLANTA, GA									
To Gaining Base: SOUTHNAVFACENGCOM, CHARLESTON, SC (UIC N62467)									
UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
N45202	ROICC NAS ATLANTA	Officer	1						1
		Enlisted	0						0
		Civilian	0						0
		Mil Stu	0						0
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
	TOTAL.	Officer	1						1
		Enlisted	0						0
		Civilian	0						0
		Mil Stu	0						0

Make additional copies of this table, or add rows to it, as necessary, to include each host/tenant activity which will be relocated.

**Table 2-A: Disposition of Personnel - Detail Data.****Table 2-A: Disposition of Personnel - Detail Data**

From Losing Base: NAS ATLANTA, GA									
To Gaining Base: ATLANTA AREA									
UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
N/A	FAA GROUP	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	6	0	0	6
		Mil Stu	0	0	0	0	0	0	0
47926	RIAC 14 (RIPC)	Officer	0	0	0	1	0	0	1
		Enlisted	0	0	0	4	0	0	4
		Civilian	1	0	0	0	0	0	1
		Mil Stu	0	0	0	0	0	0	0
47782	NCIS RESIDENT UNIT	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	2	0	0	0	0	0	2
		Mil Stu	0	0	0	0	0	0	0
		Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
		Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
	<b>TOTAL</b>	Officer	0	0	0	1	0	0	1
		Enlisted	0	0	0	4	0	0	4
		Civilian	3	0	0	6	0	0	9
		Mil Stu	0	0	0	0	0	0	0

Make additional copies of this table, or add rows to it, as necessary, to include each host/tenant activity which will be relocated.

Mil Stu = Military Students.

**Table 2-A: Disposition of Personnel - Detail Data.**

**Table 2-A: Disposition of Personnel - Detail Data**

From Losing Base: NAS ATLANTA, GA									
To Gaining Base: NAVAL RESERVE CENTER ATLANTA									
UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
47766	RECRUITING	Officer	2	0	0	0	0	0	2
		Enlisted	6	0	0	0	0	0	6
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
	<b>TOTAL</b>	Officer	2	0	0	0	0	0	2
		Enlisted	6	0	0	0	0	0	6
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0

Make additional copies of this table, or add rows to it, as necessary, to include each host/tenant activity which will be relocated.

**Table 2-A: Disposition of Personnel - Detail Data.**

**Table 2-A: Disposition of Personnel - Detail Data**

From Losing Base: NAS ATLANTA, GA									
To Gaining Base: NAS JRB FORT WORTH									
UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
32098	NAESU	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	2	0	0	2
		Mil Stu	0	0	0	0	0	0	0
44487	RAIMD (JT-8D engine repair)	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	83	0	0	83
		Civilian	0	0	0	11	0	0	11
		Mil Stu	0	0	0	0	0	0	0
09030	VFA-203	Officer	0	0	0	5	0	0	5
		Enlisted	0	0	0	114	0	0	114
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
09393	CVWR-20	Officer	0	0	0	15	0	0	15
		Enlisted	0	0	0	27	0	0	27
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
M08966	VMFA-142	Officer	0	0	0	5	0	0	5
		Enlisted	0	0	0	39	0	0	39
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
TOTAL	TOTAL	Officer	0	0	0	25	0	0	25
		Enlisted	0	0	0	263	0	0	263
		Civilian	0	0	0	13	0	0	13
		Mil Stu	0	0	0	0	0	0	0

Make additional copies of this table, or add rows to it, as necessary, to include each host/tenant activity which will be relocated.

Mil Stu = Military Students.

**Table 2-A: Disposition of Personnel - Detail Data.**

**Table 2-A: Disposition of Personnel - Detail Data**

From Losing Base: NAS ATLANTA, GA									
To Gaining Base: COMNAVRESFOR NEW ORLEANS									
UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
68512	HRO	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	1	0	0	2	0	0	3
		Mil Stu	0	0	0	0	0	0	0
		Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
		Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
		Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
		Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
TOTAL		Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	1	0	0	2	0	0	3
		Mil Stu	0	0	0	0	0	0	0

Make additional copies of this table, or add rows to it, as necessary, to include each host/tenant activity which will be relocated.  
 Mil Stu = Military Students.

**Table 2-B: Disposition of Personnel and Equipment - Summary.****Table 2-B: Disposition of Personnel and Equipment - Summary**

From Losing Base: NAS ATLANTA							
To Gaining Base: NAVAL STATION MAYPORT, FL							
	1996	1997	1998	1999	2000	2001	Total
Officer Billets				26			26
Enlisted Billets				227			227
Civilian Positions							
Military Students							
Tons of Mission Equipment				387			387
Tons of Support Equipment							
Number of Light Vehicles				87			87
Number of Heavy Vehicles				8			8

**Supporting Data for Table 2-B.** Use the space below to list the types of Mission Equipment, Support Equipment, Light Vehicles and Heavy Vehicles identified as required to be relocated in Table 2-B and the rationale for relocating this equipment. Attach additional sheets as necessary.

Type of Equipment/Vehicles

Mobile maintenance Facilities(22)  
HMMWV (67)  
5 ton truck (4)  
Refueler(1)  
Crash fire rescue truck(2)  
CUCCV(2)  
Ambulance (5)  
Tractor M931 (2)  
Trailer (2)  
Wrecker (1)  
AH-1W (12) Helos / UH-1N(7) Helos  
Water bull (1)  
Recruiter vehicles (6)

Rationale for Relocating

Required for OP/Training mission  
Required for OP/Training mission

**Table 2-B: Disposition of Personnel and Equipment - Summary.****Table 2-B: Disposition of Personnel and Equipment - Summary**

From Losing Base: NAS ATLANTA							
To Gaining Base: NAS JRB FORT WORTH							
	1996	1997	1998	1999	2000	2001	Total
Officer Billets				0 25			25
Enlisted Billets				53 263			263
Civilian Positions				13			13
Military Students							
Tons of Mission Equipment							
Tons of Support Equipment							
Number of Light Vehicles							
Number of Heavy Vehicles							

**Supporting Data for Table 2-B.** Use the space below to list the types of Mission Equipment, Support Equipment, Light Vehicles and Heavy Vehicles identified as required to be relocated in Table 2-B and the rationale for relocating this equipment. Attach additional sheets as necessary.

Type of Equipment/Vehicles

Rationale for Relocating

**Table 2-B: Disposition of Personnel and Equipment - Summary.****Table 2-B: Disposition of Personnel and Equipment - Summary**

From Losing Base: NAS ATLANTA							
To Gaining Base: NAVAL SUPPLY CORPS SCHOOL ATHENS							
	1996	1997	1998	1999	2000	2001	Total
Officer Billets				1			1
Enlisted Billets				23			23
Civilian Positions				8			8
Military Students				0			0
Tons of Mission Equipment							
Tons of Support Equipment							
Number of Light Vehicles							
Number of Heavy Vehicles							

**Supporting Data for Table 2-B.** Use the space below to list the types of Mission Equipment, Support Equipment, Light Vehicles and Heavy Vehicles identified as required to be relocated in Table 2-B and the rationale for relocating this equipment. Attach additional sheets as necessary.

Type of Equipment/VehiclesRationale for Relocating

Standard COBRA estimate sufficient for relocating PSD office equipment.

**Table 2-B: Disposition of Personnel and Equipment - Summary.****Table 2-B: Disposition of Personnel and Equipment - Summary**

From Losing Base: NAS ATLANTA							
To Gaining Base: SOUTH DIV, CHARLESTON, SC (ROICC)							
	1996	1997	1998	1999	2000	2001	Total
Officer Billets	1						1
Enlisted Billets							
Civilian Positions							
Military Students							
Tons of Mission Equipment							
Tons of Support Equipment							
Number of Light Vehicles							
Number of Heavy Vehicles							

**Supporting Data for Table 2-B.** Use the space below to list the types of Mission Equipment, Support Equipment, Light Vehicles and Heavy Vehicles identified as required to be relocated in Table 2-B and the rationale for relocating this equipment. Attach additional sheets as necessary.

Type of Equipment/Vehicles

Rationale for Relocating

**Table 2-B: Disposition of Personnel and Equipment - Summary.****Table 2-B: Disposition of Personnel and Equipment - Summary**

From Losing Base: NAS ATLANTA							
To Gaining Base: NAS NORFOLK (E-2)							
	1996	1997	1998	1999	2000	2001	Total
Officer Billets				18			18
Enlisted Billets				39			39
Civilian Positions				0			0
Military Students							
Tons of Mission Equipment							
Tons of Support Equipment				1.5			
Number of Light Vehicles							
Number of Heavy Vehicles							

**Supporting Data for Table 2-B.** Use the space below to list the types of Mission Equipment, Support Equipment, Light Vehicles and Heavy Vehicles identified as required to be relocated in Table 2-B and the rationale for relocating this equipment. Attach additional sheets as necessary.

Type of Equipment/Vehicles

Engine Plug  
 Suppressor  
 Adapt oil  
 Cover, aircraft  
 Toll arrest hood  
 Pin rigging  
 Puller contro

Rationale for Relocating

Support equipment and material for VAW-77.  
 This squadron has not stood up yet even though equipment has been pre-staged. The squadron was to be established at NAS Atlanta.

**Table 2-B: Disposition of Personnel and Equipment - Summary.****Table 2-B: Disposition of Personnel and Equipment - Summary**

From Losing Base: NAS ATLANTA							
To Gaining Base: DOBBINS AFB							
	1996	1997	1998	1999	2000	2001	Total
Officer Billets	1			20			21
Enlisted Billets	1			106			107
Civilian Positions	0			3			3
Military Students							
Tons of Mission Equipment							
Tons of Support Equipment							
Number of Light Vehicles							
Number of Heavy Vehicles							

**Supporting Data for Table 2-B.** Use the space below to list the types of Mission Equipment, Support Equipment, Light Vehicles and Heavy Vehicles identified as required to be relocated in Table 2-B and the rationale for relocating this equipment. Attach additional sheets as necessary.

Type of Equipment/Vehicles

Rationale for Relocating

**Table 2-B: Disposition of Personnel and Equipment - Summary.****Table 2-B: Disposition of Personnel and Equipment - Summary**

From Losing Base: NAS ATLANTA							
To Gaining Base: ATLANTA AREA (FAA GROUP, RIAC 14, NCIS)							
	1996	1997	1998	1999	2000	2001	Total
Officer Billets				1			1
Enlisted Billets				4			4
Civilian Positions	3			6			9
Military Students							
Tons of Mission Equipment							
Tons of Support Equipment							
Number of Light Vehicles							
Number of Heavy Vehicles							

**Supporting Data for Table 2-B.** Use the space below to list the types of Mission Equipment, Support Equipment, Light Vehicles and Heavy Vehicles identified as required to be relocated in Table 2-B and the rationale for relocating this equipment. Attach additional sheets as necessary.

Type of Equipment/Vehicles

Rationale for Relocating

**Table 2-B: Disposition of Personnel and Equipment - Summary.**

**Table 2-B: Disposition of Personnel and Equipment - Summary**

From Losing Base: NAS ATLANTA							
To Gaining Base: NRC ATLANTA (RECRUITING)							
	1996	1997	1998	1999	2000	2001	Total
Officer Billets	2						2
Enlisted Billets	6						6
Civilian Positions							
Military Students							
Tons of Mission Equipment							
Tons of Support Equipment							
Number of Light Vehicles							
Number of Heavy Vehicles							

**Supporting Data for Table 2-B.** Use the space below to list the types of Mission Equipment, Support Equipment, Light Vehicles and Heavy Vehicles identified as required to be relocated in Table 2-B and the rationale for relocating this equipment. Attach additional sheets as necessary.

Type of Equipment/Vehicles

Rationale for Relocating

**Table 2-B: Disposition of Personnel and Equipment - Summary.****Table 2-B: Disposition of Personnel and Equipment - Summary**

From Losing Base: NAS ATLANTA							
To Gaining Base: COMNAVRESFOR NEW ORLEANS (HRO)							
	1996	1997	1998	1999	2000	2001	Total
Officer Billets							
Enlisted Billets							
Civilian Positions	1			2			3
Military Students							
Tons of Mission Equipment							
Tons of Support Equipment							
Number of Light Vehicles							
Number of Heavy Vehicles							

**Supporting Data for Table 2-B.** Use the space below to list the types of Mission Equipment, Support Equipment, Light Vehicles and Heavy Vehicles identified as required to be relocated in Table 2-B and the rationale for relocating this equipment. Attach additional sheets as necessary.

Type of Equipment/Vehicles

Rationale for Relocating

**Table 2-C: Eliminated Billets/Positions**

**Table 2-C: Eliminated Billets/Positions**

Losing Base Name: NAS ATLANTA									
UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
00196	NAS ATLANTA	Officer	0	0	0	18	0	0	18
		Enlisted	0	0	0	169	0	0	169
		Civilian	0	0	0	136	0	0	136
44486	RAIMD	Officer	0	0	0	6	0	0	6
		Enlisted	0	0	0	40	0	0	40
		Civilian	0	0	0	9	0	0	9
43351	PSID	Officer	0	0	0	1	0	0	1
		Enlisted	0	0	0	5	0	0	5
		Civilian	0	0	0	6	0	0	6
		Officer							
		Enlisted							
		Civilian							
		Officer							
		Enlisted							
		Civilian							
		Officer							
		Enlisted							
		Civilian							
		Officer							
		Enlisted							
		Civilian							
	<b>TOTAL.</b>	Officer	0	0	0	25	0	0	25
		Enlisted	0	0	0	214	0	0	214
		Civilian	0	0	0	151	0	0	151

**Table 2-D: Manpower Reconciliation Data.****Table 2-D: Manpower Reconciliation Data**

	Officers	Enlisted	Civilians	Mil Stu	Total
A. Begin FY 1996:	120	856	187		1163
B. Force Structure Changes(+/-):		+27			+27
C. Prior BRAC Changes (+/-):					
D. End FY 2001:	120	883	187		1190
Moving to (List each Gaining Base):					
1. ATHENS	1	23	8	0	32
2. DOBBINS AFB	21	107	3	0	131
3. NAS NORFOLK	18	39	0	0	57
4. NAVSTA MAYPORT	26	227	0	0	253
5. SOUTHNAVFACENGCON	1	0	0	0	1
6. ATLANTA	1	4	9	0	14
7. NRC ATLANTA	2	6	0	0	8
8. NAS JRB FORT WORTH	25	263	13	0	301
9. NSA NEW ORLEANS (HR0)	0	0	3	0	3
E. Total Billets/Positions Moving:	95	669	36	0	800
F. Eliminated Billets/Positions:	25	214	151		390
G. Remaining at Losing Base:	0	0	0	0	0
H. Sum of Lines E, F, and G:	120	883	187	0	1190

Notes:

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL**  
**Enclosure (2) - LOSING BASE QUESTIONS**

**Table 2-F: Supporting Data:**

**a. Other One-Time Unique Costs.**

Losing Base: NAS ATLANTA

	<u>Cost</u>	<u>FY</u>	<u>Description</u>
1.	\$10.9k	99	Terminations of vehicles leases
	\$32.5k	99	Termination of service contracts (Fire alarm maintenance, waste disposal, etc)
	\$768K	99	Termination of lease at Lake Site requires site to be returned to original state

**b. Other One-Time Unique Savings.**

Losing Base: NAS ATLANTA

<u>Cost</u>	<u>FY</u>	<u>Gaining Base</u>	<u>Description</u>
NONE			

**c. One-Time Unique Moving Costs.**

Losing Base: NAS ATLANTA, GA

<u>Cost</u>	<u>FY</u>	<u>Gaining Base</u>	<u>Description</u>
\$1.0k	00		Engine analyzer
\$1.0K	00		Engineering copier machine
\$1.5K	00		Computer aided design (CAD) workstation
\$3.0K	00		Vehicle lifts
\$3.0K	99	Fort Worth	55' Houseboat (NAF)
\$1.0K	99	Fort Worth	20' Ski boat (NAF)
\$3.0K	99	Fort Worth	24' Pontoon boat (2) (NAF)
\$6.0K	99	NAS New Orleans	Automatic Test Equipment (AIMD)
\$900K	99	NAS MAYPORT	Disassemble of improved moving TOT simulator and reassemble at gaining base

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL**  
**Enclosure (2) - LOSING BASE QUESTIONS**

**d. and e. Changes in Mission Costs.**

**d. Net Mission Costs.**

Net Mission Costs (Cost Increases) Worksheet						
Losing Base: NAS ATLANTA, GA						
Gaining Base	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001 and Beyond
1. DOBBINS AFB						
Description:						
2. Contract Physical Ex.	72K	72K	72K	72K	72K	72K
Description:						
3. Atlanta Area (Rec)	4K	4K	4K	4K	4K	4K
Description:						
4. Atlanta Area (Rec)	48K	48K	48K	48K	48K	48K
Description:						
5. Atlanta Area (Rec)	6K	6K	6.5K	6.5K	7K	7K
Description:						

**f. Miscellaneous Recurring Costs.**

Losing Base: NAS ATLANTA

	<u>Annual Cost</u>	<u>FY</u>	<u>Description</u>
1.	N/A		

**g. Miscellaneous Recurring Savings.**

Losing Base: NAS ATLANTA

	<u>Annual Savings</u>	<u>FY</u>	<u>Description</u>
1.	N/A		

**h. Land Sales.**

Losing Base: N/A

	<u>Revenues</u>	<u>No. of Acres</u>	<u>Rationale</u>
1.	NONE		

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL**  
**Enclosure (2) - LOSING BASE QUESTIONS**

**i. Procurement Cost Avoidances.**

Losing Base: NAS ATLANTA

<u>Cost</u>	<u>FY</u>	<u>One-Time/Recurring</u>	<u>Explanation</u>
1. \$259K	96	ONE-TIME	Warehouse
\$100K	96	ONE-TIME	Replace fuel transfer pumps
\$20K	96	ONE-TIME	Electrical bager for recycling
\$36K	96	ONE-TIME	Carpet replacment w/tile
\$7K	96	ONE-TIME	Fume hoods
\$4K	96	ONE-TIME	Mercury lighting
\$5K	96	ONE-TIME	Gaylord ventilation
\$5K	96	ONE-TIME	Pots and pans room
\$2K	96	ONE-TIME	Shunt trip
\$9K	96	ONE-TIME	Exhaust fume hood for fuel farm

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL  
ENCLOSURE (3) - GAINING BASE QUESTIONS**

**j. Facility Shutdown.**

Losing Base: NAVY ATL - DOBBINS    MARINES ATL - MAYPORT

Facility KSF Shutdown: ALL

Summarize data shown in response to supporting data questions a. through j. above in the following table.  
Note that all entries must be shown in (\$000).

**Table 2-F: Dynamic Base Information Summary**

Losing Base:		1996	1997	1998	1999	2000	2001	Total
a.	One-Time Unique Costs				N-811.4 811			N-811.4
b.	One-Time Unique Svgs							
c.	One-Time Move Costs				N-13K M-900K T-913K	N-6.5K		N-19.5K M-900K T-919.5K
d.	Net Mission Costs	N-130K	N-130K	N-130.5K 130	N-130.5K 130	N-131K	N-131K	N-783K
e.	Net Mission Savings							
f.	Misc Recur Costs							
g.	Misc Recur Savings							
h.	Land Sales							
i.	Procurement Cost Avoid	447K						447K
j. Fac. Shutdown (KSF)		ALL						

N - NAVY  
M - MARINES  
T - TOTAL

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL  
ENCLOSURE (3) - GAINING BASE QUESTIONS**

<b>Gaining Base:</b>	<b>NAVAL STATION MAYPORT, FL</b>
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**Table 3-A - Dynamic Base Information.**

**Table 3-A: Supporting Data**

**a. Other Unique One-Time Costs.**

Gaining Base: NAVAL STATION MAYPORT, FL

<u>Cost</u>	<u>FY</u>	<u>Description</u>
\$53K	98	NALCOMIS Terminal (5) and Connectivity to ADP mainframe located in bldg 1554.
\$25K	99	Galley equipment necessary to feed additional personnel
\$18K	99	Phone installation
\$2.7K	99	Network Comm Transfer
\$25.86K	99	Structure wiring installation
\$18.25K	99	Phone system procurement
\$3,175	99	Additional recruiting costs
\$13,052K	99	Training/Retraining costs
\$138K	99	Reserve severance compensation

**b. Other One-Time Unique Savings.**

Gaining Base: NAVAL STATION MAYPORT, FL

	<u>Cost</u>	<u>FY</u>	<u>Description</u>
1.	NONE		

**c. Environmental Mitigation.**

Gaining Base: NAVAL STATION MAYPORT, FL

	<u>Cost</u>	<u>FY</u>	<u>Description</u>
1.	\$100k	96	Environmental impact study

**d. Miscellaneous Recurring Costs.**

Gaining Base: NAVAL STATION MAYPORT, FL

	<u>Annual Cost</u>	<u>FY</u>	<u>Description</u>
1.	42K	99	An ongoing augment will be required to pay the incremental charges for the messmen contract currently in use.

**e. Miscellaneous Recurring Savings.**

Gaining Base: NAVAL STATION MAYPORT, FL

	<u>Annual Savings</u>	<u>FY</u>	<u>Description</u>
1.	NONE		

**f. Land Purchases.**

Gaining Base: NAVAL STATION MAYPORT, FL

- |    | <u>Cost</u>                                 | <u>No. of Acres</u> | <u>FY</u> | <u>Description</u> |
|----|---|---------------------|-----------|--------------------|
| 1. | No purchase necessary (Navy Reserve Center) |                     |           |                    |

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL  
ENCLOSURE (3) - GAINING BASE QUESTIONS**

Table 3-A: Dynamic Base Information

Gaining Base Name: NAVAL STATION MAYPORT, FL								
		1996	1997	1998	1999	2000	2001	Total
a.	One-Time Unique Costs *	0	0	53k	16,454.81K	0	0	16,507.81K
b.	One-Time Unique Savings	0	0	0	0	0	0	0
c.	Environ. Mitigation	100K	0	0	0	0	0	100K
d.	Misc. Recurring Costs	0	0	0	42K	42K	42K	126K
e.	Misc. Recurring Savings	0	0	0	0	0	0	0
f.	Land Purchases	0	0	0	0	0	0	0

\* INCLUDES BOTH COMMUNITY INFRASTRUCTURE IMPACT AND OTHER ONE-TIME COSTS, AS APPLICABLE.

