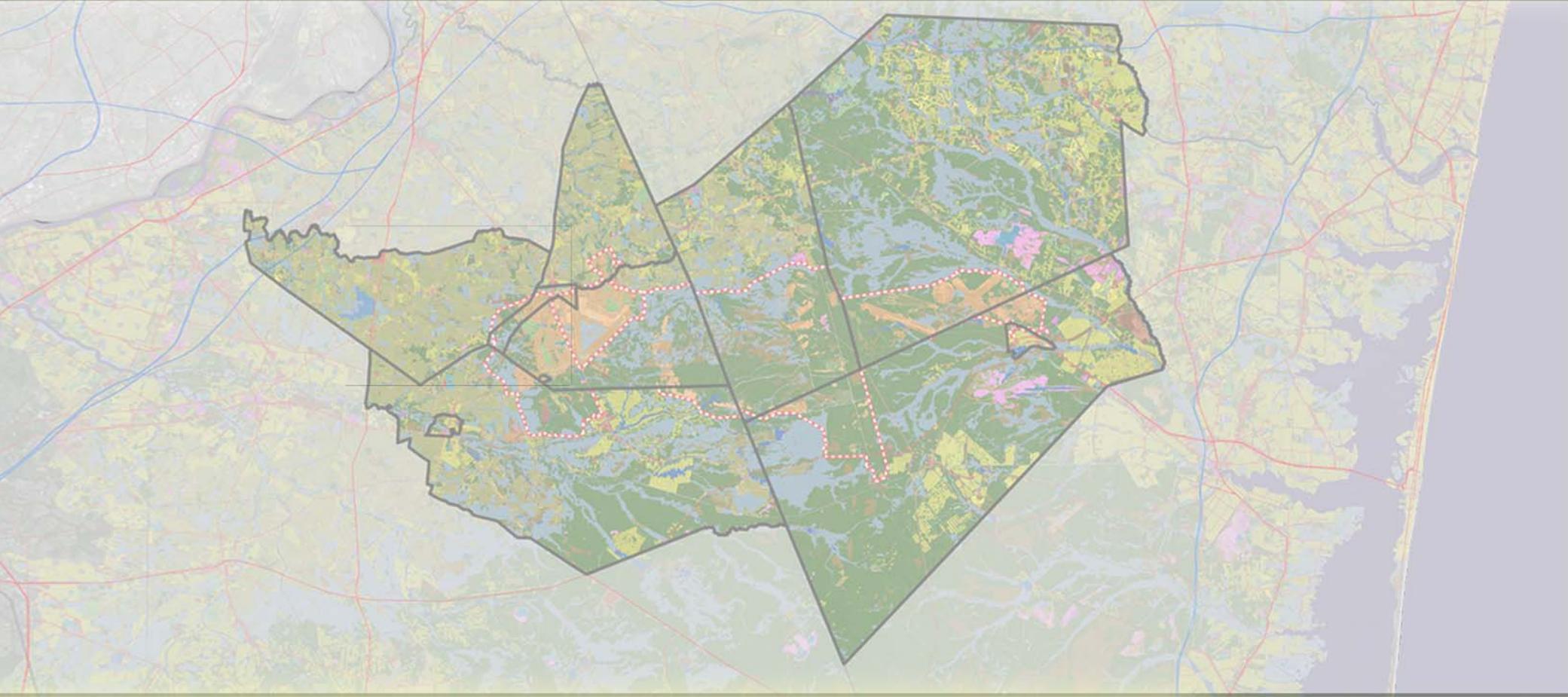


Joint Base McGuire-Dix-Lakehurst Joint Land Use Study for Counties of Ocean and Burlington



Section 5 - Base Mission Existing and Proposed Operations

Naval Air Engineering Station Lakehurst

Figure 5.1 NAES Lakehurst Base



Installation History

Naval Air Engineering Station Lakehurst (Figure 5.1) began as a remote ammunition proving ground for the Russian Imperial Government in 1915. Subsequent to the abdication of Czar Nicholas II in 1917, the facility was acquired by the US Army and named Camp Kendrick. The base continued in this role until 1921 when it was commissioned as Naval Air Station Lakehurst.

Between 1921 and 1961, NAS Lakehurst operated as a Lighter-than-Air Center for rigid airships and became the Nation's first trans-Atlantic international airport. All of the Navy's rigid airships, as well as Germany's two most famous airships, the Hindenburg and the Graf Zeppelin, were, at one time, housed in Hangar One, Lakehurst's most visible landmark. Today, Hangar One is a registered national historical landmark, and the home of the Carrier Aircraft Launch and Support Systems Equipment Simulator (CALASSES), a one-third scale model carrier deck used for training Navy personnel. The Hindenburg Memorial, which marks the site of the 1937 crash, is located to the west of Hangar One. Hangars 5 and 6, located

further west, are the largest freestanding single arch structures in the world, built entirely of wood. Each hangar has 241,000 square feet of floor space. In 1958 the Naval Air Test Facility (NATF) was established at the western end of the Naval Air Station. In April 1973 the decision was made to transfer the Naval Air Engineering Center (NAEC) from Philadelphia to Naval Air Station Lakehurst.

