

Commissioner's Base Visit Book



Naval Air Station Pensacola, FL Realignment Recommendations

Library

15 June 2005

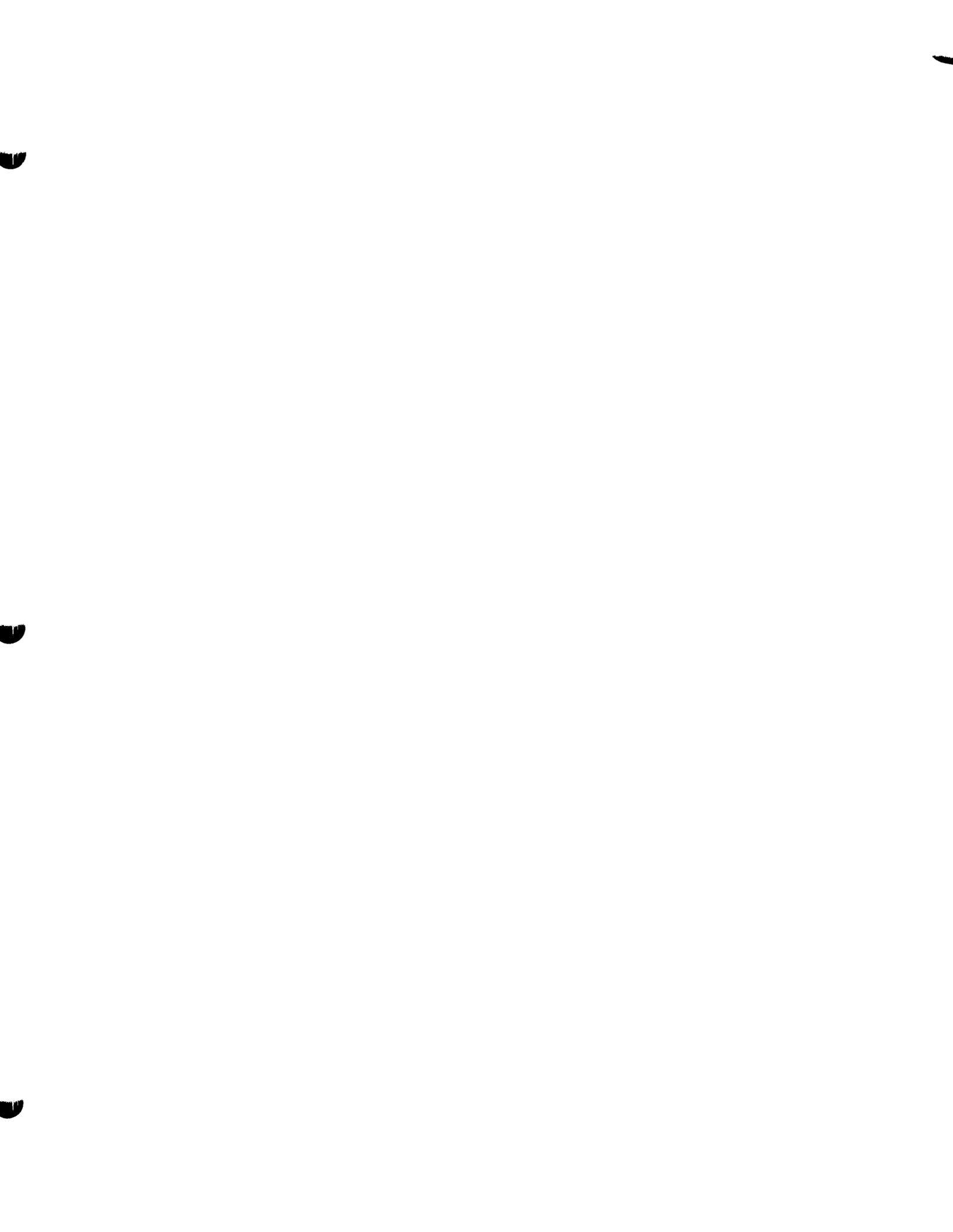
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**NAS Pensacola, FL
COMMISSION BASE VISIT
15 June 2005**

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NAS Pensacola, FL

Commissioner Gehman Itinerary
15 June 2005

Joe Barrett – Lead Analyst, NAS Pensacola

White = Commissioner Gehman

Grey = Staff

TIME	EVENT	LOCATION	POC	ACTION
13-June 2139	Team Arrives	Pensacola Airport	Joe Barrett Syd Carroll Carol Schmidt Marilyn Wasleski	Arrive at Pensacola, FL
14-June 0845-0945	Team meets w/Pensacola CO for brief		Joe Barrett Syd Carroll Carol Schmidt Marilyn Wasleski	Command Brief
0950-1130	Windshield tour		Joe Barrett Syd Carroll Carol Schmidt	Dry run
1020	Visit DFAS facilities	Two DFAS locations	Marilyn Wasleski	Meet w/DFAS officials
1300-1400	Meet w/Community Leaders		Joe Barrett Syd Carroll Carol Schmidt Marilyn Wasleski	Meeting with community leaders
15-June 1000	ADM Gehman arrives Delta 1259	Pensacola Airport	Joe Barrett Cell:843-452- 4829	Meet at Airport
1030-1100	ADM Gehman meeting with Analyst	Airport	Joe Barrett Syd Carroll Carol Schmidt Marilyn Wasleski	Review Briefing Book
1110-1210	Luncheon w/local and state reps	TBD	Joe Barrett Syd Carroll Carol Schmidt Marilyn Wasleski	Local information and data presented
1210-1340	Windshield tour	NAS Pensacola	Joe Barrett Syd Carroll Carol Schmidt Marilyn Wasleski	Drive by
1340-1405	Meet with base CO	NAS Pensacola	CAPT Pruitt	Brief Commissioner
1405-1545	Commissioner Brief	Eight Recommendations	Joe Barrett Syd Carroll Carol Schmidt Marilyn Wasleski	Brief Commissioner
1600	Helo Flight from Pensacola to Pascagoula	NAS Pensacola	Joe Barrett Cell:843-452- 4829	Return Commissioner to the Airport



DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

BASE SUMMARY SHEET

NAS Pensacola

INSTALLATION MISSION

- To fully support the operational and training missions of tenants assigned; enhancing the readiness of the U.S. Navy, its sister armed services and other customers.

DOD RECOMMENDATION

- Realign Naval Air Station Pensacola, FL
- Close Defense Finance & Accounting Service
- Consolidate Officer Training Command to Newport, RI
- Relocate Navy Region to Jacksonville, FL
- Relocate Joint Strike Fighters to Eglin
- Relocate Naval Aero Med Research Lab to Wright – Patt., OH
- Relocate C4ISR to SPAWARSYSCEN Charleston, SC
- Relocate Navy Education & Training Command to Millington, TN
- Relocate Correctional Functions to NWS Charleston, SC
- Gaining Two Functions – Undergraduate Navigation Training from Randolph AFB, and Undersea Medical Institute from Groton, CT

DOD JUSTIFICATION

- This action accomplishes a major facilities reduction and business line mission realignment, transforming the current DFAS organization into an optimum facilities configuration, which includes strategic redundancy to minimize risks associated with man-made or natural disasters/challenges.
- Navy Officer Accession Training is currently conducted at three installations: (1) U.S. Naval Academy Annapolis, MD hosts Midshipman Training; (2) Naval Station Newport hosts Naval Academy Preparatory School and Officer Training Command Newport, which includes Officer Indoctrination School and Seaman to Admiral-21 Program courses; and (3) Naval Air Station Pensacola hosts Officer Training Command

Pensacola which includes Navy Officer Candidate School, Limited Duty Officer Course, Chief Warrant Officer Course, and the Direct Commissioning Program. Consolidation of Officer Training Command Pensacola and Officer Training Command Newport will reduce inefficiencies inherent in maintaining two sites for similar training courses through reductions in facilities requirements, personnel requirements (including administrative and instructional staff), and excess capacity. This action also supports the Department of the Navy initiative to create a center for officer training at Naval Station Newport.

- Realign Naval Air Station Pensacola, FL, by consolidating Navy Region Gulf Coast, with Navy Region Southeast at Naval Air Station Jacksonville, FL. Realign Naval Air Station Corpus Christi, TX by consolidating Navy Region South with Navy Region Midwest at Naval Station Great Lakes, IL and Navy Region Southeast at Naval Station Jacksonville, FL.
- This recommendation establishes Eglin Air Force Base, FL as an Initial Joint Training Site that teaches entry-level aviators and maintenance technicians how to safely operate and maintain the new Joint Strike Fighter (JSF) (F-35) aircraft. The Department is scheduled to take delivery of the F-35 beginning in 2008. This joint basing arrangement will allow the Inter-service Training Review Organization (ITRO) process to establish a DoD baseline program in a consolidated/joint school with curricula that permit services latitude to preserve service-unique culture and a faculty and staff that brings a “Train as we fight; jointly” national perspective to the learning process.
- This recommendation creates Joint Centers of Excellence for Aerospace Medicine research at Wright Patterson AFB, OH. The realignment of Air Force Aerospace medical and non-medical R&D to Wright Patterson AFB, OH, with co-location of associated education and training activities relocated in another recommendation, makes this location most suitable for a joint center for Aerospace Medical Research.
- These recommended realignments and consolidations provide for multifunctional and multidisciplinary Centers of Excellence in Maritime C4ISR. This recommendation will also reduce the number of technical facilities engaged in Maritime Sensors, Electronic Warfare, & Electronics and Information Systems RDAT&E from twelve to five. This, in turn, will reduce overlapping infrastructure increase the efficiency of operations and support an integrated approach to RDAT&E for maritime C4ISR. Another result would also be reduced cycle time for fielding systems to the warfighter.
- This recommendation will realign and consolidate USAF’s primary phase of undergraduate flight training functions to reduce excess/unused basing capacity to eliminate redundancy, enhance jointness for UNT/Naval Flight Officer (NFO) training, reduce excess capacity, and improve military value.
- Realignment of Navy Education and Training Command (NETC) and Navy Education and Training Professional Development & Technology Center (NETPDTC) to Naval Support Activity Millington will collocate these activities with common functions (Bureau of Naval Personnel, Navy Manpower Analysis Center, and Navy Personnel

Research and Development Center) and facilitate creation of a Navy Human Resources Center of Excellence. By relocating NETC and NETPDTC within the hub of naval personnel activities, this recommendation eliminates personnel redundancies and excess infrastructure capacity. NETC and NETPDTC will require 50,400 GSF of military construction (MILCON) and will utilize 102,400 GSF of existing administrative space and warehouse space at Millington; the parking lot additions will be new MILCON.

- This recommendation creates five, Level II Joint Regional Correctional Facilities. The Southeastern Joint Regional Correctional Facility consolidates the Naval Consolidated Brig Charleston, Naval Weapons Station, Charleston, SC; the Waterfront Brig Jacksonville, Naval Air Station Jacksonville, FL; and the Waterfront Brig Pensacola, Naval Air Station Pensacola, FL, to a single Level II Joint Regional Correctional Facility at Charleston (One of the five).

COST CONSIDERATIONS DEVELOPED BY DOD

TBD

MANPOWER IMPLICATIONS OF THIS RECOMMENDATION (EXCLUDES CONTRACTORS)

	<u>Military</u>	<u>Civilian</u>	<u>Students</u>
Baseline	-857	-1304	
Reductions			
Realignments	555	124	
Total	302	1180	

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

	<u>Out</u>		<u>In</u>		<u>Net Gain (Loss)</u>	
	<u>Military</u>	<u>Civilian</u>	<u>Military</u>	<u>Civilian</u>	<u>Military</u>	<u>Civilian</u>
This Recommendation	-857	-1,401	555	124	-302	-1,277*
Other Recommendation(s)						
Total	-857	-1,401	555	124	-302	-1,277*

* (97) Net Mission Contractor Personnel

ENVIRONMENTAL CONSIDERATIONS

- **Environmental Impact:** There are no known environmental impediments to implementations of this recommendation. The aggregate environmental impact of all recommended BRAC actions affecting the installations in these recommendations have been reviewed and are located at TAB C

REPRESENTATION

Governor: **Jeb Bush (R)**

Senators: **Bill Nelson (D)**
Mel Martinez (R)

Representative: **Jeff Miller (R-1st)**

ECONOMIC IMPACT

- Potential Employment Loss: -4,100 jobs (-1,579 direct and -2,521 indirect)
- MSA Job Base: 210,512 jobs
- Percentage: -1.9% percent decrease

MILITARY ISSUES

- Consolidating the Officer Training Command at New Port, RI
- Realigning the Navy Region to Jacksonville, FL
- Realigning Joint Strike Fighters to Eglin AFB, FL
- Realigning Naval Aero Med Research Laboratories to Wright-Patterson AFB, OH
- Realigning C4ISR to Naval Weapons Station Charleston, SC
- Realigning Navy Education & Training Command to Millington, TN
- Realigning Correctional Functions to NWS Charleston, SC
- Closing Defense Finance & Accounting Service
- Gaining Undergraduate Navigation Training from Randolph AFB, GA
- Gaining Undersea Medical Institute from Groton, CT
- NAS Pensacola is realigned and remains open

COMMUNITY CONCERNS/ISSUES

- No specific issues have surfaced, other economic impact of losing jobs in the Pensacola area.

ITEMS OF SPECIAL EMPHASIS

- Remaining base infrastructure
- Unique assets and capabilities



**Naval Air Station
Pensacola, FL
Realign (-1,579)**

**- Officer Training Command to Newport, RI DoN-12
Consolidate: (-295)**

**- Navy Region to Jacksonville, FL DoN-35
Relocate: (-24)**

**- Joint Strike Fighters to Eglin E&T-10
Relocate: (-392)**

**- Naval Aero Med Research Lab to Wright – Patterson, OH Med-15
Relocate: (-40)**

**- C4ISR to Naval Weapons Station Charleston, SC Tech-9
Relocate: (-102)**

**- Navy Education & Training Command to Millington, TN H&SA-17
Relocate (-647)**

**- Correctional Functions to NWS Charleston, SC H&SA-22
Relocate: (-30)**

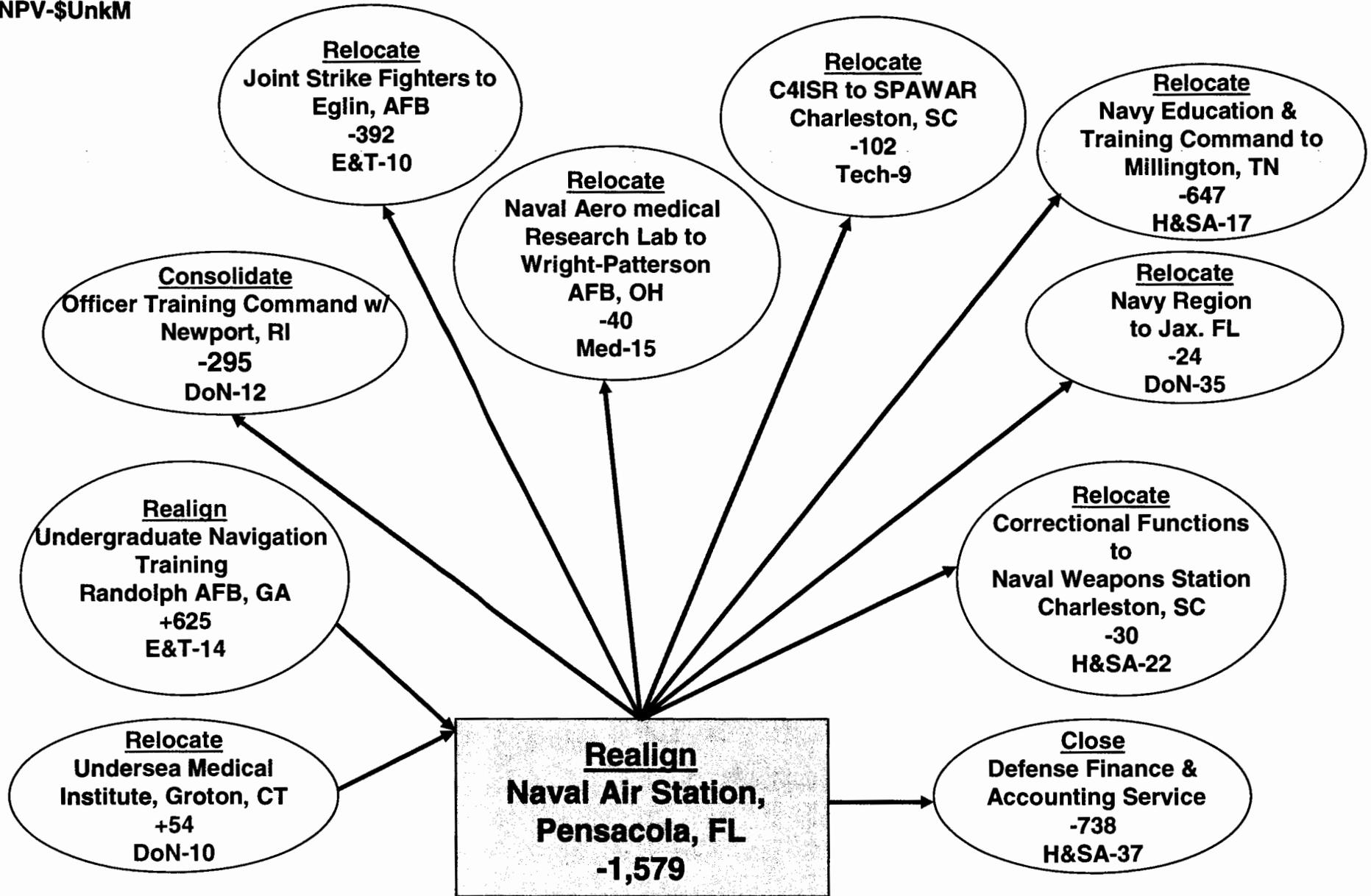
**- Defense Finance & Accounting Service H&SA-37
Close: (-738)**

**- Undergraduate Navigation Training from Randolph AFB, GA E&T-14
Gaining: (+625)**

**-Undersea Medical Institute from Groton, CT DoN-10
Gaining: (+54)**

Tot. est. One-Time Cost-\$UnkM
Net Cost & Savings-\$UnkM
Annual Savings-\$UnkM
Payback-Unk yrs
NPV-\$UnkM

Recommendation for Realignment NAS Pensacola, FL





Relocate
Undersea Medical
Institute, Groton, CT

Relocate
Naval Aero medical
Research Lab to
Wright-Patterson
AFB, OH

Consolidate
Officer Training Command w/
Newport, RI

Relocate
Navy Education &
Training Command to
Millington, TN

Relocate
C4ISR to SPAWAR
Charleston, SC

Relocate
Correctional Functions
to
Naval Weapons Station
Charleston, SC

Relocate
Navy Region
to Jax, FL

Realign
Undergraduate Navigation
Training
Randolph AFB, GA

Relocate
Joint Strike Fighters to
Eglin, AFB

Realign
Naval Air Station
Pensacola, FL

Realign
Defense Finance &
Accounting Service

Natural Atlas



Candidate Recommendation # DON-0085

Recommendation: Realign Naval Air Station Pensacola, FL by relocating Officer Training Command Pensacola, FL to Naval Station Newport, RI and consolidating with Officer Training Command Newport, RI.

Justification: Navy Officer Accession Training is currently conducted at three installations: (1) U.S. Naval Academy Annapolis, MD hosts Midshipman Training; (2) Naval Station Newport hosts Naval Academy Preparatory School and Officer Training Command Newport, which includes Officer Indoctrination School and Seaman to Admiral-21 Program courses; and (3) Naval Air Station Pensacola hosts Officer Training Command Pensacola which includes Navy Officer Candidate School, Limited Duty Officer Course, Chief Warrant Officer Course, and the Direct Commissioning Program. Consolidation of Officer Training Command Pensacola and Officer Training Command Newport will reduce inefficiencies inherent in maintaining two sites for similar training courses through reductions in facilities requirements, personnel requirements (including administrative and instructional staff), and excess capacity. This action also supports the Department of the Navy initiative to create a center for officer training at Naval Station Newport.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$3.57 million. The net of all costs and savings to the Department during the implementation period is a savings of \$1.38 million. Annual recurring savings to the Department after implementation are \$0.91 million with a payback expected in four years. The net present value of the costs and savings to the Department over 20 years is a savings of \$10.00 million.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 675 jobs (295 direct jobs and 380 indirect jobs) over the 2006-2011 period in the Pensacola-Ferry Pass-Brent, FL Metropolitan Statistical Area, which is 0.32 percent of economic area employment. The aggregate economic impact of all recommended actions on this economic region of influence was considered and is at Appendix B of Volume I.

Community Infrastructure: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: Naval Station Newport, RI is in Serious Non-attainment for Ozone (1-Hour) and in Moderate Non-attainment for Ozone (8-Hour) but no Air Conformity Determination will be required. No impacts are anticipated for air quality; cultural, archeological, or tribal resources; dredging; land use constraints or sensitive resource areas; marine mammals, resources, or sanctuaries; noise; threatened and endangered species or critical habitat; waste management; water resources; or wetlands. This recommendation does not impact the costs of environmental restoration, waste management, or environmental compliance activities. The aggregate environmental impact of all recommended BRAC

actions affecting the installations in this recommendation has been reviewed. There are no known environmental impediments to implementation of this recommendation.

Attachments:

Supporting Information
COBRA Report
Economic Impact Report(s)
Community Infrastructure Report(s)
Summary of Scenario Environmental Impacts

Military Value Analysis:

Arrayed Military Value Results for Officer Accession Training

Ranking	DoN Installation	Military Value Score
1	USNA ANNAPOLIS MD	66.95
2	NAVSTA NEWPORT RI	53.35
3	MCB QUANTICO VA	52.19
4	NAS PENSACOLA FL	51.13

Capacity Analysis Results:

Command	Maximum Average-On-Board (AOB) Students	Current Classroom Capacity (NSF)	2004 Classroom Requirement (NSF)	20-Yr Force Structure Plan Classroom Requirement (NSF)
USNA ANNAPOLIS MD				
U S Naval Academy	4,358	190,020	152,047	140,491
NAVSTA Newport RI				
OTC Newport	434	44,223	10,332	9,547
Naval Academy Prep School	332	26,880	5,165	4,772
MCB QUANTICO VA				
Officer Candidate School	880	*40,457	18,480	19,108
The Basic School	1,283		26,943	27,859
NAS PENSACOLA FL				
OTC Pensacola	524	18,439	15,111	13,963

* OCS has total 24,060 SF, however it was not included since it is all “inadequate”.

** Based on the month (June) having the highest combined student AOB total for both OTCs

RECOMMENDATION FOR CLOSURE

NAVY REGIONS

Recommendation: Realign Naval Air Station Pensacola, FL by consolidating Navy Region Gulf Coast, with Navy Region Southeast at Naval Air Station Jacksonville, FL. Realign Naval Air Station Corpus Christi, TX by consolidating Navy Region South with Navy Region Midwest at Naval Station Great Lakes, IL and Navy Region Southeast at Naval Station Jacksonville, FL.