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL  
ENCLOSURE (3) - GAINING BASE QUESTIONS**

<b>Gaining Base:</b>	<b>NAS JRB FORT WORTH</b>
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**Table 3-A - Dynamic Base Information.**

**Table 3-A: Supporting Data**

**a. Other One-Time Unique Costs.**

**a. (1) Community Infrastructure Impacts.**

Gaining Base: NAS JRB FORT WORTH

	<u>Cost</u>	<u>FY</u>	<u>Location</u>	<u>Description</u>
1.	0			

**a. (2) Other Unique One-Time Costs.**

Gaining Base: NAS JRB FORT WORTH

	<u>Cost</u>	<u>FY</u>	<u>Description</u>
1.	\$80K	99	Phone installation/procurement
	\$50K	99	ADP system/wiring

**b. Other One-Time Unique Savings.**

Gaining Base: NAS JRB FORT WORTH

	<u>Cost</u>	<u>FY</u>	<u>Description</u>
1.	0		

**c. Environmental Mitigation.**

Gaining Base: NAS JRB FORT WORTH

	<u>Cost</u>	<u>FY</u>	<u>Description</u>
1.	0		

**d. Miscellaneous Recurring Costs.**

Gaining Base: NAS JRB FORT WORTH

	<u>Annual Cost</u>	<u>FY</u>	<u>Description</u>
1.	\$185K	99	Airlift support

**e. Miscellaneous Recurring Savings.**

Gaining Base: NAS JRB FORT WORTH

	<u>Annual Savings</u>	<u>FY</u>	<u>Description</u>
1.	0		

**f. Land Purchases.**

Gaining Base: NAS JRB FORT WORTH

	<u>Cost</u>	<u>No. of Acres</u>	<u>FY</u>	<u>Description</u>
1.	0			

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL**  
**ENCLOSURE (3) - GAINING BASE QUESTIONS**

**Table 3-A: Dynamic Base Information**

Gaining Base Name: NAS JRB FORT WORTH								
		1996	1997	1998	1999	2000	2001	Total
a.	One-Time Unique Costs *	0	0	0	\$130K	0	0	\$130K
b.	One-Time Unique Savings	0	0	0	0	0	0	0
c.	Environ. Mitigation	0	0	0	0	0	0	0
d.	Misc. Recurring Costs	0	0	0	\$185K	\$185K	\$185K	\$555K
e.	Misc. Recurring Savings	0	0	0	0	0	0	0
f.	Land Purchases	0	0	0	0	0	0	0

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL  
ENCLOSURE (3) - GAINING BASE QUESTIONS**

<b>Gaining Base:</b>	NAS NORFOLK
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**Table 3-A - Dynamic Base Information.**

**Table 3-A: Supporting Data**

**a. Other One-Time Unique Costs.**

**a. (1) Community Infrastructure Impacts.**

Gaining Base: NAS NORFOLK

	<u>Cost</u>	<u>FY</u>	<u>Location</u>	<u>Description</u>
1.	0			

**a. (2) Other Unique One-Time Costs.**

Gaining Base: NAS NORFOLK

	<u>Cost</u>	<u>FY</u>	<u>Description</u>
1.	0		

**b. Other One-Time Unique Savings.**

Gaining Base: NAS NORFOLK

	<u>Cost</u>	<u>FY</u>	<u>Description</u>
1.	0		

**c. Environmental Mitigation.**

Gaining Base: NAS NORFOLK

	<u>Cost</u>	<u>FY</u>	<u>Description</u>
1.	0		

**d. Miscellaneous Recurring Costs.**

Gaining Base: NAS NORFOLK

	<u>Annual Cost</u>	<u>FY</u>	<u>Description</u>
1.	0		

**e. Miscellaneous Recurring Savings.**

Gaining Base: NAS NORFOLK

	<u>Annual Savings</u>	<u>FY</u>	<u>Description</u>
1.	0		

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL  
ENCLOSURE (3) - GAINING BASE QUESTIONS**

**f. Land Purchases.**

Gaining Base: NAS NORFOLK

	<u>Cost</u>	<u>No. of Acres</u>	<u>FY</u>	<u>Description</u>
1.	0			

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL  
ENCLOSURE (3) - GAINING BASE QUESTIONS**

**Table 3-A: Dynamic Base Information**

Gaining Base Name: <u>NAS NORFOLK</u>		1996	1997	1998	1999	2000	2001	Total
a.	One-Time Unique Costs *	0	0	0	0	0	0	0
b.	One-Time Unique Savings	0	0	0	0	0	0	0
c.	Environ. Mitigation	0	0	0	0	0	0	0
d.	Misc. Recurring Costs	0	0	0	0	0	0	0
e.	Misc. Recurring Savings	0	0	0	0	0	0	0
f.	Land Purchases	0	0	0	0	0	0	0

**Table 3-B - Military Construction Requirements.**

NONE

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL  
ENCLOSURE (3) - GAINING BASE QUESTIONS**

<b>Gaining Base:</b>	DOBBINS AFB, GA
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**Table 3-A - Dynamic Base Information.**

**Table 3-A: Supporting Data**

**a. Other One-Time Unique Costs.**

**a. (1) Community Infrastructure Impacts.**

Gaining Base: DOBBINS AFB, GA

<u>Cost</u>	<u>FY</u>	<u>Location</u>	<u>Description</u>
NONE			

**a. (2) Other Unique One-Time Costs.**

Gaining Base: DOBBINS AFB, GA

<u>Cost</u>	<u>FY</u>	<u>Description</u>
25K	99	ADP system installation and wiring
5K	99	Phone system changes

**b. Other One-Time Unique Savings.**

Gaining Base: DOBBINS AFB, GA

<u>Cost</u>	<u>FY</u>	<u>Description</u>
NONE		

**c. Environmental Mitigation.**

Gaining Base: DOBBINS AFB, GA

<u>Cost</u>	<u>FY</u>	<u>Description</u>
NONE		

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL  
ENCLOSURE (3) - GAINING BASE QUESTIONS**

**Table 3-A: Dynamic Base Information**

Gaining Base Name: DOBBINS AFB, GA								
		1996	1997	1998	1999	2000	2001	Total
a.	One-Time Unique Costs *	0	0	0	30K	0	0	30K
b.	One-Time Unique Savings	0	0	0	0	0	0	0
c.	Environ. Mitigation	0	0	0	0	0	0	0
d.	Misc. Recurring Costs	0	0	0	0	0	0	0
e.	Misc. Recurring Savings	0	0	0	0	0	0	0
f.	Land Purchases	0	0	0	0	0	0	0

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL  
ENCLOSURE (3) - GAINING BASE QUESTIONS**

**Table 3-B - Military Construction Requirements.**

**Table 3-B: MILCON Requirements**

Gaining Base Name: NAVAL STATION MAYPORT			
Category (Unit)	New Construction Requirement	Rehabilitation Requirement	Comment
Horizontal (SY)	25,500	0	Includes POV and Track vehicle parking
Berthing (FB)	0	0	
Air Maintenance (SF)	0	0	
Other Operations (SF)	0	0	
Administrative (SF)	0	0	
Training (SF)	50,000 10,000	0	Training Building Stinger simulator
Maintenance (SF)	4,800	0	Includes vehicle maintenance facility
Bachelor Quarters (SF)	0	0	
Supply/Storage (SF)	0	0	
Dining Facilities (SF)	0	0	
Personnel Support (SF)	0	0	
Communications (SF)	0	0	
Ship Maintenance (SF)	0	0	
RDT&E (SF)	0	0	
POL Storage (BL)	0	0	
Ammo Storage (SF)	0	0	
Medical Facilities (SF)	0	0	
Environmental	\$5,000	\$0	Satisfy IR requirements before new building construction can be initiated
Other:			
-	\$	\$	
-	\$	\$	
-	\$	\$	

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL  
ENCLOSURE (3) - GAINING BASE QUESTIONS**

**Table 3-B - Military Construction Requirements.**

**Table 3-B: MILCON Requirements**

Gaining Base Name: NAS JRB FORT WORTH (2) F/A-18 SQUADRONS			
Category (Unit)	New Construction Requirement	Rehabilitation Requirement	Comment
Horizontal (SY)	30,000		Taxiway paving to free up parking apron
Air Maintenance (SF)		38,858	
Air Maintenance (SF)	34,560		
Administrative (SF)	5,100		CAG-20 Office spaces
POV Parking (SF)	11,725		
Maintenance (SF)			
Bachelor Quarters (SF)			
Supply/Storage (SF)	4,000		Mount-out storage for Marine squadron
Dining Facilities (SF)			
Personnel Support (SF)			
Communications (SF)			
Ship Maintenance (SF)			
RDT&E (SF)			
POL Storage (BL)			
Ammo Storage (SF)			
Medical Facilities (SF)			
Environmental	\$525K		Permits & Remove old fuel hydrant system
Other:			
-	\$	\$	
-	\$	\$	
-	\$	\$	

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL  
ENCLOSURE (3) - GAINING BASE QUESTIONS**

**Table 3-B - Military Construction Requirements.**

**Table 3-B: MILCON Requirements**

Gaining Base Name: NAS NORFOLK			
Category (Unit)	New Construction Requirement	Rehabilitation Requirement	Comment
Horizontal (SY)	0	0	
Berthing (FB)	0	0	
Air Maintenance (SF)	0	0	
Other Operations (SF)	0	0	
Administrative (SF)	0	0	
Training (SF)	0	0	
Maintenance (SF)	0	0	
Bachelor Quarters (SF)	0	0	
Supply/Storage (SF)	0	0	
Dining Facilities (SF)	0	0	
Personnel Support (SF)	0	0	
Communications (SF)	0	0	
Ship Maintenance (SF)	0	0	
RDT&E (SF)	0	0	
POL Storage (BL)	0	0	
Ammo Storage (SF)	0	0	
Medical Facilities (SF)	0	0	
Environmental	\$0	\$0	
Other:	0	0	
-	\$	\$	
-	\$	\$	
-	\$	\$	

**BRAC-95 SCENARIO DEVELOPMENT DATA CALL  
ENCLOSURE (3) - GAINING BASE QUESTIONS**

**Table 3-B - Military Construction Requirements.**

**Table 3-B: MILCON Requirements**

Gaining Base Name: DOBBINS AFB			
Category (Unit)	New Construction Requirement	Rehabilitation Requirement	Comment
Horizontal (SY)			
Berthing (FB)			
Air Maintenance (SF)		38,987	19,968 (211-05) 10,379 (211-06) 8,640 (211-07)
Other Operations (SF)			
Administrative (SF)			
Training (SF)	*39,775		NARCEN ADDITION
Maintenance (SF)			
Bachelor Quarters (SF)			
Supply/Storage (SF)			
Dining Facilities (SF)			
Personnel Support (SF)			
Communications (SF)			
Ship Maintenance (SF)			
RDT&E (SF)			
POL Storage (BL)			
Ammo Storage (SF)			
Medical Facilities (SF)			
Environmental			
Other:			
-	\$	\$	
-	\$	\$	
-	\$	\$	

\* STATEMENT OF FACILITY REQUIREMENTS ONLY.

OK

BRAC-95 CERTIFICATION U

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

J. D. OLSON II  
NAME (Please type or print)  
Commander, Naval Air Reserve Force  
Title

*J. D. Olson*  
Signature  
5-24-95  
Date

N/A  
Division

N/A  
Department

COMNAVAIRESFOR, New Orleans, LA  
Activity

TO FORT WORTH  
ATLANZ.CBR

OPTIONAL FORM 99 (7-90)

FAX TRANSMITTAL

# of pages 41

To	CAPT VANDNOET	From	CODE WARD
Dept./Agency		Phone #	
Fax #	(703) 756-2174	Fax #	

NSN 7540 01-717-7368 6089-101

GENERAL SERVICES ADMINISTRATION

27

**MILITARY VALUE ANALYSIS:  
DATA CALL WORK SHEET FOR  
OPERATIONAL/RESERVE AIR STATION: NAS South Weymouth, MA**

**Category ..... Operational Support  
Sub-category ..... Operational and Reserve Air Stations  
Types ..... Navy and Marine Corps Operational and Reserve Air Stations and  
Facilities**

**\*\*\*\*\*If any responses are classified, attach separate classified annex.\*\*\*\*\***

Encl (1)

<b>AIR STATION</b>	<b>TITLE</b>	<b>LOCATION</b>
AIR STATION	NORFOLK	NORFOLK, VA
AIR STATION	JACKSONVILLE	JACKSONVILLE, FL
AIR STATION	OCEANA	VA BEACH VA
AIR STATION	KEY WEST	KEY WEST FL
AIR STATION	BRUNSWICK	BRUNSWICK ME
NAS/MCAS	MIRAMAR	SAN DIEGO CA
MC AIR STATION	CHERRY POINT	CHERRY POINT NC
MC AIR FACILITY	KANEOHE BAY	KANEOHE BAY HI
MC AIR STATION	YUMA	YUMA AZ
MC AIR STATION	BEAUFORT	BEAUFORT SC
MC AIR STATION	NEW RIVER JAX	JACKSONVILLE NC
MC AIR STATION	CAMP PENDLETON	CP PENDLETON CA
AIR STATION	NORTH ISLAND	SAN DIEGO CA
AIR STATION	WHIDBEY ISLAND	OAK HARBOR WA
AIR STATION	LEMOORE	LEMOORE CA
AIR STATION	FALLON	FALLON NV
AIR STATION	ADAK	ADAK AL
AIR FACILITY	EL CENTRO	EL CENTRO CA
RESERVE AIR STATION	S. WEYMOUTH	S. WEYMOUTH MA
RESERVE AIR STATION	NEW ORLEANS	NEW ORLEANS LA
RESERVE AIR FACILITY	WASHINGTON	WASHINGTON D.C.
RESERVE AIR STATION	ATLANTA	ATLANTA GA
RESERVE AIR STATION	FORT WORTH	FORT WORTH TX
RESERVE AIR STATION	WILLOW GROVE	WILLOW GROVE PA
NAVAL STATION	MAYPORT	JACKSONVILLE FL
NAVAL STATION	ROOSEVELT ROADS	ROOSEVELT ROADS PR

## Mission Requirements

1. List the types and number of transient aircraft/detachments supported at this air station during FY 93 and describe the training and/or military missions conducted by these aircraft while stationed here. If supporting transient aircraft/detachments is a major mission, attach detailed schedules for the 1st & 2nd quarters FY 94.

Table 1.1 Transient Aircraft

Types of Aircraft/Unit. Name/T/M/S	Description of Frequency, Quantity and Primary Mission		
BEECH CRAFT	IRREGULAR	1	TRANSIENT STOP
CESSNA 150	IRREGULAR	22	TRANSIENT STOP
CHEROKEE	IRREGULAR	1	TRANSIENT STOP
CH-10	IRREGULAR	5	TRANSIENT STOP
PIPER	IRREGULAR	2	TRANSIENT STOP
PIPER	IRREGULAR	1	AIR SHOW
PA-28	IRREGULAR	1	TRANSIENT STOP
A-4	IRREGULAR	14	TRANSIENT STOP
A-4	IRREGULAR	2	AIR SHOW
TA-4	IRREGULAR	18	TRANSIENT STOP
TA-4	IRREGULAR	1	AIRSHOW
A-6	IRREGULAR	21	TRANSIENT STOP
A-6	IRREGULAR	1	AIR SHOW
EA-6	IRREGULAR	11	TRANSIENT STOP
EA-6	IRREGULAR	2	AIRSHOW
A-10	IRREGULAR	12	TRANSIENT STOP
A-10	IRREGULAR	2	AIR SHOW

AV-8	IRREGULAR	20	TRANSIENT STOP
C-1	IRREGULAR	1	TRANSIENT STOP
C-2	IRREGULAR	2	TRANSIENT STOP
TC-4C	IRREGULAR	4	TRANSIENT STOP
TC-4C	IRREGULAR	1	AIR SHOW
C-9	IRREGULAR	79	NALO
KC-10	IRREGULAR	1	TRANSIENT STOP
KC-10	IRREGULAR	1	AIR SHOW
VC-10	IRREGULAR	15	TRANSIENT STOP
C-12	IRREGULAR	42	NALO
C-130	IRREGULAR	13	TRANSIENT STOP
C-21	IRREGULAR	8	TRANSIENT STOP
C-21	IRREGULAR	1	AIR SHOW
C-26	IRREGULAR	3	TRANSIENT STOP
VL-17	IRREGULAR	1	AIR SHOW
E-2	IRREGULAR	4	TRANSIENT STOP
E-2	IRREGULAR	1	AIR SHOW
F-4	IRREGULAR	2	TRANSIENT STOP
F-14	IRREGULAR	8	TRANSIENT STOP
F-14	IRREGULAR	2	AIR SHOW
F-16	IRREGULAR	9	TRANSIENT STOP
F-16	IRREGULAR	1	AIR SHOW
F-18	IRREGULAR	40	TRANSIENT STOP
F-18	IRREGULAR	2	AIR SHOW

H-1	IRREGULAR	30	TRANSIENT STOP
H-1	IRREGULAR	2	AIR SHOW
H-2	IRREGULAR	3	TRANSIENT STOP
H-3	IRREGULAR	18	TRANSIENT STOP
H-46	IRREGULAR	9	TRANSIENT STOP
H-53	IRREGULAR	3	TRANSIENT STOP
H-53	IRREGULAR	1	AIR STOP
H-60	IRREGULAR	18	TRANSIENT STOP
H-60	IRREGULAR	2	AIR SHOW
H-57	IRREGULAR	1	TRANSIENT STOP
H-57	IRREGULAR	1	AIR SHOW
HV-25	IRREGULAR	4	TRANSIENT STOP
CH-47	IRREGULAR	10	TRANSIENT STOP
AH-1	IRREGULAR	4	TRANSIENT STOP
AH-1	IRREGULAR	1	AIR SHOW
OH-6	IRREGULAR	1	TRANSIENT STOP
P-3	IRREGULAR	51	TRANSIENT STOP
S-3	IRREGULAR	6	TRANSIENT STOP
T-2	IRREGULAR	29	TRANSIENT STOP
T-2	IRREGULAR	1	AIR SHOW
T-5	IRREGULAR	6	AIR SHOW
T-28	IRREGULAR	2	TRANSIENT STOP
T-28	IRREGULAR	2	AIR SHOW
T-33	IRREGULAR	3	TRANSIENT STOP

T-33	IRREGULAR	1	AIR SHOW
T-34	IRREGULAR	21	TRANSIENT STOP
T-34	IRREGULAR	1	AIR SHOW
T-37	IRREGULAR	11	TRANSIENT STOP
T-37	IRREGULAR	1	AIR SHOW
T-38	IRREGULAR	2	TRANSIENT STOP
T-39	IRREGULAR	24	NALO
T-44	IRREGULAR	1	TRANSIENT STOP
T-44	IRREGULAR	1	AIR SHOW
BT-13	IRREGULAR	1	AIR SHOW

2.a. List the training ranges (including land areas used for tactical or infantry training), outlying airfields, auxiliary airfields and airspace that are actively managed (scheduled or controlled) by the air station.

**Table 2.1 Training Management**

Managed Training Assets	Management Role
R-4105 (NOMAN'S ISLAND)	Scheduling agency for air-to-ground target range, maintains target and performs range maintenance

2.b. List other candidate installations (DoD and non-DoD) that could be considered for performing these management duties.

**Table 2.2 Other Installations**

Installation	Agency	Reason for Consideration
OTIS ANGB, MA	USAFR	Close proximity to the air space. Cape approach is the controlling agency for both OTIS and R-4105.
NAS Brunswick, ME	USN	Primary users are Marines and this is the next closest Navy facility. They control/schedule other air space and could easily integrate this range.
NAS Willow Grove, PA	USNR	USMC and ANG units using R-4105 are stationed at NAS Willow Grove.

**General Military Support**

3.a. Does this air station directly support a military or civilian area control and surveillance mission (i.e., FACSFAC, FAA support)? If so, provide details of your level of support.

No.

3.b. Over the foreseeable future, is this mission requirement expected to decrease, increase, or remain the same?

N/A

3.c. List all other installations (DoD and Non-DoD) that could potentially support this mission.

N/A

4.a. Describe the role this air station plays in the Logistics Support and Mobilization Plan (LSMP)?

**Air station is a mobilization processing point for Reservist, assigned to train at the facility.**

4.b. Over the foreseeable future, is this mission requirement expected to decrease, increase, or remain the same?

**Increase, as units recently realigned to NAS South Weymouth complete their relocation.**

4.c. List all other installations (DoD and Non-DoD) that could potentially support this mission.

**NAS Brunswick, ME**

5. List any other military support missions currently conducted at/from this air station (i.e., port of embarkation for USMC personnel).

**None.**

6. Are any new military missions planned for this air station?

**No.**

7.a. List all ground combat or special operations units ( not previously mentioned in your Capacity Data Call )that train at, operate from, or mobilize to this air station.

Table 7.1 Ground Combat or Special Operations Units

Ground Unit	Training Function / Facilities Used
None	

7.b. List all other operational units (not previously mentioned in your Capacity Data Call) that train at, operate from, or mobilize to this air station.

Table 7.2 Other Units

Operational Unit	Training Function / Facilities Used
None	

7.c. List all Joint (non-DON) units (not previously mentioned in your Capacity Data Call) that train at, operate from, or mobilize to this air station.

Table 7.3 Joint Units

Operational Unit	Training Function / Facilities Used
None	

8. Does the air station or its tenants have any requirements to support training of other Navy and Marine Corps forces or non-DON Joint forces (e.g., ground force training, battle group exercise, etc.)

NO.

Table 8.1 Forces Supported

Forces	Location / Distance	Type of Support	Frequency

9.a. Does the air station have a role in a disaster assistance plan, search, and rescue or local evacuation plan? If so, describe.

The air station supports local evacuation plans for the Pilgrim Nuclear Power Plant, located 25 miles South of the station. The station is an evacuation processing center and would not actually board evacuees. The power plant operator has prepositioned communications and administrative equipment at the station. The plan is supported by Massachusetts Emergency Management Agency.

9.b. Does the air station provide any direct meteorological support to local civilian, governmental or military agencies? If so, describe.

Meteorological support is provided to the FAA and NWS in the form of local observations and forecasts for flight planning.

10.a. Does this air station currently have any special non-DoD or civilian support missions (i.e., counter-drug, scientific support)? If so, describe.

**Boston med-flight in support of a neighboring hospital uses the airfield to land and transfer patients. Site support for DOT/FAA Terminal Doppler Weather Radar.**

10.b. If applicable, give the type and number of aircraft based at your air station that conduct these operations (10.a.) and the total number of sorties flown during FY 1993 in support of these operations.

**None based at NAS South Weymouth.**

**Table 10.1 Support Operations**

Aircraft Type	Number of Aircraft	# Sorties Flown in FY 1993
N/A		

10.c. If applicable, list the facilities, special equipment (e.g., radar surveillance systems) and personnel at your air station that directly support these operations.

**Table 10.2 Supporting Equipment**

Equipment/Facility /Personnel	Function
Air traffic control equipment and personnel and security	Ensure safe arrival, landing and departure of med-flight helo and smooth transport of patient through the air station.
N/A	

## Facilities

### Air Space and Flight Training Areas

12. List all areas for special use routinely used by aviation units or squadrons assigned to your air station. For each piece of airspace, provide the following data:

Airspace Designator: W-102

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) **Warning area.**
- b. Dimensions (nmi. x nmi. x ft of altitude) **120 NM x 130 NM surface to FL 600**
- c. Distance from main airfield **75 NM**
- d. Time en route from main airfield **20 min**
- e. Controlling agency **Boston ARTCC**
- f. Scheduling agency **CPW-5**
- g. Are canned/stereo airways needed to access air space? **No.**
  - If so, how many? **N/A**
  - If so, what types (i.e., IMC, VMC, or altitude reservation)? **N/A**
- h. Is the airspace under radar coverage? **Yes.**
- i. Is the airspace under communications coverage? **Yes.**
- j. Number of low level airways (below 18,000 ft) that bisect airspace **None**
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace **None**
- l. Number of sorties flown in FY 1993 **Unknown - records kept for hours only**
  - By Navy/USMC **N/A**
  - By other services (including reserves and national guard) **N/A**
- m. Percent of sorties cancelled due to weather. **Unknown.**
- n. Number of available hours in FY 1993 **8,640 hours**
- o. Number of scheduled hours in FY 1993 **330 hours**
  - By Navy/USMC **330 hours**
  - By other services (including reserves and national guard) **none**
- p. Number of hours used **300 hours**
  - By Navy/USMC **300 hours**
  - By other services (including reserves and national guard) **none**
- q. Types of training permitted **ASW, EW, surface surveillance**
- r. Is the training within this airspace affected by environmental issues? If so, how? **No.**

**Facilities continued:**

**Air Space and Flight Training Areas**

12. List all areas for special use routinely used by aviation units or squadrons assigned to your air station. For each piece of airspace, provide the following data:

Airspace Designator: W-104

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**Warning area**
- b. Dimensions (nmi. x nmi. x ft of altitude) **approx 1,125 sq NM, surface to 18,000'**
- c. Distance from main airfield **75 NM**
- d. Time en route from main airfield **20 minutes**
- e. Controlling agency **Boston ARTCC**
- f. Scheduling agency **CPW-5**
- g. Are canned/stereo airways needed to access air space? **No.**
  - If so, how many? **N/A**
  - If so, what types (i.e., IMC, VMC, or altitude reservation)? **N/A**
- h. Is the airspace under radar coverage? **YES**
- i. Is the airspace under communications coverage? **YES**
- j. Number of low level airways (below 18,000 ft) that bisect airspace **None**
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace **None**
- l. Number of sorties flown in FY 1993 **Unknown - records kept for hours flown only not tracked**
  - By Navy/USMC **N/A**
  - By other services (including reserves and national guard) **N/A**
- m. Percent of sorties cancelled due to weather. **Unknown**
- n. Number of available hours in FY 1993 **8,640 hours**
- o. Number of scheduled hours in FY 1993 **165 hours**
  - By Navy/USMC **165 hours**
  - By other services (including reserves and national guard) **unknown, records not available**
- p. Number of hours used **150**
  - By Navy/USMC **150**
  - By other services (including reserves and national guard) **unknown, records not available**
- q. Types of training permitted **ASW, EW, surface surveillance**
- r. Is the training within this airspace affected by environmental issues? **No. If so, how?**

**Facilities continued:**

12. List all areas for special use routinely used by aviation units or squadrons assigned to your air station. For each piece of airspace, provide the following data:

Airspace Designator: W-105

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**Warning area**
- b. Dimensions (nmi. x nmi. x ft of altitude) **Surf to FL 500 100 x 140 NM**
- c. Distance from main airfield **125 NM**
- d. Time en route from main airfield **30 min**
- e. Controlling agency **New York ARTCC**
- f. Scheduling agency **CPW-5**
- g. Are canned/stereo airways needed to access air space? **No**  
- If so, how many? **N/A**  
- If so, what types (i.e., IMC, VMC, or altitude reservation)? **N/A**
- h. Is the airspace under radar coverage? **Yes.**
- i. Is the airspace under communications coverage? **Yes.**
- j. Number of low level airways (below 18,000 ft) that bisect airspace **None**
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace **None**
- l. Number of sorties flown in FY 1993 **Unknown, records kept for hours flown only**  
- By Navy/USMC **Unknown**  
- By other services (including reserves and national guard) **Unknown**
- m. Percent of sorties cancelled due to weather. **Unknown**
- n. Number of available hours in FY 1993
- o. Number of scheduled hours in FY 1993 **275 hours**  
- By Navy/USMC **275 hours**  
- By other services (including reserves and national guard) **none**
- p. Number of hours used **250 hours**  
- By Navy/USMC **250 hours**  
- By other services (including reserves and national guard) **Unknown**
- q. Types of training permitted **ASW, EW, Surface surveillance**
- r. Is the training within this airspace affected by environmental issues? If so, how?  
**No**



12. Closest MOA's

Condor MOA

- a. MOA
- b. Approximately 50 NM by 55 NM from surface up to but not including FL 180.
- c. 150 NM
- d. 40 minutes
- e. Boston ARTCC
- f. Northeast Air Defense at Griffiss AFB
- g. No, NA, NA
- h. Yes
- i. Yes
- j. One
- k. None
- l. None by units from this air station
- m. None/NA
- n. None to units from this Air Station
- o. None
- p. None
- q. Single and multiple aircraft tactical maneuvering. No weapons.
- r. No environmental limitations

OK

Yankee MOA

- a. MOA
- b. Approximately 40 NM by 60 NM from 100 feet AGL up to but not including FL 180.
- c. 100 NM
- d. 30 minutes
- e. Boston ARTCC
- f. 103<sup>RD</sup> Squadron at Bradley Air National Guard Base.
- g. No, NA, NA
- h. Yes
- i. Yes
- j. one
- k. None
- l. None by units at this air station.
- m. None/NA
- n. None to units from this air station
- o. None
- p. None
- q. Single and multiple aircraft tactical maneuvering. No weapons.
- r. No environmental limitations

JK

12. Closest MOA's

Condor MOA

- a. MOA
- b. Approximately 50 NM by 55 NM from surface up to but not including FL 180.
- c. 150 NM
- d. 40 minutes
- e. Boston ARTCC
- f. Northeast Air Defense at Griffiss AFB
- g. No, NA, NA
- h. Yes
- i. Yes
- j. One
- k. None
- l. None by units from this air station
- m. None/NA
- n. None to units from this Air Station
- o. None
- p. None
- q. Single and multiple aircraft tactical maneuvering. No weapons.
- R r. No environmental impact/restrictions.