NAS Lakehurst and NATF were disestablished and consolidated with NAEC on March 10, 1977, and NAEC became the host command. In 1992, the Naval Air Warfare Center (NAWC) was established. NAEC becomes the Naval Air Warfare Center Aircraft Division Lakehurst (NAWCADLKE). In 1994, NAWCADLKE became the Naval Air Engineering Station for shore station management and the Aircraft Platform Interface (API) Group for technical mission support.

On October 1, 2003, installation management responsibilities were transferred from the Naval Air Systems Command to the newly established Commander, Navy Installations Command (CNIC). The intent of CNIC was to establish a single shore installation management organization that would focus on installation effectiveness and improve the shore installation management community's ability to support the fleet.

In February 2004, installation commanders from NAES Lakehurst, the Army's Fort Dix, and McGuire AFB formed a "Joint Installation Partnership" to generate joint solutions for common problems between the three contiguous bases and their tenant commands.

Naval Air Engineering Station Mission

The missions of the numerous tenants assigned to NAES Lakehurst are varied. Naval Air Systems Command (NAVAIR) is the largest tenant aboard the base and its primary mission assures that fixed and vertical wing aircraft operate safely and effectively from aircraft carriers, other air capable ships and expeditionary airfields worldwide.

The base provides the facilities and services necessary to permit fixed and rotary wing aircraft to operate safely and effectively from ships at sea and from austere expeditionary airfields. NAVAIR personnel design, develop prototypes, perform testing, and manage contracting to provide items such as catapults, arresting gear, visual landing aids, flight deck marking/lighting systems, aircraft and weapons handling equipment, aircraft servicing and maintenance equipment, unique avionics testing equipment, aircraft engine test equipment and shipboard aircraft fire trucks.

Section 5 - Base Mission Existing and Proposed Operations

The Test Catapult Complex is composed of a high pressure steam plant and two aircraft carrier steam catapults. This complex is located at the eastern end of a 12,000 foot test runway, and is used to simulate the launching of naval aircraft from the flight deck of aircraft carriers. These test catapults are capable of launching both aircraft and deadloads, thus allowing both manned and unmanned testing. Both catapults are capable of launching weights up to 100,000 pounds and producing end speeds up to 185 knots (213 mph). Although used primarily for testing catapult performance, the site can be used as a linear acceleration/deceleration force platform for testing such things as drop tanks, cargo slings, aircraft fuel tanks, and fuel cells.

NAES Lakehurst features many unique facilities such as a 12,000-foot dedicated test runway, a catapult launch test site; a Runway Arrested Landing Site (RALS), an elevated fixed platform for helicopter recovery, a jet blast deflector area, a jet car track site, and a manufacturing complex. The RALS is unique in its ability to make both high speed ground roll-in arrestments and fly-in arrestments. The site includes an underground complex which houses arresting engines. Different versions of arresting gear are located under the runway and accurately simulate a fleet aircraft carrier installation. It provides a place to test changes to aircraft recovery equipment and aircraft under safe controlled conditions prior to introduction to the fleet. The RALS is the only facility in the world capable of making both high speed ground roll-in and fly-in arrests on all types of recovery systems used in the fleet. The roll-in procedure is especially useful because it allows safe, repeatable test conditions.

An Electromagnetic Aircraft Launching System (EMALS) test platform was recently constructed at the eastern end of the test runway. EMALS is the next generation catapult currently under development to replace steam catapults on future aircraft carriers.

Recently, Air Force C-17 training began on the newly constructed assault landing zone/combat offload ramp. This training has resulted in low flying aircraft to the northeast of the base.

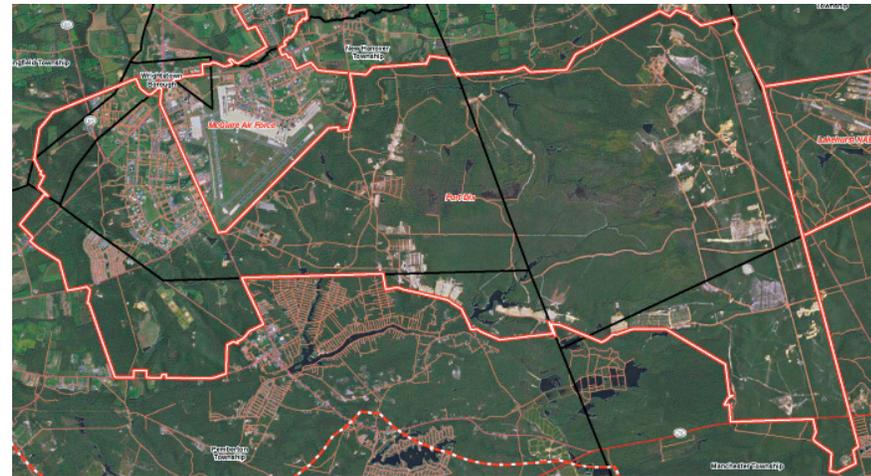
There are over twenty tenants at NAES Lakehurst including US Army Mid-Atlantic Recruiting Battalion, the New Jersey Army National Guard (NJARNG), Mobile Construction Battalion Twenty-one, the US Army Communications, Electronics Research, Development, and Engineering Center Detachment, the Ocean County Vocational Technical School, the US Air Force "Eagle Flag" operation, Defense Commissary Agency and Navy Exchange Retail Store as well as a variety of other DoD and state agencies.

