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Department of the Navy
IAT

INFRASTRUCTURE ANALYSIS TEAM
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RP-0262
IAT/JAN
4 November 2004

MEMORANDUM FOR THE DON ANALYSIS GROUP (DAG)

Subj: REPORT OF DAG DELIBERATIONS OF 19 OCTOBER 2004

Encl: (1) 19 October 2004 DAG Agenda
(2) DON Specific E&T Navy Officer Accession Training Alignment Assessment (Officer Accessions to Newport) Brief of 19 October 2004
(3) DON Specific E&T Navy Officer Accession Training Alignment Assessment (Officer Accessions to (Pensacola) Brief of 19 October 2004
(4) Naval Aviation (Phase Two) Brief of 19 October 2004
(5) Navy Reserve Demographics Brief to DAG of 19 October 2004
(6) Marine Corps Demographics Brief to DAG of 19 October 2004
(7) Revised Aviation Operations Optimization Model Function Output
(8) Non-DON Basing Methodology Brief of 19 October 2004

1. The thirteenth deliberative session of the Department of the Navy (DON) Analysis Group (DAG) convened at 1007 on 19 October 2004 in the Infrastructure Analysis Team (IAT) conference room located at Crystal Plaza 6, 9th floor. The following members and alternates of the DAG were present: Ms. Anne R. Davis, Chair; Mr. Mark Anthony, alternate for Mr. Thomas R. Crabtree, Member; BGen Martin Post, USMC, alternate for RDML Mark T. Emerson, USN, Member; Mr. Paul Hubbell, Member; Mr. Michael Jaggard, Member; Ms. Debra Edmond, Member; and, CAPT Thomas Mangold, USN, alternate for RDML(sel) Charles Martoglio, USN, Member. Ms. Carla Liberatore, Member; Ms. Ariane Whittemore, Member; RADM Christopher E. Weaver, USN, Member; and, MajGen Emerson N. Gardner, Jr., USMC, Member; were not in attendance. Mr. Ronnie J. Booth, Navy Audit Service, Representative; Mr. Thomas N. Ledvina, Navy Office of General Counsel, Representative; and the following members of the IAT were also present: Mr. Dennis Biddick, Chief of Staff; Dr. Ron Nickel, CNA; Mr. David LaCroix, Senior Counsel; CAPT Jason A. Leaver, USN; CDR Robert E. Vincent II, JAGC, USN, Recorder; and, Capt James A. Noel, USMC, Recorder. Ms. Kathleen Reid, CNI; Col Russell C. Dumas, USMC, Head, Installations, MARFORRES; CAPT Kevin G. McCarthy, USN, COMNAVRESFOR; and, CAPT David W. Mathias, CEC, USN, also

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attended the deliberative session. All attending DAG members were provided enclosures (1) through (8).

2. CAPT Summerlin used enclosures (2) and (3) to present recommended Scenario Alignment Assessment scores and results for the DON Specific E&T Officer Accessions Training Function scenarios as directed by the DAG at its 18 October 2004 deliberative session. 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 to NAVSTA Newport. The DAG reviewed the Expansion Capability/Flexibility section of the Scenario Alignment Assessment slide and determined that it should be assigned a score of "0", since NAVSTA Newport will continue to have excess capacity after consolidating the Officer Accessions Training Function at NAVSTA Newport.

b. Close NAVSTA Newport and realign Officer Accessions Training to OTC Pensacola. The DAG determined that the Function/Scenario Alignment Score should be "1" on the Scenario Alignment Assessment slide, since this scenario may not be aligned with other potential JCSG scenarios. The DAG noted that although the Naval Academy Preparatory School is part of the USNA, it would be included in this scenario. The DAG directed the IAT to add the Naval Comprehensive Healthcare Clinic, Newport, Rhode Island, to the list of activities requiring JCSG scenarios in the "Assumptions" portion of the scenario description. Additionally, the DAG determined that the Senior Enlisted Academy and Command Leadership School need to be added to the "Scenario" section of the Quad Chart. The relocation of the Command Leadership School will also be added to the scenario description.

Subject to further refinement, the DAG decided to recommend these two proposed scenarios to the IEG.

3. CAPT Nichols used enclosure (4) to review the status of the Naval Aviation Operations functions scenario analysis. At the 14 October 2004 IEG deliberative session, the DAG had informed the IEG that it would recommend proposed scenarios to the IEG after receiving guidance from Commander, Marine Forces Reserve (MARFORRES) and Commander, Navy Reserve Forces (COMNAVRESFOR) concerning the impact on reserve demographics at potential receiving sites.

4. CAPT McCarthy used enclosure (5) to brief the DAG concerning Navy Reserve demographics. He noted that reserve squadrons require a specific demographic base focused on airline hubs for pilots and maintenance personnel (i.e., enlisted service members who are usually employed by airlines). Commuting distance and seasonal weather variations are additional demographic considerations, particularly for maintenance personnel, since they generally drive to a drill site at their own expense. There is a limit on how far these personnel will be willing to commute. Therefore, manning reserve squadrons outside of fleet concentration and metropolitan areas is a concern. CAPT McCarthy provided the notional manning structure for reserve squadrons, indicating that 61% of VR squadron billets are selected reserve billets. He noted that reserve members may not be ordered to a new drill site greater than 100 miles from the original site. Additionally, he informed the DAG that many Reserve Aviation activities house non-aviation units that support a variety of active duty units and act as a manpower pool for aviation squadrons. Based on the foregoing, CAPT McCarthy expressed concern that some of the identified receiver sites in the proposed Aviation Operations Function scenarios listed on slide 4 of enclosure (4) were not viable from a demographics standpoint and could result in the failure of these reserve squadrons.

5. Col Dumas used enclosure (6) to brief the DAG concerning Marine Corps Reserve demographics. He stated that the demographic issues applicable to Navy Reserve pilots and maintenance personnel apply equally to Marine Reserve pilots and maintenance personnel. Col Dumas noted that three to five years were required to reconstitute aviation squadrons relocated in BRAC 1995 actions. Additionally, he noted that the proposed receiving sites for Marine reserve aviation squadrons being relocated pursuant to the proposed scenarios listed on slide 4 of enclosure (4), are either located in relatively sparsely populated (east coast) or heavily recruited (west coast) areas, making it potentially difficult to man these units. Col Dumas stated that the proposed relocations also affect Marine ground, aviation headquarters and support units, and that 70 percent of USMCR manpower consists of first term Marines who are less likely to remain with the relocated unit. He further stated that demographic concerns are exacerbated by the increased operational tempo resulting from the Global War on Terror (GWOT). See slides 3 and 4 of enclosure (4). Col Dumas provided examples of receiving site considerations for west coast reserve centers, the Lejeune/New River area, and MCAS Beaufort. See slide 5 of enclosure (6). Finally, Col Dumas

recommended potential joint solutions that are considered viable by MARFORRES. See slide 6 of enclosure (6).

6. CAPT Nichols presented the Aviation Operations Function proposed scenarios previously considered by the DAG as well as an additional proposed scenario for the closure of NAS Atlanta, GA, designating Dobbins AFB, GA, as the potential receiver site. See slide 4 of enclosure (4). He noted that while the Aviation Operations Function military value analysis evaluated the ability of activities to base operational aircraft, it did not evaluate the ability of the relocated activities to recruit and maintain forces. After discussing options for proceeding with the analysis, the IAT Operations team recommended an option that separates active and reserve bases, after apportioning reserve forces that are on active bases with the active forces. This option restructures laydown inputs to include smaller "packages". The DAG approved this option and directed the IAT to run the revised optimization model. CAPT Nichols provided the revised optimization model results which suggested the closure of Stewart ANGB, NY; Cambria Airport, Johnstown, PA; MCAF Quantico, VA; NAS Brunswick, ME; MCB Hawaii; NAF Washington, DC; NAS JRB New Orleans, LA; MCAS Yuma, AZ; NS Mayport, FL; and, MCAS Beaufort, SC. See enclosure (7).

7. The DAG noted that MCAF Quantico, MCAS Yuma, and NS Mayport were previously removed from further BRAC considerations at its 28 September and 7 October 2004 deliberative sessions. The DAG determined that MCB Hawaii should also be removed from further closure consideration in light of the possible requirements resulting from changes in Marine Corps force composition and laydown and from the IGPBS directive to forward deploy a second CVN in the Pacific Area of Responsibility. The DAG also determined that NAS Brunswick should not be considered at this time pending further analysis of its potential strategic importance. The DAG reviewed the results of the revised optimization model run and compared it to the original aviation scenarios as the starting point for further discussion. After acknowledging that the model runs suggested that at least one major reserve air station could close and the remaining accommodate the reserve assets, the DAG reviewed the following proposed scenarios in light of the demographic issues discussed above in paragraphs 4 and 5:

a. Realign Stewart ANGB, NY. The DAG noted that the only Marine fixed wing aviation assets in the northeast United States reside as a tenant at Stewart ANGB, and relocating these assets could have a significant negative impact on unit manning if the

demographics were changed. Additionally, MARFORRES indicated that any proposed relocation may be difficult since the units at Stewart ANGB are currently deployed for the GWOT. The DAG concluded that the proposed realignment of Stewart ANGB did not provide any operational benefits while raising potential demographic concerns. Based upon the foregoing, the DAG determined that realignment of Stewart ANGB would no longer be considered.

b. Realign Cambria Airport, Johnstown, PA. Although noting some concerns about this scenario from a demographics standpoint, the DAG concluded that there is potential operational synergy associated with the relocation of HMLA 775 Det A squadron to MCAS Camp Pendleton, particularly since the other half of the unit is already stationed aboard MCAS Camp Pendleton. Since the location of the Reserve Center is separate and distinct from the Aviation assets, the DAG determined that the remaining assets, e.g. MWSS 471 Det A, should remain at Cambria Airport, Johnstown, PA, for this scenario. The DAG decided to recommend this proposed scenario to the IEG subject to further refinement.

c. Close NAS Atlanta, GA (NAS Pt. Mugu, CA; NAS Jacksonville, FL; MCAS New River, NC; MCAS Beaufort, SC; and, Dobbins AFB, GA designated as receiving sites). The DAG determined that the receiving sites for the relocating reserve assets would need to be re-examined in light of the demographic concerns expressed. The DAG directed the IAT to coordinate with MARFORRES and NAVRESFOR to further understand the viability of potential receiving sites for this proposed scenario.

d. Close NAS Atlanta, GA (Dobbins AFB, GA, designated as the receiver site). The DAG noted that DON would become a tenant at Dobbins AFB. After consideration of the demographics and insights from MARFORRES and NAVRESFOR, the DAG determined that this scenario remained viable and decided to recommend this proposed scenario to the IEG subject to further refinement.

e. Close NAS JRB Fort Worth, TX. During its 7 October 2004 deliberative session, the DAG had proposed that reserve forces in Ft. Worth would disestablish or relocate to installations with available capacity of the same Type/Model. After consideration of the demographic issues, the DAG determined that this scenario should be modified providing for the relocation of assets at Ft. Worth to receiver sites identified after further coordination with MARFORRES and NAVRESFOR.

f. Close NAS JRB Willow Grove, PA. During its 7 October 2004 deliberative session, the DAG had proposed that reserve forces in JRB Willow Grove would relocate to installations with available capacity of the same type/model and determined that NAS Brunswick has the capacity to absorb the three reserve Navy squadrons. After consideration of the demographic issues and insights from MARFORRES and NAVRESFOR, the DAG determined that McGuire AFB, NJ, presented the most logical potential receiver site and decided to recommend this proposed scenario to the IEG subject to further refinement.

g. Close NAF Washington, DC. During its 7 October 2004 deliberative session, the DAG had considered relocating VAQ 209 to NAS Whidbey Island and logistics squadrons to installations with available capacity of the same Type/Model or mission and determined that NAS Whidbey Island and NAS Brunswick have the capacity to absorb the four reserve Navy squadrons. After consideration of the demographic issues and insights from MARFORRES and NAVRESFOR, the DAG determined that realignment of NAF Washington by relocating the VAQ 209 squadron to NAS Whidbey Island and relocating remaining assets to Andrews AFB, MD, presents the most supportable scenario and decided to recommend this proposed scenario to the IEG subject to further refinement.

h. Close NAS JRB New Orleans, LA. During its 7 October 2004 deliberative session, the DAG had considered disestablishing or relocating reserve forces at NAS JRB New Orleans to installations with available capacity of the same Type/Model or mission. The DAG considered the impact of demographics on reserve forces and noted that NAS JRB New Orleans has the highest military value score amongst the reserve air stations. Additionally, the location of NAS JRB New Orleans is in close proximity to aviation training ranges and provides a significant operational base as indicated by MARFORRES. Accordingly, the DAG determined that the proposed scenario to close NAS JRB New Orleans would no longer be considered.

The DAG decided not to explore any additional Aviation Operations scenarios at this time pending additional analysis of Army and Air Force data.

8. The DAG recessed at 1205 and reconvened at 1217. All DAG members present when the deliberative session recessed were again present.

9. CAPT Nichols used enclosure (8) to discuss a methodology for analyzing whether Army or Air Force installations meet DON requirements and could possibly be used to site DON operational functions. He noted that based on initial criteria approved by the IEG for the Aviation and Naval Ground Operations Functions at its 20 May 2004 deliberative session, the non-DON Aviation Function Universe consisted of 64 Air Force and 13 Army bases, and the non-DON Naval Ground Function Universe consisted of eight Army and two Air Force bases. The Army and Air Force bases in the Naval Ground Universe appear to fully satisfy the basic operational requirements for basing Naval ground forces. However, some bases in the list of Army and Air Force Aviation bases may be marginally capable for basing Naval Aviation assets. Accordingly, the IAT recommended, and the DAG approved, the application of the following additional operational criteria to the non-DON Aviation Operations Function Universe:

a. Geographic criteria would limit consideration to bases within 500 nautical miles of open water and field elevation less than 1000 feet mean sea level.

b. Airspace criteria would limit consideration to bases with un-congested airspace and no joint civilian and military use.

Application of these additional screening criteria focused the non-DON Aviation Function Universe on 24 bases. The DAG directed the IAT to add Dobbins AFB to the non-DON Aviation Function Universe, since Dobbins AFB is designated as a potential receiver site. The IAT will coordinate with Army and Air Force to further refine the list of 25 bases by reviewing available capacity to determine, at a minimum, whether 50,000 square feet of adequate hangar space is available (i.e., one Type II hangar) to meet the Naval Aviation basing requirement.

10. With regard to the non-DON Naval Ground Operation Function Universe, the DAG agreed that the IAT will coordinate with Army and Air Force to further refine the list of ten bases by reviewing available capacity to determine, at a minimum, whether 500,000 square feet of adequate administrative space and 1 million square feet of adequate storage/maintenance space is available to meet the Naval ground forces (i.e., Marine Expeditionary Brigade) basing requirement. Additionally, the DAG agreed that the IAT will review whether proposed base closures by Army and Air Force present opportunities for additional potential receiving sites for DON aviation or ground units.

11. The DAG then approved the IAT-recommended methodology to display an operational military value analysis of those non-DON installations remaining in the universe after application of the screening criteria described above. This operational analysis will use the most heavily weighted (top third) military value questions (vice all military value questions) in reduced military value matrices for the Aviation and Ground Operations Functions in order to show key distinguishing characteristics among the DON and Army/Air Force bases. The operational comparisons will be briefed to the DAG to determine opportunities to generate scenarios. A full military value analysis will be conducted for Army and Air Force bases that are identified as potential receiving sites in any proposed scenarios developed by the DAG.

12. The DAG adjourned at 1400.

JAMES A. NOEL
CAPTAIN, U.S. Marine Corps
Recorder, IAT

TAB 1

DON Analysis Group

19 October 2004
1000-1400
Crystal Plaza 6, 9th Floor

Meeting called by: Chairman Recorder: Capt Noel

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

Deliberative Session:

- Officer Accession — Team Leads
  - Quad Charts & Scenario Alignment Assessments
- Air Operations
- Army/Air Force Methodology
- Recruiting Management Phase Two

Administrative

- Next meeting 25 Oct 2004, 1300-1700

Other Information

Read ahead for deliberative discussions.

TAB 2

Education & Training

Navy Officer Accessions Training Alignment Assessment

Officer Accessions to Newport

19 October 2004

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IAT-0045: DISESTABLISH OTC PENSACOLA AND CONSOLIDATE USN OFFICER ACCESSION TRAINING AT OTC NEWPORT

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 OTC Newport

ASSUMPTIONS: None.