Justification: In conjunction with other recommendations that consolidate Navy Region Commands, this recommendation will reduce the number of Installation Management regions from twelve to eight, streamlining the regional management structure and allowing for opportunities to collocate other regional entities to further align management concepts and efficiencies. Sufficient Installation Management capability resides within the remaining regions. As part of the closures of Naval Support Activity New Orleans, LA and Submarine Base New London, CT, the Navy Reserve Forces Command installation management function and Navy Region Northeast are also consolidated into the remaining regions, significantly increasing operational efficiency.

This recommendation supports the Department of the Navy establishment of Commander, Navy Installations in order to align shore assets in support of Navy requirements, to find efficiencies through common business practices, and to provide consistent shore installation services to allow the operational commander and major claimants to focus on their primary missions. Consolidating Navy Regions allows for more consistency in span of responsibility and better enables Commander, Navy Installations to provide operational forces support, community support, base support, and mission support to enhance the Navy's combat power.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$3.21 million. The net of all costs and savings to the Department during the implementation period is a savings of \$8.88 million. Annual recurring savings to the Department after implementation are \$2.72 million with a payback expected in one year. The net present value of the costs and savings to the Department over 20 years is a savings of \$34.55 million.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 65 jobs (24 direct jobs and 41 indirect jobs) over the 2006-2011 period in the Pensacola-Ferry Pass-Brent, FL Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 144 jobs (59 direct jobs and 85 indirect jobs) over the 2006-2011 period in the Corpus Christi, TX Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

The aggregate economic impact of all recommended actions on these economic regions of influence was considered and is at Appendix B of Volume I.

Community Infrastructure: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: This recommendation has no impact on air quality; cultural, archeological, or tribal resources; dredging; land use constraints or sensitive resource areas; marine mammals, resources or sanctuaries; noise; threatened and endangered species or critical habitat; waste management; water resources; or wetlands. This recommendation does not impact the costs of environmental restoration, waste management or environmental compliance activities. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation has been reviewed. There are no known environmental impediments to implementation of this recommendation.

Attachments:

Supporting Information
COBRA Report
Economic Impact Report(s)
Community Infrastructure Report(s)
Summary of Scenario Environmental Impacts

Supporting Information:

Military Value Analysis Results:

Ranking	DoN Installation	Military Value Score
1	COMNAVREG MIDLANT	86.7
2	COMNAVREG SW	82.7
3	COMNAVDIST WASHINGTON	73.0
4	COMNAVREG SE	67.2
5	COMNAVREG NW	65.6
6	COMNAVREG HI	65.2
7	COMNAVREG NE	59.9
8	COMNAVREG MW	54.4
9	COMNAVREG GULF COAST	50.0
10	COMNAVMARIANAS	44.1
11	COMNAVREG SOUTH	41.1
12	COMNAVRESFORCOM	40.4

Capacity Analysis Results: Management capacity to support customers was analyzed. Span of control and workload balance measures were utilized in conjunction with Military Value in order to determine closure alternatives. Since there is no stated capacity of Regional Support Activities, there was no measurement of excess capacity.

Joint Strike Fighter Initial Joint Training Site

Recommendation: Realign Luke Air Force Base, Arizona, by relocating to Eglin Air Force Base, Florida, a sufficient number of instructor pilots and operations support personnel to stand up the Air Force's portion of the Joint Strike Fighter (JSF) Initial Joint Training Site hereby established at Eglin Air Force Base, Florida. Realign Marine Corps Air Station Miramar, California, by relocating to Eglin Air Force Base, Florida, a sufficient number of instructor pilots and operations support personnel to stand up the Marine Corps' portion of the JSF Initial Joint Training Site hereby established at Eglin Air Force Base, Florida. Realign Naval Air Station Oceana, Virginia, by relocating to Eglin Air Force Base, Florida, a sufficient number of instructor pilots, operations, and maintenance support personnel to stand up the Navy's portion of the JSF Initial Joint Training Site hereby established at Eglin Air Force Base, Florida. Realign Sheppard Air Force Base, Texas, by relocating to Eglin Air Force Base, Florida, a sufficient number of front-line and instructor-qualified maintenance technicians and logistics support personnel to stand up the Air Force's portion of the JSF Initial Joint Training Site hereby established at Eglin Air Force Base, Florida. Realign Naval Air Station Pensacola, Florida, by relocating to Eglin Air Force Base, Florida, a sufficient number of front-line and instructor-qualified maintenance technicians and logistics support personnel to stand up the Department of the Navy's portion of the JSF Initial Joint Training Site hereby established at Eglin Air Force Base, Florida.

Justification: This recommendation establishes Eglin AFB, Florida as an Initial Joint Training Site that teaches entry-level aviators and maintenance technicians how to safely operate and maintain the new Joint Strike Fighter (JSF) (F-35) aircraft. The Department is scheduled to take delivery of the F-35 beginning in 2008. This joint basing arrangement will allow the Inter-service Training Review Organization (ITRO) process to establish a DoD baseline program in a consolidated/joint school with curricula that permit services latitude to preserve service-unique culture and a faculty and staff that brings a "Train as we fight; jointly" national perspective to the learning process.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$199.07M. The net of all costs and savings to the Department during the implementation period is a cost of \$209.60M. Annual recurring costs to the Department after implementation are \$3.33M with no payback expected. The net present value of the costs and savings to the Department over 20 years is a cost of \$226.26M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 888 jobs (392 direct jobs and 496 indirect jobs) over 2008-2011 in the Pensacola-Ferry, Pass-Brent, Florida, Metropolitan Statistical Area, which is 0.42 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 85 jobs (48 direct jobs and 37 indirect jobs) over 2006-2011 in the Phoenix-Mesa-Scottsdale, AZ Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 82 jobs (43 direct jobs and 39 indirect jobs) over 2006-2011 in the San Diego-Carlsbad-San Marcos, California, Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 69 jobs (33 direct jobs and 36 indirect jobs) over 2006-2011 in the Virginia Beach-Norfolk-Newport News, VA-NC Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 487 jobs (295 direct jobs and 192 indirect jobs) over 2006-2011 in the Wichita Falls, Texas, Metropolitan Statistical Area, which is 0.52 percent of economic area employment.

Community Infrastructure: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces, and personnel.

Environmental Impact: This recommendation may require a significant air permit revision for Eglin AFB. Additional operations at Eglin could impact cultural, archeological, or historic sites, which would then impact operations. Will need to re-evaluate Eglin AFB noise contours as a result of the change in mission. This recommendation will require Endangered Species Act Consultation for all T&E species at Eglin. This recommendation may require modifying the hazardous waste program and on-installation water treatment works permits. Additional operations may impact wetlands at Eglin. This recommendation has no impact on dredging; land use constraints or sensitive resource areas; marine mammals, resources, or sanctuaries; or water resources. This recommendation will require approximately \$986K for waste management and environmental compliance activities. This cost was included in the payback calculation. This recommendation does not otherwise impact the cost of environmental restoration, waste management, or environmental compliance activities. There are no known environmental impediments to implementation of this recommendation.

MEDCR-0028R
**Joint Centers of Excellence For Chemical, Biological, and Medical Research and
Development and Acquisition**

Recommendation: Realign Building 42, 8901 Wisconsin Ave, Bethesda, MD, by relocating the Combat Casualty Care Research sub-function of the Naval Medical Research Center to the Army Institute of Surgical Research, Fort Sam Houston, TX.

Realign Naval Station Great Lakes, IL, by relocating the Army Dental Research Detachment, the Air Force Dental Investigative Service, and the Naval Institute for Dental and Biomedical Research to the Army Institute of Surgical Research, Fort Sam Houston TX.

Realign 13 Taft Court and 1600 E. Gude Drive, Rockville, MD, by relocating the Walter Reed Army Institute of Research, Division of Retrovirology to the Walter Reed Army Institute of Research, Walter Reed Army Medical Center – Forest Glen Annex, MD, establishing it as a Center of Excellence for Infectious Disease.

Realign Naval Air Station Pensacola, FL, by relocating the Naval Aeromedical Research Laboratory to Wright-Patterson AFB, OH.

Realign 12300 Washington Ave, Rockville, MD, by relocating the Medical Biological Defense Research sub-function to the U. S. Army Medical Research Institute of Infectious Diseases, Ft. Detrick, MD.

Realign Potomac Annex-Washington, DC, by relocating Naval Bureau of Medicine, Code M2, headquarters-level planning, investment portfolio management and program and regulatory oversight of DoD Biomedical Science and Technology programs and FDA-regulated medical product development within the biomedical RDA function to a new Joint Biomedical Research, Development and Acquisition Management Center at Fort Detrick, MD.

Realign 64 Thomas Jefferson Drive, Frederick, MD, by relocating the Joint Program Executive Office for Chemical Biological Defense, Joint Project Manager for Chemical Biological Medical Systems headquarters-level planning, investment portfolio management and program and regulatory oversight of DoD Biomedical Science and Technology programs and FDA-regulated medical product development within the RDA function to a new Joint Biomedical Research, Development and Acquisition Management Center at Fort Detrick, MD.

Realign Fort Belvoir, VA, by relocating the Chemical Biological Defense Research component to Edgewood Chemical Biological Center, Aberdeen Proving Ground, MD.

Realign Tyndall AFB, FL, by relocating Non-medical Chemical Biological Defense Research to Edgewood Chemical Biological Center, Aberdeen Proving Ground, MD, and consolidating it with Air Force Research Laboratory.

Realign Naval Surface Warfare Center, Dahlgren Division, VA, by relocating Non-medical Chemical Biological Defense Research and Development & Acquisition to Edgewood Chemical Biological Center, Aberdeen Proving Ground, MD.

Realign Naval Surface Warfare Center, Crane Division, IN, by relocating the Non-medical Chemical Biological Defense Development and Acquisition to Edgewood Chemical Biological Center, Aberdeen Proving Ground, MD.

Realign Skyline 2 and 6, Falls Church, VA, by relocating the Joint Program Executive Office for Chemical Biological Defense to Edgewood Chemical Biological Center, Aberdeen Proving Ground, MD.

Justification: This recommendation creates Joint Centers of Excellence for Battlefield Health and Trauma research at Fort Sam Houston, TX; Infectious Disease research at Walter Reed – Forest Glenn Annex, MD; Aerospace Medicine research at Wright Patterson AFB, OH; Regulated Medical Project development & acquisition at Fort Detrick, MD; Medical Biological Defense research at Fort Detrick, MD; and Chemical Biological Defense research, development & acquisition at Aberdeen Proving Ground, MD. These actions will increase synergy, focus on joint needs, and efficient use of equipment and facilities by co-locating Tri-Service and Defense activities performing functions in chemical-biological defense and medical RDA. Fort Sam Houston is the best location for the Center for Battlefield Health and Trauma because it is the only current biomedical S&T location that also includes a military trauma center, providing enhanced translational research opportunities and ability to recruit and retain physician-scientists. Walter Reed Army Medical Center, Forest Glen Annex, is the CONUS hub of the worldwide Army and Navy activities in infectious diseases of military significance. Fort Detrick, MD, is the site of an Interagency Biodefense Campus and the military's only Bio-Safety Level 4 containment facilities for medical research. The realignment of Air Force Aerospace medical and non-medical R&D to Wright Patterson AFB, OH, with co-location of associated education and training activities relocated in another recommendation, makes this location most suitable for a joint center for Aerospace Medical Research. Fort Detrick, MD is home of Tri-Service medical logistics as well the Department's largest Medical RDA management activity. Edgewood Chemical and Biological Center, Aberdeen Proving Ground, is home to the military's most robust infrastructure supporting research utilizing hazardous chemical agents. These actions will also reduce the use of leased space within the National Capital Region, and increase the force protection posture of the realigning activities. Specific benefits occurring as a result of this recommendation include:

- Promote beneficial technical and management interaction in the functional research areas of combat casualty care including combat dentistry and maxillofacial care, infectious disease, aerospace medicine, medical and non-medical chemical and biological defense research, as well as in the functional area of medical development and acquisition, fostering a joint perspective and sharing of expertise and work in areas of joint interest.
- Build joint economies and optimize use of limited pools of critical professional personnel with expertise in unique mission areas.

- Co-location of combat casualty care research activities with related military clinical activities of the trauma center currently located at Brooke Army Medical Center, Fort Sam Houston TX, promotes translational research that fosters rapid application of research findings to health care delivery, and provides synergistic opportunities to bring clinical insight into bench research through sharing of staff across the research and health care delivery functions. The availability of a co-located military trauma center also provides incentives for recruitment and retention of military physicians as researchers, and is a model that has proven highly successful in civilian academic research centers.
- Reduce the number of DoD animal facilities.
- Provide increased opportunities to share management and scientific support functions across Services and reduce costs.
- Foster the development of common practices for DoD regulatory interactions with the U.S. Food and Drug Administration.
- Facilitate coordinated medical systems lifecycle management with the medical logistics organizations of the Military Departments, already co-located at Fort Detrick.
- Promote jointness, enable technical synergy, and position the Department of Defense to exploit a center-of-mass of scientific, technical, and acquisition expertise with the personnel necessary to provide defense against current and emerging chemical and biological warfare threats.
- Complete earlier consolidations of military Service Chemical Biological Defense programs into a joint, consolidated Chemical Biological Defense program.
- Directly support the Department's Strategy for Homeland Defense and Civil Support.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$ 73.914M. The net of all costs and savings to the Department during the implementation period is a cost of \$45.930M. Annual recurring savings to the Department after implantation are \$ 9.185M with a payback expected in 7 years. The net present value of the costs and savings to the Department over 20 years is a savings of \$45.975M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 269 jobs (151 direct jobs and 118 indirect jobs) over the 2006-2011 period in the Bethesda-Frederick-Gaithersburg, MD Metropolitan Division, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 99 jobs (68 direct and 31 indirect jobs) over the 2006-2011 period in the Martin County, IN economic area, which is 1.16 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 250 jobs (99 direct and 151 indirect jobs) over the 2006-2011 period in the Lake

County-Kenosha County IL-WI Metropolitan Division, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 69 jobs (34 direct jobs and 35 indirect jobs) over the 2006-2011 period in the Panama City-Lynn Haven, FL Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 95 jobs (40 direct jobs and 55 indirect jobs) over the 2006-2011 period in the Pensacola-Ferry Pass-Brent, FL Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 38 jobs (19 direct jobs and 19 indirect jobs) over the 2006-2011 period in the Washington-Arlington-Alexandria, DC-VA-MD-WV Metropolitan Division, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 321 jobs (148 direct jobs and 173 indirect jobs) over the 2006-2011 period in the King George County, VA economic area, which is 2.27 percent of economic area employment.

The aggregate economic impact of all recommended actions on these economic regions of influence was considered and is at Appendix B of Volume I.

Community Infrastructure: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: This recommendation may impact air quality at Fort Detrick, Fort Sam Houston, Aberdeen Proving Ground, Wright-Patterson AFB, NAS Great Lakes, and BUMED (Potomac Annex). This recommendation may impact cultural, archeological, or tribal resources at Fort Detrick, Fort Sam Houston, Aberdeen Proving Ground, and Wright-Patterson. Additional operations may further impact threatened and endangered species at Wright-Patterson and Aberdeen leading to additional restrictions on training or operations. Significant mitigation measures to limit releases at both Fort Sam Houston and Aberdeen Proving Ground may be required to reduce impacts to water quality and achieve US EPA water quality standards. Additional operations at Wright-Patterson, may impact wetlands, which could restrict operations.

This recommendation has no impact on dredging; land use constraints or sensitive resource areas; marine mammals, resources, or sanctuaries; noise; or waste management. This recommendation will require spending \$6.948M for environmental compliance activities. This cost was included in the payback calculation. This recommendation does not otherwise impact the costs of environmental restoration, waste management, and environmental compliance activities. The aggregate environmental impact of all recommended BRAC actions affecting the

bases in this recommendation has been reviewed. There are no known environmental impediments to implementation of this recommendation.

Supporting Information:

- This recommendation fully integrated the following previously approved recommendations: MED-0028, MED-0024, MED-0025, and TECH-0032. There are two linked recommendations.

Identification of Linked Recommendations:

This recommendation is linked to actions in MED-0002R and MED-0057R. Implementation of the Battlefield Health and Trauma Research CoE at Ft. Sam Houston is supported by MED-0002R actions realigning personnel executing the Army and Navy Combat Casualty Care research programs from WRAMC, Forest Glen Annex (WRAMC-FGA), Silver Spring, MD. Implementation of the Military Infectious Disease CoE is requires actions in MED-0002R, which vacate laboratory space at WRAMC-FGA, allowing the WRAIR's Retrovirology Division to realign from leased space. Implementation of a Medical Biological Defense Research CoE at Fort Detrick is supported by actions in MED-0002R that realign Army and Navy personnel executing Medical Biological Defense Research programs from WRAMC-FGA. Implementation of the Aerospace Medicine CoE at Wright Patterson AFB, OH is supported by MED0057R actions realigning AFRL and Aerospace Medicine research, education and training activities from Brooks City Base, TX. In addition to the Non-Medical Chemical and Biological Defense RDA CoE created in this scenario, actions in MED-0002R implement a Medical Chemical Defense Research CoE at Edgewood Chemical Biological Center, APG, MD, by realigning personnel performing Medical Chemical Defense research from WRAMC-FGA.

- Force Structure Capabilities. The MJCSG assumed the existing medical forces structure is, as detailed in the FY06 POM, required to sustain DoD capabilities. As long as DoD fields a military force, CB Defense RD&A will generically support needed operational capabilities, independent of the actual force structure end-state. The Technical Joint Cross Service Group finds this recommendation to be consistent with the Force Structure Plan.
- Military Value Analysis Results. Actions in this scenario derive from analyses and deliberations of both the MJCSG and TJCSG. The focus of most actions in this recommendation in regards to Functional Military Value is centered on Medical/Dental Research, Development, and Acquisition sub-functions. Since the overall formula determines the value of an entire activity based on all of the sub-functions that the activity performs and the number of sub-functions that are performed, the MJCSG developed a methodology to define a sub-function-specific score for each activity.

The realignment of the Combat Casualty Care Research sub-function is to the location with the highest quantitative military value score for that sub-function, Fort Sam Houston. Military judgment that such research was best conducted at the site of an active military trauma center was also a primary consideration. The Medical/Dental Research, Development and Acquisition Combat Casualty Care Research Sub-Functional Military Value scores are shown in Attachment 1.

Regarding the realignment of the Infectious Disease Research sub-function, 13 Taft Ct and 1600 E. Gude Dr, quantitative military value scores were not a determining factor for this action because the quantitative military value of these locations was captured in the quantitative military value score for the selected receiving location, WRAMC-FGA. It was the military judgment of the MJCSG that the transformational value of collocating Infectious Disease Research at one location combined with the utilization of excess capacity at WRAMC-FGA (created by actions in MED-0002R) provides the highest overall military value to the Department. The Medical/Dental Research, Development and Acquisition Combat Casualty Care Research Sub-Functional Military Value scores are shown in Attachment 2.

This recommendation relocates Navy aerospace medical research from NAS Pensacola to WPAFB. Because WPAFB does not currently perform that function, it does not have a Medical JCSG military value score and therefore relative quantitative military value scores were not a determining factor. MED-0057R realigns the AF aerospace medicine research, education and training sub-functions to WPAFB, along with the Air Force Research Laboratory, Human Effectiveness Directorate. Military judgment that collocation of Navy and AF aerospace medical research activities with similar human systems research activities of the Air Force Research Laboratory offered positive synergies was the primary consideration in making this recommendation. The human systems research functions performed in the Human Effectiveness Directorate are closely related to Navy aerospace medical research. Under the Technical JCSG military value model, WPAFB has a higher quantitative military value score for human systems research than Brooks (see attachment 3a). It was the judgment of the MJCSG that co-location of these functions at WPAFB provides the highest overall military value to the Department. The Medical/Dental Research, Development and Acquisition Combat Casualty Care Research Sub-Functional Military Value scores are shown in Attachment 3b.

Military value (MV) scores support moving Biomedical D&A management functions to Fort Detrick because this site, of those performing the pertinent management functions, had the highest MV for medical RDA based on the overall MJCSG MV score across all sub-functions, see Attachment 4.

Military value (MV) scores support moving Chemical Biological Defense Research, Development and Acquisition to Aberdeen Proving Ground, MD as this site had the highest TJCSG MVs for Research and D&A. Chemical Biological Defense functional Military Value Scores are listed in Attachment 5.

- **Capacity Analysis Results.** The capacity analysis results were used to define the original scenario proposal and are compatible with the Candidate Recommendation, which moves units to a joint scenario where the receiving facilities have the capacity to host the donating activities.

Capacity was broken out into functional (TJCSG) and sub-functional (MJCSG) areas that define specific technical foci of research, development, or acquisition. The tables in Attachment 6-9 summarize capacity results for Combat Casualty Care, Infectious Disease, and Aerospace and Operational Medicine sub-functions and Medical/Dental Research,

Development and Acquisition. Capacity analysis for Human Systems Research and Chemical Defense are listed in Attachments 3a and 5, respectively. Current capacity was assumed to be equivalent to FY03 usage, expressed as Full Time Equivalents (FTEs). A surge requirement of 10% above current capacity was also assumed. For MJCSG sub-functions, the determination of maximum capacity was based on each activity Commander's estimate of the maximum number of Full Time Equivalents that could be optimally supported by FY03 facilities.

Consolidate Maritime C4ISR Research, Development & Acquisition, Test & Evaluation

Recommendation: Realign Washington Navy Yard, DC, by disestablishing the Space Warfare Systems Center Charleston, SC, detachment Washington Navy Yard and assign functions to the new Space Warfare Systems Command Atlantic Naval Amphibious Base, Little Creek, VA.

Realign Naval Station, Norfolk, VA, by disestablishing the Space Warfare Systems Center Norfolk, VA, and the Space Warfare Systems Center Charleston, SC, detachment Norfolk, VA, and assign functions to the new Space Warfare Systems Command Atlantic Naval Amphibious Base, Little Creek, VA.

Realign Naval Weapons Station Charleston, SC, as follows: relocate Surface Maritime Sensors, Electronic Warfare, and Electronics Research, Development & Acquisition, and Test & Evaluation of the Space Warfare Center to Naval Surface Warfare Center Division, Dahlgren, VA; relocate Subsurface Maritime Sensors, Electronic Warfare, and Electronics Research, Development & Acquisition, and Test & Evaluation of the Space Warfare Center to Naval Station Newport, RI; and relocate the Command Structure of the Space Warfare Center to Naval Amphibious Base, Little Creek, VA, and consolidate it with billets from Space Warfare Systems Command San Diego to create the Space Warfare Systems Command Atlantic, Naval Amphibious Base, Little Creek, VA. The remaining Maritime Information Systems Research, Development & Acquisition, and Test & Evaluation functions at Naval Weapons Station Charleston, SC, are assigned to Space Warfare Systems Command Atlantic, Naval Amphibious Base, Little Creek, VA.

Realign Naval Base Ventura County, CA, Naval Surface Warfare Center Division, Dahlgren, VA, and Naval Station Newport, RI, by relocating Maritime Information Systems Research, Development & Acquisition, and Test & Evaluation to Naval Submarine Base Point Loma, San Diego, CA, and consolidating with the Space Warfare Center to create the new Space Warfare Systems Command Pacific, Naval Submarine Base Point Loma, San Diego, CA.