Fort Dix

Installation History

Fort Dix (Figure 5.2) is named for Major General John Adams Dix, a veteran of the War of 1812 and the Civil War. During his distinguished public career, he was a United States Senator, Secretary of the Treasury, Minister to France and Governor of New York. Construction began in June 1917, and in July the War Department named the cantonment Camp Dix. During World War I, Camp Dix was a training and staging ground for the 78th, 87th and 34th Divisions. Camp Dix grew quickly and became the largest military reservation in the Northeast. Following the armistice, the camp became a demobilization center.

Figure 5.2 Fort Dix Base



During the period between the world wars, Camp Dix was a training facility for active Army, Army Reserve, and National Guard units. The Citizens' Military Training Camp conducted summer training under the 1st, 77th, 78th and 99th Infantry Divisions. From 1933-1941, Camp Dix was also a reception, training and discharge center for the Civilian Conservation Corps. In March 1939, Camp Dix became Fort Dix as the installation became a permanent Army post. Fort Dix served as a reception and training center for men inducted under the draft of 1939. Ten divisions and many smaller units trained and staged at Fort Dix before entering the battlefields of World War II. At the end of the war, the reception center became the separation center, returning more than 1.2 million soldiers to civilian life.

In July 1947, Fort Dix became a basic training center and the home of the 9th Infantry Division. In April 1954, the 9th Infantry Division was transferred to Europe and the 69th Infantry Division moved to Fort Dix. The 69th Infantry Division's stay was short-lived; it was deactivated in March 1956. On that date, Fort Dix became the United States Army Training Center, Infantry.

Fort Dix expanded rapidly during the Vietnam War. A mock Vietnam village was constructed and soldiers received Vietnam specific training before deploying. In July 1973, Fort Dix became a part of the newly formed US Army Training and Doctrine Command. In 1988 Fort Dix began to train Air Force Security Police in ground combat skills. Air Base Ground Defense Command trained enlisted, non-commissioned officer (NCO) and officer security police to better defend Air Force installations world-wide.

In August 1990, Fort Dix began around-the-clock operations deploying troops for Operation Desert Shield and Desert Storm. In January 1991, Fort Dix was chosen to train selected Kuwaiti civilians in basic military skills. After a brief course, they boarded planes to take part in the liberation of their country.

As a result of BRAC recommendations of 1988, Fort Dix again ended its active Army training mission and on October 1, 1992, Fort Dix transferred from Training and Doctrine Command to Forces Command. In December 1995, Fort Dix began mobilizing and deploying troops for the Bosnia Peace Missions. On October 1, 1997, Fort Dix transferred from Forces Command to the United States Army Reserve Command.

Fort Dix Mission

Fort Dix is currently an Installation Management Command, Army Reserve training, mobilization, and deployment center. Its primary mission is to provide training support to active and reserve component units of all services and licensed non-DoD activities. It also serves as a major power projection platform with the mission of receiving, training, equipping, and deploying military forces. As the largest Department of the Army installation in the New York Metropolitan- Delaware Valley Area, Fort Dix functions as a support base for contingency operations. Fort Dix also provides intra-area service support and services for off-Post active and reserve component units, as well as for personnel activities, such as health services, ID card issues, recreational support and exchange/commissary stores.

Range and impact areas comprising 13,765 acres are designed to accommodate small-arms (pistol and shoulder-mounted) weapons, artillery, armor, and rotary wing (helicopter) aircraft. The other training areas are used for tracked vehicle (armor) training, bivouac areas and training exercises of various kinds. The range complex for light arms, tank, Bradley fighting vehicle, artillery, and helicopter aerial gunnery training is located in the eastern section of the Post and consists of more than 50 live-fire ranges. The layout is circular in shape with a common impact area in the center at a slightly lower elevation. The bulk of the range areas are currently used for firing ranges comprising firing points, impact areas, and safety buffers adjacent to these areas. Due to weather limitations, National Guard summer training, and other conditions, summer is the highest-use season. Training and Maneuver Areas (14,118 acres) include target detection ranges and bivouac areas not included in the Range Area, as well as forestry management and wildlife conservation areas. These training, bivouac, and maneuver areas are located along the periphery of the Range and Cantonment Areas. Local, state, and Federal law enforcement agencies use the training facilities on a scheduled and unscheduled basis. The NJARNG has a major presence on Fort Dix. NJARNG activities are primarily training and administration and include:

