DCN: 12403

OCEANA - CECIL FIELD

DATE TBD

The Honorable Mark R. Warner
Governor, Commonwealth of Virginia
Patrick Henry Building, 3rd Floor
1111 East Broad Street
Richmond, Virginia 23219

Dear Governor Warner:

Recent developments that may impact the future of Naval Air Station (NAS) Oceana and the related apparent uncertainty about their import prompt this letter. I want to emphasize the 2005 Defense Base Closure and Realignment Commission's purpose and underlying rationale in setting conditions for continued flight operations at NAS Oceana. While it may be premature to draw any final conclusions based on the current course of events, I wish to take this opportunity to renew our shared understanding and dedication to making NAS Oceana a satisfactory choice for the Navy and for the servicemen and women who work and train there.

The Chief of Naval Operations, Admiral Vern Clark, during testimony on May 17, 2005, acknowledged encroachment issues at NAS Oceana and described his unsuccessful attempts to locate a suitable alternative site including use of U.S. Air Force bases. The Commission was duty bound to consider the issue and take follow-on action if, and as, required. We did so in a very measured and deliberate fashion.

The Commission concluded after thorough review and analysis that private and commercial development around NAS Oceana presents a real and present danger to naval aviators and the citizens living near the station. Furthermore, the Commission determined that the danger will only increase as congestion around the station and Fentress Outlying Landing Field increases.

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The sense of the Commission, as clearly set forth in Recommendation Number 193 contained in its report to the President, is that encroachment around NAS Oceana has materially degraded its military value. In order to address this most serious issue, especially as it affects the safety of flight operations around NAS Oceana, the Commission has set forth clear provisions that will ensure the continued vitality of the installation -- provisions that consist in part of the

commitments made or reaffirmed by elected Virginia officials during testimony before the Commission on August 20, 2005.

The actions recommended by the Commission would roll back and prevent encroaching residential and commercial development in high-risk areas around Oceana and Fentress and would create satisfactory conditions for continued flight operations at both installations. The impact of such measures would mitigate current delimiting conditions and greatly increase the likelihood of NAS Oceana remaining as the home of the Navy's East Coast Master Jet Base for many years.

I know that you and other Virginia State and community leaders share the Commission's commitment to doing what is best for the nation and the men and women who serve in the Armed Forces. We have been proud to work with you and the Virginia Congressional delegation in providing an unbiased assessment of the military infrastructure needs of our military and jointly committing to doing what is best not only for the Navy, but for the citizens of Virginia Beach and Chesapeake.

Sincerely,

Anthony J. Principi
Chairman

October 31, 2005

Letter from Bill R.

The Honorable Mark R. Warner
Governor, Commonwealth of Virginia
Patrick Henry Building, 3rd Floor
1111 East Broad Street
Richmond, Virginia ~~23219~~

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Recommend delete this phrase. The most onerous provision (Condemn) was a BRAC imposition.

This phrase will generate a strong reaction from Gov's office.!

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Anthony J. Principi
Chairman

Hague, David, CIV, WSO-BRAC

From: Schaefer, James, CIV, WSO-BRAC
Sent: Friday, October 28, 2005 11:54 AM
To: Hague, David, CIV, WSO-BRAC
Subject: RE: LTR TO GOV WARNER

Sir:

Suggest we include in the last sentence instead of "clear-eyed reality check",

"a commitment to doing what is in the best interest not only of the Navy but also the people of Virginia Beach and surrounding communities."

Just a thought for your consideration.

V/R,

Jim

From: Hague, David, CIV, WSO-BRAC
Sent: Friday, October 28, 2005 11:33 AM
To: Hill, Christine, CIV, WSO-BRAC; Schaefer, James, CIV, WSO-BRAC
Cc: Cirillo, Frank, CIV, WSO-BRAC
Subject: LTR TO GOV WARNER

<< File: Allen.doc >>
Version #2 for your comment. David

October 28, 2005

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Patrick Henry Building, 3rd Floor
1111 East Broad Street
Richmond, Virginia 23219

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October 28, 2005

Christine's changes

Bob

The Honorable Mark R. Warner
Governor, Commonwealth of Virginia
Patrick Henry Building, 3rd Floor
1111 East Broad Street
Richmond, Virginia 23219

based on the current

emphasize

Dear Governor Allen:

related

which may impact

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that must be met by the Commonwealth of Virginia and the municipal governments of Virginia Beach and Chesapeake no later than June 1, 2006, which is the date by which the Department of Defense's Inspector General must certify compliance.

The compliance provisions contained in Recommendation Number 193 are:

- enact state-mandated zoning controls requiring the cities of Virginia Beach and Chesapeake, respectively, to adopt zoning ordinances that require the governing body to follow Air Installation Compatibility Use Zone (AICUZ) guidelines in deciding discretionary development applications for property in noise levels 70 dB Day-Night, average noise Level (DNL) or greater;

- enact state legislation and local ordinances to establish a program to condemn and purchase all the incompatible use property located within the Accident Potential Zone 1 areas for Naval Air Station Oceana, as depicted for 1999 AICUZ pamphlet published by the U.S. Navy, and to fund and expend no less than $15 million annually in furtherance of the aforementioned program;

- codify the 2005 final Hampton Roads Joint Land Use Study recommendations;

- legislate requirements for the cities of Virginia Beach and Chesapeake, respectively, to evaluate undeveloped properties in noise zones 70 dB DNL, or greater, for rezoning classification that would not allow incompatible uses under AICUZ guidelines;

- establish programs for purchasing development rights of the inter-facility traffic area between NAS Oceana and NALF Fentress;

- enact legislation creating the Oceana-Fentress Advisory Council.

Moreover, Recommendation No. 193 makes it clear that the compliance actions required by the end of March 2006 will not have been taken in their entirety unless the Department of Defense Inspector General so certifies in writing to the President and oversight committees of Congress by June 1, 2006.

The actions recommended by the Commission that would roll back encroachment around NAS Oceana and prevent residential and commercial development in high-risk areas around Oceana and Fentress would create satisfactory conditions for continued flight operations at both installations. The impact of such measures would mitigate current delimiting conditions and greatly increase the likelihood of NAS Oceana remaining as the home of the Navy's East Coast Master Jet Base for many years.

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DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
2521 South Clark Street, Suite 600
Arlington, VA 22202
Telephone: 703-699-2950

July 28, 2005

The Honorable Jeb Bush
The Capitol
400 S. Monroe Street
Tallahassee, FL 32399-0001

Dear Governor Bush:

During the Base Closure and Realignment Commission's Regional Hearing at New Orleans on 22 July, several members of the Florida delegation suggested relocating the Navy's east coast Master Jet Base, presently at Oceana Naval Air Station in Virginia, to Cecil Field. You, however, did not mention the possibility of such a move in your remarks.

If you do in fact support the move, the Commission would appreciate your written comments regarding this concept in order for the present Cecil Field complex to be considered as a potential alternative site. The Department of Defense and the Navy would require the removal of all the industrial and commercial activities (non-DoD related) presently operating at the Cecil Field complex so that the Navy Master Jet Base would be able to conduct continuous, unencumbered flight operations, training and other required military activities. Additionally, a suitable outlying field would be required to conduct high tempo flight operations.

Please advise the Commission whether the state and local governments have formal interest in the concept and would support, direct or comply with the foregoing conditions and any other restrictions (for example, environmental restrictions from building within the fence line, encroachment into clear zones or accident potential zones, etc.) that may arise should the BRAC Commission consider the relocation of the Navy's Master Jet Base to Cecil Field as a potential alternative. In addition, the Commission would be interested in knowing whether your office has communicated its interest in pursuing this concept with the Department of Defense or the Department of the Navy and the outcome of those communications.

Your timely response will help the Commission to better understand the feasibility of such an option prior to our final deliberations now scheduled for the week of August 22nd. Naturally, we will be reviewing operational and legislative issues regarding this consideration on a parallel track to your research and reply activity.

Sincerely,

Anthony J. Principi
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Chairman: Anthony J. Principi
Commissioners: The Honorable James H. Bilbray, The Honorable Philip E. Coyle III, Admiral Harold W. Gehman Jr., USN (Ret),The Honorable Jim Hansen, General James T. Hill, USA (Ret), General Lloyd Newton, USAF (Ret), The Honorable Samuel K. Skinner, Brigadier General Sue Ellen Turner, USAF (Ret)
Executive Director: Charles Battaglia

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Dear Governor Bush:

During the Base Closure and Realignment Commission's Regional Hearing at New Orleans on 22 July, several members of the Florida delegation suggested relocating the Navy's east coast Master Jet Base, presently at Oceana Naval Air Station in Virginia, to Cecil Field. You, however, did not mention the possibility of such a move in your remarks.

If you do in fact support the move, the Commission would appreciate your written comments regarding this concept in order for the present Cecil Field complex to be considered as a potential alternative site. The Department of Defense and the Navy would require the removal of all the industrial and commercial activities (non-DoD related) presently operating at the Cecil Field complex so that the Navy Master Jet Base would be able to conduct continuous, unencumbered flight operations, training and other required military activities. Additionally, a suitable outlying field would be required to conduct high tempo flight operations.

Please advise the Commission whether the state and local governments have formal interest in the concept and would support, direct or comply with the foregoing conditions and any other restrictions (for example, environmental restrictions from building within the fence line, encroachment into clear zones or accident potential zones, etc.) that may arise should the BRAC Commission consider the relocation of the Navy's Master Jet Base to Cecil Field as a potential alternative. In addition, the Commission would be interested in knowing whether your office has communicated its interest in pursuing this concept with the Department of Defense or the Department of the Navy and the outcome of those communications.

Your timely response will help the Commission to better understand the feasibility of such an option prior to our final deliberations now scheduled for the week of August 22nd. Naturally, we will be reviewing operational and legislative issues regarding this consideration on a parallel track to your research and reply activity.

Sincerely,

Anthony J. Principi
Chairman

Chairman: Anthony J. Principi
Commissioners: The Honorable James H. Bilbray, The Honorable Philip E. Coyle III, Admiral Harold W. Gehman Jr., USN (Ret),The Honorable Jim Hansen, General James T. Hill, USA (Ret), General Lloyd Newton, USAF (Ret), The Honorable Samuel K. Skinner, Brigadier General Sue Ellen Turner, USAF (Ret)
Executive Director: Charles Battaglia

STATE OF FLORIDA

Office of the Governor

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JEB BUSH
GOVERNOR

August 1, 2005

The Honorable Anthony J. Principi
Chairman
BRAC Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

Dear Chairman Principi:

I am writing in regards to the July 19, 2005, vote of the Base Realignment and Closure (BRAC) Commission to consider Naval Air Station (NAS) Oceana for closure, and to emphasize the State of Florida's overwhelming support that former NAS Cecil Field be considered as its replacement.

The recent vote by the Commission to consider closing NAS Oceana was based on the Navy's well documented testimony that NAS Oceana and its Navy Outlying Landing Field (NOLF) Fentress have suffered serious and unabated encroachment—a widely known situation that has worsened since the 1993 BRAC round that made Oceana the only Navy Master Jet Base for the Atlantic Fleet's Carrier based aviation force. Exacerbating matters, severe encroachment has impacted flight operations around NAS Oceana and NOLF Fentress to the point that our nation's naval aviators have had to adjust their flight training such that their flight profiles at Oceana/Fentress no longer replicate those flown for aircraft carrier approaches. The serious and increasing encroachment at Oceana/Fentress has also resulted in the Navy's Court-aborted attempt to spend more than $100 million for a new NOLF in North Carolina.

As a result of these realities and the Commission's subsequent vote regarding NAS Oceana on July 22 at the BRAC Hearing in New Orleans, the Jacksonville community, Florida's Congressional Delegation, and I request that former NAS Cecil Field be considered as a replacement for NAS Oceana. As you know, NAS Cecil Field was the Navy's only other Atlantic Fleet Master Jet Base for about 50 years until it was closed in 1999. That closure resulted from excess Navy airfield capacity in the days when the Navy still had Vieques and the Puerto Rico training areas, and when properties around Oceana and Fentress were less developed and did not encroach upon those bases and their missions.

Since the New Orleans hearing, Mayor Peyton of Jacksonville and I have conducted significant research and discussions in support of our proposal to the BRAC Commission. We firmly believe Cecil Field is the best alternative available for the U.S. Navy's East Coast Master Jet Base in the advent of a NAS Oceana closure.

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Since the Navy left Cecil Field on September 30, 1999, the Federal government, the State of Florida, and the City of Jacksonville have worked closely to improve the infrastructure at Cecil Field and to protect NOLF Whitehouse from encroachment. In addition to the relatively minor encroachment around Cecil/Whitehouse, the state and City will commit to stemming future encroachment so that the Oceana experience is not repeated and so the Navy can be assured of operationally realistic training when the F/A-18 E/F's and the Joint Strike Fighter aircraft are operating from these facilities.

Approximately $133 million has been invested at Cecil Field through federal, state, and local grants since 1999 to upgrade the control tower, eight hangars, utilities, drainage, and roads throughout the complex. The City of Jacksonville has secured $130 million in funding for a high-speed access road to Interstate-10 to provide Cecil Field with outstanding accessibility. I will commit to accelerating this project if necessary to be timed with the re-opening of NAS Cecil Field. I am also prepared to work intimately with the Florida Legislature to address whatever assistance the state can provide to ensure this proposal is operationally and financially feasible for all parties involved.

A further advantage to Cecil Field is its close proximity to NAS Jacksonville that offers access to significant facilities to include a fully operational Naval hospital, a modern Commissary and Exchange, and many other support amenities present in a Fleet concentration area. Family housing could be built with a public/private initiative, which is already planned for the Southeast Navy Region next year. These are all support facilities that, if located elsewhere, would have to be funded and built from the ground up at great cost. Mayor Peyton has conducted an analysis that indicates the necessary infrastructure to complete NAS Cecil Field would be about $250 million—far from the billion dollar estimates projected to build a new, future Master Jet Base from scratch.

After consultations with the Jacksonville Airport Authority, Mayor Peyton has committed to the BRAC Commission that necessary property issues concerning current tenants at Cecil Field can be resolved to permit complete turnover of all property to the DoD. I support this commitment and will assist the City as appropriate at the state level. We are prepared to work with the Secretary of Defense and the Secretary of the Navy to ensure that a Cecil Field Master Jet Base would be able to conduct continuous, unencumbered flight operations, training, and other required military activities.

To responsibly consider our proposal, I request the BRAC Commission and its analysts visit Cecil Field and the NOLF Whitehouse to see first-hand the significant improvements made by the state and city since the Navy left Cecil Field in 1999 and the relatively sparse encroachment since that date. Additionally, because of the importance of this issue and the relative dire consequences of not directing a replacement for NAS Oceana, I request that the Commission receive an official presentation on the Cecil Field alternative at the August 10 hearing in Washington, D.C.

In closing, let me say that there are literally no locations in the eastern United States where a new Navy Master Jet Base might be built today. Cecil Field is the last site on the eastern seaboard capable of accommodating the NAS Oceana mission and personnel, and it offers relatively open surrounding land, close training airspace and bombing ranges, and in-place significant infrastructure. I urge the Commission to seriously consider this proposal on behalf of the U.S. taxpayers and look forward to working with the Commission and the Navy to make this a reality for our men and women in uniform.

Sincerely,

Jeb Bush

cc: The Honorable Donald Rumsfeld, Secretary of Defense
The Honorable Gordon England, Secretary of the Navy
Admiral Mike Mullen, Chief of Naval Operations

OFFICE OF THE MAYOR

JOHN PEYTON
MAYOR

ST. JAMES BUILDING
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(904) 630-1776

July 29, 2005

The Honorable Anthony J. Principi
Chairman
Defense Base Closure and Realignment Commission
2521 South Creek Street, Suite 600
Arlington, Virginia 22202

Dear Chairman Principi:

I am writing to inform the BRAC Commission of important information regarding steps which have been taken to improve the infrastructure at Cecil Field since the military departed in 1999, and to provide you with an estimate of the cost to reestablish military operations at the facility.

Since the disestablishment of Naval Air Station Cecil Field, a great deal of effort and spending has gone into improving the infrastructure of the base. Approximately $133M has been invested through federal, state and city grants to upgrade the facility. The control tower, hangars, utilities, drainage and roads have all been improved and refurbished. Virtually all of the environmental problems have been identified and remediated and wetland mitigation banks have been created which, aside from being of great financial value, will expedite permitting requirements. Cecil Field is now in far better condition than it was when the Navy left and the Department of Defense stands to reap the benefit of this sizeable investment. In addition, the City has secured $80M in funding for a high speed access route to I-10, giving Cecil Field outstanding accessibility.

Through the advantages of consolidated government, the owners of Cecil Field, the City of Jacksonville and Jacksonville Airport Authority are able to resolve the necessary property issues to permit turnover of the property interests in Cecil Field to the Department of Defense.

A task force of five former Cecil Field Commanding Officers and Wing Commanders who served at the base in its final years of operations, supplemented with a nationally renowned engineering firm that has conducted prior studies of Cecil Field, city planners and infrastructure experts, legal advisors, and representatives of the

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Jacksonville Airport Authority have worked all week looking at the costs to reestablish Cecil Field as a military installation. They have used the base capacity which existed at Cecil Field when it was in full service as a master jet base in the 1990's as the model. The comprehensive estimate to reestablish Cecil Field as a naval air station is $240M. This estimate consists of adding a second fuel facility, new hangars, new barracks and dining facilities (655,000 sq. ft), office buildings and public works requirements.

The benefits to the Department of Defense of returning to Cecil Field are great. The City is preparing a submission which will fully disclose the lack of encroachment, significant buffer zones which have been purchased by the state and city, the abundant and unrestricted flight operations areas, the proximity to bombing ranges and other training advantages, the outstanding OLF at Whitehouse (with possibility of developing a second adjacent OLF), the depot level maintenance resources which are at hand, and our suitability for future operations conducted by Joint Strike Fighters. The population density within the FAA mandated AICUZ area is less than 20,000 residents inclusive of Cecil Field and OLF Whitehouse. Compare this with more than 100,000 adjacent to NAS OCEANA exclusive of OLF Fentress. This number will not change appreciably in the decades ahead as future growth has been restricted in these areas due to public purchase of large tracts of land.

While the commercialization of Cecil Field has been successful, its true value to this nation is as a military aviation center of excellence. While returning the base is viable at this time, the next few years will see critical changes in the structure and use of Cecil Field. This is the last best chance for the Navy to return, and the BRAC Commission should fully analyze the capabilities and benefits involved for the brave men and women operating fighter jets that will be called on to maintain our national defense.

Warm regards,

John Peyton
Mayor

cc: Secretary of the Navy
Chief of Naval Operations

JOHN WARNER
VIRGINIA

COMMITTEES:
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September 29, 2005

BRAC Commission

SEP 30 2005

Received

The Honorable Anthony J. Principi
Chairman
Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, Virginia 22202-3920

Dear Chairman Principi:

Pursuant to Section 2914(d)(2) of the Defense Base Closure and Realignment Act of 1990 (10 U.S.C.A. 2687 note), I am writing to request all information used by the Base Realignment and Closure Commission ("Commission") in (1) deciding to consider the closure or realignment of Naval Air Station ("NAS") Oceana, Virginia and (2) recommending to relocate the U.S. Navy's East Coast master jet base from NAS Oceana to former NAS Cecil Field, Florida unless the Commonwealth of Virginia ("Commonwealth"), the City of Virginia Beach, and Chesapeake, Virginia (collectively "the local governments") meet certain criteria. This requests includes, but is not limited to, any legal or policy memoranda, technical analyses, Department of Defense reports, Commission reports, contractor reports, economic analyses, correspondence, and any other records that relate in any way to the Commission's decision on NAS Oceana.

Thank you in advance for your compliance with this request.

With kind regards, I am

Sincerely,

John Warner

John Warner

JW/cas

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JOHN WARNER, VIRGINIA, CHAIRMAN

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United States Senate
COMMITTEE ON ARMED SERVICES
WASHINGTON, DC 20510-6050

August 12, 2005

COPY

Honorable Anthony J. Principi
Chairman, Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, Virginia 22202-3920

Dear Chairman Principi:

On August 11, 2005, I was notified that the Base Realignment and Closure (BRAC) Commission will hold a hearing on August 20, 2005, to review proposals by the State of Florida related to the BRAC Commission's consideration to realign or close the master jet base at Naval Air Station Oceana, Virginia.

I find the announced additional hearings inconsistent with the straight forward assessment of the military value of Oceana in sworn testimony by the Chief of Naval Operations, Admiral Mullens to the Commission on August 4, 2005, who stated: "I need now—your Navy needs now—Naval Air Station Oceana."

I am also concerned that the Commission, having taken actions to request plans from local communities, and now scheduling a hearing for the State of Florida to present its plans, appears to stand in violation of Section 2903(d)(E) of the Defense Base Closure and Realignment Act of 1990 which directs that,

> "In making recommendations under this paragraph, the Commission may not take into account for any purpose any advance conversion planning undertaken by an affected community with respect to the anticipated closure or realignment of a military installation."

I have reviewed the public records released by the BRAC Commission to date related to the proposals by the State of Florida pending before the Commission. The proposals constitute, in my view, "advance conversion planning" for the potential relocation of aircraft to the respective local areas. Congress specifically intended for the Commission not to exhaust valuable resources and time reviewing complex promises and proposals from affected communities trying to influence the Commission's final deliberations.

This development raises questions. Are you going to schedule additional hearings to review proposals or bids from other communities? Is it appropriate to have what may be perceived as a public auction at a time when the personnel and resources at Naval Air Station Oceana are serving the wartime needs of this nation?

Further consideration of these planning efforts threatens the integrity and the legality of the BRAC process and the final recommendations of the BRAC Commission. The BRAC law directs that the Commission must determine whether the Secretary of Defense deviated substantially from the force structure or the selection criteria, and legally complied with all provisions in the statute. This is the Commission's charter. The law clearly provides the parameters for your responsibilities and actions.

I urge you to respond to this letter as promptly as possible as I am in consultation with the local community and the Commonwealth of Virginia with regard to their legal rights.

With kind regards, I am

Sincerely,

John

John Warner
Chairman

JOHN WARNER
VIRGINIA

COMMITTEES:
ARMED SERVICES, CHAIRMAN
ENVIRONMENT AND PUBLIC WORKS
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August 10, 2005

Mr. Anthony Principi
Defense Base Closure & Realignment Commission
Suite 600
2521 South Clark Street
Arlington, Virginia 22202

COPY

Dear Mr. Principi:

Thank you for contacting me regarding the Base Realignment and Closure (BRAC) process. I appreciate your input on this matter.

Since its founding, America has sought to tailor its military basing decisions to the nation's overall defense posture, closing bases in some areas and opening or consolidating facilities in other areas, according to the needs of the uniformed services at a given point in time.

The current base realignment and closure movement stemmed from the need for cost-cutting in the Department of Defense (DoD) following the Cold War. This most recent round of BRAC actions was sanctioned in the Fiscal Year 2005 National Defense Authorization Act. In an effort to remove politics from the BRAC process, the impartial nine member BRAC Commission has been reviewing recommendations submitted by Secretary of Defense Donald Rumsfeld earlier this year. This Commission has until September 8, 2005 to evaluate the Secretary's recommendations against eight criteria and make adjustments as it sees fit. By September 23, the President must either forward the report to Congress or return it to the Commission for further action. If the report is sent to Congress, its findings become law after 45 days unless Congress enacts a joint resolution to reject it in its entirety.

As Virginia's senior U.S. Senator, I have always worked and will continue to work to minimize the negative impacts of this base closure and realignment round on Virginians. I am concerned with some aspects of the Secretary's recommendations which I believe do not conform with the law. I will continue to study the process and labor to ensure that the law is followed. I am proud that Virginia has the highest military spending per capita of all the states in our Union. This is testament to centuries of dedication by Virginians to participate actively – many times in the lead – in our nation's defense. For 27 years, maintaining Virginia's strong contribution to America's national security has been among my very top priorities in the Senate, and this focus will continue.

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In my capacity as Chairman of the Senate Armed Services Committee, I feel an obligation to our men and women in uniform, no matter where they are stationed, and I support the BRAC process as a way to take politics as much as possible out of our military's basing decisions. In addition, I believe it is a policy that helps our nation meet new defense challenges.

In my efforts to help address pressing issues, it is important to maintain an awareness of the interests and concerns of the people I have the honor to represent. I value the thoughts and concerns that you have shared with me. Thank you again for writing me.

With kind regards, I am

Sincerely,

John Warner

JW/sez

COF

STATE OF FLORIDA
DEPARTMENT OF COMMUNITY AFFAIRS
DIVISION OF EMERGENCY MANAGEMENT
BUREAU OF PREPAREDNESS AND RESPONSE
PREPAREDNESS SECTION

2555 SHUMARD OAK BOULEVARD - TALLAHASSEE, FLORIDA 32399-2100

FACSIMILE COVER SHEET

DATE: 8/22/2005

TO: Bill Fetzer AGENCY: BRAC Navy Team

FAX #: (703) 699-2735 PHONE #:

FROM: W. Craig Fugate FAX #: 850/487-4429

DIVISION: Emergency Management OFFICE: Director

TOTAL PAGES (including cover sheet) 3

SPECIAL INSTRUCTIONS:

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DEPARTMENT OF COMMUNITY AFFAIRS

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Secretary

August 23, 2005

The Honorable Anthony J. Principi
Chairman
BRAC Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

Dear Chairman Principi:

History tells us that there are no coastal or inland locations in the eastern or southern United States immune to hurricane impacts. The northeastern coast of Florida has been the least vulnerable to hurricane hazards when compared to the rest of Florida since reliable hurricane records began in 1851. When considering location, hurricane history, and computer modeling of hurricane hazards, Oceana Naval Air Base in southeast Virginia is more prone to storm surge from landfalling hurricanes when compared to Cecil Field Naval Air Base. Storm surge is historically one of the most damaging hazards associated with landfalling hurricanes. The storm surge model used by the National Hurricane Center tells us that Oceana Naval Air Station in southeast Virginia is prone to isolation from storm surge flooding if a major hurricane impacted the region.

Northeast Florida has experienced two direct impacts from landfalling hurricanes during the past century - hurricanes David (1979, Category 1) and Dora (1964, Category 2). Southeast Virginia was impacted by hurricanes Isabel (2003), Hazel (1954), and the 1933 Chesapeake Bay hurricane. Considering the relatively small amount of historical hurricane data available, the calculated hurricane return periods from the National Hurricane Center, and the comparative vulnerability to storm surge, there is not a significantly greater risk posed by landfalling hurricanes at Cecil Field Naval Air Station than at Oceana Naval Air Station.

Florida's State Emergency Response Team has repeatedly demonstrated its commitment to assist the rapid restoration of critical infrastructure as soon as weather conditions improve in the hours following a hurricane landfall. A critical element of response and recovery operations during the 5 hurricane landfalls that Florida has experienced between August 2004 and July 2005 is the Florida National Guard.

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The Florida National Guard is based in St. Augustine, or just to the southeast of Cecil Field Naval Air Station. The close proximity of the Florida National Guard's assets and personnel to Cecil Field would significantly enhance the response and recovery operations in this region in the event of a landfalling hurricane or tropical storm.

I certify that the information contained in this submission to the BRAC Commission is accurate and complete to the best of my knowledge and belief as required by Section 2905 of the Defense Base Closure and Realignment Act of 1990.

Respectfully,

W. Craig Fugate, Director
Ben Nelson, State Meteorologist
Florida Division of Emergency Management

WCF / bn

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STATE OF FLORIDA
Department of Military Affairs
Office of the Adjutant General

St. Francis Barracks, P.O. Box 1008
St. Augustine, Florida 32085-1008

COPY

August 22, 2005

The Honorable Anthony J. Principi
Chairman
BRAC Commission
2521 South Clark Street, Suite 600
Arlington, Virginia 22202

Dear Chairman Principi:

This letter relates to the Commission hearing on August 20th regarding Oceana Naval Air Station, VA and Cecil Field, Jacksonville, FL. I was very surprised to learn of testimony suggesting air space around Cecil Field and access to the Atlantic-Offshore Warning Areas and other training sites was significantly restricted by commercial air traffic. As you know, the Florida Air National Guard's 125th Fighter Wing is home based in Jacksonville less than 20 miles from Cecil Field. Florida Guard F-15 Eagles have flown the same corridors and access routes available to Cecil Field for more than a decade. Our experience is that Jacksonville represents a near ideal training location for military aviation. The city is close to many large training areas and enjoys few restrictions with easy access to instrumented ranges, live air-to-air and air-to-ground ranges, and numerous ground threat emitters.

The primary airspace utilized by the 125th Fighter Wing is Warning Area (W) 157 and W158. W157, located 60 miles east of Jacksonville, provides up to 100 mile plus intercepts, live chaff and flares, live air to air gunnery, and supersonic flight from surface to 50,000 feet. The range is instrumented to provide both real time range monitoring and playback for mission debriefing. W158 is similar to W157, minus the instrumented range, and is located 60 miles southeast of Jacksonville. Together, these ranges encompass over 200 miles north to south and 110 miles east to west. Both airspaces support night operations, including "lights out" training with night vision goggles. The flow to and from these airspaces is simple and efficient.

In addition to the W157 and W158 complex, there are several other airspaces inside 200 miles available for use from northeast Florida. Air to Air training missions can be accomplished at Live Oak military operating area (MOA), Carrabelle MOA, W470, W151, and Moody MOA. Air to ground training is available at Palatka MOA, Avon Park MOA, and Townsend ranges (R3007 and R3005). These ranges provide maximum flexibility for fighter training. Also, Cecil Field has been used as a temporary fighter training station by various European countries because of its robust fighter training opportunities.

In summary, Cecil Field offers outstanding access to a wide array of fighter ranges and is not encumbered by commercial aircraft requirements. Coordination with the FAA is absolutely superb. Simply put, the military air space available in northeast Florida is exceptional.

"I certify that the information contained in this submission to the BRAC Commission is accurate and complete to the best of my knowledge and belief as required by Section 2905 of the Defense Base Closure and Realignment Act of 1990."

Sincerely,

DOUGLAS BURNETT
Major General
The Florida National Guard
The Adjutant General

Copy Furnished:
Mr. Fetzer, Senior Analyst Navy Team

FACSIMILE TRANSMITTAL SHEET

OFFICE OF THE SECRETARY

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FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION

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Chief of Staff

MyFlorida.com

Office of the Secretary
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Tallahassee, Florida
32399

Telephone:
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850-245-2021

TO: Commissioner Anthony Principi/
Bill Fetzer, Sr. Analyst Navy Team

COMPANY: BRAC Commission

FROM:

- X Colleen M. Castille, Secretary
- ☐ Kathy Shoaf, Executive Assistant
- ☐ Mike Sole, Chief of Staff
- ☐ Mollie Palmer, Deputy Chief of Staff
- ☐ Tammy Levingston, Executive Assistant

DATE 08/22/05

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SENDER'S REFERENCE NUMBER:

RE:
Letter to Honorable Anthony J. Principi

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NOTES/COMMENTS:

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Governor

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Tallahassee, Florida 32399-3000

Colleen M. Castille
Secretary

August 22, 2005

The Honorable Anthony J. Principi, Chairman
2005 Defense Base Closure and Realignment Commission
2521 South Clark, Suite 600
Arlington, Virginia 22202

Dear Chairman Principi:

I am writing in response to the BRAC hearing held on Saturday, August 20, 2005, where testimony was presented by both the State of Florida and State of Virginia on the future of the Navy's East Coast Master Jet Base. There were several junctures during the Virginia testimony where the environmental suitability and cleanup of Cecil Field were brought into question. For the record, I feel compelled to clarify the facts. In sum, the environmental condition of the Cecil Field property has substantially improved since 1993 and should not deter or prevent the Navy from relocating its East Coast Master Jet Base there.

Progress in environmental cleanup at Naval Air Station Cecil Field has proceeded at a remarkable pace. Most cleanups have been completed or are in long-term maintenance and monitoring. Since the base was placed on the BRAC list in 1993, the Navy has achieved impressive environmental cleanup results. Approximately 95% of the acreage on base has been delisted from the Superfund National Priorities List. All underground and aboveground petroleum tanks have been either removed or transferred to the City of Jacksonville for operation. Only 20 of the 235 petroleum contamination sites are open with remaining contamination being addressed. Remedies are in place for most of the non-petroleum sites and over 90% of the base has been transferred for unrestricted reuse. Environmental cleanups have also conformed with Florida requirements, which are more stringent than those of the U. S. Environmental Protection Agency.

The environmental cleanup of Cecil Field under the BRAC program is significantly more stringent than that typically required under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) at an operating base. Under BRAC, every piece of property is evaluated to determine its environmental condition and remediation requirements under several environmental programs, including asbestos, lead-based paint, pesticide contamination, CERCLA releases, petroleum storage and releases and radon. As such, the environmental condition of the base has dramatically improved since

DEP SEC OFF Fax:850-2452147 Aug 22 '05 18:22 P.02

the base has undergone cleanup through the more encompassing BRAC process and would make an ideal location for the Navy's East Coast Master Jet Base.

I certify that the information contained in this submission to the BRAC Commission is accurate and complete to the best of my knowledge and belief as required by Section 2905 of the Defense Base Closure and Realignment Act of 1990.

Thank you for your consideration. Please do not hesitate to contact me if you have any questions or need additional information.

