Department of the Navy
IAT

INFRASTRUCTURE ANALYSIS TEAM
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RP-0277
IAT/REV
19 November 2004

MEMORANDUM FOR THE DON ANALYSIS GROUP (DAG)

Subj: REPORT OF DAG DELIBERATIONS OF 2 NOVEMBER 2004

Encl: (1) 2 November 2004 DAG Agenda
(2) Naval Aviation Operations Function Summary Brief of 1 November 2004
(3) Naval Aviation Operations Function Brief Concerning Helicopter Operations of 2 November 2004
(4) Naval Aviation Operations Function Brief Concerning Logistics and Patrol Operations of 2 November 2004
(5) Naval Aviation Operations Function Phase Two Active Bases Brief of 2 November 2004
(6) Naval Aviation Operations Function Phase Two Reserve Bases Brief of 2 November 2004
(7) Naval Surface/Subsurface Operations Function Scenario Update Brief of 2 November 2004
(8) E&T DON-Specific Officer Accessions Training Function Scenario Alignment Assessment Brief of 2 November 2004

1. The seventeenth deliberative session of the Department of the Navy (DON) Analysis Group (DAG) convened at 1310 on 2 November 2004 in the Infrastructure Analysis Team (IAT) conference room located at Crystal Plaza 6, 9th floor. The following members of the DAG were present: Ms. Anne R. Davis, Chair; Ms. Ariane Whittemore, Member; Mr. Thomas Crabtree, Member; Mr. Michael G. Akin, alternate for RADM Christopher E. Weaver, USN, Member; Ms. Carla Liberatore, Member; BGen Martin Post, USMC, Member; Mr. Paul Hubbell, Member; Ms. Debra Edmond, Member; and, CAPT Thomas E. Mangold, USN, alternate for RDML (sel) Charles Martoglio, USN, Member. MajGen Emerson N. Gardner Jr., USMC, Member, and Mr. Michael Jaggard, Member, did not attend the deliberative session. Additionally, Mr. Ronnie J. Booth, Navy Audit Service Representative; Mr. Mark Anthony; LtCol Anthony A. Wienicki, USMC, and the following members of the IAT were present: Mr. Dennis Biddick, Chief of Staff; CAPT Jason A. Leaver, USN; Mr. David LaCroix, Senior Counsel; CDR Robert E. Vincent II, JAGC, USN, Recorder; and, Capt James A. Noel, USMC, Recorder. All attending DAG members were provided enclosures (1) through (8).

Subj: REPORT OF DAG DELIBERATIONS OF 2 NOVEMBER 2004

2. CAPT Christopher T. Nichols, USN, and members of the IAT Operations Team used enclosure (2) to recap the DAG's 1 November 2004 naval tactical aviation (TACAIR) operations laydown discussion. He reminded the DAG that it reviewed TACAIR operations mission, current east and west coast laydown sites for both Navy and Marine Corps TACAIR squadrons, potential alternative east and west coast laydown sites, and transitional and 20-year Force Structure Plan (FSP) TACAIR requirements in order to ensure that DON will maintain sufficient capacity and flexibility to base Navy and Marine Corps TACAIR squadrons and concomitant assets on both coasts over the next twenty years. The DAG had expressed concern about the basing flexibility for east coast TACAIR squadrons at its 1 November 2004 deliberative session, and agreed to table any further discussion concerning TACAIR basing until the IAT had the opportunity to provide more detailed information on base characteristics.

3. CAPT Nichols provided enclosure (3) to the DAG in order to assess the missions for both Navy and Marine Corps helicopter operations, current east and west coast laydown sites, and 20-year FSP helicopter operations requirements. The DAG recognized that both the current and 2024 laydown requirements for Navy helicopter operations include carrier based, non-carrier based, and mine counter measure helicopters squadrons that must be stationed on both coasts and in close proximity to the fleet. The DAG reviewed the current and 2024 east and west coast laydown of Navy helicopter squadrons. See slides 4 and 5 of enclosure (3). The DAG determined that the current laydown of Navy helicopter squadrons provides the necessary support to the fleet, both today and in 2024. See slide 6 of enclosure (3). Additionally, the DAG noted that relocating helicopter squadrons would not likely result in any base closures since the Navy would continue to maintain the other operational functions at these naval installations.

4. The DAG recognized that both the current and 2024 laydown requirements for Marine Corps helicopter operations include skids, medium lift/V-22, and heavy lift helicopters that must be stationed on both coasts and in close proximity to Marine Corps ground forces. The DAG reviewed the current and 2024 east and west coast laydown of Marine Corps helicopter squadrons. See slides 7 through 10 of enclosure (3). The DAG determined that the current laydown of Marine Corps helicopter squadrons provides the necessary support to Marine Corps ground forces, both today and in 2024.

5. Enclosure (4) contained the current and 2024 laydown requirements for Logistical and Patrol Operations aircraft. The DAG used slides 3 through 5 of enclosure (4) to review the current laydown of logistical aircraft squadrons, which includes C-2 and Type II reserve logistical aircraft squadrons. The DAG recognized that C-2 aircraft must be stationed on both coasts in order to support the fleet. The DAG also recognized that reserve logistical aircraft squadrons must be dispersed throughout the United States in order to ensure that reserve demographics support the logistical aviation operations that, in turn, support the fleet. The DAG determined that the current laydown of C-2 and reserve logistical squadrons are adequately dispersed in order to provide necessary support to the fleet, both today and in 2024. Additionally, the DAG noted that the relocation of reserve logistical squadrons could potentially adversely impact reserve demographics.

6. The DAG used slides 6 through 10 of enclosure (4) to review the current laydown of Patrol Operations aircraft, which includes VP and Multi-Mission Maritime (MMA) aircraft. The DAG recognized that, under the FSP, the number of MMA squadrons in 2024 will be equal to or less than the current number of squadrons. Accordingly, the DAG assessed the possibility of single siting Patrol Operations squadrons on both coasts, while ensuring that any potential laydown continued to support the fleet. The DAG noted that Patrol Operations squadrons are currently evenly split across both coasts and not single sited on either coast. The DAG determined that the capacity analysis results indicate that some naval activities that contain Patrol Operations squadrons have, or will have, excess capacity and, therefore, consolidation of Patrol Operations on each coast may be feasible.

7. Referring to slide 7 of enclosure (4), CAPT Nichols noted that some Patrol Operations squadrons are stationed onboard MCB Hawaii and NAS Brunswick. He reminded the DAG that the revised Aviation Operations optimization model run, which the DAG reviewed during its 19 October 2004 deliberative session, identified MCB Hawaii and NAS Brunswick as potential candidates for closure, due to their low military value. He also noted that, during the 19 October 2004 deliberative session, the DAG decided to remove MCB Hawaii from closure consideration (due to possible Marine Corps force composition changes and IGPBS directive to establish a CSG forward in the Pacific Area of Responsibility) and tabled consideration of NAS Brunswick (in order to further assess its potential strategic importance).

8. For purposes of evaluating the feasibility of single siting Patrol Operations on both coasts, the DAG decided to reevaluate the possible closure of MCB Hawaii and NAS Brunswick. Initially, the DAG assessed the feasibility of single siting west coast Patrol Operations squadrons. The DAG noted that the Patrol Operations squadrons located onboard MCB Hawaii provide support to Marine Corps ground and aviation forces and are an integral part of Pacific theatre operations. Accordingly, the DAG decided not to develop a scenario to close MCB Hawaii at this time.

9. The DAG then assessed the feasibility of single siting east coast Patrol Operations squadrons. The DAG discussed the strengths and weaknesses of closing NAS Brunswick as delineated on slide 10 of enclosure (4). In order to further analyze the assumptions, impacts, potential conflicts, and risks associated with this scenario, the DAG decided to review a scenario description to close NAS Brunswick, including a Quad Chart and Scenario Alignment Assessment analysis. See enclosure (5). The DAG decided to table the potential scenario to close NAS Brunswick to allow the IAT to work with CFFC to assess this scenario, identify all affected assets onboard NAS Brunswick, and provide its findings to the DAG.

10. CAPT Nichols used enclosure (6) to present nine proposed scenarios for closing or realigning naval reserve aviation activities. The DAG reviewed the Scenario Description, including Quad Charts, and Scenario Alignment Assessment results and provided the following comments and recommendations:

a. Close NAS JRB Fort Worth, TX by relocating assets to NAS Atlanta, GA, Ellington Field, TX, Andrews AFB, MD, and AFRC Fort Worth, TX. CAPT Nichols noted that, at its 19 October 2004 deliberative session, the DAG directed the IAT Operations Team to coordinate the development of this scenario with MARFORRES and COMNAVRESFOR. He informed the DAG that MARFORRES and COMNAVRESFOR provided information concerning possible receiver sites for the NAS JRB Fort Worth, TX assets. The DAG approved the Scenario Description, including the Quad Chart, the Scenario Alignment Assessment results, and recommended forwarding this scenario to the IEG for approval, subject to the adjustment noted below:

(1) Quad Chart. The DAG determined that the most significant potential conflict resulting from this scenario is the loss of a joint military installation. Accordingly, the DAG determined that the first notation on the Potential Conflict

section of the Quad Chart should denote that this scenario would "Lose 'Jointness' of base".

b. Close NAS JRB Fort Worth, TX by relocating assets to NAS Atlanta, GA, NAS JRB New Orleans, LA, and AFRC Fort Worth, TX. CAPT Nichols informed the DAG that the IAT Operations Team developed this scenario as an alternative to the closure of NAS JRB Fort Worth scenario delineated in paragraph 10a. above. The DAG determined that the relocation of the Marine Corps assets to NAS JRB New Orleans did not meet Marine Corps reserve demographic requirements. Accordingly, the DAG decided not to recommend this scenario to the IEG for approval.

c. Close NAS JRB Willow Grove by relocating assets to McGuire AFB, NJ. CAPT Nichols noted that, at its 19 October 2004 deliberative session, the DAG directed the IAT Operations Team to develop this scenario. The DAG approved the Scenario Description, including the Quad Chart, the Scenario Alignment Assessment results, and recommended forwarding this scenario to the IEG for approval, subject to the adjustments noted below:

(1) Quad Chart. The DAG determined that the most significant potential conflict resulting from this scenario is the necessity to coordinate the relocation of assets to a Air Force military installation. Accordingly, the DAG determined that the first notation on the Potential Conflict section of the Quad Chart should denote that this scenario "Requires USAF coordination".

(2) Scenario Alignment Assessment Slide. The DAG determined that this scenario was aligned independently of operational considerations. Accordingly, it should be assigned a score of "1" under the Principles, Objectives, and Considerations Alignment section.

d. Close NAF Washington, DC by relocating assets to NAS Whidbey Island, WA and Andrews AFB, MD. CAPT Nichols noted that, at its 19 October 2004 deliberative session, the DAG directed the IAT Operations Team to develop this scenario. The DAG approved the Scenario Description, including the Quad Chart, the Scenario Alignment Assessment results, and recommended forwarding this scenario to the IEG for approval, subject to the adjustments noted below:

(1) Quad Chart. The DAG determined that the most significant potential conflict resulting from this scenario is the necessity to coordinate the relocation of assets to an Air

Force military installation. Accordingly, the DAG determined that the first notation on the Potential Conflict section of the Quad Chart should denote that this scenario "Requires USAF coordination". Additionally, the DAG noted that the Drivers/Assumptions section of the Quad Chart should denote that the HSA JCSG is developing a similar scenario.

e. Realign Cambria Airport, Johnstown, PA by relocating HMLA 775 Det A to NAS JRB Willow Grove, PA. CAPT Nichols reminded the DAG that it approved the Scenario Description, including the Quad Chart, and Scenario Alignment Assessment results at its 26 October 2004 deliberative session. He informed the DAG that the IAT Operations Team reviewed the Scenario Alignment Assessment results and recommended the following adjustment:

(1) Scenario Alignment Assessment Slide. The score for the Function/Scenario Alignment section should be changed from a "2" to a "1" since the scenario does not conflict with a DON scenario to close NAS JRB Willow Grove. Rather, the alternative scenarios are independent of each other. The DAG concurred with the recommended change and noted the overall Scenario Alignment Assessment score would be reduced from "7" to "6" and recommended forwarding this scenario to the IEG for approval.

f. Realign Cambria Airport, Johnstown, PA by relocating HMLA 775 Det A to Camp Pendleton, CA. CAPT Nichols noted that, at both its 19 October and 26 October 2004 deliberative sessions, the DAG directed the IAT Operations Team to develop this scenario. The DAG determined that the relocation of the HMLA 775 Det A to Camp Pendleton did not meet Marine Corps reserve demographic requirements. Accordingly, the DAG decided not to recommend this scenario to the IEG for approval.

g. Close NAS Atlanta, GA by relocating assets to Dobbins AFB, GA. CAPT Nichols reminded the DAG that it approved the Scenario Description, including the Quad Chart, and Scenario Alignment Assessment results at its 26 October 2004 deliberative session. He informed the DAG that the IAT Operations Team reviewed the Scenario Alignment Assessment results and recommended the following adjustments:

(1) Scenario Alignment Assessment Slide. The score for the Principles, Objectives, and Considerations section should be changed from "0" to "1" since the scenario is aligned, but independent of operational considerations. Additionally,

the score for the Function/Scenario Alignment section should be changed from a "0" to a "1" since the scenario is independent from alternative DON scenarios affecting NAS Atlanta. The DAG concurred with the recommended changes and noted the overall Scenario Alignment Assessment score would be increased from "2" to "4" and recommended forwarding this scenario to the IEG for approval.

h. Close NAS Atlanta, GA by relocating assets to NAS JRB New Orleans, LA, NAS JRB Fort Worth, TX, Warner Robins AFB, GA, Andrews AFB, MD, and Dobbins AFB, GA. CAPT Nichols reminded the DAG that it approved the Scenario Description, including the Quad Chart, and Scenario Alignment Assessment results at its 26 October 2004 deliberative session. He informed the DAG that the IAT Operations Team reviewed the Scenario Alignment Assessment results and recommended the following adjustments:

(1) Scenario Description. The DAG determined that the VMFA 142 should be relocated to NAS JRB Fort Worth rather than Andrews AFB. The DAG noted that this modification removed Andrews AFB as a potential receiving site under this scenario. Accordingly, reference to Andrews AFB should be removed from the scenario.