- Joint Force Headquarters
- 150th AG Detachment
- 250th AG Detachment
- 50th AG Detachment
- 21st Civil Support Team
- Joint Training and Training Development Center
- Regional Training Site Maintenance
- US Property & Fiscal Office
- Unit Training Equipment Site (UTES)
- New Jersey National Guard (NJNG) Challenge Youth Program

Because of DoD realignment actions in 1990, Fort Dix is currently operated as a multi-purpose Installation Management Command activity. In addition to providing training facilities for active duty Army personnel, the installation is utilized by a number of tenants in addition to NJARNG including the New Jersey State Police, the New Jersey State Bureau of Prisons, the Federal Bureau of Investigation, the Federal Bureau of Prisons, the United States Coast Guard, the United States Navy, and the United States Air Force Air Mobility Warfare Center.

McGuire Air Force Base

Installation History

McGuire AFB (Figure 5.3) was initially known as Rudd Field and was established in 1937 as an adjunct to the U.S. Army Training Center and Fort Dix. It began as a single dirt-strip runway with a few maintenance and administrative buildings. By 1942, the airfield was supporting World War II efforts. Anti-submarine patrols originated there and aircraft were crated and flown from the field to European destinations. At one time, parachutists were trained and a secret mission for the development of guided missiles and ground control approach equipment was carried out. In 1945, McGuire was the western terminus for the return of the wounded from Europe and for soldiers being discharged, who were then flown to separation centers throughout the United States.

Figure 5.3 McGuire Air Force Base



In 1949, name and function of the base changed as it officially became McGuire AFB. The base is named in honor of Major Thomas B. McGuire, Jr., the second leading American Air Ace of World War II and posthumous recipient of the Medal of Honor. In 1954, the 1611th Air Transport Wing and its C-118 transports arrived, under the command of Military Air Transport Service. In 1962, C-135 jet transports were assigned, and C-130s by 1968. During the

Vietnam War, McGuire transported troops and supplies to South Vietnam and, in 1973, airlifted prisoners of war from North Vietnam.

On June 1, 1992, McGuire became a major part of the newly established Air Mobility Command (AMC), made up of the former Military Airlift Command and Strategic Airlift Command tanker units. In July 1993, the base was selected to become the East Coast Mobility Center. Concurrently, the base received McDonnell Douglas KC-10 Extender tanker/cargo aircraft and close to 1,000 additional personnel. In December 1993, AMC officials selected McGuire as the site for the new Air Mobility Warfare Center, which opened in June 1994. In September 1994, the 438th Airlift Wing (AW) inactivated, and the 305th Air Mobility Wing was formed.

The airlift mission continued and McGuire had as many as 17 C-141 Starlifters attached to the 305th Air Mobility Wing's 6th Airlift Squadron and 514th Reserve Air Mobility Wing; 32 KC-10 Extenders in the 305th Air Mobility Wing and 20 KC-135 Stratotankers in the 108th Air Refueling Wing of the NJANG. Since 2004 the Air Force has replaced the C-141 Starlifters with C-17s.

McGuire Air Force Base Mission

Team McGuire consists of various units working together to maintain air mobility capabilities in a constant state of readiness. These units include the United States Air Force Expeditionary Center, 21st Expeditionary Mobility Task Force (EMTF), 305th Air Mobility Wing, 514th Air Mobility Wing (Air Force Reserve Command), 108th Air Refueling Wing (NJANG). Each component is essential to providing key elements of Team McGuire's mission responsibility as the East Coast Air Mobility Wing, providing America's Eastern gateway for Global Reach. A major tenant unit, the 621st Contingency Response Wing (CRW) falls directly under 21st EMTF and is the east coast organization responsible for training and deploying AMC mission support forces. The CRW opens or augments airfields throughout the world, deploys worldwide as an extension of the Tanker Airlift Control Center, provides command and control, aerial port and aircraft maintenance personnel for AMC's Tanker Airlift Control Elements and combat camera support to document military operations.

The Expeditionary Center, located on neighboring Fort Dix, is AMC's premier training and testing institution. It consolidates air mobility specific training, testing and evaluations previously located at seven geographically separated units. It is the host to Eagle Flag, an Air Force-level

expeditionary combat support exercise where participants demonstrate the capability to open an airbase in a remote location. Joint Base partner NAES Lakehurst, provides the staging area for this critical mission.

