DOYLE

DCN 117

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
1700 NORTH MOORE STREET SUITE 1425
ARLINGTON, VA 22209
703-696-0504

Please refer to this number
when responding 950223-2R

March 14, 1995

The Honorable Carol Moseley-Braun
United States Senate
Washington, D.C. 20510

Dear Carol:

Thank you for forwarding to me a copy of Mr. John Crawford's letter to Senator Strom Thurmond concerning the implementation of the Defense Base Closure and Realignment Act of 1990.

I have taken the liberty of forwarding Mr. Crawford's letter to the Office of the Secretary of Defense for his review and response. The Department of Defense would most appropriately respond to questions, such as those posed by Mr. Crawford, concerning implementation of the 1990 law.

Again, thank you for contacting me. If I can be of assistance at any time during this difficult and challenging process, please do not hesitate to give me a call.

Sincerely,

Alan J. Dixon
Chairman

AJD:js
ECTS#: 950223-2

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
1700 NORTH MOORE STREET SUITE 1425
ARLINGTON, VA 22209
703-696-0504

Please refer to this number
when responding 950223-2R2

March 17, 1995

Mr. Robert E. Bayer
Deputy Assistant Secretary of Defense (Installations)
3300 Defense Pentagon, Room 3E813
Washington, D.C. 20301-3300

Dear Mr. Bayer:

Enclosed is the copy of a letter which I received from Mr. John Crawford of Glenview, Illinois, concerning the implementation of the Defense Base Closure and Realignment Act of 1990.

Please review this issue and respond directly to Mr. Crawford. In addition, please send a copy of your response to the office of Senator Carol Moseley-Braun and me.

Should you need additional assistance regarding this matter, please do not hesitate to contact me.

Sincerely,

Alan J. Dixon
Chairman

Enclosure
ECTS#: 950223-2

(708) 291-6941
CRAWFORD
ATTORNEY AT LAW
101 RUTGERS COURT
GLENVIEW, ILLINOIS 60025-5911

February 2, 1995

Hon. Strom Thurmond, Chairman
Senate Armed Services Committee
U.S. Senate
Washingon, D.C. 20510-6050

Dear Senator Thurmond:

As a property owner and taxpayer in the Village of Glenview, I would like to register a complaint about the Base Closure law being interpreted by the Secretary of the Navy as imposing an unfunded mandate on the Village, requiring the issuance of $60 million in bonds in order to expedite the rapid redevelopment of Glenview Naval Air Station.

Village officials state that this was required as part of a "business plan" submitted to the Navy Department in order to persuade the Navy to recommend that the property of NAS Glenview be conveyed to the Village of Glenview for redevelopment. A copy of an article from the Glenview Announcements of January 26, 1995 is attached. The article states in pertinent part:

> "Officials said federal base closing policy dictated the move because a community that is going to take over a deactivated military base has to provide a detailed business plan that includes specifying financing for the property to be redeveloped. Without financing details, the federal government might reject the business plan."

Public Law 103-160 of Nov. 30, 1993, in Section 2915(c)(2), provides that the transition coordinator must assist SECNAV "in designating real property at the installation that has the potential for rapid and beneficial reuse or redevelopment in accordance with the redevelopment plan for the installation."

However, if the transition coordinator or SECNAV is interpreting this as requiring the Village, or even encouraging the Village, which has an annual tax levy of $6.5 million, to issue bonds for $60 million to provide for infrastructure at the Base, he seems to be out of step with Congress in imposing an unfunded mandate.

How "rapid" must the redevelopment be? Just adjacent to the 1100 acres at the Base is another 1100 acre parcel of land, formerly owned by two religious orders, which was sold in large chunks to several corporations in [illegible]. Except for the construction of the

headquarters of Kraft General Foods on 72 acres, and development of single family homes on about 50 acres, the balance of the 1100 acres of the "Techny"area adjacent to the Base's 1100 acres lies empty, with no development, after six years. The property at NAS Glenview may have to be practically given away if it must be done on the watch of the transition coordinator. Must the taxpayers of Glenview issue $60 million in bonds in order to expedite the redevelopment?

I will appreciate your investigating this matter and suggesting some changes in policy if you agree that the Navy is misinterpreting the Base Closure law in this regard.

Yours truly,

(s) JSC

cc: Hon. Paul Simon
Hon. Carol Moseley Braun

JS Crawford

'illage borrows $60 million to fix

Village says work will be done by '97

By ED CALLAHAN
STAFF WRITER

The $60 million Glen-
iew will have after Fri-
ay will pay for a long
ist of improvements at
he Glenview Naval Air
station. According to the
illage's schedule, 1995
vill be spent on design
vork and preliminary
ngineering, with con-
truction set for 1996-'97.

A major part of the
roject will be installing
n arterial street system
n the property. That
ncludes building an east-
vest road linking Chest-
ut Avenue and West
ake Avenue, and a north-south road running the length of the base. There also will be a road connecting the north-south road to a planned Metra station.

Approximately $2.2 million will be spent this year on design work.

The first phase of construction in 1996 will come to approximately $3 million and another $4.8 million will be needed in 1997. The total cost, including design work, will be approximately $9 million.

The base property needs an extensive system of water mains and

(Continued on page 6)

By ED CALLAHAN
STAFF WRITER

Glenview will issue $60 million in bonds Friday that will give the town eight years to improve and then sell the Glenview Naval Air Station's 1,100 acres.

Village officials said Monday the intent is to have land sale revenues pay for the huge loan. But if the base property doesn't sell before the bonds are due, Glenview taxpayers could end up paying off part of the debt. What the tax impact of such an eventuality might be is unclear, but the bond issue is 10 times the size of the village's 1994 levy of $6.5 million.

"There is some risk" involved in issuing the bonds, Trustee Charles Esler said Tuesday, but he added it was one he is comfortable with. Esler and other village officials said they simply did not expect GNAS to remain undeveloped for a long time.

If they are right in that, the bonds in effect will be self-funding. Technically, the $60 million in bonds will be paid off by general obligation bonds starting in 1995 (hence the term "bond anticipation.") If the land sales materialize as Glenview officials expect, that revenue would pay off the general obligation bonds.

The anticipation bonds will pay for a wide variety of public improvements that trustees believe will make the land a lot more appealing to developers. The village is expected to receive the GNAS property from the U.S. government later this year, free of charge.

The improvement projects include major north-south and east-west streets, water and sewer lines and a 95-acre retention lake informally dubbed 'Lake Glenview.' The three-year project schedule calls for doing the

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D016

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

MAR 17 1995

The Honorable Carol Moseley-Braun
United States Senate
Washington, D.C. 20510

Dear Senator Moseley-Braun:

Thank you for your letter of February 24, 1995 to the Secretary of Defense, concerning the relocation of Marine Corps Reserve Marine Air Control Group-48 (MACG-48) to Dam Neck, Virginia. I am responding on behalf of Secretary Perry.

We share your concern about maintaining an effective and efficient defense and appreciate your proposal for retention of MACG-48 in Glenview. However, provisions of the Defense Base Closure and Realignment Act of 1990, compel us to proceed with the relocation of MACG-48 to Dam Neck, Virginia and implementation is well underway.

The Department of the Navy's recommendations for the 1993 round of base realignment and closure were developed following a careful, in-depth, and objective review based on criteria established by the Secretary of Defense and consistent with a smaller force structure. Relocation of MACG-48 was included in the 1993 Commission's recommendation to close NAS Glenview, which was accepted by the President and ultimately approved by the Congress.

The Department's recommendations contained in the Secretary of Defense's report to the 1995 Commission, like those for the 1993 round, also resulted from a detailed, comprehensive, and consistent analytical process applied to all installations. They represent our best judgment as to the infrastructure alignment most suitable to meet the future requirements of our operational forces. Our process allowed consideration of changes to previously approved designated receiving bases if significant revisions to cost or mission effectiveness had occurred since the relevant Commission recommendation was made. In our analysis of reserve air stations we did not find this to be the case regarding the relocation actions attendant to the 1993 NAS Glenview closure decision.

Further analysis by the Department of Defense now that Secretary Perry has forwarded his list of base realignment and closure candidates to the Commission would be inappropriate. However, under Section 2903(d), the Commission is charged with reviewing the Secretary of Defense's recommendations, which may involve consideration of alternatives.

A similar response has been sent to each of your colleagues who also expressed interest in the future of MACG-48. As always, if I can be of any further assistance, please let me know.

Sincerely,

ROBERT B. PIRIE, JR.

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

SUMMARY SHEET

FLEET AND INDUSTRIAL SUPPLY CENTER CHARLESTON, SOUTH CAROLINA

INSTALLATION MISSION

- The current mission of FISC Charleston includes typical supply functions such as contracting, requisitioning, stock management, outfitting, warehousing and delivery to ships.
- After implementation of BRAC 93, the remaining mission will be only contracting, both large and small purchase, including the largest small purchase function in the Navy, supports more than 800 activities in 11 states, as well as ships husbanding functions for ports in Central and South America.

DOD RECOMMENDATION

- Close the Fleet and Industrial Supply Center.

DOD JUSTIFICATION

- Fleet and Industrial Supply Centers are follower activities whose existence depends upon active fleet units in their homeport area.
- Prior BRAC actions closed or realigned most of this activity's customer base.
- Most of its personnel have already transferred to the Naval Command, Control, and Ocean Surveillance Center, In-Service Engineering, East Coast Division, Charleston, SC.
- Planned further force structure reduction further erode the requirement for support of active forces.
- The remaining workload can efficiently be handled by other activities on Guam or by other naval activities.

COST CONSIDERATIONS DEVELOPED BY DOD

- One-Time Cost: $ 2.3 million
- Net Costs and Savings During Implementation: $ 2.3 million (savings)
- Annual Recurring Savings: $ 0.9 million
- Break-Even Year: 2 years
- Net Present Value Over 20 Years: $10.8 million

NAS SOUTH WEYMOUTH, MA

COMMISSION BASE VISIT

JUNE 19, 1995

DOYLE REEDY
GAO ANALYST

NAS SOUTH WEYMOUTH, MA
COMMISSION BASE VISIT

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7. STATE MAP AND STATISTICAL DATA
8. STATE CLOSURE HISTORY

NAS SOUTH WEYMOUTH, MA
COMMISSION BASE VISIT
JUNE 19, 1995

COMMISSIONER ATTENDING:
Al Cornella

STAFF ATTENDING:
Doyle Reedy

ITINERARY

Monday, June 19

6:15am	Al Cornella is picked up at residence by Doyle Reedy en route NAS Andrews.
7:00am	Al Cornella and Doyle Reedy depart NAS Andrews en route NAS South Weymouth via C-26.
8:30am	Al Cornella and Doyle Reedy arrive NAS South Weymouth from NAS Andrews.
8:30am to 10:30am	**NAS South Weymouth base visit.**
10:30am	Al Cornella and Doyle Reedy depart NAS South Weymouth en route NAS Andrews via C-26.
12:15pm	Al Cornella and Doyle Reedy arrive NAS Andrews from NAS South Weymouth.
12:15pm	Al Cornella and Doyle Reedy depart NAS Andrews en route office.

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)

	Military	Civilian	Students
Baseline			
Reductions	380	189	0
Realignments	311	21	0
Total	691	210	0

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

Out		In		Net Gain (Loss)	
Military	Civilian	Military	Civilian	Military	Civilian
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.

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/06/17/95 11:53 AM

1995 DoD Recommendations and Justifications

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.

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/06/17/95 12:03 PM

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 fo 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/06/17/95 12:03 PM

NAVY INSTALLATION LIST -- BRAC 95

NAVAL BASES

Naval Air Station, North Island, CA
Naval Station, San Diego, CA
Submarine Base, San Diego, CA
Submarine Base, New London, CT
Naval Station, Mayport, FL
Submarine Base, Kings Bay, GA
(r) Naval Activities, Guam
Naval Station, Pearl Harbor, HI
Submarine Base, Pearl Harbor, HI
Naval Station, Pascagoula, MS
Naval Station, Roosevelt Roads, PR
Naval Station, Ingleside, TX
Amphibious Base, Little Creek, VA
Naval Station, Norfolk, VA
Submarine Base, Bangor, WA
Naval Station, Everett, WA

MARINE CORPS BASES

Marine Corps Base, Hawaii, Kaneohe, HI
Marine Corps Base, Camp Lejeune, NC
Marine Corps Base, Camp Pendleton, CA

OPERATIONAL AIR STATIONS

(c) Naval Air Facility, Adak, AK
Marine Corps Air Station, Yuma, AZ
(rd)Naval Air Station, Alameda, CA
Marine Corps Air Station, Camp Pendleton, CA
Naval Air Facility, El Centro, CA
(rd)Marine Corps Air Station, El Toro, CA
Naval Air Station, Lemoore, CA
Naval/Marine Corps Air Station, Miramar, San Diego, CA
Naval Air Station, North Island, San Diego, CA
(rd)Marine Corps Air Station, Tustin, CA
(rd)Naval Air Station, Cecil Field, FL
Naval Air Station, Jacksonville, FL
(c) Naval Air Station, Key West, FL
Naval Station, Mayport, FL
(rd)Naval Air Station, Agana, GU
(rd)Naval Air Station, Barbers Point, HI
Marine Corps Base Hawaii, Kaneohe, HI
Naval Air Station, Brunswick, ME
Naval Air Station, Fallon, NV
Marine Corps Air Station, Cherry Point, NC
Marine Corps Air Station, New River, Jacksonville, NC
Naval Station, Roosevelt Roads, PR
Marine Corps Air Station, Beaufort, SC
Naval Air Station, Norfolk, VA
Naval Air Station, Oceana, Virginia Beach, VA
Naval Air Station, Whidbey Island, Oak Harbor, WA

RESERVE AIR STATIONS

(a) Naval Air Station, Atlanta, GA
Naval Air Station, New Orleans, LA
(c) Naval Air Station, South Weymouth, MA
(rd)Naval Air Facility, Detroit, MI
Naval Air Station, Willow Grove, PA
Naval Air Station, Fort Worth, TX
Naval Air Facility, Washington, DC

RESERVE ACTIVITIES

286 Naval and Marine Corps Reserve Centers/Commands
(c) Naval Reserve Center, Huntsville, AL
(c) Naval Reserve Center, Pomona, CA
(c) Naval Reserve Center, Santa Ana, CA
(c) Naval Reserve Center, Stockton, CA
(c) Naval Reserve Center, Cadillac, MI
(c) Naval Reserve Center, Staten Island, NY
(c) Naval Reserve Center, Laredo, TX
(c) Naval Reserve Center, Sheboygan, WI
(c) Naval Air Reserve Center, Olathe, KS
(c) Region Seven, Naval Reserve Readiness Command Charleston, SC
(c) Region Ten, Naval Reserve Readiness Command New Orleans, LA

TRAINING AIR STATIONS

Naval Air Station, Whiting Field, Milton, FL
Naval Air Station, Pensacola, FL
(ce)Naval Air Station, Meridian, MS
(r) Naval Air Station, Corpus Christi, TX
Naval Air Station, Kingsville, TX

TRAINING/EDUCATIONAL CENTERS

Marine Corps Recruit Depot, San Diego, CA
Naval Training Center, Great Lakes, IL
Marine Corps Recruit Depot, Parris Island, SC
Naval Amphibious School Pacific, Coronado, CA
Fleet Anti-Submarine Warfare Training Center Pacific, San Diego, CA
Fleet Combat Training Center Pacific, San Diego, CA
Fleet Training Center, San Diego, CA
(rd)Naval Training Center, San Diego, CA
Fleet Training Center, Mayport, FL
(rd)Navy Nuclear Power Propulsion Training Center, Orlando, FL
(rd)Naval Training Center, Orlando, FL
Trident Training Facility, Kings Bay, GA
Fleet Mine Warfare Training Center, Charleston, SC
Naval Amphibious School Atlantic, Little Creek, VA
Fleet Anti-Submarine Warfare Training Center Atlantic, Norfolk, VA
Fleet Training Center, Norfolk, VA
Fleet Combat Training Center Atlantic, Virginia Beach, VA
Trident Training Facility, Bangor, WA
Naval Amphibious Base, Coronado, CA
Marine Corps Air Ground Combat Center, Twentynine Palms, CA
Naval Submarine School, New London, CT
Naval Technical Training Center, Corry Station, FL
Naval Supply Corps School, Athens, GA
(c) Naval Technical Training Center, Meridian, MS
Naval Education and Training Center, Newport, RI
Surface Warfare Officers School Command, Newport, RI
Naval Air Technical Training Center, Millington, TN
AEGIS Training Center, Dahlgren, VA
Marine Corps Combat Development Command, Quantico, VA
Naval Postgraduate School, Monterey, CA
United States Naval Academy, Annapolis, MD
Naval War College, Newport, RI

NAVAL AVIATION DEPOTS

Naval Aviation Depot, North Island, CA
Naval Aviation Depot, Jacksonville, FL
(rd)Naval Aviation Depot, Pensacola, FL
Naval Aviation Depot, Cherry Point, NC

NAVAL SHIPYARDS

(ce)Naval Shipyard, Long Beach, CA
(ce)Ship Repair Facility, Guam
Naval Shipyard, Pearl Harbor, HI
(a) Naval Shipyard, Portsmouth, ME
(rd)Naval Shipyard, Philadelphia, PA
Naval Shipyard, Norfolk, VA
Naval Shipyard, Puget Sound, Bremerton, WA

(c) Closure candidate **(ce) Closure-except candidate**
(r) Realignment candidate **(rd) Redirect candidate**
(a) Commission addition for further consideration

RESERVE NAVAL AIR STATION
SOUTH WEYMOUTH, MA

INSTALLATION REVIEW

Mission

- Air Station provides a mobilization point and a training center for reservists.

Location

- South of Boston, MA.

Background

- The 1993 BRAC rejected the Navy's proposal to close South Weymouth and relocate its assets to three other locations. The Commission rejected the proposal on the grounds that information provided by the Navy inflated savings and deflated costs in favor of the Navy's recommendation. The current Navy proposal is to relocate the reserve units to Brunswick, ME, a distance of about 150 miles in order to make better use of the unused space at an active duty base with the northeastern region. The Navy proposes to close the facility at South Weymouth.

Considerations

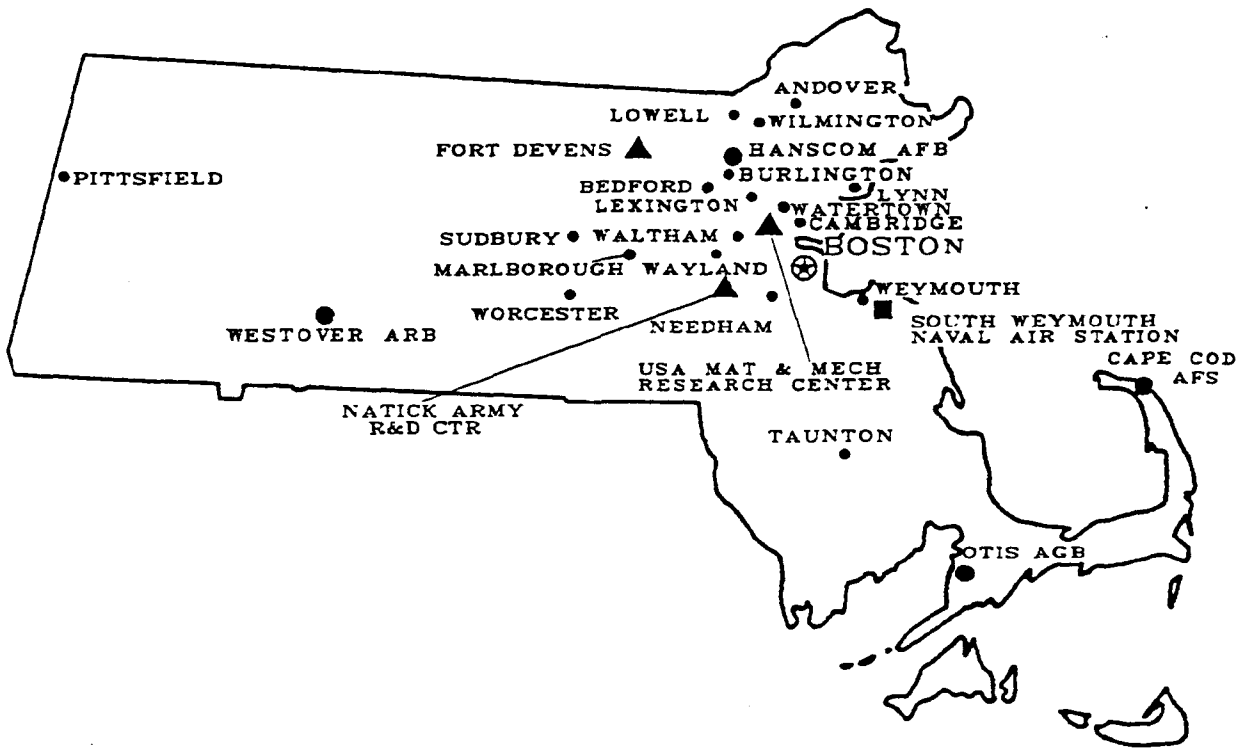
- According to the Navy, Brunswick Naval Air Station is a significantly more capable air station than South Weymouth. In addition to hangar space, Brunswick, a 3221 acre active duty base 120 miles north of Boston, has several features that surpass those of the South Weymouth reserve base: two parallel runways, a NATO sponsored intelligence center, and a $67 million P-3 Orion flight simulator. With virtually unhindered air space in which to fly, Brunswick flight training can be conducted around the clock. In addition, the Navy believed it would be more difficult for South Weymouth to accommodate Brunswick's four active duty squadrons, with a total of 36 planes, or its reserve ground battalion squadron and special projects squadron with three planes. South Weymouth straddles three towns , is smaller , and serves reservists, who train primarily on weekends.

Base Comparisons

- See attached from the Boston Patriot Ledger dated March 23, 1995 comparing the two bases. Conversations with the Public Affairs Officer at Brunswick disclose that the two bases generally agreeed with the data as it is presented , and in fact the author recieved assistance from Navy personnel in making the comparison.

MAP NO. 22

MASSACHUSETTS



STATE CAPITAL
ARMY INSTALLATION
NAVY INSTALLATION
AF INSTALLATION

Prepared By: Washington Headquarters Services
Directorate for Information
Operations and Reports

MASSACHUSETTS

FISCAL YEAR 1994 (DOLLARS IN THOUSANDS)

Personnel/Expenditures	Total	Army	Navy & Marine Corps	Air Force	Other Defense Activities
I. Personnel - Total	50,396	27,524	8,147	12,955	1,770
Active Duty Military	6,126	3,262	637	2,227	0
Civilian	9,901	3,425	703	4,003	1,770
Reserve & National Guard	34,369	20,837	6,807	6,725	0
II. Expenditures - Total	$6,187,312	$2,207,986	$1,826,459	$1,895,013	$257,854
A. Payroll Outlays - Total	1,081,451	465,216	151,699	387,503	77,033
Active Duty Military Pay	242,331	144,406	23,028	74,897	0
Civilian Pay	435,408	139,452	27,999	190,924	77,033
Reserve & National Guard Pay	131,596	88,057	12,907	30,632	0
Retired Military Pay	272,116	93,301	87,765	91,050	0
B. Prime Contracts Over $25,000 Total	5,105,861	1,742,770	1,674,760	1,507,510	180,821
Supply and Equipment Contracts	2,243,971	871,504	781,202	515,240	76,025
RDT&E Contracts	1,922,045	418,918	639,395	762,629	101,103
Service Contracts	871,254	396,064	251,790	219,770	3,630
Construction Contracts	33,526	21,219	2,373	9,871	63
Civil Function Contracts	35,065	35,065	0	0	0

Major Locations of Expenditures	Expenditures			Major Locations of Personnel	Military and Civilian Personnel		
	Total	Payroll Outlays	Prime Contracts		Total	Active Duty Military	Civilian
Bedford	$729,575	$0	$729,575	Hanscom AFB	3,917	1,787	2,130
Lynn	707,821	8,674	699,147	Fort Devens	3,855	2,776	1,079
Andover	465,695	3,636	462,059	Boston	1,540	462	1,078
Wayland	377,829	2,166	375,663	Natick	1,213	158	1,055
Lexington	369,569	0	369,569	Westover ARB	1,007	8	999
Lowell	335,496	4,032	331,464	Waltham	539	1	538
Cambridge	296,069	8,947	287,122	Otis AGB	538	142	396
Hanscom AFB	232,961	171,431	61,530	Weymouth	397	146	251
Pittsfield	207,673	7,656	200,017	Watertown	380	10	370
Marlborough	206,197	2,068	204,129	Burlington	374	4	370

Prime Contracts Over $25,000 (Prior Three Years)	Total	Army	Navy & Marine Corps	Air Force	Other Defense Activities
Fiscal Year 1993	$5,935,650	$2,127,833	$1,761,937	$1,741,122	$304,758
Fiscal Year 1992	5,656,386	1,632,512	1,970,163	1,902,882	280,829
Fiscal Year 1991	6,933,473	2,687,372	1,939,277	2,035,133	271,691

Top Five Contractors Receiving the Largest Dollar Volume of Prime Contract Awards in this State	Total Amount	Major Area of Work: FSC or Service Code Description	Major Area of Work: Amount
1. RAYTHEON COMPANY	$1,904,927	Guided Missiles	$457,777
2. GENERAL ELECTRIC COMPANY	875,589	Gas Turbines and Jet Engines, Acft & Comps	419,552
3. MASSACHUSETTS INST OF TECH	318,409	RDTE/Other Research & Development-Advanced	294,947
4. GTE CORPORATION	254,237	Miscellaneous Communication Equipment	56,232
5. MITRE CORPORATION	228,600	RDTE/Other Research & Development-Engr Dev	228,600
Total of Above	$3,581,762	(70.2% of total awards over $25,000)	

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CLOSURE HISTORY - INSTALLATIONS IN MASSACHUSETTS

17-Jun-95

SVC	INSTALLATION NAME	ACTION YEAR	ACTION SOURCE	ACTION STATUS	ACTION SUMMARY	ACTION DETAIL
A						
	FORT DEVENS	88/91	DEFBRAC/DBCRC	ONGOING	CLOSE	1988 DEFBRAC: Headquarters, Information Systems Command realigned from Fort Huachuca (Changed to remain at Fort Huachuca by 1991 Defense Base Closure Commission) Information Systems Command activities realigned from Fort Belvoir, VA and Fort Monmouth, NJ (Changed to remain at designated installations by 1991 Defense Base Closure Commission) Realign Intelligence School detachment to Fort Huachuca, AZ; completed FY 94 1991 DBCRC: Close, but retain 4,600 acres and those facilities essential to support Reserve Component training requirements; scheduled FY 96 with mission termination in FY 95 Realign 10th Special Forces Group to Fort Carson, CO; scheduled FY 94-95
	SOUTH BOSTON SUPPORT ACTIVITY					
	USA MATERIALS TECHNOLOGY LABORATORY	88/91	DEFBRAC/DBCRC	ONGOING	CLOSE	1988 DEFBRAC: Close; scheduled FY 95 Realign research functions to Detroit Arsenal, MI; Picatinny Arsenal, NJ; and Fort Belvoir, VA (Changed by 1991 Defense Base Closure Commission) 1991 DBCRC: Realign (less structures element) to Aberdeen Proving Ground, MD (Change to 1988 SECDEF Commisssion recommendation); scheduled FY 95 Realign structures element to the Army Aviation Aerostructures Directorate collocated at NASA-Langley Research Center, VA and expand the mission at that site to form an Army Structures Directorate (Change to 1988 SECDEF Commission recommendation); completed FY 93

CLOSURE HISTORY - INSTALLATIONS IN MASSACHUSETTS

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SVC	INSTALLATION NAME	ACTION YEAR	ACTION SOURCE	ACTION STATUS	ACTION SUMMARY	ACTION DETAIL
	USA NATICK R & D CENTER	91	DBCRC	COMPLETE	REALGNUP	1991 DBCRC: Heat physiology research mission realigned from the U.S. Air Force School of Aerospace Medicine, Brooks AFB, TX and collocated with the U.S. Army Research Institute of Environmental Medicine; completed FY 92
AF						
	BARNES MAP AGS					
	CAPE COD AFS					
	HANSCOM AFB	90	PRESS	PROPOSED	REALGN	1990 Press Release indicated realignment. No specifics given.
	OTIS AGB					
	WELLESLEY AGS					
	WESTOVER ARB					
	WORCHESTER AGS					
N						
	NAS SOUTH WEYMOUTH	90/93	PRESS/DBCRC	CANCELLED	CLOSE	1990 PRESS: DOD Secretary proposed NAS South Weymouth as a closure in his 1990 press release. 1993 DBCRC: Rejected OSD's recommendation to close NAS South Weymouth. Instead, DBCRC directed the consolidation of three Massachusetts reserve centers at Lawrence, Chicopee, and Quincy at existing facilities at NAS South Weymouth.
	NRC NEW BEDFORD	93	DBCRC	CLOSED	CLOSE	1993 DBCRC: Recommended closure of Naval Reserve Center New Bedford, MA because its capacity is in excess of projected requirements.
	NRC PITTSFIELD	93	DBCRC	ONGOING	CLOSE	1993 DBCRC: Recommended closure of the Naval Reserve Center Pittsfield, MA because its capacity is in excess of projected requirements.

NAS SOUTH WEYMOUTH, MA

COMMISSION BASE VISIT

APRIL 28, 1995

DOYLE REEDY
NAVY GAO ANALYST

NAS SOUTH WEYMOUTH, MA BASE VISIT
APRIL 28, 1995

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COMMISSION BASE VISIT
NAS SOUTH WEYMOUTH,
MASSACHUSETTS
Friday, April 28, 1995

COMMISSIONER ATTENDING:
Joe Robles

STAFF ATTENDING:
Doyle Reedy

ITINERARY

Thursday, April 27

2:00PM ET Doyle Reedy departs DC National en route Boston, MA:
USAir flight 928.

3:26PM ET Doyle Reedy arrives Boston, MA from DC National.
* Rental car: Avis Confirmation#: 17037701U
* Picks up rental car and proceeds to RON.

RON NAS SOUTH WEYMOUTH DVQ
***Phone (617) 331-0416**
Doyle Reedy Confirmation #0427005

Friday, April 28

7:30AM CT Joe Robles departs San Antonio, TX en route Boston, MA:
Corporate jet.

12:00PM ET Joe Robles arrives Boston, MA from San Antonio, TX:
Corporate jet.
*Is picked up by Doyle Reedy at Signature Flight Support-Logan Airport, and driven to NAS South Weymouth.

1:00 PM to
5:00PM ET WORKING LUNCH AND NAS SOUTH WEYMOUTH BASE VISIT.

5:45PM ET Joe Robles departs Boston, MA en route San Antonio, TX:
Corporate jet.

6:00PM ET Doyle Reedy departs Boston, MA en route Brunswick, ME via rental car.

8:30PM ET Doyle Reedy arrives Brunswick, ME and proceeds to RON.

9:45PM CT Joe Robles arrives San Antonio, TX from Boston, MA: Corporate jet.

Saturday, April 29

11:00AM to 4:00PM ET NAS Brunswick, ME Staff Only Base Visit.

5:40PM ET Doyle Reedy departs Portland, ME en route DC National (via Newark, NJ): Continental flight 3711.

9:10PM ET Doyle Reedy arrives DC National from Portland, ME (via Newark, NJ): Continental flight 327.

Call

Boston Commander Scott Beaton (617) 786-2601

Brunswick John James (207) 921-2340

494-2776

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)

	Military	Civilian	Students
Baseline			
Reductions	380	189	0
Realignments	311	21	0
Total	691	210	0

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

Out		In		Net Gain (Loss)	
Military	Civilian	Military	Civilian	Military	Civilian
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.

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/04/07/95 6:00 PM

1995 DoD Recommendations and Justifications

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.

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

NAVY INSTALLATION LIST -- BRAC 95

AVAL BASES

Naval Air Station, North Island, CA
Naval Station, San Diego, CA
Submarine Base, San Diego, CA
Submarine Base, New London, CT
Submarine Base, Kings Bay, GA
r) Naval Activities, Guam
Naval Station, Pearl Harbor, HI
Submarine Base, Pearl Harbor, HI
Naval Station, Pascagoula, MS
Naval Station, Roosevelt Roads, PR
Naval Station, Ingleside, TX
Amphibious Base, Little Creek, VA
Naval Station, Norfolk, VA
Submarine Base, Bangor, WA
Naval Station, Everett, WA

MARINE CORPS BASES

Marine Corps Base, Hawaii, Kaneohe, HI
Marine Corps Base, Camp Lejeune, NC
Marine Corps Base, Camp Pendleton, CA

OPERATIONAL AIR STATIONS

(c) Naval Air Facility, Adak, AK
Marine Corps Air Station, Yuma, AZ
(rd)Naval Air Station, Alameda, CA
Marine Corps Air Station, Camp Pendleton, CA
Naval Air Facility, El Centro, CA
(rd)Marine Corps Air Station, El Toro, CA
Naval Air Station, Lemoore, CA
Naval/Marine Corps Air Station, Miramar, San Diego, CA
Naval Air Station, North Island, San Diego, CA
(rd)Marine Corps Air Station, Tustin, CA
(rd)Naval Air Station, Cecil Field, FL
Naval Air Station, Jacksonville, FL
(c) Naval Air Station, Key West, FL
Naval Station, Mayport, FL
(rd)Naval Air Station, Agana, GU
(rd)Naval Air Station, Barbers Point, HI
Marine Corps Base Hawaii, Kaneohe, HI
Naval Air Station, Brunswick, ME
Naval Air Station, Fallon, NV
Marine Corps Air Station, Cherry Point, NC
Marine Corps Air Station, New River, Jacksonville, NC
Naval Station, Roosevelt Roads, PR
Marine Corps Air Station, Beaufort, SC
Naval Air Station, Norfolk, VA
Naval Air Station, Oceana, Virginia Beach, VA
Naval Air Station, Whidbey Island, Oak Harbor, WA

RESERVE AIR STATIONS

Naval Air Station, Atlanta, GA
Naval Air Station, New Orleans, LA
(c) Naval Air Station, South Weymouth, MA
(rd)Naval Air Facility, Detroit, MI
Naval Air Station, Willow Grove, PA
Naval Air Station, Fort Worth, TX
Naval Air Facility, Washington, DC

RESERVE ACTIVITIES

286 Naval and Marine Corps Reserve Centers/Commands
(c) Naval Reserve Center, Huntsville, AL
(c) Naval Reserve Center, Pomona, CA
(c) Naval Reserve Center, Santa Ana, CA
(c) Naval Reserve Center, Stockton, CA
(c) Naval Reserve Center, Cadillac, MI
(c) Naval Reserve Center, Staten Island, NY
(c) Naval Reserve Center, Laredo, TX
(c) Naval Reserve Center, Sheboygan, WI
(c) Naval Air Reserve Center, Olathe, KS
(c) Region Seven, Naval Reserve Readiness Command Charleston, SC
(c) Region Ten, Naval Reserve Readiness Command New Orleans, LA

TRAINING AIR STATIONS

Naval Air Station, Whiting Field, Milton, FL
Naval Air Station, Pensacola, FL
(ce)Naval Air Station, Meridian, MS
(r) Naval Air Station, Corpus Christi, TX
Naval Air Station, Kingsville, TX

TRAINING/EDUCATIONAL CENTERS

Marine Corps Recruit Depot, San Diego, CA
Naval Training Center, Great Lakes, IL
Marine Corps Recruit Depot, Parris Island, SC
Naval Amphibious School Pacific, Coronado, CA
Fleet Anti-Submarine Warfare Training Center Pacific, San Diego, CA
Fleet Combat Training Center Pacific, San Diego, CA
Fleet Training Center, San Diego, CA
(rd)Naval Training Center, San Diego, CA
Fleet Training Center, Mayport, FL
(rd)Navy Nuclear Power Propulsion Training Center, Orlando, FL
(rd)Naval Training Center, Orlando, FL
Trident Training Facility, Kings Bay, GA
Fleet Mine Warfare Training Center, Charleston, SC
Naval Amphibious School Atlantic, Little Creek, VA
Fleet Anti-Submarine Warfare Training Center Atlantic, Norfolk, VA
Fleet Training Center, Norfolk, VA
Fleet Combat Training Center Atlantic, Virginia Beach, VA
Trident Training Facility, Bangor, WA
Naval Amphibious Base, Coronado, CA
Marine Corps Air Ground Combat Center, Twentynine Palms, CA
Naval Submarine School, New London, CT
Naval Technical Training Center, Corry Station, FL
Naval Supply Corps School, Athens, GA
(c) Naval Technical Training Center, Meridian, MS
Naval Education and Training Center, Newport, RI
Surface Warfare Officers School Command, Newport, RI
Naval Air Technical Training Center, Millington, TN
AEGIS Training Center, Dahlgren, VA
Marine Corps Combat Development Command, Quantico, VA
Naval Postgraduate School, Monterey, CA
United States Naval Academy, Annapolis, MD
Naval War College, Newport, RI

NAVAL AVIATION DEPOTS

Naval Aviation Depot, North Island, CA
Naval Aviation Depot, Jacksonville, FL
(rd)Naval Aviation Depot, Pensacola, FL
Naval Aviation Depot, Cherry Point, NC

NAVAL SHIPYARDS

(ce)Naval Shipyard, Long Beach, CA
(ce)Ship Repair Facility, Guam
Naval Shipyard, Pearl Harbor, HI
Naval Shipyard, Portsmouth, NH
(rd)Naval Shipyard, Philadelphia, PA
Naval Shipyard, Norfolk, VA
Naval Shipyard, Puget Sound, Bremerton, WA

(c) Closure candidate **(ce) Closure-except candidate**
(r) Realignment candidate **(rd) Redirect candidate**

RESERVE NAVAL AIR STATION
SOUTH WEYMOUTH, MASSACHUSETTS

INSTALLATION REVIEW

Mission

- Air Station provides a mobilization point and a training center for reservists.

Location

- South of Boston, MA.

Background

- The 1993 BRAC rejected the Navy's proposal to close South Weymouth and relocate its assets to three other locations. The Commission rejected the proposal on the grounds that information provided by the Navy inflated savings and deflated costs in favor of the Navy's recommendation. The current Navy proposal is to relocate the reserve units to Brunswick, ME, a distance of about 150 miles in order to make better use of the unused space at an active duty base with the northeastern region. The Navy proposes to close the facility at South Weymouth.

Considerations

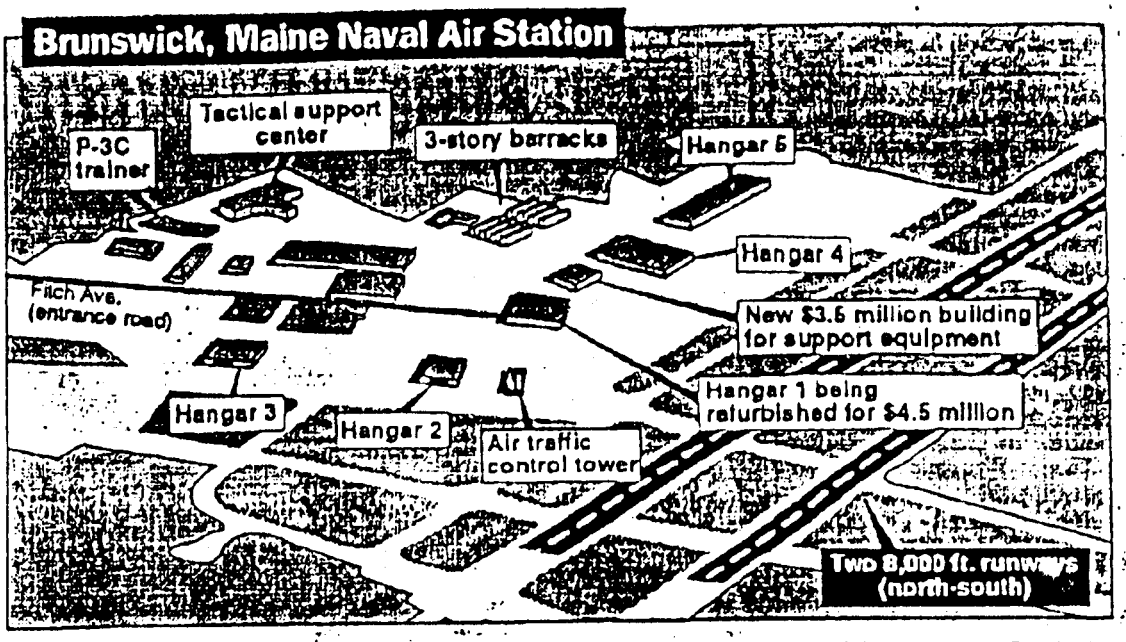
- According to the Navy, Brunswick Naval Air Station is a significantly more capable air station than South Weymouth. In addition to hangar space, Brunswick, a 3221 acre active duty base 120 miles north of Boston, has several features that surpass those of the South Weymouth reserve base: two parallel runways, a NATO sponsored intelligence center, and a $67 million P-3 Orion flight simulator. With virtually unhindered air space in which to fly, Brunswick flight training can be conducted around the clock. In addition, the Navy believed it would be more difficult for South Weymouth to accommodate Brunswick's four active duty squadrons, with a total of 36 planes, or its reserve ground battalion squadron and special projects squadron with three planes. South Weymouth straddles three towns , is smaller , and serves reservists, who train primarily on weekends.

Base Comparisons

- See attached from the Boston Patriot Ledger dated March 23, 1995 comparing the two bases. Conversations with the Public Affairs Officer at Brunswick disclose that the two bases generally agreeed with the data as it is presented , and in fact the author recieved assistance from Navy personnel in making the comparison.

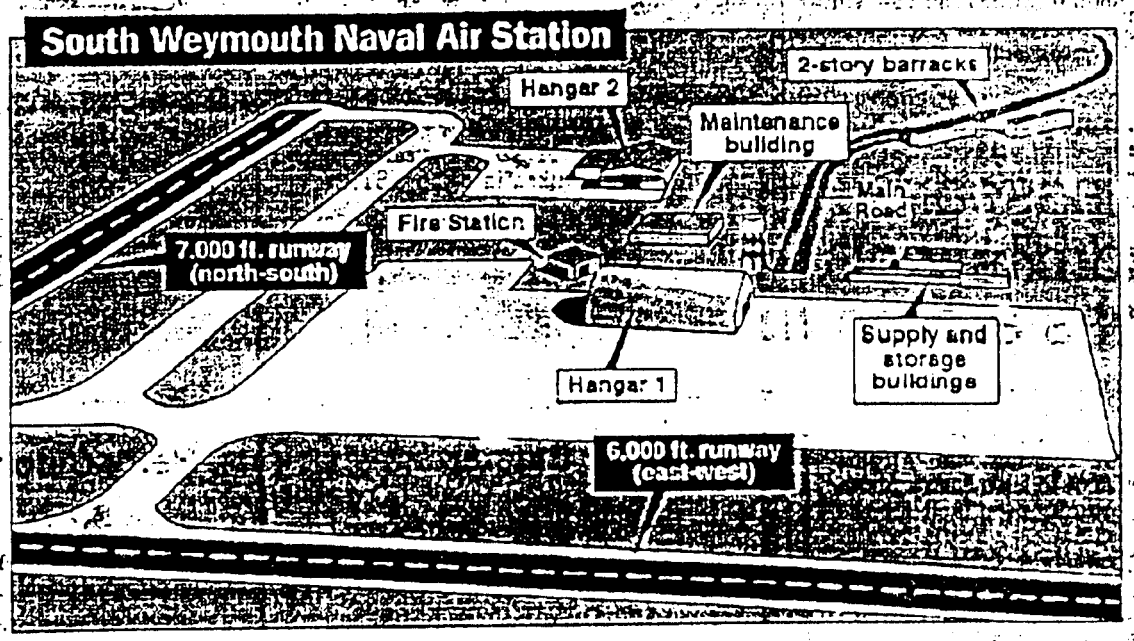
Comparing the bases

Brunswick, Maine Naval Air Station



- **Size:** 3,221 acres, with 12,446 acres in Rangely, Maine for cold weather training of Navy's Survival, Escape, Resist and Evasion school.
- **People:** 2,558 active duty officials, 945 reservists and 835 civilians (active duty base)
- **Economic impact:** $147 million
- **Buildings:** 400
- **Hangars:** Five, can hold 23 P-3C Orion submarine hunting planes.
- **Housing:** 1,700 units of family housing

South Weymouth Naval Air Station



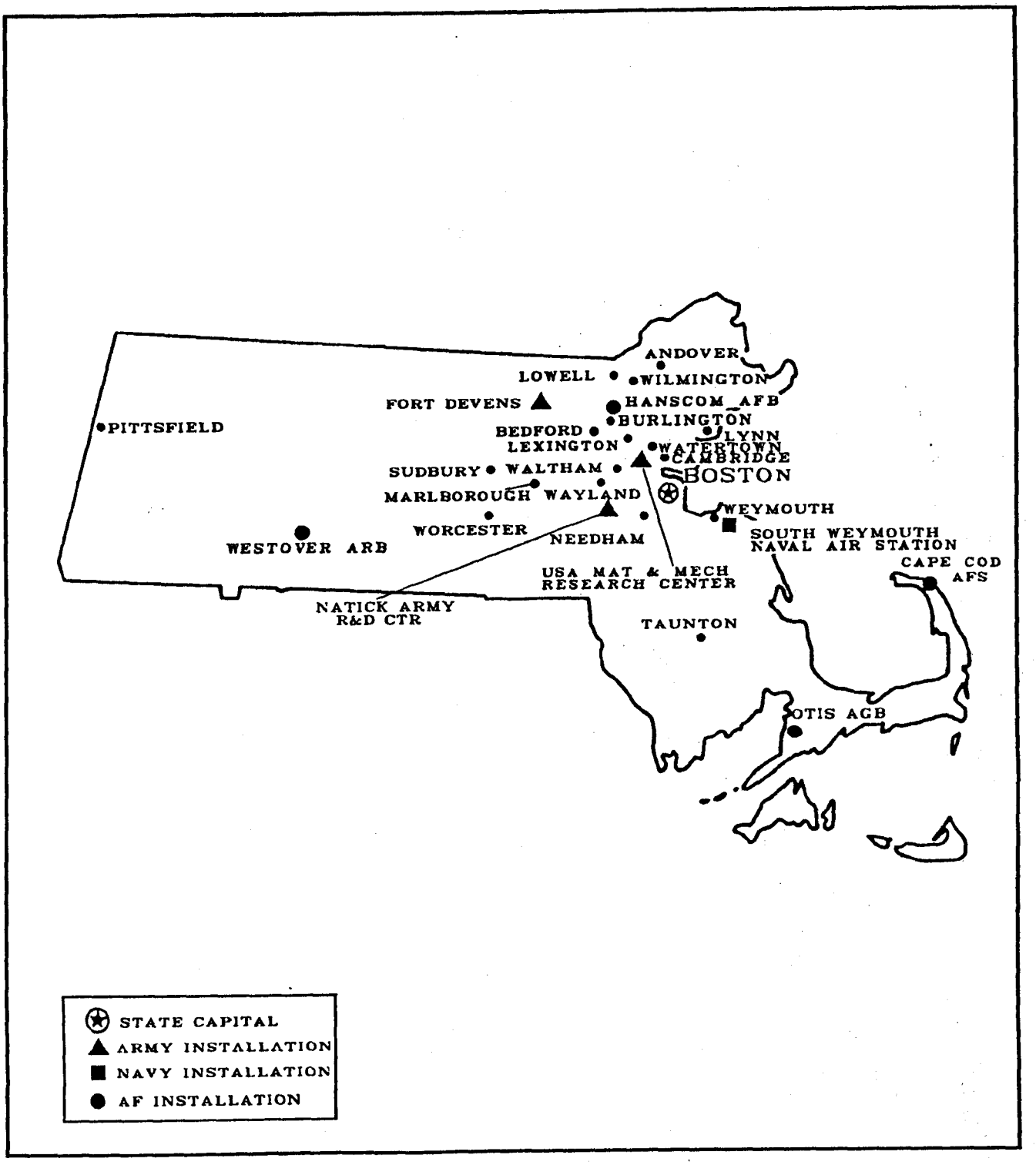
- **Size:** 1,442 acres, with 630 acres on No Mans Island, south of Martha's Vineyard, for a gunnery range.
- **People:** 865 active duty personnel; 2,500 reservists; 305 civilians (Reserve base).
- **Economic impact:** $60 million
- **Buildings:** 130
- **Hangars:** Two, can hold a total of four P-3C Orion submarine hunting planes.
- **Housing:** 270 units of family housing

Bob Monahan/The Patriot Ledger

U. S. NAVAL AIR STATION
BRUNSWICK, MAINE 04011-5000

MAP NO. 22

MASSACHUSETTS



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Marlborough	206,197	2,068	204,129	Burlington	374	4	370

Prime Contracts Over $25,000 (Prior Three Years)	Total	Army	Navy & Marine Corps	Air Force	Other Defense Activities
Fiscal Year 1993	$5,935,650	$2,127,833	$1,761,937	$1,741,122	$304,758
Fiscal Year 1992	5,696,386	1,532,512	1,970,163	1,902,882	280,829
Fiscal Year 1991	6,933,473	2,687,372	1,939,277	2,035,133	271,691

Top Five Contractors Receiving the Largest Dollar Volume of Prime Contract Awards in this State	Total Amount	Major Area of Work: FSC or Service Code Description	Amount
1. RAYTHEON COMPANY	$1,904,927	Guided Missiles	$457,777
2. GENERAL ELECTRIC COMPANY	875,589	Gas Turbines and Jet Engines, Acft & Comps	419,552
3. MASSACHUSETTS INST OF TECH	318,409	RDTE/Other Research & Development-Advanced	294,947
4. GTE CORPORATION	254,237	Miscellaneous Communication Equipment	56,232
5. MITRE CORPORATION	228,600	RDTE/Other Research & Development-Engr Dev	228,600
Total of Above	$3,581,762	(70.2% of total awards over $25,000)	

Prepared by: Washington Headquarters Services
Directorate for Information
Operations and Reports

CLOSURE HISTORY - INSTALLATIONS IN MASSACHUSETTS

03-Apr-95

SVC	INSTALLATION NAME	ACTION YEAR	ACTION SOURCE	ACTION STATUS	ACTION SUMMARY	ACTION DETAIL
A						
	FORT DEVENS	88/91	DEFBRAC/DBCRC	ONGOING	CLOSE	1988 DEFBRAC: Headquarters, Information Systems Command realigned from Fort Huachuca (Changed to remain at Fort Huachuca by 1991 Defense Base Closure Commission) Information Systems Command activities realigned from Fort Belvoir, VA and Fort Monmouth, NJ (Changed to remain at designated installations by 1991 Defense Base Closure Commission) Realign Intelligence School detachment to Fort Huachuca, AZ; completed FY 94 1991 DBCRC: Close, but retain 4,600 acres and those facilities essential to support Reserve Component training requirements; scheduled FY 96 with mission termination in FY 95 Realign 10th Special Forces Group to Fort Carson, CO; scheduled FY 94-95
	SOUTH BOSTON SUPPORT ACTIVITY					
	USA MATERIALS TECHNOLOGY LABORATORY	88/91	DEFBRAC/DBCRC	ONGOING	CLOSE	1988 DEFBRAC: Close; scheduled FY 95 Realign research functions to Detroit Arsenal, MI; Picatinny Arsenal, NJ; and Fort Belvoir, VA (Changed by 1991 Defense Base Closure Commission) 1991 DBCRC: Realign (less structures element) to Aberdeen Proving Ground, MD (Change to 1988 SECDEF Commisssion recommendation); scheduled FY 95 Realign structures element to the Army Aviation Aerostructures Directorate collocated at NASA-Langley Research Center, VA and expand the mission at that site to form an Army Structures Directorate (Change to 1988 SECDEF Commission recommendation); completed FY 93

CLOSURE HISTORY - INSTALLATIONS IN MASSACHUSETTS

03-Apr-95

SVC	INSTALLATION NAME	ACTION YEAR	ACTION SOURCE	ACTION STATUS	ACTION SUMMARY	ACTION DETAIL
	USA NATICK R & D CENTER	91	DBCRC	COMPLETE	REALGNUP	1991 DBCRC: Heat physiology research mission realigned from the U.S. Air Force School of Aerospace Medicine, Brooks AFB, TX and collocated with the U.S. Army Research Institute of Environmental Medicine; completed FY 92
AF						
	BARNES MAP AGS					
	CAPE COD AFS					
	HANSCOM AFB	90	PRESS	PROPOSED	REALGN	1990 Press Release indicated realignment. No specifics given.
	OTIS AGB					
	WELLESLEY AGS					
	WESTOVER ARB					
	WORCHESTER AGS					
N						
	NAS SOUTH WEYMOUTH	90/93	PRESS/DBCRC	CANCELLED	CLOSE	1990 PRESS: DOD Secretary proposed NAS South Weymouth as a closure in his 1990 press release. 1993 DBCRC: Rejected OSD's recommendation to close NAS South Weymouth. Instead, DBCRC directed the consolidation of three Massachusetts reserve centers at Lawrence, Chicopee, and Quincy at existing facilities at NAS South Weymouth.
	NRC NEW BEDFORD	93	DBCRC	CLOSED	CLOSE	1993 DBCRC: Recommended closure of Naval Reserve Center New Bedford, MA because its capacity is in excess of projected requirements.
	NRC PITTSFIELD	93	DBCRC	ONGOING	CLOSE	1993 DBCRC: Recommended closure of the Naval Reserve Center Pittsfield, MA because its capacity is in excess of projected requirements.

RESERVE AIR STATION MILITARY VALUE MATRIX RANKINGS

BASE	RANK	MV SCORE
Washington	1	65.16
Willow Grove	2	64.36
New Orleans	3	63.99
S. Weymouth	4	61.37
Ft. Worth	5	60.94
Atlanta	6	50.14

POINTS:

- - The Defense Base Closure and Realignment Act of 1990 mandates that the DOD recommend facilities for realignment or closure based on (1) the long-term force structure plan, and (2) the selection criteria applied to rank bases in categories where there is excess capacity.

- - DOD policy guidance requires that the base structure analysis be done by comparing bases in like categories. S. Weymouth was grouped with five other Reserve facilities.

- - S. Weymouth is located on 1,444 acres of land south of Boston. On the facility there are two runways, two aircraft hangars and 165 units of housing.

- - As of April 1995, S. Weymouth has 13 assigned aircraft. There are ten P-3 airplanes assigned to VP-92; two C-130 aircraft assigned to VR-62; and one C-12 assigned to the station.

Sheet1

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

Dayle

This will give you a factual view on the average military value equation relative to the 5 Naval Air Stations & the 1 Naval Air Facility (Washington DC)

Configuration Rule: "average military value of air stations left open would be at least equal to the average military value of all air stations."

Note: From the Department of the Navy, analyses and Recommendations Volume (IV) March 1995

Page #25 Configuration analysis: Line 8 "would maintain an equivalent or greater average military value of the retained installations.

APR-15-95 SAT 4:59 AM PUBLIC WORKS NAS SOWEY FAX NO. 617 786 3847 P. 1

F-18 gas hoss will have to refuel before returning to Atlanta

Criteria need to be within 100 mi. training airspace

Atlanta 250

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

3d 6th

Calcs	D	J	K	L	M	N	O	P	Q	R
158										
159	Military Value Area	Weight	WILGRO	S.WEYM	NEWORL	ATLAN	WASH	FT.WRTH		Mean
160	Flight Training Areas/Airspace	30.66	26.98	26.19	28.55	18.10	25.05	20.12		23.83
161	✓Flight Training Areas/Airspace rank		2	3	1	6	4	5		
162	✓Flight Training Areas/Airspace difference from mean		3.15	2.36	4.72	-7.74	1.22	3.71		
163	Air Station Facilities and Infrastructure	18.64	11.36	8.73	10.65	10.05	11.57	10.07		10.07
164	✓Air Station Facilities and Infrastructure rank		2	6	3	5	1	4		
165	Air Station Facilities and Infrastructure difference from mean		1.29	-3.34	0.58	-0.03	1.50	0.00		
166	Expansion, Encroachment and Environment	12.97	6.13	8.31	7.88	8.47	8.32	7.13		7.71
167	Expansion, Encroachment and Environment rank		6	3	4	1	2	5		
168	Expansion, Encroachment and Environment difference from mean		-1.58	0.61	0.17	0.77	0.62	-0.58		
169	Quality of Life	10.42	4.86	3.62	4.03	4.96	6.80	5.23		4.92
170	Quality of Life rank		4	6	5	3	1	2		
171	Quality of Life difference from mean		-0.06	-1.30	-0.88	0.05	1.88	0.31		
172	Demographics	9.89	4.58	7.87	4.40	3.85	4.03	4.04		4.94
173	✓Demographics rank		3	1	4	6	6	2		
174	✓Demographics difference from mean		-0.37	2.93	-0.55	-1.10	-0.92	0.00		
175	Airfield Maintenance and Unique Facilities	6.95	3.66	3.66	3.66	3.68	4.00	5.52		4.02
176	Airfield Maintenance and Unique Facilities rank		3	3	3	3	2	1		
177	Airfield Maintenance and Unique Facilities difference from mean		-0.37	-0.37	-0.37	-0.37	-0.03	1.50		
178	Military/General and Support Missions	5.77	4.54	4.37	2.57	3.45	3.14	5.67		3.96
179	Military/General and Support Missions rank		2	3	6	4	5	1		
180	Military/General and Support Missions difference from mean		0.59	0.41	-1.39	-0.51	-0.81	1.71		
181	Training	3.54	2.25	0.62	2.25	0.62	2.25	2.25		1.71
182	Training rank		1	5	1	5	1	1		
183	Training difference from mean		0.55	-1.09	0.55	-1.09	0.55	0.55		
184	Total Military Value	99.82	64.38	61.37	63.99	51.14	85.16	60.94		61.16
185	Overall Rank		2	4	3	6	1	5		
186	Military Value Differential		3.20	0.21	2.83	-10.02	4.00	-0.23		
187			WILGRO	S.WEYM	NEWORL	ATLAN	WASH	FT.WRTH		

if all answered at best score

what if displayed threshold

Weymouth took bigest hit in infrastructure because they have only 7000 ft of runway

RES. Atlanta wanted to put a 32 m. hanger

displaced threshold cant land on 17 because you cant land on threshold

safety margin required for worst case scenario RES

ranked highest

started 93 BRAC redirects

4.7 for tong bldg and displaced threshold

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 9504240

FROM: HALEY, PAUL R.	TO: DIXON
TITLE:	TITLE: CHAIRMAN
ORGANIZATION: SOUTH SHORE CHAMBER	ORGANIZATION: DBCRC
INSTALLATION (s) DISCUSSED: SOUTH WEYMOUTH NAS	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
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				[illegible]	✓		

TYPE OF ACTION REQUIRED

	Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
	Prepare Reply for Staff Director's Signature		Prepare Direct Response
	ACTION: Offer Comments and/or Suggestions		FYI

Subject/Remarks:

LETTER OF SUPPORT, INCLUDING DOCUMENTATION.

Due Date: 950501	Routing Date: 950424	Date Originated: 950421	Mail Date:

SOUTH SHORE
CHAMBER OF COMMERCE

Please refer to this number when responding 950424-10

April 21, 1995

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

Dear Chairman Dixon:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

We thank you for your anticipated consideration.

Very truly yours,

Paul R. Haley

PRH/rmi
Enclosure

4/21/95

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

ATTENTION: DOYLE REEDY

1. PROPOSED AGENDA FOR VISIT OF COMMISSIONER ROBLES ON 4/29/95
2. DEVIATIONS FROM BRAC CRITERIA
3. COPY OF LETTER FROM GOVERNOR WILLIAM F. WELD TO THE HONORABLE JOHN JOHN H. DALTON
4. COPY OF THE STATE OF MASSACHUSETTS $100,000,000 BOND BILL
5. SITING OF RESERVE AVIATION SQUADRONS
6. [illegible] BASE CLOSINGS OR REALIGNMENTS
7. [illegible]
8. [illegible] INCLUDING NAS ATLANTA OR NAS SOUTH WEYMOUTH
9. [illegible]
10. [illegible]
11. [illegible] COMPLETED 10-4-1995
12. [illegible]

NAS SOUTH WEYMOUTH BRAC COMMISSIONER SITE VISIT AGENDA , [illegible]

"PRESENTATION BY THE COMMITTEE TO SAVE NAS SOUTH WEYMOUTH"

JOSUE (JOE) ROBLES, JR. COMMISSIONER

DOYLE REEDY, BRAC STAFF

I. OPENING REMARKS/OVERVIEW:

II. DEVIATIONS:

III. DEMOGRAPHICS:

IV. INFRASTRUCTURE:

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

DEVIATION FROM BRAC CRITERIA

DATE 21 April 1995

TO: Committee to Save Naval Air Station South Weymouth

FROM: Subcommittee on Military Value

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

[illegible]

There are [illegible] facilities [illegible] through the process and [illegible] the [illegible] documentation detailing this critical switch.

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

memorandum requires that: "The studies must be based on analyses of the base structure by like categories of bases using objective measures for the selection criteria, where possible: the force structure plan; programmed workload over the FYDP (future years def. plan); and military judgement in selecting bases for closure and realignment." The Navy designed its selection process to ensure that like installations were compared. The process established 5 major categories and 27 subcategories to ensure fairness. NAS So. Weymouth was grouped with 5 other Reserve facilities and NAS Brunswick was in a group of 20 Operational facilities; a confirmation of the fact that the activities of the Reserve and Operational facilities warranted separate categorization and separate evaluation. Now, in the attempt to meet CINCLANTFLT's "desire" it was necessary to measure NAS So. Weymouth against NAS Brunswick and reverse the BSEC's own configuration model analysis that targeted NAS Brunswick for [illegible] and that NAS So. Weymouth be kept open." Refer to Sec. Perry's memo of 7 [illegible] BSAT data collection and analyses depends, at a minimum, [illegible] While the use of military judgement is [illegible] the analysis of the facilities rather than the decisive [illegible] Furthermore, as the Navy's own Analyses and [illegible] comparison of military value across categories is virtually meaningless.

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

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

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

// The process by which the decision was made appears to violate several of the statutes [illegible] BRAC [illegible] guidance and [illegible] statements which taken as a whole [illegible] the process. [illegible] the process [illegible] the process [illegible] the process

THE COMMONWEALTH OF MASSACHUSETTS
EXECUTIVE DEPARTMENT
STATE HOUSE • BOSTON 02133
(617) 727-3600

WILLIAM F. WELD
GOVERNOR

ARGEO PAUL CELLUCCI
LIEUTENANT-GOVERNOR

February 8, 1995

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

Dear Secretary Dalton:

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

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

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

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

Sincerely,

Bill Weld

William F. Weld

The Commonwealth of Massachusetts

IN THE YEAR ONE THOUSAND NINE HUNDRED AND NINETY-

AN ACT

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

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

SECTION 1.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

the expenditures necessary in carrying out the provisions of this act, the state treasurer shall, upon request of the governor, issue and sell bonds of the commonwealth, in an amount to be specified by the governor from time to time, but not exceeding, in the aggregate, the sum of one hundred million dollars. Said bonds shall only be issued and sold after final approval by the United States Congress of the recommendation of the Department of Defense to locate said Finance and Accounting Services Facility in the town of Southbridge or after final approval by the United States Congress of a recommendation from the Base Realignment and Closure Commission to enhance or expand other United States Department of Defense facilities in the commonwealth. All bonds issued by the commonwealth, as aforesaid, shall be designated on their face, Federal Facilities Enhancement Act of 1995, and shall be issued for such maximum term of years, not exceeding thirty years, as the governor may recommend to the general court pursuant to Section 1 of Article LXII of the Amendments to the Constitution of the commonwealth; provided, however, that all such bonds shall be payable not later than December thirty-first, two thousand and thirty. Bonds and the interest thereon issued under the authority of this section, notwithstanding any other provisions of this act, shall be general obligations of the commonwealth.

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

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

SITING OF RESERVE AVIATION SQUADRONS

TO: 1995 Defense Base Closure and Realignment Commission

FROM: Committee to Save Naval Air Station South Weymouth

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

AREA BASE CLOSINGS OR REALIGNMENTS

By
John C. Yaney

"Save Our Base Committee"

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

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

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

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

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

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

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

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

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

NAS SOUTH WEYMOUTH ENVIRONMENT

To: 1995 Defense Base Closure and Realignment Commission

From: Committee to Save Naval Air Station South Weymouth

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

Noise

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

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

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

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

Air Quality

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

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

Traffic

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

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

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

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

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

Land Use

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

Ecosystems

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

SUMMARY

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

LONG TERM IMPLICATIONS OF CLOSING NAS ATLANTA OR NAS SOUTH WEYMOUTH

TO: 1995 Defense Base Closure and Realignment Commission

FROM: Committee to Save Naval Air Station South Weymouth

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

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

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

NAS SOUTH WEYMOUTH INFRASTRUCTURE

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

THE OVERALL CONDITION OF THE NAVAL AIR STATION IS EXCELLENT. $5,014,000 IN CONSTRUCTION CONTRACTS WERE COMPLETED IN 1994/1995 WITH AN ADDITIONAL $8,050,000 IN CONSTRUCTION CONTRACTS CURRENTLY IN PROGRESS TO UPGRADE THIS FINE FACILITY. THE AVERAGE PERCENTAGE OF COMPLETION OF THE [illegible] CONTRACTS [illegible] [illegible]

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

II. INTRODUCTION AIRFIELD: A PAVEMENT CONDITION SURVEY OF THE AIRFIELD WAS CONDUCTED BY THE NAVY IN 1990 AND OUR RUNWAYS WERE RATED IN THE BEST CONDITION OF ALL [illegible]

[illegible] MANTA [illegible] THE SECOND HIGHEST LOAD & WEIGHT RATING IN THE [illegible] AMONG [illegible] NAVAL AND MARINE CORPS STATIONS IN THE COUNTRY.