(2) Scenario Alignment Assessment Slide. The score for the Function/Scenario Alignment section should be changed from a "2" to "1" since the scenario does not conflict with a DON scenario to relocate assets from NAS JRB Fort Worth to NAS Atlanta. Rather, the alternative scenarios are independent from each other. The DAG concurred with the recommended change and noted the overall Scenario Alignment Assessment score would be reduced from "6" to "5" and recommended forwarding this scenario to the IEG for approval.

i. Close NAS Atlanta, GA by relocating assets to NAS JRB New Orleans, LA, NAS JRB Fort Worth, TX, and Dobbins AFB, GA. CAPT Nichols reminded the DAG that it directed the IAT Operations Team to develop this scenario at its 26 October 2004 deliberative session. He also reminded the DAG that it also conducted the Scenario Alignment Assessment analysis at that deliberative session. The DAG determined that the relocation of the assets to NAS JRB New Orleans and NAS JRB Fort Worth did not meet Marine Corps reserve demographic requirements. Accordingly, the DAG decided not to recommend this scenario to the IEG for approval.

11. The DAG recessed at 1400 and reconvened at 1424. All DAG members present when the DAG recessed were again present, except for BGen Post and Mr. Crabtree. Mr. Mark Anthony, designated alternate for Mr. Crabtree, entered the deliberative session.

12. Ms. Davis reminded the DAG that, at its 14 October 2004 deliberative session, the IEG directed the DAG to assess the feasibility of developing two additional scenarios. One possible scenario would single site the NAVSTA Ingleside and realigned NAS Corpus Christi forces to an East Coast base. This potential scenario would operate as an East Coast alternative to the scenario to relocate the NAVSTA Ingleside and realigned NAS Corpus Christi forces to NAVSTA San Diego. The second possible scenario was to relocate East Coast based SSNs to Portsmouth Naval Shipyard (NAVSHIPYD Portsmouth), in Kittery, Maine.

13. CAPT Nichols and the IAT Operations Team used slides 2 and 3 of enclosure (7) to present a Quad Chart and Scenario Alignment Assessment results for a draft scenario to close NAVSTA Ingleside and realign NAS Corpus Christi and relocate forces to NAVPHIBASE Little Creek. The DAG noted two principal concerns with this potential scenario. First, the Department of the Navy is considering using the available capacity at NAVPHIBASE Little Creek in order to base littoral combat ships (LCS). In fact, the DAG noted NAVPHIBASE Little Creek has been identified as a potential homeport for the initial Flight 1 LCS. The DAG also noted that consolidation of MHC and MCM forces to NAVPHIBASE Little Creek does not provide the synergy and efficiency obtained by the relocation to NAVSTA San Diego scenario. Accordingly, the DAG determined that there is a strategic and operational preference to single site the MHC and MCM forces to NAVSTA San Diego and decided not to recommend this scenario to the IEG for approval.

14. The DAG used slides 4, 8, and 9 of enclosure (7) in order to discuss and identify potential issues associated with relocating SSNs to NAVSHIPYD Portsmouth. The DAG noted that, to date, it had not assessed the feasibility of using shipyard capacity to homeport operational SSNs. The DAG assessed the feasibility during this deliberative session and determined that NAVSHIPYD Portsmouth currently lacks both the operational infrastructure and training services to homeport SSNs. Therefore, the DAG noted that there would probably be military construction costs associated this scenario. Additionally, the DAG recognized that this potential scenario would homeport operational forces within a controlled industrial area. The DAG also recognized that this potential scenario might adversely

affect DON's ability to use NAVSHIPYD Portsmouth in order to ensure waterfront flexibility capacity is maintained during emergent "surge" requirements. Accordingly, the DAG decided not to recommend this scenario to the IEG for approval.

15. CAPT Nichols informed the DAG that at the IEG's 28 October 2004 meeting with major claimants, COMPACFLT emphasized the importance of basing SSNs at SUBASE San Diego. He informed the DAG that COMPACFLT stated that it is important for the Navy to maintain reasonable access to the waters surrounding San Diego in order to conduct submarine training. Additionally, COMPACFLT noted that the Ballast Point property at SUBASE San Diego is a critical component of San Diego force protection measures. The DAG used slides 5 through 7 of enclosure (7) in order to commence discussion as to whether the two IEG-approved scenarios to close SUBASE San Diego remained viable. (One scenario would relocate SUBASE San Diego forces to NAVSTA San Diego and the other scenario would relocate the forces to NAVSTA Pearl Harbor). The DAG reviewed the closure scenarios involving naval activities within the Surface/Subsurface Operations Universe and noted that SUBASE San Diego had the highest military value. Furthermore, the DAG assessed the Naval Base Point Loma activities surrounding SUBASE San Diego. The DAG noted that the Technical JCSG had not developed a scenario to relocate the Space and Naval Warfare Systems Center and recognized that the FISC Fuel Farm would be difficult to relocate. Therefore, the two SUBASE scenarios would have the effect of closing the waterfront, but not result in total base closure. Finally, the DAG recognized the important Anti-Terrorism/Force Protection benefit that Ballast Point provides to the San Diego harbor. Accordingly, the DAG decided to recommend that the IEG delete the following two scenarios:

a. Close SUBASE San Diego and relocate forces to NAVSTA Pearl Harbor.

b. Close SUBASE San Diego and relocate forces to NAVSTA San Diego.

16. Ms. Davis and Laura Knight, a member of the IAT E&T Team, used enclosure (8) to present two additional scenarios concerning E&T DON-Specific Officer Accession Training. She reminded the DAG that, at its 1 November 2004 deliberative session, it directed the IAT E&T Team to develop a scenario to consolidate Officer Training Command (OTC) Pensacola, OTC Newport and Naval Academy Preparatory School (NAPS) to NAVSTA

Great Lakes. Additionally, she informed the DAG that the IAT E&T Team developed a scenario to realign OTC Newport and NAPS to NAS Pensacola. She noted that this scenario was necessary in order to assess consolidation of officer accession training at NAS Pensacola independent of the potential closure of NAVSTA Newport. The DAG approved the Scenario Descriptions, including the Quad Charts, and Scenario Alignment Assessment results, subject to the following adjustments for each scenario:

a. Realign OTC Pensacola, OTC Newport, and NAPS to NAVSTA Great Lakes.

(1) Scenario Alignment Assessment Slide. The DAG determined that this scenario provided some capacity reduction. Accordingly, it should be assigned a score of "1" under the Excess Capacity Reduction section. The DAG also determined that this scenario was not aligned with or independent of other functions and scenarios. Accordingly, it should be assigned a score of "1" under the Function/Scenario Alignment section. Finally, the DAG determined that this scenario provided a significant ability to increase footprint. Accordingly, it should be assigned a score of "0" under the Expansion Capability/Flexibility section.

b. Realign OTC Newport and NAPS to NAS Pensacola.

(1) Scenario Alignment Assessment Slide. The DAG determined that this scenario provided some capacity reduction. Accordingly, it should be assigned a score of "1" under the Excess Capacity Reduction section. The DAG also determined that this scenario was not aligned with or independent of other functions and scenarios. Accordingly, it should be assigned a score of "1" under the Function/Scenario Alignment section.

The DAG decided to recommend that the IEG approve these two scenarios.

17. The deliberative session ended at 1546.

ROBERT E. VINCENT II
CDR, JAGC, U.S. Navy
Recorder, IAT

TAB 1

DON Analysis Group

2 November 2004
1200-1600
Crystal Plaza 6, 9th Floor

Meeting called by: Chairman Recorder: Capt Noel

----- Agenda Topics -----

Deliberative Session:

- Scenario Development Team Leads
  - Air Operations (continued)
  - Surface/Subsurface
- Fleet rebalancing discussion
- Scenario Development
  - DON-specific Education & Training
  - Regional Support Phase Two
- Criterion 7 (Community Infrastructure)
  - Methodology & Profiles

Administrative

- Next meeting 8 November, 1300-1700

Other Information

Read ahead for deliberative discussions.

TAB 2

01 November 2004
DAG Summary

- **US Navy Tacair Squadron Accounting**
  - 30 Active (JSF/F-18 EF mix) + 2 Reserve squadrons
  - 3 Expeditionary Strike/Fighter squadrons
  - 3 Strike/Fighter Fleet Replacement Squadrons
  - IAT's analysis and proposals involve 38 TACAIR squadrons
- **West coast TACAIR today has a favorable future with capacity and flexibility to meet the service's needs.**
- **East coast TACAIR retains some flexibility to ease the strains on Oceana, but all options (within or outside of BRAC) incur significant costs.**

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TAB 3

Helicopter Operations Present Day to 2024

02 November 2004

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Scenario Status

- 9 scenario proposals against 5 reserve bases
- 7 Active bases identified by model
- Bases with a helo impact:
  - MCAF Quantico (low Military Value, but negligible excess capacity; home to HMX-1)
  - NS Mayport (medium Military Value, but zero excess capacity; carrier port, fleet efficiencies)
  - MCAS Camp Pendleton (medium Military Value, but no excess capacity; home of I MEF)
  - MCB Hawaii (low Military Value, but no excess capacity; home of III MEF(H))

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USN Helos In 2024

- **Issue: Navy Helos laydown in 2024**
  - Carrier based helos, each coast
  - Non-Carrier based helos, each coast
  - Mine Counter Measure helos, each coast or single sited
- **Assumption: Helos must be based close to ships they support.**
- **Task: Ensure laydown supports the needs of the fleet.**

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East Coast US Navy Helos Today (and 2024)

- NS Mayport
  - 1 H-60 FRS
  - 5 H-60 squadrons
- NAS Jacksonville
  - 1 H-60 FRS
  - 7 H-60 squadrons
  - (Plus 11 other squadrons; - 5VS - 3HS - 1 VP)
- NS Norfolk
  - 1 H-60 FRS
  - 7 H-60 squadrons
  - 1 H-53 squadron (sister in Corpus Christi)
  - (plus 8 other squadrons)

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West Coast US Navy Helos Today (and 2024)

- **NAS North Island**
  - 2 H-60 FRS
  - 14 H-60 squadrons
  - (plus 5 other squadrons- 3 VS - 1 HS)
- **MCB Hawaii**
  - 1 H-60 squadron
  - (Plus 9 other squadrons-1HMH)
- **NAS Corpus Christi**
  - 1 H-53 squadron (scenario pending)
- **Japan**
  - 2 H-60 squadrons

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US Navy Helos Conclusions

- **East Coast**
  - Helos are evenly split between northeast Florida and Norfolk, aligned with surface forces.
  - No excess at bases today, but NAS Jacksonville will lose 5 VS and 3 HS squadrons before FY08 without planned replacement.
  - Consolidate Mayport and Jacksonville?
- **West Coast**
  - Helos are consolidated at San Diego, commensurate with fleet concentration.
  - Forward deployed helos support forward deployed ships.
  - No excess exists to leverage.

Do any circumstances lead us to a base closure?

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USMC Helos In 2024

- **Issue: USMC Helos laydown in 2024**
  - **Skids, each coast**
  - **Medium Lift helos/V-22, each coast**
  - **Heavy Lift helos, each coast**
- **Assumption: Helos must be based close to the ground forces they support.**
- **Task: Ensure laydown supports the needs of the Corps.**

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East Coast USMC Helos Today (and 2024)

- MCAF Quantico
  - 1 HMX squadron
- MCAS New River
  - 2 skid squadrons
  - 1 medium lift FRS
  - 8 medium lift squadrons (2 overseas)
  - 1 heavy lift FRS
  - 2 heavy lift

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West Coast USMC Helos Today (and 2024)

- **MCAS Camp Pendleton**
  - 4.5 skid squadrons
  - 1 skid FRS
  - 1 medium lift FRS
  - 2 medium lift squadrons
- **MCAS Miramar**
  - 4 heavy lift squadrons
  - 4 medium lift squadrons
  - (plus 8 other squadrons)

MCB Hawaii

- 1 medium lift FRS (goes away in 06)
- 3 medium lift squadrons
- (plus 6 other squadrons)

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USMC Helos Conclusions

- Helos are evenly split between MEFs, with support in the Pacific.
- Bases that host helos do not possess excess capacity.
- Infrastructure in southern California provides flexibility to realign Tacair and helo assets to meet the needs of The Corps.

Do any circumstances lead us to a base closure?