As strategic units of AMC, the 305th Air Mobility Wing, and 514th Air Mobility Wing provide airlift and air refueling support as assigned by Headquarters, AMC and initiated by the Department of Defense. The 108th Air Refueling Wing represents one of the largest refueling wings in the Air National Guard. Supporting units dedicated to supporting AMC in both the air refueling and strategic airlift roles include:

- Civil Engineering Flight
- Communications Flight
- Consolidated Aircraft Maintenance Squadron
- Mission Support Flight
- Resource Management Squadron
- Security Police
- USAF Clinic

McGuire AFB maintains the C-17 Globemaster III, KC-10A Extender and KC-135 Stratotanker aircraft in a constant state of readiness. Mission responsibilities include the movement of troops, passengers, military equipment, cargo and mail. Aerial refueling capability is another important aspect of McGuire's mission. McGuire AFB's mission sends aircraft and crews, as well as ground support personnel to more than 50 countries on an around-the-clock basis. With combat and combat support experience in Operations Northern and Southern Watch, Enduring Freedom and Iraqi Freedom, along with numerous other tasks serving as training for wartime requirements, Team McGuire is continually postured in a state of preparedness.

Joint Base McGuire-Dix-Lakehurst

Origin of Joint Base McGuire-Dix-Lakehurst

Under BRAC 2005 the military service branches were directed to establish twelve "joint bases." This decision included direction to "Realign Fort Dix, NJ and Naval Air Engineering Lakehurst, NJ, by relocating the installation management functions to McGuire AFB, NJ establishing Joint Base McGuire-Dix-Lakehurst." The rationale for the decision was that since all three

installations performed common functions in support of installation facilities and personnel and shared common boundaries, there was "significant opportunity to reduce duplication of efforts with resulting reduction of overall manpower and facilities requirements capable of generating savings."

Joint Base McGuire-Dix-Lakehurst Mission

The mission of Joint Base McGuire-Dix-Lakehurst, under Air Force leadership, will be to provide installation management services to the mission tenant's at all three bases. These diverse base operating support (BOS) services include:

- Facility Operations
- Facility Engineering
- Facility Maintenance
- Utilities
- Environmental Management
- Transportation
- Air Traffic Control
- Force Protection and Security
- Fire and Emergency Services
- Installation Safety
- Food Services
- Fuel Services
- Contracting
- Supply Storage and Distribution
- Ammunition Storage and Issue
- Unaccompanied Housing
- Family Housing
- Temporary Lodging
- Civilian and Military Personnel Administration
- Public Affairs
- Legal Support
- Morale Welfare & Recreation
- Community and Family Services
- Child and Youth Programs

Section 5 - Base Mission Existing and Proposed Operations

- Postal Operations
- Information Technology Management and Telecommunications

Additionally, the Army and Navy will transfer all land and real property to the Air Force which will become the “landlord” for the entire joint base. This action will make McGuire Air Force Base the primary point of contact for land use, planning and environmental issues.

Joint Base McGuire-Dix-Lakehurst Demographics

The three elements of the Joint Base are major employers in Ocean and Burlington Counties. Employment by manning levels for 2008 is summarized in the following Table 5.1:

Table 5.1 Joint Base Employment by Manning Levels (2008)

	McGuire ¹	Fort Dix	NAES
Military	5272	17	275
Civilian ²	1274	1339	1839
Contractor	37	1295	302
Guard/Reservists	3306	1185	266
Students/Mobilization ³	0	2563	0
Total ⁴	9889	6399	2682

¹ McGuire numbers based on authorizations

² Civilian numbers include some non-DoD Tenants

³ Students/Mobilizing soldiers numbers will vary based on outside factors

⁴ Totals don't include private businesses/organizations that reside on JB MDL

Job security and competitive salaries and fringe benefits make base civilian employment highly desirable. While the majority of civilian employees reside in Ocean and Burlington Counties, daily commuters travel from points as distant as New York, Delaware and Pennsylvania. The civilian employment distribution of Burlington and Ocean County residents across the Joint Base is presented in the following Table 5.2:

Table 5.2 Joint Base Civilian Employment Distribution

	Burlington County	Ocean County
McGuire AFB	45%	3%
Fort Dix	71%	4%

The Naval Air Engineering Station draws a higher portion of its workforce from its neighboring county. This is probably explained by the fact that as a major DoD research and development activity it offers relatively higher paying engineering jobs. Additionally, the technical mission relocated to NAES Lakehurst from Philadelphia in 1977 and some of the original employees are still employed and have maintained residences in the Philadelphia suburbs.

Military Housing

Military housing—as part of the military quality of life—is a key component of military readiness. The National Defense Authorization Act for FY 1996 (Public Law 104-106), 110 Stat 186 Section 2801, supports this commitment by allowing DoD to work with the private sector to build and renovate military housing. Over the past several years family housing at McGuire/Dix and NAES Lakehurst has been privatized and is currently operated and maintained by private contractors performing under a 50 year lease.

Unlike their civilian counterparts, military personnel cannot unilaterally terminate their employment any time they choose during their period of service. On average, about once every 2 to 3 years, military personnel receive orders to relocate to a new assignment. Typically, the length of the assignment is known from the start; however, in a few rare instances, assignments are curtailed early due to the pressing needs of the military or certain types of unforeseen family emergencies.

Service members face demanding schedules—having to be available for work 24 hours per day, 7 days per week, 52 weeks per year. They are often called on to place the needs of the military above the needs of their families. Because of this contractual arrangement, military leaders understand their legal and ethical responsibility to care for Service members and their families.