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

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

III. INTRODUCTION STATION: ALL STATION BUILDINGS ARE STRUCTURALLY SOUND AND WELL MAINTAINED. MANY OF THE BUILDINGS HAVE BEEN UPGRADED WITH INTERIOR RENOVATIONS AND ENERGY EFFICIENT UTILITY SYSTEMS. TO COMPLIMENT QUALITY OF LIFE, THE PERSONNEL ABOARD NAS SOUTH WEYMOUTH HAVE A FULL RANGE OF SUPPORT SERVICES AT THEIR [illegible]

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

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

A. AIRCRAFT HANGARS AND MAINTENANCE FACILITIES IN A PRESENTLY

CONCEPTS HAVE BEEN SUBMITTED WITH THE INFRASTRUCTURE OUTLINE.

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

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

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

4/19/95

1993 BRAC REALIGNMENT/CONSOLIDATION

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

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

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

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

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

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

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

NUMBER OF CONTRACTS [illegible] TOTAL AMOUNT $8,049,773 04/15/95

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

ACTIVE CONSTRUCTION	CURRENT AMOUNT	AWARD DATE	PERCENTAGE COMPLETED	CONTRACTOR COMPLETION DATE
Alterations & Repairs BRAC REALIGNMENT Bldg #17 NAVAL RESERVE CENTER (NRC)	$216,500	05/02/94	95%	02/25/95 (93' BRAC FUNDED)
Alteration & Repairs Personnel Support Det Bldg #2	$425,959	05/02/94	95%	10/25/94 (93' BRAC FUNDED)
HVAC Rehab AIMD Bldg #117	$660,001	01/14/94	95%	09/03/94
Replace Exhaust Fans Boiler Plant Bldg #8	$54,490	03/09/94	95%	11/03/94
Demolition of 30 Inactive Housing Units Quincy, Ma.	$431,902	09/03/93	80%	09/06/94 Delete Remaining Work
Radar Facility [illegible]	$2,381,[illegible]	[illegible]/14/94	12%	04/26/96
[illegible]		[illegible]	80%	04/04/95
[illegible]	[illegible]	[illegible]	95%	09/03/94 Extended
[illegible]	[illegible]	08/30/94	90%	12/08/95
Replace Heating Sys Navy Family Housing	$1,132,[illegible]	04/21/94	85%	09/16/95
Indefinite Qty Asbestos Removal	$[illegible]	04/01/93	95%	04/16/94 Extended
Repair Underground Fuel Storage Tanks	$10[illegible]	09/2[illegible]/93	90%	05/23/94 Extended
Pest Control Facility	$243,135 ** Not Included in total **	11/30/94	0%	06/13/95 Work Suspended
Fire Station Addition	$754,000	09/23/94	50%	04/06/95
Backflow Devices Various Locations	$59,[illegible]925	09/21/94	75%	01/04/95 Extended
Indefinite Quantity Painting	$127,97[illegible]	06/17/94	95%	07/02/95
Indefinite Quantity Interior Repairs Housing	$[illegible]	[illegible]/06/94	98%	07/21/95

NUMBER OF CONTRACTS 21 TOTAL AMOUNT $5,012,539

COMPLETED CONSTRUCTION 1994/1995	CURRENT AMOUNT	COMPLETION DATE	COMMENTS
Exterior Repairs Hgr #1 Hgr #2 & Bldg #115	$57,555	10/14/94	
Family Housing Repairs	$748,865	12/13/94	
A/C Installation Galley Bldg #103	$132,200	01/25/94	
Roof Replacement Hangar 2	$134,700	02/17/94	
Replace Roof & HVAC EM Club Bldg #112	$237,124	11/03/94	
Replace PCB Transformers Airfield	$229,384	02/22/95	
Indefinite Quantity Painting NAS	$66,339	02/10/94	
Steam Distribution Replacement	$1,855,290	10/13/93	Closed out/completed 02/17/95
Remove Jet Fuel Storage Tanks	$323,625	10/18/94	Close out/completed 03/14/95
[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	
Airfield Paving hangar #1	[illegible]	[illegible]	
Base PX Service Station Fuel Tanks	$27,[illegible]	12/05/94	
Sewer Installation	[illegible]	11/07/94	
Construct Spill Prevention Control	$69,400	11/04/94	
Airfield Tree Brush Clearing	$40,745	02/10/94	
Indefinite Quantity Painting Station	$75,174	04/18/94	
Repairs & Reinsulate HVAC Hangar #1 & #2	$38,344	02/04/94	
Replace Fluor [illegible] hangar #2	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	

04/05/95

NAVAL AIR RESERVE DEMOGRAPHICS

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

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

If an activity closes or moves, the active duty personnel are moved with that activity or transferred elsewhere and most of the time the reservists who are tied to a geographic location by their domicile and their civilian occupation [illegible].

The make up of a [illegible] [illegible] approximately [illegible] sailors and marines [illegible] increase the [illegible] from their homes.

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

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

BSAT BASE STRUCTURE ANALYSIS TEAM

4401 Ford Avenue • Post Office Box 16268 • Alexandria, Virginia 22302-0268 • (703) 681-0490

RP-0441-F8
BSAT/OZ
9 NOV 1994

MEMORANDUM FOR THE BASE STRUCTURE EVALUATION COMMITTEE

Subj: REPORT OF BSEC DELIBERATIONS ON 9 NOVEMBER 1994

Encl:
(1) BRAC-95 Scenario Development Data Calls 001-010 (Reserve Air Stations; Naval Air Stations/Marine Corps Air Stations; and Naval Stations)
(2) Briefing Materials for Training Air Stations Configuration Model Specifications
(3) Changes to Naval Aviation Depots Military Value Matrix, with revised NADEP Military Value Matrix
(4) Briefing Materials for Naval Aviation Depots Configuration Modeling Specifications
(5) Changes to Naval Shipyards/Ship Repair Facility Capacity Analysis, with revised Naval Shipyards Capacity Analysis
(6) Changes to Naval Shipyards/Ship Repair Facility Military Value Matrix, with revised Naval Shipyards Military Value Matrix
(7) Briefing Materials for Naval Shipyards/Ship Repair Facility Configuration Modeling Specifications
(8) Changes to Training Air Stations Military Value Matrix, with revised Training Air Stations Military Value Matrix
(9) Changes to Naval Air Station/Marine Corps Air Station Military Value Matrix, with revised Naval Air Station/Marine Corps Military Value Matrix
(11) Changes to Naval Station Military Value Matrix, with Revised Naval Station Military Value Matrix
(12) Changes to Integrated Undersea Surveillance Systems Military Value Matrix, with revised Integrated Undersea Surveillance Systems Military Value Matrix
(13) Briefing Materials for Naval Aviation Depots Configuration Model Initial Results
(14) Briefing Materials for Naval Shipyards/Ship Repair Facility Configuration Initial Model Results

1. The forty-fourth deliberative session of the Base Structure Evaluation Committee (BSEC) convened at 1114 on 9 November 1994 at the Base Structure Analysis Team (BSAT) Conference Room at the Center for Naval Analyses. The following members of the BSEC were present: The Honorable Robert B. Pirie, Jr., Chairman; Mr. Charles P. Nemfakos, Vice Chairman; Ms. Genie McBurnett; Vice Admiral Richard Allen, USN; Vice Admiral William A. Earner, Jr., USN; Lieutenant General Harold W. Blot, USMC; and Ms. Elsie Munsell.

Subj: REPORT OF BSEC DELIBERATIONS ON 9 NOVEMBER 1994

The following members of the BSAT were present: Mr. Richard Leach; Ms. Anne Rathmell Davis; Mr. David Wennergren; Captain Richard Ozmun, JAGC, USN; and Lieutenant Colonel Orval E. Nangle, USMC.

2. Mr. Wennergren presented the draft scenario development data calls (001 through 010) for Reserve Air Stations, Naval Air Stations/Marine Corps Air Stations, and Naval Bases to the BSEC for review. See enclosure (1). The BSEC reviewed the scenario development data calls and directed changes, as follows:

a. Scenario 001, close NAS Atlanta. The BSEC directed that the scenario be changed to reflect HM-1 squadron moving from NAS Atlanta to MCAS New River vice moving the squadron to NAF Washington. The BSEC decided that moving the squadron to NAS New River would have higher operational value to the Marine Corps and would also collocate a Reserve to an active duty base.

b. Scenario 005, close MCAS Beaufort. The BSEC directed that the scenario be changed to reflect moving 7 F/A-18 squadrons from MCAS Beaufort to Cherry Point vice moving to NAS Oceana. The BSEC further directed that the scenario reflect that seven F/A-18 squadrons scheduled to move from NAS Cecil Field to MCAS Cherry Point (as a result of BRAC-93) move to NAS Oceana, instead.

c. Scenario Number 007, Alternative 2- Naval Bases. The BSEC directed the following changes regarding the first sentence: place a period after the words "PHIBASE Little Creek"; delete the word "and"; and insert the word "Close" before "SUBASE San Diego. The BSEC stated these changes were made to ensure that the scenario clearly reflected that SUBASE San Diego was to be closed, and not just its homeport/pier facilites. The BSEC further directed that the same changes regarding the closure of SUBASE San Diego be reflected in the scenarios provided in Scenario 009, Alternative 4, and Scenario 010, Alternative 5.

With the above scenario changes, the BSEC directed the BSAT to send the scenario development data calls to the designated DON activities. The BSEC noted that during the BRAC-93 process the BSEC was criticized for driving the solutions too narrowly. The development of multiple scenarios as reflected above is, in part, a response to that criticism.

3. The BSEC recessed at 1205 and reconvened at 1215. All members of the BSEC present when the session recessed were once again present. The following members of the BSAT were present: Mr. Leach, Ms. Davis, Mr. Steve Belcher, Captain Brian Buzzell, USN, Captain Martha Bills, USN, Captain Ozmun, Lieutenant Colonel Nangle, Commander Mike James, USN, and Major Tom Gerke, USMC.

4. Mr. Belcher presented a draft approach for Training Air

Stations (TAS) Configuration Analysis. See enclosure (2). The objective function is to minimize excess capacity. Student throughput (the number of pilots and naval flight officers that can be trained per year) is the capacity measure. The parameters are based on training requirements (e.g., FY 2001 throughput, daylight runway operations, and special use airspace required to accommodate training throughput) and station capacity (e.g., annual daylight runway operations and available use airspace). The output of the model will be three alternatives which close activities so as to reduce excess capacity. The model rules and requirements include:

a. The model is as unconstrained as possible, looking only at physical limitations to training-site combinations (e.g., field and aircraft limitations). The model provides for some specific limitations on permissible training-site combinations (e.g., what training is allowed at each station). The following training-site combinations are not permitted: (1) Advanced NFO training is not permitted for Meridian because the training requires over water airspace and the aircraft would have to refuel to fly over water; and (2) Strike, intermediate NFO, and advanced NFO training are not permitted for Whiting as the runways are too short to accommodate that training. The scenarios may reflect other physical limitations (e.g., no outlying fields).

b. The model maintains average military value.

c. Certain types of training must be done at the same base (all T-44 training, all NFO training, advanced helicopter training, and advanced E2/C2 training). The model also restricts certain types of training to at most two bases (e.g., strike and primary pilot).

d. The sensitivity analyses will measure surges in training requirements of +10 and +20 percent and a decline in training requirements of 10 percent.

The runway capacity measures, formulas, and data are based on data in the certified data call responses. The runway hourly capacity is based on the FAA model and depends on a mix of light and heavy aircraft. Runway capacities include outlying fields. Daylight runway operations requirements include overhead (e.g., proficiency flights, attrition, and maintenance). For special use airspace requirements all data elements for each type of undergraduate pilot training were drawn from certified data based upon flight syllabus requirements. The guiding principles for airspace availability provide that if airspace is used by more than one Military Department, the scheduling Department has priority (i.e., all airspace counts toward its capacity). Also, availability of airspace shared by more than one NAS is based on percentage of usage. The BSEC directed the BSAT to run the model.

5. The BSEC recessed at 1320 and reconvened at 1323. All members of the BSEC present when the meeting recessed were present again. The following members of the BSAT were present: Mr. Leach, Ms. Davis, Captain Robert L. Moeller, Jr., USN, Captain Ozmun, Lieutenant Colonel Nangle, Commander Dennis Biddick, CEC, USN, Commander Lou Biegeleisen, USN, Commander Judy Cronin, USNR, Lieutenant Jim Dolan, SC, USN, and Mr. Julius Anderson.

6. Captain Moeller presented proposed changes to the Naval Aviation Depots (NADEPs) Military Value Matrix. See enclosure (3). The changes result from revised cost data from the NADEPs, errors identified in the Naval Audit Service review, the use of FBI crime statistics instead of the host air station statistics, and revised NCB numbers. The net result of the changes to activity military value ranged from -.18 (Jacksonville) to +1.98 (North Island). The scoring changes did not change the relative military value rankings of the NADEPs. After receiving assurances that the changes reflect the certified data, the BSEC approved the proposed changes to the NADEPs Military Value Matrix.

7. Captain Moeller presented a draft approach for NADEP Configuration Analysis. The parameters are based on NADEP maximum capacity measured in direct labor man hours (DLMHs) and the FY 2001 workload requirements. See enclosure (4). The model measure NADEPs open or closed. The model rules include:

a. The model will close NADEP activities to minimize excess capacity while maintaining average military value.

b. Manufacturing, modifications, and in-service support DLMHs are proportionally allocated to aircraft, engines, and components capacities.

The approach will generate the three best solutions plus sensitivity analyses demonstrating solutions for changes in the NADEP requirements (-10%, -20%, and +10%). The BSEC approved the configuration approach and directed the BSAT to run configuration analysis.

8. Commander Biegeleisen presented proposed changes to the Naval Shipyards/Ship Repair Facility (Shipyard/SRF) Capacity Analysis. The changes result from revisions to certified data call from submitting activities. None of the changes affected FY 2001 capacity analysis upon which the configuration analysis was based. See enclosure (5). Commander Biegeleisen then presented proposed changes to the Shipyard/SRF Military Value Matrix, which resulted from errors identified by the Naval Audit Service. Commander Biegeleisen noted that seven errors were identified were out of a total of approximately 900 potential scores. The following corrections were made: Questions (Q) 68 and 85 were scored for

Guam, and Q-90 was not scored for Guam; Q-70 was not scored for Norfolk; Q-97 was not scored for Puget; and Qs-112 and 124 were not scored for Pearl. The corrections resulted in only small changes in activity military values and did not result in any change in Shipyards/SRF military value rankings. After receiving assurances from Commander Biegeleisen that the changes reflected the certified data, the BSEC approved the changes to the Shipyards/SRF Military Value Matrix. See enclosure (6).

9. Commander Biegeleisen then presented a draft approach for the Shipyard/SRF configuration analysis. The parameters are based on the Shipyard/SRF capacity measured in DLMYs and the future workload requirements in DLMYs (nuclear and non-nuclear). See enclosure (7). The model output measures Shipyards/SRF open or closed. The model rules include:

a. The model will close Shipyard/SRF activities to minimize excess DLMYs while maintaining average military value.

b. In meeting workload requirements, nuclear workload must be accomplished at nuclear capable shipyards. Non-nuclear work can be accomplished at any shipyard.

The approach will generate the three best solutions plus sensitivity analyses demonstrating solutions for changes in the Shipyard/SRF requirements (-10%, -20%, and +10%) and retaining all nuclear shipyards plus SRF Guam. SFR Guam was included because of the strategic value CINCPACFLT placed on Guam at the BSEC meeting on 31 October 1994. In addition, the BSEC directed that an additional sensitivity be included which retained all nuclear shipyards without SRF Guam. With the above change, the BSEC concurred with the configuration approach and directed the BSAT to run the model.

10. The meeting recessed at 1405 and reconvened at 1410. All members of the BSEC present when the meeting recessed were once again present. The following members of the BSAT were present: Mr. Leach, Ms. Davis, Captain Moeller, Captain Nordeen, Captain Ozmun, Lieutenant Colonel Nangle, and Commander Biddick.

11. Captain Nordeen and Captain Moeller briefed the BSEC concerning a proposed response to the Army's request for information regarding the capacity of the DON to receive relocating Army activities. (E.g., Army personnel and equipment into Little Creek Amphibious Base, Naval Weapons Station Concord, Naval Station Norfolk, Naval Base Roosevelt Roads, and a suitable location in Charleston, South Carolina). The response included COBRA 4 input data and a review of existing facilities at the noted naval facilities. The information was based on a combination of DON BRAC-95 certified data and informal responses on particular points not covered in the

certified data calls. The response further advised the Army that while the information may provide a sense of whether the proposed movements are feasible, further analysis would be required before arriving at a final recommendation. Should the Army determine that it would like to further consider any of the above scenarios, it should provide the DON with specific scenario information. The DON would then obtain certified data for the scenario during its scenario development process. The BSEC approved the proposed response.

12. Captain Nordeen, Captain Moeller, and Commander Biddick departed. Captain Buzzell, Captain Bills, Commander James, Lieutenant Commander Steve Bertolaccini, CEC, USN, Major Gerke, and Mr. Belcher entered.

13. Lieutenant Commander Bertolaccini presented the BSEC with proposed changes to the Training Air Station (TAS) Military Value Matrix. The changes result from errors identified by the Naval Audit Service, application of BSEC approved rules for giving credit to activities narrowly missing a question threshold or numerical cutoff, the change to the usage of FBI crime statistics vice host command statistic, and data revisions from submitting activities. The largest change in military value was for Pensacola, which decreased 1.86. As a result of the changes Pensacola dropped from first to second in military value ranking, and Kingsville (which decreased 0.14) moved from second to first. Only Meridian increased in military value (0.21). Enclosure (8) provides the changes, revised military values, and relative rankings. After receiving assurances from Lieutenant Commander Bertolaccini that the changes reflect certified data, the BSEC approved the revised TAS Military Value Matrix. See enclosure (8).

14. Captain Buzzell, Captain Bills, Commander James, Lieutenant Commander Bertolaccini, Major Gerke, and Mr. Belcher departed. Captain Nordeen, Captain Walter Vandivort, USNR, Captain David Rose, USN, Captain Kevin Ferguson, USN, Commander Robert Souders, USN, Commander Loren Heckelman, SC, USN, and Lieutenant Commander Beth Leinberry, CEC, USN, entered.

15. Commander Heckelman presented proposed changes to the Naval Air Station/Marine Corps Air Station (NAS/MCAS) Military Value Matrix. The changes result from data revisions from submitting activities and internal BSAT clarifications. In reviewing the proposed changes the BSEC did not approve the recommended changes that Norfolk and Fallon be scored for quesion 100 (Are ground combat and/or special operation forces train at this air station?). The BSEC noted that SOCLANT was an administrative staff, not a ground combat force. After receiving assurances from Commander Heckelman that the changes reflect the certified data, the BSEC approved the changes to the NAS/MCAS Military Value Matrix. See

enclosure (9).

16. Commander Heckelman then presented the proposed changes to the Reserve Air Station (RAS) Military Value Matrix. The changes result from data revisions by submitting activities, BSAT clarifications, and BSEC directed scoring changes. There was no change in the relative rankings of the RASs as a result of the changes. After receiving assurances from Commander Heckelman that the changes reflect the certified data the BSEC approved the proposed changes. See enclosure (10).

17. Commander Souders presented the proposed changes to the Naval Station Military Value Matrix. As a result of the changes Norfolk (64.2 total military value) dropped from first to fourth in military value ranking, with Mayport (65.8 total military value) moving to first. The changes, question weights, and revised activity military value rankings are reflected in enclosure (11). After receiving assurances from Commander Souders that the changes reflect the certified data, the BSEC approved the proposed changes.

18. Captain Ferguson presented the proposed changes to the Integrated Undersea Surveillance System Military Value Matrix. The question on line 9 was changed to reflect "3" active arrays/surtass ships. As a result both activities were scored for the question. The question on line 10 was changed to reflect "9" active arrays/surtass ships. As a result only Whidbey Island scored for the question. The changes did not affect the relative military value rankings of the activities. After receiving assurances from Captain Ferguson that the changes reflect the certified data, the BSEC approved the proposed changes. See enclosure (12).

19. Captain Nordeen, Captain Rose, Captain Vandivort, Captain Ferguson, Commander Souders, Commander Heckelman, and Lieutenant Commander Leinberry departed. Captain Moeller, Commander Biddick, Commander Biegeleisen, Commander Cronin, Lieutenant Dolan, and Mr. Anderson entered the session.

20. Captain Moeller presented the NADEPs Configuration Model Initial Results. See enclosure (13). All NADEPs remained open under the initial, secondary, and tertiary solutions. Under sensitivity analyses all NADEPs also remained open. The breakpoint occurred at a 34% reduction in requirements, with the solution being to close North Island (average military value of 65.75). The BSEC decided not to request COBRA scenario data calls until it had received data input from the JCSG-Depot Maintenance.

21. Commander Biegeleisen presented Shipyards/SRF Configuration Modeling Initial Results. See enclosure (14). The model produced the following solutions:

a. Primary Solution. The model's first solution would close three shipyards (Portsmouth, Long Beach, and Guam) to reduce excess to 1%, with an average military value of 52.13.

b. Secondary Solution. The model's second solution would close three shipyards (Long Beach, Pearl Harbor, and Guam) to reduce excess capacity to 2%, with an average military value of 49.84.

c. Tertiary Solution. The model's third solution would close two shipyards (Portsmouth and Long Beach) to reduce excess capacity to 4%, with an average military value of 45.16.

d. The solution for the sensitivity analyses that kept all nuclear shipyards and Guam open closed one shipyard (Long Beach) to reduce excess capacity to 21%, with an average military value of 43.69.

e. The solution for the sensitivity analyses that kept all nuclear shipyards open closed two shipyards (Long Beach and Guam) to reduce excess capacity to 19%, with an average military value of 48.56.

f. The sensitivity solutions (+10%, -10%, and -20%) all closed shipyards with varying degrees of reduced excess capacity. See enclosure (14).

Captain Moeller, Commander Biddick, Commander Biegeleisen, Commander Cronin, and Lieutenant Dolan departed.

22. The BSEC decided to continue their review of the shipyard modeling results at the next meeting.

23. The meeting adjourned at 1515.

Richard R. Ozmun
RICHARD R. OZMUN
CAPT, JAGC, USN
Recording Secretary

BRAC-95 Scenario Development Data Calls

Scenario Number	Description

Operational Air Stations - Reserves:

001 **Close NAS Atlanta.** Move C-9 squadron to NAS South Weymouth. Move H-1 squadron to NAF Washington.

Operational Air Stations - Active: (Assumes all 4 air stations close.)

002 **Close NAF Adak.**

003 **Close NAS Key West.**

004 **Close NAS Brunswick.** Move the 3 P-3 squadrons and the 1 VPU to NAS Jacksonville.

005 **Close MCAS Beaufort.** Move the 7 F/A-18 squadrons to NAS Oceana.

Naval Bases:

006 **ALT 1- Naval Bases.** Close homeport/pier facilities at **PHIBASE Little Creek**. Move the 8 LSD and the 2 ARS to NAVSTA Norfolk.

007 **ALT 2 - Naval Bases.** Close homeport/pier facilities at **PHIBASE Little Creek** and **SUBASE San Diego**. Move the 8 LSD and the 2 ARS from Little Creek to NAVSTA Norfolk. Move the 10 SSN from SUBASE San Diego to SUBASE Pearl Harbor. The AS and the ARDM remain in San Diego.

ENCLOSURE (1)(A), 9 NOV 94

BRAC-95 Scenario Development Data Calls

Scenario Number	Description
008	**ALT 3 - Naval Bases.** Close homeport/pier facilities at **PHIBASE Little Creek** and **SUBASE New London**. Realign **NAVSTA Norfolk**. **For PHIBASE Little Creek:** Move the 8 LSD from Little Creek to NAVSTA Norfolk. Move the 2 ARS from Little Creek to SUBASE Kings Bay. **For SUBASE New London:** Move the 14 SSN to NAVSTA Norfolk. Move the NR-1 to SUBASE Kings Bay. Dispose of the ARD and the ARDM. **For NAVSTA Norfolk:** Move 10 CG/DD/DDG to NAVSTA Mayport (to allow for SSN/LSD realignments into Norfolk).
009	**ALT 4 - Naval Bases.** Close homeport/pier facilities at **SUBASE New London** and **SUBASE San Diego**. Realign **NAVSTA Norfolk**. **For SUBASE New London:** Move the 14 SSN to NAVSTA Norfolk. Move the NR-1 to SUBASE Kings Bay. Dispose of the ARD and the ARDM. **For SUBASE San Diego:** Move the 10 SSN to SUBASE Pearl Harbor. The AS and the ARDM to remain in San Diego. **For NAVSTA Norfolk:** Move 2 CG/DD/DDG to NAVSTA Mayport (to allow for SSN realignments into Norfolk).
010	**ALT 5 - Naval Bases.** Close homeport/pier facilities at **SUBASE New London, PHIBASE Little Creek** and **SUBASE San Diego**. Realign **NAVSTA Norfolk**. **For SUBASE New London:** Move the 14 SSN to NAVSTA Norfolk. Move the NR-1 to SUBASE Kings Bay. Dispose of the ARD and the ARDM. **For PHIBASE Little Creek:** Move the 8 LSD to NAVSTA Norfolk. Move the 2 ARS to Kings Bay. **For SUBASE San Diego:** Move the 10 SSN to SUBASE Pearl Harbor. The AS and the ARDM to remain in San Diego. **For NAVSTA Norfolk:** Move 10 CG/DD/DDG to NAVSTA Mayport (to allow for SSN realignments into Norfolk).

BRAC-95 Scenario Development Data Calls

Additional Direction Provided to Major Claimants:

"Preparation of a Scenario Development Data Call response for the closure/realignment scenario described above is mandatory. The lead major claimant **may** submit a **separate, additional** Scenario Development Data Call response, which while not changing the base(s) identified as being closed/realigned, does identify alternative receiving sites."

BRAC-95 Scenario Development Data Calls

Scenario Number	Description

Operational Air Stations - Reserves:

001 **Close NAS Atlanta.** Move C-9 squadron to NAS South Weymouth. Move H-1 squadron to ~~NAF Washington.~~ MCAS NEW RIVER

Operational Air Stations - Active: (Assumes all 4 air stations close.)

002 **Close NAF Adak.**

003 **Close NAS Key West.**

004 **Close NAS Brunswick.** Move the 3 P-3 squadrons and the 1 VPU to NAS Jacksonville.

005 **Close MCAS Beaufort.** Move the 7 F/A-18 squadrons to ~~NAS Oceana.~~ MCAS Cherry Point in lieu of F/A-18 SQUADRONS SCHEDULED TO MOVE FROM CECIL FIELD TO CHERRY POINT (BRAC-93). THEN MOVE 7 SQUADRONS PLANNED TO GO TO CHERRY POINT FROM CECIL TO OCEANA

Naval Bases:

006 **ALT 1- Naval Bases.** Close homeport/pier facilities at **PHIBASE Little Creek.** Move the 8 LSD and the 2 ARS to NAVSTA Norfolk.

007 **ALT 2 - Naval Bases.** Close homeport/pier facilities at **PHIBASE Little Creek** and **SUBASE San Diego.** Move the 8 LSD and the 2 ARS from Little Creek to NAVSTA Norfolk. Move the 10 SSN from SUBASE San Diego to SUBASE Pearl Harbor. The AS and the ARDM remain in San Diego.

REVISED DATA CALL ENCLOSURE (1), (B) 91

BRAC-95 Scenario Development Data Calls

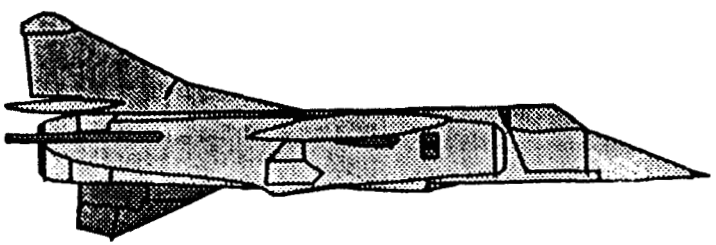
Scenario Number	Description
008	**ALT 3 - Naval Bases.** Close homeport/pier facilities at **PHIBASE Little Creek** and **SUBASE New London**. Realign **NAVSTA Norfolk.** **For PHIBASE Little Creek:** Move the 8 LSD from Little Creek to NAVSTA Norfolk. Move the 2 ARS from Little Creek to SUBASE Kings Bay. **For SUBASE New London:** Move the 14 SSN to NAVSTA Norfolk. Move the NR-1 to SUBASE Kings Bay. Dispose of the ARD and the ARDM. **For NAVSTA Norfolk:** Move 10 CG/DD/DDG to NAVSTA Mayport (to allow for SSN/LSD realignments into Norfolk).
009	**ALT 4 - Naval Bases.** Close homeport/pier facilities at **SUBASE New London** and **SUBASE San Diego**. Realign **NAVSTA Norfolk.** **For SUBASE New London:** Move the 14 SSN to NAVSTA Norfolk. Move the NR-1 to SUBASE Kings Bay. Dispose of the ARD and the ARDM. **For SUBASE San Diego:** Move the 10 SSN to SUBASE Pearl Harbor. The AS and the ARDM to remain in San Diego. **For NAVSTA Norfolk:** Move 2 CG/DD/DDG to NAVSTA Mayport (to allow for SSN realignments into Norfolk).
010	**ALT 5 - Naval Bases.** Close homeport/pier facilities at **SUBASE New London, PHIBASE Little Creek** and **SUBASE San Diego.** Realign **NAVSTA Norfolk.** **For SUBASE New London:** Move the 14 SSN to NAVSTA Norfolk. Move the NR-1 to SUBASE Kings Bay. Dispose of the ARD and the ARDM. **For PHIBASE Little Creek:** Move the 8 LSD to NAVSTA Norfolk. Move the 2 ARS to Kings Bay. **For SUBASE San Diego:** Move the 10 SSN to SUBASE Pearl Harbor. The AS and the ARDM to remain in San Diego. **For NAVSTA Norfolk:** Move 10 CG/DD/DDG to NAVSTA Mayport (to allow for SSN realignments into Norfolk).

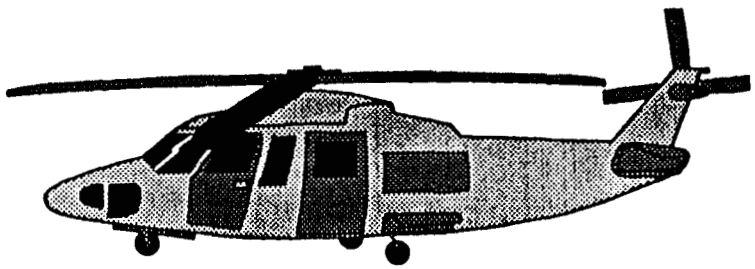
BRAC-95 Scenario Development Data Calls

Additional Direction Provided to Major Claimants:

"Preparation of a Scenario Development Data Call response for the closure/realignment scenario described above is mandatory. The lead major claimant **may** submit a **separate, additional** Scenario Development Data Call response, which while not changing the base(s) identified as being closed/realigned, does identify alternative receiving sites."

Training Air Station ConfigurationModel Specifications





ENCL(2), 9 NOV 1994

Approach

- Objective function:
  - Minimize excess student throughput capacity
- Parameters:
  - Training requirements
    - FY 2001 student throughput (i.e., PTR/NFOTR)
    - Daylight runway operations per graduate
    - Special Use Airspace (sq. nmi.) per graduate
  - Air station capacity
    - Annual daylight runway operations
    - Available Special Use Airspace

Permissible Training-Site Combinations

(What training is allowed at each air station)

Training	Corp	King	Mrdn	Pens	Whit
Primary Pilot	Yes	Yes	Yes	Yes	Yes
Int Helo/Mar	Yes	Yes	Yes	Yes	Yes
Adv Helo	Yes	Yes	Yes	Yes	Yes
Int E2/C2	Yes	Yes	Yes	Yes	Yes
Adv E2/C2	Yes	Yes	Yes	Yes	No
Adv Mar	Yes	Yes	Yes	Yes	Yes
Strike	Yes	Yes	Yes	Yes	No
Primary NFO	Yes	Yes	Yes	Yes	Yes
Int NFO	Yes	Yes	Yes	Yes	No
Adv NFO	Yes	Yes	No	Yes	No

Initial Configuration Model Rules

- Maintain average military value
- Restrict certain types of training to one base
  - All T-44 training (Int E2/C2 and Adv Mar)
  - All NFO training (Primary, Intermediate, and Advance)
  - Advance Helicopter training
- Restrict certain types of training to at most two bases
  - Strike
  - Primary Pilot

Generation of Alternatives

Model allows the generation of three solution sets

- Best solution-for a given set of constraints and data
- Next best-obtained by excluding the first solution
- Third best-obtained by excluding the first two solutions

Sensitivity Analysis

Sensitivity analyses can accommodate

- Surges in training requirements of +10 and +20 percent
- Decline in training requirements of 10 percent
- Check feasibility of aircraft basing at each air station

FY 2001 PTR/NFOTR Requirements

Training	DON	USCG/FMS	USAF*	Total
Primary Pilot	1004	204	(100)	1208
Int E2/C2	40	0	0	40
Adv E2/C2	36	0	0	36
Int Maritime	179	0	0	179
Adv Maritime	174	59	150	383
Int Helo	390	0	0	390
Adv Helo	376	103	0	479
Strike	306	30	0	336
Primary NFO	398	57	369	834
Int NFO	252	42	150	444
Advance NFO	173	40	96	309

** Reflects consolidation of fixed-wing flight training i.a.w., OSD Memo 24 October 1994*

Runway Capacity

- Capacity Measure -- annual number of daylight flight operations (i.e., take-offs, landings, and touch-and-goes)
- Formula

  Flight ops/yr = Flying days/yr x Daylight hours/day x Flight ops/hr
- Data
  - Annual number of training days - 237 days
  - Average number of daylight hours/day - 12.1 hours
  - Runway hourly capacity (ops/hour)
    - Based on FAA model
    - Depends on mix of light and heavy aircraft

Runway Capacities
Annual Daylight Runway Operations

Air Station	*Operations*
Corpus Christi	817,548
Kingsville	377,873
Meridian	377,991
Pensacola	340,356
Whiting Field	4,470,460

** Includes capacities of assigned out-lying fields

Daylight Runway Ops Requirements

Type Training	*Runway Ops/Grad*
Primary Pilot	684
Int Maritime/Helo	65
Int E2/C2	400
Adv E2/C2	866
Adv Maritme	496
Adv Helo	1157
Strike	1514
Primary NFO	121
Int NFO	111
Adv NFO	90

* *Includes overhead (i.e., IUT, NATOPS, attrition, & maintenance)*

Runway Capacity Scaling Factors

Training	Corp	King	Mrdn	Pens	Whit
Primary Pilot	1	.73	.73	.73	1
Int E2/C2	1	.73	.73	.73	1
Adv E2/C2	1.38	1	1	1	0
Int Maritime	1	.73	.73	.73	1
Adv Maritime	1	.73	.73	.73	1
Int Helo	1	.73	.73	.73	1
Adv Helo	2	2	2	2	1
Strike	1.38	1	1	1	0
Primary NFO	1	.73	.73	.73	1
Int NFO	1.38	1	1	1	0
Advance NFO	1.38	1	1	1	0

Special Use Airspace Requirements

- Measure
  - Amount (sq. nmi.) of SUA required per graduate
- Data elements (for each type of UPT)
  - Flight syllabus for each type of UPT
  - # Flights per stage
  - Time in airspace per flight per stage
  - Size of airspace block required per stage
  - Percent of overhead
  - Number of students trained per flight

Airspace Requirements Calculation

- Step 1. Compute daily number of flights per student for each stage of syllabus

  #Flights = #Flights per stage / 237days per yr x % Overhead

- Step 2. Compute daily block hours required per stage

  Block hours = #Flights per Student x Hours per Flight x PTR

- Step 3 Compute # blocks required per stage

  #Blocks = Daily block hours / 10 hrs per day

- Step 4 Compute amount (sq. n.mi.) of SUA required

  *Airspace = Sum over all stages {#Block * Block size}*

- Step 5 Compute amount of airspace required per graduate

  Airspace per Grad = Airspace / PTR

Special Use Airspace Requirements
(MOAs, AA, and WAs)

Type Training	*Airspace/PTR (sq. nmi.)*
Primary Pilot	2
Int Maritime/Helo	2
Int E2/C2	6
Adv E2/C2	17
Adv Maritme	4
Adv Helo	0
Strike	16
Primary NFO	1
Int NFO	1
Adv NFO	10

Airspace Availability - Guiding Principles

- If airspace used by more than one service, the scheduling service has priority (i.e., all airspace counts toward their capacity)
  - Example: FACFAS Pensacola schedules W-155, therefore all airspace allocated to NAS Pensacola
- Availability of airspace shared by more than one Naval Air Stations is based on percent usage
  - Example: A-292 (4500 sq. nmi.) is used 80% by NAS Whiting and 20% by NAS Pensacola
    - 3600 sq. nmi. allocated to NAS Whiting
    - 900 sq. nmi. allocated to NAS Pensacola

Special Use Airspace Capacity

Air Station	Airspace (sq. n.mi.)
Corpus Christi	11,141
Kingsville	9670
Meridian	7648
Pensacola	7571
Whiting Field	5400

D0765

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
1700 NORTH MOORE STREET SUITE 1425
ARLINGTON, VA 22209
703-696-0504

March 17, 1995

Please refer to this number when responding 950307-12R1

The Honorable Ted Stevens
Chairman
Subcommittee on Defense
Committee on Appropriations
United States Senate
Washington, D.C. 20510

Dear Ted:

Thank you for contacting the Commission with your concerns about the military facilities in Alaska recommended for closure and realignment by the Department of Defense. I appreciate your concern that excess base capacity in Alaska has already been eliminated.

You will be pleased to know that the Commission has decided to hold a regional hearing in Delta Junction, Alaska on April 24 in order to receive testimony from Alaskan communities affected by the Secretary of Defense's recommendations. Additionally, members of the Commission are scheduled to make a base visit to Fort Greely on the morning of April 24. The Commission staff will contact your office with further details as they become available.

I look forward to working with you. Please do not hesitate to contact me if I may be of additional assistance as we go through this difficult and challenging process.

Kindest personal regards.

Your friend,

Alan J. Dixon
Chairman

b. The model will maintain the current split between aircraft assigned to the Atlantic and Pacific fleets.

c. CONUS space will be provided for rollback of squadrons homeported overseas.

d. Space will be provided for Reserve squadrons currently located at active bases.

e. The model will place a squadron only where there is an appropriate hangar type (I or II) for that squadron. There are some activities that do, in fact, hangar aircraft (Type II) at hangars which do not meet the NAVFAC standards. For purposes of configuration, the BSEC decided to consider those facilities as capable of hangaring the aircraft that they historically have. Thus, Cherry Point was given credit for one additional type II module since there are currently C-9 and C-130 aircraft (both of which require type II hangars) operating from there. Similarly, Jacksonville was given credit for two additional type II modules based on aircraft hangared there. This is consistent with the approach taken for Naval Station piers.

f. Select specialized squadrons (HMX-1, TACAMO, T&E squadrons) are located outside the model.

g. To ensure some kind of support exists, squadrons can only be located where that type of squadron has been stationed in the past or will be stationed as a result of BRAC-93.

The BSEC concurred with the configuration parameters.

8. Mr. Nance briefed the BSEC on the results produced by the model for NAS/MCAS. See enclosure (2). The model produced the following solutions:

a. Initial Solution. The model's first solution would close 7 air stations (Adak, Roosevelt Roads, Key West, Brunswick, Beaufort, and Mayport) to reduce excess to 49 squadron modules. Average military value would increase to 70.8. 49 sq. modules

b. Second Solution. The model's second solution would close 6 air stations (Adak, El Centro, Roosevelt Roads, Key West, Brunswick, Beaufort, and Mayport) to reduce excess to 50 squadron modules. Average military value would increase to 69.5. 50 sq. modules

c. Third Solution. The model's third solution would close 6 air stations (Adak, El Centro, Roosevelt Roads, Brunswick, Beaufort, and Mayport) to reduce excess to 52 squadron modules. Average military value would increase to 69.4. 52 sq. modules

The auditors are still reviewing the data for air stations, so these numbers could change slightly.

9. Mr. Nance presented a draft approach for Reserve Air Station (RAS) Configuration Analysis which is based on the same capacity analysis methodology approved by the BSEC for NAS/MCAS. The configuration analysis approach is similar to that for NAS/MCAS except as noted below.

a. The C-20 squadrons were placed at NAS Washington to support senior DoN officials located there.

b. Five of the RAS are joint facilities. The analysis excludes hangar space belonging to other Military Departments and DoN hangar space occupied by other Military Departments.

c. The analysis also excludes squadrons located at DoN Testing and Evaluation facilities and non-DoN activities.

d. Only one C-9 and one C-130 squadron can be placed at any one station. Since these are used and scheduled by the CINCs, they should not all be located at one location.

e. As with NAS/MCAS, NAS Washington was given credit for two type II modules because it presently hangars two type II aircraft squadron modules though it does not meet NAVFAC type II hangar standards.

See enclosure (3). The output of the model will be three alternatives which close bases so as to reduce excess squadron modules. The BSEC concurred with the model parameters and rules.

10. Mr. Nance briefed the BSEC on the results produced by the model for RAS. See enclosure (3). The model produced the following solutions:

a. Initial Solution. The model's first solution would close one RAS (Atlanta) to reduce excess to 4 squadron modules. Average military value would increase to 63.7.

b. Second and Third Solutions. The model's second and third solutions would close no RAS.

Captain Nordeen, Colonel Stockwell, Captain Vandivort, Captain Rose, Captain Ferguson, Commander Souders, Commander Heckelman, Mr. Nance, and Lieutenant Commander Leinberry departed the deliberations.

11. The BSEC decided that decisions regarding NAS/MCAS may affect decisions regarding RAS. Consequently, the BSEC decided to delay

cost of $2.4 million for a satellite linkage to Canada for use by Canadian personnel displaced by the closure of NOPF Whidbey Island should not be included. The BSAT advised that a 20% reduction in movement costs for data processing equipment at Whidbey Island may be attainable and recommended further cost investigation. The BSEC directed the BSAT to run the analysis again without the $2.4 million in recurring costs for the satellite linkage to Canada and to investigate any potential additional savings in costs.

7. Mr. Wennergren briefed the COBRA analysis for closing NAS Brunswick and moving the 3 P-3 Squadrons and 1 VPU to NAS Jacksonville. See enclosure (5). The analysis resulted in one-time costs of $51 million and an immediate return on investment. There were 783 billets/positions eliminated and 1,838 billets/positions moved. Military construction costs at NAS Jacksonville totaled $21.4 million. The major cost was $20.9 million for the construction of a Bachelor Enlisted Quarters (the current occupancy rate at the Jacksonville BEQ is 98%). Included in the costs of closing NAS Brunswick were $1.2 million per year for maintaining Whitehouse as an outlying field and $1.2 million per year for Pinecastle electronic warfare range to support the VPU squadron. With the closure of Cecil Field, the BSEC agreed that the cost was appropriately included in the analysis. The BSAT advised that the analysis included a recurring cost of $3.0 million to provide berthing support for personnel at Bath, Maine. Those personnel currently use the facilities at NAS Brunswick. The BSEC accepted the COBRA analysis as presented.

Could be less if more people live off post in a pensive le area

8. Mr. Wennergren briefed the COBRA analysis for closing Fleet Industrial Supply Center (FISC) Charleston. See enclosure (6). There will be no mission for FISC Charleston by FY 1997. The analysis reflected one-time costs of $2.3 million (overhead costs) and a return on investment in 2 years. As the move was local there were no moving costs. The closure scenario resulted in the elimination of 2 billets/positions and the movement of 83 billets/positions (64 of the 83 billets/positions move to NISE East). The BSEC accepted the results of the COBRA analysis.

9. Mr. Wennergren briefed the COBRA analysis for the following scenarios: ALT1: Close FISC Guam, with AFS Loadout/Resupply and DGAR Support RSS to FISC Yokosuka, and HHG/POV, HAZMAT minimization, Freight Delivery and warehousing commissary/Navy Exchange stores to NAVMAG Guam; and ALT2: Close FISC Guam, with AFS Load/Resupply and DGAR Support RSS to FISC Pearl Harbor, and HHG/POV, HAZMAT minimization, Freight Delivery and warehousing commissary/Navy Exchange stores to NAVMAG Guam. See enclosure (7). The ALT1 one-time costs are $14.3 million and the return on investment is immediate. The ALT2 one-time costs are $27.2 million and the return on investment is immediate. For both alternatives the analysis resulted in the elimination of 344 billets/positions

decisions regarding the RAS. NAS Atlanta was identified by the model as a potential closure; however, since NAS Atlanta is a tenant on another facility, savings in closing it may be limited. The BSEC decided to release a COBRA scenario development data call to collect further cost information on NAS Atlanta's closure.

12. The BSEC then focused on the model's best solution for NAS/MCAS as a starting point. Adjustments will be made to that solution based on the BSEC's judgment.

a. Closing the runway and associated air facilities at Mayport makes no sense in terms of dollar savings as the Naval Station Mayport is a carrier homeport which is remaining open. The budget for the entire Naval Station Mayport (which includes the air facilities) is $57 million, so there would likely be little saving in closing the runway and associated air facilities alone. Because of its location, the air facilities have the added value of supporting carrier operations.

b. As previously discussed regarding naval stations, CINCLANT has expressed the need to keep Roosevelt Roads for its training capabilities (see the BSEC deliberative report of 31 October 1994).

c. Similarly, El Centro plays an important role as a training facility.

The BSEC decided to send out COBRA scenario development data calls on the four remaining NAS/MCAS identified in the model's solution (Adak, Key West, Brunswick, and Beaufort) to gather more information on the costs and savings associated with their closure.

13. Because the DoN infrastructure is declining, the BSEC agreed that it must look at the total laydown of DoN aircraft and discussed the possibility of closing one or more RAS and realigning the squadrons to a NAS/MCAS to enhance capabilities. Ultimately, the BSEC decided to consider these matters incrementally by waiting for the COBRA analysis on the stations specified above.

14. The deliberative session adjourned at 1506.

Orval E. Nangle

ORVAL E. NANGLE
LTCOL, USMC
Recording Secretary

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

MAY 26 1995

The Honorable Newt Gingrich
House of Representatives
Washington, D.C. 20515

Dear Mr. Gingrich:

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

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

ROBERT B. PIRIE, JR.

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

LT-0706-F14
BSAT/LH
5 May 1995

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

Dear Chairman Dixon:

This is in response to a request from Mr. Alex Yellin of your staff for information regarding the data used by the Base Structure Evaluation Committee (BSEC) and Base Structure Analysis Team (BSAT) in their review of the Reserve Air Station category of activities.

Our evaluation of demographics for the reserve air stations began with the Demographics Section of the Reserve Military Value Matrix. Using the aggregated unit participation figures for 1993 as a surrogate measure of demographics, we were able to determine that all reserve air stations had sufficient demographic resources to adequately man their reserve programs.

In the configuration analysis stage of our process, which looked at specific scenarios, we had to look at recruiting demographics and how each scenario impacted the Reserves' ability to man its aviation and ground units. Field activities were required to highlight any issues or deficiencies in recruiting demographics for each of the scenarios in the scenario data call responses. We also consulted with representatives from MARRESFOR and COMNAVAIRESFOR to ensure no demographic issues would prevent successful implementation of a scenario. At no time did we compare the demographics of the losing air station with the gaining air station. There was not a relative measure of recruiting demographics, but rather, a yes/no assessment of whether or not the gaining air station could man the existing unit(s) and/or units being transferred to the gaining activity.

The results of the configuration analysis showed that both Atlanta and Brunswick had sufficient recruiting demographics. Only two cases, both involving the movement of Marine Corps Reservists to MCAS New River, North Carolina and Mayport, Florida, were found to be affected by insufficient recruiting demographics. The Naval Reserve had also forwarded a request for a redirect away from MCAS Beaufort, prior to the

BRAC-95 recommendation to redirect F/A-18 aircraft to NAS Atlanta, based on having learned in the BRAC-93 round that there were insufficient recruiting demographics to support a reserve squadron at Beaufort. In all other scenarios the recruiting demographics were sufficient.

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

Sincerely,

Charles P. Nemfakos
Vice Chairman,
Base Structure Evaluation Committee

Doyle

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

LT-0786-F16
BSAT/DMW
25 May 1995

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

Dear Chairman Dixon:

As requested, we have reviewed and revised our COBRA analysis on the closure of NAS Atlanta to reflect the movement of F-18 squadrons which would relocate to Atlanta as a result of the DON BRAC-95 recommendations, but which would have to relocate elsewhere as a result of the Commission-requested scenario. We are providing you three COBRA analyses as there is no easy solution to this issue in view of the capabilities of various areas to support reserve requirements. In the first scenario, we directed these assets to NAS New Orleans. In the second scenario, we redirected these assets to JRB Fort Worth. In the third scenario, we examined the effect of splitting these forces to each of the two bases to see if the resulting smaller numbers at each base could be more affordable. A copy of the COBRA output reports, Scenario Development Data Call responses and electronic copy of the COBRA data file for each of these three scenarios is attached to this letter. Please note that in order to provide you the most timely response possible, we are forwarding an advance copy of the certified Scenario Development Data Call responses used to conduct our COBRA analyses. We will forward final copies of the data call responses, with any attendant changes, certified through the entire chain of command, as soon as we receive them.

We continue to believe that this proposed closure action is not in the best interests of the Department of the Navy (DON). As you may recall, during our initial deliberations, excess operational air station capacity and the sharp decline in the Maritime Patrol Force led us to consider the closure of NAS Brunswick. Upon further review of the significant operational impacts of closing NAS Brunswick and the concern of senior operational commanders that this closure would result in no remaining fully capable air base north of Norfolk, we chose to recommend closure of NAS South Weymouth. This decision results in the reduction of excess capacity, allows for fuller use of NAS Brunswick, retains reserve demographics in the Northeast and allows the Department to retain the most capable air base north of Norfolk.

It must be stressed that NAS South Weymouth is not being recommended for closure as an alternative to NAS Atlanta. No NAS Atlanta assets would relocate to NAS South Weymouth if NAS South Weymouth stays open and NAS Atlanta is closed. Rather, as you can see in the COBRA data, we airlift personnel from the Atlanta area to receiving sites.

Keeping NAS South Weymouth open results in the retention of two underutilized air stations in the Northeast because we do not move the two reserve squadrons to NAS Brunswick. While NAS Brunswick does have the capacity to absorb the reserve assets from South Weymouth into a new joint active/reserve entity, closure of NAS Atlanta would result in the need to build additional capacity at receiving sites.

While the NAS Atlanta COBRA scenarios do obtain a return on investment, potential savings are far outweighed by other issues. Both the Commander, Naval Reserve Force and the Commanding General, Marine Forces Reserve contend that retention of NAS Atlanta is essential for continued access to both the demographics/recruiting opportunities and the major airline hub in the Atlanta area. Further, our savings associated with the closure of NAS Atlanta would result in increased costs to the Air Force for such services as medical care, which are currently provided by the Navy. Finally, those economies afforded by collocation with the Air Force are not reflected as an offset to the savings shown in our COBRA analyses because we cannot firmly quantify them. Under the DON BRAC-95 plan, NAS Atlanta is fully loaded with five Navy/Marine Corps squadrons, and we continue to take advantage of the synergies and operational efficiencies resulting from collocation with the Air Force.

In accordance with Section 2903(c)(5) of the Defense Base Closure and Realignment Act of 1990, and in consideration of the comments noted above, I certify the information provided to you in this transmittal is accurate and complete to the best of my knowledge and belief.

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

Sincerely,

Charles P. Nemfakos
Vice Chairman
Base Structure Evaluation Committee/
Executive Director
Base Structure Analysis Team

Attachments

RESERVE UNIT MANNING COMPARISON

NAS ATLANTA-BRAC 93		NAS ATLANTA-BRAC 95	
UNIT	MANNING OFF/ENL	UNIT	MANNING OFF/ENL
HMA-773	52.8%39.8%	HMA 773	61.4%/65.1%
VMO-4	109.8%/66.7%	VMO-4	77.1%/69.4%
VR-46	95.0%/89.4%	VR-46	100.0%/62.9%
VA-205	91.1%/88.8%	VA-205	100.0%/79.0%

1. NAS ATLANTA HAS SHOWN A HISTORICAL INABILITY TO MAN COMMISSIONED UNITS.

2. A REVIEW OF DATA CALLS FOR BRAC-93 AND BRAC-95 CONTINUES TO ILLUSTRATE SHORTFALLS IN ENLISTED AVIATION RATES.

3. EVEN THOUGH AUGMENTING AND SUSTAINING UNITS APPEAR TO BE OVERMANNED IN THE ENLISTED RATES, ONE CAN REASONABLE CONCLUDE THAT THESE PERSONNEL DO NOT MEET REQUIRED QUALIFICATIONS FOR ASSIGNMENT TO THE COMMISSIONED UNITS DEPICTED ABOVE.

- PERSONNEL ASSIGNMENTS ARE DICTATED BY UNIT PRIORITY.

- QUALIFIED PERSONNEL MUST BE ASSIGNED TO COMMISSIONED UNITS FIRST. VACANT BILLET IN THESE UNITS INDICATE THERE IS A PAUCITY OF QUALIFIED ENLISTED AVIATION PERSONNEL.

- SIMILARLY, VACANCIES IN OFFICER BILLETS INDICATE A SHORTAGE OF OFFICERS MEETING DESIGNATOR AND NOBC REQUIREMENTS.

- ADDITIONAL FLEXIBILITY ALLOWED BY RFAS SUBSTITUTION IN PERSONNEL ASSIGNMENT HAS NOT REMEDIATED THESE PERSONNEL SHORTFALLS.

3. OPERATIONAL READINESS FOR COMMISSIONED AVIATION UNITS IS COMPRISED OF

- ADEQUATE QUALIFIED PERSONNEL TO FLY THE PLANES
- ADEQUATE PERSONNEL TO MAINTAIN AND REPAIR THE PLANES
- ADEQUATE ADDITIONAL SUPPORT PERSONNEL
- ADEQUATE OPERATIONAL EQUIPMENT TO ACCOMPLISH THE MISSION

RESERVE UNIT MANNING COMPARISON (% OFF/ENL)

NAS SOUTH WEYMOUTH		NAS ATLANTA	
UNIT	MANNING	UNIT	MANNING
VR-62	100.0/ 96.1	VR-46	100.0/ 62.9
VP-92	98.5/ 91.2	VMO-4	77.1/ 69.4
HML-771	100.0/153.1	HMA 773	61.4/ 65.1
MWSS-473	112.4/ 89.0	VA-205	100.0/ 79.0
MALS-49 DET C	77.8/117.6	MALS-42 (1)	94.1/106.1
MASS-6	82.7/ 93.9	MALS-42 (2)	320.0/ 14.1
DPRO SIKORSKY	100.0/ N/A	4TH LAAD H&S DET A (1)	50.0/111.1
DPRO GRUNMAN 0591	100.0/ N/A	4TH LAAD H&S DET A (2)	100.0/130.0
DPRO LYNN	100.0/ N/A	4TH LAAD BTRY B	60.0/146.0
NVR COMP 691	75.0/100.0	4TH LAAD BN 04715	300.0/100.0
NORA 1094	100.0/ 69.6	NORA 1567	100.0/100.0
TSC 191	100.0/ 75.6	COMPHIBGRU 0867	94.7/ 78.6
TSC 0791	100.0/ 75.6	CARGRU 0667	100.0/ 89.7
NAVSTA ROTA 0391	325.0/110.4	NAVSTA ROTA 0167	276.9/100.9
NAVAIR 0891	106.7/ N/A	NAVAIRSYS	150.0/ N/A
NAVAIR 1391	100.0/ N/A	NAWC 0167	100.0/ 80.0
MED DEN 0191	121.4/143.5	NR MED DEN	168.8/170.0
MED MAG 49	100.0/ 69.6	4TH MED/MAW DET B	100.0/ 89.5
NAVMED 0191	150.0/100.0	ONI 2109	87.5/ 70.0
CV-67 0291	275.0/ 83.0	CV-65 0167	160.0/ 80.5
CV-67 0191	600.0/102.5	CV-60 0167	237.5/ 95.4
NAS SOWEY 1291	100.0/175.0	NAS JAX 0167	190.9/102.5
NAS BRUNS 4291	150.0/132.0	NAS CECIL 0667	600.0/144.4
AIC 0291	92.0/108.0	AIC 0867	95.7/104.0
AIC 0191	92.6/ 82.4	AIC 0967	90.9/ 90.9
NISRO 0201	90.0/100.0	NISRO 1407	100.0/100.0
NISRO 0502	100.0/200.0	ONI 2109	87.5/ 70.0
NISRO 0301	90.0/100.0		
NAVMIC 0391	103.6/150.0		
NAVMIC 2401	94.3/ 76.5		

Department of the Navy
Base Structure Analysis Team

BSAT

Facsimile Transmission
Cover Sheet

Date: 4/7/95

From: CAPT Mike NORDEEN
Office: (703) 681-0484
Fax: (703) 756-2174

To: Name: DOYLE REEDY
Org:
Office: 696-0504
Fax: 696 0550

Message:

what constitutes a squadron module?

Number of Pages (including cover page): 15

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

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

*Computed upon the requirement for a 10-foot fire lane along the rear wall of the hangar and a 5-foot work clearance between aircraft and doors.
** For aircraft other than the P-3, for which the Type II hangar was basically designed. May also be used for other longer aircraft by modifying doors for "tailcutout" closure.
*** Computed upon the requirement for one 10-foot wide fire lane from the front to the rear of the hangar and 5 feet from aircraft to outer walls. Also assumes aircraft will be parked parallel to each other and to the side walls of the hangar to minimize evacuation time in case of fire.

Compare the computed required hangar width (RHW) with the appropriate "usable width" column of Table 211-05, and if the RHW is:

a. Less than one module, one module is required.

b. More than one module, but less than one and one-half modules, one module is required.

c. Additional modules will be assigned on the same basis.

6. Planning for Collateral Organizational Space. Since line operations and line maintenance functions must be performed as close as possible to the apron-parked aircraft of a squadron, it has been found impractical to plan space within the hangar module for these purposes, and therefore separate structures must be provided. Additionally, to provide needed flexibility in making parking apron assignments to squadrons, these separate structures should be portable and must be planned as collateral equipment. See Category Code 141 30, Aircraft Line Operations Building, and Category Code 211 15, Line Maintenance Shelter, for planning criteria.

7. Examples. The squadrons used in examples 1 and 2 are standard size, and the hangar requirement could have been obtained without computation (see paragraph 1a). Computations are provided here to illustrate the use of formulas. Example 3 includes computation for a nonstandard size squadron.

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4. Determining the Total Number of Hangar Spaces (N) Required for Scheduled and Unscheduled Organizational Maintenance.

$$N = Ns + Nu \qquad (6)$$

5. Determining the Number of Hangar Modules Required. The determination of the number of aircraft hangar modules required, to satisfy the number of hangar spaces (N) required, depends upon the size of the aircraft and the size of the basic hangar module used. See Table 211-05. After determining which type of hangar is required by comparing the length and height of a given aircraft with the figures in the table, compute the required hangar width (RHW) as follows:

Fixed Wing Aircraft

$$RHW = N(W) + (N-1)D \qquad (7)$$

Helicopters (Rotor Folding Capability)

$$RHW = .25N\ (RS) + .75\ N(RF) + (N-1)D \qquad (8)$$

Helicopters (Without Rotor Folding Capability)

$$RHW = N(RS) + (N-1)D \qquad (9)$$

Where

W = Width of aircraft (use wings folded dimension for all aircraft having that capability)
N = See Paragraph 4 above
D = Distance between aircraft (For planning purposes assume 5 ft.)
RS = Rotor diameter when rotor spread
RF = Rotor diameter when rotor folded

TABLE 211-05
Modular Hangar Dimensional Statistics for Planning Purposes

	Hangar Spaces	Type I	Type II
(OH)	Hangar - Cat. Code 211 05		
	Gross Area (Sq. Ft.)	19,968	28,560
	Clear Height (Ft.)	28	42
	Usable Dept (Ft.)*	85	100**
	Usable Width (Ft.)***		
	1 Module	172	220
	1-1/2 Modules	258	335
	2 Modules	354	450
	2-1/2 Modules	445	565
	3 Modules	536	680
	3-1/2 Modules	627	795
	4 Modules	718	910
(01)	Crew and Equipment - Cat. Code 211 06		
	Gross Area (Sq. Ft.)	8,690	12,050
	Clear height (Ft.)	10	10

(Table continued on next page.)

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113 AIRFIELD PAVEMENTS - APRONS (Includes aircraft parking and access aprons)

113 20 AIRCRAFT PARKING APRON (SY)

Description. Aircraft parking aprons are required for loading, unloading and servicing of aircraft in addition to providing parking space. There is no standard size or apron configuration. The size is based on the type and number of aircraft to be parked, the requirement for squadron integrity and 45 versus 90 degree parking. The area required includes: parking space, wing-tip separation between aircraft, interior taxilanes and peripheral taxilanes. Aprons used for ordnance handling require special siting considerations, see category codes 116 55 and 116 56. For design criteria, see NAVFAC DM 21 series design manuals.

Criteria. In some cases, these criteria will refer to standards for aprons supporting class A or B aircraft. See introduction to the 111 category codes for explanation of class A and B. The determination of the apron requirement involves the following steps:

1) Determine the number of aircraft parking spaces required.

2) Layout the parking spaces using the dimensions given herein for clearances between aircraft and interior taxilanes.

3) Provide peripheral taxiways around the perimeter of the apron.

1. Number of Parking Spaces. The number of parking spaces required is based on the average number of aircraft on-board (including transients) reduced by a factor to reflect the number of aircraft expected to be in hangars for scheduled organizational maintenance. For planning purposes, assume that the following percentages of the average on-board aircraft assigned organizational maintenance at a station will be in the hangar for scheduled maintenance:

20%	-	Single engine carrier aircraft (include single engine helicopters)
25%	-	Twin engine carrier aircraft (include twin and three engine helicopters)
8%	-	Patrol, early warning and training aircraft (or training versions of fleet aircraft)
No reduction	-	Reduction not required for aircraft not indicated above such as transport aircraft.

Where organizational maintenance is provided by a commercial contractor, the average number of aircraft in hangars for scheduled maintenance shall be determined on an individual basis. The above reductions apply except that the reduction to the number of apron parking spaces shall not exceed 50 percent of the hangar spaces available. For example, if the reduction in apron size is computed to be 50 spaces but the hangars can only provide space for 80 aircraft, the apron reduction should be reduced to 50 percent of 80, or 40 parking spaces. Where an air installation is subject to peak loadings on a regular basis for training exercises or overlap of deployable squadrons, individual justification may be provided for additional

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spaces to support peak loadings.

2. Spacing of aircraft. The following Tables and Figures provide dimensions for apron spacing and typical apron configurations:

Figure 113 20A - 90 Degree Aircraft Parking Configuration
Figure 113 20B - 45 Degree Aircraft Parking Configuration
Table 113 20A - Aircraft Spacing
Table 113 20B - Aircraft Parking Areas - Approximation
Figure 113 20C - Typical Aircraft Parking Apron
Figure 113 20D - Aircraft Parking Apron - (Fixed Wing Aircraft) (Minimal Through Traffic)
Figure 113 20E - Minimum Peripheral Taxilane (Fixed Wing Aircraft)

Parked aircraft must be separated to maintain proper wing-tip clearances, interior taxilane widths and protection from jet blast. The most efficient apron size results from parking jet aircraft at a 45 degree angle and propeller aircraft and helicopters at a 90 degree angle to the interior taxilane. Use of the most efficient configuration is mandatory; in case of deviations, the planner must provide full justification. See Figures 113 20A and 113 20B for the 45 and 90 degree configurations and the description of the A, B, C, D and E dimensions used for apron spacing. Table 113 20A provides the spacing dimensions which shall be used for Basic Facility Requirements determination. For rough estimates of apron requirements, Table 113 20B provides approximate square yards of apron space by aircraft type.