Yankee MOA

- a. MOA
- b. Approximately 40 NM by 60 NM from 100 feet AGL up to but not including FL 180.
- c. 100 NM
- d. 30 minutes
- e. Boston ARTCC
- f. 103<sup>RD</sup> Squadron at Bradley Air National Guard Base.
- g. No, NA, NA
- h. Yes
- i. Yes
- j. one
- k. None
- l. None by units at this air station.
- m. None/NA
- n. None to units from this air station
- o. None
- p. None
- q. Single and multiple aircraft tactical maneuvering. No weapons.
- R r. No environmental impact/restrictions.

13. List all the air-to-ground training ranges routinely used by aviation units or squadrons assigned to your air station. For each range, provide the following data:

Range Name: R-4105

- a. Location (city/county and state) **Noman's Land Island, MA**
- b. Distance from main airfield **53 NM South**
- c. Time en route from main airfield **40 minutes at 100 Kts**
- d. Controlling agency **FAA - Cape Approach Control**
- e. Scheduling agency **NAS South Weymouth**
- f. Are canned/stereo airways needed to access air space? **No**
  - If so, how many? **N/A**
  - If so, what types (i.e., IFR, VFR, or altitude reservation)?
- g. Is the airspace under radar coverage? **Yes**
- h. Is the airspace under communications coverage? **Yes**
- i. Number of low level airways (below 18,000 ft) that bisect airspace 1-(V34-58)
- j. Number of high altitude airways (above 18,000 ft ) that bisect airspace **none**
  
- k. Number of sorties flown in FY 1993 **unknown, records kept for hours flown only**
  - By Navy/USMC **unknown**
  - By other services (including reserves and national guard) **unknown**
- \* l. Percent of sorties cancelled due to weather **no records**
- m. Number of available hours in FY 1993 **3,960 hours**
- n. Number of scheduled hours in FY 1993 **852 hours**
  - By Navy/USMC **706 hours**
  - By other services (including reserves and national guard) **146 hours**
- o. Number of hours used **852 hours**
  - By Navy/USMC **706 hours**
  - By other services (including reserves and national guard) **146 hours**
- p. Types of training permitted **air-to-ground target bombing, rockets, and strafing exercises using inert ordnance only**
- q. Is the training within this airspace impeded by environmental issues?

**R-4105 is an island 3 NM South of Martha's Vineyard. The NE and E sides of the island are owned by the Department of Interior and managed by the U.S. Fish and Wildlife Service. This area is a "no fire zone" and ordnance of any type is not deployed there.**

13. List all the air-to-ground training ranges routinely used by aviation units or squadrons assigned to your air station. For each range, provide the following data:

Range Name: R-5002

- a. Location (city/county and state) **Warren Grove Range, NJ**
- b. Distance from main airfield **350 NM SW**
- c. Time en route from main airfield **3.5 hrs at 100 KTS**
- d. Controlling agency **New York ARTCC**
- e. Scheduling agency **N/A**
- f. Are canned/stereo airways needed to access air space? **No.**
  - If so, how many?
  - If so, what types (i.e., IFR, VFR, or altitude reservation)?
- g. Is the airspace under radar coverage? **Yes.**
- h. Is the airspace under communications coverage? **Yes.**
- i. Number of low level airways (below 18,000 ft) that bisect airspace **0**
- j. Number of high altitude airways (above 18,000 ft ) that bisect airspace **0**
- k. Number of sorties flown in FY 1993 **100**
  - By Navy/USMC **100**
  - By other services (including reserves and national guard) **0**
- l. Percent of sorties cancelled due to weather. **unknown, no records**
- m. Number of available hours in FY 1993 **4,320 hours**
- n. Number of scheduled hours in FY 1993 **50 hours**
  - By Navy/USMC **50 hours**
  - By other services (including reserves and national guard) **unknown, no records**
- o. Number of hours used **50**
  - By Navy/USMC **50**
  - By other services (including reserves and national guard) **unknown, no records**
- p. Types of training permitted **air-to-ground ordnance**
- q. Is the training within this airspace impeded by environmental issues? **No.**

14. Is land and/or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

**No.**

15. Is the SUA/airspace for special use routinely used by aviation units or squadrons assigned to your air station sufficient to satisfy the air-to-air training, air-to-ground training and low level training missions of units assigned to the air station? Explain the nature and magnitude of any shortfalls.

**Yes. No shortfalls.**

16. If deployments or detachments to other domestic locations are required to satisfy airspace shortfalls, fill out the following tables:

**Table 16.1 Deployment Costs**

<b>WHERE</b>	<b>REASON</b>	<b>ANNUAL TAD COSTS ADVERSE WEATHER</b>	<b>ANNUAL TAD COSTS AIRSPACE NOT AVAILABLE</b>	<b>ANNUAL TAD COSTS NO LOCAL RANGE/ OTHER</b>
AUTEC RANGE ANDROS UNDERWATER TEST AND EVALUATION CENTER	TORPEDO FIRING EXERCISES	NONE	NONE	3,000

## Airfields

17. For the main airfield(s) and each auxiliary and outlying field, provide the following data

**Airfield Name:** NAVAL AIR STATION, SOUTH WEYMOUTH (SHEA FIELD)

- a. Location: 17 NM South Boston, MA
- b. Distance from main field: N/A
- c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations? **Yes.**
- d. Does the airfield have parallel or dual offset runways? **No.**
- e. If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations? **N/A**
- e. Does the airfield have full-length parallel taxiways? **Yes.**
- f. Does the airfield have high speed taxiways? **No.**
- g. Does the airfield have a crosswind runway? **No - two primary intersecting runways**
- h. If conditions force the use of this runway, does the airfield lose flight ops capacity? **N/A**
- i. How much capacity is lost? **N/A**
- j. What percent of the time do conditions force the crosswind runway to be used? **N/A**
- k. Is the airfield equipped to support IFR flight operations? **Yes**
- l. Is the airfield owned by the navy or leased? **Owned**
- m. Discuss any runway design features that are specific to particular types of aircraft (e.g., are the airfield facilities designed primarily for helo, prop. or jet train aircraft). **The runways can handle jet, prop, and helo traffic. FCLP's can be performed on all four runways.**
- n. Does the air station perimeter road completely encircle the airfield? **No.**
- o. Is the air station perimeter road 100% paved? If not estimate the percentage paved. **No - 0%.**
- p. Does the perimeter fence completely enclose the operational areas of the air station? If not, explain why. **No. Designated wetlands prevent this.**
- q. Is lack of fencing a security discrepancy? **Yes.**

18. Are the current airfield descriptions, operations and facilities consistent with the flight information publication (FLIP)? Attach a copy of the latest FLIP chart annotated with any updates.

**Yes.** SEE ENCLOSURE (1)

**Facilities**  
**Base Infrastructure and Investment**

19. List the project number, description, funding year, and value of the capital improvements at your base completed (beneficial occupancy) during 1988 to 1994. Indicate if the capital improvement is a result of BRAC realignments or closures.

Table 19.1 \* Capital Improvement Expenditure

S. W. E. Y

Project Number	Description	Fund Year	Value
C14-85	Addition to enlisted club	89	139K
C4-87	Child Care Center addition	89	285K
C28-87	Hazardous Waste Storage Facility	89	195K
C27-87	ASWEPS Storage Building	90	153K
C3-87	LOX Facility	91	178K
P-142	Vehicle Maintenance Facility	89	996K
C3-86	Playing Field	90	291K

.1  
.3  
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.2  
.2  
1.0  
.3

\* SEE ADDITIONAL DATA BELOW

20.a. List the project number, description, funding year, and value of the non-BRAC related capital improvements planned for years 1995 through 1997.

2.3

\*\*  
Table 20.1 Planned Capital Improvements

Project Number	Description	Fund Year	Value
C7-85	Pest Control building	94	185K
P-173	Air control facility	94	2.8M
P-059	Fire station addition	94	690K
C14-93	Natural gas line to central boilers	95	176K
C9-92	Public Works storage facility	95	120K
<del>C7-89</del>	<del>Galley A/C</del> ** ADDITIONAL DATA NEXT SHEET	<del>94</del>	<del>132K</del>

.2  
3.0  
.7  
.2  
.1  
4.2

\*19.1

PROJ #	DESCRIPTION	FY	VALUE
CR2-84	ALTS/R.PRS TO ELECT SERVICE B00 BLDG 31	90	45K
CR6-86	RPR/ALT PW TRANSPORTATION BLD 15	90	147K
C3-87	LOX FACILITY EXPANSION	91	165K
C5-87	SCIF, BLDG 1	91	87K
RC2-86	RPR GROUND SUPPORT EQUIP (GSE)	91	81K
C7-89	INSTALL A/C GALLEY BLDG 103	94	130K
RC7-86	RENOVATE PW BLDG 11	90	84K

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20.b. List the project number, description, funding year, and value of the BRAC related capital improvements planned/programmed for 1995 through 1999.

Table 20.2 Planned Capital improvements

Project Number	Description	Fund Year	Value
RC18-93	Alterations/repairs to building 17	94	216K
CR17-93	Alterations/repairs to Building 2	94	396K
N/A	Relocate Lawrence Marines	95	25K

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6.3K

\*\* 20.1

PROJ #	DESCRIPTION	FY	VALUE
C6-92	INSTALL STEAM/ELECT METERS	95	30K
C9-92	PUBLIC WORKS STORAGE FACILITY	95	100K
C12-86	DEDICATED SECURITY LINE	95	98K
C14-93	NATURAL GAS LINE TO BLDG # 8	95	168K
C16-92	SECURITY IMPROVEMENTS HANGAR #1	95	90K
RC10-86	REPAIR/REPLACE PERIMETER FENCE SECTIONS	95	18K

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**Personnel Support Facilities**

**21. Administrative Spaces**

21.a. In the following table, indicate the available space (SF), individual work station (PN), and condition for each facility designated or used for administrative purposes.

**Table 21.1 Administrative Support Spaces**

Building Type	NAVFAC (P-80) category code	Adequate		Substandard		Inadequate		Total	
		SF	PN	SF	PN	SF	PN	SF	PN
Administrative office	610-10	30,632	200	1,203	12	0	0	31,835	200
ADP installations	610-20	1,540	4	0	0	0	0	1,540	4
Legal services	610-40	480	3	0	0	0	0	480	3
Admin storage	610-77	3,713	NA	0	NA	0	NA	3,713	NA
Underground administrative office	620-10	0	0	0	0	0	0	0	0
Underground ADP installation	620-20	0	0	0	0	0	0	0	0
Underground admin storage	620-77	0	NA	0	NA	0	NA	0	NA
Other	620-7X	0	0	0	0	0	0	0	0

21.b. For all facilities that were classified as inadequate in the preceding table, identify the type of facility and describe why the facility is inadequate; indicate how the facility is being used and list other possible uses; and specify the costs to remove the deficiencies that make it inadequate (do not be concerned with the economic justification for these costs). Indicate current plans to remove these deficiencies and the amount of any programmed funds. Does the deficiency result in a C3 or C4 designation on your baserep?

**No administrative spaces are classified as inadequate. No administrative spaces are designated C3 or C4 on the BASEREP.**

22. Describe any administrative support facility limitations. Describe the potential for expansion of the services that administrative support facilities provide.

**No known limitations. Adequate additional office space and material resources are available to sustain additional administrative requirements.**

23.a. List all specialized training facilities/simulators that are located at or near the air station.

Table 23.1 Specialized Training Facilities/Simulators Onboard/In Vicinity

Type	Purpose and Availability Elsewhere
P-3C PTT	Part task trainer for sensor station one and two (proficiency training)
SH-2F WST	Weapons systems trainer for pilots and aircrew of SH-2F aircraft

23.b. List other facilities/simulators not available locally that would assist the training mission.

Table 23.2 Facilities/Simulators Desired

Type	Training Function	Location
P-3C WST	Weapons Systems Trainer	NAS BRUNSWICK
P-3C WST	Weapons System Trainer	NAS JAX
P-3C OFT	Operational Flight Trainer	NAS JAX
C-130 OFT	Operational Flight Trainer	MCAS Cherry PT

24.a. Is there is a NADEP located at the air station?

No.

24.b. Does the NADEP provide any direct support/benefit to the installation's intermediate maintenance mission?

N/A

25.a. What ship maintenance facilities are located at the air station?

Table 25.1 Ship Maintenance Facilities

Ship Maintenance Facility	Major Capabilities
None	

25.b. What other maintenance facilities do ships homeported/berthed at the air station use on a regular basis?

Table 25.2 Other Ship Maintenance Facilities

Maintenance Activity	Type of Support	Location
None		

## Regional Maintenance Concept

26. Has your AIMD been identified to be a part of the Navy's Regional Maintenance concept? If so, provide the details as currently known and what other DON industrial activities (both intermediate and depot level) are located within a 25 mile range of your activity?

**It has not been formally identified. However, it is currently supporting Navy and Marine Corps personnel as a training site for maintenance and repair of non-aviation Ground Electronics and COMSEC gear.**

**Special Military Facilities**

27. List all facilities at or near the air station that have a special role in military operations (ASWOCs, oceanographic facilities, etc.) of the aircraft or ships based at the installation.

**Table 27.1 Special Military Facilities**

Type of Facility	Operational Mission of Facility
Naval Training Meteorology and Oceanography Detachment	Aviation, oceanographic weather support and tactical acoustic oceanography support & training
Defense Courier Service	Mission is the secure and expeditious transportation and delivery of National Security Material to over 300 military, commercial agencies and authorized contract locations in New England and New York

**Non-DON Facility Support Arrangements**

28. List all inter-service arrangements (e.g., inter-service support agreements) that involve supporting military (non-DON) activities at the air station.

**Table 28.1 Non-DON Support**

Activity Name / Military Service	Description of Activity Role and Degree of Support
Hanscom AFB/Raytheon Corp	Support (3) A-3 Aircraft and related support equipment on loan to Raytheon Corp for DOD missile research and development programs

29. List all formal support agreements and other arrangements that involve supporting other governmental agencies (federal, state, local or international) or civilian activities at the air station.

Table 29.1 Other Agencies

Activity / Sponsor / Government Affiliation	Description of Activity Role and Support Level
Boston Edison	Evacuation processing site for nearby nuclear power plant
Towns of Weymouth, Rockland, Abington	Mutual firefighting/ambulance support

## LOCATION

### Proximity to Operational Mission Areas

30.a. Describe the areas where aircraft based at this air station routinely conduct operational missions (vice training missions). Include details on the distance from the air station, average transit times and average length of time the aircraft spend in the operating areas.

VP-92 detaches frequently, but not on a scheduled basis, to sites worldwide, in response to tasking. These include:

<u>Location</u>	<u>Distance/Time</u>	<u>Avg duration</u>	<u>Type tasking</u>	
Rota, Spain	2,100 NM	7.0 hrs	14 days	CTF 67 tasking
Thule, Greenland	2,100 NM	7.0 hrs	14 days	ICE operations
Keywest, FL	1,225 NM	5.0 hrs	7 days	Counter Narcotic Operations
Macrahanish, Scotland	2,800 NM	6.0 hrs	14 days	Joint NATO Exercises
Roosevelt Roads, PR	1,700 NM	5.6 hrs	14 days	Haitian Embargo Operations
Sigonella Italy	3,400 NM	11 hrs	30 days	Yugoslavian Embargo Operations
South America	3,000 NM	10 hrs	17 days	UNITAS

30.b. Does the location of the air station permit any specialized training with other operational units (i.e. Battle Groups or Joint forces)? If so, provide details.

No.

30.c. Do squadrons routinely have to deploy to conduct carrier qualifications or other required training?

N/A

**Proximity to other support facilities**

31.a. List all primary airfields in the local flying area that are available for training and emergency uses.

The local flying area is defined as a radius of 350 NM excluding Canada.

Table 31.1 Local Airfields

Airfield Name	Major Use / Capability	Location / Distance
OTIS ANGB	Air Force Reserve, ANG Army Reserve	MA, 34 NM South
Westover AFB	Air Force Reserve MAC	MA, 70 NW West
NAS Brunswick	Patrol Squadrons	ME, 150 NM North

31.b. What other military facilities located in the vicinity are/could be used to support the air station's and tenants' mission?

Table 31.2 Other Military Facilities

Military Facility Name	Actual / Proposed Use	Distance
NAS Brunswick	P-3 station/P-3 and C-130 RESFORON basing	150 NM
OTIS ANGB	Air National Guard Base/NARCEN/RESCEN	50 NM

31.c. What civilian-owned facilities located in the vicinity are/could be used to support the air station's and tenants' mission?

Table 31.3 Civilian Facilities

Civilian Facility Name	Actual / Proposed Use	Distance
Portsmouth Airport (Former Pease AFB)	Undeveloped/P-3 and C-130 RESFORON basing	80 NM

Location

## Proximity to Major Transportation Nodes

32. List the major transportation facilities (both military and civilian) that play a significant logistics role and/or could play a role in any future operational deployment and mobilization plans.

Table 32.1 Transportation Nodes

Facility	Mobilization Role	Location
Boston Logan Airport	Charter aircraft site	20 NM North
Westover AFB	Military aircraft site	120 NM West
Yellow Freight	Enclosed trailer support	Abington, MA
Preston Freight	Enclosed trailer support	Abington, MA
Cheetah Trans	Flat bed support	Virginia
Roadway Trans	Enclosed trailer support	Brockton, MA
Carolina Freight	Enclosed trailer support	Framingham, MA

Features and Capabilities - Weather

33.a. What percentage of the time (on average, by month) does the local weather affect training operations and restrict airfield sortie rates? Use the following chart and add any further descriptions on how weather generally impacts airfield and training operations (recurring wind or fog conditions, etc.). Also fill out the chart for outlying fields if the information is available.

REVISED Table 33.1 Weather Information

Field Name: SHEA FIELD

Month	% of Hours <sup>1</sup> VMC	% of Hours IMC	% of Hours Below 200 ft Ceilings and 1/2 Mile Visibility	% of All Sorties Canceled Due to Weather
R Jan.	86%	12%	2%	1% CANCELLED
R Feb.	82%	17%	1%	1% CANCELLED
R Mar.	72%	25%	3%	1% CANCELLED
R Apr.	69%	29%	2%	0.5% CANCELLED
R May	78%	21%	1%	0% CANCELLED
R June	83%	16%	1%	0% CANCELLED
R July	82%	17%	1%	0% CANCELLED
R Aug.	85%	13%	2%	0% CANCELLED
R Sept.	66%	32%	2%	0% CANCELLED
R Oct.	64%	32%	4%	0.25% CANCELLED
R Nov.	81%	19%	0%	0% CANCELLED
R Dec.	66%	33%	1%	0% CANCELLED

R \*NOTE. Very few sorties are ever cancelled. Most sorties affected by weather are either delayed or rescheduled. These weather delays or reschedules constitute on an average approximately 3.2% of the total monthly sorties.

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NAS South Weymouth

Percentage of total normal operating hours that specified weather conditions were observed (include list of normal operating hours used for this calculation).

**Features and Capabilities - Weather**

33.a. What percentage of the time (on average, by month) does the local weather affect training operations and restrict airfield sortie rates? Use the following chart and add any further descriptions on how weather generally impacts airfield and training operations (recurring wind or fog conditions, etc.). Also fill out the chart for outlying fields if the information is available.

Table 33.1 Weather Information

Field Name: SHEA FIELD

Month	% of Hours <sup>1</sup> VMC	% of Hours IMC	% of Hours Below 200 ft Ceilings and 1/2 Mile Visibility	% of All Sorties Canceled <sup>2</sup> Due to Weather
Jan.	86%	12%	2%	Unknown, no records
Feb.	82%	17%	1%	
Mar.	72%	25%	3%	
Apr.	69%	29%	2%	
May	78%	21%	1%	
June	83%	16%	1%	
July	82%	17%	1%	
Aug.	85%	13%	2%	
Sept.	66%	32%	2%	
Oct.	64%	32%	4%	
Nov.	81%	19%	0	
Dec.	66	33%	1%	

Percentage of total normal operating hours that specified weather conditions were observed (include list of normal operating hours used for this calculation).

Only include lost sorties (do not include sorties delayed or rescheduled).

33.b. List the normal operating schedule used for the calculations on the previous table. Indicate if this schedule varies by month or season.

Table 33.2 Operating Hours

Day	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
Operating Schedule	0530-2300	0530-2300	0530-2300	0530-2300	0530-2300	0530-2300	0530-2300

33.c. Do local weather conditions have a regular impact on maintenance schedules? If so, describe how the air station accommodates these conditions.

No.

33.d. Do the normal weather conditions at the most frequently used training areas pose a significant problem for scheduling training sorties? If so, are alternate training areas used? Does the use of alternate training facilities involve relocating aircraft and support personnel to other air stations during certain times of the year?

No.

33.e. Does the local climate and geography provide unique training opportunities to the aircraft assigned to the air station (e.g., frequent opportunities for all-weather training)?

Yes. Cold weather flight operations and training.

**Encroachment**

34.a. Do current estimates of population growth and development or environmental constraints pose problems for existing or planned AICUZ restrictions (i.e., safety of flight, noise)? Attach a copy of any applicable sections of the air station AICUZ plan and note any recent modifications.

No.

34.b. Are there any known plans for a significant increase of commercial airline traffic in your area? If so, describe.

No.

35.a. Have there been any ATC delays (15 minutes or greater) between initial take-off request and actual take-off during the past three years as a result of civilian traffic? If so, please complete the following table.

No. Traffic delays occasionally exist, however, they are infrequent and average 1-2 minutes.

Table 35.1 Delays

Fiscal Year	Average Delay (minutes)	Number of Delays	% of Total Flight Operations Scheduled
1991	N/A		
1992	N/A		
1993	N/A		

35.b. How many times during each of the past three years have any of your low level training routes been modified to accommodate development or population growth (noise complaints)?

Table 35.2 Required Changes

Fiscal Year	Number of changes
1991	N/A
1992	N/A
1993	N/A

36.a. Is the existing AICUZ study encoded in local zoning ordinances?

**Yes.**

36b. Provide a description of local zoning ordinances and their impact on future encroachment, restricted flight hours and details of any litigation history.

**The towns of South Weymouth, Abington, and Rockland, which border the air station, all have planning commissions, zoning laws, truth-in-sales ordinances, environmental quality commission, building codes and height zoning in place which limit encroachment. Future encroachment is unlikely due to these protections. There are no restricted flight hours or history of litigation.**

36.c. Do current estimates of population growth and development or environmental constraints pose problems for existing or planned missions/other operations/or development?

**No.**

36.d. Provide a summary of the current and proposed land development plans for the area surrounding the air station (e.g. the local government's comprehensive land-use plan).

**Land surrounding the station is compatibly zoned. There are no major developments planned in the area of the station.**

36.e. Discuss briefly any ongoing litigation concerning environmental or airspace problems.

**None.**

## Features and Capabilities

### Ability for Expansion

37. List the features of this air station that make it a candidate for basing other types of aircraft and other operational units in the future.

Air Station Feature	Benefit for Aircraft Squadrons
Proximity to overwater training area	Short transit for any aircraft for training missions.
Excellent Selected Reserve demographics	Maximum readiness.
Hangar Availability	Adequate maintenance, administrative and support space
Excellent Facility Condition/services	High quality of life

38.a. Are there any assets in the vicinity of the air station that are currently not used because of a deficiency but could be improved or enhanced to increase the air station's capabilities?

No.

38.b. Does the operational infrastructure (i.e., parking apron, fuel and munitions storage, warehouse space, hangar space) meet current requirements and provide capabilities for future expansion or change in mission?

Yes. Hangar space exists for two additional squadrons. Land and infrastructure exists for construction of two more hangars.

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39. Give the average level of SELRES drill participation for the past three years (i.e. percentage attending regular and make-up drills). These numbers should reflect the participation of the SELRES population reported in your Capacity Data Call.

	FY-1991	FY-1992	FY-1993
OFFICER	No records	99.4%	99.7%
ENLISTED	No records	92.0%	88%

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40. Does the local area provide a skilled work force that is essential for air station operations? Are these skills unique to the area or readily duplicated or available elsewhere?

Weymouth

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Encl (1)

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39. Give the average level of SELRES drill participation for the past three years (i.e. percentage attending regular and make-up drills). These numbers should reflect the participation of the SELRES population reported in your Capacity Data Call.

	FY-1991	FY-1992	FY-1993
OFFICER	No records	428	408
ENLISTED	No records	785	802

40. Does the local area provide a skilled work force that is essential for air station operations? Are these skills unique to the area or readily duplicated or available elsewhere?

**The local area provides skilled Reservists that are essential to fully man and operate the assigned Reserve units. These skills are unique to the high technology employers and universities of the Boston area.**

**Quality of Life**

**41. Military Housing**

**a. Family Housing:**

(1) Do you have mandatory assignment to on-base housing? (circle) Yes, Commanding Officer only.

(2) For military family housing in your locale provide the following information:

Type of Quarters	Number of Bedrooms	Total number of units	Number Adequate	Number Substandard	Number Inadequate
Officer	4+	6	6	N/A	N/A
Officer	3	18	18	N/A	N/A
Officer	1 or 2	9	9	N/A	N/A
Enlisted	4+	46	46	N/A	N/A
Enlisted	3	107	107	N/A	N/A
Enlisted	1 or 2	84	84	N/A	N/A
Mobile Homes	N/A	N/A	N/A	N/A	N/A
Mobile Home lots	N/A	N/A	N/A	N/A	N/A

(3) In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified provide the following information: **There are no inadequate quarters at this station.**

Facility type/code:

What makes it inadequate?

What use is being made of the facility?

What is the cost to upgrade the facility to substandard?

What other use could be made of the facility and at what cost?

Current improvement plans and programmed funding:

Has this facility condition resulted in C3 or C4 designation on your BASEREP?

41.a.(4) Complete the following table for the military housing waiting list.