Sincerely,

Colleen M. Castille

Colleen M. Castille
Secretary

COPY

EXECUTIVE OFFICE OF THE GOVERNOR
FAX COVER SHEET

DATE: August 22, 2005

PLEASE DELIVER THE FOLLOWING ___15_____ PAGES
(INCLUDING COVER SHEET)

TO: Bill Fetzer
Senior Analyst
Navy Team

FAX: 703-699-2735

FROM: Governor Jeb Bush
Executive Office of the Governor

PHONE NUMBER: 850-488-5603
FAX NUMBER: 850-922-4292

MESSAGE: Attached is a copy of Florida's comprehensive proposal to reopen Naval Air Station (NAS) Cecil Field. The original document is being sent via Federal Express to arrive tomorrow morning, Tuesday, August 23, 2005.

Thank you.

Governor Bush

STATE OF FLORIDA

Office of the Governor

THE CAPITOL
TALLAHASSEE, FLORIDA 32399-0001

JEB BUSH
GOVERNOR

August 20, 2005

The Honorable Anthony J. Principi
Chairman
BRAC Commission
2521 South Clark Street, Suite 600
Arlington, Virginia 22202

Dear Chairman Principi:

On behalf of the State of Florida and City of Jacksonville, I am pleased to offer a comprehensive proposal to reopen Naval Air Station (NAS) Cecil Field to serve as the location for the U.S. Navy's Atlantic Fleet Master Jet Base.

Florida's leaders recognize the importance of the military to our state and nation and publicly declared their commitment to the successful reopening of Cecil Field as a Master Jet Base. The President of the Florida Senate Tom Lee and the Speaker of the Florida House of Representatives Allan Bense have committed to assist in making this relocation a success. (See Exhibit A.) The Jacksonville City Council and Jacksonville Aviation Authority have passed resolutions supporting efforts to reopen Cecil Field, committing to take "all associated governmental action required to effectively make such a transition." (See Exhibits B and C.)

The State of Florida and City of Jacksonville Commit to Transferring Ownership of Cecil Field to the U.S. Navy by October 31, 2005.

If the BRAC Commission selects and the U. S. Government approves Cecil Field as the Navy's Atlantic Fleet Master Jet Base, the City of Jacksonville (a consolidated city/county government) and Jacksonville Aviation Authority will transfer ownership of Cecil Field – a 17,686 acre base with extensive aviation infrastructure valued at more than $1.66 billion – to the U.S. Navy by October 31, 2005, or at such other time as the Navy may require.

In a Special Session called this fall to address these issues, I will ask the Florida Legislature to provide $150 million to match $50 million in commitments made by the City of Jacksonville and the Jacksonville Aviation Authority to terminate leases, relocate tenants, and clear the flight line and the base as necessary. All tenants will be cleared from the base by December 31, 2009.

The Navy will be able to commence construction as soon as they desire during this relocation phase. Under Florida Statutes, the establishment, relocation, or expansion of any military installation is exempt from the Development of Regional Impact (DRI) review process. To support construction, Florida's Expedited Permitting Review Process allows significant economic projects, as determined by the Governor's Office, to obtain expedited review of all required state and regional permit applications, as well as local permits, orders, and comprehensive plan amendments.

The base has four operational 200-foot wide runways, three of which measure 8000 feet in length and one that stretches 12,500 feet in length, an active control tower and aviation fuel systems. The complex has eight hangars with more than 900,000 square feet of space (the equivalent of 28 modules), 548,000 square yards of ramp space, 175 major buildings with 2.9 million square feet, more than 425,000 square feet of warehouse, industrial and general use space, and 225,000 square feet of general office and support facilities. The location of the base provides easy access to the interstate highway system, a deep-water seaport, and air and rail connections.

Since 1999, approximately $133 million in federal, state and local funding has been invested in upgrades to the control tower, eight hangars, utilities, drainage, and roads throughout the complex. The improvements are included in the proposed transfer of ownership of Cecil Field at no cost to the U.S. Department of Defense.

The State of Florida and City of Jacksonville Own Land and Have a Plan to Acquire Additional Land to Prevent Encroachment of Cecil Field.

Nearly 57 percent of the land – 52,309 of 91,846 acres – within the Air Installation Compatible Use Zone (AICUZ) is publicly owned or identified for acquisition by the State of Florida for conservation. The AICUZ encompasses 12,518 acres within the boundaries of Cecil Field and the entire 1907 acres of Navy Outlying Landing Field, (NOLF) Whitehouse. The State of Florida and City of Jacksonville own 18,623 acres in conservation lands within the AICUZ. An additional 19,261 acres of land within the AICUZ are part of approved land acquisition projects under Florida Forever, our state's $3 billion, 10-year land conservation program. The State has already signed contracts to acquire 1,651 acres of land, known as the Norfolk Southern parcel, adjacent to the eastern boundary of NOLF Whitehouse, and nearly 1000 acres of land adjacent to the western boundary of NOLF Whitehouse are part of an active acquisition project.

Additionally, the State of Florida is prioritizing grant funding for land acquisition projects within three miles of any military installation, subject to the purview of s.163.3175, F.S., under Florida Communities Trust, a grant program that assists local governments in acquiring land for conservation and recreation.

The State of Florida and City of Jacksonville Currently Are and Will Continue to Limit Development to Prevent Encroachment of Cecil Field.

Although NAS Cecil Field was closed in 1999, the City of Jacksonville continues to regulate development within the AICUZ to ensure compatibility with military uses. The City prohibits all residential development in the Accident Probability Zone (APZ) and bans multi-family development, group care homes, rooming homes, or boarding homes in the entire AICUZ. While single-family development at extremely low densities (1/2 acre minimum lot size) is permitted outside the APZ but within the AICUZ, the City requires enhanced construction standards to attenuate noise. The current population within the Cecil Field AICUZ is 10,129 due, in large part, to existing regulatory standards.

The City enforces all existing regulations within Chapter 656, Part 10 of the Ordinance Code, that limit and restrict development surrounding airports. In addition, the City enforces existing requirements for building height standards, requires approval of the Navy and Federal Aviation Authority for new telecommunication towers, mandates enhanced building construction standards to attenuate exterior noise, and requires disclosure of the impacts inherent to military installations, including noise, similar nuisances and accident potential risks, to prospective property owners or leasers within the AICUZ.

The City will continue to limit comprehensive plan amendments and re-zonings that may increase gross residential densities or adversely effect military operations at Cecil Field. If desirable for military use, the City will deed back property zoned Public Buildings and Facilities to create a buffer along the western boundary of Cecil Field. The City will establish a Transfer of Development Rights program to direct development away from Cecil Field and seek avigation easements within the AICUZ.

In consultation and cooperation with the Navy, the City will continue to enforce and revise as necessary existing outdoor lighting standards, implement additional glare control requirements to promote flight safety, and eliminate frequency spectrum interference problems at Cecil Field. To ensure the long-term viability of Cecil Field, the City will sponsor a Joint Land Use Study to identify additional land use regulations to permanently prevent encroachment.

In short, the City will strengthen existing APZ and AICUZ limitations and conditions on development while initiating new legislation to expand limitations and conditions necessary to prevent encroachment. The City expects new legislative and regulatory changes to be in effect by March 31, 2006, consistent with Section (e) of City Council Resolution 2005-1010, passed unanimously on August 19, 2005.

The State of Florida Commits to Providing Significant Funding for Military Housing.

The State of Florida is committed to providing significant financial resources for public-private ventures (PPVs) to build affordable housing to ensure junior and mid-grade enlisted and officer families assigned to NAS Cecil Field are able to purchase or rent a home.

The Florida Housing Finance Corporation has bonding capacity to issue $500 million of mortgage revenue bonds to support the financing of off-base multi-family and single family housing near Cecil Field. (See Exhibit D.) These tax-exempt bonds will provide primary low interest mortgage loans for eligible homebuyers and financing for the construction of affordable rental housing. Additionally, in a Special Session called this fall to address these issues, I will ask the Florida Legislature to provide $100 million in additional subsidy from our affordable housing trust funds to augment proceeds of these bonds and to support PPVs for on-base housing.

The State of Florida is Improving Infrastructure Surrounding Cecil Field on a Schedule that Supports the Reopening of Cecil Field.

Florida is accelerating the investment of more than $130 million to meet the growing transportation needs of Cecil Field. By December 31, 2009, Florida will open to traffic a high-speed, four-lane access road, Branan Field/Chaffee Road, from New World Avenue at the front gate of Cecil Field to Interstate-10 and a new interchange on Interstate-10 for the road. In addition, by July 30, 2010, Florida will open to traffic two additional lanes on Interstate-10 between the new interchange and Interstate-295.

In conclusion, the State of Florida and City of Jacksonville are committed to the success of Cecil Field as the U.S. Navy's Atlantic Fleet Master Jet Base. With the support of the Florida Congressional Delegation, Florida Legislature, the Jacksonville City Council, the Jacksonville Aviation Authority, and the Florida Housing Finance Corporation, Jacksonville Mayor John Peyton and I are committed to providing the necessary resources to enhance the relevance of our nation's military.

We certify that the information in this submission to the BRAC Commission is accurate and complete to the best of our knowledge and belief as required by Section 2909(a)(5)(A) of the Defense Base Closure and Realignment Act of 1990.

Sincerely,

Jeb Bush

Jeb Bush

THE FLORIDA LEGISLATURE

TOM LEE
President of the Senate

ALLAN BENSE
Speaker of the House of Representatives

August 19, 2005

The Honorable Jeb Bush
Governor
State of Florida
PL 05, The Capitol
400 South Monroe Street
Tallahassee, Florida 32399-0001

Dear Governor Bush:

This letter is to express our support for looking at the issue of Cecil Field in Jacksonville, Florida as a replacement to Oceana Naval Air Station in Virginia.

NAS Cecil Field was the largest military base in the Jacksonville, Florida, area and the base officially closed September 30, 1999. Even though a financial commitment would be required from federal, state, and local governments, for the reopening of Cecil Field, reopening the base would be substantially less costly than building a new base.

Florida has a long standing commitment of supporting our military and the reopening would provide an economic boost to North Florida. In this regard, we are willing to look at what may be done to address issues during the next legislative session to include assistance in making this relocation a success. Such consideration would also include providing support, logistical assistance, and incentives.

SENATE SUITE 409, THE CAPITOL, 404 SOUTH MONROE STREET • TALLAHASSEE, FLORIDA 32399-1100 • TELEPHONE (850) 487-5229
HOUSE SUITE 420, THE CAPITOL, 402 SOUTH MONROE STREET • TALLAHASSEE, FLORIDA 32399-1300 • TELEPHONE (850) 488-1450
Legislature's Website: www.leg.state.fl.us

We understand that for the base to reopen, the state would have to make a commitment to the project. We commit to working with your office in exploring ways to make this valuable economic opportunity a reality.

Sincerely,

Tom Lee
President

Allan Bense
Speaker

Introduced by Council Members Alvarez, Brown, Clark, Copeland, Corrigan, Daniels, Fullwood, Fussell, Graham, Hyde, Jenkins, Johnson, Jones, Lockett-Felder, Ray, Self, Shad and Yates:

RESOLUTION 2005-1010 -A

A RESOLUTION EXPRESSING THE CITY'S SUPPORT AND COMMITMENT TO A BASE REALIGNMENT AND CLOSURE (BRAC) PROPOSAL TO CLOSE NAS OCEANA, VIRGINIA BEACH, VIRGINIA AND THE REOPENING OF NAS CECIL FIELD AS THE NAVY'S ONLY EAST COAST MASTER JET BASE; COMMITTING TO SHARING WITH THE JACKSONVILLE AVIATION AUTHORITY AND OTHER LOCAL PARTNERS IN PROVIDING $50,000,000 IN DIRECT AND INDIRECT FINANCIAL AND IN-KIND CONTRIBUTIONS TO REMOVING INCOMPATIBLE TENANT OPERATIONS AND PROVIDING SINGLE AND MULTI FAMILY HOUSING; COMMITTING TO TRANSFERING THE CECIL COMMERCE CENTER PROPERTY TO THE NAVY BY DECEMBER 31, 2009 OR EARLIER, AS REQUIRED BY THE NAVY; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Base Realignment and Closure Commission (BRAC) is currently considering the closure of Naval Air Station Oceana, Virginia Beach, Virginia, and is presently considering reopening NAS Cecil Field (Cecil Field) as the Navy's only east coast master jet base; and

WHEREAS, reopening Cecil Field would bring 12,000 jobs and an estimated annual payroll of $800,000,000 to Cecil Field and the City of Jacksonville; and

WHEREAS, the City of Jacksonville has a long and successful relationship with the United States Navy, having donated land for

the construction and use of NAS Jacksonville and NS Mayport; and the City opened NAS Cecil Field in 1943; and

WHEREAS, the Governor and the State of Florida are making a financial commitment to the City of Jacksonville and Navy to provide $150,000,000 to transition Cecil Field from a commerce center to its former role as an important naval air station, and insure adequate housing for Navy personnel and their families; and

WHEREAS, the Governor and the State of Florida are providing resources to ensure new housing for Navy personnel and their families; and

WHEREAS, the City now believes it would be in the public interest to demonstrate a full public commitment to returning Cecil Field to the Navy and committing to an allocation of resources that will enable the navy to return to Cecil Field; now therefore

BE IT RESOLVED by the Council of the City of Jacksonville:

Section 1. In the event the BRAC votes to close NAS Oceana, Virginia, the City does hereby resolve to work with BRAC, the Navy, and the United States Government as follows:

(a) The City commits to returning Cecil Field to the Navy and taking all associated governmental action required to effectively make such a transition; and

(b) The City will join Governor Bush's commitment to clear the flight line of incompatible tenant operations; and to provide new single and multi-family housing for Navy personnel and their families; and

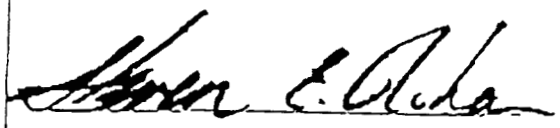
(c) The City, working in coordination with the Jacksonville Aviation Authority and other local partners commits to providing $50,000,000 in direct and indirect financial and in-kind contributions toward transitioning Cecil Field back to the Navy; and

(d) The City commits returning the Cecil Commerce Center land to the Navy by December 31, 2009, or earlier if the Navy requires; and

(e) The City commits, through its ongoing efforts to protect industrial and aviation-related properties, to enforce existing Accident Potential Zone (APZ) and Air Installation Compatible Use Zones (AICUZ) regulations and to enact further measures to strengthen APZ and AICUZ restrictions; and in the future, to enact land use protections necessary to prevent encroachment and ensure the long term viability of Cecil Field as a naval air station in Jacksonville.

Section 2. Effective Date. This resolution shall become effective upon signature by the Mayor or upon becoming effective without the Mayor's signature.

Form Approved:



Office of General Counsel

Legislation Prepared By: Steven E. Rohan

8/19/2005: G:\shared\LEGIS.CC\2005\res\BRAC Request 08.19.1.18.doc

RESOLUTION 2005-1010-A

CERTIFICATE OF AUTHENTICATION

DECLARED AN EMERGENCY MEASURE AND
ADOPTED BY THE COUNCIL

AUGUST 19, 2005

KEVIN E. HYDE
COUNCIL PRESIDENT

ATTEST:

CHERYL L. BROWN
COUNCIL SECRETARY

APPROVED: 8/19/05

JOHN PEYTON, MAYOR

Exhibit C

RESOLUTION OF THE JACKSONVILLE AVIATION AUTHORITY

WHEREAS, the Base Realignment and Closure Commission (BRAC) is currently considering the closure of Naval Air Station Oceana, Virginia Beach, Virginia, and is presently considering reopening Cecil Field as the Navy's east coast master jet base; and

WHEREAS, reopening Cecil Field would bring 12,000 jobs and an estimated annual payroll of $800,000,000 to Cecil Field and the City of Jacksonville community; and

WHEREAS, the City of Jacksonville and the Jacksonville Aviation Authority has a long and successful relationship with the United States Navy, the City having donated land for the construction and use of NAS Jacksonville and Mayport; and the City having opened NAS Cecil Field in 1943; and

WHEREAS, the Governor and the State of Florida are making a commitment to the City of Jacksonville and Cecil Field to provide up to $600,000,000 in resources to transition Cecil Field from a commerce center to its former role as an important naval air station; and

WHEREAS, the Jacksonville Aviation Authority believes it would be in the public interest to demonstrate a full public commitment to returning Cecil Field to the navy and committing

to an allocation of resources that will enable the navy to return to Cecil Field; now therefore

BE IT RESOLVED by the Board of Directors of the Jacksonville Aviation Authority:

Section 1. In the event BRAC votes to close NAS Oceana, Virginia Beach, Virginia, the Jacksonville Aviation Authority does hereby resolve to work with the City, the State, BRAC, the Navy, the United States Government, and the City of Jacksonville as follows:

(a) The Jacksonville Aviation Authority commits to working with the City in returning the Cecil Field to the Navy and taking all associated governmental action required to effectively make such a transition; and

(b) The Jacksonville Aviation Authority will support Governor Bush's commitment to clear the flight line of incompatible tenant operations and provide new single and multi family housing for Navy personnel and their families; and

(c) The Jacksonville Aviation Authority, working in coordination with the City of Jacksonville, commits to sharing in $50,000,000 in direct and indirect financial and in-kind contributions toward transitioning Cecil Field back to a master jet base; and

(d) The Jacksonville Aviation Authority commits to working with the City in returning the Cecil Field land to the Navy on or before December 31, 2009.

Section 2. Effective Date. This resolution shall become effective immediately upon its adoption.

Approved and adopted this 19th day of August, 2005.

Attest:

By: _____
Name: Cyrus M. Jollivette
Title: Board Secretary

Jacksonville
Aviation Authority

By: _____
Name: Ronald M. Weaver
Title: Board Chairman

Florida Housing
Finance Corporation
227 North Bronough Street, Suite 5000 • Tallahassee, Florida 32301
850.488.4197 • Fax 850.488.9809 • www.floridahousing.org

we make housing affordable

August 19, 2005

Governor Jeb Bush
Executive Office of the Governor
The Capitol
Tallahassee, Florida 32399-0001

RE: Housing Support for Cecil Field NAS

Dear Governor:

We have been asked to outline resources that would be available to develop both single and multi-family housing for military and civilian personnel that will be employed at Cecil Field in support of operations there. We understand how vitally important it is for military personnel to have adequate, decent, and safe housing and support the effort to make such housing available to both military and civilian personnel and our State's commitment that such housing be made available.

Accordingly, this letter confirms that Florida Housing Finance Corporation has the bonding capacity to issue $500,000,000 of mortgage revenue bonds to support the financing of off-base multifamily and single family housing for Cecil Field. These tax exempt bonds will provide primary financing for affordable rental housing and low interest mortgage loans for eligible home buyers.

As always, if we can be of further assistance, please feel free to call me at your convenience.

Sincerely,

Orlando J. Cabrera
Executive Director

Jeb Bush, Governor
Board of Directors: Terry Sanfini, Chairman • Lynn M. Stultz, Vice Chairman • Thaddeus Cohen, Ex Officio
Cesar E. Calvet • David E. Oellerich • Zully Ruiz • Robert J. Taylor • Sandra Terry

Orlando J. Cabrera, Executive Director

BRAC Commission
AUG 5
COPY
Received
BRAC Commission
AUG 18 2005
Received

August 18, 2005

HAND DELIVERED

The Honorable Anthony J. Principi, Chairman
2005 Base Realignment and Closure Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

Dear Chairman Principi:

We write to you as the principal authors of the original 1988 BRAC statute and to share with the Commission our views of the BRAC process gained as members of the U.S. House of Representatives, particularly during the 1993 round. The 2005 BRAC Commission is now considering an issue of importance to our nation's naval aviation mission. We would like to take this opportunity to present our views to the Commission on this subject.

It is our understanding that the Commission recently voted to consider Naval Air Station (NAS) Oceana for possible closure or realignment. The Defense Department did not list NAS Oceana as a candidate for closure or realignment in submitting its recommendations and the Commission took this action by exercising its authority under the new BRAC law.

We further understand that Governor Jeb Bush of Florida, in testimony submitted to the Commission, has recommended that the property and facilities of the former NAS, Cecil Field, located in Jacksonville, Florida, be considered as a possible receiving location for the personnel, equipment, and other assets now located at NAS Oceana, if the Commission were to vote to close or realign NAS Oceana.

We also understand that views have been expressed that the Commission lacks the authority to consider the former NAS Cecil Field as a possible optional location for those assets now at Oceana. This is so, according to these views, because the 1993 BRAC round ordered the closure of NAS Cecil Field, which occurred in 1999.

As legislators deeply involved in the development of BRAC we believe that actions taken in a previous BRAC round, keeping in mind the integrity of the BRAC process, do not automatically bind subsequent BRAC commissions. Such is the case involved at Cecil Field.

Two examples will be useful in explaining our reasoning consistent with the Congressional intent behind BRAC.

- A BRAC Commission could direct the return of specific functions or activities to an installation reassigned during a realignment recommended by a previous BRAC round.

- A BRAC round that had previously ordered an installation "moth-balled", could allow subsequent BRAC rounds to order that the installation re-opened.

While it may be outside the purview of a BRAC Commission to direct the movement of functions from a military installation to facilities not under the Department of Defense's control, that circumstance should not prevent a BRAC Commission from considering the existence of these facilities when determining whether to close or realign the installation.

The intent of the process, we believe, is to provide an appropriate measure of flexibility to future BRAC Commissions given changes in force structure, world threats, and our nation's security interests.

In that context, we recognize that the NAS Oceana/NAS Cecil Field situation is unique in several respects. The principle aviation assets now at the former NAS Cecil Field are no longer owned by the U.S. Government. However, it would appear that the Defense Department could readily be in a position to secure control of these facilities to support essential military needs, particularly to fulfill critical naval pilot training requirements. This is especially so because the facilities at Cecil Field are eminently suited for that intended purpose and could readily receive these activities given the aviation infrastructure now present and available at Cecil.

While it may be beyond the Commission's purview to direct the movement of military functions to a particular site not under the control of the Defense Department, we believe, in keeping with the intention of BRAC, that it is within the Commission's scope of authority to consider the existence of those readily available facilities in determining whether to close or realign the installation involved.

We hope that these views may be helpful to the 2005 BRAC Commission as it considers whether to vote to recommend closure or realignment of NAS Oceana and whether suitable alternative locations exist as possible receiving sites for NAS Oceana's personnel and aircraft assets.

Respectively submitted,

Dick Armey

Dick Armey
U.S. House Majority Leader
1995-2001

Ronald V. Dellums

Ronald V. Dellums
Chairman, House Armed Services Committee
One Hundred Third Congress

cc: The Honorable James H. Bilbray
Admiral Harold W. Gehman, Jr. (USN Ret.)
General James T. Hill (USA Ret.)
The Honorable Samuel K. Skinner
The Honorable Philip E. Coyle, III
The Honorable James V. Hansen
General Lloyd W. Newton (USAF Ret.)
Brigadier General Sue E. Turner (USAF Ret.)

Principi, Anthony, CIV, WSO-BRAC

From: Barry W Holman [HolmanB@GAO.GOV]
Sent: Thursday, September 01, 2005 2:47 PM
To: David M Walker
Cc: Gene L Dodaro; Henry L Hinton Jr; Michael J Kennedy; Gary L Kepplinger; David A Mayfield; Stephanie J May; Beth Miller; John W Van Schaik
Subject: Updated Point Paper on BRAC Commission Recommendation Re Oceana

Dave, here's the revised point paper and recommendations. Includes minor changes suggested by Gary Kepplinger and the addition along the lines you suggested--added at end of section 1b.
Barry

1. GAO CONCERNS WITH THE OCEANA RECOMMENDATION.

a. We question the legal authority for the BRAC Commission to direct the Comptroller General, an officer of the legislative branch, to certify that Virginia and Florida have met the conditions specified in the recommendation. We had anticipated that any GAO role in reviewing the implementation of the BRAC recommendations would be included in the Commission report as a recommendation for Congress, in subsequent legislation, to direct GAO to take some action.

b. We cannot identify any current legal authority for GAO to evaluate State actions prescribed in the recommendation. GAO audit authorities found primarily in Title 31, Chapter 7, United States Code, are generally limited to reviewing federal agency programs or activities associated with federal funding. Without clear statutory authority to evaluate state actions from Congress, we do not see how GAO could perform these reviews and evaluations. Additionally, even if we had the authority, we would not be in a position to issue a "certification" given the lack of clear standards for this certification.

c. We also have concerns about the constitutionality of requiring GAO to certify compliance with the requirements stated in the Oceana recommendation. Requiring the Comptroller General to certify actions that bind the President raises serious constitutional questions relating to the separation of powers principle. See Bowser v. Synar, 478 U.S. 714 (1986).

2. RECOMMENDED CHANGES.

a. BRAC Commission deletes current language in Oceana recommendation directing GAO to certify the states of Viriginia and Florida have met the specific conditions and add the following language at the end of the recommendation:

The Commission recommends that the Congress take the necessary steps to direct the Government Accountability Office to review and report to the House and Senate Armed Services Committees by July 1, 2006 on the status of actions taken by the Department of Defense and the State and local governments of Virginia affected by the Base Closure and Realignment Commission's recommendation pertaining to the realignment of Naval Air Station Oceana, Virginia Beach, Virginia. Further, that the Commission recommends that the Congress take the necessary steps to direct the Government Accountability Office to review and report to House and Senate Armed Services Committees by July 1, 2007 on the status of actions taken by the Department of Defense and the State and local governments of Florida affected by the Base Closure and Realignment Commission's recommendation pertaining to the realignment of Naval Air Station Oceana, Virginia Beach, Virginia.

b. In addition to the GAO role outlined above, the BRAC Commission should include the following additional recommendation in its report.

The Commission recommends that the Congress take the necessary steps to direct the Government Accountability Office to monitor and periodically report to House and Senate Armed Services Committees on the status of actions taken by the Department of Defense in implementing approved 2005 Base Closure and Realignment Commission recommendations.

COPY

** SENATE ARMED SERVICES COMMITTEE **

Fax Cover Sheet

Return this receipt to: Jennifer

FAX TO: Chairman Principi
FAX NUMBER: (703) 699-2735
PHONE NUMBER:

COMMENTS: Letter from Chairman Warner.

A hard copy of the letter will be dropped off tomorrow for Chairman Principi and each of the Commissioners.

FROM: *Committee on Armed Services* *United States Senate* *Rm SR-228, Russell Senate Office Building* *Washington, D.C. 20510-6050* *PHONE: (202) 224 - 3871*	*This transmission consists of __4___ pages, including this cover sheet.*

JOHN WARNER, VIRGINIA, CHAIRMAN

JOHN MCCAIN, ARIZONA
JAMES M. INHOFE, OKLAHOMA
PAT ROBERTS, KANSAS
JEFF SESSIONS, ALABAMA
SUSAN M. COLLINS, MAINE
JOHN ENSIGN, NEVADA
JAMES M. TALENT, MISSOURI
SAXBY CHAMBLISS, GEORGIA
LINDSEY O. GRAHAM, SOUTH CAROLINA
ELIZABETH DOLE, NORTH CAROLINA
JOHN CORNYN, TEXAS
JOHN THUNE, SOUTH DAKOTA

CARL LEVIN, MICHIGAN
EDWARD M. KENNEDY, MASSACHUSETTS
ROBERT C. BYRD, WEST VIRGINIA
JOSEPH I. LIEBERMAN, CONNECTICUT
JACK REED, RHODE ISLAND
DANIEL K. AKAKA, HAWAII
BILL NELSON, FLORIDA
E. BENJAMIN NELSON, NEBRASKA
MARK DAYTON, MINNESOTA
EVAN BAYH, INDIANA
HILLARY RODHAM CLINTON, NEW YORK

JUDITH A. ANSLEY, STAFF DIRECTOR
RICHARD D. DEBOBES, DEMOCRATIC STAFF DIRECTOR

United States Senate
COMMITTEE ON ARMED SERVICES
WASHINGTON, DC 20510-6050

August 22, 2005

The Honorable Anthony J. Principi
Chairman, Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

Dear Mr. Chairman:

This week you and your fellow commissioners will vote on recommendations regarding the infrastructure that will be used by the Department of Defense for the next ten years. I wanted to take one last opportunity to commend you for your efforts on behalf of the American taxpayers and our men and women in uniform.

As you engage in your final deliberations, I urge you to keep in mind a few key points regarding Naval Air Station (NAS) Oceana. NAS Oceana ranked 5th of all military air installations in military value, the highest priority in the Base Closure and Realignment (BRAC) process. NAS Oceana surpasses Cecil Commerce Center in its proximity to the aircraft carriers. NAS Oceana surpasses Cecil Commerce Center in its access to unencumbered and instrumented joint training airspace. NAS Oceana supports classified missions which Cecil Commerce Center cannot. According to certified data, Cecil Commerce Center will require more than $1.6 billion to reopen. While some may disagree with this figure, the lowest estimate is several hundred million dollars.

The only area in which Cecil Commerce Center has been held up as better than Oceana is encroachment on the ground and the restrictions imposed on take offs and landings. The Commonwealth of Virginia and the City of Virginia Beach have taken positive steps to stop encroachment and roll it back. The restrictions on take offs and landings are self imposed by the Navy and could be eliminated if the Navy determines it is necessary. The new outlying field, which will be built, will alleviate any problems that NAS Oceana has and do so at a fraction of the cost of reopening Cecil.

At my request, the Commissioners who attended the August 4, 2005 hearing were briefed by individuals from the Department of Defense in a closed session regarding other national security missions supported by NAS Oceana. During the August 20, 2005 hearing, a consultant for the State of Florida, retired Admiral Natter, stated that another air installation could be used instead of Oceana to support that mission. Enclosed you will find a letter I received on the 22nd of August from the Special Operations Command which directly contradicts that statement.

Congress created the BRAC process to shed excess infrastructure and save money. A final vote to open a new master jet base at Cecil Commerce Center will increase excess infrastructure and cost the taxpayers—by the lowest estimates—several hundred million dollars.

Section 2903 of the BRAC law states that before the Commission may make changes, the Commission must determine "that the Secretary deviated substantially from the force-structure plan and final criteria referred to in subsection (c)(1) in making recommendations." There is no evidence that there was any deviation, let alone substantial deviation. In fact, it would be impossible to present arguments of such a deviation in the Secretary's recommendations since the Secretary did not make a recommendation regarding the closure or realignment of a Navy master jet base.

The senior leadership of the Department of Defense has made its position clear. Secretary England stated in his August 17, 2005 letter that "there is no viable alternative to Oceana Naval Air Station." Admiral Mullen stated on August 4, 2005 in his testimony before this Commission "I need now—your Navy needs now—Naval Air Station Oceana." These sentiments have been reinforced by Navy officers throughout the Atlantic Fleet including the Commander of Fleet Forces Command. The judgment of these individuals, not elected officials or paid consultants, should be given the greatest weight by the Commission since they are advocates for the men and women in uniform, not a particular state or municipality.

Thank you again for taking the time and making the effort to perform the difficult tasks associated with the base closure process.

With kind regards, I am

Sincerely,

John Warner

John Warner
Chairman

Enclosure

UNITED STATES SPECIAL OPERATIONS COMMAND
OFFICE OF THE COMMANDER
7701 TAMPA POINT BOULEVARD
MACDILL AIR FORCE BASE, FLORIDA 33621-5323

The Honorable John W. Warner
United States Senate
225 Russell Senate Office Building
Washington, DC 20210

Dear Mr. Chairman:

In response to your question regarding the significance of Naval Air Station Oceana to the United States Special Operations Command (USSOCOM), I would like to clearly state the Command's position on this matter: Given USSOCOM's current posture in the Norfolk, Virginia, area, in terms of both specialized facilities and uniquely demanding operational considerations, Naval Air Station Oceana is the only airfield that can meet our classified and highly sensitive mission requirements.

I appreciate your interest in this matter and the support you have given our special operations forces.

Sincerely,

for Bryan D. Brown
General, U.S. Army
Commander

Copy Furnished:

The Honorable George F. Allen
United States Senate
204 Russell Senate Office Building
Washington, DC 20510

The Honorable Thelma Drake
House of Representatives
1208 Longworth House Office Building
Washington, DC 20515

COPY

GOVERNOR'S OFFICE OF COMMONWEALTH PREPAREDNESS
P.O. BOX 1475
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WWW.COMMONWEALTHPREPAREDNESS.VIRGINIA.GOV

FAX

DATE: 8-22-05

TO: The Honorable Anthony Principi

FAX NUMBER: 703-699-2735

FROM: George Foresman

MESSAGE:

Number of Pages (including cover) 22

COMMONWEALTH of VIRGINIA

Office of the Governor

Mark R. Warner
Governor

August 22, 2005

The Honorable Anthony J. Principi
Chairman
Base Realignment and Closure Commission
2521 South Clark Street
Arlington, Virginia 22202

Dear Chairman Principi:

Thank you for the opportunity to be with you and the Defense Base Realignment and Closure Commission on Saturday. The Commonwealth of Virginia remains firm in its commitment to NAS Oceana and to meeting the needs of the United States Navy. The paramount and compelling factor in your decision, we believe, must be those interests. The Navy has been consistent in multiple testimonies in stating its strong belief that NAS Oceana not only best meets their needs for the foreseeable future, but also that only NAS Oceana meets those needs.