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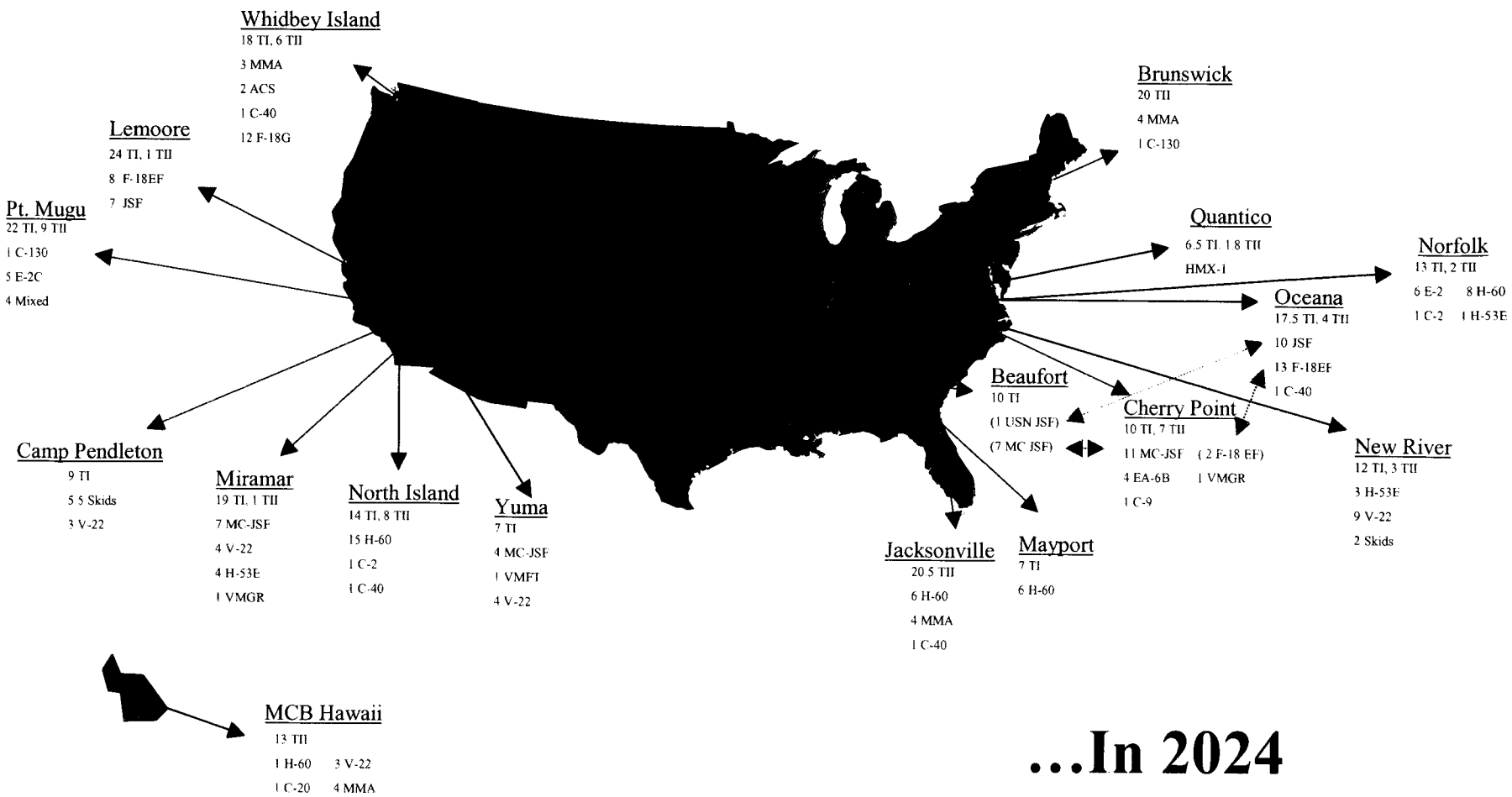
Department of the Navy

Infrastructure Analysis Team

Air Ops 2024 Laydown



...In 2024

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TAB 4

Logistics and Patrol Ops Present Day to 2024

02 November 2004

Scenario Status

- 9 scenario proposals against 5 reserve bases
- 7 Active bases identified by model
- Bases with a logistics/patrol impact:
  - MCB Hawaii (low Military Value, but no excess capacity; home of III MEF(H))
  - NAS Brunswick (low Military Value, and high excess capacity; NE U.S. air station)

USN Logistics IN 2024

- **Issue: Logistics laydown 2024**
  - **C-2 (Carrier On Board Delivery) located east and west coast.**
  - **Type II logistics squadrons (all of which are reserve squadrons) dispersed throughout the country to supply the needs of both fleets.**
- **Assumption: Located where reserve demographics support operations.**
- **Task: Ensure laydown supports the needs of the fleet.**

US Navy Logistics Today (and 2024)

- **NAS Whidbey Island** (69% reserve throughput)
  - 1 C-40 squadron (plus 19 other squadrons)
- **NAS Jacksonville** (92% reserve throughput)
  - 1 C-40 squadron (plus 18 other squadrons; -5VS-3HS)
- **NAS Oceana** (75% reserve throughput)
  - 1 C-40 squadron (plus 19 other squadrons)
- **NAS North Island** (96% reserve throughput)
  - 1 C-40 squadron (plus 16 other squadrons;-3 VS-1HS)
- **NAS Pt. Mugu** (79% reserve throughput)
  - 1 C-130 squadron (plus 8 other squadrons)
- **MCB Hawaii** (76% reserve throughput)
  - 1 C-20 squadron (plus 9 other squadrons)
- **NAS Brunswick** (77 % reserve throughput)
  - 1 C-130 squadron (plus 5 other squadrons)

US Navy Logistics Conclusion

- Assets are dispersed throughout the country.
- There are bases that host logistics squadrons that have (or will have) excess capacity.
- USN logistics squadrons alone are not BRAC drivers.

US Navy Patrol IN 2024

- **Issue: Patrol laydown 2024**
  - **Consolidate VP/MMA assets at a single site on each coast.**
- **Assumption: Numbers of MMA squadrons will be equal to or less than the number of squadrons today.**
- **Task: Ensure laydown supports the needs of the fleet.**

US Navy Patrol Today (and 2024)

- MCB Hawaii
  - 4 P-3C squadrons
  - (plus 6 other squadrons)
- NAS Pt. Mugu
  - 1 P-3C squadron (Reserve)
  - (plus 8 other squadrons)
- NAS Whidbey Island
  - 4 P-3C squadrons (1 Reserve)
  - (plus 16 other squadrons)
- NAS Jacksonville
  - 1 P-3C FRS
  - 4 P-3C squadrons (1 Reserve)
  - (plus 15 other squadrons; - 5 VS – 3 HS)
- NAS Brunswick
  - 5 P-3C squadrons (1 Reserve)
  - (plus 1 other squadron)

No reserve MMA squadrons in 2024

US Navy Patrol Conclusions

- Assets are evenly split across coasts.
- Assets are not single sited on either coast.
- There are bases that host patrol squadrons that have (or will have) excess capacity.
- Consolidation options may exist during BRAC time frame.

Do any circumstances lead us to a base closure?

Possible West Coast Scenario

- MCB Hawaii (low mil val) marked for closure on model.
- Strengths
  - A step in the direction of single siting west coast Patrol aircraft.
- Weakness
  - No Navy solution for HSL 37 in Hawaii.
  - MCB Hawaii primarily supports Marine ground and aviation forces.
  - MCB Hawaii part of Pacific theater options.

Possible East Coast Scenario

- **NAS Brunswick (low mil val) marked for closure on model**
  - **Strengths**
    - **Allows for total base closure, reducing significant operating costs and excess capacity.**
    - **Single sites east coast patrol aircraft at DoN's highest Mil Value air station.**
    - **Excess capacity at NAS Jacksonville allows home for all Brunswick squadrons by FY 09.**
    - **Reserve demographics at Jacksonville may be more conducive to reserve recruiting.**
  - **Weakness**
    - **Leaves New England without an air station.**
    - **Requires relocating east coast SERE school, or relying upon San Diego as a SERE single site.**
    - **Squadron movements cannot begin until VS squadrons disestablish in Jacksonville.**

TAB 5

Department of the Navy

Infrastructure Analysis Team

Naval Aviation Active Bases Phase II

02 November 2004

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Agenda: Scenario Review

- **IAT 0044: Close NAS Brunswick, ME.**
  - **Receiver: NAS Jacksonville FL**

IAT-0044: Close NAS Brunswick, ME (NAS Jacksonville, FL, Receives)

For the purpose of this Scenario Data Call, the following BRAC Actions are being considered for analysis:

1. Close base operations at NAS Brunswick, ME.

2. Relocate VR 62 to NAS Jacksonville, FL, to include required personnel, equipment, and support.

3. Relocate VP 8 to NAS Jacksonville, FL, to include required personnel, equipment, and support.

4. Relocate VP 10 to NAS Jacksonville, FL to include required personnel, equipment, and support.

5. Relocate VP 26 to NAS Jacksonville, FL to include required personnel, equipment, and support.

6. Relocate VP 92 to NAS Jacksonville, FL, to include required personnel, equipment, and support.

7. Relocate VPU 1 to NAS Jacksonville, FL, to include required personnel, equipment, and support.

8. Relocate NMCB 27 to Base X as determined by the H&SA group, to include required personnel, equipment, and support.

9. Relocate FASOTRAGRULANT DET to Base X as determined by the E&T group, to include required personnel, equipment, and support.

10. Relocate Naval Air Reserve to Base X as determined by the H&SA group, to include required personnel, equipment, and support.

11. Relocate/consolidate AIMD to Base X as determined by the Industrial JCSG, to include required personnel, equipment, and support.

Assumptions:

Five VS squadrons at NAS Jacksonville disestablish in FY 05, and three helicopter squadrons disestablish in FY 07 and FY 08. SERE school will either disestablish, or consolidate with west coast SERE school, as determined by E&T. All remaining support activities at NAS Brunswick, ME, to be closed.

Close NAS BRUNSWICK (IAT-0044)

Scenario

- Close NAS Brunswick
  - VR 62, VP 8, VP 10, VP 26, VP 92, VPU 1, VR 62 move to NAS Jacksonville
  - NMCB 27 and NAR move to Base X
  - FASOTRAGRULANT DET move to Base X
  - AIMD move/consolidate to Base X

Drivers/Assumptions

- Single sites LANT FLT VP assets.
- Relocates VP 92 and VR 62 to better reserve demographics.
- Optimize maintenance, logistics and training efficiencies.
- Squadrons move into spaces as they are vacated by disestablishing VS and HS squadrons from FY 05 to FY 08.

Justification/Impact

- Decrease capacity and operating costs.
- Reduce personnel support requirements.
- Moves squadrons closer to training areas.
- Moves logistics squadron closer to fleet forces.

Potential Conflicts

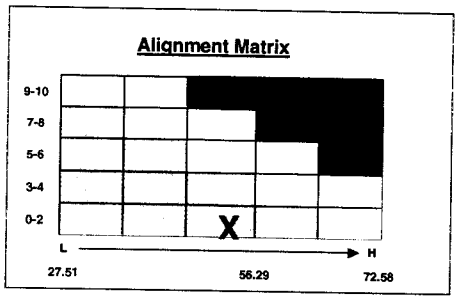
- Environmental considerations (noise and air quality) at NAS Jacksonville.
- FASOTRAGRULANT DET operates only SERE school on east coast. Potential increase student load at west coast SERE school.
- AIMD requires JCSG coordination.

Department of the Navy
Infrastructure Analysis Team

Close NAS Brunswick
(NAS Jacksonville Receives)

Scenario Divergence

- *Excess Capacity Reduction*
  - *Score: 0*
- *Principles, Objectives and Considerations Alignment*
  - *Score: 0*
- *Transformational Options*
  - *Score: 1*
- *Function/Scenario Alignment*
  - *Score: 0*
- *Expansion Capability/Flexibility*
  - *Score: 0*
- *Total Alignment Score: 1*



Military Value Score: 50.39

*Mean Military Value Score: 56.29

Military Value Ranking: 28 of 35

*Based upon 35 Bases

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Scenario Divergence

Excess Capacity Reduction

0: Significant capacity reduction
1: Some capacity reduction
2: Little or no capacity reduction

Principles, Objectives and Considerations Alignment

0: Operationally aligned (Closer to Fleet Concentration Area/Maintenance/Training)
1: Aligned but independent of operational considerations
2: Minimal alignment
3: No apparent alignment

Transformational Options

0: Resulting from a Transformational Option
1: Not resulting from a Transformational Option

Function/Scenario Alignment

0: Aligned with other functions/scenarios
1: Not aligned with or independent of other functions/scenarios
2: Conflicts with other functions/scenarios

Expansion Capability/Flexibility

0: Significant ability to increase footprint (Jacksonville has excess as older squadrons disestablish)
1: Limited ability to increase footprint
2: No ability to increase footprint

TAB 6

Department of the Navy

Infrastructure Analysis Team

Naval Aviation Reserve Bases Phase II

02 November 2004

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Agenda: Scenario Review

- IAT 0041: Close NAS JRB Fort Worth, TX.
  - Receivers: NAS Atlanta, Ellington Field, TX, Andrews AFB
- IAT 0041A: Close NAS JRB Fort Worth, TX.
  - Receivers: NAS Atlanta, NAS New Orleans, Andrews AFB
- IAT 0042: Close NAS JRB Willow Grove, PA.
  - Receiver: McGuire AFB, NJ.
- IAT 0043: Close NAF Washington, DC.
  - Receivers: Andrews AFB, NAS Whidbey Island
- IAT 0039: Realign Cambria Airport, Johnstown, PA.
  - Receiver: NAS Willow Grove, PA
- IAT 0039A: Realign Cambria Airport, Johnstown, PA.
  - Receiver: Camp Pendleton, CA
- IAT 0040: Close NAS Atlanta, GA.
  - Receiver: Dobbins AFB
- IAT 0040A: Close NAS Atlanta, GA.
  - Receivers: NAS New Orleans, NAS Ft. Worth, Warner Robins AFB, Andrews AFB, Dobbins AFB
- IAT 0040B: Close NAS Atlanta, GA.
  - Receivers: NAS New Orleans, NAS Ft. Worth, Dobbins AFB

IAT-0041: Close NAS JRB Fort Worth, TX (NAS Atlanta, GA, Ellington Field, TX, Andrews AFB, MD, AFRC Fort Worth, TX, Receive)

For the purpose of this Scenario Data Call, the following BRAC Actions are being considered for analysis:

1. Close base operations at NAS JRB Fort Worth, TX.

2. Relocate VFA 201 to NAS Atlanta, GA, to include required personnel, equipment, and support.

3. Relocate VR 59 to NAS Atlanta, GA, to include required personnel, equipment, and support.

4. Relocate VMGR 234 to Ellington Field, TX, to include required personnel, equipment, and support (requires ANG coordination).