The apron spacing dimensions may be modified when a Fixed Point Utility System (FPUS), starting air and electrical service, is to be installed in the apron. The FPUS service points and the parking spaces are spaced to accommodate all Navy fighter and attack aircraft rather than designed for a particular aircraft. Aprons with FPUS may be planned using an "A + D" dimension of 145 feet and a "C" dimension of 71 feet, assumes 45 degree parking. For aprons which are expected to support S-3 aircraft, the "A + D" may be increased to 150 feet.

3. Peripheral Taxilanes. A peripheral taxilane is normally provided on all sides of a parking apron. The standard width is 150 feet except for those aprons which support only helicopters and no future requirement to support fixed wing aircraft can be identified. In this case the width shall be computed as:

Width = 1.5 x (Rotor Diameter) + 20 Ft.

Use the largest rotor diameter of those helicopters expected to use the apron. This width provides a 40 foot taxilane with a one rotor diameter clearance between taxiing and parking helicopters.

4. Safety/Lateral Clearances. See NAVFAC P-80.3 for the definition and application of airfield safety clearances. Parking aprons shall be sited outside the primary surface of the runway (or helipad). The edge of the apron may be adjacent to the outer edge of the primary surface, however, parked aircraft shall not penetrate the transitional surface.

Aircraft taxiing on the peripheral taxilane are not considered obstructions even though they do penetrate the transitional surface. The apron

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edge shall be a minimum of 150 feet from the centerline of any parallel taxiway of the runway system. The minimum distance any object, except maintenance hangars, shall be sited from the apron edge is:

Aprons, class "A" aircraft	75 Ft.	
Aprons, class "B" aircraft	100 Ft.	
Aprons, Helicopters	75 Ft.,	increase to 100 feet where the CH-53 is assigned to an apron

Maintenance hangars opening to the apron shall be offset 50 feet from the apron edge. The 50 foot access pavement to the hangar is coded as 113 40.

Deviation From Criteria: The 150 foot separation between a parking apron and the centerline of a through taxiway must be maintained when the taxiway is expected to carry a substantial amount of through traffic; i.e., traffic other than that which starts or terminates at that particular apron. When the anticipated amount of through traffic is minimal and is so justified to NAVAIR, a parking apron may be located such that the through taxiway is incorporated within the apron peripheral taxilane, see Figure 113 20D. However, in this case, the through taxiway becomes a part of the apron and therefore must be located outside the runway primary surface. Any savings in pavement to be gained by combining taxiways shall be compared to any increases in pavement for runway turnoffs required due to moving the parallel taxiway outside the runway primary surface. Combined taxiways shall not be planned without prior approval of NAVAIR.

Figure 113 20C indicates that 150 foot wide peripheral taxilanes are to be provided on all sides of fixed wing aircraft parking aprons. Although such an arrangement is desirable, it is not always necessary. When small numbers of aircraft (one or two rows) are to be parked or when operational requirements allow, the number and/or width of the peripheral taxilanes may be reduced on the advice of local air operations personnel, subject to NAVAIR approval. See Figures 113 20C/D which indicate which fixed wing aircraft peripheral taxilanes may be reduced. The 150 foot wide taxilane is designed to accommodate two carrier type aircraft when passing and therefore could be reduced in width if the level of apron operations only require one aircraft to be on the taxilane at a time. In this case, the taxilane shall be sized to accommodate the largest aircraft to be parked on the apron. See Figure 113 20E which provides a sketch of the minimum taxilane clearances. Peripheral taxilanes for helicopters shall not be reduced from the dimensions shown in Table 113 20A.

113 40 AIRCRAFT ACCESS APRON (SY)

This apron provides access to aircraft maintenance hangars and is normally programmed at the same time as the hangar (Category Code 211 05). The paved area required varies with the hangar dimensions and the hangars displacement from the parking apron. The access apron requires a minimum 50-foot depth and must be at least as long as the hangar door width. See NAVFAC DM-21.1 for design criteria.

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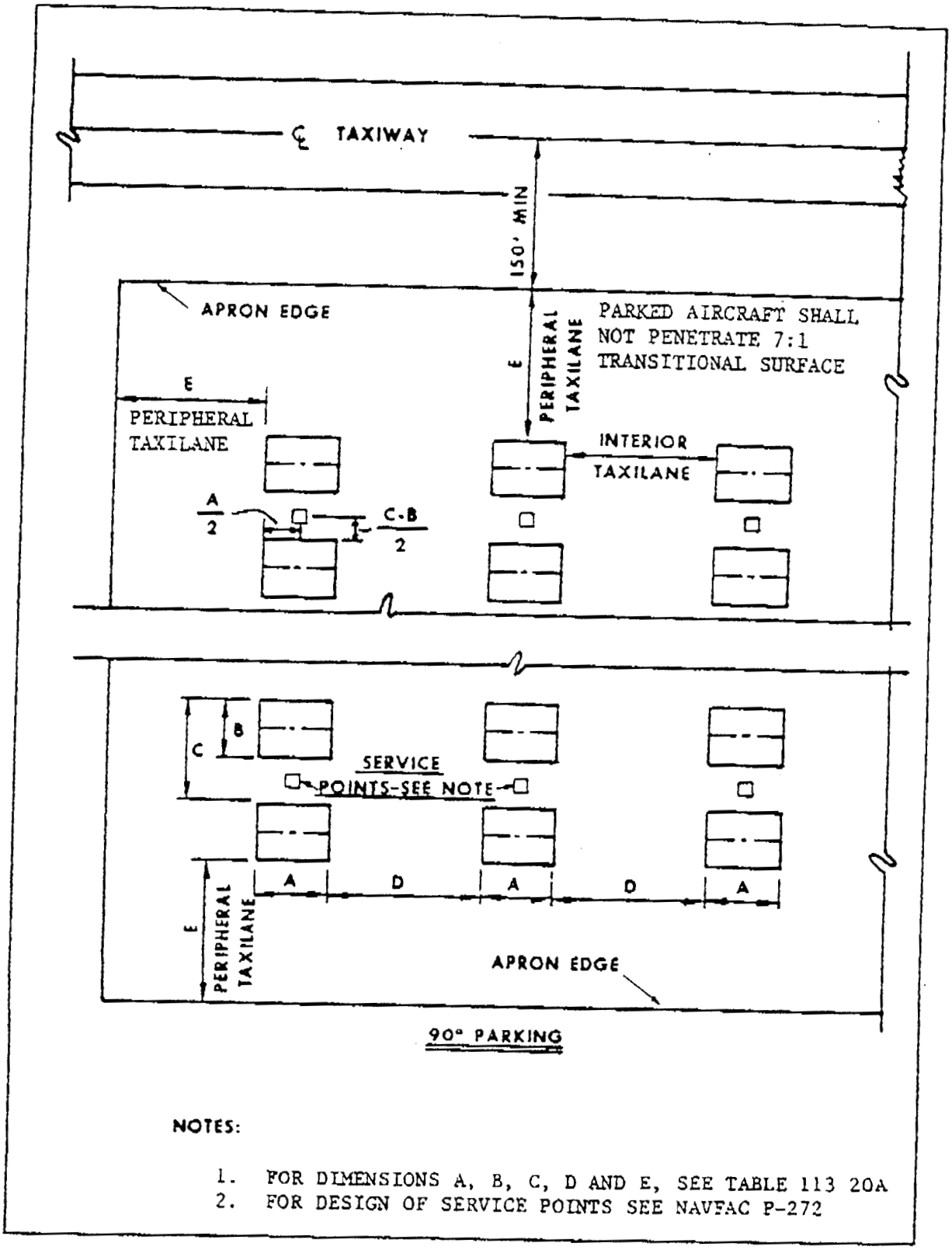
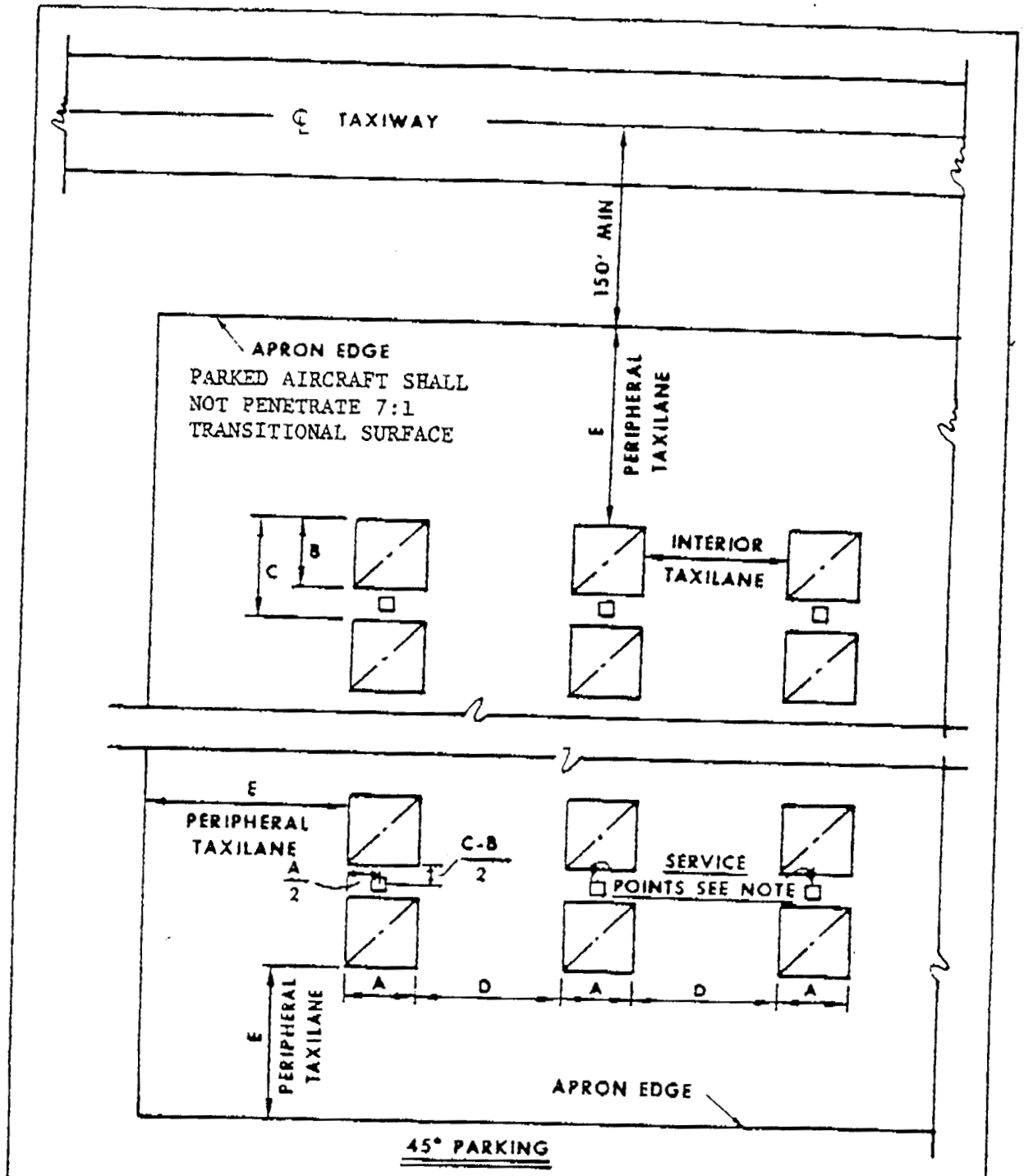


NOTES:

1. FOR DIMENSIONS A, B, C, D AND E, SEE TABLE 113 20A
2. FOR DESIGN OF SERVICE POINTS SEE NAVFAC P-272

FIGURE 113-20A
Aircraft Parking Configuration



NOTES:

1. FOR DIMENSIONS A, B, C, D AND E, SEE TABLE 113 20A
2. FOR DESIGN OF SERVICE POINTS SEE NAVFAC P-272

Aircraft Parking Configuration

FIGURE 113-20B

TABLE 113-20A
Parking Apron Spacing
Jet Aircraft - 45 Degree Parking

Aircraft Designation	Wingspan (Ft) (In)	Length (Ft) (In)	A (Ft)	B (Ft)	C (Ft)	D (Ft)	E (Ft)
F-4	38-5	58-3	47	47	70	90	150
F-8	39-11	58-11	48	48	72	90	150
F-9	38-0	40-11	38	38	68	90	150
F-14	65-0	62-0	56	56	106	95	150
#F-14	38-3	62-0	55	55	70	90	150
F/A-18	40-5	56-0	47	47	71	90	150
A-3	72-6	74-5	64	64	124	103	150
A-4	27-6	39-5	31	31	53	90	150
RA-5	53-1	76-7	65	65	95	90	150
A-6	53-0	55-6	47	47	96	90	150
A-7	38-9	45-8	39	39	71	90	150
AV-8A	25-0	45-0	32	32	57	90	150
AV-8B	30-4	46-4	36	36	57	90	150
S-3	68-8	53-3	51	51	114	99	150
C-5	222-9	245-11	199	199	350	273	150
C-9	93-4	119-4	97	97	160	133	150
KC-135	130-10	136-3	130	130	220	181	150
C-141A	160-9	145-0	120	120	264	211	150
T-2	37-11	38-9	40	40	68	90	150
T-39	44-5	44-0	38	38	78	90	150

#Wings Swept

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TABLE 113-20A
Parking Apron Spacing
Jet Aircraft - 90 Degree Parking

Aircraft Designation	Wingspan (Ft) (In)	Length (Ft) (In)	A (Ft)	B (Ft)	C (Ft)	D (Ft)	E (Ft)
F-4	38-5	58-3	58	38	97	115	150
F-8	39-11	58-11	59	40	92	125	150
F-9	38-0	40-11	41	38	97	120	150
F-14	65-0	62-0	62	65	111	125	150
#F-14	38-3	62-0	62	38	111	125	150
F/A-18	40-5	56-0	56	40	101	115	150
A-3	72-6	74-5	74	73	115	125	150
A-4	27-6	39-5	39	28	92	125	150
RA-5	53-1	76-7	77	53	105	125	150
A-6	53-0	55-6	56	53	95	105	150
A-7	38-9	46-0	46	39	98	125	150
AV-8A	25-0	45-0	45	25	79	100	150
AV-8B	30-4	46-4	46	30	79	100	150
S-3	68-8	53-3	53	69	110	125	150
C-5	222-9	245-11	246	223	248	273	150
C-9	93-4	119-4	119	93	113	133	150
KC-135	130-10	136-3	136	131	156	181	150
C-141A	160-9	145-0	145	161	186	211	150
T-2	37-11	38-9	39	38	90	110	150
T-39	44-5	44-6	45	44	100	115	150

#Wings Swept

TABLE 113-20A
Parking Apron Spacing
Propeller Aircraft - 90 Degree Parking

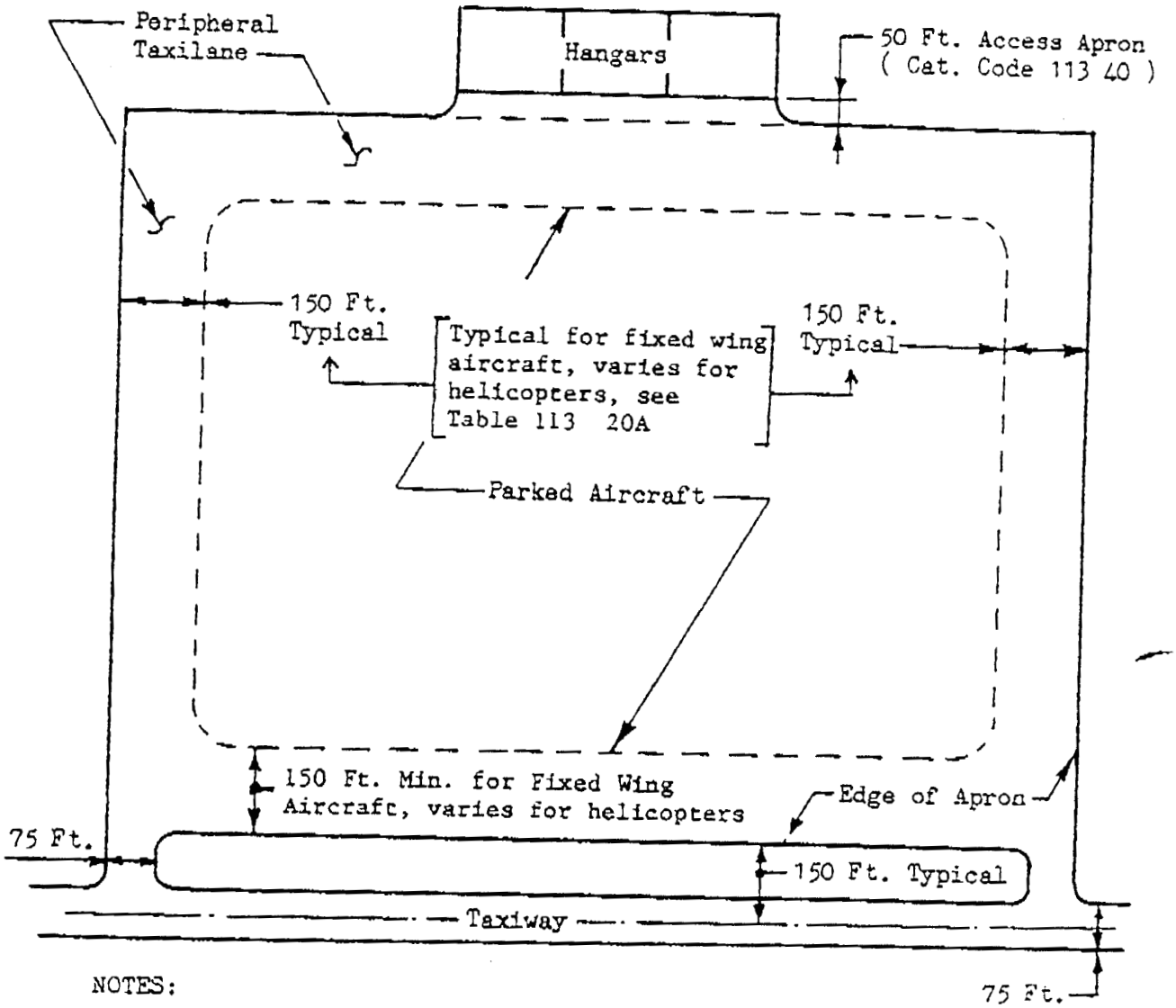
Aircraft Designation	Wingspan (Ft) (In)	Length (Ft) (In)	A (Ft)	B (Ft)	C (Ft)	D (Ft)	E (Ft)
A-1	50-0	39-2	39	50	65	90	150
E-1	72-4	45-4	45	72	87	102	150
E-2	80-7	56-4	56	81	101	121	150
P-2	104-0	93-0	93	104	129	154	150
P-3	99-8	116-10	117	100	120	150	150
S-2	72-7	43-6	44	73	88	103	150
OV-10	40-0	41-7	42	40	50	90	150
OV-12	40-0	41-7	42	40	50	90	150
UC-12B	54-6	43-9	44	55	70	90	150
C-1	69-8	42-0	44	73	88	103	150
C-2	80-7	56-8	57	81	101	121	150
RC-45	47-8	34-2	34	48	58	90	150
C-117	90-0	67-9	68	90	110	130	150
C-118	117-6	107-0	107	118	143	168	150
C-121	123-0	116-2	116	123	148	173	150
KC-130	132-7	97-10	98	133	158	183	150
C-131	105-4	79-3	79	105	130	155	150
T-28	40-7	34-6	35	41	51	90	150
T-34	33-4	28-9	29	33	43	90	150
T-44	50-3	35-6	36	50	65	90	150

TABLE 113-20B
Aircraft Parking Apron - Approximation

Jet Aircraft		
Aircraft Type	Sy. Yds. Per Aircraft*	
	45° Parking	90° Parking
F-4	1065	1860
F-8	1110	1880
F-14	1778	2310
F-14**	1128	2310
F/A-18	1080	1920
A-3	2300	2540
A-4	715	1675
RA-5	1640	2360
A-6	1460	1700
A-7	1020	1870
AV-8A	775	1275
AV-8B	800	1280
S-3	1900	2170
C-5	18350	14300
C-9	4090	3165
KC-135	7580	5500
C-141A	9680	7350
T-2	985	1490
T-39	1110	1780

* The parking area listed overlaps but does not include the entire peripheral taxilane. For planning purposes, compute the area of a peripheral taxilane around the entire apron and add 75% of the computed value to the area obtained from the table.

** Wings swept.

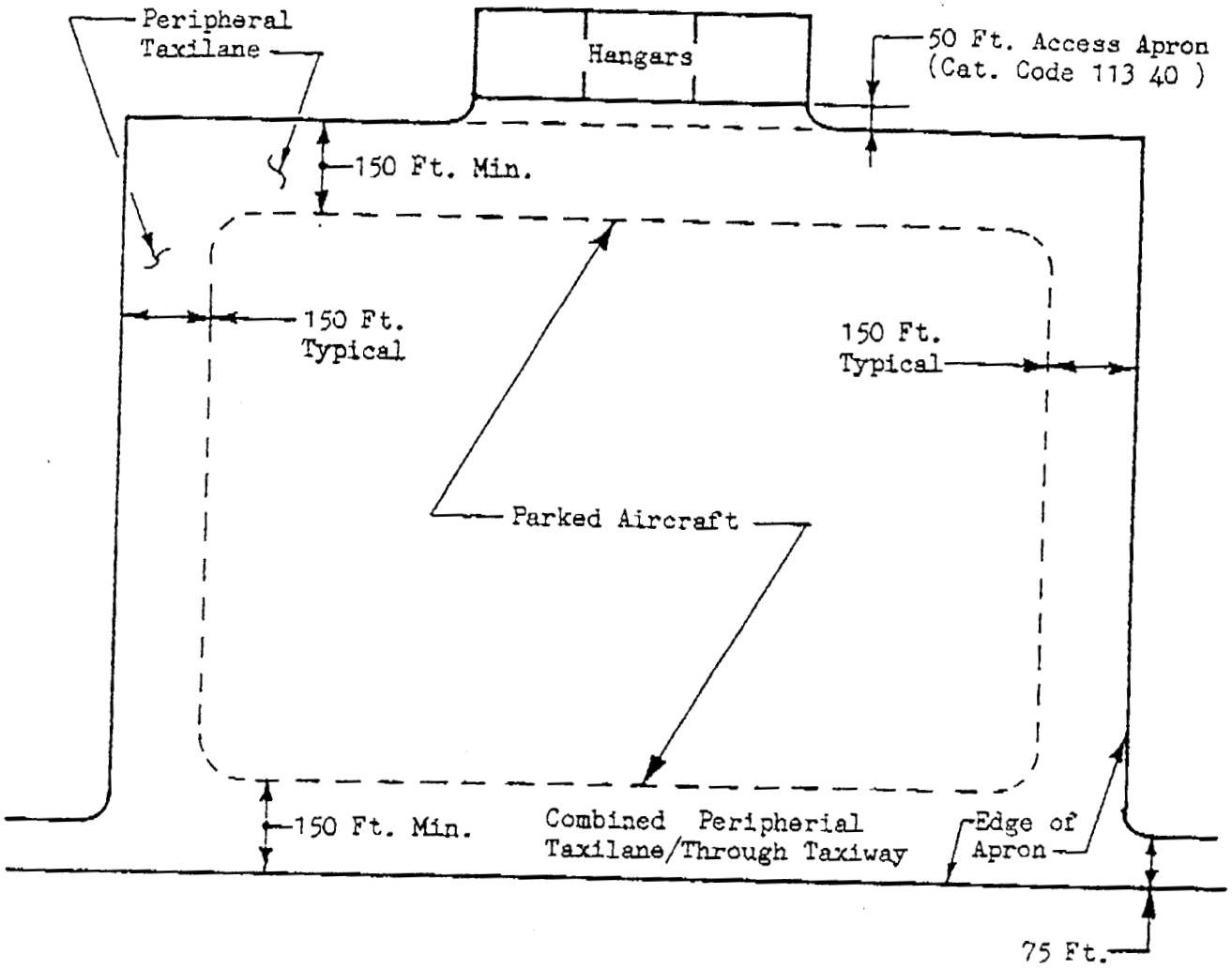


NOTES:

Dimensions marked "Typical" may be reduced under certain operating conditions. See paragraph titled "Deviations From Criteria".

The edge of the apron must be outside the Runway Primary Surface, parked aircraft shall not penetrate the 7:1 Transitional Surface.

FIGURE 113 20C
TYPICAL AIRCRAFT PARKING APRON
(NORMAL THROUGH TRAFFIC)

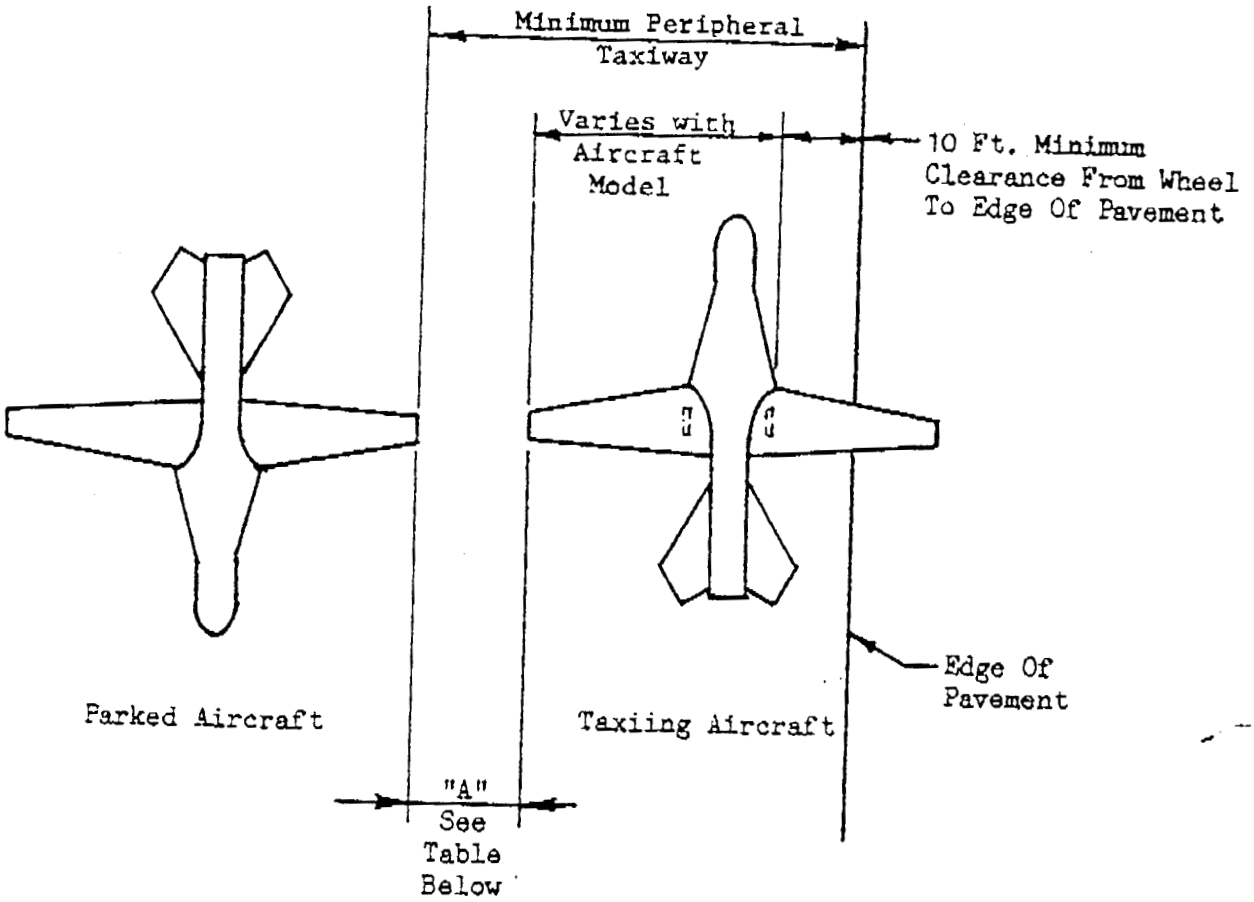


NOTES:

Dimensions marked "Typical" may be reduced under certain operating conditions. See paragraph titled "Deviations From Criteria".

The edge of the apron must be outside the Runway Primary Surface, parked aircraft shall not penetrate the 7:1 Transitional Surface.

FIGURE 113 20D
AIRCRAFT PARKING APRON-FIXED WING AIRCRAFT
(MINIMAL THROUGH TRAFFIC)



Wingspan Of Taxiing Aircraft	"A" Min. Wingtip Clearance
Over 100 Ft.	25 Ft.
75 To 100 Ft.	20 Ft.
50 To 74 Ft.	15 Ft.
Less Than 50 Ft.	10 Ft.

FIGURE 113 20E
MINIMUM PERIPHERAL TAXILANE
(FIXED WING AIRCRAFT)

REGIONAL HEARING ISSUE SUMMARY

Naval Air Facility Detroit, MI

- The Navy wants to change the recieving site from Twin Cities, Minn. to Selfridge, Michigan in order to avoid the cost of moving and relocate to Selfridge, Michigan. The cost of moving to Minn. is estimated to be $9.4 million (8.3 in milcon, .5 in moving expenses, and .7 in other costs). In addition, the Navy claims that 47 percent of the facility employees live within 25 miles of Selfridge and 26 percent live within 5 miles of Detroit. The BSAT informed the BRAC that the unit has already moved to Selfridge and that this action is just to cancel the move to Minn.

Aviation Plans, Programs, Doctrine, Joint Matters, and Budget Branch (APP)

TO: LTCOL BRUBAKER

OFFICE/CODE:

PHONE:

FROM: LtCol Wagner 614-2261/1794

OFFICE/CODE: 2189

PHONE:

Tell me how to have Gen Livingston get Glenview on list to consider

Thanks

Bob

Number of Pages: _____
(including cover sheet)

Reserve Naval Air Station Military Value Analysis

Data Revisions

Reserve Air Station Military Value Matrix Responses (Scoring) -- POST AUDIT/PRE BSEC 2/21/95

Calcs	B	C	D	J	K	L	M	N	O	P	Q	R
1					RESRVE	RESRVE	RESRVE	RESRVE	RESRVE	RESRVE		
2					21	22	23	24	25	26		
3	DC #	Q #	Matrix Question	Weight	WILGRO	S.WEYM	NEWORL	ATLAN	WASH	FT WRTH		[illegible]
94	1	1	Is the air station's location of strategic military value?	0.18	0	0	0	0	0	0		
95	38	31a	Another military airport with 8000 feet of usable runway is within 100 miles?	0.73	1	1	0	1	1	1		
96	1,16	12,26	Does the air station or tenants have National Command Authority missions or NATO designation?	0.09	0	0	1	0	0	0		
97	1,16	12,16	Are ground combat and/or special operation forces located in the area?	1.02	1	1	0	0	0	1		
98	16,38	9a,7a	Do ground combat and/or special operation forces train at this air station?	0.29	1	1	0	0	0	1		
99	1	12	Air station is home station to a DON non-aviation surface reserve center?	0.73	0	1	0	1	0	1		
100	16	10	Air station is home station to an active or reserve construction battalion?	0.73	0	0	0	0	0	1		
101	16	6	Air station is home station to non-DOD flying units?	0.18	0	0	1	0	0	0		
102	1	12	Air station is home station to non-DOD components?	0.09	0	0	1	1	0	1		
103	1	17	Air station is home station to a USMC reserve support unit?	1.28	1	1	1	1	1	1		
104			Demographics	9.89	4.56	7.07	4.40	3.65	4.03	4.04		[illegible]
105	1	10	The air station has in excess of 3000 SELRES billets.	1.47	0	1	1	0	1	1		
106	16	11	Personnel on reserve unit waiting lists are >= 10% of aggregate authorized unit strength for FY1993	0.92	0	0	0	1	0	0		
107	16	6b	More than 90% of the Rosteron SELRES officer billets were filled in FY93.	1.65	1	1	0	0	1	1		
108	16	6a	More than 90% of the Rosteron SELRES enlisted billets were filled in FY93.	1.83	0	1	0	0	0	1		
109	16	10a	More than 90% of the non-squadron SELRES officer billets were filled in FY93.	0.92	1	1	1	1	1	0		
110	16	10b	More than 90% of the non-squadron SELRES enlisted billets were filled in FY93.	1.10	0	1	0	0	0	0		
111	38	39	SELRES officer participation has been 97.4 or greater for the last three fiscal years.	0.92	1	1	1	1	0	0		
112	38	39	SELRES enlisted participation has been 94.5 or greater for the last three fiscal years.	1.10	1	0	1	1	0	0		
113			Training	3.54	2.26	0.62	2.26	0.62	2.25	2.25		[illegible]
114	38	23a/b	Required major flight/training simulators located at or near the air station?	1.64	1	0	1	0	1	1		
115	16	13a	There is an aviation flight physiology training facility in the local area?	0.93	0	0	0	0	0	0		
116	16	14a	Less than 10% of the training facilities are in inadequate condition.	0.62	1	1	1	1	1	1		
117	16	13	Is there a shipboard aircraft fire fighting trainer in the local area?	0.35	0	0	0	0	0	0		
118			Quality of Life	10.42	4.86	3.82	4.03	4.96	6.80	5.23		[illegible]
119	38	41a4	Is officer FH waiting list <6 months	0.53	0	1	0	0	1	0		
120	38	41a4	Is enlisted FH waiting list < 6 months	0.62	0	0	0	0	1	0		
121	38	41a6	Do 90% or more of the housing units have all the required amenities?	0.53	1	1	1	1	1	0		
122	38	41b1	Is the BEQ occupancy rate < 90%?	0.70	0	0	0	0	0	1		
123	16	25a	Are 90% of the BEQ rooms adequate?	0.70	1	0	1	1	0	1		

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Reserve Air Station Military Value Matrix Responses (Scoring) -- POST AUDIT/PRE BSEC 2/21/95

Calcs	B	C	D	J	K	L	M	N	O	P	Q	R
1					RESRVE	RESRVE	RESRVE	RESRVE	RESRVE	RESRVE		
2					21	22	23	24	25	26		
3	DC #	Q #	Matrix Question	Weight	WILGRO	S WEYM	NEWORL	ATLAN	WASH	FT WRTH		Mean
64	38	20a	Planned non-BRAC capital improvements from 94-97 < 10% of CPV	0.53	1	1	0	1	1	1		
65	38	22	Do current administrative support facilities provide capability for future expansion?	0.11	0	1	0	0	0	1		
66	16	23a	Does available PW, gas, electric and sewer supply exceed peak demand?	0.53	1	1	1	1	1	1		
67	67	ENCL	Area cost factor is less than 0.0	0.44	0	0	0	0	0	0		
68	67	ENCL	Area cost factor is between 0.9 and 1.0	0.26	0	0	0	1	0	1		
69	16	21	Can this air station operate 24 hours a day?	0.29	1	1	1	0	1	1		
70	38,16	1,1b	Runway, taxiway and ramp weight- bearing capacity accommodates all DON aircraft?	0.98	1	1	1	1	1	1		
71	38,16	1,1b	Runway, taxiway and ramp weight- bearing capacity accommodates all MAC aircraft?	0.47	1	1	1	1	1	1		
72	16	17	Hangar Capacity at this air station is at least 5 modules?	1.37	1	0	1	0	0	1		
73	16	17	Hangar Capacity at this air station is at least 8 modules?	1.96	0	0	0	0	1	0		
74	16	17a	Less than 10% of the hangar/maintenance facilities are in inadequate condition?	0.62	1	1	1	1	1	1		
75	16	20a	Less than 10% of the fuel storage facilities are in inadequate condition?	0.62	1	1	1	1	1	1		
76	16	4	The air station has more than one NAVAID used by USN/USMC aircraft?	0.20	1	1	1	1	1	0		
77	38	17 d &	Air station's parallel or dual offset runways permit dual IFR flight operations	0.15	0	0	0	0	1	0		
78	38	17a	The air station has full-length taxiways?	1.37	1	1	1	1	1	1		
79	16	1a	The air station has one runway at least 8000 feet long.	1.00	1	0	1	1	1	1		
80	38	17g	The air station has a crosswind runway?	1.02	0	1	1	0	0	0		
81	16	25b	The BEQ has space for 40% of enlisted population	0.44	0	0	0	0	1	0		
82	16	21d	Use of off base storage at this air station is not required?	0.09	1	0	1	1	1	1		
83	16	1a	There is at least 1 runway you control which has CLZ lighting (FCLP)?	0.78	0	0	0	1	0	0		
84	16	2b	The air station has 50,000 but less than 90,000 flight evolutions per year?	0.44	1	0	0	0	0	0		
85	16	2b	The air station has more than 90,000 flight evolutions per year?	0.87	0	0	1	0	0	1		
86			**Military/General and Support Missions**	6.77	4.54	4.37	2.57	3.45	3.14	5.87		3.96
87	38	10a	Does air station or tenants have any non-DOD support missions?	0.09	1	1	1	0	1	1		
88	38	3a	Are military surveillance operations conducted from the air station?	0.14	1	1	1	0	1	0		
89	38	3a	Air station directly supports area control/surveillance mission (e.g., FACSFAC)?	0.14	0	0	0	0	0	0		
90	16	8	Air station is home station to other DOD components?	0.53	1	0	1	1	1	1		
91	38	28	Air station or tenants have significant agreements to support other DoD, gov't or civilian activities?	0.09	1	1	1	1	0	1		
92	38	9a	Does the air station provide aircraft SAR support to the civilian community?	0.09	0	0	1	0	0	1		
93	38	53	Do active duty personnel have reasonable access to medical/dental care?	0.38	1	0	0	0	1	0		

Reserve Air Station Military Value Matrix Responses (Scoring) -- POST AUDIT/PRE BSEC 2/21/95

Calcs	B	C	D	J	K	L	M	N	O	P	Q	R
1					RESRVE	RESRVE	RESRVE	RESRVE	RESRVE	RESRVE		
2					21	22	23	24	25	26		
3	DC #	Q #	Matrix Question	Weight	WILGRO	S WEYM	NEWORL	ATLAN	WASH	T F WITH		[illegible]
34	33	5g	Activity operations or development have not been restricted due to air quality considerations.	0.83	1	1	1	1	1	1		
35	33	4k,m	Base ops or development are not constrained by laws applying to environmental facilities/NPDES	0.30	1	1	1	1	1	1		
36	33	7j	Activity operations or development plans have not been restricted due to Installation Restoration consi	0.20	1	1	1	1	1	0		
37	33	3b	National Register cultural resources have not restricted operations/development.	0.26	1	1	1	1	1	0		
38	33	1b,e,2	Endangered/threatened species and/or biological habitats have not restricted operations/development	0.30	1	1	1	1	1	1		
39	33	2c	Jurisdictional wetlands have not restricted operations/development.	0.30	0	1	0	1	1	1		
40	38	36e	Any on-going environmental or airspace litigation is not directed towards base operations.	0.50	1	1	1	1	1	1		
41	16	29e	Unrestricted developable land exceeds 100 acres	0.86	0	1	1	0	0	0		
42	16	12(h)	Does the airspace overlying and adjacent to the air station have the capacity to support additional wor	1.02	1	1	0	1	1	1		
43	16	2h	It is projected that flight operations will remain unaffected by major civilian air traffic structure in the re	1.02	0	0	0	1	0	1		
44	16	1e	No unusual flight pattern or approach restrictions exist at this air station?	0.87	0	0	1	0	1	1		
45	38	6	Are new military missions planned for the air station?	0.27	0	0	0	0	0	0		
46	38	33e	Sortie cancellation rate for weather is never 5% or greater per month.	0.73	0	1	0	1	0	0		
47	38	33e	Instrument Meteorological Conditions (IMC) rate is never 20% or greater per month.	0.73	1	0	0	0	1	0		
48			**Airfield Maintenance and Unique Facilities**	8.05	3.88	3.00	3.66	3.88	4.00	5.52		4.0[illegible]
49	16	30a	Air station has weapons storage/handling facilities/magazines?	1.17	1	1	1	1	1	1		
50	16	30c	No ESQD waivers exist at this air station?	0.83	1	1	1	1	0	0		
51	16	30e	Air station performs intermediate or organizational level maintenance on ordnance?	0.47	0	0	0	0	1	1		
52	16	19a	The ARMO/MALS supports all T/MS aircraft stationed at your air station?	1.40	1	1	1	1	1	1		
53	16	18	This air station has an Aircraft Accoustical Enclosure (CCN 211-01)?	0.70	0	0	0	0	0	1		
54	16	18	This air station has a Corrosion Control Hangar (CCN 211-03)?	0.83	0	0	0	0	0	1		
55	16	18	This air station has an Engine Test Cell (CCN 211-81)?	0.71	0	0	0	0	1	1		
56	38	33c	Weather does not have a significant impact on maintenance schedules?	0.25	1	1	1	1	1	1		
57	16	15c	Can the air station berth CVs/CVNs in a cold iron status?	0.90	0	0	0	0	0	0		
58	16	15a/	Can the air station berth air capable combatant ships, including transients, in a cold iron status?	0.20	0	0	0	0	0	0		
59			**Air Station Facilities and Infrastructure**	18.64	11.38	8.73	10.85	10.05	11.57	10.07		10.0[illegible]
60	16	1a	Does the air station manage (schedule and control) an outlying landing field?	0.98	0	0	0	0	0	0		
61	16	24	Is average MRP more than 1.7 % of CPV over the past 7 years (88-94)	1.37	1	0	0	1	1	0		
62	38	19	Capital Improvements from 88-94 exceeded $11.5M.	0.29	0	0	1	1	0	0		
63	38	19	Capital Improvements from 88-94 exceeded $10M	0.53	1	0	0	0	0	0		

Reserve Air Station Military Value Matrix Responses (Scoring) -- POST AUDIT/PRE BSEC 2/21/95

Calc #	B	C	D	J	K	L	M	N	O	P	Q	R
1												
2					RESRVE	RESRVE	RESRVE	RESRVE	RESRVE	RESRVE		
3	DC #	Q #	Matrix Question		21	22	23	24	25	26		
4				Weight	WILGRO	SWEYM	NEWORL	ATLAN	WASH	FT WRTH		[illegible]
5			Flight Training Areas/Airspace	30.06	26.98	26.19	28.55	16.10	25.05	20.12		21.[illegible]
6	16	12b	Are there warning areas within 100 mi. of the air station?	1.62	1	1	1	0	1	0		
7	16	12b	Is this airspace managed (i.e., scheduled or controlled) by DoD?	0.97	1	1	1	0	1	0		
8	38	12 d	Is the flying time to this airspace less than 30 minutes?	1.87	1	1	1	0	1	0		
9	38	12 i	Is this airspace under communications control?	0.97	1	1	1	0	1	0		
10	38	12h	Is this airspace under radar control?	0.83	1	1	1	0	1	0		
11	38	12 r	Training within the warning areas is not affected by environmental issues.	0.56	1	1	1	0	1	0		
12	16	12b	Are there Military Operating Areas within 100 mi. of the air station?	2.34	1	1	1	1	1	1		
13	16	12b	Is this airspace managed (i.e., scheduled or controlled) by DoD?	1.37	1	1	1	0	1	1		
14	38	12 d	Is the flying time to this airspace less than 30 minutes?	1.87	1	1	1	1	1	1		
15	38	12 h	Is this airspace under radar control?	0.83	1	1	1	1	1	1		
16	38	12i	Is this airspace under communications control?	0.97	1	1	1	1	1	1		
17	38	12 r	Training within the military operating areas is not affected by environmental issues.	0.56	1	0	1	1	1	1		
18	16	12b	Is there restricted airspace for hazardous flight training within 100 mi?	2.34	1	1	1	1	1	1		
19	16	12b	Is this airspace managed (i.e., scheduled or controlled) by DoD?	1.37	1	1	1	1	1	1		
20	38	13e	Is the flying time to this airspace less than 30 minutes?	1.87	1	1	1	0	1	1		
21	38	13g&h	Is this airspace under radar or communications control?	0.97	1	1	1	1	1	1		
22	38	13q	Training within the restricted airspace is not affected by environmental issues.	0.56	1	1	1	1	1	1		
23	38	13d	The air station or a local DON activity controls an air-ground range.	2.10	0	1	0	0	0	0		
24	16	12b.i	There is access to a bombing range for live ordnance within 200 miles?	2.34	1	0	1	1	0	1		
25	38	12a	There is an area for supersonic training within 100 n.m.?	1.40	1	1	1	0	1	0		
26	38	35a	Does the air station normally operate without ATC delays?	1.17	1	1	1	1	0	1		
27	16	2a	This air station can accommodate 30 flight operations per hour IMC?	0.78	0	0	1	0	1	1		
28	16	2a	This air station can accommodate 60 flight operations per hour VMC?	0.78	0	0	1	1	1	1		
29			Expansion, Encroachment and Environment	12.97	8.13	8.31	7.88	8.47	8.32	7.13		[illegible]
30	38	37	Does current operational infrastructure, geographic location, climatological conditions support future e	0.65	1	1	1	1	1	1		
31	38	14	Are there no encroachments at the base that restrict current operations?	0.30	1	1	1	1	1	1		
32	38	36a	Is the existing AICUZ study encoded in local zoning ordinances?	1.02	0	1	0	1	1	0		
33	38	36c	Is the air station's present or future mission unaffected by current estimates of population growth and e	1.02	1	1	1	1	1	1		
	33	5b	Activity is an "attainment" or "maintenance" air quality control area for CO, Ozone, PM10?	1.77	0	0	1	0	0	0		

NAS/MCAS Military Value Ranking – FINAL 11/9/94 (post BSEC)

CALCS	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC	AD	AE	AF	AG	AH	AI	AJ	AK	AL
154	Military Value Area	Weight	NORF	JAX	OCEAN	MAYPT	KEY	ROSY	BRUNS	CHPT	KBAY	YUMA	BEAUR	NWRVL	PEND	MIRAM	NISL	WHIDIS	LEMOR	FALN	LCNTR	ADAK		Mean
155	Flight Training Areas/Airspace	31.2	29.9	28.2	31.2	30.6	10.1	22.2	21.0	31.2	28.7	23.5	28.8	28.7	27.6	30.1	28.7	31.2	29.7	23.5	21.0	2.4		25.4
156	Flight Training Areas/Airspace rank		6	12	1	4	19	16	18	1	9	14	8	9	13	5	9	1	7	14	17	20		
157	Flight Training Areas/Airspace difference from mean		4.6	2.9	5.8	5.2	-15.3	-3.1	-4.4	5.8	3.3	-1.9	3.5	3.3	1.8	4.7	3.3	5.8	4.3	-1.8	-4.4	-23.0		
158	Air Station Facilities and Infrastructure	21.8	10.6	12.8	16.9	10.0	11.2	11.1	11.6	15.3	7.9	13.3	12.1	9.8	7.8	14.2	14.8	14.1	14.4	12.5	11.7	6.5		12.0
159	Air Station Facilities and Infrastructure rank		15	8	1	18	13	14	12	2	18	7	10	17	19	5	3	6	4	9	11	20		
160	Air Station Facilities and Infrastructure difference from mean		-1.4	0.9	4.9	-2.0	-0.7	-0.8	-0.4	3.4	-4.1	1.4	0.1	-2.2	-4.2	2.3	2.9	2.2	2.5	0.5	-0.2	-5.2		
161	Expansion, Encroachment and Environment	12.43	5.99	8.45	9.65	7.38	9.42	[illegible]		17	8.61	7.97	11.13	7.74	5.14	6.40	3.23	11.49	8.54	11.23	8.81	9.77		8.4
162	Expansion, Encroachment and Environment rank		18	13	6	16					8	14	1	15	19	17	20	1	12	2	8	4		
163	Expansion, Encroachment and Environment difference from mean		-2.4	0.0							1.2	-0.5	2.7	-0.7	-3.3	-2.0	-5.2	3.1	0.1	2.8	0.4	1.3		
164	Airfield Maintenance and Unique Facilities	10.10	7.53	5.63	5						2.7	5.76	6.63	5.30	6.63	6.48	7.46	6.80	5.73	6.19	2.17	3.10		6.0
165	Airfield Maintenance and Unique Facilities rank		1	15	1						4	12	7	17	7	10	3	9	13	11	20	19		
166	Airfield Maintenance and Unique Facilities difference from mean		1.5	-0.4	-0.2						1.3	-0.2	0.7	-0.7	0.7	0.5	1.5	0.8	-0.2	0.2	-3.8	-2.9		
167	Quality of Life	10.72	6.51	6.60	7.01				[illegible]	6.91	5.74	5.88	5.42	6.62	5.46	4.62	5.00	6.32	5.28	5.74	7.15	6.56		8.0
168	Quality of Life rank		9	6	3			20	18	4	13	11	15	8	9	19	17	10	16	14	2	7		
169	Quality of Life difference from mean		0.5	0.6	1.0	2.0	-0.2	-2.4	-1.1	0.9	-0.3	-0.1	-0.6	0.6	0.5	-1.4	-1.0	0.3	-0.7	-0.3	1.1	0.6		
170	Training	6.24	6.24	5.86	6.24	6.24	1.03	1.62	5.30	5.30	2.56	3.78	3.78	3.78	6.24	6.24	6.24	6.24	6.24	1.62	0.58	0.56		4.3
171	Training rank		1	9	1	1	18	16	10	10	16	12	12	12	1	1	1	1	1	16	19	18		
172	Training difference from mean		2.0	1.4	2.0	2.0	-3.2	-2.7	1.0	1.0	-1.7	-0.5	-0.5	-0.5	2.0	2.0	2.0	2.0	2.0	-2.7	-3.7	-3.7		
173	Military/General and Support Missions	4.21	1.23	3.33	3.43	1.27	2.78	2.87	2.11	3.68	3.80	2.31	1.78	2.84	2.84	3.07	3.00	1.47	1.27	0.61	1.04	1.18		2.3
174	Military/General and Support Missions rank		17	4	3	15	10	7	12	2	1	11	13	8	8	5	6	14	15	20	19	18		
175	Military/General and Support Missions difference from mean		-1.1	1.0	1.1	-1.0	0.5	0.6	-0.2	1.4	1.5	0.0	-0.5	0.5	0.5	0.8	0.7	-0.8	-1.0	-1.7	-1.3	-1.1		
176	Baseloading	3.31	1.42	1.53	2.78	0.82	0.40	0.13	0.00	0.58	0.71	2.38	1.42	0.98	2.11	2.38	2.00	1.11	1.69	0.13	0.13	0.00		1.2
177	Baseloading rank		9	7	1	13	18	18	19	11	14	2	6	11	4	2	5	10	8	16	16	19		
178	Baseloading difference from mean		0.3	0.4	1.6	-0.3	-0.8	-1.0	-1.2	-0.2	-0.4	1.2	0.3	-0.2	1.0	1.2	0.9	-0.0	0.5	-1.0	-1.0	-1.2		
179	Total Military Value	100	69.41	72.26	82.90	70.77	47.99	54.56	61.06	78.15	66.24	64.89	71.07	65.70	64.21	73.45	70.61	78.75	72.82	61.49	52.61	30.39		65.5
180	Overall Rank		10	6	1	8	19	17	16	3	11	13	7	12	14	4	9	2	5	15	18	20		
181	Military Value Differential		3.9	6.8	17.4	5.3	-17.5	-10.9	-4.4	12.7	0.8	-0.6	5.6	0.2	-1.3	8.0	5.1	13.3	7.4	-4.0	-12.9	-35.1		
182			NORF	JAX	OCEAN	MAYPT	KEY	ROSY	BRUNS	CHPT	KBAY	YUMA	BEAUR	NWRVL	PEND	MIRAM	NISL	WHIDIS	LEMOR	FALN	LCNTR	ADAK		

NAS/MCAS Military Value Responses (1's & 0's) – FINAL 11/9/94 (post BSEC)

CALCS	D	F	G	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC	AD	AE	AF	AG	AH	AI	AJ	AK	AL
1					NAVE	NAVE	NAVE	NAVE	NAVE	NAVE	NAVE	USMC	USMC	USMC	USMC	USMC	USMC	USMC	NAVW	NAVW	NAVW	NAVW	NAVW	NAVW	ST	
2					1	2	3	4	5	6	7	8	10	11	12	13	14	15	16	17	18	19	20	21		
3	DC #	D #	Matrix Question	Weight	NORF	JAX	OCEAN	MAYP	KEY	ROSY	BRUNS	CHRT	KBAY	YUMA	BEAUF	NWRW	PEND	MIRAM	NUSL	WHIDS	LEMOO	FALN	LCNTR	ADAK		Mean
124	38		Does the air station have between 70% and 90% of listed MWR facilities, including library	0.33	1	1	1	1	1	0	0	1	0	1	1	1	0	0	1	1	1	1	1	0		
125	38		Is the average wait for 0-12 month child care facilities < 180 days?	0.50	0	1	1	1	1	0	1	1	0	0	1	1	0	0	0	0	0	0	1	0		
126	38	56a	Is the average wait for child care 6 months or less	0.58	0	1	0	1	1	0	1	1	0	0	1	0	0	0	0	0	0	1	1	1		
127	38	56b	Is the average wait for child care between 6 & 12 months	0.33	1	0	1	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	0	0		
128	38		Are > 90% of the air station's child care facilities adequate?	0.33	1	1	1	1	0	0	1	1	0	1	1	1	1	1	1	1	0	1	1	1		
129	38	44d	Are there certified home care providers?	0.16	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	1	1	1	1	0		
130	38	45	Does the air station have >90% of the listed family support facilities?	0.50	1	1	1	1	1	1	1	1	0	1	0	1	1	1	1	1	1	1	0	0		
131	38	45	Does the air station have between 70% and 90% of listed family support facilities, include	0.25	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0		
132	38	48b	Is off base housing rental and purchase affordable?	0.39	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
133	38	41a,5	Is there sufficient off base housing?	0.50	1	1	1	1	0	0	1	1	0	1	1	1	0	1	1	1	1	0	1	0		
134	38	55	Are there opportunities for consecutive follow on tours in the commuting area?	0.39	1	1	1	1	0	0	0	1	1	1	1	1	1	1	1	1	0	0	0	0		
135	38	56	Do >50% of base military and civilian personnel live within a 30 minute commute?	0.58	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
136	38	57b-c	Are local area educational institution programs adequate for military family members?	0.16	1	1	1	1	1	0	1	1	1	0	1	1	1	1	1	1	1	1	1	0		
137	38	57b-c	Are there educational opportunities at all college levels within a 30 mile radius?	0.04	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	1	1		
138	38	58	Are college education courses available on the base?	0.04	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	1		
139	38		Does the air station have an active FSC spouse employment program?	0.04	1	1	1	1	1	1	1	1	0	1	1	0	1	1	1	1	1	1	0	0		
140	38	60	Do military family members have reasonable access to medical/dental care?	0.67	1	1	1	1	0	0	1	1	1	1	0	1	1	1	1	1	0	0	1	1		
141	38	61	Is the violent crime rate less than 758 per 100,000	0.04	1	0	1	0	0	0	1	1	1	1	0	1	0	0	0	1	1	1	1	1		
142	38	61	Is the drug crime rate less than 402 per 100,000	0.04	1	0	1	0	0	1	1	1	1	1	1	1	0	0	0	1	0	1	0	1		
143	38	61	Is the property crime rate less than 4902 per 100,000	0.04	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	1	1	1	1	1		

NAS/MCAS Military Value Responses (1's & 0's) – FINAL 11/9/94 (post BSEC)

CALCS	D	F	G	P	Q	R	S	T	U	V	W	K	Y	Z	AA	AB	AC	AD	AE	AF	AG	AH	AI	AJ	AK	AL
1					NAVE	NAVE	NAVE	NAVE	NAVE	NAVE	NAVE	USMC	USMC	USMC	USMC	USMC	USMC	USMC	NAVW	NAVW	NAVW	NAVW	NAVW	NAVW	WEST	
2					1	2	3	4	5	6	7	8	10	11	12	13	14	15	16	17	18	19	20	21		
3	DC. r	O.	Matrix Question	Weight	NORF	JAX	OCEAN	MAYP	KEY	ROSY	BRUNS	CHPT	KBAY	YUMA	BEAUF	NWWTV	PEND	MRAM	NUSL	WHIDB	LEMOO	SAUN	LCNTR	ADAK		Mean
94	38	7B	Air station or tenants have significant agreements to support other DoD, gov't or civilian a	0.11	1	1	1	1	1	1	1	1	1	1	0	0	0	1	1	1	0	0	0	1		
95	38	9e	Does the air station provide aircraft SAR support to the civilian community?	0.11	1	1	1	0	1	1	1	1	1	1	1	1	1	0	1	1	1	1	1	0		
96	38	5.1	Do active duty personnel have reasonable access to medical/dental care?	0.67	0	1	1	0	0	1	0	1	1	0	1	1	1	1	0	0	0	0	0	1		
97	1	1	Is the air station's location of strategic military value?	0.21	0	0	0	0	1	1	1	0	1	0	0	0	0	0	0	1	0	0	0	1		
98	38	31a	Another military airport with 8000 feet of usable runway is within 100 miles?	0.67	1	1	1	1	1	0	0	1	1	1	1	1	1	1	1	1	1	0	1	0		
99			Does the air station or tenants have National Command Authority missions or NATO dess	0.11	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0		
100	38	12.7a	Are ground combat and/or special operation forces located in the area?	0.83	0	1	1	0	1	1	1	1	1	1	0	1	1	1	1	0	0	0	0	0		
101	38	7a	Do ground combat and/or special operation forces train at the air station?	0.27	1	1	1	1	1	1	1	1	1	1	0	1	1	1	1	0	1	1	1	0		
102			Baseloading	3.31	1.42	1.50	2.78	0.82	0.40	0.13	0.00	0.98	0.71	2.38	1.42	0.98	2.11	2.38	2.09	1.11	1.69	0.13	0.13	0.00		1.18
103	16	2b	The air station has 50,000 but less than 150,000 flight evolutions per year?	0.13	1	1	0	1	0	1	0	0	1	0	1	0	1	0	0	0	0	1	1	0		
104	16	2b	The air station has 150,000 but less than 250,000 flight evolutions per year?	0.40	0	0	0	0	1	0	0	1	0	1	0	1	0	1	0	1	1	0	0	0		
105	16	2b	The air station has more than 250,000 flight evolutions per year?	0.80	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0		
106	16	6a	Are reserve squadrons scheduled to be homeboased at the air station in 2001	0.71	1	1	1	0	0	0	0	0	0	1	1	0	1	1	1	1	1	0	0	0		
107	16	6b	Is aggregate Navy/USMC SELRES manning above 90% for FY93?	0.69	0	1	1	1	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0		
108	16	9a &	Significant deployable aviation support or surface units are supported here?	0.56	1	0	1	0	0	0	0	1	1	1	1	1	1	1	1	0	1	0	0	0		
109			Training	6.24	6.24	5.66	6.24	6.24	1.03	1.62	5.30	5.20	2.56	3.78	3.78	3.78	6.24	6.24	6.24	6.24	6.24	1.62	0.58	0.58		4.28
110	38	20a b	Major flight simulators for assigned TAMS aircraft are located at the air station?	2.17	1	1	1	1	0	0	1	1	0	1	1	1	1	1	1	1	1	0	0	0		
111	16	10a	There is an aviation flight physiology training facility in the local area?	1.52	1	1	1	1	0	0	1	1	0	0	0	0	1	1	1	1	1	0	0	0		
112	38	20b	Air station's location permits training with other operational units (e.g., Battle Groups or J	1.00	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0		
113	16	14a	Less than 10% of the training facilities are in inadequate condition.	0.58	1	0	1	1	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
114	16	13	Is there a shipboard aircraft fire fighting trainer in the local area?	0.94	1	1	1	1	0	0	0	0	1	0	0	0	1	1	1	1	1	0	0	0		
115			Quality of Life	10.72	6.51	6.00	7.01	7.96	5.78	3.62	4.80	6.91	5.74	5.88	5.42	6.82	6.46	4.62	5.00	6.32	6.28	5.74	7.15	6.58		6.00
116	38	47a4	Is officer FH waiting list <6 months	0.50	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	1	0	1	1		
117	38	47a4	Is enlisted FH waiting list < 6 months	0.58	0	0	0	0	1	1	0	1	1	0	0	0	1	0	0	0	1	0	1	1		
118	38	47a5	Do 90% or more of the housing units have all the required amenities?	0.50	0	1	0	1	0	1	0	0	1	1	1	0	1	0	0	0	0	1	1	1		
119	38	47b1	Is the BEQ occupancy rate < 90%?	0.67	1	0	0	1	1	0	0	0	1	1	0	1	1	1	1	0	0	1	1	1		
120	16	25a	Are 90% of the BEQ rooms adequate?	0.67	0	1	1	1	0	0	0	1	0	0	1	0	0	0	0	1	1	1	0	1		
121	38	47c	Is the BOQ occupancy rate < 90%?	0.50	1	0	1	1	1	1	1	0	1	1	1	1	1	0	0	1	1	1	1	1		
122	16	25b	Are 90% of the BOQ rooms adequate?	0.58	1	0	1	1	1	0	0	0	0	0	0	1	0	0	1	1	1	1	0	1		
123	38	4A	Does the air station have >90% of the listed MWR facilities?	0.58	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0		

BSAT BASE STRUCTURE ANALYSIS TEAM

4401 Ford Avenue • Post Office Box 16268 • Alexandria, Virginia 22302-0268 • (703) 681-0490

RP-0461-F9
BSAT\ON
22 Nov 1994

MEMORANDUM FOR THE BASE STRUCTURE EVALUATION COMMITTEE

Subj: REPORT OF BSEC DELIBERATIONS ON 22 NOVEMBER 1994

1. The fifty-second deliberative session of the Base Structure Evaluation Committee (BSEC) convened at 1400 on 22 November 1994 in the Center for Naval Analyses Boardroom. The following members of the BSEC were present: The Honorable Robert B. Pirie, Chairman; Mr. Charles P. Nemfakos, Vice Chairman; Ms. Genie McBurnett; Vice Admiral Richard Allen, USN; Vice Admiral William A. Earner, Jr., USN; Lieutenant General Harold W. Blot, USMC; Lieutenant General James A. Brabham, USMC; and Ms. Elsie Munsell. The following Owners/Operators (i.e. those senior individuals to whom the vast majority of the DoN shore infrastructure reports) were present: Admiral Bruce Demars, USN (Naval Reactors); Admiral Ronald Zlatoper, USN (CINCPACFLT); Admiral William J. Flanagan, USN (CINCLANTFLT); Vice Admiral William Bowes, USN (NAVAIR); Vice Admiral Donald F. Hagen, MC, USN (Surgeon General); Lieutenant General Robert B. Johnston, USMC (MARFORLANT); Vice Admiral Timothy W. Wright, USN (CNET); Lieutenant General George R. Christmas, USMC (DC/S M&RA); Vice Admiral Philip M. Quast, USN (MSC); Vice Admiral George R. Sterner, USN (NAVSEA); Vice Admiral Frank L. Bowman, USN (BUPERS); Rear Admiral Robert M. Moore, USN (NAVSUP); Rear Admiral Walter H. Cantrell, USN (SPAWAR); Major General James E. Livingston, USMC (MARRESFOR); Rear Admiral Jack E. Buffington, CEC, USN (NAVFAC); Rear Admiral Thomas F. Hall, USN (NAVRESFOR); Rear Admiral Thomas F. Stevens, USN (Security Group Command); and Rear Admiral Marc Y. E. Pelaez, USN (ONR). The following members of the Base Structure Analysis Team were present: Mr. Richard A. Leach; Ms. Anne Rathmell Davis; Captain Richard R. Ozmun, JAGC, USN; Lieutenant Colonel Orval Nangle, USMC; and Commander Robert Souders, USN.

2. Mr. Pirie reminded the Owners/Operators that the Secretary of the Navy's guidance for the DoN base realignment and closure (BRAC) process was to reduce excess capacity to the extent feasible. Data used to determine excess capacity and military value has been certified by the chain of command. This is an opportunity to provide comments.

3. Mr. Nemfakos briefed the BSEC's progress to date. It has examined 835 activities in 27 subcategories. Eight subcategories had no excess capacity. Excess capacity in the other subcategories ranged from 19% to 115%. This amounts to enough excess capacity to berth 4 extra carrier battle groups, hangar 5 extra air wings, and

As of: 19:42 14 March 1995

ECONOMIC IMPACT DATABASE

Installation: NAS KEY WEST

tate: Florida | Service: NAVY

Report Note: | Comment: REALIGN TO NAF KEY WEST

Previous BRAC Actions: Year: N/A

Action: UNAFFECTED | Mil: 0 | Civ: 0 | Contr: 0 | Train: 0

BRAC95 Inputs:

urrent Base Pers.: ff: 99 | Enl: 723 | Civ: 522 | Contr: 151 | Train: 280

Action: REALIGNING

	1994	1995	1996	1997	1998	1999	2000	2001
Military Pers. Relocated (OUT)	0	0	0	0	0	0	0	0
Military Pers. Disestablished (OUT)	0	0	0	-19	0	0	0	0
Civilian Pers. Relocated (OUT)	0	0	0	0	0	0	0	0
Civilian Pers. Disestablished (OUT)	0	0	0	-1	0	0	0	0
Contractor Personnel (OUT)	0	0	0	0	0	0	0	0
Military Training Status (OUT)	0	0	0	0	0	0	0	0
Military Personnel (IN)	0	0	0	0	0	0	0	0
Civilian Personnel (IN)	0	0	0	0	0	0	0	0
Contractor Personnel (IN)	0	0	0	0	0	0	0	0
Military Training Status (IN)	0	0	0	0	0	0	0	0

Current Bas Person.