Realign OTC Pensacola to NAVSTA Newport

Scenario

- Disestablish OTC Pensacola and consolidate function at OTC Newport

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 OTC Newport
- Current OTC spaces at NAS Pensacola becomes available for other functions / uses

Potential Conflicts

- JCSG scenarios may realign other training and education functions out of Newport reducing supporting relationships

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Realign OTC Pensacola to NAVSTA Newport

- OTC Pensacola has lower Mil Val than OTC Newport (ranked 3 out of 4)
- OTC Newport has excess capacity to absorb (no evident MILCON required)
- JCSG Scenarios may affect number of activities remaining at NAVSTA Newport
- Objectives/Considerations:
  - Disestablish one activity, consolidate like training
  - OTC Pensacola spaces becomes available
  - Reduces any excess capacity for OTC (limits flexibility to increase student throughput)
- Forces Affected:
  - OTC Pensacola (approx 524 AOB; includes OCS, LDO/CWO, Direct Commission Officer Indoc School)
- Scenario does not allow for full base closure

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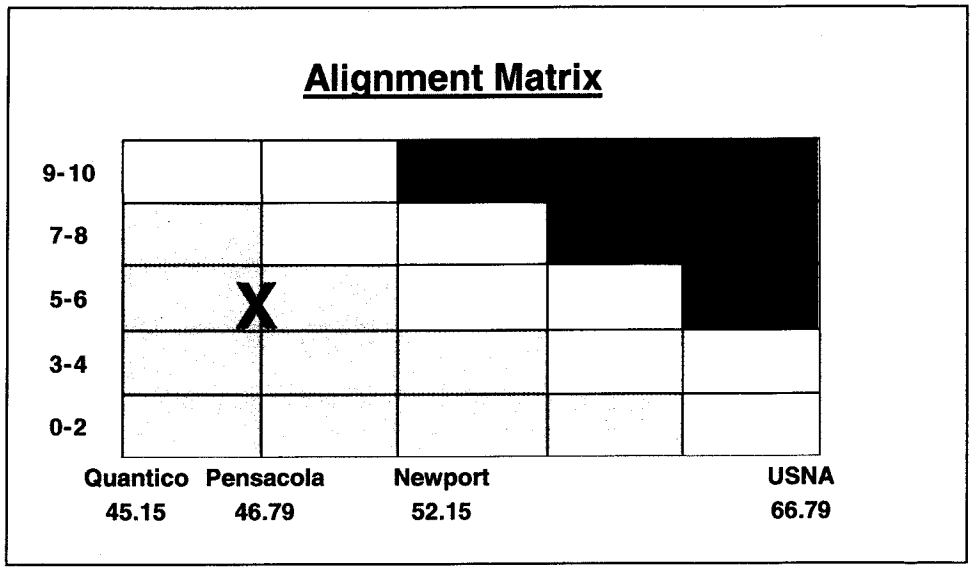
Realign OTC Pensacola to NAVSTA Newport

Scenario Divergence

- *Excess Capacity Reduction*
  - *Score: 1*
- *Principles, Objectives and Considerations Alignment*
  - *Score: 2 (reduces redundancy)*
- *Transformational Options*
  - *Score: 1*
- *Function/Scenario Alignment*
  - *Score: 1*
- *Expansion Capability/Flexibility*
  - *Score: 0*
- *Total Alignment Score: 5*



Military Value Score: 46.79

*Mean Military Value Score: 52.75

Military Value Ranking: 3 of 4

Based upon 16 Active Bases

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TAB 3

Education & Training

Navy Officer Accessions Training Alignment Assessment

Close NAVSTA Newport, Realign Officer Accessions to OTC Pensacola

19 October 2004

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Close NAVSTA Newport, Realign OTC to Pensacola

Scenario

- Close NAVSTA Newport
- Disestablish OTC Newport and consolidate function at OTC Pensacola (to include NAPS)
- Relocate Naval Warfare Development Command, Naval Reserve Readiness Command, Senior Enlisted Academy, Command Leadership School

Drivers/Assumptions

- Principles: Recruit and train
- Transformational Options: None
- Assumption: JCSG will generate scenarios to realign / relocate remaining functions and activities at NAVSTA Newport.

Justification/Impact

- Close a Navy installation
- Consolidate USN Officer Accession Training (except NROTC, USNA) at a single location
- Maximize efficient use of space at OTC Pensacola

Potential Conflicts

- JCSG scenarios may realign other training and education functions into NAS Pensacola impacting available space
- Requires E&T, HS&A, Technical and Medical JCSGs to develop scenarios

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Close NAVSTA Newport, Realign OTC to 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:
  - Closes one installation
  - Consolidates like training
  - Reduces any excess capacity for OTC (limits flexibility to increase student throughput)
- Forces Affected:
  - OTC Newport (757 AOB; includes OIS, STA-21, NAPS)
  - Surface Warfare Officers School (JCSG)
  - Naval Undersea Warfare Center (JCSG)
  - Naval War College (JCSG)
  - Naval Justice School (JCSG)
  - Defense Institute for International Legal Studies (JCSG)
  - Naval Dental Center (JCSG)
  - Naval Warfare Development Command (DON)
  - Naval Reserve Readiness Command (DON)
  - Senior Enlisted Academy & Command Leadership School (DON)

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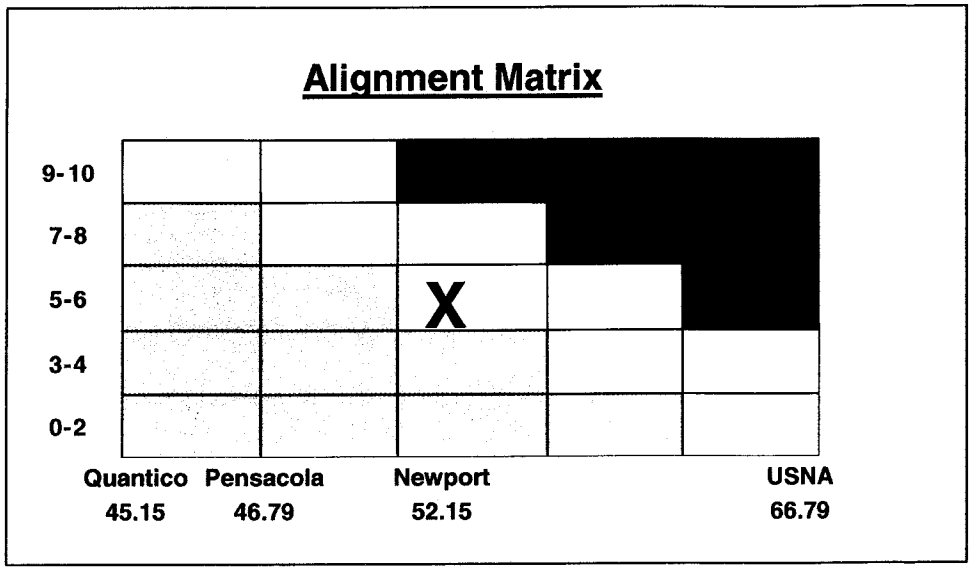
Close NAVSTA Newport, Realign OTC to Pensacola

Scenario Divergence

- *Excess Capacity Reduction*
  - *Score: 0*
- *Principles, Objectives and Considerations Alignment*
  - *Score: 2 (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

**Based upon 16 Active Bases*

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TAB 4

Department of the Navy

Infrastructure Analysis Team

Naval Aviation Phase II

19 October 2004

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Agenda

- **Aviation Reserves**
  - Captain McCarthey, NAVRESFOR
  - Colonel Dumas, MARFORRES
- **Aviation Scenarios**
- **Alternatives**

Aviation Reserve Considerations

- Naval Reserve Forces
- Marine Reserve Forces

Aviation Scenarios

- IAT 0038: Realign Stewart ANGB NY.
  - Receiver: Cherry Point
- IAT 0039: Realign Cambria Airport, Johnstown, PA.
  - Receiver: Camp Pendleton
- IAT 0040: Close NAS Atlanta, GA.
  - Receivers: Norfolk, Jacksonville, New River, Beaufort, Mayport
- IAT 0040A: Close NAS Atlanta, GA.
  - Receiver: Dobbins AFB, GA
- IAT 0041: Close NAS JRB Fort Worth, TX.
  - Receivers: Lemoore, North Island, Pt. Mugu, Miramar, Meridian
- IAT 0042: Close NAS JRB Willow Grove, PA.
  - Receivers: Brunswick, Whidbey Island, Edwards AFB
- IAT 0042A: Close NAS JRB Willow Grove, PA.
  - Receivers: Brunswick, Whidbey Island, New River
- IAT 0043: Close NAF Washington, DC.
  - Receivers: Andrews AFB, Brunswick
- IAT 0044: Close NAS JRB New Orleans, LA.
  - Receivers: Brunswick, Pt. Mugu, New River, Miramar, Cherry Point

IAT-0038: REALIGNMENT OF STEWART ANGB, NY (MCAS CHERRY POINT, NC RECEIVES)

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

1. Relocate VMGR 452 to MCAS Cherry Point, to include required personnel, equipment, and support.

2. Relocate MALS 49 to MCAS Cherry Point, to include required personnel, equipment, and support.

Assumptions:

USMC will transfer property to or end lease with Stewart, NY.

Realign Stewart ANGB, NY (IAT-0038)

Scenario	Drivers/Assumptions
• Realign Stewart Air National Guard Base, New York – VMGR 452 move to MCAS Cherry Point – MALS 49 move to MCAS Cherry Point	• Optimize maintenance, logistics and training efficiencies. • Optimize warfighting readiness (MIL VALUE at receiving bases)
Justification/Impact	**Potential Conflicts**
• Reduce personnel support requirements outside of Fleet Concentration Areas. • Uses available capacity on active bases. • Improve maintenance, logistics and training efficiencies. • Decrease operating costs.	• Environmental considerations (noise and air quality) at Cherry Point. • USMC reserve demographics.

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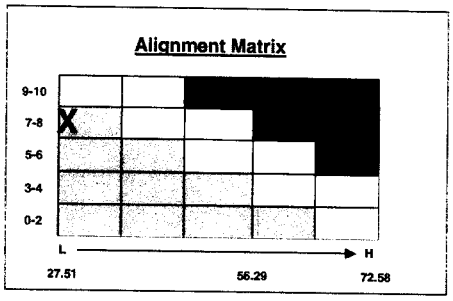
Infrastructure Analysis Team

Realign Stewart ANGB, NY (MCAS Cherry Point Receives)

Scenario Divergence

- *Excess Capacity Reduction*
  - *Score: 2*
- *Principles, Objectives and Considerations Alignment*
  - *Score: 1*
- *Transformational Options*
  - *Score: 1*
- *Function/Scenario Alignment*
  - *Score: 2*
- *Expansion Capability/Flexibility*
  - *Score: 2*
- *Total Alignment Score: 8*



Military Value Score: 27.51

*Mean Military Value Score: 56.29

Military Value Ranking: 35 of 35

*Based upon 35 Bases

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6

Scenario Divergence

Excess Capacity Reduction

0: Significant capacity reduction

1: Some capacity reduction

2: Little or no capacity reduction (They only have 1 hangar, and we can't close the base)

Principles, Objectives and Considerations Alignment

0: Operationally aligned

1: Aligned but independent of operational considerations (Other Active Reserve integration scenarios)

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 (Unknown negative demographic impacts)

Expansion Capability/Flexibility

0: Significant ability to increase footprint (Cherry Point is losing the training squadron)

1: Limited ability to increase footprint

2: No ability to increase footprint (Reserve demographics exhausted)

IAT-0039: REALIGNMENT OF CAMBRIA AIRPORT, JOHNSTOWN, PA (MCAS CAMP PENDLETON, CA, MICHIGAN ANGB SELFRIDGE, MI RECEIVE)

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

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

2. Relocate MSS 471 Det A to Michigan Air National Guard Base, Selfridge, MI, to include required personnel, equipment, and support.

Assumptions:

Consolidates USMC reserve units with their parent organizations. USMC will transfer property to or end lease with Johnstown, PA.

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Infrastructure Analysis Team

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

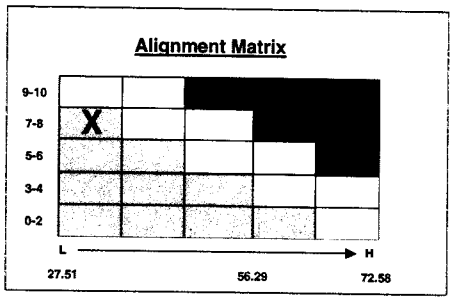
Scenario	Drivers/Assumptions
• Realign Cambria Airport Johnstown, Pennsylvania – HMLA 775 Det A move to MCAS Camp Pendleton – MWSS 471 Det A move to Michigan ANGB Selfridge, MI	• Optimize maintenance, logistics and training efficiencies. • Optimize warfighting readiness (MIL VALUE at receiving bases)
Justification/Impact	**Potential Conflicts**
• Reduce personnel support requirements outside of Fleet Concentration Areas. • Joins other half of her squadron. • Improve maintenance, logistics and training efficiencies. • Decrease operating costs.	• Environmental considerations (noise and air quality) at Camp Pendleton. • Hangar/Ramp capacity at Camp Pendleton. • USMC reserve demographics.

Department of the Navy
Infrastructure Analysis Team

Realign Cambria Airport, Johnstown, PA
(Camp Pendleton, Selfridge, MI Receive)

Scenario Divergence

- *Excess Capacity Reduction*
  - *Score: 2*
- *Principles, Objectives and Considerations Alignment*
  - *Score: 1*
- *Transformational Options*
  - *Score: 1*
- *Function/Scenario Alignment*
  - *Score: 2*
- *Expansion Capability/Flexibility*
  - *Score: 2*
- *Total Alignment Score: 8*



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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8

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 (Other Active Reserve integration scenarios)

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 (Unknown negative demographic impacts)

Expansion Capability/Flexibility

0: Significant ability to increase footprint

1: Limited ability to increase footprint (Camp Pendleton is nearly full)

2: No ability to increase footprint (Reserve demographics exhausted)

IAT-0040: CLOSE NAS ATLANTA, GA (NAS PT. MUGU, CA, NAS JACKSONVILLE, FL, MCAS NEW RIVER, NC, MCAS BEAUFORT, SC, 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 Pt. Mugu, CA, to include required personnel, equipment, and support.

3. Relocate VR 46 to NAS Jacksonville, FL, to include required personnel, equipment, and support.

4. Relocate HMLA 773 to MCAS New River, NC, to include required personnel, equipment, and support.

5. Relocate VMFA 142 to MCAS Beaufort, SC, to include required personnel, equipment, and support.

6. Relocate the C-12 aircraft to NAS Jacksonville, FL, to include required personnel, equipment, and support.

7. Relocate MAG 42 to consolidate with New River, NC and Beaufort, SC, to include required personnel, equipment, and support.

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

Assumptions:

HMLA 773 Det's sister detachment is in New Orleans, and will consolidate in New River. All remaining support activities at NAS Atlanta, GA, to be closed.

Close NAS Atlanta (IAT-0040)

Scenario

- Close NAS Atlanta
  - VAW 77 move to Pt. Mugu
  - VR 46 move to Jacksonville
  - HMLA 773 move to New River
  - VMFA 142 move to Beaufort
  - C-12 move to Jacksonville
  - MAG 42 consolidate with New River and Beaufort
  - MALS 42 move to Beaufort
  - 4th LAAD move to Dobbins AFB
  - Navy Reserve Center move to Dobbins AFB

Drivers/Assumptions

- Support Navy Active Reserve Integration (ARI).
- Optimize maintenance, logistics and training efficiencies.
- Optimize warfighting readiness (MIL VALUE at receiving bases)

Justification/Impact

- Reduce personnel support requirements outside of Fleet Concentration Areas.
- Improve maintenance, logistics and training efficiencies.
- Decrease operating costs.

Potential Conflicts

- Environmental considerations (noise and air quality) at receiving bases.
- Does not consider TAI.
- Hangar/Ramp capacity at receiving bases.
- Significant DoN reserve components other than squadrons.
- Reserve demographics.