Attached you will find depositions taken under oath earlier today from Admiral Fred Metz USN (Ret) and Captain Phil Grandfield USN (Ret) which directly address some statements made by witnesses for the State of Florida concerning Naval aviation training and other issues. In summary these are:

Pilot training at NAS Oceana meets the Navy's needs – As noted in the depositions, no current military aviation facility possesses completely optimal training characteristics. Both the 800-foot approach limit and the night time flying hours restrictions at Fentress are, in fact, Navy restrictions that have been made with the full understanding of the entire training experience. The Navy has stated that these are acceptable deviations. One must also recognize that adjustments are necessary at Cecil, especially when departing Whitehouse, where a pilot makes a right versus left turn because of encroachment.

Quantitative data, not opinions, are critical to assessing the comparison of Oceana and Cecil. What quantitative data are there to support the argument that training at Oceana is in any way inferior or increases risk to aviators?

Air Encroachment is severe around former Cecil Field – The FAA data are compelling, and indicate that two of the top 10 heaviest air traffic route control activities across the nation are in Florida – Miami (ranked 7) and Jacksonville (ranked 8), with approximately 2.4 million flights each. In the airspace above Cecil, there is far more air congestion than the airspace above Oceana. At Oceana, Navy pilots remain in total Navy air traffic control, regardless of the training mission. At Cecil, Navy pilots would cross multiple FAA main air traffic routes to reach their training ranges. Florida argues that the FAA would give Navy pilots priority, but they can never guarantee it operationally, especially in bad weather, given the level of air traffic saturation.

What quantitative studies have been provided to the Commission on the impact on the Navy training missions of the documented overall air congestion and air saturation in the skies over former Cecil Field?

Environmental Impact Statement (EIS) Process and site remediation cannot be completed with the speed promised by Florida officials – The EIS process is regulated by federal law, mandating certain steps and processes. The introduction of military jets, especially with the level of activity contemplated, will require lengthy and major EIS activities.

Cecil Field remains listed on the National Priorities List as of August 22, 2005, as is shown on the following link www.epa.gov/region4/waste/npl/nplfln/cecnasfl.htm. Several operable units containing numerous specific cleanup sites remain on the National Priorities List as of this writing.

How can Florida promise that it can turn over the base free of environmental problems by the end of the year given the base's continued listing as a Superfund site?

Joint Training Opportunities are Greater at NAS Oceana – While there are numerous military installations in Florida, there is not the opportunity for full cross-service training within a single flying cycle. Oceana possesses significantly greater opportunity for cross-service and joint-training activities with other Navy, Air Force, Marine and Army activities within a single flying cycle. This is due to Oceana's proximity to key operational and command functions.

Shouldn't the entire training experience, from "wheels up to wheels down," be part of the comparison between Oceana and the former Cecil Field?

Certified Data on Costs are not available for Cecil -- Beyond the sworn deposition, the estimated costs by Florida officials to re-establish operations at the former Cecil Field have almost doubled in the past 10 days. There is no guarantee that the costs will not continue to rise because of the absence of a detailed analysis by independent and knowledgeable officials. There are also no guarantees that timing commitments can be met. The BRAC Commission noted that it had run an independent COBRA analysis that places the costs in the $400 million range, and this differs from the Navy's $1.6 billion estimate significantly.

While it is reasonable to assume there will be wide variances in costs given the short timeframe for careful analysis, who bears the burden if Florida is wrong?

In summary, Mr. Chairman, assertions and promises aside, the wide variance of information, coupled with the absence of critical data, underscores that a decision to close or realign NAS Oceana to a specific site -- going directly against the recommendations of the Department of Defense and the Navy -- can not and should not be made within a limited time window as part of the BRAC process. The Navy should be provided the tools to continue its tangible progress towards long-term Master Jet Base planning and be given the opportunity to develop such a facility on its own timetable.

Thank you for the opportunity to submit these comments. I appreciate your taking the time to consider the Commonwealth's views on this issue.

Please feel free to contact me if you have any questions.

Sincerely,

Mark R Warner

Mark R. Warner

MRW/cmg

Cc: The BRAC Commission Members
The Honorable John Warner
The Honorable George Allen
The Honorable Thelma Drake
The Honorable Randy Forbes

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5 CERTIFIED ORIGINAL
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10 SWORN STATEMENT OF
11 FRED METZ, REAR ADMIRAL, USN RETIRED
12 August 22, 2005
13 Virginia Beach, Virginia
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15
16 DELIVER TO:
17 FOR DELIVERY TO THE BASE REALIGNMENT AND CLOSURE
18 COMMISSION, ARLINGTON, VIRGINIA
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1 REAR ADMIRAL METZ: My name is Fred Metz,
2 Rear Admiral, United States Navy, retired.
3 I was in the Navy for 34 years. I had
4 seven major commands. I was stationed on both the
5 East and West Coast, where I had both air and sea
6 commands. I have 1,000 carrier landings, over 300
7 combat missions in Vietnam.
8 Of the variety of tours that I had, I was
9 a landing signal officer for five tours. One of my
10 last jobs, I was a division head for all the aircraft
11 carriers in the Navy, all the air stations, and I was
12 the Department of Defense Navy representative for air
13 space.
14 I was concerned with the testimony given
15 by the Florida delegation to the Commission. Many of
16 the comments did not tell the complete position needed
17 to make a crucial decision for the base of the future
18 of Naval Aviation.
19 What is Florida offering the Navy?
20 Florida is offering the Navy land and a runway and
21 some buildings. To give that property to the Navy, a
22 very comprehensive EIS needs to be completed,
23 environmental impact statement, and I question the
24 timeline that's required for the BRAC process to
25 unfold for the EIS to be completed.

1 We've heard a lot of promises. I am
2 concerned that the promises were not backed up with
3 actual facts, and there was a lot of speculation made
4 and a lot of promises.
5 I am also concerned that these promises
6 would not be able to be completed to make the timeline
7 that's required by the BRAC process.
8 One of the critical things the Governor
9 of Florida said was that he was going to give Cecil to
10 the Navy, but we need to remember what he was actually
11 giving is land and not the air space.
12 The actual air space around Cecil Field
13 that is controlled by the facility includes up to
14 3,000 feet within five miles. Cecil Field is a
15 tenant. The air space around Cecil Field that is
16 described is the limit of their control. If you want
17 to go anywhere else, you have to go to the FAA. You
18 cannot fly out of Cecil Field without permission. You
19 have to get clearances from the FAA to get in the
20 airway structure.
21 We heard a lot in the testimony on
22 Saturday about going to different areas and how it was
23 not encumbered. Nowhere did we ever hear any
24 testimony from the FAA, who controls that air space.
25 When I was doing air space matters in

1 '91, one of the things that we recognized at that time
2 was the increased air traffic along the East Coast was
3 going to be detrimental to flying in certain areas.
4 Cecil Field was one of them.
5 In 1993 the Navy did a very comprehensive
6 air space study in the area of Cecil Field. And the
7 concerns that they had at that time was air space
8 encroachment around Cecil Field. There were many
9 consultations with the FAA, and the Navy presented a
10 lot of questions to the FAA as far as the future
11 ability for the Cecil Field area to grow and to be
12 accommodated also in the FAA structure.
13 Nowhere in any of the testimony did we
14 hear or was anything mentioned about FAA's approval of
15 the Navy returning to Cecil Field. We can buy the
16 land but we cannot control the air space. FAA must be
17 a major player in the decision to move to Cecil Field.
18 If the F-18s go to Cecil Field, they are
19 going to compete with commercial aircraft leaving from
20 Buffalo, Boston, New York. Thousands of airplanes a
21 day pass through the Cecil Field area. The Navy will
22 then be competing with those aircraft for airspace.
23 Another thing is, there is a proposal to
24 increase the number of P-3s to go to NAS Jacksonville,
25 which further complicates the air issues in this area.

1 A comprehensive study needs to be done
2 regarding airspace issues. Many questions have to be
3 answered before a decision for the future of Naval
4 Aviation can be made.
5 Is the FAA safely able to accommodate 285
6 airplanes into the area? Are they willing to
7 accommodate and can they support the air requirements
8 of those aircraft?
9 Have The airspace areas required for the
10 F-18 Super Hornet been established, which have never
11 flown out of Cecil Field?
12 Have they established routes to go to the
13 target at Pinecastle, which hasn't been in existence
14 at Cecil Field for four years?
15 Have they cleared the commercial
16 approaches into Orlando Airport for the construction
17 of the new runway with a major target area for maximum
18 utilization at Pinecastle?
19 There are many questions that we did not
20 hear the answers to that must be addressed before any
21 decision can be made to go to Cecil Field.
22 There may be ground encroachment at NAS
23 Oceana, however the potential air encroachment at
24 Cecil Field presently and also anticipated in the
25 future has to be addressed before any decision can be

1 made.

2 Living in the Hampton Roads area, I've

3 had the opportunity to use some of my past skills as

4 being a landing signal officer to be a guest lecturer

5 at the Landing Signal Officer School here at NAS

6 Oceana which trains LSOs from all over the country.

7 In this capacity I stay very current in

8 field carrier landing procedures; I visit Fentress and

9 I also go aboard ship. I'm very current in present

10 procedures for air crews to train and go aboard ship.

11 As was stated in other testimony, FCLP,

12 field care landing practice, and going aboard ship is

13 a very demanding process, but no place in the Navy --

14 and I've flown at every field in the Navy -- do we

15 have the optimum conditions that replicate the

16 conditions we encounter on the ship. The way we land

17 on the ship and the way we practice on the field at

18 night is not the same anywhere we train.

19 The pattern on the ship is a very

20 demanding pattern, but we have limitations at every

21 field. The field that the Navy is contemplating

22 building in North Carolina is going to have the

23 capability to come closest to replicating the carrier

24 landing pattern that we use aboard ship at night.

25 However, we have proven over the years

1 since I started flying in 1960 that the way that we do
2 carrier landing practice now is acceptable, and our
3 safety record is amazing, and the ability for these
4 young aviators to safely land is tremendous.
5 Being a lecturer at the LSO school, I
6 continually am in contact with the amazing, young
7 pilots, the men and women, that fly the aircraft from
8 our carriers.
9 The Hampton Roads area offers the Navy
10 family so much. In addition to the excellent training
11 offered to the pilots, the family is offered excellent
12 educational opportunities, they are provided a safe
13 environment to raise their children, as well as
14 excellent health facilities.
15 People who come here, many will end up
16 staying here when they retire. We have one of the
17 largest military retirement communities in the nation,
18 which is confirmation of the attractive quality of
19 life the Hampton Roads area has to offer.
20 What the Chief of Naval Operations said
21 in one of his first statement is, we need to worry
22 about combat readiness and family readiness. This
23 area offers both. I can attest to the high morale of
24 the Officers, men and women, and their families that
25 have the opportunity to live in the Hampton Roads

1 area.

2 With regard to joing training, we have

3 many outstanding facilities in the area. Dam Neck

4 offers the squadrons battle group training. The Fleet

5 Intelligence Center offers air crews strike target

6 training. The proximity of the ship allows us to

7 continually integrate the squadrons and facilities.

8 But more importantly, as we have learned

9 over the last 10 years, there is not one service; it's

10 a joint service.

11 Here at Hampton Roads we have the ability

12 to train with every service; the Air Force at Langley,

13 the special warfare units are here in the Hampton

14 Roads area and continually train with these units. We

15 train with the Marine aircraft down at Cherry Point.

16 We train with the combat Marines at Camp Lejune where

17 we have the ability to do close air support. We also

18 go to Fort Bragg where we train with Special Forces

19 units. And we also train with the Air Force F-15s at

20 Seymore Johnson Air Force Base.

21 It's all integrated training. No longer

22 is it just one Navy; it's a joint business, and

23 there's nowhere else on the East Coast that affords us

24 this ability.

25 We have the Joint Training Center here in

1 the Hampton Roads area where we are able to actually
2 interface with joint training worldwide.
3 When we deploy, we just don't go as a
4 ship, we go as the whole unit. And the joint training
5 that is afforded to us in the Hampton Roads area is
6 essential. Nowhere else can this be accomplished.
7 The biggest concern that I have regarding
8 the Cecil Field option is that the lack of certified
9 data would make any such decision speculative and
10 risky. The Navy has a mission, and the Chief of Naval
11 Operations and the Secretary of Defense know better
12 than anybody how to accomplish that mission.
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1 COMMONWEALTH OF VIRGINIA AT LARGE, to wit:

2 I, Scott D. Gregg, RPR, a Notary Public for the
3 Commonwealth of Virginia at Large, of qualification in
4 the Circuit Court of the City of Norfolk whose
5 commission expires July 31, 2008, do hereby certify
6 that the within person, FRED METZ, REAR ADMIRAL, USN
7 RETIRED, appeared before me at Virginia Beach,
8 Virginia, as hereinbefore set forth; and after being
9 first duly sworn by me, thereupon made the above
10 statement; that his statement was recorded in
11 stenotype by me and reduced to typescript under my
12 direction; and that the foregoing transcript
13 constitutes a true, accurate, and complete transcript.

14 I further certify that I am not related to
15 nor otherwise associated with any party to this
16 proceeding, nor otherwise interested in the event
17 thereof. Given under my hand and notarial seal at
18 Norfolk, Virginia this 22nd day of August, 2005.

19 Scott D. Gregg

20 Scott D. Gregg, RPR

21 Notary Public

22

23 Fred Metz

24 Fred Metz, Rear Admiral, USN Retired

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4 CERTIFIED ORIGINAL
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8 SWORN STATEMENT OF
9 PHIL GRANDFIELD, CAPTAIN, USN RETIRED
10 August 22, 2005
11 Virginia Beach, Virginia
12
13
14 DELIVER TO:
15 FOR DELIVERY TO THE BASE REALIGNMENT AND CLOSURE
16 COMMISSION, ARLINGTON, VIRGINIA
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1 CAPTAIN GRANDFIELD: My name is Phil
2 Grandfield, former naval aviator and retired Navy
3 captain. I have about 4,000 hours of experience
4 flying F-14s, F-4s, and F-18s. I also have ten years
5 of experience as a landing signals officer where my
6 primary responsibility was training naval aviators to
7 fly aboard the ship and prepare to fly aboard the
8 ship.
9 The decision to support the question
10 about what is best for the Navy and the future of
11 naval aviation should be the primary focus of the
12 decision on NAS Oceana or the former NAS Cecil Field.
13 Foremost, the decision must support quality of
14 training for F-18 fleet training squadrons and the
15 fleet squadrons.
16 Despite the interviews with NAS Oceana
17 pilots by BRAC commissioners and the articles and the
18 press quoting disgruntled pilots, NAS Oceana's
19 location with easy access with over-water and
20 air-to-ground range has provided quality training to
21 TACAIR pilots for decades.
22 Despite comments to the contrary, NAS
23 Oceana's resources continue to provide high-quality
24 training. There's never been any official Navy
25 statement referencing degraded training capabilities

1 before or during the BRAC process, nor is there any
2 difference in measured readiness levels of NAS Oceana
3 squadrons and those based elsewhere.
4 As stated before, each field has its own
5 pluses and minuses. The flight restrictions imposed
6 by the FAA upon operations at Cecil Field have been a
7 negative impact for years and will likely get worse as
8 air traffic through Florida increases. The expanded
9 traffic flow into Orlando will likely adversely affect
10 the use of the Pinecastle bombing range in the future.
11 On the contrary, NAS Oceana's location
12 allows much improved synergy to train in accordance
13 with the DOD Training Transformation Guidelines,
14 particularly when compared to Cecil Field.
15 Fighter squadrons at NAS Oceana need to
16 train with Navy E-2 squadrons, surface ships, Special
17 Forces, Marine Corps units at Camp Lejune, and at MCAS
18 Cherry Point, as well as active duty Air Force
19 squadrons at Langley Air Force Base.
20 This synergy and training extends to
21 enlisted training as part of the Navy's Revolution In
22 Training and Sea Enterprise concept as well as joint
23 level training for air crews.
24 More and more training resources are
25 being collocated in the Hampton Roads area to include

1 enlisted and maintenance training.

2 The System of Systems for training

3 systems extends into Homeland security with combined

4 area resources for force protection.

5 This consolidation of training assets in

6 the fleet concentration center will improve readiness

7 if NAS Oceana stays here in this area as well.

8 To emphasize my previous comments with

9 reference to field carrier landing practice

10 differences between OLF Whitehouse and OLF Fentress.

11 I reject the implications that aviators

12 are at any greater risk when flying aboard an aircraft

13 carrier if their field carrier landing practice

14 training was conducted at OLF Fentress, vice OLF

15 Whitehouse. The pattern differences that exist are

16 considered acceptable deviations in training and have

17 served us well in the past.

18 Cecil Commerce Field is only a guess as

19 to who gets hurt if we guess wrong. The Cecil

20 proposal is immensely speculative and if adopted could

21 easily impair and degrade the Navy's readiness and

22 mission capabilities in the future.

23 We cannot create tomorrow's Navy by

24 relying on the opinions of yesterday's naval

25 leadership. The current Navy leadership and the

1 Secretary of Defense have made their decisions crystal
2 clear: NAS Oceana must not be closed and remains the
3 best choice for naval aviation training on the East
4 Coast.
5 The Navy trains its people for demanding
6 skills, piloting aircraft, operating nuclear
7 propulsion on submarines, surface ships, and on and on
8 as I referred to in the System of Systems.
9 There is an exemplary record of success
10 to show how this long-established training syllabus
11 has worked here at NAS Oceana. There's absolutely no
12 credible evidence that pilots trained at NAS Oceana
13 are any less qualified and competent and capable of
14 those trained anywhere else.
15 NAS Oceana served us well for decades
16 with the resources that still exist today.
17 It's wrong to rely on the biased opinions
18 of a few disgruntled aviators and disregard and ignore
19 the informed, honest, and comprehensive statements of
20 the Chief of Naval Operations.
21 Only he has knowledge from every level of
22 command and every unity in his organization concerning
23 the quality of training and morale of his people. And
24 the CNO has stated that he prefers to remain at NAS
25 Oceana.

1 The Navy is an increasingly complex and
2 interdependent organization and is moving away from
3 stovepipes formed of military organizations into the
4 System of Systems that I have described.
5 Moving a key element such as NAS Oceana
6 will have far-reaching, adverse consequences to the
7 Navy's revolution training as it collocates in Hampton
8 Roads.
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COMMONWEALTH OF VIRGINIA AT LARGE, to wit:

I, Scott D. Gregg, RPR, a Notary Public for the Commonwealth of Virginia at Large, of qualification in the Circuit Court of the City of Norfolk whose commission expires July 31, 2008, do hereby certify that the within person, CAPTAIN PHIL GRANDFIELD, RETIRED, appeared before me at Virginia Beach, Virginia, as hereinbefore set forth; and after being first duly sworn by me, thereupon made the above statement; that his statement was recorded in stenotype by me and reduced to typescript under my direction; and that the foregoing transcript constitutes a true, accurate, and complete transcript.

I further certify that I am not related to nor otherwise associated with any party to this proceeding, nor otherwise interested in the event thereof. Given under my hand and notarial seal at Norfolk, Virginia this 22nd day of August, 2005.

Scott D. Gregg, RPR

Notary Public

Phil Grandfield, Captain, USN Retired

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OFFICE OF THE MAYOR

JOHN PEYTON
MAYOR

ST. JAMES BUILDING
117 WEST DUVAL STREET
SUITE 400
JACKSONVILLE, FLORIDA 32202

August 22, 2005

The Honorable Anthony J. Principi, Chairman
Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, Virginia 22202

Dear Secretary Principi;

Thank you for the opportunity provided to the State of Florida and the City of Jacksonville to present information to the BRAC Commission regarding the redevelopment of Cecil Field into a Master Jet Base.

During the presentations on Saturday, August 20, 2005, the Virginia delegation raised a number of issues regarding Cecil Field that were misleading and inaccurate. In order to clarify a few of the most notable inaccuracies, I have attached detailed information on: the cost analysis provided to the BRAC Commission; environmental clean-up status at Cecil Field; accident data for Cecil Field and NAS Oceana; Duval County school information; historical hurricane information for the East Coast and bird accident strike hazard information. All information has been collected by individuals with technical expertise in the specific subjects involved, and is individually certified to be correct.

In addition to individual certifications, I collectively certify that all the information contained in this letter submission (w/attachments) to the BRAC Commission is accurate and complete to the best of my knowledge and belief as required by Section 2905(a)(5)(A) of the Defense Base Closure and Realignment Act of 1990.

Again, thank you for your consideration and for the opportunity to present our case to the Commission.

Sincerely,

John Peyton
Mayor

Attachments:

1) Certified cost data for Cecil Field
2) Certified environmental data for Cecil Field
3) Certified accident data for Cecil field
4) Certified school data for Duval County
5) Certified hurricane data for the East Coast
6) Certified bird accident strike hazard data for Cecil Field and NAS Oceana

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August 22, 2005

Base Closure and Realignment Commission
Office of Review and Analysis
2521 S. Clark Street
Suite 600
Arlington, VA 22202-3820

TO WHOM IT MAY CONCERN:

This letter will certify that Basic Facility Requirements and Engineer's Opinions of Cost, prepared by this office with respect to the reopening of Cecil Field as an operational Master Jet Base were done so using the best-available and most current technical data, as determined through recognized industry practice or as specifically-stated in the various Technical Instructions of the Naval Facilities Engineering Command.

The data and opinions provided to you and to representatives of the Base Closure & Realignment Commission staff were prepared by facility planners and engineering personnel with specific training and expertise in the fields of military infrastructure planning, design and construction.

Moreover, the opinions of cost provided to you were prepared by engineering personnel of BHR, Incorporated. BHR has been the City of Jacksonville's Program Manager and Engineer of Record for the conversion of Cecil Field to civilian use since 1999, and has been a DOD engineering contractor continuously since 1970.

Descriptions of existing facilities at Cecil Field were based upon long-term, in-depth analysis and evaluation of the real property assets and infrastructure on-base. Where recent DOD cost data was not available for forecasting project costs, BHR utilized recent contractor bid pricing and our industry knowledge as a large infrastructure design firm to supplant any lack of government-supplied information.

Recognize that reliable Engineering Cost Estimates for facility development can only be achieved through a process of design and value engineering, which to date has not been completed. However, we do certify that the information contained in the BHR

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submission to the BRAC Commission is accurate and complete to the best of our knowledge and belief as required by Section 2905 of the Defense Base Closure and Realignment Act of 1990.

Professional resumes of key personnel included in this analysis are attached.

Respectfully submitted,
BHR, Inc.

Michael J. Saylor, AICP
Senior Vice President
Jacksonville Area Manager

Andy Eckert, PE
Manager of Commercial Development

Attachments

MJS/ad

Q:executive/Mike/Correspondence/05 08 23 Base Closure & Realignment Commission ltr.

MilCon for Base: NADEP JAX DET CECIL, FL (n65886c)
CITY OF JACKSONVILLE REVIEW BASED ON ACTUAL BUILDINGS & FACILITIES CURRENTLY AT CECIL AUGUST 2005

All values in 2005 Constant Dollars ($K)

(Negative # indicates no deficency-Add Space available)

FAC	Title	UM	New MilCon (REQT)	New Cost*	UNIT COST	Using Rehab	Rehab Type	Rehab Cost*	Total Cost*	EXISTING CECIL FIELD ASSETS	DEFICIT DIFFERENCE BTWN REQT/EXIST	SURPLUS DIFFERENCE BTWN REQT/EXIST	TOTAL ADDED COSTS TO MEET REQT ($000)
1163	Aircraft Washing Pad, Surfaced	SY	4,231	451	107	0	Default	0	451	7072		-2,841	0
1161	Compass Calibration Pad, Surfaced	SY	1,600	170	106	0	Default	0	170	2655		-1,055	0
1164	Miscellaneous Airfield Pavement, Surfaced	SY	176	19	107	0	Default	0	19	1164	[illegible]		[illegible]
1164	Miscellaneous Airfield Pavement, Surfaced	SY	256	27	106	0	Default	0	27	See Above			0
1164	Miscellaneous Airfield Pavement, Surfaced	SY	1,770	188	106	0	Default	0	188	See Above			0
1131	Aircraft Apron, Surfaced	SY	38,000	4,049	107	0	Default	0	4,049	514026		-476,026	0
1211	Aircraft Fueling Facility	GM	5,300	888	168	0	Default	0	888	4000	1,300		218
1211	Aircraft Fueling Facility	GM	5,200	871	168	0	Default	0	871	2750	2,450		410
1231	Vehicle Fueling Facility	OL	2	10	5000	0	Default	0	10	2	0		0
1241	Operating Fuel Storage	GA	3,637,900	16,787	5	0	Default	0	16,787	0	3,637,900		16787
1251	POL Pipeline	MI	5	2,885	577000	0	Default	0	2,885	0	5		2885
1252	POL Pump Station	SF	500	315	630	0	Default	0	315	0	500		315
1261	Liquid Fuel Loading/Unloading Facility	OL	4	21	5250	0	Default	0	21	0	4		21
1311	Communications Building	SF	3,188	720	226	0	Default	0	720	11731		-874	0
1311	Communications Building	SF	899	203	226	0	Default	0	203	See Above			0
1311	Communications Building	SF	3,476	785	226	0	Default	0	785	See Above			0
1311	Communications Building	SF	49	11	224	0	Default	0	11	See Above			0
1311	Communications Building	SF	2,790	630	226	0	Default	0	630	See Above			0
1311	Communications Building	SF	454	102	225	0	Default	0	102	see Above			0
1413	Air Control Tower	SF	13,200	n/a**		0	Default	n/a**	1	15767		-2,567	0
1413	Air Control Tower	SF	2,036	n/a**		0	Default	n/a**	1	1600	436		0
1341	Aircraft Navigation Facility	EA	5	48	9600	0	Default	0	48	3	2		19
1341	Aircraft Navigation Facility	EA	1	10	10000	0	Default	0	10	1	0		0
1341	Aircraft Navigation Facility	EA	1	10	10000	0	Default	0	10	1	0		0
1341	Aircraft Navigation Facility	EA	10	96	9600	0	Default	0	96	8	2		19
1341	Aircraft Navigation Facility	EA	4	38	9500	0	Default	0	38	3	1		10
1351	Communications Lines	MI	20	1,682	84100	0	Default	0	1,682	21		-1	0
1351	Communications Lines	MI	20	1,682	84100	0	Default	0	1,682	43		-23	0
1412	Aviations Operations Building	SF	11,430	1,973	173	0	Default	0	1,973	17428	[illegible]		297
1412	Aviations Operations Building	SF	7,720	1,333	173	0	Default	0	1,333	See Above			0
1411	Airfield Fire and Rescue Station	SF	14,125	3,627	257	0	Default	0	3,627	18350		-4,225	0

FAC	Title	UM	New MilCon (REQT)	New Cost*		Using Rehab	Rehab Type	Rehab Cost*	Total Cost*	EXISTING CECIL FIELD ASSETS	DEFICIT DIFFERENCE BTWN REQT/EXIST	SURPLUS DIFFERENCE BTWN REQT/EXIST	TOTAL ADDED COSTS TO MEET REQT
1412	Aviation Operations Building	SF	13,000	2,244	173	0	Default	0	2,244	See Above			0
1441	Photo/TV Production Building	SF	7,950	1,377	173	0	Default	0	1,377	2129	5,621		1008
1444	Miscellaneous Operations Support Building	SF	2,351	479	204	0	Default	0	479	4800		-2,449	0
1444	Miscellaneous Operations Support Building	SF	16,500	3,365	204	0	Default	0	3,365		16,500		3365
4427	Small Arms Storage, Installation	SF	1,500	330	220	0	Default	0	330	2500		-1,000	0
1442	Operations Support Lab	SF	1,600	351	219	0	Default	0	351		1,600		351
1443	Operations Supply Building	SF	1,300	112	86	0	Default	0	112		1,300		112
1443	Operations Supply Building	SF	2,880	249	86	0	Default	0	249		2,880		249
1457	Aircraft Support Facility	EA	119	n/a**	######	0	Default	n/a**	18,526	0	119		18526
1451	Aircraft Arresting System	EA	4	3,034	758500	0	Default	0	3,034	0	4		3034
1712	Applied Instruction Building	SF	81,000	16,081	199	0	Default	0	16,081	15520	243,880		48416
1712	Applied Instruction Building	SF	20,000	3971	199	0	Default	0	3,971	See Above			0
1712	Applied Instruction Building	SF	153,000	30376	199	0	Default	0	30,376	See Above			0
1712	Applied Instruction Building	SF	5,400	1,072	199	0	Default	0	1,072	See Above			0

1721	Simulator Facility	SF	3,690	772	209	0	Default	0	772	95000	46,690			9768
1721	Simulator Facility	SF	138,000	28,864	209	0	Default	0	28,864	See Above				0
2114	Aircraft Engine Test Building	SF	12,200	2,015	185	0	Default	0	2,015	6376	5,824			962
2111	Aircraft Maintenance Hangar	SF	419,328	n/a**	######	0	Default	n/a**	1	[illegible]	[illegible]			36774
2112	Aircraft Maintenance Shop	SF	256,867	n/a**	######	0	Default	n/a**	1	See Above				0
1444	Miscellaneous Operations Support Building	SF	171,553	34,990	204	0	Default	0	34,990	See Above				0
2112	Aircraft Maintenance Shop	SF	11,939	n/a**	######	0	Default	n/a**	1	See Above				0
2112	Aircraft Maintenance Shop	SF	70,000	n/a**	######	0	Default	n/a**	1	See Above				0
2112	Aircraft Maintenance Shop	SF	55,450	n/a**	######	0	Default	n/a**	1	See Above				0
2112	Aircraft Maintenance Shop	SF	28,250	n/a**	######	0	Default	n/a**	1	See Above				0
2184	Parachute and Dingy Maintenance Shop	SF	6,680	1,209	181	0	Default	0	1,209	See Above				0
2118	Aircraft Engine Test Facility	EA	3	6,410	######	0	Default	0	6,410	2	1			2137
2118	Aircraft Engine Test Facility	EA	4	8,547	######	0	Default	0	8,547	0	4			8547
2133	Marine Maintenance Shop	SF	400	56	140	0	Default	0	56	0	400			56
2141	Vehicle Maintenance Shop	SF	23,200	3,810	164	0	Default	0	3,810	24881		-1,691		0
2141	Vehicle Maintenance Shop	SF	7,200	1,182	164	0	Default	0	1,182	7650		-450		0
2181	Installation Support Vehicle Maintenance	SF	2,280	374	164	0	Default	0	374	0	2,280			374
2181	Installation Support Vehicle Maintenance	SF	44,100	7,243	164	0	Default	0	7,243	0	44,100			7243
2181	Installation Support Vehicle Maintenance	SF	16,960	2,789	164	0	Default	0	2,789	0	16,960			2789
2182	Installation Support Equipment Maintenance	SF	1,400	167	134	0	Default	0	167	0	1,400			167
2191	Facility Engineer Maintenance Shop	SF	7,400	956	129	0	Default	0	956	0	7,400			956

FAC	Title	UM	New MilCon (REQT)	New Cost*		Using Rehab	Rehab Type	Rehab Cost*	Total Cost*	EXISTING CECIL FIELD ASSETS	DEFICIT DIFFERENCE BTWN REQT/EXIST	SURPLUS DIFFERENCE BTWN REQT/EXIST	TOTAL ADDED COSTS TO MEET REQT
2191	Facility Engineer Maintenance Shop	SF	9,260	1,196	129	0	Default	0	1,196	0	9,260		1196
2113	Aircraft Corrosion Control Hangar	SF	14,000	4,305	308	0	Default	0	4,305	see 2111 above	0		0
4111	Bulk Liquid Fuel Storage	BL	60,000	3,588	60	0	Default	0	3,588	0	60,000		3588
4211	Ammunition Storage, Depot and Arsenal	SF	960	226	235	0	Default	0	226	54550	650		153
4211	Ammunition Storage, Depot and Arsenal	SF	10,100	2,382	236	0	Default	0	2,382	see above			0
4211	Ammunition Storage, Depot and Arsenal	SF	20,640	4,867	236	0	Default	0	4,867	see above			0
4211	Ammunition Storage, Depot and Arsenal	SF	1,700	401	236	0	Default	0	401	See Above			0
4211	Ammunition Storage, Depot and Arsenal	SF	6,300	1,486	236	0	Default	0	1,486	See Above			0
4211	Ammunition Storage, Depot and Arsenal	SF	15,500	3,655	236	0	Default	0	3,655	See Above			0
4421	Covered Storage Building, Installation	SF	9,600	822	87	0	Default	0	822	145652		-152	0
4421	Covered Storage Building, Installation	SF	139,000	12,028	87	0	Default	0	12,028	See Above			0
4423	Hazardous Materials Storage, Installation	SF	7,800	1,086	139	0	Default	0	1,086	2400	6,510		767
4423	Hazardous Materials Storage, Installation	SF	110	15	136	0	Default	0	15	See Above			0
4422	Covered Storage Shed, Installation	SF	1,720	63	37	0	Default	0	63	0	1,720		63
4422	Covered Storage Shed, Installation	SF	220	8	36	0	Default	0	8	0	220		8
4422	Covered Storage Shed, Installation	SF	5,000	184	37	0	Default	0	184	0	5,000		184
4421	Covered Storage Building, Installation	SF	14,240	1,232	87	0	Default	0	1,232	0	14,240		1232
4521	Open Storage, Installation	SY	4,450	225	51	0	Default	0	225	0	4,450		225
5400	Dental Facility	SF	16,500	4,619	250	0	Default	0	4,619	10394	6,106		2024
5500	Dispensary and Clinic	SF	57,400	12,970	226	0	Default	0	12,970	36406	20,994		4744
6100	General Administrative Building	SF	660	104	158	0	Default	0	104	66497	143,103		22550
6100	General Administrative Building	SF	3,400	535	157	0	Default	0	535	See Above			0
6100	General Administrative Building	SF	11,200	1,763	157	0	Default	0	1,763	See Above			0
6100	General Administrative Building	SF	20,850	3,281	157	0	Default	0	3,281	See Above			0
6100	General Administrative Building	SF	3,360	529	157	0	Default	0	529	See Above			0
6100	General Administrative Building	SF	125,000	19,673	157	0	Default	0	19,673	See Above			0
6100	General Administrative Building	SF	13,400	2,109	157	0	Default	0	2,109	See Above			0
6100	General Administrative Building	SF	6,300	991	157	0	Default	0	991	See Above			0
6100	General Administrative Building	SF	1,080	170	157	0	Default	0	170	See Above			0
6104	Automated Data Processing Center	SF	5,000	1,038	208	0	Default	0	1,038	See Above			0
6100	General Administrative Building	SF	7,250	1,141	157	0	Default	0	1,141	See Above			0
6100	General Administrative Building	SF	12,100	1,904	157	0	Default	0	1,904	See Above			0
7210	Enlisted Unaccompanied Personnel Housing	SF	707,443	120,232	170	0	Default	0	120,232	0	707,443		120232
7210	Enlisted Unaccompanied Personnel Housing	SF	9,000	1,529	170	0	Default	0	1,529	0	9,000		1529
7210	Enlisted Unaccompanied Personnel Housing	SF	3,000	510	170	0	Default	0	510	0	3,000		510