Pay Grade	Number of Bedrooms	Number on List <sup>1</sup>	Average Wait
O-6/7/8/9	1	N/A	N/A
	2	N/A	N/A
	3	N/A	N/A
	4+	0	0
O-4/5	1	N/A	N/A
	2	N/A	N/A
	3	0	4-6 MOS
	4+	0	4-6 MOS
O-1/2/3/CWO	1	N/A	N/A
	2	1	3-6 MOS
	3	0	3-6 MOS
	4+	0	4-6 MOS
E7-E9	1	N/A	N/A
	2	N/A	N/A
	3	3	4 MOS
	4+	3	4-6 MOS
E1-E6	1	N/A	N/A
	2	54	9 MOS- 1 YR
	3	13	4 MOS
	4+	3	4-6 MOS

<sup>1</sup>As of 31 March 1994

**41.a.(5)**

What do you consider to be the top five factors driving the demand for base housing? Does it vary by grade category? If so provide details. **No variance by grade.**

Top Five Factors Driving the Demand for Base Housing	
1	ECONOMY
2	SECURITY
3	CONVENIENCE (MAINTENANCE WORK)
4	LOCALITY (CLOSE TO SHOPPING CENTERS, ETC.)
5	CLOSE TO WORK (COMMUTING DISTANCE)

(6) What percent of your family housing units have all the amenities required by "The Facility Planning & Design Guide" (Military Handbook 1190 & Military Handbook 1035-Family Housing)?

**100%.**

(7) Provide the utilization rate for family housing for FY 1993.

Type of Quarters	Utilization Rate
Adequate	98%
Substandard	N/A
Inadequate	N/A

(8) As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 98% ( or vacancy over 2%), is there a reason?

**No changes noted.**

**41.b. BEQ:**

(1) Provide the utilization rate for BEQs for FY 1993.

Type of Quarters	Utilization Rate
Adequate	100%
Substandard	100%
Inadequate	N/A

(2) As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 95% (or vacancy over 5%), is there a reason?

No.

(3) Calculate the Average on Board (AOB) for geographic bachelors as follows:

$$\text{AOB} = \frac{(53 \times 365)}{365} = 53$$

(4) Indicate in the following chart the percentage of geographic bachelors (GB) by category of reasons for family separation. Provide comments as necessary.

Reason for Separation from Family	Number of GB	Percent of GB	Comments
Family Commitments (children in school, financial, etc.)	52	98%	
Spouse Employment (non-military)	.1	2%	
Other	0	0%	
<b>TOTAL</b>	<b>53</b>	<b>100%</b>	

(5) How many geographic bachelors do not live on base?

None.

41.c. BOQ:

(1) Provide the utilization rate for BOQs for FY 1993.

Type of Quarters	Utilization Rate
Adequate	100%
Substandard	100%
Inadequate	N/A

(2) As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 95% (or vacancy over 5%), is there a reason?

No.

(3) Calculate the Average on Board (AOB) for geographic bachelors as follows:

$$AOB = \frac{(7 \times 365)}{365} = 7$$

(4) Indicate in the following chart the percentage of geographic bachelors (GB) by category of reasons for family separation. Provide comments as necessary.

Reason for Separation from Family	Number of GB	Percent of GB	Comments
Family Commitments (children in school, financial, etc.)	6	85%	
Spouse Employment (non-military)	1	15%	
Other	0	0%	
<b>TOTAL</b>	<b>7</b>	<b>100%</b>	

(5) How many geographic bachelors do not live on base?

None.

**On Base MWR Facilities**

42. For on-base MWR facilities<sup>1</sup> available, complete the following table for each separate location. For off-base government owned or leased recreation facilities indicate distance from base. If there are any facilities not listed, include them at the bottom of the table.

**LOCATION** NAS SOUTH WEYMOUTH **DISTANCE** \_\_\_\_\_

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Auto Hobby	Indoor Bays	5	N
	Outdoor Bays	0	
Arts/Crafts	SF		
Wood Hobby	SF		
Bowling	Lanes	6	N
Enlisted Club	SF		
Officer's Club	SF		
Library	SF		
Library	Books		
Theater	Seats		
ITT	SF	480	Y
Museum/Memorial	SF		
Pool (indoor)	Lanes		
Pool (outdoor)	Lanes	6	N
Beach	LF		
Swimming Ponds	Each		
Tennis CT	Each	4	N/A

<sup>1</sup>Spaces designated for a particular use. A single building might contain several facilities, each of which should be listed separately.

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Volleyball CT (outdoor)	Each	1	N/A
Basketball CT (outdoor)	Each		
Racquetball CT	Each	2	N/A
Golf Course	Holes		
Driving Range	Tee Boxes		
Gymnasium	SF	13,100	N/A
Fitness Center	SF		
Marina	Berths		
Stables	Stalls		
Softball Fld	Each	2	N/A
Football Fld	Each	1	N/A
Soccer Fld	Each	1	N/A
Youth Center	SF	1,398	N/A
Rental Equipment	Each	1	N
Picnic Area	SF	60,000	N/A
All Hands Club	SF	7,046	Y
All Hands Club	SF	6,781	Y
Snack Bar	SF	200	Y
Administrative	SF	1,235	N/A

**42 continued:** For on-base MWR facilities<sup>1</sup> available, complete the following table for each separate location. For off-base government owned or leased recreation facilities indicate tance from base. If there are any facilities not listed, include them at the bottom of the table.

**LOCATION** SQUANTUM COMMUNITY CENTER

**DISTANCE** 10 MILES

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Auto Hobby	Indoor Bays		
	Outdoor Bays		
Arts/Crafts	SF		
Wood Hobby	SF		
Bowling	Lanes		
Enlisted Club	SF		
Officer's Club	SF		
Library	SF		
Library	Books		
Theater	Seats		
ITT	SF		
Museum/Memorial	SF		
Pool (indoor)	Lanes		
Pool (outdoor)	Lanes		
Beach	LF		
Swimming Ponds	Each		
Tennis CT	Each		

<sup>1</sup>Spaces designated for a particular use. A single building might contain several facilities, each of which should be listed separately.

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Volleyball CT (outdoor)	Each		
Basketball CT (outdoor)	Each		
Racquetball CT	Each		
Golf Course	Holes		
Driving Range	Tee Boxes		
Gymnasium	SF		
Fitness Center	SF		
Marina	Berths		
Stables	Stalls		
Softball Fld	Each		
Football Fld	Each		
Soccer Fld	Each		
Youth Center	SF	975	N/A

43. Is your library part of a regional interlibrary loan program?

N/A

**44. Base Family Support Facilities and Programs**

a. Complete the following table on the availability of child care in a child care center on your base.

Age Category	Capacity (Children)	SF			Number on Wait List	Average Wait (Days)
		Adequate	Substandard	Inadequate		
0-6 Mos	0		X		11	1 year
6-12 Mos	7		X		12	1 year
12-24 Mos	5		X		16	1 year
24-36 Mos	7		X		14	1 year
3-5 Yrs	24	X			11	6 mos

b. In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means." For all the categories above where inadequate facilities are identified provide the following information:

Facility type/code:

What makes it inadequate?

What use is being made of the facility?

What is the cost to upgrade the facility to substandard?

What other use could be made of the facility and at what cost?

Current improvement plans and programmed funding:

Has this facility condition resulted in C3 or C4 designation on your BASEREP?

c. If you have a waiting list, describe what programs or facilities other than those sponsored by your command are available to accommodate those on the list.

**Private day care off base.**

d. How many "certified home care providers" are registered at your base?

**Five.**

e. Are there other military child care facilities within 30 minutes of the base? State owner and capacity (i.e., 60 children, 0-5 yrs). **No.**

45. Complete the following table for services available on your base. If you have any services not listed, include them at the bottom.

Service	Unit of Measure	Qty
Exchange	11,414 SF	1
Gas Station	1,168 SF	1
Auto Repair	5,200 SF	1
Auto Parts Store	SF	0
Commissary	SF	0
Mini-Mart	SF	0
Package Store	648 SF	1
Fast Food Restaurants	Each	0
Bank/Credit Union	1 Each	1
Family Service Center	2,518 SF	1
Laundromat	SF	0
Dry Cleaners	Each	0
ARC	PN	0
Chapel	300 PN	1
FSC Classrm/Auditorium	20 PN	1

46. Proximity of closest major metropolitan areas (provide at least three):

City	Distance (Miles)
Boston, MA	20
Quincy, MA	7
Providence, RI	35

47. Standard Rate VHA Data for Cost of Living

Paygrade	With Dependents	Without Dependents
E1	286.73	160.43
E2	286.73	180.31
E3	286.97	207.03
E4	320.85	223.93
E5	328.74	229.53
E6	350.04	238.28
E7	384.35	266.99
E8	445.57	336.84
E9	481.85	365.78
W1	483.02	366.83
W2	482.05	378.09
W3	511.73	415.99
W4	488.27	432.93
O1E	432.89	321.10
O2E	434.68	346.57
O3E	488.30	413.10
O1	426.91	314.58
O2	421.34	329.33
O3	435.68	366.82
O4	501.57	436.17
O5	526.75	435.62
O6	530.96	439.48
O7	478.52	388.79

48.a. Off-base housing rental and purchase

a. Fill in the following table for average rental costs in the area for the period 1 April 1993 through 31 March 1994.

Type Rental	Average Monthly Rent		Average Monthly Utilities Cost
	Annual High	Annual Low	
Efficiency	525	500	0
Apartment (1-2 Bedroom)	725	600	45
Apartment (3+ Bedroom)	950	825	60
Single Family Home (3 Bedroom)	1,050	900	100
Single Family Home (4+ Bedroom)	1,200	1,000	175
Town House (2 Bedroom)	800	725	50
Town House (3+ Bedroom)	1,150	900	125
Condominium (2 Bedroom)	800	725	50
Condominium (3+ Bedroom)	1,150	900	125

48.b. What was the rental occupancy rate in the community as of 31 March 1994?

Type Rental	Percent Occupancy Rate
Efficiency	92%
Apartment (1-2 Bedroom)	94%
Apartment (3+ Bedroom)	98%
Single Family Home (3 Bedroom)	98%
Single Family Home (4+ Bedroom)	99%
Town House (2 Bedroom)	99%
Town House (3+ Bedroom)	99%
Condominium (2 Bedroom)	97%
Condominium (3+ Bedroom)	98%

48.c. What are the median costs for homes in the area?

Type of Home	Median Cost
Single Family Home (3 Bedroom)	163,000
Single Family Home (4+ Bedroom)	185,000
Town House (2 Bedroom)	118,000
Town House (3+ Bedroom)	134,000
Condominium (2 Bedroom)	80,000
Condominium (3+ Bedroom)	122,000

48.d. For calendar year 1993, from the local MLS listings provide the number of 2, 3, and 4 bedroom homes available for purchase. Use only homes for which monthly payments would be within 90 to 110 percent of the E5 BAQ and VHA for your area.

Month	Number of Bedrooms		
	2	3	4+
January	0	0	0
February	0	0	0
March	0	0	0
April	0	0	0
May	0	0	0
June	0	0	0
July	0	0	0
August	0	0	0
September	0	0	0
October	0	0	0
November	0	0	0
December	0	0	0

Table results based on single family homes available for purchase using a VA loan & 100% financing. Consultation with a local realtor showed there were no homes available that would meet VA requirements.

(e) Describe the principle housing cost drivers in your local area.

1. Supply & demand
2. Economic conditions (general & local)
3. Interest rates
4. Access to public transportation
5. Locality

49. For the top five sea intensive ratings in the principle warfare community your base supports, provide the following:

Rating	Number Sea Billets in the Local Area	Number of Shore billets in the Local Area
AW	9	4
AD	31	18
AE	30	10
AMH	12	7
AMS	26	5

50. Complete the following table for the average one-way commute for the five largest concentrations of military and civilian personnel living off-base.

Location	% Employees	Distance (mi)	Time(min)
Norfolk County	59%	2	3
Plymouth County	25%	5	8
Barnstable County	8%	48	72
Bristol County	3%	32	48
Middlesex County	3%	51	77

51. Complete the tables below to indicate the civilian educational opportunities available to service members stationed at the air station (to include any outlying fields) and their dependents:

51.a. List the local educational institutions which offer programs available to dependent children. Indicate the school type (e.g. DODDS, private, public, parochial, etc.), grade level (e.g. pre-school, primary, secondary, etc.), what students with special needs the institution is equipped to handle, cost of enrollment, and for high schools only, the average SAT score of the class that graduated in 1993, and the number of students in that class who enrolled in college in the fall of 1994.

Institution	Type	Grade Level(s)	Special Education Available	Annual Enrollment Cost per Student	1993 Avg SAT/ACT Score	% HS Grad to Higher Educ	Source of Info
BRAINTREE	PUB	K-12	YES	\$4,959	906	73%	SCHOOL
HANOVER	PUB	K-12	YES	\$4,816	945	76%	SCHOOL
NORWELL	PUB	K-12	YES	\$5,581	939	92%	SCHOOL
QUINCY	PUB	K-12	YES	\$5,700	856	67%	SCHOOL
ROCKLAND	PUB	K-12	YES	\$4,588	905	72%	SCHOOL
WEYMOUTH	PUB	K-12	YES	\$4,518	975	71%	SCHOOL
MONTESSORI	PRIV	PRE-8	NO	\$6,000	NA	NA	SCHOOL
DELPHI	PRIV	PRIM	NO	\$3,000	NA	NA	SCHOOL
FONTBONNE	PRIV	9-12 GIRLS	NO	\$3,000	UNAV	98%	GUID. DIR
ARCHBISHOP	PARO	SEC	NO	\$4,700	UNAV	100%	GUID. DIR
NOTRE DAME	PARO	SEC	NO	\$4,700	UNAV	100%	GUID. DIR

51.b. List the educational institutions within 30 miles which offer programs off-base available to service members and their adult dependents. Indicate the extent of their programs by placing a "Yes" or "No" in all boxes as applies.

Institution	Type Classes	Program Type(s)				
		Adult High School	Vocational/ Technical	Undergraduate		Graduate
				Courses only	Degree Program	
BENTLEY COLLEGE	Day	NO	NO	YES	YES	YES
	Night	NO	NO	YES	YES	YES
BOSTON COLLEGE	Day	NO	NO	YES	YES	YES
	Night	NO	NO	YES	YES	YES
BOSTON UNIVERSITY	Day	NO	NO	YES	YES	YES
	Night	NO	NO	YES	YES	YES
BRIDGEWATER STATE	Day	NO	NO	YES	YES	YES
	Night	NO	NO	YES	YES	YES
CURRY COLLEGE	DAY	NO	NO	YES	YES	NO
	NIGHT	NO	NO	YES	YES	NO
EASTERN NAZARENE	DAY	NO	NO	YES	YES	NO
	NIGHT	NO	NO	YES	YES	NO
EMERSON COLLEGE	DAY	NO	NO	YES	YES	YES
	NIGHT	NO	NO	YES	YES	YES
HARVARD UNIVERSITY	DAY	NO	NO	YES	YES	YES
	NIGHT	NO	NO	YES	YES	YES
UMASS BOSTON	DAY	NO	NO	YES	YES	YES
	NIGHT	NO	NO	YES	YES	YES
MASSASOIT COLLEGE	DAY	YES	YES	YES	NO	NO
	NIGHT	YES	YES	YES	NO	NO
MASS INSTI OF TECH	DAY	NO	NO	YES	YES	YES
	NIGHT	NO	NO	YES	YES	YES

NORTHEAST UNIVERSITY	DAY NIGHT	NO NO	NO NO	YES YES	YES YES	YES YES
QUINCY COLLEGE	DAY NIGHT	NO YES	NO NO	YES YES	YES YES	NO NO
SIMMONS COLLEGE	DAY NIGHT	NO NO	NO NO	YES YES	YES YES	YES YES
STONEHILL COLLEGE	DAY NIGHT	NO NO	NO NO	YES YES	YES YES	NO NO
SUFFOLK UNIVERSITY	DAY NIGHT	NO NO	NO NO	YES YES	YES YES	YES YES

51.c. List the educational institutions which offer programs on-base available to service members and their adult dependents. Indicate the extent of their programs by placing a "Yes" or "No" in all boxes as applies.

Institution	Type Classes	Program Type(s)				
		Adult High School	Vocational / Technical	Undergraduate		Graduate
				Courses only	Degree Program	
QUINCY COLLEGE	Day	NO	NO	NO	NO	NO
	Night	NO	NO	YES	YES	NO
	Correspondence	NO	NO	NO	NO	NO
	Day					
	Night					
	Correspondence					
	Day					
	Night					
	Correspondence					
	Day					
	Night					
	Correspondence					

## 52. Spousal Employment Opportunities

Provide the following data on spousal employment opportunities.

Skill Level	Number of Military Spouses Serviced by Family Service Center Spouse Employment Assistance			Local Community Unemployment Rate
	1991	1992	1993	
Professional	47	39	54	7.8
Manufacturing	120	97	110	8.3
Clerical	69	84	79	6.9
Service	58	43	67	7.0
Education	14	10	18	returned to school

53. Do your active duty personnel have any difficulty with access to medical or dental care, in either the military or civilian health care system? Develop the why of your response.

**Military health care for inpatient or specialist consult is provided by Naval Hospital Newport, RI; a two hour drive. General medical care of a routine nature is provided by the local clinic.**

54. Do your military dependents have any difficulty with access to medical or dental care, in either the military or civilian health care system? Develop the why of your response.

**No.**

55. Complete the table below to indicate the crime rate for your air station for the last three fiscal years. The source for case category definitions to be used in responding to this question are found in NCIS - Manual dated 23 February 1989, at Appendix A, entitled "Case Category Definitions." Note: the crimes reported in this table should include 1) all reported criminal activity which occurred on base regardless of whether the subject or the victim of that activity was assigned to or worked at the base; and 2) all reported criminal activity off base.

Crime Definitions	FY 1991	FY 1992	FY 1993
1. Arson (6A)			
Base Personnel - military	0	0	2
Base Personnel - civilian	3	2	2
Off Base Personnel- military	0	0	0
Off Base Personnel- civilian	0	0	0
2. Blackmarket (6C)			
Base Personnel - military	0	0	0
Base Personnel - civilian	0	0	0
Off Base Personnel- military	0	0	0
Off Base Personnel- civilian	0	0	0
3. Counterfeiting (6G)			
Base Personnel - military	0	0	0
Base Personnel - civilian	0	0	0
Off Base Personnel- military	0	0	0
Off Base Personnel- civilian	0	0	0
4. Postal (6L)			
Base Personnel - military	0	0	1
Base Personnel - civilian	1	0	0
Off Base Personnel- military	0	0	0
Off Base Personnel- civilian	0	0	0

Crime Definitions	FY 1991	FY 1992	FY 1993
<b>5. Customs (6M)</b>			
Base Personnel - military	0	0	0
Base Personnel - civilian	0	0	0
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	0	0	0
<b>6. Burglary (6N)</b>			
Base Personnel - military	0	0	0
Base Personnel - civilian	1	2	4
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	0	0	0
<b>7. Larceny - Ordnance (6R)</b>			
Base Personnel - military	0	0	0
Base Personnel - civilian	0	0	0
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	0	0	0
<b>8. Larceny - Government (6S)</b>			
Base Personnel - military	7	2	9
Base Personnel - civilian	4	0	12
Off Base Personnel - military	0	0	1
Off Base Personnel - civilian	0	0	0

Crime Definitions	FY 1991	FY 1992	FY 1993
<b>9. Larceny - Personal (6T)</b>			
Base Personnel - military	5	2	6
Base Personnel - civilian	15	9	10
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	0	0	0
<b>10. Wrongful Destruction (6U)</b>			
Base Personnel - military	9	8	4
Base Personnel - civilian	20	9	12
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	0	0	0
<b>11. Larceny - Vehicle (6V)</b>			
Base Personnel - military	0	0	0
Base Personnel - civilian	0	0	0
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	0	0	0
<b>12. Bomb Threat (7B)</b>			
Base Personnel - military	0	1	1
Base Personnel - civilian	3	1	2
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	0	0	0

Crime Definitions	FY 1991	FY 1992	FY 1993
<b>13. Extortion (7E)</b>			
Base Personnel - military	0	0	0
Base Personnel - civilian	0	0	0
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	0	0	0
<b>14. Assault (7G)</b>			
Base Personnel - military	2	4	7
Base Personnel - civilian	4	1	5
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	0	0	0
<b>15. Death (7H)</b>			
Base Personnel - military	0	0	0
Base Personnel - civilian	0	0	1
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	0	0	0
<b>16. Kidnapping (7K)</b>			
Base Personnel - military	1	0	0
Base Personnel - civilian	0	0	0
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	0	0	0

Crime Definitions	FY 1991	FY 1992	FY 1993
<b>18. Narcotics (7N)</b>			
Base Personnel - military	0	0	0
Base Personnel - civilian	0	2	3
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	0	0	0
<b>19. Perjury (7P)</b>			
Base Personnel - military	0	0	3
Base Personnel - civilian	0	0	0
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	0	0	0
<b>20. Robbery (7R)</b>			
Base Personnel - military	0	0	0
Base Personnel - civilian	0	0	0
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	0	0	0
<b>21. Traffic Accident (7T)</b>			
Base Personnel - military	13	20	13
Base Personnel - civilian	21	21	12
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	0	0	0

Crime Definitions	FY 1991	FY 1992	FY 1993
<b>22. Sex Abuse - Child (8B)</b>			
Base Personnel - military	0	0	1
Base Personnel - civilian	0	0	0
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	0	0	0
<b>23. Indecent Assault (8D)</b>			
Base Personnel - military	1	0	0
Base Personnel - civilian	0	1	0
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	0	0	0
<b>24. Rape (8F)</b>			
Base Personnel - military	0	0	0
Base Personnel - civilian	0	0	0
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	0	0	0
<b>25. Sodomy (8G)</b>			
Base Personnel - military	0	1	0
Base Personnel - civilian	0	0	0
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	0	0	0



BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 8 Dec 93

In accordance with policy set forth by the Secretary of the Navy, personnel of the Department of the Navy, uniformed and civilian, who provide information for use in the BRAC-95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

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I certify the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

A. J. KISELA, JR  
NAME (Please type or print)

Commanding Officer  
Title

Naval Air Station  
South Weymouth, MA  
Activity



Signature

5 June 1994  
Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

J. D. OLSON II, RADM, USNR  
Name (Please type or print)

*J. D. Olson II*  
Signature

Commander, Naval Air Reserve Force  
Title

10/18/94  
Date

COMNAVAIRESFOR New Orleans, LA  
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

/  
Name (Please type or print)

/  
Signature

/  
Title

/  
Date

/  
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT/CNO LEVEL

T. F. HALL, RADM, USN  
Name (Please type or print)

T.F. Hall  
Signature

Commander, Naval Reserve Force  
Title

10/24/94  
Date

DIRECTOR OF THE NAVAL RESERVE (CNO N095)  
Activity

BRAC 38R CERTIFICATION

Reference: SECNAV NOTE 11000 dtd 8 Dec 93

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I certify the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

R. J. GLADDEN  
NAME (Please type of print)  
Acting Commanding Officer  
Title  
Naval Air Station, South Weymouth  
Activity

  
Signature  
12/14/94  
Date

R

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

J. D. OLSON II, RADM, USNR  
Name (Please type or print)

  
Signature

COMMANDER, NAVAL AIR RESERVE FORCE  
Title

11/23/94  
Date

COMNAVAIRESFOR NEW ORLEANS, LA  
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

\_\_\_\_\_  
Name (Please type or print)

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

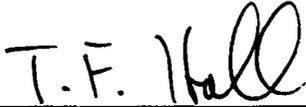
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Date

\_\_\_\_\_  
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT/CNO LEVEL

T. F. HALL, RADM, USN  
Name (Please type or print)

  
Signature

COMMANDER, NAVAL RESERVE FORCE  
Title

12/2/94  
Date

DIRECTOR OF THE NAVAL RESERVE (CNO N095)  
Activity



Data Call 38 (revision)  
BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

M. T. BRAZELL  
NAME (Please type or print)

  
Signature

Commanding Officer  
Title

28 October 1994  
Date

Naval Air Station  
South Weymouth, MA 02190-5000  
Activity

R

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

J. D. OLSON II, RADM, USNR  
Name (Please type or print)

J. D. Olson  
Signature

COMMANDER, NAVAL AIR RESERVE FORCE  
Title

1/11/95  
Date

COMNAVAIRESFOR NEW ORLEANS, LA  
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

Name (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT/CNO LEVEL

F. F. HALL, RADM, USN  
Name (Please type or print)

TF Hall  
Signature

COMMANDER, NAVAL RESERVE FORCE  
Title

1/25/95  
Date

DIRECTOR OF THE NAVAL RESERVE (CNO N095)  
Activity

NAS South Weymouth  
D.C. #38

R

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DATA 38  
ACTIVITY COMMANDER

M. T. BRAZELL  
\_\_\_\_\_  
NAME (Please type or print)

  
\_\_\_\_\_  
Signature

Commanding Officer  
\_\_\_\_\_  
Title

23 December 1994  
\_\_\_\_\_  
Date

Naval Air Station  
South Weymouth, MA  
Activity

D.C. # 38



R

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DATA 38  
ACTIVITY COMMANDER

M. T. BRAZELL  
\_\_\_\_\_  
NAME (Please type or print)

  
\_\_\_\_\_  
Signature

Commanding Officer  
\_\_\_\_\_  
Title

23 December 1994  
\_\_\_\_\_  
Date

Naval Air Station  
South Weymouth, MA  
\_\_\_\_\_  
Activity

D.C. # 38  
NAS South Weymouth

DATA CALL 63  
FAMILY HOUSING DATA

22

Information on Family Housing is required for use in BRAC-95 return on investment calculations.

Installation Name:	NAS South Weymouth MA
Unit Identification Code (UIC):	00101
Major Claimant:	COMNAVRESFOR

Percentage of Military Families Living On-Base:	25%
Number of Vacant Officer Housing Units:	0
Number of Vacant Enlisted Housing Units:	0
FY 1996 Family Housing Budget (\$000):	348.3
Total Number of Officer Housing Units:	2
Total Number of Enlisted Housing Units:	43

**Note:** All data should reflect figures as of the beginning of FY 1996. If major DON installations share a family housing complex, figures should reflect an estimate of the installation's prorated share of the family housing complex.