Realign Naval Submarine Base Point Loma, San Diego, CA, as follows: relocate Surface Maritime Sensors, Electronic Warfare, and Electronics Research, Development & Acquisition, and Test & Evaluation of the Space Warfare Center to Naval Surface Warfare Center Division, Dahlgren, VA; relocate Subsurface Maritime Sensors, Electronic Warfare, and Electronics Research, Development & Acquisition, and Test & Evaluation of the Space Warfare Center to Naval Station Newport, RI; disestablish Space Warfare Systems Center Norfolk, VA, detachment San Diego, CA, and assign functions to the new Space Warfare Systems Command Pacific, Naval Submarine Base Point Loma, San Diego, CA; disestablish Naval Center for Tactical Systems Interoperability, San Diego, CA, and assign functions to the new Space Warfare Systems Command Pacific, Naval Submarine Base Point Loma, San Diego, CA; and disestablish Space Warfare Systems Command San Diego, CA, detachment Norfolk, VA, and assign functions to the new Space Warfare Systems Command Atlantic, Naval Amphibious Base, Little Creek, VA.

Realign Naval Air Station Patuxent River, MD, by relocating Subsurface Maritime Sensors, Electronic Warfare, and Electronics Research, Development & Acquisition, and Test & Evaluation of the Naval Air Warfare Center, Aircraft Division to Naval Station Newport, RI.

Realign Naval Air Station Jacksonville, FL, by disestablishing the Space Warfare Systems Center Charleston, SC, detachment Jacksonville, FL.

Realign Naval Air Station Pensacola, FL, by relocating the Space Warfare Systems Center Charleston, SC, detachment Pensacola, FL, to Naval Weapons Station Charleston, SC.

Realign Naval Weapons Station Yorktown, VA, by relocating the Space Warfare Systems Center Charleston, SC, detachment Yorktown, VA, to Naval Station Norfolk, VA, and consolidating it into the new Space Warfare Systems Command Atlantic detachment, Naval Station Norfolk, VA.

Justification: These recommended realignments and consolidations provide for multifunctional and multidisciplinary Centers of Excellence in Maritime C4ISR. This recommendation will also reduce the number of technical facilities engaged in Maritime Sensors, Electronic Warfare, & Electronics and Information Systems RDAT&E from twelve to five. This, in turn, will reduce overlapping infrastructure increase the efficiency of operations and support an integrated approach to RDAT&E for maritime C4ISR. Another result would also be reduced cycle time for fielding systems to the warfighter.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$106.1M. The net of all costs and savings to the Department during the implementation period is a savings of \$88.6M. Annual recurring savings to the Department after implementation are \$38.7M with a payback expected in 1 year. The net present value of the costs and savings to the Department over 20 years is a savings of \$455.1M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 74 jobs (28 direct jobs and 46 indirect jobs) over the 2006-2011 period in Charleston-North Charleston, SC, Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 81 jobs (34 direct jobs and 47 indirect jobs) over the 2006-2011 period in Jacksonville, FL, Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 78 jobs (34 direct jobs and 44 indirect jobs) over the 2006-2011 period in the Lexington Park, MD, Micropolitan Statistical Area, which is 0.2 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 286 jobs (127 direct jobs and 159 indirect jobs) over the 2006-2011 period in the

Oxnard-Thousand Oaks-Ventura, CA, Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 278 jobs (102 direct jobs and 176 indirect jobs) over the 2006-2011 period in the Pensacola-Ferry Pass-Brent, FL, Metropolitan Statistical Area, which is 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 4 jobs (2 direct jobs and 2 indirect jobs) over the 2006-2011 period in Providence-New Bedford-Fall River, RI-MA, Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 88 jobs (44 direct jobs and 44 indirect jobs) over the 2006-2011 period in the San Diego-Carlsbad-San Marcos, CA, Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 211 jobs (87 direct jobs and 124 indirect jobs) over the 2006-2011 period in the Virginia Beach-Norfolk-Newport News, VA-NC, Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 302 jobs (172 direct jobs and 130 indirect jobs) over the 2006-2011 period in the Washington-Arlington-Alexandria, DC-VA-MD-WV, Metropolitan Division, which is less than 0.1 percent of economic area employment.

The aggregate economic impact of all recommended actions on these economic regions of influence was considered and is at Appendix B of Volume I.

Community Infrastructure: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: Naval Undersea Warfare Center, Newport is in serious non-attainment for Ozone (1hr) and proposed to be in serious non-attainment for Ozone (8hr). San Diego is in attainment for all criteria pollutants. Naval Surface Warfare Center, Dahlgren, VA, is in attainment for all criteria pollutants with the exception of 8 hour and 1 hour O₃ and Pb, which are Unclassifiable. Naval Amphibious Base Little Creek, VA, Naval Station Norfolk, VA, and Naval Weapons Station Charleston, SC, are in attainment for all Criteria Pollutants. It is in a proposed non-attainment for Ozone (1 hour). Archeological and historical sites have been identified on Dahlgren that may impact current construction or current operations. Norfolk has potential archeological restrictions to future construction. Threatened and endangered species are present at Newport and have delayed or diverted testing. There is a

potential impact regarding the bald eagle at Dahlgren. This recommendation has the potential to impact the hazardous waste and solid waste program at Dahlgren. Newport, Dahlgren, Little Creek, Charleston, Norfolk, and San Diego all discharge to impaired waterways, and groundwater and surface water contamination are reported. This recommendation has no impact on dredging; land use constraints or sensitive resource areas; marine mammals, resources, or sanctuaries; noise; waste management; water resources; or wetlands. This recommendation will require spending approximately \$0.1M for waste management and environmental compliance activities. This cost was included in the payback calculation. This recommendation does not otherwise impact the costs of environmental restoration, waste management, and environmental compliance activities. The aggregate environmental impact of all recommended BRAC actions affecting the bases in this recommendation has been reviewed. There are no known environmental impediments to implementation of this recommendation.

Consolidate Maritime C4ISR Research, Development & Acquisition, Test & Evaluation

Recommendation: Realign Washington Navy Yard, DC, by disestablishing the Space Warfare Systems Center Charleston, SC, detachment Washington Navy Yard and assign functions to the new Space Warfare Systems Command Atlantic Naval Amphibious Base, Little Creek, VA.

Realign Naval Station, Norfolk, VA, by disestablishing the Space Warfare Systems Center Norfolk, VA, and the Space Warfare Systems Center Charleston, SC, detachment Norfolk, VA, and assign functions to the new Space Warfare Systems Command Atlantic Naval Amphibious Base, Little Creek, VA.

Realign Naval Weapons Station Charleston, SC, as follows: relocate Surface Maritime Sensors, Electronic Warfare, and Electronics Research, Development & Acquisition, and Test & Evaluation of the Space Warfare Center to Naval Surface Warfare Center Division, Dahlgren, VA; relocate Subsurface Maritime Sensors, Electronic Warfare, and Electronics Research, Development & Acquisition, and Test & Evaluation of the Space Warfare Center to Naval Station Newport, RI; and relocate the Command Structure of the Space Warfare Center to Naval Amphibious Base, Little Creek, VA, and consolidate it with billets from Space Warfare Systems Command San Diego to create the Space Warfare Systems Command Atlantic, Naval Amphibious Base, Little Creek, VA. The remaining Maritime Information Systems Research, Development & Acquisition, and Test & Evaluation functions at Naval Weapons Station Charleston, SC, are assigned to Space Warfare Systems Command Atlantic, Naval Amphibious Base, Little Creek, VA.

Realign Naval Base Ventura County, CA, Naval Surface Warfare Center Division, Dahlgren, VA, and Naval Station Newport, RI, by relocating Maritime Information Systems Research, Development & Acquisition, and Test & Evaluation to Naval Submarine Base Point Loma, San Diego, CA, and consolidating with the Space Warfare Center to create the new Space Warfare Systems Command Pacific, Naval Submarine Base Point Loma, San Diego, CA.

Realign Naval Submarine Base Point Loma, San Diego, CA, as follows: relocate Surface Maritime Sensors, Electronic Warfare, and Electronics Research, Development & Acquisition, and Test & Evaluation of the Space Warfare Center to Naval Surface Warfare Center Division, Dahlgren, VA; relocate Subsurface Maritime Sensors, Electronic Warfare, and Electronics Research, Development & Acquisition, and Test & Evaluation of the Space Warfare Center to Naval Station Newport, RI; disestablish Space Warfare Systems Center Norfolk, VA, detachment San Diego, CA, and assign functions to the new Space Warfare Systems Command Pacific, Naval Submarine Base Point Loma, San Diego, CA; disestablish Naval Center for Tactical Systems Interoperability, San Diego, CA, and assign functions to the new Space Warfare Systems Command Pacific, Naval Submarine Base Point Loma, San Diego, CA; and disestablish Space Warfare Systems Command San Diego, CA, detachment Norfolk, VA, and assign functions to the new Space Warfare Systems Command Atlantic, Naval Amphibious Base, Little Creek, VA.

Realign Naval Air Station Patuxent River, MD, by relocating Subsurface Maritime Sensors, Electronic Warfare, and Electronics Research, Development & Acquisition, and Test & Evaluation of the Naval Air Warfare Center, Aircraft Division to Naval Station Newport, RI.

Realign Naval Air Station Jacksonville, FL, by disestablishing the Space Warfare Systems Center Charleston, SC, detachment Jacksonville, FL.

Realign Naval Air Station Pensacola, FL, by relocating the Space Warfare Systems Center Charleston, SC, detachment Pensacola, FL, to Naval Weapons Station Charleston, SC.

Realign Naval Weapons Station Yorktown, VA, by relocating the Space Warfare Systems Center Charleston, SC, detachment Yorktown, VA, to Naval Station Norfolk, VA, and consolidating it into the new Space Warfare Systems Command Atlantic detachment, Naval Station Norfolk, VA.

Justification: These recommended realignments and consolidations provide for multifunctional and multidisciplinary Centers of Excellence in Maritime C4ISR. This recommendation will also reduce the number of technical facilities engaged in Maritime Sensors, Electronic Warfare, & Electronics and Information Systems RDAT&E from twelve to five. This, in turn, will reduce overlapping infrastructure increase the efficiency of operations and support an integrated approach to RDAT&E for maritime C4ISR. Another result would also be reduced cycle time for fielding systems to the warfighter.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$106.1M. The net of all costs and savings to the Department during the implementation period is a savings of \$88.6M. Annual recurring savings to the Department after implementation are \$38.7M with a payback expected in 1 year. The net present value of the costs and savings to the Department over 20 years is a savings of \$455.1M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 74 jobs (28 direct jobs and 46 indirect jobs) over the 2006-2011 period in Charleston-North Charleston, SC, Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 81 jobs (34 direct jobs and 47 indirect jobs) over the 2006-2011 period in Jacksonville, FL, Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 78 jobs (34 direct jobs and 44 indirect jobs) over the 2006-2011 period in the Lexington Park, MD, Micropolitan Statistical Area, which is 0.2 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 286 jobs (127 direct jobs and 159 indirect jobs) over the 2006-2011 period in the

Oxnard-Thousand Oaks-Ventura, CA, Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 278 jobs (102 direct jobs and 176 indirect jobs) over the 2006-2011 period in the Pensacola-Ferry Pass-Brent, FL, Metropolitan Statistical Area, which is 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 4 jobs (2 direct jobs and 2 indirect jobs) over the 2006-2011 period in Providence-New Bedford-Fall River, RI-MA, Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 88 jobs (44 direct jobs and 44 indirect jobs) over the 2006-2011 period in the San Diego-Carlsbad-San Marcos, CA, Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 211 jobs (87 direct jobs and 124 indirect jobs) over the 2006-2011 period in the Virginia Beach-Norfolk-Newport News, VA-NC, Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 302 jobs (172 direct jobs and 130 indirect jobs) over the 2006-2011 period in the Washington-Arlington-Alexandria, DC-VA-MD-WV, Metropolitan Division, which is less than 0.1 percent of economic area employment.

The aggregate economic impact of all recommended actions on these economic regions of influence was considered and is at Appendix B of Volume I.

Community Infrastructure: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: Naval Undersea Warfare Center, Newport is in serious non-attainment for Ozone (1hr) and proposed to be in serious non-attainment for Ozone (8hr). San Diego is in attainment for all criteria pollutants. Naval Surface Warfare Center, Dahlgren, VA, is in attainment for all criteria pollutants with the exception of 8 hour and 1 hour O₃ and Pb, which are Unclassifiable. Naval Amphibious Base Little Creek, VA, Naval Station Norfolk, VA, and Naval Weapons Station Charleston, SC, are in attainment for all Criteria Pollutants. It is in a proposed non-attainment for Ozone (1 hour). Archeological and historical sites have been identified on Dahlgren that may impact current construction or current operations. Norfolk has potential archeological restrictions to future construction. Threatened and endangered species are present at Newport and have delayed or diverted testing. There is a

potential impact regarding the bald eagle at Dahlgren. This recommendation has the potential to impact the hazardous waste and solid waste program at Dahlgren. Newport, Dahlgren, Little Creek, Charleston, Norfolk, and San Diego all discharge to impaired waterways, and groundwater and surface water contamination are reported. This recommendation has no impact on dredging; land use constraints or sensitive resource areas; marine mammals, resources, or sanctuaries; noise; waste management; water resources; or wetlands. This recommendation will require spending approximately \$0.1M for waste management and environmental compliance activities. This cost was included in the payback calculation. This recommendation does not otherwise impact the costs of environmental restoration, waste management, and environmental compliance activities. The aggregate environmental impact of all recommended BRAC actions affecting the bases in this recommendation has been reviewed. There are no known environmental impediments to implementation of this recommendation.

Collocate Navy Education and Training Command and Navy Education and Training Professional Development & Technology Center

Recommendation: Realign Naval Air Station Pensacola, FL, by relocating Navy Education and Training Command to Naval Support Activity Millington, TN.

Realign Saufley Field, FL, by relocating Navy Education and Training Professional Development & Technology Center to Naval Support Activity Millington, TN.

Justification: Realignment of Navy Education and Training Command (NETC) and Navy Education and Training Professional Development & Technology Center (NETPDTC) to Naval Support Activity Millington will collocate these activities with common functions (Bureau of Naval Personnel, Navy Manpower Analysis Center, and Navy Personnel Research and Development Center) and facilitate creation of a Navy Human Resources Center of Excellence. By relocating NETC and NETPDTC within the hub of naval personnel activities, this recommendation eliminates personnel redundancies and excess infrastructure capacity. NETC and NETPDTC will require 50,400 GSF of military construction (MILCON) and will utilize 102,400 GSF of existing administrative space and warehouse space at Millington; the parking lot additions will be new MILCON.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$33.3M. The net of all costs and savings to the Department during the implementation period is a cost of \$23.6M. Annual recurring savings to the Department after implementation are \$3.7M, with a payback expected in 10 years. The net present value of the costs and savings to the Department over 20 years is a savings of \$14.4M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 1,878 jobs (738 direct jobs and 1,140 indirect jobs) in the Pensacola-Ferry Pass-Brent, FL Metropolitan Statistical Area, which is 0.9 percent of economic area employment. The aggregate economic impact of all recommended actions on this economic region of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: This recommendation has the potential to impact air quality at Millington, which is in moderate non-attainment for Ozone (8-hr.). Construction associated with this recommendation has the potential to impact Historical sites identified at Millington. This recommendation has no impact on dredging; land use constraints or sensitive resource areas; marine mammals, resources, or sanctuaries; noise; threatened and endangered species or critical habitat; waste management; water resources; or wetlands. This recommendation does not impact the costs of environmental restoration, waste management, and environmental compliance activities. The aggregate environmental impact of all recommended BRAC actions affecting the bases in this recommendation has been reviewed. There are no known environmental impediments to implementation of this recommendation.

HSA-0135

Consolidate Correctional Facilities into Joint Regional Correctional Facilities

Recommendation: Realign Edwards Air Force Base, CA, Kirtland Air Force Base, NM, and Marine Corps Base Camp Pendleton, CA, by relocating the correctional function of each to Marine Corps Air Station, Miramar, CA, and consolidating them with the correctional function already at Marine Corps Air Station Miramar, CA, to form a single Level II Southwest Joint Regional Correctional Facility.

Realign Lackland Air Force Base, TX, Fort Knox, KY, and Fort Sill, Oklahoma by relocating the correctional function of each to Fort Leavenworth, KS, and consolidating them with the correctional function already at Fort Leavenworth, KS, to form a single Level II Midwest Joint Regional Correctional Facility.

Realign Naval Air Station Jacksonville, FL, and Naval Air Station Pensacola, FL, by relocating the correctional function of each to Naval Weapons Station Charleston, SC, and consolidating them with the correctional function already at Naval Weapons Station Charleston, SC, to form a single Level II Southeastern Joint Regional Correctional Facility.

Realign Naval Support Activity Norfolk, VA, Marine Corps Base Quantico, VA, and Camp LeJeune, NC, by relocating the correctional function of each and consolidating them at Naval Support Activity, Northwest Annex, Chesapeake, VA, to form a single Level II Mid-Atlantic Joint Regional Correctional Facility.

Realign Fort Lewis, WA, by relocating the management of correctional functions to Submarine Base Bangor, WA. The correctional facilities at Submarine Base Bangor, WA, and Fort Lewis, WA, will together form the Level II Northwestern Joint Regional Correctional Facility.

Justification: The Department of Defense (DoD) Correctional program exists to enforce the military justice system, ensuring the safety, security, administration, and good order and discipline of its prisoners under guidance of the Uniform Code of Military Justice (UCMJ). The UCMJ is legislation that is contained in Title 10 of the United States Code. It comprises a complete set of criminal military law and code. The DoD Correctional program currently consists of 17 DoD correctional facilities, which incorporate three facility classifications and four custody levels. There are eight Level I, eight Level II and one Level III correctional facilities. Level I is capable of providing pretrial and post-trial confinement up to 1-year. Level II is capable of providing pretrial and post-trial confinement for prisoners/inmates with sentences to confinement of five years or less and

Level III provides post-trial confinement exceeding five years, one day, to include life and death sentences.

This recommendation creates five, Level II Joint Regional Correctional Facilities. The Southwest Joint Regional Correctional Facility consolidates the Naval Consolidated Brig Miramar, Marine Corps Air Station Miramar; the Edwards Confinement Facility, Edwards Air Force Base, CA; the Kirtland Confinement Facility, Kirtland Air Force Base, NM; and the Marine Corps Base Brig, Camp Pendleton Camp Pendleton to a single Level II Joint Regional Correctional Facility at Miramar. The Midwestern Joint Regional Correctional Facility consolidates the Lackland Confinement Facility, Lackland Air Force Base, TX; the Army Regional Correctional Facility, Fort Knox, KY; the Army Regional Correctional Facility, Fort Sill, OK, and the components of the US Disciplinary Barracks at Fort Leavenworth, KS, into a single Level II Joint Regional Correctional Facility at Leavenworth. The Southeastern Joint Regional Correctional Facility consolidates the Naval Consolidated Brig Charleston, Naval Weapons Station, Charleston, SC; the Waterfront Brig Jacksonville, Naval Air Station Jacksonville, FL; and the Waterfront Brig Pensacola, Naval Air Station Pensacola, FL, to a single Level II Joint Regional Correctional Facility at Charleston. The Mid-Atlantic Joint Regional Correctional Facility consolidates the Naval Brig Norfolk, Naval Support Activity, Norfolk, VA; Marine Corps Base Brig, Quantico, VA; and Marine Corps Base Brig Camp LeJeune, NC; to a single Level II Joint Regional Correctional Facility at Chesapeake. The Northwestern Joint Regional Correctional Facility consolidates the Army Regional Correctional Facility at Fort Lewis, WA and the Waterfront Brig Puget Sound, Silverdale, Submarine Base Bangor, WA, to a single Level II Joint Regional Correctional Facility with correctional facilities at both locations.

This realignment and consolidation facilitates the creation of a Joint DoD Correctional system, improves jointness, reduces footprint, centralizes joint corrections training; builds new facilities which will provide significant improvements in terms of safety, security, efficiency and costs. Within this construct, policies and operations become standardized, facilities modernized, ultimately reducing manpower and decreasing operational costs through economies of scale. The construction of new facilities provides the opportunity to eliminate or dramatically reduce operational and maintenance costs of older inefficient facilities in addition to facilitating accreditation by the American Corrections Association (ACA). Additionally, reengineering efforts may provide an opportunity to eliminate redundancy in treatment programs, create a DoD versus military service specific Clemency and Parole Board and a Joint Enterprise for common functions; benefits not capture through the Cost of Base Realignment and Closure Actions (COBRA). This recommendation is designed to confine inmates/prisoners based on sentence length, geographical location and rehabilitation/treatment programs. The skills and expertise developed by military correctional specialists and personnel in operating confinement facilities are critical in operating detention camps (enemy prisoners of war) during the current global war on terrorism and future military conflicts.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$178.8M. The net of all costs and savings to the Department of Defense during the implementation period is a cost of \$149.4M. Annual recurring savings to the Department of Defense after implementation are \$14.6M with a payback expected in 16 years. The net present value of the costs and savings to the Department of Defense over 20 years is a savings of \$2.3M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 23 jobs (12 direct and 11 indirect jobs) over the 2006-2011 periods in the Bakersfield, California Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 22 jobs (12 direct and 10 indirect jobs) over the 2006-2011 periods in the Albuquerque, New Mexico Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 122 jobs (64 direct and 58 indirect jobs) over the 2006-2011 periods in the San Diego-Carlsbad-San Marcos, California Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 2 jobs (1 direct and 1 indirect job) over the 2006-2011 periods in the Bremerton-Silverdale, Washington Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 17 jobs (9 direct and 8 indirect jobs) over the 2006-2011 periods in the San Antonio, TX Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 204 jobs (123 direct and 81 indirect jobs) over the 2006-2011 periods in the Lawton, Oklahoma Metropolitan Statistical Area, which is 0.3 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 169 jobs (105 direct and 64 indirect jobs) over the 2006-2011 periods in the Elizabethtown, KY Metropolitan Statistical Area, which is 0.3 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 78 jobs (36 direct and 42 indirect jobs) over the 2006-2011 periods

in the Jacksonville, Florida Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 74 jobs (30 direct and 44 indirect jobs) over the 2006-2011 periods in the Pensacola-Ferry Pass-Brent, Florida Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 91 jobs (56 direct and 35 indirect jobs) over the 2006-2011 periods in the Washington-Arlington-Alexandria, District of Columbia-VA-MD-West VA Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 326 jobs (207 direct and 119 indirect jobs) over the 2006-2011 periods in the Jacksonville, North Carolina Metropolitan Statistical Area, which is 0.4 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 6 jobs (3 direct and 3 indirect jobs) over the 2006-2011 periods in the Tacoma, Washington Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

The aggregate economic impact of all recommended actions on these economic regions of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: This recommendation may impact air quality and will require New Source Review and conformity analyses. This recommendation may impact cultural, archeological or tribal resources. Tribal negotiations may be required to expand use (or construction) near listed areas. Threatened and endangered species or critical habitat may be impacted at Fort Lewis and Marine Corps Air Station Miramar depending on the site of new military construction. Solid waste change orders are necessary at Naval Support Activity Northwest Annex to accommodate the new mission. New construction at Naval Support Activity Northwest Annex may impact wetlands. This recommendation has no impact on dredging; land use constraints or sensitive resource areas; marine mammals, resources, or sanctuaries; noise; or water resources. This recommendation will require spending approximately \$0.4M for waste management and

environmental compliance activities. This cost was included in the payback calculation. This recommendation does not otherwise impact the costs of the environmental restoration, waste management, or environmental compliance activities. The aggregate environmental impact of all recommended BRAC actions affecting the bases in this recommendation has been reviewed. There are no known environmental impediments to implementation of this recommendation.