Economic	Data Call
mil	mil 2072
civ	Civ 661

Economic Dis

19 Enlisted
1 Civ.
20

Cobra

19 Enlisted
1 officer
20

DOYLE

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950331-3

FROM: HARVEY, EMERITUS	TO: DIXON
TITLE: MAYOR	TITLE: CHAIRMAN
ORGANIZATION: KEY WEST, FL	ORGANIZATION: DBCRC
INSTALLATION (s) DISCUSSED: NAS KEY WEST	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
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

	Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
	Prepare Reply for Staff Director's Signature		Prepare Direct Response
	ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:

INFORMING THAT THE CITY OF KEY WEST DECLINES THE OPPORTUNITY TO MAKE A FORMAL PRESENTATION AT THE REGIONAL HEARING AND FORWARDING STATEMENT FOR THE RECORD.

Due Date: 950404	Routing Date: 950331	Date Originated: 950330	Mail Date:

As of: 19:39 14 March 1995

ECONOMIC IMPACT DATABASE

Installation: NAF ADAK

tate: Alaska Service: NAVY

Report Note: Comment:

Previous BRAC Actions: Year: N/A

Action: UNAFFECTED Mil: 0 Civ: 0 Contr: 0 Train: 0

BRAC95 Inputs:

urrent Base Pers.: ff: 32 Enl: 508 Civ: 61 Contr: 77 Train: 0

Action: CLOSING

	1994	1995	1996	1997	1998	1999	2000	2001
Military Pers. Relocated (OUT)	0	0	0	0	0	0	0	0
Military Pers. Disestablished (OUT)	0	0	0	-540	0	0	0	0
Civilian Pers. Relocated (OUT)	0	0	0	0	0	0	0	0
Civilian Pers. Disestablished (OUT)	0	0	0	-61	0	0	0	0
Contractor Personnel (OUT)	0	0	0	-77	0	0	0	0
Military Training Status (OUT)	0	0	0	0	0	0	0	0
Military Personnel (IN)	0	0	0	0	0	0	0	0
Civilian Personnel (IN)	0	0	0	0	0	0	0	0
Contractor Personnel (IN)	0	0	0	0	0	0	0	0
Military Training Status (IN)	0	0	0	0	0	0	0	0

Data Call

Auth. 1044 mil.
75 Civ

Actual 1380 mil
136 civ.

Economic

32 off
508 Enl
61 Civ. Rel.
77 Civ Disest.
678

Cobra

32 Off
508 Enl
61 Civ
601

Difference of 77 Civ. Disestab

COPY TO: RODDY
BRUBAKER
JACKSON
LINDENBAUM

TO: TEAM LEADS. - COAST GUARD IMPACTS
Ben 5/31/95

Plans, Policy and Evaluation Division
U. S. Coast Guard Headquarters
2100 2nd Street, SW
Washington, DC 20593-0001

Office Number: (202) 267-2355
Fax Number: (202) 267-4401

Date: 31 May 95

To: Mr. Ben Borden

Office/Routing Symbol:

Work Phone:

Fax Phone: 703-696-~~6554~~ 0550

From: Ms. Kathy Scott
202-267-2360

Comments: Attached is an advance draft copy of letter for Commandant's signature. Enclosure provides matrix of direct impacts on CG due to BRAC '95.

Number of pages to follow this cover sheet: 6

This fax machine is "UNATTENDED"
and receives automatically 24 hours a day.
Please let me know that you are sending a document.

FAX

Date 30May95

Number of pages including cover sheet 4

TO: MR. CHARLES NEMFAKOS

Executive Director, BSAT

Phone 703-681-0450

Fax Phone 703-756-2174

FROM: Alex Yellin

Review and Analysis-Navy Team

Defense Base Closure and Realignment Commission

1700 N. Moore St., Suite 1425

Arlington, VA 22209

Phone 703-696-0504

Fax Phone 703-696-0550

CC:

REMARKS: ☐ Urgent ☐ For your review ☐ Reply ASAP ☐ Please Comment

SUBJ: NAF ADAK

Mr. Nemfakos,

Please comment on the attached letter from DOT concerning the NAF Adak recommendation.

We have scheduled a meeting with DOT Assistant Secretary for Governmental Affairs, Steven Palmer, on June 15. A response prior to this meeting would be helpful.

Point of contact at DOT is Carol Zok, 202-366-9714; at Coast Guard is Cathy Scott, 202-267-2360.

Alex Yellin

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

May 12, 1995

C50517-6

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

Dear Mr. Chairman:

The Coast Guard has a significant interest in the 1995 Base Closure and Realignment process. We are reviewing the list of closures and realignments provided by the Secretary of Defense and are assessing the impacts to our operations. We intend to provide comments directly to your staff, as well as through public hearings.

Initial review of the list provided by the Secretary of Defens indicates the potential closure of Naval Air Facility Adak. causes great concern as Adak is important for Coast Guard cut and aircraft operations in this primary operating area. The of Adak will cause the Coast Guard to obtain support at a distance from this operating area, increasing costs and from critical missions. I have enclosed a synopsis of Guard's use of Adak and other Department of Defense fa the Northern Pacific.

In this time of reinventing government, it is ess continue to meet our customers' needs. To that you consider the Coast Guard in your recommen President. Should you have questions, pleas Steven Palmer, Assistant Secretary for Gov (202) 366-4573.

Sincerely,

Federico Peña

Enclosure

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DEPARTME
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COAST GUARD
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- Search and Rescue:
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U.S. Department of Transportation
United States Coast Guard

Commandant
U. S. Coast Guard

2100 Second St., S.W.
Washington, DC 20593-0001
Staff Symbol: G-CPP
Phone: (202) 267-2355

DRAFT

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

Dear Mr. Chairman:

The Coast Guard has reviewed the list of recommended base closures and realignments provided by the Secretary of Defense and the 35 recently added by the Commission. I have enclosed a matrix portraying those facilities which will have direct impacts on Coast Guard operations should they close or realign.

The eight Department of Defense facilities identified in the matrix will directly impact our operations in terms of forcing the relocation of a Coast Guard tenant command or terminating established relationships in direct support of Coast Guard field operations. We have identified numerous other facilities that will indirectly affect the Coast Guard in terms of loss of traditional military support provided among services. Examples of these indirect affects include the potential closure of Navy Public Works Center Guam which supplies shoreside services to Coast Guard vessels and waterfront maintenance; the potential closure of Navy Fleet and Industrial Supply Center which frequently provides supplies, equipment and repair parts for Coast Guard vessels; and the potential closure of Naval Shipyard Long Beach which provides direct, high quality ship repair services and family support services to the Coast Guard.

As the federal government continues to streamline operations to meet the needs of its customers, the Coast Guard's motto remains Semper Paratus, always ready. I ask that you consider the Coast Guard in your recommendations to the President. Should you have questions, my point of contact is Captain Blain Brinson, who may be reached at (202) 267-2355.

Sincerely,

Enclosure

Pub Affairs Off

- John James - overheads / slides 35mm / prints /
- - questions they need to address

NAVRES - looking at how to move

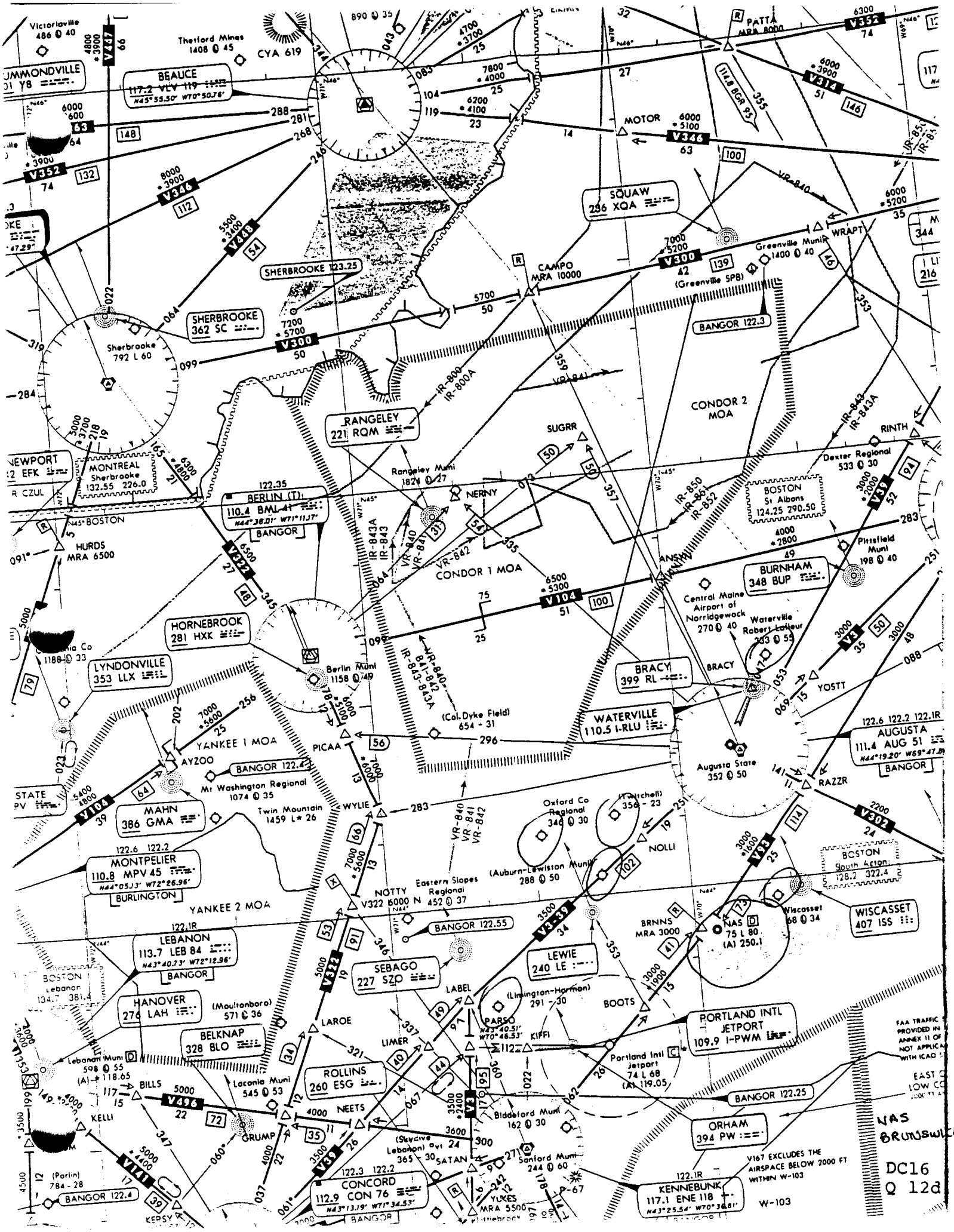
Jerry

Steve Vincent - Dual Inc

N.46 Cpt Hargus

drafting up what if -

- FAX



BEAUCE
117.2 VLV 119
N45°55.50' W70°50.76'
SQUAW
236 XQA
SHERBROOKE 123.25
SHERBROOKE
362 SC
RANGELEY
221 RQM
CONDOR 2 MOA
CONDOR 1 MOA
BERLIN (T)
110.4 BML 41
N44°38.01' W71°11.17'
BANGOR
HORNEBROOK
281 HXK
LYNDONVILLE
353 LLX
BURNHAM
348 BUP
BRACY
399 RL
WATERVILLE
110.5 I-RLU
AUGUSTA
111.4 AUG 51
N44°19.20' W69°47.8
YANKEE 1 MOA
MAHN
386 GMA
MONTPELIER
110.8 MPV 45
N44°05.13' W72°26.96'
BURLINGTON
YANKEE 2 MOA
LEBANON
113.7 LEB 84
N43°40.73' W72°12.96'
HANOVER
276 LAH
BELKNAP
328 BLO
SEBAGO
227 SZO
LEWIE
240 LE
PORTLAND INTL
JETPORT
109.9 I-PWM
ROLLINS
260 ESG
CONCORD
112.9 CON 76
N43°13.19' W71°34.53'
KENNEBUNK
117.1 ENE 118
N43°25.54' W70°38.81'
WISCASSET
407 ISS
BOSTON
St Albans
124.25 290.50
BOSTON
South Acton
128.2 322.4
BANGOR 122.4
BANGOR 122.55
BANGOR 122.25
BANGOR 122.3
BANGOR 122.4
BANGOR 122.4
Victoriaville
486 ⓓ 40
Thetford Mines
1408 ⓓ 45
CYA 619
PATTA
MRA 8000
MOTOR
CAMPO
MRA 10000
Greenville Muni
1400 ⓓ 40
(Greenville SPB)
Sherbrooke
792 L 60
MONTREAL
Sherbrooke
132.55 226.0
Rangeley Muni
1824 ⓓ 27
Dexter Regional
533 ⓓ 30
Pittsfield
Muni
198 ⓓ 40
Central Maine
Airport of
Norridgewock
270 ⓓ 40
Waterville
Robert Lafleur
333 ⓓ 55
Berlin Muni
1158 ⓓ 49
(Col. Dyke Field)
654 - 31
Augusta State
352 ⓓ 50
Mt Washington Regional
1074 ⓓ 35
Twin Mountain
1459 L* 26
Oxford Co
Regional
346 ⓓ 30
(Twitchell)
356 - 23
(Auburn-Lewiston Muni)
288 ⓓ 50
Eastern Slopes
Regional
452 ⓓ 37
Wiscasset
68 ⓓ 34
NAS
75 L 80
(A) 250.1
BRNNS
MRA 3000
(Limington-Harmon)
291 - 30
(Moultonboro)
571 ⓓ 36
Lebanon Muni
598 ⓓ 55
(A) 118.65
Laconia Muni
545 ⓓ 53
Portland Intl
Jetport
74 L 68
(A) 119.05
Biddeford Muni
162 ⓓ 30
Sanford Muni
244 ⓓ 60
(Skydive
Lebanon) Pvt
365 - 30
(Parlin)
784 - 28
NAS
BRUNSWICK
V167 EXCLUDES THE
AIRSPACE BELOW 2000 FT
WITHIN W-103
W-103
DC16
Q 12d

BSAT BASE STRUCTURE ANALYSIS TEAM

4401 Ford Avenue • Post Office Box 16268 • Alexandria, Virginia 22302-0268 • (703) 681-0490

RP-0455-F8
BSAT/OZ
23 NOV 1994

MEMORANDUM FOR THE BASE STRUCTURE EVALUATION COMMITTEE

Subj: REPORT OF BSEC DELIBERATIONS ON 23 NOVEMBER 1994

Encl: (1) Scenario Development Data Calls 050-072
(2) Briefing Materials for Review/Analysis of BRAC-95 Scenario Development Data Call Responses
(3) Briefing Materials for COBRA Analysis (NAF Adak)
(4) Briefing Materials for COBRA Analysis (NOPF Whidbey Island)
(5) Briefing Materials for COBRA Analysis (NAS Brunswick)
(6) Briefing Materials for COBRA Analysis (FISC Charleston)
(7) Briefing Materials for COBRA Analysis (FISC Guam)
(8) Briefing Materials for COBRA Analysis (Waterfront Little Creek)
(9) Briefing Materials for COBRA Analysis (Training Air Stations)

1. The fifty-third deliberative session of the Base Structure Evaluation Committee (BSEC) convened at 0940 on 23 November 1994 in the Base Structure Analysis Team (BSAT) Conference Room at the Center for Naval Analyses. The following members of the BSEC were present: The Honorable Robert B. Pirie, Jr., Chairman; Mr. Charles P. Nemfakos, Vice Chairman; Ms. Genie McBurnett; Vice Admiral Richard Allen, USN; Vice Admiral William A. Earner, Jr., USN; Lieutenant General Harold W. Blot, USMC; Lieutenant General James A. Brabham, USMC; and Ms. Elsie Munsell. The following members of the BSAT were present: Mr. Richard Leach; Mr. David Wennergren; Ms. Murrel Coast; Captain Richard Ozmun, JAGC, USN; and Lieutenant Colonel Orval Nangle, USMC. Ms. Anne Rathmell Davis arrived at 1005.

2. Mr. Wennergren briefed the draft scenario development data calls 050-072 concerning Training & Education Centers, Reserve activities, Administrative Activites, and Technical Centers. See enclosure (1)). The BSEC approved the data calls as presented and directed that the data calls be sent to the designated activities.

3. Mr. Wennergren briefed the BSEC concerning the review/analysis of BRAC-95 scenario development data call responses. See enclosure (2). The methodology/assumptions used in the COBRA return on investment calculations derive from OSD policy, standard costing practices/policies, and BSEC decision papers. The analytical

support role of the BSAT is to aggressively challenge cost estimates to ensure consistency with standing policies and procedures (COBRA algorithms/process, DON cost considerations, and OSD policy) and reasonableness of cost estimates (savings and costs). Enclosure (2) reflects the procedures and rules for the review/analysis of BRAC-95 scenario development data call responses.

4. The BSEC recessed at 1120 and reconvened at 1145. All BSEC and BSAT members present when the session recessed were once again present. In addition, Captain Michael Nordeen, USN, Captain David Rose, USN, Captain Kevin Ferguson, USN, Commander Loren Heckelman, SC, USN, Commander Robert Souders, USN, and Lieutenant Commander Beth Leinberry, CEC, USN, were also present.

Adak

5. Mr. Wennergren briefed the results of COBRA analysis for the closing of Naval Air Facility (NAF) Adak. See enclosure (3). The analysis reflected one-time costs of $12.1 million and return on investment in 1 year. The one-time costs included: $1.0 million for Personnel (including severance pay and unemployment costs for 61 civilians); overhead costs of $8.9 million; and moving costs of $2.1 million (which included unique shipping costs for 500 personal vehicles at approximately $3,000 per vehicle). The BSAT excluded environmental clean up costs of $220 million, $1.8 million of which was for the removal of 620 abandoned vehicles. This is in accordance with OSD policy which provides that environmental costs at losing bases will be excluded. However, a $650,000 cost to remove caribou off the island was included because of an existing agreement between the DON and the State of Alaska regarding the disposition of the herd in the event of the base's closure. The number of billets/positions eliminated was 601 and the number of billets/positions moved was 0. The BSAT advised that the analysis was based upon the elimination of billets/positions in FY 2001, even though the last operational activity other than NAF Adak is scheduled out in FY 1995. Noting the desire of the DON leadership to close bases as quickly as possible, the BSEC decided that if the last operational activity other than the NAF is out of Adak in FY 1995, then the analysis should reflect NAF Adak personnel being out in FY 1997 vice FY 2001.

6. Mr. Wennergren briefed the COBRA analysis for closing NOPF Whidbey Island and consolidating facilites at NOPF Dam Neck. See enclosure (4). The one-time costs were $35.3 million and the return on investment was 100+ years. The analysis resulted in the elimination of 139 billets/positions and the movement of 122 billets/positions. New requirement military construction costs at NOPF Dam Neck were $0.5 million. In its review, the BSEC agreed that a recurring cost of $2.4 million for a satellite communications link from Whidbey Island to Dam Neck was appropriately included. However, the BSEC decided that a recurring

NASB Strategic Value

- **Navy identified NASB in 1993 as having "strategic military value"**
  - ONLY NAS BRUNSWICK AND NAS KEY WEST, FLORIDA CALLED STRATEGIC BASES ON EAST COAST
- **NASB closest to North Atlantic shipping lanes**
  - RUSSIAN SUB THREAT STILL EXISTS -- JUST NOT DEPLOYED
  - NASB PROVIDES SEARCH AND RESCUE OPERATIONS FOR NORTHERN ATLANTIC
- **NATO's payment for infrastructure**
  - NATO HAS CONTRIBUTED OVER $24 MILLION FOR INFRASTRUCTURE AT NASB
  - THIS INCLUDES A SOON TO OPEN - STATE OF THE ART - 1.7 MILLION GALLON FUEL FARM
- **NASB only operational NAS north of Norfolk, VA**
  - ONLY OPERATIONAL MILITARY BASE IN NEW ENGLAND (NAS OR AIR FORCE BASE)

NASB Military Value

- **Expansion with little or no cost**
  - CAN ACCEPT TWO MORE SQUADRONS NOW--HANGAR SPACE AVAILABLE
  - COULD ACCEPT VQ-2 FROM ROTA, SPAIN SHOULD THE NAVY DECIDE TO MOVE THEM TO CONTINENTAL U.S.
  - OR COULD ACCEPT NAVY RESERVE P-3 SQUADRON OR C-130 SQUADRON
- **No encroachment problems**
  - NO ENDANGERED SPECIES PROBLEM
- **Proximity and expansion of training area**
  - ONLY 15 MINUTES FROM OVERWATER TRAINING AREAS
  - 35,000 SQUARE MILES OF OPERATING AREAS
  - CAN EXPAND USAGE BY 75 PERCENT
- **Provides surge capability**
  - CAN EXPAND FROM 65 AIRCRAFT TO 95 AIRCRAFT
- **Northern most base east of Mississippi River**

Quality of Life at NASB

- **SecDef/SecNav priority for the future**
  - ONE OF THE TOP THREE MILITARY PRIORITIES OF THE FUTURE
- **Abundant military & private housing available**
  - 1700 MILITARY UNITS AVAILABLE
  - $10 MILLION SPENT ON UPGRADES
  - 10 PERCENT RENTAL VACANCY
  - 88 PERCENT COMMUTE TO WORK LESS THAN 10 MILE DRIVE
- **Superb school system - 14 to 1 student/teacher**
  - NEW HIGH SCHOOL CAPACITY 1400 -- ONLY 630 STUDENTS PRESENTLY ATTENDING
- **Health care in area expanding**
  - MARTINS POINT HEALTH CARE CENTER IS EXPANDING
  - TOWN OF BRUNSWICK IN FINAL PLANNING STAGE FOR A NEW HOSPITAL
- **Outstanding community relationship - military/civilian**
  - GREAT ENVIRONMENT FOR FAMILIES
  - CRIME IS VIRTUALLY NON EXISTANT

Economic Impact if NASB Closes

- NASB represents 14% of local employment
- NASB represents 11% of all purchases
- Unemployment increases by 48%
  - UNEMPLOYMENT IN BATH-BRUNSWICK AREA WOULD INCREASE FROM 8 PERCENT TO 11.8 PERCENT
- Over 750 civilian jobs eliminated at NASB
- 3100 military personnel re-assigned

Cumulative Economic Impact on Maine with Drawdown and Closures

- **Maine - 3rd most impacted state in U.S.**

  CALIFORNIA 75 MILE STRETCH FROM BRUNSWICK TO PORTSMOUTH HIT THE HARDEST
  SOUTH CAROLINA

- **5845 direct/indirect jobs eliminated at Bath Iron Works**

  3500 DIRECT
  2345 INDIRECT

- **4676 direct/indirect jobs eliminated at Portsmouth Ship Yard**

  2800 DIRECT
  1876 INDIRECT

- **7598 direct/indirect jobs eliminated at Pease AFB**

  4550 DIRECT
  3048 INDIRECT

- **8016 direct/indirect jobs eliminated at Loring AFB**

  4800 DIRECT
  3216 INDIRECT

MAINE STATE PLANNING OFFICE PREDICTS "EXTREMELY SLOW GROWTH" FOR NEXT 10 YEARS

4/19/95

NAS BRUNSWICK SELRES READINESS

(UNIT READINESS REPORT DATA 31 MARCH 95)

NR Activity/Unit NRTSC 191	FY 1994 AUTH	FY ~~1994~~ 95 ACTUAL
OFFICER	12	12
ENLISTED	33	18

NR Activity/Unit NRTSC 291	FY 1994 AUTH	FY ~~1994~~ 95 ACTUAL
OFFICER	10	9
ENLISTED	35	29

As a final illustration of the lack of planning and coordination in the Carswell case, DoD will be forced to spend millions building a new medical facility at the base since Carswell's hospital has already been promised to another federal agency — the Bureau of Prisons.

Summary of Estimated Costs to the Taxpayer

CARSWELL AIR FORCE BASE (In millions of dollars)

Up-front Costs	
Unnecessary military construction at receiving bases	$22.7
New construction at Carswell	$130.0
Costs to transfer operations	$70.0
Total Up-front Costs	**$222.7**
Recurring Costs	
Annual Airfield Maintenance	$12.0
Annual Payroll	$185.0
annual Recurring Costs	$197.0
Five year recurring total (197 X 5 yrs.)	$985.0
Estimated Grand Total, five years	**$1,207.7**

Doyle
Paul Haley
asked me to tap
this to you relevant
to a previous conversation
between you & Paul.

GERRY E. STUDDS
TENTH DISTRICT, MASSACHUSETTS

COMMITTEE ON MERCHANT MARINE AND FISHERIES
CHAIRMAN

SUBCOMMITTEE ON ENVIRONMENT AND NATURAL RESOURCES
CHAIRMAN

COMMITTEE ON ENERGY AND COMMERCE

SUBCOMMITTEE ON HEALTH AND THE ENVIRONMENT

SUBCOMMITTEE ON TRANSPORTATION AND HAZARDOUS MATERIALS

Congress of the United States
House of Representatives

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

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FEDERAL BUILDING
166 MAIN STREET
BROCKTON, MA 02401

PLYMOUTH
225 WATER STREET, SUITE 401
PLYMOUTH, MA 02360

CAPE COD AND ISLANDS 1-800-870-2626

HYANNIS
146 MAIN STREET
HYANNIS, MA 02601

April 18, 1995

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

Dear Secretary Dalton:

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

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

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

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

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

THIS STATIONERY PRINTED ON PAPER MADE OF RECYCLED FIBERS

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

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

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

I appreciate you attention to this matter.

With kind regards.

Sincerely,

Gerry E. Studds

Reserve Air Station Military Value Matrix Responses (Scoring) – POST AUDIT/PRE BSEC 2/21/95

Calcs	B	C	D	J	K	L	M	N	O	P	Q	R
1												
2					RESRVE	RESRVE	RESRVE	RESRVE	RESRVE	RESRVE		
3					21	22	23	24	25	26		
	OC #	Q #	Matrix Question	Weight	WILGRO	S.WEYM	NEWORL	ATLAN	WASH	FT WRTH		Mean
94	1	1	Is the air station's location of strategic military value?	0.18	0	0	0	0	0	0		
95	36	31a	Another military airport with 8000 feet of usable runway is within 100 miles?	0.73	1	1	0	1	1	1		
96	1,16	12,21	Does the air station or tenants have National Command Authority missions or NATO designation?	0.09	0	0	1	0	0	0		
97	1,16	12,16	Are ground combat and/or special operation forces located in the area?	1.02	1	1	0	0	0	1		
98	16,36	8a,7a	Do ground combat and/or special operation forces train at this air station?	0.29	1	1	0	0	0	1		
99	1	12	Air station is home station to a DON non-aviation surface reserve center?	0.73	0	1	0	1	0	1		
100	16	10	Air station is home station to an active or reserve construction battalion?	0.73	0	0	0	0	0	1		
101	16	8	Air station is home station to non-DOD flying units?	0.18	0	0	1	0	0	0		
102	1	12	Air station is home station to non-DOD components?	0.09	0	0	1	1	0	1		
103	1	12	Air station is home station to a USMC reserve support unit?	1.28	1	1	1	1	1	1		
104			Demographics	10.49	4.50	7.57	4.40	4.85	4.09	4.94		4.94
105	1	10	The air station has in excess of 3000 SELRES billets.	1.47	0	1	1	0	1	1		
106	16	11	Personnel on reserve unit waiting lists are >= 10% of aggregate authorized unit strength for FY1993.	0.92	0	0	0	1	0	0		
107	16	6b	More than 90% of the Resforon SELRES officer billets were filled in FY93.	1.65	1	1	0	0	1	1		
108	16	6a	More than 90% of the Resforon SELRES enlisted billets were filled in FY93.	1.83	0	1	0	0	0	1		
109	16	10a	More than 90% of the non-squadron SELRES officer billets were filled in FY93.	0.92	1	1	1	1	1	0		
110	16	10b	More than 90% of the non-squadron SELRES enlisted billets were filled in FY93.	1.10	0	1	0	0	0	0		
111	36	39	SELRES officer participation has been 97.4 or greater for the last three fiscal years.	0.92	1	1	1	1	0	0		
112	36	39	SELRES enlisted participation has been 94.5 or greater for the last three fiscal years.	1.10	1	0	1	1	0	0		
113			Training	3.54	2.29	0.62	2.85	0.62	2.29	1.25		1.71
114	36	23a6	Required major flight/training simulators located at or near the air station?	1.64	1	0	1	0	1	1		
115	16	13a	There is an aviation flight physiology training facility in the local area?	0.93	0	0	0	0	0	0		
116	16	14a	Less than 10% of the training facilities are in inadequate condition.	0.62	1	1	1	1	1	1		
117	16	13	Is there a shipboard aircraft fire fighting trainer in the local area?	0.35	0	0	0	0	0	0		
118			Quality of Life	10.92	4.90	3.47	4.10	4.94	3.80	3.23		4.92
119	38	41a4	Is officer FH waiting list <6 months	0.53	0	1	0	0	1	0		
120	38	41a4	Is enlisted FH waiting list < 6 months	0.62	0	0	0	0	1	0		
121	38	41a6	Do 99% or more of the housing units have all the required amenities?	0.53	1	1	1	1	1	0		
122	38	41b1	Is the BEQ occupancy rate < 90%?	0.70	0	0	0	0	0	1		
123	16	25a	Are 90% of the BEQ rooms adequate?	0.70	1	0	1	1	0	1		

#1

Base Ranking

Base	Rank/Previous	MV Score/Previous	+ / -
Washington	1 / 1	65.16 / 65.03	+ 0.13
Willow Grove	2 / 2	64.36 / 64.36	- 0.00
New Orleans	3 / 4	63.99 / 62.35	+ 1.64
South Weymouth	4 / 5	61.37 / 61.99	- 0.62
FT Worth	5 / 3	60.94 / 63.06	- 2.12
Atlanta	6 / 6	51.14 / 50.35	+ 0.79

Speed

SOUTH SHORE
CHAMBER OF COMMERCE

April 28, 1995

Defense Base Closure
and Realignment Commission
1700 North Moore Street
Arlington, VI 22209

Dear Members of the Commission:

As President and CEO of the South Shore Chamber of Commerce, I ask on behalf of our members to keep the South Weymouth Naval Air Station open. I understand that your decision is a difficult one and that you will weigh all the information presented.

In your deliberations, I hope you will question as to why we were compared to active military bases when we are a reserve base? Why are we loosing the only naval reserve base in the northeast? Why did we make the closure list if our military value is four out of six and those lower were not put on the list?

A survey conducted by us of local area merchants indicates that businesses would be significantly impacted anywhere from 5% to 25% if the Base were decommissioned, and would be forced to close or lay off some personnel.

The South Weymouth Naval Air station is an asset to the South Shore. It is the largest employer in the 15 mile radius around south Weymouth. The Base has civilian contracts to over 60 merchants which averages over $1.3 million a year.

The government came to us years ago to build this base, and it was a good idea. Business grew around the base. Mutual aid agreements were developed between the three towns of Abington, Weymouth and Rockland. No one else can boast of a base so close to the ocean or near superior medical and educational institutions.

Again, I ask that you get us some answers to our questions as to why we are on the list and remove us from closure at this time.

Respectfully,

Ronald E. Zoolock

Ronald E. Zoolock, President
South Shore Chamber of Commerce

36 Miller Stile Road, Box 488, Quincy, Massachusetts 02269 (617) 479-1111 — An Accredited Chamber

SOUTH SHORE
CHAMBER OF COMMERCE

Please refer to this number
when responding 950424-10

April 21, 1995

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

Dear Chairman Dixon:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

We thank you for your anticipated consideration.

Very truly yours,

Paul R. Haley

PRH/rmi
Enclosure

4/21/95

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

ATTENTION: DOYLE REEDY

1. PROPOSED AGENDA FOR VISIT OF COMMISSIONER ROBLES ON 4/28/95

2. DEVIATIONS FROM BRAC CRITERIA

3. COPY OF LETTER FROM GOVERNOR WILLIAM F. WELD TO THE HONORABLE JOHN JOHN H. DALTON

4. COPY OF THE STATE OF MASSACHUSETTS $100,000,000 BOND BILL

5. SITING OF RESERVE AVIATION SQUADRONS

6. AREA BASE CLOSINGS TO REALIGNMENTS

7. [illegible]

[illegible] IN NAS SOUTH WEYMOUTH

[illegible]

11. [illegible]

12. [illegible]

NAS SOUTH WEYMOUTH BRAC COMMISSIONER SITE VISIT AGENDA 4/10/95

"PRESENTATION BY THE COMMITTEE TO SAVE NAS SOUTH WEYMOUTH"

JOSUE (JOE) ROBLES, JR, COMMISSIONER

DOYLE REEDY, BRAC STAFF

I. OPENING REMARKS/OVERVIEW:

II. DEVIATIONS:

III. DEMOGRAPHICS:

IV. INFRASTRUCTURE:

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

DEVIATION FROM BRAC CRITERIA

DATE 21 April 1995

TO: Committee to Save Naval Air Station South Weymouth

FROM: Subcommittee on Military Value

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

There are two specific breakdowns in the [illegible] facilities [illegible] through the process, and 2) the lack of documentation detailing this critical sector.

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

memorandum requires that: "The studies must be based on analyses of the base structure by like categories of bases using: objective measures for the selection criteria, where possible; the force structure plan; programmed workload over the FYDP (future years def. plan); and military judgement in selecting bases for closure and realignment." The Navy designed its selection process to ensure that like installations were compared. The process established 5 major categories and 27 subcategories to ensure fairness. NAS So. Weymouth was grouped with 5 other Reserve facilities and NAS Brunswick was in a group of 20 Operational facilities; a confirmation of the fact that the activities of the Reserve and Operational facilities warranted separate categorization and separate evaluation. Now, in the attempt to meet CINCLANTFLT's "desire", it was necessary to measure NAS So. Weymouth against NAS Brunswick and reverse the BSEC's own configuration model analysis that targeted NAS Brunswick for [illegible] recommended that NAS So. Weymouth be "kept open." Refer to Sec. Perry's memo of 7 [illegible] of BSAT [illegible] selection and analyses depends, at a minimum [illegible] the use of military judgement [illegible] the analysis of like facilities rather than the decisive [illegible] Analyses and Recommendations [illegible] comparison of military value across categories is virtually meaningless.

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

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

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

The process by which the decision was made appears to violate several of the statutes, public [illegible] and policy statements which taken as a whole, form the foundation of [illegible] and the procedure [illegible] carried the implication that it conceivably could carry more weight than any other aspect of the process, and the forced comparison of Reserve NAS So. Weymouth to Operational NAS Brunswick so late in the process to satisfy a "desire" do much to destroy public confidence in the process and destroy the credibility of the Base Closure Act.

THE COMMONWEALTH OF MASSACHUSETTS
EXECUTIVE DEPARTMENT
STATE HOUSE • BOSTON 02133
(617) 727-3600

WILLIAM F. WELD
GOVERNOR

ARGEO PAUL CELLUCCI
LIEUTENANT-GOVERNOR

February 8, 1995

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

Dear Secretary Dalton:

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

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

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

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

Sincerely,

Bill Weld

William F. Weld

The Commonwealth of Massachusetts

IN THE YEAR ONE THOUSAND NINE HUNDRED AND NINETY-

AN ACT

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

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

SECTION 1.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

the expenditures necessary in carrying out the provisions of this act, the state treasurer shall, upon request of the governor, issue and sell bonds of the commonwealth, in an amount to be specified by the governor from time to time, but not exceeding, in the aggregate, the sum of one hundred million dollars. Said bonds shall only be issued and sold after final approval by the United States Congress of the recommendation of the Department of Defense to locate said Finance and Accounting Services Facility in the town of Southbridge or after final approval by the United States Congress of a recommendation from the Base Realignment and Closure Commission to enhance or expand other United States Department of Defense facilities in the commonwealth. All bonds issued by the commonwealth, as aforesaid, shall be designated on their face, Federal Facilities Enhancement Act of 1995, and shall be issued for such maximum term of years, not exceeding thirty years, as the governor may recommend to the general court pursuant to Section 1 of Article LXII of the Amendments to the Constitution of the commonwealth; provided, however, that all such bonds shall be payable not later than December thirty-first, two thousand and thirty. Bonds and the interest thereon issued under the authority of this section, notwithstanding any other provisions of this act, shall be general obligations of the commonwealth.

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

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

SITING OF RESERVE AVIATION SQUADRONS

TO: 1995 Defense Base Closure and Realignment Commission

FROM: Committee to Save Naval Air Station South Weymouth

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

AREA BASE CLOSINGS OR REALIGNMENTS

By
John C. Yaney

"Save Our Base Committee"

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

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

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

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

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

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

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

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

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

NAS SOUTH WEYMOUTH ENVIRONMENT

To: 1995 Defense Base Closure and Realignment Commission

From: Committee to Save Naval Air Station South Weymouth

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

Noise

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

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

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

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

Air Quality

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

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

Traffic

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

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

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

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

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

Land Use

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

Ecosystems

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

SUMMARY

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

LONG TERM IMPLICATIONS OF CLOSING NAS ATLANTA OR NAS SOUTH WEYMOUTH

TO: 1995 Defense Base Closure and Realignment Commission

FROM: Committee to Save Naval Air Station South Weymouth

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

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

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

4/18/95

NAS SOUTH WEYMOUTH INFRASTRUCTURE

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

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

I. INTRODUCTION UTILITIES: [illegible] UTILITIES IS EXCELLENT AND WILL PROVIDE THIS COMMAND WITH UNINTERRUPTABLE SERVICE INTO THE YEAR 2041. DUE TO OUR ENERGY CONSERVATION PROGRAMS AND RECENT UPGRADE OF UTILITY SYSTEMS OUR TOTAL UTILITY COST FOR FISCAL YEAR 1992 WAS THE LOWEST IN THE CLAIMANCY FOR FULL FLEDGED AIR STATIONS. OUR PRIMARY UNDERGROUND ELECTRICAL DISTRIBUTION SYSTEM WAS REPLACED IN 1992, CENTRAL HEATING PLANT WAS UPGRADED IN 1992, THE PRIMARY UNDERGROUND STEAM DISTRIBUTION SYSTEM IS BEING REPLACED AND IS NOW UNDER CONSTRUCTION WITH A COMPLETION DATE OF SEPTEMBER OF 1993 AND THE SEWAGE DISTRIBUTION SYSTEM WAS UPGRADED IN 1991.

II. INTRODUCTION AIRFIELD: A PAVEMENT CONDITION SURVEY OF THE AIRFIELD WAS CONDUCTED BY THE NAVY IN 1991 AND OUR RUNWAYS WERE RATED IN THE FEET CONDITION OF [illegible]

[illegible] MANDY. [illegible] 17 [illegible] HIGHEST LOAD & WEIGHT RATING IN THE [illegible] MANDY AND [illegible] AMONG [illegible] NAVAL AND MARINE CORPS STATIONS IN THE COUNTRY.

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

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

III. INTRODUCTION STATION: ALL STATION BUILDINGS ARE STRUCTURALLY SOUND AND WELL MAINTAINED. MANY OF THE BUILDINGS HAVE BEEN UPGRADED WITH INTERIOR RENOVATIONS AND ENERGY EFFICIENT UTILITY SYSTEMS. TO COMPLIMENT QUALITY OF LIFE, THE PERSONNEL ABOARD NAS SOUTH WEYMOUTH HAVE A FULL RANGE OF SUPPORT SERVICES AT THEIR [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

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

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

A. AIRCRAFT HANGARS AND MAINTENANCE FACILITIES IN A PRESENTLY

CONCEPTS HAVE BEEN SUBMITTED WITH THE INFRASTRUCTURE OUTLINE.

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

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

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

4/19/95

1993 BRAC REALIGNMENT/CONSOLIDATION

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

The Personnel Support Detachment was the occupant of the NRC building prior to the re-hab, in turn the Navy used BRAC Realignment funds in the amount of $405,955. for the relocation of this detachment in Bldg #2. The Personnel Support Detachment occupied the new facility on January 9, 1995. The architectural design of the Naval Reserve Center incorporated the input of the their Commanding Officer, and the architectural design of the Personnel Support Detachment incorporated the input of the Officer-in Charge to ensure that these new facilities met today's standards for their primary function.

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

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

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

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

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

[illegible] TOTAL AMOUNT $8,049,773 04/15/95

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

ACTIVE CONSTRUCTION	CURRENT AMOUNT	AWARD DATE	PERCENTAGE COMPLETED	CONTRACTOR COMPLETION DATE
Alterations & Repairs BRAC REALIGNMENT Bldg #17 NAVAL RESERVE CENTER (NRC)	$21[illegible],500	05/02/94	95%	02/25/95 (93' BRAC FUNDED)
Alteration & Repairs Personnel Support Det Bldg #2	$425,959	05/02/94	95%	10/25/94 (93' BRAC FUNDED)
HVAC Rehab AIMD Bldg #117	$660,001	01/14/94	95%	09/03/94
Replace Exhaust Fans Boiler Plant Bldg #8	$54,490	03/09/94	95%	11/03/94
Demolition of 30 Inactive Housing Units Quincy, Ma.	$431,902	09/03/93	80%	09/06/94 Delete Remaining Work
Radar Facility & [illegible]	$2,3[illegible]	[illegible]/94	12%	04/26/95
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]/04/95
[illegible]	[illegible]	[illegible]	[illegible]	[illegible] Extended
[illegible]	[illegible]	[illegible]	50%	12/08/95
Replace Heating Sys Navy Family Housing	$1,1[illegible]	04/2[illegible]/94	85%	09/16/95
Indefinite Qty Asbestos Removal	$[illegible]	04/[illegible]/93	95%	04/16/94 Extended
Repair Underground Fuel Storage Tanks	$10[illegible]	[illegible]	90%	05/23/94 Extended
Pest Control Facility	$243,135 ** Not Included in total **	11/30/94	0%	06/13/95 Work Suspended
Fire Station Addition	$754,000	09/23/94	50%	04/06/95
Backflow Devices Various Locations	$59,[illegible]925	09/21/94	75%	01/04/95 Extended
Indefinite Quantity Painting	$127,979	06/17/94	95%	07/02/95
Indefinite Quantity Interior Repairs Housing	$[illegible]	[illegible]	98%	07/21/95

NUMBER OF CONTRACTS 21 TOTAL AMOUNT $5,01[illegible],539

COMPLETED CONSTRUCTION 1994/1995	CURRENT AMOUNT	COMPLETION DATE	COMMENTS
Exterior Repairs Hgr #1 Hgr #2 & Bldg #115	$57,555	10/14/94	
Family Housing Repairs	$748,865	12/13/94	
A/C Installation Galley Bldg #103	$132,200	01/25/94	
Roof Replacement Hangar 2	$134,700	02/17/94	
Replace Roof & HVAC EM Club Bldg #112	$237,124	11/03/94	
Replace PCB Transformers Airfield	$229,384	02/22/95	
Indefinite Quantity Painting NAS	$66,339	02/10/94	
Steam Distribution Replacement	$1,855,290	10/13/93	Closed out/completed 02/17/95
Remove Jet Fuel Storage Tanks	$323,625	10/18/94	Close out/completed 03/14/95
[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	
Airfield Paving Hangar #1	$46[illegible],41[illegible]	[illegible]	
Repair Service Station Fuel Tanks	$2[illegible]	12/08/94	
[illegible]	$77,[illegible]	[illegible]	
Construct Spill Prevention Control	$69,400	11/04/94	
Airfield Tree Brush Clearing	$40,745	02/10/94	
Indefinite Quantity Painting Station	$75,174	04/18/94	
Repairs & Reinsulate HVAC Hangar #1 & #2	$38,344	08/04/94	
Replace Fuel Hydrants Hangar #2	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	

04/05/95

NAVAL AIR RESERVE DEMOGRAPHICS

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

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

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

The make up of a Navy or Marine Corps Reserve [illegible] of approximately one [illegible] sailors and marines, which brings [illegible] increase the distance that a reservists must travel from their homes.

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

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

[redacted]

NAS Brunswick ME N60087

Supplemental Information for Question 39.

[redacted]

Unit	Active or Reserve	FY 1994	FY 1995	FY 1997	FY 1999	FY 2001
NRTSC 191	Reserve	X	X	X	X	X
NRTSC 791	Reserve	X	X	X	X	X
NRVTU 9191	Reserve	X	X	X	X	X
Reserve Mobile Construction Battalion	Reserve	X	X	X	X	X
4th Marine Div. Reserve Rifle Co.	Reserve	X	X	X	X	X

[redacted] For each of these other reserve Navy/Marine Corps units at your air station, provide the number of authorized billets and the number of personnel actually assigned to the squadron for the past three fiscal years. Provide this information in the format below for both Selected Reservists (SELRES) and Training and Administration of Reserves (TAR) Navy reservists/Full-Time Support (FTS) Marine Corps reservists. Explain differences between authorized and actual manning in the remarks section.

NR Activity/Unit: NRTSC 191	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	11	0	11	0	12	0	12	0	12	0	12	0
Enlisted	28	0	1	0	28	0	17	0	38	0	28	0

Remarks: Recruiting personnel of the proper rate/rating continues to be the single largest problem for unit readiness.

NR Activity/Unit: NRTSC 791	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	11	0	11	0	11	0	11	0	11	0	10	0
Enlisted	42	0	32	0	49	0	35	0	41	0	33	0

Remarks: Recruiting personnel of the proper rate/rating continues to be the single largest problem.

[redacted] 62A R(18 Oct 94)

4/19/95

NAS BRUNSWICK SELRES READINESS

(UNIT READINESS REPORT DATA 31 MARCH 95)

NR Activity/Unit NRTSC 191	FY 1995 AUTH	FY 1995 ACTUAL
OFFICER	12	12
ENLISTED	33	18

NR Activity/Unit NRTSC Z91	FY 1995 AUTH	FY 1995 ACTUAL
OFFICER	10	9
ENLISTED	35	29

Fleet Support

NAS South Weymouth Reserve Units / Individuals

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

The following remark made by Mr. Charles Nemfakis is an excerpt from Section 5a. of the BSEC deliberations dated 9 February 1995.

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

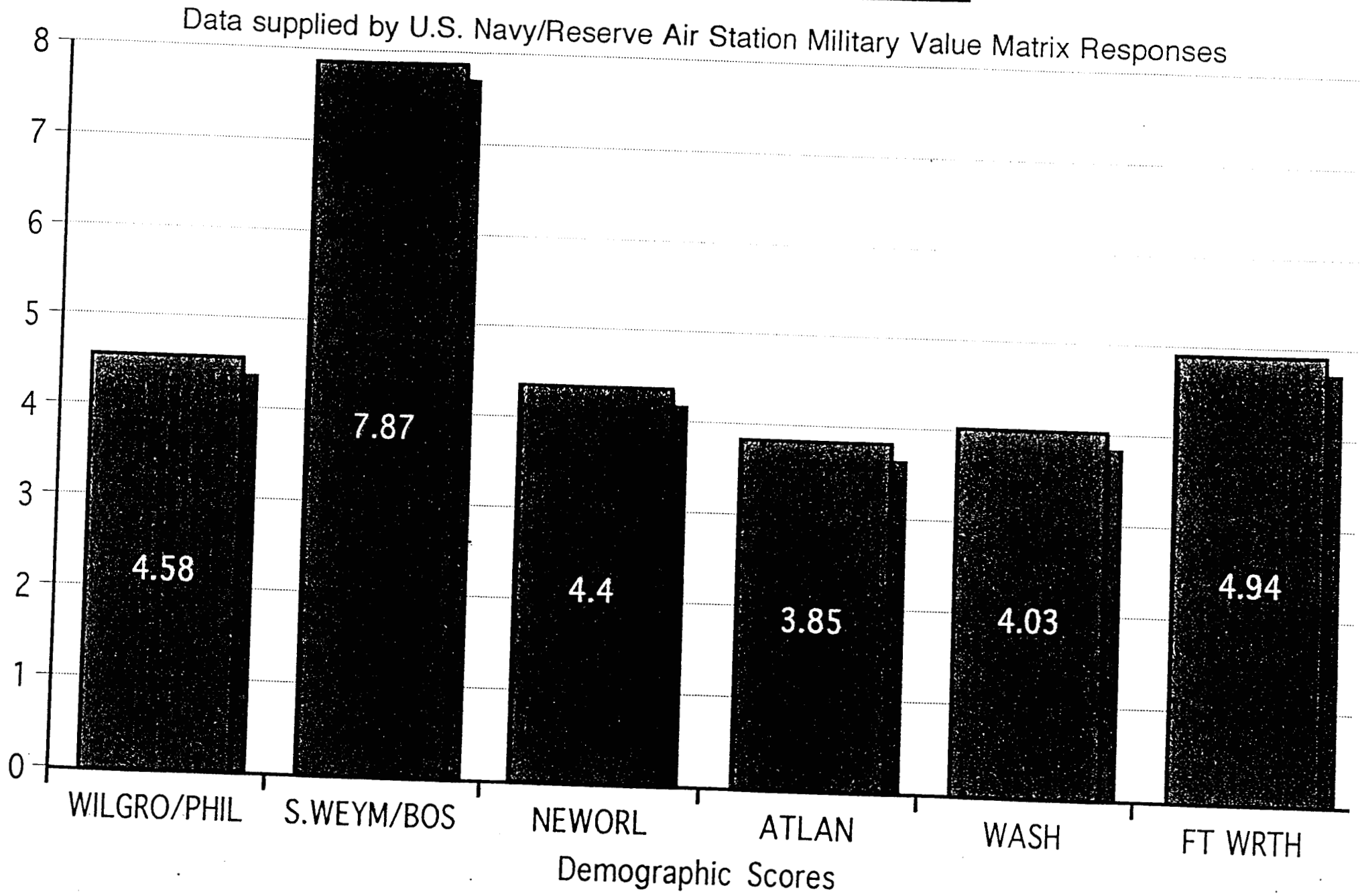
IMPORTANCE of MILITARY VALUE

"The technique that we used in the '93 round of base closure that was reviewed by the GAO and confirmed as appropriate and that we have used again this time is a technique that looks at the military value, because that is the key ingredient, and then ensures that our average military value for all activities of a sub-category remains at least as good when we get through closing activities as it was before."

Charles P. Nemfakos, Vice Chairman,
Base Structure Evaluation Committee (BSEC)
Testimony to BRAC Commissioners, 6 March 1995

Chart #

Navy Demographic Rankings



The following is an excerpt of a letter from **Mr. Charles Nemfakos** to Chairman Jim Courter dated 20 May 1993. The certified information provided is in response to a commission inquiry regarding Navy Reserves and Surface Reserves activities.

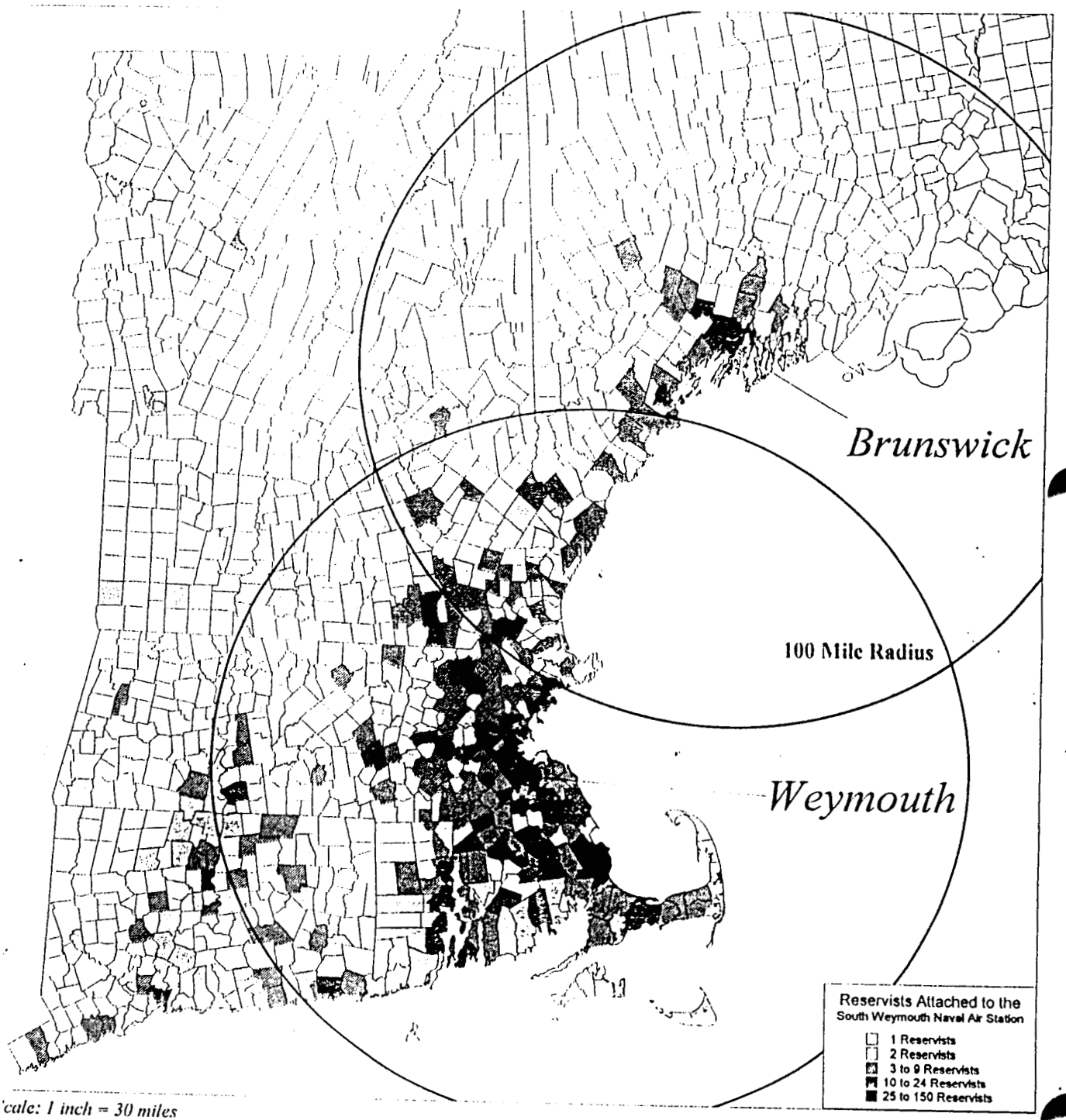
Q: Reserve units are geographically tied to demographics (i.e., areas with populations of highly educated veterans or civilians with technical skills directly related to military specialties) in order to maintain manning levels. In addition, reservists currently assigned to units are restricted in ability to relocate because of their civilian occupations and part-time military status.

Q3. What factors were considered in determining ability to retain qualified incumbent reservists and recruit new personnel at the gaining sites?

A3. A major factor in determining the ability to recruit and retain qualified reservists at a gaining site is proximity to reservists' homes. The Naval Reserve Force has consistently placed reserve activities within major population areas. This maximizes the reserve pool from which to draw within a "reasonable commuting distance", generally defined as 100 miles.

The ability to recruit and retain qualified individuals has remained exceptionally high within these areas. This demographic factor was considered by the BSEC in deliberative sessions concerning Naval Reserve activities.

Location of Naval Reservists Attached to the South Weymouth Naval Air Station



'cale: 1 inch = 30 miles
lote: 103 Naval Reservists located out of New England
'ource: South Weymouth Naval Air Station, 4/95
'repared by Weymouth Office of Planning and Community Development

Supplemental Information for Question 59.

[redacted]

Unit	Active or Reserve	FY 1994	FY 1995	FY 1997	FY 1999	FY 2001
NRTSC 191	Reserve	X	X	X	X	X
NRTSC 791	Reserve	X	X	X	X	X
NRVTU 9191	Reserve	X	X	X	X	X
Reserve Mobile Construction Battalion	Reserve	X	X	X	X	X
4th Marine Div. Reserve Rifle Co.	Reserve	X	X	X	X	X

[redacted] For each of these other reserve Navy/Marine Corps units at your air station, provide the number of authorized billets and the number of personnel actually assigned to the squadron for the past three fiscal years. Provide this information in the format below for both Selected Reservists (SELRES) and Training and Administration of Reserves (TAR) Navy reservists/Full-Time Support (FTS) Marine Corps reservists. Explain differences between authorized and actual manning in the remarks section.

NR Activity/Unit: NRTSC 191	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	11	0	11	0	12	0	12	0	12	0	12	0
Enlisted	28	0	1	0	28	0	17	0	38	0	28	0

Remarks: Recruiting personnel of the proper rate/rating continues to be the single largest problem for unit readiness.

NR Activity/Unit: NRTSC 791	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	11	0	11	0	11	0	11	0	11	0	10	0
Enlisted	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0	11	0	33	0

Remarks: Recruiting personnel of the proper rate/rating continues to be the single largest problem.

NAVAL AIR STATION SOUTH WEYMOUTH

RECENT CONSTRUCTION 1995

Project	Status	Current Amount
Air Traffic Control Tower / Ground Control Approach Radar	25% Complete	$2,400,000
New Personnel Support Detachment	Complete	$ 426,000 ('93 BRAC funded)
New Navy Reserve Center	Complete	$ 217,000 ('93 BRAC funded)
Fire Station Addition	50% Complete	$ 756,000
Aircraft Intermediate Maintenance New Heating Ventilation & A/C	Complete	$ 660,000
Navy Family Housing Heating System Replacement	90% Complete	$1,132,000

Calendar year 1995 began with $8,049,000 in active construction contracts. A sample of these contracts are listed above.

An additional $306,000 in 93' BRAC funds was used for furnishings, communication equipment, etc. for the new Naval Reserve Center and Personnel Support Detachment.

NAVAL RESERVE CENTER

CURRENT SITE

- NRC SOUTH WEYMOUTH (LOCATED NAS SOUTH WEYMOUTH)

  SUPPORTED BY MED/DEN CLINIC
  SUPPORTED BY PERSONNEL SUPPORT DETACHMENT (PSD)
  SUPPORTED BY BILLETING/GALLEY
  SUPPORTED BY RECRUITING
  SUPPORTED BY MWR/FITNESS FACILITIES

- ONLY SITE IN UNITED STATES THAT PHYSICALLY SHARES EXISTING ASSETS....WE USE NAS SPACES

- THE LARGEST RESERVE CENTER IN NEW ENGLAND

- MORALE AND QUALITY OF LIFE HAVE IMPROVED DRAMATICALLY.

***REDUCED OVERHEAD FOR NAVAL RESERVE CENTER.**

NAVAL RESERVE CENTER

POSSIBLE SITE
(DOD RECOMMENDATION)

- NRC SOUTH WEYMOUTH RETURN TO QUINCY

    - REHAB BUILDING ($2.5 MILLION REHAB)
    - INCREASE MED/DEN COSTS
    - INCREASE BILLETING COSTS
    - INCREASE MEAL COSTS
    - PERSONNEL SUPPORT DETACHMENT ???

QUALITY OF LIFE

    - NO EXCHANGE (CLOSEST NAVY NEWPORT)
    - NO BASE HOUSING
    - NO MWR FACILITIES

*** INCREASE OVERHEAD FOR NAVAL RESERVE CENTER.**

ALTERNATIVE SCENARIOS FOR NAS BRUNSWICK

- ❑ Relocate VQ-2 from NS Rota, Spain to Brunswick

- ❑ Relocate an Active-Duty P-3C squadron from NAS Jacksonville or elsewhere to Brunswick

- ❑ Downsize NAS Brunswick to a NAF, similar to Navy proposals for Key West and Corpus Christie

SOUTH WEYMOUTH SQUADRONS AND AIRCRAFT

SQUADRON	AIRCRAFT TYPE
Existing	
VP-92	P-3C (Anti-Submarine)
VR-62	C-130T (Cargo)
Base	UC-12B (Passenger)
Recent Past	
VMA-322	A-4M (Attack Jet)
HSL-74	SH-2F (Anti-Submarine Helicopter)
HML-771	UH-IN (Utility Helicopter)

AIRCRAFT TYPES POTENTIALLY RELOCATABLE TO NAVAL AIR STATION SOUTH WEYMOUTH

C-9B (Passenger/Cargo DC-9 Jet)

- ❑ Common visitor
- ❑ Fits into either hangar
- ❑ Strong airline demographics in Boston area

UH-IN/AH-IW (Utility/Attack Helicopters)

- ❑ 40-year history of Marine Reserve helicopters at South Weymouth
- ❑ South Weymouth ideal for over-water and over-land training
- ❑ Large available pool of personnel

FA-18A (Fighter/Attack Jet)

- ❑ Numerous over-water and over-land training areas nearby
- ❑ No Mans Island target range
- ❑ Dissimilar Air Combat Training opportunities
- ❑ Practice air refueling opportunities
- ❑ All weather training
- ❑ Superb demographics for squadron manning

P-3C (Anti-Submarine Warfare 4-Engine Turboprop)

- ❑ Aircraft Type already operated at South Weymouth
- ❑ Closest Reserve base to Greenland-Iceland-UK gap
- ❑ Closest Reserve base to the open ocean

Naval Air Station So. Weymouth
Dept. of the Navy, BRAC 95 Selection Criteria Deviations

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

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

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

SUMMARY

1. Closure of NAS BRUNSWICK ME is a non-starter because it removes the only operational Naval Air Station in the Northeastern U.S. AND compares Reserve Air Stations with Operational Air Stations.

2. Closure of NAS SOUTH WEYMOUTH MA is predicated on faulty COBRA Data that does not reflect all significant MILCON and associated recurring costs.

3. Closure of NAS SOUTH WEYMOUTH MA permanently removes the only Naval Air Reserve presence from the Northeastern U.S.,
   - presuming reservists will be able to consistently travel 150 miles to NAS BRUNSWICK ME during winter months.
   - presuming NAS BRUNSWICK ME can provide berthing for commuting reservists.
   - presuming no loss of unit readiness and mission capability.

4. Closure of NAS ATLANTA GA does not remove a significant Naval Air Reserve presence from the Southeastern U.S. because NAS JACKSONVILLE FL, home to many reserve units, will remain.

5. Closure of NAS ATLANTA GA did not consider possibility of relocating reserve units to NAS JACKSONVILLE FL

6. Closure of NAS ATLANTA GA with transfer of reserve assets to NAS JACKSONVILLE FL
   - provides significant reserve support already in place
   - retains facilities to conduct airlift of reservists preserving unit retention
   - avoids reservists commuting by car during severe winter weather
   - provides for ability to reinsert Naval units similar to the recommendation to place Marine Corps Reserve Units into ARNG Selfridge (formerly NAF Detroit).
   - provides additional population from which to recruit reserves for units historically undermanned.

7. Closure of NAS ATLANTA GA improves overall Military Value of Naval Reserve Air Stations. All other options degrade Military Value.

Facilities

Calcs #16 DC#38 Q#12r = .5
Correct answer to get the weighted point
Data call recording error.
Michael Voelker 4/11/95

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.**

is not

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?

listed twice

all six bases got a no.

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**

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Data Call 38

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

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. 103RD 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

OK

NAS S. Weymouth

12

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. 103RD 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.

NAS South Weymouth

45. Complete the following table for services available on your base. If you have any services not listed, include them at the bottom. Calcs 127 DC# 38 Q# 45
Michael Voelker 4/11/95

Service	Unit of Measure	Qty	
Exchange	11,414 SF	1	Navy Exchange
Gas Station	1,168 SF	1	Navy Exchange
Auto Repair	5,200 SF	1	MWR
Auto Parts Store	SF	0	Navy Exchange
Commissary	SF	0	Navy Commissary
Mini-Mart	252 SF	1 ~~0~~	Exchange
Package Store	648 SF	1	Navy Exchange
Fast Food Restaurants	991 Each	1 ~~0~~	MWR
Bank/Credit Union	1 Each	1	Navy Federal Credit Union (FSC)
Family Service Center	2,518 SF	1	FSC
Laundromat	SF	0	Navy Exchange
Dry Cleaners	110 Each	1 ~~0~~	Navy Exchange
ARC	PN	0	
Chapel	300 PN	1	
FSC Classrm/Auditorium	20 PN	1	FSC

46. Proximity of closest major metropolitan areas (provide at least three):

City	Distance (Miles)
Boston, MA	20
Quincy, MA	7
Providence, RI	35

Calcs 61 DC #16 Q# 24 = 1.39
Michael Voelker 4/10/95

24. Provide the **maintenance, repair, and equipment expenditure data.** Project expenditures to FY97. Do not include data on Detachments who have received this Data Call directly. The following definitions apply:

MRP: Maintenance of Real Property Dollars is a budgetary term used to gather the expenses or budget requirements for facility work including recurring maintenance, major repairs, and minor construction (non-MILCON) inclusive of all Major Claimant funded Special Projects. It is the amount of funds spent on or budgeted for maintenance and repair of real property assets to maintain the facility in satisfactory operating condition.* For purposes of this Data Call, MRP includes all M1/R1 and M2/R2 expenditures.