5. Relocate VMFA 112 to Andrews AFB, MD, to include required personnel, equipment, and support.

6. Relocate MAG 41 HQ to Ellington Field, TX, to include required personnel, equipment, and support (requires ANG coordination).

7. Relocate MALS 41 to Ellington Field, TX, to include required personnel, equipment, and support (requires ANG coordination).

8. Relocate HQ Battery, 14th Marine Regiment to AFRC Ft. Worth, TX, to include required personnel, equipment, and support.

9. Relocate MWSS 473 to AFRC Ft. Worth, TX, to include required personnel, equipment, and support.

10. Relocate Navy Reserve Center to Base X as determined by the H&SA group, to include required personnel, equipment, and support.

11. Relocate station C-12 to NAS Atlanta, GA, to include required personnel, equipment, and support.

12. Relocate/consolidate AIMD to Base X as determined by the Industrial JCSG, to include required personnel, equipment, and support.

13. Relocate NMCB 22 to Base X as determined by the H&SA group, to include required personnel, equipment and support.

14. Relocate Naval Reserve Security Group Command HQ to Base X as determined by the H&SA group, to include required personnel, equipment, and support.

15. Relocate Naval Reserve Recruiting Command Area South to Base X as determined by the H&SA group, to include required personnel, equipment, and support.

16. Relocate Naval Reserve Intelligence Command to Base X as determined by the Intelligence JCSG, to include required personnel, equipment, and support.

17. Relocate Naval Reserve Readiness Command South to Base X as determined by the H&SA group, to include required personnel, equipment, and support.

18. Relocate/consolidate Naval Air Support Equipment Facility to Base X as determined by the Industrial JCSG, to include required personnel, equipment, and support.

19. Relocate MACS 24 to NAS Atlanta, to include required personnel, equipment, and support.

Assumptions:

Non-DoN assets on NAS JRB Fort Worth will either take ownership of the base, or relocate. All remaining support activities at NAS JRB Fort Worth, TX, to be closed. NAVRESFOR and MARFORRES recommend a joint facility proposed by RC PAT be the receiver site in lieu of "Base X."

Close NAS JRB Fort Worth (IAT-0041)

Scenario

- **Close NAS JRB Fort Worth**
  - VFA 201 (FA-18A+) and VR 59 (C-40) move to NAS Atlanta
  - MACS 24, C-12 move to NAS Atlanta
  - VMGR 234, MAG 41, and MALS 41 move to Ellington Field
  - VMFA 112 move to Andrews AFB
  - MWSS 473, HQ BTRY 14th Marines, move to AFRC Ft. Worth
  - Reserve Center, NMCB 22, Reserve Intel Cmd, and other reserve components move to AFRC Ft. Worth.
  - AIMD and NASEF move to Base X

Drivers/Assumptions

- **Maintains important DoN reserve demographics.**

Justification/Impact

- **Decrease capacity and operating costs.**
- **Reduce personnel support requirements.**

Potential Conflicts

- Lose "Jointness" of base.
- Environmental considerations (noise and air quality), and hangar and ramp capacity at receiving bases.
- Significant DoN reserve components other than squadrons.
- Reserve demographics.
- AIMD and NASEF require JCSG coordination.
- Possible Army scenario building joint facility on Fort Worth.

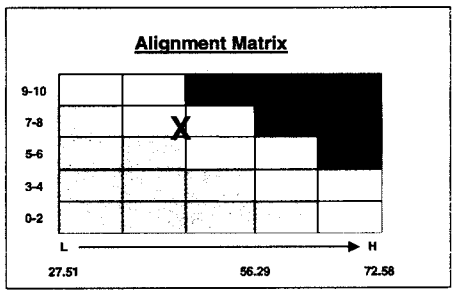
Department of the Navy
Infrastructure Analysis Team

Close NAS JRB Fort Worth (41)

(Ellington Field, Andrews AFB, AFRC Ft. Worth, NAS Atlanta Receive)

Scenario Divergence

- *Excess Capacity Reduction*
  - *Score: 0*
- *Principles, Objectives and Considerations Alignment*
  - *Score: 2*
- *Transformational Options*
  - *Score: 1*
- *Function/Scenario Alignment*
  - *Score: 2*
- *Expansion Capability/Flexibility*
  - *Score: 2*
- *Total Alignment Score: 7*



Military Value Score: 44.66

*Mean Military Value Score: 56.29

Military Value Ranking: 30 of 35

*Based upon 35 Bases

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Scenario Divergence

Excess Capacity Reduction

0: Significant capacity reduction (Total Base Closure)

1: Some capacity reduction

2: Little or no capacity reduction

Principles, Objectives and Considerations Alignment

0: Operationally aligned

1: Aligned but independent of operational considerations

2: Minimal alignment

3: No apparent alignment

Transformational Options

0: Resulting from a Transformational Option

1: Not resulting from a Transformational Option

Function/Scenario Alignment

0: Aligned with other functions/scenarios

1: Not aligned with or independent of other functions/scenarios (Unknown demographic impacts)

2: Conflicts with other functions/scenarios (JAST Conflict)

Expansion Capability/Flexibility

0: Significant ability to increase footprint

1: Limited ability to increase footprint

2: No ability to increase footprint (excess capacity low, or unknown)

IAT-0041A: Close NAS JRB Fort Worth, TX (NAS Atlanta, GA, NAS JRB New Orleans, AFRC Fort Worth, TX, Receive)

For the purpose of this Scenario Data Call, the following BRAC Actions are being considered for analysis:

1. Close base operations at NAS JRB Fort Worth, TX.

2. Relocate VFA 201 to NAS Atlanta, GA, to include required personnel, equipment, and support.

3. Relocate VR 59 to NAS Atlanta, GA, to include required personnel, equipment, and support.

4. Relocate VMGR 234 to NAS JRB New Orleans, LA, to include required personnel, equipment, and support.

5. Relocate VMFA 112 to NAS New Orleans, LA, to include required personnel, equipment, and support.

6. Relocate MAG 41 HQ to NAS JRB New Orleans, LA, to include required personnel, equipment, and support.

7. Relocate MALS 41 to NAS JRB New Orleans, LA, to include required personnel, equipment, and support.

8. Relocate HQ Battery, 14th Marine Regiment to AFRC Ft. Worth, TX, to include required personnel, equipment, and support.

9. Relocate MWSS 473 to AFRC Ft. Worth, TX, to include required personnel, equipment, and support.

10. Relocate Navy Reserve Center to Base X as determined by the H&SA group, to include required personnel, equipment, and support.

11. Relocate station C-12 to NAS Atlanta, GA, to include required personnel, equipment, and support.

12. Relocate/consolidate AIMD to Base X as determined by the Industrial JCSG, to include required personnel, equipment, and support.

13. Relocate NMCB 22 to Base X as determined by the H&SA group, to include required personnel, equipment and support.

14. Relocate Naval Reserve Security Group Command HQ to Base X as determined by the H&SA group, to include required personnel, equipment, and support.

15. Relocate Naval Reserve Recruiting Command Area South to Base X as determined by the H&SA group, to include required personnel, equipment, and support.

16. Relocate Naval Reserve Intelligence Command to Base X as determined by the Intelligence JCSG, to include required personnel, equipment, and support.

17. Relocate Naval Reserve Readiness Command South to Base X as determined by the H&SA group, to include required personnel, equipment, and support.

18. Relocate/consolidate Naval Air Support Equipment Facility to Base X as determined by the Industrial JCSG, to include required personnel, equipment, and support.

19. Relocate MACS 24 to NAS Atlanta, to include required personnel, equipment, and support.

Assumptions:

Non-DoN assets on NAS JRB Fort Worth will either take ownership of the base, or relocate. All remaining support activities at NAS JRB Fort Worth, TX, to be closed. NAVRESFOR and MARFORRES recommend a joint facility proposed by RC PAT be the receiver site in lieu of "Base X."

Close NAS JRB Fort Worth (IAT-0041A)

Scenario

- Close NAS JRB Fort Worth
  - VFA 201 (FA-18A+) and VR 59 (C-40) move to NAS Atlanta
  - MACS 24 and C-12 move to NAS Atlanta
  - VMGR 234, VMFA 112, MAG 41, and MALS 41 move to NAS New Orleans
  - MWSS 473, HQ BTRY 14th Marines, move to AFRC Ft. Worth
  - Reserve Center, NMCB 22, and other reserve components move to Base X.
  - AIMD, NASEF and Res Intel Cmd to Base X

Drivers/Assumptions

- Maintains important DoN reserve demographics.

Justification/Impact

- Decrease capacity and operating costs.
- Reduce personnel support requirements.

Potential Conflicts

- Environmental considerations (noise and air quality) at receiving bases.
- Hangar/Ramp capacity at receiving bases.
- Significant DoN reserve components other than squadrons.
- Reserve demographics.
- Lose "Jointness" of base.
- AIMD, NASEF and Intel Cmd require JCSG coordination.
- JAST scenario building joint facility on Fort Worth

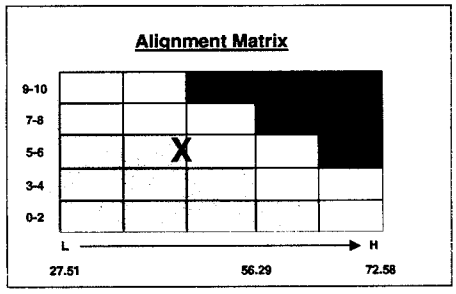
Department of the Navy
Infrastructure Analysis Team

Close NAS JRB Fort Worth (41A)

(NAS JRB New Orleans, AFRC Ft. Worth, NAS Atlanta Receive)

Scenario Divergence

- *Excess Capacity Reduction*
  - *Score: 0*
- *Principles, Objectives and Considerations Alignment*
  - *Score: 1*
- *Transformational Options*
  - *Score: 1*
- *Function/Scenario Alignment*
  - *Score: 2*
- *Expansion Capability/Flexibility*
  - *Score: 2*
- *Total Alignment Score: 6*



Military Value Score: 44.66

*Mean Military Value Score: 56.29

Military Value Ranking: 30 of 35

*Based upon 35 Bases

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Scenario Divergence

Excess Capacity Reduction

0: Significant capacity reduction (Total Base Closure)

1: Some capacity reduction

2: Little or no capacity reduction

Principles, Objectives and Considerations Alignment

0: Operationally aligned

1: Aligned but independent of operational considerations

2: Minimal alignment

3: No apparent alignment

Transformational Options

0: Resulting from a Transformational Option

1: Not resulting from a Transformational Option

Function/Scenario Alignment

0: Aligned with other functions/scenarios

1: Not aligned with or independent of other functions/scenarios (Unknown demographic impacts)

2: Conflicts with other functions/scenarios (JAST conflict)

Expansion Capability/Flexibility

0: Significant ability to increase footprint

1: Limited ability to increase footprint

2: No ability to increase footprint (excess capacity low)

IAT-0042: Close NAS JRB Willow Grove, PA (McGuire Air Force Base, NJ, Receives)

For the purpose of this Scenario Data Call, the following BRAC Actions are being considered for analysis:

1. Close base operations at NAS JRB Willow Grove, PA.

2. Relocate VR 64 to McGuire AFB, NJ, to include required personnel, equipment, and support.

3. Relocate VR 52 to McGuire AFB, NJ, to include required personnel, equipment, and support.

4. Relocate HMH 772 to McGuire AFB, NJ, to include required personnel, equipment, and support.

5. Relocate MWSS 472 to McGuire AFB, NJ, to include required personnel, equipment, and support.

6. Relocate station C-12 to McGuire AFB, NJ, to include required personnel, equipment, and support.

7. Relocate MAG 49 HQ and MALS 49 to McGuire AFB, NJ, to include required personnel, equipment, and support.

8. Relocate RIA 16 to Base X as determined by the Intelligence JCSG, to include required personnel, equipment, and support.

9. Relocate/consolidate Naval Air Reserve to Base X as determined by the H&SA group, to include required personnel, equipment, and support.

10. Relocate/consolidate AIMD to Base X as determined by the Industrial JCSG, to include required personnel, equipment, and support.

Assumptions:

Non-DoN assets on NAS JRB Willow Grove, PA, will either take ownership of the base, or relocate. VP 66 disestablishes. All remaining support activities at NAS JRB Willow Grove, PA, to be closed.