Close NAS Atlanta (IAT-0040)

Command Name	Officers (BA)	Enlisted (BA)	Civilian, App BA	Civilian, Non-App (BA)	Reservist (SELRES) (BA)	Sum
FLEETLOGISTICAL SUPPORT SQUADRON 46	12	81	5	0	112	210
NAVY REGION MEDICAL CENTER	7	21	6	1	0	35
NAVAL AIR STATION ATLANTA	23	224				247
RESERVE INTELLIGENCE PROGRAM OFFICE AREA 14	1	4				5
CARRIER AIR GROUP 20	12	27				39
NAVY AND MARINE CORPS RESERVE CENTER	3	12			1044	1059
PERSONNEL SUPPORT DETACHMENT	1	21				22
NAVY RECRUITING DISRICT	3	4				7
4TH FSSGFM USMCR	0	4				4
4TH MEDICAL BATTALION FSSG	0	6				6
NAVAL AIR RESERVE ATLANTA	0	34				34
AIRBORN EARLY WARNING SQUADRON 77	18	16			37	71
RESERVE AVIATION INTERMEDIATE MAINTNACE DEPO	3	48				51
FIXED WING ATTACK SQUADRON 203	26	217			131	374
NAVAL AIR STATION ATLANTA	18	184				202
4TH FSSGFM USMCR	0	4				4
MARINE AIRCRAFT GROUP 42	22	82			62	166
MARINE AVIATION LOGISTCS SQUADRON	24	269			239	532
HML A 773(-)	69				100	169
VFMA 142	24	195				219
4TH LADD BATTALION	5	21	0	0	155	181
Total	**271**	**1474**	**11**	**1**	**1880**	**3637**
Percentage	7%	41%	0%	0%	52%	

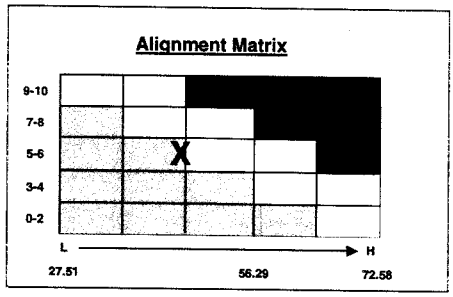
Department of the Navy
Infrastructure Analysis Team

Close NAS Atlanta (40)

(Pt. Mugu, Jacksonville, New River, Beaufort, and Dobbins AFG Receive)

Scenario Divergence

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



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 an AFB)

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 (Consolidating VAW forces)

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

2: Conflicts with other functions/scenarios (Unknown negative demographic impacts)

Expansion Capability/Flexibility

0: Significant ability to increase footprint

1: Limited ability to increase footprint (Norfolk and Beaufort have limited excess capacity)

2: No ability to increase footprint (Reserve demographics exhausted)

IAT-0040A: 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 Reserve Center to Dobbins AFB, GA, 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.

Close NAS Atlanta (IAT-0040A)

Scenario	Drivers/Assumptions
• Close NAS Atlanta VAW 77 move to Dobbins AFB VR 46 move to Dobbins AFB HMLA 773 move to Dobbins AFB VMFA 142 move to Dobbins AFB C-12 move to Dobbins AFB MAG 42 move to Dobbins AFB MALS 42 move to Dobbins AFB 4th LAAD move to Dobbins AFB Navy Reserve Center move to Dobbins AFB	• Keeps VAW 77 close to the CN mission area. • Maintains important DoN Reserve demographics.
Justification/Impact	**Potential Conflicts**
• Decrease operating costs. • Increases "Jointness" of base. • Supports TAI. • Minimizes demographic challenges in an important reserve area.	• Environmental considerations (noise and air quality) at receiving bases. • Reserve demographics. • Tenant status at Dobbins AFB

Close NAS Atlanta (IAT-0040A)

Command Name	Officers (BA)	Enlisted (BA)	Civilian, App BA	Civilian, Non-App (BA)	Reservist (SELRES) (BA)	Sum
FLEETLOGISTICAL SUPPORT SQUADRON 46	12	81	5	0	112	210
NAVY REGION MEDICAL CENTER	7	21	6	1	0	35
NAVAL AIR STATION ATLANTA	23	224				247
RESERVE INTELLIGENCE PROGRAM OFFICE AREA 14	1	4				5
CARRIER AIR GROUP 20	12	27				39
NAVY AND MARINE CORPS RESERVE CENTER	3	12			1044	1059
PERSONNEL SUPPORT DETACHMENT	1	21				22
NAVY RECRUITING DISRICT	3	4				7
4TH FSSGFM USMCR	0	4				4
4TH MEDICAL BATTALION FSSG	0	6				6
NAVAL AIR RESERVE ATLANTA	0	34				34
AIRBORN EARLY WARNING SQUADRON 77	18	16			37	71
RESERVE AVIATION INTERMEDIATE MAINTNACE DEPO	3	48				51
FIXED WING ATTACK SQUADRON 203	26	217			131	374
NAVAL AIR STATION ATLANTA	18	184				202
4TH FSSGFM USMCR	0	4				4
MARINE AIRCRAFT GROUP 42	22	82			62	166
MARINE AVIATION LOGISTCS SQUADRON	24	269			239	532
HML A 773(-)	69				100	169
VFMA 142	24	195				219
4TH LADD BATTALION	5	21	0	0	155	181
Total	**271**	**1474**	**11**	**1**	**1880**	**3637**
Percentage	7%	41%	0%	0%	52%	

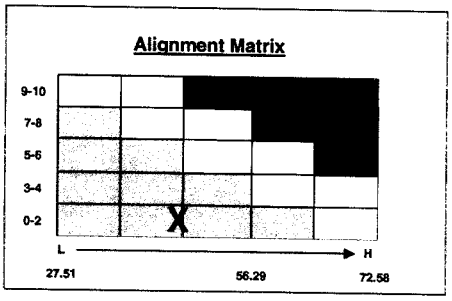
Department of the Navy
Infrastructure Analysis Team

Close NAS Atlanta (40A)

(Dobbins AFB Receives)

Scenario Divergence

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



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 an AFB)

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 (Consolidating VAW forces)

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

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-0041: CLOSE NAS JRB FORT WORTH, TX (NAS LEMOORE, CA, NAS NORTH ISLAND, CA, NAS PT. MUGU, CA, MCAS MIRAMAR, CA, 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 Lemoore, CA, to include required personnel, equipment, and support.

3. Relocate VR 59 to NAS North Island, CA, to include required personnel, equipment, and support.

4. Relocate VMGR 234 to Pt. Mugu, CA, to include required personnel, equipment, and support.

5. Relocate VMFA 112 to MCAS Miramar, CA, to include required personnel, equipment, and support.

6. Relocate MAG 41 HQ to MCAS Miramar, CA, to include required personnel, equipment, and support.

7. Relocate MALS 41 to MCAS Miramar, CA, to include required personnel, equipment, and support.

8. Relocate MACS 24 ATC Det to MCAS Miramar, CA, to include required personnel, equipment, and support.

9. Relocate MWSS 473 to MCAS Miramar, CA, to include required personnel, equipment, and support.

10. Relocate Navy Reserve Center, AIMD, and NMCB 22 to TBD, to include required personnel, equipment, and support.

11. Relocate station C-12 to NAS North Island, CA, 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.

Close NAS JRB Fort Worth (IAT-0041)

Scenario

- Close NAS JRB Fort Worth
  - VFA 201 (FA-18A+) move to NAS Lemoore
  - VR 59 (C-40) move to NAS North Island
  - VMGR 234 move to NAS Pt. Mugu
  - VMFA 112, MAG 41 HQ, MALS 41, MACS 24 ATC Det, MWSS 473 move to MCAS Miramar
  - C-12 move to NAS North Island
  - Reserve Center, NMCB 22, AIMD and other reserve components, TBD

Drivers/Assumptions

- Support Navy Active Reserve Integration (ARI).
- Optimize maintenance, logistics and training efficiencies.
- Optimize warfighting readiness (MIL VALUE at receiving bases)

Justification/Impact

- Reduce personnel support requirements outside of Fleet Concentration Areas.
- Improve maintenance, logistics and training efficiencies.
- Decrease operating costs.

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.
- Does not support TAI, calling for VFA 201 to remain in Ft. Worth.

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Close NAS JRB Fort Worth (IAT-0041)

Command Name	Officers (BA)	Enlisted (BA)	Civilian, App (BA)	Civilian, Non-App (BA)	Reservist (SELRES) (BA)	Sum
HQ BATTERY, 14TH MARINE REGIMENT	7	38	0	0	345	390
NAS JRB FORT WORTH TX	27	313	232	56		628
AIMD NAS JRB FORT WORTH		224	16	0		240
MAG 41 HEADQUARTERS	4	20	0	0	77	101
MALS 41	8	74	0	0	177	259
VMGR-234	4	185	0	0	169	358
VMFA-112	4	183	0	0	92	279
MACS 24	1	15	0	0	69	85
MWSS-473	1	25	0	0	184	210
NMCB 22	0	5	0	0	540	545
NINTH NCR	0	4	0	0	60	64
NAVRESCEN FORT WORTH TX	3	24	0	0	610	637
ROICC FORT WORTH TX	2	0	17	0	0	19
NAVTRAMETOC DET FORT WORTH TX	0	9	1	0	0	10
NATEC DET FORT WORTH TX	0	0	8	0	0	8
VFA-201	29	261	0	0	111	401
NAVAIRWARCEN WEPS DIV	0	0	1	0	0	1
BRANCH MEDICAL CLINIC FORT WORTH TX	6	24	6	0	0	36
FLELOGSUPPRON 59	12	104	0	0	136	252
NAVAL LEGAL SERVICE OFFICE CENTRAL BRANCH OFFICE FORT WORTH TX	2	1	1	0	0	4
NAVAL RESERVE SECURITY GROUP COMMAND HQ	1	12	4	0	38	55
NAVAL RESERVE RECRUITING COMMAND AREA SOUTH	19	152	2	1	0	174
COMMANDER FLEET LOGISTICS SUPPORT WING	17	45	2	0	0	64
MOBILE INSHORE UNDERSEA WARFARE UNIT 109	0	7	0	0	68	75
COMMANDER NAVAL RESERVE INTELLIGENCE COMMAND	2	11	24	0	9	46
NAVAL RESERVE REDINESS COMMAND SOUTH	8	31	4	0	16	59
RESERVE INTELLIGENCE AREA SIX						0
8TH PRIOR SERVICE RECRUITING , 8TH MARINE CORPS DISTRICT	1	9	0	0	0	10
NAVAL CRIMINL INVESTIGATIVE SERVICE	0	0	1	0	0	1
BRANCH DENTAL CLINIC	4	7	0	3	0	14
Total	162	1783	319	60	2701	5025
Percentage	3%	35%	6%	1%	54%	

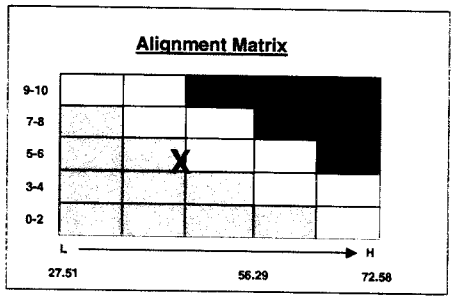
Department of the Navy
Infrastructure Analysis Team

Close NAS JRB Fort Worth

(Lemoore, North Island, Pt. Mugu, and Miramar Receive)

Scenario Divergence

- *Excess Capacity Reduction*
  - *Score: 0*
- *Principles, Objectives and Considerations Alignment*
  - *Score: 0*
- *Transformational Options*
  - *Score: 1*
- *Function/Scenario Alignment*
  - *Score: 2*
- *Expansion Capability/Flexibility*
  - *Score: 2*
- *Total Alignment Score: 5*



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 (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 (Unknown negative demographic impacts)

Expansion Capability/Flexibility

0: Significant ability to increase footprint

1: Limited ability to increase footprint (Miramar has limited excess capacity)

2: No ability to increase footprint (reserve demographics exhausted)

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 reserve components to McGuire AFB, NJ, to include required personnel, equipment, and support.

8. Relocate MAG 49 HQ and MALS 49 to McGuire AFB, NJ, 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 NAS Brunswick
  - HMH 772 move to Edwards AFB
  - MAG 49 HQ, MALS 49 move to Cherry Point.
  - MWSS 472 move to Michigan ANGB Selfridge, MI
  - C-12 aircraft move to NAS Brunswick
  - Navy Reserve Components, TBD

Drivers/Assumptions

- Support Navy Active Reserve Integration (ARI).
- VP 66 disestablishes.
- Consolidates USMC units.
- Optimize maintenance, logistics and training efficiencies.
- Optimize warfighting readiness (MIL VALUE at receiving bases).

Justification/Impact

- Reduce personnel support requirements outside of Fleet Concentration Areas.
- Improve maintenance, logistics and training efficiencies.
- Decrease operating costs.

Potential Conflicts

- Hangar/Ramp capacity at Edwards AFB.
- Significant DoN reserve components other than squadrons.
- Reserve demographics.
- Lose "Jointness" of base.
- Edwards AFB not in IAT's Universe.

Department of the Navy

Infrastructure Analysis Team

Close NAS JRB Willow Grove (IAT-0042)

Command Name	Officers (BA)	Enlisted (BA)	Civilian, App (BA)	Civilian, Non-App (BA)	Reservist (SELRES) (BA)	Sum
Navy Exchange	0	0	0	73	0	73
Branch Medical Clinic	8	17	10	0	0	35
PSAD	1	27	18	0	0	46
NATEC	0	0	11	0	0	11
VR-52	15	104	0	0	132	251
111TH FW-ANG	9	57	5	0	988	1059
VP 66	6	118	0	0	214	338
VP-64	7	119	0	0	213	339
NCIS	0	0	2	0	0	2
NLMOD	0	10	1	0	0	11
RIA 16	1	3	1	0	155	160
CRPW	8	26	1	1	0	36
NAVAIRESASWTRACEN	14	65	2	0	0	81
FMP MOCC LANT	1	7	0	0	0	8
HHC 2/228th	17	56	0	0	0	73
A/2/228th	24	1	0	0	0	25
ROICC	2	0	0	9	0	11
NJROTC	1	1	0	0	0	2
MAG 49	4	20	0	0	97	121
Raytheon Aerospace	0	0	5	0	0	5
CNRRC	2	6	0	0	0	8
1215th USAR GSU	0	4	3	0	86	93
Family Housing Office	0	0	6	0	0	6
HMH-772	7	99	0	0	90	196
MWSS-472	1	23	0	0	266	290
NAVAL AIR RESERVE	5	42	11	0	0	58
AIMD	5	122	15	0	0	142
913th Airlift Wing	28	197	105	0	1049	1379
656TH ASG	1	4	4	0	92	101
Total	**167**	**1128**	**200**	**83**	**3382**	**4960**
Percenage	3%	23%	4%	2%	68%	

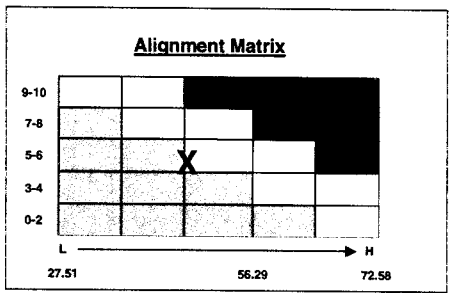
Department of the Navy
Infrastructure Analysis Team

Close NAS JRB Willow Grove (42)

(Edwards AFB, Selfridge MI, Cherry Point, and Brunswick Receive)

Scenario Divergence

- *Excess Capacity Reduction*
  - *Score: 0*
- *Principles, Objectives and Considerations Alignment*
  - *Score: 0*
- *Transformational Options*
  - *Score: 1*
- *Function/Scenario Alignment*
  - *Score: 2*
- *Expansion Capability/Flexibility*
  - *Score: 2*
- *Total Alignment Score: 5*



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 (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 (Unknown negative demographic impacts)

Expansion Capability/Flexibility

0: Significant ability to increase footprint

1: Limited ability to increase footprint

2: No ability to increase footprint (Reserve demographics exhausted)

IAT-0042A: CLOSE NAS JRB WILLOW GROVE, PA (NAS BRUNSWICK, ME, MCAS NEW RIVER, NC, MCAS CHERRY POINT, NC, MICHIGAN AIR NATIONAL GUARD BASE, SELFRIDGE, MI 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 Willow Grove, PA.

2. Relocate VR 64 to NAS Brunswick, ME, to include required personnel, equipment, and support.

3. Relocate VR 52 to NAS Brunswick, ME, to include required personnel, equipment, and support.

4. Relocate HMH 772 to MCAS New River, NC, to include required personnel, equipment, and support.

5. Relocate HMH 769 from Edwards AFB, CA, to MCAS New River, NC, to include required personnel, equipment, and support.

6. Relocate MWSS 472 to Michigan ANGB, Selfridge, MI, to include required personnel, equipment, and support.

7. Relocate station C-12 to NAS Brunswick, ME, to include required personnel, equipment, and support.

8. Relocate reserve components to TBD, to include required personnel, equipment, and support.

9. Relocate MAG 49 HQ and MALS 49 to MCAS Cherry Point, NC, 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-0042A)

Scenario

- Close NAS JRB Willow Grove
  - VR-52 (C-40), and VR-64 (C-130) move to NAS Brunswick
  - HMH 772 move to MCAS New River
  - HMH 769 move from EdwardsAFB to MCAS New River
  - MAG 49 HQ, MALS 49 move to Cherry Point.
  - MWSS 472 move to Michigan ANGB Selfridge, MI
  - C-12 aircraft move to Whidbey Island
  - Navy Reserve Components, TBD

Drivers/Assumptions

- Support Navy Active Reserve Integration (ARI).
- VP 66 disestablishes.
- Consolidates USMC units
- Optimize maintenance, logistics and training efficiencies.
- Optimize warfighting readiness (MIL VALUE at receiving bases).