FAC	Title	UM	New MilCon (REQT)	New Cost*		Using Rehab	Rehab Type	Rehab Cost*	Total Cost*	EXISTING CECIL FIELD ASSETS	DEFICIT DIFFERENCE BTWN REQT/EXIST	SURPLUS DIFFERENCE BTWN REQT/EXIST	TOTAL ADDED COSTS TO MEET REQT	FACILITIES SUPPORT FROM NAS JAX
7213	Student Barracks	SF	117,000	19,884	170	0	Default	0	19,884	0	117,000		19684	
7210	Enlisted Unaccompanied Personnel Housing	SF	52,920	8,994	170	0	Default	0	8,994	0	52,920		8994	
7210	Enlisted Unaccompanied Personnel Housing	SF	55,080	9,361	170	0	Default	0	9,361	0	55,080		9361	
7220	Dining Facility	SF	18,060	4,989	276	0	Default	0	4,989	0	18,060		4989	
7231	Miscellaneous UPH Support Building	SF	10,900	945	87	0	Default	0	945	0	10,900		945	
7240	Officer Unaccompanied Personnel Housing	SF	17,250	2,873	167	0	Default	0	2,873	0	17,250		2573	
7240	Officer Unaccompanied Personnel Housing	SF	6,000	999	167	0	Default	0	999	0	6,000		999	
7313	Police Station	SF	6,000	1,330	166	0	Default	0	1,330	0	6,000		1330	
1498	Security Support Facility	SF	800	176	220	0	Default	0	176	0	800		176	
7384	Miscellaneous Personnel Shelter	SF	500	31	62	0	Default	0	31	0	500		31	
7385	Public Restroom/Shower	SF	670	124	185	0	Default	0	124	0	670		124	
1445	Working Animal Suport Building	SF	300	29	97	0	Default	0	29	0	300		29	
7314	Drug and Alcohol Abuse Center	SF	3,640	605	166	0	Default	0	605	0	3,640		605	
7361	Chapel Facility	SF	13,000	2,521	194	0	Default	0	2,521	14744		-1,744	0	
7344	Postal Facility	SF	6,325	757	120	0	Default	0	757	0	6,325		757	
7346	Exchange Sales Fcility	SF	69,100	11069	124	0	Default	0	11,069	25000	68,110		10948	10946
7346	Exchange Sales Fcility	SF	16,600	2,311	124	0	Default	0	2,311	see above			0	0
7387	Exchange Support Facility	SF	5,410	668	123	0	Default	0	668	see above			0	0
7331	Exchange Eating Facility	SF	8,200	1539	188	0	Default	0	1,539	2500	5,700		1070	1070
7346	Exchange Sales Facility	SF	21,500	2,671	124	0	Default	0	2,671	0	21,500		2671	2671
7331	Exchange Eating Facility	SF	3,390	636	188	0	Default	0	636	0	3,390		636	636
7387	Exchange Support Facility	SF	2,770	342	123	0	Default	0	342	0	2,770		342	342
7349	Commissary	SF	150,300	23,139	154	0	Default	0	23,139	0	150,300		23139	23139
7372	Family Service Center	SF	76,000	1352	18	0	Default	0	1,352	0	76,000		1352	1352
7417	Recreation Center	SF	6,100	1,051	172	0	Default	0	1,051	0	6,100		1051	1051
7645	Exchange Automobile Facility	SF	6,100	971	120	0	Default	0	971	0	6,100		971	971
7348	Car Wash Facility	SF	2,850	665	233	0	Default	0	665	0	2,850		665	665
7340	Thrift Shop	SF	4,000	494	124	0	Default	0	494	0	4,000		494	494
7447	Miscellaneous MWR Support Facility	SF	17,872	1,479	63	0	Default	0	1,479	0	17,872		1479	
7412	Automobile Craft Center	SF	11,500	1,537	134	0	Default	0	1,537	5000	6,500		869	
7415	Bowling Center	SF	23,800	4,344	183	0	Default	0	4,344	0	23,800		4344	
7421	Indoor Physical Fitness Facility	SF	51,500	9,577	186	0	Default	0	9,577	19297	32,203		5939	
7447	Miscellaneous MWR Support Facility	SF	3,.950	327	######	0	Default	0	327	0	27,200		327	
7417	Recreation Center	SF	27,200	4,685	172	0	Default	0	4,685	0	27,200		4685	
7431	Auditorium and Theater Facility	SF	17,200	2,628	153	0	Default	0	2,628	8116	9,084		1388	

FAC	Title	UM	New MilCon (REQT)	New Cost*		Using Rehab	Rehab Type	Rehab Cost*	Total Cost*	EXISTING CECIL FIELD ASSETS	DEFICIT DIFFERENCE BTWN REQT/EXIST	SURPLUS DIFFERENCE BTWN REQT/EXIST	TOTAL ADDED COSTS TO MEET REQT	
7353	Open Mess and Club Facility	SF	22,300	5,415	243	0	Default	0	5,415	0	22,300		5415	
7353	Open Mess and Club Facility	SF	26,700	6,484	243	0	Default	0	6,484	0	26,700		6484	
7346	Exchange Sales Facility	SF	6,800	645	124	0	Default	0	645	0	6,800		645	
7417	Recreation Center	SF	46,588	8,024	172	0	Default	0	8,024	0	46,588		8024	
7416	Library, General Use	SF	18,000	3,306	184	0	Default	0	3,306	0	18,000		3306	
4421	Covered Storage Building, Installation	SF	7,460	645	86	0	Default	0	645	0	7,460		645	
7631	Pavilion	SF	4,000	267	67	0	Default	0	267	4000	0		0	
7444	Stable	SF	7,700	393	51	0	Default	0	393	0	7,700		393	393
7413	Golf Club House and Sales	SF	26,500	4,079	154	0	Default	0	4,079	12000	14,500		2232	2232
7368	Exchange Warehouse	SF	14,700	1,348	92	0	Default	0	1,348	0	14,700		1348	1348
7351	Education Center	SF	28,500	5,398	189	0	Default	0	5,398	0	28,500		5398	
7531	Outdoor Playing Court	EA	20	771	38550	0	Default	0	771	0	20		771	
7622	Athletic Field	EA	12	2,558	213167	0	Default	0	2,558	2	10		2132	
7512	Outdoor Swimming Pool	EA	1	1,566	######	0	Default	0	1,566	0	1		1566	
7542	Miscellaneous Outdoor Recreation Facility	EA	1	78	78000	0	Default	0	78	0	1		78	
7516	Outdoor Recreation Area	EA	5	74	14800	0	Default	0	74	0	5		74	
8910	Utility Building	SF	0	n/a**		0	Default	n/a**	14,300	0		0	0	
8123	NOT FOUND (Elect Xmsn Lines)	n/a	0	n/a**		0	Default	n/a**	28,250	0		0	0	

8122	Exterior Lighting Lines	LF	0	n/a**		0	Default	n/a**	228	0		0	0
8910	Utility Building	SF	0	n/a**		0	Default	n/a**	163	0		0	0
8910	Utility Building	SF	0	n/a**		0	Default	n/a**	320	0		0	0
8524	Sidewalk and Walkway	SY	0	n/a**		0	Default	n/a**	1,630	0		0	0
8521	Vehicle Parking, Surfaced	SY	0	n/a**		0	Default	n/a**	8,600	0		0	0
8928	Loading Ramp/Platform	EA	0	n/a**		0	Default	n/a**	11	0		0	0
8452	Water Pump Facility, Non-Potable	KG	0	n/a**		0	Default	n/a**	453	0		0	0
8910	Utility Building	SF	0	n/a**		0	Default	n/a**	15	0		0	0
8442	Water Storage, Non-Potable	GA	0	n/a**		0	Default	n/a**	110	0		0	0
8441	Water Source, Non-Potable	KG	0	n/a**		0	Default	n/a**	1	0		0	0
8926	Hazardous Waste Storage or Disposal Facl.	EA	0	n/a**		0	Default	n/a**	490	0		0	0
8921	Installation Gas Production Plant	EA	0	n/a**		0	Default	n/a**	314	0		0	0
8721	Fence and Wall	LF	0	n/a**		0	Default	n/a**	2,200	0		0	0
8321	Sewer and Industrial Waste Line	LF	0	n/a**		0	Default	n/a**	3,350	0		0	0
8421	Water Distribution Line, Potable	LF	0	n/a**		0	Default	n/a**	8,500	0		0	0
8910	Utility Building	SF	0	n/a**		0	Default	n/a**	480	0		0	0
8413	Water Storage, Potable	GA	0	n/a**		0	Default	n/a**	2,500	0		0	0
FAC	Title	UM	New MilCon (REQT)	New Cost*		Using Rehab	Rehab Type	Rehab Cost*	Total Cost*	EXISTING CECIL FIELD ASSETS	DEFICIT DIFFERENCE BTWN REQT/EXIST	SURPLUS DIFFERENCE BTWN REQT/EXIST	TOTAL ADDED COSTS TO MEET REQT
8413	Water Storage, Potable	GA	0	n/a**		0	Default	n/a**	1,300	0		0	0
6910	Utility Building	SF	0	n/a**		0	Default	n/a**	170	0		0	0
8321	Sewer and Industrial Waste Line	LF	0	n/a**		0	Default	n/a**	7,600	0		0	0
8211	Heat Source	MB	0	n/a**		0	Default	n/a**	3,133	0		0	0
8221	Heat Distribution Line	LF	0	n/a**		0	Default	n/a**	18,700	0		0	0
1444	Miscellenous Operations Support Building	SF	18	n/a**		0	Default	n/a**	n/a**		18		0
2112	Aircraft Maintenance Shop	SF	21,781	4,175	182	0	Default	0	4,175	See Above			0
2111	Aircraft Maintenance Hanger	SF	76,469	17,464	223	0	Default	0	17,464	See Above			0
1111	Fixed Wing Runway, Surfaced	SY	400,000	42,621	107	0	Default	0	42,621	848890		-448,890	0
1121	Taxiway, Surfaced	SY	350,000	37,293	107	0	Default	0	37,293	376009		-26,009	0
1131	Aircraft Apron, Surfaced	SY	502,000	53,489	107	0	Default	0	53,489	514028		-12,028	0

			NOTES
GRAND TOTAL WITH NEX, BOQ / BEQ/ COMMISSARY	$	476,978	1. 2.
LESS NEX, Commissary	$	47,310	4.
SUBTOTAL	$	429,668	
LESS BOQ/BEQ REQTS (PPV)	$	166,000	3.
GRAND TOTAL LESS NEX, BOQ/BEQ, COMMISARY	$	263,668	

* All MilCon Costs include design, site preparation, contingency planning and SIOH Costs where applicable

** No New Milcon/Rehabilitation cost breakdown is available if total cost was entered by the user

NOTES

1. IN SURPLUS /DEFICIT COLUMNS, AMOUNTS SHOWN INDICATE ADDED FACILITIES REQD OR SURPLUS. ALL SURPLUS AMOUNTS HAVE $0 BUILDOUT REFLECTED TOTAL COSTS OF $331 MILLION DO NOT TAKE INTO ACCOUNT USING OTHER SURPLUS FACILITIES TO OFFSET DEFICIT AMOUNTS.
2. TOTAL ADDED COSTS REFLECT NOT USING SURPLUS SPACES FOR OTHER USES
3. TOTAL BOQ/BEQ FACILITIES COSTS ARE ESTIMATED AT $ 166 MILLION ; THIS COST MAY BE DEDUCTED IF UNACCOMPANIED PPV USED FOR BOQ/BEQ
4. NEX / COMMISSARY FACILITIES ALREADY LOCATED AT NAS JAX - 6 MILES EAST OF CECIL (SAVES $47M AS SHOWN ABOVE)
5. CITY FACILITES AT CECIL BUILT IN LAST 2 YEARS INCLUDE OLYMPIC SWIMMING POOL, COMMUNITY CENTER, AND WESTSIDE REGIONAL LIBRARY
6. FOR "EXISTING CECIL ASSETS COLUMN, WHEN "SEE ABOVE" IS NOTED, THE TOTAL AMOUNT FOR THAT FAC CODE IS SHOWN IN 1ST FIGURE ABOVE "SEE ABOVE"

ARCADIS

Michael J. Saylor, AICP
Senior Vice President

Mr. Saylor is currently responsible for corporate management and QA/QC in the areas of urban planning and design, military master planning, regulatory approvals, environmental assessments, economic feasibility study, and commercial development. In the past 33 years, Mr. Saylor has specialized in multi-disciplinary team management. Following is a limited listing of Mr. Saylor's experience.

Land Resources

Air Installation Compatible Use Zone (AICUZ) Plans

U.S. Navy, Pensacola, Florida; Beaufort, South Carolina; Jacksonville, Florida; and New Orleans, Louisiana

Responsible for preparation and implementation of the U.S. Navy's AICUZ Program for U.S. Navy and/or Marine Corps aviation facilities. For NAS Pensacola, MCAS Beaufort, and NAS New Orleans, Mr. Saylor prepared land use studies, development regulations, and AICUZ mapping. As a member of the Jacksonville Planning Commission, Mr. Saylor is appointed to the lead agency responsible for implementation of Jacksonville's AICUZ Program for NAS Cecil Field, NAS Jacksonville, Naval Station Mayport, and Jacksonville International Airport.

Air Base Master Plan

U.S. Navy, Marine Corps Air Station Beaufort, South Carolina

Responsible for preparation of a five-year master plan for both flightline and supporting elements for a 10-squadron Marine Corps fighter/attack Air Group. Facilities encompassed by the master plan include nearly 6,000 acres of real estate holdings, more than 300 operational and support facilities, and a community supporting a full-time population of over 3,000 personnel, as well as 120 advanced, F/A-18 fighter/attack aircraft.

Airfield Improvement Plans

U.S. Army, Baker Army Airfield, Bad Toelz, Germany

Project Manager in charge of engineering evaluations, facilities requirements plans and a master redevelopment plan for the aviation component of the 10th Special Forces operating in Western Europe. Performed the evaluation of portable, metal deck landing surfaces, relocation of air traffic control tower, relocation of fuel and defuel facilities to eliminate operational waivers, and coordination with the German Luftwaffe and German local authorities relating to operational restrictions and land use encroachments.

MCLB Albany Master Plan

U.S. Navy, Albany, Georgia

Project Manager for master planning of a 3,185-acre command located in Albany, Georgia as well as three remote sites: Naval Branch Clinic, Boyett Village Family Housing area and Blount Island Command, located in Jacksonville, Florida.

Education

B.S., Regional and Urban Planning, Ball State University, 1972

Graduate Study, Economics, University of West Florida

Years of Experience

Total - 33

With ARCADIS - 23

Professional Registrations

American Institute of Certified Planners, 1979

Professional Qualifications

American Planning Association

Florida Planning and Zoning Association

Society of American Military Engineers

Jacksonville Planning Commission, 1993-2000

Site Development Studies for Homeporting an Aircraft Carrier Battle Group
U.S. Navy, Pascagoula, Mississippi; Mobile, Alabama
Lead Planner for site investigation, evaluation, selection, schematic facility design, site engineering feasibility and cost estimating, and master planning for two new U.S. Navy homeports as well as a master plan for renovations at NAS Pensacola, Florida to accommodate an operational aircraft carrier.

Military Base Realignment/Closures
Department of Defense
NAS Memphis, Tennessee (Close)

NAS Pensacola, Florida (Realign)

MCAS Beaufort, South Carolina (Realign)

Ft. Benjamin Harrison, Indiana (Close)

Ft. Jackson, South Carolina (Realign)

NAVSTA Mayport, Florida (Revised Mission)

Cecil Commerce Center Business Plan
City of Jacksonville, Florida
Officer-in Charge for the redevelopment of Cecil Field. The project consisted of planning and infrastructure analysis, recreation master plan, EDC application, design guide, development economics. Evaluated existing infrastructure, developed an estimate of the worth of each facility, and developed rehabilitation costs for the facilities. Within this 31-week schedule, also created a Base Redevelopment Master Plan, which developed a utility master plan to service the new industrial facilities, capital costs for the new infrastructure, and phasing for the new facilities.

ESQD Studies
U.S. Department of Defense, Various locations in CONUS and Europe
Responsible for more than twenty special studies related to explosive ordnance of all types, including the preparation of support documentation for ESRB waivers, compliance with the Navy's OP5 Regulations, and special weapons handling facilities. He has also conducted environmental studies incorporating radiological safety requirements related to nuclear propulsion system maintenance facilities.

Florida State Land Development Plan (SLDP)
Florida Department of Community Affairs, Florida
As a gubernatorial appointee, assisted the Florida Department of Community Affairs in drafting the plan. This was the "policy framework" for all State and local Comprehensive Plan Elements. Mr. Saylor represented the Florida Chapter of the American Planning Association on a work group comprised of the Florida Homebuilders' Association, 1000 Friends of Florida, Florida Audubon Society, League of Cities, State Association of Counties, various developer interests and several State agencies. His work earned a personal commendation from DCA Secretary Tom Pelham for, "technical expertise and practical knowledge in the field of urban planning."

ARCADIS

ANDREW N. ECKERT, P.E.
MANAGER, COMMERCIAL DEVELOPMENT

CAREER HISTORY

Over 27 years of documented successes at management level in business planning and development, facilities and utilities planning, design, construction, operations and maintenance, environmental services, property management and land management. Extensive leadership experience in team building, process improvement, and organizational change.

EDUCATION

- M.S., Construction Management - University of Florida, Gainesville, FL 1983
- B.S., Mechanical Engineering - University of California at Los Angeles 1976
- Continuing Business Management Education, University of South Carolina, Columbia, SC 1998
- Over 300 hours of training in facilities management, contract administration, negotiations, contract law, and procurement management

CERTIFICATION

Registered Professional Engineer, State of Florida, State of Hawaii
Certified Navy Construction and Services Contracting Officer

PROGRAM / PROJECT MANAGEMENT

Program Manager for a broad range of business development projects including planning, design, construction, maintenance service contracts, and property management. Team-based senior leadership and intensive personal focus on quality management and customer-focused business planning.

- Executed comprehensive economic development plan and specific projects for the economic reuse of a 17,000 acre closed Military Base. Projects included execution of design and construction contracts of $100 million in road and utilities infrastructure improvements to meet federal, state and city codes to expedite development. Planned, designed and executed renovation of existing unoccupied buildings for lease, subsequently marketing and negotiating leases resulting in $700,000 annual rental income and over 1,500 jobs created since closure of the Base.

- Planned and executed multi-year renovation program for U.S. Navy regional airport complex, including hangars modernization, airfield pavement and lighting, and new building fire protection systems. Reduced annual maintenance costs by 30% and extended facilities life for additional 20 years.

- Project manager for $23 million of construction in place at U.S. Navy training and educational complex. Projects included modernizing dining facilities, dormitory buildings, and residential infrastructure and housing upgrades. Using innovative phased approach, maintained high occupancy rates and dining capacities throughout compressed 2 year schedule.

BUSINESS MANAGEMENT

- Team Leader responsible for multi-year economic development program to market, develop and operate an 8,000 acre public-owned Industrial/Commercial Business Park. Completion of initial phase has resulted in approved land use plans, state and local permits for development, and commercial building leases. Worked closely with Federal, State and local agencies within their respective guidelines, processes, and legislative procedures to expedite land use development and obtain over $45 million in direct Federal and State economic development grants.

- Responsible for 11 Facility Services Profit Centers valued at $9 million annual business volume, providing services ranging from full Facilities Services Operations and Management to Custodial and Grounds Maintenance operations. Implemented automated maintenance management systems improving work control operations and cost controls. Overall 2% margin growth from the previous year.

- Directed Public Works organizations of up to 125 engineering professionals and skilled craftsman. Extensive management experience in capital improvements and facilities engineering services for several large plant operations, including heavy industrial waterfront, educational, airport, and hospital facilities.

- Streamlined $8.3 million facilities maintenance and repair program, combining multiple small contracts into several large multi-trade contracts. Reduced service costs 10% and work turnaround time 25%.

- Responsible for $48 million prioritized budget and cost controls. Continuous senior level accountability and reporting for property management and construction work performance.

SIGNIFICANT WORK HISTORY

Manager, Commercial Development — Present
BHR, Inc.
Responsible for the planning, engineering and development of commercial properties for clients in northeast Florida area.

Chief , Cecil Commerce Center Development Office — 2000-2005
Jacksonville Economic Development Commission
Responsible for the economic redevelopment of a public owned 17,000 acre former Naval Air Station Cecil Field including infrastructure planning, design, construction, facilities management, property management/leasing, land use, permits, utilities, and new business development.

District Manager — 1998-2000
ARAMARK Facility Services
Managed multiple facility services profit centers in the North Carolina and South Carolina Region, including program management, financial accountability, business development, client liaison, technical support, and people management.

Director of Operations — 1996-1998
Naval Facilities Engineering Command, Southern Division, Charleston SC
Directed operations of a regional engineering organization delivering facility planning, design, environmental, and construction engineering services to clients in a 26 state region.

Asst Chief of Staff, Facilities and Land Management — 1994-1996
Naval Forces, Marianas Islands, Guam
Responsible for facilities services, land use management, and environmental programs for port facilities, airport, fuel storage, warehousing, housing, and utilities services.

Officer In Charge of Construction — 1991-1994
Portsmouth Naval Shipyard, Portsmouth, NH
Direct field supervision and management of capital improvement projects and facilities maintenance service contracts at a large industrial shipyard.

Deputy Director of Facilities and Environment — 1989-1991
Director of Navy Laboratories, Washington D.C.
Responsible for policy, budget, and funds control/allocation at the corporate level for fifteen Research and Development laboratories located throughout the U.S.

Various leadership and management positions of increasing responsibility and technical qualifications. Responsible as head of planning and design departments, SEABEE officer and project manager for capital improvement projects at airports, port facilities, fuel storage, and hospital facilities. 1978-1989

OTHER SPECIFIC U.S. NAVY QUALIFICATIONS

As a Navy Civil Engineer Corps officer for 21 years experience in Navy and Marine Corps facilities and infrastructure includes:

- Planning Officer, NATO and Navy/Air Force projects in Keflavik Iceland which included evaluation of existing facilities and development of new requirements based on operational needs, which included deployment of the Air Force AWACS system to Iceland.
- Public Works Officer, MCAS Kaneohe, HI - Developed overall Master Plan working with NAVFACENGCOM for initial deployment and stand-up of F/A-18 squadrons to Marine Corps Air Station, including facilities requirements and AICUZ development.
- Operations Analyst- CNO Staff Pentagon: Assisted in the development of the 1988 COBRA Model for BRAC-88, and reviewed all data for modeling purposes. Performed facilities analysis of all Navy Research & Development Laboratories in 1990 when the 68 various Navy R&D Installations were realigned within the Navy under a process similar to the BRAC process.
- Asst Chief of Staff, Commander Naval Forces Marianas - In 1995 worked with the BRAC 95 Commission in evaluating all DOD assets on Guam, which resulted in the realignment of major facilities in 1996. Reviewed and validated the Navy's certified data call info that was used in the 1995 COBRA modeling analysis.
- Operations Officer, Southern Division, Naval Facilities Engineering Command - Coordinated NAVFAC's planning and construction efforts to initiate and complete major BRAC actions from the 2 previous BRAC closures.
- From 2000-2005, Program Manager for the redevelopment of NAS Cecil Field into the Cecil Commerce Center for the City of Jacksonville. Senior engineer in the infrastructure upgrade program and implementation of the Cecil Commerce Center Business Plan that resulted in the immediate reuse of Cecil Field and the creation of 1700 jobs.

Environmental Management Office | DENIX

DEFENSE ENVIRONMENTAL RESTORATION
ANNUAL REPORT TO CONGRESS - FISCAL YEAR 2003

Home | FY03 Report | Facts & Success Stories | Past Reports | Reference Tools | Fee

Welcome to the FY2003 DERP Annual Report to Congress

Table of Contents

What's New for FY03!

- Program Data Summary
- Success Stories
- Component Fact Sheets

Each year, the Department of Defense (DoD) submits to Congress an annual report on the Defense Environmental Restoration Program (DERP) describing the Department's environmental restoration accomplishments during the past fiscal year. This Web site presents all sections of the Fiscal Year 2003 DERP Annual Report to Congress, which are publicly available through the Table of Contents.

In addition to the information contained in the report, this Web site also contains Component success stories and fact sheets and presents further information on Military Munitions Response Program sites, including site maps. The Web site also offers a wide range of search vehicles that can locate and summarize DERP information of interest.

Fiscal Year 2003 data has been archived, please go to the current year's website to access the Database Search form, GIS Search, Installation Search, and MMRP Search.

System Requirements | Accessibility | Privacy & Security

THE UNDER SECRETARY OF DEFENSE
3010 DEFENSE PENTAGON
WASHINGTON, DC 20301-3010

ACQUISITION, TECHNOLOGY AND LOGISTICS

APR 19 2004

The Honorable Richard B. Cheney
President of the Senate
Washington DC 20510

Dear Mr. President:

The Department of Defense is pleased to present to Congress the Fiscal Year 2003 Defense Environmental Restoration Program report. This report is submitted pursuant to Section 2706 of Title 10, and Sections 9620(c)(5) and 9621(c) of Title 42, United States Code. This report describes the Department's accomplishments and plans for fulfilling commitments to protect human health and the environment by completing its environmental restoration program responsibilities.

The Defense Environmental Restoration Program addresses environmental impacts from past defense activities at over 30,000 sites on approximately 11,000 military installations and former properties in all 50 states, the District of Columbia, and U.S. territories. As detailed in the report, the Department made significant progress in our environmental restoration program in Fiscal Year 2003. As of September 30, 2003, the Department had completed cleanup activities to Comprehensive Environmental Response, Compensation, and Liability Act requirements at 70 percent of its sites and former properties.

The Department appreciates the continued support of the Congress for this program. A similar letter has been sent to the Speaker of the House and the appropriate congressional defense committees.

Sincerely,

Michael W. Wynne
Acting

Enclosure:
As stated

Success Stories

DoD has an accomplished environmental restoration program, with many successes each year at individual installations and at the Component level. Read about specific environmental restoration successes during FY2003 using the links below.

Army

- Army Partners with City to Prevent the Contamination of Drinking Water
- Fort Lewis Uses EPA's Triad Approach to Accelerate Cleanup
- Indiana Army Ammunition Plant Develops On-Site Analysis Method to Eliminate Mercury Contamination
- Army Pioneers Early Land Transfer in California
- Vint Hill Farms Station and EPA Prevent Drinking Well Contamination
- Fort Wingate Partners with Tribes to Ensure Preservation of Sacred Sites
- Creative "Farming" Cleans Up Contamination and Reduces Project Costs

Navy

- Navy Partners with City to Accomplish Partial Delisting of Cecil Field from EPA's National Priorities List
- Jackson Park Housing Complex Completes Successful Remedial Investigation without Disrupting Residents
- Early Transfer in California Makes Good Business Sense
- Strong Partnership Ensures Efficient Cleanup for Naval Shipyard

Air Force

- Air Force Environmental Restoration Tiger Team Improves Air Force Restoration Program
- Kelly Air Force Base Works with the Community to Surpass Cleanup Goals and Add Value to the Community
- Lackland Air Force Base Receives Rave Reviews on a New School Outreach Program
- Innovative Planning Produces Mutual Benefits at Barksdale Air Force Base
- An Innovative Test at Laughlin Air Force Base Sets the Stage for a New Method of Environmental Cleanup
- Malmstrom Air Force Base's 341st Civil Engineering Squadron Expertly Addresses Discarded Munitions
- Maxwell Air Force Base Reaches Out Through Educational Videos
- Inventive Use of Nitrate Contaminated Groundwater Benefits Kirtland Golf Course

- Reclassification of Sites at Seymour Johnson Air Force Base Leads to More Efficient Cleanup
- Innovative Cleanup Strategy Saves Hangar Project at McGuire Air Force Base

DLA

- Former Defense Distribution Depot Memphis, TN Takes Initiative in the Land Transfer Process
- Defense Distribution Depot Susquehanna, Pennsylvania Successfully Negotiates Off-site Institutional Controls to Facilitate Site Closures
- Defense Distribution Dept San Joaquin, California - Tracy Site is On the Path to Site Closure
- Defense Distribution Depot San Joaquin, California - Sharpe Makes Steady Restoration Progress
- Remedial Process Optimization Leads to Efficient Cleanup in the Arctic

FUDS

- Buskin Beach Tar in Freshwater Area Benefits From Imaginative Restoration Plan
- Rapid Response Protects Human Health and Historic Places
- Open Communication with the Community is the Key to Success at the Former Cleveland Plant
- Former Larson Air Force Base Partners to Return Potable Water to the Local Community
- Virginia's Nansemond Ordnance Depot Achieves Partial Delisting from National Priorities List
- By Forging Strong Partnerships with the Community, the Nike C-70 Missile Battery Successfully Avoided Groundwater Contamination Spread
- Frankford Arsenal Completes Successful Closure of Former Radiological Testing Site
- New Web Site Offers Information on Formerly Used Defense Sites

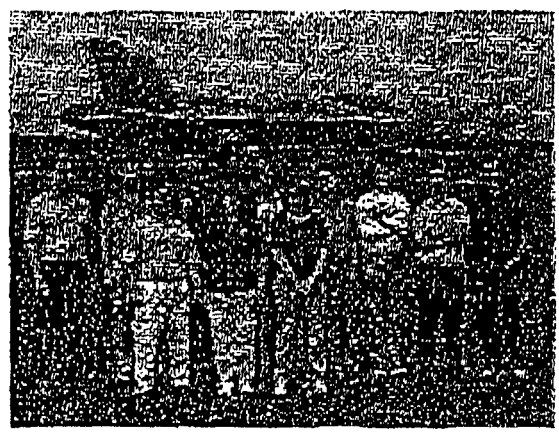
System Requirements | Accessibility | Privacy & Security

Navy Partners with City to Accomplish Partial Delisting of Cecil Field from EPA's National Priorities List

The Navy worked with the City of Jacksonville to successfully complete a delisting from the National Priorities List for over 95 percent of the property at Naval Air Station Cecil Field. This delisting will greatly enhance the marketability of the property and facilitate the city's reuse and redevelopment of the land.

Project Summary

NAS Cecil Field was placed on the National Priorities List (NPL) in 1989. The NPL designation of this federal facility was applied "fence-to-fence"; therefore, the entire NAS was considered the "Superfund Site." In 1993, NAS Cecil Field was selected for Base Realignment and Closure (BRAC). A large portion of the facility was realigned to nearby NAS Jacksonville allowing 17,225 acres to be designated for transfer to the local community for beneficial reuse. To permit partial delisting, it was necessary to make sure the property was suitable for transfer either by verifying that no contamination had occurred or that contamination had been adequately addressed.



NAS Cecil Field Tier I Partnering Team

To date, over 95 percent of the 17,225-acre former NAS has been classified as environmentally "clean" and able to support unrestricted reuse. The majority of this acreage is comprised of open areas where no contamination releases occurred. In addition, all necessary environmental cleanup has been completed at approximately 70 acres, and another approximately 55 acres are associated with petroleum releases, which are not regulated under CERCLA. Only

approximately 700 acres at Cecil Field still require additional investigation or cleanup of hazardous substance releases before transfer can occur.

Regulatory Requirements/Community Involvement

In accordance with CERCLA, as amended by SARA, the EPA representative to the BCT had the primary responsibility of developing the delisting package. The Navy, state representatives, and Navy contractors provided mapping support for generation of figures and helped EPA determine the status of buildings and areas that would be eligible for delisting. The City of Jacksonville initiated the process by approaching EPA to consider the partial delisting and has remained involved throughout the development of the partial delisting package. The Restoration Advisory Board (RAB) is in support of the partial delisting initiative, and partial deletion has been an ongoing topic of discussion during recent RAB meetings.