Close NAS JRB Willow Grove (IAT-0042)

Scenario

- Close NAS JRB Willow Grove
  - VR-52 (C-40) and VR-64 (C-130) move to McGuire AFB
  - HMH 772 move to McGuire AFB
  - MAG 49 HQ, MALS 49 move to McGuire AFB
  - MWSS 472 move to McGuire AFB
  - C-12 aircraft move to McGuire AFB
  - Navy Reserve Components move to McGuire AFB
  - AIMD move to Base X

Drivers/Assumptions

- Joint Basing Opportunity
- Consolidates USMC units closer to training ranges.
- VP 66 disestablishes.
- Maintains important DoN reserve demographics.

Justification/Impact

- Decrease capacity and operating costs.
- Reduce personnel support requirements.

Potential Conflicts

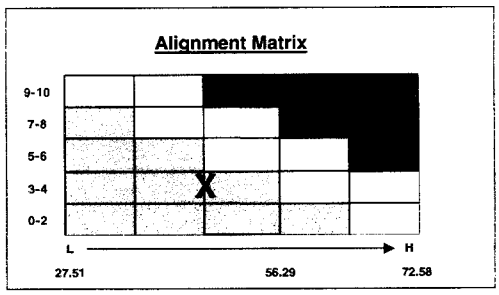
- Requires USAF coordination.
- Hangar and ramp capacity at McGuire AFB.
- Reserve demographics.
- AIMD requires JCSG coordination.

Department of the Navy
DON Analysis Group

Close NAS JRB Willow Grove
(McGuire AFB Receives)

Scenario Divergence

- *Excess Capacity Reduction*
  - *Score: 0*
- *Principles, Objectives and Considerations Alignment*
  - *Score: 1*
- *Transformational Options*
  - *Score: 0*
- *Function/Scenario Alignment*
  - *Score: 1*
- *Expansion Capability/Flexibility*
  - *Score: 2*
- *Total Alignment Score: 4*



Military Value Score: 45.28

*Mean Military Value Score: 56.29

Military Value Ranking: 29 of 35

*Based upon 35 Bases

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Scenario Divergence

Excess Capacity Reduction

0: Significant capacity reduction (Total Base Closure)

1: Some capacity reduction

2: Little or no capacity reduction

Principles, Objectives and Considerations Alignment

0: Operationally aligned

1: Aligned but independent of operational considerations

2: Minimal alignment

3: No apparent alignment

Transformational Options

0: Resulting from a Transformational Option

1: Not resulting from a Transformational Option

Function/Scenario Alignment

0: Aligned with other functions/scenarios

1: Not aligned with or independent of other functions/scenarios (unknown reserve demographics)

2: Conflicts with other functions/scenarios

Expansion Capability/Flexibility

0: Significant ability to increase footprint

1: Limited ability to increase footprint

2: No ability to increase footprint (unknown excess capacity at McGuire)

IAT-0043: Close NAF Washington, DC (NAS Whidbey Island, WA, Andrews AFB, MD Receive)

For the purpose of this Scenario Data Call, the following BRAC Actions are being considered for analysis:

1. Close base operations at NAF Washington, DC.

2. Relocate VR 53 to Andrews AFB, MD, to include required personnel, equipment, and support.

3. Relocate VAQ 209 to Whidbey Island, WA, to include required personnel, equipment, and support.

4. Relocate VR 1 to Andrews AFB, MD, to include required personnel, equipment, and support.

5. Relocate VR 48 to Andrews AFB, MD, to include required personnel, equipment, and support.

6. Relocate station C-12 to Andrews AFB, MD, to include required personnel, equipment, and support.

7. Relocate MASD to Andrews AFB, MD, to include required personnel, equipment, and support.

8. Relocate/consolidate AIMD to Base X as determined by the Industrial JCSG, to include required personnel, equipment, and support.

9. Relocate RIA 19 to Base X as determined by the Intelligence JCSG, to include required personnel, equipment, and support.

Assumptions:

U.S. Air Force receives transfer of property. All remaining support activities at NAF Washington, DC to be closed.

Close NAF Washington (IAT-0043)

Scenario

- Close NAF Washington
  - VAQ 209 move to NAS Whidbey Island
  - VR 1, VR 48 (C20/C37), VR 53 (C-130) and C-12 aircraft move to Andrews AFB
  - MASD move to Andrews AFB
  - RIA 19 move to Andrews AFB
  - AIMD move to Base X

Drivers/Assumptions

- Optimize maintenance, logistics and training efficiencies.
- Single sites Navy VAQ at Whidbey Island.
- Consolidates Base Management
- H&SA JCSG proposing a similar scenario

Justification/Impact

- Reduce personnel support requirements.
- Decrease operating costs.
- Increase "Jointness" of base.
- Maintains logistic capability within NCR.

Potential Conflicts

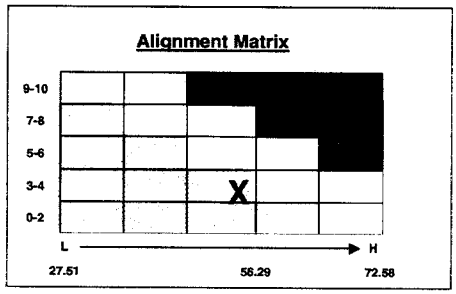
- Requires USAF Coordination.
- Environmental considerations (noise and air quality) at Whidbey Island.
- DoN reserve demographics at Whidbey Island.
- AIMD requires JCSG coordination.

Department of the Navy
Infrastructure Analysis Team

Close NAF Washington
(Whidbey Island and Andrews AFB Receive)

Scenario Divergence

- *Excess Capacity Reduction*
  - *Score: 2*
- *Principles, Objectives and Considerations Alignment*
  - *Score: 0*
- *Transformational Options*
  - *Score: 0*
- *Function/Scenario Alignment*
  - *Score: 1*
- *Expansion Capability/Flexibility*
  - *Score: 0*
- *Total Alignment Score: 3*



Military Value Score: 52.23

*Mean Military Value Score: 56.29

Military Value Ranking: 26 of 35

*Based upon 35 Bases

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Scenario Divergence

Excess Capacity Reduction

0: Significant capacity reduction

1: Some capacity reduction

2: Little or no capacity reduction (Close our portion of an AFB)

Principles, Objectives and Considerations Alignment

0: Operationally aligned

1: Aligned but independent of operational considerations

2: Minimal alignment

3: No apparent alignment

Transformational Options

0: Resulting from a Transformational Option

1: Not resulting from a Transformational Option

Function/Scenario Alignment

0: Aligned with other functions/scenarios

1: Not aligned with or independent of other functions/scenarios (Unknown demographic impacts)

2: Conflicts with other functions/scenarios

Expansion Capability/Flexibility

0: Significant ability to increase footprint (Whidbey has excess)

1: Limited ability to increase footprint

2: No ability to increase footprint

IAT-0039: Realignment of Cambria Airport, Johnstown, PA (NAS JRB Willow Grove, PA, Receives)

For the purpose of this Scenario Data Call, the following BRAC Actions are being considered for analysis:

1. Relocate HMLA 775 Det A to NAS JRB Willow Grove, to include required personnel, equipment, and support.

Assumptions:

Consolidates USMC reserve units closer to training facilities.

Realign Cambria Airport, Johnstown, PA (IAT-0039)

Scenario

- Realign Cambria Airport Johnstown, Pennsylvania
  - HMLA 775 Det A move to NAS JRB Willow Grove

Drivers/Assumptions

- Optimize maintenance, logistics and training efficiencies.
- Optimize warfighting readiness (MIL VALUE at receiving bases)

Justification/Impact

- Decrease capacity and operating costs.
- Reduce personnel support requirements.
- Moves squadron closer to training ranges.

Potential Conflicts

- USMC reserve demographics.
- Environmental considerations (noise and air quality), and hangar and ramp capacity at Willow Grove.

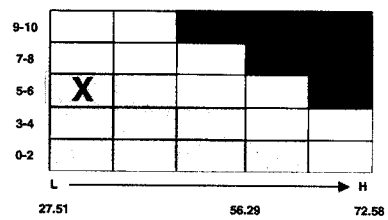
Department of the Navy
Infrastructure Analysis Team

Realign Cambria Airport, Johnstown, PA
(NAS JRB Willow Grove Receives)

Scenario Divergence

- *Excess Capacity Reduction*
  - *Score: 2*
- *Principles, Objectives and Considerations Alignment*
  - *Score: 1*
- *Transformational Options*
  - *Score: 1*
- *Function/Scenario Alignment*
  - *Score: 1*
- *Expansion Capability/Flexibility*
  - *Score: 1*
- *Total Alignment Score: 6*

Alignment Matrix



Military Value Score: 29.61

*Mean Military Value Score: 56.29

Military Value Ranking: 34 of 35

*Based upon 35 Bases

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Scenario Divergence

Excess Capacity Reduction

0: Significant capacity reduction

1: Some capacity reduction

2: Little or no capacity reduction (They only occupy half a hangar mod, and we can't close the base)

Principles, Objectives and Considerations Alignment

0: Operationally aligned

1: Aligned but independent of operational considerations

2: Minimal alignment

3: No apparent alignment

Transformational Options

0: Resulting from a Transformational Option

1: Not resulting from a Transformational Option

Function/Scenario Alignment

0: Aligned with other functions/scenarios

1: Not aligned with or independent of other functions/scenarios

2: Conflicts with other functions/scenarios

Expansion Capability/Flexibility

0: Significant ability to increase footprint

1: Limited ability to increase footprint

2: No ability to increase footprint

IAT-0039A: Realignment of Cambria Airport, Johnstown, PA (Camp Pendleton, CA, Receives)

For the purpose of this Scenario Data Call, the following BRAC Actions are being considered for analysis:

1. Relocate HMLA 775 Det A to Camp Pendleton, CA, to include required personnel, equipment, and support.

Assumptions:

Consolidates USMC reserve units closer to training facilities. Scenario aligned with IAT-0042, which closes NAS JRB Willow Grove and relocates assets to McGuire AFB.

Realign Cambria Airport, Johnstown, PA (IAT-0039A)

Scenario	Drivers/Assumptions
• Realign Cambria Airport Johnstown, Pennsylvania – HMLA 775 Det A move to Camp Pendleton, CA	• Optimize maintenance, logistics and training efficiencies. • Optimize warfighting readiness (MIL VALUE at receiving bases). • Joins detachment with her parent squadron.
Justification/Impact	**Potential Conflicts**
• Decrease capacity and operating costs. • Reduce personnel support requirements. • Moves squadron closer to training ranges.	• USMC reserve demographics.

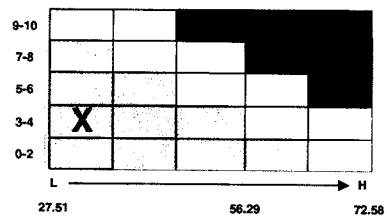
Department of the Navy
Infrastructure Analysis Team

Realign Cambria Airport, Johnstown, PA
(Camp Pendleton, CA, Receives)

Scenario Divergence

- *Excess Capacity Reduction*
  - *Score: 2*
- *Principles, Objectives and Considerations Alignment*
  - *Score: 0*
- *Transformational Options*
  - *Score: 1*
- *Function/Scenario Alignment*
  - *Score: 0*
- *Expansion Capability/Flexibility*
  - *Score: 1*
- *Total Alignment Score: 4*

Alignment Matrix



Military Value Score: 29.61

*Mean Military Value Score: 56.29

Military Value Ranking: 34 of 35

*Based upon 35 Bases

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Scenario Divergence

Excess Capacity Reduction

0: Significant capacity reduction

1: Some capacity reduction

2: Little or no capacity reduction (They only occupy half a hangar mod, and we can't close the base)

Principles, Objectives and Considerations Alignment

0: Operationally aligned

1: Aligned but independent of operational considerations

2: Minimal alignment

3: No apparent alignment

Transformational Options

0: Resulting from a Transformational Option

1: Not resulting from a Transformational Option

Function/Scenario Alignment

0: Aligned with other functions/scenarios

1: Not aligned with or independent of other functions/scenarios

2: Conflicts with other functions/scenarios

Expansion Capability/Flexibility

0: Significant ability to increase footprint

1: Limited ability to increase footprint

2: No ability to increase footprint

IAT-0040: Close NAS Atlanta, GA (Dobbins AFB, GA Receives)

For the purpose of this Scenario Data Call, the following BRAC Actions are being considered for analysis:

1. Close base operations at NAS Atlanta.

2. Relocate VAW 77 to Dobbins AFB, GA, to include required personnel, equipment, and support.

3. Relocate VR 46 to Dobbins AFB, GA, to include required personnel, equipment, and support.

4. Relocate HMLA 773 to Dobbins AFB, GA, to include required personnel, equipment, and support.

5. Relocate VMFA 142 to Dobbins AFB, GA, to include required personnel, equipment, and support.

6. Relocate the C-12 aircraft to Dobbins AFB, GA, to include required personnel, equipment, and support.

7. Relocate MAG 42 to Dobbins AFB, GA, to include required personnel, equipment, and support.

8. Relocate MALS 42 to Dobbins AFB, GA, to include required personnel, equipment, and support.

9. Relocate 4th LAAD Bn Det to Dobbins AFB, GA, to include required personnel, equipment, and support.

10. Relocate Navy and Marine Corps Reserve Center to Dobbins AFB, GA, to include required personnel, equipment, and support.

11. Relocate Naval Air Reserve to Dobbins AFB, to include required personnel, equipment, and support.

12. Relocate/consolidate AIMD to Base X as determined by the Industrial JCSG, to include required personnel, equipment, and support.