Justification/Impact

- Reduce personnel support requirements outside of Fleet Concentration Areas.
- Improve maintenance, logistics and training efficiencies.
- Decrease operating costs.

Potential Conflicts

- Hangar and ramp space at New River.
- Significant DoN reserve components other than squadrons.
- Reserve demographics.
- Lose "Jointness" of base.
- Edwards AFB not in IAT's universe.

Department of the Navy

Infrastructure Analysis Team

Close NAS JRB Willow Grove (IAT-0042A)

Command Name	Officers (BA)	Enlisted (BA)	Civilian, App (BA)	Civilian, Non-App (BA)	Reservist (SELRES) (BA)	Sum
Navy Exchange	0	0	0	73	0	73
Branch Medical Clinic	8	17	10	0	0	35
PSAD	1	27	18	0	0	46
NATEC	0	0	11	0	0	11
VR-52	15	104	0	0	132	251
111TH FW-ANG	9	57	5	0	988	1059
VP 66	6	118	0	0	214	338
VP-64	7	119	0	0	213	339
NCIS	0	0	2	0	0	2
NLMOD	0	10	1	0	0	11
RIA 16	1	3	1	0	155	160
CRPW	8	26	1	1	0	36
NAVAIRESASWTRACEN	14	65	2	0	0	81
FMP MOCC LANT	1	7	0	0	0	8
HHC 2/228th	17	56	0	0	0	73
A/2/228th	24	1	0	0	0	25
ROICC	2	0	0	9	0	11
NJROTC	1	1	0	0	0	2
MAG 49	4	20	0	0	97	121
Raytheon Aerospace	0	0	5	0	0	5
CNRRC	2	6	0	0	0	8
1215th USAR GSU	0	4	3	0	86	93
Family Housing Office	0	0	6	0	0	6
HMH-772	7	99	0	0	90	196
MWSS-472	1	23	0	0	266	290
NAVAL AIR RESERVE	5	42	11	0	0	58
AIMD	5	122	15	0	0	142
913th Airlift Wing	28	197	105	0	1049	1379
656TH ASG	1	4	4	0	92	101
Total	**167**	**1128**	**200**	**83**	**3382**	**4960**
Percenage	3%	23%	4%	2%	68%	

Department of the Navy
Infrastructure Analysis Team

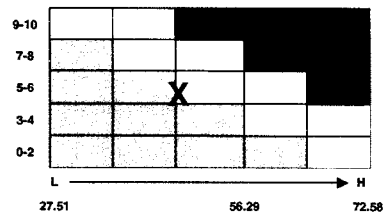
Close NAS JRB Willow Grove (42A)

(New River, Selfridge MI Cherry Point, Brunswick Receive)

Scenario Divergence

- *Excess Capacity Reduction*
  - *Score: 0*
- *Principles, Objectives and Considerations Alignment*
  - *Score: 0*
- *Transformational Options*
  - *Score: 1*
- *Function/Scenario Alignment*
  - *Score: 2*
- *Expansion Capability/Flexibility*
  - *Score: 2*
- *Total Alignment Score: 5*

Alignment Matrix



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 (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 (Unknown negative demographic impacts)

Expansion Capability/Flexibility

0: Significant ability to increase footprint

1: Limited ability to increase footprint

2: No ability to increase footprint (Reserve demographics exhausted)

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 and consolidate AIMD to Andrews AFB, MD, and NAS Whidbey Island, WA, to include required personnel, equipment, and support.

9. Relocate RIA 19 to Andrews AFB, MD, to include required personnel, equipment, and support.

Assumptions:

High logistics requirement within NCR. Scenario hinges on Andrews AFB accepting units as tenants. 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
  - Consolidate AIMD at receiver sites
  - RIA 19 move to Andrews AFB

Drivers/Assumptions

- Support Navy Active Reserve Integration (ARI).
- Optimize maintenance, logistics and training efficiencies.
- Single sites Navy VAQ at Whidbey Island.
- Portions of AIMD remains to support squadrons at Andrews.

Justification/Impact

- Reduce personnel support requirements outside of Fleet Concentration Areas.
- Improve maintenance, logistics and training efficiencies.
- Decrease operating costs.
- Maintains logistic capability within NCR.

Potential Conflicts

- Environmental considerations (noise and air quality) at receiving bases.
- Tenant status at Andrews AFB.
- DoN reserve demographics.

Close NAF Washington (IAT-0043)

Command Name	Officers (BA)	Enlisted (BA)	Civilian, App (BA)	Civilian, Non-App (BA)	Reservist (SELRES) (BA)	Sum
VR-1	13	75	0	0	0	88
VR-48	28	121	0	0	65	214
VR-53	13	132	0	0	161	306
VAQ-209	8	104	0	0	138	250
MAG-49/VMFA-321	8	134	0	0	94	236
MASD	7	30	0	0	18	55
AIMD WASHINGTON	3	88	20	0	0	111
NAF WASHINGTON	13	40	15	0	642	710
RIA-19	2	8	3	0	638	651
Total	95	732	38	0	1756	2621
Percentage	4%	28%	1%	0%	67%	

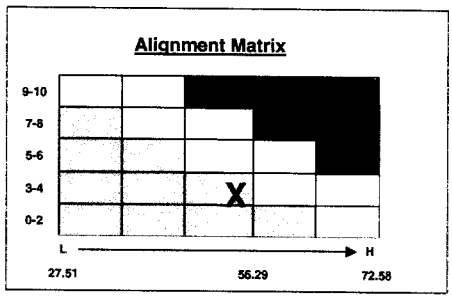
Department of the Navy
Infrastructure Analysis Team

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 (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 (Unknown negative 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-0044: CLOSE NAS JRB NEW ORLEANS, LA (NAS BRUNSWICK, ME, NAS PT. MUGU, CA, MCAS NEW RIVER, NC, MCAS MIRAMAR, CA , AND MCAS CHERRY POINT, NC 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 New Orleans, LA.

2. Relocate VR 54 to NAS Brunswick, ME, to include required personnel, equipment, and support.

3. Relocate VR 5082 Det (2 C-12s) to NAS Pt. Mugu, CA, to include required personnel, equipment, and support.

4. Relocate HMLA 773 Det A to MCAS New River, NC, to include required personnel, equipment, and support.

5. Relocate MASD C-35 aircraft to MCAS Cherry Point, NC, to include required personnel, equipment, and support.

6. Relocate MASD C-12 aircraft to MCAS Miramar, CA, to include required personnel, equipment, and support.

7. Relocate Coast Guard to TBD, to include required personnel, equipment, and support.

8. Relocate Navy Reserve Center to TBD, to include required personnel, equipment and support.

9. Relocate Joint Reserve Intel Center to TBD, to include required personnel, equipment and support.

10. Close AIMD.

Assumptions:

VP 94 and VFA 204 will disestablish before BRAC action can be initiated, and thus are not included in this scenario. Non-DoN assets on NAS JRB New Orleans, LA, will either take ownership of the base, or relocate. AIMD not required at receiving sites. All remaining support activities at NAS JRB New Orleans, LA, to be closed.

Close NAS JRB New Orleans (IAT-0044)

Scenario

- **Close NAS JRB New Orleans**
  - VR-54 (C-130) move to NAS Brunswick
  - VR 5082 det move to Pt. Mugu
  - MASD C-12 move to Miramar
  - MASD C-35 move to Cherry Point
  - HMLA 773 Det A move to New River
  - Coast Guard Helos, NAR, and Joint Reserve Intel Center, TBD
  - Close AIMD

Drivers/Assumptions

- Support Navy Active Reserve Integration (ARI).
- HMLA 773 Det joins the other half of her squadron from Atlanta (IAT 0040).
- Optimize maintenance, logistics and training efficiencies.
- Optimize warfighting readiness (MIL VALUE at receiving bases).
- VP 94 and VFA 204 disestablish.

Justification/Impact

- Reduce personnel support requirements outside of Fleet Concentration Areas.
- Improve maintenance, logistics and training efficiencies.
- Decrease operating costs.

Potential Conflicts

- Hangar/Ramp capacity at Miramar.
- Significant DoN reserve components other than squadrons.
- Reserve demographics.
- Lose "Jointness" of base.

Department of the Navy

Infrastructure Analysis Team

Close NAS JRB New Orleans (IAT-0044)

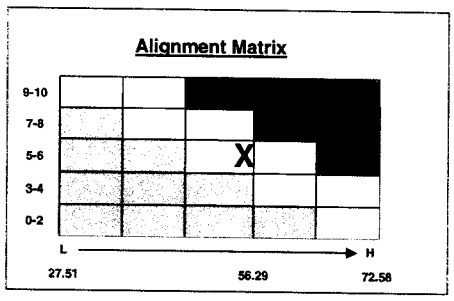
Command Name	Officers (BA)	Enlisted (BA)	Civilian, App (BA)	Civilian, Non-App(BA)	Reservist (SELRES) (BA)	Sum
Patrol Squadron 94	7	120	0	0	196	323
Fleet Logistics Support Squadron 54	13	132	0	0	85	230
Strike Fighter Squadron 204	7	123	0	0	60	190
Branch Dental Clinic New Orleans	6	12	6	0	0	24
Naval Training METOC Det	0	10	0	0	0	10
Marine Aircraft Group 42 Det C 4th Marine Air Wing	12	98	0	0	275	385
NAS JRB New Orleans	17	284	190	161	0	652
Naval Reserve Recruiting Area South	0	4	0	0	0	4
NACC NAS New Orleans/Branch Clinic Naval Hospital Pensacola	6	6	2	0	0	14
NAR New Orleans	11	78	13	0	410	512
AIMD	7	230	16	0	0	253
926th Fighter Wing	0	0	337	0	902	1239
159th Fighter Wing	12	68	254	0	926	1260
Reserve Area Three – Joint Reserve Intelligence Center, NAS JRB	4	6	2	1	184	197
Navy Region Southeast Housing Office	0	0	3	0	0	3
Public Works, Naval Support Activity New Orleans	0	13	47	0	0	60
Northwood University	0	0	0	0	0	0
VERTEX	0	0	0	0	0	0
Satellite Services	0	0	0	0	0	0
Navy and Marine Corps Intranet	0	0	0	0	0	0
Civil Air Patrol	0	0	0	0	0	0
Belle Chasse Academy	0	0	0	0	0	0
Patrician Management Services	0	0	0	0	0	0
Navy Exchange	0	0	0	0	0	0
Defense Commissary Agency	0	0	0	0	0	0
Sea Cadets (Eisenhower Squadron)	0	0	0	0	0	0
Young Marines	0	0	0	0	0	0
Navy College Office	0	0	0	0	0	0
Total	102	1184	870	162	3038	5356
Percentage	2%	22%	16%	3%	57%	

Department of the Navy
Infrastructure Analysis Team

Close NAS JRB New Orleans
(Brunswick, Pt. Mugu, Cherry Point, Miramar and New River 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: 53.77

*Mean Military Value Score: 56.29

Military Value Ranking: 24 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 (Moves logistics closer to the fleet concentration areas)

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 (Unknown negative demographic impacts)

Expansion Capability/Flexibility

0: Significant ability to increase footprint

1: Limited ability to increase footprint (Miramar has limited excess capacity)

2: No ability to increase footprint (Reserve demographics exhausted)

The Way Ahead

- Aviation function Military Value evaluated air stations for their ability to base operational aircraft, not demographics or joint operations.
- The value of Reserve Air Stations, which base reserve aviation units, rests in their ability to recruit and maintain forces.

Options

- Separate active and reserve bases and requirements for modeling and scenario generation.
  - Reserve bases modeled with reserve squadrons based on 20 year FSP.
  - Active bases modeled with active squadrons based on 20 year FSP.
  - Both models to include 2009 and 2014 transition years.
- Model untenable because there is not enough reserve capacity to base reserve squadrons.
  - Many reserve squadrons based on active air stations.

Options (Cont)

- Separate active and reserve bases, apportion reserve forces that are on active bases with the active forces.
- Restructure laydown inputs to include smaller "packages."
- Model results:

Model Results

- **Close:**
  - Stewart ANGB, NY
  - Cambria Airport, Johnstown PA
  - MCAS Quantico
  - NAS Brunswick
  - MCB Hawaii
  - NAF Washington
  - NAS JRB New Orleans
  - MCAS Yuma
  - NS Mayport
  - MCAS Beaufort

Recommendations

- Forward Atlanta and Washington scenarios to IEG for approval.
- Write scenario closing NAS New Orleans and sending its reserve units to Atlanta and Ft. Worth, or becoming tenants of New Orleans under a sister service's ownership.
- Do not recommend Stewart ANGB, Cambria Airport in Johnstown, Fort Worth, Willow Grove, and New Orleans.

Aviation

- **BACKUP SLIDES**

TAB 5

NAVY RESERVE DEMOGRAPHICS

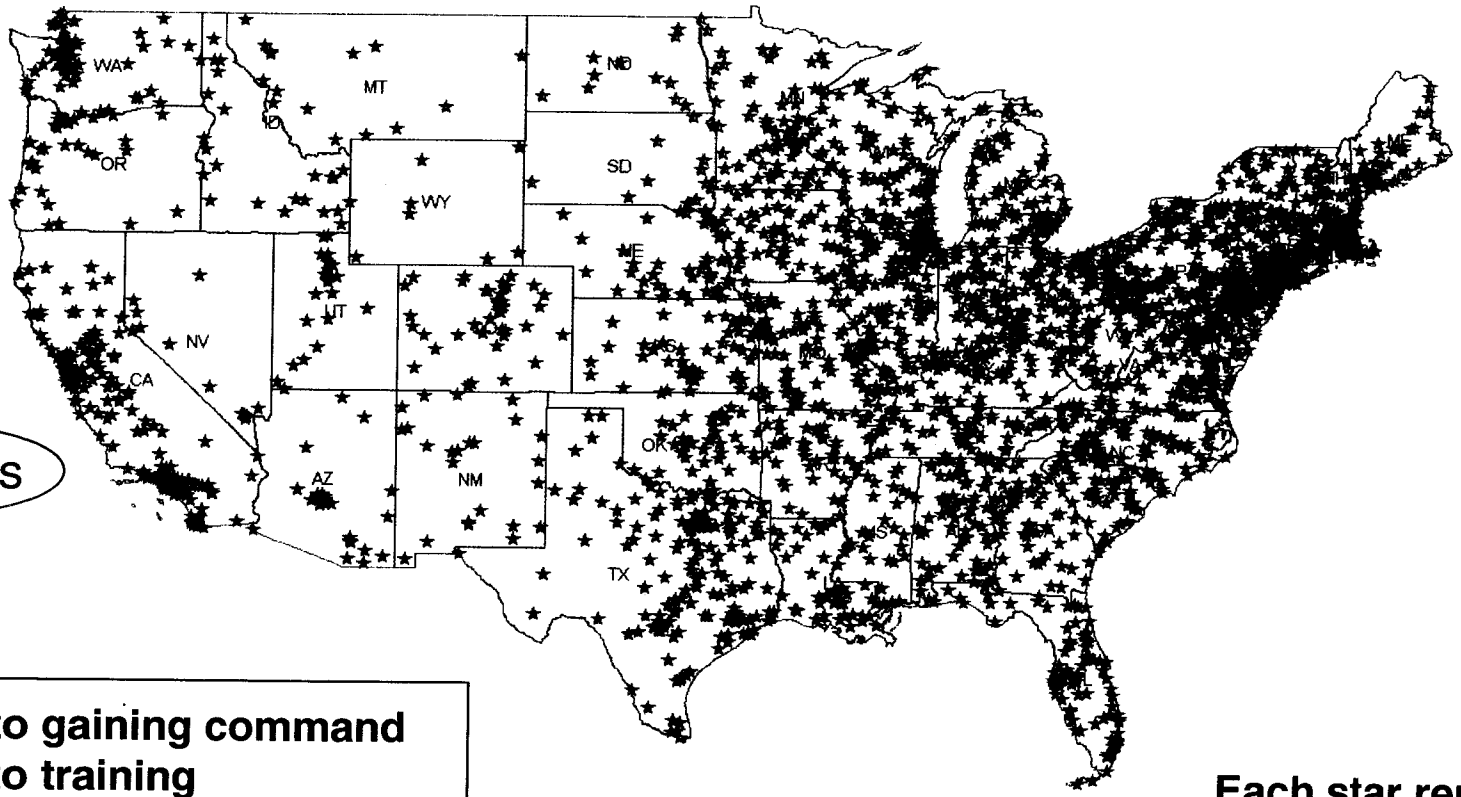
for

DoN Analysis Group

October, 2004

SELRES Demographics

Where the Navy's Reserve Lives



Each star represents city with at least one drilling reservist

Challenges

- Access to gaining command
- Access to training
- Travel costs

SELRES Demographics

Issues

- AC transitions to RC at fleet concentration or major metropolitan areas
- Squadrons require specific demographic base
  - Pilots: Airline hubs
    - Can "jump seat" to drill site
  - Maintainers: Airline/technical jobs
    - Generally drive to drill site at own expense
      - Seasonal weather and distance concerns
  - Limit to how far a SELRES will commute

