JOHN C. STENNIS, MISS., CHAIRMAN HENRY M. JACKSON, WASH. HOWARD W. CANNON, NEV.
THOMAS J. MC INTYRE, N.H.
HARRY F. BYRD, JR., VA. HARRY F. BYRD, JM., VA SAM NUNN, GA. JOHN C. CULVER, IOWA GARY HART, COLO. DALE BUMPERS, ARK. ROBERT MORGAN, N.C.

WENDELL R. ANDERSON, MINN.

JOHN TOWER, TEX.
STROM THURMOND, S.C.
BARRY GOLDWATER, ARIZ.
WILLIAM L. SCOTT, VA.
DEWEY F. BARTLETT, OKLA.
JESSE HELMS, N.C.

United States Senate

COMMITTEE ON ARMED SERVICES WASHINGTON, D.C. 20510

FRANCIS J. SULLIVAN, STAFF DIRECTOR

May 5, 1977

Honorable John P. White Assistant Secretary Designate Department of Defense Washington, D.C. 20301

Dear Dr. White:

Following our conversation the other day in my office, I wanted to pass to you the information which I promised that bears on proposals under study concerning the Naval Air Station at Corpus Christi, Texas.

The attached correspondence to the Deputy Secretary of Defense and other officials in DOD is, I believe, selfexplanatory.

Since our conversation, the Department forwarded on April 29 a report on the matter of undergraduate helicopter training consolidation. This study was required in the conference report on the Department of Defense Appropriations Bill for FY 1977. While the Department states in this report that the issue of helicopter training consolidation is not directly associated with the pending realignment of Navy flight training bases, there is obviously a major and significant relation between these two issues. For your convenience, I attach also the chapter from this report which addresses Navy basing issues.

It has been my view since March of last year when the Navy announced the realignment study, that the optimum utilization of the Navy flight training resources would entail increased utilization of NAS Corpus Christi. In my letter to Deputy Secretary Duncan of March 3 I urged consideration of alternatives to streamline the flow of Navy student pilots through the air training organization. As you may know, the existing pilot training program operated by the Navy does not permit student pilots to complete undergraduate training at one location. Though the Air Force is organized to provide both primary and advanced training at a single location for its student pilots, the Navy requires the majority of its pilots to undergo a permanent change of station move between the basic and advanced phases. I believe that the alternative

of co-locating the basic and advanced phases of Navy's flight training program could provide signficant savings in both PCS costs and lost man-days experienced due to the required transfers.

I have also expressed concern with regard to the savings which DOD will actually experience as a result of the proposed realignment. It is my understanding that the alternative under active consideration at this time entails the redesignation of NAS Corpus Christi as a Naval Air Facility. Obviously, this proposal will still necessitate the expenditure of Base Operating Support funds since the base itself would not close. Inasmuch as Corpus Christi is a multi-mission base, supporting a major Army helicopter maintenance depot and a U.S. Coast Guard operation, the base itself could not be closed even if the Navy were to leave entirely. For this reason I have seriously questioned the savings attributed to the Navy's proposed realignment because it would appear to me to offer little real savings in overhead and support costs.

Information on this point provided me by the Navy at hearings before our Military Construction Subcommittee earlier this year indicated that annual BOS requirements for the maintenance of a Naval Air Facility at Corpus Christi would be \$11.7 million. This compares with the figure of \$12.7 million planned in BOS funds at Corpus Christi for FY 1977. I think you can agree that these savings are rather small when compared to the actual costs of the realignment action itself.

As I mentioned to you in the office, your close attention to all aspects of this matter will be deeply appreciated.

Attachments