Assumptions:

Scenario depends on Dobbins AFB, GA, remaining open. All remaining support activities at NAS Atlanta, GA, to be closed. VFA 203 disestablishes.

Close NAS Atlanta (IAT-0040)

Scenario

- Close NAS Atlanta
  - VAW 77, VR 46, C-12 , Navy Marine Corps Reserve Center, NAR move to Dobbins AFB
  - HMLA 773, VMFA 142, MAG 42, MALS 42, 4th LAAD Det move to Dobbins AFB
  - AIMD move to Base X

Drivers/Assumptions

- Keeps VAW 77 close to the CN mission area.
- Maintains important DoN Reserve demographics.
- Consolidates Base Management.

Justification/Impact

- Decrease operating costs.
- Increases "Jointness" of base.
- Minimizes demographic challenges in an important reserve area.

Potential Conflicts

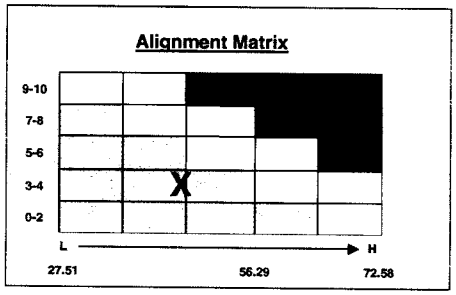
- Air Force agreement to operate as a JRB.
- AIMD requires JCSG coordination.

Department of the Navy
Infrastructure Analysis Team

Close NAS Atlanta (40)
(Dobbins AFB Receives)

Scenario Divergence

- *Excess Capacity Reduction*
  - *Score: 2*
- *Principles, Objectives and Considerations Alignment*
  - *Score: 1*
- *Transformational Options*
  - *Score: 0*
- *Function/Scenario Alignment*
  - *Score: 1*
- *Expansion Capability/Flexibility*
  - *Score: 0*
- *Total Alignment Score: 4*



Military Value Score: 44.09

*Mean Military Value Score: 56.29

Military Value Ranking: 33 of 35

*Based upon 35 Bases

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Scenario Divergence

Excess Capacity Reduction

0: Significant capacity reduction
1: Some capacity reduction
2: Little or no capacity reduction

Principles, Objectives and Considerations Alignment

0: Operationally aligned
1: Aligned but independent of operational considerations
2: Minimal alignment
3: No apparent alignment

Transformational Options

0: Resulting from a Transformational Option
1: Not resulting from a Transformational Option

Function/Scenario Alignment

0: Aligned with other functions/scenarios
1: Not aligned with or independent of other functions/scenarios
2: Conflicts with other functions/scenarios

Expansion Capability/Flexibility

0: Significant ability to increase footprint
1: Limited ability to increase footprint
2: No ability to increase footprint

IAT-0040A: Close NAS Atlanta, GA (NAS JRB New Orleans, LA, NAS JRB Fort Worth, TX, and Dobbins AFB, GA Receive)

For the purpose of this Scenario Data Call, the following BRAC Actions are being considered for analysis:

1. Close base operations at NAS Atlanta.

2. Relocate VAW 77 to NAS JRB New Orleans, LA, to include required personnel, equipment, and support.

3. Relocate VR 46 to NAS JRB Fort Worth TX, to include required personnel, equipment, and support.

4. Relocate HMLA 773 and MAG HQ to NAS JRB New Orleans, LA, to include required personnel, equipment, and support.

5. Relocate VMFA 142 to NAS JRB Fort Worth, TX, to include required personnel, equipment, and support.

6. Relocate the C-12 aircraft to NAS JRB Fort Worth, TX, to include required personnel, equipment, and support.

7. Consolidate MAG 42 to NAS JRB New Orleans, LA, to include required personnel, equipment, and support.

8. Consolidate MALS 42 to NAS JRB New Orleans, LA, to include required personnel, equipment, and support.

9. Relocate 4th LAAD Bn Det to MCRC Windy Hill, GA, to include required personnel, equipment, and support.

10. Relocate Navy and Marine Corps Reserve Center to Dobbins AFB, GA, to include required personnel, equipment, and support.

11. Relocate Naval Air Reserve to Dobbins AFB, to include required personnel, equipment, and support.

12. Relocate/consolidate AIMD to Base X as determined by the Industrial JCSG, to include required personnel, equipment, and support.

Assumptions:

All remaining support activities at NAS Atlanta, GA, to be closed. VFA 203 disestablishes. USMC ground units on Dobbins AFB will move to a converted facility located on NMCRC property (Windy Hill annex).

Close NAS Atlanta (IAT-0040A)

Scenario

- **Close NAS Atlanta**
  - VAW 77 move to NAS JRB New Orleans
  - VR 46, C-12 move to NAS JRB Fort Worth
  - HMLA 773 move to NAS JRB New Orleans
  - VMFA 142 move to NAS JRB Ft. Worth
  - Consolidate MAG 42 and MALS 42 to NAS JRB New Orleans
  - 4th LAAD move to MCRC Windy Hill
  - Navy Marine Corps Reserve Center, NAR move to Dobbins AFB
  - AIMD move to Base X

Drivers/Assumptions

- **Keeps VAW 77 close to CN mission area.**
- **Optimize maintenance, logistics and training efficiencies.**
- **Optimize warfighting readiness (MIL VALUE at receiving bases)**

Justification/Impact

- **Decrease capacity and operating costs.**
- **Reduce personnel support requirements.**

Potential Conflicts

- Environmental considerations (noise and air quality) at receiving bases.
- Hangar/Ramp capacity at receiving bases.
- Significant DoN reserve components other than squadrons.
- Reserve demographics.
- Requires USAF coordination.
- AIMD requires JCSG coordination.

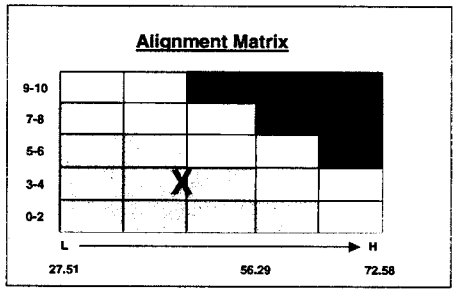
Department of the Navy
Infrastructure Analysis Team

Close NAS Atlanta (40A)

(NAS New Orleans, NAS Fort Worth, and Dobbins AFB Receive)

Scenario Divergence

- *Excess Capacity Reduction*
  - *Score: 1*
- *Principles, Objectives and Considerations Alignment*
  - *Score: 0*
- *Transformational Options*
  - *Score: 1*
- *Function/Scenario Alignment*
  - *Score: 1*
- *Expansion Capability/Flexibility*
  - *Score: 1*
- *Total Alignment Score: 4*



Military Value Score: 44.09

*Mean Military Value Score: 56.29

Military Value Ranking: 33 of 35

*Based upon 35 Bases

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Scenario Divergence

Excess Capacity Reduction

0: Significant capacity reduction

1: Some capacity reduction (We can close all of our portion of a joint base)

2: Little or no capacity reduction

Principles, Objectives and Considerations Alignment

0: Operationally aligned

1: Aligned but independent of operational considerations

2: Minimal alignment

3: No apparent alignment

Transformational Options

0: Resulting from a Transformational Option

1: Not resulting from a Transformational Option

Function/Scenario Alignment

0: Aligned with other functions/scenarios

1: Not aligned with or independent of other functions/scenarios

2: Conflicts with other functions/scenarios

Expansion Capability/Flexibility

0: Significant ability to increase footprint

1: Limited ability to increase footprint (Low excess))

2: No ability to increase footprint

IAT-0040B: Close NAS Atlanta, GA (NAS JRB New Orleans, IA, NAS JRB Fort Worth, TX, Warner Robins AFB, GA, and Dobbins AFB, GA Receive)

For the purpose of this Scenario Data Call, the following BRAC Actions are being considered for analysis:

1. Close base operations at NAS Atlanta.

2. Relocate VAW 77 to NAS JRB New Orleans, LA, to include required personnel, equipment, and support.

3. Relocate VR 46 to NAS JRB Fort Worth TX, to include required personnel, equipment, and support.

4. Relocate HMLA 773 and MAG HQ to Warner Robins AFB, GA, to include required personnel, equipment, and support.

5. Relocate VMFA 142 to NAS JRB Ft. Worth, TX, to include required personnel, equipment, and support.

6. Relocate the C-12 aircraft to NAS JRB Fort Worth, TX, to include required personnel, equipment, and support.

7. Consolidate MAG 42 to Warner Robins AFB, to include required personnel, equipment, and support.

8. Consolidate MALS 42 to Warner Robins AFB, to include required personnel, equipment, and support.

9. Relocate 4th LAAD Bn Det to MCRC Windy Hill, GA, to include required personnel, equipment, and support.

10. Relocate Navy and Marine Corps Reserve Center to Dobbins AFB, GA, to include required personnel, equipment, and support.

11. Relocate Naval Air Reserve Atlanta to Dobbins AFB, to include required personnel, equipment, and support.

12. Relocate/consolidate AIMD to Base X as determined by the Industrial JCSG, to include required personnel, equipment, and support.

Assumptions:

All remaining support activities at NAS Atlanta, GA, to be closed. VFA 203 disestablishes. USMC ground units on Dobbins AFB will move to a converted facility located on NMCRC property (Windy Hill annex).

Close NAS Atlanta (IAT-0040B)

Scenario	Drivers/Assumptions
• Close NAS Atlanta VAW 77 move to NAS JRB New Orleans VR 46, C-12 move to NAS JRB Fort Worth HMLA 773 move to Warner Robins AFB VMFA 142 move to NAS JRB Fort Worth Consolidate MAG 42 and MALS 42 to Warner Robins 4th LAAD move to MCRC Windy Hill Navy Marine Corps Reserve Center, NAR move to Dobbins AFB AIMD move to Base X	• Keeps VAW 77 close to CN mission area. • Optimize maintenance, logistics and training efficiencies. • Optimize warfighting readiness (MIL VALUE at receiving bases)
Justification/Impact	**Potential Conflicts**
• Decrease capacity and operating costs. • Reduce personnel support requirements.	• Environmental considerations (noise and air quality) at receiving bases. • Hangar/Ramp capacity at receiving bases. • Significant DoN reserve components other than squadrons. • Reserve demographics. • Requires USAF coordination. • AIMD requires JCSG coordination.

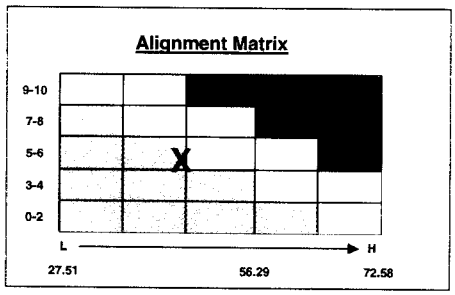
Department of the Navy
Infrastructure Analysis Team

Close NAS Atlanta (40B)

(NAS New Orleans, NAS Fort Worth, Warner Robins AFB, and Dobbins AFB Receive)

Scenario Divergence

- *Excess Capacity Reduction*
  - *Score: 1*
- *Principles, Objectives and Considerations Alignment*
  - *Score: 1*
- *Transformational Options*
  - *Score: 1*
- *Function/Scenario Alignment*
  - *Score: 1*
- *Expansion Capability/Flexibility*
  - *Score: 1*
- *Total Alignment Score: 5*



Military Value Score: 44.09

*Mean Military Value Score: 56.29

Military Value Ranking: 33 of 35

*Based upon 35 Bases

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Scenario Divergence

Excess Capacity Reduction

0: Significant capacity reduction

1: Some capacity reduction (We can close all of our portion of a joint base)

2: Little or no capacity reduction

Principles, Objectives and Considerations Alignment

0: Operationally aligned

1: Aligned but independent of operational considerations

2: Minimal alignment

3: No apparent alignment

Transformational Options

0: Resulting from a Transformational Option

1: Not resulting from a Transformational Option

Function/Scenario Alignment

0: Aligned with other functions/scenarios

1: Not aligned with or independent of other functions/scenarios

2: Conflicts with other functions/scenarios

Expansion Capability/Flexibility

0: Significant ability to increase footprint

1: Limited ability to increase footprint (Low or unknown excess)

2: No ability to increase footprint

TAB 7

Surface/Sub-Surface Scenario Update

DON Analysis Group

1 November 2004

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Close NAVSTA Ingleside and Realign NAS Corpus Christi NAVPHIBASE Little Creek Receives (*IAT-0002C*)

Scenario

- Close NAVSTA Ingleside
  - –Move MHC/MCM forces to NAVHIBASE Little Creek
  - –Move MINEWARTRACEN (MWTC) (JCSG to Identify Receiving Location)
  - –Move COMINEWARCOM from Corpus Christi to NAVHIBASE Little Creek
  - –Move HM-15 from Corpus Christi to NAVSTA Norfolk

Drivers/Assumptions

- Principle: Deploy and Employ
- DON Objective: Maximize use of capacity in fleet concentration areas while maintaining fleet dispersal and viable AT/FP capability

Justification/Impact

- Reduces Excess Capacity. Saves $$ by closing entire installation
- Enhances shift to organic MIW by move to Fleet concentration area
- Co-locating all ships and MWTC reduces TAD costs for pipeline training and allows for more local training opportunities
- Available Maintenance Capacity in Norfolk