SELRES can NOT be ordered to new Drill site

Reserve Squadron Manning

Notional manning

- C-9
  - 12 FTS/38 SELRES Officers
  - 123 FTS/186 SELRES Enlisted

  → 224 SELRES
- C-130
  - 13 FTS/27 SELRES Officers
  - 125 FTS/112 SELRES Enlisted

  → 139 SELRES
- C-40
  - 12 FTS/40 SELRES Officers
  - 117 FTS/162 SELRES Enlisted

  → 202 SELRES

61% of VR squadron billets are SELRES

Augment Unit Numbers

Non-Aviation Support

- **NAR Atlanta: 15 units**
  - COMUSNAVCENT, COMUSNAVEUR
- **NAR Fort Worth: 16 units**
  - C3F, NAVPACMETOCCEN
- **NAR New Orleans: 25 units**
  - NRD New Orleans, NLSO Pensacola
- **NAR Willow Grove: 18 units**
  - COMNAVMETOCCEN, DIA

Augment units support non-aviation

TAB 6

MARINE CORPS RESERVE DEMOGRAPHICS

for

DoN Analysis Group

19 October 2004

SELECTED MARINE CORPS RESERVE (SMCR) DEMOGRAPHIC ISSUES

- **Same squadron issues as Navy Reserve**
  - **Pilots: Airline hubs**
  - **Maintainers: Airline/technical jobs**
- **Relocation distances unsupportable**
  - **Limit to how far a SMCR Marine will commute**
  - **Cannot order SMCR to new drill site if over 100 miles away**
- **Reserve units take minimum 3-5 years to recover from relocation**
- **Proposed receiving sites either relatively sparsely populated ( ) or already heavily recruited ( )**
- **Effect on tenant ground units and aviation HQ and support units**

FLYING SQUADRONS

- NAS ATLANTA (HQ, MAG 42)
  - HMLA 773(-) – 185 SMCR
  - VMFA 142 – 91SMCR
- NAS JRB BELLE CHASSE (MAG 42, Det A)
  - Det A, HMLA 773 - 52 SMCR
  - MASD – 18 SMCR
- NAS JRB FORT WORTH (HQ, MAG 41)
  - VMFA 112 – 94 SMCR
  - VMGR 234 - 169 SMCR
- NAS JRB WILLOW GROVE (HQ, MAG 49)
  - HMH 772 – 58 SMCR

Squadrons in red are or were activated for OEF/OIF

AVIATION HEADQUARTERS, AVIATION SUPPORT, AND GROUND UNITS

- **MORE THAN JUST SQUADRONS AFFECTED**
- **NAS ATLANTA (HQ, MAG 42)**
  - **Aviation HQ/Support – 2 units, 266 SMCR**
  - **Ground – 2 units, 147 SMCR**
- **NAS JRB BELLE CHASSE (MAG 42, Det A)**
  - **Ground – 1 unit, 184 SMCR**
- **NAS JRB FORT WORTH (HQ, MAG 41)**
  - **Aviation HQ/Support – 4 units, 519 SMCR**
  - **Ground – 1 unit, 286 SMCR; 1 unit, 0 SMCR**
- **NAS JRB WILLOW GROVE (HQ, MAG 49)**
  - **Aviation HQ/Support – 3 units, 375 SMCR**

Units in red are or were activated for OEF/OIF

RECEIVING SITE CONSIDERATIONS

- **WEST COAST**
  - **MCAS Miramar, NAS Point Mugu, and Edwards AFB all draw from same demographic area.**
  - **Emissions limits at MCAS Miramar**
- **MCB CAMP LEJEUNE/MCAS NEW RIVER**
  - **July 2004, the Marine Corps Recruiting Command assessed that additional Reserve units were not supportable within 100 mile radius.**
- **MCAS BEAUFORT**
  - **BRAC 95 redirected VMFA 142 to NAS Atlanta because of inadequate demographics at MCAS Beaufort.**
  - **Beaufort is within 50 miles of 2 other SMCR units.**

POTENTIAL JOINT SOLUTIONS

- NAS JRB WILLOW GROVE to MCGUIRE AFB
  - 43 miles from Willow Grove
  - 47 miles from Philadelphia International Airport
    - Phila IAP to Willow Grove is 40 miles
- NAS ATLANTA to DOBBINS AFB = JRB
  - NAF ATLANTA?
  - DOBBINS AFB Tenant?

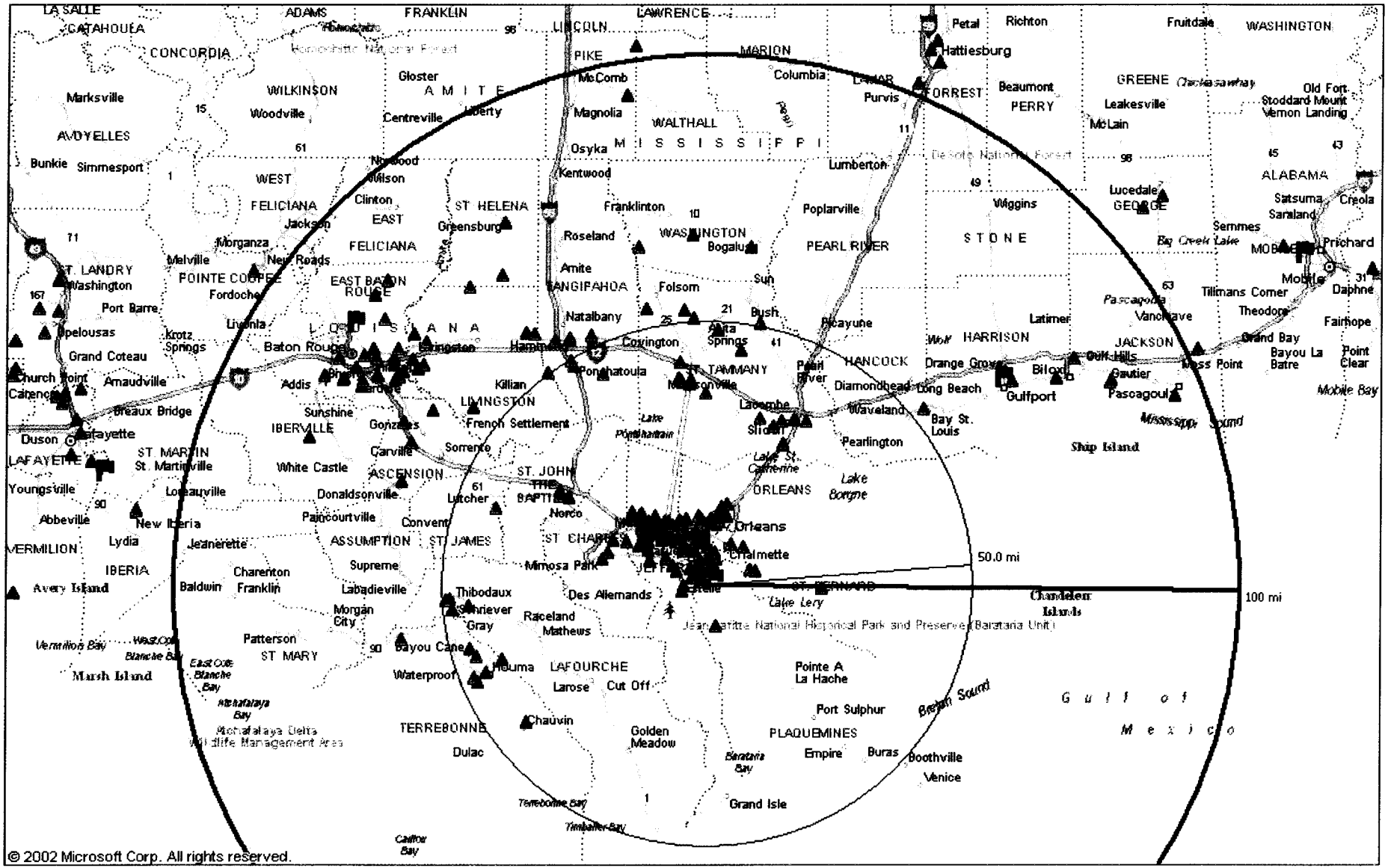
Backup Slides

MARINE CORPS RESERVE DEMOGRAPHIC MAPS

for DoN Analysis Group

Existing SMCR vs. Receiving Site Demographics

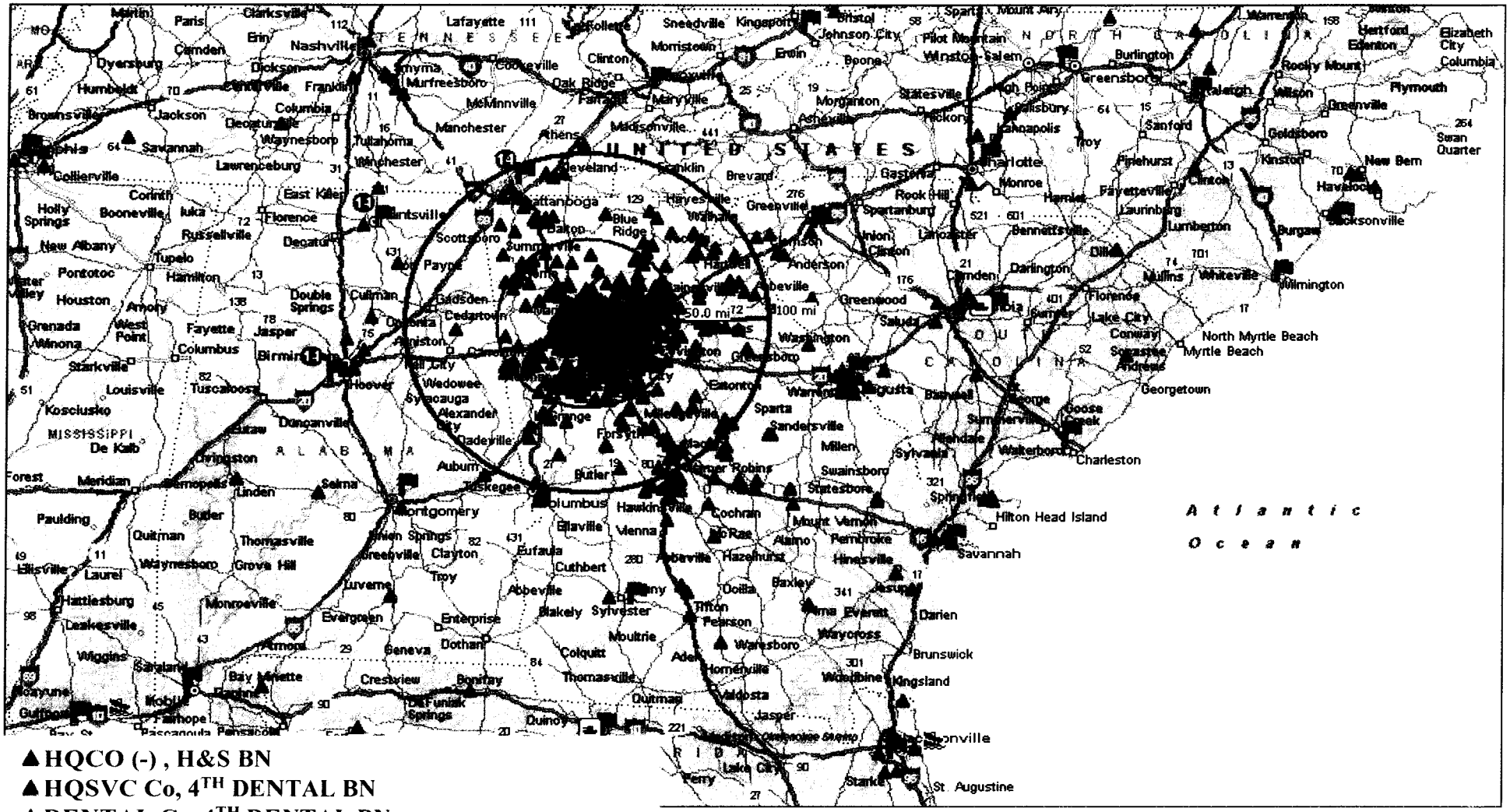
1: NAS JRB BELLE CHASSE



▲MASD, 4TH MAW
▲HMLA – 773 DET, 4TH MAW
▲H&S Co, 3/23

Each triangle represents address where SMCR Marine lives
Flags represent SMCR unit locations

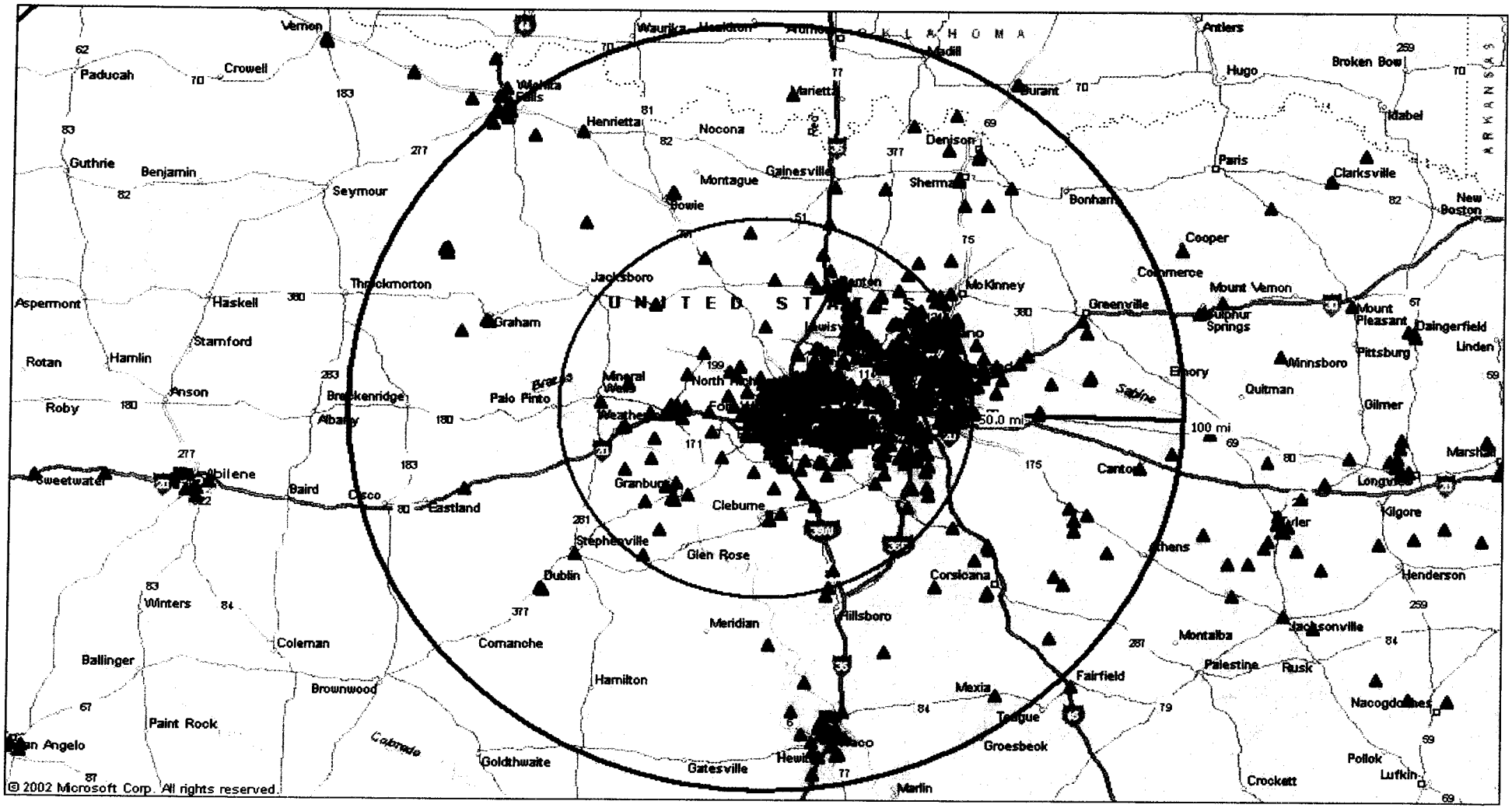
2: NAS ATLANTA/DOBBINS AFB



- ▲HQCO (-) , H&S BN
- ▲HQSVC Co, 4TH DENTAL BN
- ▲DENTAL Co, 4TH DENTAL BN
- ▲H&S DET, 4TH LAAD BN
- ▲B BTRY, 4TH LAAD BN
- ▲VMFA – 142, MAG 42
- ▲HQ MAG 42
- ▲MALS – 42
- ▲HMA – 773 (-)