CPV: Current Plant Value of Class 2 Real Property is the hypothetical dollar amount to replace a Class 2 facility in kind with today's dollars. Example: the cost today to replace a wood frame barracks with a wood fram barracks.

ACE: Aquisition Cost of Equipment is the total acquisition cost of all "personal property" equipment maintained at your activity which includes the cost of installed equipment directly related to mission execution, such as lab test equipment. Class 2 installed capital equipment that is an integral part of the facility will not be reported as ACE.

UIC N00101

Fiscal Year	MRP ($M)	CPV ($M)	ACE ($M)
FY1985	1.2	181.7	0.1
FY1986	2.2	189.0	0.1
FY1987	1.8	196.5	0.1
* FY1988	3.5 2.8	204.4	0.1
* FY1989	5.4 5.3	212.5	0.3
* FY1990	5.5 4.8	221.1	0.2
* FY1991	4.0 2.2	230.8	0.1
* FY1992	3.1 3.2	239.1	0.1
* FY1993	5.5 3.8	248.6	0.2
* FY1994	7.2 2.8 3.6	258.6	0.1
FY1995	4.7	268.9	0.2
FY1996	3.8	279.7	0.1
FY1997	2.8	290.9	0.1

* NAS So. Weymouth did not include to M1/R1 & M2/R2 expenditures in original data call

4/25/95

From: Mike Voelker

To: Doyle Reedy BRAC STAFF

Subj: Enclosures

Encl (1) My letter dated 4/25/95
Encl (2) DD 1391 FOR MWSS 474 Det B & MASS-6
Encl (3) DD 1391 FOR ORD MAINT CONTACT TEAM

Doyle. Ref Encl (2) the MWSS 474 Det B & MASS-6 Unit do not have a agreement with the Camp Edwards/Otis ANG, MA. as of this date 4/25/95. I am sure this will be addressed on your April 28, 1995 visit.

4/25/95

From: Michael Voelker

To: Doyle Reedy BRAC Staff

Subj: Governor of the Commonwealth of Massachusetts Letter Dated 2/8/95 to the Honorable John H. Dalton Secretary of the Navy

1. Reference phone conversation between Governor William F. Weld Commonwealth of Massachusetts and the Honorable John H. Dalton Secretary of the Navy as mentioned in the subject letter faxed to you on 4/24/95.

2. The Governor of Massachusetts discussed the $100,000,000 Capital Improvement Fund with SECNAV on February 7, 1995. In his discussion he expressed some examples of capital improvement fund usage in regards to NAS South Weymouth, such as an additional aircraft hangar and runway extension, basically anything the Navy wanted to do to make it a receiving base. In the same conversation the Governor of Massachusetts discussed the Massachusetts National Guards desire to locate at NAS South Weymouth.

3. The Governors office staff stated that the Secretary of the Navy responded with enthusiasm to the capital improvement fund for the purposes of MILCON at NAS South Weymouth and seemed particularly interested in the Massachusetts National Guard proposal.

4. A signed copy of the subject letter was placed in the hands of Deputy Assistant Secretary of the Navy William J. Cassidy Jr and the BRAC staff on 2/10/95.

5. The Deputy Assistant Secretary of the Navy William J. Cassidy Jr responded in behalf of Secretary Dalton on April 5, 1995. The timeliness of the response and contents of the response is disheartening.

Respectfully,

Michael Voelker

Michael Voelker

UNITED STATES MARINE CORPS
SITE SUPPORT ELEMENT
FOURTH MARINE AIRCRAFT WING USMCR
1134 MAIN STREET
SOUTH WEYMOUTH MASSACHUSETTS 02190-5049

IN REPLY REFER TO:
11001
MCSSE
13 Apr 95

From: Site Commander. Marine Corps Site Support Element
To: Public Works Officer, NAS S. Weymouth, MA

Subj: CERTIFICATION FOR BRAC MILCON

Encl: (1) DD 1391 for MWSS 474 Det B & MASS-6
(2) DD 1391 for Ord Maint Contact Team

1. The enclosures are submitted in response to the BRAC meeting on 7 April 1995.

2. Point of contact is Capt Kleveno at 2690/2698.

D.C. KLEVENO
By direction

1. COMPONENT NAVY	FY 98 MILITARY CONSTRUCTION PROJECT DATA	2. DATE 06 APR 95

3. INSTALLATION AND LOCATION / UIC: 20016	4. PROJECT TITLE
MCRC CAMP EDWARDS/ OTIS ANG, MA	MARINE CORPS RESERVE FACILITY

5. PROGRAM ELEMENT	6. CATEGORY CODE	7. PROJECT NUMBER	8. COST ($000)
BRAC	171-15	P-474S	5,400

9. COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST ($000)
MARINE CORPS RESERVE FACILITY	SF	38,648	–	4,299
RESERVE TRAINING BUILDING	SF	33,800	110.00	(3,718)
VEHICLE MAINTENANCE BUILDING	SF	4,848	120.00	(581)
SUPPORTING FACILITIES				573
SPECIAL CONSTRUCTION FEATURES (ARMORY)	SF	(800)	112.00	(89)
ELECTRICAL UTILITIES	LS	–	–	(176)
MECHANICAL UTILITIES	LS	–	–	(213)
PAVING AND SITE IMPROVEMENTS	LS	–	–	(96)
SUBTOTAL	–	–	–	4,872
CONTINGENCY (5.0%)	–	–	–	243
TOTAL CONTRACT COST	–	–	–	5,116
SUPERVISION, INSPECTION & OVERHEAD (6.0%)	–	–	–	306
TOTAL REQUEST	–	–	–	5,423
TOTAL REQUEST (ROUNDED)	–	–	–	5,400
EQUIPMENT PROVIDED FROM OTHER APPROPRIATIONS			(NON-ADD)	

10. DESCRIPTION OF PROPOSED CONSTRUCTION

This project construct a two-story multi-use building and a one story vehicle maintenance building. Both will be metal framed with masonry walls, reinforced concrete foundation and floors and metal roofs. Fire protection and heating, ventilation, and air conditioning will be provided for each building.

11. REQUIREMENT: 38,648 SF ADEQUATE: 0 SF SUBSTANDARD: (0 SF)

PROJECT: Provide a Marine Corps Reserve Training Facility in Camp Edwards/Otis ANG, MA area.

REQUIREMENT: An adequate Marine Corps Reserve Training Facility to relocate the Marine Corps Reserve units from NAS So. Weymouth to Camp Edwards/Otis ANG, MA as directed by BRAC 95.

CURRENT SITUATION: The Marine Corps Reserve Facility is currently located on the Naval Air Station So. Weymouth, MA, a site scheduled for closure as a result of BRAC 95. The Marine Corps Reserve tenants must relocate to allow the Navy to environmentally clean up and excess the property for commercial use.

IMPACT IF NOT PROVIDED: The Marine Corps Reserve Training Facility at the Naval Air Station So. Weymouth, MA cannot relocate until adequate facilities are provided, thus delaying closure plans directed by BRAC 95.

(CONTINUED ON DD 1391C)

DOCUMENTATION FOR BRAC MILCON

HOST ACTIVITY:NAS South Weymouth

Receiving Activity	Project Number	Category Code(s)
Camp Edwards, MA	P-474S	171-15 Res Trng Bldg 214-10 Combat VMF

Relocating Activity/Tenant(s)	UIC(s)	Facility Loading
USMCR MASS-6	67254	3 Active Regular - Officer
USMCR MWSS 474 DET B	67254	33 Active Regular - Enlisted
		3 Active Reserve - Officer
		24 Active Reserve - Enlisted
		29 Drilling Reserve - Officer
		233 Drilling Reserve - Enlisted

Project Title	U/M	Proj. Size	Closing Facility BFR	Size of Closing Facility	Receiver Facility BFR/Act/Fac	Facility Loading Now/After
New Res Trng Fac	SqFt	33,800	52,466	33,800	N/A	N/A
New VMF	SqFt	4,848	4,848	4,200	N/A	N/A

NOTE: RELOCATION SITE MAY CHANGE BASED ON DEMOGRAPHICS AND ENVIRONMENTAL FACTORS CURRENTLY UNDER STUDY AT CAMP EDWARDS. IF CAMP EDWARDS CANNOT ACCOMODATE MARINE INTENTIONS, RELOCATION TO ANOTHER DOD INSTALLATION WITHIN THE STATE WILL BE NECESSARY.

CERTIFICATION FOR BRAC MILCON

1. Project scope and description are certified adequate to meet mission/functions:

Assistant Chief of Staff
Base Operations Section, MARFORRES — Date: 950407

Senior Marine Officer
Marine Corps Reserve Activity — Date: 950412

Major Claimant — Date

2. This project is certified to be required for base closure and is supported by the Shore Facilities Planning System. The DD Form 1391 with back-up documentation submitted by the activity and concurred in by the major claimant chain of command provided the initial documentation used in the certification process. We have evaluated all elements of the project and it is now considered the official document to be used as the basis for 35 percent design authorization.

EFD Commanding Officer — Date

Enclosure ~~(1)~~ (2)

COMPONENT NAVY	FY 96 MILITARY CONSTRUCTION PROJECT DATA	2. DATE 07 APR 95

3. INSTALLATION AND LOCATION / UIC:	4. PROJECT TITLE
MCRC QUANTICO,VA	BUILDING ADDITIONS AND RENOVATIONS

5. PROGRAM ELEMENT	6. CATEGORY CODE	7. PROJECT NUMBER	8. COST ($000)
BRAC	171-15	P-475S	2,000

9. COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST ($000)
BUILDING ADDITIONS AND RENOVATIONS	SF	15,724		1,280
MULTI-USE BUILDING	SF	12,000	88	(1,056)
VEHICLE MAINTENANCE BUILDING	SF	1,224	108	(132)
RENOVATIONS	SF	2,500	37	(92)
SUPPORTING FACILITIES				601
SPECIAL CONSTRUCTION FEATURES	SF	(1,100)	110	(121)
ELECTRICAL UTILITIES	LS	--	--	(125)
MECHANICAL UTILITIES	LS	--	--	(290)
PAVING AND SITE IMPROVEMENTS	LS	--	--	(65)
SUBTOTAL	--	--	--	1,881
CONTINGENCY (5.0%)	--	--	--	94
TOTAL CONTRACT COST	--	--	--	1,975
SUPERVISION, INSPECTION & OVERHEAD (6.0%)	--	--	--	118
TOTAL REQUEST	--	--	--	2,094
TOTAL REQUEST (ROUNDED)	--	--	--	2,000
EQUIPMENT PROVIDED FROM OTHER APPROPRIATIONS			(NON-ADD)	

10. DESCRIPTION OF PROPOSED CONSTRUCTION

This project will construct a two-story multi-use building and a one-story vehicle maintenance building. Both will be metal framed buildings with masonry walls, reinforced concrete foundation and floors, metal roofs, fire protection, and heating, ventilation, and air conditioning. The renovations will repair/replace damaged walls floors, ceilings, and doors.

11. REQUIREMENT: 15,724 SF SF ADEQUATE: 0 SF SF SUBSTANDARD: (0 SF) SF

PROJECT: Provides a Marine Corps Reserve Training Facility in the Quantico, VA area.

REQUIREMENT: A Marine Corps Reserve Facility to relocate the Reservists from Lawrence, MA to Quantico, VA due to BRAC.

CURRENT SITUATION: The Marine Corps Reserve Training Facility is curently located at Lawrence, MA which was scheduled for closure as a result of BRAC 93. Marine Reserve tenants had been directed to relocate to NAS S. Weymouth, but have been redirected to Quantico, VA as a result of a BRAC 95 redirect, thus allowing the Navy to environmentally clean up and excess the property for commercial use.

IMPACT IF NOT PROVIDED: The Marine Corps Reserve Training Facility at the Lawrence, MA cannot relocate until suitable facilities are provided at Quantico, VA, thus delaying closure plans directed by BRAC.

(CONTINUED ON DD 1391C)

DD FORM 1 DEC 76 1391

ENC (3)

DOCUMENTATION FOR BRAC MILCON

HOST ACTIVITY: NAS South Weymouth (NMCRC Lawrence, MA)

Receiving Activity	Project Number	Category Code(s)
MCB Quantico, VA	P-4755	171-15 Res Trng Bldg 216-10 Combat VMF

Relocating Activity/Tenant(s)	UIC(s)	Facility Loading
USMCR Ordnance Maint Contact Team	45265	1 Active Regular - Officer 8 Active Regular - Enlisted 0 Active Reserve - Officer 1 Active Reserve - Enlisted 3 Drilling Reserve - Officer 64 Drilling Reserve - Enlisted

Project Title	U/M	Proj Size	Closing Facility BFR	Size of Closing Facility	Receiver Facility BFR/Act/Rev	Facility Loading New/After
Res Trng Bldg:						
New Construction	SqFt	12,000	23,411	14,700	N/A	N/A
Renhovation	SqFt	2,500				
New VMF	SqFt	1,224	1,224	2,500	N/A	N/A

NOTE: UNIT IS PLANNED TO COLOCATE WITH THE ACTIVE FORCE ORDNANCE MAINTENANCE UNIT AT QUANTICO, VA. THIS WILL RESULT IN SOME FACILITY SAVINGS FOR MISSION-UNIQUE MAINTENANCE AREAS. HOWEVER, DEMOLITION AND NEW CONSTRUCTION WILL BE REQUIRED TO PROVIDE THE MARINE RESERVES WITH ADEQUATE EXCLUSIVE USE SPACES IN CLOSE PROXIMITY TO THE ACTIVE DUTY MAINTENANCE FACILITY.

CERTIFICATION FOR BRAC MILCON

1. Project scope and description are certified adequate to meet mission/functions.

Assistant Chief of Staff
Base Operations Section, MARFORRES — Date: 950406

Senior Marine Officer
Marine Corps Reserve Activity — Date: 950412

Major Claimant — Date

2. This project is certified to be required for base closure and is supported by the Shore Facilities Planning System. The DD Form 1391 with back-up documentation submitted by the activity and concurred in by the major claimant chain of command provided the initial documentation used in the certification process. We have evaluated all elements of the project and it is now considered the official document to be used as the basis for 35 percent design authorization.

EFD Commanding Officer — Date

Enclosure (3)

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC 20330-1000

OFFICE OF THE ASSISTANT SECRETARY

10 FEB 1995

MEMORANDUM FOR DEPARTMENT OF THE NAVY
BASE STRUCTURE ANALYSIS TEAM

FROM: HQ USAF/RTR

SUBJECT: Response to Navy Internal Excursion Data Request For MASS-6 & MWSS-474 Det B to Hanscom AFB

In response to your internal excursion data request, please see comments on the attached pages. Questions can be referred to Maj Michael Wallace, HQ USAF/RTR, 695-4578.

I certify that the information contained herein is accurate and complete to the best of my knowledge.

WAYNE MAYFIELD, Col, USAF
Chairman, Base Closure Working Group

Encl 1

Department of the Navy Scenario Development Data Call Tasking

AF-063 - MASS-6 & MWSS-474 Det B to ~~Otis~~ HANSCOM AFB

1. Transferring Personnel

   Officers: 4
   Enlisted: 44
   Selected (Drilling Reservists): 270

   Total Personnel

2. General Facility Requirements (proportionate to population increase):

   Child care, fitness facilities, military housing, bachelor quarters, messing, commissary, exchange, etc.

3. Specific Facility Requirements (see next page).

Otis AFB

End 1

3.5.1.1 Describe the capacity of your activity to absorb additional similar workyears categorized in the same common support function with minor facility modification. If major modification is required, describe to what extent the facilities would have to be modified. (Use FY97 workyears as your requirement) (BRAC Criteria III)

With a minor modification of Bldg 1605 at a cost of $52,000 and a major modification of Bldg 1607 which would require a MILCON project costing $5.7M, an additional 401 workyears could be absorbed. Bldg 1605 (7,000SF) is presently the Security Police facility and will be vacated upon completion of a replacement building in 3rd Qtr FY95. Bldg 1607 (81,000SF) is planned to be vacated in the 1st Qtr FY95 by the Army Reserves and becomes an Air Force asset.

3.5.1.2 If there is capacity to absorb additional workyears, how many additional workyears can be supported? (BRAC Criteria III)

Hanscom AFB can absorb 934 additional workyears based on the UMD downsizing of 533 and 401 due to the facility modifications to Bldgs 1605 and 1607.

3.5.1.3 For 3.5.1.1 and 3.5.1.2 (above) describe the impact of military construction programs or other alteration projects programmed in the FY95 PBS. (BRAC Criteria II)

There would be a $5,751,840 impact if facility modifications to Bldg 1605 and 1607 were inserted into the FY95PB.

3.5.2 Land Use: Provide number of buildable acres for additional laboratory/administrative support construction at your installation. (BRAC Criteria II)

There is approximately 41.32 buildable acres of land for additional laboratory/administrative support construction at Hanscom AFB.

Encl 1

NOTE TO: MIKE V.
FROM: Bill Smith
RE: Hanscom Building #1607

Attached is a memo from the Massachusetts Army Reserve HQ to Hanscom Air Force Base notifying the Air Force of their intention to occupy ***and fill*** Building 1607. The Memo does not indicate any intention on the part of the Army Reserve to accommodate Naval or Marine Reservists from Weymouth. **I must still confirm with the Army Reserve that this information is still current.**

But the plot thickens. My friends at the National Guard told me that the two units that the Navy has said will go to Hanscom are priority units that need access to a flight line. The Navy originally wanted to put them at Otis and suitable space could not be found. The Navy may be displacing two priority units by their failure to secure suitable space at Hanscom.

As soon as I hear from the Army Reserve, I will call you.

Encl 2

DEPARTMENT OF THE ARMY
HEADQUARTERS, 94TH ARMY RESERVE COMMAND
688 SHERMAN AVENUE
FORT DEVENS, MASSACHUSETTS 01433-4000

REPLY TO ATTENTION OF:

AFRC-AMA-EN (420) 26 January 1995

MEMORANDUM THRU Commander, 66th Air Base Wing, Hanscom Air Force Base, MA 01731

FOR Headquarters, 66th Support Group, Attn: SFTG/CECS (L. Munson) Hanscom Air Force Base, MA 01731

SUBJECT: Reoccupation of Hanscom AFRC, Building 1607 Hanscom Air Force Base

1. References.

a. Memorandum, 439th Support Group, Air Force Reserve, 26 December 1994, subject: Massachusetts Joint Service reserve Component Facility Board Meeting Minutes.

b. Memorandum, The Commonwealth of Massachusetts Military Division, MAAR-DFE, 11 January 1995, subject: Request for Temporary Space in Building 1607, USAFRC, Hanscom AFB, Bedford, MA.

c. Memorandum, Headquarters, Electronic Systems Center (AFMC), Hanscom Air Force Base, MA 01731-5000, Attn: ESC/CCB, 9 January 1995, Subject: Air Force Use of Building 1608.

2. The purpose of this letter is to notify you of our intention to retain and relocate units to the Armed Forces Reserve Center on Hanscom Air Force Base. In early January 1995, Fort McCoy assumed facilities management responsibilities from Fort Devens for this region and has informed us that the Barnes Building in Boston would not be retained. This pending disposition necessitates the relocation of our units from the Barnes Building, and the only available facility into which we can move these units is building 1607, Hanscom AFB. At the meeting at reference 1a the 94th ARCOM notified the Massachusetts Joint Services Reserve Components Facility Review Board of our contemplated intention to move units into building 1607. That decision was ratified. This will not affect the Air Force Reserve, which will remain in building 1607.

3. The Massachusetts Army National Guard has also requested use of space within the facility (see reference 1b), and we intend to accommodate them as best we can.

4. The 94th ARCOM will move the 3d Judge Advocate General Detachment and the 309th Field Hospital into the building. These two units require 58,400 square feet. The 85th Aerial Port

Encl 3

AFRC-AMA-EN
SUBJECT: Reoccupation of Hanscom AFRC, Building 1607 Hanscom Air Force Base

Squadron will occupy 8,710 square feet and the Massachusetts Army National Guard will be granted 9,374 square feet. No excess space will be available within building 1607 after the relocation of these units to the building.

5. The earlier informal request by the 66th Support Group for use of the drill hall in building 1607 during the renovation of the U.S. Post Office will be honored. The formal request at reference 1c to use the parking lot of building 1608 will be granted.

6. The point of contact for this action is LTC Joseph A. Pelto, DSN 256-6345.

FOR THE COMMANDER

for Joseph Pelto LTC, EN
PETER H. JONES
COL, GS, USAR
Deputy Chief of Staff for
Engineering

TOTAL P.03

Encl 3

William F. Malloy, Jr.
31 Wildcat Lane
Norwell, Massachusetts 02061

March 15, 1995

Gen. James B. Davis, USAF (Ret.)
3600 Windber Boulevard
Palm Harbor, FL 34685

Please refer to this number when responding 950321-8

Dear General:

I am writing you today as a fellow Naval Academy graduate and concerned military officer. I am a 1980 graduate from the U.S. Naval Academy and currently a Commander-Select in the Navy Reserve. After graduation, I drove ships for about five and one-half years, and then taught school for the Navy in Newport for three years before leaving active service.

The reason I am writing to you today, General, is very much a concern for me not only as a military officer, but someone who was reared and continues to live in New England. DOD has proposed closing the South Weymouth Naval Air Station for the third time. As recently as 1993, a combined group of close to 75 people, including myself, worked very hard to educate the past BRAC commissioners about why we felt the Naval Air Station should be kept open. To my knowledge, we were the only Naval Air Reserve Station removed from the closure list of 1993 by an 8-0 vote of the BRAC Commission. There was clearly no doubt in any Commissioners' mind that South Weymouth Naval Air Station should be kept open to provide a viable training facility for Naval and Marine Air Reservists as well as Surface Reservists. General, there are many concerned military officers as well as civilians like myself that believe that South Weymouth should be kept open, and are rebuilding the case to educate the new Commissioners like yourself.

Without going into too much detail in this letter, General, I would like to offer you an opportunity to visit South Weymouth Naval Air Station and see and hear for yourself why the 1993 BRAC resoundingly removed South Weymouth Naval Air Station from the list of proposed closures. I think we have a very solid case to present to you General, and along with many other Naval Academy graduates and a couple of classmates of yours as well, I would sincerely appreciate an opportunity to personally present our case to you. I would be more than happy to function as a point of contact for you if possible to visit South Weymouth and to meet with selected members of the Committee that has been set up and has continued operations since the last BRAC of 1993. I feel that it is only through a personal visit to South Weymouth such as this, that will allow us an opportunity to present our case to you directly, why South Weymouth Naval Air Station should remain open and removed from the 1995 proposed closure list. I appreciate your time and consideration and I look forward to hearing from you soon.

Very Respectfully and
Sincerely yours,

William F. Malloy, Jr.

William F. Malloy, Jr.

The Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES
STATE HOUSE, BOSTON 02133-1054

PAUL R. HALEY
REPRESENTATIVE
4TH NORFOLK DISTRICT

Chairman
Committee on
Criminal Justice

ROOM 166 STATE HOUSE
TEL (617) 722 2900

FAX COVER SHEET

DATE: April 25, 1995

ATTENTION: Doyle Reedy
703-696-0550

FROM: Rep. Paul Haley

NUMBER OF PAGES TO FOLLOW: 14

COMMENTS:

The Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES
STATE HOUSE, BOSTON 02133-1054

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ROOM 166, STATE HOUSE
TEL. (617) 722-2900

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

Dear Chairman Dixon:

I am sending further information, for your consideration, pertaining to the demographics of NAS South Weymouth.

I feel the issue of demographics deserves careful review in order to make an impartial and informed determination about the future of NAS South Weymouth and the Naval Reserve's presence in New England. I hope you will find this additional information useful in your deliberations.

Sincerely,

Paul R. Haley
Chairman,
Save the Base Committee

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

Introduction

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

Navy Demographics

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

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

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

1. **NAVET**: The NAVET Program focuses on honorably discharged, physically qualified Naval Veterans who have earned a favorable re-enlistment code.

2. **OSVET**: The OSVET program targets physically qualified Other Service Veterans with Honorable Discharges and favorable re-enlistment codes. Additionally, their Military Occupational Specialty (MOS) must convert readily to Naval Enlisted Ratings or Naval Officer Designators.

3. **APG**: APG enlisted recruits are assessed directly from civilian occupations which can be converted to advanced paygrade level navy ratings. These personnel must demonstrate proficiency by successfully completing the prescribed professional leadership and rating correspondence courses and passing applicable leadership and advancement exams within prescribed timeframes to make their advanced paygrades and ratings permanent.

4. **SAM and OSAM**: The Sea and Air Mariner and Officer Sea and Air Mariner programs focus on high school and college graduates respectively. After an initial

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

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

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

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

1. For Pilots: How many are fixed-wing qualified? How many are rotary-wing qualified? How many are single-engine rated? How many are multi-engine rated?

2. For NFO's: How many are familiar with each type of aircraft on board the station? How many are familiar with each type of aircraft projected to be transferred in to the station?

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

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

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

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

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

Census and Best Cities Data

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

The 1993 MS&B study conducted for Fortune Magazine ranks the South Weymouth/Boston statistical area as a leader in the areas of educational opportunities, college enrollment, and skilled workers. Combined with the diverse minority pool, the South Weymouth/Boston area should be viewed as one of the richest resources for the Navy. The study published in Fortune Magazine supports the Navy's own demographic documentation that ranks South Weymouth/Greater Boston at the top of the Nation. Overall, the study ranks the Boston area 3rd, with the first two spots going to Raleigh/Durham and New York. The study reveals that there are more than a quarter of a million students in the greater Boston area. Of the six metropolitan areas that play host to a Naval Reserve Station, Boston ranks first in education. As charts #3 and #4 illustrate, 28.8 percent of the population holds a four year degree or higher while 11.2 percent of the people age 25 or older have earned a graduate degree. NROTC programs exist on the campuses of Boston University, Boston College, Harvard University, Tufts University, Northeastern University, Massachusetts Institute of Technology (MIT). NROTC programs also operate in the City Of Worcester, approximately 35 miles from Boston at the College of the Holy Cross, Worcester Polytechnic Institute, and Worcester State College. All of the preceding schools are recognized nation-wide as the finest educational institutions in the country, the perfect breeding ground for future reservists. Boston ranked 2nd in the category of four year

college enrollment, 8th in the availability of a quality labor force, 5th in the availability of skilled workers, 1st in the presence of high quality colleges and universities, and topped the country as the best city for knowledge workers.(See Chart #5)

Reservists Pool

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

As of March 95, only 29 of 35 billets for NRTSC 791 were filled and in the case of NRTSC 191 only 18 of 33 billets could be filled. In the case of South Weymouth vs Atlanta, both are located near a major airport and naturally attract a high number of pilots, but, we have not seen any documentation that details the specific abilities and qualifications of the "rich" Atlanta demographic pool. Pilot qualifications such as, fixed-rotary wing or single/multi engine NFO qualifications, other officer designators or enlisted ratings and NECS have not been documented by the Navy. But, at South

Weymouth, as recently as 24 months ago, they were able fully man an A-4 Sky Hawks Squadron, VMA-223. While it appears the availability of qualified personnel at Atlanta is in question, South Weymouth can support with local personnel, a Navy or Marine Squadron. Additionally, South Weymouth would still have enough qualified personnel available to man an F-18 Navy Squadron. This could be accomplished without the need to airlift personnel.

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

Another factor affecting a move by reservists to Maine is the distance they will have to travel if they intend to continue serving in the Navy Reserves. As you can see in maps 1-3 , the overwhelming majority of reservists affected by the decision live outside of the 50 mile border set down by the Navy as the distance that determines whether or not a reservist must be compensated for housing during reserve activities. The problem with the distance raises two important questions; what will be the messing and berthing cost to the Navy for reservists traveling from outside the 50 mile radius and how will the distance affect the attrition, retention and recruitment of reservists? It is our contention that the traveling distance will have a serious adverse affect resulting in the loss of many highly skilled reservists, as well as increased difficulty in recruiting qualified reservists. The bottom line, no other reserve NAS facility can match the people resources within the South Weymouth/Greater Boston

community.

Recruiting Goals

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

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

Conclusions

Admiral Jeremy M. Boorda explained during the March 6th Open Meeting that it is important to put our Reserve centers where there are Reservists of the right skill

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

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

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

Naval Reservists Located Within 50 Miles of South Weymouth Naval Air Station by Town

Acton, MA.	6
Arlington, MA.	6
Ashland, MA.	4
Ayer, MA.	1
Belmont, MA	11
Billerica, MA.	14
Boxborough, MA.	1
Burlington, MA.	4
Cambridge, MA.	15
Carlisle, MA.	4
Chelmsford, MA	11
Concord, MA	3
Dracut, MA.	2
Everett, MA.	7
Framingham, MA	14
Holliston, MA	5
Hopkinton, MA	3
Hudson, MA.	2
Lexington, MA.	5
Lincoln, MA.	2
Lowell, MA	15
Malden, MA	13
Marlborough, MA.	10
Medford, MA.	13
Melrose, MA.	8
Natick, MA.	8
Newton, MA.	17
Reading, MA	3
Shirley, MA.	1
Somerville, MA.	15
Stoneham, MA.	1
Stow, MA.	1
Sudbury, MA.	4
Tewksbury, MA.	9
Tyngsborough, MA.	2
Wakefield, MA.	6
Waltham, MA.	13
Watertown, MA.	6
Wayland, MA.	1
Westford, MA.	9
Weston, MA.	1
Wilmington, MA.	6
Winchester, MA.	8
Woburn, MA.	7
Avon, MA.	2
Bellingham, MA	1
Braintree, MA	18
Brookline, MA.	7
Canton, MA.	6
Cohasset, MA.	6
Dedham, MA.	5
Dover, MA.	2
Foxborough, MA.	8
Franklin, MA.	4
Holbrook, MA.	6
Medfield, MA.	3
Medway, MA.	9
Millis, MA	1
Milton, MA.	10
Needham, MA	5
Norfolk, MA.	4
Norwood, MA.	18
Plainville, MA.	4
Quincy, MA	44
Randolph, MA.	29
Sharon, MA.	7
Stoughton, MA.	14
Walpole, MA.	9
Wellesley, MA.	11
Westwood, MA.	8
Weymouth, MA.	55
Wrentham, MA.	8
Abington, MA.	9
Bridgewater, MA.	15
Brockton, MA.	37
Carver, MA.	3
Duxbury, MA.	11
Halifax, MA.	3
Hanover, MA.	11
Hanson, MA	14
Hingham, MA.	6
Hull, MA.	11
Kingston, MA.	3
Lakeville, MA.	7
Marshfield, MA.	11
Middleborough, MA.	12
Norwell, MA.	9
Pembroke, MA.	19
Plymouth, MA.	29
Rochester, MA.	2
Rockland, MA.	16
Scituate, MA.	6
Wareham, MA.	7
Whitman, MA.	10
Boston, MA	144
Chelsea, MA.	6
Revere, MA	5
Winthrop, MA.	5
Auburn, MA	1
Blackstone, MA.	3
Clinton, MA	2
Douglas, MA.	1
Grafton, MA.	1
Harvard, MA.	1
Holden, MA	3
Hopedale, MA.	2
Leominster, MA	2
Mendon, MA.	2
Milford, MA.	8
Millbury, MA.	2
Northbridge, MA.	2
Oxford, MA.	2
Shrewsbury, MA	7
Sterling, MA	2
Sutton, MA	3
Upton, MA	2
Webster, MA	2
Westborough, MA	2
Worcester, MA	18
Barnstable, MA	15
Bourne, MA.	4
Falmouth, MA.	8
Mashpee, MA.	1
Sandwich, MA.	6
Acushnet, MA.	3
Attleboro, MA.	19
Dartmouth, MA	2
Easton, MA	9
Fairhaven, MA	6
Fall River, MA.	13
Mansfield, MA.	10
New Bedford, MA.	11
Norton, MA	7
Raynham, MA	5
Rehoboth, MA	3
Seekonk, MA	3
Somerset, MA	2
Swansea, MA.	2
Taunton, MA.	15
Westport, MA	1
Amesbury, MA	4
Andover, MA	9
Beverly, MA.	11
Boxford, MA	4
Danvers, MA	8
Essex, MA	5
Georgetown, MA	2
Hamilton, MA	2
Haverhill, MA	12
Ipswich, MA	2
Lawrence, MA	4
Lynn, MA	24
Lynnfield, MA	4
Marblehead, MA	7
Methuen, MA	11
Nahant, MA	5
Newburyport, MA	4
Peabody, MA	9
Rowley, MA	3
Salem, MA	15
Salisbury, MA	1
Saugus, MA	1

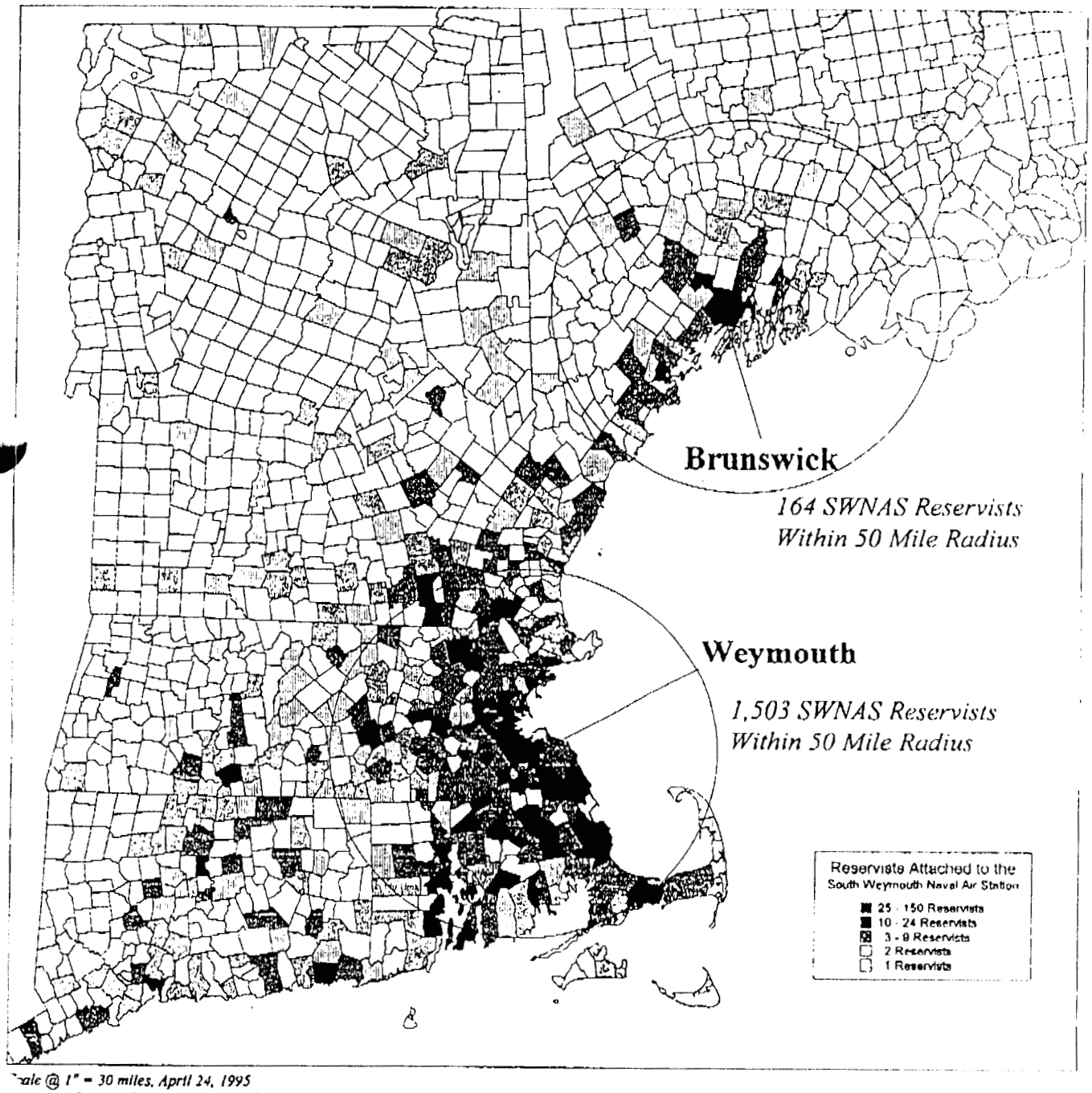
Naval Reservists Located Within 50 Miles of South Weymouth Naval Air Station by Town

Swampscott, MA.	6
Wenham, MA.	2
Hudson, NH.	4
Nashua, NH.	10
Atkinson, NH.	1
Plaistow, NH.	2
Salem, NH.	5
Seabrook, NH.	1
Windham, NH.	1
Barrington, RI	8
Bristol, RI.	5
Warren, RI.	1
Warwick, RI.	16
Little Compton, RI.	4
Middletown, RI.	11
Portsmouth, RI.	7
Tiverton, RI.	4
Cranston, RI.	4
Cumberland, RI.	1
Foster, RI.	1
Lincoln, RI.	5
North Providence, RI.	5
Pawtucket, RI.	5
Providence, RI	16
Scituate, RI	6
Woonsocket, RI.	3
Total Count	**1,503**

Naval Reservists Located Within 50 Miles of Brunswick Naval Air Station by Town

Norway, ME.	1
Paris, ME.	4
Bath, ME.	12
Bowdoinham, ME.	3
Phippsburg, ME.	1
Richmond, ME.	4
Topsham, ME.	19
Biddeford, ME.	2
Kennebunk, ME.	4
Newfield, ME.	1
Saco, ME.	5
Damariscotta, ME.	2
Newcastle, ME.	2
Wiscasset, ME.	3
Rockport, ME.	1
Augusta, ME.	2
China, ME.	1
Gardiner, ME.	5
Hallowell, ME.	2
Litchfield, ME.	1
Manchester, ME.	1
Monmouth, ME.	2
Randolph, ME.	1
Winthrop, ME.	1
Brunswick, ME.	12
Cape Elizabeth, ME.	5
Cumberland, ME.	2
Falmouth, ME.	3
Freeport, ME.	5
Gorham, ME.	3
Portland, ME.	17
Scarborough, ME.	3
Westbrook, ME.	1
Windham, ME.	1
Yarmouth, ME.	4
Auburn, ME.	5
Durham, ME.	1
Greene, ME.	1
Lewiston, ME.	6
Lisbon, ME.	13
Mechanic Falls, ME.	1
Turner, ME.	1
Total Count	**164**

Location of Naval Reservists Attached to the South Weymouth Naval Air Station



Scale @ 1" = 30 miles, April 24, 1995
Note: 103 SWNAS Reservists Located Outside of New England
Source: South Weymouth Naval Air Station
Prepared by the Weymouth Office of Planning and Community Development

4/19/95

NAS BRUNSWICK SELRES READINESS

(UNIT READINESS REPORT DATA 31 MARCH 95)

NR Activity/Unit NRTSC 191	FY 1995 AUTH	FY 1995 ACTUAL
OFFICER	12	12
ENLISTED	33	18

NR Activity/Unit NRTSC Z91	FY 1995 AUTH	FY 1995 ACTUAL
OFFICER	10	9
ENLISTED	35	29

Supplemental Information for Question 39.

[redacted]

Unit	Active or Reserve	FY 1994	FY 1995	FY 1997	FY 1999	FY 2001
NRTSC 191	Reserve	X	X	X	X	X
NRTSC 791	Reserve	X	X	X	X	X
NRVTU 9191	Reserve	X	X	X	X	X
Reserve Mobile Construction Battalion	Reserve	X	X	X	X	X
4th Marine Div. Reserve Rifle Co.	Reserve	X	X	X	X	X

[redacted] For each of these other reserve Navy/Marine Corps units at your air station, provide the number of authorized billets and the number of personnel actually assigned to the squadron for the past three fiscal years. Provide this information in the format below for both Selected Reservists (SELRES) and Training and Administration of Reserves (TAR) Navy reservists/Full-Time Support (FTS) Marine Corps reservists. Explain differences between authorized and actual manning in the remarks section.

[redacted] Activity/Unit: NRTSC 191	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	11	0	11	0	12	0	12	0	12	0	12	0
Enlisted	28	0	1	0	28	0	17	0	38	0	28	0

Remarks: Recruiting personnel of the proper rate/rating continues to be the single largest problem for unit readiness.

NR Activity/Unit: NRTSC 791	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	11	0	11	0	11	0	11	0	11	0	10	0
Enlisted	42	0	32	0	49	0	35	0	41	0	33	0

Remarks: Recruiting personnel of the proper rate/rating continues to be the single largest problem.

[redacted] 62A R(18 Oct 94)

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

"PRESENTATION BY THE COMMITTEE TO SAVE NAS SOUTH WEYMOUTH"

JOSUE (JOE) ROBLES, JR, COMMISSIONER

DOYLE REEDY, BRAC STAFF

I. OPENING REMARKS/OVERVIEW:

II. DEVIATIONS:

III. DEMOGRAPHICS:

IV. INFRASTRUCTURE:

V. SQUADRON PLACEMENT:

VI. MASSACHUSETTS NATIONAL GUARD:

VII. COMMUNITY ROLE & PARTNERSHIP:

VIII. ECONOMIC IMPACT:

IX. RECAP/CLOSING:

4/21/95

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

ATTENTION: DOYLE REEDY

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

4/19/95

From: Mike Walker

To: Doyle Reedy

Subj: Info Requested on 4/18/95 (per Tel Con)

Tel (617) 786-2992 office
Tel (617) 786-2801 Reception
Tel (617) 786-2847 FAX

Respectfully

Michael Walker

Doyle

The following enclosures support our conversation on 4/18/95

1.) BSEC Deliberation on NOV 8, 1994 page 4 item G.
This rule applies to Operational Bases (USN Air Stations)

2.) BSEC Deliberation on NOV 8, 1994 page 5 item D.
This rule applies to Reserve Air Stations

3.) BSEC Deliberation on FEB 21, 1995 item 14
Results of Naval Audit Service check of Military Value Scores of Reserve Air Stations that resulted in 15 revisions & change Military Value Score changes.

4.) BSEC Deliberation on Nov 29, 1994 page 7 item 13 a.
The last time NAS Willow Grove is shown to remain open & NAS Atlanta to close. A BSEC deliberation or a CINC discussion must have happened on NOV 30, 1994, since NAS Willow Grove is discussed as a closure, Atlanta to remain open & Brunswick to remain open to receive our air assets approved in the DEC 1, 1995 BSEC deliberation.

5.) This is the current SELRES manning of the units that are in Brownsville Data call that I sent you on 4/18/95.

6.) Paul Haley told me you had some interest in the BRNS Report in regards to Dallas/Ft Worth Carswell more & asked me to fax it to you

7.) The BSEC deliberation on Nov 29, 1994 also directed a MILCON cost of $8.5 million to extend a runway & build a training building. The DATA CALL SCENARIO on this C9 mover had an estimate of $4.7 million. I will be checking the COBRA to see what jacked this up to $8.5 million. (per talk with you on 4/18/95.

Respectfully,

Michael Walker

MA ARMY NATIONAL GUARD AT SOUTH WEYMOUTH NAS

- MA Army National Guard Proposes to:
  - Locate 1 Field Artillery Battalion with associated vehicle maintenance at South Weymouth NAS.
  - Battalion consists of:
    - » Towed 155mm Howitzers and associated vehicles and equipment
    - » 650 authorized personnel
    - » 45 full-time administrative and maintenance personnel
  - Battalion is a high priority contingency pool unit

MA ARMY NATIONAL GUARD AT SOUTH WEYMOUTH NAS (cont)

- Benefits:
  - Allows MA ARNG to station the entire Battalion on one site allowing for increased readiness of the unit
  - Allows for the use of a military airfield for deployment and other mobilization exercises
  - Provides adequate space for the unit in a modern facility with sufficient parking which is now lacking

MA ARMY NATIONAL GUARD AT SOUTH WEYMOUTH NAS (cont)

- Facility Program:
  - Unit Armory: Approx 85,000 SF
  - Vehicle Maintenance Facility: Approx 12,000 SF
  - Parking for cars and military vehicles: 15 acres
  - Project Cost: $12,000,000 (all State funds)
- Other Infrastructure Improvements:
  - Necessary to support primary facility and use of base facilities by Guardsmen
  - Cost unknown

AIRCRAFT TYPES POTENTIALLY RELOCATABLE TO NAVAL AIR STATION-SOUTH WEYMOUTH

By
John C. Yaney

"Save Our Base Committee"

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

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

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

C-9B

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

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

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

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

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

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

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

<u>UH-IN/AH-IW</u>

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

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

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

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

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

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

<u>F/A-18</u>

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

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

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

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

(1) Several over-the-ocean "Warning Areas" (W104, W105, etc.) are located very close to South Weymouth, permitting short transit times to and from these areas and, thus, allowing maximum training time within the areas.

(2) Two military operating areas (Condor and Yankee) are located in nearby New Hampshire and Maine. VMA-322, when it was based at South Weymouth, made frequent use of these MOAs. The Syracuse MOA is located nearby in New York.

(3) Nearby South Weymouth-owned No Mans Island target range is available for use with inert weapons. Live weapons can be employed at locations in New York (Fort Drum) or New Jersey (Warren Grove).

(4) Opportunities abound for Dissimilar Air Combat Training (DACT) with other Massachusetts and New England-based tactical jet aircraft. For example, the Massachusetts Air National Guard operates F-15 aircraft at Otis Air National Guard base, located only 30 nautical miles from South Weymouth. The Massachusetts Air National Guard also operates A-10 aircraft, as does the Connecticut Air National Guard. F-16s are flown by the Vermont Air National Guard. The dual fighter/attack roles of the F/A-18 make the availability of these DACT training opportunities and nearby MOAs and warning areas of critical importance.

(5) Practice in-flight refuelling opportunities for the F/A-18s are plentiful in the area. For example, the Marine Air Reserve operates a squadron (VMGR-452) of KC-130T refuelling aircraft at Stewart ANGB in New York, a base located only slightly more than 150 nautical miles away from South Weymouth. That squadron frequently supported VMA-322 operations in the past. The New Hampsire Air National Guard operates KC-135R refuelling aircraft at nearby Pease ANGB. The Maine Air National Guard also operates KC-135 aircraft. These squadrons make frequent use of the refuelling tracks located off the Massachusetts coast.

(6) As opposed to the single-runway Reserve bases such as NAS Atlanta, NAS Willow Grove, and NAS Fort Worth, for example, NAS South Weymouth has <u>two</u> runways oriented at 90 degrees to each other. This configuration almost guarantees that the allowable crosswind components of small tactical jet aircraft are never exceeded, thus improving safety and permitting operations to occur at all times. Flights are never cancelled because of wind conditions nor are landing aircraft required to divert to other airfields because of wind conditions. This fact is of critical importance for the F/A-18 with its narrow-track landing gear.

(7) The climate at NAS South Weymouth permits pilots to be trained for operating conditions that may be encountered at any potential location throughout the world, including conditions of heat, cold, rain, or snow. Pilots must be well prepared to operate in any of these conditions, as no one can tell where the next world crisis requiring the activation of the Reserves will develop.

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

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

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

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

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

KC-130T

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

F-14A

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

P-3C

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

GENERAL

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

PAUL R. HALEY
REPRESENTATIVE
4TH NORFOLK DISTRICT

The Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES
STATE HOUSE, BOSTON 02133-1054

Chairman
Committee on
Criminal Justice
ROOM 136 STATE HOUSE

Please refer to this number
when responding 950425-13

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

Dear Chairman Dixon:

I am sending further information, for your consideration, pertaining to the demographics of NAS South Weymouth.

I feel the issue of demographics deserves careful review in order to make an impartial and informed determination about the future of NAS South Weymouth and the Naval Reserve's presence in New England. I hope you will find this additional information useful in your deliberations.

Sincerely,

Paul R. Haley
Chairman,
Save the Base Committee

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

Introduction

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

Navy Demographics

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

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

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

1. **NAVET**: The NAVET Program focuses on honorably discharged, physically qualified Naval Veterans who have earned a favorable re-enlistment code.

2. **OSVET**: The OSVET program targets physically qualified Other Service Veterans with Honorable Discharges and favorable re-enlistment codes. Additionally, their Military Occupational Specialty (MOS) must convert readily to Naval Enlisted Ratings or Naval Officer Designators.

3. **APG**: APG enlisted recruits are assessed directly from civilian occupations which can be converted to advanced paygrade level navy ratings. These personnel must demonstrate proficiency by successfully completing the prescribed professional leadership and rating correspondence courses and passing applicable leadership and advancement exams within prescribed timeframes to make their advanced paygrades and ratings permanent.

4. **SAM and OSAM**: The Sea and Air Mariner and Officer Sea and Air Mariner programs focus on high school and college graduates respectively. After an initial

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

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

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

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

1. For Pilots: How many are fixed-wing qualified? How many are rotary-wing qualified? How many are single-engine rated? How many are multi-engine rated?

2. For NFO's. How many are familiar with each type of aircraft on board the station? How many are familiar with each type of aircraft projected to be transferred in to the station?

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

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

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

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

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

Census and Best Cities Data

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

The 1993 MS&B study conducted for Fortune Magazine ranks the South Weymouth/Boston statistical area as a leader in the areas of educational opportunities, college enrollment, and skilled workers. Combined with the diverse minority pool, the South Weymouth/Boston area should be viewed as one of the richest resources for the Navy. The study published in Fortune Magazine supports the Navy's own demographic documentation that ranks South Weymouth/Greater Boston at the top of the Nation. Overall, the study ranks the Boston area 3rd, with the first two spots going to Raleigh/Durham and New York. The study reveals that there are more than a quarter of a million students in the greater Boston area. Of the six metropolitan areas that play host to a Naval Reserve Station, Boston ranks first in education. As charts #3 and #4 illustrate, 28.8 percent of the population holds a four year degree or higher while 11.2 percent of the people age 25 or older have earned a graduate degree. NROTC programs exist on the campuses of Boston University, Boston College, Harvard University, Tufts University, Northeastern University, Massachusetts Institute of Technology (MIT). NROTC programs also operate in the City Of Worcester, approximately 35 miles from Boston at the College of the Holy Cross, Worcester Polytechnic Institute, and Worcester State College. All of the preceding schools are recognized nation-wide as the finest educational institutions in the country, the perfect breeding ground for future reservists. Boston ranked 2nd in the category of four year

college enrollment, 8th in the availability of a quality labor force, 5th in the availability of skilled workers, 1st in the presence of high quality colleges and universities, and topped the country as the best city for knowledge workers.(See Chart #5)

Reservists Pool

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

As of March 95, only 29 of 35 billets for NRTSC 791 were filled and in the case of NRTSC 191 only 18 of 33 billets could be filled. In the case of South Weymouth vs Atlanta, both are located near a major airport and naturally attract a high number of pilots, but, we have not seen any documentation that details the specific abilities and qualifications of the "rich" Atlanta demographic pool. Pilot qualifications such as, fixed-rotary wing or single/multi engine NFO qualifications, other officer designators or enlisted ratings and NECS have not been documented by the Navy. But, at South

Weymouth, as recently as 24 months ago, they were able fully man an A-4 Sky Hawks Squadron, VMA-223. While it appears the availability of qualified personnel at Atlanta is in question, South Weymouth can support with local personnel, a Navy or Marine Squadron. Additionally, South Weymouth would still have enough qualified personnel available to man an F-18 Navy Squadron. This could be accomplished without the need to airlift personnel.

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

Another factor affecting a move by reservists to Maine is the distance they will have to travel if they intend to continue serving in the Navy Reserves. As you can see in maps 1-3 , the overwhelming majority of reservists affected by the decision live outside of the 50 mile border set down by the Navy as the distance that determines whether or not a reservist must be compensated for housing during reserve activities. The problem with the distance raises two important questions; what will be the messing and berthing cost to the Navy for reservists traveling from outside the 50 mile radius and how will the distance affect the attrition, retention and recruitment of reservists? It is our contention that the traveling distance will have a serious adverse affect resulting in the loss of many highly skilled reservists, as well as increased difficulty in recruiting qualified reservists. The bottom line, no other reserve NAS facility can match the people resources within the South Weymouth/Greater Boston

community.

Recruiting Goals

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

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

Conclusions

Admiral Jeremy M. Boorda explained during the March 6th Open Meeting that it is important to put our Reserve centers where there are Reservists of the right skill

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

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

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

Naval Reservists Located Within 50 Miles of South Weymouth Naval Air Station by Town

Acton, MA.	6	Holbrook, MA.	6	Milford, MA	[illegible]
Arlington, MA.	6	Medfield, MA.	3	Millbury, MA.	2
Ashland, MA.	4	Medway, MA	9	Northbridge, MA.	2
Ayer, MA.	1	Millis, MA	1	Oxford, MA	2
Belmont, MA	11	Milton, MA	10	Shrewsbury, MA	[illegible]
Billerica, MA.	14	Needham, MA	5	Sterling, MA	2
Boxborough, MA	1	Norfolk, MA	4	Sutton, MA	3
Burlington, MA.	4	Norwood, MA.	18	Upton, MA	[illegible]
Cambridge, MA.	15	Plainville, MA	4	Webster, MA	[illegible]
Carlisle, MA	4	Quincy, MA	44	Westborough, MA	[illegible]
Chelmsford, MA	11	Randolph, MA	29	Worcester, MA	18
Concord, MA	3	Sharon, MA.	7	Barnstable, MA	15
Dracut, MA.	2	Stoughton, MA.	14	Bourne, MA.	4
Everett, MA.	7	Walpole, MA	9	Falmouth, MA.	8
Framingham, MA	14	Wellesley, MA.	11	Mashpee, MA.	1
Holliston, MA	5	Westwood, MA.	8	Sandwich, MA.	6
Hopkinton, MA.	3	Weymouth, MA	55	Acushnet, MA	3
Hudson, MA.	2	Wrentham, MA.	8	Attleboro, MA.	10
Lexington, MA.	5	Abington, MA.	9	Dartmouth, MA	2
Lincoln, MA.	2	Bridgewater, MA.	15	Easton, MA	9
Lowell, MA.	15	Brockton, MA.	37	Fairhaven, MA	6
Malden, MA	13	Carver, MA.	3	Fall River, MA.	13
Marlborough, MA.	10	Duxbury, MA	11	Mansfield, MA.	10
Medford, MA.	13	Halifax, MA.	3	New Bedford, MA	11
Melrose, MA.	8	Hanover, MA.	11	Norton, MA	7
Natick, MA.	8	Hanson, MA	14	Raynham, MA	5
Newton, MA.	17	Hingham, MA.	6	Rehoboth, MA	3
Reading, MA	3	Hull, MA.	11	Seekonk, MA	3
Shirley, MA.	1	Kingston, MA	3	Somerset, MA	2
Somerville, MA.	15	Lakeville, MA.	7	Swansea, MA.	2
Stoneham, MA.	1	Marshfield, MA.	11	Taunton, MA.	15
Stow, MA.	1	Middleborough, MA.	12	Westport, MA	1
Sudbury, MA.	4	Norwell, MA.	9	Amesbury, MA	4
Tewksbury, MA.	9	Pembroke, MA.	19	Andover, MA	9
Tyngsborough, MA.	2	Plymouth, MA.	29	Beverly, MA.	11
Wakefield, MA.	6	Rochester, MA.	2	Boxford, MA	4
Waltham, MA.	13	Rockland, MA.	16	Danvers, MA	8
Watertown, MA.	6	Scituate, MA	6	Essex, MA	5
Wayland, MA.	1	Wareham, MA.	7	Georgetown, MA	2
Westford, MA.	9	Whitman, MA.	10	Hamilton, MA	2
Weston, MA.	1	Boston, MA	144	Haverhill, MA	12
Wilmington, MA.	6	Chelsea, MA.	6	Ipswich, MA	7
Winchester, MA.	8	Revere, MA	5	Lawrence, MA	4
Woburn, MA	7	Winthrop, MA.	5	Lynn, MA	24
Avon, MA	2	Auburn, MA	1	Lynnfield, MA	4
Bellingham, MA	1	Blackstone, MA.	3	Marblehead, MA	7
Braintree, MA	18	Clinton, MA	2	Methuen, MA	11
Brookline, MA.	7	Douglas, MA.	1	Nahant, MA	[illegible]
Canton, MA.	6	Grafton, MA.	1	Newburyport, MA	4
Cohasset, MA.	6	Harvard, MA.	1	Peabody, MA	9
Dedham, MA	5	Holden, MA	3	Rowley, MA	3
Dover, MA.	2	Hopedale, MA	2	Salem, MA	15
Foxborough, MA.	8	Leominster, MA	2	Salisbury, MA	[illegible]
Franklin, MA	4	Mendon, MA	2	Saugus, MA	[illegible]

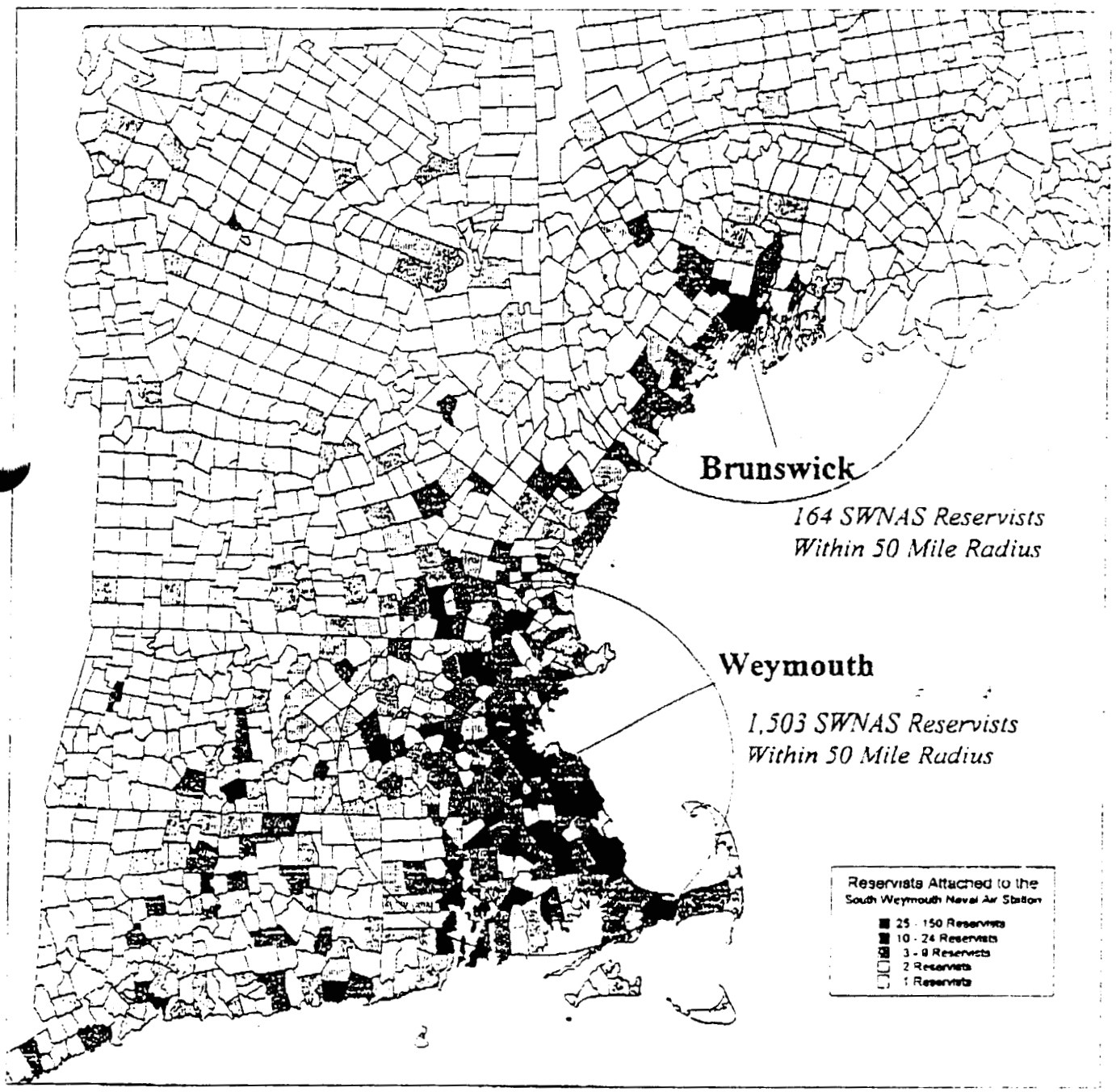
Naval Reservists Located Within 50 Miles of South Weymouth Naval Air Station by Town

Swampscott, MA.	6
Wenham, MA.	2
Hudson, NH.	4
Nashua, NH.	10
Atkinson, NH.	1
Plaistow, NH.	2
Salem, NH.	5
Seabrook, NH.	1
Windham, NH	1
Barrington, RI	8
Bristol, RI.	5
Warren, RI.	1
Warwick, RI.	16
Little Compton, RI.	4
Middletown, RI.	11
Portsmouth, RI.	7
Tiverton, RI.	4
Cranston, RI.	4
Cumberland, RI.	1
Foster, RI.	1
Lincoln, RI.	5
North Providence, RI.	5
Pawtucket, RI	5
Providence, RI	16
Scituate, RI	6
Woonsocket, RI.	3
Total Count	**1,503**

Naval Reservists Located Within 50 Miles of Brunswick Naval Air Station by Town

Norway, ME.	1
Paris, ME.	4
Bath, ME.	12
Bowdoinham, ME.	3
Phippsburg, ME.	1
Richmond, ME.	4
Topsham, ME.	19
Biddeford, ME.	2
Kennebunk, ME.	4
Newfield, ME.	1
Saco, ME.	5
Damariscotta, ME.	2
Newcastle, ME.	2
Wiscasset, ME.	3
Rockport, ME.	1
Augusta, ME.	2
China, ME.	1
Gardiner, ME.	5
Hallowell, ME.	2
Litchfield, ME.	1
Manchester, ME	1
Monmouth, ME.	2
Randolph, ME.	1
Winthrop, ME.	1
Brunswick, ME.	12
Cape Elizabeth, ME	5
Cumberland, ME.	2
Falmouth, ME.	3
Freeport, ME.	5
Gorham, ME.	3
Portland, ME.	17
Scarborough, ME	3
Westbrook, ME.	1
Windham, ME.	1
Yarmouth, ME.	4
Auburn, ME.	5
Durham, ME.	1
Greene, ME.	1
Lewiston, ME.	6
Lisbon, ME.	13
Mechanic Falls, ME.	1
Turner, ME.	1
Total Count	**164**

Location of Naval Reservists Attached to the South Weymouth Naval Air Station



ale @ 1" = 30 miles, April 24, 1995
e: 103 SWNAS Reservists Located Outside of New England
urce: South Weymouth Naval Air Station
Prepared by the Weymouth Office of Planning and Community Development

Confidential

South Weymouth NAS in the 1995 BRAC Process

A Descriptive Analysis

I. INTRODUCTION

In its 1995 analysis, the Department of Navy recommended the closure of NAS South Weymouth, Massachusetts, and the relocation of its aircraft and necessary personnel, equipment, and support to NAS Brunswick, Maine. It also recommended the consolidation of several local reserve centers at the Naval Reserve Center, Quincy, Massachusetts. Previously, the Navy's analysis of reserve air stations had recommended retention of NAS South Weymouth. The separate analysis of operational air stations recommended closure of NAS Brunswick. However, at that point, the Commander-in-Chief, U.S. Atlantic Fleet (CINCLANTFLT) apparently expressed a desire to trade-off the reserve station at South Weymouth to preserve the operational station at Brunswick.

The Navy's analysis, however, was flawed and deviated sharply from established policy. While we do not dispute the importance of the CINC's input in base closure deliberations, we take serious issue with the last-minute combining of Reserve and Operational Naval Air Stations. This represented a significant departure from the segmented analysis that is the foundation for the Department of Defense (DoD) base realignment and closure (BRAC) selection process, as mandated by Congressional legislation and subsequent policy guidance issued by the Navy and the Office of the Secretary of Defense (OSD). The lack of material documenting this critical transition contributes to the strong perception that the Navy process circumvented official OSD policy guidance and the decision must therefore be overturned by the Commission.

II. ANALYSIS

We are concerned about two specific breakdowns in the Navy BRAC analytic process: the comparison of unlike facilities mid-way through the process, and the lack of documentation detailing this critical switch.

The Comparison of Unlike Facilities

The Defense Base Closure and Realignment Act of 1990, Public Law 101-510, provides the criteria to be used by the DoD and Base Closure and Realignment Commission in recommending base realignments or closures. This law claims to create "a fair process that will result in the timely closure and realignment of military installations inside the United States."[1] The Act mandates that the DoD recommend facilities for realignment or closure based on two criteria: the long-term force structure plan, which is the basis of determining installation requirements, and selection criteria, which are applied to rank bases in categories where there is excess capacity.[2]

Selection criteria foundation

The foundation for the selection criteria is the comparison of one facility in a particular category against others in that same category. On January 7, 1994, then Deputy Secretary of Defense William Perry transmitted the policies, procedures, authorities, and responsibilities that the DoD must follow in selecting bases for realignment or closure.[3] In establishing the DoD's policy guidance for recommending potential installations for closure or realignment, the memorandum required that:

> The studies must be based on analyses of the base structure by *like categories of bases* using: objective measures for the selection criteria, where possible; the force structure plan; programmed workload over the FYDP [future years defense plan]; and military judgment in selecting bases for closure and realignment [emphasis added].