DoD's long-standing policy is to rely first on the private sector for its housing, paying housing allowances to its Service members, where roughly 63% of military with families live. DoD provides military housing in areas where private-sector housing falls short, considering cost, commuting area, and other established criteria. In these cases, it operates barracks/dormitories for unaccompanied personnel, military family housing for members with dependents (2,084 units for McGuire/Dix personnel and 114 units for NAES Lakehurst personnel) and temporary lodging comprised of 57 suites and 76 guest rooms on Fort Dix for Service members changing

station or on temporary duty. Over time on-base family housing is becoming “right-sized” as the housing contractor demolishes, renovates and constructs new housing to meet demand. The occupancy rate for on base housing is typically 90% so the remaining families can be assumed to be living in private sector homes which they have either purchased or leased or are living in temporary lodging, either on or off-base as they transition in or out of the area.

Military housing tenants are protected by the same state and federal fair housing and consumer protection laws as civilian tenants. Due to the DoD’s authority to relocate military members to new assignments without their consent, Congress enacted legislation that permits military tenants to lawfully terminate rental contracts early without penalty when they receive military orders to relocate. In time of war, members may be deployed for extended periods without the worry of owing back rents on rental units that they could not occupy. For such contingencies, the landlord is afforded full protection. DoD housing privatization legislation provides safeguards against any disruption in the flow of rental payments in the event of base closure, downsizing, or deployment.

Military members are compensated for housing cost through tax free housing allowances. Compensation amounts vary and are calculated using duty location, number of dependents, military pay grade, and housing costs in the area. The Basic Allowance for Housing (BAH) is based on the assumption that military personnel should not pay out-of-pocket expenses for housing, even in civilian rentals. For the McGuire-Dix-Lakehurst area the housing allowance ranges from \$1,567-2,423 per month, depending on the member’s rank/pay grade. It should be noted that military personnel also receive a Basic Allowance for of \$223 or \$323 per month for officer or enlisted, respectively.

The military housing tenant exceeds the generally accepted eligibility criteria for multifamily rental markets. Experience and evolving concepts of good rental underwriting practice show that the military housing tenant has the required stability of income to support an uninterrupted flow of monthly mortgage or rental payments.

Other powerful incentives further safeguard against the likelihood of tenant defaults. Landlords may elect to contact base housing authorities directly if a military housing tenant is delinquent or in default on regular monthly rental payments.

Children of military members in base housing at NAES Lakehurst attend public school at Lakehurst Elementary School and Manchester High School. Children residing in Fort Dix and McGuire housing currently attend public schools in Pemberton Township and North Hanover, respectively. The McGuire AFB Commander recently requested that all Fort Dix and McGuire children attend North Hanover schools but, as discussed elsewhere, a decision has not been finalized.

Joint Base McGuire-Dix-Lakehurst Mission Changes

BRAC implementation will result in additional fixed-wing and rotary aircraft, additional full-time and part-time personnel, and a need to develop new facilities to support their various missions. With the exception of the NJARNG Consolidated Logistics and Training Facility (CLTF), the additional functions being relocated to Joint Base McGuire-Dix-Lakehurst are either aviation units, units that provide direct support to aviation units or units tasked with the training and administration of military personnel.

The NJARNG is currently constructing a CLTF at the western end of NAES Lakehurst, adjacent to County Road 539, in Plumsted Township. The CLTF will consolidate some operations from Fort Drum, NY, Bordentown, NJ, and Fort Dix. The state-of-the-art facility will provide parking and storage for the NJARNG’s tanks and armored vehicles, as well as equipment from neighboring states, and other equipment used by soldiers for weekend training and periods of active duty training. It will also incorporate maintenance facilities where soldiers can perform both high technology training and necessary repairs on vehicles and equipment. The 150 acre facility is close to the Fort Dix ranges where the tanks, artillery, and other weapons will be used. Training maneuvers will not be conducted by the NJARNG on NAES Lakehurst.

Anticipated full time staffing by National Guard technicians is summarized in the following Table 5.3:

Table 5.3 Projected Full Time National Guard Technician Staffing

	Projected Date	Full-time staff strength
Phase 1	March 2010	164
Phase 2	TBD	85

Section 5 - Base Mission Existing and Proposed Operations

This increased activity at the western end of NAES Lakehurst will result in added traffic and wear and tear on Ocean County Road 539. To mitigate the impact on traffic on County Route 539 the NJ Traffic Improvement Program includes a project to widen and resurface/reconstruct 1500 feet and to provide left turn lanes and right turn acceleration/deceleration lanes to the new entrance. This project received a Federal Appropriation in SAFETEA-LU (Public Lands Highway Discretionary Award) and is programmed for 2009.