Potential Conflicts

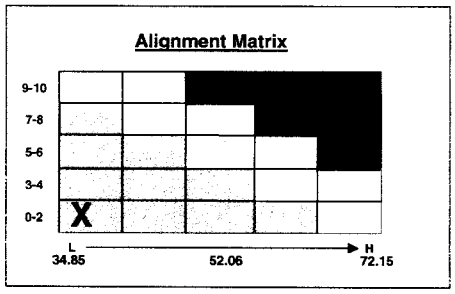
- Reduces available capacity for Future Ships (LCS) in Little Creek
- With NAVSTA Pascagoula scenario, no homeported Surface presence in US Gulf Coast
- Requires E&T and Industrial JCSG coordination
- USCG Ships

Department of the Navy
Infrastructure Analysis Team

Close NS Ingleside
(NAVPHIBASE Little Creek Receives)

Scenario Divergence

- *Excess Capacity Reduction*
  - *Score: 0*
- *Principles, Objectives and Considerations Alignment*
  - *Score: 0*
- *Transformational Options*
  - *Score: 1*
- *Function/Scenario Alignment*
  - *Score: 0*
- *Expansion Capability/Flexibility*
  - *Score: 1*
- *Total Alignment Score: 2*



Military Value Score: 35.00

*Mean Military Value Score: 52.06

Military Value Ranking: 15 of 16

*Based upon 16 Active Bases

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3

Scenario Divergence

Excess Capacity Reduction

0: Significant capacity reduction (Total Base Closure – 20% of remaining excess)

1: Some capacity reduction

2: Little or no capacity reduction

Principles, Objectives and Considerations Alignment

0: Operationally aligned (Closer to Fleet Concentration Area/Maintenance/Training)

1: Aligned but independent of operational considerations

2: Minimal alignment

3: No apparent alignment

Transformational Options

0: Resulting from a Transformational Option

1: Not resulting from a Transformational Option

Function/Scenario Alignment

0: Aligned with other functions/scenarios (Other Gulf Coast initiatives; Organic MIW and shift to Fleet Concentration Areas)

1: Not aligned with or independent of other functions/scenarios

2: Conflicts with other functions/scenarios

Expansion Capability/Flexibility

0: Significant ability to increase footprint

1: Limited ability to increase footprint (Limits capacity for future ships (LCS))

2: No ability to increase footprint

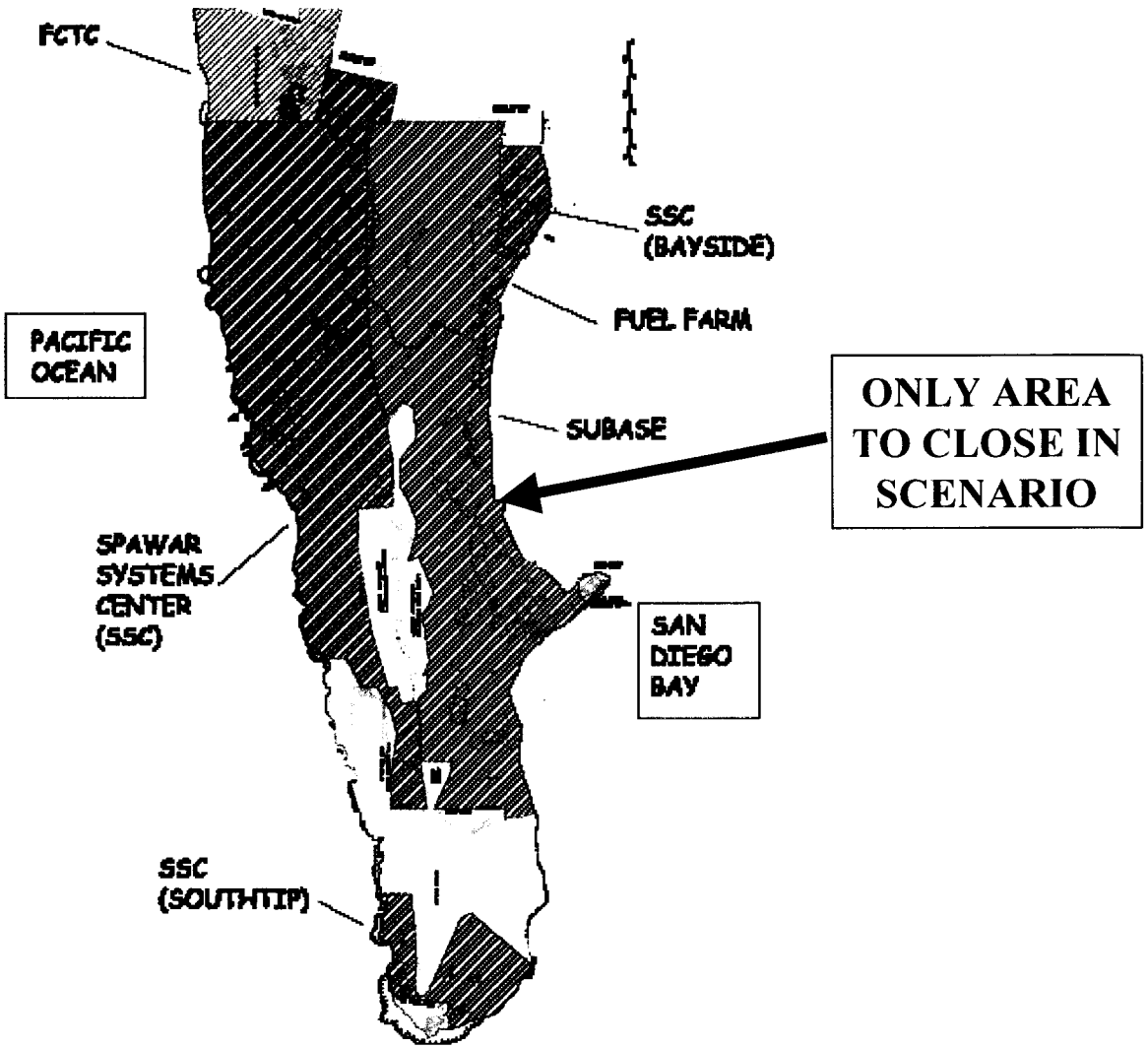
Submarines at NAVSHIPYD Portsmouth

- **Navy Principal of Industrial JCSG recommended consideration: (10/14/04 IEG)**
  - **NAVSHIPYD Portsmouth as a receiving site for SSNs for the East Coast SSN from either New London or Norfolk**
  - **Capacity for 4 CGE (5 SSN – no in-port paradigm)**
- **Issues**
  - **Option to single site submarines in Norfolk or New London**
  - **No submarine training services – will have to be built**
  - **Places operational ships inside controlled industrial area**
  - **Eliminates homeport shift for some submarine overhauls**

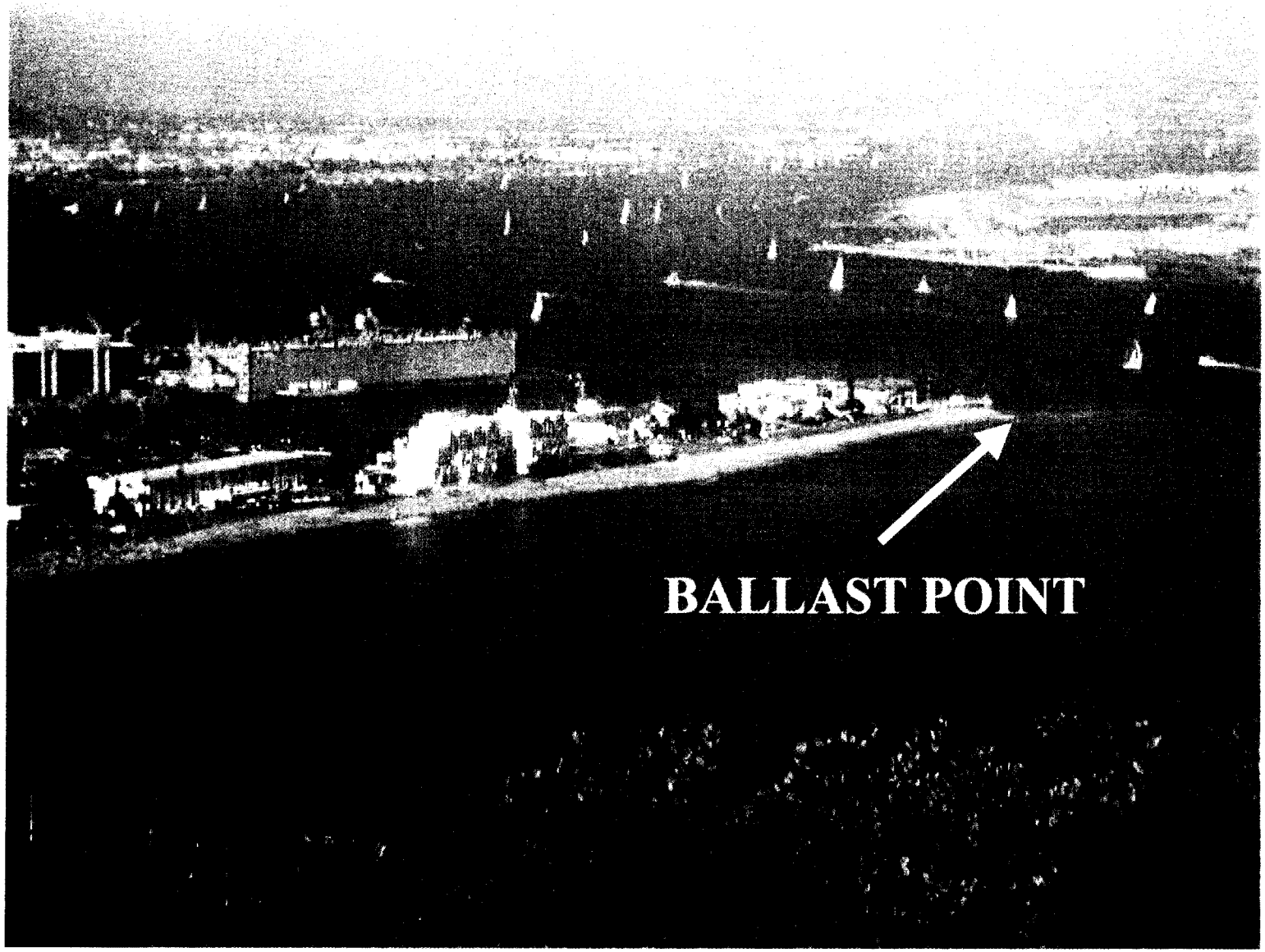
SUBASE SAN DIEGO SCENARIOS

- **Concerns raised during 10/28/04 IEG**
  - **Ballast Point critical for force protection**
  - **Base very valuable**
- **Issues**
  - **Highest Mil Val of all current scenarios (7/16 Active)**
  - **Given geography of base, area under consideration surrounded by other Navy property**
    - **Essentially waterfront closure**
    - **TECH JCSG intends to keep SSC at present location**
    - **FISC Fuel Farm cannot feasibly relocate**