The Navy, in turn, designed its selection process to ensure that like installations were compared to one another for analysis. The Navy's first step in the base closure process, for example, involved categorizing and aggregating installations into five major categories: Operational Support (which included Reserve and Operational Air Stations), Industrial Support, Technical Centers/Laboratories, Educational/Training, and Personnel Support/Other. These categories were further divided into 27 subcategories to "allow evaluation of activities that were truly alike without making the divisions so small as to be meaningless."[4]

For analytical purposes, NAS South Weymouth was grouped with five other installations as Reserve Naval Air Stations. NAS Brunswick was separately grouped with 19 other installations as Naval Air Station/Marine Corps Air Stations. By its own account and methodology, therefore, the Navy determined that the activities of Reserve Naval Air Stations and Operational Air Stations were different enough that they warranted separate categorization, and thus separate evaluation.

In fact, by the Navy's own admission, the comparison of military value across categories is virtually meaningless:

> The score for a particular installation is a relative measure of military value within the context *only* of the subcategory in which that installation is being analyzed...Furthermore, the score obtained by an activity in one subcategory **has no relevance** for comparison to

[1] U.S. Congress, "Provisions of Law Relating to Base Closures and Realignments," Public Law 101-510, as amended, *National Defense Authorization Act for Fiscal Year 1991* (approved 5 November 1990), section 2901(b).
[2] *ibid.*, section 2903(a)(b).
[3] Department of Defense, *Base Closure and Realignment Report*, March 1995, 4-1.
[4] Department of Defense, Base Closure and Realignment Report to the Commission, *Department of the Navy: Analyses and Recommendations (Volume IV)*, March 1995, 19.

the score obtained by an activity in another subcategory, since the questions and quantitative scores were different for each matrix.[5]

Despite this emphasis on separating Reserve and Operational Naval Air Stations, the BSEC eventually saw fit to measure NAS South Weymouth against NAS Brunswick in an effort to meet the CINCLANTFLT's "desire" to have a fully capable air station north of Norfolk. This comparison resulted in a serious departure from BSEC's initial findings: NAS Brunswick had been marked for closure during BSEC's initial configuration model output for Operational Air Stations, and NAS South Weymouth had been "kept open" during similar phases in the Reserve Air Station analysis. Moreover, this comparison is out of sync with the internal control procedures set forth by Secretary Perry's January 7, 1994 memorandum, stating that the accuracy of BRAC data collection and analyses depends, at a minimum, "on uniform guidance defining data requirements and sources."[6]

While we do not challenge the CINCLANTFLT's desire for a fully capable air station north of Norfolk, it is clear that BSEC's subsequent combining of the facilities was an inappropriate response. Again, the DoD's policy guidance memorandum states that the overall consideration for base closure or realignment is the analysis of the base structure by like categories of bases, with the additional criteria subsumed under this guidance. Therefore, while the use of military judgment in selecting bases is certainly acceptable, if not vital, it is intended to be a *tool* in the analysis of *like* facilities, rather than the decisive factor in choosing among *unlike* facilities. The Navy, however, chose to incorporate the CINCLANTFLT's input by dismissing its own analysis and launching a comparison of apples and oranges.

Even if the Commission were to determine that the comparison of naval and operational air stations was somehow justified, the inconsistency of the process employed by the Navy seems unacceptable. If naval and operational air stations could be easily and logically compared, why was this configuration not utilized at the outset? The last-minute methodological shift on the part of BSEC looks like an attempt to justify the CINC's expressed operational desires by presenting an either/or alternative, under which *any* Reserve Naval Air Station, regardless of its ranking within its own subcategory, would by definition lose to the Operational Station, regardless of the Operational Station's relative ranking.

Undocumented Decisions

Apparently, the BSAT conducted a series of deliberative sessions with various CINCs and compiled "policy imperatives" based on those discussions. The senior Navy leadership then reviewed them and made decisions regarding the appropriateness of incorporating the imperatives in the BRAC recommendations. Such a critical step in the process is surely worthy of written public record, and yet we have been unable to uncover any related documentation.

Under the Base Closure Act, the Secretary of Defense (SECDEF) must include with his recommendations a summary of the selection process that resulted in the recommendation for each installation and a justification for each recommendation, as well as certification of the

[5] *Department of the Navy: Analyses and Recommendations (Volume IV)*, March 1995, p. 25.

[6] Department of Defense Memorandum, Office of the Deputy Secretary of Defense, "1995 Base Realignments and Closures (BRAC 95): Policy, Procedures, Authorities, and Responsibilities," January 7, 1994, 9.

accuracy and *completeness* of the information on which the recommendations are based.[7] Moreover, the Navy supposedly employed internal control mechanisms to "ensure the accuracy, completeness, and integrity of the information upon which the Secretary of the Navy's recommendations for closure and realignment would be based.[8] However, despite numerous attempts, we have been unable to obtain documentation concerning either the CINCLANTFLT's request for a single air station north of Norfolk, or the BSEC's response. Again, while we do not challenge the CINC's strategic rationale, this correspondence should be made available to communities for independent analysis.

The apparent application of military judgment without supporting documentation or analysis has concerned many analysts in previous rounds of the Navy base selection process. In its 1993 analysis of the military services' selection process for closures and realignments, for example, the U.S. General Accounting Office (GAO) found that the Navy's process, in several cases, relied heavily upon the acceptance of *certain assumptions and military judgments*.[9] For example, in the case of the Navy shipyards, a GAO analysis of the Navy's data was critical of the Navy's assumptions about the need for a certain amount of capacity to handle an estimated nuclear work load — an assumption which led to the recommended closure of a shipyard, even though it was proven to have a higher military value than other bases that remained open.

The Navy process, which stresses the reduction of excess capacity without due regard for facilities with higher military values, prompted the GAO to "question. . .the reasonableness of specific [Navy] recommendations." The GAO further recommended that the Base Closure and Realignment Commission closely analyze those Navy recommendations where (1) the base recommended for closure had a higher rated military value than bases scheduled to remain open; and (2) judgments and assumptions about the future were critical to the recommendations.[10] As the current round of closings indicates, the Navy has not taken these recommendations to heart. NAS South Weymouth is targeted for closure despite having ranked 4th among 6 Reserve Naval Air Stations in total military value.

III. CONCLUSION

One of the primary tasks of the Base Realignment and Closure Commission is to review the means by which the Services arrived at their respective recommendations. The methodology that the Services employ is as important as the actual recommendations they produce, because it is the BRAC *process* that inspires public trust in, and ultimate acceptance of, the final decisions — despite the hardship that base closure inevitably places on a community. In short, if communities feel that the BRAC process is clean and above-board, they will be better able to deal with the outcome. If they feel that the process was inherently flawed or manipulated to suit the Services' parochial desires, they will distrust each and every recommendation put forth.

[7] *Department of the Navy: Analyses and Recommendations (Volume IV)*, March 1995, p. 10.
[8] *ibid.*
[9] U.S. General Accounting Office, *Military Bases: Analysis of DoD's Recommendations and Selection Process for Closures and Realignments*, GAO/NSIAD-93-173, 4.
[10] *ibid.*, 55.

Herein lies the most disturbing aspect of the Navy's final recommendation to close South Weymouth: The process by which the decision was made appears to violate several of the statutes, public laws, OSD guidance, and policy statements, which cumulatively form the foundation of the process. We feel that the Commission must make every effort to reinstill public faith in the process, and, in doing so, encourage communities to come to terms with the final decision, knowing it was a product of just methods and motives.

With regard to South Weymouth, we are concerned that the recommendation was the result of a last-minute attempt to justify the desires of the Commander-in-Chief, US Atlantic Fleet (CINCLANTFLT). While we do not dispute the CINC's expertise in deciding the nature of his operational needs, or the desirability of his input on these matters, we have found that in this particular case, the CINC's fiat resulted in two breakdowns in the Navy's analytic process. The first breakdown is evidenced by the fact that the CINC's statement of need is nowhere in the public record. We have been unable to unearth any documentation of correspondence between the CINCLANTFLT and the BSEC — which we deduce to have taken place between November 18, 1994 and February 21, 1995, but which we are unable to confirm.

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

The second breakdown arose when the Navy, in an attempt to justify the undocumented request of the CINC, forced a simple comparison between two different types of Naval Air Stations — Operational and Reserve — very late in the process. Once the CINC's requirement was made known, the combining of *all* naval air stations was undertaken by the Navy. We do not take issue with this in principle (although we feel that it does violate Public Law 101-510), but we do believe that if the Navy intended to conduct this type of combined analysis, it should have done so from the very beginning. Anything else is inconsistent and unfair to the base and the community that supports it.

We have attempted to reconstruct the analysis using a combined matrix to demonstrate the range of possible outcomes had the Navy's analytic process been consistent throughout. (See Appendix I for greater detail). Granted, this matrix on its own is as flawed as the matrices the Navy ended up using, because, of course, the questions were not uniformly asked of each type of air station and the questions that *were* common between them were often given different weightings. But in neither of the most extreme forms (those biased wholly in favor of either operational or reserve stations) does the combined matrix recommend the closure of South Weymouth based on military value. In fact, there are several *operational* air stations that fare worse than South Weymouth. This combined matrix should serve solely as an example of the *kind* of matrix the Navy might have developed, had it been interested in following a consistent methodology.

In transmitting the DoD's recommendations to the 1995 Base Closure and Realignment Commission, Secretary of Defense Perry states that the "process has worked well so far, and we have followed it to the letter." The base closure process as it has applied to NAS South Weymouth, however, can hardly be characterized as an example of careful analysis using rigid criteria. NAS South Weymouth was not treated with like activities in a consistent manner, thus removing a level of objectivity that is critical to the base closure and realignment process. We hope that the Commission will address these concerns in its own analysis.

APPENDIX 1: THE COMBINED MATRIX

We have undertaken an effort to combine the military value data cells for both Operational and Reserve Air Station subcategories, thus forming a single matrix that will rank all 26 naval air stations regardless of operational or reserve status. This matrix is too simplistic to use as the basis for rigorous analysis, but it demonstrates that operational and reserve naval air stations may, indeed, be linked in the BSEC process *if* the two segments are mated analytically and quantitatively from the beginning, rather than on an ad-hoc basis to justify a late decision.

National

Table 1.2. Combined Matrix

Favor

But So W is not bottom They should have some bar to begin

Overall Military Value (Operational Unit Bias)				Overall Military Value (Reserve Unit Bias)			
ONAS	Oceana, VA	82.89	1	RNAS	Willow Grove, PA	63.70	1
ONAS	Whidbey Isl, WA	78.74	2	ONAS	Oceana, VA	65.65	2
ONAS	Cherry Point, NC	78.16	3	ONAS	Whidbey Isl, WA	65.45	3
ONAS	Miramar, CA	73.48	4	RNAS	New Orleans, LA	64.97	4
ONAS	Lemoore, CA	72.82	5	RNAS	Washington, DC	64.94	5
ONAS	Beaufort, SC	71.07	6	ONAS	Cherry Point, NC	62.95	6
ONAS	Jacksonville, FL	71.02	7	ONAS	Beaufort, SC	62.19	7
ONAS	Mayport, FL	70.75	8	RNAS	South Weymouth	61.69	8
ONAS	North Island, CA	70.62	9	ONAS	Mayport, FL	60.73	9
ONAS	Norfolk, VA	69.42	10	ONAS	Kaneohe, HA	59.98	10
ONAS	Kaneohe, HA	66.25	11	RNAS	Ft. Worth, TX	59.82	11
ONAS	New River, NC	65.69	12	ONAS	Jacksonville, FL	59.02	12
ONAS	Yuma, AZ	64.89	13	ONAS	Lemoore, CA	57.32	13
ONAS	Pendleton, CA	64.21	14	ONAS	New River, NC	57.30	14
ONAS	Brunswick, ME	61.66	15	ONAS	Norfolk, VA	57.04	15
ONAS	Fallon, NV	61.47	16	ONAS	Miramar, CA	56.79	16
RNAS	Washington, DC	58.14	17	ONAS	North Island, CA	55.42	17
RNAS	Willow Grove, PA	56.83	18	ONAS	Pendleton, CA	54.05	18
RNAS	New Orleans, LA	56.47	19	ONAS	Fallon, NV	53.91	19
ONAS	Roosevelt, PR	54.55	20	ONAS	Yuma, AZ	53.46	20
RNAS	South Weymouth	53.84	21	ONAS	El Centro, CA	52.17	21
ONAS	El Centro, CA	52.60	22	ONAS	Brunswick, ME	51.75	22
RNAS	Ft. Worth, TX	49.65	23	RNAS	Atlanta, GA	50.90	23
ONAS	Key West, FL	47.99	24	ONAS	Roosevelt, PR	49.09	24
RNAS	Atlanta, GA	44.97	25	ONAS	Key West, FL	43.12	25
ONAS		30.35	26	ONAS	Adak, AL	27.45	26

Table 1.2 above presents the initial results from the "combined matrix." Applying a worst-case scenario (one that favors the methodology used to rank operational air stations) NAS South Weymouth ranks 21st of 26 facilities. Applying a best-case scenario, with a methodological bias towards reserve installations, South Weymouth ranks eighth among all naval air stations. While we have attempted to find a middle ground with the different weighting systems accorded to operational and active air stations, the military value analysis for reserve stations was originally

expanded in areas of particular concern to the reserve community (e.g. demographics), and reduced in areas of more concern to the active force (e.g. ship berthing). Moreover, while key areas in the military value assessment were training ranges/airspace and air station facilities/infrastructure, BSEC considered mobilization to be more important for reserve air stations than near term readiness (the reverse being true for active air stations), and weighted the criteria accordingly. We therefore would have to further adjust the weighting system to compensate for the different criteria. It is our theory, however, that such a matrix would place South Weymouth somewhere between our "best-" and "worst-case" rankings.

Supplemental Information for Question 59.

[redacted]

Unit	Active or Reserve	FY 1994	FY 1995	FY 1997	FY 1999	FY 2001
NRTSC 191	Reserve	X	X	X	X	X
NRTSC 791	Reserve	X	X	X	X	X
NRVTU 9191	Reserve	X	X	X	X	X
Reserve Mobile Construction Battalion	Reserve	X	X	X	X	X
4th Marine Div. Reserve Rifle Co.	Reserve	X	X	X	X	X

[redacted] For each of these other reserve Navy/Marine Corps units at your air station, provide the number of authorized billets and the number of personnel actually assigned to the squadron for the past three fiscal years. Provide this information in the format below for both Selected Reservists (SELRES) and Training and Administration of Reserves (TAR) Navy reservists/Full-Time Support (FTS) Marine Corps reservists. Explain differences between authorized and actual manning in the remarks section.

Activity/Unit: NRTSC 191	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	11	0	11	0	12	0	12	0	12	0	12	0
Enlisted	28	0	1	0	28	0	17	0	38	0	28	0

Remarks: Recruiting personnel of the proper rate/rating continues to be the single largest problem for unit readiness.

NR Activity/Unit: NRTSC 791	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	11	0	11	0	11	0	11	0	11	0	10	0
Enlisted	42	0	32	0	49	0	35	0	41	0	33	0

Remarks: Recruiting personnel of the proper rate/rating continues to be the single largest problem.

[redacted] 62A R(18 Oct 94)

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GOVERNOR

ARGEO PAUL CELLUCCI
LIEUTENANT-GOVERNOR

May 3, 1995

The Honorable Joe Robles, Jr.
Commissioner
Defense Base Closure and Realignment Commission (BRAC)
1700 North Moore Street, Suite 1425
Arlington, Virginia 22209

Dear General Robles:

On behalf of Governor Weld and the citizens of Massachusetts, I want to thank you for visiting Naval Air Station (NAS) South Weymouth.

As you are now aware, we have serious reservations concerning the Navy's failure to document their decision and their neglect of NAS South Weymouth's superior military value, particularly the region's demographic richness. Although the Commander of the Atlantic Fleet may indeed have operational reasons for preserving NAS Brunswick, the Navy failed to consider other scenarios that would have reduced excess capacity without weakening the quality of its Reserve Air Stations. Therefore, attached you will find an analysis done by knowledgeable members of the South Weymouth community that lists several scenarios for reducing excess capacity at NAS Brunswick without closing NAS South Weymouth. We strongly believe that the Navy's recommendation to close NAS South Weymouth and to disperse its Reserve units deviates markedly from the base closure selection criteria by diminishing the readiness of the Reserves, weakening the ability of the Navy to mobilize in the New England region, ignoring future manpower requirements of the Naval Reserve, and reassigning units to substandard or non-existent facilities when superior facilities exist at NAS South Weymouth.

I know your task is a difficult one. We appreciate all your efforts to strengthen our nation's security. If you have any questions, please feel free to contact me.

Sincerely,

Argeo Paul Cellucci
Lieutenant Governor

Attachment

ALTERNATIVE SCENARIOS FOR NAS BRUNSWICK

TO: 1995 Defense Base Closure and Realignment Commission

FROM: Committee to Save Naval Air Station South Weymouth

The Navy has proposed that NAS South Weymouth be closed and its aviation assets be relocated to NAS Brunswick in order to help address the excess capacity situation at the latter base. This memorandum discusses several alternatives to that proposal, all of which would allow South Weymouth to remain open, with its squadrons remaining at South Weymouth.

Relocation of VQ-2 to NAS Brunswick

Fleet Air Reconnaissance Squadron Two (VQ-2) is employed in the electronic monitoring role. It utilizes the EP-3E aircraft, the same airframe as the P-3Cs stationed at Brunswick but having a different interior. The squadron is based at NS Rota, Spain, but operates throughout the Atlantic area.

The Navy recently relocated this squadron's Pacific counterpart (VQ-1) from NAS Agana in Guam back to the mainland U.S., specifically to NAS Whidbey Island in the State of Washington. The squadron now deploys detachments throughout the Pacific where and when needed, as appropriate. The Navy apparently believes that, due to the reduced threat level, it is no longer necessary to permanently base this squadron overseas.

We would suggest that a similar strategy could be employed in the Atlantic theater of operations. That is, VQ-2 could be relocated from Rota, Spain to Brunswick, Maine, with this squadron, in turn, sending aircraft detachments to various locations when needed. Meanwhile, the bulk of the squadron would remain at Brunswick. Such a strategy would save the Navy money by reducing the need to maintain family housing overseas, while improving morale of squadron personnel. It is also very likely that aircraft maintenance efficiencies and cost savings would result by maintaining these aircraft at Brunswick, since Brunswick has all of the capabilities for such maintenance already in hand.

If this pattern of operation can be successfully implemented in the Pacific by VQ-1, it would seem logical that it can be duplicated in the Atlantic.

Relocation of an Active Duty VP Squadron to NAS Brunswick

Active-duty P-3C squadrons are presently homeported at Brunswick, Maine; Jacksonville, Florida; Whidbey Island, Washington; and Kaneohe, Hawaii. It may make sense to relocate a P-3C squadron from one of the latter three bases to Brunswick, with a squadron from Jacksonville perhaps being the most likely candidate.

The Navy originally planned to close Brunswick and move its P-3s to Jacksonville. However, these plans changed when the proposal was made to send NAS Cecil Field's S-3s to Jacksonville rather than to Oceana, Virginia. Moving S-3s to NAS Jacksonville will result in that base being home to P-3s and S-3s in addition to H-3/H-60 anti-submarine helicopters. The combination of turboprops, jets, and helicopters will result in crowded conditions at NAS Jacksonville, both in the air and on the ground. In fact, a new hangar to accommodate the needs of VP-30, the Navy's P-3 training squadron, is presently under construction at Jacksonville.

Given the situation described above, the logic and potential efficiencies of moving a P-3 Squadron to Brunswick from Jacksonville in order to relieve the crowded conditions at the latter base should be investigated.

Relocation of VR-46 to NAS Brunswick

At least one scenario studied by the Navy with regard to the possible closure of NAS Atlanta resulted in the proposal by the Navy to move squadron VR-46 and its C-9B aircraft from Atlanta to NAS Brunswick. Should Atlanta be closed and South Weymouth be kept open, new homes would have to be found for all of Atlanta's aircraft. Certainly, South Weymouth would like to obtain as many of those aircraft as possible. However, if the Navy is adamant that the Brunswick area can support Reserve operations with its demographics, relocate the C-9 squadron to Brunswick and the remaining Atlanta aircraft to South Weymouth.

Of the squadrons presently at or proposed to be located at Atlanta (C-9s, AH-1/UH-1s, FA-18s), the C-9 squadron is likely to be the smallest in terms of required personnel and would, thus, have the greatest chance for success at Brunswick. Brunswick claims in its data call that it can locate a C-9 squadron in one of its hangars for only $100,000. Brunswick also has 8,000-foot runways which the Navy prefers for this type of aircraft.

South Weymouth, on the other hand, would be used to house the FA-18s and the AH-1/UH-1s. South Weymouth is a perfect location for these aircraft, given its strong demographics, nearby over-the-ocean training areas, available target range at Nomans Island, etc.

Relocation of Atlanta's squadrons to South Weymouth and Brunswick would allow Atlanta to be closed, thus saving the Navy between $200 and 300 million, while keeping open a Reserve base (South Weymouth) with significantly higher military value than Atlanta and with significantly better demographics than Atlanta. The issue of Brunswick excess capacity would also be addressed through the transfer of VR-46.

Realign NAS Brunswick to NAF Brunswick

This scenario would involve the realignment of Naval Air Station Brunswick to Naval Air Facility Brunswick, similar to proposals currently being considered by BRAC95 for NAS Key West and NAS Corpus Christie.

Under this scenario, the airfield and associated facilities would be retained for training purposes, access to nearby ranges, airspace, etc. Its strategic location would be preserved, with the base's facilities available for use, as required. All or most of the existing aircraft at the base would be relocated elsewhere.

While the savings associated with this scenario can not be estimated at this time, they could be expected to be considerable.

Summary

These scenarios represent only a sample of those which could potentially be developed and are meant to be representative of a range of possible options. Others, of course, are possible and should be developed by the Navy for evaluation, with the goal being to both keep South Weymouth open while maintaining the strategic presence of Brunswick.

D24L8

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

MAY 6 1995

The Honorable Gerry E. Studds
House of Representatives
Washington, DC 20515

Dear Mr. Studds:

Thank you for your letter of April 18, 1995, to the Secretary of the Navy, requesting information on the Department of the Navy's 1995 base realignment and closure process for reserve air stations and, in particular, Naval Air Station (NAS) South Weymouth, Massachusetts. I am responding for Secretary Dalton.

As you know, the Department of Defense recommended to the 1995 Base Closure and Realignment Commission that NAS South Weymouth be closed. This and all of our base realignment and closure recommendations resulted from a careful, in-depth and objective review of our infrastructure, consistent with a smaller force structure and based on criteria established by the Secretary of Defense.

Since the 1993 round there have been significant reductions in naval aviation forces. For instance, we have retired the A-6 attack aircraft series, reduced the maritime patrol aircraft inventory by about one-third and have eliminated approximately fifty percent of the Navy's F-14 inventory. Additionally, the Naval Reserve stood down an entire carrier air wing.

These significant reductions in Naval Aviation forces clearly indicated there was excess capacity to support aircraft at East Coast Naval Air Stations. Initial scenarios and Department of the Navy Base Structure Evaluation Committee (BSEC) discussions focused on closing NAS Brunswick and moving the P-3 squadrons to NAS Jacksonville. However, during BSEC iterative discussions with major owner/operators, CINCLANTFLT addressed the need to keep the most capable air base north of the major fleet concentration in Norfolk. Considering the fleet commander's needs and the demographic concerns which militated against closing NAS Atlanta to reduce reserve air station excess capacity, the BSEC decided the best Total Force answer was to close NAS South Weymouth. This solution would reduce the excess capacity at Reserve Air Stations, keep open the most capable air station in the Northeast while more fully utilizing its capacity, and relocate reserve assets from NAS South Weymouth to NAS Brunswick without requiring military construction expenditures.

At the time the BSEC decision was made to recommend closure of NAS South Weymouth, the data call response submitted by Commander, Naval Reserve Force indicated the P-3 squadron at NAS South Weymouth would be decommissioned. Later, the Naval Reserve

decided to move the P-3 squadron from NAS South Weymouth to NAS Brunswick, Maine and decommission the P-3 squadron at Naval Air Facility, Washington, D.C., instead. Therefore, we have no demographic information (certified or otherwise) concerning this move. However, as recently as April 19, 1995, my staff has been advised by COMNAVAIRESFOR that sufficient demographics are available in the Brunswick area to support both a P-3 and a C-130 squadron.

As to administrative support squadrons, the BSEC decided while finalizing the configuration model, not to allow more than one administrative support squadron (VR squadron) to be stationed at any one air station because a decentralized force could better support the organic air transport needs of the fleet concentrations.

Although not discussed as part of the base closure process, the Naval Air Reserve did play a valuable role in support of contingency operations. For the operations you specified, Bosnia, Somalia, Persian Gulf and Haiti, the Naval Air Reserve contribution totalled 25,170 hours and 3,943 sorties.

There were two principal procedures used to ensure the accuracy, completeness, and integrity of the information contained in our 1995 Base Structure Data Base: data certification and independent validation by the Naval Audit Service. The certification procedures ensured the data forwarded for use by the Secretary of the Navy was reviewed and updated, as appropriate, at each level in the chain of command responsible for certifying the accuracy and completeness of such data. Independently, the Naval Audit Service examined and validated the accuracy of the data gathered and analyzed. Through their review, the Secretary of the Navy was apprised that the established internal controls were effective and that the certified data used in the process was reasonably accurate and complete. The opinion of the Naval Audit Service was reported to the Secretary of the Navy before he forwarded his base realignment and closure recommendations to the Secretary of Defense. A copy of the audit report is provided to show the procedures employed by the Navy auditors to validate the accuracy and reliability of the data. Furthermore, the General Accounting Office (GAO) observed and assessed the verification efforts of the Navy auditors. The GAO reported to the Defense Base Closure and Realignment Commission there was no basis to dispute the conclusions of the Naval Audit Service.

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

Sincerely,

ROBERT B. PIRIE, JR.

Attachment

COMMITTEE TO SAVE SOUTH WEYMOUTH
February 10, 1995

On June 26, 1993 the Defense Base Closure and Realignment Commission (BRAC) unanimously voted to remove NAS South Weymouth, Massachusetts from the Secretary of Defense's list of recommended closures.

In doing so, the Commission noted that the Navy did not accurately project the costs associated with closing South Weymouth or keeping it open. These figures were modified in a manner which supported the Secretary's list. Specifically:

- The Navy contended that over $20 million in MILCON was necessary to bring NAS South Weymouth up to operational capacity. However, it was determined that the Weymouth facility only required $100,000.
- The Navy did not accurately calculate the cost of relocating units based at NAS South Weymouth to other bases. Additionally, it ignored over $50 million in MILCON to construct two new Naval Reserve facilities in Pennsylvania and West Virginia.

The Committee contested these figures and the independent analysis of BRAC confirmed these miscalculations.

The Commission's *1993 Report to the President states*:

"The Commission found several inconsistencies between COBRA analysis and data call submissions regarding personnel accounting, and military construction costs for receiver bases. The inconsistencies tended to inflate savings and deflate costs in favor of the Secretary's recommendation."

This point was also raised during the June 26, 1993 hearing:

BRAC STAFF: "..looking at South Weymouth, the initial COBRA did not reflect the construction costs for either Martinsburg for Johnstown."
"...NAS South Weymouth indicated $3.1 million of construction would be saved if we closed the base. It made no mention in the COBRA, first of all, of migrating anyone to Johnstown other than in the recommendation."
"... when we pulled up the data on Martinsburg, it had numbers that were...extremely low."

The Commission unanimously agreed to cease the further construction of Naval Reserve facilities at Johnstown, PA and Martinsburg, WVA.

We argued against the Defense Department's recommendation was flawed based on the following points:

- NAS South Weymouth is the only Naval Air Reserve facility in the Northeast. Closure of this facility would effectively eliminate the region as a source of Naval Air reservists.
- The Navy did not adequately take into consideration the unique demographic and operational needs of Reserve facilities.
- By the Navy's own analysis, NAS South Weymouth is rated one of the finest facilities in the Naval Air Reserve system.

These opinions were echoed during the June 26, 1995 Hearing:

BRAC STAFF: "The cons to [closing South Weymouth] would be a loss of the Reserve Naval air operation activity in the Northeastern United States, at least in any significant form; lowered demographics at the receiving sites in terms of numbers of people available; a loss of readiness on the unit... You would be closing a base that was rated the third-highest military value of all Naval Reserve air stations."

COMMISSIONER STUART: "I was tremendously impressed with their presentation in Boston, and I also am impressed with the logic of maintaining a Reserve facility which we already own, and it looks like a superb facility that is available to the Northeast, where there are a lot of Reservists operating... I think we have to keep in consideration that all parts of the country need to have facilities available to them, that we get balanced military support across the country."

Also the Commission's *1993 Report to the President states*:

"Demographics for the purposes of force recruiting at proposed receiver bases were not considered in relocation of squadrons... Impact on contributory support to the activities components, mission capability and readiness were not adequately considered by the Navy."

The Commission also voted to adopt a recommendation of the Committee to close the Naval Reserve Centers at Quincy and Chicopee, Massachusetts and the Naval and Marine Corps Reserve Center at Lawrence, Massachusetts and transfer their activities at NAS South Weymouth. We argued that this consolidation was both cost efficient -- in that it would close three smaller facilities -- it would also expose reservists to a the broader range of training options available at a larger facility.

Both Commissioner Bowman and Chairman Courter stated that this proposal should serve as a "national model" for the consolidation and cost savings in Naval Reserve operations.

The Commission's *1993 Report to the President states*:

"Consolidation of these activities at the existing facilities at NAS South Weymouth, would preserve reserve unit manning levels...[and] reduce overhead costs for three separate associated messing and berthing costs... and dispose of three older facilities."

02/08/95

ADVANTAGES OF RETAINING SOUTH WEYMOUTH

1. LOCALE OF SOUTH WEYMOUTH = BOSTON, MEDICAL, HIGHER EDUCATION INSTITUTIONS, MWR, QUALITY OF PERSONNEL. TRANSPORTATION = RAIL WITH A NEW STATION NEXT TO THE WEST GATE IN 1996, MAJOR AIRPORT, ENCOMPASSING INTERSTATE HIGHWAY SYSTEM.

2. COMPARISON = ADVANTAGES/DISADVANTAGES OF RETAINING NAS SOUTH WEYMOUTH RELATIVE TO NAS DALLAS, NAS ATLANTA, NAF ANDREWS, NAS NEW ORLEANS & NAS WILLOW GROVE. CONSIDERATIONS: OPERATING COSTS ARE LOWER, HIGH TECH INDUSTRY BELT, HIGH QUALITY DRAW OF SELRES RESERVISTS FROM THE TECH & AVIATION INDUSTRY, QUALITY OF TRAINING, FOUR SEASON OPERATION SUITS ANY CLIMATIC CONDITION VS FAIR WEATHER TRAINING FOR READINESS.

3. COSTS FOR TRAINING SELRES RESERVISTS VS ACTIVE DUTY IS 7 TIMES LESS THAN THE ACTIVE FORCES, THUS DURING PEACE TIME THIS THE MOST VIABLE ECONOMIC ASSET. IF THE REDUCTION IN THE RESERVE FORCE CONTINUES, OUR DEFENSE MOBILIZATION ASSET DECLINES.

4. THE STRONG COMMUNITY SUPPORT FROM THE FOUR LOCAL TOWNS THAT SURROUND NAS SOUTH WEYMOUTH. THIS SUPPORT WAS EXPRESSED DURING THE 93' BRAC PROCESS FOR RETAINING OUR INSTALLATION. RELATIVE TO THERE SUPPORT VR-62 CHRISTENED ITS FOUR C-130 AIRCRAFT THE CITY OF WEYMOUTH, CITY OF ABINGTON, CITY OF ROCKLAND AND THE CITY OF HINGHAM IN A CEREMONY AT NAS SOUTH WEYMOUTH ON JANUARY 21, 1995.

5. 1993 BRAC, COMMISSION RATIONALE TO RETAIN NAS SOUTH WEYMOUTH

   COMMISSIONER BOWMAN STATED THAT THREE PRIMARY CONSIDERATIONS PLAYED A PART IN THE VOTE. THE COMMISSIONERS FELT THAT;

   A. RESERVISTS FROM NEW ENGLAND AND NEW YORK STATE SHOULD HAVE THE RIGHT TO CONTINUE TRAINING AS FLIERS AND MECHANICS UNTIL THE NAVY PRESENTS A CONVINCING PLAN DEMONSTRATING OTHERWISE.

   B. THE BASE IS IN "SUPERB" SHAPE, WITH WELL-MAINTAINED RUNWAYS, HANGARS AND UTILITIES, AND COULD EASILY HANDLE MORE THAN ITS CURRENT THREE SQUADRONS OF AIRPLANES AND HELICOPTERS.

   C. THE NAVY DID NOT PROVE THAT SHUTTING DOWN THE WEYMOUTH BASE WHILE BUILDING THE WEST VIRGINIA AND PENNSYLVANIA BASES WOULD SAVE MONEY AS HAS BEEN CONTENDED.

   D. THE COMMISSIONERS ALSO SAID THEY WERE INFLUENCED BY A PRESENTATION MADE BY THE LOCAL BASE'S SUPPORTERS AT A FORMAL COMMISSION HEARING IN MAY.

BRAC 95 DATA CALL 11/09/94

SCENARIO

1. The feasibility of NAS South Weymouth to receive a VR squadron consisting of 3 C-9 aircraft and active duty contingent from NAS Atlanta Georgia.

2. NAS South Weymouth response to data call:

a.) The runways, taxiways and parking aprons will support the aircraft

b.) The aircraft hangars will support the aircraft

c.) The facilities will support the personnel

3. To compliment this scenario NAS South Weymouth requested the following:

a.) A 1,000 ft runway extension with a displaced threshold for the approach end of runway #17. The present runway length is 7,000 ft. The government estimate for the displaced threshold is 2.7 million.

b.) A 20,000 sq ft training/administration building. The government estimate is 2.0 million.

4. Personal comments:

a.) Navy C-9 aircraft are frequent transients to NAS South Weymouth. Runway length does not seem to be a factor since the majority of landings and takeoffs of C-9's are on runway #26, which is our shortest at 6,000 ft. A 1,000 ft runway extension with a displaced threshold for the approach end of runway #17 would bring our runway length up to today's accepted standard of 8,000 ft.

b.) The demographics of this area will most definitely support the SELRES manning for this squadron. A good example of this, is the 50 local area pilots that applied for VR-62's SELRES manning. The Boston Massachusetts area is an excellent resource for VR pilots and especially for C-9 aircraft, since the DC-9 is the common commercial carrier out of Logan International Airport in East Boston, Ma.

THE COMMONWEALTH OF MASSACHUSETTS
EXECUTIVE DEPARTMENT
STATE HOUSE • BOSTON 02133
(617) 727-3600

WILLIAM F. WELD
GOVERNOR

ARGEO PAUL CELLUCCI
LIEUTENANT-GOVERNOR

February 8, 1995

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

Dear Secretary Dalton:

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

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

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

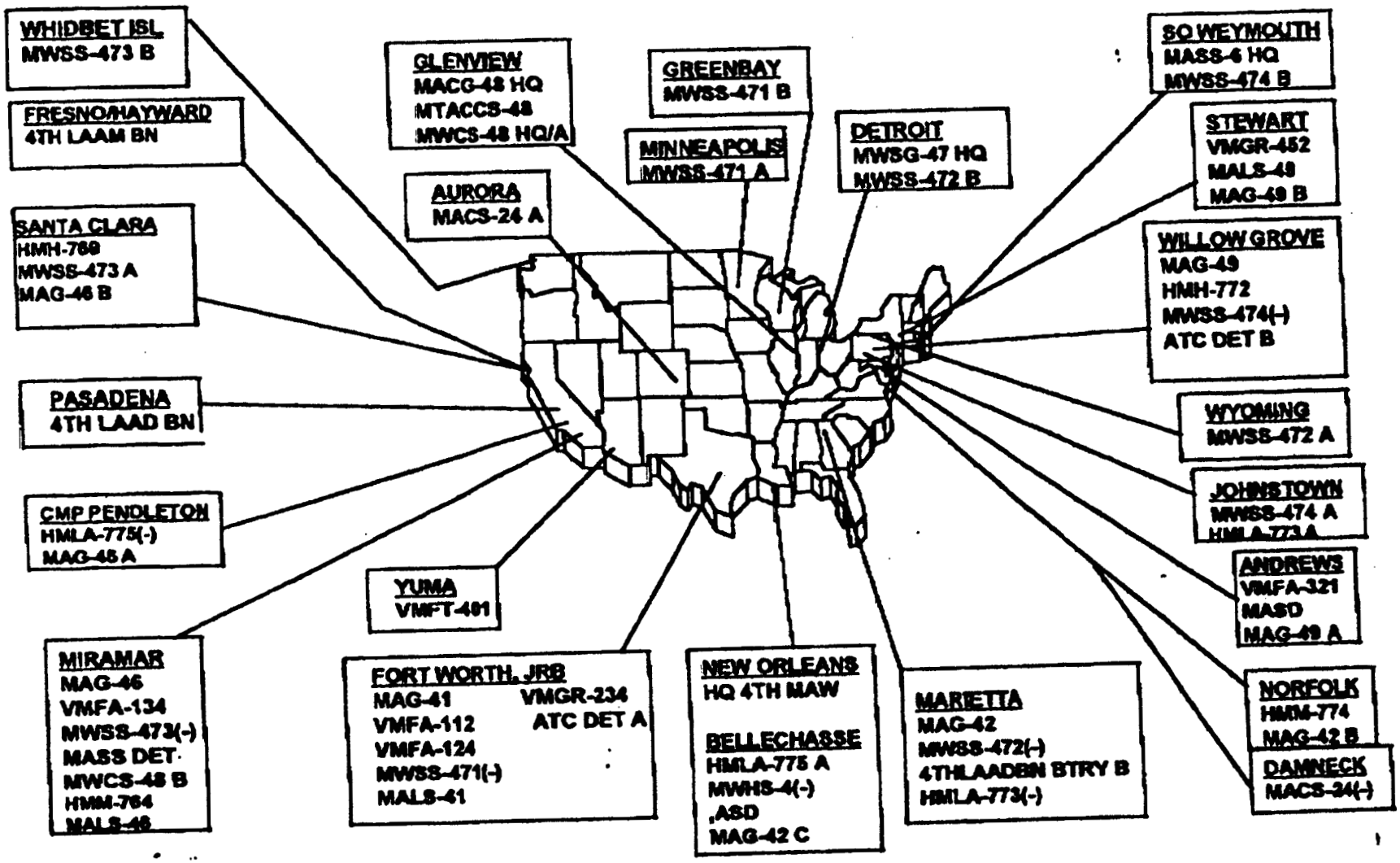
If it is all right with you, I would like to send my staff to Washington to discuss this possible option with your installation experts. Your staff can contact Jim Kane in my office at: (617) 727-3600. Thanks very much for your consideration.

Sincerely,

Bill Weld

William F. Weld

RESERVE AVIATION LAYDOWN PROJECTED BY FY99



Chapter

THE COMMONWEALTH OF MASSACHUSETTS

In the Year One Thousand Nine Hundred and Ninety-five

AN ACT RELATIVE TO STIMULATING EMPLOYMENT AND ENCOURAGING THE SITING OF CERTAIN FEDERAL FACILITIES IN THE COMMONWEALTH.

Whereas, The deferred operation of this act would tend to defeat its purpose, which is to immediately encourage the siting of certain federal facilities in the commonwealth, therefore it is hereby declared to be an emergency law, necessary for the immediate preservation of the public convenience.

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

SECTION 1. Clause (4) of section 1 of chapter 300 of the acts of 1992 is hereby amended by inserting after the word "activity", in line 5, the following words:- ; the preservation and enhancement of the commonwealth's high-tech economic base.

SECTION 2. Said chapter 300 is hereby further amended by striking out section 1A, as appearing in section 1 of chapter 386 of the acts of 1992, and inserting in place thereof the following section:-

Section 1A. To provide for the projects and expenditures provided for in this act, the secretary of administration and finance is hereby authorized to spend the sum set forth in section two for the several purposes of this act, subject to the conditions specified herein and subject to the provisions of law regulating the disbursement of public funds and the approval thereof.

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

SECTION 4. Said item 1599-8000 of said section 2 of said chapter 300 is hereby further amended by inserting after the word "requirements", in line 7, the following words:- , or other Department of Defense requirements.

SECTION 5. Said item 1599-8000 of said section 2 of said chapter 300 is hereby further amended by inserting after the word "Southbridge", in line 16,

the following words:- or enhance or expand other Department of Defense facilities in the commonwealth.

SECTION 6. Section 3 of said chapter 300 is hereby amended by inserting after the word "Southbridge", in line 6, the following words:- , or any United States Department of Defense facilities in the commonwealth selected for enhancement or expansion as the result of the nineteen hundred and ninety-five base closure and realignment process.

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

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

SECTION 9. Said section 4 of said chapter 300 is hereby further amended by inserting after the word "requirements", in line 11, the following words:- or other United States Department of Defense requirements.

SECTION 10. Said section 4 of said chapter 300 is hereby further amended by inserting after the word "Services", in line 23, the following words:- or other United States Department of Defense requirements.

SECTION 11. Section 5 of said chapter 300 is hereby amended by inserting after the word "facilities", in line 7, the following words:- or prior to the notification by the United States Department of Defense that facilities in the commonwealth have been selected for enhancement or expansion.

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

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

SECTION 14. Said chapter 300 is hereby further amended by striking out sections 8A and 8B, inserted by section 2 of chapter 386 of the acts of 1993, and inserting in place thereof the following two sections:-

Section 8A. To meet the expenditures necessary in carrying out the provisions of this act, the state treasurer shall, upon the request of the governor, issue and sell bonds of the commonwealth, in an amount to be specified by the governor from time to time, but not exceeding, in the aggregate, the sum of one hundred million dollars. Said bonds shall only be issued and sold after final approval by the United States Congress of the recommendation of the Department of Defense to locate said Finance and Accounting Services Facility in the town of Southbridge or after final approval by the United States Congress of a recommendation from the United States Defense Base Closure and Realignment Commission to enhance or expand other United States Department of Defense facilities in the commonwealth. All bonds issued by the commonwealth, as aforesaid, shall be designated on their face, Federal Facilities Enhancement Act of 1995, and shall be issued for such maximum term of years, not exceeding thirty years, as the governor may recommend to the general court pursuant to Section 3 of Article LXII of the Amendments to the Constitution of the Commonwealth; provided, however, that all such bonds shall be payable not later than December thirty-first, two thousand and thirty. Notwithstanding any other provision of this act, bonds, and the interest thereon, issued under the authority of this section shall be general obligations of the commonwealth.

Section 8B. The state treasurer may borrow from time to time on the credit of the commonwealth such sums of money as may be necessary for the purposes of meeting payments as authorized by this act and may issue and renew from time to time notes of the commonwealth therefor, bearing interest payable at such time and at such rates as shall be fixed by the state treasurer. Such notes shall be issued and may be renewed one or more times for such term, not exceeding one year, as the governor may recommend to the general court in accordance with Section 3 of Article LXII of the Amendments to the Constitution of the Commonwealth, but the final maturities of such notes, whether original or renewals shall not be later than June thirtieth, two thousand and seven. Notwithstanding any other provision of this act, notes and interest thereon issued under the authority of this act shall be general obligations of the commonwealth.

SECTION 15. Section 9 of said chapter 300 is hereby amended by inserting after the word "Southbridge", in line 3, the following words:- or to enhance or expand other United States Department of Defense facilities in the commonwealth.

SECTION 16. Said section 9 of said chapter 300 is hereby further amended by striking out, in line 4, the word "ninety-four" and inserting in place thereof the following word:- ninety-six.

SECTION 17. Nothing in this act shall be construed to preclude the town of Southbridge from accessing funds from the proceeds of any bonds issued pursuant to this act.

House of Representatives, February 9, 1995.

Preamble adopted, , Speaker.

In Senate, February 9, 1995.

Preamble adopted, William M. Bulger, President.

House of Representatives, February 9, 1995.

Bill passed to be enacted, Emanuel Lewis, Speaker.

In Senate, February 9, 1995.

Bill passed to be enacted, Louis P. Bertonazzi, President.

9 February, 1995.

Approved,

at five o'clock and 35 minutes, P. M.

W. Weld

Governor.

May 15, 1995

Subj: RESPONSE TO ROBERT B. PIRIE, JR., LTR DTD MAY 6, 1995

Ref: (a) Naval Audit Service Audit Report 026-95 dtd 28 Feb 95
(b) DON LTR LT-0706-F14 BSAT/LH dtd 5 May 1995
(c) BRAC-93 and BRAC-95 Certified Data
(d) U.S. Census Bureau and U.S. Department of Labor Statistics
(e) Report of BSEC Deliberations on 29 Dec 94
(f) BUPERSINST 1001.39 (ser)
(g) COMNAVRESFORINST 1001.5 (ser)

1. The subject letter raises additional concerns that need to be addressed regarding the Navy's analysis of Naval Air Stations and Naval Reserve Air Stations.

2. If the premise of closing Naval bases is predicated upon Total Force Structure, and reducing excess capacity without compromising overall Military Value of any subcategory of bases, the process has been flawed for two reasons in the case of NAS South Weymouth because decisions have been based upon
(a) anecdotal evidence and conjecture, not upon facts; and
(b) attempting to compare bases in two separate sub-categories.

3. The subject letter (para. 4) discusses CINCLANTFLT's "need to keep the most capable air base north of the major fleet concentration in Norfolk" open. Thus the recommendation to retain NAS Brunswick, an Operational Air Station. Immediately following is "the best Total Force answer. . . to close NAS South Weymouth," a Reserve Air Station and a different subcategory of base. This same sentiment of confusing operational and reserve activities also appears in the BSEC Deliberations on 9 February 1995, and in the DOD (p. 5-52) and DON (p. D-4) recommendations to close NAS South Weymouth.

4. Given the Navy's certified data, if we compare Operational and Reserve Air Stations, consider the following Military Values on the generic category "Air Stations North of Norfolk":

ACTIVITY	MILITARY VALUE	TYPE
NAS BRUNSWICK	61.06	OPERATIONAL
NAS SOUTH WEYMOUTH	61.37	RESERVE
NAS WILLOW GROVE	64.36	RESERVE
NAF WASHINGTON DC	65.16	RESERVE

Using Military Value as the criteria for determining the "most capable" air station, NAS Brunswick, under the "Total Force" Concept would rank last. However, we

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reject as inadequate any comparison between Reserve and Active Bases because of the differences in mission, and differences in the way questions in the data calls were weighted to calculate military value. Additionally, if operational missions completed by Naval Air Reserve squadrons were not a part of the configuration, what is the justification for invoking the "Total Force" concept which implies that Reserve contributions are integral to the Navy's overall mission accomplishments. "Although not discussed as part of the base closure process, the Naval Air Reserve did play a valuable role in support of contingency operations." (para. 7, subj. ltr.)

5. Regarding the issue of demographics,

(para. 5, subj. ltr.) "the Naval Reserve decided to move the P-3 squadron from NAS South Weymouth to NAS Brunswick . . . we have no demographic information (certified or otherwise) concerning this move. However, as recently as April 19, 1995, my staff has been advised by COMNAVAIRESFOR that sufficient demographics are available in the Brunswick area. . ." and

(para. 4, subj. ltr.) "demographic concerns . . . mitigated against Closing NAS Atlanta. . ."

upon what information did COMNAVAIRESFOR base his conclusions? Reference (a) (p. 13) states "Specifically, DOD Directive 1225.7 requires that the Reserve Component "shall review the manpower potential of the area to determine whether it is adequate to meet and maintain the authorized strengths (approved manning levels) of its Reserve Component units." Specifically, since DON has "no demographic information (certified or otherwise), and according to reference (b) (para. 3) "at no time did we compare the demographics of the losing air station with the gaining air station, upon what were the conclusions based that allowed DON and COMNAVAIR-RESFOR to assert that the relocated reserve units can be more adequately manned at the proposed receiving sites? Consider the following chart based upon references (c and d):

CATEGORY	NAS SOUTH WEYMOUTH	NAS ATLANTA	NAS BRUNSWICK
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RESERVE MANNING OFF/ENL BRAC-95	VP-92 98.5%/ 91.2% VR-62 100.0%/ 96.1% HML-771 DISESTABLISHED	VA 205 100.0%/ 79.0% VR-46 100.0%/ 62.9% HMLA-773 61.4% 65.1% VMO-4 77.1%/ 69.4%	NRTSC 191 100.0%/ 73.7% NRTSC 791 90.1%/ 80.5%

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Reference (e) allows that "The BSEC determined that those publications that were published by a cognizant federal agency as standard source documents (like census data. . . .) were self-certifying documents and their use as such is consistent with past practices." (para 2) This chart clearly shows an historic inability of NAS Atlanta to maintain satisfactory manning levels for the commissioned units assigned to it. References (f) (para 202.2) and (g) (para 202.1) require that Naval Reservists be assigned per unit manning priorities, and commissioned units take priority over all other units. Failure to meet at least 90% personnel manning of both officer and enlisted billets for the past five years as demonstrated by BRAC certified data calls indicates that COMNAVAIRESFOR's belief that NAS Atlanta is in a demographically rich recruiting area cannot be supported by the facts.

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7. Reference (a) also indicates that ". . . Naval Air Reserve Activity closure recommendations will result in the realignment of affiliated Reserve units to the nearest Naval Reserve Component, which we determined to be within normal commuting distance from the closing Reserve Compound site. Since recruiting will be drawn from the same local community after the recommended closure action, we determined that DOD requirements are no longer applicable." This statement contradicts long-standing Navy directives regarding the definition of "reasonable commuting distances" per references (f) (para 209) and (g) (para 304.4.b) which

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THE COMMONWEALTH OF MASSACHUSETTS
EXECUTIVE DEPARTMENT
STATE HOUSE • BOSTON 02133

WILLIAM F. WELD
GOVERNOR

ARGEO PAUL CELLUCCI
LIEUTENANT-GOVERNOR

FAX

TO: **Doyle Reedy, BRAC Staff**
FAX: (703) 696-0550

FROM: Bill Smith

Doyle,

Please find a letter from Governor Weld to Chairman Dixon concerning NAS South Weymouth. The hard copies have been sent by mail. As you will notice, a copy has also been sent to General Robles. Given the delays involving the mail, I would appreciate it if you would provide the General will a copy of this faxed version at the earliest convenient time. If you have any questions, please give me a call at: (617) 727-3206.

Thanks.

3 pages follow

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
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225 WATER STREET, SUITE 401
PLYMOUTH, MA 02360

CAPE COD AND ISLANDS 1-800-870-2626

HYANNIS
146 MAIN STREET
HYANNIS, MA 02601

May 22, 1995

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

Dear Chairman Dixon:

I am writing to share with the Commission correspondence I have received from the Navy with regard to its decision to recommend the closure of Naval Air Station (NAS) South Weymouth, Massachusetts.

First, I want to thank the Commission for voting to consider alternatives to the closure of NAS South Weymouth and review the merits of NAS Atlanta. As you know, I have been working closely with the local "Save the Base Committee" and we believe there is a very compelling case to keep open the Weymouth facility.

I wrote to Navy Secretary Dalton in April to request several items with regard to the Navy's base closure process. Earlier this month, I received a response from Navy Assistant Secretary Robert Pirie. Copies of both letters are enclosed.

Unfortunately, rather than illuminating how the Navy reached its recommendations, these replies have instead raised serious new concerns with the Navy's decision-making process. It would appear that the decision to close the South Weymouth facility was based on entirely on anecdotal -- and undocumented -- information and conjecture which, ultimately, resulted in the inappropriate comparison of bases in two separate subcategories.

In my letter to Secretary Dalton, 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." Instead, the Navy Base Structure Analysis Committee (BSEC) staff was "advised" by the Commander of the Naval Air Reserve (COMNAVAIRRESFOR) that there were sufficient demographics available at Brunswick.

THIS STATIONERY PRINTED ON PAPER MADE OF RECYCLED FIBERS

The absence of a formal demographic study suggests that the Navy did not adequately consider the ramifications of its recommendations. Both BRAC and the Navy recognize the national security importance of the Weymouth facility in attracting qualified Naval reservists. Two years ago, the Commission removed NAS South Weymouth from the Secretary of Defense's closure list in order to preserve it as the only reserve facility in the Northeast. Furthermore, by its own analysis, the Navy ranks NAS South Weymouth first in demographic value. It is, therefore, difficult to understand why the Navy would jeopardize its ability to recruit and retain reservists in this region by neglecting to fully determine the impact of moving Weymouth's reserve units to a remote location in Maine.

Additionally, according to the Navy report to the Commission, it apparently decided to "trade-off" NAS South Weymouth and NAS Brunswick after the Commander-in-Chief, Atlantic Fleet (CINCLANTFLT) expressed the "operation desire" to have the most "fully-capable" air station north of Norfolk available to support his fleet. This recommendation was apparently made during consultations between BSEC and CINCLANTFLT.

I have requested the records of these discussions so that we -- and BRAC -- can examine the assumptions, justifications, and merits of the "policy imperatives" developed during these meetings. I have not received this information and -- after this and numerous other attempts -- can now only assume that it does not exist.

This obviously raises serious concerns about the integrity of the Navy's recommendations. The complete documentation of all information used in formulating recommendations, including relevant deliberations, is one of the foundations of the base closure process. However, it would appear that the only factor which led to the Navy's decision to close NAS South Weymouth is both uncertified and undocumented. Furthermore, it would appear that the Navy gave greater weight to the "desire" of one individual than the rest of its empirical data.

The CINCLANTFLT's recommendation resulted in a comparison between an operational base (Brunswick) and a reserve base (South Weymouth). This decision -- which may violate Defense Department directives -- suggests that the Navy ignored its own analysis that distinguishes between reserve and active duty missions and capabilities. The data calls for reserve and operational facilities are not compatible. Similar questions are weighted differently and, in some cases, entire subcategories are omitted. In fact, following the Navy's logic, a comparison of the military value scores for the four Naval Air facilities north of Norfolk (NAS South Weymouth, NAS Washington, NAS Willow Grove, and NAS Brunswick)

would reveal that NAS Brunswick ranks last. In short, the Navy has compared apples with oranges.

I have enclosed information prepared by the "Save the Base Committee" that further details our concerns with Assistant Secretary Pirie's letter. In my view, this analysis strongly indicates 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.

I applaud the efforts of the Commission to date and look forward to working closely with you in the coming weeks to ensure that the national security merits of the Navy's recommendations are fully scrutinized.

With kind regards.

Sincerely,

Gerry E. Studds

Enclosures

GERRY E. STUDDS
TENTH DISTRICT, MASSACHUSETTS

COMMITTEE ON MERCHANT MARINE AND FISHERIES
CHAIRMAN

SUBCOMMITTEE ON ENVIRONMENT AND NATURAL RESOURCES
CHAIRMAN

COMMITTEE ON ENERGY AND COMMERCE

SUBCOMMITTEE ON HEALTH AND THE ENVIRONMENT

SUBCOMMITTEE ON TRANSPORTATION AND HAZARDOUS MATERIALS

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HYANNIS
146 MAIN STREET
HYANNIS, MA 02601

April 18, 1995

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

Dear Secretary Dalton:

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

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

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

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

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

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

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

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

I appreciate you attention to this matter.

With kind regards.

Sincerely,

Gerry E. Studds

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

MAY 6 1995

The Honorable Gerry E. Studds
House of Representatives
Washington, DC 20515

Dear Mr. Studds:

Thank you for your letter of April 18, 1995, to the Secretary of the Navy, requesting information on the Department of the Navy's 1995 base realignment and closure process for reserve air stations and, in particular, Naval Air Station (NAS) South Weymouth, Massachusetts. I am responding for Secretary Dalton.

As you know, the Department of Defense recommended to the 1995 Base Closure and Realignment Commission that NAS South Weymouth be closed. This and all of our base realignment and closure recommendations resulted from a careful, in-depth and objective review of our infrastructure, consistent with a smaller force structure and based on criteria established by the Secretary of Defense.

Since the 1993 round there have been significant reductions in naval aviation forces. For instance, we have retired the A-6 attack aircraft series, reduced the maritime patrol aircraft inventory by about one-third and have eliminated approximately fifty percent of the Navy's F-14 inventory. Additionally, the Naval Reserve stood down an entire carrier air wing.

These significant reductions in Naval Aviation forces clearly indicated there was excess capacity to support aircraft at East Coast Naval Air Stations. Initial scenarios and Department of the Navy Base Structure Evaluation Committee (BSEC) discussions focused on closing NAS Brunswick and moving the P-3 squadrons to NAS Jacksonville. However, during BSEC iterative discussions with major owner/operators, CINCLANTFLT addressed the need to keep the most capable air base north of the major fleet concentration in Norfolk. Considering the fleet commander's needs and the demographic concerns which militated against closing NAS Atlanta to reduce reserve air station excess capacity, the BSEC decided the best Total Force answer was to close NAS South Weymouth. This solution would reduce the excess capacity at Reserve Air Stations, keep open the most capable air station in the Northeast while more fully utilizing its capacity, and relocate reserve assets from NAS South Weymouth to NAS Brunswick without requiring military construction expenditures.

At the time the BSEC decision was made to recommend closure of NAS South Weymouth, the data call response submitted by Commander, Naval Reserve Force indicated the P-3 squadron at NAS South Weymouth would be decommissioned. Later, the Naval Reserve

decided to move the P-3 squadron from NAS South Weymouth to NAS Brunswick, Maine and decommission the P-3 squadron at Naval Air Facility, Washington, D.C., instead. Therefore, we have no demographic information (certified or otherwise) concerning this move. However, as recently as April 19, 1995, my staff has been advised by COMNAVAIRESFOR that sufficient demographics are available in the Brunswick area to support both a P-3 and a C-130 squadron.

As to administrative support squadrons, the BSEC decided while finalizing the configuration model, not to allow more than one administrative support squadron (VR squadron) to be stationed at any one air station because a decentralized force could better support the organic air transport needs of the fleet concentrations.

Although not discussed as part of the base closure process, the Naval Air Reserve did play a valuable role in support of contingency operations. For the operations you specified, Bosnia, Somalia, Persian Gulf and Haiti, the Naval Air Reserve contribution totalled 25,170 hours and 3,943 sorties.

There were two principal procedures used to ensure the accuracy, completeness, and integrity of the information contained in our 1995 Base Structure Data Base: data certification and independent validation by the Naval Audit Service. The certification procedures ensured the data forwarded for use by the Secretary of the Navy was reviewed and updated, as appropriate, at each level in the chain of command responsible for certifying the accuracy and completeness of such data. Independently, the Naval Audit Service examined and validated the accuracy of the data gathered and analyzed. Through their review, the Secretary of the Navy was apprised that the established internal controls were effective and that the certified data used in the process was reasonably accurate and complete. The opinion of the Naval Audit Service was reported to the Secretary of the Navy before he forwarded his base realignment and closure recommendations to the Secretary of Defense. A copy of the audit report is provided to show the procedures employed by the Navy auditors to validate the accuracy and reliability of the data. Furthermore, the General Accounting Office (GAO) observed and assessed the verification efforts of the Navy auditors. The GAO reported to the Defense Base Closure and Realignment Commission there was no basis to dispute the conclusions of the Naval Audit Service.

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

Sincerely,

ROBERT B. PIRIE, JR.

Attachment

May 15, 1995

Subj: RESPONSE TO ROBERT B. PIRIE, JR., LTR DTD MAY 6, 1995

Ref: (a) Naval Audit Service Audit Report 026-95 dtd 28 Feb 95
(b) DON LTR LT-0706-F14 BSAT/LH dtd 5 May 1995
(c) BRAC-93 and BRAC-95 Certified Data
(d) U.S. Census Bureau and U.S. Department of Labor Statistics
(e) Report of BSEC Deliberations on 29 Dec 94
(f) BUPERSINST 1001.39 (ser)
(g) COMNAVRESFORINST 1001.5 (ser)

1. The subject letter raises additional concerns that need to be addressed regarding the Navy's analysis of Naval Air Stations and Naval Reserve Air Stations.

2. If the premise of closing Naval bases is predicated upon Total Force Structure, and reducing excess capacity without compromising overall Military Value of any subcategory of bases, the process has been flawed for two reasons in the case of NAS South Weymouth because decisions have been based upon
(a) anecdotal evidence and conjecture, not upon facts; and
(b) attempting to compare bases in two separate sub-categories.

3. The subject letter (para. 4) discusses CINCLANTFLT's "need to keep the most capable air base north of the major fleet concentration in Norfolk" open. Thus the recommendation to retain NAS Brunswick, an Operational Air Station. Immediately following is "the best Total Force answer. . . to close NAS South Weymouth," a Reserve Air Station and a different subcategory of base. This same sentiment of confusing operational and reserve activities also appears in the BSEC Deliberations on 9 February 1995, and in the DOD (p. 5-52) and DON (p. D-4) recommendations to close NAS South Weymouth.

4. Given the Navy's certified data, if we compare Operational and Reserve Air Stations, consider the following Military Values on the generic category "Air Stations North of Norfolk":

ACTIVITY	MILITARY VALUE	TYPE
NAS BRUNSWICK	61.06	OPERATIONAL
NAS SOUTH WEYMOUTH	61.37	RESERVE
NAS WILLOW GROVE	64.36	RESERVE
NAF WASHINGTON DC	65.16	RESERVE

Using Military Value as the criteria for determining the "most capable" air station, NAS Brunswick, under the "Total Force" Concept would rank last. However, we

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reject as inadequate any comparison between Reserve and Active Bases because of the differences in mission, and differences in the way questions in the data calls were weighted to calculate military value. Additionally, if operational missions completed by Naval Air Reserve squadrons were not a part of the configuration, what is the justification for invoking the "Total Force" concept which implies that Reserve contributions are integral to the Navy's overall mission accomplishments. "Although not discussed as part of the base closure process, the Naval Air Reserve did play a valuable role in support of contingency operations." (para. 7, subj. ltr.)

5. Regarding the issue of demographics,

(para. 5, subj. ltr.) "the Naval Reserve decided to move the P-3 squadron from NAS South Weymouth to NAS Brunswick . . . we have no demographic information (certified or otherwise) concerning this move. However, as recently as April 19, 1995, my staff has been advised by COMNAVAIRESFOR that sufficient demographics are available in the Brunswick area. . ." and

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upon what information did COMNAVAIRESFOR base his conclusions? Reference (a) (p. 13) states "Specifically, DOD Directive 1225.7 requires that the Reserve Component "shall review the manpower potential of the area to determine whether it is adequate to meet and maintain the authorized strengths (approved manning levels) of its Reserve Component units." Specifically, since DON has "no demographic information (certified or otherwise), and according to reference (b) (para. 3) "at no time did we compare the demographics of the losing air station with the gaining air station, upon what were the conclusions based that allowed DON and COMNAVAIRRESFOR to assert that the relocated reserve units can be more adequately manned at the proposed receiving sites? Consider the following chart based upon references (c and d):

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8. Accordingly, we request you provide us with a scenario that Closes NAS Atlanta and moves its Helicopter Squadrons and Fighter Squadrons to NAS South Weymouth, thus avoiding 67 million construction costs at MCAS New River, and placing these units in a Metroplex that per references (c) and (d) has the demonstrated capability of manning these units to the minimum of 90%. In keeping with the Navy's preference to co-locate reserve units with active sites, the logistics squadron at NAS Atlanta can be relocated at NAS Jacksonville, and a cantonment area for augmenting units can be maintained at Dobbins AFB preserving joint activity and the capability to expand for future contingencies in Atlanta.