Enclosure (1)

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

J. E. BUFFINGTON, RADM, CEC, USN  
NAME (Please type or print)

Jack Buffington  
Signature

COMMANDER  
Title

7/20/94  
Date

NAVAL FACILITIES ENGINEERING COMMAND  
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)  
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

W. A. EARNER

\_\_\_\_\_  
NAME (Please type or print)

W. A. Earner  
Signature

\_\_\_\_\_  
Title

7/25/94  
Date

BRAC-95 CERTIFICATION

Reference: SECNAV NOTE 11000 dtd 8 Dec 93

In accordance with policy set forth by the Secretary of the Navy, personnel of the Department of the Navy, uniformed and civilian, who provide information for use in the BRAC-95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

Each individual in your activity generating information for the BRAC-95 process must certify that information. Enclosure (1) is provided for individual certifications and may be duplicated as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the Chain of Command reviewing the information will also sign this certification sheet. This sheet must remain attached to this package and be forwarded up the Chain of Command. Copies must be retained by each level in the Chain of Command for audit purposes.

I certify the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

W.A. Waters, CAPT, CEC, USN  
NAME (Please type of print)

Commanding Officer  
Title

NORTHNAVFACENGCOM  
Activity

  
\_\_\_\_\_  
Signature  
7/7/94  
\_\_\_\_\_  
Date



**DATA CALL 66**  
**INSTALLATION RESOURCES**

22

**Activity Information:**

Activity Name:	NAS SOUTH WEYMOUTH, MA
UIC:	00101
Host Activity Name (if response is for a tenant activity):	
Host Activity UIC:	

**General Instructions/Background.** A separate response to this data call must be completed for each Department of the Navy (DON) host, independent and tenant activity which separately budgets BOS costs (regardless of appropriation), and, is located in the United States, its territories or possessions.

**1. Base Operating Support (BOS) Cost Data.** Data is required which captures the total annual cost of operating and maintaining Department of the Navy (DON) shore installations. Information must reflect FY 1996 budget data supporting the FY 1996 NAVCOMPT Budget Submit. Two tables are provided. Table 1A identifies "Other than DBOF Overhead" BOS costs and Table 1B identifies "DBOF Overhead" BOS costs. These tables must be completed, as appropriate, for all DON host, independent or tenant activities which separately budget BOS costs (regardless of appropriation), and, are located in the United States, its territories or possessions. Responses for DBOF activities may need to include both Table 1A and 1B to ensure that all BOS costs, including those incurred by the activity in support of tenants, are identified. If both table 1A and 1B are submitted for a single DON activity, please ensure that no data is double counted (that is, included on both Table 1A and 1B). The following tables are designed to collect all BOS costs currently budgeted, regardless of appropriation, e.g., Operations and Maintenance, Research and Development, Military Personnel, etc. Data must reflect FY 1996 and should be reported in thousands of dollars.

**a. Table 1A - Base Operating Support Costs (Other Than DBOF Overhead).** This Table should be completed to identify "Other Than DBOF Overhead" Costs. Display, in the format shown on the table, the O&M, R&D and MPN resources currently budgeted for BOS services. O&M cost data must be consistent with data provided on the BS-1 exhibit. Report only direct funding for the activity. Host activities should not include reimbursable support provided to tenants, since tenants will be separately reporting these costs. Military personnel costs should be included on the appropriate lines of the table. Please ensure that individual lines of the table do not include duplicate costs. Add additional

**DATA CALL 66  
INSTALLATION RESOURCES**

lines to the table (following line 2j., as necessary, to identify any additional cost elements not currently shown). Leave shaded areas of table blank.

<b>Table 1A - Base Operating Support Costs (Other Than DBOF Overhead)</b>			
<b>Activity Name: NAS SOUTH WEYMOUTH, MA</b>		<b>UIC: 00101</b>	
Category	FY 1996 BOS Costs (\$000)		
	Non-Labor	Labor	Total
<b>1. Real Property Maintenance Costs:</b>			
1a. Maintenance and Repair	983	1063	2046
1b. Minor Construction	60		60
<b>1c. Sub-total 1a. and 1b.</b>	<b>1043</b>	<b>1063</b>	<b>2106</b>
<b>2. Other Base Operating Support Costs:</b>			
2a. Utilities	1121		1121
2b. Transportation			
2c. Environmental	257	161	418
2d. Facility Leases			
2e. Morale, Welfare & Recreation	160	679	839
2f. Bachelor Quarters	125	49	174
2g. Child Care Centers	45		45
2h. Family Service Centers			
2i. Administration	1783	5067	6850
2j. Other (Specify) - Basecomm	219	222	441
AIMD		690	690
AirOps		85	85
<b>2k. Sub-total 2a. through 2j:</b>	<b>3710</b>	<b>6953</b>	<b>10663</b>
<b>3. Grand Total (sum of 1c. and 2k.):</b>	<b>4753</b>	<b>8016</b>	<b>12769</b>

**DATA CALL 66  
INSTALLATION RESOURCES**

**b. Funding Source.** If data shown on Table 1A reflects more than one appropriation, then please provide a break out of the total shown for the "3. Grand-Total" line, by appropriation:

<u>Appropriation</u>	<u>Amount (\$000)</u>
N/A	

**c. Table 1B - Base Operating Support Costs (DBOF Overhead).** This Table should be submitted for all current DBOF activities. Costs reported should reflect BOS costs supporting the DBOF activity itself (usually included in the G&A cost of the activity). For DBOF activities which are tenants on another installation, total cost of BOS incurred by the tenant activity for itself should be shown on this table. It is recognized that differences exist among DBOF activity groups regarding the costing of base operating support: some groups reflect all such costs only in general and administrative (G&A), while others spread them between G&A and production overhead. Regardless of the costing process, all such costs should be included on Table 1B. The Minor Construction portion of the FY 1996 capital budget should be included on the appropriate line. Military personnel costs (at civilian equivalency rates) should also be included on the appropriate lines of the table. Please ensure that individual lines of the table do not include duplicate costs. Also ensure that there is no duplication between data provided on Table 1A. and 1B. These two tables must be mutually exclusive, since in those cases where both tables are submitted for an activity, the two tables will be added together to estimate total BOS costs at the activity. Add additional lines to the table (following line 21., as necessary, to identify any additional cost elements not currently shown). Leave shaded areas of table blank.

Other Notes: All costs of operating the five Major Range Test Facility Bases at DBOF activities (even if direct RDT&E funded) should be included on Table 1B. Weapon Stations should include underutilized plant capacity costs as a DBOF overhead "BOS expense" on Table 1B.. N/A

**DATA CALL 66  
INSTALLATION RESOURCES**

N/A

<b>Table 1B - Base Operating Support Costs (DBOF Overhead)</b>			
<b>Activity Name: NAS SOUTH WEYMOUTH, MA</b>		<b>UIC: 00101</b>	
Category	FY 1996 Net Cost From UC/FUND-4 (\$000)		
	Non-Labor	Labor	Total
<b>1. Real Property Maintenance Costs:</b>			
1a. Real Property Maintenance (> \$15K)			
1b. Real Property Maintenance (< \$15K)			
1c. Minor Construction (Expensed)			
1d. Minor Construction (Capital Budget)			
<b>1c. Sub-total 1a. through 1d.</b>			
<b>2. Other Base Operating Support Costs:</b>			
2a. Command Office			
2b. ADP Support			
2c. Equipment Maintenance			
2d. Civilian Personnel Services			
2e. Accounting/Finance			
2f. Utilities			
2g. Environmental Compliance			
2h. Police and Fire			
2i. Safety			
2j. Supply and Storage Operations			
2k. Major Range Test Facility Base Costs			
2l. Other (Specify)			
<b>2m. Sub-total 2a. through 2l:</b>			
<b>3. Depreciation</b>			
<b>4. Grand Total (sum of 1c., 2m., and 3.) :</b>			

**DATA CALL 66  
INSTALLATION RESOURCES**

**2. Services/Supplies Cost Data.** The purpose of Table 2 is to provide information about projected FY 1996 costs for the purchase of services and supplies by the activity. (Note: Unlike Question 1 and Tables 1A and 1B, above, this question is not limited to overhead costs.) The source for this information, where possible, should be either the NAVCOMPT OP-32 Budget Exhibit for O&M activities or the NAVCOMPT UC/FUND-1/IF-4 exhibit for DBOF activities. Information must reflect FY 1996 budget data supporting the FY 1996 NAVCOMPT Budget Submit. Break out cost data by the major sub-headings identified on the OP-32 or UC/FUND-1/IF-4 exhibit, disregarding the sub-headings on the exhibit which apply to civilian and military salary costs and depreciation. Please note that while the OP-32 exhibit aggregates information by budget activity, this data call requests OP-32 data for the activity responding to the data call. Refer to NAVCOMPTINST 7102.2B of 23 April 1990, Subj: Guidance for the Preparation, Submission and Review of the Department of the Navy (DON) Budget Estimates (DON Budget Guidance Manual) with Changes 1 and 2 for more information on categories of costs identified. Any rows that do not apply to your activity may be left blank. However, totals reported should reflect all costs, exclusive of salary and depreciation.

<b>Table 2 - Services/Supplies Cost Data</b>	
<b>Activity Name:</b> NAS SOUTH WEYMOUTH, MA	<b>UIC:</b> 00101
<b>Cost Category</b>	<b>FY 1996 Projected Costs (\$000)</b>
<b>Travel:</b>	245
<b>Material and Supplies (including equipment):</b>	1158
<b>Industrial Fund Purchases (other DBOF purchases):</b>	475
<b>Transportation:</b>	
<b>Other Purchases (Contract support, etc.):</b>	2875
<b>Total:</b>	4753

**DATA CALL 66  
INSTALLATION RESOURCES**

**3. Contractor Workyears.**

**a. On-Base Contract Workyear Table.** Provide a projected estimate of the number of contract workyears expected to be **performed "on base"** in support of the installation during FY 1996. Information should represent an annual estimate on a full-time equivalency basis. Several categories of contract support have been identified in the table below. While some of the categories are self-explanatory, please note that the category "mission support" entails management support, labor service and other mission support contracting efforts, e.g., aircraft maintenance, RDT&E support, technical services in support of aircraft and ships, etc.

<b>Table 3 - Contract Workyears</b>	
<b>Activity Name:</b> NAS SOUTH WEYMOUTH, MA	<b>UIC:</b> 00101
Contract Type	FY 1996 Estimated Number of Workyears On-Base
Construction:	4.0
Facilities Support:	52.0
Mission Support:	34.0
Procurement:	
Other:*	
<b>Total Workyears:</b>	<b>90</b>

\* **Note:** Provide a brief narrative description of the type(s) of contracts, if any, included under the "Other" category.

**DATA CALL 66  
INSTALLATION RESOURCES**

**b. Potential Disposition of On-Base Contract Workyears.** If the mission/functions of your activity were relocated to another site, what would be the anticipated disposition of the on-base contract workyears identified in Table 3.?

1) Estimated number of contract workyears which would be transferred to the receiving site (This number should reflect the number of jobs which would in the future be contracted for at the receiving site, not an estimate of the number of people who would move or an indication that work would necessarily be done by the same contractor(s)): 90.0

2) Estimated number of workyears which would be eliminated: 0

3) Estimated number of contract workyears which would remain in place (i.e., contract would remain in place in current location even if activity were relocated outside of the local area): 0

**DATA CALL 66  
INSTALLATION RESOURCES**

c. "Off-Base" Contract Workyear Data. Are there any contract workyears located in the local community, but not on-base, which would either be eliminated or relocated if your activity were to be closed or relocated? If so, then provide the following information (ensure that numbers reported below do not double count numbers included in 3.a. and 3.b., above):

No. of Additional Contract Workyears Which Would Be Eliminated	General Type of Work Performed on Contract (e.g., engineering support, technical services, etc.)
0	

No. of Additional Contract Workyears Which Would Be Relocated	General Type of Work Performed on Contract (e.g., engineering support, technical services, etc.)
0	

BRAC-95 CERTIFICATION

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

P. M. NIGH

NAME (Please type or print)

DEPUTY CHIEF OF STAFF

Title

CODE 06

Division

FINANCIAL MANAGEMENT

Department

COMMANDER NAVAL RESERVE FORCE

Activity

  
Signature

7/13/94  
Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.  
NEXT ECHELON LEVEL (if applicable)

\_\_\_\_\_  
NAME (Please type or print)

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

\_\_\_\_\_  
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.  
NEXT ECHELON LEVEL (if applicable)

\_\_\_\_\_  
NAME (Please type or print)

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

\_\_\_\_\_  
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.  
MAJOR CLAIMANT LEVEL

T. F. HALL, RADM, USN

\_\_\_\_\_  
NAME (Please type or print)

\_\_\_\_\_  
Signature

COMMANDER NAVAL RESERVE FORCE

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

COMNAVRESFOR, WASHINGTON, D.C.  
Activity

*TF Hall*

*7/14/94*

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.  
DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)  
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

W. A. EARNER

\_\_\_\_\_  
NAME (Please type or print)

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

*W. A. Earner*

*8/8/94*

**BRAC-95 Scenario Family Housing Data**

<b>Scenario No.:</b>	1-01-0001-004
<b>Losing Base:</b>	NAS BRUNSWICK
<b>Date:</b>	11/17/94

**1. Percentage of Family Housing which can be shut down at the Losing Base:**

\_\_\_\_\_ 100 \_\_\_\_\_ %

**2. Family Housing Construction Requirements at Gaining Bases:**

<b>Gaining Base Name</b>	<b>No. of New Units</b>	<b>No. of Existing Units to be Rehab.</b>
NONE (Surplus @ JAX)		

**3. Purchase of Land at Gaining Bases for Family Housing Construction:**

<b>Gaining Base Name</b>	<b>No. of Acres</b>	<b>Cost (\$000)</b>
NONE		

**4. Additional Comments:**

Inactivation costs are \$50K and \$74K for caretaker cost.

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

**J. E. BUFFINGTON, RADM, CEC, USN**  
NAME (Please type or print)

**COMMANDER**  
Title

**NAVAL FACILITIES ENGINEERING COMMAND**  
Activity

  
Signature  
1/30/95  
Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

**DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)**  
**DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)**

**W. A. EARNER**  
NAME (Please type or print)

\_\_\_\_\_  
Title

  
Signature  
2/14/95  
Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

CAPTAIN DON G. MORRIS  
NAME (Please type or print)

Donald G. Morris  
Signature

DIRECTOR OF HOUSING  
Title

27 January 1995  
Date

NAVFACENCOM  
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

\_\_\_\_\_  
NAME (Please type or print)

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

\_\_\_\_\_  
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

\_\_\_\_\_  
NAME (Please type or print)

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

\_\_\_\_\_  
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

**DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)  
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)**

\_\_\_\_\_  
NAME (Please type or print)

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

BRAC-95 CERTIFICATION

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

Joseph C. Ward  
NAME (Please type or print)

Housing Management Specialist  
Title

Resource  
Division

Family Housing  
Department

NAVFACENGCOM  
Activity

J C Ward  
Signature

1/26/95  
Date

Enclosure (1)

22

## DATA CALL 66 INSTALLATION RESOURCES

### Activity Information:

Activity Name:	ORD CONT TM 1, ORD MAINT CO LAWRENCE	MA
UIC:	45265	
Host Activity Name (if response is for a tenant activity):	NMCRC LW MA	
Host Activity UIC:	00101	

**General Instructions/Background.** A separate response to this data call must be completed for each Department of the Navy (DON) host, independent and tenant activity which separately budgets BOS costs (regardless of appropriation), and, is located in the United States, its territories or possessions.

**1. Base Operating Support (BOS) Cost Data.** Data is required which captures the total annual cost of operating and maintaining Department of the Navy (DON) shore installations. Information must reflect FY 1996 budget data supporting the FY 1996 NAVCOMPT Budget Submit. Two tables are provided. Table 1A identifies "Other than DBOF Overhead" BOS costs and Table 1B identifies "DBOF Overhead" BOS costs. These tables must be completed, as appropriate, for all DON host, independent or tenant activities which separately budget BOS costs (regardless of appropriation), and are located in the United States, its territories or possessions. Responses for DBOF activities may need to include both Table 1A and 1B). The following tables are designed to collect all BOS costs currently budgeted, regardless of appropriation, e.g., Operations and Maintenance, Research and Development, Military Personnel, etc. Data must reflect FY 1996 and should be reported in thousands of dollars.

**a. Table 1A - Base Operating Support Costs (Other Than DBOF Overhead).** This Table should be completed to identify "Other Than DBOF Overhead" Costs. Display, in the format shown on the table, the O&M, R&D and MPN resources currently budget for BOS services. O&M cost data must be consistent with data provided on the BS-1 exhibit. Report only direct funding for the activity. Host activity should not include reimbursable support provided to tenants, since tenants will be separately reporting these costs. Military personnel costs should be included on the appropriate lines of the table. Please ensure that individual lines of the table do not include duplicate costs. Add additional lines to the table (following line 2j., as necessary, to identify any additional cost elements not currently shown). Leave shaded areas of table blank.

**DATA CALL 66  
INSTALLATION RESOURCES**

<b>TABLE 1A - Base Operating Support Costs (Other Than DBOF Overhead)</b>			
<b>Activity Name:</b> ORD CONT TM 1, ORD MAINT CO LAWRENCE MA			<b>UIC:</b> 45265
Category	FY 1996 BOS Costs (\$000)		
	Non-Labor	Labor	Total
<b>1. Real Property Maintenance Costs:</b>			
1a. Maintenance and Repair	\$0.00	0.00	\$0.00
1b. Minor Construction	0.00	0.00	0.00
<b>1c. Sub-total 1a. and 1b.</b>	<b>\$0.00</b>	<b>0.00</b>	<b>\$0.00</b>
<b>2. Other Base Operating Support Costs:</b>			
2a. Utilities	\$6,588.00	0.00	\$6,588.00
2b. Transportation	\$1,952.00	0.00	\$1,952.00
2c. Environmental	\$0.00	0.00	\$0.00
2d. Facility Leases	\$0.00	0.00	\$0.00
2e. Morale, Welfare & Recreation	\$0.00	0.00	\$0.00
2f. Bachelor Quarters	\$0.00	0.00	\$0.00
2g. Child Care Centers	\$0.00	0.00	\$0.00
2h. Family Service Centers	\$0.00	0.00	\$0.00
2i. Administration	\$1,952.00	0.00	\$1,952.00
2j. Other (Specify)	\$7,686.00	0.00	\$7,686.00
<b>2k. Sub-total 2a. through 2j :</b>	<b>\$18,178.00</b>	<b>0.00</b>	<b>\$18,178.00</b>
<b>3. Grand Total (sum of 1c. and 2k.) :</b>	<b>\$18,178.00</b>	<b>0.00</b>	<b>\$18,178.00</b>

**DATA CALL 66  
INSTALLATION RESOURCES**

**b. Funding Source.** If data shown on Table 1A reflects more than one appropriation, then please provide a break out of the total shown for the "3. Grand Total" line, by appropriation:

<u>Appropriation</u>	<u>Amount (\$000)</u>
N/A	

**Table 1B - Base Operating Support Costs (DBOF Overhead).** This Table should be submitted for all current DBOF activities. Costs reported should reflect BOS costs supporting the DBOF activity itself (usually included in the G&A cost of the activity). For DBOF activities which are tenants on another installation, total cost of BOS incurred by the tenant activity for itself should be shown on this table. It is recognized that differences exist among DBOF activity groups regarding the costing of base operating support: some groups reflect all such costs only in general and administrative (G&A), while others spread them between G&A and production overhead. Regardless of the costing process, all such costs should be included on Table 1B. The Minor Construction portion of the FY 1996 capital budget should be included on the appropriate line. Military personnel costs (at civilian equivalency rates) should also be included on the appropriate lines of the table. Please ensure that individual lines of the table do not include duplicate costs. Also ensure that there is no duplication between data provided on Table 1A and 1B. These two tables must be mutually exclusive, since in those cases where both tables are submitted for an activity, the two tables will be added together to estimate total BOS costs at the activity. Add additional lines to the table (following line 21., as necessary, to identify any additional cost elements not currently shown). **Leave shaded areas of table blank.**

**Other Notes:** All costs of operating the five Major Range Test Facility Bases at DBOF activities (even if direct RDT&E funded) should be included on Table 1B. Weapon Stations should include underutilized plant capacity costs as a DBOF overhead "BOS expense" on Table 1B.

Enclosure (5)

**DATA CALL 66  
INSTALLATION RESOURCES**

<b>Table 1B - Base Operating Support Costs (DBOF Overhead)</b>			
<b>Activity Name:</b> ORD CONT TM 1, ORD MAINT CO LAWRENCE MA			<b>UIC#5265</b>
<b>Category</b>	<b>FY 1996 Net Cost From UC/FUND-4 (\$000)</b>		
	<b>Non-Labor</b>	<b>Labor</b>	<b>Total</b>
<b>1. Real Property Maintenance Costs:</b>			
1a. Real Property Maintenance (>\$15K)			N/A
1b. Real Property Maintenance (<\$15K)			N/A
1c. Minor Construction (Expensed)			N/A
1d. Minor Construction (Capital Budget)			N/A
1e. Sub-total 1a. through 1d.			N/A
<b>2. Other Base Operating Support Costs:</b>			
2a. Command Office			N/A
2b. ADP Support			N/A
2c. Equipment Maintenance			N/A
2d. Civilian Personnel Services			N/A
2e. Accounting/Finance			N/A
2f. Utilities			N/A
2g. Environmental Compliance			N/A
2h. Police and Fire			N/A
2i. Safety			N/A
2j. Supply and Storage Operations			N/A
2k. Major range Test Facility Base Costs			N/A
2l. Other (Specify)			N/A
2m. Sub-total 2a. through 2l:			N/A
<b>3. Depreciation</b>			N/A
<b>4. Grand Total (sum of 1c., 2m., and 3.):</b>			N/A

**DATA CALL 66  
INSTALLATION RESOURCES**

2. **Services/Supplies Cost Data.** The purpose of Table 2 is to provide information about projected FY 1996 costs for the purchase of services and supplies by the activity. (Note: unlike Question 1 and Tables 1A and 1B, above, this question is not limited to overhead costs.) The source for this information, where possible, should be either the NAVCOMPT OP-32 Budget Exhibit for O&M activities or the NAVCOMPT UC/FUND-1/IF-4 exhibit for DBOF activities. Information must reflect FY 1996 budget data supporting the FY 1996 NAVCOMPT Budget Submit. Break out cost data by the major sub-heading identified on the OP-32 or UC/FUND-1/IF-4 exhibit, disregarding the sub-headings on the exhibit which apply to civilian and military salary costs and depreciation. Please note that while the OP-32 exhibit aggregates information by budget activity, this data call requests OP-32 data for the activity responding to the data call. Refer to NAVCOMPTINST 7102.2B of 23 April 1990, Subj: Guidance for the Preparation, Submission and Review of the Department of the Navy (DON) Budget Estimates (DON Budget Guidance Manual) with Changes 1 and 2 for more information on categories of costs identified. Any rows that do not apply to your activity may be left blank. However, totals reported should reflect all costs, exclusive of salary and depreciation.

<b>Table 2 - Services/Supplies Cost Data</b>	
<b>Activity Name:</b> ORD CONT TM 1, ORD MAINT CO LAWRENCE MA	<b>UIC:</b> 45265
<b>Cost Category</b>	<b>FY 1996 Projected Costs (\$000)</b>
<b>Travel:</b>	\$6,241.09
<b>Material and Supplies (including equipment):</b>	\$1,152.54
<b>Industrial Fund Purchases (other DBOF purchases):</b>	\$0.00
<b>Transportation:</b>	\$8,545.24
<b>Other Purchases (Contract support, etc.):</b>	\$2,239.13
<b>Total:</b>	<b>\$18,178.00</b>

**DATA CALL 66  
INSTALLATION RESOURCES**

**3. Contractor Workyears.**

a. On-Base Contract Workyear Table. Provide a projected estimate of the number of contract workyears expected to be performed "on base" in support of the installation during FY 1996. Information should represent an annual estimate on a full-time equivalency basis. Several categories of contract support have been identified in the table below. While some of the Categories are self-explanatory, please note that the category "mission support" entails management support, labor service and other mission support contracting efforts, e.g., aircraft maintenance, RDT&E support, technical services in support of aircraft and ships, etc.

\*\*See note.

<b>Table 3 - Contract Workyears</b>	
<b>Activity Name:</b> ORD CONT TM 1, ORD MAINT CO LAWRENCE MA	<b>UIC:</b> 45265
<b>Contract Type</b>	<b>FY 1996 Estimated Number of Workyears On-Base</b>
Construction:	N/A
Facilities Support:	N/A
Mission Support:	N/A
Procurement:	N/A
Other: *	N/A
<b>Total Workyears: **</b>	N/A

**Note:**

\* Provide a brief narrative description of the type(s) of contracts, if any, included under the "Other" category.

\*\* Contract workyears are insignificant and not recoverable.

**DATA CALL 66  
INSTALLATION RESOURCES**

**b. Potential Disposition of On-Base Contract Workyears.** If the mission/functions of your activity were relocated to another site, what would be the anticipated disposition of the on-base contract workyears identified in Table 3.？\*\* See Note.

N/A

1) Estimated number of contract workyears which would be transferred to the receiving site (This number should reflect the number of jobs which would in the future be contracted for at the receiving site, not an estimate of the number of people who would move or an indication that work would necessarily be done by the same contractor(s)):

N/A

2) Estimated number of workyears which would be eliminated:

N/A

3) Estimated number of contract workyears which would remain in place (i.e., contract would remain in place in current location even if activity were relocated outside of the local area):

N/A

Note: \*\*Contract workyears are insignificant and not recoverable.

Enclosure (5)

**DATA CALL 66  
INSTALLATION RESOURCES**

c. **"Off-Base" Contract Workyear Data.** Are there any contract workyears located in the local community, but not on-base, which would either be eliminated or relocated if your activity were to be closed or relocated? If so, then provide the following information (ensure that numbers reported below do not double count numbers included in 3.a. and 3.b., above):

\*\*See Note

No. of Additional Contract Workyears Which Would Be Eliminated	General Type of Work Performed on Contract (e.g., (engineering support, technical services, etc.)
*N/A	

No. of Additional Contract Workyears Which Would Be Eliminated	General Type of Work Performed on Contract (e.g., (engineering support, technical services, etc.)
*N/A	

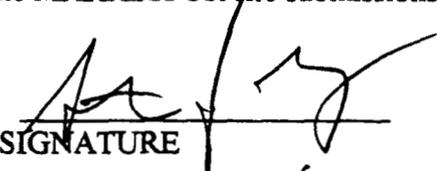
Note: \*\*Contract workyears are insignificant and not recoverable.