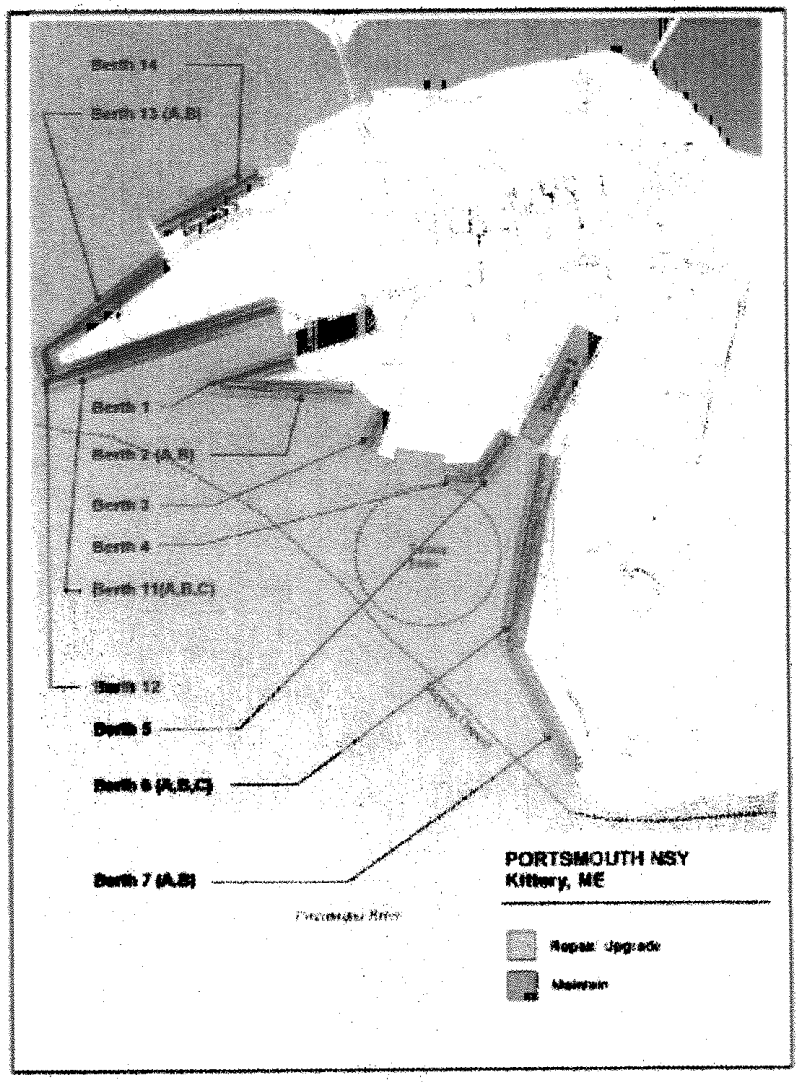
NAVAL BASE POINT LOMA

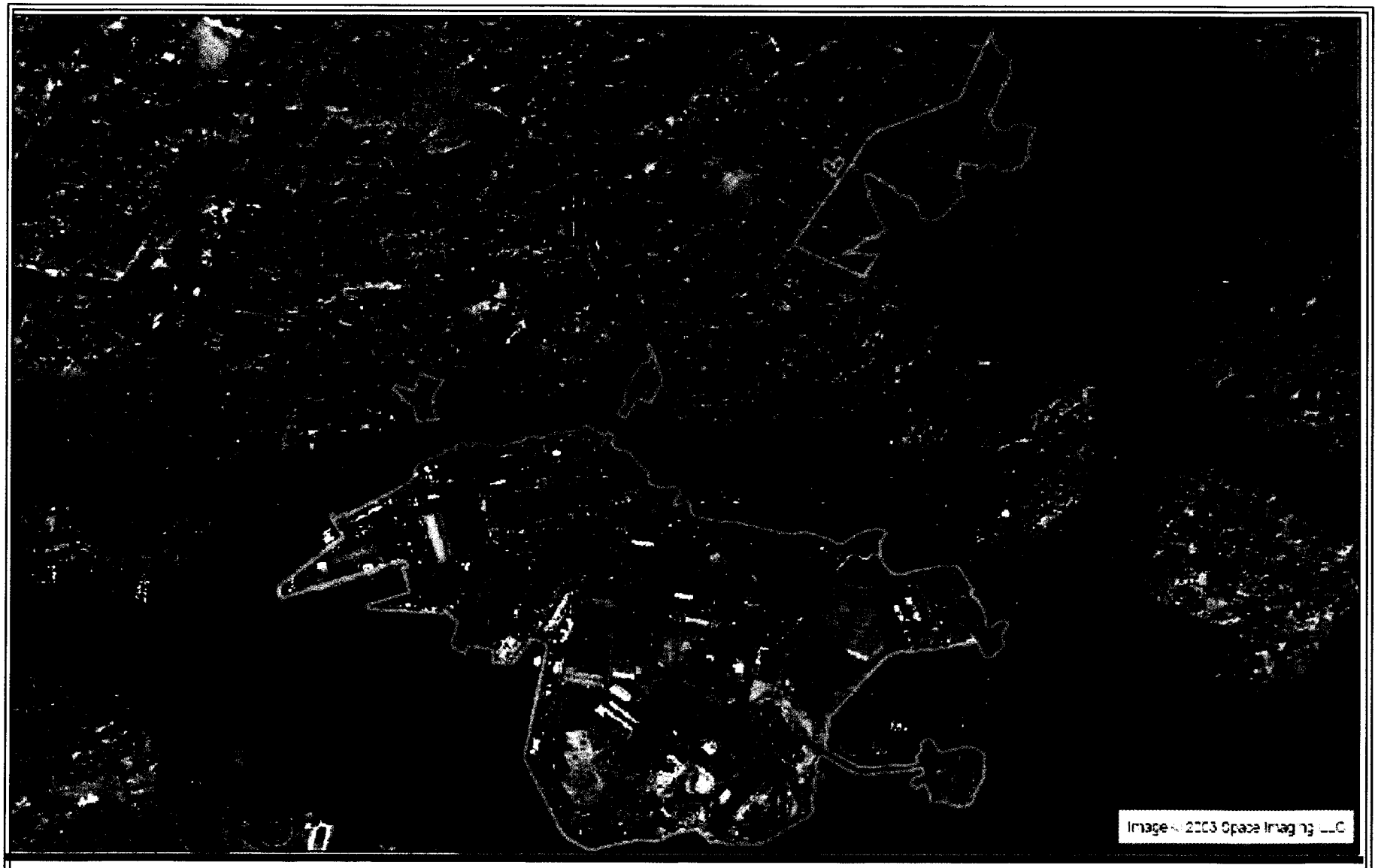


Point Loma Force Protection



NAVSHIPYD PORTSMOUTH NH





Legend

Installation Area

N
W E
S

0 0.09 0.18 0.27 0.36 Miles

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IVT Overlay Layer
Installation Boundary
for Naval Shipyard Portsmouth
14 March 04

Map prepared in support of the DoD Installation Visualization Tool (IVT) Program

TAB 8

Education & Training

Navy Officer Accessions Training Alignment Assessment

Officer Accessions

2 November 2004

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Scenario Title: Realign OTC Pensacola, OTC Newport, and NAPS to Great Lakes

For the purposes of this Scenario Data Call, the following BRAC Actions are being considered for analysis:

Action 1: Disestablish OTC Pensacola and consolidate USN Officer Accession Training at NAVSTA Great Lakes

Action 2: Disestablish OTC Newport and consolidate USN Officer Accession Training at NAVSTA Great Lakes

Action 3: Relocate Naval Academy Preparatory School from NAVSTA Newport to NAVSTA Great Lakes

ASSUMPTIONS: The following functions are part of OTC Newport but are in a JCSG universe. Disposition of these functions will be determined according to scenarios generated by the E&T JCSG.

- **Chaplain School**

Realign OTC Pensacola, OTC Newport, and NAPS to Great Lakes

Scenario

- Disestablish OTC Pensacola and OTC Newport. Consolidate function at NAVSTA Great Lakes
- Relocate Naval Academy Preparatory School to NAVSTA Great Lakes

Drivers/Assumptions

- Principles: Recruit and train
- Transformational Options: None
- Assumption: None

Justification/Impact

- Consolidate USN Officer Accession Training (except NROTC, USNA) at a single location
- Maximize efficient use of space at NAVSTA Great Lakes
- Current OTC spaces at NAS Pensacola / NAVSTA Newport become available for other functions / uses

Potential Conflicts

- JCSG scenarios may realign other training and education functions to Great Lakes reducing available training facilities

Realign OTC Pensacola, OTC Newport, and NAPS to Great Lakes

- OTC Pensacola ranked 3 of 4 in MILVAL. OTC Newport ranked 2 of 4
  - NAVSTA Great Lakes has no MILVAL score for Officer Accession. Function not currently conducted at installation
- NAVSTA Great Lakes has excess capacity to absorb (no evident MILCON required)
- JCSG Scenarios may affect number of activities remaining at NAVSTA Newport
- Objectives/Considerations:
  - Disestablish two activities, Establish one new activity, consolidate like training
  - OTC Pensacola and OTC Newport spaces become available
- Forces Affected:
  - OTC Pensacola (approx 524 AOB; includes OCS, LDO/CWO, Direct Commission Officer Indoc School)
  - OTC Newport & NAPS (approx 757 AOB)
- Scenario supports closure of NAVSTA Newport

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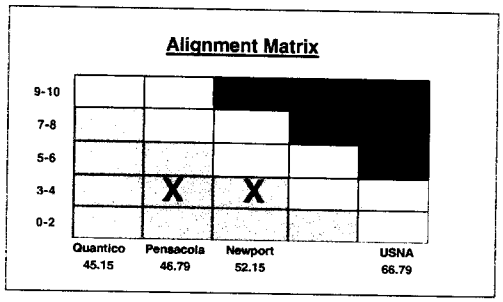
Department of the Navy
DON Analysis Group

Realign OTC Pensacola, OTC Newport, and NAPS to Great Lakes

Scenario Divergence

- *Excess Capacity Reduction*
  - *Score: 1*
- *Principles, Objectives and Considerations Alignment*
  - *Score: 1*
- *Transformational Options*
  - *Score: 1*
- *Function/Scenario Alignment*
  - *Score: 1*
- *Expansion Capability/Flexibility*
  - *Score: 0*
- *Total Alignment Score: 4*



Military Value Score: 46.79 / 52.15

(AVG: 49.47)

Mean Military Value Score: 52.75

Military Value Ranking: 3 of 4 / 2 of 4

Scenario Divergence

Excess Capacity Reduction

0: Significant capacity reduction

1: Some capacity reduction

2: Little or no capacity reduction (Creates excess capacity at Newport and Pensacola)

Principles, Objectives and Considerations Alignment

0: Operationally aligned

1: Aligned but independent of operational considerations

2: Minimal alignment

3: No apparent alignment

Transformational Options

0: Resulting from a Transformational Option

1: Not resulting from a Transformational Option

Function/Scenario Alignment

0: Aligned with other functions/scenarios (Aligns with closure of NAVSTA Newport)

1: Not aligned with or independent of other functions/scenarios

2: Conflicts with other functions/scenarios

Expansion Capability/Flexibility

0: Significant ability to increase footprint

1: Limited ability to increase footprint

2: No ability to increase footprint

Scenario Title: REALIGN OTC NEWPORT AND NAPS TO NAS PENSACOLA

For the purposes of this Scenario Data Call, the following BRAC Actions are being considered for analysis:

Action 1: Disestablish OTC Newport and consolidate USN Officer Accession Training at OTC Pensacola.

Action 2: Relocate Naval Academy Preparatory School from NAVSTA Newport to NAS Pensacola

Assumptions: The following functions are part of OTC Newport but are in a JCSG universe. Disposition of these functions will be determined according to scenarios generated by the E&T JCSG.

- Chaplain School

Realign OTC Newport and NAPS to NAS Pensacola

Scenario

- Disestablish OTC Newport. Consolidate function at NAS Pensacola
- Relocate Naval Academy Preparatory School to NAS Pensacola

Drivers/Assumptions

- Principles: Recruit and train
- Transformational Options: None
- Assumption: None

Justification/Impact

- Consolidate USN Officer Accession Training (except NROTC, USNA) at a single location
- Maximize efficient use of space at NAS Pensacola
- Current OTC/NAPS spaces at NAVSTA Newport become available for other functions / uses

Potential Conflicts

- JCSG scenarios may realign other training and education functions into NAS Pensacola impacting available space

Realign OTC Newport and NAPS to NAS Pensacola

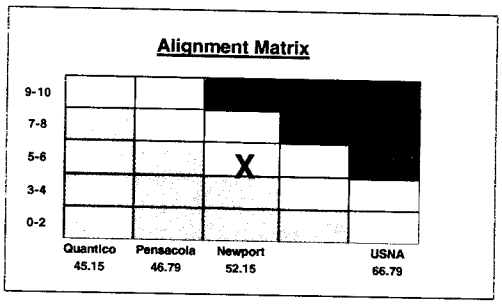
- OTC Newport has higher Mil Val than OTC Pensacola (ranked 2 out of 4)
- OTC Pensacola does not have excess classroom capacity to absorb (MILCON required)
- JCSG Scenarios may affect available space at NAS Pensacola
- Objectives/Considerations:
  - Consolidates like training
  - Reduces any excess capacity for OTC (limits flexibility to increase student throughput)
- Forces Affected:
  - OTC Newport (434 AOB)
  - NAPS (332 AOB)

Department of the Navy
DON Analysis Group

Realign OTC Newport and NAPS to NAS Pensacola

Scenario Divergence

- *Excess Capacity Reduction*
  - *Score: 1*
- *Principles, Objectives and Considerations Alignment*
  - *Score: 1 (reduces redundancy)*
- *Transformational Options*
  - *Score: 1*
- *Function/Scenario Alignment*
  - *Score: 1*
- *Expansion Capability/Flexibility*
  - *Score: 1*
- *Total Alignment Score: 5*



Military Value Score: 52.15

Mean Military Value Score: 52.75

Military Value Ranking: 2 of 4

Scenario Divergence

Excess Capacity Reduction

0: Significant capacity reduction

1: Some capacity reduction

2: Little or no capacity reduction (Creates excess capacity at Newport)

Principles, Objectives and Considerations Alignment

0: Operationally aligned

1: Aligned but independent of operational considerations

2: Minimal alignment

3: No apparent alignment

Transformational Options

0: Resulting from a Transformational Option

1: Not resulting from a Transformational Option

Function/Scenario Alignment

0: Aligned with other functions/scenarios (Aligns with closure of NAVSTA Newport)

1: Not aligned with or independent of other functions/scenarios

2: Conflicts with other functions/scenarios

Expansion Capability/Flexibility

0: Significant ability to increase footprint

1: Limited ability to increase footprint

2: No ability to increase footprint

BACKUP

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Navy Officer Accession Training

Activity	Officer Accession Training									
	Student Throughput	Classroom SF		Billeting		Messing		Non-Classroom Facilities		Buildable Acres
	12 Month Peak	Required	Excess	Required	Excess	Required	Excess	Required	All Available	Available
OTC Newport RI	434	9,506	34,717	434	N/A	434	N/A	Yes	Yes	17
OTC Pensacola FL	524	11,291	7,148	524	N/A	524	N/A	Yes	Yes	548
USNA	4,358	137,277	52,743	4,358	298	4,372	206	Yes	Yes	0
NAPSCOL	323	3,839	20,841	323	N/A	323	N/A			
Option 1 RI	1,281	24,636	44,267	1,281	N/A	1,281	N/A	Yes	Yes	17
Option 2 FL	1,281	24,636	-6,197	1,281	N/A	1,281	N/A	Yes	Yes	548
Option 3 USNA	5,639	161,913	28,107	5,639	-983	5,653	-1,075	Yes	Yes	0
Option 4 Great Lakes										
(NAVCRUITRACOM)	13,143	144,443	-24,542	13,143	983	16,077	2,675	Yes	Yes	20
(SERVSCOLCOM)	5,356	244,686	243,204	6,253	2,111	16,077	2,675			

Note: Option 4 NAVCRUITRACOM line includes RTC assets; SERVSCOLCOM line includes SST assets