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## Huntsville planners working with Fort Carson, Joint Base Lewis-McChord to plan new combat aviation brigades

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The Defense Department's latest decision to add two additional combat aviation brigades, the 13<sup>th</sup> and 16<sup>th</sup>, created a unique opportunity in the world of military planning and programming. The decision to place CABs at both Fort Carson, Colo., and Joint Base Lewis-McChord in Washington has placed tremendous strain on the already stressed Master Planning Divisions of both installations.

In an effort to effectively meet the challenges posed by accelerated suspense dates, unique facility programming requirements and military construction funding constraints, the Assistant Chief of Staff for Installation Management tasked the U.S. Army Corps of Engineers, Huntsville Center MILCON Planning and Programming team with assisting the local installation staff. In order to ensure all facets of the CAB's requirements were addressed, Huntsville Center contracted a separate customized area development plan. The plans, rather than focusing on what should be developed, addressed how and when developments should be implemented to ensure all needs are met.

The first ADP undertaken by Huntsville Center was for the 13<sup>th</sup> CAB which is scheduled to start arriving at Fort Carson in FY12. The installation had the task of identifying a suitable location to be assessed for the CAB development. Members of the Fort Carson Master Planning Division, led by Thomas Wiersman, assessed potential sites and settled on placing the new CAB activity at Butts Army Airfield. In August 2010, the first steps to address the issues associated with the 13<sup>th</sup> CAB were put into action when the ADP kick-off meeting was held. At this meeting, key stakeholders from Forces Command, Installation Management Command and the U.S. Army Corps of Engineers outlined and verified project requirements, potential constraints and issues that could be detrimental to the development of the selected sites.

Based on the information gathered, the project delivery team came up with several alternative layouts. All had various positive and negative effects that had to be taken into consideration, vetted and assessed before a finalized layout could be selected by the PDT. After several weeks of scenario planning and reassessing the locations of facilities, a preferred alternative was selected by the PDT and endorsed by the installation.

Next the PDT switched gears to take an in-depth look at the major infrastructure components that encompassed the site. In addition to providing detailed assessments of the infrastructure, courses of action of what should be done to correct any deficient systems were developed and proposed to the installation.

In late June 2011, the Fort Carson ADP for the 13<sup>th</sup> CAB was finalized by the PDT and submitted for approval. The finalized plan was a detailed strategy that included an assessment of the associated infrastructure, all of the requirements, site layouts, utility capacities assessments and costs for required improvements. This final product enabled the installation to develop detailed MILCON projects to support construction for the 13<sup>th</sup> CAB.

The ADP at JBLM for the 16<sup>th</sup> Combat Aviation Brigade is using the same methodology used at Fort Carson and expanding it. The development of the 16<sup>th</sup> CAB ADP required the PDT to provide a roadmap for how the facilities would be developed and phased, plus examine the specific funding sources to be used during each phase. This atypical requirement forced the PDT to take a typical ADP and morph it. Some of the items that make this product so unique are the development of the three different alternative plan phases to show a short range (1-5 year local O&M projects), medium/intermediate range (5-10 year phase ≤50% O&M projects) and a long-range plan (10-15 year phase MILCON). The reason for this out-of-the-box requirement is being fueled by two factors:

Factor 1: The CAB has a projected arrival date of FY12 which has forced the JBLM master planners to be reactive to an immediate requirement as opposed to planning if it were a future requirement.

Factor 2: New MILCON funding restraints have reduced the number of projects that are currently being funded thus forcing the re-evaluation of how master planners develop projects.

During the 16<sup>th</sup> CAB ADP kick off meeting in November 2011, the PDT took a long look at what would be required to successfully complete a long-range plan by first assessing what was required, what was currently available, which facilities could be reused and the cost to rehabilitate each facility. By conducting these analyses the PDT would be able to successfully reach the desired three-phase plan.

Each planned phase will be accompanied by a financial package that can be used by the installation to obtain funding. For example, the PDT will deliver a series of rough order of magnitude estimates that for the short-range component that can be transferred over to Directorate of Public Works work orders and placed on the installation's funding priority list. In addition, cost and detailed write ups will be provided to support the medium-range plan that can be put into a renovation and modernization DD1391. Lastly, the long-range phase will be supported by documentation that can be used to produce a MILCON DD1391.

Even though the 16<sup>th</sup> CAB ADP is in its early developmental phases, it is already apparent that the end result will be a win-win situation for all parties involved. The final product will have addressed the entire airfield requirement and associated issues. The 16<sup>th</sup> CAB will be in usable facilities, and the airfield will receive an unprecedented number of required upgrades. In addition, the installation will also have a fully developed roadmap as to how they will develop Gray Army Airfield.

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