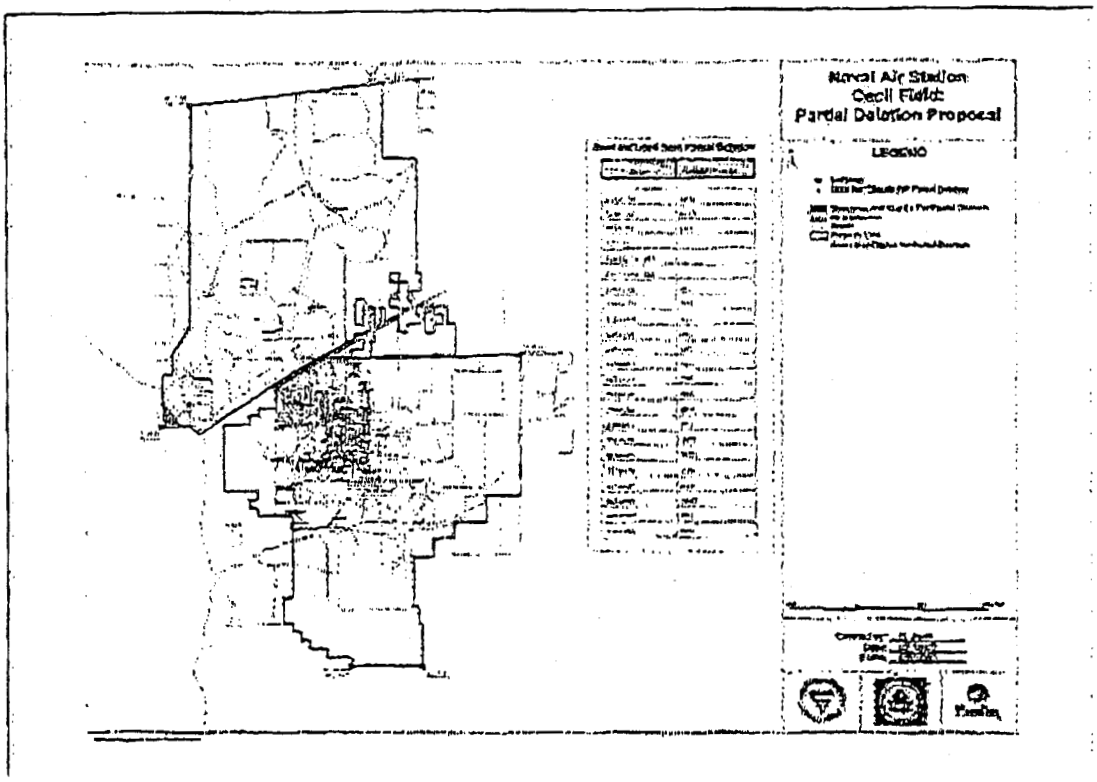
Cost Avoidance Measures

Specific cost avoidances with respect to delisting are difficult to quantify; however, the need to quickly remediate and establish criterion for transfer to meet established schedules has created an economy of size benefit. It is expected that the city will realize substantial cost avoidances in the form of increased property values, reduction in the cost of environmental insurance, and enhanced marketability of property that is no longer on the NPL. It is anticipated that the property will generate increased revenue for the city because of faster transfer and use of the property.

Project Successes

It has been approximately 2 years since EPA first started the partial delisting process. The State of Florida concurred with the partial deletion in July 2002; EPA headquarters granted final approval; and the public comment period ended on March 31, 2003. A final notice of intent to partially delist was published in the Federal Register in May 21, 2003, and the delisting became final June 21, 2003. A total of 16,584 of the 17,200 acres at NAS Cecil Field were removed from the NPL as a result of the partial deletion.

The partial deletion package for Cecil Field was the first such petition implemented in EPA's Region 4, which includes eight states in the southeastern United States. Close coordination between EPA, the State of Florida, and the Navy has enabled EPA to accomplish a difficult administrative exercise in a relatively short amount of time. The city showed foresight in its



NAS Cecil Field partial deletion plan

willingness to ask the question, and EPA with the help of the BCT demonstrated leadership and commitment by their willingness to go the extra mile to support a worthwhile endeavor that will benefit the local community.

Lessons Learned

The process would have been much more difficult if there was not already a mature BRAC environmental program in place. The BCT had already evaluated all of the potentially contaminated sites at Cecil Field; therefore, the Team was in a much better position to determine what portions of the property would be eligible for delisting. Even though the delisting process was a difficult and time-consuming exercise, it provides great benefit to the city. The EPA also benefits by being able to remove property from the NPL. All parties, including the Navy, EPA, the State of Florida, and citizens of the city benefited from this highly successful project.

For Further Information on This Story, Please Contact:

Name: Jeff Meyers
(SOUTHDIV)

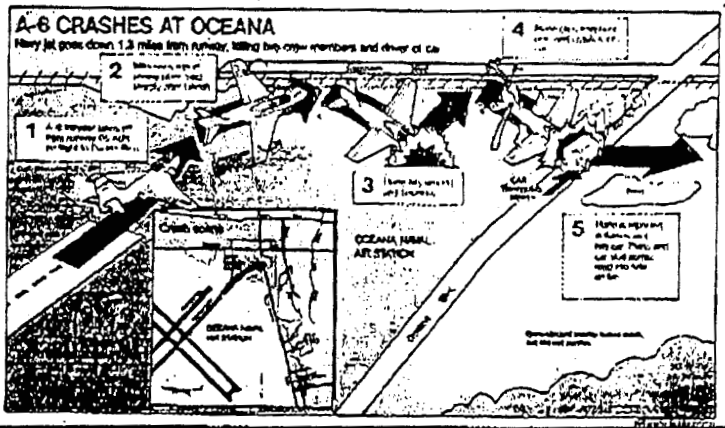
Phone: 843-820-5609

The Virginian-Pilot

FRIDAY

25 CENTS

A-6E crash kills motorist, 2 fliers



By THOMAS HOUSEN and MICHAEL SAFE

VIRGINIA BEACH — The [illegible] of an A-6E attacker [illegible] Thursday [illegible] killed two crew members and a motorist on a [illegible] near Oceana Naval Air Station.

[illegible]

INSIDE

The crew of a Navy jet off Oceana Naval Air Station brings to 16 the number of East Coast men killed in A-6 [illegible] accidents in 17 months. A4,B8

[illegible]

Please see CRASH, Page A10

THE LEDGER-STAR

Crash emphasizes Oceana dangers

THE DANGER ZONE

Navy pleas on growth ignored

Pilot skims over neighborhood, ejects at last moment, parachutes to safety

BY MIKE ADRIANS AND BILL REED
STAFF WRITERS

VIRGINIA BEACH — A civilian pilot was described as a hero Friday morning after he diverted his fighter jet into a field at Oceana Naval Air Station, narrowly averting disaster in a nearby neighborhood.

He ejected from his Saab F-35 Draken seconds before it crashed, and his parachute appeared to open just above power lines, witnesses said. The pilot then gingerly walked toward the downed plane, under his own power, waving off help from construction workers and passers-by who slid frantically through barbed wire in rushing to his aid.

The pilot's name was not released by late afternoon Friday.

authorities worked to notify his family in California. He was treated for minor cuts and bruises at

down while landing. The pilot and radar-intercept officer ejected safely, but a Navy rescue crewman

Crash: Pilot manages to avoid nearby homes

Continued from Page A1

The pilot had declared an in-flight emergency and was attempting to land at Oceana.

The Draken aircraft is a Swedish jet that bills itself as a fighter as well as a target for surface-to-air and air-to-air missiles. Charles Tom Dyrenforth operates the plane under a subcontract with Flight Incorporated Inc. of Kewanee, Illinois.

Jim Morrison, president of Flight Test Dynamics, [illegible]

[illegible] hedges on leaves the base.

"He said, 'Get out of here before you get in trouble,'" Rose revealed.

Rescue crews arrived quickly. Robert Mahony, who has lived nearby in the 100 block of Oceana Road since 1971, was at home on the front of the crash and heard what he thought was an explosion. His wife and two sons had just left by car on an errand to Pungo and noticed crashed under the descending aircraft by about two minutes, he said.

The first public response on the crash Friday itself [illegible] had occurred [illegible] Navy, either [illegible] or the base or [illegible] a crowd closer to the crash of [illegible] and rescuers.

[illegible] a Mandatory [illegible] the pen-eyed [illegible] a dropped [illegible] or have. A [illegible] pilot who was [illegible] was taken by [illegible] ambulance to [illegible] Mahony has [illegible] he heard engines [illegible] the crash. [illegible] of those [illegible] where a Navy [illegible] off from the sky. Two [illegible] he heard, about [illegible] when [illegible] pilot emerged [illegible] parched with fuel [illegible] as Oceana [illegible]

[illegible] Stagfield com[illegible]

6/27/98 · The Virginia Pilot

Oceana Naval Air Station officials converge on the scene of the crash, near Oceana and Southern boulevards, on Friday. The pilot, apparently fearing his aircraft might explode, waved off help from passers-by who slid frantically through barbed wire to help him.

Civilian jet avoids houses, crashes at Oceana

To: 2005 Base Realignment and Closure Commission

For the record, I would like to ensure that you have a clear picture of the Class A mishaps that occurred at or near NAS Cecil Field from 1975 until its' closing in 1999. To the best of my knowledge, the following aircraft crashes took place in the vicinity of the base:

1982 A-7 crashed on approach to runway 27 (pilot killed)
1984 A-7 crashed on departure from runway 36 (pilot survived)
1986 A-7 crashed on departure from runway 27 (pilot survived)
1987 A-7 & S-3 collided departing runway 36 (3 pilots killed)
1987 A-7 Crashed on approach to runway 36 (pilot survived)
1992 F/A-18 crashed doing FCLP's at NOLF Whitehouse (pilot killed)

At no time during any of these mishaps were civilians endangered or injured.

Additionally, I would like to clarify the issue of flying over schools while departing from or returning to NAS Cecil Field. FAA coordination and the lack of low altitude (below 27,000 ft.) air traffic allows for immediate departure climbs west of the base to 15,000 ft. and then direct routing from there to the planned working areas. This procedure ensured no schools, churches, major commercial business districts or densely populated areas were flown over until the aircraft was at a sufficient altitude to successfully execute emergency procedures if necessary and return safely to the airfield or maneuver to an unpopulated environment prior to ejecting. The arrival procedures allowed for high altitude descents closer to the field to effect an altitude of 3,000 ft. 5 (five) miles from the field. It should be noted that the arrival speed was 300 KAIS at Cecil Field versus the 250 KAIS currently allowed at NAS Oceana. This is due to an agreement with the FAA which was created to provide more maneuverability, reduced time over populated areas, and most importantly, quicker airborne restart of an engine if required.

I, John R. Leenhouts, Capt. USN (Ret), certify this to be true to the best of my knowledge.

John R Leenhouts

21 AUG 2005
Date

JOHN R. LEENHOUTS, Capt. USN (Ret)
646 Thornwood Lane
Orange Park, Fl 32073
Fax: (904) 317-2475
Cel: (904) 616-8363
John.leenhouts@ngc.com

BHR

[illegible] • [illegible] • Jacksonville, Florida 32207 • 904.721.2991 • Fax 904.861.2450

August 22, 2005

Base Closure and Realignment Commission
Office of Review and Analysis
2521 S. Clark Street
Suite 600
Arlington, VA 22202-3820

Resort Recreation & Entertainment

Transportation

Urban & Community Development

Re: Cecil Commerce Center Environmental Status

TO WHOM IT MAY CONCERN:

This letter will certify that an evaluation of the past and current environmental conditions prepared by this office with respect to the reopening of Cecil Field as an operational Master Jet Base was done so using the best-available and most current technical data. This analysis is based upon information obtained from the public records pertaining to the environmental clean-up actions undertaken by the Navy in conjunction with EPA and Florida Department of Environmental Protection guidelines and agreements.

The following information provides the most recent information on the status of the environmental conditions of Cecil Commerce Center as it relates to the Navy's actions to complete all required environmental clean-up actions in order to transfer land to the City of Jacksonville.

"Superfund" Status

- In 1989, the EPA and Navy entered into a Federal Facilities Agreement (FFA) after NAS Cecil Field was placed on the National Priority List (NPL) for clean-up. The NPL list is also referred to as the Superfund list.

- Since 1989, the Navy, EPA, and Florida Department of Environmental Protection (FDEP), have studied and tested all potentially contaminated areas of the base in order to determine what was in the ground and the level of clean-up necessary. Prior to closure of the base in 1999 the Navy had remediated many sites.

- In 1995, the Navy, EPA, FDEP, and the City established the Restoration Advisory Board (RAB) under DOD Direction to have public participation in the clean-up of NAS Cecil Field. This team has worked together, meeting quarterly over the last 10 years, to determine the levels of clean-up necessary for reuse and development.

Florida License Numbers:

EB 0855
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LB 6739

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www.arcadis-us.com

an ARCADIS company

Many of the clean-up standards established for the City's reuse and development plan exceed the required levels should the Navy return to Cecil Field.

- When the base finally closed in 1999, it was determined that of the 17,225 acres to be transferred to the City of Jacksonville, approximately 829 acres would be retained by the Navy in order to complete remediation prior to transfer to the City. In 1999-2000 the Navy transferred 16,396 acres in Fee Simple ownership that were "clean" without restrictions and ready for development as outlined in the NAS Cecil Field Base Reuse Plan.

- In 2003, the EPA and the Navy agreed to "delist" from the NPL (Superfund) all of the acreage that had been transferred to the City to date. This was done for 2 reasons – 1) The City did not want the stigma of having a "dirty site" while trying to market the property, and 2) the Navy did not want to have to continue carrying all of the acreage on the NPL since it was no longer owned by the Navy and was "clean." At that time 16,483 acres were delisted from the NPL. The remaining 742 acres still owned by the Navy are on the NPL; however all remedial action plans have been determined and are in place to complete remediation.

- The clean-up actions under the Federal Facilities Agreement are necessary regardless of whether the City and Airport redevelop the areas or if the Navy returns to Cecil Field – i.e. the FFA requires the clean-up and the Navy will have to expend the funds to remediate the remaining acreage regardless.

<u>"Clean-Up" Status and Actions Remaining</u>

- Since 1999 to date, the Navy has remediated and transferred an additional 311 "clean" acres to the City and the Jacksonville Airport Authority (JAA). The remaining 518 acres yet to be transferred consists of the following:

  - 161 acres of an old shooting range located in a conservation area that would not be required by the Navy, nor would it ever be developed. In the past year the Navy has removed the lead-contaminated soil at the site and is expected to transfer the land to the City within the next 2 years.
  - 249 acres containing jet fuel and other chemicals in contaminated soil located beneath several hangars and a small portion of the aircraft parking apron. This contamination has existed in the area over the past 25 years where the Navy operated F-18 aircraft and has not precluded use of any of the facilities now or previously. The remediation plan has been implemented by the Navy as a combination of "pump and treat" and "natural attenuation" and it is expected that final clean-up may be as soon as 2015. The hangars and adjacent parking apron are currently used by Boeing and LSI and there has been no impact to operations or redevelopment of the facilities.
  - The remaining acreage (108 acres) consists of predominately underground petroleum or chemical contaminated areas where the Navy has already implemented remedial actions similar to the other "pump and treat" or in some

instances the areas will be allowed to naturally attenuate to an acceptable level without treatment. Again, these areas were previously used by the Navy and are currently being used by the City and the Jacksonville Airport Authority without any restrictions except not to install water wells in those areas. Since the entire Cecil Commerce Center is now on JEA public water and sewer, the old Navy wells have been abandoned and no other wells will be installed. If the Navy returns, no wells will be required.

- Within the City facilities and areas located outside the immediate Airport area, virtually all of the clean-up actions have been completed and all parcels are ready for immediate development.

- In 2002, the City had AIG Insurance Co. complete an evaluation of all of the land at Cecil for the purposes of an Environmental Insurance policy to insure the City against potential unknown sources of contamination that may be found during development. AIG determined that due to the extensive testing and studies developed by the Navy over the past 13 years, the potential for unknown contamination was low. AIG issued a 20-year policy to the City at a low premium due to the complete nature of the clean-up actions taken by the Navy.

- During the past 5 years since Cecil Field closed, demolition of about 130 buildings and renovations of the remaining existing facilities has been completed. All remaining asbestos and most lead based paint has been abated by the City. In addition, extensive underground utilities and road systems have been constructed both in previously developed areas as well as undeveloped areas, without any contamination being discovered.

- The only instance of the discovery of previously unknown contamination was in 2004. During the construction of a new aircraft parking apron extension on the north end of the apron near the compass rose area, small ejection seat actuator cartridges were discovered in the immediate vicinity of the old F-18 ejection seat magazine area where the sailors changed the actuator cartridges on the aircraft. The Navy immediately remediated the site and construction has continued without any further discoveries. The Navy believes this is an isolated incident and does not suspect any other unexploded ordnance is present.

- Overall, the Navy has spent $77 million to date in clean-up actions and has budgeted only $20 million to complete the remaining clean-up actions to finish ALL clean-up by 2015.

- The State of Virginia, in the August 20, 2005 BRAC hearings, alluded to a study that had a statement that unexploded ordnance and other contamination may be found throughout Cecil Field. This was an independent 2002 ASTDR Study outside the purview of the EPA and the U.S. Navy that was subsequently forwarded to the City, general public, EPA, FDEP and the Navy for review and comment. After comprehensive review by all, it was determined by the EPA and

the Navy the ASTDR study's conclusion was incorrect in describing the overall condition of Cecil Field and that the person who had completed it had not participated in the RAB actions and was not aware of all of the remedial actions that had been completed.

CONCLUSION

All necessary environmental clean-up actions have either been completed or are underway. 96% of the Cecil Field area has been delisted from the EPA NPL. There are no environmental impacts to preclude redevelopment or reuse by the Navy. The Navy will actually receive a base that was "cleaner" than when it left. The remaining Navy programmed funds in the amount of $20 million are expected to complete the remediation of Cecil Field and permit full reuse.

The data and opinions provided to you and to representatives of the Base Closure & Realignment Commission staff were prepared by facility planners and engineering personnel with specific training and expertise in the fields of military infrastructure planning, design and construction, and environmental knowledge. Descriptions of the environmental conditions at Cecil Field were based upon actions completed to date as documented by the U.S. Navy.

Moreover, the opinions of cost provided to you were provided to personnel of BHR, Incorporated by the Southern Division, Naval Facilities Engineering Command.

We certify that the environmental information submitted to the BRAC Commission by this office is accurate and complete to the best of our knowledge and belief as required by Section 2905 of the Defense Base Closure and Realignment Act of 1990.

Professional resumes of key personnel included in this analysis are attached.

Respectfully submitted,
BHR, Inc.

Michael J. Saylor, AICP
Senior Vice President
Jacksonville Area Manager

Andy Eckert, PE
Manager of Commercial Development

Attachments

MJS/ad

Q:executive/Mike/Correspondence/05 08 22 Base Closure Environmental Conditions ltr.

ARCADIS

Michael J.
Saylor, AICP
Senior Vice President

Mr. Saylor is currently responsible for corporate management and QA/QC in the areas of urban planning and design, military master planning, regulatory approvals, environmental assessments, economic feasibility study, and commercial development. In the past 33 years, Mr. Saylor has specialized in multi-disciplinary team management. Following is a limited listing of Mr. Saylor's experience.

Land Resources

Air Installation Compatible Use Zone (AICUZ) Plans

U.S. Navy, Pensacola, Florida; Beaufort, South Carolina; Jacksonville, Florida; and New Orleans, Louisiana

Responsible for preparation and implementation of the U.S. Navy's AICUZ Program for U.S. Navy and/or Marine Corps aviation facilities. For NAS Pensacola, MCAS Beaufort, and NAS New Orleans, Mr. Saylor prepared land use studies, development regulations, and AICUZ mapping. As a member of the Jacksonville Planning Commission, Mr. Saylor is appointed to the lead agency responsible for implementation of Jacksonville's AICUZ Program for NAS Cecil Field, NAS Jacksonville, Naval Station Mayport, and Jacksonville International Airport.

Air Base Master Plan

U.S. Navy, Marine Corps Air Station Beaufort, South Carolina

Responsible for preparation of a five-year master plan for both flightline and supporting elements for a 10-squadron Marine Corps fighter/attack Air Group. Facilities encompassed by the master plan include nearly 6,000 acres of real estate holdings, more than 300 operational and support facilities, and a community supporting a full-time population of over 3,000 personnel, as well as 120 advanced, F/A-18 fighter/attack aircraft.

Airfield Improvement Plans

U.S. Army, Baker Army Airfield, Bad Toelz, Germany

Project Manager in charge of engineering evaluations, facilities requirements plans and a master redevelopment plan for the aviation component of the 10th Special Forces operating in Western Europe. Performed the evaluation of portable, metal deck landing surfaces, relocation of air traffic control tower, relocation of fuel and defuel facilities to eliminate operational waivers, and coordination with the German Luftwaffe and German local authorities relating to operational restrictions and land use encroachments.

MCLB Albany Master Plan

U.S. Navy, Albany, Georgia

Project Manager for master planning of a 3,185-acre command located in Albany, Georgia as well as three remote sites: Naval Branch Clinic, Boyett Village Family Housing area and Blount Island Command, located in Jacksonville, Florida.

Education

B.S., Regional and Urban Planning, Ball State University, 1972

Graduate Study, Economics, University of West Florida

Years of Experience

Total - 33

With ARCADIS - 23

Professional Registrations

American Institute of Certified Planners, 1979

Professional Qualifications

American Planning Association

Florida Planning and Zoning Association

Society of American Military Engineers

Jacksonville Planning Commission, 1993-2000

Site Development Studies for Homeporting an Aircraft Carrier Battle Group
U.S. Navy, Pascagoula, Mississippi; Mobile, Alabama
Lead Planner for site investigation, evaluation, selection, schematic facility design, site engineering feasibility and cost estimating, and master planning for two new U.S. Navy homeports as well as a master plan for renovations at NAS Pensacola, Florida to accommodate an operational aircraft carrier.

Military Base Realignment/Closures
Department of Defense
NAS Memphis, Tennessee (Close)
NAS Pensacola, Florida (Realign)
MCAS Beaufort, South Carolina (Realign)
Ft. Benjamin Harrison, Indiana (Close)
Ft. Jackson, South Carolina (Realign)
NAVSTA Mayport, Florida (Revised Mission)

Cecil Commerce Center Business Plan
City of Jacksonville, Florida
Officer-in Charge for the redevelopment of Cecil Field. The project consisted of planning and infrastructure analysis, recreation master plan, EDC application, design guide, development economics. Evaluated existing infrastructure, developed an estimate of the worth of each facility, and developed rehabilitation costs for the facilities. Within this 31-week schedule, also created a Base Redevelopment Master Plan, which developed a utility master plan to service the new industrial facilities, capital costs for the new infrastructure, and phasing for the new facilities.

ESQD Studies
U.S. Department of Defense, Various locations in CONUS and Europe
Responsible for more than twenty special studies related to explosive ordnance of all types, including the preparation of support documentation for ESRB waivers, compliance with the Navy's OP5 Regulations, and special weapons handling facilities. He has also conducted environmental studies incorporating radiological safety requirements related to nuclear propulsion system maintenance facilities.

Florida State Land Development Plan (SLDP)
Florida Department of Community Affairs, Florida
As a gubernatorial appointee, assisted the Florida Department of Community Affairs in drafting the plan. This was the "policy framework" for all State and local Comprehensive Plan Elements. Mr. Saylor represented the Florida Chapter of the American Planning Association on a work group comprised of the Florida Homebuilders' Association, 1000 Friends of Florida, Florida Audubon Society, League of Cities, State Association of Counties, various developer interests and several State agencies. His work earned a personal commendation from DCA Secretary Tom Pelham for, "technical expertise and practical knowledge in the field of urban planning."

ARCADIS

ANDREW N. ECKERT, P.E.
MANAGER, COMMERCIAL DEVELOPMENT

CAREER HISTORY

Over 27 years of documented successes at management level in business planning and development, facilities and utilities planning, design, construction, operations and maintenance, environmental services, property management and land management. Extensive leadership experience in team building, process improvement, and organizational change.

EDUCATION

- M.S., Construction Management - University of Florida, Gainesville, FL 1983
- B.S., Mechanical Engineering - University of California at Los Angeles 1976
- Continuing Business Management Education, University of South Carolina, Columbia, SC 1998
- Over 300 hours of training in facilities management, contract administration, negotiations, contract law, and procurement management

CERTIFICATION

Registered Professional Engineer, State of Florida, State of Hawaii
Certified Navy Construction and Services Contracting Officer

PROGRAM / PROJECT MANAGEMENT

Program Manager for a broad range of business development projects including planning, design, construction, maintenance service contracts, and property management. Team-based senior leadership and intensive personal focus on quality management and customer-focused business planning.

- Executed comprehensive economic development plan and specific projects for the economic reuse of a 17,000 acre closed Military Base. Projects included execution of design and construction contracts of $100 million in road and utilities infrastructure improvements to meet federal, state and city codes to expedite development. Planned, designed and executed renovation of existing unoccupied buildings for lease, subsequently marketing and negotiating leases resulting in $700,000 annual rental income and over 1,500 jobs created since closure of the Base.

- Planned and executed multi-year renovation program for U.S. Navy regional airport complex, including hangars modernization, airfield pavement and lighting, and new building fire protection systems. Reduced annual maintenance costs by 30% and extended facilities life for additional 20 years.

- Project manager for $23 million of construction in place at U.S. Navy training and educational complex. Projects included modernizing dining facilities, dormitory buildings, and residential infrastructure and housing upgrades. Using innovative phased approach, maintained high occupancy rates and dining capacities throughout compressed 2 year schedule.

BUSINESS MANAGEMENT

- Team Leader responsible for multi-year economic development program to market, develop and operate an 8,000 acre public-owned Industrial/Commercial Business Park. Completion of initial phase has resulted in approved land use plans, state and local permits for development, and commercial building leases. Worked closely with Federal, State and local agencies within their respective guidelines, processes, and legislative procedures to expedite land use development and obtain over $45 million in direct Federal and State economic development grants.

- Responsible for 11 Facility Services Profit Centers valued at $9 million annual business volume, providing services ranging from full Facilities Services Operations and Management to Custodial and Grounds Maintenance operations. Implemented automated maintenance management systems improving work control operations and cost controls. Overall 2% margin growth from the previous year.

- Directed Public Works organizations of up to 125 engineering professionals and skilled craftsman. Extensive management experience in capital improvements and facilities engineering services for several large plant operations, including heavy industrial waterfront, educational, airport, and hospital facilities.

- Streamlined $8.3 million facilities maintenance and repair program, combining multiple small contracts into several large multi-trade contracts. Reduced service costs 10% and work turnaround time 25%.

- Responsible for $48 million prioritized budget and cost controls. Continuous senior level accountability and reporting for property management and construction work performance.

SIGNIFICANT WORK HISTORY

Manager, Commercial Development — Present
BHR, Inc.
Responsible for the planning, engineering and development of commercial properties for clients in northeast Florida area.

Chief, Cecil Commerce Center Development Office — 2000-2005
Jacksonville Economic Development Commission
Responsible for the economic redevelopment of a public owned 17,000 acre former Naval Air Station Cecil Field including infrastructure planning, design, construction, facilities management, property management/leasing, land use, permits, utilities, and new business development.

District Manager — 1998-2000
ARAMARK Facility Services
Managed multiple facility services profit centers in the North Carolina and South Carolina Region, including program management, financial accountability, business development, client liaison, technical support, and people management.

Director of Operations — 1996-1998
Naval Facilities Engineering Command, Southern Division, Charleston SC
Directed operations of a regional engineering organization delivering facility planning, design, environmental, and construction engineering services to clients in a 26 state region.

Asst Chief of Staff, Facilities and Land Management — 1994-1996
Naval Forces, Marianas Islands, Guam
Responsible for facilities services, land use management, and environmental programs for port facilities, airport, fuel storage, warehousing, housing, and utilities services.

Officer In Charge of Construction — 1991-1994
Portsmouth Naval Shipyard, Portsmouth, NH
Direct field supervision and management of capital improvement projects and facilities maintenance service contracts at a large industrial shipyard.

Deputy Director of Facilities and Environment — 1989-1991
Director of Navy Laboratories, Washington D.C.
Responsible for policy, budget, and funds control/allocation at the corporate level for fifteen Research and Development laboratories located throughout the U.S.

Various leadership and management positions of increasing responsibility and technical qualifications. Responsible as head of planning and design departments, SEABEE officer and project manager for capital improvement projects at airports, port facilities, fuel storage, and hospital facilities. 1978-1989

OTHER SPECIFIC U.S. NAVY QUALIFICATIONS

As a Navy Civil Engineer Corps officer for 21 years experience in Navy and Marine Corps facilities and infrastructure includes:

- Planning Officer, NATO and Navy/Air Force projects in Keflavik Iceland which included evaluation of existing facilities and development of new requirements based on operational needs, which included deployment of the Air Force AWACS system to Iceland.
- Public Works Officer, MCAS Kaneohe, HI - Developed overall Master Plan working with NAVFACENGCOM for initial deployment and stand-up of F/A-18 squadrons to Marine Corps Air Station, including facilities requirements and AICUZ development.
- Operations Analyst- CNO Staff Pentagon: Assisted in the development of the 1988 COBRA Model for BRAC-88, and reviewed all data for modeling purposes. Performed facilities analysis of all Navy Research & Development Laboratories in 1990 when the 68 various Navy R&D Installations were realigned within the Navy under a process similar to the BRAC process.
- Asst Chief of Staff, Commander Naval Forces Marianas - In 1995 worked with the BRAC 95 Commission in evaluating all DOD assets on Guam, which resulted in the realignment of major facilities in 1996. Reviewed and validated the Navy's certified data call info that was used in the 1995 COBRA modeling analysis.
- Operations Officer, Southern Division, Naval Facilities Engineering Command - Coordinated NAVFAC's planning and construction efforts to initiate and complete major BRAC actions from the 2 previous BRAC closures.
- From 2000-2005, Program Manager for the redevelopment of NAS Cecil Field into the Cecil Commerce Center for the City of Jacksonville. Senior engineer in the infrastructure upgrade program and implementation of the Cecil Commerce Center Business Plan that resulted in the immediate reuse of Cecil Field and the creation of 1700 jobs.

DUVAL COUNTY SCHOOL BOARD

BOARD MEMBERS

Nancy Broner
Chairman

Brenda A. Priestly Jackson
Vice-Chairman

Kris Barnes
Martha Barrett
Betty Burney
Vicki Drake
Tommy Hazouri

Nancy Snyder, Ed.D.
Superintendent of Schools

August 22, 2005

The Honorable John Peyton
City of Jacksonville
117 W. Duval St., Ste. 400
Jacksonville, Florida 32202

Dear Mayor Peyton:

Please be advised that the Duval County Public Schools staff reviewed the attached map and determined that there are no public schools within the APZ or 65 db AICUZ for Cecil Field and for MOL Whitehouse. This map is accurately annotated with Duval County Schools in the area of Cecil Field.

Duval County has numerous airports which operate all types of civilian and military aircraft. The flight patterns of these aircraft have not been a problem for our schools. In particular, the F/A-18 Hornets operated out of Cecil Field from 1983-1999. During that time, we successfully operated schools without interruption from the noise or from the flight path utilized by these jets.

We certify that the information contained in this submission to the BRAC Commission is accurate and complete to the best of our knowledge and belief as required by Section 2909(a)(5)(A) of the Defense Base Closure and Realignment Act of 1990.

Please let me know if you have any questions regarding this matter.

Sincerely,

Nancy Broner

Nancy Broner, Chairman
Duval County School Board

Nancy Snyder

Nancy Snyder, Ed.D
Superintendent of Schools

MISSION

The Duval County Public School System is committed to providing high quality educational opportunities that will inspire all students to acquire and use the knowledge and skills needed to succeed in a culturally diverse and technologically sophisticated world.

-Adopted February 3, 1998

1701 Prudential Drive Jacksonville, Florida 32207-8182
World Wide Web: http://www.educationcentral.org

(904)390-2000
TDD: (904) 390-2898

August 22, 2005

TO: Base Realignment and Closure Commission
RE: Incidence of hurricanes and severe weather in the Jacksonville/northeast Florida area

The following describes the likelihood of life-threatening and economic disruption due to the occurrence of hurricanes and severe weather in the Jacksonville/northeast Florida area. This is also supported by the attached documents relating to the incidence of hurricanes impacting the Jacksonville area dating from 1899 through the present.

Illustrations #1 & #2 are charts obtained from the National Climatic Data Center showing the landfall of major hurricanes (categories 3,4, & 5) from 1899 – 1996 and 1950 – 2003. As you will see the northeast section of Florida has never experienced a major hurricane (category 3 or higher) and in fact has experienced only one (hurricane Dora, 1964, category 2) in its recorded history. While there can be no assurance that this trend will continue into the future, Jacksonville does enjoy a measure of protection from the incidence of severe weather that would not initially be thought the case for a Florida location. Jacksonville's geographic location as the western most point on the eastern seaboard together with other natural weather influencing phenomena combine to produce a very low probability for the occurrence of a hurricane.