Supporting Information Attachments:

- Tab 1: Recommendation
- Tab 2: Supporting Information to Recommendation
 - a. Force Structure Capabilities
 - b. Military Value Analysis
 - c. Capacity Analysis Results
- Tab 3: COBRA Reports
- Tab 4: Criterion 6 – Economic Impact Report
- Tab 5: Criterion 7 – Community Infrastructure
- Tab 6: Criterion 8 – Environmental Impact Report

HSA-0135 Supporting Information:

- **Force Structure Capabilities:** Analysis of historic inmate populations indicates that recommendations will have sufficient capacity to meet both demand and surge requirements. Since endstrength for manpower generally remains stable in the 20-Year Force Structure Plan, it is assumed that the 20-Year Force Structure Plan will have no impact on the scenarios for corrections, if the relationship of endstrength to correctional facility demand remains constant.



Inmate Population and End Strength

	FY01	FY02	FY03
Inmate Population	2145	2240	2240
End Strength	1384338	1384486	1413577
Ratio Inmate to End Strength	0.0015	0.0016	0.0016
Average Ratio	0.0016		

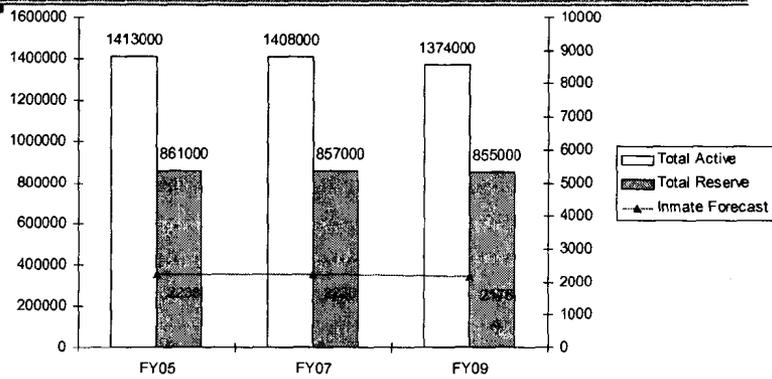
- **Assumptions**
 - Historic inmate population as it relates to end strength is a good predictor of future inmate population
 - Level of inmate demand sets correctional facility capacity requirement, and as a result force structure
- End strength is total DoD Active Military
- Historic average (FY01-03) total inmate population is approximately 2200

Transforming Through Base Realignment and Closure

HSA JC90703.000.048 Draft Deliberative Document – For Discussion Purposes Only – Do Not Release Under FOIA 13



Corrections Future Requirements—3yr Average

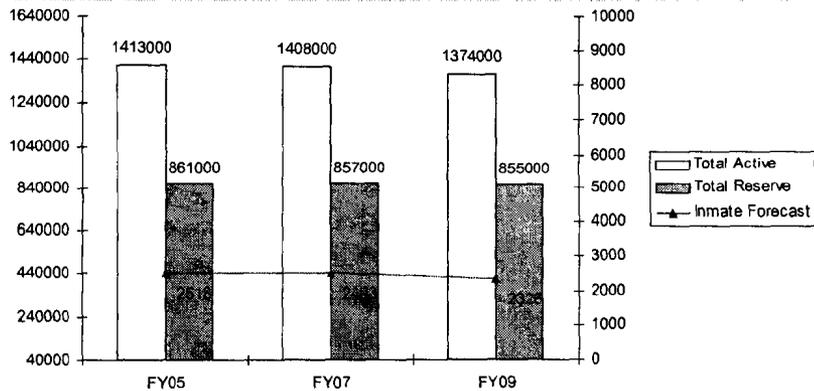


- Projecting the ratio of average inmate population to future shows demand range from 2238 to 2178
- Capacity provided by current scenarios is 2,300 Operational and 2,550 for Maximum (Short-term)—**Current approach is SUFFICIENT**

Transforming Through Base Realignment and Closure



Corrections Future Requirements—1996-2002



- Projecting the ratio of average inmate population to future shows demand range from 2518 to 2326
- Capacity provided by current scenarios is 2,300 Operational and 2,550 for Maximum (Short-term)—**Current approach is SUFFICIENT**

Transforming Through Base Realignment and Closure

Defense Finance and Accounting Service

Recommendation: Close the Defense Finance and Accounting Service (DFAS) sites at Rock Island IL; Pensacola Saufley Field, FL; Norfolk Naval Station, VA; Lawton, OK; Pensacola Naval Air Station, FL; Omaha, NE; Dayton, OH; St. Louis, MO; San Antonio, TX; San Diego, CA; Pacific Ford Island, HI; Patuxent River, MD; Limestone, ME; Charleston, SC; Orlando, FL; Rome, NY; Lexington, KY; Kansas City, MO; Seaside, CA; San Bernardino, CA; and Oakland, CA. Relocate and consolidate business, corporate and administrative functions to the Defense Supply Center-Columbus, OH, the Buckley Air Force Base Annex, Denver, CO, or the MG Emmett J. Bean Federal Center, Indianapolis, IN.

Realign DFAS Arlington, VA, by relocating and consolidating business, corporate, and administrative functions to the Defense Supply Center-Columbus, OH, the Buckley Air Force Base Annex, Denver, CO, or the MG Emmett J. Bean Federal Center, Indianapolis, IN. Retain a minimum essential DFAS liaison staff to support the Under Secretary of Defense (Comptroller)/Chief Financial Officer, Military Service Chief Financial Officers, and Congressional requirements.

Realign DFAS Cleveland, OH, by relocating and consolidating business, corporate, and administrative functions to the Defense Supply Center-Columbus, OH, the Buckley Air Force Base Annex, Denver, CO, or the MG Emmett J. Bean Federal Center, Indianapolis, IN. Retain an enclave for the Military Retired and Annuitant Pay Services contract function and government oversight.

Realign DFAS Columbus, OH, by relocating up to 55 percent of the Accounting Operation functions and associated corporate and administrative functions to DFAS Denver, CO, or DFAS Indianapolis, IN, and up to 30 percent of the Commercial Pay function and associated corporate and administrative functions to DFAS Indianapolis, IN, for strategic redundancy.

Realign DFAS Denver, CO, by relocating up to 25 percent of the Accounting Operation functions and associated corporate and administrative functions to DFAS Columbus, OH, or DFAS Indianapolis, IN, and up to 35 percent of the Military Pay function and associated corporate and administrative functions to DFAS Indianapolis, IN, for strategic redundancy.

Realign DFAS Indianapolis, IN, by relocating up to 10 percent of the Accounting Operation functions and associated corporate and administrative functions to DFAS Columbus, OH or DFAS Denver, CO, and up to 20 percent of the Commercial Pay function and associated corporate and administrative functions to DFAS Columbus, OH, for strategic redundancy.

Justification: This action accomplishes a major facilities reduction and business line mission realignment, transforming the current DFAS organization into an optimum facilities configuration, which includes strategic redundancy to minimize risks associated with man-made or natural disasters/challenges. All three of the gaining sites meet DoD Antiterrorism/Force Protection (AT/FP) Standards. The current number of business line operating locations (26) inhibits the ability of DFAS to reduce unnecessary redundancy and leverage benefits from economies of scale and

synergistic efficiencies. Overall excess facility capacity includes approximately 43 percent or 1,776,000 Gross Square Feet (GSF) in administrative space and 69 percent or 526,000 GSF in warehouse space with many locations lacking adequate threat protection as defined in DoD AT/FP Standards. Finally, the three locations have potential to evolve into separate Business Line Centers of Excellence and further enhance "unit cost" reductions beyond the BRAC facilities/personnel savings aspect.

The three gaining locations were identified through a process that used Capacity Analysis, Military Value, Optimization Modeling, and knowledge of the DFAS organization, and business line mission functions. The Military Value analysis, of 26 business operating locations, ranked the Buckley AF Base Annex, CO, the Defense Supply Center-Columbus, OH, and the MG Emmett J. Bean Federal Center, Indianapolis, IN, as 3, 7, and 9 respectively. The Optimization analysis not only included the factors of available capacity and expansion capability, but also included business line process and business operational considerations in identifying the three-location combination as providing the optimal facilities approach to hosting DFAS business line missions/functions.

Subject matter knowledge of DFAS's three business line missions and its operational components, along with business process review considerations and scenario basing strategy, was used to focus reduction of the 26 locations and identification of the three gaining locations. The scenario basing strategy included reducing the number of locations to the maximum extent possible, while balancing the requirements for an environment meeting DoD Antiterrorist and Force Protection standards, strategic business line redundancy, area workforce availability, and to include an anchor entity for each business line and thus retain necessary organizational integrity to support DoD customer needs while the DFAS organization relocation is executed.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$282.1M. The net of all costs and savings to the Department during the implementation period (FY06-FY11) is a savings of \$158.1M. Annual recurring savings to the Department after implementation are \$120.5M, with an immediate payback expected. The Net Present Value of the costs and savings to the Department over 20 years is a savings of \$1,313.8M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in the maximum potential job reductions (direct and indirect) over the 2006-2011 period, as follows:

Region of Influence	Direct Job Reductions	Indirect Job Reductions	Total Job Reductions	% of Economic Area Employment
Washington-Arlington-Alexandria, DC-VA-MD-WV Metropolitan Division	408	308	716	Less Than 0.1
Charleston-North Charleston, SC Metropolitan Statistical Area	368	607	975	0.3
Cleveland-Elyria-Mentor,	1,028	847	1,875	0.1

Region of Influence	Direct Job Reductions	Indirect Job Reductions	Total Job Reductions	% of Economic Area Employment
OH Metropolitan Statistical Area				
Dayton, OH Metropolitan Statistical Area	230	195	425	Less Than 0.1
Kansas City, MO-KS Metropolitan Statistical Area	613	549	1,162	Less Than 0.1
Lawton, OK Metropolitan Statistical Area	233	207	440	0.7
Lexington-Fayette, KY Metropolitan Statistical Area	45	27	72	Less Than 0.1
Aroostook County, ME	241	150	391	1.0
Virginia Beach-Norfolk-Newport News, VA-NC Metropolitan Statistical Area	314	435	749	Less Than 0.1
Oakland-Fremont-Hayward, CA Metropolitan Division	50	41	91	Less Than 0.1
Omaha-Council Bluffs, NE-IA Metropolitan Statistical Area	235	259	494	Less Than 0.1
Orlando, FL Metropolitan Statistical Area	209	205	414	Less Than 0.1
Honolulu, HI Metropolitan Statistical Area	206	199	405	Less Than 0.1
Lexington Park, MD Metropolitan Statistical Area	53	70	123	0.2
Pensacola-Ferry Pass-Brent, FL Metropolitan Statistical Area	637	1,100	1,737	0.8
Davenport-Moline-Rock Island, IA Metropolitan Statistical Area	235	206	441	0.2
Utica-Rome, NY Metropolitan Statistical Area	291	275	566	0.4
San Antonio, TX Metropolitan Statistical Area	335	367	702	Less Than 0.1
Riverside-San Bernardino-	120	122	242	Less Than 0.1

Region of Influence	Direct Job Reductions	Indirect Job Reductions	Total Job Reductions	% of Economic Area Employment
Ontario, CA Metropolitan Statistical Area				
San Diego-Carlsbad-San Marcos, CA Metropolitan Statistical Area	240	257	497	Less Than 0.1
Salinas, CA Metropolitan Statistical Area	61	62	123	Less Than 0.1
St Louis, MO-IL Metropolitan Statistical Area	293	318	611	Less Than 0.1

The aggregate economic impact of all recommended actions on these economic regions of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: This recommendation has no impact on air quality; cultural, archeological, or tribal resources; dredging; land use constraints or sensitive resource areas; marine mammals, resources, or sanctuaries; noises; threatened and endangered species or critical habitat; waste management; or wetlands. An air conformity analysis may be needed at Buckley AF Base Annex. This recommendation will require spending approximately \$0.01M for environmental compliance activities. This cost was included in the payback calculation. This recommendation does not otherwise impact the costs of environmental restoration, waste management, and environmental compliance activities. The aggregate environmental impact of all recommended BRAC actions affecting the bases in this recommendation has been reviewed. There are no known environmental impediments to implementation of this recommendation.

Undergraduate Pilot and Navigator Training

Recommendation: Realign Moody Air Force Base, Georgia, as follows: relocate the Primary Phase of Fixed-wing Pilot Training to Columbus Air Force Base, Mississippi, Laughlin Air Force Base, Texas, and Vance Air Force Base, Oklahoma; relocate Introduction to Fighter Fundamentals Training for Pilots to Columbus Air Force Base, Mississippi, Laughlin Air Force Base, Texas, Randolph Air Force Base, Texas, Sheppard Air Force Base, Texas, and Vance Air Force Base, Oklahoma; relocate Introduction to Fighter Fundamentals Training for Weapons Systems Officers to Columbus Air Force Base, Mississippi, Laughlin Air Force Base, Texas, Sheppard Air Force Base, Texas, and Vance Air Force Base, Oklahoma; and relocate Introduction to Fighter Fundamentals Training for Instructor Pilots to Randolph Air Force Base, Texas.

Realign Randolph Air Force Base, Texas, by relocating Undergraduate Navigator Training to Naval Air Station Pensacola, Florida.

Justification: This recommendation will realign and consolidate USAF's primary phase of undergraduate flight training functions to reduce excess/unused basing capacity to eliminate redundancy, enhance jointness for UNT/Naval Flight Officer (NFO) training, reduce excess capacity, and improve military value.

The basing arrangement that flows from this recommendation will allow the Inter-service Training Review Organization (ITRO) process to establish a DoD baseline program in UNT/NFO with curricula that permit services latitude to preserve service-unique culture and a faculty and staff that brings a "Train as we fight; jointly" national perspective to the learning process.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$71.730M. The net of all costs and savings to the Department during the implementation period is a cost of \$1.617M. Annual recurring savings to the Department after implementation are \$18.300M with a payback expected in four years. The net present value of the costs and savings to the Department over 20 years is a savings of \$174.151M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 1,079 jobs (571 direct jobs and 508 indirect jobs) over 2006-2011 in the San Antonio, Texas, Metropolitan Statistical Area, which is 0.11 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 1,170 jobs (702 direct jobs and 468 indirect jobs) over 2006-2011 in the Valdosta, Georgia, Metropolitan Statistical Area, which is 1.77 percent of economic area employment.

Community Infrastructure: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces, and personnel.

Environmental Impact: This recommendation may require significant air permit revisions for Columbus, Laughlin, Vance, and Sheppard AFBs. This recommendation may impact cultural, archeological, or historical resources at Columbus, Sheppard, and Laughlin AFBs. Will need to re-evaluate noise contours for Columbus, Laughlin, Vance, Sheppard, and Pensacola. Additional operations at Sheppard may impact threatened and endangered species and/or critical habitat. May need to modify the hazardous waste program for Columbus, Laughlin, Vance, and Sheppard AFBs. Additional operations at Columbus, Laughlin, Vance, and Sheppard AFBs may impact wetlands, which may restrict operations. This recommendation has no impact on dredging; land use constraints or sensitive resource areas; marine mammals, resources, or sanctuaries; or water resources. This recommendation will require spending approximately \$2,322K for waste management and environmental compliance activities. This cost was included in the payback calculation. This recommendation does not otherwise impact the cost of environmental restoration, waste management, or environmental compliance activities. There are no known environmental impediments to implementation of this recommendation.

5 Attachments:

- 1.) COBRA Results
- 2.) Economic Impact Report
- 3.) Installation Criterion 7 Profile
- 4.) Summary of Scenario Environmental Impacts
- 5.) Service Comments Concerning COBRA Costs/Savings

Candidate Recommendation # DON-0033R

Candidate Recommendation: Close Naval Submarine Base (SUBASE) New London, CT. Relocate its assigned submarines, ARDM-4, and NR-1 along with their dedicated personnel, equipment and support to SUBASE Kings Bay, GA and Naval Station (NAVSTA) Norfolk, VA. Relocate the intermediate submarine repair function to Ship Intermediate Repair Activity Norfolk, VA, Naval Shipyard Norfolk, VA, and Trident Refit Facility Kings Bay, GA. Relocate the Naval Submarine School and Center for Submarine Learning to SUBASE Kings Bay. Relocate Naval Security Group Activity (NSGA) Groton, CT to NAVSTA Norfolk and consolidate with NSGA Norfolk at NAVSTA Norfolk. Relocate Commander Naval Submarine Group Two to NAVSTA Norfolk, VA. Consolidate Naval Submarine Medical Research Laboratory (NSMRL) Groton, CT, with Naval Medical Research Center (NMRC) at Walter Reed Army Medical Center Forest Glenn Annex, MD. Relocate Naval Undersea Medical Institute (NUMI) Groton, CT to Naval Air Station (NAS) Pensacola, FL and Fort Sam Houston, TX. Consolidate COMNAVREG Northeast, New London, CT with COMNAVREG, Mid-Atlantic, Norfolk, VA.

Justification: The berthing capacity at SUBASE New London is excess to the capacity required to support the Force Structure Plan. Sufficient capacity and fleet dispersal is maintained with the East Coast submarine fleet homeports of NAVSTA Norfolk and SUBASE Kings Bay. This closure will result in a capacity reduction of 16.25 Cruiser Equivalents (CGE) and the relocation of submarines at SUBASE New London to bases with a higher military value. This closure, combined with other closures in the Surface-Subsurface Operations function, results in the maximum reduction of excess capacity while increasing the average military value of the remaining bases in this functional area. The intermediate submarine repair function is relocated to SIMA Norfolk, Norfolk Naval Shipyard, and the Trident Refit Facility Kings Bay in support of the relocating submarines. Consolidating the NSMRL with assets at the Walter Reed Army Medical Center Forest Glenn Annex will create a DOD Center of Hyperbaric and Undersea Medicine that will increase synergy by consolidating previously separate animal and human research capabilities at a single location. The consolidation of COMNAVREG Northeast, New London, CT with COMNAVREG, Mid-Atlantic, Norfolk, VA, is in concert with Department of Navy efforts to reduce the number of Installation Management (IM) Regions from ten to six. Sufficient IM capability for CONUS resides within the remaining Regions. Consolidation of the Regions rationalizes regional management structure and allows for opportunities to collocate regional entities to align management concepts and efficiencies.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$679.64 million. The net of all costs and savings during the implementation period is a cost of \$345.44 million. Annual recurring savings to the Department after implementation are \$192.77 million with a payback expected in three

years. The net present value of the costs and savings to the Department over 20 years is a savings of \$1.58 billion.

Impacts:

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 15,818 jobs (8,461 direct jobs and 7,357 indirect jobs) over the 2006-2011 period in the Norwich-New London, Connecticut Metropolitan Statistical Area, which is 9.38 percent of economic area employment.

Community Infrastructure: A review of community attributes indicates there are no issues regarding the ability of the infrastructure of the community to support missions, forces, and personnel.

Environmental Impact:

A review of environmental resource areas indicates there are no substantial environmental impacts occasioned by this recommendation. NAVSTA Norfolk is in Maintenance for 1-Hour Ozone and Marginal Non-attainment for Ozone 8-hour. An Air Conformity determination may be required. NAVSTA Norfolk reports additional impacts for Dredging, Marine Mammals, TES and Water Resources. There are no anticipated impacts to the resource areas of Cultural Resources, Land Use, Noise, Waste Management or Wetlands.

SUBASE Kings Bay is in attainment. The installation reports impacts for Dredging, Marine Mammals, TES and Water Resources. There are no anticipated impacts to the resource areas of Air Quality, Cultural Resources, Land Use, Noise, Waste Management or Wetlands.

NAS Pensacola is in attainment. It notes impacts to Cultural Resources, Waste Management and Wetlands. There are no impacts to the resource areas of Dredging, Land Use, Marine Mammals, Noise, TES, and Water Resources.

Walter Reed Medical Center-Forrest Glen Annex is in Severe Non-attainment for 1-Hour and 8-Hour Ozone and an Air Conformity determination will be required. Additional impacts to Land Use and Wetlands are noted. There are no impacts to the resource areas of Cultural Resources, Dredging, Marine Mammals, Noise, TES, Waste Management and Water Resources.

Ft Sam Houston is in attainment. Impacts to Cultural Resources, TES and Water Resources are noted. There are no impacts to the resource areas of Air Quality, Dredging, Marine Mammals, Noise and Waste Management.

Overall, there are no known environmental impediments to implementation of this recommendation.

This recommendation indicates impacts of costs at all the installations involved. The closing installation, SUBASE New London, reports costs of approximately \$1 thousand for HAZMAT Procurement/HAZWASTE disposal, unidentified costs for closure of Treatment, Storage and Disposal Facilities and Controlled Industrial Facility and removal of existing HAZMAT (product in tanks, storage containers, fuel in abandoned pipelines, etc). NAVSTA Norfolk indicates impacts of costs to prevent disruption to the POTW requiring unidentified additional labor and disposal costs, increased waste disposal costs, \$15 thousand for a dredging permit, \$93 thousand for an environmental assessment for dredging, and \$20 thousand for an Air Conformity determination for Sea Wolf projects. SUBASE Kings Bay indicates \$8.2 million for Water, Sanitary/Wastewater and Oily Waste System Upgrades, \$2 million for a Cumulative Environmental Assessment, \$75 thousand for Hazardous Waste Response Satellite Sites and \$375 thousand for updating environmental plans: Spill Prevention, Control and Countermeasure, Facility Response Plan, Hazardous Waste Management Plan, Integrated Natural Resources Management Plan, and Industrial Waste Water Management Plan. NAS Pensacola reports \$5 thousand for HAZWASTE disposal, \$30 thousand to modify the Title V Air permit and \$150K for NEPA documentation (EA). Walter Reed indicates costs of \$25 thousand to \$75 thousand for Air Conformity, \$100 to \$500 thousand for new source review and permitting, \$100 thousand for NEPA documentation (EA) and various Cultural/Tribal Resource costs from \$500 to \$40 thousand for site assessments. Ft Sam Houston indicates costs of \$10 thousand for a programmatic agreement, \$500 to \$2 thousand for Tribal consults, \$20 thousand to \$2 million for TES management and \$100 thousand for NEPA documentation (EA). These costs were included in the payback calculation. SUBASE New London reports \$23.9M in environmental restoration costs. Because the Department has a legal obligation to perform environmental restoration regardless of whether an installation is closed, realigned, or remains open, this cost is not included in the payback calculation. This recommendation does not otherwise impact the costs of environmental restoration, waste management, or environmental compliance activities.