Enclosure (5)

BRAC-95 CERTIFICATION  
DATA CALL: 66  
INSTALLATION RESOURCES

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief. The attached 191 formats represent the MARRESFOR site submissions for BRAC 66.

LtCol Steven J. Gaffney  
NAME

  
SIGNATURE

Assistant Chief of Staff, Comptroller  
TITLE

20 Sept '94  
DATE

Comptroller  
DEPARTMENT

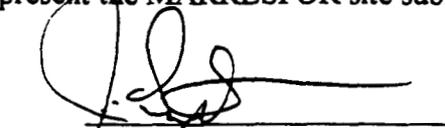
MARRESFOR  
ACTIVITY

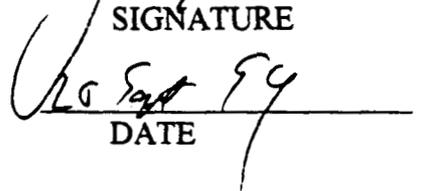
Enclosure (2)

BRAC-95 CERTIFICATION  
DATA CALL: 66  
INSTALLATION RESOURCES

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief. The attached 191 formats represent the MARRESFOR site submissions for BRAC 66.

J. E. LIVINGSTON  
NAME

  
SIGNATURE

  
DATE

COMMANDING GENERAL  
TITLE

COMMAND  
DEPARTMENT

MARRESFOR  
ACTIVITY

Enclosure (1)

Data Call 66  
MARRESFOR

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

\_\_\_\_\_  
NAME (Please type or print)

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

\_\_\_\_\_  
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

\_\_\_\_\_  
NAME (Please type of print)

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

\_\_\_\_\_  
Activity

In certify that the information herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

\_\_\_\_\_  
NAME (Please type or print)

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

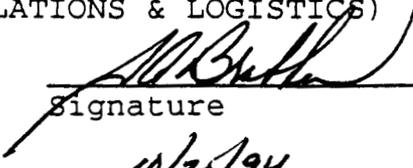
\_\_\_\_\_  
Date

\_\_\_\_\_  
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)  
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

**J.A. BRADY**  
\_\_\_\_\_  
Please type of print  
**DEUTENANT**  
**DEPUTY CHIEF**  
**INSTALLATIONS AND LOGISTICS**

  
\_\_\_\_\_  
Signature

10/25/94  
\_\_\_\_\_  
Date



THE COMMONWEALTH OF MASSACHUSETTS

EXECUTIVE DEPARTMENT

STATE HOUSE • BOSTON 02133

(617) 727-3600

WILLIAM F. WELD  
GOVERNOR

ARGEO PAUL CELLUCCI  
LIEUTENANT-GOVERNOR

Please refer to this number  
when responding 950612-19

June 2, 1995

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

Dear Chairman Dixon:

Given recent correspondence between the Navy and the BRAC, I am writing to reiterate the concerns expressed by Governor Weld in his letter to you dated May 24, 1995. The Governor communicated our concerns about the Navy's failure to consider alternative scenarios to the closure of Naval Air Station (NAS) South Weymouth. As Governor Weld pointed out, given NAS South Weymouth's relatively high military value rating and its first place ranking in Reserve demographics, the Navy should have considered a variety of scenarios that would have preserved and enhanced the base.

Governor Weld pointed out that "despite NAS South Weymouth's strong demographics, its history of successfully operating helicopter and fighter aircraft, its close proximity to over-the-water training areas, and its ability to absorb these units without military construction costs, the Navy simply ignored the potential of NAS South Weymouth." The Governor's letter proved timely.

As you know, the BRAC asked the Navy to consider scenarios other than the closure of NAS South Weymouth as a result of the BRAC's concerns about the Navy's recommendations in the subcategory of Air Reserve Stations. Specifically, the BRAC requested that the Navy consider possible receiving sites for two Reserve squadrons of F-18s which require a location with a certain level of demographic richness. On May 25th, Charles P. Nemfakos, Vice Chairman of the Navy's Base Structure Evaluation Committee (BSEC), responded to you. Once again, Mr. Nemfakos refused to consider NAS South Weymouth as a receiving location despite NAS South Weymouth's suitability for this mission, including the richest demographics in the Naval Reserve. Mr. Nemfakos offers no military or economic justification for this refusal. In fact, Mr. Nemfakos argues that the Navy would prefer to airlift Reserve personnel to F-18 receiving sites rather than locate some or all of those aircraft at NAS South Weymouth where airlifts would not be necessary.

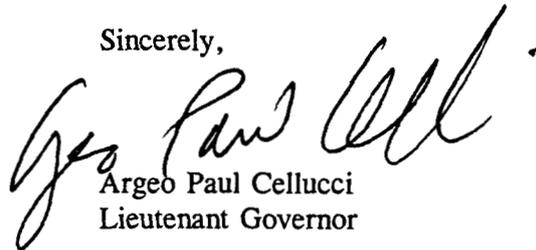
Therefore, I am reiterating Governor Weld's concerns about the pattern that has developed during the 1995 BRAC regarding NAS South Weymouth. Despite the base's strengths and excess

capacity, the Navy has refused to consider scenarios that would make NAS South Weymouth a receiving location for a variety of aircraft that are ideal for this area.

In addition, it has been nearly two months since the Weymouth community group pointed out to the BRAC several reporting mistakes and other errors in the Navy's "Military Value Matrix" which, if corrected, would raise the ranking of NAS South Weymouth in the subcategory of Air Reserve Stations. It is my understanding that despite the BRAC's request, the Navy has not responded to the community's data revisions. It is our clear impression that the whole purpose of the BRAC process was to allow the affected communities to point out precisely these types of errors in order to ascertain that decisions would be made based upon the best available data. I am confident that the BRAC will follow through on this request and make a well-informed decision. I am concerned, however, about the continuing delays.

The end of the Cold War will, indeed, bring economic hardship and base closures to many communities. Massachusetts has had more than its share of defense contract reductions and base closures. We could accept further reductions if we were confident that the Navy and the BRAC considered all possible scenarios for Reserve Air Stations and selected the alternative that would best enhance the national security of the United States. We are concerned, however, that a number of possible scenarios that would satisfy this goal and preserve NAS South Weymouth have not been considered. We will continue to look to the BRAC to address these issues.

Sincerely,

A handwritten signature in cursive script, appearing to read "Argeo Paul Cellucci".

Argeo Paul Cellucci  
Lieutenant Governor

cc: The Honorable Joe Robles, Jr.  
The Honorable S. Lee Kling



## DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

Suite 1425  
1700 North Moore Street  
Arlington, Virginia 22209

### FAX COVER SHEET

DATE: June 13

TO: Cpt. Vandivort

FAX #:

FROM: Navy Team, Doyle

NUMBER OF PAGES (including cover): 2

COMMENTS: In our meeting last night with S. Weymouth reps and congressional staff, the subject came up of the Navy not having a plan for about 1100 reservists that are now at Weymouth. A copy of their presentation from our base visit will help you identify the people they are talking about. Let me know what you think

## Naval Air Station, South Weymouth Personnel

As of 3/15/95	Active	SELRES Drill On / Off	CIV
- NAS	442	936 / 154	275
- Tenant		$\begin{array}{r} 154 \\ \hline 1090 \end{array} ?$	
Aviation Squadrons - to Brunswick	233	329 / 0	0
Naval Reserve Center - to Quincy	24	379 / 190	0
Other Non-Aviation	86	0 / 0	30
Marines - to Quantico	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	



8 June 1995

Dear Mr. Yellin:

Per our discussion, enclosed please find the following:

Air Installations Compatible Use Zones (AICUZ)  
Study, NAS South Weymouth, 10 Sept 1979

Air Installations Compatible Use Zones (AICUZ)  
Update for NAS South Weymouth, July 1990

Aircraft Noise Survey for NAS South Weymouth  
NAVFACENGCOM, June 1989

I hope this information is helpful to you. If you need further assistance, or have any questions, please contact me at (617) 786-2600 or DSN 955-2600/2601.

Sincerely,

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

R. A. DUETSCH  
Captain, U. S. Naval Reserve  
Commanding Officer

Mr. Alexander Yellin, P. E.  
Defense Base Closure and Realignment Commission  
1700 N. Moore Street, Suite 1425  
Arlington, VA 22209

GERRY E. STUDDS  
TENTH DISTRICT, MASSACHUSETTS

COMMITTEE ON RESOURCES

SUBCOMMITTEE ON FISHERIES,  
OCEANS AND WILDLIFE  
RANKING DEMOCRATIC MEMBER

SUBCOMMITTEE ON NATIONAL PARKS,  
FORESTS AND LANDS

COMMITTEE ON COMMERCE

SUBCOMMITTEE ON HEALTH  
AND THE ENVIRONMENT

SUBCOMMITTEE ON  
TELECOMMUNICATIONS AND FINANCE

NEW ENGLAND CONGRESSIONAL CAUCUS  
CO-CHAIRMAN



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  
156 MAIN STREET  
BROCKTON, MA 02401

PLYMOUTH  
225 WATER STREET, SUITE 401  
PLYMOUTH, MA 02360

CAPE COD AND ISLANDS 1-800-870-2628

HYANNIS  
146 MAIN STREET  
HYANNIS, MA 02601

June 2, 1995

950609-15

Commissioner S. Lee Kling  
Defense Base Closure and Realignment Commission  
1700 North Moore Street, Suite 1425  
Arlington, VA 22209

Dear Commissioner Kling:

Once again, I would like to take the opportunity to thank you for visiting NAS South Weymouth. I realize that you, and all of the BRAC Commissioners, have an extremely full schedule as you take on the enormous task of visiting military facilities around the country and reviewing an abundance of relative data. It is therefore quite clear to me -- and to the community -- how much of an effort you have made today in order to give NAS South Weymouth a closer look. Your efforts are greatly appreciated.

I also want to apologize for being unable to join you in South Weymouth today. As you hear from the local Committee to Save NAS South Weymouth, I am on an educational trip to Israel which was scheduled several months ago. Although I am unable to be physically present, please know that I have been working very closely with members of this local committee and support wholeheartedly the contentions they will present to you.

There is also an issue of great concern to me which I would ask you to review. On May 25, 1995, Mr. Charles Nemfakos, Vice Chairman of the Base Structure Evaluation Committee and Executive Director of the Base Structure Analysis Team, responded to a BRAC request for additional COBRA scenarios with respect to BRAC's decision to add NAS Atlanta to the base closure list for further review. I have attached a copy of this disturbing reply.

What concerns me with regard to these further scenarios is the fact that Mr. Nemfakos has chosen not to include NAS South Weymouth as a receiving base in any of the BSAT analysis. This blatant reluctance to examine all possible scenarios by refusing to even include NAS South Weymouth in a COBRA scenario analysis is frankly quite puzzling and alarming.

Commissioner Kling  
June 2, 1995  
Page 2

Without any fiscal or operational analysis ever being developed to support or refute this possible scenario, Mr. Nemfakos boldly proclaims in his response that "no NAS Atlanta assets would relocate to NAS South Weymouth if NAS South Weymouth stays open and Atlanta is closed." Instead, Mr. Nemfakos' apparent alternative is that "we airlift personnel from the Atlanta area to receiving sites." Particularly without a COBRA analysis for any NAS South Weymouth scenario, I dare ask how "airlift(ing) personnel" from Atlanta to receiving sites could possibly be more fiscally responsible than standing up these units at an existing facility ranked first in the Navy's own analysis of demographics, and at no additional cost to the Navy.

Instead of relocating NAS Atlanta's assets to NAS South Weymouth, where facilities already exist to house them and demographics have successfully supported such units in the past, Mr. Nemfakos would rather relocate these units to either JRB Fort Worth, TX, or NAS New Orleans, LA. Construction would be required at both of these sites. A review of the BRAC-93 report reveals that decisions regarding JRB Fort Worth, TX, yield no return on investment (page 1-26) with a one-time cost of \$136.5 million and an additional cost of \$108 million over the next five years. Further construction involving JRB Fort Worth, TX, is neither conducive to cost reduction, nor prudent given current fiscal constraints.

Commissioner Robles, after visiting NAS South Weymouth on April 28, asked that we propose alternatives to the Navy's recommendations that would generate savings without compromising military value. We submitted one such alternative to the Commission at the May 5 Regional Hearing in New York City. That alternative proposed closing NAS Atlanta, relocating Marine Corps Reserve helicopter squadrons to NAS South Weymouth, and other ~~reserve air assets to NAS Jacksonville, FL, while maintaining a cantonment area at Dobbins AFB for the Naval and Marine Corps Reserve augment units.~~ COBRAs exploring this or related scenarios involving these bases have not been forthcoming.

Mr. Nemfakos' reply also makes reference to maintaining the most capable air station north of Norfolk as an operational concern of CINCLANTFLT. The BSAT has not yet provided documentation to support this claim. Nor has it adequately explained why the Navy deviated from its process of considering operational air stations and reserve air stations as separate subcategories. We continue to await a reply to these concerns. Since military value for both of these subcategories was determined using a separate set of weighted responses for each category, comparisons between categories are invalid.

Commissioner Kling  
June 2, 1995  
Page 3

Because of Mr. Nemfakos' refusal to include NAS South Weymouth in any COBRA scenario, I feel very strongly that you and your fellow BRAC Commissioners are not being provided with the full array of information which should be available before being asked to make an extremely difficult decision. For the sake of fiscal responsibility -- and demographic support within the reserve air station subcategory -- I respectfully request that the BRAC ask the Navy to provide the following COBRAs or related scenarios:

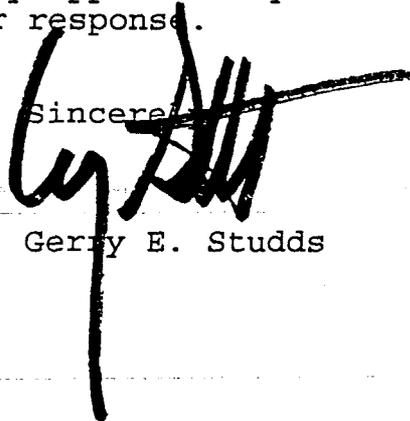
1. Close NAS Atlanta and maintain a cantonment area at Dobbins AFB for augmenting reserve units; relocate Helicopter and Fighter Squadrons to NAS South Weymouth and other commissioned units to NAS Jacksonville.

2. Close NAS Atlanta and maintain a cantonment area at Dobbins AFB for augmenting reserve units; amplify redirect at Selfridge AFB by relocating the air logistics squadron to Selfridge; relocate Helicopter and Fighter Squadrons to NAS South Weymouth.

3. Close NAS Atlanta and maintain a cantonment area at Dobbins AFB for augmenting reserve units; amplify redirect at Selfridge AFB by relocating the air logistics squadron to Selfridge; relocate Helicopter Squadron to NAS South Weymouth; relocate Fighter Squadrons to NAS Brunswick.

Again, Commissioner Kling, I deeply appreciate your time and attention. I look forward to your response.

Sincerely,



Gerry E. Studds

cc: Chairman Alan Dixon

# United States Senate

WASHINGTON, DC 20510-2101

June 12, 1995

Ms. Cece Karman  
Defense Base Closure and Realignment Commission  
1700 North Moore Street  
Suite 1425  
Arlington, VA 22209

Dear Cece:

Would you please assist me in setting up a meeting with Alex Yellin and Doyle Reedy to discuss BRAC action on NAS South Weymouth, to take place either later today, June 12, or on Tuesday, June 12.

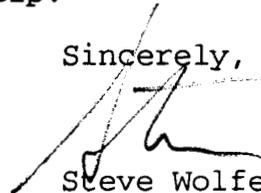
In addition to myself, I would be accompanied by Mark Michaud of Rep. Gerry Studds's office, and representatives of the South Weymouth community: State Rep. Paul Haley, State Rep. Ron Mariano, Mr. Neil Joyce, Mr. James Tynan.

The best times for me would be anytime Monday into the evening, and then on Tuesday at 8:00-9:00 a.m., or 11:30 a.m.-5:30 p.m., or after 7:30 p.m. in the evening. If these slots are not convenient for Alex and Doyle, please go ahead and schedule the meeting for the South Weymouth representatives without me.

Regarding the agenda for the meeting, we would like to review what data that the BRAC staff has been able to collect regarding NAS South Weymouth and other naval air stations since last month, when Rep. Haley and Mark Michaud of Rep. Studds's office met with Doyle.

Thanks very much for your help.

Sincerely,



Steve Wolfe  
Legislative Assistant



Commonwealth of Massachusetts  
 Executive Office of Economic Affairs  
 One Ashburton Place, Room 2101  
 Boston, Massachusetts 02108

WILLIAM F. WELD  
 GOVERNOR

ARGEO PAUL CELLUCCI  
 LIEUTENANT GOVERNOR

GLORIA CORDES LARSON  
 SECRETARY

TELEPHONE:  
 (617) 727-8380

FACSIMILE:  
 (617) 727-4425

June 7, 1995

Please refer to this number  
 when making calls 950607-8

James B. Davis  
 Commissioner  
 Defense Base Closure and Realignment Commission (BRAC)  
 1700 North Moore Street, Suite 1425  
 Arlington, Virginia 22209

Dear Commissioner Davis:

I want to thank you for taking the time from your busy schedule to visit NAS South Weymouth. I am writing to follow up on two issues that were raised during your meeting at the base on Friday.

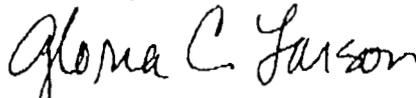
First, questions were raised concerning the ability of NAS South Weymouth to accommodate additional aircraft given environmental guidelines regulating air quality. Attached you will find a letter from the Massachusetts Secretary of Environmental Affairs which should end any doubt about our ability to accommodate additional aircraft from an environmental perspective.

Second, I want to reiterate the Commonwealth's commitment to fund capital improvements at NAS South Weymouth related to the siting of a Massachusetts National Guard field artillery battalion at the base. As you heard on Friday, this high priority unit could require strategic airlift in the event of a mobilization or simply to enhance its training needs. In order to make certain that any airlifter could land at or take off from NAS South Weymouth (and under any weather conditions), the state is prepared to fund the extension of the runway at NAS South Weymouth to meet the most stringent Defense Department requirements for such aircraft as the C-5. Such an extension would, of course, increase the margin of safety for Naval aircraft based at NAS South Weymouth. I understand that there are no environmental obstacles that would preclude a significant extension of the main runway.

On February 9, 1995, Governor Weld signed into law a \$100 million bond fund that would be used to finance this runway extension and other improvements for the Guard. You should be aware that these funds are not available if NAS South Weymouth is closed or downsized; the legislative language of the bond legislation permits funds to be used only for the expansion or enhancement of federal installations.

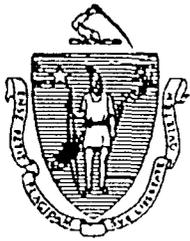
This state funding will allow the BRAC to meet two of its major goals for 1995: improving the quality of military installations at no cost to the Defense Department and creating joint service installations. We continue to believe that it would be a major military misjudgment for the U.S. Navy to abandon the greater Boston area which has provided a rich base of Air Reservists for decades. Thank you again for taking the time to examine this issue more carefully.

Sincerely,



Gloria Cordes Larson  
Secretary

Attachment



Commonwealth of Massachusetts  
Executive Office of Economic Affairs

One Ashburton Place, Room 2101  
Boston, Massachusetts 02108

WILLIAM F. WELD  
GOVERNOR

ARGEO PAUL CELLUCCI  
LIEUTENANT GOVERNOR

GLORIA CORDES LARSON  
SECRETARY

TELEPHONE  
(617) 727-6366

FACSIMILE  
(617) 727-4426

June 7, 1995

S. Lee Kling  
Commissioner  
Defense Base Closure and Realignment Commission (BRAC)  
1700 North Moore Street, Suite 1425  
Arlington, Virginia 22209

Dear Commissioner Kling:

I want to thank you for taking the time from your busy schedule to visit NAS South Weymouth. I am writing to follow up on two issues that were raised during your meeting at the base on Friday.

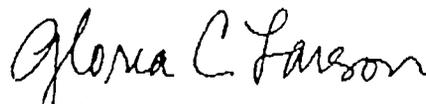
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This state funding will allow the BRAC to meet two of its major goals for 1995: improving the quality of military installations at no cost to the Defense Department and creating joint service installations. We continue to believe that it would be a major military misjudgment for the U.S. Navy to abandon the greater Boston area which has provided a rich base of Air Reservists for decades. Thank you again for taking the time to examine this issue more carefully.

Sincerely,



Gloria Cordes Larson  
Secretary

Attachment



The Commonwealth of Massachusetts  
Executive Office of Environmental Affairs  
100 Cambridge Street, Boston, 02202

WILLIAM F. WELD  
GOVERNOR  
ARGEO PAUL CELLUCCI  
LIEUTENANT GOVERNOR  
TRUDY COXE  
SECRETARY

Tel: (617) 727-9800  
Fax: (617) 727-2754

June 6, 1995

Secretary Gloria Larson  
Executive Office of Economic Affairs  
1 Ashburton Place, 21st Floor  
Boston, MA 02108

Dear Secretary Larson:

I am writing to address an issue that was raised during the Base Closure Commission's recent tour of the South Weymouth Naval Air Station. As I understand it, if the air station remains open, up to two full squadrons of additional aircraft could be based there. A concern was raised that these new planes could have an impact on the state's efforts to comply with the federal Clean Air Act.

First of all, let me say that the Commission should be commended for their awareness and sensitivity to this important environmental matter.

Secondly, from the descriptions provided by your staff, it is likely that the new emissions can be accommodated in our State air plan. We have made significant efforts to allow for new jobs in the Commonwealth and to handle their resulting air emissions increases. As a result, it is likely that the concerns raised by the Commission can be met with some modifications in the inventory in our State Implementation Plan and some efforts on the part of the Air Base.

Let me assure you that the Executive Office of Environmental Affairs will work closely with your office and with the Air Base to ensure that this important facility can expand should that opportunity present itself.

Cordially,

Trudy Coxé

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION DD-168

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950508-24

FROM: <u>STUDOS, CERRY</u>	TO: <u>DIXON</u>
TITLE: <u>REP. (MA)</u>	TITLE: <u>CHAIRMAN</u>
ORGANIZATION: <u>U.S. CONGRESS</u>	ORGANIZATION: <u>DBCEC</u>
INSTALLATION (S) DISCUSSED: <u>SOUTH WELSMOUTH</u>	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INT	COMMISSION MEMBERS	FYI	ACTION	INT
CHAIRMAN DIXON				COMMISSIONER CORNELLA	✓		
STAFF DIRECTOR	✓			COMMISSIONER COX	✓		
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS	✓		
GENERAL COUNSEL	✓			COMMISSIONER KLING	✓		
MILITARY EXECUTIVE				COMMISSIONER MONTOYA	✓		
				COMMISSIONER ROBLES	✓		
DIR./CONGRESSIONAL LIAISON		Ⓛ		COMMISSIONER STEELE	✓		
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER		✓	
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER			
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER			
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

<input checked="" type="checkbox"/>	Prepare Reply for Chairman's Signature	<input type="checkbox"/>	Prepare Reply for Commissioner's Signature
<input type="checkbox"/>	Prepare Reply for Staff Director's Signature	<input type="checkbox"/>	Prepare Direct Response
<input checked="" type="checkbox"/>	ACTION: Offer Comments and/or Suggestions	<input checked="" type="checkbox"/>	FYI

Subject/Remarks:

EXPRESSING CONCERN OVER WACYS DECISION TO CLOSE SOUTH WELSMOUTH, AND RECOMMENDING ALTERNATIVES:

Due Date: 950511

Routing Date: 950508

Date Originated: 950508

Mail Date:

GERRY E. STUDDS  
TENTH DISTRICT, MASSACHUSETTS

COMMITTEE ON RESOURCES

SUBCOMMITTEE ON ENERGY,  
OCEANS AND WILDLIFE  
REPRESENTATIVE MEMBER

SUBCOMMITTEE ON NATIONAL PARKS,  
FORESTS AND LANDS

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NEW ENGLAND CONGRESSIONAL CAUCUS  
CO-CHAIRMAN

Alan Dixon, Chairman  
Defense Base Closure Commission  
1700 North Moore St, Suite 1425  
Arlington, MA 22209



# Congress of the United States House of Representatives

May 8, 1995

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1995  
100 WASHINGTON  
WASHINGTON, DC 20540

95503-24

Dear Chairman Dixon:

I am writing to follow-up on the regional hearing last week in New York and request that the Commission consider alternatives to the closure of Naval Air Station (NAS) South Weymouth, Massachusetts.

I understand that the Defense Base Closure and Realignment Commission will meet on Wednesday to officially designate additional bases for closure or realignment. This hearing marks an important phase of the base closure process and will be of real consequence to bases now on the Defense Department's list of closures. In order to allow for maximum possible flexibility in preparing its final list next month, the Commission should consider alternative sites for closure, especially where reasonable doubt about the justification of the Pentagon's recommendations has been raised.

I applaud the Commission's efforts to date. By visiting facilities targeted for closure and conducting regional hearings, you have worked hard to weigh the concerns and arguments of local communities affected by the proposed closures. The Commission's work has helped maintain a sense of fairness and thoroughness in the process.

Working closely with the local "Save the Base Committee," we have identified what we believe to be major flaws in the Navy's decision-making process. The Navy not only ignored its own empirical data with regard to the military value and demographic strength of NAS South Weymouth; it also relied on assumptions and recommendations raised during undocumented "discussions" within the Navy command structure to execute a trade-off between an active duty facility and South Weymouth.

The Navy has apparently ignored its own analysis and overlooked two facilities with a lower "military value" -- NAS Atlanta and NAS Fort Worth. NAS South Weymouth was ranked first in the "Military Value" demographics subcategory and NAS Atlanta was ranked last. However, the Navy decided to spare the Atlanta facility -- even after its own analysis indicated that it should close -- because it concluded that the area was "demographically-rich." This determination contradicts the Navy's own certified data.