Illustration #3 shows Jacksonville's (northeast Florida) geographic position relative to the Gulf Stream and east coast high-pressure systems typical during hurricane season. Hurricanes tracking northwest across the Caribbean generally either go into the Gulf of Mexico or northwest up the Atlantic coast. The latter is subjected to several typical weather systems creating a "Recurvature Effect" drawing the storm out to the northeast. Illustration #4 is an analysis made by Kinetic Analysis Corporation and the University of Central Florida assessing the risk of hurricane force winds for 2005. Jacksonville is assessed at 1.38% while the Virginia Beach/Norfolk area is assessed at 1.18%. Table #1 is an excerpt from a publication by Bob Sheets, former Director of the National Hurricane Center describing the probability of hurricanes striking locations on the US Gulf and East Coasts. This data, which has been widely quoted in numerous national media shows that Jacksonville has a 1.9% chance of experiencing a major hurricane, while Virginia Beach is slightly less at 1.3%.

There have been only two instances of mandatory hurricane evacuations from the Jacksonville area in the last 20 years and both of them were ordered exclusively for those living in the beaches areas east of the Intracoastal Waterway. These evacuations occurred in response to threats from Hurricane Bertha in 1996 and Hurricane Floyd in 1999, neither of which ultimately made landfall in the Jacksonville area. Floyd redirected away from Jacksonville and made landfall in North Carolina and Bertha turned away from Northeast Florida and hit South Carolina.
Source: Emergency Preparedness Division, City of Jacksonville

I certify that the information contained in this submission to the BRAC Commission is accurate and complete to the best of my knowledge and belief as required by Section 2905 of the Defense Base Closure and Realignment Act of 1990.

John H. Haley
Vice President
Jacksonville Chamber of Commerce

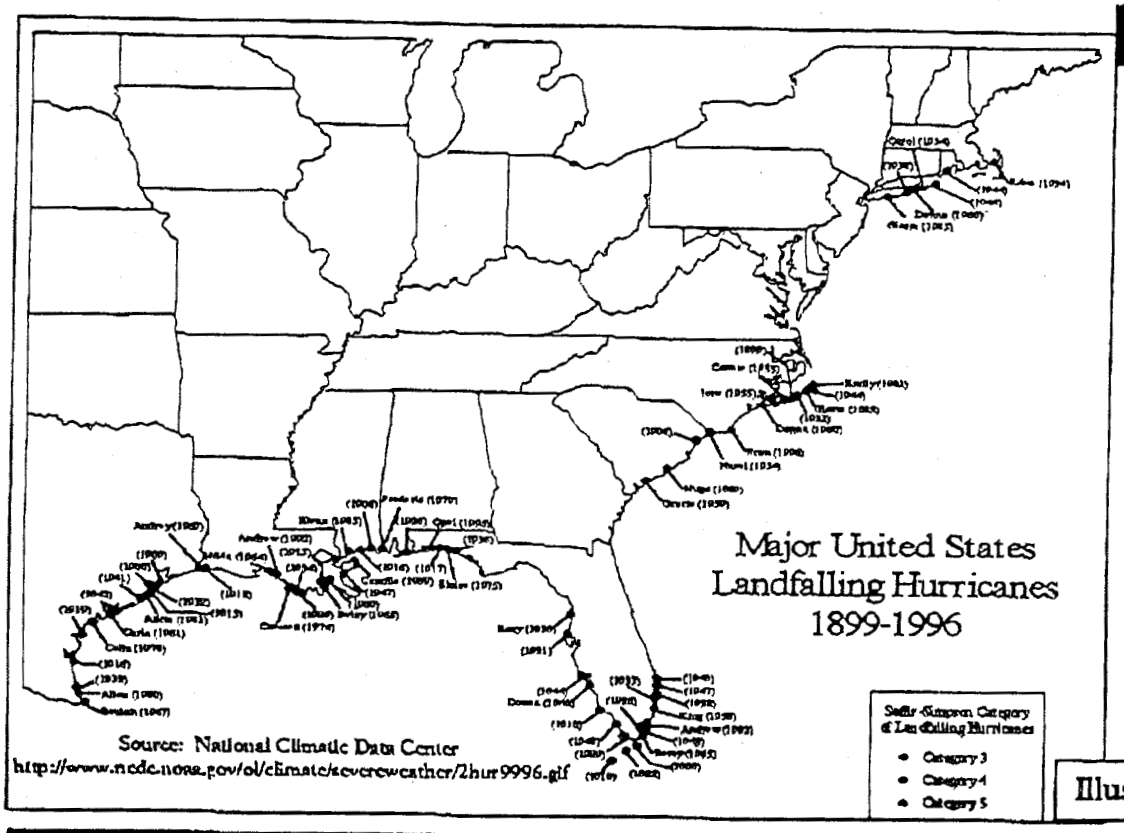

Illustration #1

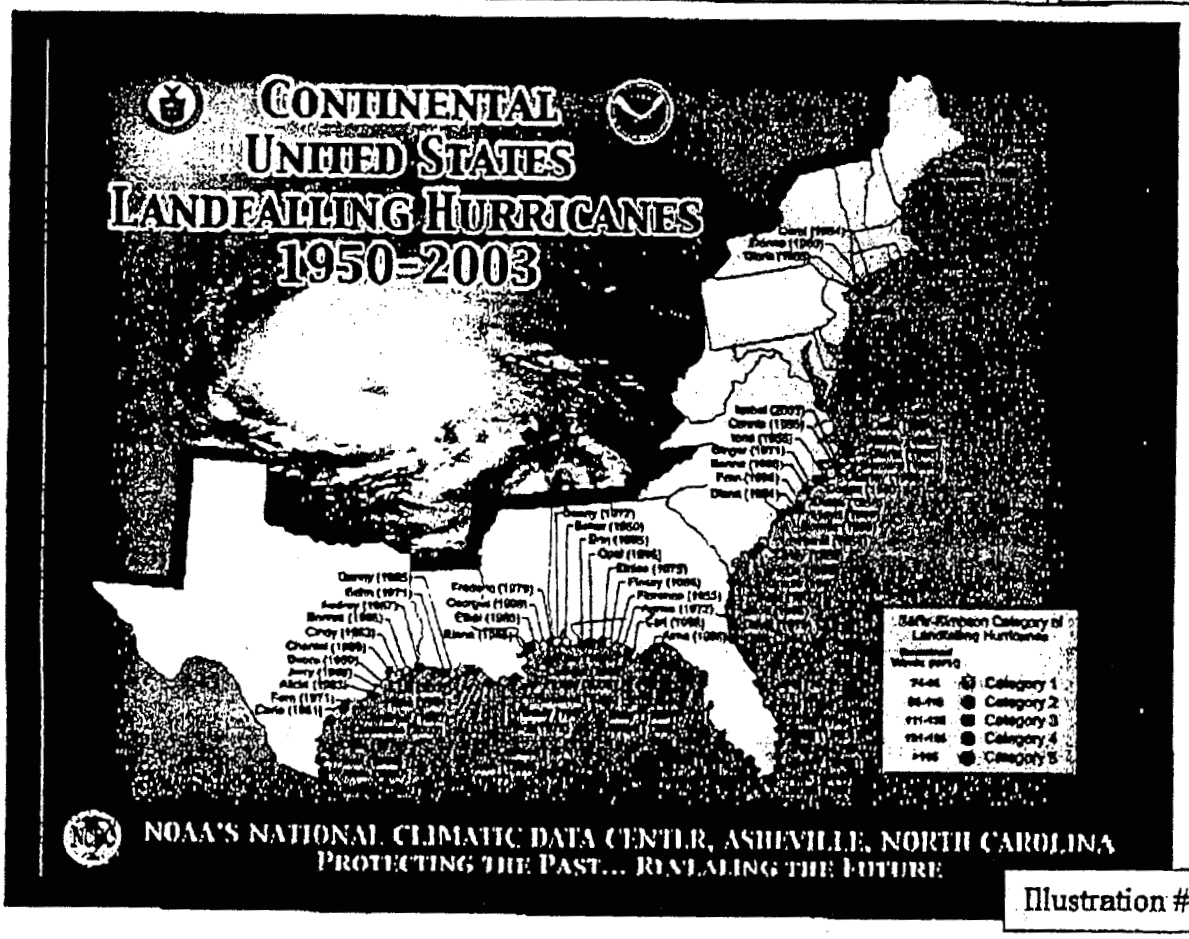

Illustration #2

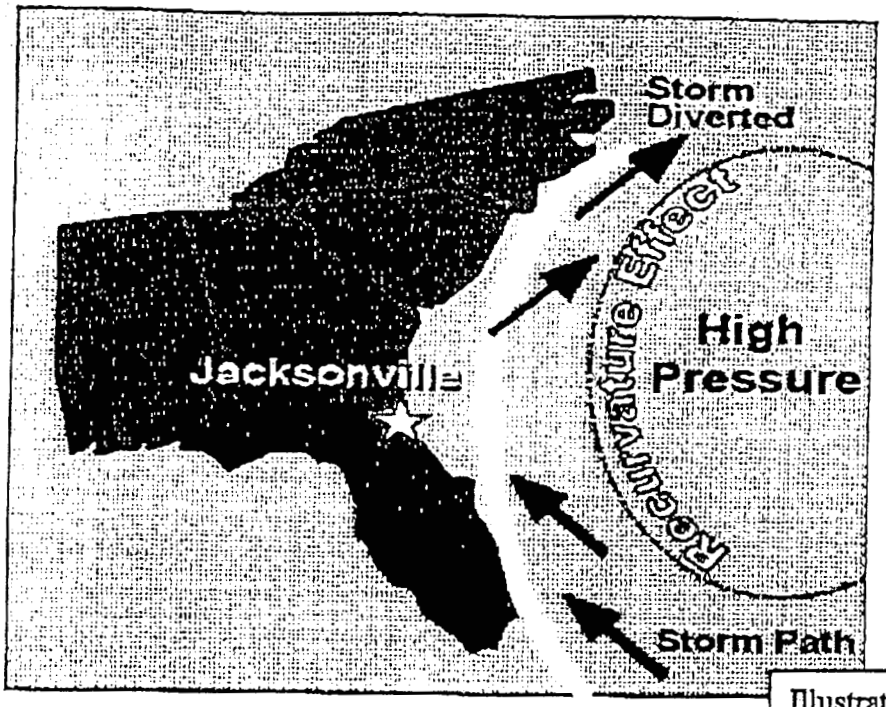

Illustration # 3

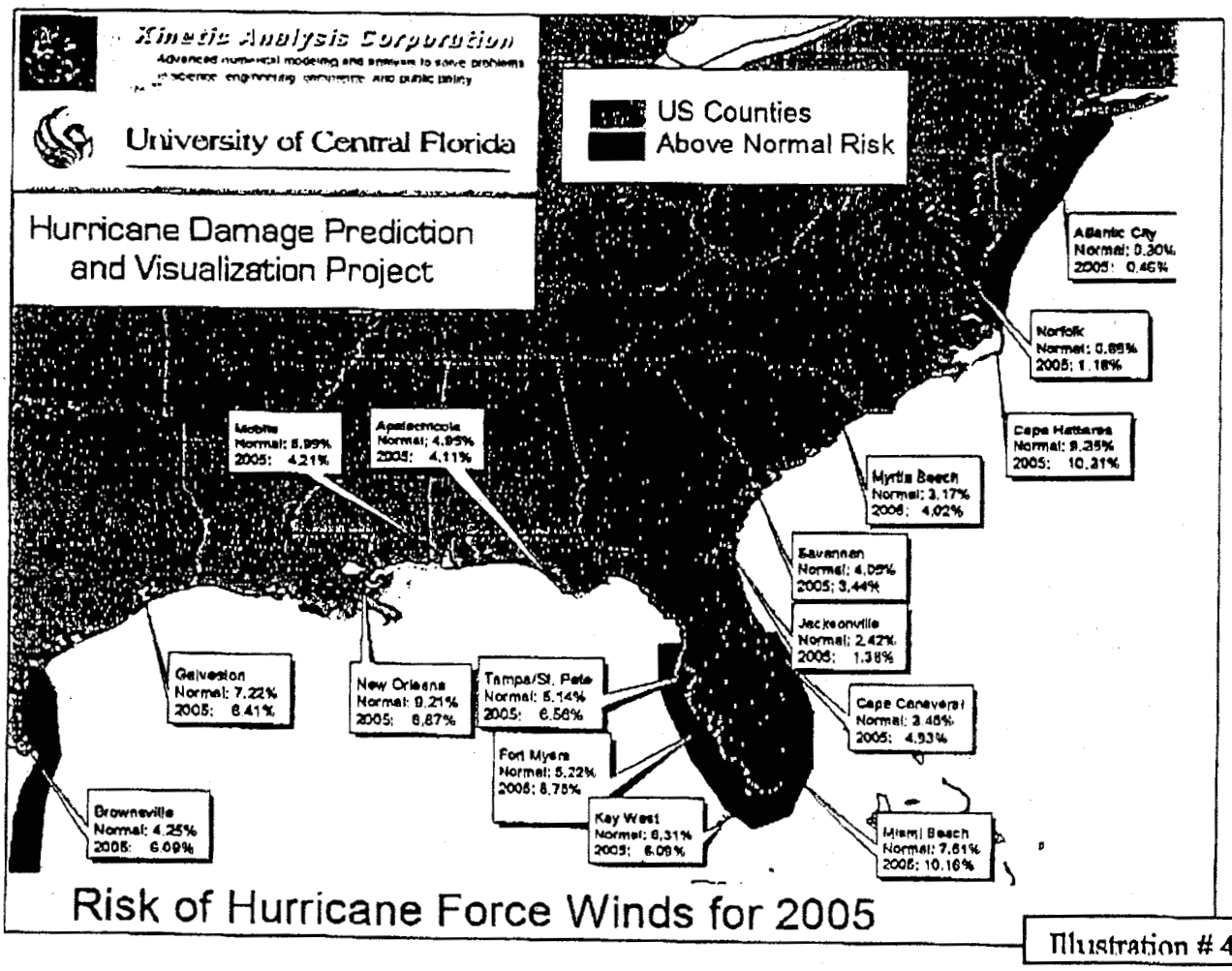

Illustration # 4

Hurricane Probabilities

Location	Any Hurricane	Major Hurricane
Miami, FL	26.3	11.1
Cape Hatteras, NC	21.3	5.3
Tampa, FL	17.5	4.8
Galveston, TX	14.3	4.2
Gulf Shores, AL	12.5	3.7
Panama City, FL	14.3	3.7
Pensacola, FL	14.3	3.7
New Orleans, LA	12.5	3.2
Providence, RI	10	2.9
Charleston, SC	10	2.2
Jacksonville, FL	**9.1**	**1.9**
Virginia Beach, VA	6.7	1.3

This table represents the probabilities of any hurricane and of a major hurricane with winds of 111mph or faster passing within 75 miles of various locations in any year. The numbers are a measure of the relative danger.

Source: Hurricane Probabilities as reported in "Hurricane Watch: Forecasting the Deadliest Storms on Earth" by Bob Sheets

Table #1

DeTect

Bird Aircraft Strike Hazard Management – Aircraft Birdstrike Avoidance Radars – Environmental Services

3160 Airport Road
Panama City, Florida 32405 USA
850.763.7200 Tel.
850.763.0920 Fax
www.DeTect-Inc.com

22 August 2005

BRAC Group

RE: Safety Issues at NAS Oceana and NAS Cecil Field

To Whom It May Concern:

My name is Ron Merritt. I am a retired USAF officer and currently the President of DeTect, Inc., a Florida corporation that specializes in bird and wildlife hazards to aviation. My company is internationally recognized for expertise and experience in the field of bird strike hazards and currently operates the US Air Force Avian Hazard Advisory System (AHAS) under contract. We have a great deal of experience with the bird and wildlife hazard issues associated with NAS Oceana as well as Dare County Bombing Range and the proposed OLF in Washington County, North Carolina. We feel that an additional consideration in the debate about safety and military readiness should be the potential for catastrophic bird strikes during training missions. Please feel free to call me at your convenience at (850) 774-7335.

I certify that the information contained in this submission to the BRAC Commission is accurate and complete to the best of my knowledge and belief as required by Section 2905 of the Defense Base Closure and Realignment Act of 1990."

Ronald L. Merritt
President
DeTect, Incorporated

Enclosures
Report
Resume

Bird Aircraft Strike Hazards
A Comparison of Strike Risk
At
NAS Oceana and NAS Cecil Field
Using the USAF
Bird Avoidance Model

By

Ron Merritt
DeTect Inc
Panama City, Florida

DeTect

August 22, 2005

Introduction.

Recent developments in the Base Realignment and Closure (BRAC) process have illuminated safety concerns and encroachment issues at NAS Oceana. While most of these concerns have revolved around aircraft movement areas relative to human populations there are additional safety concerns that involve bird and wildlife hazards. Each year the military and commercial aviation industries suffer over a billion dollars in losses due to strikes with birds and other wildlife. These strikes may result in severe damage to aircraft and occasionally loss of life. The military takes this risk seriously and has developed several programs to help minimize the loss. These programs include airfield bird and wildlife control programs, strike reporting, and bird avoidance technologies. Avoidance technologies include the Bird Avoidance Model (BAM), and the Avian Hazard Advisory System (AHAS) both systems work together to identify areas where significant bird strike risk exists. The BAM is a historical model that is used for planning, while the AHAS is used in near real-time, for avoiding areas that have been confirmed by the nationwide weather radar system (NEXRAD) has having biological targets in the atmosphere. It is significant that bird strike concerns are a key issue in the current environmental lawsuit brought against Navy planners attempting to site an Outlying Landing Field (OLF) in Washington County, North Carolina.

NAS Oceana vs. NAS Cecil Field.

There are significant differences in the environments in which these two installations are located. Subsequently, there are differences in the potential for serious bird strikes as well. The US BAM provides and excellent means by which each can be evaluated for bird strike hazards (Appendix 1). An analysis of the BAM for these two locations was conducted on 22 August 2005 to compare the risk ratings for the installations (Appendix 2). The BAM is executed in 26 biweekly intervals, each interval is divided into four daily periods (dawn, day, dusk, and night). For the purpose of this analysis, dawn and dusk are combined as each represents a shorter portion of a 24 hour period. In this analysis, NAS Oceana has a higher bird strike risk than NAS Cecil Field during 33 of the 78 possible time

intervals **(42.3% of the year NAS Oceana has a greater bird strike risk than NAS Cecil Field).** At no time during the year does NAS Cecil Field have a higher bird strike risk than NAS Oceana!

Additional Concerns.

In addition to the comparison of risk values at each installation, it is critical to know that the areas surrounding NAS Oceana exhibit severe bird strike risk during much of the winter. In fact, severe ratings are common in the surrounding training areas such as Dare County Bombing Range and the proposed OLF site in Washington County. This is due to the proximity of NAS Oceana to heavily used areas of the Atlantic Flyway, as well as wintering grounds for geese and tundra swans. Figure 1 depicts both NAS Cecil Field and NAS Oceana during the first week of January (day). Notice the severe area (in red shading) just east and southeast of NAS Oceana.

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US Air Force Bird Avoidance Model (BAM) for January 1 – 14, Day

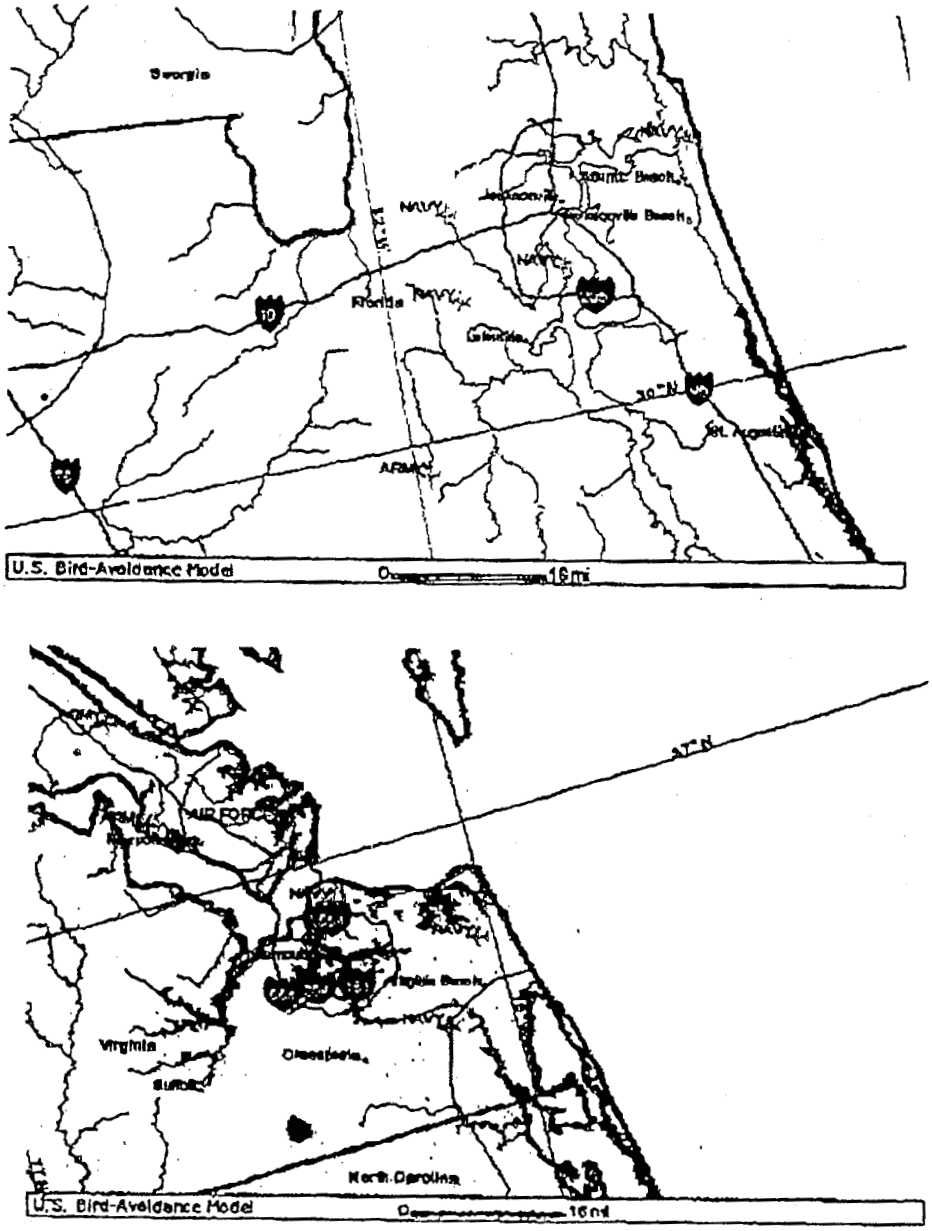

Figure 1. BAM Maps for NAS Cecil Field and NAS Oceana

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Conclusion.

Bird Aircraft Strike Hazards pose a real threat to military aviation. The high speeds and low altitudes of fighter aircraft often result in severe damage to aircraft and periodically loss of life. To minimize this impact the military uses avoidance technologies to schedule training around areas that periodically have high densities of hazardous bird species. In some areas, this results in either a severe loss of training opportunities, or the decision to fly in hazardous conditions. When compared to NAS Oceana, NAS Cecil Field offers the US Navy a much safer flying environment.

Appendix A.

USAF Bird Avoidance Model (BAM).

The United States Air Force Bird Avoidance Model (BAM) was developed as a tool for mission planning, airfield management, and environmental assessments. The BAM uses Geographic Information System (GIS) technology to integrate geospatial data and calculates risk surfaces that are projected against military low-level training routes, ranges, military operating areas, and installations. The BAM uses nationwide data sets obtained from Breeding Bird Surveys, Christmas Bird Counts, and National Wildlife Refuges and distributes densities of species of concern through the year. Species of concern include birds that have documented reports of causing substantial damage to aircraft. The model consists of GIS raster grids, which span the conterminous United States. The value for each cell (or pixel) is equivalent to the sum of the mean bird mass (in ounces), for all species of concern present during a particular daily time period, for one of 26 two-week periods in a year. The model also distributes these species based upon activity at dawn, day, dusk, and night. The model can be executed on-line at www.usahas.com.

Appendix B.

USAF BAM Analysis

All data extracted from the US BAM by DeTect Inc. The US BAM is available on-line at www.usahas.com .

Biweek	Period	Installation	Average risk	Installation	Average risk	Greater Risk
1	Dawn/Dusk	Cecil	2	Oceana	2.1015625	Oceana Higher
1	Day	Cecil	2	Oceana	2.0976563	Oceana Higher
1	Night	Cecil	1	Oceana	2	Oceana Higher
2	Dawn/Dusk	Cecil	2	Oceana	2.1015625	Oceana Higher
2	Day	Cecil	2	Oceana	2.0976563	Oceana Higher
2	Night	Cecil	1	Oceana	2	Oceana Higher
3	Dawn/Dusk	Cecil	2	Oceana	2.1015625	Oceana Higher
3	Day	Cecil	2	Oceana	2.0976563	Oceana Higher
3	Night	Cecil	1	Oceana	2	Oceana Higher
4	Dawn/Dusk	Cecil	2	Oceana	2	Equal
4	Day	Cecil	2	Oceana	2	Equal
4	Night	Cecil	1	Oceana	2	Oceana Higher
5	Dawn/Dusk	Cecil	2	Oceana	2	Equal
5	Day	Cecil	2	Oceana	2	Equal
5	Night	Cecil	1	Oceana	2	Oceana Higher
6	Dawn/Dusk	Cecil	2	Oceana	2	Equal
6	Day	Cecil	2	Oceana	2	Equal
6	Night	Cecil	1	Oceana	2	Oceana Higher
7	Dawn/Dusk	Cecil	2	Oceana	2	Equal
7	Day	Cecil	2	Oceana	2	Equal
7	Night	Cecil	1	Oceana	1.984375	Oceana Higher
8	Dawn/Dusk	Cecil	2	Oceana	2	Equal
8	Day	Cecil	2	Oceana	2	Equal
8	Night	Cecil	1	Oceana	1.6601563	Oceana Higher
9	Dawn/Dusk	Cecil	2	Oceana	2	Equal
9	Day	Cecil	2	Oceana	2	Equal
9	Night	Cecil	1	Oceana	1	Equal
10	Dawn/Dusk	Cecil	1.9833333	Oceana	2	Oceana Higher
10	Day	Cecil	2	Oceana	2	Equal
10	Night	Cecil	1	Oceana	1	Equal
11	Dawn/Dusk	Cecil	1.95	Oceana	2	Oceana Higher
11	Day	Cecil	2	Oceana	2	Equal
11	Night	Cecil	1	Oceana	1	Equal
12	Dawn/Dusk	Cecil	1.95	Oceana	2	Oceana Higher
12	Day	Cecil	2	Oceana	2	Equal
12	Night	Cecil	1	Oceana	1	Equal
13	Dawn/Dusk	Cecil	1.95	Oceana	2	Oceana Higher
13	Day	Cecil	2	Oceana	2	Equal
13	Night	Cecil	1	Oceana	1	Equal

14	Dawn/Dusk	Cecil	1.95	Oceana	2	Oceana Higher
14	Day	Cecil	2	Oceana	2	Equal
14	Night	Cecil	1	Oceana	1	Equal
15	Dawn/Dusk	Cecil	1.95	Oceana	2	Oceana Higher
15	Day	Cecil	2	Oceana	2	Equal
15	Night	Cecil	1	Oceana	1	Equal
16	Dawn/Dusk	Cecil	1.95	Oceana	2	Oceana Higher
16	Day	Cecil	2	Oceana	2	Equal
16	Night	Cecil	1	Oceana	1	Equal
17	Dawn/Dusk	Cecil	1.9875	Oceana	2	Oceana Higher
17	Day	Cecil	2	Oceana	2	Equal
17	Night	Cecil	1	Oceana	1	Equal
18	Dawn/Dusk	Cecil	2	Oceana	2	Equal
18	Day	Cecil	2	Oceana	2	Equal
18	Night	Cecil	1	Oceana	1	Equal
19	Dawn/Dusk	Cecil	2	Oceana	2	Equal
19	Day	Cecil	2	Oceana	2	Equal
19	Night	Cecil	1	Oceana	1	Equal
20	Dawn/Dusk	Cecil	2	Oceana	2	Equal
20	Day	Cecil	2	Oceana	2	Equal
20	Night	Cecil	1	Oceana	1.4765625	Oceana Higher
21	Dawn/Dusk	Cecil	2	Oceana	2	Equal
21	Day	Cecil	2	Oceana	2	Equal
21	Night	Cecil	1	Oceana	1.9726563	Oceana Higher
22	Dawn/Dusk	Cecil	2	Oceana	2	Equal
22	Day	Cecil	2	Oceana	2	Equal
22	Night	Cecil	1	Oceana	2	Oceana Higher
23	Dawn/Dusk	Cecil	2	Oceana	2	Equal
23	Day	Cecil	2	Oceana	2	Equal
23	Night	Cecil	1	Oceana	2	Oceana Higher
24	Dawn/Dusk	Cecil	2	Oceana	2	Equal
24	Day	Cecil	2	Oceana	2	Equal
24	Night	Cecil	1	Oceana	2	Oceana Higher
25	Dawn/Dusk	Cecil	2	Oceana	2.1015625	Oceana Higher
25	Day	Cecil	2	Oceana	2.09375	Oceana Higher
25	Night	Cecil	1	Oceana	2	Oceana Higher
26	Dawn/Dusk	Cecil	2	Oceana	2.1015625	Oceana Higher
26	Day	Cecil	2	Oceana	2.0976563	Oceana Higher
26	Night	Cecil	1	Oceana	2	Oceana Higher

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Bird Aircraft Strike Hazard Management – Aircraft Birdstrike Avoidance Radars – Environmental Services

Ronald L. Merritt
President

Summary of Experience

Mr. Merritt has been instrumental to the development of AHAS, a methodology for providing bird strike risk assessments for low-level, military flight operations. Mr. Merritt is a retired Air Force officer with over 20 years of experience as scientist and senior staff biologist. He was an Assistant Professor of Biology at the United States Air Force Academy and the course director for the department's largest core course in general biology. As an officer assigned to the Air Force Institute of Technology, he conducted research in environmental physiology and aquatic toxicology. The last seven years of his Air Force career were spent as the Chief of the Bird Aircraft Strike Hazard (BASH) Team, Environmental Engineering Division, Pentagon, Washington D.C., and later at the Air Force Civil Engineering Support Agency, Tyndall AFB, Florida. He was responsible for providing on-site technical assistance to major commands and bases worldwide in reducing bird strike hazards on airfields and weapons ranges. Additionally, he assisted flying units in developing and scheduling operations on high speed low-level training routes to avoid hazardous bird concentrations. During this time he conducted on-site surveys of bird and wildlife hazards at over 85 airports in 12 countries. He provided technical assistance in the investigation of eleven aircraft mishaps. He was the Air Force expert witness in public hearings and legal proceedings concerning off base land use issues that posed bird and wildlife hazards to aircraft operations. Mr. Merritt has conducted research at many landfills and commercial airports to identify potential bird/wildlife hazards, develop comprehensive management plans, and conduct control training.
His experience in aircraft operations as well as academic and technical aspects of biological sciences has allowed Mr. Merritt to gain a sound background in biological issues that pertain to aviation safety and the associated federal, state, and military regulations concerning these issues. This knowledge has been enhanced by extensive worldwide field experience in airfield evaluations, investigations, and classroom instruction and training. He has given lectures on bird strike hazards and related topics at international conferences in Spain, Germany, England, Finland, Belgium, Israel, New Zealand, Panama, and Chile

Selected Experience

Expert Witness. City of Dubois/Jefferson County Municipal Airport vs. Leatherwood Landfill . Mr. Merritt provided key testimony in the decision of the State of Pennsylvania, Department of Environmental Protection, to deny a permit to site a

municipal solid waste disposal facility near the municipal airport. In a rigorous, protracted hearing, he was able to establish his expertise in field of bird strike hazards and pointed out serious concerns with the demonstration project submitted by the proponents of the landfill.

Program Manager. New Orleans International Airport. Mr. Merritt conducted a multi-year study of bird and wildlife hazards at the New Orleans International Airport. The program included monthly field surveys, identification of daily and seasonal bird movement patterns using visual observations as well as conventional and Doppler radar, control team training, coordination of training with local landfill operations and wildlife management plan development. Mr. Merritt also used innovated vertical scanning radar to assess bird activity over nearby landfills relative to aircraft flight patterns.

Program Manager. McKinney Municipal Airport. Mr. Merritt developed management plans for the municipal airport and landfill facilities in McKinney, Texas. The program includes bird and wildlife survey work, on-site training, and formal plan development and implementation. Additionally, he evaluated landscape plans as well as assessed agricultural out lease programs at the airport.

Program Manager. Tallahassee Regional Airport and Wastewater Treatment Plant. Mr. Merritt led a team of biologists to assess habitat use in the vicinity of the Tallahassee Regional Airport. This effort is focusing on surrounding land use (wastewater plant, solid waste transfer station) as well as local turf management program. The program resulted in an integrated approach to bird control at both the airport and the wastewater plant. Other critical aspects of this plan was the evaluation of coyote control methods, bio-solid disposal, controlled burn programs, and fencing.