Attachments:

Supporting Information

COBRA Report

Economic Impact Report(s)

Installation Criterion 7 Profile(s)

Summary of Scenario Environmental Impacts Report

Candidate Recommendation # DON-0033R Supporting Information:

Arrayed Military Value Results for Surface-Subsurface Operations

Ranking	DoN Activity	Military Value
1	NS PEARL HARBOR HI	74.50
2	NS NORFOLK VA	67.51
3	NAVSHIPYD NORFOLK VA	64.03
4	SUBASE KINGS BAY GA	63.51
5	NS BREMERTON WA	63.25
6	SUBASE BANGOR WA	62.98
7	NS SAN DIEGO CA	61.43
8	NAS NORTH ISLAND CA	59.68
9	SUBASE SAN DIEGO CA	58.29
10	NAVMAG PEARL HARBOR	58.24
11	NAB LITTLE CREEK VA	55.90
12	NS MAYPORT FL	55.71
13	NS EVERETT WA	50.68
14	SUBASE NEW LONDON CT	50.68
15	NAVSHIPYD PORTSMOUTH NH	48.21
16	COMNAVMARIANAS GU	47.67
17	NAS PENSACOLA FL	45.85
18	BLOUNT ISLAND CMD JAX FL	45.78
19	WPNSTA YORKTOWN VA	44.91
20	WPNSTA CHARLESTON SC	43.31
21	NB VENTURA CTY PT MUGU CA	42.86
22	NS NEWPORT RI	42.36
23	NS INGLESIDE TX	42.23
24	NAS KEY WEST FL	40.59
25	WPNSTA EARLE COLTS NECK NJ	39.07
26	NAVORDTESTU CAPE CANAVERAL FL	37.71
27	NS PASCAGOULA MS	37.08
28	NSA PANAMA CITY FL	33.73
29	WPNSTA SEAL BEACH at CONCORD CA	30.82

Shaded Activities Represent "Non-Active" Bases

Medical Dental RDA Sub-Function: <i>Hyperbaric and Undersea Medicine Research</i>		
Activity	Sub-function RDA MV score*	Total RDA MV score
Naval Experimental Diving Unit – NAS Panama City	24.54	24.54
Naval Submarine Medical Research Laboratory – SUBSHIP Groton CT	22.10	22.10
Naval Medical Research Center – WRAMC-FGA	1.12	26.86

*Pro-rated military value score for activity, based on percentage of workforce performing the function

For Military Value Analysis results for Shipyard Intermediate Maintenance Activities, see attached.

Arrayed Military Value Results for IM Regions:

Ranking	DoN Installation	Military Value Score
1	COMNAVREG MIDLANT	86.7
2	COMNAVREG SW	82.7
3	COMNAVDIST WASHINGTON	73.0
4	COMNAVREG SE	67.2
5	COMNAVREG NW	65.6
6	COMNAVREG HI	65.2
7	COMNAVREG NE	59.9
8	COMNAVREG MW	54.4
9	COMNAVREG GULF COAST	50.0
10	COMNAV MARIANAS	44.1
11	COMNAVREG SOUTH	41.1
12	COMNAVRESFORCOM	40.4

Surface-Subsurface Operations Function - Capacity Analysis Results

Installation	Available Capacity (Cruiser Equivalents- CGE)
Active Homeports	
NAVSTA NORFOLK	97.25
NAVSTA SAN DIEGO	87
NAVSTA PEARL HARBOR	49.75
NAVSTA BREMERTON	14
NAVSTA MAYPORT	32.5
NAVPHIBASE LITTLE CREEK	27
NAS NORTH ISLAND	20
SUBBASE NEW LONDON	16.25
NAVSTA INGLESIDE	13.5
SUBBASE KINGS BAY	13.5
NAVSTA EVERETT	12
COMNAV MARIANAS GU	11
SUBBASE SAN DIEGO	10.5

WEPSTA EARLE	8
SUBASE BANGOR	7.75
NAVSTA PASCAGOULA	5.5
Total	425.5
WEAPSTAs	
WPNSTA CHARLESTON	12
NAVMAG PEARL HARBOR	4.5
WPNSTA YORKTOWN	3
NAVWPNSTA SEAL BCH DET CONCORD CA	3
Total	22.5
SHIPYARDS	
NAVSHIPYD NORFOLK	28.75
NAVSHIPYD PORTSMOUTH	16.25
NAVSHIPYD PEARL HARBOR	22
NAVSHIPYD PUGET SOUND	28
Total	95
OTHER	
NAS KEY WEST	8
NAS PENSACOLA	7.5
NAVSTA NEWPORT	5
NAVBASE VENTURA COUNTY CA	5
NAVORDTESTU	4
NAVSUPPACT PANAMA CITY	3
BLOUNT ISLAND CMD	2
Total	34.5
Non-Active Total	152
Grand Total	577.5

Medical/Dental RDA Sub-Function: Hyperbaric and Undersea Medicine Research						
Activity Name	Current Usage	Current Capacity	Surge Rqmt	Capacity Available to Surge	Max Capacity	Excess Capacity
Naval Submarine Medical Research Laboratory – SUBSHIP Groton CT	26	32	28.6	6	32	3.4
Naval Medical Research Center – WRAMC-FGA	9.86	10	10.84	0.14	10	-0.84
Naval Experimental Diving Unit – NAS Panama City	127	131	139.7	4	131	-8.7

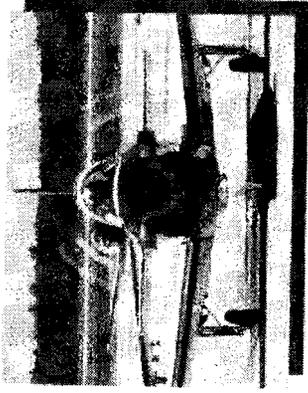
For Capacity Analysis results for Shipyard Intermediate Maintenance Activities, see attached.





NAS PENSACOLA MISSION

“To fully support the operational and training missions of tenants assigned; enhancing the readiness of the U.S. Navy, its sister armed services and other customers.”

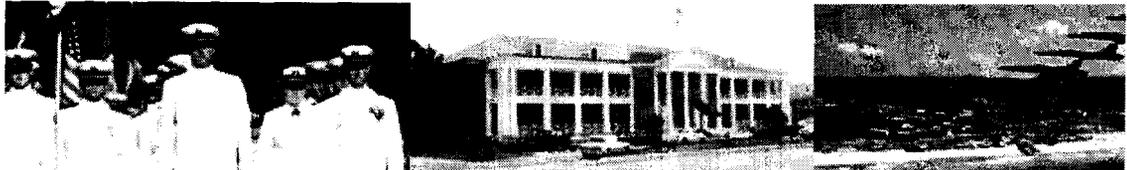




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- Attributes of a Model Community
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- Military Appreciation Month
- Military Bases
- NAS Pensacola
- Corry Station
- Saufley Field
- NAS Whiting
- Navy Hospital
- Military Jobs
- MilJobs.net
- USS Oriskany
- News & Events
- Quality of Life
- Frequently Asked Questions



NAS PENSACOLA

"The Cradle of Naval Aviation"

HISTORY: Naval Air Station Pensacola is a Regional Navy command that consists of all prop and services at NAS Pensacola, Saufley Field, Corry Station, Blue Angel Park and selected C of Life storefronts at NAS Whiting Field.

In 1825 Congress authorized the construction of a Naval Yard in Pensacola. The Yard became world's first Naval Air Station in 1914 and became known as the "Cradle of Naval Aviation".

MISSION: The mission of NAS Pensacola is to provide superior training support and a quality environment to our tenants, military and civilian personnel and their families. Department of Defense related tenant commands number over 90 and include the Chief of Naval Education Training, Commander Training Air Wing SIX, Naval Aviation Schools Command, Naval Air Technical Training Center (NATTC), Naval Operational Medical Institute, Navy Public Works (and the Blue Angels located onboard NAS Pensacola. Naval Education and Training Professional Development and Training Center, Saufley Field and Center for Cryptology Corry Station are tenants not located onboard NAS Pensacola. Support is also provided to 27 non-defense related agencies located on Navy property including the National Park Service, U.S. Coast Guard Station Barrancas National Cemetery (Veterans Administration), and the National Museum of Naval Aviation.

FACILITY: NAS Pensacola is located in Escambia County in the panhandle of Northwest Florida. The installation occupies 8,423 acres of land - 5,800 acres at the main installation (NAS), and 2,623 acres at other area locations including Corry Station, Saufley Field and Outlying Landing Field Bronson.

NAS Pensacola contains Forrest Sherman Field which consists of two parallel runways (7/25) 8002'x 200 and a single North/South runway 7,137' x 200'. Sherman Field is the home of VT-10, VT-86, CTW-6 (flying Navy T-2, T-34, Air Force T-1 aircraft) Blue Angels NFDS, (flying F/A Hornets) 2nd German Air Force Training Squadron and the NAS SAR detachment flying UH-30 aircraft. A total of 131 aircraft operate out of Forrest Sherman Field generating 110,000 flight operations each year. The NAS Pensacola FACSFC controls over 18,000 square miles of airspace including W-155/ Eagle Zulu ATCAA and 23 IR/VR Low Level TR routes.

NAS Pensacola is also the home to a world-class ship pier facility capable of berthing all Navy Coast Guard ships up to Forrestal Class size CV. NAS Pensacola Port Operations support Ty Yard Patrol (YP) boats, and 17 other small boats and craft.

MILITARY/CIVILIAN EMPLOYEES: NAS Pensacola has a total military population of 16,100, 5,000 Federal civilian employees and about 1,000 Non-appropriated federal (NAF) employees. Total military student annual flow includes over 25,000 Sailors and Marines each year through NATTC and Corry and 1,300 Officer Candidates through OCS.

ECONOMIC IMPACT: NAS Pensacola Region Current Plant Value, (CPV) is \$1.91 billion and includes 1,585 buildings. Total economic impact including salaries and contracts was valued at \$1.12 billion in 1998.

Marine Aviation Training Support Group (MATSG) - The MATSG-21 Pensacola, Florida, provides administrative support to assigned personnel in addition to other tasks as directed by commandant. This support is directed primarily towards personnel in the Naval Air Training Command with support to seven ancillary activities. The core of the MATSG personnel is derived from 175 officer instructors and 550 student naval aviators/naval flight officers. While the MATSG mission is administrative in nature, the Command monitors the flow of students through the Naval Air Training Command, provides Marine Corps discipline and Marine Corps peculiar training.

Naval Education and Training Command (NETC) - The headquarters of NETC, one of the largest Navy shore commands, is located on board NAS Pensacola. The command is headed by a Vice Admiral who is the senior ranking officer in the area, reporting directly to the Chief of Naval Operations. NETC is responsible for training and education of all Navy and Marine Corps personnel worldwide. The training includes recruit, technical skill, precommissioning for officers, warfare specialty, on and off-duty education programs, and foreign students from many nations.

Naval Aviation Schools Command (NASC) prepares officer candidates for commissioned status and provides both indoctrination and ground training for all warfare designator student officers, officer candidates, aviation ordnance officers, aviation maintenance officer, and naval air crew trainees. The school also provides specialized indoctrination programs for Limited Duty Officer, Chief Warrant Officers. This command is comprised of four schools: Officer Candidate School, Aviation Training School, Aviation Enlisted Air Crew Training School, and Officer Training School. The command is staffed by approximately 400 officer, enlisted and civilian employees who assist in the training of 13,000 students annually.

Training Air Wing SIX (TW-6) is headquartered at NAS Pensacola's Forrest Sherman Field. TRAWING SIX encompasses primary, intermediate, and advanced Naval Flight Officer, Air Force Navigator, and International Flight Officer training. The Wing's mission is to plan for, supervise and support the quality training to fulfill the needs of the fleet and operational air forces. TRAWING provides liaison between local operational units and NETC.

Naval Aerospace Medical Research Lab (NAMRL) is one of the premier research facilities that studies causes and cures of disorientation sickness. The primary responsibility of the research laboratory is to conduct research, test and evaluate aviation medicine and allied sciences to enhance the health, safety, and readiness of Navy and Marine Corps personnel in the performance of their missions.

Naval Operational Medical Institute (NOMI) provides professional and technical support and consultant services in operationally related fleet and Fleet Marine Force medical matters work. NOMI is best known for its training programs which lead to designations as a Naval Flight Surgeon, Aerospace Physiologist, Aerospace Experimental Psychologist, Aerospace Medicine Technician, and Aerospace Physiologist Technician.

USAF 17th Training Squadron or Water Survival Training Unit is a joint service effort between the Navy and the Air Force to train air crew in survival techniques for an over-water ejection. The squadron is collocated with Navy Water Survival Training to enhance joint training and seek inherent economies.

Naval Air Technical Training Center (NATTC) is the newest tenant on board NAS Pensacola, relocated from NAS Memphis as part of BRAC 93 approved realignments. NATTC "Campus Complex" is located on the site of the former Naval Aviation Depot which was closed. The center has a staff of approximately 1,600 military and civilian personnel and graduates approximately 18,000 Navy, Marine Corps, and foreign students yearly. The largest part of this student body is comprised of enlisted personnel attending basic schools designed to provide them with the knowledge and skill levels required to perform as technicians at the junior level. Advanced schools provide higher level technical knowledge for senior petty officers.

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The **U. S. Navy Flight Demonstration Squadron (Blue Angels)** performs at approximately 70 shows at 40 locations throughout the United States and abroad. The mission of the Blue Angels is to enhance the Navy recruiting effort as they seek to attract talented and qualified youths to join them in the U.S. Navy and Marine Corps.

U.S. Coast Guard Station, Pensacola moved to NAS in 1987, having been part of Pensacola since 1885 but previously located on Santa Rosa Island. The station includes three Coast Guard Units: Station Pensacola, Aids to Navigation Team, and the Coast Guard Cutter Point Lobos. The facility is 12,000 square feet and employs 45 personnel.

National Museum of Naval Aviation is one of the largest air and space museums in the world, attracting more than half a million visitors annually. The museum houses more than 100 diverse authentic aircraft, including the NC-4 Flying Boat, the TBM Avenger, and Skylab Command Module and the first F-14 Tomcat. The 130,000 square foot west wing showcases an authentic replica of a World War II independence class carrier island and flight deck. Newly completed construction includes an IMAX theatre in the new entrance.

Allegheny Pier was remodeled and the ship's channel and turning basin deepened to accommodate fleet carriers. The pier's upgraded facilities are appropriate to berth Nimitz class carriers as well as other combinations of naval vessels.

Naval Air Station Pensacola Community Involvement.

For more information visit [NAS Pensacola's official website](http://www.nas-pensacola.com).

117 West Garden Street, P.O. Box 550, Pensacola, FL 32591 | p. 850-438-4081 | f. 850-438-6369 | e



**Naval Air Station
Pensacola, FL
Realign (-1,579)**

*File AP08
Realign...*

- Officer Training Command to Newport, RI DoN-12 ✓
Consolidate: (-295)

 - Navy Region to Jacksonville, FL DoN-35 ✓
Relocate: (-24)

 - Joint Strike Fighters to Eglin E&T-10 ✓
Relocate: (-392)

 - Naval Aero Med Research Lab to Wright – Patterson, OH Med-15 ✓
Relocate: (-40)

 - C4ISR to SPAWARSYSCEN Charleston, SC Tech-9 ✓
Relocate: (-102)

 - Navy Education & Training Command to Millington, TN H&SA-17 ✓
Relocate (-738)

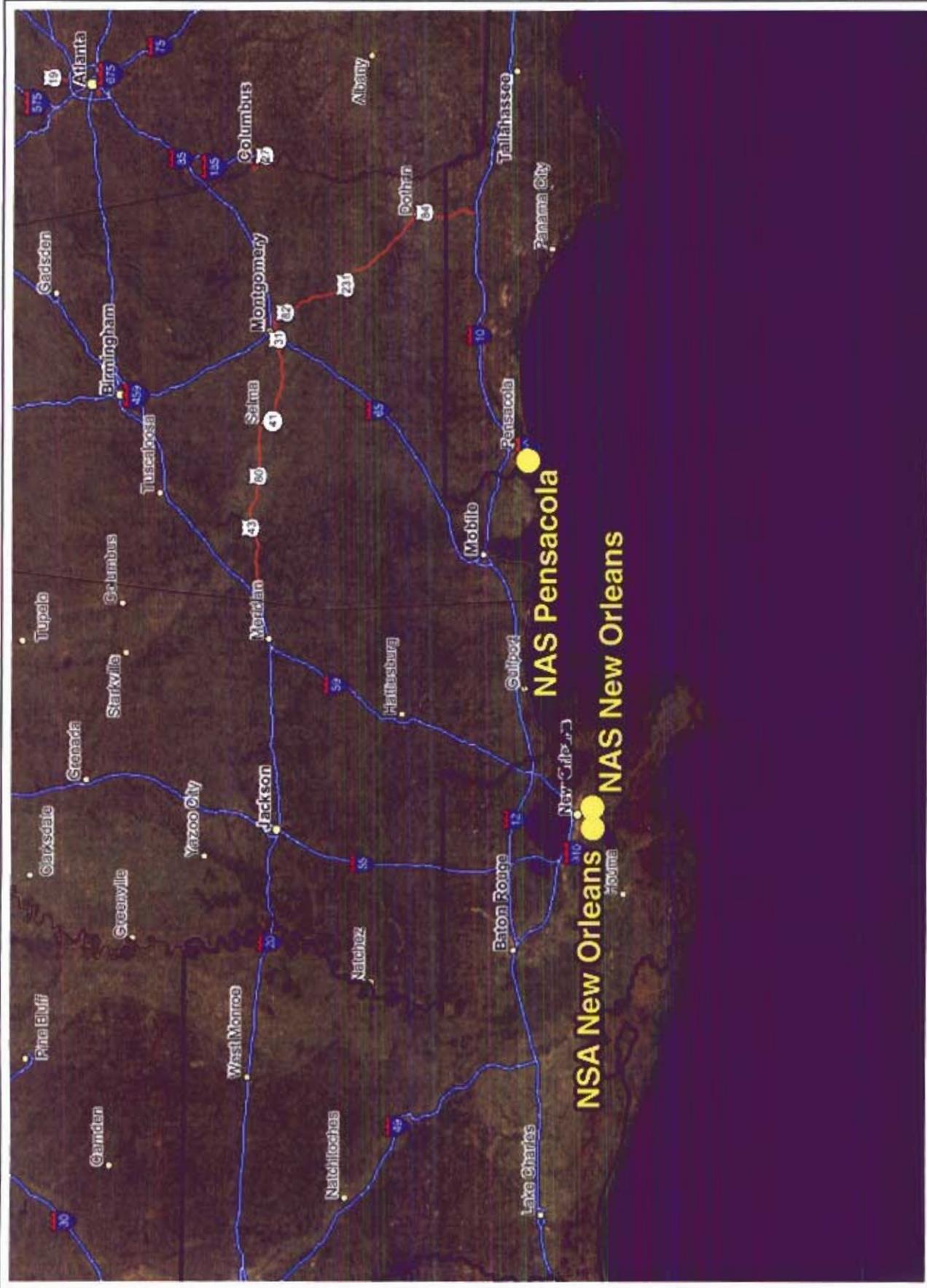
 - Correctional Functions to NWS Charleston, SC H&SA-22 ✓
Relocate: (-30)

 - Defense Finance & Accounting Service H&SA-37 ✓
Close: (-637)
-
- Undergraduate Navigation Training from Randolph AFB, GA E&T-14 ✓
Gaining: (+625)

 - Undersea Medical Institute from Groton, CT DoN-10 ✓
Gaining: (+54)



Recommended Florida Base Realignments and Closures



Category	Total Acres	Total Personnel	Mil	Civ	Other
NSA New Orleans Statistics	199	825	697	128	0
NAS New Orleans Statistics	4,901	2,723	1,799	924	0
NAS Pensacola Statistics	5,761	6,253	3,960	2,293	0
Grand Total	10,861	9,803	6,656	3,345	0



A Suburban Lodge Extra Pensacola NAS

3984 Barrancas Ave, Pensacola, FL 32507
(850) 453-4140 - 4.0 mi SW

B Comfort Inn NAS Corry

3 N New Warrington Rd, Pensacola, FL 32506
(850) 455-3233 - 3.7 mi W

C Siu-NAS Pensacola

250 Chambers Ave, Pensacola, FL 32508
(850) 458-6263 - 5.9 mi SW

D Enterprise Rent-A-Car: NAS Pensacola

250 Saufley St, Pensacola, FL 32508
(850) 453-4296 - 5.8 mi SW

E U-Haul Co: Pensacola NAS

5600 W Highway 98, Pensacola, FL 32507
(850) 457-9280 - 4.8 mi W

F NAS Naval Base

700 S Navy Blvd, Pensacola, FL 32508
(850) 458-1987 - 5.0 mi SW

G Pensacola NAS

280 Taylor Rd, Pensacola, FL 32501
(850) 453-2397 - 0.2 mi W

H Hospitality Inn

4910 Mobile Hwy, Pensacola, FL 32506
(850) 453-3333 - 4.2 mi W

I Pensacola News Journal

101 E Romana St, Pensacola, FL 32502
(850) 435-8500 - 0.7 mi S

J Comfort Inn

8690 Pine Forest Rd, Pensacola, FL 32534
(850) 476-8989 - 9.1 mi NW



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3984 Barrancas Ave, Pensacola, FL 32507
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|---|--|
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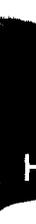
State Closure History - Florida

1988	Cape St. George	CLOSE
1988	Naval Reserve Center (Coconut Grove) Miami	CLOSE
1991	MacDill Air Force Base, Tampa	REALIGN
1991	Naval Coastal Systems Center, Panama City	REALIGN
1993	Data Processing Center Naval Air Station Key West	CLOSE
1993	Data Processing Center Naval Air Station Mayport	CLOSE
1993	Data Processing Center Naval Computer & Telecommunications Station, Pensacola	CLOSE
1993	Homestead Air Force Base	REALIGN
1993	MacDill Air Force Base (Airfield to be operated by the Department of Commerce or another federal agency. Joint Communications Support Element stays at MacDill vice relocating to Charleston AFB.)	REDIRECT
1993	Naval Air Station Cecil Field	CLOSE
1993	Naval Aviation Depot Pensacola	CLOSE
1993	Naval Hospital Orlando	CLOSE
1993	Fleet and Industrial Supply Center (Naval Supply Center) Pensacola	DISESTAB
1993	Defense Distribution Depot Pensacola	DISESTAB
1993	Naval Training Center Orlando	CLOSE
1995	Naval Air Station Key West	REALIGN
1995	Eglin Air Force Base	REALIGN
1995	Big Coppett Key	CLOSE
1995	Naval Research Laboratory, Underwater Sound Reference Detachment, Orlando	DISESTAB
1995	Naval Air Station Cecil Field	REDIRECT
1995	Naval Aviation Depot Pensacola	REDIRECT
1995	Navy Nuclear Power Propulsion Training Center, Naval Training Center Orlando	REDIRECT
1995	Naval Training Center, Orlando	REDIRECT
1995	Homestead Air Force Base (301st Rescue Squadron)	REDIRECT
1995	Homestead Air Force Base (726th Air Control Squadron)	REDIRECT
1995	MacDill Air Force Base	REDIRECT
1995	Naval Research Laboratory, Underwater Sound	
1995	Reference Detachment, Orlando	CLOSE

State Installation	Action	Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
		Mil	Civ	Mil	Civ	Mil	Civ		
Florida									
Defense Finance and Accounting Service, Orlando	Close	(9)	(200)	0	0	(9)	(200)	0	(209)
Navy Reserve Center ST Petersburg	Close	(12)	0	0	0	(12)	0	0	(12)
[REDACTED]	Gain	(28)	(42)	2,168	120	2,140	78	0	[REDACTED] <i>Red</i>
Homestead Air Reserve Station	Gain	0	(12)	0	83	0	71	0	71
Jacksonville International Airport Air Guard Station	Gain	0	(6)	45	22	45	16	0	61
MacDill Air Force Base	Gain	(292)	0	162	231	(130)	231	0	101
Naval Air Station Jacksonville	Gain	(72)	(245)	1,974	310	1,902	65	58	2,025
Naval Station Mayport	Gain	(6)	0	403	13	397	13	0	410
Hurlburt Field	Realign	(48)	(6)	0	0	(48)	(6)	0	(54)
[REDACTED]	Realign	(857)	(1,304)	555	124	(302)	[REDACTED]	(97)	[REDACTED] <i>Green</i>
Naval Support Activity Panama City	Realign	(12)	(12)	0	0	(12)	(12)	0	(24)
Patrick Air Force Base	Realign	(136)	(59)	0	0	(136)	(59)	0	(195)
Tyndall Air Force Base	Realign	(48)	(19)	11	0	(37)	(19)	0	(56)
Florida	Total	(1,520)	(1,905)	5,318	903	3,798	(1,002)	(39)	2,757

This list does not include locations where there were no changes in military or civilian jobs.
 Military figures include student load changes.