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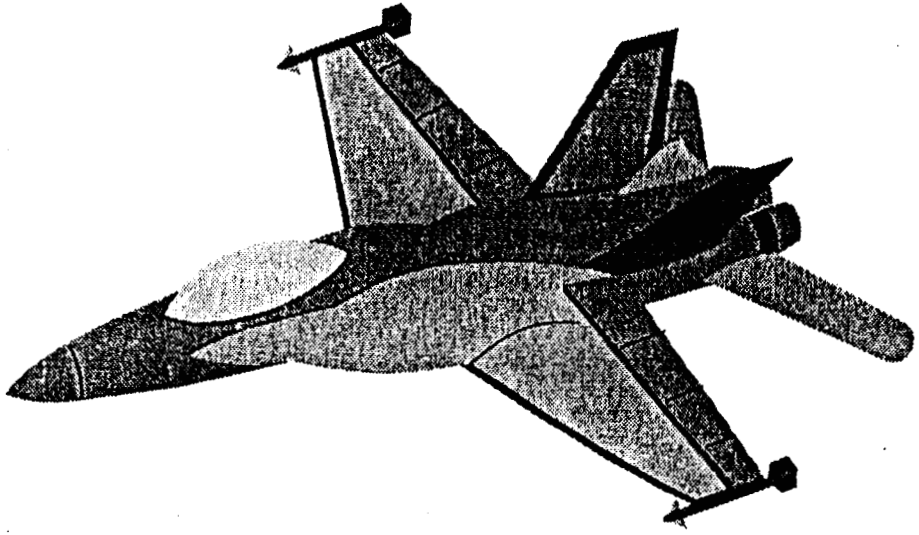
Reserve Air Station Configuration Model Specifications



Approach

- Parameters included:
  - C-20 squadron placed
  - Only DON squadrons and hangars included
  - Aircraft squadron characteristics
    - Hangar type
    - Homeport-load factor
  - Air station capacity in squadron modules by type
- Objective Function:
  - Minimize excess squadron modules

Laydown Outside the Model

- Reserve squadrons at DON T & E facilities
- Reserve squadrons at non-DON activities

Initial Configuration Model Rules

- Average military value is maintained
- Only one type administrative support squadron per base

Model Output Measures

- Air stations open or closed

Generation of Alternatives

Model allows the generation of three solution sets

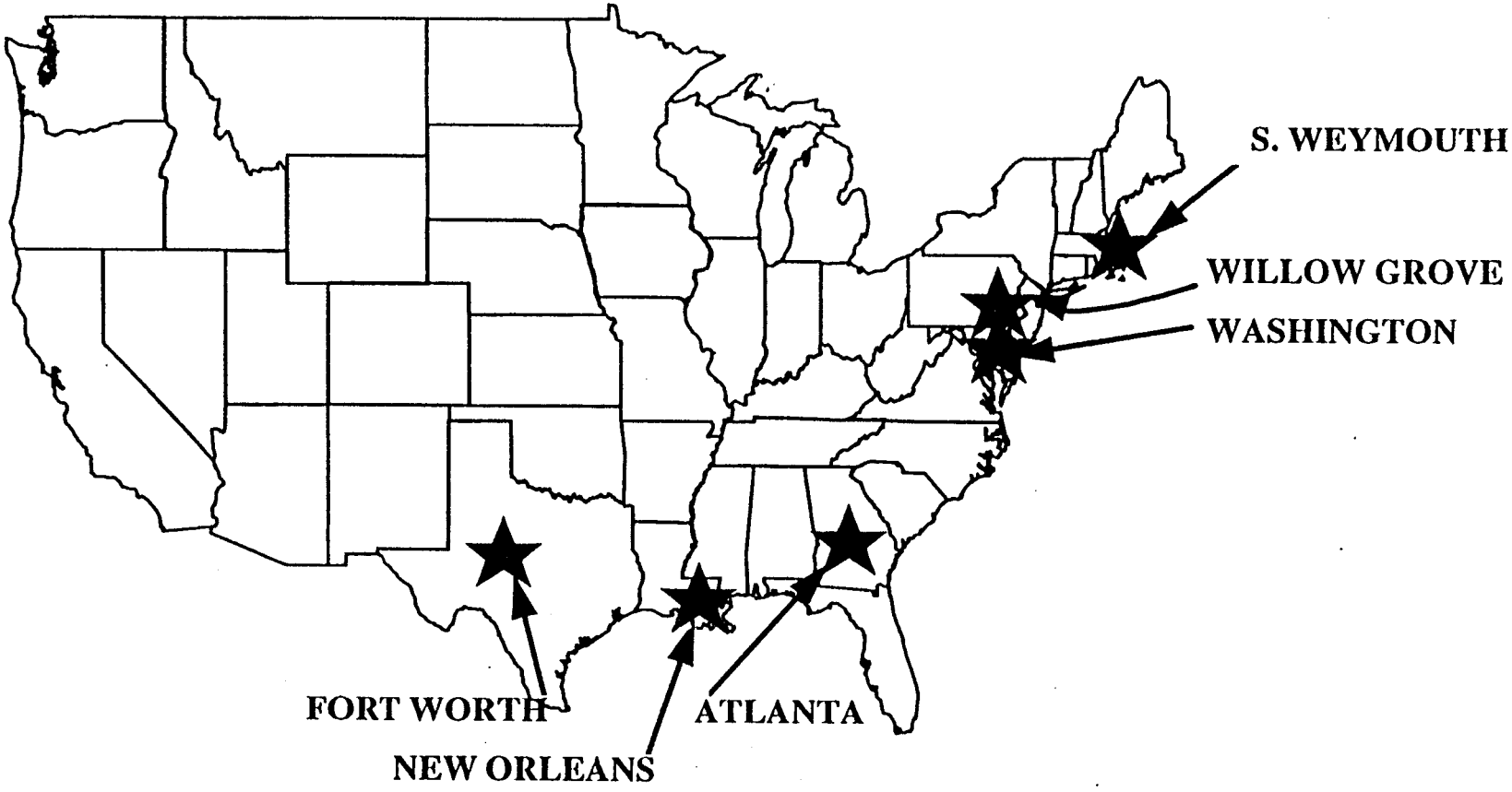
- Best solution-for a given set of constraints and data
- Next best-obtained by excluding the first solution
- Third best-obtained by excluding the first two solutions

Sensitivity Analysis

Sensitivity analyses can accommodate

- Future potential force level changes
- Reserve-Active station interaction
- Check feasibility of solution

RESERVE AIR STATIONS



Air Station Characteristics

Station	Type I	Type II	MILVAL
South Weymouth	0	3	62.0
Willow Grove	2	4	64.7
Washington, DC	8	2	65.1
Atlanta	1	3	50.4
New Orleans	2	3	62.7
Fort Worth	3	2	62.7

Aircraft Squadron Characteristics

AIRCRAFT	MODULE	AIRCRAFT	MODULE
F-14	I	C-9	II
EA-6	I	C-130	II
FA-18	I	C-20	I
AV-8	I	H-1	I
E-2	I	H-46 (USMCR)	I
P-3	II	H-53 (USMCR)	I
HS	I	H-53 (USNR)	I
HSL	I		

- **All reserve squadrons receive 100% in port factor**

Initial Reserve Model Output

- 5 stations remain open
- 1 station closed (Atlanta)
- Initial average military value: 61.1
- Final average military value: 63.7
- 4 excess squadron modules retained by model

Secondary Reserve Model Output

- 6 stations remain open
- No station closed
- Initial average military value: 61.1
- Final average military value: 61.1
- 8 excess squadron modules retained by model

- Tertiary solution is identical to second solution.

Reserve / tation Military Value

Calcs	D			E	F	G	H	I	J	K	L	M	N	O	P	Q	R
1				Military Criteria				BSEC		RESRV	RESRV	RESRV	RESRV	RESRV	RESRVE		
2				R	F	M	C	95		21	22	23	24	25	26		
3	Matrix Question			40	25	20	15	Score	Weight	WILGR	S.WEY	NEWOR	ATLAN	WASH	FT WRTH		Mean
4	**Flight Training Areas/Airspace**			23	23	14	10	0	30.66	26.98	26.19	26.56	16.10	25.06	20.12		23.83
5	Are there warning areas within 100 mi. of the air station?	X	A	1	1	1	1	10	1.82	1	1	1	0	1	0		
6	Is this airspace managed (i.e., scheduled or controlled) by DoD?	X	A	1	1	0	0	7	0.97	1	1	1	0	1	0		
7	Is the flying time to this airspace less than 30 minutes?	X	A	1	1	1	1	8	1.87	1	1	1	0	1	0		
8	Is this airspace under communications control? DOD controlled	X	A	1	1	0	0	7	0.97	1	1	1	0	1	0		
9	Is this airspace under radar control?	X	A	1	1	0	0	6	0.83	1	1	1	0	1	0		
10	Training within the warning areas is not affected by environmental issues.	X	A	1	1	0	0	4	0.56	1	1	1	0	1	0		
11	Are there Military Operating Areas within 100 mi. of the air station?			1	1	1	1	10	2.34	1	1	1	1	1	1		
12	Is this airspace managed (i.e., scheduled or controlled) by DoD?	X	A	1	1	1	0	7	1.37	1	1	1	0	1	1		
13	Is the flying time to this airspace less than 30 minutes?			1	1	1	1	8	1.87	1	1	1	1	1	1		
14	Is this airspace under radar control? distance			1	1	0	0	6	0.83	1	1	1	1	1	1		
15	Is this airspace under communications control?			1	1	0	0	7	0.97	1	1	1	1	1	1		
16	Training within the military operating areas is not affected by environmental issues.	X	W	1	1	0	0	4	0.56	1	0	1	1	1	1		
17	Is there restricted airspace for hazardous flight training within 100 mi?			1	1	1	1	10	2.34	1	1	1	1	1	1		
18	Is this airspace managed (i.e., scheduled or controlled) by DoD?			1	1	1	0	7	1.37	1	1	1	1	1	1		
19	Is the flying time to this airspace less than 30 minutes?	X	A	1	1	1	1	8	1.87	1	1	1	0	1	1		
20	Is this airspace under radar or communications control?			1	1	0	0	7	0.97	1	1	1	1	1	1		
21	Training within the restricted airspace is not affected by environmental issues.			1	1	0	0	4	0.56	1	1	1	1	1	1		
22	The air station or a local DON activity controls an air-ground range.	X	A	1	1	1	1	9	2.10	0	1	[illegible]	0	0	0		
23	There is access to a bombing range for live ordnance within 200 miles?			1	1	1	1	10	2.34	1	0	1	1	0	1		
24	There is an area for supersonic training within 100 n.m.?	X	A	1	1	1	1	6	1.40	1	1	1	0	1	0		
25	Does the air station normally operate without ATC delays?			1	1	1	1	5	1.17	1	1	1	1	0	1		
26	This air station can accommodate 30 flight operations per hour IMC?			1	1	1	0	4	0.78	0	0	1	0	1	1		
27	This air station can accommodate 80 flight operations per hour VMC?			1	1	1	0	4	0.78	0	0	1	1	1	1		
28	**Expansion, Encroachment and Environment**			11	10	9	4	0	12.97	6.13	8.31	7.68	8.47	8.32	7.13		7.71
29	Does current operational infrastructure, geographic location, climatalogical conditions support future exp			0	1	1	0	6	0.65	1	1	1	1	1	1		
30	Are there no encroachments at the base that restrict current operations?			0	1	0	0	6	0.30	1	1	1	1	1	1		
31	Is the existing AICUZ study encoded in local zoning ordinances?			1	0	1	0	7	1.02	0	1	0	1	1	0		
32	Is the air station's present or future mission unaffected by current estimates of population growth and are			1	0	1	0	7	1.02	1	1	1	1	1	1		
33	Activity is an "attainment" or "maintenance" air quality control area for CO, Ozone, PM10?			1	1	0	1	10	1.77	0	0	1	0	0	0		

Reserve / tation Military Value

Calcs	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
1		Military Criteria				BSEC		RESRV	RESRV	RESRV	RESRV	RESRV	RESRVE		
2		R	F	M	C	95		21	22	23	24	25	26		
3	Matrix Question	40	25	20	15	Score	Weight	WILGR	S.WEY	NEWOR	ATLAN	WASH	FT WRTH		Mean
34	Activity operations or development have not been restricted due to air quality considerations.	1	1	0	0	6	0.83	1	1	1	1	1	1		
35	Base ops or development are not constrained by laws applying to environmental facilities/NPDES.	0	1	0	0	6	0.30	1	1	1	1	1	1		
36	Activity operations or development plans have not been restricted due to Installation Restoration conside	0	1	0	0	4	0.20	1	1	1	1	1	0		
37	National Register cultural resources have not restricted operations/development.	0	1	0	1	3	0.26	1	1	1	1	1	0		
38	Endangered/threatened species and/or biological habitats have not restricted operations/development.	0	1	0	0	6	0.30	1	1	1	1	1	1		
39	Jurisdictional wetlands have not restricted operations/development.	0	1	0	0	6	0.30	0	1	0	1	1	1		
40	Any on-going environmental or airspace litigation is not directed towards base operations.	1	0	0	1	4	0.50	1	1	1	1	1	1		
41	Unrestricted developable land exceeds 100 acres	0	1	1	0	8	0.86	0	1	1	0	0	0		
42	Does the airspace overlying and adjacent to the air station have the capacity to support additional workl	1	0	1	0	7	1.02	1	1	0	1	1	1		
43	It is projected that flight operations will remain unaffected by major civilian air traffic structure in the reg	1	0	1	0	7	1.02	0	0	0	1	0	1		
44	No unusual flight pattern or approach restrictions exist at this air station?	1	0	1	0	6	0.87	0	0	1	0	1	1		
45	Are new military missions planned for the air station?	1	0	0	0	3	0.27	0	0	0	0	0	0		
46	Sortie cancellation rate for weather is never 5% or greater per month.	1	0	1	1	4	0.73	0	1	0	1	0	0		
47	Instrument Meteorological Conditions (IMC) rate is never 20% or greater per month.	1	0	1	0	5	0.73	1	0	0	0	1	0		
48	**Airfield Maintenance and Unique Facilities**	10	9	5	5	0	6.95	3.66	3.66	3.66	3.66	4.00	5.52		4.02
49	Air station has weapons storage/handling facilities/magazines?	1	1	1	1	5	1.17	1	1	1	1	1	1		
50	No ESQD waivers exist at this air station?	1	1	0	0	6	0.83	1	1	1	1	0	0		
51	Air station performs intermediate or organizational level maintenance on ordnance?	1	1	1	1	2	0.47	0	0	0	0	1	1		
52	The AIMD/MALS supports all T/M/S aircraft stationed at your air station?	1	1	1	1	6	1.40	1	1	1	1	1	1		
53	This air station has an Aircraft Accoustical Enclosure (CCN 211-01)?	1	1	0	0	5	0.70	0	0	0	0	0	1		
54	This air station has a Corrosion Control Hangar (CCN 211-03)?	1	1	0	0	6	0.83	0	0	0	0	0	1		
55	This air station has an Engine Test Cell (CCN 211-81)?	1	1	0	1	4	0.71	0	0	0	0	1	1		
56	Weather does not have a significant impact on maintenance schedules?	1	0	0	1	2	0.25	1	1	1	1	1	1		
57	Can the air station berth CVs/CVNs in a cold iron status?	1	1	1	0	2	0.39	0	0	0	0	0	0		
58	Can the air station berth air capable combatant ships, including transients, in a cold iron status?	1	1	1	0	1	0.20	0	0	0	0	0	0		
59	**Air Station Facilities and Infrastructure**	14	21	15	11	0	18.64	11.36	8.73	10.65	10.05	11.57	10.07		10.07
60	Does the air station manage (schedule and control) an outlying landing field?	1	1	1	0	5	0.98	0	0	0	0	0	0		
61	Is average MRP more than 1.7 % of CPV over the past 7 years (88-94)	1	1	1	0	7	1.37	1	0	0	1	1	0		
62	Capital Improvements from 88-94 exceeded $11.5M.	0	1	0	1	3	0.26	0	0	1	1	0	0		
63	Capital Improvements from 88-94 exceeded $19M.	0	1	0	1	6	0.53	1	0	0	0	0	0		

Reserve / ation Military Value

Calcs	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
1		Military Criteria				BSEC		RESRV	RESRV	RESRV	RESRV	RESRV	RESRVE		
2		R	F	M	C	95		21	22	23	24	25	26		
3	Matrix Question	40	25	20	15	Score	Weight	WILGR	S.WEY	NEWOR	ATLAN	WASH	FT WRTH		Mean
64	Planned non-BRAC capital improvements from 94-97 < 10% of CPV	0	1	0	1	6	0.53	1	1	0	1	1	1		
65	Do current administrative support facilities provide capability for future expansion?	0	1	1	0	1	0.11	0	1	0	0	0	1		
66	Does available PW, gas, electric and sewer supply exceed peak demand?	0	1	0	1	6	0.53	1	1	1	1	1	1		
67	Area cost factor is less than 0.9	0	1	0	1	5	0.44	0	0	0	0	0	0		
68	Area cost factor is between 0.9 and 1.0	0	1	0	1	3	0.26	0	0	0	1	0	1		
69	Can this air station operate 24 hours a day?	1	0	1	0	2	0.29	1	1	1	0	1	1		
70	Runway, taxiway and ramp weight- bearing capacity accommodates all DON aircraft?	1	1	1	0	5	0.98	1	1	1	1	1	1		
71	Runway, taxiway and ramp weight- bearing capacity accommodates all MAC aircraft?	1	1	1	1	2	0.47	1	1	1	1	1	1		
72	Hangar Capacity at this air station is at least 5 modules?	1	1	1	0	7	1.37	1	0	1	0	0	1		
73	Hangar Capacity at this air station is at least 8 modules?	1	1	1	0	10	1.96	0	0	0	0	1	0		
74	Less than 10% of the hangar/maintenance facilities are in inadequate condition?	0	1	0	1	7	0.62	1	1	1	1	1	1		
75	Less than 10% of the fuel storage facilities are in inadequate condition?	0	1	0	1	7	0.62	1	1	1	1	1	1		
76	The air station has more than one NAVAID used by USN/USMC aircraft?	0	1	0	0	4	0.20	1	1	1	1	1	0		
77	Air station's parallel or dual offset runways permit dual IFR flight operations	1	0	1	0	1	0.15	0	0	0	0	1	0		
78	The air station has full-length taxiways?	1	1	1	0	7	1.37	1	1	1	1	1	1		
79	The air station has one runway at least 8000 feet long.	1	1	1	0	10	1.96	1	0	1	1	1	1		
80	The air station has a crosswind runway?	1	0	1	0	7	1.02	0	1	1	0	0	0		
81	The BEQ has space for 40% of enlisted population	0	1	0	1	5	0.44	0	0	0	0	1	0		
82	Use of off base storage at this air station is not required?	0	1	0	1	1	0.09	1	0	1	1	1	1		
83	There is at least 1 runway you control which has CLZ lighting (FCLP)?	1	1	1	0	4	0.78	0	0	0	1	0	0		
84	The air station has 50,000 but less than 90,000 flight evolutions per year?	1	0	1	0	3	0.44	1	0	0	0	0	0		
85	The air station has more than 90,000 flight evolutions per year?	1	0	1	0	6	0.87	0	0	1	0	0	1		
86	**Military/General and Support Missions**	14	6	6	8	0	6.77	4.54	4.37	2.57	3.45	3.14	5.67		3.96
87	Does air station or tenants have any non-DOD support missions?	0	1	0	1	1	0.09	1	1	1	0	1	1		
88	Are military surveillance operations conducted from the air station?	1	1	0	0	1	0.14	1	1	1	0	1	0		
89	Air station directly supports area control/surveillance mission (e.g., FACSFAC)?	1	1	0	0	1	0.14	0	0	0	0	0	0		
90	Air station is home station to other DOD components?	1	1	0	1	3	0.53	1	0	1	1	1	1		
91	Air station or tenants have significant agreements to support other DoD, gov't or civilian activities?	1	0	0	0	1	0.09	1	1	1	1	0	1		
92	Does the air station provide aircraft SAR support to the civilian community?	1	0	0	0	1	0.09	0	0	1	0	0	1		
93	Do active duty personnel have reasonable access to medical/dental care?	1	0	0	1	3	0.38	1	0	0	0	1	0		

Reserve tation Military Value

Calcs	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
1		Military Criteria				BSEC		RESRV	RESRV	RESRV	RESRV	RESRV	RESRVE		
2		R	F	M	C	95		21	22	23	24	25	26		
3	Matrix Question	40	25	20	15	Score	Weight	WILGR	S.WEY	NEWOR	ATLAN	WASH	FT WRTH		Mean
94	Is the air station's location of strategic military value?	1	0	0	0	2	0.18	0	0	0	0	0	0		
95	Another military airport with 8000 feet of usable runway is within 100 miles?	1	0	1	0	5	0.73	1	1	0	1	1	1		
96	Does the air station or tenants have National Command Authority missions or NATO designation?	1	0	0	0	1	0.09	0	0	1	0	0	0		
97	Are ground combat and/or special operation forces located in the area?	1	0	1	0	7	1.02	1	1	0	0	0	1		
98	Do ground combat and/or special operation forces train at this air station?	1	0	1	0	2	0.29	1	1	0	0	0	1		
99	Air station is home station to a DON non-aviation surface reserve center?	1	0	1	1	4	0.73	0	1	0	1	0	1		
100	Air station is home station to an active or reserve construction battalion?	1	0	1	1	4	0.73	0	0	0	0	0	1		
101	Air station is home station to non-DOD flying units?	0	1	0	1	2	0.18	0	0	1	0	0	0		
102	Air station is home station to non-DOD components?	0	1	0	1	1	0.09	0	0	1	1	0	1		
103	Air station is home station to a USMC reserve support unit?	1	0	1	1	7	1.28	1	1	1	1	1	1		
104	**Demographics**	8	0	8	8	0	9.89	4.58	7.87	4.40	3.85	4.03	4.94		4.94
105	The air station has in excess of 3000 SELRES billets.	1	0	1	1	8	1.47	0	1	1	0	1	1		
106	Personnel on reserve unit waiting lists are >= 10% of aggregate authorized unit strength for FY1993.	1	0	1	1	5	0.92	0	0	0	1	0	0		
107	More than 90% of the Resforon SELRES officer billets were filled in FY93.	1	0	1	1	9	1.65	1	1	0	0	1	1		
108	More than 90% of the Resforon SELRES enlisted billets were filled in FY93.	1	0	1	1	10	1.83	0	1	0	0	0	1		
109	More than 90% of the non-squadron SELRES officer billets were filled in FY93.	1	0	1	1	5	0.92	1	1	1	1	1	0		
110	More than 90% of the non-squadron SELRES enlisted billets were filled in FY93.	1	0	1	1	6	1.10	0	1	0	0	0	0		
111	SELRES officer participation has been 97.4 or greater for the last three fiscal years.	1	0	1	1	5	0.92	1	1	1	1	0	0		
112	SELRES enlisted participation has been 94.5 or greater for the last three fiscal years.	1	0	1	1	6	1.10	1	0	1	1	0	0		
113	**Training**	3	4	2	4	0	3.54	2.25	0.62	2.25	0.62	2.25	2.25		1.71
114	Required major flight/training simulators located at or near the air station?	1	1	1	1	7	1.64	1	0	1	0	1	1		
115	There is an aviation flight physiology training facility in the local area?	1	1	1	1	4	0.93	0	0	0	0	0	0		
116	Less than 10% of the training facilities are in inadequate condition.	0	1	0	1	7	0.62	1	1	1	1	1	1		
117	Is there a shipboard aircraft fire fighting trainer in the local area?	1	1	0	1	2	0.35	0	0	0	0	0	0		
118	**Quality of Life**	1	17	0	27	0	10.42	4.86	3.62	4.03	4.96	6.80	5.23		4.92
119	Is officer FH waiting list <6 months	0	1	0	1	6	0.53	0	1	0	0	1	0		
120	Is enlisted FH waiting list < 6 months	0	1	0	1	7	0.62	0	0	0	0	1	0		
121	Do 90% or more of the housing units have all the required amenities?	0	1	0	1	6	0.53	1	1	1	1	1	0		
122	Is the BEQ occupancy rate < 90%?	0	1	0	1	8	0.70	0	0	0	0	0	1		
123	Are 90% of the BEQ rooms adequate?	0	1	0	1	8	0.70	1	0	1	1	0	1		

Calcs	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
1		Military Criteria				BSEC		RESRV	RESRV	RESRV	RESRV	RESRV	RESRVE		
2		R	F	M	C	95		21	22	23	24	25	26		
3	Matrix Question	40	25	20	15	Score	Weight	WILGR	S.WEY	NEWOR	ATLAN	WASH	FT WRTH		Mean
124	Is the BOQ occupancy rate < 90%?	0	1	0	1	6	0.53	1	0	0	1	0	1		
125	Are 90% of the BOQ rooms adequate?	0	1	0	1	7	0.62	0	0	0	0	1	1		
126	Does the air station have more than 90% of the listed MWR facilities?	0	1	0	1	7	0.62	0	0	0	0	0	0		
127	Does the air station have between 70% and 90% of the listed MWR facilities, including library, pool, gyr	0	1	0	1	4	0.35	0	0	0	0	1	0		
128	Is the average wait for 0-12 month child care facilities < 180 days?	0	1	0	1	6	0.53	0	0	0	1	1	0		
129	Is the average wait for child care 6 months or less	0	1	0	1	7	0.62	0	0	0	1	1	0		
130	Is the average wait for child care between 6 & 12 months	0	1	0	1	4	0.35	1	1	1	0	0	1		
131	Are > 90% of the air station's child care facilities adequate?	0	1	0	1	4	0.35	1	0	1	1	1	1		
132	Are there certified home care providers?	0	1	0	0	4	0.20	1	1	1	0	1	0		
133	Does the air station have more than 90% of the listed family support facilities and programs?	0	1	0	1	6	0.53	0	0	0	0	1	0		
134	Does the air station have between 70% and 90% of listed family support facilities, including commissary	0	1	0	1	3	0.26	0	0	0	0	0	1		
135	Is off base housing rental and purchase affordable?	0	0	0	1	10	0.38	1	0	0	0	0	0		
136	Is there sufficient off base housing?	0	1	0	1	6	0.53	1	1	1	1	1	1		
137	Are there opportunities for consecutive follow on tours in the commuting area?	0	0	0	1	10	0.38	1	1	1	1	1	1		
138	Do >50% of employees live within 30 minutes of the base	1	0	0	1	4	0.50	1	1	1	1	1	1		
139	Are local area educational institution programs adequate for military family members?	0	0	0	1	4	0.15	0	1	1	1	1	1		
140	Are there educational opportunities at all college levels within a 30 mi radius?	0	0	0	1	1	0.04	1	1	1	1	1	1		
141	Are college education courses available on the base?	0	0	0	1	1	0.04	1	1	1	1	1	1		
142	Does the air station have an active FSC spouse employment program?	0	0	0	1	1	0.04	1	1	1	1	0	1		
143	Do military family members have reasonable access to medical/dental care?	0	0	0	1	6	0.23	1	1	1	0	1	0		
144	Is the violent crime rate less than 758 per 100,000	0	0	0	1	1	0.04	1	1	0	1	0	0		
145	Is the drug crime rate less than 402 per 100,000	0	0	0	1	1	0.04	0	1	0	0	1	1		
146	Is the property Crime rate less than 4902 per 100000	0	0	0	1	1	0.04	1	1	0	0	1	0		

...ation Military Value

Calcs	D	J	K	L	M	N	O	P	Q	R
158										
159	Military Value Area	Weight	WILGR	S.WEY	NEWOR	ATLAN	WASH	FT WRTH		Mean
160	**Flight Training Areas/Airspace**	30.66	26.98	26.19	28.55	16.10	25.05	20.12		23.83
161	Flight Training Areas/Airspace rank		2	3	1	6	4	5		
162	Flight Training Areas/Airspace difference from mean		3.15	2.36	4.72	-7.74	1.22	-3.71		
163	**Air Station Facilities and Infrastructure**	18.64	11.36	6.73	10.65	10.05	11.57	10.07		10.07
164	Air Station Facilities and Infrastructure rank		2	6	3	5	1	4		
165	Air Station Facilities and Infrastructure difference from mean		1.29	-3.34	0.58	-0.03	1.50	-0.00		
166	**Expansion, Encroachment and Environment**	12.97	6.13	8.31	7.88	8.47	8.32	7.13		7.71
167	Expansion, Encroachment and Environment rank		6	3	4	1	2	5		
168	Expansion, Encroachment and Environment difference from mean		-1.58	0.61	0.17	0.77	0.62	-0.58		
169	**Quality of Life**	10.42	4.86	3.62	4.03	4.96	6.80	5.23		4.92
170	Quality of Life rank		4	6	5	3	1	2		
171	Quality of Life difference from mean		-0.06	-1.30	-0.88	0.05	1.88	0.31		
172	**Demographics**	9.89	4.58	7.87	4.40	3.85	4.03	4.94		4.94
173	Demographics rank		3	1	4	6	5	2		
174	Demographics difference from mean		-0.37	2.93	-0.55	-1.10	-0.92	0.00		
175	**Airfield Maintenance and Unique Facilities**	6.95	3.66	3.66	3.66	3.66	4.00	5.52		4.02
176	Airfield Maintenance and Unique Facilities rank		3	3	3	3	2	1		
177	Airfield Maintenance and Unique Facilities difference from mean		-0.37	-0.37	-0.37	-0.37	-0.03	1.50		
178	**Military/General and Support Missions**	6.77	4.54	4.37	2.57	3.45	3.14	5.67		3.96
179	Military/General and Support Missions rank		2	3	6	4	5	1		
180	Military/General and Support Missions difference from mean		0.59	0.41	-1.39	-0.51	-0.81	1.71		
181	**Training**	3.54	2.25	0.62	2.25	0.62	2.25	2.25		1.71
182	Training rank		1	5	1	5	1	1		
183	Training difference from mean		0.55	-1.09	0.55	-1.09	0.55	0.55		
184	**Total Military Value**	99.82	64.36	61.37	63.99	51.14	65.16	60.94		61.16
185	**Overall Rank**		2	4	3	6	1	5		
186	Military Value Differential		3.20	0.21	2.83	-10.02	4.00	-0.23		
187			WILGR	S.WEY	NEWOR	ATLAN	WASH	FT WRTH		

[redacted]

[redacted]

[redacted]

mo[redacted] point - capacity / capabilities strike "fe

- Dual runway 800 ft expand

2 - based on demog. scatter - "footprint" not based on ~~base~~ base

3. EPA has a standard

Brunswick

1? → not looked at force structure for 2001 based on force structure

- based normal patrol areas coming out of on submarine routes UK gap (based on threat)

2 - not really locked into training areas per sc:

submarine work p.t. a to b not lost

3. Jacksonville ~~[illegible]~~ nearest level III

Adak

1. Briefing at CINC

2 cost agreement unknown /

3. may be too costly to maintain / may install a nav. aid ~~[illegible]~~

can accomodate maybe a prison there - point Paper on

- can teach new skills in training -

[redacted]

Key West

- no permanently homeported squadron (Corpus Christi - has, raises questions)
- Corpus is the exception

what it worth

1. - all service facilities are joint-use (take out)

what does it

2. - infrastructure could support an increase (higher level

3. - would not ~~[illegible]~~ re-designate as NAS

↘ do we want to ask (El Cintro is similar to Key West)

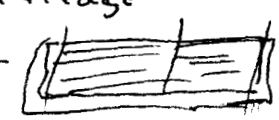
Detroit

1. moving expenses from Mich to Minn /= $9.0

2. unit leaving is at Tofridge / no body in it

3. already there at Selfridge MCAS Selfridge

~~[illegible]~~ already at Selfridge

- just cancelling a move - 

BSAT Questions

Weymouth

1. What ~~features~~ criteria? should a base have to be designated as a mobilization point for reservists?

2. How does the Navy determine if one base is better than another for recruiting reservists?

3. How ~~Does~~ the Navy [redacted] determine the pollution effect the environment [redacted]? [redacted] various aircraft have on [redacted]

Brunswick

1. If a two resional war ~~scenario~~ is used rather than a global war scenario, [redacted] would [redacted] the military value of NAS Brunswick change?

2. [redacted] NAS Brunswick P-3 units [redacted] spend a considerable amount of their time enroute to [redacted] training areas? [redacted] How many [redacted] flight hours are allocated each year [redacted] for P-3 aircraft [redacted] to Brunswick [redacted] training? How many [redacted] hours are used each year [redacted] Brunswick aircraft to fly enroute to their training areas?

3. Where is the nearest P-3 level III maintenance facility [redacted] in relation to Brunswick?

BSAT Cont'd

Adak

1. The Navy has recommended NAF Adak for closing. Does this mean that [redacted] anti-submarine warfare activities have decreased as a result of a deminished threat, or will [redacted] the same mission be carried out somewhere else.?

2. What will the cost be for the DOD to break its legal agreements with non-DOD agencies and the State of Alaska, in order to close the facility at Adak?

3. Has [redacted] interest been expressed by other [redacted] government agencies or [redacted] by businesses in the private [redacted] sector [redacted] about re-using the facility at Adak?

Key West

1. Does the Navy consider the Key West NAF as a joint-use training facility? If so, are some of the costs [redacted] for [redacted] operating the base offset by payments from other military services?

2. Documents suggest that there is 30-35 percent excess capacity in training range use at Key West. If [redacted] the training ranges were to be utilized to their maximum, [redacted] could the present base infrastructure support [redacted] the increase?

BSAT Cont'd

Key west cont'd

3. What are the key differences between a Naval Air Facility and an Air Station? Would increased training activity (up to the maximum range use) and an accompanying infrastructure build-up (if needed), result in re-designating Key West back to it's former status as a Naval Air Station?

Detroit

1. Documents claim that a savings of about $9 million will be avoided by not moving the reserve center at Detroit to Minneapolis. What does the cost avoidance represent?

2. At the Detroit air facility the average age for buildings is given as 64 years. Maintenance costs for older buildings are likely to increase over time. Should the building be listed as a historic landmark as you suggest, would maintenance costs increase, and will future modifications to it be limited?

3. What are the crime rate statistics in Selfridge the proposed relocation site for the Detroit MCAS?

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.

Impacts:

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 1443 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 CO 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 not limited by capacity. Also, there is no adverse impact on threatened/endangered species, sensitive habitats and wetlands, or cultural/historical resources associated with this recommendation.

BRAC-93

the Naval Air Station (NAS), Glenview and relocate its aircraft and associated personnel, equipment and support to Navy Reserve, National Guard and other activities. Family housing located at NAS Glenview will be retained to meet existing and new requirements of the nearby Naval Training Center (NTC), Great Lakes. The Recruiting District, Chicago will be relocated to NTC Great Lakes. The Marine Corps Reserve Center activities will relocate as appropriate to Dam Neck, Virginia; Green Bay, Wisconsin; Stewart Army National Guard Facility, New Windsor, New York; and NAS Atlanta, Georgia.

Naval Air Station South Weymouth, Massachusetts

Category: Reserve Air Station
Mission: Support for Reserve Units
One-time Cost: N/A
Savings: N/A
Annual: N/A
Payback: N/A

SECRETARY OF DEFENSE RECOMMENDATION

Close Naval Air Station (NAS), South Weymouth and relocate its aircraft and associated personnel, equipment and support to Naval Air Stations Brunswick, Maine, New Orleans, Louisiana, and Naval Station Mayport, Florida. The Marine Corps Reserve Center activities will relocate to Dam Neck, Virginia, Johnstown, Pennsylvania, Camp Pendleton, California, and NAS Willow Grove, Pennsylvania.

SECRETARY OF DEFENSE JUSTIFICATION

Naval air forces are being reduced consistent with fleet reductions in the DoD Force Structure Plan. Projected force levels for both active and reserve aviation elements leave the Department with significant excess capacity in the reserve air station category. The greater operational utility of active air stations and the decision to rely on reserve aviation elements in support of active operating forces place a higher military value on locating reserve aviation elements on active operating air bases to the extent possible. Closure of NAS South Weymouth allows the relocation of reserve P-3's to the major P-3 active operating base at NAS Brunswick, ME and distributes other assets to the active operating base at Mayport, FL and to a reserve air station with a higher military value. In arriving at the recommendation to close NAS South Weymouth, a specific analysis was conducted to ensure that there was demographic support for purposes of force recruiting in the areas to which the reserve aircraft are being relocated.

COMMUNITY CONCERNS

The community stated NAS South Weymouth was the only operational Naval Air Reserve Activity in the New England/New York area. The closure would preclude active participation by aviation qualified Naval Reservists in the northeastern United States, since reservists are geographically connected to the area of their domicile and civilian occupations. The community further stated the Navy military value ranked NAS South Weymouth third of eight, well above NAS Dallas (proposed for realignment), NAS Atlanta and NAF Washington. The community emphasized the combined highly educated technical workforce and large population of qualified veterans in the Boston area support recruitment for both the current mission and any expanded operational role. The proximity to wetlands and community zoning ordinances prevent land encroachment on air operations and further enhance NAS South Weymouth's ability to assume expanded missions.

The community questioned the Navy's programmed new construction in Martinsburg, West Virginia (for a C-130 Medium/Heavy Airlift Squadron); and Johnstown, Pennsylvania (for a Helicopter Squadron). These facilities would cost over $55 million, with an additional $50 million in initial set-up costs. It asserted NAS South Weymouth had adequate facilities and a trained manpower pool to assume the proposed missions for these sites, and indeed has facilities and equipment already on board for support of the C-130 aircraft. Further, it indicated NAS South Weymouth was closer to operating and potential threat areas for Anti-Submarine/Anti-Surface Warfare and to carrier battle group operations than any other Reserve Naval Air Station and most operational bases.

The community conducted its own independent analysis of the certified data provided to the

Base Structure Analysis Team and raised serious concerns about the validity of costs and savings projected by the COBRA models developed by the Navy. In addition, it indicated the proposed closures of Reserve Naval Air Stations were predicated on nine Reserve Maritime Patrol Squadrons, not the thirteen Squadrons mandated by the FY93 Defense Authorization Act. It questioned the wisdom of such unprecedented cuts in view of the fact that both Congress and the Department of Defense have not yet defined the role of the reserves.

Regarding the cumulative economic impact, the community asserted New England employs only 13% of the Department of Defense, but had to absorb 33% of recent defense cuts. The community argued the closure of additional bases, including NAS South Weymouth, would have a heavy impact on an economy already struggling under the burdens of coping with previous defense cuts.

COMMISSION FINDINGS

The Commission found several inconsistencies between the COBRA analysis and data call submissions regarding personnel accounting, and military construction costs for receiver bases. These inconsistencies tended to inflate savings and deflate costs in favor of the Secretary's recommendation. Additionally, it appeared demographics for the purposes of force recruiting at proposed receiver bases were not considered in the relocation of squadrons attached to this command. There was no evidence current and future mission impacts were considered with respect to the retention losses that could result if squadrons were relocated several hundred to over 3000 miles away from the reservists currently assigned billets in these units. Additionally, no plan was proposed to retain incumbent reservists or to expedite recruitment and training of replacements. Similarly, impacts on contributory support to the active components, mission capability and readiness were not adequately considered by the Navy.

COMMISSION RECOMMENDATION

The Commission finds the Secretary of Defense deviated substantially from the force structure plan and criteria 1, 3, 4, and 5. Therefore, the Commission recommends the following: Naval Air Station, South Weymouth will remain open. The Commission finds this recommendation is consistent with the force-structure plan and final criteria.

Naval/Marine Corps Air Facility (Joint Aviation Facility) Johnstown, Pennsylvania

Category: Reserve Air Station
Mission: Support for Reserve Units
One-time Cost: None
Savings: 1994-99: $ 15-20 million (Construction Avoidance)
$ 20 million (Start Up Costs Avoidance)
Annual: N/A
Payback: N/A

SECRETARY OF DEFENSE RECOMMENDATION

None. The Commission added this military installation to the list of installations recommended for closure or realignment.

COMMUNITY CONCERNS

The community expressed concern regarding the proposed cessation of construction of a Naval/Marine Corps air facility at the Joint Aviation Facility in Johnstown, PA. The community indicated the facility had strong Congressional support.

COMMISSION FINDINGS

The Commission found construction costs for the Navy/Marine Corps addition to the Joint Aviation Facility at Johnstown, PA, were projected at $15-20 million with an additional $20 million in one-time start-up costs. The Commission found construction of the Navy/Marine Corps facility was scheduled for FY 1994 with occupancy planned for FY 1996. The Commission found the nearby reserve center in Ebensburg could house administrative units, and significant excess capacity exists in Naval/Marine Corps reserve air stations.

COMMISSION RECOMMENDATION

The Commission finds the Secretary of Defense deviated substantially from criteria 4 and 5. Therefore, the Commission recommends the following: close (halt construction of) the Naval/

As of: 19:47 14 March 1995

ECONOMIC IMPACT DATABASE

Installation: NAS SOUTH WEYMOUTH

tate: Massachussetts Service: NAVY

Report Note: Comment: MOVES TO MULTIPLE SITES

Previous BRAC Actions: Year: 93

Action: UNAFFECTED Mil: 4 Civ: 0 Contr: 0 Train: 0

BRAC95 Inputs:

urrent Base Pers.: ff: 54 Enl: 650 Civ: 210 Contr: 90 Train: 0

Action: CLOSING

	1994	1995	1996	1997	1998	1999	2000	2001
Military Pers. Relocated (OUT)	0	0	0	0	-3	-254	0	0
Military Pers. Disestablished (OUT)	0	0	0	0	-6	-374	0	0
Civilian Pers. Relocated (OUT)	0	0	0	0	0	-20	0	0
Civilian Pers. Disestablished (OUT)	0	0	0	0	0	-189	0	0
Contractor Personnel (OUT)	0	0	0	0	0	-90	0	0
Military Training Status (OUT)	0	0	0	0	0	0	0	0
Military Personnel (IN)	0	0	0	0	0	0	0	0
Civilian Personnel (IN)	0	0	0	0	0	0	0	0
Contractor Personnel (IN)	0	0	0	0	0	0	0	0
Military Training Status (IN)	0	0	0	0	0	0	0	0

Data Call (Authorized)

81 officers
788 Enlisted
26 Civ

1125

Cobra - Eliminated

19 Off
341 Enl.
189 Civ

569 Total (A)

45 Off Realigned
366 Enlisted
21 Civ

432 Total (B)

569 Eliminated civ
-189 Eliminated mil.
380

432 civ realigned
21
311 mil

432 (B)
569 (A)
1001 Total

Page

ECONOMIC IMPACT DATABASE

Installation: CG MCCDC QUANTICO

tate: Virginia Service: NAVY

Report Note: Comment: INS FROM NAS SOUTH WEYMOUTH

Previous BRAC Actions: Year: N/A

Action: REALIGNING Mil: 4 Civ: 0 Contr: 0 Train: 0

BRAC95 Inputs:

urrent Base Pers.: ff: 1175 Enl: 3896 Civ: 1248 Contr: 1019 Train: 27

Action: RECEIVING

	1994	1995	1996	1997	1998	1999	2000	2001
Military Pers. Relocated (OUT)	0	0	0	0	0	0	0	0
Military Pers. Disestablished (OUT)	0	0	0	0	0	0	0	0
Civilian Pers. Relocated (OUT)	0	0	0	0	0	0	0	0
Civilian Pers. Disestablished (OUT)	0	0	0	0	0	0	0	0
Contractor Personnel (OUT)	0	0	0	0	0	0	0	0
Military Training Status (OUT)	0	0	0	0	0	0	0	0
Military Personnel (IN)	0	0	0	0	0	12	0	0
Civilian Personnel (IN)	0	0	0	0	0	0	0	0
Contractor Personnel (IN)	0	0	0	0	0	0	0	0
Military Training Status (IN)	0	0	0	0	0	0	0	0

Cobra	Economic
1 off.	12 mil
11 Enl	
12 Total	

As of: 19:44 14 March 1995

ECONOMIC IMPACT DATABASE

Installation: NAS NEW ORLEANS

tate: Louisiana Service: NAVY

Report Note: Comment: INS FROM NAS SOUTH WEYMOUTH

Previous BRAC Actions: Year: 93

Action: REALIGNING Mil: 0 Civ: 0 Contr: 0 Train: 0

BRAC95 Inputs:

urrent Base Pers.: ff: 93 Enl: 1115 Civ: 278 Contr: 34 Train: 0

Action: RECEIVING

	1994	1995	1996	1997	1998	1999	2000	2001
Military Pers. Relocated (OUT)	0	0	0	0	0	0	0	0
Military Pers. Disestablished (OUT)	0	0	0	0	0	0	0	0
Civilian Pers. Relocated (OUT)	0	0	0	0	0	0	0	0
Civilian Pers. Disestablished (OUT)	0	0	0	0	0	0	0	0
Contractor Personnel (OUT)	0	0	0	0	0	0	0	0
Military Training Status (OUT)	0	0	0	0	0	0	0	0
Military Personnel (IN)	0	0	0	0	0	0	0	0
Civilian Personnel (IN)	0	0	0	0	0	2	0	0
Contractor Personnel (IN)	0	0	0	0	0	0	0	0
Military Training Status (IN)	0	0	0	0	0	0	0	0

~~[illegible]~~

Cobra = 2 civ to New Orleans

ECONOMIC IMPACT DATABASE

Installation: NAS BRUNSWICK

tate: Maine Service: NAVY

Report Note: Comment: INS FROM NAS SOUTH WEYMOUTH

Previous BRAC Actions: Year: 93

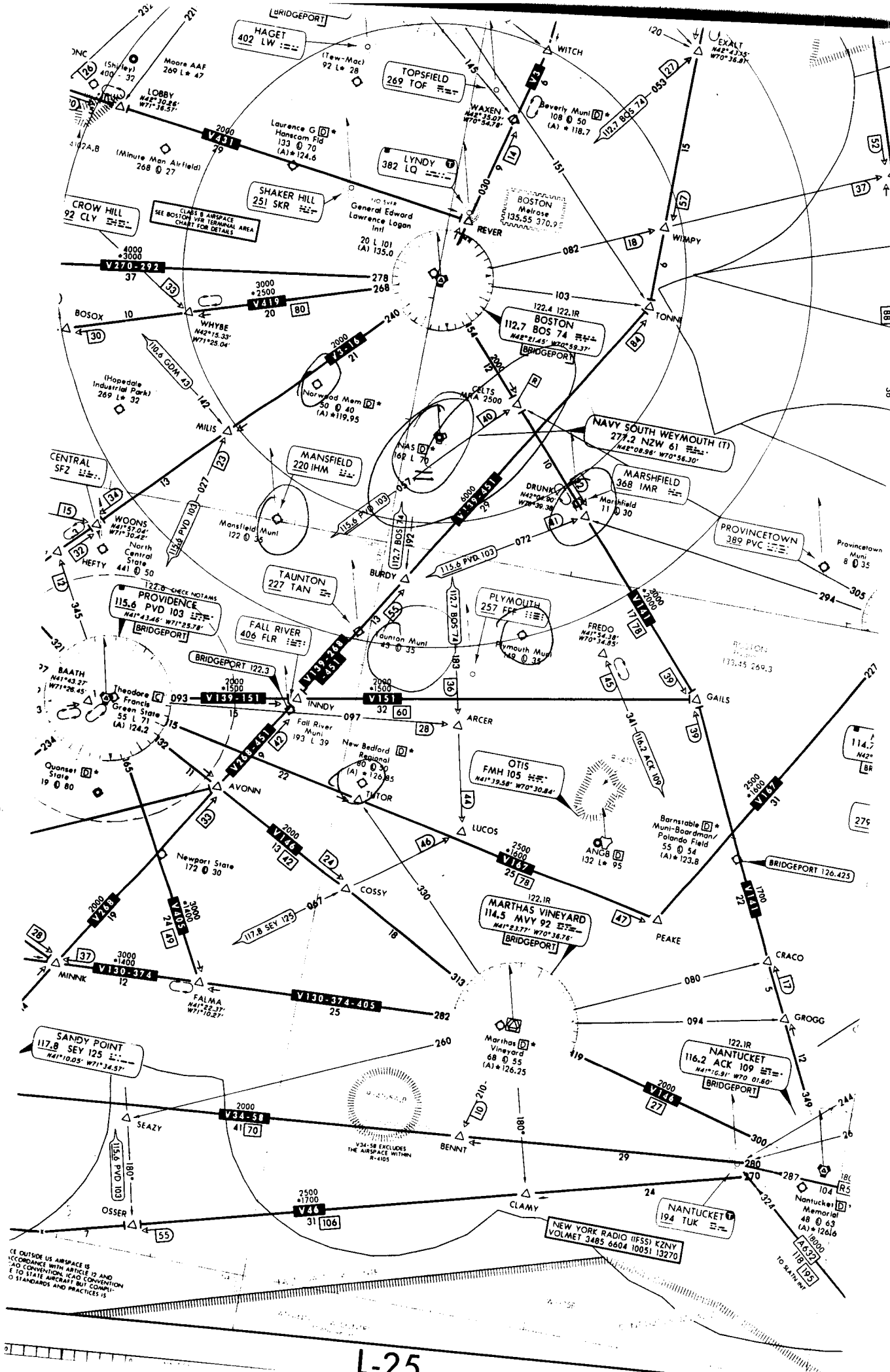
Action: REALIGNING Mil: 1 Civ: 0 Contr: 0 Train: 0

BRAC95 Inputs:

urrent Base Pers.: ff: 350 Enl: 1973 Civ: 375 Contr: 44 Train: 0

Action: RECEIVING

	1994	1995	1996	1997	1998	1999	2000	2001
Military Pers. Relocated (OUT)	0	0	0	0	0	0	0	0
Military Pers. Disestablished (OUT)	0	0	0	0	0	0	0	0
Civilian Pers. Relocated (OUT)	0	0	0	0	0	0	0	0
Civilian Pers. Disestablished (OUT)	0	0	0	0	0	0	0	0
Contractor Personnel (OUT)	0	0	0	0	0	0	0	0
Military Training Status (OUT)	0	0	0	0	0	0	0	0
Military Personnel (IN)	0	0	0	0	49	166	0	0
Civilian Personnel (IN)	0	0	0	0	0	5	0	0
Contractor Personnel (IN)	0	0	0	0	0	0	0	0
Military Training Status (IN)	0	0	0	0	0	0	0	0


HAGET 402 LW
TOPSFIELD 269 TOF
LYNDY 382 LQ
SHAKER HILL 251 SKR
CROW HILL 92 CLY
BOSTON 112.7 BOS 74
NAVY SOUTH WEYMOUTH (T) 277.2 NZW 61
MARSHFIELD 368 IMR
PROVINCETOWN 389 PVC
MANSFIELD 220 IHM
TAUNTON 227 TAN
PLYMOUTH 257 FFF
FALL RIVER 406 FLR
PROVIDENCE 115.6 PVD 103
OTIS FMH 105
MARTHAS VINEYARD 114.5 MVY 92
NANTUCKET 116.2 ACK 109
SANDY POINT 117.8 SEY 125
NANTUCKET 194 TUK
NEW YORK RADIO (IFSS) KZNY
VOLMET 3485 6604 10051 13270
General Edward Lawrence Logan Intl
Boston Metrosc
Laurence G Hanscom Fld
Beverly Muni
Norwood Mem
Mansfield Muni
Taunton Muni
Plymouth Muni
Fall River Muni
New Bedford Regional
Marshfield
Provincetown Muni
Barnstable Muni-Boardman/Polando Field
Nantucket Memorial
Marthas Vineyard
Newport State
Quonset State
North Central State
Green State
Theodore Francis
Moore AAF
Minute Man Airfield
Hopedale Industrial Park
Shirley
Tew-Mac
WITCH
EXALT
WAXEN
WIMPY
TONNI
REVER
BOSOX
WHYBE
MILIS
WOONS
HEFTY
BURDY
DRUNK
FREDO
GAILS
INNDY
ARCER
AVONN
TUTOR
LUCOS
COSSY
PEAKE
CRACO
GROGG
MINNK
FALMA
SEAZY
BENNT
CLAMY
OSSER
BAATH
CELTS
NAS
ANGB
BRIDGEPORT
BRIDGEPORT 122.3
BRIDGEPORT 126.425
V431
V419
V270-292
V139-151
V151
V139-451
V141
V167
V146
V130-374
V130-374-405
V34-58
V46
V405
V265-451
V268
V157
V441
V146
CLASS B AIRSPACE SEE BOSTON VFR TERMINAL AREA CHART FOR DETAILS
V34-58 EXCLUDES THE AIRSPACE WITHIN R-4105
CE OUTSIDE US AIRSPACE IS
CCORDANCE WITH ARTICLE 12 AND
CAO CONVENTION, ICAO CONVENTION
E TO STATE AIRCRAFT BUT COMPLI-
O STANDARDS AND PRACTICES IS

CONTINUED FROM PREVIOUS PAGE

SERVICE – **LGT** – When twr clsd, ACTIVATE–MALSR Rwy 04, HIRL Rwy 04–22, and MIRL Rwy 16–34–CTAF. **FUEL** – A, A+ (Gray Air Svc, defuel/reservice. Avbl 1130–0330Z++, OT fone C912–436–4648.) (NC–100LL)

REMARKS – Attended 1200–0500Z++. **RSTD** – Twy H fr A to ramp open only to acft 12,500 lb and less. **CAUTION** – Tfc btn 325°–040° byd 3 NM blw 2000' not vis fr twr. **MISC** – Standing water Rwy 16–34 dur and immed flw hvy rain. Rwy 04–22 grooved.

COMMUNICATIONS – **CTAF** – 120.25 **UNICOM** – 122.95 **ATIS** – Opr 1145–0400Z++. 133.05 **FSS–MACON MCN–NOTAM ABY** **JACKSONVILLE CENTER** – (R) 125.75 226.8 (APP/DEP CON svc) **TWR** – Opr 1145–0400Z++ (V) (120.25 Monitored by MACON FSS when twr clsd) 381.2 **GND CON** – 121.9 241.0 348.6

NAVAIDS – **PECAN VORTACW** – (L) 116.1 PZD CH 108 31°39.3'N 84°17.6'W 147° 8.8 NM to Fld. 280/2°00'W HIWAS **PUTNY NDB** – (MHW) 227 AB 31°27.4'N 84°16.6'W 044° 6.3 NM to Fld. Unk/2°00'W **VHF/DF**
TACAN az unuse 083°–133° byd 18 NM blw 4000'

ILS/RADAR – **ILS**

SOUTH WEYMOUTH NAS, (SHEA FLD) MA ◇ KNZW N 42°08.9'N 70°56.4'W 162 UTC–5(–4DT) H–3J–6J, L–25D

RWY–08 L6,10,12,13——(6005x150 ASP S131 T170 ST175 TT255 SWL62)——L6,7,8,10,12,13 **RWY–26**
←E–5 (53' OVRN) E–28(B) (1000') ——— E–28(B) (1050')

RWY–17 L6,9,10,13—(7002x200 ASP/CON S164 T234 ST175 TT390 SWL78)—L5,6,8,9,10,13 **RWY–35**
E–28(B) (1035') ——— E–28(B) (1550')

SERVICE – **LGT** – Opr SS–0400Z++ **A–GEAR** – E–5 RATING – 26 360 HW (DRY). E–5 ovrn gear ltd to 15,000 lb at 85 Kt max engagement. E–28(B) Rwy 08, 26 and 35 rqr 15 min ntc. **JASU** – 3(GTC–85 used for emerg start F4) 6(NC–8A) **FUEL** – J5 SP LHOX; LOX – Not avbl Sun–Mon and 2030–1200Z++ OT. **TRAN ALERT** – Ltd ramp prk, no hgr space avbl. Tow extremely ltd. Tran maint/svc not avbl Mon–Tue exc NALO/AIREVAC acft. Tran aircrews ctc tran line V955–2713, C617–786–2713 for svc.

REMARKS – Opr 1200–0400Z++; OT as NOTAM. **CAUTION** – Birds on and in vcnty of arpt. **TFC PAT** – Break alt 1700'. Rgt tfc Rwy 08 and 17. Cont VFR opr min: Copter 1200–3, Prop 1600–3, Jet/Turbo 2100–3, overhead apch 2100–3, RADAR 2400–3. **CSTMS/AG/IMG** – CSTMS 24 hr PN rqr. AG 24 hr PN exc fr Canada. **MISC** – Ctc Air Trml V955–2713 C617–786–2713. Enter Nr of non–US/non–act duty mil rqr CSTMS in rmk of flt plan. Ctc Base OPS V955–2712 C617–786–2712

COMMUNICATIONS – **FSS BRIDGEPORT BDR–DL–NOTAM BDR** **BOSTON APP CON** – (R) (E) 120.6 263.1 343.6 **TWR** – (E) 126.2 360.2 340.2 **GND CON** – 352.4 **BOSTON DEP CON** – 124.1 382.0 **PMSV: METRO** – H24 355.3

NAVAIDS – **TACAN** – (T) NZW CH 61 42°08.9'N 70°56.3'W At Fld. 159/15°00'W Opr and monitored 1200–0400Z++ dly or as NOTAM. **NDB** – (MH) 277.2 NZW 42°09.2'N 70°57.1'W At Fld. 162/16°00'W Opr and monitored 1200–0400Z++ dly or as NOTAM.

ILS/RADAR – **RADAR** – SEE TERMINAL FLIP FOR RADAR MINIMA.

SOYYA, FL **NDB** – (MHW) 329 SMY 30°52.3'N 85°13.5'W 135° 3 NM to Marianna Muni. Unk/0°00'E L–18F–19A

SPACE CENTER EXECUTIVE, FL KTIX P 28°30.8'N 80°48.0'W 35 UTC–5(–4DT) H–5E, L–19C

(B) **RWY–09** L4,9——————(5001x100 ASP S50 T80 ST102)——————L4,9 **RWY–27**
RWY–18 L6,9——————(6001x150 ASP S80 T110 ST140 TT190)——————L5,6,8,9 **RWY–36**

SERVICE – **LGT** – ACTIVATE–MIRL and VASI Rwy 09–27, HIRL and VASI Rwy 18–36 and MALSR Rwy 36–CTAF when twr clsd. **FUEL** – For fuel after hr call C407–267–1345 or C407–267–6043. (NC–100LL, A).

REMARKS – Attended 1300–0100Z++.

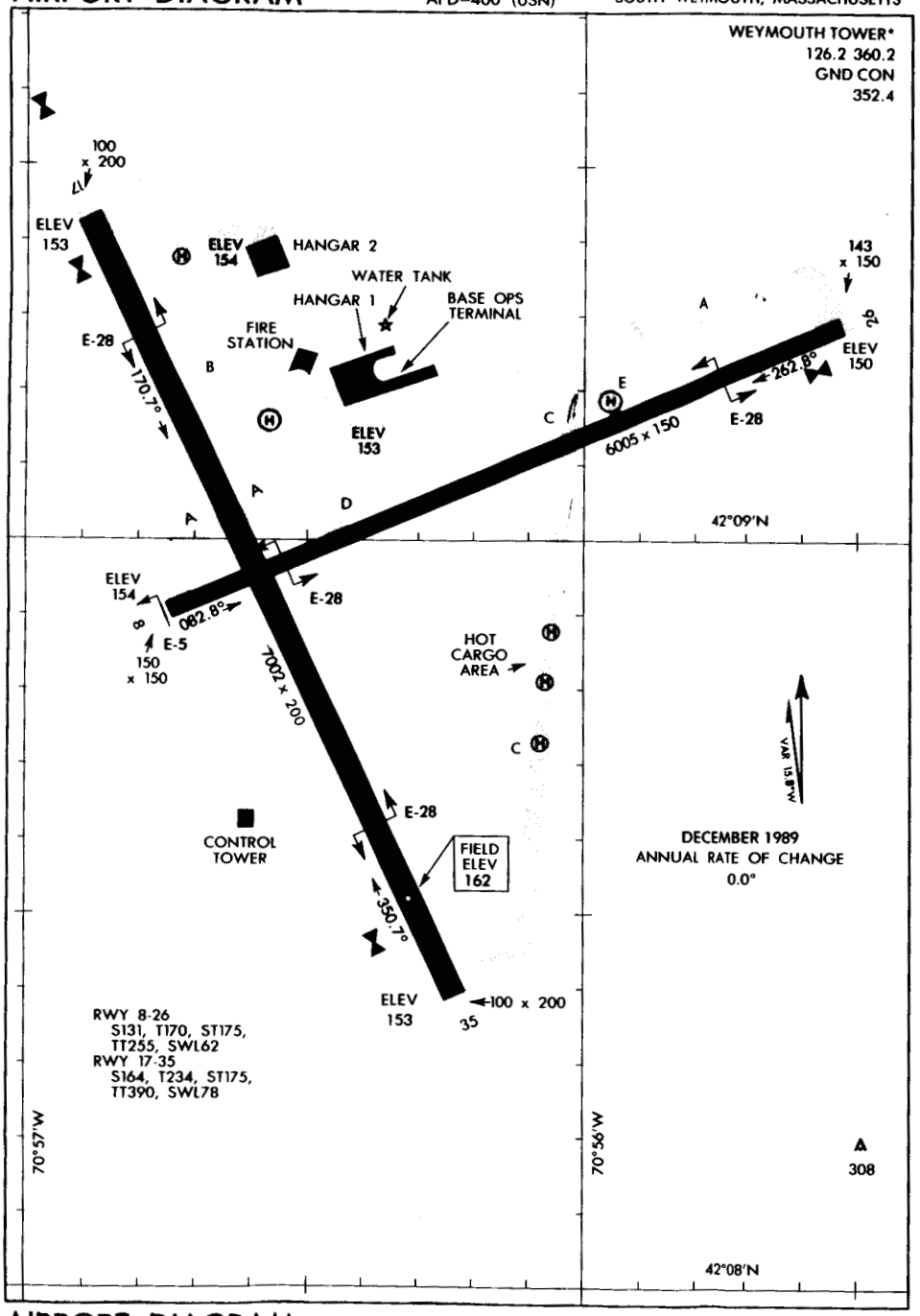
Encl (1)

CONTINUED ON NEXT PAGE

AIRPORT DIAGRAM

SOUTH WEYMOUTH NAS (SHEA FIELD) (KNZW)

SOUTH WEYMOUTH, MASSACHUSETTS



Naval Air Station
Brunswick, Maine

Public Affairs Office, Box 32, NAS Brunswick, ME 04011
(207)921-2340/2527/2327 - FAX (207) 921-2954

-FAX-

From: John W. James, Dir., Public Affairs

To: Doyle Reedy

Subj: Patriot-Ledger

Date: 04 APR 95

7 Pages including cover.

Dear Mr. Reedy,

Here's the Patriot-Ledger article comparing NAS South Weymouth to NAS Brunswick.

I look forward to talking to you at the end of the week.

V.R.

John James

BOSTON
The Patriot Ledger
50¢ / $2.50 delivered six days Thursday, March 23, 1995 South Edition

U. S. NAVAL AIR STATION
BRUNSWICK, MAINE 04011-5000

SPECIAL REPORT: BRUNSWICK BASE

Weymouth's competition substantial

By Sandra Olivnyk
The Patriot Ledger

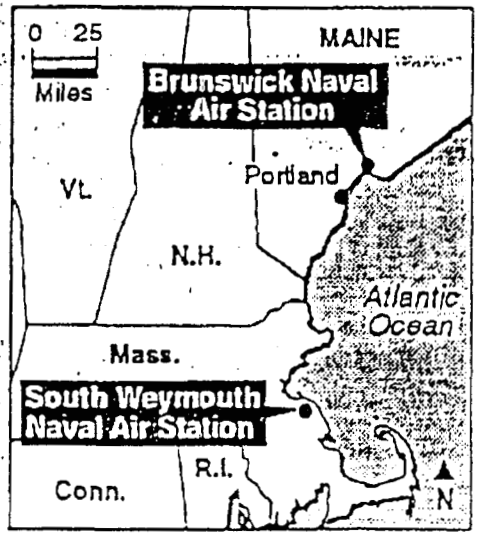
BRUNSWICK, Maine — Inside the cavernous Hangar 5 at the Brunswick Naval Air Station, three submarine-hunting planes loom over their maintenance crews.

Despite their 100-foot wingspans, P-3C Orions still fit easily into the hangar — with 30 feet to spare between wingtips. In an adjacent room, four more planes sit ready for repairs.

The hangar is the largest of five on the Brunswick base. And it is one of the reasons the Pentagon sees a brighter future for the Maine base and the end of an era for the South Weymouth Naval Air Station.

"Brunswick (Naval Air Station) is a significantly more capable air station than South Weymouth," the Pentagon stated in its base closing report last month.

In addition to hangar space, Brunswick, a 3,221-acre active duty base 120 miles north of Boston, has several features that surpass those of the South Weymouth reserve base: two 8,000-foot parallel runways, a NATO-sponsored intelligence center, and a $6.7 million P-3C Orion flight simulator. And with virtually 68,000 square miles of unhindered sky, flying time at Brunswick is not a concern.



Stephen Ide/The Patriot Ledger

In preparing its list of recommended closings, the Navy initially considered shutting down Brunswick as well as a reserve base in Georgia.

However, the commander of the Atlantic Fleet said he wanted to keep open the most capable base in the Northeast. And that left South Weymouth going head-to-head with Brunswick.

The two bases have similar missions. Both have P-3C squadrons, whose primary role during the Cold War was to track Soviet submarines. That mission has evolved to include patrolling hot spots in the world, such as Bosnia, or ferreting out drug traffickers on the high seas.

Brunswick survived because of its perceived ability to handle South Weymouth's two aviation squadrons.

The Navy believed it would be more difficult for South Weymouth to accommodate Brunswick's four active-duty squadrons, with a total of 36 planes, or its reserve ground battalion squadron and special projects squadron with three planes.

Please see CLOSING — Page 13

U. S. NAVAL AIR STATION
BRUNSWICK, MAINE 04011-5000

Navy officials consider size of Brunswick facility a plus

■ CLOSING

Continued from Page 1

By moving South Weymouth's assets to Maine, the Navy makes better use of costly, unused space at Brunswick and keeps a Northeastern facility to train New England reservists, Navy officials said.

"If they closed this facility, there might have been a gap that could not have been easily covered," said Cmdr. Jerry Brown, chief staff officer for Patrol Wing 5 at Brunswick. "And it would have cost a lot of money to reinvent the capability that we have here."

South Weymouth, straddling the towns of Weymouth, Rockland and Abington, is smaller because it serves reservists, who train primarily on weekends. The 1,442-acre base has two runways, 130 buildings, and 270 family housing units.