Program Manager. Avian Hazard Advisory System (AHAS), Mr. Merritt is the program manager for the development of an innovative methodology for providing bird strike risk assessments for low-level, military flight operations. The Avian Hazard Assessment System (AHAS) was the result of over ten years of research into the possibility of using the nationwide network of Doppler weather radar (WSR 88-D) as the basis for bird hazard identification. AHAS combined traditional risk prediction from the USAF Bird Avoidance Model (BAM) with sophisticated weather forecasting models as a basis for refining periods of time when migration intensities would be greatest. AHAS provided daily forecasts of hazardous conditions along specified low-level routes and ranges as well as hourly updates based upon radar observations. Mr. Merritt provided logistical support for the program and assisted directly in providing hazard advisories during the test period which required 24 hour a day support. The overwhelming success of this initial investigation resulted in the expansion of the project into other geographic regions. The AHAS concept is now under consideration for development in other regions of the world including Europe and the Middle East.

Project Manager. Air National Guard (ANG) Bird Aircraft Strike Hazard (BASH) Plans, Nationwide. This project includes the on-site assessment of 18 ANG facilities and the development of an integrated BASH plan required under AFI 91-202. The effort includes coordination with commercial airport operators at joint use facilities and development of management plans that comply with both military and FAA requirements. Installations completed to date include: Burlington, Vermont; Fort Smith, Arkansas; Smoky Hill Bombing Range, Kansas; Townsend Bombing Range, Georgia; Phoenix, Arizona, Tucson, Arizona, New Orleans Naval Air Station; Meridian, Mississippi; San Juan, Puerto Rico; Duluth, Minnesota; Baltimore, Maryland; Birmingham, Mississippi, and Port Hueneme, California.

Program Manager. Moody Bird Avoidance Model (BAM), Moody Air Force Base (AFB), Georgia This three year project used small scale radar, thermal imagery, radio and satellite telemetry, and bird vocalization monitoring to determine bird activity in the vicinity of Moody AFB and the Grand Bay Bombing Range. The predictive models were based on historical data which calculates risk of a demaging bird/aircraft strike over time and space. The final product for this project included a BAM for both the Grand Bay Bombing Range and a BAM for the airfield at Moody AFB. The airfield BAM represents a new concept in bird avoidance modeling. The airfield BAM operates on a 24 hour a day schedule and provides relative risk assessment for the two runways at the installation. The program is critical in the determination of local Bird Hazard Advisories that result in restrictions of flight operations.

Project Manager. Bird Aircraft Strike Hazard (BASH) Plan, Daytona Beach International Airport, Dayton Beach, Florida. Mr. Merritt conducted field surveys of bird movement patterns and on-site assessments of potential bird attractants at the Daytona Beach International Airport, Daytona International Speedway, and the Volusia County Landfill. These three facilities are owned by the county and became the target for concern following a serious gull strike to a commercial air carrier. Mr. Merritt developed a draft integrated plan that addresses concerns at each facility within the framework of current environmental concerns for endangered species and other protected species. The draft plan was widely accepted and will be finalized following the summer and fall surveys.

Project Manager. Bird/Wildlife Hazard Assessment, Dallas-Fort Worth International Airport, Texas. Mr. Merritt is leading a team of biologists and aviation safety specialists in the assessment of bird and wildlife hazards on this 18,000 acre facility. The project includes determining best land management practices, habitat modification, active control procedures and training requirements.

Project Manager. Covel Gardens Landfill Assessment, San Antonio, Texas. Mr. Merritt collected two years of field data on bird movement patterns in the San Antonio region. He developed a comprehensive bird management plan and conducted semi-annual training for operations staff at this large landfill owned and operated by Waste Management of Texas.

Project Manager. Airport/Landfill Assessment, Town of Taos, New Mexico. Mr. Merritt collected field data on bird movement patterns associated with the landfill and airport in response to plans to expand both facilities. The final report included details on bird movements associated with the landfill and other surrounding areas and provided guidelines for future landfill development in the area. The final report received approval from the FAA and enabled community planners to continue site selection and development of both facilities.

Project Manager. Bird/Wildlife Hazard Assessment, Nashville International Airport, Nashville, Tennessee. Mr. Merritt led a team of biologists and aviation safety specialists in the assessment of bird and wildlife hazards at this busy hub airport. The team provided recommendations on habitat management and active bird control measures as well as developing documentation systems for tracking bird control efforts and strike reports. Mr. Merritt has continued to work with the airport operations staff to find improved methods of habitat control as well as the use of terminal Doppler weather radar to detect birds roosting near the airport.

Expert Witness. State of Georgia, Environmental Protection Division, Landfill Site Assessment, Long County, Georgia. This project included site assessment of several locations in the vicinity of a proposed landfill site near the Townsend Bombing Range in Georgia. The project included data collection and analysis as well as expert testimony in an administrative hearing in support of the EPD's denial of an operational permit for the landfill. The denial was upheld based upon the data and testimony.

Summary of Prior Experience

Louis Armstrong, New Orleans International Airport	Wildlife Hazard Assessment/ Plan
Tallahassee Regional Airport/Smith Water Plant	Integrated BASH Plans
Augusta Regional Airport/Messerly Water Plant	Integrated BASH Plans
Arnold AFB, TN	BASH Plan
Cyprus-Tohono Copper Mine, AZ	Bird Control Program
Covel Gardens Landfill/Waste Management Inc.	Landfill Demonstration/Mgt Plan
Saratoga County Landfill/Saratoga County, New York	Site assessment/Expert Witness
Townsend Bombing Range/State of Georgia, EPD	Site assessment/Expert Witness
Dallas Fort Worth International Airport, Texas	BASH Plan Review
Moody BAM Development/USAF BASH Team	Range/Base Risk Model
BASH Plan / NAS Oceana	BASH Plan Development
BASH Plan Review- Cannon AFB/USAF BASH Plan	BASH Plan Review
Powerstone Landfill, Dublin, Ireland/Weston FTA	Landfill assessment/Expert Witness
Seymour Johnson AFB, NC/USAF BASH Team	BASH Assessment/Program Review
MacDill AFB, FL/USAF BASH Team	BASH Assessment/Program Review
Barksdale AFB, LA/USAF BASH Team	BASH Assessment/Program Review
Charleston AFB, SC/USAF BASH Team	BASH Assessment/Program Review
McChord AFB, WA/USAF BASH Team	BASH Assessment/Program Review
Pope AFB, SC /USAF BASH Team	BASH Assessment/Program Review
Travis AFB, CA /USAF BASH Team	BASH Mishap Investigation
Andrews AFB, MD /USAF BASH Team	BASH Assessment/Program Review
Dover AFB, SC /USAF BASH Team	BASH Assessment/Program Review

Offutt AFB, NE /USAF BASH Team	BASH Assessment/Program Review
Westover AFB, MA/USAF BASH Team	Aircraft Mishap Investigation
Davis Monthan AFB, AZ /USAF BASH Team	BASH Assessment/Program Review
Luke AFB, AZ /USAF BASH Team	BASH Assessment/Program Review
Laughlin AFB, TX /USAF BASH Team	BASH Assessment/Program Review
McConnell AFB, KS /USAF BASH Team	BASH Assessment/Program Review
Kelly AFB, TX /USAF BASH Team	BASH Assessment/Program Review
Whiteman AFB, MO /USAF BASH Team	BASH Assessment/Program Review
Dyess AFB, TX /USAF BASH Team	BASH Assessment/Program Review
Edwards AFB, CA /USAF BASH Team	BASH Assessment/Program Review
Ellsworth AFB, SD /USAF BASH Team	BASH Assessment/Program Review
Randolph AFB, TX /USAF BASH Team	BASH Assessment/Program Review
NAS Merimar, CA /US Navy	BASH Assessment/Program Review
Scott AFB, IL /USAF BASH Team	BASH Assessment/Program Review
NAS PAX River, MD/US Navy	BASH Assessment/Program Review
Little Rock AFB, AR/USAF BASH Team	BASH Assessment/Program Review
Tinker AFB, OK /USAF BASH Team	BASH Assessment/Program Review
Keesler AFB, MS /USAF BASH Team	BASH Assessment/Program Review
Tyndall AFB, FL /USAF BASH Team	BASH Assessment/Program Review
Hurlbert Field, FL /USAF BASH Team	BASH Assessment/Program Review
Homestead AFB, FL /USAF BASH Team	Wildlife Control-Hurricane Andrew
Edwards AFB, CA /USAF BASH Team	BASH Assessment/Program Review
Reno, Nevada /USAF BASH Team	Aircraft Mishap Investigation
Niagara Falls, NY/USAF BASH Team	BASH Assessment/Program Review
Duluth, MN /USAF BASH Team	BASH Assessment/Program Review
Fargo, ND /USAF BASH Team	BASH Assessment/Program Review
Richmond, VA /USAF BASH Team	BASH Assessment/Program Review
Atlantic City, NJ /USAF BASH Team	BASH Assessment/Expert Witness
Rhein Main AB, Germany/USAF BASH Team	BASH Assessment/Program Review
Ramstein AB, Germany/USAF BASH Team	BASH Assessment/Program Review
Sembach AB, Germany/USAF BASH Team	BASH Assessment/Program Review
Zweibrucken AB, Germany /USAF BASH Team	BASH Assessment/Program Review
Hahn AB, Germany /USAF BASH Team	BASH Assessment/Program Review
Bitburg AB, Germany /USAF BASH Team	BASH Assessment/Program Review
Invercargill Aerodrome/CAA New Zealand	Airport BASH Assessment
Gisbourne Aerodrome, New Zealand/CAA New Zealand	Airport BASH Assessment
Wellington IAP, New Zealand /USAF BASH Team	Airport BASH Assessment
Christchurch IAP, New Zealand/CAA New Zealand	Airport BASH Assessment
Auckland IAP, New Zealand/CAA New Zealand	Airport BASH Assessment
Napier Aerodrome, New Zealand/CAA New Zealand	Airport BASH Assessment
RNZAF Base Ohakea,New Zealand/CAA New Zealand	BASH Assessment/Program Review
RNZAF Base Whenuapai, New Zealand/CAA New Zealand	BASH Assessment/Program Review
RNZAF Base Wigram, New Zealand/CAA New Zealand	BASH Assessment/Program Review
RAF Mildenhall, UK/USAF BASH Team	BASH Assessment/Program Review
RAF Lakenheath, UK/USAF BASH Team	BASH Assessment/Program Review
RAF RAF Alconbury, UK/USAF BASH Team	BASH Assessment/Program Review
RAF Fairford, UK/USAF BASH Team	BASH Assessment/Program Review
RAF Bentwaters, UK/USAF BASH Team	BASH Assessment/Program Review
RAF Sculthorpe, UK/USAF BASH Team	BASH Assessment/Program Review
Howard AFB, Panama/USAF BASH Team	BASH Assessment/Program Review
Santiago IAP, Chile/Santiago IAP	Airport BASH Assessment
Torrejon AB, Spain/USAF BASH Team	BASH Assessment/Program Review
Ascension Island Wideawake Airfield/USAF BASH Team	Sooty Tern Research/BASH Review

Education

B.S. Zoology, University of Arkansas, 1975
M.S. Biology, North Texas State University, 1978
Graduate Studies, PhD-ABD, University of North Texas, 1987

Professional Affiliations

Steering Committee Bird Strike Committee - USA

SEN NELSON -
~~VADM FETTERMAN~~

facilities that we already have. I believe the earlier testimony points this out.

Florida's geostrategic position on our nation's southeastern corner, combined with our exceptionally large restricted air, sea and land space makes us the nation's optimal operations, combat training and weapons testing location on the continent. And I underscore what was said earlier when they shut down Vieques, where did most of that training come? We believe, as you've heard, that this BRAC should take better advantage of our Florida superior bases, adjacent air, sea and land ranges and wonderful support. State and local community support and our quality of life, and I underscore the community support, because it was in time after time committees such as the one headed by Admiral Fetterman from all over the State of Florida that came and gave input to the Department before they ever made their recommendations, and they did it very, very well.

I would just mention in conclusion that, if what we are led to believe that you all have made some recommendation to

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look at the closing of Oceania, there is not a Navy Admiral, active or retired, that does not say that closing Cecil Field fifteen years ago was not a mistake. It is this huge facility with magnificent structures, many of whom have been rehabbed, sitting out in an area far west of Jacksonville with no encroachment. I think you ought to take a look at that, and so we're eager to help you in any way we can to ensure that the BRAC meets the needs of our armed forces for generations to come, and I want to thank you all personally for your public service at personal sacrifice. It is not like you're getting paid a lot to do this, you're rendering a great public service. Thank you very much.

Now, I want to introduce to you my colleague, my friend, Senator Mel Martinez.

SENATOR MARTINEZ:

Thank you very much, and Senator Nelson. Thank you. I want to just thank the Commissioners for giving us this great opportunity to come before of you. I appreciate it very much, and I want to just continue on this vein of enhancing what we believe to be the

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Hague, David, CIV, WSO-BRAC

From: Newton, Lloyd W. [lloyd.newton@pw.utc.com]
Sent: Thursday, November 03, 2005 5:52 AM
To: 'skinners@gtlaw.com'; JanGehman@aol.com; C.Battaglia@wso.whs.mil; Hillttmg1@aol.com; Newton, Lloyd W.; jvh@jimhansenassociates.com; Anthony.Principi@wso.whs.mil; bgturner@satx.rr.com; Martha.krebs@att.net; jbilbray@kkbr.com
Cc: David.Hague@wso.whs.mil; James.Schaefer@wso.whs.mil; James.Hanna@wso.whs.mil; William.Fetzer@wso.whs.mil
Subject: RE: Oceana NAS

Hi all

Sorry I have been out of the loop on this. I can't think of anything new to add. If there is a way to keep the pressure on in some way as suggested, then we should.

Cheers

Lloyd "Fig" Newton
Executive Vice President
Military Engines
Phone: 860-557-0290
Fax: 860-755-5905
Email: lloyd.newton@pw.utc.com

-----Original Message-----
From: skinners@gtlaw.com [mailto:skinners@gtlaw.com]
Sent: Wednesday, November 02, 2005 8:14 PM
To: JanGehman@aol.com; C.Battaglia@wso.whs.mil; Hillttmg1@aol.com; lloyd.newton@pw.utc.com; jvh@jimhansenassociates.com; Anthony.Principi@wso.whs.mil; bgturner@satx.rr.com; Martha.krebs@att.net; jbilbray@kkbr.com
Cc: David.Hague@wso.whs.mil; James.Schaefer@wso.whs.mil; James.Hanna@wso.whs.mil; William.Fetzer@wso.whs.mil
Subject: RE: Oceana NAS

Governor Bush has indicated privately that without the support of Jacksonville The move to Cecil is not possible.

I am sure that everyone knows that by now or assumes it to be true.

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From: JanGehman@aol.com [mailto:JanGehman@aol.com]
Sent: Wed 11/2/2005 4:43 PM
To: C.Battaglia@wso.whs.mil; Hillttmg1@aol.com; lloyd.newton@pw.utc.com; jvh@jimhansenassociates.com; Anthony.Principi@wso.whs.mil; Skinner, Samuel K. (OfCnsl-Chi-Gov/Adm); bgturner@satx.rr.com; Martha.krebs@att.net; jbilbray@kkbr.com
Cc: David.Hague@wso.whs.mil; James.Schaefer@wso.whs.mil; James.Hanna@wso.whs.mil; William.Fetzer@wso.whs.mil
Subject: Re: Oceana NAS
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Best regards

Hal

Hague, David, CIV, WSO-BRAC

From: skinners@gtlaw.com
Sent: Wednesday, November 02, 2005 8:14 PM
To: JanGehman@aol.com; C.Battaglia@wso.whs.mil; Hillttmg1@aol.com; lloyd.newton@pw.utc.com; jvh@jimhansenassociates.com; Anthony.Principi@wso.whs.mil; bgturner@satx.rr.com; Martha.krebs@att.net; jbilbray@kkbr.com
Cc: David.Hague@wso.whs.mil; James.Schaefer@wso.whs.mil; James.Hanna@wso.whs.mil; William.Fetzer@wso.whs.mil
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From: Battaglia, Charles, CIV, WSO-BRAC
Sent: Wednesday, November 02, 2005 8:02 PM
To: 'jangehman@aol.com'; 'hillttmg1@aol.com'; 'lloyd.newton@pw.utc.com'; 'jvh@jimhansenassociates.com'; Principi, Anthony, CIV, WSO-BRAC; 'skinners@gtlaw.com'; 'bgturner@satx.rr.com'; 'Martha.krebs@att.net'; 'jbilbray@kkbr.com'
Cc: Hague, David, CIV, WSO-BRAC; Schaefer, James, CIV, WSO-BRAC; Hanna, James, CIV, WSO-BRAC; Fetzer, William, CIV, WSO-BRAC
Subject: Re: Oceana NAS

The staff view, first of all, is that there can be no chgs to our recommendations. In another week, they will become. law. Staff is also of the view that explaining our intent is complicated by the action of the Mayor of Jax and therefore that the high road that Hal suggests is the position the Commission should take ii.e. W\o specifics, urging Virginia elected officials to do the right thing to ensure realistic pilot training and to enhance current and future public safety.

Thank you to all for the input. Charlie

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From: JanGehman@aol.com <JanGehman@aol.com>
To: C.Battaglia@wso.whs.mil <C.Battaglia@wso.whs.mil>; Hillttmg1@aol.com <Hillttmg1 @aol.com>; lloyd.newton@pw.utc.com <lloyd.newton@pw.utc.com>; jvh@jimhansenassociates.com <jvh@jimhansenassociates.com>; Anthony.Principi@wso.whs.mil <Anthony.Principi@wso.whs.mil>; skinners@gtlaw.com <skinners@gtlaw.com>; bgturner@satx.rr.com <bgturner@satx.rr.com>; Martha.krebs@att.net <Martha.krebs@att.net>; jbilbray@kkbr.com <jbilbray@kkbr.com>
CC: David.Hague@wso.whs.mil <David.Hague@wso.whs.mil>; James.Schaefer@wso.whs.mil <James.Schaefer@wso.whs.mil>; James.Hanna@wso.whs.mil <James.Hanna@wso.whs.mil>; William.Fetzer@wso.whs.mil <William.Fetzer@wso.whs.mil>
Sent: Wed Nov 02 17:43:23 2005
Subject: Re: Oceana NAS

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From: JanGehman@aol.com

Sent: Wednesday, November 02, 2005 5:43 PM

To: C.Battaglia@wso.whs.mil; Hillttmg1@aol.com; lloyd.newton@pw.utc.com; jvh@jimhansenassociates.com; Anthony.Principi@wso.whs.mil; skinners@gtlaw.com; bgturner@satx.rr.com; Martha.krebs@att.net; jbilbray@kkbr.com

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From: Sue E. Turner [BGTurner@satx.rr.com]
Sent: Wednesday, November 02, 2005 3:12 PM
To: Battaglia, Charles, CIV, WSO-BRAC; jangehman@aol.com; hillttmg1@aol.com; lloyd.newton@pw.utc.com; jvh@jimhansenassociates.com; Principi, Anthony, CIV, WSO-BRAC; skinners@gtlaw.com; Martha.krebs@att.net; jbilbray@kkbr.com
Cc: Hague, David, CIV, WSO-BRAC; Schaefer, James, CIV, WSO-BRAC; Hanna, James, CIV, WSO-BRAC; Fetzer, William, CIV, WSO-BRAC
Subject: Re: Oceana NAS

Hello, Charlie, et al:
This is a curious situation in deed. I have no advice, only more unanswered questions.
Have our fed legal minds rendered an opinion re interpretation of how the compliance pieces still apply to Va Beach?
For example, is there now, in fact, an automatic free pass for Va Beach that now allows them to do nothing more and keep Oceana open, business as usual?
Or, if Va Beach chooses to do nothing more and, in fact, "defaults" on their part of the deal... why wouldn't Va Beach be considered a "failed to meet"
and Oceana default to a "close" since JAX is out of the pix?
I am having trouble understanding how the current situation is different than if both cities had tried and failed to meet their target, OR how this is different than if it had been a straight "do it or close" recommendation to begin with without JAX? Either way, the USN would still have had to find a new location for the MJB.
Has there ever been anything this bizarre in prior BRACs?
Regards to everyone!
Sue

----- Original Message -----
From: "Battaglia, Charles, CIV, WSO-BRAC" <C.Battaglia@wso.whs.mil>
To: <jangehman@aol.com>; <hillttmg1@aol.com>; <lloyd.newton@pw.utc.com>; <jvh@jimhansenassociates.com>; "Principi, Anthony, CIV, WSO-BRAC" <Anthony.Principi@wso.whs.mil>; <skinners@gtlaw.com>; <bgturner@satx.rr.com>; <Martha.krebs@att.net>; <jbilbray@kkbr.com>
Cc: "Hague, David, CIV, WSO-BRAC" <David.Hague@wso.whs.mil>; "Schaefer, James, CIV, WSO-BRAC" <James.Schaefer@wso.whs.mil>; "Hanna, James, CIV, WSO-BRAC" <James.Hanna@wso.whs.mil>; "Fetzer, William, CIV, WSO-BRAC" <William.Fetzer@wso.whs.mil>
Sent: Wednesday, November 02, 2005 11:17 AM
Subject: Oceana NAS

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> any, to which the Commission should press the Gov of VA and Mayors of
> VA Beach and Chesepeake to comply with the BRAC Commission
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> Tomorrow morning, the Chairman has a press interview scheduled with
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Subject: RE: Oceana NAS

I am sure we all are disappointed with the action taken by the Mayor of Jacksonville. He has taken our "trump card" away from us. It looks like the state of Virginia and the impacted cities are not going to do anything significant now that the hammer is gone.

If the Navy is not going to use this language to push them I do not see that there is much else we can do.

Sam

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CHIEF OF NAVAL OPERATIONS

29 OCT 2005

Dear Senator Warner,

Thank you for your recent letter concerning the long-term future of Naval Air Station (NAS) Oceana.

As you know, pursuant to the authority granted by the Defense Base Closure and Realignment (BRAC) Act, the Department of Defense conducted a thorough analysis of all military installations in the United States and Territories on an equal footing, with military value as the primary consideration. It was through this process that the Department concluded that NAS Oceana remained the most suitable option for an east coast master jet base for the foreseeable future. That position has not changed.

As to the issue of the North Carolina Out-Lying Field (OLF), we are proceeding with our land acquisition plans consistent with the ruling of the 4th Circuit Appellate Court. We are also simultaneously working the Supplemental Environmental Impact Statement to ensure we have appropriately addressed the court's concerns.

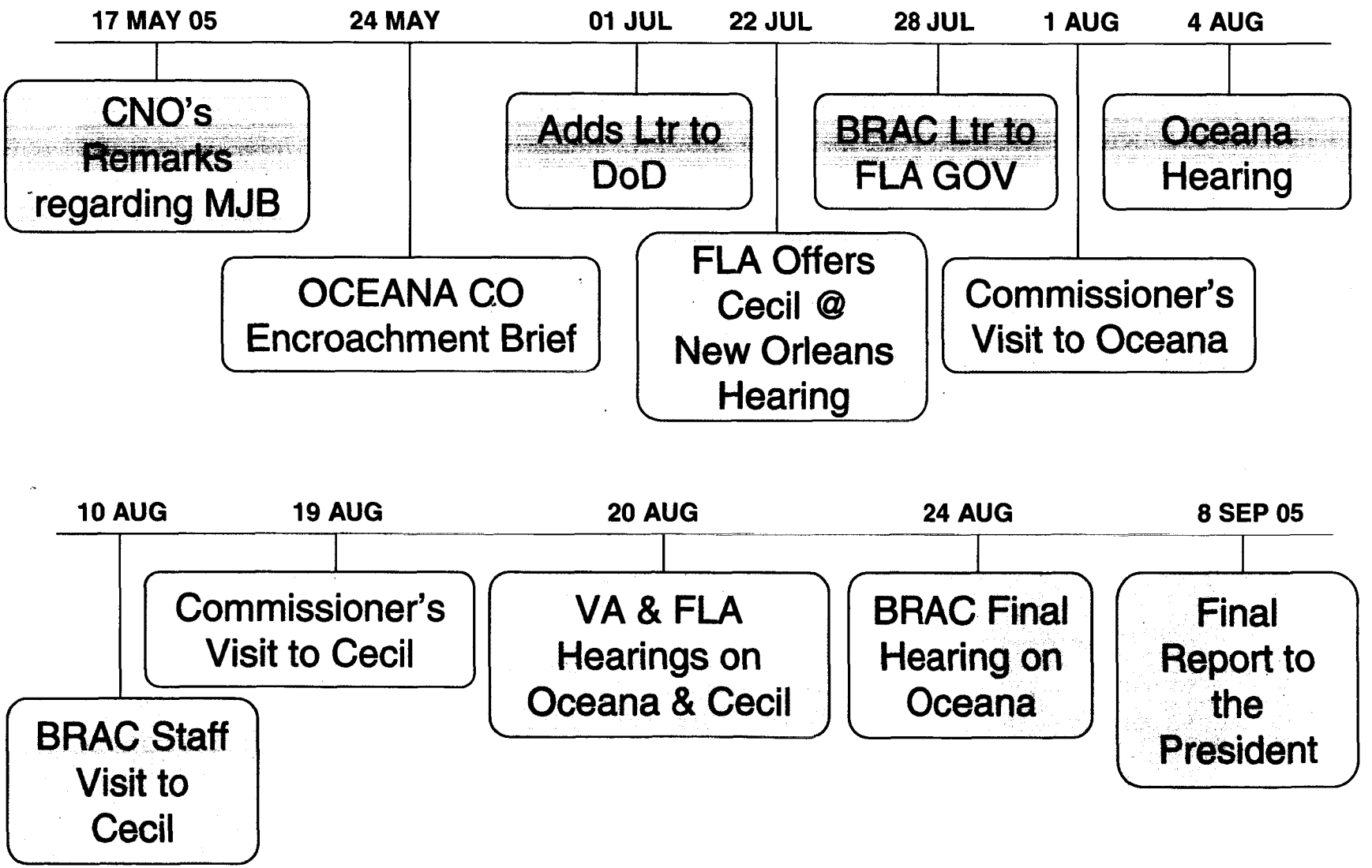
Thank you for your letter and continued support for the men and women who serve the United States Navy. A similar letter has been sent to Senator Allen, Representative Drake, and Representative Scott. Please let me know if I maybe of further assistance.

Sincerely,

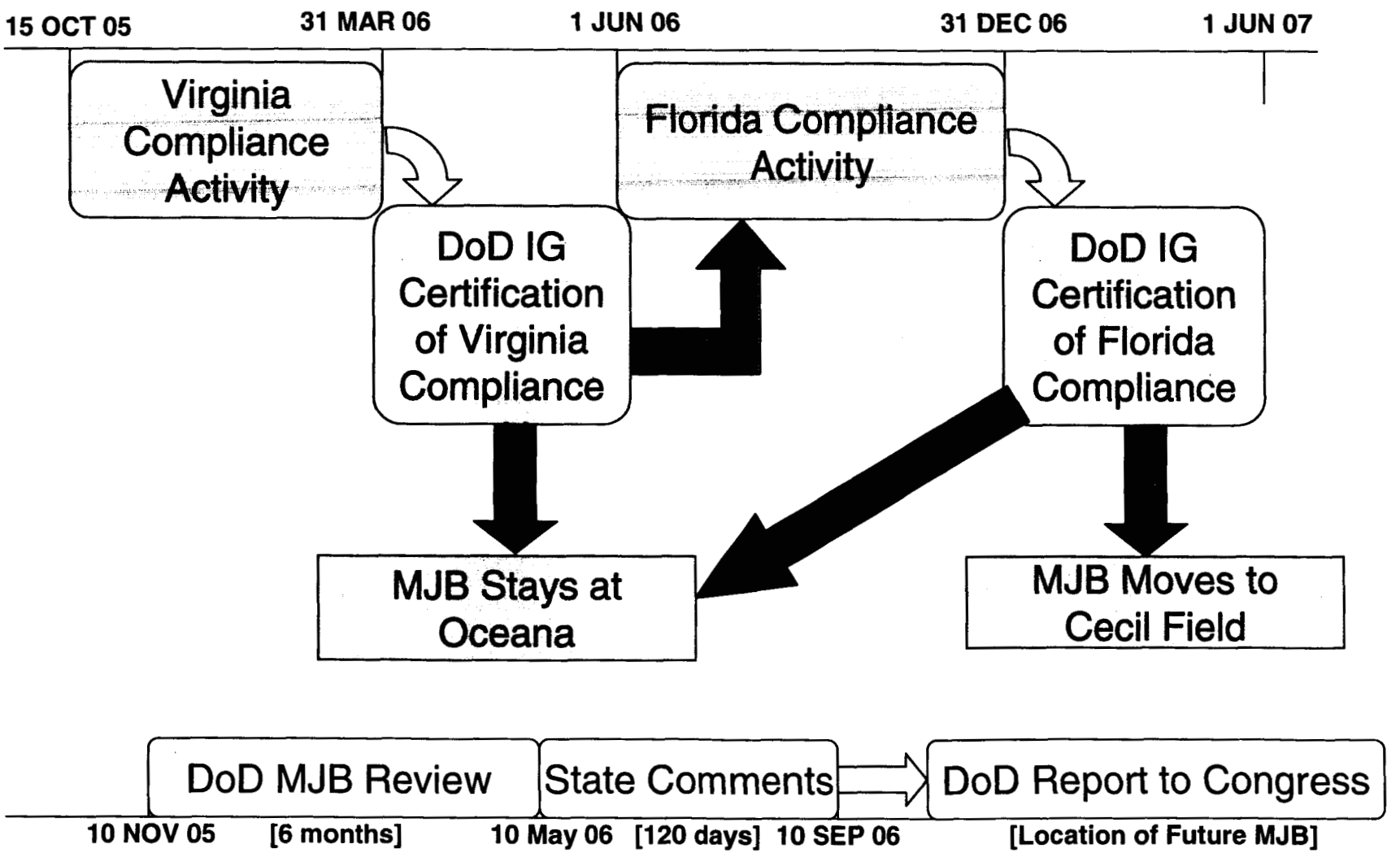
M. G. MULLEN
Admiral, U.S. Navy

The Honorable John W. Warner
Chairman
Committee on Armed Services
United States Senate
Washington, DC 20510

Oceana – Cecil Field Timelines – Pre Decision



Oceana – Cecil Field Timelines – Post Decision



Community Requirements

Virginia Requirements

1. Enact state-mandated zoning controls to follow AICUZ guidelines for property in Noise Levels 70 dB Day-Night, average noise Level (DNL) or greater;

2. Enact state legislation and local ordinances to establish a program to condemn and purchase all the incompatible use property located in APZ-1in NAS Oceana and fund NLT $15 million annually in non-federal funds to support this legislation;

3. Codify the 2005 final Hampton Roads JLUS recommendations;

4. Legislate requirements for rezoning undeveloped properties in DNL 70 dB or greater, and disallow all incompatible uses under AICUZ guidelines;

5. Establish programs for purchasing development rights of the inter-facility traffic area between NAS Oceana and NALF Fentress;

6. Enact legislation creating the Oceana-Fentress Advisory Council.

Requirements met when DoD IG certifies in writing by 6/1/06 to POTUS and Congressional oversight committees.