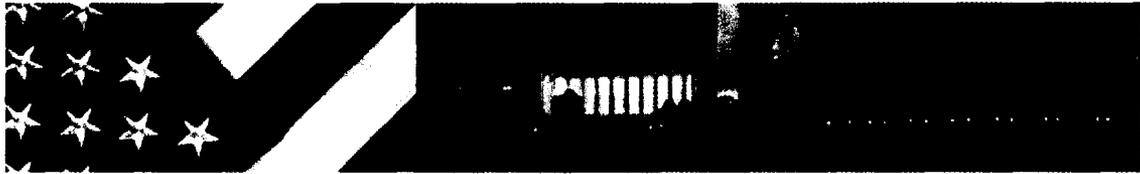






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- BizNet
- Gopher Breakfast Club
- Hospitality Roundtable (HRT)
- Network Pensacola
- Education & Training
 - Chamber Academy
 - Brown Bag Lunch Series
 - Small Business Leadership Series
 - Seminars
- President's New Member Reception
- Annual Meeting & Awards Presentation
- Chamber Classic Golf Tournament
- Business Expo
- Small Business Week
- Inter-City Visit
- Industry Appreciation Week
- Military Appreciation Month
- PACE Awards
 - Current Recipients
 - Past Recipients
 - Nomination Form
- Washington Fly-In



2005 ANNUAL DC DELEGATION TRIP

Annual Delegation Trip Washington, DC

The Armed Service's annual area delegation trip to Washington, DC is scheduled for May 2005. This visit will reinforce our region's strong commitment to protecting and improving area military bases, especially with a new base closure round (BRAC 2005) scheduled. The 2005 Delegation Trip promises to be an informative experience for all involved.

Your participation will help us promote military activities and bases in Escambia and Santa Rosa County and their value to our two-county region. Speaking with one united voice, we can reemphasize this area's proven ability of providing the "best value" given the continuing competition for Defense dollars. Combining our efforts with Senators Mel Martinez and Bill Nelson, and Congressman Jeff Miller, we can continue to influence the decision process on issues we believe to be critical to our region.

The special audiences and afternoon Reception with Senator Martinez, Senator Nelson, Congressman Miller and other key legislators are certain to be one of the trip's highlights. Friday morning's visit to the Pentagon allows us to interact with some of our country's foremost military leaders.

The trip is designed to promote military activities and bases in Escambia and Santa Rosa County and their value to our two-county region. Speaking with a united voice, we can reemphasize our area's proven ability of providing the "best value" given competition for defense dollars. Combining our efforts with Senators Mel Martinez and Bill Nelson, and Congressman Jeff Miller, we can continue to influence the decision process on issues we believe to be critical to our region.

Some of the MAJOR ISSUES that continue to impact the military in our area include:

- ✱ **BRAC 2005** has been approved to balance infrastructure with force structure and DoD maintaining that 20-25% excess capacity needs to be eliminated. Military Value of a base will be the Commission's primary focus with additional emphasis placed on "jointness". Our military bases and training facilities, especially the NAS Whiting Field Complex and its primary primary training mission, will again be competing with the states of Texas, Mississippi and Alabama as well as the USAF who consistently look for new missions to be relocated to their area. Encroachment protection initiatives are central to this issue and Joint Land Use Studies (JLUS) have been completed in Escambia and Santa Rosa counties to mitigate this problem.

The **Joint Primary Aircraft System (JPATS)**, that includes the T6A aircraft, is the replacement for T-34C training and the "key" to continuation of flight training at NAS Whiting Field. Although the Navy "zeroed out" the JPATS program in budget years FY 2002 through FY 2006, "Congressional adds" in the FY02-04 Defense budget authorized and appropriated

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total of \$79.2 million in the past 3 years to purchase additional aircraft and related training systems for the Navy. Additional "plus-ups" are required, and Congress and the Navy mu encouraged to restore funding to the JPATS program leading to full implementation of sti pilot training at NAS Whiting Field. Further delays increase the cost of the program and threaten the future of primary flight training and the NAS Whiting Field Complex..

Encroachment protection is critical for the Navy and the surrounding communities, espe given the past rounds of base closure and the adverse impact encroachment has had on process. Local efforts to protect and preserve the Navy's presence in the region include Land Use Studies (JLUS) and State grant awards. Working with the Florida Defense Allie and State Senate and House Committees dealing with military issues, recommendations been forwarded to Governor Bush requesting his assistance to approve supportive legisla and strongly encourage Florida communities to adopt the DOD guidelines for AICUZ arou military airfields. State grant money has been allocated to the region specifically to count encroachment at NAS Pensacola, NAS Whiting Field and NOLF Saufley.

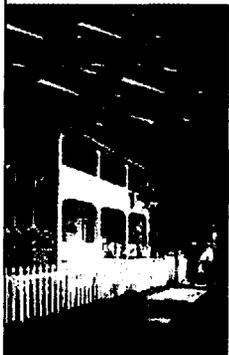
Northwest Florida represents the majority of the State's twenty-one (21) military bases, install and related Defense contracts. In our two county region, approximately \$2.1 billion is generat annually by the military's presence. The State has added a line item in the State budget for De and Infrastructure Grants, but we need \$20 million annually to fund priority infrastructure and Defense grants statewide with the focus on improving "Military Value" and eliminating encroachment concerns. The military and Defense industry is a major economic engine for the State producing in excess of \$30 billion annually.

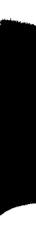
Our attendance in Washington will help send a strong, united message to our leaders in Cong and the Pentagon on the importance of maintaining this military presence with the attendant c effective military training that is currently being performed in our area.

Please check back for additional updates and for more information contact Barb Turner, Progr Manager at 438-4081 ext. 227.

Plan now to attend this exciting trip to our nation's capitol.

117 West Garden Street, P.O. Box 550, Pensacola, FL 32591 | p. 850-438-4081 | f. 850-438-6369 | e







Captain John M. Pruitt, Jr.

Captain Pruitt spent his adolescent years in Birmingham, Alabama, graduating from Samford University in 1976 with a degree in Business Administration. He joined the U.S. Navy in 1978 and, following commissioning through the Aviation Officer Candidate School, was awarded his Naval Flight Officer (NFO) "Wings of Gold" in September 1979. After initial F-14 "Tomcat" training, Captain Pruitt joined the Fighter Squadron THIRTY-TWO (VF 32) "Swordsmen" in 1980, making deployments aboard USS JOHN F. KENNEDY (CV 67) and USS INDEPENDENCE (CV 62) during his tour.

Captain Pruitt's initial shore tour was at Naval Post Graduate School where he received a Master of Arts in National Security Affairs in December 1984. Returning to sea duty in 1985, he was assigned to USS FORRESTAL (CV 59) where he served as Tactical Action Officer, making a Mediterranean deployment in 1986. Following assignment as an F-14 flight instructor, he returned to sea duty with the Fighter Squadron EIGHTY-FOUR (VF 84) "Jolly Rogers" in 1990 as a department head. While in VF-84, Captain Pruitt deployed aboard USS THEODORE ROOSEVELT (CVN 71) for "Operation Desert Storm," during which he was credited with 49 combat missions.

Captain Pruitt reported to the Bureau of Naval Personnel (BUPERS) in 1992, where he was assigned to the Flag Matters Office (PERS-OOF). While at BUPERS, he was selected for Aviation Command and transition to the E-2C and, following "Hawkeye" flight training, reported as Executive Officer of the Airborne Early Warning Squadron ONE TWO ONE (VAW 121) "Bluetails" in 1995. While XO, the "Bluetails" embarked in USS GEORGE WASHINGTON (CVN 73) for a Mediterranean/Arabian Gulf deployment, including operations in both the Adriatic and the Arabian Gulf theaters.

Captain Pruitt assumed command of the "Bluetails" in August 1996. During his tenure, he led the squadron through its transition to the E-2C Group II aircraft and integration aboard their new "at sea" home, the USS JOHN C. STENNIS (CVN 74). He also oversaw the squadron's 2-month counter-narcotics detachment to NS Roosevelt Roads in early 1997, and the unprecedented achievement of 30-year/60,000 flight hour mishap-free milestones. Following command, he was assigned as the Operations Officer of USS HARRY S. TRUMAN (CVN 75), where he supervised final outfitting, crew certification, acceptance, commissioning, and initial at-sea "shakedown" operations. He completed a 1-year fellowship at the MIT Security Studies Program in 2000, and was assigned as the Deputy Director of Naval Training and Education (N79B) within the Navy headquarters staff until early 2002. Captain Pruitt assumed command of Naval Air Station Pensacola on 20 June 2002.

Captain Pruitt has logged 3,300 flight hours and 700 arrested landings. His decorations include the Meritorious Service Medal, Strike Flight Air Medals, Navy Commendation Medal with Combat "V," along with various other personal and unit citations. Captain Pruitt is married to the former Lisa J. Leiker of Mobile, Alabama. They have four children: Blair (a college senior), "Trip," Andrew, and Caroline.

Executive Officer, NAS Pensacola

Commander William Bowen Stewart

Commander Stewart spent his adolescent years in Mobile, Alabama, graduating from The Citadel in 1983 with a degree in Political Science. He joined the Navy in 1985 and commissioned through the Aviation Officer Candidate School. In November 1986 he earned his "Wings of Gold" as a Naval Aviator. After initial SH-3H "Sea King" training he was assigned to Helicopter Antisubmarine Squadron Fourteen (HS-14) "Chargers" in 1987 in San Diego, CA, making deployments aboard USS Ranger (CV-61) during his tour.

Commander Stewart's initial shore tour was at Helicopter Training Squadron Eight (HT-8) as a flight instructor at NAS Whiting Field in 1990. While serving as the Operations Officer he earned a Masters Degree in Business Management from Troy State University in 1993. Returning to sea duty in 1993, after completing the UH-1N training at HC-16 at NAS Pensacola, he was assigned to the USS Nassau (LHA-4) where he served as the Assistant Air Officer and Aircraft Handling Officer making a deployment for operations in Haiti and the Adriatic Sea. In 1995 he was assigned as an Instructor pilot in the SH3H and SH-60F/H at Helicopter Antisubmarine Squadron One (HS-1) "Sea Horses" in Jacksonville, Fl. While assigned to HS-1, he served as the Officer in Charge of the Surface Rescue Swimmer School. Following assignment as a flight Instructor he returned to sea duty with Helicopter Antisubmarine Squadron Five (HS-5) "Night Dippers" in 1997 as the Maintenance Officer, deploying aboard USS John C. Stennis and USS John F. Kennedy.

Commander Stewart reported to the Naval Personnel Command (BUPERS) in 1999, where he was assigned to PERS-44. While at BUPERS he served as Deputy Director and Director of Restricted Line and Staff Corps Distribution and Special Placement Division. In February of 2003 Commander Stewart assumed the duties of Executive Officer of Naval Air Station Pensacola, FL.

Commander Stewart has logged over 4000 flight hours in the following airframes SH60F/H, SH-3H/D, UH-1, TH-57 and T-34C. His decorations include the Meritorious service Medal, Navy Commendation Medal (five awards), Navy Achievement Medal, along with other personal and unit citations.

PETER S. FRANO
CAPTAIN, UNITED STATES NAVY

Captain Frano a native of Huntington, New York graduated from the State University of New York at Stony Brook in May of 1979. He entered the Aviation Officer Candidate Program in Pensacola, Florida, receiving his commission in July 1981 where he entered the Naval Flight Officer training program and received his "Wings of Gold" in June 1982.

Upon completion of Fleet Readiness Training at Attack Squadron 42, Captain Frano reported to the "Sunday Punchers" of Attack Squadron 75 in August 1983. During his tour he deployed to the Mediterranean aboard USS JOHN F. KENNEDY (CV-67), USS DWIGHT D. EISENHOWER (CVN-69) and participated in the strike of December 4, 1983, in support of Multinational Peacekeeping Forces in Lebanon.

In July of 1986, Captain Frano received orders to the "Vampires" of Air Test and Evaluation Squadron FIVE (VX-5). During his tour he directed the Operational Evaluation (OPEVAL) of the A-6E System Weapons Improvement Program (SWIP) and managed various operational testing phases of the AGM-136A Tacit Rainbow, SLAM and Harpoon BLK1C programs.

On completion of three years in China Lake, California Captain Frano reported to Carrier Air Wing THREE in August 1989 as their first Strike Operations Officer. During this tour, he deployed aboard the USS JOHN F. KENNEDY (CV-67) flying combat missions with VA-75 against Iraq during Operation DESERT SHIELD/DESERT STORM. At the completion of his tour in August 1991, he received one-year orders to the "Green Pawns" of VA-42 as an instructor.

Captain Frano again returned to the fleet, reporting to the "Sunday Punchers" in August 1992, serving as the Administrative, Tactics and Maintenance Officer deploying to the Mediterranean aboard USS JOHN F. KENNEDY (CV-67) and USS DWIGHT D. EISENHOWER (CVN-69).

In November 1994, Captain Frano was detailed to BUPERS in Washington, DC as the Air Combat Placement Officer (PERS-433F) where he screened for Command.

On May 31, 1996, Captain Frano reported as the last Executive Officer of the "Sunday Punchers" deploying to the Mediterranean and Persian Gulf aboard the USS ENTERPRISE (CVN-65). The Sunday Punchers were awarded the CNAL Battle "E" and the RADM C. Wade McClusky award recognizing VA-75 as the Navy's finest attack squadron.

In April 1997, Captain Frano transferred to Whidbey Island, WA and set in motion, as the first Commanding Officer, preparations for the establishment and commissioning of the VAQ-128 "Fighting Phoenix" on October 9, 1997. Captain Frano led the command on two highly successful deployments to PSAB, Saudi Arabia. During their initial deployment, VAQ-128 received its first taste of combat during Operation Desert Fox. Captain Frano left command in May 1999 and reported to the National War College, Fort McNair Washington, DC graduating in June 2000. Upon completion, he reported to J-9, U. S. Joint Forces Command, Suffolk, VA for joint duty.

In February of 2003 Captain Frano transferred to his most recent assignment serving as the ACOS for Operations/Plans/Readiness (N3/5/7) with COMCARSTKGRU FIVE/CTF-70 aboard the USS Kitty Hawk (CV-63) forward deployed in Yokosuka, Japan.

Captain Frano has accumulated more than 3400 total flight hours and is a veteran of over 700 carrier landings. His decorations include the Legion of Merit, Bronze Star, Joint Meritorious Service medal, Meritorious Service medal, three Air Medals (with Combat Distinguishing Device), four Strike/Flight Air Medals, six Navy Commendation Medals (two with combat Distinguishing Device) and various other service/campaign ribbons.

Captain Frano is married to the former Cynthia Aline Reuter of Greenlawn, New York. They have two sons, Peter Robert (22) and Matthew Craig (20).



AVIATION OPERATIONS

The Aviation Operations function analyzed those Department of the Navy, Department of the Army, Department of the Air Force, and civilian activities that have a principal mission to conduct aviation operations, homeport aviation units, provide training facilities, or operate a base from which operational and Fleet training missions can be flown by Navy and Marine Corps aircraft squadrons and detachments. The following activities were included in this function (asterisks indicate those activities considered "non-operational," in that their primary function is Undergraduate Training, Fleet Training, or Research, Development, Test and Evaluation):

- Marine Corps Air Station Yuma, Arizona
- Marine Corps Air Station Camp Pendleton, Oceanside, California
- Marine Corps Air Station, Miramar, California
- Marine Corps Air Station Cherry Point, Havelock, North Carolina
- Marine Corps Air Station New River, Jacksonville, North Carolina
- Marine Corps Air Station, Beaufort, South Carolina
- Marine Corps Air Facility, Quantico, Virginia
- Marine Corps Base Camp Hawaii, Kaneohe, Hawaii
- Naval Air Facility, El Centro, California*
- Naval Air Facility, Washington, DC
- Naval Air Station, Lemoore, California
- Naval Air Station North Island, San Diego, California
- Naval Air Station, Point Mugu, California
- Naval Air Station, Jacksonville, Florida
- Naval Air Station, Key West, Florida*
- Naval Air Station Whiting Field, Milton, Florida*
- Naval Air Station, Pensacola, Florida*
- Naval Air Station, Atlanta, Georgia
- Naval Air Station, Brunswick, Maine
- Naval Air Station, Patuxent River, Maryland*
- Naval Air Station, Meridian, Mississippi*
- Naval Air Station, Fallon, Nevada*
- Naval Air Station, Corpus Christi, Texas*
- Naval Air Station, Kingsville, Texas*
- Naval Air Station Oceana, Virginia Beach, Virginia
- Naval Air Station Whidbey Island, Oak Harbor, Washington
- Naval Air Station Joint Reserve Base, Willow Grove, Pennsylvania
- Naval Air Station Joint Reserve Base, New Orleans, Louisiana
- Naval Air Station Joint Reserve Base, Fort Worth, Texas
- Naval Station, Mayport, Florida
- Naval Station, Norfolk, Virginia
- Cambria Regional Airport, Johnstown, Pennsylvania
- Stewart Air National Guard Base, Stewart, New York
- Naval Air Weapons Station, China Lake, California*
- Naval Air Engineering Station, Lakehurst, New Jersey*

DoN Installation	Capacity
<u>Operational</u>	
NS Norfolk	15.0
MCAS Cherry Point	17.0
NAS Jacksonville	20.0
NAS Whidbey Island	24.0
MCAS Miramar	20.0
NAS Oceana	21.5
NAS North Island	22.0
NAS Lemoore	25.0
MCAS Beaufort	10.0
NB Ventura Cty/Pt Mugu	31.0
MCAS New River	15.0
NS Mayport	7.0
MCAS Yuma	7.0
MCAS Camp Pendleton	9.0
NAS JRB New Orleans	7.0
MCB Hawaii	13.0
NAF Washington	10.0
NAS Brunswick	20.0
NAS JRB Willow Grove	4.0
NAS JRB Ft Worth	13.0
NAS Atlanta	5.0
HMLA 775 DET A	0.5
MAG 49 DET B	1.0
Sum of Operational Bases	317.0

<u>Other</u>	
NAS Pensacola	3.0
NAS Whiting Field	24.0
NAS Corpus Christi	6.0
NAS Meridian	4.0
NAS Patuxent River	30.0
NAS Fallon	8.0
NAS Key West	12.0
NAS Kingsville	4.0
NAWS China Lake	8.0
NAF El Centro	8.0
MCAS Quantico	8.0
NAES Lakehurst	1.0
Sum of Other Bases	116.0
Total DoN Capacity	433.0

Aviation Military Value Evaluation Questions

Attribute: Operational Infrastructure

Component: *Runways and Arresting Gear*

Air 1. Length of longest runway greater than 150 feet wide.

Air 1. What is the length of your longest runway at least 150 feet wide?

Source: Capacity Data Call question DoD 9, CDC 1.6.2.a

The minimum length of runway considered adequate for Navy operations is 3,000 feet for helicopters; for fixed wing aircraft, the standard is 8000 feet. Scoring will be 1 point for 8000 or greater, then a linear scale to 0 points at 3,000.

Air 2. Crosswind Runway.

Air 2. Do you have a crosswind runway?

Source: Capacity Data Call question DoD 9, CDC 1.6.2.a

Binary response. 1 point for yes, 0 for no.

Air 3. Number of runways with arresting gear.

Air 3. How many runways have arresting gear?

Source: Capacity Data Call question DoD 9, CDC 1.6.2.a.

Two runways with arresting gear earn 1 point. One runway earns .5 point.

Air 4a-b. Parallel runway operations.

Air 4a. What percentage of time is the crosswind component to your primary runway at least 15 knots?

Source: Military Value Data Call

Air 4b. Airfield configuration.

Source: Capacity Data Call question DoD 9; CDC 1.6.2.a

Scoring is based upon what percent of the time a field can perform parallel runway operations. If the field does not have parallel runways, the answer is 0 and 0 points given. If the field has crossing parallel runways, the answer is 100 and 1 point

Air 9. How many runways are serviced by the Automatic Carrier Landing System?

Source: Military Value Data Call

Two or more receives 1 point. 1 receives .5 point.

Air 10. Number of runways serviced by Precision Approach Radar (PAR).

Air 10. How many runways are serviced by PAR?

Source: Military Value Data Call

Two or more receives 1 point. 1 receives .5 point.

Component: Munitions Storage

Air 11: Relative surface area of available munitions storage facilities.

Air 11. What are the total square feet of available aviation munitions storage facilities?

Source: Capacity Data Call question DoD 20; CDC 1.2.4.1.e

Based upon responses, 1 point will be given to the largest value, then linear scaled to the minimum value.

Component: Intermediate Maintenance

Air 12. Relative Aviation Intermediate Maintenance.

Air 12. What are the total square feet of Aviation Intermediate Level Maintenance facilities on your installation?

Source: Capacity Data Call question DoD 483-485, 488-490 ; CDC 5.1.1.a, b, c, f, g, h

Answer will be summed by six Industrial JCSG questions asking for square feet of AIMD spaces, which were broken down by component/system. We are interested only in the total square feet. Linear scale scoring from max, 1 min, 0.

Attribute: Operational Training

Component: *Outlying and Auxiliary Fields (OLFs)*

Air 13. Existence of Outlying and Auxiliary Fields.

Air 13. How many OLFs do you own?

Source: Capacity Data Call question DoD 558; CDC 1.6.1.a

One or more field earns 1 point.

Air 14. Night capable OLF.

Air 14. Is at least one OLF night capable?

Source: Capacity Data Call question DoD 9; CDC 1.6.2.a

Binary response. 1 point for yes. 0 for no or N/A

Air 15. Relative average distance from home field.

Air 15. What is the average distance of your OLF(s) from home field?

Source: Capacity Data Call question DoD 558; CDC 1.6.1.a

Average less than 25 nm receives 1 point, then linear scaled to 0 at 75 nm.