Each triangle represents address where SMCR Marine lives
Flags represent SMCR unit locations

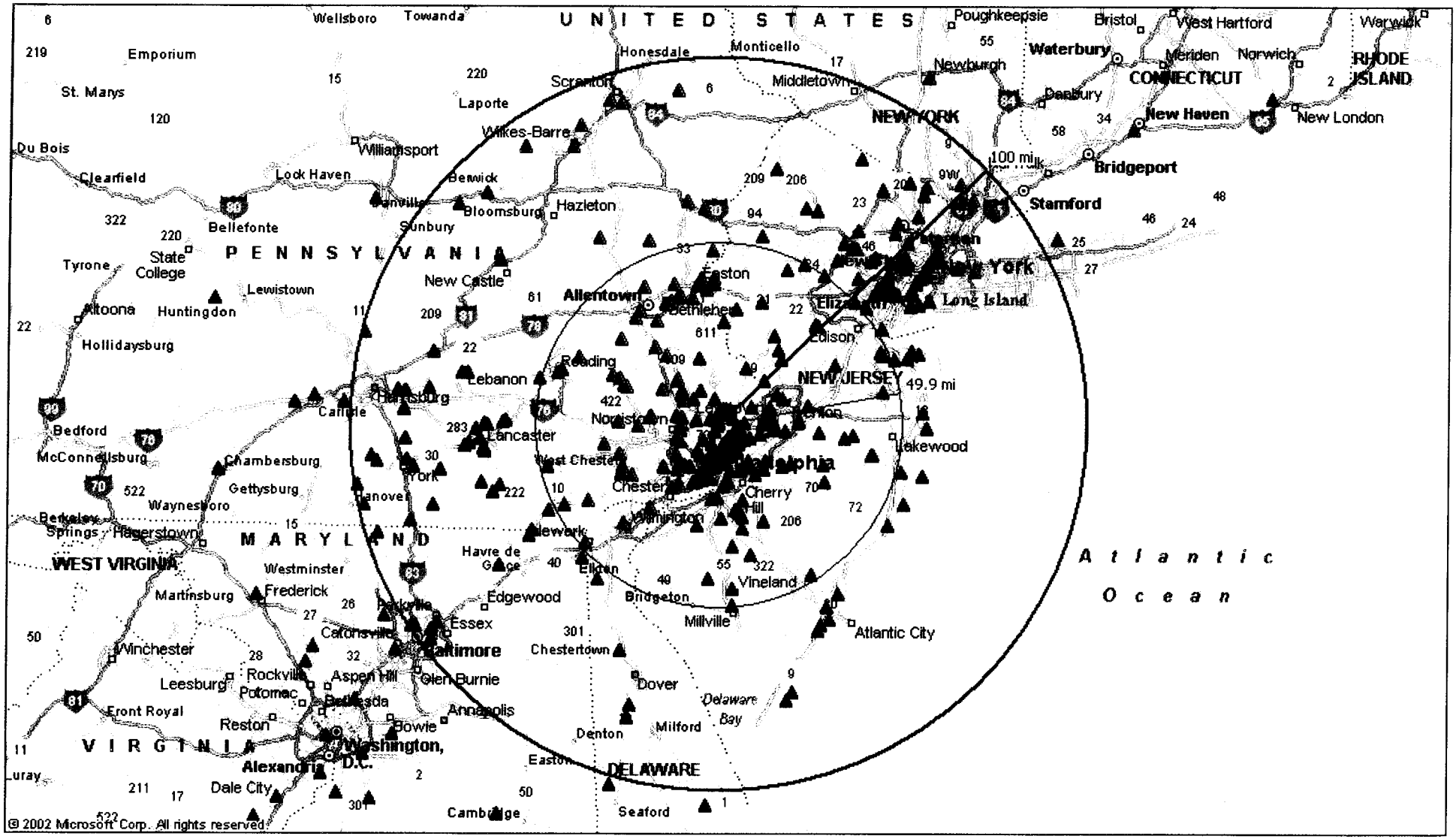
3: NAS JRB FORT WORTH



- ▲ DENTAL Co A, 4TH DENTAL BN
- ▲ MACS-24, ATC DET A, 4TH MAW
- ▲ MWSS-473 DET B, 4TH MAW
- ▲ HQ MAG 41, 4TH MAW
- ▲ MALS-41, 4TH MAW
- ▲ VMGR-234, MAG-41, 4TH MAW
- ▲ VMFA-112, MAG-41, 4TH MAW

Each triangle represents address where SMCR Marine lives
Flags represent SMCR unit locations

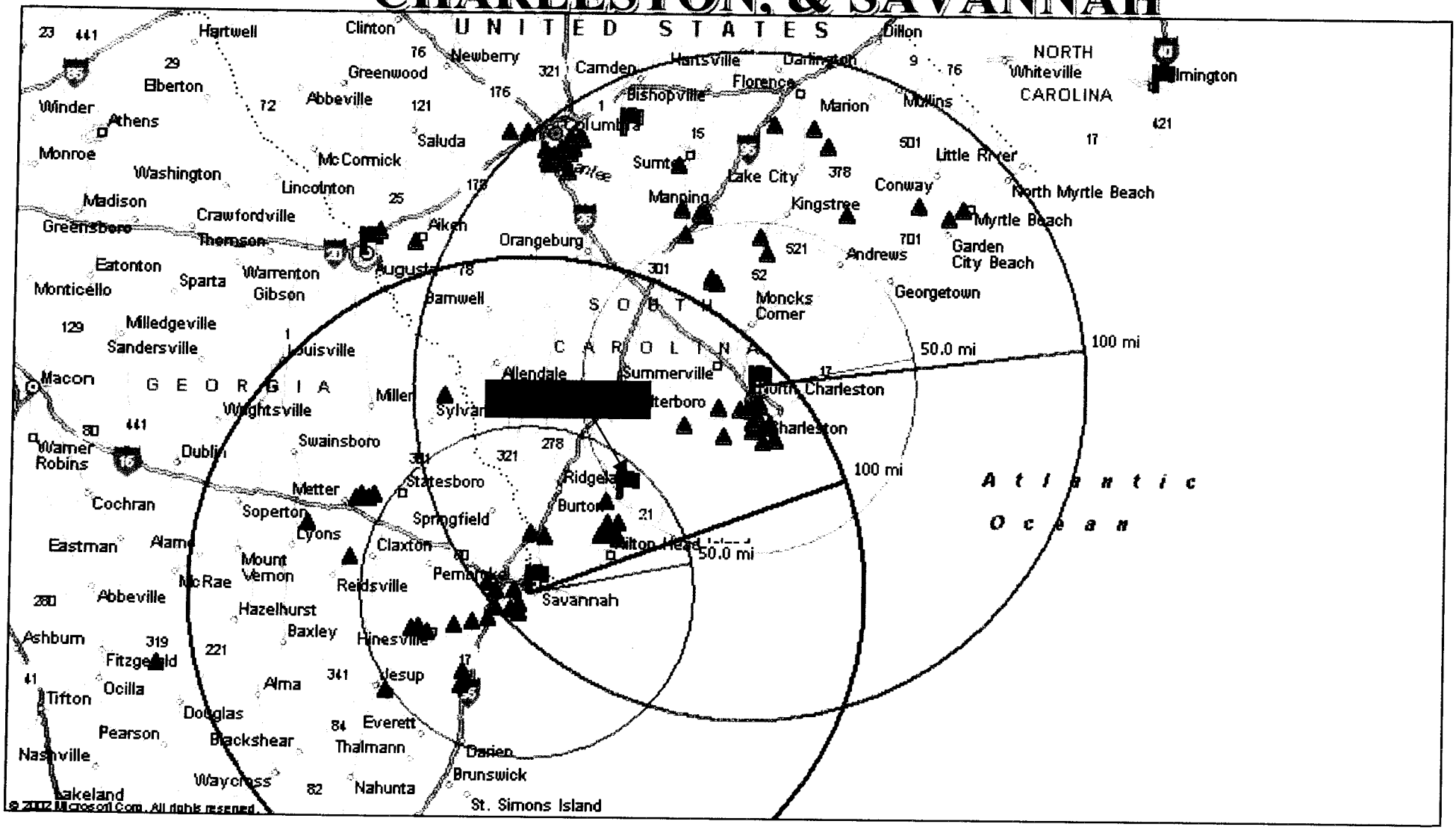
4: WILLOW GROVE



▲HQ MAG 49
▲HMH – 772 (-)
▲MWSS 472 (-)

Each triangle represents address where SMCR Marine lives
Flags represent SMCR unit locations

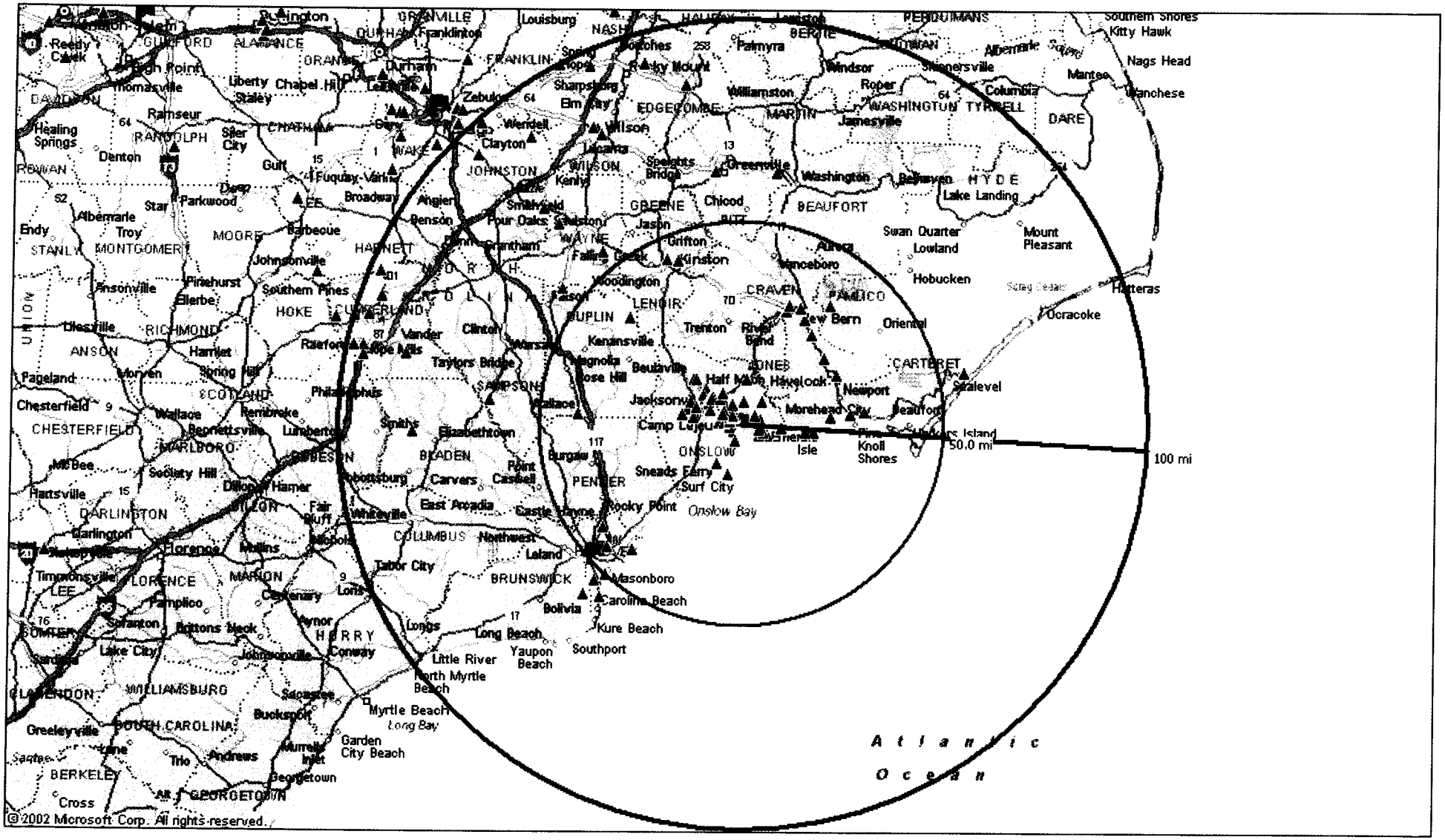
5: MCAS BEAUFORT, CHARLESTON, & SAVANNAH



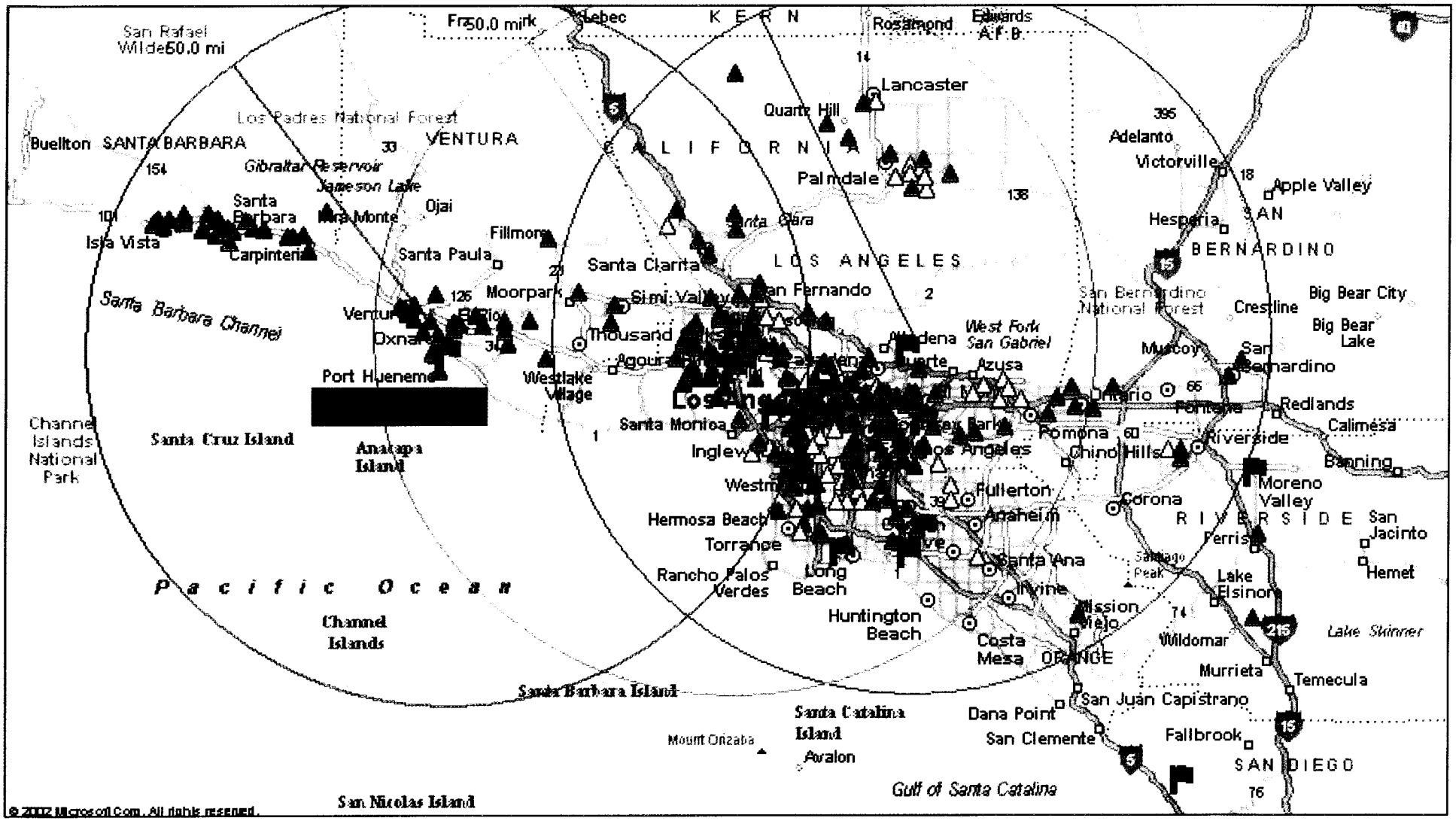
▲Savannah Marines
▲Charleston Marines

Each triangle represents address where SMCR Marine lives
Flags represent SMCR unit locations