To stay open, South Weymouth supporters must persuade an independent commission to reverse the Pentagon's recommendation. The commission will make its recommendation to President Clinton by July 1. Clinton must approve or deny the entire list of proposed base closings by July 15.

Base supporters say they still are preparing arguments on South Weymouth's military value, but they expect to focus on the demographics of the surrounding communities.

Brunswick may have a variety of facilities, but for a reserve squadron, a large pool of talented people is needed, said state Rep. Paul Haley, D-Weymouth.

Haley, chairman of the committee trying to save the South Weymouth base, said the Navy should have compared reserve bases only with reserve bases, as it has done in deciding previous closures. In those scenarios, South Weymouth ranked above two other bases in military value.

"Facilities are not going to help if they don't have the people," Haley said. "The reserve units should be where the people are. We have this area rich with talented people."

And base supporters dispute the Navy's assumption that reservists will make the 2½-hour trip from Boston to Maine for their monthly training.

But Lt. Cmdr. Chris Smirl of South Weymouth's VP-squadron, which flies P-3Cs, said an informal poll showed that 90 percent of the 250 reservists are willing to drive to Brunswick. The trip is not the same for all: about 60 percent of the reservists are from the Boston area; the others come from as far south as New York and as far north as Brunswick.

"It would be an adjustment, but it's not insurmountable," Smirl said.

The Brunswick Naval Air Station is the home of the NATO-sponsored Tactical Support Center, which coordinates fleet exercises and operations. Personnel in the center collect classified information from headquarters in Norfolk, Va., and Washington to prepare the squadrons for their missions.

At the center, which allows limited access, the Navy can analyze missions, communicate directly with the planes regardless of distance, and set up a communication network anywhere in the world.

Across the road from the center is a training facility with a P-3C flight simulator. Crews can practice take-offs, landings and crashes in the simulator, which costs only a few hundred dollars to run, compared with $3,000 for an actual training flight, said John James, director of public affairs for the base. The simulator also provides weapons training.

The five hangars on the base can hold 23 P-3Cs, James said. Hangar 1 is undergoing a $4.5 million overhaul.

One of South Weymouth's hangars can hold four P-3C planes in tight quarters. The second hangar can hold two C-130 transport planes, which are slightly larger than the P-3Cs. But together, the hangars don't equal the size of Brunswick's Hangar 5, which James said is the third largest hangar on the East Coast. It was built in the 1980s.

The extra hangar room makes a big difference when working on the planes, said Lt. Cmdr. Chip Walter of the VP-10 squadron, which flies P-3Cs in Brunswick.

Walter said the hangar space, ramp space to park the planes, parallel runways and unfettered air space all boost Brunswick's desirability. The runways allow the planes to train simultaneously, he said, and if one runway needs repairs, the other stays open.

Smirl said pilots at the South Weymouth base have to follow constrained, pre-determined routes because of the crowded air space in the Boston area, mainly because of Logan International Airport.

And once in the air, pilots must carefully watch for commercial and private planes, he said.

Air space in Brunswick is virtually empty. On a recent afternoon, four P-3C planes circled the base, while another pilot practiced touching down on the runway and taking off immediately.

"Brunswick is really the best secret in the maritime community," Walter said. "If South Weymouth closes, the people who are down there should feel comfortable coming up here."

The Patriot Ledger, Thurs., March 23, 1995 13

Question of demographics

Haley: Navy officials contradicted themselves

By Sandra Oliynyk
The Patriot Ledger

WEYMOUTH — State Rep. Paul Haley says Navy officials have contradicted themselves in trying to justify a recommendation to keep open a reserve naval air station in Atlanta instead of the one in Weymouth.

Haley, D-Weymouth, said that although the Navy last month praised the Georgia base for its outstanding demographics it had ranked the base last in that category February.

"All they were supposed to have on their side was demographics, and they don't even have that," said Haley, chairman of a local committee trying to save the base.

But Navy officials say the latest analysis supports their decision to recommend that the South Weymouth Naval Air Station be the base that closes.

Since the Pentagon recommended last month that the base be closed, the local committee has been meeting weekly to develop a strategy to save it.

Weymouth supporters have been studying the Atlanta base in particular because they believe House Speaker Newt Gingrich may have pressured the Pentagon into keeping the base in his home state open.

But in their decision, Pentagon officials said they wanted to keep the Georgia base open, despite its overall military value, because "(Naval Station) Atlanta is in one of the most demographically rich recruiting areas in the country, which is a critical consideration for the reserve community."

File photo
State Rep. Paul Haley trying to save base

However, when assigning numerical values to criteria, such as demographics, quality of life, air space, expansion possibilities, and infrastructure, the Pentagon ranked the Georgia base last in demographics among the six reserve facilities in the country. The Navy defines demographics as the pool of people in an area qualified to serve as reservists, both pilots and maintenance crews.

Navy Cmdr. William Hendrix said Atlanta is considered demographically rich because it is the hub airport for Delta Airlines and many pilots, maintenance workers and aviation specialists live in the area. These people are considered strong candidates to serve as reservists, Hendrix said.

Atlanta rated poorly in the initial computer analysis because the program defined demographics as the number of reservist slots available, Hendrix said.

At the time of the analysis, the Navy had transferred one of its squadrons from the base, which left open some reserve slots. At the same time, the Marine Corps had just transferred a squadron to the base and did not fill it immediately. The large number of empty reservist slots resulted in the poor demographic ranking, Hendrix said.

But after speaking later with Marines, Navy officials said, they realized that Atlanta actually was an easy place to recruit qualified reservists. That belief helped keep the Atlanta base open, although South Weymouth had scored the highest in demographic value.

Hendrix said Atlanta and South Weymouth are considered equally strong demographically. But when factoring in the Atlantic fleet commander's request to keep open the strongest base in the Northeast, the Navy decided it made more sense to close South Weymouth rather than the active-duty Brunswick Naval Air Station in Maine.

If an independent commission approves the Pentagon's recommended closure list, South Weymouth's two aviation squadrons will be transferred to Brunswick.

In the Navy's last analysis of the country's six reserve bases, done Feb. 22, South Weymouth ranked fourth and the Georgia base last.

The fate of South Weymouth Naval Air Station

High costs could cut into expected savings

The Patriot Ledger, Thurs., March 23, 1995

U. S. NAVAL AIR STATION
BRUNSWICK, MAINE 04011-5000

By Jennifer S. Thomas
Scripps Howard News Service

AS the review of another round of military base closures gets under way, it's becoming increasingly clear that shutting the old installations is costlier and more time-consuming than originally thought.

The Pentagon estimates it will cost taxpayers $17 billion to shut the bases targeted in three previous rounds of closures and to trim the 146 more included on the latest list submitted to an independent commission last month.

That doesn't even include the cost of environmental restoration. One government agency put that cost at more than $5.4 billion for the 123 major bases and dozens of minor facilities targeted in the first three rounds.

The high costs mean it takes longer for the government to recoup savings from the effort to shut obsolete bases, which began in the late 1980s. In the 1993 round, for example, $7 billion in closure costs dramatically outstripped the immediate $400 million savings.

The problem shaped the Pentagon's 1995 list, released Feb. 28, to eliminate or realign 56 major bases and 90 smaller facilities. Defense Secretary William Perry, acknowledging that past rounds of base closures have not yielded savings quickly enough, said this time around the Pentagon aimed for a quicker return with lower shutdown costs.

The 1995 proposal is expected to cost $3.8 billion and the projected six-year savings is $4 billion. Supporters point to the long-term savings as evidence of the efficacy of the process. The Pentagon expects to save nearly $57 billion as a result of shutting down bases.

"Savings do outstrip costs eventually," said Carol Lessure of the Defense Budget Project, a Washington think tank. "It is a question of when you hit the break-even point. But eventually you accrue some substantial savings."

Congress approved the base-closing process as it was becoming apparent that U.S. military infrastructure exceeded post-Cold War defense needs. Not trusting themselves to make politically unpopular decisions to close bases, lawmakers created the independent Base Closure and Realignment Commission. Once the commission comes up with its final list, it cannot be modified, only accepted or rejected. The 1995 round is the fourth and final one authorized under the base-closing law.

Last fall a private organization of business executives released a report that was critical of the base-closing process. The conclusion: Many bases don't really close.

According to the Business Executives for National Security study, of 67 bases slated for closure in the first three rounds, one-third either never closed or reopened with a new name or function. The group estimated these bases could cost taxpayers $15 billion over five years.

Paul Taibl, director of economic security programs for the organization, said it boils down to a political shell game, with the Pentagon closing or paring bases back one year and then beefing them up under

Patriot Ledger - Con't

pressure from local lawmakers in following years.

Defenders insist that the process is accomplishing its goal.

"Bases are being closed," said Lessure of the Defense Budget Project. "The question is whether they are being reused and who is getting to reuse them."

Lessure points out that often, local, state and other federal tenants take over closed bases. As a result, the land is not available for private development.

And what of the issue of funding for environmental cleanup?

In the fiscal 1995 budget, the Pentagon estimated that it would need $4 billion to clean up the 123 major bases slated for closure since 1988. To safely close a base, explosives have to be carefully dismantled and removed. Also, the groundwater at older bases was polluted.

But a recent report by the General Accounting Office suggests that programs to clean up closed bases are underfunded — perhaps by more than $1.4 billion.

And the pool of money available for environmental cleanup activities appears to be shrinking. The House recently passed a bill that would rescind $400 million set aside for environmental restoration in fiscal 1995.

The GAO found that delays in environmental cleanup at closed bases due are slowing plans to transfer base lands to private owners. Since private interests are in line to assume ownership of nearly 4 out of 10 acres on bases in the 1988 and 1991 rounds, this could significantly affect the savings the Pentagon expects.

Defenders and critics agree on one thing: Another round of base closures will be necessary.

"We need time to absorb the closure of over a hundred major bases," Perry said in February. "But each service has told me that, ultimately, they can do more." Perry said he planned to ask Congress for another round of bases closings in 1998 or 1999.

But will politicians agree to another painful round? And when?

"Not right now," Lessure said. "Enough politicians have gotten burned by cuts to their facilities."

Commission member to visit April 13

WEYMOUTH — A member of the independent commission on military base closings is scheduled to visit the South Weymouth Naval Air Station April 13.

Joe Robles Jr., who is senior vice president and chief financial officer/corporate controller for USAA Financial Services, will tour the base as part of the commission's process to decide which military facilities should be closed, said Brendan Daly, a spokesman for U.S. Rep. Gerry Studds, D-Cohasset.

Robles is a retired Army major general who served for 28 years. He was named to the commission by Senate Majority Leader Bob Dole.

"We're going to see if we can get one more commissioner to visit the base," Daly said.

The commission must recommend to President Clinton by July 1 which bases to close. Clinton must approve or deny the entire list by July 15.

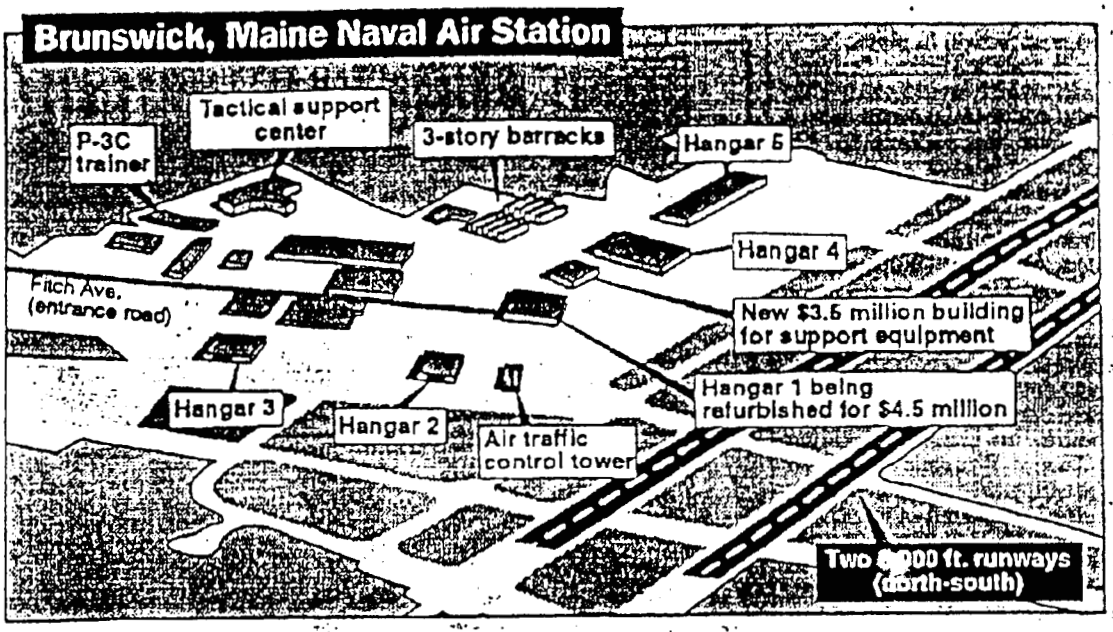
The Pentagon recommended closing South Weymouth last month.

The independent commission also is scheduled to hold a regional hearing for supporters of the Northeast bases on May 5 in New York City.

U. S. NAVAL AIR STATION
BRUNSWICK, MAINE 04011-5000

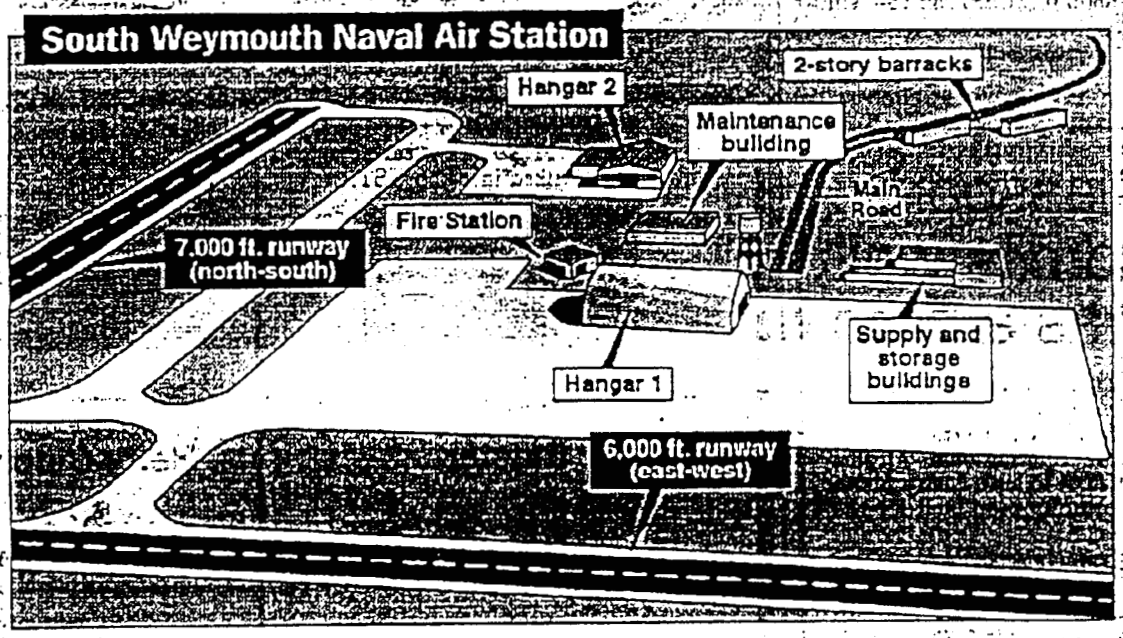
Comparing the bases

Brunswick, Maine Naval Air Station



- **Size:** 3,221 acres, with 12,446 acres in Rangely, Maine for cold weather training of Navy's Survival, Escape, Resist and Evasion school.
- **People:** 2,558 active duty officials, 945 reservists and 835 civilians (active duty base)
- **Economic impact:** $147 million
- **Buildings:** 400
- **Hangars:** Five, can hold 23 P-3C Orion submarine hunting planes.
- **Housing:** 1,700 units of family housing

South Weymouth Naval Air Station



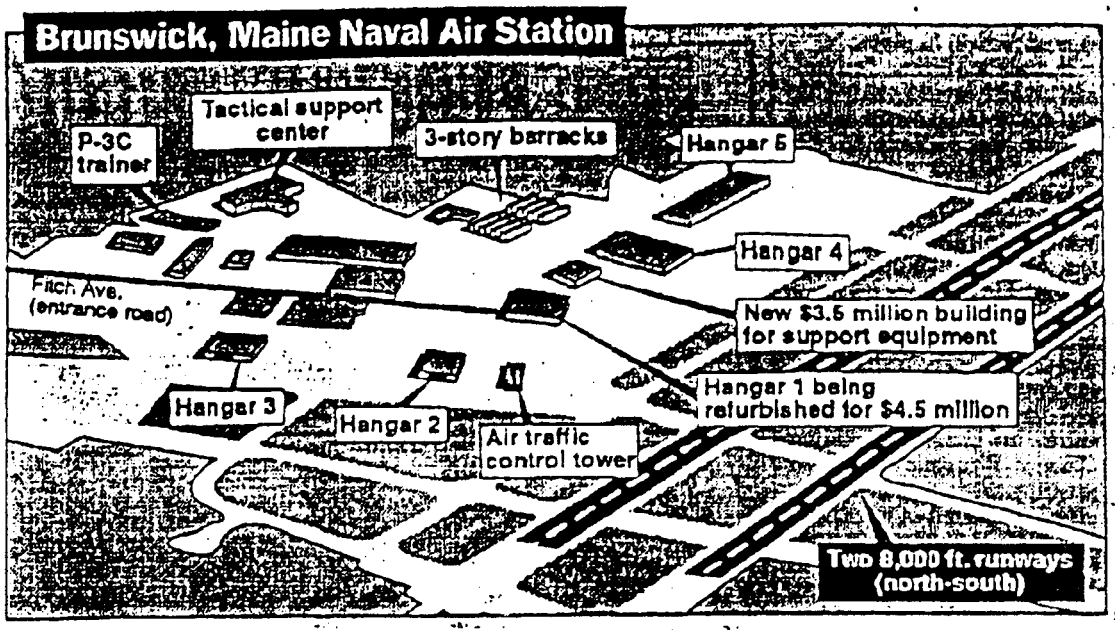
- **Size:** 1,442 acres, with 630 acres on No Mans Island, south of Martha's Vineyard, for a gunnery range.
- **People:** 865 active duty personnel; 2,500 reservists; 305 civilians (Reserve base).
- **Economic impact:** $60 million
- **Buildings:** 130
- **Hangars:** Two, can hold a total of four P-3C Orion submarine hunting planes.
- **Housing:** 270 units of family housing

Bob Monahan/The Patriot Ledger

J. S. NAVAL AIR STATION
BRUNSWICK, MAINE 04011-5000

Comparing the bases

Brunswick, Maine Naval Air Station



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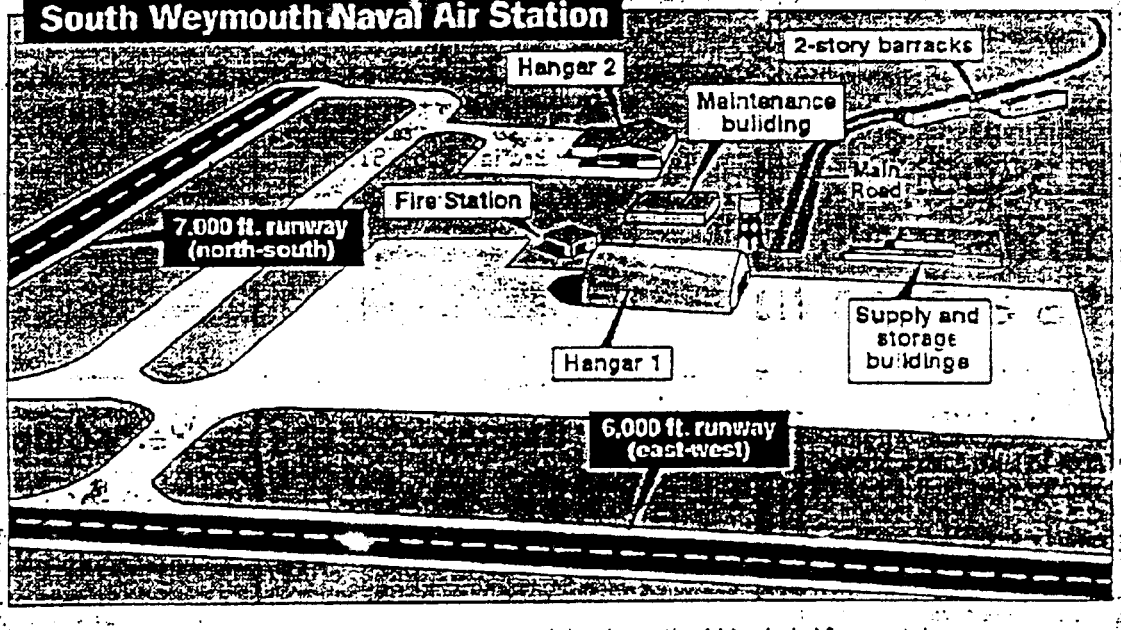
South Weymouth Naval Air Station



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Bob Monahan/The Patriot Ledger

U. S. NAVAL AIR STATION
BRUNSWICK, MAINE 04011-5000

P-164 — local to activity — condition, size, year, unit total acreage

Brunswick 123 old hangar 1942 substantial condition — Inadequate Substandard Adequate

4 hangar 5 1983 adequate lot apron space

Facilities — P164 current planned value

Weymouth

4 errors — 3 Submittals

4/4

[redacted]

Mike Voker
(617) 788-2992

Infrastructure — Supv. engineer error — weight value
time crunch M-1 and M-2 funds relative to
environmental — didn't get the point at BSAT
— end result summary Mil Value doesn't change ranked 4th

Commissioner [redacted] Visit

April 28 1-4 time slot for Robles at Weymouth

Mark Michaud — Cong Studds office (202) 225-3111

Rep. Paul Haley (617) 722-2900 or 2830

PILOT/NFO COMPARISON

Base	1991 Auth/Actual		1992 Auth/Actual		1993 Auth/Actual		1994 Auth/Actual	
Weymouth	83	83	82	79	83	77	86	56
Atlanta	120	79	120	74	138	112	Not Available	

GERRY E. STUDDS
TENTH DISTRICT, MASSACHUSETTS

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HYANNIS
146 MAIN STREET
HYANNIS, MA 02601

May 9, 1995

Alan Dixon, Chairman
Defense Base Closure Commission
1700 North Moore St, Suite 1425
Arlington, MA 22209

Dear Chairman Dixon:

I am writing to submit information prepared by the "Save the Base" Committee with regard to NAS South Weymouth, Massachusetts.

This information responds to a May 5, 1995 letter from Charles P. Nemfakos regarding demographic data used by the Base Structure Evaluation Committee and Base Structure Analysis Team in its review of the Reserve Air Station category of Navy activities. As you will note, we have serious concerns with the measures used to develop scenarios for recommending the closure of NAS South Weymouth.

I respectfully request that the Commission give this information its full consideration and again request that the Commission consider alternatives to the closure of NAS South Weymouth.

As always, I appreciate your attention to this matter.

With kind regards.

Sincerely,

Gerry E. Studds

Enclosures

THIS STATIONERY PRINTED ON PAPER MADE OF RECYCLED FIBERS

May 8, 1995

To: BRAC-95

Subj: CONCERNS FOR BRAC PRIOR TO ADDS BRIEF - MAY 10, 1995

Ref:
(a) BSAT Ltr LT-0706-F14, BSAT/LH dtd 5 May 1995 to Hon. Alan J. Dixon, Chairman BRAC-95
(b) DOD Analysis
(c) DON Analysis, VOL. IV
(d) Certified Data Calls for NAS SOUTH WEYMOUTH MA and NAS ATLANTA GA for BRAC-93 and BRAC-95
(e) COMNAVRESFORINST 1001.5
(f) RFPB Report for 1995

Encl:
(1) MANNING COMPARISON CHARTS
(2) DEMOGRAPHICS
(3) ALTERNATIVE SCENARIOS
(4) SUMMARY

1. A review of reference (a) raises major concerns regarding measures used to develop scenarios for recommending the closure of NAS SOUTH WEYMOUTH MA and significant deviations from the process as outlined in references (b) and (c).

2. Specifically, paragraph 2 of reference (a) states that "aggregate unit participation figures for 1993 were used as a "surrogate measure of demographics . . . to determine that all reserve air stations had sufficient demographic resources to adequately man their reserve programs." Unit participation figures are irrelevant to the issue of available recruiting pools because they are a measure of drill attendance by assigned personnel. They are not a measure of either how many personnel are assigned to all available billets, or how many personnel are qualified and available to fill all assigned billets in each unit. For example, a unit may have an authorized manning of fifty (50) billets. If only twenty-five (25) people are assigned to this unit, and all twenty-five (25) people complete all assigned drills, the unit participation is 100%; however, the unit manning level is only 50%; and this unit is not, nor can it be, mobilization qualified at acceptable levels.

3. A more appropriate measure of demographics can be obtained by reviewing reference (d); or reviewing the Reserve Unit Assignment Documents (RUADS) for each of the units assigned to a given Reserve Air Station over the past three (3) to five (5) years, and applying the standards set forth in Chapter 2 of reference (e). Enclosures (1) and (2) illustrate the real demographic picture as derived from certified data per reference (d) and the U.S. Census Bureau. Additional demographics information could have been obtained had the standards Commander, Naval Reserve Recruiting Command uses for the development of demographic

data for recruiting purposes been utilized by the BSEC and BSAT in structuring their data calls.

4. Reference (e) specifies priorities in assigning available Naval Reservist to reserve units. The mere fact that commissioned units are undermanned, while augmenting/ sustaining units are overmanned does not warrant the conclusion that there are sufficient numbers of qualified personnel to fill billets in the higher priority commissioned units. On the contrary, it is indicative of a scarcity of qualified reservists to fill critical vacant billets.

5. In paragraph 3 of reference (a) Mr. Nemfakos indicates that MARRESFOR and COMNAVAIRESFOR indicated that "no demographic issues would prevent successful implementation of a scenario." However, in paragraph 4, we note "Only two cases, both involving the movement of Marine Corps Reservists to MCAS New River, North Carolina and Mayport, Florida, were found to be affected by insufficient recruiting demographics." Yet, each scenario calls for MCAS New River to be a gaining command for Marine Corps Reserve Commissioned units. Enclosure (3) amplifies.

6. The inherent contradiction in all of this is how logically anyone can conclude that an activity that historically has demonstrated an inability to man its commissioned units at acceptable mobilization levels can be construed to be "demographically rich." Additionally, how can an analysis be conducted that looks at irrelevant statistics and ignores actual unit manning, census bureau information, and recruiting demographics that should have been obtained from COMNAVRESCRUITCOR. Additionally, if "at no time did we compare the demographics of the losing air station with that of the gaining air station," how can logical conclusions as to the demographically rich or poor environments of each respective station be drawn?

7. One can only conclude from the contradictions in reference (a) itself, and in comparison with the analytical procedures outlined in references (b) and (c) relative to NAS SOUTH WEYMOUTH MA, NAS ATLANTA GA, and NAS BRUNSWICK ME, that these analyses are seriously flawed and substantially deviate from the criteria set forth in PL 101-510 and 10 USC, Sect. 2687. Enclosure (4) summarizes some of the more glaring problems and proposes additional alternatives to be reviewed in conjunction with the scenarios at enclosure (3).

DEMOGRAPHICS

CATEGORY	NAS SOUTH WEYMOUTH	NAS ATLANTA	NAS BRUNSWICK
DEMOGRAPHICS			
- TOTAL POP	5,992,712	6,773,364	1,236,348
- VETERAN POP	656,850	693,225	159,333
- VIETNAM VETS	340,420	421,801	77,003
- ADJ VETS[1]	316,430	271,424	82,330
- POP AGES 17-35	46.6%	45.2%	42.5%
- COLLEGE GRADS	536,536	378,254	73,784
- TOT EMPLOYED	587,263	519,292	74,986
- ADJ MILITARY	545,409	404,400	62,368
- AVIATION EMP	12,200 (AVIATION) 44,469 (RELATED)	36,014 (DELTA & LOCKHEED)	UNKNOWN

[1] THESE FIGURES MAY INCLUDE KOREAN, WW II AND DISABLED VETS.

WE DO NOT RECOMMEND THE CLOSURE OF NAS BRUNSWICK, SINCE IT IS THE ONLY OPERATIONAL NAVAL AIR STATION IN THE NORTHEASTERN U.S.

NAS BRUNSWICK SHOULD NOT BE COMPARED WITH RESERVE AIR STATIONS IN COMPLIANCE WITH DOD AND DON POLICY THAT PLACED EACH BASE IN A PARTICULAR CATEGORY AND "FURTHER DIVIDED [THEM] INTO SUBCATEGORIES TO ENSURE THAT LIKE INSTALLATIONS WERE COMPARED TO ONE ANOTHER AND TO ALLOW IDENTIFICATION OF TOTAL CAPACITY AND MILITARY VALUE FOR AN ENTIRE SUBCATEGORY OF INSTALLATIONS. . ."

- DON ANALYSIS & RECOMMENDATIONS VOL. IV, P. 19

RESERVE UNIT MANNING COMPARISON

NAS ATLANTA-BRAC 93		NAS ATLANTA-BRAC 95	
UNIT	MANNING OFF/ENL	UNIT	MANNING OFF/ENL
HMA-773	52.8%39.8%	HMA 773	61.4%/65.1%
VMO-4	109.8%/66.7%	VMO-4	77.1%/69.4%
VR-46	95.0%/89.4%	VR-46	100.0%/62.9%
VA-205	91.1%/88.8%	VA-205	100.0%/79.0%

1. NAS ATLANTA HAS SHOWN A HISTORICAL INABILITY TO MAN COMMISSIONED UNITS.

2. A REVIEW OF DATA CALLS FOR BRAC-93 AND BRAC-95 CONTINUES TO ILLUSTRATE SHORTFALLS IN ENLISTED AVIATION RATES.

3. EVEN THOUGH AUGMENTING AND SUSTAINING UNITS APPEAR TO BE OVERMANNED IN THE ENLISTED RATES, ONE CAN REASONABLE CONCLUDE THAT THESE PERSONNEL DO NOT MEET REQUIRED QUALIFICATIONS FOR ASSIGNMENT TO THE COMMISSIONED UNITS DEPICTED ABOVE.

   - PERSONNEL ASSIGNMENTS ARE DICTATED BY UNIT PRIORITY.

   - QUALIFIED PERSONNEL MUST BE ASSIGNED TO COMMISSIONED UNITS FIRST. VACANT BILLET IN THESE UNITS INDICATE THERE IS A PAUCITY OF QUALIFIED ENLISTED AVIATION PERSONNEL.

   - SIMILARLY, VACANCIES IN OFFICER BILLETS INDICATE A SHORTAGE OF OFFICERS MEETING DESIGNATOR AND NOBC REQUIREMENTS.

   - ADDITIONAL FLEXIBILITY ALLOWED BY RFAS SUBSTITUTION IN PERSONNEL ASSIGNMENT HAS NOT REMEDIATED THESE PERSONNEL SHORTFALLS.

3. OPERATIONAL READINESS FOR COMMISSIONED AVIATION UNITS IS COMPRISED OF

   - ADEQUATE QUALIFIED PERSONNEL TO FLY THE PLANES
   - ADEQUATE PERSONNEL TO MAINTAIN AND REPAIR THE PLANES
   - ADEQUATE ADDITIONAL SUPPORT PERSONNEL
   - ADEQUATE OPERATIONAL EQUIPMENT TO ACCOMPLISH THE MISSION

CLOSURE SCENARIOS

Scenario 1 - Close NAS ATLANTA GA		Scenario 2 - CLOSE NAS ATLANTA GA	
RELOCATE: VR-46 TO NAS SOUTH WEYMOUTH MA MAG-42 (HMLA-773) TO MCAS NEW RIVER		RELOCATE: VR-46 TO DOBBINS AFB MAG-42 (HMLA-773) TO MCAS NEW RIVER	
ROI = 1 YEAR NPV = $256,069K ONE TIME COST = $ 55,570K RECURRING SAVINGS = $ 23,841K		ROI = IMMEDIATE NPV = $260,529K ONE TIME COSTS = $ 47,283K RECURRING SAVINGS = $ 23,658K	
PROS	CONS	PROS	CONS
- EXPANSION CAPABILITY PRESERVED AT DOBBINS - FACILITY AVAIL FOR SELRES AIRLIFT - IMPROVED READINESS WITH BETTER MANNING AT SOUTH WEYMOUTH - IMPROVED MILITARY VALUE FOR RESERVE NAS SUBCATEGORY	- NOT THE MOST COST EFFECTIVE SCENARIO - NO DEMOGRAPHICS FOR MCAS NEW RIVER	- HIGHEST SAVINGS OF ALL SCENARIOS CLOSING NAS ATLANTA - LOWEST ONE TIME COST FOR CLOSING NAS ATLANTA - EXPANSION CAPABILITY PRESERVED AT DOBBINS - FACILITY AVAIL FOR SELRES AIRLIFT - IMPROVED MILITARY VALUE FOR RESERVE NAS SUBCATEGORY	- NO CHANGE IN UNIT MANNING/READINESS - STILL IN ATLANTA SMSA WITH SAME DEMOGRAPHICS - NO DEMOGRAPHICS FOR MCAS NEW RIVER

CLOSURE SCENARIOS

Scenario 3 - Close NAS ATLANTA GA		Scenario 4 - CLOSE NAS SOUTH WEYMOUTH MA	
RELOCATE: VR-46 TO NAS JRB NEW ORLEANS LA MAG-42 (HMLA-773) TO MCAS NEW RIVER		RELOCATE: VR-46 TO DOBBINS AFB VR-62 TO NAS BRUNSWICK SUPPORT PERSONNEL TO NAS BRUNSWICK USTRANSCOM UNIT TO GROTON OR NEWPORT AUGMENTING/SUSTAINING UNITS TO QUINCY USMCR ORDINANCE UNITS TO QUANTICO MAG-42 (HMLA-773) TO MCAS NEW RIVER NO DISPOSITION FOR VP-92	
ROI = 1 YEAR NPV = $250,468K ONE TIME COST = $ 60,229 RECURRING SAVINGS = $ 25,260K		ROI = 1 YEAR NPV = $315,245K* ONE TIME COSTS = $ 17,341K* RECURRING SAVINGS = $ 27,423K	
PROS	CONS	PROS	CONS
- EXPANSION CAPABILITY PRESERVED AT DOBBINS - FACILITY AVAIL FOR SELRES AIRLIFT - IMPROVED MILITARY VALUE FOR RESERVE NAS SUBCATEGORY	- NOT THE MOST COST EFFECTIVE SCENARIO - NO DEMOGRAPHICS FOR MCAS NEW RIVER - NO DEMOGRAPHICS FOR NAS JRB NEW ORLEANS	- HIGHEST SAVINGS OF ALL SCENARIOS	- * INFLATED NPV/DEFLATED ONE TIME COSTS; COBRA DOES NOT REFLECT ALL MILCON IDENTIFIED IN SCENARIO DEV. - SUBSTANTIALLY DEGRADED MISSION CAPABILITY - POORER DEMOGRAPHICS IN ATLANTA AND BRUNSWICK - NO DEMOGRAPHICS FOR MCAS NEW RIVER OR QUANTICO - NO DEMOGRAPHICS FOR NEWPORT OR GROTON - NO DISPOSITION FOR VP-92 - LOSS OF ASSETS FOR EXPANDED RESERVE OPERATIONAL MISSIONS (E.G. BOSNIA AIRLIFT & BLOCKADE, HAITIAN OPS, PERSIAN GULF PATROLS, ETC.)

.05 09 95 17:09 202 225 2212 CONG STUDDS DC 008

SUMMARY

1. Closure of NAS BRUNSWICK ME is a non-starter because it removes the only operational Naval Air Station in the Northeastern U.S. AND compares Reserve Air Stations with Operational Air Stations.

2. Closure of NAS SOUTH WEYMOUTH MA is predicated on faulty COBRA Data that does not reflect all significant MILCON and associated recurring costs.

3. Closure of NAS SOUTH WEYMOUTH MA permanently removes the only Naval Air Reserve presence from the Northeastern U.S.,
   - presuming reservists will be able to consistently travel 150 miles to NAS BRUNSWICK ME during winter months.
   - presuming NAS BRUNSWICK ME can provide berthing for commuting reservists.
   - presuming no loss of unit readiness and mission capability.

4. Closure of NAS ATLANTA GA does not remove a significant Naval Air Reserve presence from the Southeastern U.S. because NAS JACKSONVILLE FL, home to many reserve units, will remain.

5. Closure of NAS ATLANTA GA did not consider possibility of relocating reserve units to NAS JACKSONVILLE FL

6. Closure of NAS ATLANTA GA with transfer of reserve assets to NAS JACKSONVILLE FL
   - provides significant reserve support already in place
   - retains facilities to conduct airlift of reservists preserving unit retention
   - avoids reservists commuting by car during severe winter weather
   - provides for ability to reinsert Naval units similar to the recommendation to place Marine Corps Reserve Units into ARNG Selfridge (formerly NAF Detroit).
   - provides additional population from which to recruit reserves for units historically undermanned.

7. Closure of NAS ATLANTA GA improves overall Military Value of Naval Reserve Air Stations. All other options degrade Military Value.

b. The model will maintain the current split between aircraft assigned to the Atlantic and Pacific fleets.

c. CONUS space will be provided for rollback of squadrons homeported overseas.

d. Space will be provided for Reserve squadrons currently located at active bases.

e. The model will place a squadron only where there is an appropriate hangar type (I or II) for that squadron. There are some activities that do, in fact, hangar aircraft (Type II) at hangars which do not meet the NAVFAC standards. For purposes of configuration, the BSEC decided to consider those facilities as capable of hangaring the aircraft that they historically have. Thus, Cherry Point was given credit for one additional type II module since there are currently C-9 and C-130 aircraft (both of which require type II hangars) operating from there. Similarly, Jacksonville was given credit for two additional type II modules based on aircraft hangared there. This is consistent with the approach taken for Naval Station piers.

f. Select specialized squadrons (HMX-1, TACAMO, T&E squadrons) are located outside the model.

g. To ensure some kind of support exists, squadrons can only be located where that type of squadron has been stationed in the past or will be stationed as a result of BRAC-93.

The BSEC concurred with the configuration parameters.

8. Mr. Nance briefed the BSEC on the results produced by the model for NAS/MCAS. See enclosure (2). The model produced the following solutions:

a. Initial Solution. The model's first solution would close 7 air stations (Adak, Roosevelt Roads, Key West, Brunswick, Beaufort, and Mayport) to reduce excess to 49 squadron modules. Average military value would increase to 70.8.

b. Second Solution. The model's second solution would close 6 air stations (Adak, El Centro, Roosevelt Roads, Key West, Brunswick, Beaufort, and Mayport) to reduce excess to 50 squadron modules. Average military value would increase to 69.5.

c. Third Solution. The model's third solution would close 6 air stations (Adak, El Centro, Roosevelt Roads, Brunswick, Beaufort, and Mayport) to reduce excess to 52 squadron modules. Average military value would increase to 69.4.

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

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HYANNIS
146 MAIN STREET
HYANNIS, MA 02601

May 22, 1995

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

Dear Chairman Dixon:

I am writing to submit information prepared by the "Committee to Save Naval Air Station South Weymouth" with regard to the siting of Naval Air Reserve facilities and units.

As you will note from this material, the Navy has always located reserve facilities and units close to population centers. In fact, every existing Naval Air Reserve base or squadron is currently within 60 miles of a major metropolitan area.

This proximity enables the Navy to access large pools of qualified reservists. Military service is a second job for most reservists and continued participation in the reserves depends upon minimizing the disruption to their primary occupation.

However, the Navy is now proposing to move reserve units from NAS South Weymouth to NAS Brunswick, an active duty facility more than 150 miles from Boston. This is over twice the distance that the Navy has historically allowed. As a result, many of the reservists will not follow these units to Maine and the readiness of these squadrons will decline.

Additionally, it has come to my attention that the Navy did not study the demographic situation at Brunswick and assumptions that it will be able to support these new reserve units are anecdotal and -- we believe -- unjustified.

I respectfully request that the Commission give this information its full consideration.

With kind regards.

Sincerely,

Gerry E. Studds

Enclosure

THIS STATIONERY PRINTED ON PAPER MADE OF RECYCLED FIBERS

LOCATIONS OF RESERVE NAVAL AIR STATIONS

TO: Defense Base Closure and Realignment Commission

FROM: Committee to Save Naval Air Station South Weymouth

This paper addresses the issue of the locations of Reserve Naval aviation activities in relation to the major population centers which they serve.

There are currently six Naval Air Stations within the Reserve Claimancy. They are listed below in Table 1. Also given in Table 1 for each air station is the major city which it serves, along with the approximate mileage between the air station and its corresponding city.

Table 1

Air Station	City	Distance (Miles)
NAS Atlanta	Atlanta	16
NAS Fort Worth	Fort Worth/Dallas	6/35
NAS New Orleans	New Orleans	9
NAS South Weymouth	Boston	18
NAF Washington	Washington	12
NAS Willow Grove	Philadelphia	20

Reserve aviation activities are also currently situated at a number of active duty air stations. Table 2 lists the locations of these activities in the same manner as presented in Table 1.

Table 2

Air Station	City	Distance (Miles)
MCAS Camp Pendleton	Los Angeles	60
NAS Jacksonville	Jacksonville	10
NAS/MCAS Miramar	San Diego	16
Moffett Federal Airfield	San Francisco	50
NAS Norfolk	Norfolk	8
NAS North Island	San Diego	8
NAS Oceana	Norfolk	18
NAS Point Mugu	Los Angeles	50
NAS Whidbey Island	Seattle	60

BRAC actions to date have resulted in the closure of four Reserve Naval Air Stations. These activities are listed in Table 3. Also listed in Table 3 is one active duty Naval Air

Station which was the location of a large Reserve aviation activity but which was also ordered closed by BRAC.

Table 3

Air Station	City	Distance (Miles)
NAS Alameda	San Francisco	10
NAS Dallas	Dallas/Fort Worth	10/20
NAF Detroit	Detroit	28
NAS Glenview	Chicago	25
NAS Memphis	Memphis	20

Prior to the BRAC process, the Navy closed several Reserve Naval Air Stations during the 1970s. These activities are listed in Table 4.

Table 4

Air Station	City	Distance (Miles)
NAS Grosse Isle	Detroit	25
NAS Los Alamitos	Los Angeles	25
NAS New York	New York	12
NAS Olathe	Kansas City	20
NAS Seattle	Seattle	9
NAS Twin Cities	Minneapolis	8

Examining Tables 1 through 4, the pattern becomes immediately obvious. That is, these reserve Naval aviation activities have always been located at close distances to the population centers which they serve in order to be able to attract sufficient numbers of personnel necessary to man the assigned units.

The Navy is now proposing to relocate its Reserve aviation activities in New England from NAS South Weymouth over 150 miles to the north at NAS Brunswick. If implemented, this move would result in these activities being situated at a location more than twice as far from a major population center as any other base listed in Tables 1 through 4. This long distance when compared with other bases throughout the country should immediately raise suspicions as to the ultimate success of this proposed move, both in getting existing Reservists to make the move and, more importantly, in attracting new recruits to the program in the future. The risk to the Navy is great. There is no precedent to suggest that this "experiment" will succeed. In fact, given the experience with several smaller Reserve units that have attempted to operate at Brunswick, success is unlikely.

JOHN KERRY
MASSACHUSETTS

United States Senate

WASHINGTON, DC 20510

Washington, DC

May 22, 1995

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

Please refer to this number when responding 950522-14

Dear Mr. Chairman:

I am writing to you concerning your upcoming visit to the Boston area, on June 2nd and 3rd, for the Regional Hearing.

While I am well aware that your schedule is already a very demanding one, I would greatly appreciate your considering a visit to the South Weymouth Naval Air Station. The base is a twenty minute drive from Boston and you would of course be welcome to stop by at any time you find convenient.

I strongly believe that even a short visit would be greatly beneficial to your final deliberations concerning South Weymouth. You would see first hand why we believe this Naval Base deserves to remain an important component of our United States Navy.

My staff would be more than happy to assist in making whatever arrangements you would need.

Thank you for your consideration.

Sincerely,

John F. Kerry
United States Senator

JFK/crw

GERRY E. STUDDS
TENTH DISTRICT, MASSACHUSETTS

COMMITTEE ON MERCHANT MARINE AND FISHERIES
CHAIRMAN

SUBCOMMITTEE ON ENVIRONMENT AND NATURAL RESOURCES
CHAIRMAN

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HYANNIS
146 MAIN STREET
HYANNIS, MA 02601

April 18, 1995

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

Dear Secretary Dalton:

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

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

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

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

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

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

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

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

I appreciate you attention to this matter.

With kind regards.

Sincerely,

Gerry E. Studds

Tom Quarby
202 467-5681

John James 921-2340 [redacted]

11:00

Scott Beaton (617) 786-2601

1.) - prepare commissioner for Atlanta
- Military Value Ranking
- get a response from BSAT on demographics FAX
- (Call Barry Holman

✓ 2.) Beaton - Robles arrival (Call Robles)

✓ 3.) Meeting with BSAT

✓ 4.) meeting with FAA

✓ 5.) Clark

✓ 6.) Mechand

✓ 7.) John James

- GAO Card [redacted]
- FAA [redacted]
- Cdr. Beaton (617) 786-2601
- Alex - responses / Studds & Demographics / Robles /
- a/c dispersal from New Orleans
- Gen. Robles
-

Joe Robles
Ofc. (210) 498-0099
Fax 498-0385

- Not executing BRAC 93 move to Oceana
  avoids construction c[redacted]ing S-3s
  - required relocating VP-66 and VR-58 (relocation costs)

- move S-3s and E-3s from Oceana to Jacksonville (Brunswick is closed in this scenario)

- move 2 F18 squadron from Cherry Point to Beaufort
- move all remaining E. coast F-18 squadrons and F18s from Cherry Point to Oceana
  move reserve F-18s at Beaufort to New Orleans

Brunswick data call
~~94~~ 95 — March

Weymouth

- $6.3 million in Mil Con for 1998
- Total military positions eliminated 569 / Total realigned 432
- Personnel savings of $65.0 ($25.0 in year 2000)

led you to believe —
drawing down —

- two squadrons to Brunswick
- marines to Quantico — 26
- Marines Hanscom AF,
  NARCEN - to Quincy - Brunswick (Aviation) - 850
  NARC - Quincy - Surface to (-
  go back to where it came from

Comm. wanted to consolidate all 3 NRC in Weymouth
move back to Quincy - Rehab Quincy

Mark Mechand
(202) 225-3111

Rules and Mission

May 24 ~~early draft~~

Slovak 2-8942

Location	#	A/C
Ft Worth	17	UH-1B
	30	OH-58
	8	C-130
	2	F-14A

Credit given for Type II hangars
although facility doesn't have them,
if aircraft are already stationed there.

Weymouth

XO Cdr. Scott Beaton (617) 786-2601 (Off)
340-5920 (Home)

Home
340-5920

To Do

✓ - Visit to Weymouth Robles only? - Chip Whalgren

✓ - Dale Garry 224-2523 - studies to support position

✓ - BSAT Response to Cong Studds - Vandivort

- COBRA Analysis of C-130 and P-3 move to Brunswick - Nordeen

✓ - get status of GAO review from Hollman

- call John James when he returns from leave

✓ - meet with BSAT on data differences

Events Sequence

[redacted]

1. - CINCLANTFLT reverses decision after Nov. elections

2. BSAT endorses decision and ignores results. [redacted]

3. After base closure list issued, Reserve Adm. (New Orleans) makes a decision to de-commission Andrews and not to de-comm. unit at Boston. (Wants now to move P-3 unit in addition to C-130's to Brunswick)

4. Receiving Cong. Del. now does not want reserve unit, but Navy Reserve wants to make the move anyway. (Cohen's office questions regional ability to support two reserve units) (Reserve and BSAT position is that Brunswick can, although data and past history [redacted] shows it can't)

Mil Value Scores
Avg Mil Value Andrews
problem with
- manning 4 units -
- reacquiting personnel with proper ratings enlisted
90% manning running 15 to 20% below manning level
Brunswick Suppl. Q39 on Data Call 38

Brunswick
MAU unit went up in smoke couldn't be supported

FAA Tom ~~[illegible]~~ Quasney 267-3210 267-5681

Brunswick - John James
(207) 921-2340

✓ S. Weymouth - Mike Volker
(617) 786-2992

1. Check list
2. Review Data Call errors
3. UPT
4. Copy of letter to Navy Rec. ~~[illegible]~~ call Lynn (617) 786-2801)
5. Travel — ~~[illegible]~~ Rockland Comfort Inn

S. Weymouth
- no impact on environmental
wont adjust rank

- Did Navy do demog. analysis
said they did in

NARCEN - rehab existing O club to NAVARCEN for 650K

Weymouth - ~~[illegible]~~ built into config.

- avg. value left open -

ex Dec - admin C-9 / C-130 can't be can

Changed rules in Dec

S Weymouth hangar #2 same as hangar 4 at Brunswick but Weymouth better cond. built for P-2's Neptune have to jack up nose of P-3 to lower tail

VP-68 at Wash. D.C. will De-Commission

VP-92 150 ~~[illegible]~~ miles 208 weekenders

- Find money to maintain
- Would like to maintain for about two years

Need to take a breath and
assess requirements

then thought could maintain C-130s.
now but now can't, won't have the manpower to man.

- Dale Gerry 224-2523
- Senior Defense Advisors
  Sen. Cohen

603 7731

Jerry Clark

- air to ground upgrades
- Northrop Grumman

5/2-2501

could be in two or one range

1.56 Weight Value

data calls .78 weight value (IFR and VFR)

Adm. Pilka
chief of staff
NAVRES

NAVRESFOR

- Can man C-130 at Brunswick
- moving P-3
- State Sen.

9:00
Tues

~~543-4906~~ 202-543-4906

- John James
207 921-2340
-3120
FAX
207-921-2954

← ← ← mike Volker → →
1,2,3 → (617) 786-2992
-2801

1 of 3

→ Brunswick ←

T-164

What should we see

- what is our requirement -
- data call shows

← manning →

marines (surface reserve)

← MAU disestablished →

Sens. - Kennedy
[redacted]
- Kerry
will attend

Check on GAO report and questions for GAO from Cons. Studds

Mark

Travel/Change

Reedy -	27th	Boston Weymouth
Rubles -	28th	[redacted]
1-5	28th	Weymouth
Reedy	29th	Brunswick
Reedy	30th	Brunswick

- 15th / Sat. GAO hearings
-

← Studds →

Personal connection to Wendy Steele

Set a question

- One thing raised earlier in 1993 BRAC
- military value scoring is a problem
- does GAO see this as a flaw -
- in GAO's opinion is this a serious flaw

COMIUAVRESFOR
Demos.

Air LANT
Adm. Allen's Staff
Fac. guy w/ Adm. Flannigan

N-4
Adm Earner
things were validated

Dir BAAC
95

Monica Sheppard -
CINCLANTFLT (804) 444-0253
Cpt
Fax 0750

CINC - Admiral Maus
Scirano Flannigan

Paul Haley - 2830

Vandivort
- background on "demo. rich"
- run 97/98

NAVFAC P-80

hangar/line space - regulation on space -
- configuration analysis establishes military value
includes contingency and mobilization requirements

CINCLANT FLT
- Brunswick Oceana / NOR
- if there were an activity in the N. Atlantic

what basis was decision made to keep Brunswick open?
contingency / threat

Adm. Flannigan
handwritten note of concern

- Chp 4 OPLAN Aviation Points of Embarkation

BSAT made assessment on mob. Pt. (did we apply criteria?)

CINCLANTFLT

Hearing stmt: Not based on Atlanta, pop. n. Brunswick and Brunswick cap.

Navy - Nordern and Vandvort BSAT - CINCLANTFLT - [redacted] RESFOR -

- BSAT recommended a basing scheme (Air Reserve Stations) that resulted in lowest Mil Con cost

However, (200m planned for Ft Worth) (milcon at Brunswick, Snfor admin)

- never intended to compare demographics between Atlanta or anywhere else. (however, deliberations show different)

- not saying Atlanta is better, meant to say Atlanta is better for helicopters than New River (however, new River is desolate area)

- [redacted] said that Atlanta demographics were better than Jacksonville (however, no comparison was made)

- No score [redacted] can be provided for Atlanta's ([redacted]) manning [redacted] because units were standing down all A-6 and A-7 squadrons, so picture would not be accurate. Comparison would not make sense. (however, VA-205 transition was 1990)

- as to demographics, Boston area shows less growth than the Atlanta area for last 12 years. Third analysis was done by economists. (however, no real analysis done)

- initial run showed 4 excess squadrons - Atlanta closed
- second run 8 excess squadrons - no stations closed

close S. Wm.

- based on total force picture not reserves.

- P-80

-

Atlanta comparison not with

Cpt Nordeen

- demographics - were never intended to compare
- P-80 open to interpretation

1st time - not saying Atlanta is better
- Atlanta as opposed Helicopters to New River

2d time - better demog. in ref. to Jacksonville
-

- Mil. Matrix Value

scores Atlanta doesn't score in meeting manning reserve units because

end of FY93 units were standing down all A-6 and A-7 squadrons in Atlanta. Picture not accurate.

comparison would not be good

demog. Bost. 3.6 m. 3.1 mill Atlanta
real diff. in last 12 years Atlanta has grown while Boston has shrunk

---

- No milcon involved in any of these moves
-

R. Adm - Roles and missions
NSIAD - Tom. Lynch 2:00 4N30

Data Calls don't show —
- because they were decominish
NewOrleans
2 sq.
1 P-3 DeCamm
Reserve shall 9 will go to 8
Brunswick

MilCon cost at Brunswick
.5m for admin + 3.2 m for
apron, fueling system and flight line
elec. dist. system.
- Nordeen says ~~current~~ proposed basing allowed the BSAT to recommend without milcon
Weymouth
- construction costs greater
- maint. investment increasing rapidly

Chf Nav Res -

Admin -

Brunswick

6 squadrons
had own hangers and own admin

4 squadrons
could hold two
+ more

would make 5
4

Dobbins

- C-5, C-140, C-130, C-9, C-12
- cost to purchase land for expansion $50 million
- 255 ~~million~~

FY97 (have now)

AH-1 = 12

UH-1 = 7

C-9 = 3

U-12 = 2

could accomodate

Atlanta

1st Scenario

C-9's go to Dobbins

Atlanta Rev1

- close Atlanta
- cost savings around 2000 ($ years)
- 21M milcon at Mayport

P. 3 '5

Brunswick

COMNAVRESFOR

will decide whether one squadron will be reduced (west or east coast)

(within two weeks)

Adm Olson
New Orleans
~~Cdr~~ Chf. of NavRes

(VP-68
Wash, D.C., Moffett, Weymouth)

Active Reserve

[redacted]

whidby
Barbers Point

May do cost comparison on cost of living

137

Tommy - Vandivort = P-80/ OPLAN
= demog.

Haley

Mike Nordman

MGen Proffit

Commisoner visit books
4/6

Regional Hearing Issue Summary
S. Weg 5/12

4/6

Haley

Regional Hearing Package
Adak 4/17
S. Wegmed 4/28
Issue Summary 5/1

Could be excess capacity (how could we spend 200 M when we
How can we support Fort Worth
will have to fly in recruits

— 13TH 1:00 —

Top Secret

[redacted] - Haley 4/6
C-130s from Detroit
New Orleans - play by end of
next FY
C-9s would make an exception for a sq from Atlanta
extend runway by 1000 and

Ground crews may not
be able to set to Brunswick

Navy said locate
— can't
two logistics squadrons
at one facility

how did we eliminate Atlanta

evaluated Atlanta 6th in Demog
which means can't ~~locate~~
man squad. Why not F-18s
— can extend to
North by 1000
feet

Navy
F-18s need Interm.
maint.

— C-9s
— P-3s to Jacksonville
—

- Scott -
- Beaton -
- XO 28th -
- Cmdr - Scott [redacted]
- 617-786-2600
- Kennedy, Harry, Steddo -
- 2 hours -
- Cmd Brief
- 1:00 [redacted]
- tour
- Cmty pres
- 4:30-5:00

- the answer yes -
  Weight point

- must correlate this to Matrix Questions
- [redacted] did not change weight

Matrix -
  Mil. Val.

- Weymouth
- Drop Atlanta out an keep Weymouth
- in
-

Mil Res. - Feb 21
- 2 March/

Comm. did a recommendation for consolidated

— Gen. Robles —

Ask the Army the Reverse
of going to Ft Rucker?

Ask the Army /

- Ask the Army how
run a COBRA cost on ~~Pinnacle~~
- how much would it cost Whitney

✓ Q. Brunswick Sen Cohen
Talk about region, ability
to handle more than one
reserve squadron ([redacted]-130 squadron
[redacted] and P.3)

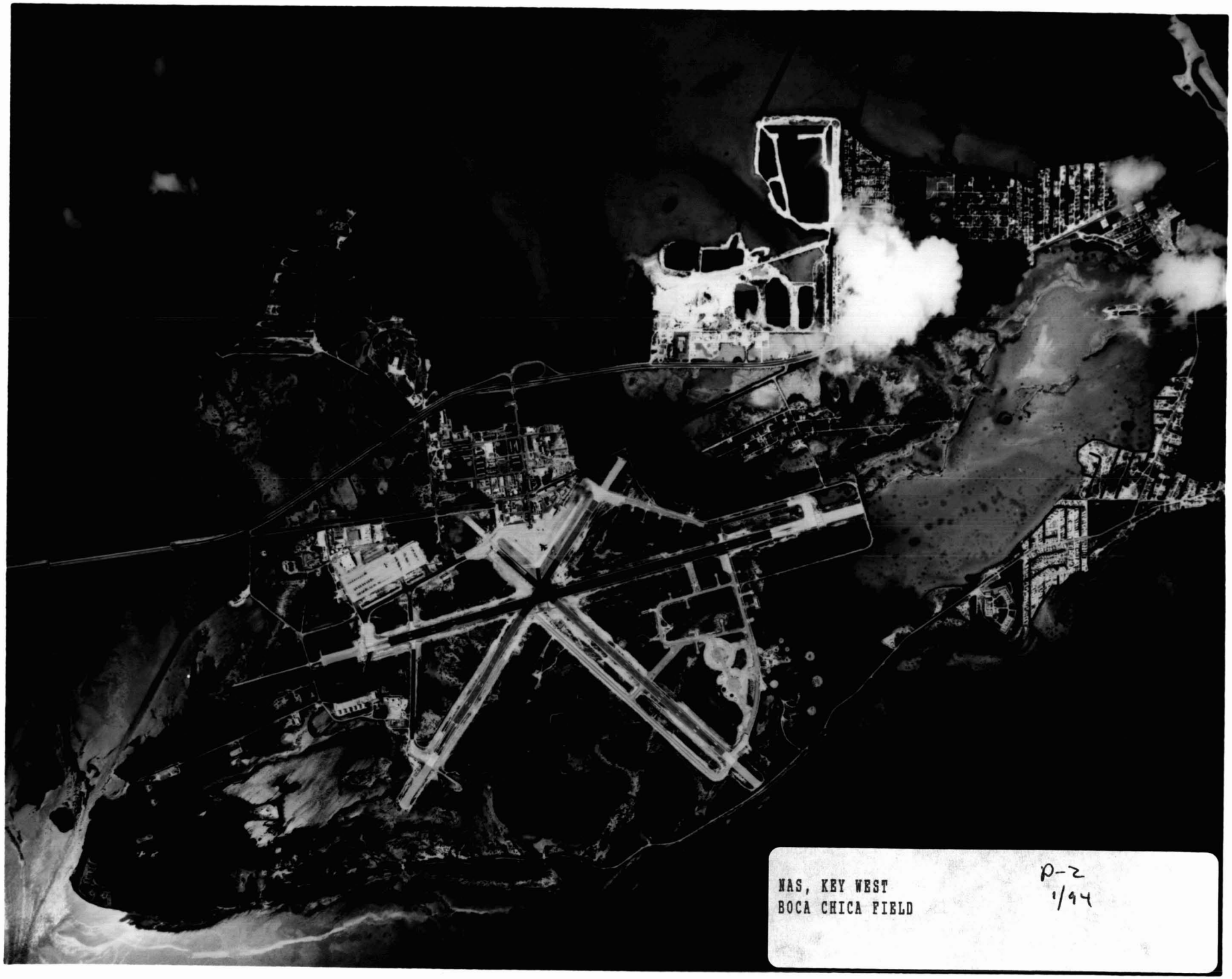
1 at Brunswick

Sen Cohen - Chm. Seapower Subcommittee
-

1990 - Military requirements are greater
now rather than less
used in Bosnia

13 active & 9 Reserves
12 active and 8 Reserves - 33 million

Got to modify requirement, not reduce as much. Reduced by about half already.



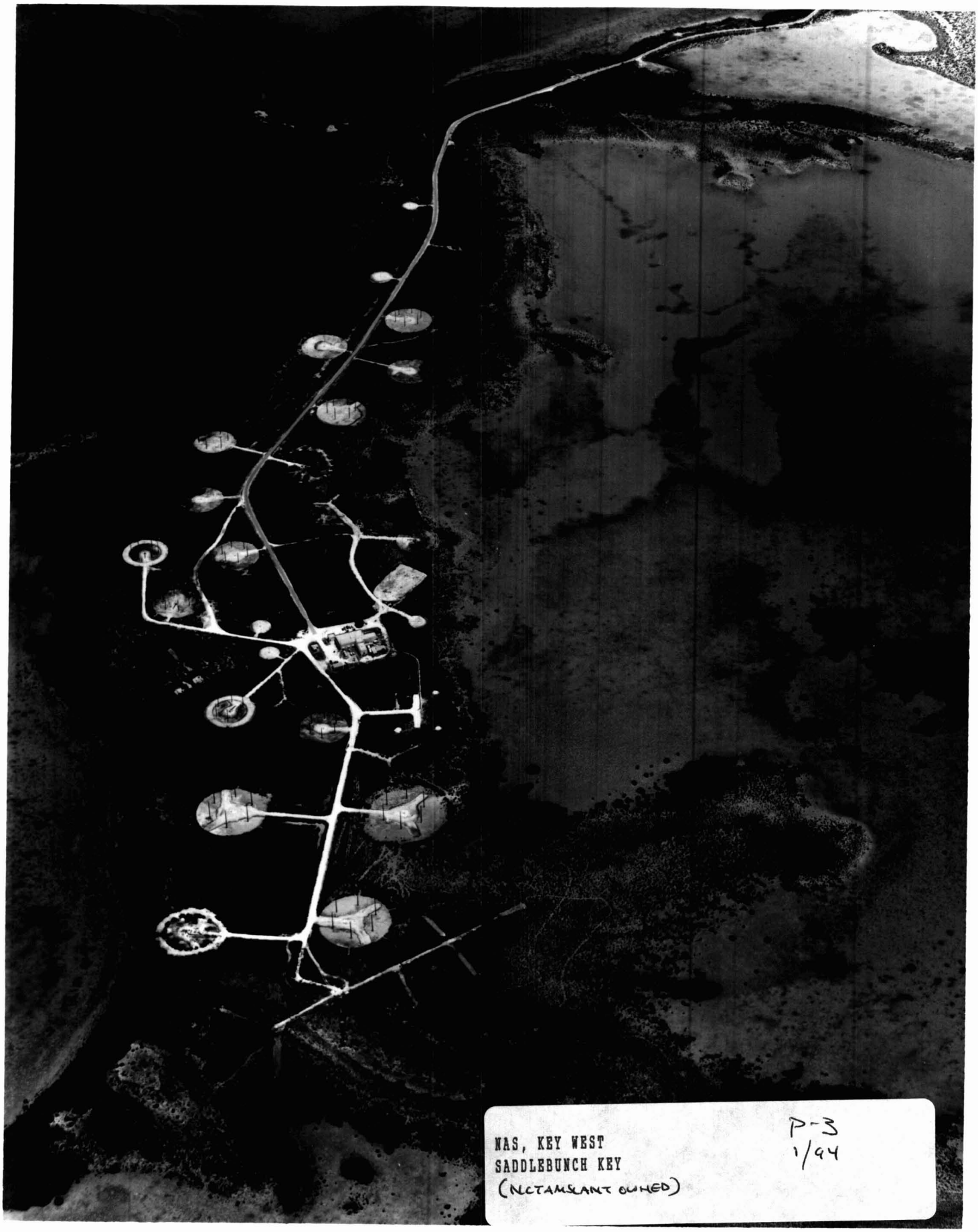
NAS, KEY WEST
BOCA CHICA FIELD

P-2
1/94

1 = TRUMAN ANNEX
2 = TRUMBO POINT ANNEX
3 = FLEMING KEY MAGAZINE
4 = SIGSBEE PARK HOUSING
5 = POINCIANA PARK HOUSING

P-1
1/94

NAS Key West



NAS, KEY WEST
SADDLEBUNCH KEY
(NCTAMSLANT OWNED)

P-3
1/94