Air 16. OLF runway length.

Air 16. What is the length of longest OLF runway greater than 150 feet wide?

Source: Capacity Data Call question DoD 9; CDC 1.6.2.a

Scoring is same as for home field runway length: 1 point for 8000 or greater, then a linear scale to 0 points at 3,000.

Air 17. OLF pattern restriction.

Air 17. Are any traffic patterns altered due to noise, ordinance or obstruction?

Source: Capacity Data Call question DoD 201; CDC 2.2.2.d

Binary response. 0 for yes, 1 for no.

Air 18. OLF 24/7 capable.

Based upon responses, 1 point is given to the closest area, linear scaled to the farthest and 0.

Air 23. Relative distance to live fire air-to-ground range.

Air 23. What is the distance to the closest or most preferred live fire air-to-ground range?

Source: Military Value Data Call

Based upon responses, 1 point is given to the shortest distance, linear scaled to the farthest and 0.

Air 24. Relative size of live fire air-to-ground range.

Air 24. What is the size in square nautical miles of your closest or most preferred live fire air-to-ground range?

Source: Military Value Data Call

Based upon responses, 1 point is given to the largest range, linear scaled to the smallest and 0.

Air 25. Relative distance to nearest acoustic range.

Air 25. What is the distance to the nearest acoustic range?

Source: Military Value Data Call

Based upon responses, 1 point is given to the shortest distance, linear scaled to the farthest and 0.

Air 26. Accessibility to Military Training Routes.

Air 26. How many low-level MTR entry or exit points are within 100nm of home field?

Source: Military Value Data Call

Linear scale scoring from 0 routes, 0 points, to a maximum of 4, 1 point.

Component: Simulator Facilities

Air 31. Operational Flight Trainer/simulator facilities for home based operational aircraft.

Air 31. Are Operational Flight Trainer (OFT)/simulator facilities located on your installation for the operational aircraft that are home based? OFT/simulator facilities include those designed to provide pilots and aircrew the look and feel of actual flight, and are certified for NATOPS, Standardization, Instrument, and Weapons Proficiency training and evaluations. Include simulators that are classified as Level C or D simulators as per FAA circular AC 120-40B.

Source: Military Value Data Call

Binary answer. Yes is 1, no is 0.

Air 32. Size of simulator bays.

Air 32. What is the total square footage of OFT bays on your installation? Calculate only the area of the bays built to hold simulators, not control rooms, maintenance spaces, or briefing areas.

Source: Military Value Data Call

Based upon responses, linear scaled from maximum to minimum square footage.

Based on maximum number provided, analyst will apply a function for zero credit to a maximum credit corresponding to this value.

GRD-35a-b: Relative value of Sea Port of Embarkation (SPOE) that supports aviation units.

GRD-35a. (0.5) What is the distance (miles) to the primary Sea Port of Embarkation (SPOE) used for loadout of cargo (0.3)? Who manages it (0.2 if Federally managed)? If not federally managed, is a user agreement in place (0.1)?

Source: Capacity Data Call

Based on responses to three questions, analyst will apply a function for zero credit to a maximum credit corresponding to this value.

GRD-35b. (0.5) For your primary SPOE, what is the maximum throughput in terms of short tons of cargo that can be staged and loaded per day?

Source: Military Value Data Call

Based on responses to the two questions, analyst will apply a function for zero credit to a maximum credit corresponding to this value. Question amplification will include DoD references for transportation and material handling.

Air 35. Distance to suitable SAR swimmer jump training area.

Air 35. What is the range, in nautical miles, from your field to the nearest body of water where SAR jumps can be conducted?

AMP: JCS 3-50 provides guidance for SAR training. SAR jumps require water at least 12 feet deep, to ensure jumpers don't plug. Currents need to be less than 5 knots. Conditions also must allow the occupants of the safety boat to be within UHF range to the home base.

Source: Military Value Data Call

Linear scaled scoring from 1 point for less than 10nm, to 0 at 50 nm.

Air 36. Distance to nearest Class Bravo airspace.

Air 36. What is the range in miles to the closest center of Class Bravo air space?

Source: Military Value Data Call

foot runway, complete with clear zones and APZs, so no additional value is given for excess.

Air 41a-b. Relative Bird and Animal Hazard.

Air 41a. What is the number of Bird/Animal Strike Hazard (BASH) reports submitted in FY 02 and FY 03?

Source: Military Value Data Call

Air 41b. What are your total number of runway operations for FY 02 and FY 03?

Source: Military Value Data Call (DoD 568; CDC 1.6.2.f NOT ASKED OF AIR FORCE OR ARMY). Answers will be normalized to a "Bash report per 1000 flight operations", and scored 1 point for min to 0 points for max.

Component: Weather

Air 42. Relative percent of time field is IFR.

Air 42. What percentage of time is your field operating under IFR?

Source: Military Value Data Call

Based upon responses, linear scaled scoring from 1 point for minimum % to 0 points for maximum.

Component: Anti-Terrorism / Force Protection

SEA-39a-b. Relative value of buildings that meet structural criteria and/or perimeter standoff criteria.

SEA-39a. (0.4) What total square footage of your buildings comply with structural criteria (frame, walls, glazing, etc.) contained in DoD Minimum Antiterrorism Standards for Buildings (UFC 4-010-01)?

Source: Military Value Data Call

Based on responses received, analyst will apply a function for zero credit to a maximum credit.

SEA-39b. (0.6) What total square footage of your buildings meet the minimum perimeter standoff distance distances as specified in DoD Minimum Antiterrorism Standards for Buildings (UFC 4-010-01)?

Attribute: Environment and Encroachment

Component: Encroachment

Air 43. External encroachments on operations.

Air 43. Are operations hindered by external encroachments?

Source: Capacity Data Call question DoD 201/CDC 2.2.2.d

Binary response. Yes is 0, no is 1

Component: Air Quality

Air 44. Relative Air Quality Flexibility.

Air 44. To what extent does air quality impact your operational flexibility?

Source: Capacity Data Call, Environment and Encroachment Group.

E&E will compute a relative value from 0 to 1 that reflects the installations air control flexibility as depicted in the table below:

AIR QUALITY

(0.6) Attainment Classification (DoD#210, 213)

Attainment	1
marginal, moderate, maintenance	0.5
serious, severe, extreme	0

(0.1) SIP (DoD#221)

Attainment or yes	1
no	0

(0.1) Emission credits (DoD#222, #223, #224, #225)

Attainment or yes	1
no	0

(0.2) Operating restrictions (DoD#218)

no	1
yes	0

(1.0) Air Quality Flexibility

Component: Noise

Air 48. Noise Flexibility.

Air 48. To what extent are your operations constrained by noise?

Source: Capacity Data Call, Environment and Encroachment Group.

E&E will compute a relative value from 0 to 1 that reflects the installations noise flexibility, as depicted in the table below:

NOISE

(0.5) Noise contours extend off-base into incompatible land use areas (DoD#239)

No acres listed incompatible	1
Any acres in 65-69 dB	0.75
Any acres in 70-74 dB	0.25
Any acres in 75 - above dB	0

(0.5) Noise Abatement Procedures published? (DoD#202)

no or N/A	1
yes	0

(1.0) Noise Flexibility

Air 49. Real estate disclosures.

Air 49. Do the local communities around your main and auxiliary (OLF) fields require real estate disclosures?

Source: Military Value Data Call

Binary scoring, yes and N/A is 1, "some" and no is 0. N/A is for those fields with no local communities.

Component: Potable Water

ENV-6a-b. Relative value of potable water resource constraints.

ENV-6a. (0.25) Can the existing water system/treatment facility provide 50% more water than current demand?

Source: Capacity Data Call

Binary value.

ENV-6b. (0.75) How many days during FY 1999-2003 were restrictions implemented that limited production or distribution?

Source: Capacity Data Call

Based on responses received, analyst will apply a function for zero credit to a maximum credit.

Ratio of number of non-availabilities per total number of transient rooms. Based on responses received, analyst will apply a function for zero to maximum credit.

PS-3a-d. Relative value of community housing availability, affordability and proximity.

PS-3a (0.25) What is the community rental vacancy rate?

Source: Military Value Data Call (Criteria 7 question)

Based on responses received, analyst will apply a function for zero to maximum credit.

PS-3b. (0.5) What is the BAH (O-3 with dependents) for the locality as of 1 Jan 2004?

Source: Military Value Data Call (Criteria 7 question)

Based on responses received, analyst will apply a function for zero to maximum credit

PS-3c. (0.25) What is the average commute time for those living off base (source: Census Bureau)? (Time: minutes)

Source: Military Value Data Call

Based on responses received, analyst will apply a function for zero to maximum credit.

Component: Non-Military Education

PS-4a-c. Relative value of dependent primary and secondary education opportunities in the local community. (Amplification: Local Community is defined as the Military Housing Area (MHA)).

PS-4a. (0.4) What is the total average composite SAT score in the local school districts in the 2002-2003 school year?

Source: Military Value Data Call (Criterion 7)

Based on responses received, analyst will apply a function for zero credit to a maximum credit.

PS-4b. (0.3) What was the pupil/teacher ratio in the local school districts in the 2002-2003 school year?

Source: Military Value Data Call (Criterion 7)

Based on responses received, analyst will apply a function for zero credit to a maximum credit.

Component: Employment

PS-6a-b. Relative opportunity for dependent/off-duty employment.

PS-6a. (0.5) What were the annual unemployment rates for the 5-year period of 1999-2003?

Source: Military Value Data Call (Criterion 7)

Based on responses received, analyst will apply a function for zero credit to a maximum credit.

PS-6b. (0.5) What was the annual covered employment (job growth) for the periods 1998-2003 (%)

Source: Military Value Data Call (Criterion 7)

Based on responses received, analyst will apply a function for zero credit to a maximum credit.

Component: MWR

PS-9. Relative availability of MWR/MCCS facilities.

PS-9. Which MWR facilities are located at your installation? (y/n)

FACILITY	Available (yes/no)	Value
Gymnasium/Fitness Center		0.3
Swimming Facilities		0.2
Golf Course		0.1
Youth Center		0.1
Officer/Enlisted Club		0.1
Bowling		0.03
Softball Field		0.02
Library		0.01
Theater		0.01
ITT		0.01
Museum/Memorial		0.01
Wood Hobby		0.01
Beach		0.01
Tennis CT		0.01
Volleyball CT (outdoor)		0.01
Basketball CT (outdoor)		0.01
Racquetball CT		0.01
Driving Range		0.01
Marina		0.01
Stables		0.01
Football Field		0.01
Soccer Field		0.01
TOTAL		1.00

Source: Military Value Data Call

Binary value.

PS-13. What is the FBI Crime Index for your activity's location (MHA)? (source: FBI Crime Index 2002; <http://www.fbi.gov/ucr/ucr.htm>) (Numeric)

Source: Military Value Data Call

Based on responses received, analyst will apply a function for zero credit to a maximum credit.

**NAVAL AVIATION MILITARY VALUE
SUMMARY**

Criteria Weight			READINESS 50					FACILITIES 20					SURGE CAPABILITIES 15					COST 15					Wgt
Attribute-to-Criteria Weight	IEG Score	A-C Partial Score	25	35	20	10	10	30	25	20	20	5	30	20	25	15	10	15	30	15	10	30	
			OI	OT	AC	EE	PS	OI	OT	AC	EE	PS	OI	OT	AC	EE	PS	OI	OT	AC	EE	PS	
A-C Partial Score			12.50	17.50	10.00	5.00	5.00	6.00	5.00	4.00	4.00	1.00	4.50	3.00	3.75	2.25	1.50	2.25	4.50	2.25	1.50	4.50	
OPERATIONAL TRAINING																							
Outlying and Auxiliary Fields																							
15	AIR-13	OLFs	7	1.25					0.36					0.21					0.32			2.14	
16	AIR-14	Night Capable	3	0.54					0.15					0.09					0.14			0.92	
17	AIR-15	Dist to Home Base	4	0.71					0.20					0.12					0.18			1.22	
18	AIR-16	OLF Hwy Length	1	0.18					0.05					0.03					0.05			0.31	
19	AIR-17	Pattern Restrictions	2	0.36					0.10					0.06					0.09			0.61	
20	AIR-18	24/7 Capable	2	0.36					0.10					0.06					0.09			0.61	
Proximity to Training Airspace																						17.14	
21	AIR-19	Dist to MOA/W-Area	10	1.79					0.51					0.31					0.46			3.06	
22	AIR-20	Dist to Air-to-Air	6	1.07					0.31					0.18					0.28			1.84	
23	AIR-21	Size of Air-to-Air	6	1.07					0.31					0.18					0.28			1.84	
24	AIR-22	Dist to Supersonic	6	1.07					0.31					0.18					0.28			1.84	
25	AIR-23	Dist to Live Bombing	10	1.79					0.51					0.31					0.46			3.06	
26	AIR-24	Size of Live Bombing	6	1.07					0.31					0.18					0.28			1.84	
27	AIR-25	Dist to Acoustic	6	1.07					0.31					0.18					0.28			1.84	
28	AIR-26	MTR accessibility	6	1.07					0.31					0.18					0.28			1.84	
Aircrew Training Facilities																						2.76	
29	AIR-27	Phys/Swim	2	0.36					0.10					0.06					0.09			0.61	
30	AIR-28	SAR Swimmer Pool	4	0.71					0.20					0.12					0.18			1.22	
31	AIR-29	Firefighting School	2	0.36					0.10					0.06					0.09			0.61	
32	AIR-30	Small Arms Range	1	0.18					0.05					0.03					0.05			0.31	
Simulator Facilities																						4.29	
33	AIR-31	Sims	7	1.25					0.36					0.21					0.32			2.14	
34	AIR-32	Size Sim Bay	7	1.25					0.36					0.21					0.32			2.14	
Question Total				17.50					5.00					3.00					4.50			30.00	

**NAVAL AVIATION MILITARY VALUE
SUMMARY**

Criteria Weight			READINESS 50					FACILITIES 20					SURGE CAPABILITIES 15					COST 15					Wgt
Attribute-to-Criteria Weight	IEG Score	A-C Partial Score	25	35	20	10	10	30	25	20	20	5	30	20	25	15	10	15	30	15	10	30	
			OI	OT	AC	EE	PS	OI	OT	AC	EE	PS	OI	OT	AC	EE	PS	OI	OT	AC	EE	PS	
A-C Partial Score			12.50	17.50	10.00	5.00	5.00	6.00	5.00	4.00	4.00	1.00	4.50	3.00	3.75	2.25	1.50	2.25	4.50	2.25	1.50	4.50	
ENVIRONMENT & ENCROACHMENT																							
Encroachment																							
51	AIR-43	Ext. Encroachments	10				0.81					0.61				0.36					0.23		2.00
Air Quality																							
52	AIR-44	Air Quality	10				0.81					0.61				0.36					0.23		2.00
Accident Potential Zone I and II																							
53	AIR-45	APZ I	7				0.56					0.42				0.25					0.16		1.40
54	AIR-46	APZ II	7				0.56					0.42				0.25					0.16		1.40
Clear Zones																							
55	AIR-47	Clear Zone	7				0.56					0.42				0.25					0.16		1.40
Noise																							
56	AIR-48	Noise	10				0.81					0.61				0.36					0.23		2.00
57	AIR-49	Real Estate disclosures	4				0.32					0.24				0.15					0.09		0.80
Zoning																							
58	AIR-50	AICUZ data for zoning	7				0.56					0.42				0.25					0.16		1.40
Waste Disposal																							
59	ENV-5a	Waste Disposal	2				0.00					0.12				0.00					0.05		0.17
Potable Water																							
60	ENV-6a	Potable Water	2				0.00					0.12				0.00					0.05		0.17
Question Total						5.00					4.00				2.25						1.50		12.75

Station	61 P51	62 P52A-C	63 P53A-C	64 P54A-C	65 P55A-D	66 P56A-D	67 P57	68 P58A-D	70 P59A-D	71 P510	72 P511	73 P512	73 P513	Total Personnel Support (DOL)																				
MCCAS Cherry Point	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	7.60																				
MCCAS Miramar	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	7.77																				
MCCB Hawthorne	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	8.31																				
MCCAS Guadalupe	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	7.55																				
MCCAS Beaufort	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	7.35																				
MCCAS Camp Pendleton	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	7.55																				
MCCAS New River	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	8.81																				
MCCAS Yuma	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	8.88																				
NAAS El Centro	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	8.97																				
NAAS Washington	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	8.98																				
NAAS Abilene	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	8.52																				
NAAS Brunswick	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	8.52																				
NAAS Corpus Christi	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	8.52																				
NAAS Fallon	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	8.52																				
NAAS Jacksonville	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	8.52																				
NAAS JRB Ft Worth	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	8.52																				
NAAS JRB New Orleans	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	8.52																				
NAAS JRB Willow Grove	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	8.52																				
NAAS King Hill	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	8.52																				
NAAS Ringer	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	8.52																				
NAAS Lemoore	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	8.52																				
NAAS Meridian	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	8.52																				
NAAS North Island	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	8.52																				
NAAS Oceana	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	8.52																				
NAAS Palmdale	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	8.52																				
NAAS Porterville	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	8.52																				
NAAS Perris	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	8.52																				
NAAS Whittier Field	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	8.52																				
NAAS Lathrop	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	8.52																				
NAAS China Lake	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	8.52																				
NAAS Ventura County MWD	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	8.52																				
NAAS Mayport	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	8.52																				
NAAS Norfolk	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	8.52																				
NAASLA 775 DET A	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	8.52																				
MAG 48 DE 1 B	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	8.52																				
TOTAL MILITARY VALUE (100.00)	68.18	67.00	62.32	48.12	81.73	88.78	64.88	64.36	62.48	61.02	62.31	60.83	60.34	61.82	61.42	64.08	68.13	64.78	68.31	68.36	61.61	68.23	68.18	61.01	68.48	67.13	64.00	64.50	67.31	68.22	67.10	61.08	28.73	68.51

Capacity Analysis

As noted above, the number of Hangar Modules on board an airfield defines capacity. Each activity provided a certified response of the data described above in order to determine the number of Type I and Type II Hanger Modules. These reported capacities were reviewed and validated, and where necessary, data call clarifications and corrections were requested and obtained in accordance with the data certification process. Analysis of the certified data resulted in the determination of a total capacity, which included all Department of the Navy activities that possessed the capability to house and operate naval aircraft. In order to determine potential excess capacity, this total capacity was reduced by the non-operational capacity (those activities indicated with an asterisk on the above list). These activities were not included since their primary function is Undergraduate Training, Fleet Training or Research, Development, Test and Evaluation. Additionally, the Marine Corps Air Facility Quantico was not included in the operational capacity since its exclusive mission is Presidential support.

The 20-year Force Structure Plan provided incremental requirements for Department of the Navy aviation assets through 2024. The Force Structure Plan shows requirements increasing for the next six years, and then slowly declining through 2024 to a level 12 percent below 2005 requirements. The Fleet Response Plan requires a permanent facility within the continental United States and Hawaii for each squadron, including those based overseas. Additionally, the requirement was not reduced to account for underway periods or deployments. Coordination with Commander, Fleet Forces Command indicated a need to accommodate follow-on maintenance not yet accounted for in the Facility Planning Criteria for Navy and Marine Corps Shore Installations (NAVFAC P-80) or the Fleet Response Plan. Therefore, the Department of the Navy (DON) Analysis Group approved a factor of 1.22 modules per squadron in order to accurately determine required capacity. Finally, in determining the operational requirements, the squadrons in the Force Structure Plan that were designated for Undergraduate Training, Fleet Training, and Research, Development, Test and Evaluation were subtracted from the total to determine the aviation operational requirement. A surge factor in calculating the amount of Hanger Modules required at its operational bases was not needed because it would require additional aircraft procurement to utilize that surge capability. The DON Analysis Group and Infrastructure Evaluation Group ensured that sufficient flexibility was retained to handle surge represented by operational tempo changes or emergent force positioning changes, and also concluded that there were sufficient Hanger Modules available in non-operational bases (e.g., Training and Research, Development, Test and Evaluation bases) to meet surge or other emergent operational requirements.

Comparing the number of Hangar Modules of current operational Navy and Marine Corps aviation activities against the number of projected operational squadrons (times 1.22) based on the March 2005 revision of the 2024 Force Structure Plan resulted in an excess capacity in 2024 of 19 percent. The two closure recommendations reduce the excess capacity for the Aviation Operations function from 19 percent to 16 percent (9.5 Hangar Modules).

Military Value Analysis

The matrix developed for military value analysis was modeled on the BRAC 1995 Naval Station matrix with modifications based on lessons learned, Fleet input, and improved modeling. Scaling functions were used to allow partial or relative value for a particular data point. The matrixes for the different operational functions (Surface/Subsurface, Aviation, and Ground) were similar in many respects, each having five attributes. However, the specific data and weighting of the attributes reflected the differences between each function. The military value data call was composed to assess an aviation activity's "value" regarding its ability or potential ability to base operational squadrons.

Operational Infrastructure questions principally measured the size and versatility of the airfield, hangar, maintenance, and support capabilities. Operational Training questions measured the proximity to training facilities, training ranges and airspace. Airfield Characteristics questions principally measured operational and strategic locations, restrictions, and anti-terrorism/force protection capabilities. Environment and Encroachment questions measured an array of constraints, costs, and capabilities associated with balancing an activity's mission and compliance with federal and state environmental regulations. Air quality, noise and encroachment issues were major factors in this attribute. Personnel Support/Quality of Life questions measured an activity's ability to support squadron personnel and their families.

Question weights developed by the Infrastructure Evaluation Group placed high value on operational infrastructure and training. The military value scores for the activities in the Aviation Operations function were distributed between 28.0 and 71.6 for all 35 Department of the Navy activities, with an average military value for this category of 56.5. The scores of all the operational air stations were evenly distributed throughout this range, except Cambria Regional Airport and Stewart Air National Guard Base, which scored very low due largely to the fact that the units responding to the data calls do not own or control the airfield on which they operate.

given. For other configurations (e.g. parallel runways with a single or no crosswind runway), we will compute the percent of time, based on crosswind components, that the parallel runways are active. Scoring is linear scaled 0 to 100 percent.

Component: Hangars/Ramps

Air 5. Relative square feet of hangar space classified “adequate.”

Air 5. How many square feet of hangar space is classified as “adequate?”

Source: Capacity Data Call question DoD 19; CDC 1.6.5.b.

Based upon responses from activities, the most adequate hangar space gets 1 point, linear scaled to the least amount of adequate hangar space and 0.

Air 6. Number of hot refueling hydrants.

Air 6. How many hot refueling hydrants are at your airfield?

Source: Capacity Data Call question DoD 558; CDC 1.6.1.a.

Eight hydrants and above receive 1 point, linear scaled to 0.

Air 7. Relative surface area of useable ramp space.

Air 7. What is the total surface area of ramp space rated adequate or substandard?

Source: Capacity Data Call question DoD 8; CDC 1.6.3.a.

Based upon largest Adequate and Substandard (with .5 factor) square yards value received from field, scalable functions will be applied from 0 to 1 for minimum and maximum values.

Component: Nav aids/Lighting

Air 8. Number of runways serviced by Optical Landing System (OLS).

Air 8. How many runways are serviced by the OLS/fresnel lense system?