Chairman Dixon  
May 8, 1995  
Page 2

Additionally, while the Navy was in the process of formulating its recommendations the Commander-in-Chief, Atlantic Fleet (CINCLANTFLT) expressed the "operational desire" that the Navy retain the most "fully-capable" air station north of Norfolk. This recommendation apparently occurred during discussions between CINCLANTFLT and the Navy's Base Structure Analysis Team (BSAT). As a result, the Navy decided to preserve NAS Brunswick, an active duty facility, and close NAS South Weymouth.

In our view, this "trade-off" raises several fundamental questions with regard to the Navy's decision-making process. First, to our knowledge -- and despite repeated attempts to obtain it -- there is no adequate record of the discussions between BSAT and CINCLANTFLT. We are, therefore, unable to determine the context, justification, criteria or merit of the CINCLANTFLT's recommendation.

Second, while we recognize the desire of the Navy to consult its command structure during the base closure process, the Navy apparently gave greater weight to the "desire" of one individual than the rest of its empirical data.

Finally, the decision to close NAS South Weymouth instead of NAS Brunswick resulted in the unusual -- and unprecedented -- comparison between an active duty base and a reserve facility. As a result, demographic data pertaining to the ability of NAS Brunswick to perform a reserve function was not given sufficient consideration. Also, under the scenario to keep NAS Brunswick open, the Navy did not consider alternatives to the closure of NAS South Weymouth.

In light of these facts, I urge the Commission to continue to take every conceivable step to keep its focus on the merits of all facilities which could be candidates for closure, especially those with a low military value. Accordingly, I again request the Commission to consider adding other candidates for inclusion on the closure list this Wednesday in order to keep as many options open as possible for its final round of deliberations next month.

As always, I appreciate your attention to this matter.

With kind regards,

Sincerely,



Gerry E. Studds

GERRY E. STUDDS  
TENTH DISTRICT, MASSACHUSETTS

COMMITTEE ON RESOURCES  
SUBCOMMITTEE ON FISHERIES,  
OCEANS AND WILDLIFE  
RANKING DEMOCRATIC MEMBER

SUBCOMMITTEE ON NATIONAL PARKS,  
FORESTS AND LANDS

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## Congress of the United States House of Representatives

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HYANNIS  
146 MAIN STREET  
HYANNIS, MA 02601

May 26, 1995

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

Please refer to this number  
when responding 90526-21

Dear Chairman Dixon:

I am writing to respond to information received by the Commission from the General Accounting Office (GAO) with regard to the proposed closure of NAS South Weymouth, Massachusetts. As you know, I believe there is a very compelling case to keep open the Weymouth facility.

Earlier this month, I requested that the Commission direct GAO to examine the Navy's decision to overlook military facilities with far lower military values when recommending NAS South Weymouth for closure. As you know, one of these -- NAS Atlanta -- is now under consideration by the Commission.

I am concerned that the GAO's response simply restates the Navy's process and decision to close South Weymouth without challenging the discrepancies between the Navy's anecdotal claims and what can be supported by documented information.

GAO states that the objective of the Navy was "to reduce excess capacity and maintain average military value." However, in recommending NAS South Weymouth for closure, the Navy arguably has done neither. Closing NAS South Weymouth to preserve NAS Brunswick will reduce excess reserve capacity, not excess operational capacity. The GAO and the Navy have apparently combined the two categories. This is not only in violation of Defense Department procedures; the Navy's analysis does not accommodate such a comparison. Additionally, this scenario reduces the average military value in the reserve air station category.

I also think it is important to point out that, during the closure review process, the Navy deliberately decided not to pursue an option that would have reduced reserve capacity and, therefore, was prepared to maintain the status quo. Several scenarios involving the closure of NAS Atlanta were examined by the Navy, however, that facility was ultimately spared. The Navy never considered NAS

Chairman Dixon  
May 26, 1995  
Page 2

South Weymouth as a candidate for closure when compared with other reserve stations and was only targeted as an option for keeping NAS Brunswick open.

The GAO's letter indicates that the Brunswick/South Weymouth trade-off scenario does not adversely affect demographic concerns in the Northeast. While this statement echoes the Navy's claim, it is not based on any empirical data. Last month I requested that the Navy provide me with the documents that would support its claim that NAS Brunswick could demographically accommodate the reserve units which were being relocated there from NAS South Weymouth. Assistant Secretary Pirie responded that the Navy has "no demographic information (certified or otherwise) concerning this move."

Finally, the GAO's response did not address the Navy's claim that the Atlanta area is "demographically rich" when, in fact, its own analysis ranks it last in the military value demographic subcategory (NAS South Weymouth is ranked first). While the Navy claims that the base's low score is an aberration, evidence would seem to indicate that Atlanta's demographic difficulties are chronic, not temporary.

In my view, the issues raised above strongly indicate that the Navy substantially deviated from its selection criteria in recommending NAS South Weymouth. I request that the Commission give this material its full consideration.

With kind regards.

Sincerely,



Gary E. Studds



Data Call 1:

Activity: 00101

3. ACTIVITY TYPE:

HOST COMMAND:

Yes:  X  No:

TENANT COMMAND:

Yes:   No:  X

INDEPENDENT ACTIVITY:

Yes:   No:  X

4. SPECIAL AREAS:

Name	Location	UIC
Noman's Island Air to Ground Target Range	15 nautical miles south of Martha's Vineyard, MA	None
Squantum Gardens/Naval Terrace Family Housing	Quincy, MA	None

Data Call 1:

Activity: 00101

5. DETACHMENTS:

Name	UIC	Location	Host Name	Host UIC
None				

6. BRAC IMPACT:

BRAC Commission voted to retain NAS South Weymouth and consolidate three Naval Reserve Centers on board the air station (Quincy, MA, Lawrence, MA and Chicopee Falls, MA). Reserve Center construction in an existing building to be completed July 94, with initial move scheduled for August 94.

Data Call 1:

Activity: 00101

7. MISSION:

Current Missions

- \* Provide airfield for Reserve Force Squadrons and all DOD transient aircraft.
- \* Provide family housing for Boston area Navy and other DOD component personnel.
- \* Provide billeting for single/geographical bachelor Navy/DOD personnel.
- \* Provide aircraft intermediate repair for tenants/transient aircraft.
- \* Train Selected Reservists for aviation sponsored reserve units.
- \* Local Air Coordinator for Massachusetts.
- \* Environmental Coordinator for Massachusetts.
- \* Regional Casualty Assistance Calls Officer Coordinator.
- \* Provide Family Service Center for New England Navy/DOD personnel/families.
- \* Provide Navy Communications Center services.
- \* Provide Navy Exchange retail operations.
- \* Manage Resident Officer In Charge of Construction (ROICC)/ office for Naval Facilities Command, Northern Division.
- \* Manage/schedule Noman's Island Target Range for all DOD aviation units.
- \* Provide aircrews for Naval Air Logistics Office C-12 aircraft tasking.
- \* Provide Navy supply support for tenant commands.
- \* Provide comptroller function to tenant commands.
- \* Provide facility maintenance/repair and utility services to tenant commands.

Projected Missions for FY 2001

- \* Gain support functions for tenant Naval Surface Reserve Center (BRAC 93 directed).

Data Call 1:

Activity: 00101

Projected Missions for FY 2001

- \* Gain support functions for tenant Navy Reserve Logistics Squadron.
- \* Gain support functions for tenant Naval Criminal Investigative Services.
- \* Gain support functions for tenant Marine Corps Ordnance Maintenance Contact Team (BRAC 93 directed).
- \* Gain Immediate Superior in Command responsibilities for Naval Air Reserve Activity, Detroit.
- \* Gain support functions for Human Resources Office, Groton, Boston Detachment.
- \* Gain support functions for Mobile Inshore Undersea Warfare Unit.

Data Call 1:

Activity: 00101

8. UNIQUE MISSIONS:

Current Unique Missions

None

Projected Unique Missions for FY 2001

None

9. IMMEDIATE SUPERIOR IN COMMAND (ISIC):

Operational name

UIC

Commander, Naval Air Reserve Force

00071

Funding Source:

UIC

Commander, Naval Reserve Force

00072

Data Call 1:

Activity: 00101

10. PERSONNEL NUMBERS:

On Board Count as of 01 January 1994

	Officer	Enlisted	Civilian	SELRES
Reporting Command	<u>21</u>	<u>288</u>	<u>211</u>	<u>649</u>
Tenants (Total)	<u>37</u>	<u>387</u>	<u>27</u>	<u>1,071</u>
	58	575	238	

Authorized Positions as of 30 September 1994

	Officer	Enlisted	Civilian	SELRES
Reporting Command	<u>31</u>	<u>358</u>	<u>224</u>	<u>666</u>
Tenants (Total)	<u>50</u>	<u>430</u>	<u>37</u>	<u>2,400</u>
	81	788	261	

11. KEY POINTS OF CONTACT (POC):

<u>Title/Name</u>	<u>Office</u>	<u>Fax</u>	<u>Home</u>
CO/OIC <u>A. J. KISELA, JR.</u>	<u>(617) 786-2600</u>	<u>(617) 786-2948</u>	<u>(617) 340-1713</u>
	<u>DSN: 955-2600</u>		
Duty Officer	<u>(617) 786-2933</u>	<u>(617) 786-2948</u>	N/A
	<u>DSN: 955-2933</u>		

61

New page revision by  
CDR McDonald, CNARF 05X  
2/7/94

*CMCD*

Activity: 00101

Data Call 1:

12. TENANT ACTIVITY LIST

Tenant Command	UIC	Officer	Enlisted	Civilian	SELRES
HSL-74	09077	0	0	0	0
VP-92	09146	9	102	0	239
MAG 49 DET C	03025	13	112	0	484
PSD	43079	1	21	16	0
BRCH MED	35311	4	30	3	0
BRCH DENTAL	35759	2	4	1	0
NORA	66470	0	11	0	0
DEFENSE COURIER	63559	1	8	0	0
NCIS	63054	0	0	5	0
RIPO	47930	1	4	1	246
RECRUIT DET 6	47768	2	3	0	0
ROICC	44213	1	0	7	0
PER. PROP.	NONE	0	0	2	0
HRO	68570	0	0	3	0
VR-62	09324	13	106	0	200
NRC S. WEY.	68986	3	19	0	1160

See New Page 8R  
 for Revision  
 CMCD  
 CNARFASX  
 2/7/94

Data Call 1:

Activity: 00101

12. TENANT ACTIVITY LIST:

Tenant Command Name	UIC	Officer	Enlisted	Civilian	SELRES
Helicopter Anti-Submarine Squadron Light 74	09077	3 ** 0	89 0	0 0	125 0
Patron Squadron 92	09146	9 * 9	108 102	0 0	226 239
Marine Aircraft Group 49 Detachment C	03025	13 * 13	112 112	0 0	484 484
Personnel Support Activity Detachment	43079	1 * 1	21 21	13 16	0 0
Branch Medical Clinic South Weymouth	35311	4 * 4	30 30	3 3	0 0
Branch Dental Clinic South Weymouth	35759	2 * 2	4 4	1 1	0 0
Naval Training Meteorology Oceanography Detachment	66470	0 * 0	8 11	0 0	0 0
Defense Courier Service Station Boston	63559	1 * 1	8 8	0 0	0 0
Naval Criminal Investigative Service	63054	0 * 0	0 0	1 5	0 0
Reserve Intelligence Programs Office	47930	1 * 1	4 4	1 1	236 246
Naval Reserve Recruiting Detachment 6	47768	2 * 2	3 3	0 0	0 0
Resident Officer In Charge of Construction	44213	1 * 1	0 0	7 7	0 0
Joint Personnel Property Office	None	0 * 0	0 0	2 2	0 0
Human Resources Office, Groton, Detachment Boston	68570	* 0	NO CURRENT ON BOARD 0	COUNT 3	0
***Fleet Logistics Support Squadron 62	09324	* 13	NO CURRENT ON BOARD 106	COUNT 0	200
****Naval Reserve Center, South Weymouth	68986	* 3	NO CURRENT ON BOARD 19	COUNT 0	1160

see page 9R for  
Revision CMCID  
CNARF 05X  
2/7/94

Data Call 1:

Activity: 00101

Tenant Command Name	UIC	Officer	Enlisted	Civilian	SELRES
Marine Corps Ordnance Maintenance Contact Team	61801	* 0	10	0	71

- \*Projected authorized positions as of 30 September 1994
- \*\*HSL-74 Disestablish April 1994
- \*\*\*VR-62 Change of Homeport to NAS South Weymouth in April 1994
- \*\*\*\*Establishment of Naval Reserve Center, South Weymouth in August 1994

New page revision by  
CDR McDonald, CNARF 05X  
2/7/94

*CMCD*

Activity: 00101

Data Call 1:

12. TENANT ACTIVITY LLIST

Tenant Command	UIC	Officer	Enlisted	Civilian	SELRES
USMC Ordnance Maint. Contact Team	61801	0	10	0	71

Data Call 1:

Activity: 00101

13. REGIONAL SUPPORT:

Activity name	Location	Support function
Coast Guard	Boston, MA	Provide 50 Family Housing Units - ISSA
USN, Ships in repair/visit	Boston, MA	Operate and maintain Transportation Pool - TEMC (LANTDIV) Directive
USN, USMC, USAF ANG	New England Aircraft	Operate and maintain Noman's Island Target Area
USN	Boston, MA Area	Provide Family Housing for Boston area students, ships in overhaul, and recruiting.

14. FACILITY MAPS: Attached

Appendix A NAS South Weymouth Local Area Maps

Appendix B NAS South Weymouth General Development Maps Full Size

Appendix C NAS South Weymouth General Development Maps Half Size

Appendix D NAS South Weymouth Squantum Gardens/Naval Terrace Housing, Quincy, MA Maps

Appendix E NAS South Weymouth Aerial Photographs

Appendix F NAS South Weymouth Air Installation Compatible Use Zone (AICUZ) Maps

Appendix G Noman's Island Air to Ground Target Range Maps



I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)  
 DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

R. R. Sareeram  
 NAME (Please type or print)

[Signature]  
 Signature

Acting  
 Title

15 Feb 1984  
 Date

South Weymouth

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (If applicable)

NAME (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (If applicable)

CAPT M. T. BRAZELL, USNR, "ACTING"  
NAME (Please type or print)

Signature

COMMANDER  
NAVAL AIR RESERVE FORCE  
Title

Date

COMNAVAIRESFOR  
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

RADM T. F. HALL, USN  
NAME (Please type or print)

Signature

COMMANDER, NAVAL RESERVE FORCE  
Title

Date

COMNAVRESFOR  
Activity



BRAC-95 CERTIFICAITON

Reference: SECNAVNOTE 11000 of 08 December 1993

In accordance with policy set forth by the Secretary of the Navy, personnel of Department of the Navy, uniformed and civilian, who provide information for use in the BRAC-95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

Each individual in your activity generating information for the BRAC-95 process must certify that information. Enclosure (1) is provided for individual certifications and may be duplicated as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purpose of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the Chain of Command reviewing the information will also sign this certification sheet. This sheet must remain attached to this package and be forwarded up the Chain of Command. Copies must be retained by each level in the Chain of Command for audit purposes.

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

CAPT A. J. KISELA, JR., USNR  
NAME (Please type or print)

  
Signature

COMMANDING OFFICER  
Title

JAN 30 1994  
Date

NAVAL AIR STATION, SOUTH WEYMOUTH  
Activity

**DATA CALL 65  
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA**

**Activity Identification:** Please complete the following table, identifying the activity for which this response is being submitted.

<b>Activity Name:</b>	<b>Naval Air Station, South Weymouth</b>
<b>UIC:</b>	<b>00101</b>
<b>Major Claimant:</b>	<b>Commander Naval Air Reserve Force</b>

**General Instructions/Background:**

Information requested in this data call is required for use by the Base Structure Evaluation Committee (BSEC), in concert with information from other data calls, to analyze both the impact that potential closure or realignment actions would have on a local community and the impact that relocations of personnel would have on communities surrounding receiving activities. In addition to Cost of Base Realignment Actions (COBRA) analyses which incorporate standard Department of the Navy (DON) average cost factors, the BSEC will also be conducting more sophisticated economic and community infrastructure analyses requiring more precise, activity-specific data. For example, activity-specific salary rates are required to reflect differences in salary costs for activities with large concentrations of scientists and engineers and to address geographic differences in wage grade salary rates. Questions relating to "Community Infrastructure" are required to assist the BSEC in evaluating the ability of a community to absorb additional employees and functions as the result of relocation from a closing or realigning DON activity.

**Due to the varied nature of potential sources which could be used to respond to the questions contained in this data call, a block appears after each question, requesting the identification of the source of data used to respond to the question. To complete this block, identify the source of the data provided, including the appropriate references for source documents, names and organizational titles of individuals providing information, etc. Completion of this "Source of Data" block is critical since some of the information requested may be available from a non-DOD source such as a published document from the local chamber of commerce, school board, etc. Certification of data obtained from a non-DOD source is then limited to certifying that the information contained in the data call response is an accurate and complete representation of the information obtained from the source. Records must be retained by the certifying official to clearly document the source of any non-DOD information submitted for this data call.**

**DATA CALL 65  
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA**

**General Instructions/Background (Continued):**

The following notes are provided to further define terms and methodologies used in this data call. Please ensure that responses consistently follow this guidance:

**Note 1:** Throughout this data call, the term "activity" is used to refer to the DON installation that is the addressee for the data call.

**Note 2:** Periodically throughout this data call, questions will include the statement that the response should refer to the "area defined in response to question 1.b., (page 3)". Recognizing that in some large metropolitan areas employee residences may be scattered among many counties or states, the scope of the "area defined" may be limited to the sum of:

- those counties that contain government (DOD) housing units (as identified in 1.b.2)); and,
- those counties closest to the activity which, in the aggregate, include the residences of 80% or more of the activity's employees.

**Note 3:** Responses to questions referring to "civilians" in this data call should reflect federal civil service appropriated fund employees.

**1. Workforce Data**

a. **Average Federal Civilian Salary Rate.** Provide the projected FY 1996 average gross annual appropriated fund civil service salary rate for the activity identified as the addressee in this data call. This rate should include all cash payments to employees, and exclude non-cash personnel benefits such as employer retirement contributions, payments to former employees, etc.

<b>Average Appropriated Fund Civilian Salary Rate:</b>	<b>\$36,770</b>
--	-----------------

<b>Source of Data (1.a. Salary Rate):</b> Local Payroll
---

**DATA CALL 65**  
**ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA**

**b. Location of Residence.** Complete the following table to identify where employees live. Data should reflect current workforce.

**1) Residency Table.** Identify residency data, by county, for both military and civilian (civil service) employees working at the installation (including, for example, operational units that are homeported or stationed at the installation). For each county listed, also provide the estimated average distance from the activity, in miles, of employee residences and the estimated average length of time to commute one-way to work. For the purposes of displaying data in the table, any county(s) in which 1% or fewer of the activity's employees reside may be consolidated as a single line entry in the table, titled "Other".

County of Residence	State	No. of Employees Residing in County		Percentage of Total Employees	Average Distance From Base (Miles)	Average Duration of Commute (Minutes)
		Military	Civilian			
Norfolk County	MA	388	146	59%	2	3
Plymouth County	MA	164	62	25%	5	8
Barnstable County	MA	53	20	8%	48	72
Bristol County	MA	20	7	3%	32	48
Middlesex County	MA	20	7	3%	51	77
Other		13	5	2%	---	---

= 100%

As discussed in Note 2 on Page 2, subsequent questions in the data call refer to the "area defined in response to question 1.b., (page 3)". In responding to these questions, the scope of the "area defined" may be limited to the sum of: a) those counties that contain government (DoD) housing units (as identified below), and, b) those counties closest to the activity which, in the aggregate, include the residences of 80% or more of the activity's employees.

**2) Location of Government (DOD) Housing.** If some employees of the base live in government housing, identify the county(s) where government housing is located:

**Norfolk and Barnstable County**

**DATA CALL 65**  
**ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA**

**Source of Data (1.b. 1) & 2) Residence Data): Local personnel files**

c. **Nearest Metropolitan Area(s).** Identify all major metropolitan area(s) (i.e., population concentrations of 100,000 or more people) which are within 50 miles of the installation. If no major metropolitan area is within 50 miles of the base, then identify the nearest major metropolitan area(s) (100,000 or more people) and its distance(s) from the base.

Population	City	County	Distance from base (miles)
Greater than 2 million	Boston, MA (metro area)	Norfolk	13
100,000	Brockton, MA	Plymouth	8
596,270	Providence, RI	Providence	40
169,759	Worcester, MA	Worcester	45
100,000	New Bedford	Bristol	32

**Source of Data (1.c. Metro Areas): 1994 Rand McNally Road Atlas**

**DATA CALL 65**  
**ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA**

d. **Age of Civilian Workforce.** Complete the following table, identifying the age of the activity's civil service workforce.

<b>Age Category</b>	<b>Number of Employees</b>	<b>Percentage of Employees</b>
<b>16 - 19 Years</b>	0	0.0
<b>20 - 24 Years</b>	10	4.4
<b>25 - 34 Years</b>	51	22.6
<b>35 - 44 Years</b>	60	26.5
<b>45 - 54 Years</b>	68	30.1
<b>55 - 64 Years</b>	32	14.2
<b>65 or Older</b>	5	2.2
<b>TOTAL</b>	226	100 %

**Source of Data (1.d.) Age Data): Defense Centralized Personnel Data System  
(DCPDS)**

**DATA CALL 65**  
**ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA**

**e. Education Level of Civilian Workforce**

1) **Education Level Table.** Complete the following table, identifying the education level of the activity's civil service workforce.

<b>Last School Year Completed</b>	<b>Number of Employees</b>	<b>Percentage of Employees</b>
<b>8th Grade or less</b>	1	0.4
<b>9th through 11th Grade</b>	6	2.7
<b>12th Grade or High School Equivalency</b>	165	73.0
<b>1-3 Years of College</b>	32	14.2
<b>4 Years of College (Bachelors Degree)</b>	17	7.5
<b>5 or More Years of College (Graduate Work)</b>	5	2.2
<b>TOTAL</b>	226	100 %

2) **Degrees Achieved.** Complete the following table for the activity's civil service workforce. Identify the number of employees with each of the following degrees, etc. To avoid double counting, only identify the highest degree obtained by a worker (e.g., if an employee has both a Master's Degree and a Doctorate, only include the employee under the category "Doctorate").

<b>Degree</b>	<b>Number of Civilian Employees</b>
Terminal Occupation Program - Certificate of Completion, Diploma or Equivalent (for areas such as technicians, craftsmen, artisans, skilled operators, etc.)	17
<b>Associate Degree</b>	7
<b>Bachelor Degree</b>	17
<b>Masters Degree</b>	0
<b>Doctorate</b>	0

**DATA CALL 65  
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA**

**Source of Data (1.e.1) and 2) Education Level Data): Defense Centralized Personnel Data System (DCPDS)**

**f. Civilian Employment By Industry.** Complete the following table to identify by "industry" the type of work performed by civil service employees at the activity. The intent of this table is to attempt to stratify the activity civilian workforce using the same categories of industries used to identify private sector employment. Employees should be categorized based on their primary duties. Additional information on categorization of private sector employment by industry can be found in the Office of Management and Budget Standard Industrial Classification (SIC) Manual. However, you do not need to obtain a copy of this publication to provide the data requested in this table.

Note the following specific guidance regarding the "Industry Type" codes in the first column of the table: Even though categories listed may not perfectly match the type of work performed by civilian employees, please attempt to assign each civilian employee to one of the "Industry Types" identified in the table. However, only use the Category 6, "Public Administration" sub-categories when none of the other categories apply. Retain supporting data used to construct this table at the activity-level, in case questions arise or additional information is required at some future time. **Leave shaded areas blank.**

Industry	SIC Codes	No. of Civilians	% of Civilians
<b>1. Agriculture, Forestry &amp; Fishing</b>	01-09	0	0.0
<b>2. Construction</b> (includes facility maintenance and repair)	15-17	34	15.0
<b>3. Manufacturing</b> (includes Intermediate and Depot level maintenance)	20-39		
3a. Fabricated Metal Products (include ordnance, ammo, etc.)	34	1	.4
3b. Aircraft (includes engines and missiles)	3721 et al	16	7.1
3c. Ships	3731	0	0.0
3d. Other Transportation (includes ground vehicles)	various	0	0.0
3e. Other Manufacturing not included in 3a. through 3d.	various	0	0.0
<b>Sub-Total 3a. through 3e.</b>	20-39	51	22.5
<b>4. Transportation/Communications/Utilities</b>	40-49		
4a. Railroad Transportation	40	0	0.0

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Industry	SIC Codes	No. of Civilians	% of Civilians
4b. Motor Freight Transportation & Warehousing (includes supply services)	42	13	5.8
4c. Water Transportation (includes organizational level maintenance)	44	0	0.0
4d. Air Transportation (includes organizational level maintenance)	45	0	0.0
4e. Other Transportation Services (includes organizational level maintenance)	47	4	1.8
4f. Communications	48	8	3.5
4g. Utilities	49	7	3.1
<b>Sub-Total 4a. through 4g.</b>	40-49	32	14.2
<b>5. Services</b>	70-89		
5a. Lodging Services	70	0	0.0
5b. Personal Services (includes laundry and funeral services)	72	0	0.0
5c. Business Services (includes mail, security guards, pest control, photography, janitorial and ADP services)	73	37	16.4
5d. Automotive Repair and Services	75	8	3.5
5e. Other Misc. Repair Services	76	1	.4
5f. Motion Pictures	78	0	0.0
5g. Amusement and Recreation Services	79	8	3.5
5h. Health Services	80	0	0.0
5i. Legal Services	81	0	0.0
5j. Educational Services	82	13	5.8
5k. Social Services	83	3	1.3
5l. Museums	84	0	0.0
5m. Engineering, Accounting, Research & Related Services (includes RDT&E, ISE, etc.)	87	4	1.8

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Industry	SIC Codes	No. of Civilians	% of Civilians
5n. Other Misc. Services	89	0	0.0
<b>Sub-Total 5a. through 5n.:</b>	70-89	74	32.7
<b>6. Public Administration</b>	91-97		
6a. Executive and General Government, Except Finance	91	3	1.3
6b. Justice, Public Order & Safety (includes police, firefighting and emergency management)	92	44	19.5
6c. Public Finance	93	13	5.8
6d. Environmental Quality and Housing Programs	95	9	4.0
<b>Sub-Total 6a. through 6d.</b>		69	30.6
<b>TOTAL</b>		226	100 %

**Source of Data (1.f.) Classification By Industry Data): Defense Centralized Personnel Data System (DCPDS)**

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**g. Civilian Employment by Occupation.** Complete the following table to identify the types of "occupations" performed by civil service employees at the activity. Employees should be categorized based on their primary duties. Additional information on categorization of employment by occupation can be found in the Department of Labor Occupational Outlook Handbook. However, you do not need to obtain a copy of this publication to provide the data requested in this table.