6: CAMP LEJEUNE/NEW RIVER


Louisburg
Franklinton
Reidsville
Reedy Creek
High Point
Thomasville
Liberty
Staley
Chapel Hill
Durham
Zebulon
Wendell
Clayton
Wilson
Rocky Mount
Tarboro
Williamston
Windsor
Roper
Columbia
Jamesville
Manteo
Nags Head
Kitty Hawk
Southern Shores
Manchese
Ramseur
Healing Springs
Denton
Siler City
Gulf
Fuquay-Varina
Parkwood
Star
Albemarle
Troy
Endy
Broadway
Angier
Benson
Smithfield
Four Oaks
Selma
Princeton
Grantham
Goldsboro
Kenly
Spring Hope
Sharpsburg
Elm City
Speights Bridge
Greenville
Washington
Belhaven
Lake Landing
Chocowinity
Chocowinity
Jason
Grifton
Kinston
Alfred
Vanceboro
Swan Quarter
Lowland
Mount Pleasant
Hobucken
Hatteras
Ocracoke
Oriental
New Bern
Trenton
River Bend
Kenansville
Beulaville
Magnolia
Rose Hill
Wallace
Jacksonville
Camp Lejeune
Half Moon
Havelock
Newport
Morehead City
Beaufort
Atlantic Beach
Pine Knoll Shores
Emerald Isle
Sneads Ferry
Surf City
Onslow Bay
Rocky Point
Burgaw
Point Caswell
Castle Hayne
Leland
Northwest
Masonboro
Carolina Beach
Kure Beach
Southport
Bolivia
Long Beach
Yaupon Beach
Little River
North Myrtle Beach
Myrtle Beach
Long Bay
Garden City Beach
Georgetown
Andrews
Murrells Inlet
Trio
Greeleyville
Lake City
Johnsonville
Conway
Longs
Tabor City
Lumberton
Pembroke
Rennettsville
Wallace
Clinton
Vander
Taylors Bridge
Spring Hill
Hamlet
Ellerbe
Pinehurst
Southern Pines
Aberdeen
Raeford
Hope Mills
Fayetteville
Spring Lake
Elizabethtown
Tar Heel
Carvers
East Arcadia
Whiteville
Fair Bluff
Chadbourn
Clarkton
Dillon
Hamer
Mullins
Florence
Timmonsville
Pamplico
Scranton
Bettons Neck
Sellers
Lynchburg
Sumter
Manning
Kingstree
Bucksport
Andrews
Georgetown
Cross
Hartsville
Darlington
Mc Bee
Society Hill
Ansonville
Morven
Pageland
Chesterfield
Wadesboro
Polkton
Lilesville
Ellerbe
Rockingham
Laurinburg
Maxton
Red Springs
Lumberton
Fairmont
Lake Waccamaw
Tabor City
Whiteville
Clarkton
Elizabethtown
Tar Heel
Clinton
Warsaw
Kenansville
Beulaville
Jacksonville
Camp Lejeune

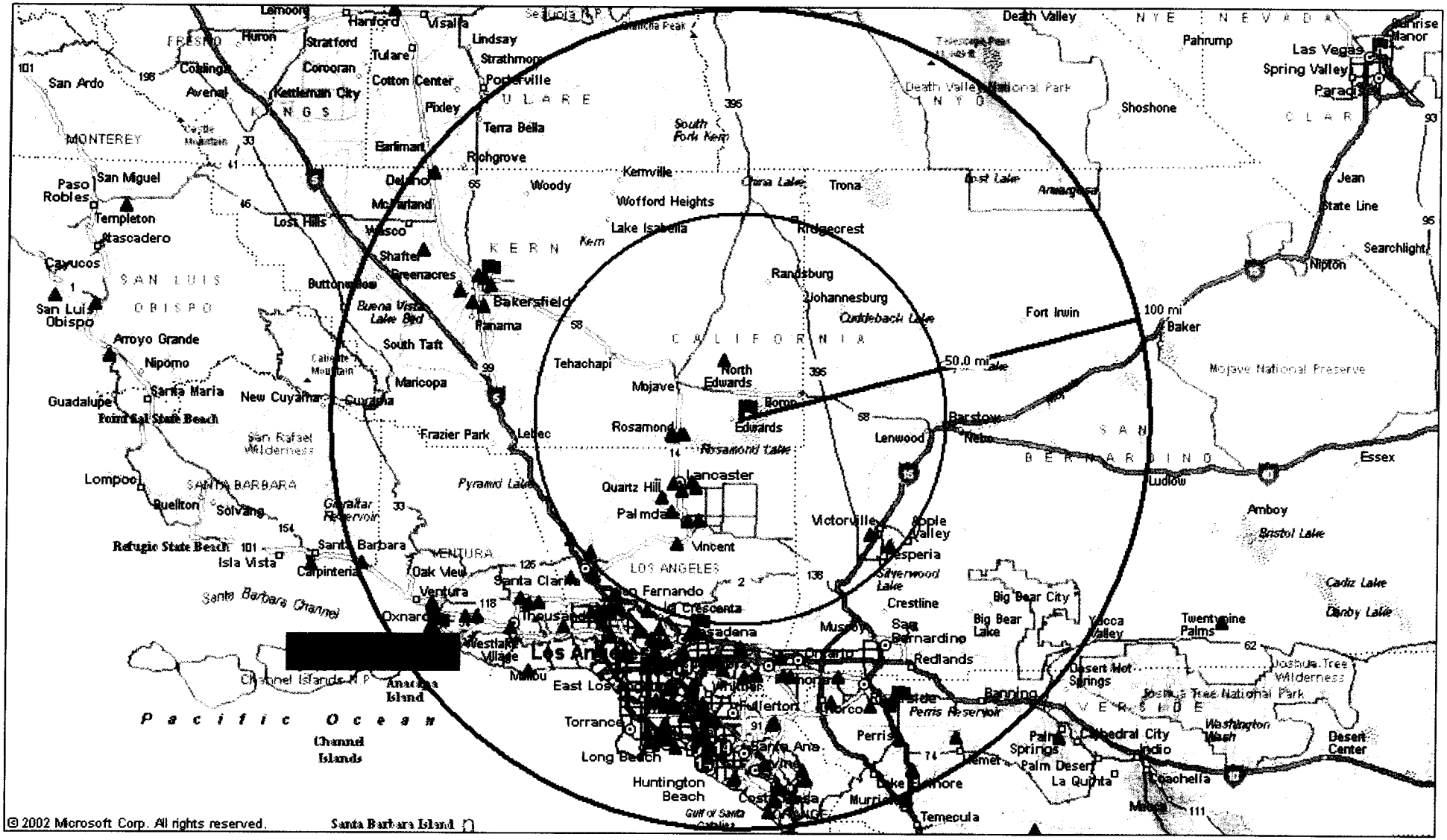
7: PORT HUENEME, ENCINO & PASADENA



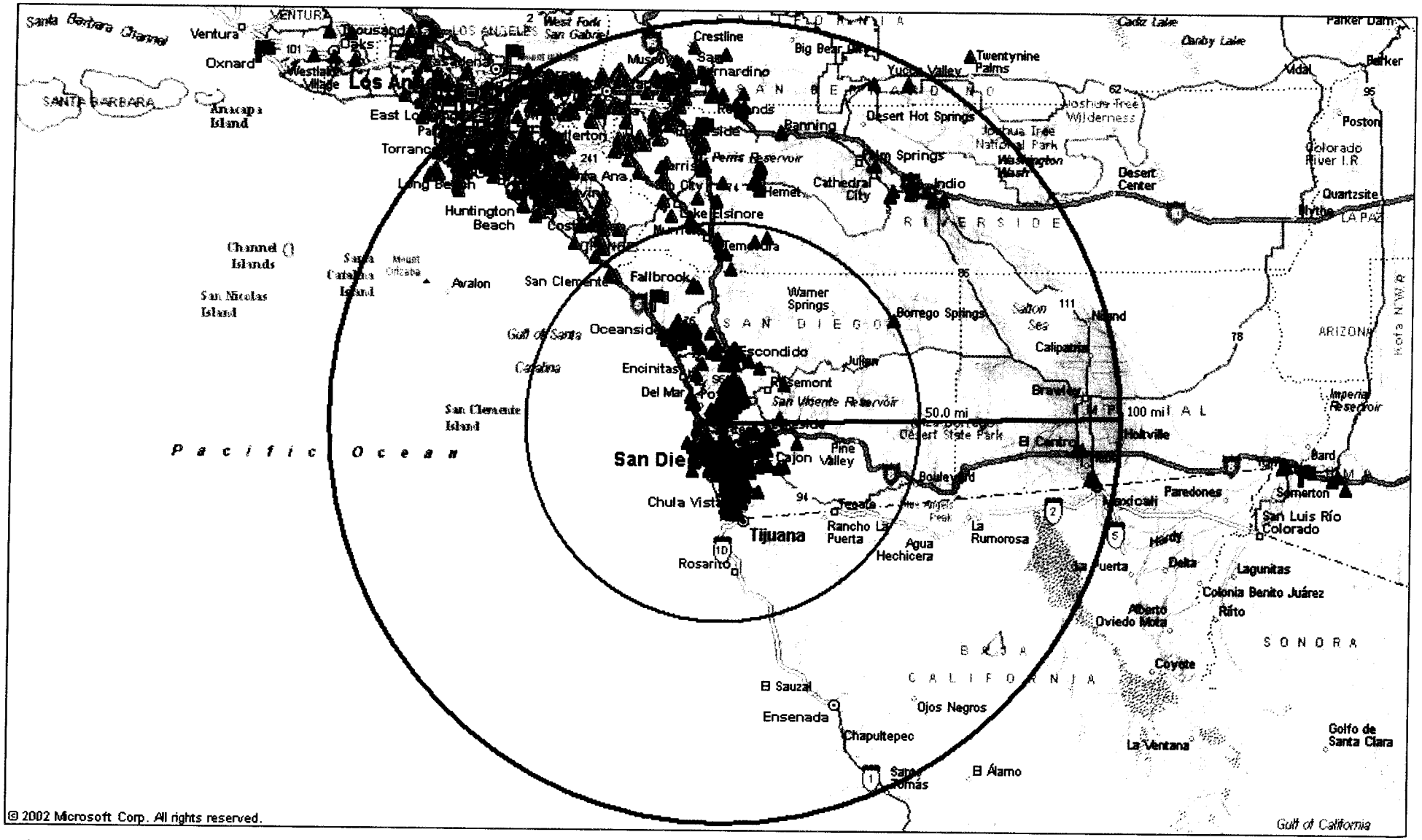
▲ Port Hueneme Marines
▲ Encino Marines
Pasadena Marines

Each triangle represents address where SMCR Marine lives
Flags represent SMCR unit locations

8: EDWARDS AFB, CA


Death Valley
Pahrump
Las Vegas
Spring Valley
Shoshone
Jean
State Line
Searchlight
Nipton
Fort Irwin
100 mi
Baker
50.0 mi
Mojave National Preserve
Barstow
Essex
Ludlow
Amboy
Bristol Lake
Cadiz Lake
Danby Lake
Twentynine Palms
Joshua Tree National Park
Joshua Tree Wilderness
Desert Center
Cathedral City
Indio
Coachella
Palm Springs
Palm Desert
La Quinta
Desert Hot Springs
Banning
Beaumont
Redlands
San Bernardino
Big Bear City
Big Bear Lake
Yucca Valley
Crestline
Victorville
Apple Valley
Hesperia
Lenwood
Rosamond
Edwards
North Edwards
Mojave
Tehachapi
Lancaster
Palmdale
Quartz Hill
Vincent
Randsburg
Johannesburg
Ridgecrest
Trona
Kernville
Wofford Heights
Lake Isabella
Woody
Bakersfield
Taft
Maricopa
Lost Hills
Delano
McFarland
Wasco
Shafter
Greenacres
Buttonwillow
Porterville
Lindsay
Strathmore
Tulare
Visalia
Hanford
Lemoore
Corcoran
Cotton Center
Kettleman City
Avenal
Coalinga
Huron
Stratford
Pixley
Terra Bella
Richgrove
Earlimart
San Ardo
Paso Robles
Templeton
Atascadero
San Miguel
Cayucos
San Luis Obispo
Arroyo Grande
Nipomo
Santa Maria
Guadalupe
New Cuyama
Cuyama
Lompoc
Buellton
Solvang
Santa Barbara
Carpinteria
Isla Vista
Oak View
Ventura
Oxnard
Santa Clarita
Thousand Oaks
Westlake Village
Malibu
Los Angeles
Pasadena
Torrance
Long Beach
Huntington Beach
Santa Ana
Anaheim
Fullerton
Norwalk
Pomona
Ontario
Riverside
Perris
Temecula
Murrieta
Hemet
Lake Elsinore
Moreno Valley
Pacific Ocean
Channel Islands
Santa Barbara Channel
Santa Barbara Island
Anacapa Island
Channel Islands N.P.
Sequoia N.P.
Death Valley National Park
Mt. Whitney
Kern
Buena Vista Lake Bed
Lake Isabella
Pyramid Lake
Gorman
Frazier Park
Lebec
Rosamond Lake
Tehachapi
Gorman
Gibraltar Reservoir
Cuddeback Lake
Silverwood Lake
Perris Reservoir
Gulf of Santa Catalina
San Rafael Wilderness
Refugio State Beach
Point Sal State Beach
Washington Mesa
Desert Hot Springs
Mecca
Thermal
Indio
Coachella
Mecca
Twentynine Palms
Yucca Valley
Big Bear City
Big Bear Lake
Redlands
San Bernardino
Riverside
Corona
Norco
Perris
Temecula
Murrieta
Hemet
Lake Elsinore
Moreno Valley
Banning
Beaumont
Palm Springs
Palm Desert
La Quinta
Cathedral City
Indio
Coachella
Desert Center
Essex
Amboy
Ludlow
Barstow
Nipton
Searchlight
Jean
State Line
Shoshone
Pahrump
Las Vegas
Spring Valley
Paradise Manor
Death Valley
Trona
Ridgecrest
Randsburg
Johannesburg
Fort Irwin
Baker
Mojave
Tehachapi
Lancaster
Palmdale
Victorville
Apple Valley
Hesperia
Lenwood
Rosamond
Edwards
North Edwards
Bakersfield
Taft
Maricopa
Lost Hills
Delano
McFarland
Wasco
Shafter
Greenacres
Buttonwillow
Porterville
Lindsay
Strathmore
Tulare
Visalia
Hanford
Lemoore
Corcoran
Cotton Center
Kettleman City
Avenal
Coalinga
Huron
Stratford
Pixley
Terra Bella
Richgrove
Earlimart
San Ardo
Paso Robles
Templeton
Atascadero
San Miguel
Cayucos
San Luis Obispo
Arroyo Grande
Nipomo
Santa Maria
Guadalupe
New Cuyama
Cuyama
Lompoc
Buellton
Solvang
Santa Barbara
Carpinteria
Isla Vista
Oak View
Ventura
Oxnard
Santa Clarita
Thousand Oaks
Westlake Village
Malibu
Los Angeles
Pasadena
Torrance
Long Beach
Huntington Beach
Santa Ana
Anaheim
Fullerton
Norwalk
Pomona
Ontario
Riverside