Source: Military Value Data Call

Two or more receives 1 point. 1 receives .5 point.

Air 9. Number of runways serviced by Automatic Carrier Landing System (ALCS).

Component: Unique or Specialized Capabilities / Missions

SEA-14. Relative value of unique capabilities or missions.

~~SEA 14. List and describe any unique capabilities or missions performed at your installation. Unique is defined as a capability or mission performed at no other location.
Deleted by 7 Sept DAG.~~

Capability/Mission	Description

Source: Military Value Data Call

Based upon responses received, IEG will evaluate and assign credit.

SEA-15. Relative value of specialized capabilities or missions.

~~SEA 15. List and describe any specialized (not unique) capabilities or missions performed at your installation. Examples of specialized capabilities or missions include but are not limited to: Homeland Defense, Strategic Deterrence Missions, Special Warfare, Mine Warfare, Landing Craft Capability, etc.
Deleted by 7 Sept DAG.~~

Capability/Mission	Description

Source: Military Value Data Call

Based upon responses received, IEG will evaluate and assign credit.

Air 18. Are local laws or restrictions in place that would prohibit at least one of your OLFs from operating 24 hours a day, seven days a week?

Source: *Source: Capacity Data Call question DoD 201; CDC 2.2.2.d*

Binary response. 1 for no, 0 for yes.

Component: Proximity to Training Airspace

Air 19. Relative distance to Military Operating Area (MOA) or Warning Area.

Air 19. What is the distance to your closest or most preferred Military Operating Area (MOA) or Warning Area?

Source: Military Value Data Call

Based upon responses, 1 point is given to the shortest distance to the MOA or Warning Area, linear scaled to the farthest and 0.

Air 20. Relative distance to air-to-air range.

Air 20. What is the distance to your closest or most preferred air-to-air range?

Source: Military Value Data Call

Based upon responses, 1 point is given to the shortest distance, linear scaled to the farthest and 0.

Air 21. Relative size of air-to-air range.

Air 21. What is the size of the closest or most preferred air-to-air range in square nautical miles?

Source: Military Value Data Call

Based upon responses, 1 point is given to the largest range, linear scaled to the smallest and 0.

Air 22. Relative distance to supersonic operating area.

Air 22. What is the distance to your closest supersonic operating area?

Source: Military Value Data Call

Component: Aircrew Training Facilities

Air 27. Distance to aviation physiology/swim facilities.

Air 27. What is the distance in miles to the nearest facility where aviation and swim quals can be performed for flight crew certification? If facilities are on your installation, answer 0.

Source: Military Value Data Call

Zero to 25 miles receives 1 point, then linear scaled to 50 miles and 0 points.

Air 28. Distance to pool adequate for year round SAR swimmer training.

Air 28. What is the distance in miles to the nearest facility where SAR swimmers can perform their required pool training? If pool is on your installation, answer 0. Facilities do not have to be DOD owned, but they must be accessible year round. If circumstances in your area require multiple locations, provide the average travel distance to the facilities.

Source: Military Value Data Call

Zero to 25 miles receives 1 point, then linear scaled to 50 miles and 0 points.

Air 29. Distance to Aviation Shipboard Firefighting school.

Air 29. What is the distance in miles to the nearest facility where shipboard aviation firefighting training can be provided for aviation personnel who deploy on aviation capable ships? If the training is conducted on your installation, answer 0.

Source: Military Value Data Call

Zero to 25 miles receives 1 point, then linear scaled to 50 miles and 0 points.

Air 30. Distance to small arms range.

Air 30. What is the distance in miles to the nearest small arms range suitable for aircrew and force protection small arms qualifications? If a small arms range is on your installation, answer 0.

Source: Military Value Data Call

Zero to 25 miles receives 1 point, then linear scaled to 50 miles and 0 points.

Attribute: Airfield Characteristics

Component: Operational Location

Air 33. Published field elevation.

Air 33. What is your published field elevation?

Source: Military Value Data Call

Based on responses from all airfields, scoring will be assigned which gives more credit to the lower elevations. 1 point will be given for under 1,000 feet. Points will slide linearly to 3,000 feet and .5 point. Then linear again to the highest reported field elevation and 0 points.

Air 34. Distance to primary supported ground units.

Air 34. What is the range in nautical miles from your field to the nearest installation or training area hosts ground units requiring air support?

Source: Military Value Data Call

Answers within 10 nm receive 1 point, then linear scaled to 75 nm and 0.

Note: This question intends to determine how far an aviation unit has to travel to support the units it is most often called upon to support. It is aimed mostly at USMC and Army ground support squadrons, but is asked so that any airfield can answer and receive points.

GRD-34a-b: Relative value of Aerial Port of Embarkation (APOE) that supports aviation units.

GRD-34a. (0.5) What is the distance (miles) to the primary Aerial Port of Embarkation (APOE) used for loadout of cargo (0.3)? Who manages it (0.2 if Federally managed)? If not federally managed, is a user agreement in place (0.1)?

Source: Capacity Data Call

Based on responses to three questions, analyst will apply a function for zero credit to a maximum credit corresponding to this value. Question amplification will include DoD references for transportation and material handling.

GRD-34b. (0.5) For your primary APOE, what is the maximum throughput in terms of short tons of cargo that can be staged and loaded per day?

Source: Military Value Data Call

Answers less than 10 miles receive 0 points, then linear scaled to 30 miles and 1 point.

Air 37. Strategic Location.

Air 37. Is the installation strategically located?

Source: Military Value Data Call

IEG will assign credit based upon judgment.

Component: Airfield Restrictions

Air 38. 24/7 capable.

Air 38. Are local laws or restrictions in place that would prohibit your field from operating 24 hours a day, seven days a week?

Source: Capacity Data Call question DoD 201; 2.2.2.d

Binary response. 1 for no, 0 for yes.

Air 39. Percent of runway operations conducted by non-DOD aircraft.

Air 39. What is the total number of runway operations performed at your field by non-DOD aircraft? Include all civilian operations, including private and government agency traffic.

Source: Military Value Data Call

Linear scaled answers from 1 at 0% to 0 at 25%.

Air 40. Buildable acres.

Air 40. How many Airfield Operations Total Buildable Acres are on your installation?

Source: Capacity Data Call question DoD 30; 1.4.a item B. "Airfield Operations-includes acreage that is appropriate for airfield pavements and lighting, air operations facilities, and supporting facilities such as aircraft maintenance hangars and shops."

Linear scaled answers from 0 for less than 5 to 1 for greater than 200. Five acres represents the smallest amount of land a small hangar and ramp could be constructed. 200 acres is sufficient land to build hangars, ramps, taxiways, and an additional 8000

Source: Military Value Data Call

Based on responses received, analyst will apply a function for zero credit to a maximum credit.

SEA-40. Adequate space available for Entry Control points to have vehicle search, holding areas, and rejection lanes.

SEA-40. Is adequate space available for all Entry Control Points (ECPs) to have vehicle search, holding areas, and rejection lanes as specified in UFC 4-010-01?

Source: Military Value Data Call

Binary value.

SEA-41. Relative value of utility (government or commercial; electric or water) redundancy.

SEA-41. Is the installation supported by an electric or water utility (government or commercial) that is a single point source (no redundant capability)?

Source: Military Value Data Call

Installation will receive 0.5 points for each listed utility that has redundancy.

Component: Locality Cost

SEA-42a-b. Relative value of the locality cost.

SEA-42a. (0.5) What is the GS Locality Pay percentage for you activity's geographical area? (%)

Source: Military Value Data Call (Criterion 7)

Based on maximum value, analyst will apply a function for zero credit to a maximum credit corresponding to this value.

SEA-42b. (0.5) What is your host installation's Area Cost Factor (ACF) as described in the DoD Facilities Pricing Guide? (Number)

Source: Military Value Data Call

Based on maximum value, analyst will apply a function for zero credit to a maximum credit corresponding to this value.

Component: Accident Potential Zone I and II

Air 45. Relative incompatible land use for Accident Potential Zone I.

Air 45. For each runway end, provide the percent of off-installation incompatible land use in the extended Clear Zone, Accident Potential Zone (APZ) I, and APZ II. (Percentage of incompatible land use off installation = Acres of land off-installation zoned incompatibly / Total acres of land off-installation in extended clear zone, APZ I and APZ II) Include information for each end of the runways.

Source: Capacity Data Call DoD 208; CDC 2.2.1.h

Based on responses, linear scaled scoring max is 0 and min is 1

Air 46. Relative incompatible land use for Accident Potential Zone II.

Air 46. For each runway end, provide the percent of off-installation incompatible land use in the extended Clear Zone, Accident Potential Zone (APZ) I, and APZ II. (Percentage of incompatible land use off installation = Acres of land off-installation zoned incompatibly / Total acres of land off-installation in extended clear zone, APZ I and APZ II) Include information for each end of the runways.

Source: Capacity Data Call question DoD 208; CDC 2.2.1.h

Based on responses, linear scaled scoring max is 0 and min is 1

Component: Clear Zones

Air 47. Relative Clear Zone control.

Air 47. Does the installation own or control through easements all the acres in the clear zone?

Source: Capacity Data Call question DoD 207; CDC 2.2.1.g

Binary scoring, yes is 1, no is 0.

Component: Zoning

Air 50. AICUZ data for zoning.

Air 50. Has the local community, state or county adopted AICUZ or FAA Part 150 study land use compatibility guidelines in their land use planning outside of your main installation, auxiliary airfield, training range and/or RDT&E range? A "yes" answer to this question signifies the local community, state or county has adopted the AICUZ or FAA Part 150 study in total. Partial adoption requires a "no" answer.

Source: Capacity Data Call question Dod 203; CDC 2.2.1.c.

Binary answer, yes is 1, no is zero.

Component: Waste Disposal

ENV-5a-c. Relative value of the capacity to dispose of solid or hazardous waste.

ENV-5a. (0.4) Does the installation have a permitted hazardous waste Resource Conservation and Recovery (RCRA) Treatment, Storage or Disposal (TSD) facility? (0.2) If so, does the hazardous waste TSD facility permit allow acceptance of off-site waste? (0.2)

Source: Capacity Data Call

Two binary values.

ENV-5b. (0.4) If the installation has a permitted solid waste disposal facility, what is the remaining capacity?

Source: Capacity Data Call

Based upon maximum capacity remaining, analyst will apply a function for zero credit to a maximum credit corresponding to this value.

ENV-5c. (0.2) Does the installation have an interim or final RCRA Subpart X permit for operation of an open burning/open detonation facility? (0.1) If so, does the RCRA Subpart X permit allow acceptance of off-site waste (e.g. from other DoD facilities)? (0.1)

Source: Capacity Data Call

Two binary values.

Attribute: Personnel Support (QOL)

Component: *Medical*

PS-1. Located within the medical catchment area of an in-patient military medical treatment facility.

PS-1. Is your activity within the medical catchment area of an in-patient military medical treatment facility? (yes/no)

Source: Military Value Data Call

Binary.

Component: *Housing*

PS-2a-c. Relative value of government and PPV housing availability.

PS-2a. (0.5) What was the average wait time (in months) for family housing, including Public Private Venture (PPV) units, at your installation as of 30 September 2003?

Avg Wait Time =
$$\frac{(\text{List}_1 \text{ Wait Time} \times \text{List}_1 \text{ Units}) + (\text{List}_2 \text{ Wait Time} \times \text{List}_2 \text{ Units}) + \dots}{\text{Total Housing Units}}$$

Source: Military Value Data Call

Based on responses received, analyst will apply a function for zero to maximum credit.

PS-2b. (0.25) What is the total number of adequate Bachelor Quarters (combined officer and enlisted; both current and budgeted) at your installation divided by the total military population as of 30 Sep 2003?

Source: Capacity Data Call

Ratio of number of rooms per active duty population. Based on responses received, analyst will apply a function for zero to maximum credit.

PS-2c. (0.25) What was the total number of non availabilities (nights) issued over the past three years (2001-2003) divided by the total number of transient rooms as of 30 Sept. 2003 at your installation?

Source: Capacity Data Call

Based on responses received, analyst will apply a function for zero credit to a maximum credit.

~~PS-4c. (0.3) What percent of high school classroom teachers were certified in their subject/core area in the local school districts in the 2002-2003 school year? (%)~~

JPAT 7 deleted due to non-uniformity of answers among states. Re-apportioned a and b to 0.5 each.

Source: Military Value Data Call (Criterion 7)

Analyst will apply a function to answers from zero to 100 percent.

PS-5a-d. Relative availability of dependent and member post-secondary education in the local community.

PS-5a. (0.4) Does your installation's state charge military family members the in-state tuition rate for higher education? (yes/no)

Source: Military Value Data Call (Criterion 7)

Binary value.

PS-5b. (0.2) How many vocational/technical schools are available in the local community? (count)

Source: Military Value Data Call (Criterion 7)

Based on responses received, analyst will apply a function for zero credit to a maximum credit.

PS-5c. (0.3) How many undergraduate colleges/universities are available in the local community? (count)

Source: Military Value Data Call (Criterion 7)

Based on responses received, analyst will apply a function for zero credit to a maximum credit.

PS-5d. (0.1) How many colleges/universities with graduate programs (Masters and/or Ph.D. level) are available in the local community? (count)

Source: Military Value Data Call (Criterion 7)

Component: Fleet and Family Services

PS-7. Relative availability of base services.

PS-7. Which Support Services facilities are located at your installation? (y/n)

FACILITY	Available (yes/no)	Value
Commissary		0.4
Exchange		0.2
Family Service Center		0.2
Convenience Store		0.1
Religious Support Services		0.1
TOTAL		1.00

Source: Capacity Data Call

Binary values.

PS-8a-b. Relative availability of child development services.

PS-8a. (0.5) What is the average wait to enroll (in days) for on-base child care? (Count: days)

Source: Military Value Data Call

Based on responses received, analyst will apply a function for zero credit to a maximum credit.

PS-8b. (0.5) How many licensed and/or accredited child care centers do you have in your community (MHA)?

Source: Military Value Data Call (Criterion 7)

Based on responses received, analyst will apply a function for zero credit to a maximum credit. Normalize total population.

Component: Follow-on Tour Opportunities

PS-10. Relative opportunity for follow-on tour in the homeport.

PS-10. For the top five sea intensive ratings in the principle warfare community your base supports, provide the following: (Text: Counts)

Rating	# of Sea Billets in Local Area	#of Shore Billets in Local Area

Source: Military Value Data Call

Based on responses received, analyst will apply a function for zero credit to a maximum credit.

Component: Metropolitan Area Characteristics

PS-11. Relative proximity to a population center/city that has a population greater than 100,000.

PS-11. What is the distance in miles to the nearest population center/city that has a population greater than 100,000?

Source: Military Value Data Call (Criterion 7)

Based on responses received, analyst will apply a function for zero credit to a maximum credit.

PS-12. Relative proximity to the nearest commercial airport that offers regularly scheduled service by a major airline carrier.

PS-12. What is the distance in miles to the nearest commercial airport that offers regularly scheduled service by a major airline carrier?

Source: Military Value Data Call (Criterion 7)

Based on responses received, analyst will apply a function for zero credit to a maximum credit.

PS-13. Relative local crime rate.

**NAVAL AVIATION MILITARY VALUE
SUMMARY**

Criteria Weight			READINESS					FACILITIES					SURGE CAPABILITIES					COST					Wgt
			50					20					15					15					
Attribute-to-Criteria Weight	IEG Score	A-C Partial Score	25	35	20	10	10	30	25	20	20	5	30	20	25	15	10	15	30	15	10	30	
			OI	OT	AC	EE	PS	OI	OT	AC	EE	PS	OI	OT	AC	EE	PS	OI	OT	AC	EE	PS	
OPERATIONAL INFRASTRUCTURE																							
Runways and Arresting Gear																							8.52
1	AIR-1	Rwy Length	10	1.69				0.81					0.64					0.56				3.71	
2	AIR-2	X-wind Rwy	4	0.68				0.32					0.26					0.23				1.48	
3	AIR-3	A-Gear	2	0.34				0.16					0.13					0.11				0.74	
4	AIR-4a-b	Parallel Rwy Ops	7	1.18				0.57					0.45					0.39				2.59	
Hangars/Ramps																							8.25
5	AIR-5	Hgr Space	8	1.35				0.65					0.51					0.00				2.51	
6	AIR-6	Hot Refueling	7	1.18				0.57					0.45					0.39				2.59	
7	AIR-7	Ramp Space	10	1.69				0.81					0.64					0.00				3.14	
Nav aids/Lighting																							5.03
8	AIR-8	OLS	5	0.84				0.41					0.32					0.00				1.57	
9	AIR-9	ACLS	4	0.68				0.32					0.26					0.00				1.26	
10	AIR-10	PAR	7	1.18				0.57					0.45					0.00				2.20	
Munitions Storage																							1.23
11	AIR-11	Munitions	4	0.68				0.32					0.00					0.23				1.23	
Intermediate Maintenance																							2.22
12	AIR-12	AIMD	6	1.01				0.49					0.39					0.34				2.22	
Unique or Specialized Caps/Mans																							0.00
13	SEA-14	Unique Caps	0	0.00				0.00					0.00					0.00				0.00	
14	SEA-15	Specialized Caps	0	0.00				0.00					0.00					0.00				0.00	
Question Total			12.50				6.00					4.50					2.25				25.25		

**NAVAL AVIATION MILITARY VALUE
SUMMARY**

Criteria Weight	Attribute-to-Criteria Weight	IEG Score	READINESS 50					FACILITIES 20					SURGE CAPABILITIES 15					COST 15					Wgt
			25	35	20	10	10	30	25	20	20	5	30	20	25	15	10	15	30	15	10	30	
			OI	OT	AC	EE	PS	OI	OT	AC	EE	PS	OI	OT	AC	EE	PS	OI	OT	AC	EE	PS	
A-C Partial Score			12.50	17.50	10.00	5.00	5.00	6.00	5.00	4.00	4.00	1.00	4.50	3.00	3.75	2.25	1.50	2.25	4.50	2.25	1.50	4.50	
AIRFIELD CHARACTERISTICS																							
Operational Location																							
35	AIR-33	Fld Elevation	5			0.78					0.27					0.29				0.18			1.53
36	AIR-34	Dist supported units	7			1.09					0.38					0.41				0.25			2.14
37	GRD-34a	APOE	7			1.09					0.38					0.41				0.25			2.14
38	GRD-35a	SPOE	7			1.09					0.38					0.41				0.25			2.14
39	AIR-35	SAR Swimmer Area	4			0.63					0.22					0.23				0.14			1.22
40	AIR-36	Class B Airspace	7			1.09					0.38					0.41				0.25			2.14
41	AIR-37	Strategic Location	7			1.09					0.38					0.41				0.25			2.14
Airfield Restrictions																							
42	AIR-38	24/7 capable	8			1.25					0.44					0.47				0.00			2.16
43	AIR-39	Non-DOD Ops	2			0.31					0.11					0.12				0.00			0.54
44	AIR-40	Buildable acres	1			0.16					0.05					0.06				0.00			0.27
45	AIR-41a	BASH	2			0.31					0.11					0.12				0.00			0.54
Weather																							
46	AIR-42	IFR conditions	7			1.09					0.38					0.41				0.25			2.14
Anti-Terror/Force Protection																							
47	SEA-39a	Buildings	3			0.00					0.16					0.00				0.11			0.27
48	SEA-40	ECPs	3			0.00					0.16					0.00				0.11			0.27
49	SEA-41	Utility redundancy	3			0.00					0.16					0.00				0.11			0.27
Locality Cost																							
50	SEA-42a	Locality Cost	3			0.00					0.00					0.00				0.11			0.11
Question Total						10.00					4.00					3.75				2.25			20.00

**NAVAL AVIATION MILITARY VALUE
SUMMARY**

Criteria Weight			READINESS					FACILITIES					SURGE CAPABILITIES					COST					Wgt
			50					20					15					15					
Attribute-to-Criteria Weight	IEG Score	A-C Partial Score	25	35	20	10	10	30	25	20	20	5	30	20	25	15	10	15	30	15	10	30	
			OI	OT	AC	EE	PS	OI	OT	AC	EE	PS	OI	OT	AC	EE	PS	OI	OT	AC	EE	PS	
PERSONNEL SUPPORT (QOL)																							
Medical																							1.35
61	PS-1	In-patient treatment	4				0.74				0.12					0.22					0.26	1.35	
Housing																							6.44
62	PS-2a-c	Govt/PPV Housing	10				1.85				0.30					0.56					0.66	3.37	
63	PS-3a-b	Community Housing	10				1.85				0.00					0.56					0.66	3.07	
Non-Military Education																							0.86
64	PS-4a-c	K-12	7				0.00				0.00					0.00					0.46	0.46	
65	PS-5a-d	Post-Secondary Ed	6				0.00				0.00					0.00					0.40	0.40	
Employment																							0.20
66	PS-6a-b	Off-base Employment	3				0.00				0.00					0.00					0.20	0.20	
Fleet and Family Services																							1.25
67	PS-7	Base Services	7				0.00				0.21					0.00					0.46	0.68	
68	PS-8a-b	Child Development	6				0.00				0.18					0.00					0.40	0.58	
MWR																							0.58
69	PS-9	MWR	6				0.00				0.18					0.00					0.40	0.58	
Follow-on-Tour Opportunities																							0.07
70	PS-10	Follow-On Tours	1				0.00				0.00					0.00					0.07	0.07	
Metropolitan Area Characteristics																							1.25
71	PS-11	Big City	2				0.00				0.00					0.00					0.13	0.13	
72	PS-12	Commercial Air	3				0.56				0.00					0.17					0.20	0.92	
73	PS-13	Crime	3				0.00				0.00					0.00					0.20	0.20	
Question Total																							12.00

AVIATION MILVAL RANKINGS AS OF 4 APR 05

Rank Bases	Value
1 NAS Jacksonville	71.62
2 NAS Pensacola	69.49
3 MCAS Cherry Point	69.19
4 NAS Whidbey Island	67.13
5 MCAS Miramar	67.00
6 NAS Oceana	66.18
7 NAS North Island	65.23
8 NAS Whiting Field	64.00
9 NAS Corpus Christi	63.69
10 MCAS Beaufort	61.73
11 NAS Meridian	61.41
12 NS Norfolk	61.08
13 NAS Patuxent River	61.01
14 NAS Lemoore	60.56
15 NAS Fallon	60.34
16 NAS Kingsville	59.25
20 NB Ventura Cty/Pt Mugu	59.22
21 MCAS New River	58.89
19 NAS Key West	58.79
20 NAWS China Lake	57.31
21 NS Mayport	57.10
22 MCAS Yuma	56.36
23 MCAS Camp Pendleton	55.78
24 NAS JRB New Orleans	54.06
26 NAF Washington	53.62
27 MCB Hawaii	52.52
28 NAF EI Centro	52.48
29 NAS Brunswick	50.85
30 NAS JRB Ft Worth	47.42
31 NAS JRB Willow Grove	45.12
32 MCAS Quantico	45.12
33 NAES Lakehurst	44.50
34 NAS Atlanta	43.25
35 HMLA 775 DET A	29.73
36 MAG 49 DET B	28.03

Standard Deviation	9.97
Mean	56.55
Median	58.89
Maximum	71.62
Minimum	28.03
Range	43.59