Note the following specific guidance regarding the "Occupation Type" codes in the first column of the table: Even though categories listed may not perfectly match the type of work performed by civilian employees, please attempt to assign each civilian employee to one of the "Occupation Types" identified in the table. Refer to the descriptions immediately following this table for more information on the various occupational categories. Retain supporting data used to construct this table at the activity-level, in case questions arise or additional information is required at some future time. Leave shaded areas blank.

Occupation	Number of Civilian Employees	Percent of Civilian Employees
<b>1. Executive, Administrative and Management</b>	27	11.9
<b>2. Professional Specialty</b>		
2a. Engineers	4	1.8
2b. Architects and Surveyors	0	0.0
2c. Computer, Mathematical & Operations Research	1	0.4
2d. Life Scientists	0	0.0
2e. Physical Scientists	0	0.0
2f. Lawyers and Judges	0	0.0
2g. Social Scientists & Urban Planners	0	0.0
2h. Social & Recreation Workers	9	4.0
2i. Religious Workers	0	0.0
2j. Teachers, Librarians & Counselors	0	0.0
2k. Health Diagnosing Practitioners (Doctors)	0	0.0
2l. Health Assessment & Treating (Nurses, Therapists, Pharmacists, Nutritionists, etc.)	0	0.0
2m. Communications	7	3.1
2n. Visual Arts	0	0.0

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Occupation	Number of Civilian Employees	Percent of Civilian Employees
<b>Sub-Total 2a. through 2n.:</b>	21	9.3
<b>3. Technicians and Related Support</b>		
3a. Health Technologists and Technicians	0	0.0
3b. Other Technologists	11	4.9
<b>Sub-Total 3a. and 3b.:</b>	11	4.9
<b>4. Administrative Support &amp; Clerical</b>	36	15.9
<b>5. Services</b>		
5a. Protective Services (includes guards, firefighters, police)	41	18.2
5b. Food Preparation & Service	0	0.0
5c. Dental/Medical Assistants/Aides	0	0.0
5d. Personal Service & Building & Grounds Services (includes janitorial, grounds maintenance, child care workers)	17	7.5
<b>Sub-Total 5a. through 5d.</b>	58	25.7
<b>6. Agricultural, Forestry &amp; Fishing</b>	0	0.0
<b>7. Mechanics, Installers and Repairers</b>	34	15.0
<b>8. Construction Trades</b>	28	12.4
<b>9. Production Occupations</b>	0	0.0
<b>10. Transportation &amp; Material Moving</b>	7	3.1
<b>11. Handlers, Equipment Cleaners, Helpers and Laborers     (not included elsewhere)</b>	4	1.8
<b>TOTAL</b>	226	100 %

**Source of Data (1.g.) Classification By Occupation Data): DCPDS**

**Description of Occupational Categories used in Table 1.g.** The following list identifies public and private sector occupations included in each of the major occupational categories used in the table. Refer to these examples as a guide in determining where to allocate **appropriated fund civil service jobs** at the activity.

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1. **Executive, Administrative and Management.** Accountants and auditors; administrative services managers; budget analysts; construction and building inspectors; construction contractors and managers; cost estimators; education administrators; employment interviewers; engineering, science and data processing managers; financial managers; general managers and top executives; chief executives and legislators; health services managers; hotel managers and assistants; industrial production managers; inspectors and compliance officers, except construction; management analysts and consultants; marketing, advertising and public relations managers; personnel, training and labor relations specialists and managers; property and real estate managers; purchasing agents and managers; restaurant and food service managers; underwriters; wholesale and retail buyers and merchandise managers.
2. **Professional Specialty.** Use sub-headings provided.
3. **Technicians and Related Support.** Health Technologists and Technicians sub-category - self-explanatory. Other Technologists sub-category includes aircraft pilots; air traffic controllers; broadcast technicians; computer programmers; drafters; engineering technicians; library technicians; paralegals; science technicians; numerical control tool programmers.
4. **Administrative Support & Clerical.** Adjusters, investigators and collectors; bank tellers; clerical supervisors and managers; computer and peripheral equipment operators; credit clerks and authorizers; general office clerks; information clerks; mail clerks and messengers; material recording, scheduling, dispatching and distributing; postal clerks and mail carriers; records clerks; secretaries; stenographers and court reporters; teacher aides; telephone, telegraph and teletype operators; typists, word processors and data entry keyers.
5. **Services.** Use sub-headings provided.
6. **Agricultural, Forestry & Fishing.** Self explanatory.
7. **Mechanics, Installers and Repairers.** Aircraft mechanics and engine specialists; automotive body repairers; automotive mechanics; diesel mechanics; electronic equipment repairers; elevator installers and repairers; farm equipment mechanics; general maintenance mechanics; heating, air conditioning and refrigeration technicians; home appliance and power tool repairers, industrial machinery repairers; line installers and cable splicers; millwrights; mobile heavy equipment mechanics; motorcycle, boat and small engine mechanics; musical instrument repairers and tuners; vending machine servicers and repairers.
8. **Construction Trades.** Bricklayers and stonemasons; carpenters; carpet installers; concrete masons and terrazzo workers; drywall workers and lathers; electricians; glaziers; highway maintenance; insulation workers; painters and paperhangers; plasterers; plumbers and pipefitters; roofers; sheet metal workers; structural and reinforcing ironworkers; tilesetters.
9. **Production Occupations.** Assemblers; food processing occupations; inspectors, testers and graders; metalworking and plastics-working occupations; plant and systems operators, printing occupations; textile, apparel and furnishings occupations; woodworking occupations; miscellaneous production operations.
10. **Transportation & Material Moving.** Busdrivers; material moving equipment operators; rail transportation occupations; truckdrivers; water transportation occupations.
11. **Handlers, Equipment Cleaners, Helpers and Laborers** (not included elsewhere). Entry level jobs not requiring significant training.

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**h. Employment of Military Spouses.** Complete the following table to provide estimated information concerning military spouses who are also employed in the area defined in response to question 1.b., above. **Do not fill in shaded area.**

1. Percentage of Military Employees Who Are Married:	71%
2. Percentage of Military Spouses Who Work Outside of the Home:	75%
3. Break out of Spouses' Location of Employment (Total of rows 3a. through 3d.) should reflect the number of spouses used in the calculation of the "Percentage of Spouses Who Work Outside of the Home".	
3a. Employed "On-Base" - Appropriated Fund:	6% (20)
3b. Employed "On-Base" - Non-Appropriated Fund:	4% (14)
3c. Employed "Off-Base" - Federal Employment:	3% (10)
3d. Employed "Off-Base" - Other Than Federal Employment	87% (307)

<b>Source of Data (1.h.) Spouse Employment Data): Local personnel files</b> <b>Defense Centralized Personnel Data System</b>
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**2. Infrastructure Data.** For each element of community infrastructure identified in the two tables below, rate the community's ability to accommodate the relocation of additional functions and personnel to your activity. Please complete each of the three columns listed in the table, reflecting the impact of various levels of increase (20%, 50% and 100%) in the number of personnel working at the activity (and their associated families). In ranking each category, use one of the following three ratings:

- A - Growth can be accommodated with little or no adverse impact to existing community infrastructure and at little or no additional expense.
- B - Growth can be accommodated, but will require some investment to improve and/or expand existing community infrastructure.
- C - Growth either cannot be accommodated due to physical/environmental limitations or would require substantial investment in community infrastructure improvements.

**Table 2.a., "Local Communities":** This first table refers to the local community (i.e., the community in which the base is located) and its ability to meet the increased requirements of the installation.

**Table 2.b., "Economic Region":** This second table asks for an assessment of the infrastructure of the economic region (those counties identified in response to question 1.b., (page 3) - taken in the aggregate) and its ability to meet the needs of additional employees and their families moving into the area.

**For both tables, annotate with an asterisk (\*) any categories which are wholly supported on-base, i.e., are not provided by the local community. These categories should also receive an A-B-C rating. Answers for these "wholly supported on-base" categories should refer to base infrastructure rather than community infrastructure.**

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a. **Table A: Ability of the local community to meet the expanded needs of the base.**

1) Using the A - B - C rating system described above, complete the table below.

Category	20% Increase	50% Increase	100% Increase
Off-Base Housing	A	A	A
Schools - Public	A	A	A
Schools - Private	A	A	A
Public Transportation - Roadways	A	A	A
Public Transportation - Buses/Subways	N/A	N/A	N/A
Public Transportation - Rail	N/A	N/A	N/A
Fire Protection	A *	A *	A *
Police	A *	A *	A *
Health Care Facilities	A	B	B
Utilities:			
Water Supply	A	A	A
Water Distribution	A *	A *	A *
Energy Supply	A	A	A
Energy Distribution	A *	A *	A *
Wastewater Collection	A *	A *	A *
Wastewater Treatment	A	A	A
Storm Water Collection	A *	A *	A *
Solid Waste Collection and Disposal	A	B	B
Hazardous/Toxic Waste Disposal	A	A	B
Recreational Activities	A	A	A

Remember to mark with an asterisk any categories which are wholly supported on-base.

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2) For each rating of "C" identified in the table on the preceding page, attach a brief narrative explanation of the types and magnitude of improvements required and/or the nature of any barriers that preclude expansion.

N/A

**Source of Data (2.a. 1) & 2) - Local Community Table): Station Master Plan  
Community Planning Documents**

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**b. Table B: Ability of the region described in the response to question 1.b. (page 3) (taken in the aggregate) to meet the needs of additional employees and their families relocating into the area.**

1) Using the A - B - C rating system described above, complete the table below.

Category	20% Increase	50% Increase	100% Increase
Off-Base Housing	A	A	A
Schools - Public	A	A	A
Schools - Private	A	A	A
Public Transportation - Roadways	A	A	A
Public Transportation - Buses/Subways	N/A	N/A	N/A
Public Transportation - Rail	N/A	N/A	N/A
Fire Protection	A *	A *	A *
Police	A *	A *	A
Health Care Facilities	A	A	A
Utilities:			
Water Supply	A	A	A
Water Distribution	A *	A *	A *
Energy Supply	A	A	A
Energy Distribution	A *	A *	A *
Wastewater Collection	A *	A *	A *
Wastewater Treatment	A	A	A
Storm Water Collection	A *	A *	A *
Solid Waste Collection and Disposal	A	A	A
Hazardous/Toxic Waste Disposal	A	A	B
Recreation Facilities	A	A	A

Remember to mark with an asterisk any categories which are wholly supported on-base.

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2) For each rating of "C" identified in the table on the preceding page, attach a brief narrative explanation of the types and magnitude of improvements required and/or the nature of any barriers that preclude expansion.

N/A

**Source of Data (2.b. 1) & 2) - Regional Table): Station Master Plan  
Community Planning Documents**

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**3. Public Facilities Data:**

- a. **Off-Base Housing Availability.** For the counties identified in the response to question 1.b. (page 3), in the aggregate, estimate the current average vacancy rate for community housing. Use current data or information identified on the latest family housing market analysis. For each of the categories listed (rental units and units for sale), combine single family homes, condominiums, townhouses, mobile homes, etc., into a single rate:

Rental Units: **Approximately 3%**

Units for Sale: **Approximately 5%**

<b>Source of Data (3.a. Off-Base Housing):</b>
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- 1) Housing referral listings - total listings/vacancies
- 2) North Shore and South Shore Chambers of Commerce
- 3) Jack Conway and Company Relocation Department Manager
- 4) Barry Real Estate Company, rental agent

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**b. Education.**

1) Information is required on the current capacity and enrollment levels of school systems serving employees of the activity. Information should be keyed to the counties identified in the response to question 1.b. (page 3).

School District	County	Number of Schools			Enrollment		Pupil-to-Teacher Ratio		Does School District Serve Govt Housing Units?
		Elementary	Middle	High	Current	Max. Capacity	Current	Max. Ratio	
Weymouth	Norfolk	8	3	1	6,419	10,000	14:1	25:1	Yes
Quincy	Norfolk	10	4	3	8,284	12,000	13:1	25:1	Yes
Braintree	Norfolk	7	2	1	4,542	6,500	15:1	25:1	No
Abington	Plymouth	3	1	2	2,163	3,000	17:1	25:1	No
Rockland	Plymouth	3	1	1	2,724	4,000	19:1	N/A	No
Whitman	Plymouth	3	1	2	4,200	6,000	16:1	25:1	No
Brockton	Plymouth	17	4	1	13,800	13,800	14:1	25:1	No
Randolph	Norfolk	6		1	3,963	6,000	14:1	25:1	Yes

\* Answer "Yes" in this column if the school district in question enrolls students who reside in government housing.

**Source of Data (3.b.1) Education Table): Patriot Ledger 1993 Answer Book**

2) Are there any on-base "Section 6" Schools? If so, identify number of schools and current enrollment. **No.**

**Source of Data (3.b.2) On-Base Schools): N/A**

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3) For the counties identified in the response to question 1.b. (page 3), in the aggregate, list the names of undergraduate and graduate colleges and universities which offer certificates, Associate, Bachelor or Graduate degrees :

**Boston Area Schools**

Aquinas College	Milton, Newton
Babson College	Wellesley
Bay State College	Boston
Bentley College	Waltham
Boston Architectural Center	Boston
Boston College	Chestnut Hill
Boston University	Boston
Bradford College	Bradford
Brandeis University	Waltham
Bridgewater State College	Bridgewater
Bunker Hill Community College	Boston
Curry College	Milton
Dean Junior College	Franklin
Eastern Nazarene College	Quincy
Emerson College	Boston
Emmanuel College	Boston
Endicott College	Beverly
Essex Aggie	Hawthorne
Framingham State College	Framingham
Franklin Institute	Boston
Forsythe Dental Hygienists School	Boston
Gordon College	Wenham
Harvard-Radcliffe	Cambridge
Hebrew College	Brookline
Hellenic College	Brookline
Katherine Gibbs School	Boston
Labourne College	Boston
Laselle College	Cambridge
Marian Court Jr. College	Swampscott
Mass. Bay Community College	Wellesley
Mass. College of Art	Boston
Mass. College of Pharmacy	Boston
MIT	Cambridge
Massasoit Community College	Brockton
Merrimack College	North Andover
Middlesex Community College	Bedford
Mont Serrat College of Art	Beverly
Mt. Ida College	Newton
New England Banking Institute	Boston
New England Music Conservatory	Boston
Newbury College	Brookline
North Shore Community College	Danvers
Northeastern University	Boston
Northern Essex Community College	Essex
Pine Manor College	Chestnut Hill
Quincy College	Quincy
Regis College	Weston
Roxbury Community College	Boston

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St. John's Seminary College	Boston
Salem State College	Salem
Museum of Fine Arts School	Boston
Simmons College	Boston
Stonehill College	Easton
Suffolk University	Boston
Tufts University	Medford
UMass Lowell	Lowell
Wellesley College	Wellesley
Wentworth Institute of Technology	Boston
Wheaton College	Norton
Wheelock College	Boston

**Source of Data (3.b.3) Colleges): 1991-92 Directory of Postsecondary Institutions**

4) For the counties identified in the response to question 1.b. (page 3), in the aggregate, list the names and major curriculums of vocational/technical training schools:

**Boston Area Vocational Technical Schools**

Assabet Valley Regional Vocational Technical School	Marlboro
Associated Technical Institute	Woburn
Blue Hills Regional Technical School	Canton
Computer Ed Business Institute	Woburn
Computer Processing Institute	Cambridge
Diman Regional Technical Institute	Fall River
East Coast Aero Technical Institute	Lexington
Northeast Institute of Industrial Technology	Boston
Peterson School of Steam Engineering	Woburn
Steam Machine Institute	Weymouth
TAD Technical Institute	Chelsea
Ultrasound Diagnostic School	Norwood
Upper Cape Cod Regional Vocational Technical School	Bourne
Wentworth Technical School	Lexington
Woman's Technical Institute	Boston

**Source of Data (3.b.4) Vo-tech Training): 1991-92 Directory of Postsecondary Institutions**

**c. Transportation.**

1) Is the activity served by public transportation?

	<u>Yes</u>	<u>No</u>
Bus:	—	<u>X</u>
Rail:	—	<u>X</u>
Subway:	—	<u>X</u>
Ferry:	—	<u>X</u>

**Commuter rail service is planned for FY 96/97.**

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**Source of Data (3.c.1) Transportation): Old Colony Rail planning brochure**

2) Identify the location of the nearest passenger railroad station (long distance rail service, not commuter service within a city) and the distance from the activity to the station. **AMTRAK, Boston, 16 miles north.**

**Source of Data (3.c.2) Transportation): Boston Street Map**

3) Identify the name and location of the nearest commercial airport (with public carriers, e.g., USAIR, United, etc.) and the distance from the activity to the airport.

**Logan International Airport 18 miles North**

**Source of Data (3.c.3) Transportation): State road map**

4) How many carriers are available at this airport?

**50**

**Source of Data (3.c.4) Transportation): Massport Operations**

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5) What is the Interstate route number and distance, in miles, from the activity to the nearest Interstate highway?

**I-93 - eight miles**

**Source of Data (3.c.5) Transportation): 1994 Rand McNally road atlas**

6) Access to Base:

- a) Describe the quality and capacity of the road systems providing access to the base, specifically during peak periods. (Include both information on the area surrounding the base and information on access to the base, e.g., numbers of gates, congestion problems, etc.)

**The station is accessed via state Route 18. This is a two lane road, with turning lanes at major intersections. Distance to the nearest limited access road (state Route 3) via Route 18 is six miles. Congestion is moderate during rush hour. One gate is used for normal access.**

- b) Do access roads transit residential neighborhoods?

**The access road to the main gate does not transit residential neighborhoods. Secondary access routes transit residential neighborhoods.**

- c) Are there any easements that preclude expansion of the access road system?

**The public access road runs through the town of Weymouth with commercial and business buildings on either side. Expansion to four lanes is possible. Other than the portion adjacent to the base, there is no federally owned land along the access route.**

- d) Are there any man-made barriers that inhibit traffic flow (e.g., draw bridges, etc.)?

**No.**

**Source of Data (3.c.6) Transportation): State road map**

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- d. **Fire Protection/Hazardous Materials Incidents.** Does the activity have an agreement with the local community for fire protection or hazardous materials incidents? Explain the nature of the agreement and identify the provider of the service.

**Yes. An agreement is required by Naval Facilities Instruction 11320. NAS South Weymouth has a Mutual Aid Firefighting Assistance Agreement with the neighboring towns of Weymouth, Rockland and Abington.**

**Source of Data (3.d. Fire/Hazmat): Local Agreement Document**

- e. **Police Protection.**

- 1) What is the level of legislative jurisdiction held by the installation?  
**The level of legislative jurisdiction by the installation is: exclusive federal jurisdiction over the entire Naval Air Station except for approximately 500 square feet outside of the front gate along Route 18 in South Weymouth, Massachusetts.**
- 2) If there is more than one level of legislative jurisdiction for installation property, provide a brief narrative description of the areas covered by each level of legislative jurisdiction and whether there are separate agreements for local law enforcement protection.  
**In addition to the above mentioned area, NAS South Weymouth has 105 housing units in two locations covering 28.6 acres in North Quincy including a community center. The property is concurrent jurisdiction with the City of Quincy.**
- 3) Does the activity have a specific written agreement with local law enforcement concerning the provision of local police protection?  
**No.**
- 4) If agreements exist with more than one local law enforcement entity, provide a brief narrative description of whom the agreement is with and what services are covered.  
**N/A**
- 5) If military law enforcement officials are routinely augmented by officials of other federal agencies (BLM, Forest Service, etc.), identify any written agreements covering such services and briefly describe the level of support received.  
**N/A**

**Source of Data (3.e. 1) - 5) - Police): Local files**

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**f. Utilities.**

- 1) Does the activity have an agreement with the local community for water, refuse disposal, power or any other utility requirements? Explain the nature of the agreement and identify the provider of the service.

<u>Utility</u>	<u>Provider</u>	<u>Nature of Agreement</u>
Electricity	Massachusetts Electric Co.	Navy or Mass. Elec. can cancel with 60 day notice
Water/Sewer	Town of Weymouth	Navy can cancel with 30 day notice
Water/Sewer	City of Quincy	Navy can cancel with 60 day notice
Natural gas	Boston Gas Co.	Navy or Boston Gas can cancel with 30 day notice
Refuse	Waste Management	One year contract with two option years

- 2) Has the activity been subject to water rationing or interruption of delivery during the last five years? If so, identify time period during which rationing existed and the restrictions imposed. Were activity operations affected by these situations? If so, explain extent of impact.

**No.**

- 3) Has the activity been subject to any other significant disruptions in utility service, e.g., electrical "brown outs", "rolling black outs", etc., during the last five years? If so, identify time period(s) covered and extent/nature of restrictions/disruption. Were activity operations affected by these situations? If so, explain extent of impact.

**No.**

**Source of Data (3.f. 1) - 3) Utilities):**

- Atlantic Division, Naval Facilities Engineering Command
- Contract documents with Massachusetts Electric Company, Town of Weymouth, City of Quincy, Boston Gas Company and Waste Management Co.

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4. **Business Profile.** List the top ten employers in the geographic area defined by your response to question 1.b. (page 3), taken in the aggregate, (include your activity, if appropriate):

Employer	Product/Service	No. of Employees
1. State Street Bank & Trust	Financial Services	6,143
2. Stop & Shop	Supermarkets	3,239
3. Blue Cross of Massachusetts	Insurance	2,652
4. South Shore Health	Health Care	2,600
5. Neponset Valley Health	Health Care	2,304
6. Shaw's Supermarkets	Supermarkets	2,175
7. NYNEX/Massachusetts	Telecommunications	1,743
8. Putnam Investments	Financial Services	1,561
9. Reebok International	Athletic Footwear	1,520
10. Polaroid	Photographic Products	1,425

**Source of Data (4. Business Profile): Company Officials**

**DATA CALL 65**  
**ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA**

**5. Other Socio-Economic Impacts.** For each of the following areas, describe other recent (past 5 years), on-going or projected economic impacts (both positive and negative) on the geographic region defined by your response to question 1.b. (page 3), in the aggregate:

a. Loss of Major Employers:

**The region suffered a major loss of employment in 1989. Hard hit were construction and computer hardware manufacturing. In the last year, employment has risen to normal levels due to diversification of business.**

b. Introduction of New Businesses/Technologies:

**Financial services and medical technology companies are growing in the region.**

c. Natural Disasters:

**None**

d. Overall Economic Trends:

**The region relies heavily on the Boston economy, which is steadily improving.**

<b>Source of Data (5. Other Socio/Econ): Boston Globe Newspaper</b>
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**6. Other.** Identify any contributions of your activity to the local community not discussed elsewhere in this response.

The station supports local scout troops with tours and short term camping. The Sea Cadets are also supported for their summer training program. The station is an evacuation processing center for towns adjacent to the Pilgrim Nuclear Power Plant. Local police forces use an inactive aircraft parking ramp for defensive and pursuit driving practice. Firefighting aid has been provided for incidents requiring specialized fire fighting equipment. The station is a medivac landing site for a local hospital. Military members provide volunteer services to area hospitals and charitable organizations. Massachusetts Emergency Management Agency utilizes station for Annual Safety Fair.

**DATA CALL 65  
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA**

**Source of Data (6. Other): MWR Records and local agreements**

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.  
NEXT ECHELON LEVEL (if applicable)

J. D. OLSON II, RADM, USNR  
NAME (Please type or print)  
Commander, Naval Air Reserve Force  
Title  
COMNAVAIRESFOR New Orleans, LA  
Activity

[Signature]  
Signature  
7/15/94  
Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.  
NEXT ECHELON LEVEL (if applicable)

\_\_\_\_\_  
NAME (Please type or print)  
\_\_\_\_\_  
Title  
\_\_\_\_\_  
Activity

\_\_\_\_\_  
Signature  
\_\_\_\_\_  
Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.  
MAJOR CLAIMANT LEVEL

T. F. HALL, RADM, USN  
NAME (Please type or print)  
Commander, Naval Reserve Force  
Title  
COMNAVRESFOR Washington D. C.  
Activity

TF Hall  
Signature  
7/25/94  
Date

**and: Chief of Naval Operations (N095)  
2000 Navy Pentagon  
Washington, DC 20350-2000**

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.  
DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)  
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

\_\_\_\_\_  
NAME (Please type or print)  
\_\_\_\_\_  
Title

\_\_\_\_\_  
Signature  
\_\_\_\_\_  
Date

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 8 Dec 93

In accordance with policy set forth by the Secretary of the Navy, personnel of the Department of the Navy, uniformed and civilian, who provide information for use in the BRAC-95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

Each individual in your activity generating information for the BRAC-95 process must certify that information. Enclosure (1) is provided for individual certifications and may be duplicated as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the Chain of Command reviewing the information will also sign this certification sheet. This sheet must remain attached to this package and be forwarded up the Chain of Command. Copies must be retained by each level in the Chain of Command for audit purposes.

I certify the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

A. J. KISELA, JR  
NAME (Please type or print)

Commanding Officer  
Title

Naval Air Station  
South Weymouth, MA  
Activity

  
Signature

13 July 1994  
Date