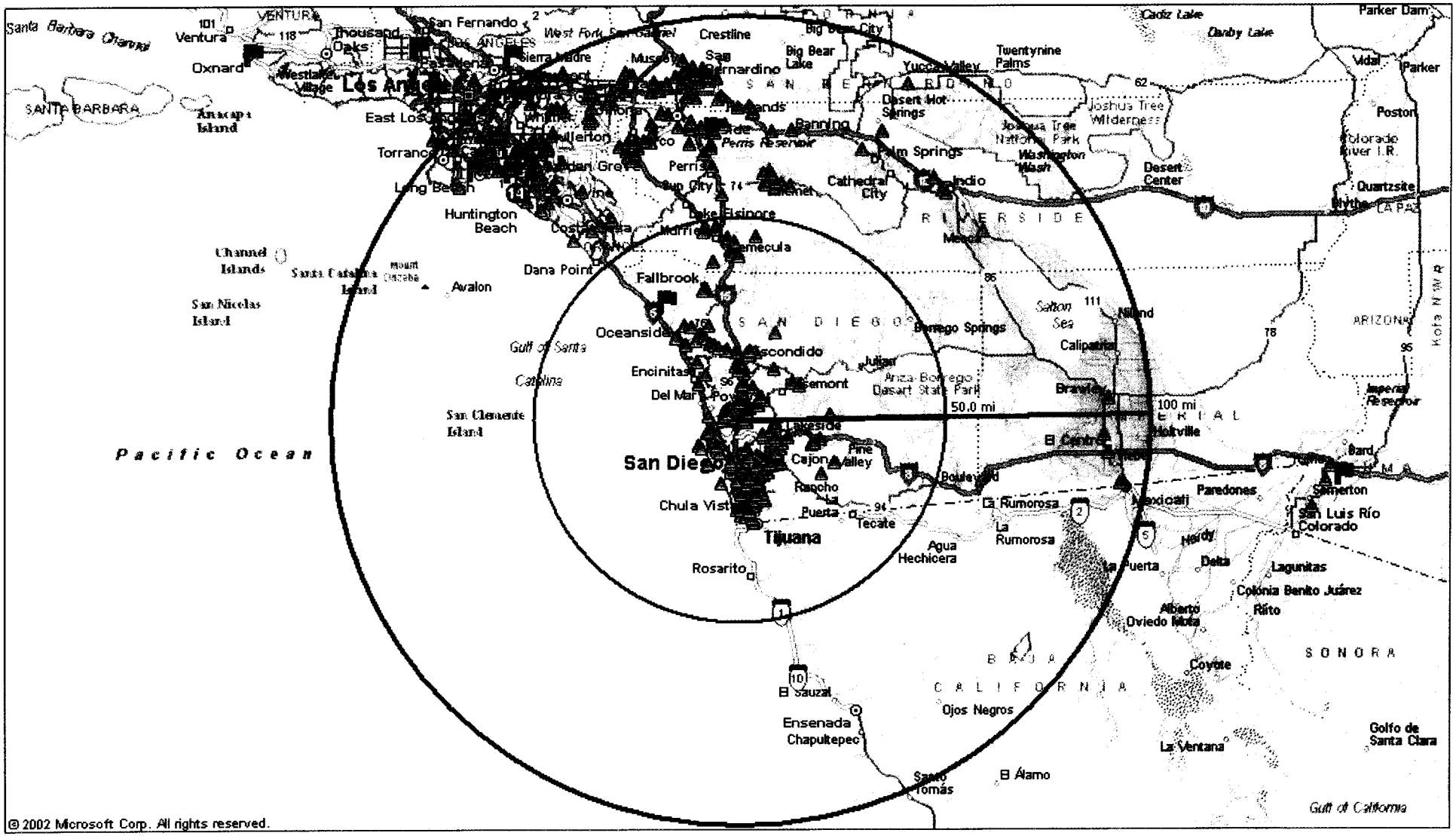
9: MCAS MIRAMAR



▲MWCS-48 DET A, 4TH MAW
▲MASS 6 FWD, 4TH MAW
▲MWSS 473(-), 4TH MAW
▲VMFA 473, 4TH MAW

Each triangle represents address where SMCR Marine lives
Flags represent SMCR unit locations

10: NMCRC SAN DIEGO



- DET MEDLOG CO, 4TH SUP BN, 4TH FSSG
- H&S Co, 4TH SUP BN, 4TH FSSG
- DET CI/HUMIT CO, MFR
- A CO 4TH TNK BN, 4TH MARDIV
- H&S Co(-) 4TH TNK BN, 4TH MARDIV

Each triangle represents address where SMCR Marine lives
Flags represent SMCR unit locations

TAB 7

Multiplier = 1

Package type	Total hangar module requirement		Adjusted hangar module requirement		Number of packages		Hangar modules required per package	
	I	II	I	II	USN	USMC	I	II
USN Helo	32.00	0.00	32.00	0.00	11	0	3.0	0.0
USN JSF	13.00	0.00	13.00	0.00	2	0	6.5	0.0
FA-18/EF	26.00	0.00	26.00	0.00	2	0	13.0	0.0
VAW	11.00	0.00	11.00	0.00	2	0	5.5	0.0
USN VAQ	16.00	0.00	16.00	0.00	2	0	8.0	0.0
USN LOG	0.00	2.00	0.00	2.00	2	0	0.0	1.0
MMA	0.00	15.00	0.00	15.00	2	0	0.0	7.5
Sig Int	0.00	2.00	0.00	2.00	1	0	0.0	2.0
USMC JSF	23.00	0.00	23.00	0.00	0	3	8.0	0.0
USMC VAQ	4.00	0.00	4.00	0.00	0	1	4.0	0.0
Skids	7.00	0.00	7.00	0.00	0	3	2.5	0.0
Med. Lift	20.00	0.00	20.00	0.00	0	4	5.0	0.0
Heavy lift	7.00	0.00	7.00	0.00	0	2	3.5	0.0
VMGR	0.00	3.00	0.00	3.00	0	3	0.0	1.0

	Original hangar module requirement			Hangar module requirement for model		
	I	II	Total	I	II	Total
USN	98.00	19.00	117.00	99.0	19.0	118.0
USMC	61.00	3.00	64.00	62.5	3.0	65.5
Total	159.00	22.00	181.00	161.5	22.0	183.5

Hangar type floor space (KSF)	
I	II
38.8	52.6

Additional hangar module reqirements			
	I	II	Total
USN	1.0	0.0	1.0
USMC	1.5	0.0	1.5
Total	2.5	0.0	2.5

	KSF equivalent		
	I	II	Total
USN	38.8	0.0	38.8
USMC	58.2	0.0	58.2
Total	97.0	0.0	97.0

Multiplier = 1

Package type	Reserve on active		Reserve on reserve		Total hangar module requirement		Adjusted hangar module requirement		Number of packages				Hangar modules required per package	
	I	II	I	II	I	II	I	II	USN on active	USMC on active	USN on reserve	USMC on reserve	I	II
USN Helo	7	0	0	0	7.00	0.00	7.00	0.00	7	0	0	0	1.0	0.0
USN JSF	2	0	0	0	2.00	0.00	2.00	0.00	2	0	0	0	1.0	0.0
FA-18/EF	0	0	0	0	0.00	0.00	0.00	0.00	0	0	0	3	0.0	0.0
VAW	0	0	1	0	1.00	0.00	1.00	0.00	0	0	1	0	1.0	0.0
USN VAQ	1	0	1	0	2.00	0.00	2.00	0.00	1	0	1	0	1.0	0.0
USN LOG	0	9	0	5	0.00	14.00	0.00	14.00	9	0	5	0	0.0	1.0
MMA	0	2	0	0	0.00	2.00	0.00	2.00	0	0	2	0	0.0	1.0
Sig Int	0	0	0	0	0.00	0.00	0.00	0.00	0	0	0	0	0.0	0.0
USMC JSF	0	0	3	0	3.00	0.00	3.00	0.00	0	0	0	3	1.0	0.0
USMC VAQ	0	0	0	0	0.00	0.00	0.00	0.00	0	0	0	0	0.0	0.0
Skids	0.5	0	1.5	0	2.00	0.00	2.00	0.00	0	1	0	1	1.0	0.0
Med. Lift	1	0	1	0	2.00	0.00	2.00	0.00	0	1	0	1	1.0	0.0
Heavy lift	0	0	0	2	0.00	2.00	0.00	2.00	0	0	0	2	0.0	1.0
VMGR	0	0	0	2	0.00	2.00	0.00	2.00	0	0	0	2	0.0	1.0

	Before			After		
	I	II	Total	I	II	Total
USN	12.00	16.00	28.00	12.0	16.0	28.0
USMC	7.00	4.00	11.00	7.0	4.0	11.0
Total	19.00	20.00	39.00	19.0	20.0	39.0

Hangar type floor space (KSF)	
I	II
38.8	52.6

Additional hangar module reqirements			
	I	II	Total
USN	0.0	0.0	0.0
USMC	0.0	0.0	0.0
Total	0.0	0.0	0.0

	KSF equivalent		
	I	II	Total
USN	0.0	0.0	0.0
USMC	0.0	0.0	0.0
Total	0.0	0.0	0.0

Reserves restricted

2009: 1.00 multiplier

Air station	Service	E/W	Active/reserve	Force open?	Excluded?	Hangar modules I	Hangar modules II	Added hangar modules I	Added hangar modules II	MV	Open
JAX	N	E	A	N	N	0.0	20.5	0.00	0.00	72.58	1
CherryPnt	M	E	A	N	N	10.0	7.0	0.00	0.00	68.81	1
Whidbey	N	W	A	N	N	18.0	6.0	0.00	0.00	67.95	1
Miramar	M	W	A	N	N	19.0	1.0	0.00	0.50	66.61	1
Oceana	N	E	A	N	N	17.5	4.0	0.00	0.00	65.49	1
NorthIs	N	W	A	N	N	14.0	8.0	0.00	0.00	65.22	1
Norfolk	N	E	A	N	N	13.0	2.0	0.00	0.00	61.94	1
Lemoore	N	W	A	N	N	24.0	1.0	0.00	0.00	61.76	1
Beaufort	M	E	A	N	N	10.0	0.0	0.00	0.00	59.66	0
Mugu	N	W	A	N	N	22.0	9.0	0.00	0.00	58.39	1
Mayport	N	E	A	N	N	7.0	0.0	0.00	0.00	57.93	0
NewRiver	M	E	A	N	N	12.0	3.0	0.00	0.00	57.58	1
Yuma	M	E	A	N	N	7.0	0.0	0.00	0.00	56.66	0
Pendleton	M	W	A	N	N	9.0	0.0	0.00	0.00	55.70	1
NewOrleans	N	E	R	N	N	5.0	2.0	0.00	0.00	53.77	0
Washington	N	E	R	N	N	10.0	0.0	0.00	0.00	52.23	0
Hawaii	M	W	A	N	N	0.0	13.0	0.00	0.00	52.12	0
Brunswick	N	E	A	N	N	0.0	20.0	0.00	0.00	50.39	0
WillowGrv	N	E	R	N	N	0.0	4.0	1.00	0.00	45.28	1
FtWorth	N	E	R	N	N	9.0	4.0	0.00	0.00	44.66	1
Quantico	M	E	A	N	N	6.5	1.8	0.00	0.00	44.28	0
Atlanta	N	E	R	N	N	2.0	3.0	0.00	0.00	44.09	1
Johnstown	M	E	R	N	N	0.0	0.5	0.00	0.00	29.61	0
Stewart	M	E	R	N	N	0.0	0.0	0.00	0.00	27.51	0
								1.00	0.50		14

	Before	After
Average MV	54.86	59.72
Type I hangar	193	170.5
Type II hangar	100.8	73.0
	293.8	243.5
otal hgr. Req =	183.5	
otal hgr. Req =	0	

Air station	Active USN packages: Helo	JSF	FA-18EF	VAW	VAQ	LOG	MMA	SigInt	Active USMC packages: JSF	VAQ	Skids	Med. Lift	Heavy lift	VMGR
JAX	3	0	0	0	0	0	1	0	0	0	0	0	0	0
CherryPnt	0	0	0	0	1	0	0	0	1	0	0	0	0	1
Whidbey	0	2	0	0	0	0	0	1	0	1	0	0	0	0
Miramar	1	0	0	0	0	0	0	0	1	0	0	1	1	1
Oceana	0	0	1	0	0	0	0	0	1	0	0	0	0	0
NorthIs	5	0	0	0	0	2	0	0	0	0	0	0	0	0
Norfolk	2	0	0	0	0	0	0	0	0	0	0	1	0	0
Lemoore	0	0	1	0	1	0	0	0	0	0	0	0	0	0
Beaufort	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mugu	0	0	0	2	0	0	1	0	0	0	0	0	0	1
Mayport	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NewRiver	0	0	0	0	0	0	0	0	0	0	2	1	1	0
Yuma	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pendleton	0	0	0	0	0	0	0	0	0	0	1	1	0	0
NewOrleans	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Washington	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hawaii	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Brunswick	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WillowGrv	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FtWorth	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Quantico	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Atlanta	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Johnstown	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Stewart	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11	2	2	2	2	2	2	1	3	1	3	4	2	3
TI hgr mods	3	6.5	13	5.5	8	0	0	0	8	4	2.5	5	3.5	0
TII hgr mods	0	0	0	0	0	1	7.5	2	0	0	0	0	0	1

Air station	Reserve USN packages: Helo	JSF	FA-18EF	VAW	VAQ	LOG	MMA	SigInt	Reserve USMC packages: JSF	VAQ	Skids	Med. Lift	Heavy lift	VMGR
JAX	4	0	0	0	0	0	0	0	0	0	0	0	0	0
CherryPnt	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Whidbey	0	0	0	0	0	4	0	0	0	0	0	0	0	0
Miramar	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Oceana	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NorthIs	0	0	0	0	0	5	0	0	0	0	0	0	0	0
Norfolk	3	0	0	0	0	0	0	0	0	0	0	1	0	0
Lemoore	0	2	0	0	1	0	0	0	0	0	0	0	0	0
Beaufort	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mugu	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mayport	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NewRiver	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yuma	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pendleton	0	0	0	0	0	0	0	0	0	0	1	0	0	0
NewOrleans	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Washington	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hawaii	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Brunswick	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WillowGrv	0	0	0	0	0	0	2	0	0	0	0	1	2	0
FtWorth	0	0	0	0	1	2	0	0	3	0	0	0	0	2
Quantico	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Atlanta	0	0	0	1	0	3	0	0	0	0	1	0	0	0
Johnstown	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Stewart	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7	2	0	1	2	14	2	0	3	0	2	2	2	2
TI hgr mods	1	1	0	1	1	0	0	0	1	0	1	1	0	0
TII hgr mods	0	0	0	0	0	1	1	0	0	0	0	0	1	1

Air station	Hangar modules not used I	II	Total
JAX	-13.0	13	0.0
CherryPnt	-6.0	6	0.0
Whidbey	1.0	0	1.0
Miramar	-0.5	0	-0.5
Oceana	-3.5	4	0.5
NorthIs	-1.0	1	0.0
Norfolk	-2.0	2	0.0
Lemoore	0.0	1	1.0
Beaufort	0.0	0	0.0
Mugu	11.0	0.5	11.5
Mayport	0.0	0	0.0
NewRiver	-1.5	3	1.5
Yuma	0.0	0	0.0
Pendleton	0.5	0	0.5
NewOrleans	0.0	0	0.0
Washington	0.0	0	0.0
Hawaii	0.0	0	0.0
Brunswick	0.0	0	0.0
WillowGrv	-1.0	0	-1.0
FtWorth	5.0	0	5.0
Quantico	0.0	0	0.0
Atlanta	0.0	0	0.0
Johnstown	0.0	0	0.0
Stewart	0.0	0	0.0
			19.5

Rule 1: At least one MMA, USMC_JSF, Skids,Med_Lift, Heavy_Lift, VMGR
Rule 2: No more than one logistics package at a base.
Rule 2: No more than one logistics package at a base.

TAB 8

Non-DON Basing Methodology

19 October 2004

Draft Deliberative Document For Discussion Purposes Only - Do Not Release Under FOIA

Non-DON Basing Methodology: Creating the Universe

- **Aviation**
  - Initial criteria
    - Runway Length
      - 8000 feet Fixed Wing
      - 4000 feet Rotary Wing
    - Location
      - Within 600 nautical miles of open water
    - Hangars
      - Minimum 30,000 sqft of existing hangar space
  - Non-DON aviation universe consists of 77 bases
    - 64 Air Force / 13 Army
- **Ground**
  - Initial criteria
    - Maneuver Area >100,000 acres and within 200nm of major Pac/Lant/Gulf port <u>OR</u>
    - Littoral Training Area with coastline
  - Non-DON ground universe consists of 10 bases
    - 8 Army / 2 Air Force

Non-DON Basing Methodology: Refining the Universe

- **Apply further operational criteria to aviation universe**
  - Geographical criteria would limit bases to 500nm from current CVOA and field elevation greater than 1000' MSL
  - Airspace criteria limits bases to uncongested airspace and no joint civ-mil use
  - Reduces non-DON air universe to 24
- **Vet resulting list through Army and Air Force**
  - Check on available capacity
    - 50K sqft adequate hangar space for aviation (one Type II hangar)
    - 500K sqft adequate admin space and 1 million sqft adequate storage/maintenance space for ground (MEB requirement)
  - Check for proposed base closures
- **Sceen results for viability**
  - Obtain Fleet input
  - Screen for JCSG actions

Non-DON Basing Methodology: Way Ahead

- Conduct Operational Mil Val analysis
  - Targeted Analysis
    - Use heavily weighted ("top 1/3") Mil Val questions instead of all Mil Val questions in reduced Air and Ground matrices
    - Include key capacity questions
    - Rack and stack USA/USAF bases against DON bases
  - Focuses in on important operational characteristics
- End state:
  - Racked and stacked USA/USAF bases against DON bases
  - Put in matrix with DON bases
- Brief operational comparison to DAG
- Generate scenarios
- Conduct Full Mil Val analysis