The final BRAC 2005 decision included one mission change for NAES Lakehurst. The direction was to “Realign Fort Dix, NJ, by relocating Equipment Concentration Site 27 to the New Jersey Army National Guard Mobilization and Training Equipment Site joint facility at Lakehurst, NJ.” This will result in the relocation of heavy equipment to an area adjacent to the NJARNG CLTF. Personnel will simply work at a new, nearby location so family relocations will not be necessary.

An increase to the tempo of aviation operations will result from assignment of additional NJARNG aircraft to Lakehurst upon their return from deployment in 2010. These will be a combination of fixed and rotary wing aircraft. Units planned for relocation to NAES Lakehurst include:

- 150th Air Assault BN
- Co C 1-224 S&S
- Co A 2-204th GSAB
- Detachment B 628th DASB
- Army Aviation Support Facility (AASF)

NJARNG aircraft expected to relocate are summarized in the following Table 5.4:

Table 5.4 NJARNG Aircraft Expected to Relocate

Aircraft Type	Number of Aircraft
UH-60 Blackhawk Helicopter	18
UH-72A Lakota Helicopter	4
C-12	1

Finally, DoD’s new joint strike fighter (JSF) aircraft is scheduled to begin carrier certification testing on the test runway in 2010 or 2011.

BRAC 2005 also directed the following changes be implemented impacting Fort Dix prior to September 15, 2011:

- Northeast Regional Readiness Command Headquarters be established at Fort Dix and the HQ 78th Division be relocated from Camp Kilmer to Fort Dix. A Sustainment Brigade be established.
- The 244th Aviation Brigade be relocated from Fort Sheridan, IL to Fort Dix.
- Aberdeen Proving Ground, MD, Washington Navy Yard, DC, and Naval Submarine Base New London, CT, be realigned by relocating all mobilization functions to Fort Dix and redesignating Fort Dix as Joint Pre-Deployment/Mobilization Site.
- Equipment Concentration Site 27 be relocated from Fort Dix to NAES Lakehurst.
- The following reserve assets be relocated from Naval Air Station Joint Reserve Base (NASJRB) Willow Grove to Fort Dix.
 - o Company A/228th Aviation and Reserve Intelligence Area 16.
 - o Marine Air Group 49 (MAG-49) to newly constructed facilities on Fort Dix adjacent to McGuire AFB.
 - o Marine Heavy Helicopter Squadron 772 (HMH-772), with 11 CH-53 helicopters collocated with the MAG-49.
 - o Marine Wing Support Squadron (MWSS) 472 housed on Fort Dix in a newly constructed Training Center and Maintenance Facility.
 - o Naval Air Reserve assets transferred to an existing Naval Operations Support Center (NOSC) on Fort Dix.
- Marine Light Attack Helicopter Squadron 775 (HMLA-775), Detachment A, with seven AH-1W Cobra helicopters and four UH-1-Huey helicopters be relocated from Cambria Regional Airport to Fort Dix. This squadron will be united with its parent unit, MAG-49.
- Battery G 3rd Battalion, 14th Marines, be relocated from West Trenton Marine Reserve Center to Fort Dix and collocated with MWSS 472 in a newly constructed Training Center and Maintenance Facility.

Finally, BRAC 2005 directed the closure of NASJRB Willow Grove resulting in relocation of the following activities to McGuire AFB:

- Fleet Logistics Support Squadron 52 (VR-52), with one C-12 and four C-9B aircraft housed in new hangar space on the flightline of the 108 ARW
- Fleet Logistics Support Squadron 64 (VR-64), with four C-130T aircraft share hangar space with their sister unit.
- 244th Aviation Brigade and Company A/2-228th Aviation with six C-12 aircraft relocated to a renovated hangar on the main flightline.
- Aircraft Intermediate Maintenance Department (AIMD) / Aviation Supply Division (ASD) moved to newly constructed facilities in close proximity to the new Fleet Logistics Support Squadrons' hangar.

Additionally, eight KC-135R/T tanker aircraft from March Air Reserve Base (ARB) will be realigned to the 108 Air Refueling Wing (ARW) and replace 16 older model KC-135E aircraft resulting in a net loss of eight aircraft.

BRAC implementation will result in additional fixed-wing and rotary aircraft, additional full-time and part-time personnel, and a need to develop new facilities to support their various missions. As discussed above, the Commission also approved the establishment of Joint Base McGuire-Dix-Lakehurst.

With the exception of the CLTF, these units are either aviation units, units that provide direct support to aviation units or units tasked with the training and administration of military personnel. A summary of aircraft changes is presented in Table 5.5.

Table 5.5 Summary of Aircraft Changes

Originating Unit (Location)	Aircraft Name	Aircraft Type	No. of Aircraft
INCREASE IN AIRCRAFT			
Marine Heavy Helicopter Squadron 772 (Willow Grove)	CH-53E	helicopter	11
Marine Light Attack Helicopter Squadron 775, Detachment A (Cambria)	AH-1W	helicopter	7
Marine Light Attack Helicopter Squadron 775, Detachment A (Cambria)	UH-1	helicopter	4
Fleet Logistics Support Squadron 64 (Willow Grove)	C-130T	fixed wing	4
Fleet Logistics Support Squadron 52 (Willow Grove)	C-9B	fixed wing	4
Fleet Logistics Support Squadron 52 (Willow Grove)	C-12	fixed wing	1
244th Aviation Brigade and Company A /2-228th Aviation (Willow Grove)	C-12	fixed wing	6
REDUCTION IN AIRCRAFT			
108th Air Refueling Wing (NJANG)	KC-135R/T	fixed wing	* (8)

Note: * This number reflects a net reduction in aircraft for the 108 ARW, as the unit would receive 8 KC-135R/T aircraft but 16 older model KC-135 E aircraft are scheduled to be retired as part of the BRAC Action.

Section 5 - Base Mission Existing and Proposed Operations

Joint Base McGuire-Dix-Lakehurst Demographic Changes

As with all BRAC 2005 actions, full implementation is required prior to September 15, 2011. Current plans call for joint base Interim Operational Capability (IOC) on March 31, 2009 and Full Operational Capability by September 30, 2009. The direct BRAC 2005 population impact is shown in Table 5.6.

Table 5.6: BRAC 2005 Population Impact

Command/Unit	Active Military	Civilian	Total Full-time	Reservists
From Willow Grove, PA				
Marine Air Group 49	28	0	28	96
Marine Heavy Helicopter Squadron 772	106	0	106	61
Fleet Logistics Support Squadron 52	137	0	137	224
Fleet Logistics Support Squadron 64	111	0	111	111
Marine Wing Support Squadron 472	25	0	25	321
244th Aviation Brigade & Company A/2-228th Aviation	21	3	24	0
Aircraft Intermediate Maintenance Dept	38	3	41	0
Naval Air Reserve	67	15	82	604
From Cambria, Johnstown, PA				
Marine Light Attack Helicopter Squadron 775, Det A.	80	4	84	57
From West Trenton, NJ				
Battery G 3rd Battalion, 14th Marines	12	0	12	142
TOTAL	625	25	650	1616

The 2000 Census determined the average household size at Fort Dix was 3.06. This household size is anticipated to be typical of all service branches at the Joint Base. The Fort Dix household size is slightly greater than the 2000 census observed in Ocean and Burlington Counties (2.8 persons). The demographics of today's all-volunteer military explain this larger household size. Although the active duty force is older now than it was two decades ago, it is younger than the adult civilian population. Nearly 80% of active duty personnel are below age 35. Currently, 53% of both the active force and reserve component is married. 56% of the active duty married population is between the ages of 22 and 29. Women make up 14.5% of the active force and 17% of the Guard and Reserve components. Studies show that military

members tend to marry younger, begin to have children at a younger age, and have larger families than their civilian peers. More than 45% of military members have children. Nearly 73% of all military children in active duty families are under age 11; 39% are five years of age or younger. Six% of active duty members have family members with special needs.

This demographic distribution applied to BRAC-induced inbound Joint Base military personnel is summarized in the following Table 5.7:

Table 5.7 Inbound Joint Base Military Personnel

Direct Military	Projected Married Military	Projected Family Members	Estimated Number of Children	Estimated Children Under Age 11	Estimated Children Under Age 5
625	331	682	351	256	137

Additional personnel changes may occur as BRAC implementation is finalized. The establishment of the Northeast Regional Readiness Command Headquarters and its personnel may have a larger impact than anticipated. The BRAC report forecast a gain of approximately 400 direct personnel for that action but additional details are not currently available. County planners are encouraged to stay in close contact with the base housing office and military planning professionals to determine population/demographic changes over time. It is especially important during the initial influx of personnel as a result of the 2005 BRAC initiative. It is difficult to state with certainty that adequate private sector housing is available to support base growth but it appears so. Today's extremely volatile housing market has resulted in increased availability of home for sale or rent. As discussed previously, military families are usually desirable tenants.

While the direct personnel increase may be nominal, it should be noted that the increase in reserve personnel is substantial. However this change will not induce a requirement for additional housing or impact local schools as these personnel will remain in their existing homes. Personnel currently assigned to distant units (e.g. Cambria, PA) may elect to travel to the joint base for weekend drills or they may be replaced by reservists who reside closer. Weekend reserve travelers will have an impact on roads in the area of the Joint Base, particularly early Saturday mornings and late Sunday afternoons. Impacted roads will be

Burlington County Routes 545, 530 and 616, and NJ Route 68. Wear and tear on these roads should be monitored by county and state highway department personnel.

Joint Base personnel changes will be triggered by the return of deployed Army National Guard aviation personnel when they return from deployment and establish their base of operations at NAES Lakehurst. Returning personnel are expected to include 100 full-time guardsmen and 430 part-time guardsmen. As in the case of the reservists discussed above, their return will not impact housing or local schools as their families are already resident. As with the reservists, weekend traffic is expected to increase. These increases are anticipated on Ocean County Road 547, County Road 571 and NJ Route 70.

This page intentionally left blank.