Florida Requirements

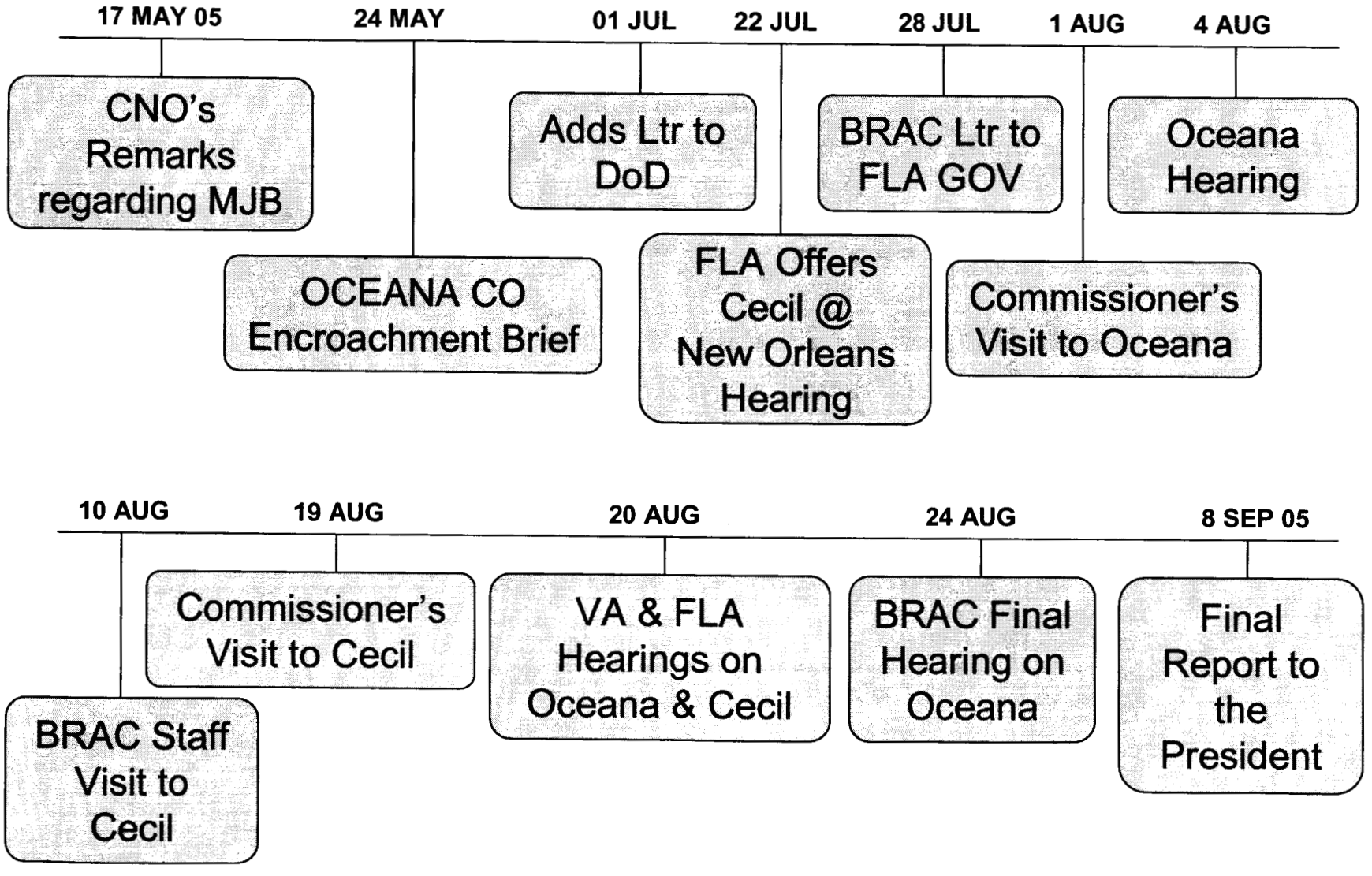
1. Appropriate sufficient funds to relocate commercial tenants presently located at Cecil Field, Florida;

2. Appropriate sufficient funds to secure public-private ventures for all the personnel housing required by the Navy at Cecil Field to accomplish this relocation;

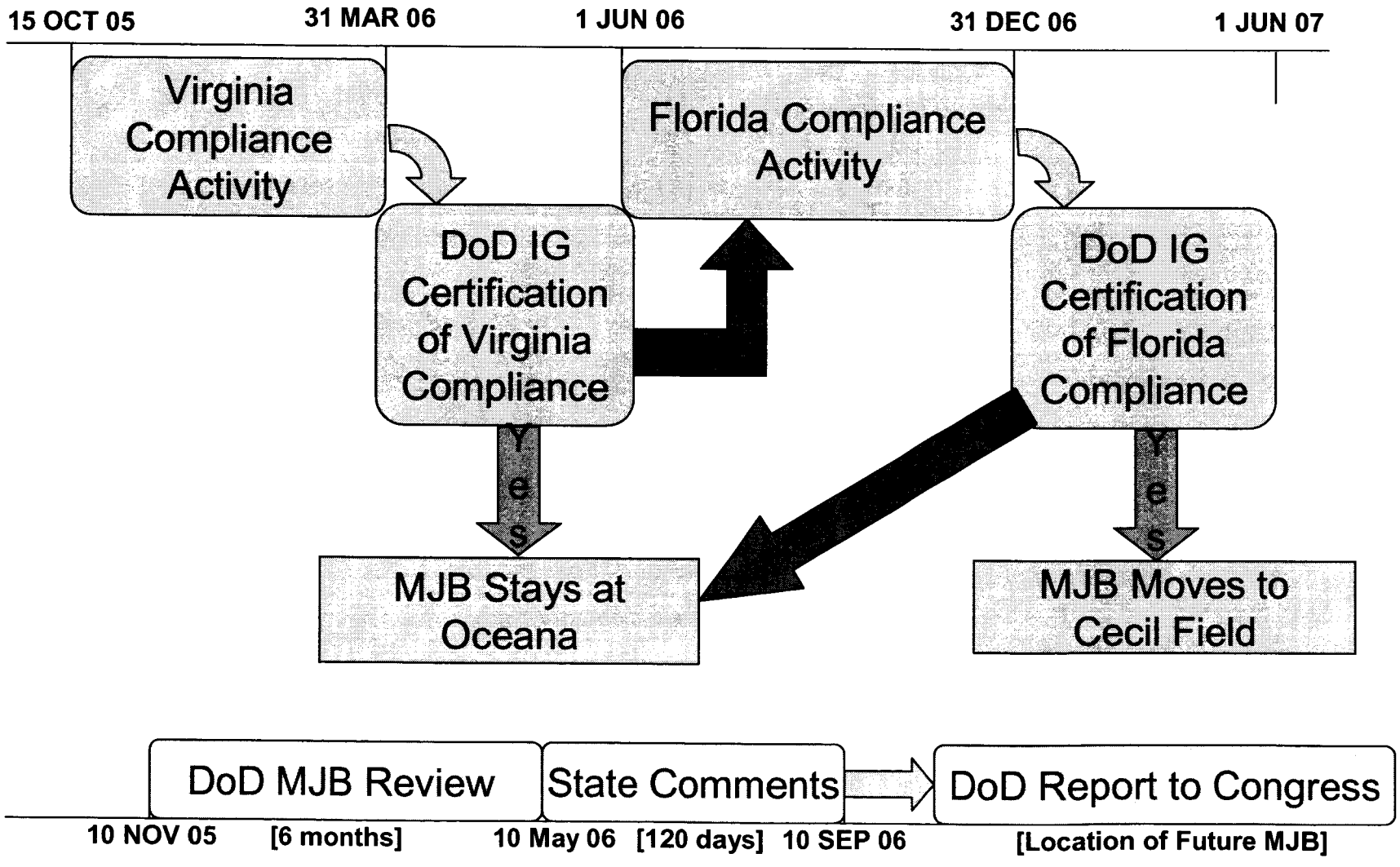
3. Turn over fee simple title to DoD for property comprising the former Naval Air Station Cecil Field.

Requirements met when DoD IG certifies in writing by 12/31/06 to POTUS and Congressional oversight committees. If Virginia declines to undertake these actions from the outset or within 6 mos. following June 1, 2006, then Florida may meet its requirements. If Florida fails to receive a certification by 6/1/07, the F/A-18 striker fighter wings and support functions for the MJB remain at NAS Oceana.

Oceana – Cecil Field Timelines – Pre Decision



Oceana – Cecil Field Timelines – Post Decision



Community Requirements

Virginia Requirements

1. Enact state-mandated zoning controls to follow AICUZ guidelines for property in Noise Levels 70 dB Day-Night, average noise Level (DNL) or greater;

2. Enact state legislation and local ordinances to establish a program to condemn and purchase all the incompatible use property located in APZ-1in NAS Oceana and fund NLT $15 million annually in non-federal funds to support this legislation;

3. Codify the 2005 final Hampton Roads JLUS recommendations;

4. Legislate requirements for rezoning undeveloped properties in DNL 70 dB or greater, and disallow all incompatible uses under AICUZ guidelines;

5. Establish programs for purchasing development rights of the inter-facility traffic area between NAS Oceana and NALF Fentress;

6. Enact legislation creating the Oceana-Fentress Advisory Council.

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Hague, David, CIV, WSO-BRAC

From: Fetzer, William, CIV, WSO-BRAC
Sent: Monday, October 17, 2005 8:36 AM
To: McCreary, Robert, CIV, WSO-BRAC; Hague, David, CIV, WSO-BRAC; Battaglia, Charles, CIV, WSO-BRAC; Cirillo, Frank, CIV, WSO-BRAC; Hanna, James, CIV, WSO-BRAC; Cook, Robert, CIV, WSO-BRAC
Cc: Schaefer, James, CIV, WSO-BRAC
Subject: RE: Cecil-Oceana OpEd Final Draft

Rob, I have a couple of comments to ensure accuracy:

1. Data for Oceana was obtained by using the number of homes reported in the super Hornet FEIS (released in July 2003) and applying the 2000 VA Beach Census data to get an estimated number of homes by diving the FEIS population figures by 2.62 humans/house.

2. In the last paragraph, I would rephrase it to say that "Oceana has more than 30 times the level of residential encroachment as Cecil Field using official U.S. Navy and Census data estimates." (PS: You get that by dividing 2248 by 46 which actually equals 48.9, so you could bump up the 30 times figure to 45.)

VR, Bill

-----Original Message-----
From: McCreary, Robert, CIV, WSO-BRAC
Sent: Monday, October 17, 2005 8:08 AM
To: Hague, David, CIV, WSO-BRAC; Battaglia, Charles, CIV, WSO-BRAC; Cirillo, Frank, CIV, WSO-BRAC; Fetzer, William, CIV, WSO-BRAC; Hanna, James, CIV, WSO-BRAC; Cook, Robert, CIV, WSO-BRAC
Cc: Schaefer, James, CIV, WSO-BRAC
Subject: Cecil-Oceana OpEd Final Draft

Sir,
Attached and below is a final draft of our OpEd for your review. Robert

Homes in the NAS Oceana Accident Potential Zones exceed Cecil Field by an Estimated 3,300%

The record does not support claims that the 2005 BRAC Commission made its decision to consider realignment of NAS Oceana in the absence of data concerning the environment at Cecil Field, Florida and NAS Oceana in Virginia.

On May 26, 2005, the Commanding Officer of NAS Oceana briefed the Commission on the effects of encroachment at that facility (See attached document). The BRAC Commission had to consider if Atlantic Fleet Strike Fighter Wings operational readiness, as well as the safety of the citizens of Virginia Beach and Chesapeake, are threatened by the Oceana area s residential and commercial encroachment. Further, the commission had to consider whether the Navy would be able to continue operating NAS Oceana as a Master Jet Base if the City of Virginia Beach and the State of Virginia did not take positive measures to significantly limit and roll back that encroachment.

As a result, on July 1, 2005, the Commission notified the Secretary of Defense that it would consider NAS Oceana for closure or realignment.

Florida officials first offered Cecil Field at the Commission s New Orleans Regional Hearing on July 22, 2005. The records of the resulting base visits and community hearing input are on the Commission s website.

The Commission became aware of encroachment at Cecil Field early in its analysis of Florida s offer. On August 9, 2005, the Navy reported significant residential and commercial growth near the base and provided satellite imagery of the Cecil Field area

(See attached document). The Commission s Cecil Field base visit reports of August 10 and August 19, 2005 reflect comments on minor encroachment (See Attached Document). BRAC Commissioners and staff reviewed satellite imagery of both NAS Oceana and Cecil Field (See Attached Document) and directly observed the level of encroachment during aerial tours at both facilities.

In considering Cecil Field as an alternative, the Commission found that 2000 census data for Virginia Beach identified 10,265 residences in the NAS Oceana Accident Potential Zones (APZs) (Clear Zone, APZ-1 and APZ-2). Jacksonville, FL officials reported 308 residences in Cecil Field s comparable APZs.

The Commission was most concerned about houses located in the highest risk areas closest to aircraft landing and takeoff paths, designated Clear Zones and APZ-1. Census data shows 2,228 houses for NAS Oceana.
For Cecil Field, the reported actual number of homes was 46 in October 2005.

In short, NAS Oceana has over 3,000 times the level of encroachment as Cecil Field. If the Navy s East Coast Master Jet Base remains at NAS Oceana, and Virginia Beach fails to take the strong proactive measures necessary to cure the negative effects of encroachment, the men and women who constitute Atlantic Fleet Strike Fighter Wings would continue to experience unnecessarily degraded operational training and readiness and the local civilian population would suffer continued exposure to unnecessary risks.

Hague, David, CIV, WSO-BRAC

From: Cirillo, Frank, CIV, WSO-BRAC
Sent: Friday, October 14, 2005 7:29 AM
To: Hague, David, CIV, WSO-BRAC; Battaglia, Charles, CIV, WSO-BRAC
Cc: Sarkar, Rumu, CIV, WSO-BRAC; Fetzer, William, CIV, WSO-BRAC; Hanna, James, CIV, WSO-BRAC; Cook, Robert, CIV, WSO-BRAC; Hill, Christine, CIV, WSO-BRAC; Schaefer, James, CIV, WSO-BRAC
Subject: RE: BRIEFING FOR CHARLIE

Attachments: RE: FRPA Conference BRAC Speaker

David/Charlie: We will sort out the best timing today but some real time conflicts make Tuesday a particularly challenging day for this discussion as noted below. In that regard I will suggest the meeting to discuss Oceana- Cecil be revised to sometime Wednesday as best works out with Charlie, David, Bill F, Bob C and Dave VS:

- I start my previously scheduled Comp time to FL (RED HORSE Reunion) and will be gone through Monday the 24th.
- Bob is still on Comp Time (on Cruise) and will fly into town the evening of Tues the 18th and be in the office Wed the 19th.
- Jim Hanna has scheduled Comp Time next week.
- Dave Van Saun will be acting R&A Director during Bob's and my underlap but, at the request of Jim Schaeffer and per the attached message, will be providing the BRAC Presentation to the Federal Real Property Association Conference on Tuesday http://frpa.us/conf.html

David and I will get with all folks today - assure Bill Fetzer is available - and reschedule if OK with both of your schedules.

Dave VS will also be lead regarding the Rock Island discussion you asked for - the lead Analyst, Valerie Mills, has already returned to DLA but I believe Jim Durso is read in pretty well as of course is Dave.

RE: FRPA
ıference BRAC Spea

From: Hague, David, CIV, WSO-BRAC
Sent: Thursday, October 13, 2005 4:41 PM
To: Cirillo, Frank, CIV, WSO-BRAC; Fetzer, William, CIV, WSO-BRAC; Hanna, James, CIV, WSO-BRAC
Cc: Sarkar, Rumu, CIV, WSO-BRAC
Subject: BRIEFING FOR CHARLIE

Frank, et. al. ---

Charlie will not be in the offices tomorrow, Friday.

He will be in part of each day next M-Th and asked to be briefed on the Oceana/Cecil Field situation on Tuesday at 1100. He wants to be provided by noon on Tuesday the materials sent to Senator Warner.

We'll meet in the R&A Conference Room.

David

August 17, 2005

MEMORANDUM FOR THE CHAIRMAN

VIA: EXECUTIVE DIRECTOR

SUBJ: FINAL DELIBERATIONS

The following overview is provided to assist in focus of effort on the most likely challenges to be confronted in the week ahead.

Legal issues of which the commissioners should be aware.

- Governor consent ICW Air NG recommendations.
- Retirement of aircraft ICW Air NG recommendations.
- Legality of Commission acting on leased space recommendations.
- Legality of Commission considering Cecil Field as an alternative to NAS Oceana.

As has been discussed at length, both the governor consent and retirement of aircraft issues could be bases for successful legal challenge of the BRAC process.

I do not believe the other two issues in any way inhibit the Commission in its deliberations and voting on leased space properties or NAS Oceana. Furthermore, I believe that the Commission can appropriately consider Cecil Field to be a receiving site if NAS Oceana is closed.

The first two issues can be mitigated and largely resolved by including language in the Air NG recommendations that require State approval and by deleting reference from those recommendations all mention of retiring aircraft. However, if neither approach is considered desirable, the Air NG recommendations can be evaluated without regard to them. They can all be approved, all voted down, or altered in one way or another. As with other recommendations, a sense of the Commission as to possible resolutions of the Air NG recommendations will develop in the days ahead.

The breakdown of recommendations is as follows:

- Adds – 8 installations to be considered.

- Army -- 10 recommendations involving major installations, 46 involving Reserve Component installations.

- Navy -- 16 recommendations involving major installations, 5 involving Reserve Centers and Recruiting.

- Air Force -- By rough count 30 recommendations involve movement of Air NG aircraft; 12 other recommendations involve other (some major) installations.

- Joint Cross Service Group – 71 recommendations
  - Education and Training -- 9 recommendations
  - Headquarters and Support Activities -- 21 recommendations, including leased spaces and numerous multiple recommendations
  - Industrial -- 17 recommendations
  - Intelligence -- 2 recommendations
  - Medical -- 6 recommendations
  - Supply and Storage -- 3 recommendations
  - Technical --13 recommendations

At least 50 recommendations (Army and Naval Reserve) will be resolved in two or three votes. A significant number of the other recommendations will be approved with minimal discussion. By category, the Air NG recommendations are currently presenting the most vexing issues to staff. Once there is more clarity about viable courses of action, motions and alternative motions can be developed for them, and they will likely be deliberating and voted on expeditiously. Then the remaining recommendations will fall into two categories: 1) those likely to require lengthy discussion; and 2) those that can be voted on more quickly, but will still require considerable discussion.

Scripts and amendments/motions are being prepared for all possibilities which will be identified through interaction with the commissioners in the days ahead.

David C. Hague

COPY

** SENATE ARMED SERVICES COMMITTEE **

Fax Cover Sheet

Return this receipt to: M H

FAX TO: Honorable Anthony J. Principi
FAX NUMBER: (703)699-2735
PHONE NUMBER: (703)699-2952

COMMENTS:

FROM: *Committee on Armed Services* *United States Senate* *Room SR-228, Russell Senate Office Building* *Washington, D.C. 20510-6050* *PHONE: (202) 224 - 3871*	*This transmission consists of 2 pages, including this cover sheet.*

JOHN ENSIGN
NEVADA

COMMITTEES:
ARMED SERVICES
COMMERCE, SCIENCE, AND TRANSPORTATION
HEALTH, EDUCATION, LABOR, AND PENSIONS
BUDGET
VETERANS' AFFAIRS

United States Senate

WASHINGTON, DC 20510-2805

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RENO, NV 89501
(775) 686-5770

600 EAST WILLIAM STREET
SUITE 304
CARSON CITY, NV 89701
(775) 885-9111

website: ensign.senate.gov

August 17, 2005

Honorable Anthony J. Principi
Chairman, Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, Virginia 22202-3920

Dear Chairman Principi:

Thank you for your letter of August 9, 2005. After reviewing the enclosures, it is apparent that previously undocumented conversations between the Commission and senior-level Department of Defense officials occurred on matters before the Commission. I commend your decision to take immediate steps to post "reports of future meetings and other contacts" with Department of Defense officials on the Commission's website to preserve our common interest in a fair and transparent process. I request that you continue to make all information received by the Commission part of the public record at the earliest time possible.

Further, the information contained in the summary of your meetings/telephone calls also confirms that discussions occurred with Department of Defense officials who were personally or substantially involved in the preparation of information and recommendations concerning the closure or realignment of military installations. To assess whether *ex parte* communications may have influenced the Commission's actions to date, I request that you provide to my staff a complete detailed account of (1) information exchanged in meetings and telephone calls, particularly as it related to subsequent Commission deliberations; and (2) information on *ex parte* contacts that the other eight commissioners, as well as the Commission staff, had with Department of Defense officials between May 2 and July 19, 2005. I also request that you allow my staff to interview individual Commissioners and Commission staff, as necessary.

I am committed to quickly resolving this matter as to not impede the critical work of the BRAC Commission. I request that you provide the requested documentation and access to my staff before September 6, 2005. I look forward to your reply.

Sincerely,

John Ensign

John Ensign
Chairman
Subcommittee on Readiness and Management Support

cc: The Honorable Donald H. Rumsfeld

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
2521 CLARK STREET, SUITE 600
ARLINGTON, VIRGINIA 22202
(703) 699-2950

MEMORANDUM OF MEETING

DATE: **August 2, 2005**

TIME: **1:00 PM**

MEETING WITH: **SASC Staffers**

SUBJECT: **July 29th Senator Ensign Letter regarding Section 2902 *ex parte* Review**

PARTICIPANTS:

Lucian Niemeyer - SASC Majority Professional Staff
Mike McCord - SASC Minority Professional Staff
Alison Brill - SASC Staff Assistant
Regina Dubey - SASC Research Assistant
D Griser - Military Legislative Assistant (Ensign)
Alexis Bayer - Legislative Aide (Ensign)

COMMISSION STAFF:

Charles Battaglia, Executive Director
David Hague, General Counsel
Dan Cowhig, Deputy General Counsel
Christine Hill, Director of Legislative and Intergovernmental Affairs
Frank Cirillo, Director of Review & Analysis *
Bob Cook, Interagency Issues Team Leader

* Denotes individual responsible for completing the memorandum

MEETING SUMMARY:

SASC explanation and discussion was led by Lucian Niemeyer. He first commented favorably on the Commission web page as far as openness and availability of a record amount of data. He also commented favorably on the Commission staff interaction and tracking with the OSD Clearinghouse. On the other hand Lucian and other SASC representatives indicated they were knowledgeable of, and had presented to Senator Ensign, information indicating Commissioners and staff had engaged in undocumented communication with military officials who were personally and substantially involved in BRAC recommendations that conceivably could have influenced the Commissioners deliberative process. They noted that

the allegations and review should and would only be centered around the only deliberations held to date, those on July 19th leading up to the Commission consideration for additions to the Secretary of Defense list of Recommended Closures and Realignments. Lucien also asked we assure that any formal Memoranda of Meeting for Community visits not already contained within the e-library, be added to the e-library as soon as possible.

Mr. Cirillo stated that as a matter of practice, discussions with DoD officials were and will be conducted regularly as a matter of clarification of information formally presented to the Commission and/or to better understand the methodology and processes used by OSD in developing the recommendations. Mr. Cirillo noted this process of informal meetings has been established since before receipt of the recommendations. Mr. Cirillo pointed out that we did not have nor internally require formal documentation of these meetings or conversations but that we would provide a review of calendars to assure a record of occurrence of those meetings, attendees, dates and subject matter were available, as we certainly had nothing to hide. (This listing[1] and meeting calendar review[2] have since been completed and are attached.) We also stated that as an informal matter of policy, for any information presented by OSD during those meetings, copies were immediately put on public record and, further, if we requested information from the OSD attendees during the meetings, their replies were sent through the Clearinghouse process. A copy of the Latest Clearinghouse Tracker list[3] was provided to Mr. Niemeyer – the latest version of which is also attached to this Memo)

Mr. Battaglia requested SASC provide the Commission the substance of the allegations so we could review and provide the specifics. Mr. Battaglia was emphatic and direct in emphasizing that although we fully understood the oversight needs, any major interruption in the intense and culminating efforts of the Commissioners and staff to finalize analysis, review of DoD Clearinghouse input and concentrate these last three weeks in preparation for the final deliberations could well cripple the entire purpose and intent of the Commission.

Mr. Niemeyer indicated he understood the concern but would prefer receiving our input by August 10th and upon receipt, proceed to assess if our list of activity met with their understanding of available allegations. Mr. Niemeyer reiterated that the current interest is solely those communications regarding and leading up to the Adds Hearing deliberations and the Committee hoped the issue of alleged *ex parte* communications would not result in exacerbating stated concerns by the Readiness and Management Subcommittee that might compromise their confidence of the openness and fairness of the Commission process.

Mr. Battaglia presented Mr. Niemeyer with the attached summary of how each of the twelve Additions for Consideration items were brought up for discussion. We also noted we would assure the Community Meeting Memoranda on the e-library would be reviewed for currency and that staff would query commissioners regarding any *ex parte* meetings or communication that might have occurred.

3 Attachments: Adds List Statements[1]/OSD Meeting Summary[2]/ Clearing House Tracker[3]

Brief Statement Regarding Development of the Adds List as Contained in Commission July 1, 2005 Letter

1. **MCRD San Diego, CA:** was considered at the request of a commissioner who wished to explore the redundant capacity in Marine Corps Recruiting Depots in order to relieve the congested location of the current site and to provide the local community the opportunity to expand the international airport and/or commercially develop scarce real estate.

2. **Naval Shipyard Pearl Harbor, HI:** was considered at the request of commissioners who expressed concern that a shipyard with apparent higher military value and efficiency was proposed for complete closure in place of Pearl Harbor.

3. **NAS Brunswick, ME:** was presented for consideration to allow a fuller exploration of options for reducing excess infrastructure. DOD minutes show that DON had proposed for complete closure but was overruled at a late IEG meeting with the rationale of providing unspecified strategic presence and surge capability.

4. **Navy Broadway Complex, CA:** was considered at the request of a commissioner who was familiar with the installation and the development enabling legislation dating to the late 1980's. This dialogue was openly discussed during the July 19, 2005 Adds Hearing.

5a. **NAS Oceana, VA:** was included in the Chairman's letter as part of the "Realignment of Master Jet Base" consideration and was considered for addition as a potential closure at the request of commissioners who from the initial (May 17, 2005) hearings questioned the state of encroachment and alternatives for Navy. CNO testified that Navy needed to move and that several options had been considered but that no suitable alternatives had been found. Commissioners felt that another exploration of alternatives was warranted.

5b. **Moody AFB, GA:** was included in the Chairman's letter as part of the "Realignment of Master Jet Base" consideration and was generated as a result of testimony between the Commission and the CNO and the Commission and the CSAF during the May 17th, 2005 Navy and Air Force portions of Commission Hearings following receipt of the Recommendations.

6. **Galena Airport FOL, AK:** was noted as a consideration by attending commissioners as a result of dialogue during the Eielson AFB Visit on June 15, 2005 noting rather substantial operating costs with little apparent Military Value. The Commission requested Community comment regarding the consideration for such consideration in the course of open testimony at the June 15th Alaska Regional Hearing.

7. **Pope AFB, NC:** was added for consideration as a result of dialogue with commissioners regarding review by Commission staff of the Air Force BCEG minutes

regarding last stage decisions leading to final OSD Recommendations indicating that Pope was a strong contender for full Closure up until the final decision.

8. **Grand Fork AFB, NC:** was added for consideration as a result of dialogue with commissioners regarding review by Commission staff of the Air Force BCEG minutes regarding last stage decisions leading to final OSD Recommendations indicating that Grand Forks was a strong contender for full Closure up until the final decision.

9. **Air National Guard:** This addition into the consideration listing was more a statement of concern than a consideration for addition as a result of ongoing dialogue among commissioners and staff. Additionally, it provided the Secretary of Defense an opportunity to suggest changes or additions to what was obviously a very controversial list should he choose to do so.

10. **Defense Finance and Accounting Service, Various Sites:** was added for consideration based upon information received by Commissioners from visiting the impacted DFAS installations, the Commission questioned the military value scoring system used to rank DFAS installations. The information used by the Commission to prepare analysis of this action came from several documents including: Base visit reports; Memorandum of meetings with community representatives; Information received from DoD Clearinghouse requests; Memorandum of meetings with DFAS representatives and Headquarters & Support Activities JCSG Volume VII Final BRAC 2005 Report.

11. **Professional Development Education, Various Sites:** was added for consideration as a result of an exhaustive staff study of the process by which the DoD Joint-Cross Service Education and Training committee evaluated their proposals was conducted led to the request of detailed information regarding this arena. An analysis of this information as well as dialogue with several commissioners led to the conclusion a potential add should be considered by Commissioners.

12. **Joint Medical Command Headquarters, Various Sites:** was added for consideration as a result of review and analysis of the information provided to the Commission that was used by the MJCSG to prepare analysis of a Joint Medical Command Headquarters came from: Comments received during an official Base Visit meeting regarding VA Leased Space on May 27, 2005 (attended by CODELs) and as presented by the DARPA representative; documents sourced from the DoD public reading room; responses from the OSD Clearinghouse; HSA JCSG Vol. VII Final BRAC Report 2005; and economic analysis provided by Commission staff on July 16, 2005.

2005 Defense Base Realignment and Closure Commission
List of Review and Analysis Meetings with Department of Defense Senior Officials by Team

Air Force

Date: 9 May 2005
Senior official: Capt Lapinski/USCG
Purpose: Coast Guard Coord in BRAC

Date: 9 June 2005
Senior Official: MG Heckman
Purpose: Introductions Selection

Date: 24 June 2005
Senior Official: MG Heckman
Purpose: Explain selection approach

Date: 1 July 2005
Senior Official: MG Heckman
Purpose: Rev. TAG hearing in ATL

Date: 5 July 2005
Senior Official: Gen Handy
Purpose: Telcon at behest of Sen. Conrad

Date: 20 July 2005
Senior Official: MG Heckman, BG Hanes
Purpose: Explain selection approach

Date: 1 August 2005
Senior Official: BG Hanes
Purpose: Discuss ANG issues, BCEG

Date: 5 August 2005
Senior Official: MG Heckman
Purpose: Discuss topics for hearing

Army

Date: 9 May 2005
Location: TABS Office, Rosslyn, VA
Senior official: COL Kurt Weaver
Purpose: Training on COBRA Model
No MFR written.

Date: 28 June 2005
Location: Conference call
Senior official: COL Kurt Weaver
Purpose: Discuss proposed location of TRADOC Headquarters in Close Fort Monroe scenario.
No MFR written.

Date: 15 July 2005
Location: Pentagon, 3D453
Senior official: Dr Craig College
Purpose: Discuss mechanism for resolution of outstanding issues.
MFR written.

Date: 20 July 2005
Location: BRAC Office, Large Conference Room
Senior official: Mr. Raymond Dubois, Acting Undersecretary of the Army
Purpose: Receive a briefing on the Army Stationing Plan.
MFR written

Navy

Date: 20 May 2005:
Official / Purpose: Navy-Marine Corps BRAC team met with DoN staff for introductions and establishment of ground rules for data explanation/clarification. Emphasized Clearinghouse process for audit trail purposes.

Date: 9 June 2005
Official / Purpose: Navy-Marine Corps Team Leader met with Ms. Anne Davis and Mr. Dennis Biddick to discuss full release of data. Emphasized that all data must be in public record and that BRAC would not use classified data in analytic work. Pressed for rapid resolution of classification issue.

Date: 22 June 2005:
Official / Purpose: Meeting between Mr. Jim Hanna and RDML Harry Harris for lunch in Pentagon. Unrelated to BRAC. RDML Harris was one of Mr. Hanna's plebes at USNA and was Operations Officer in Naval Forces Central Command during Mr. Hanna's tour as Chief of Staff while conducting OEF and OIF in the Middle East.

Date:12 July 2005
Official / Purpose: Attended meetings with CMC and CNO in company of the Chairman during which CMC and CNO voiced their concerns with potential adds.

Date: 20 July 2005
Official / Purpose: Office call with ADM Mullen, Perspective CNO, on BRAC process and his concerns with adds.

Date: 21 July 2005
Official / Purpose: Office call with Ms. Anne Davis and Mr. Dennis Biddick to discuss analytic support required of DoN BRAC team during BRAC endgame. This was to ensure that DoN retained adequate personnel to accommodate Clearinghouse taskers and provide necessary clarification and amplification of existing recommendations.

JCSG

Date: 13 June 2005
Official / Purpose: RC Transformation Recommendations, Tim Abrell met with Col Day USAR rep to RC-PAT .

Date:1 June 2005
Official / Purpose: Technical Joint Cross-Service Recommendations, Les Farrington met with Al Shaffer (SES) BG Fred Castle.

Date: 29 June 2005
Official / Purpose: BRAC Actions Affecting NBVC (Point Mugu)VADM Walter Massenburg and RADM Michael Bachmann.

Date: 2 August 2005
Official / Purpose: Technical Joint Cross-Service Recommendations, Al Shaffer (SES) National Defense University

Date: 3 August 2005
Official / Purpose: Impact of proposed BRAC recommendations on the science and technology program. Dr. Hans Binnendijk, Dr. Richard Chait, Dr. Don Daniel, Dr. Elihu Zimet, Dr. John Lyon.

IAC Clearing House Requ	COBRA Run for 20 year	AS OF 8/1/05					
Interagency	Gingrich, Karl	Incomplete or incorrect justification data (COBRA) - Pope, Ingleside, Kansas AAP	24-May-05	27-May-05	24-May-05		
JCSG	Carroll, Svd	COBRA Run that moves Navy Rotary Wing School to Fort Rucker, AL	24-May-05	27-May-05	28-May-05		CH provided E&T Justification CDs as response to this request. Re-submitted
Air Force	MacGregor, Tim	ANG Reserve united "realignment" losing all aircraft	25-May-05	13-Jun-05	13-Jun-05	33	
Army	Avenick, Mike	Consolidated roll-up of actions impacting Fort Knox, KY (Personnel moves & costs)	25-May-05	28-May-05	28-May-05		
Interagency	Gingrich, Karl	COBRA Run for Pope AFB due to excessive costs	26-May-05	29-May-05	27-May-05		Spoke to AF COBRA analyst for clarification
JCSG	McRee, Brad	Questions regarding Air National Guard recommendations	27-May-05	2-Jun-05	2-Jun-05		
Air Force	Principl	Air Force QFR May 17 Hearing	28-May-05	13-Jun-05		182	Draft Response received
Army	Principl	Army QFR May 18 Hearing	28-May-05	13-Jun-05	13-Jun-05		
JCSG	Principl	JSCG QFR May 18 Hearing	28-May-05	13-Jun-05	15-Jun-05	186	
Navy	Principl	Navy QFR May 17 Hearing	28-May-05	13-Jun-05	13-Jun-05		
R&A	Principl	SEC DEF QFR May 18 Hearing	28-May-05	13-Jun-05			
JCSG	Carroll, Svd	COBRA Run that moves Navy Rotary Wing School to Fort Rucker, AL	30-May-05	2-Jun-05	6-Jun-05		Subsequent request of 24 May 05 request
Army	Dimsick, Gary	Comments on Turner / Skinn Ft. Knox Visit w/ Sub. Materials	31-May-05	2-Jun-05	2-Jun-05		
Air Force	Small, Ken	Status of EIS for NMTRI	1-Jun-05	4-Jun-05	7-Jun-05	196	
Interagency	Gingrich, Karl	cbr files for 18 scenarios or portions of scenarios	1-Jun-05	4-Jun-05	4-Jun-05		Still missing Army (8)
JCSG	Carroll, Svd	COBRA runs for privatizing AFIT/NPS, consolidate AFIT at NPS	1-Jun-05	4-Jun-05	9-Jun-05		
JCSG	Farrington, Les	COBRA run that closes NAS Ventura County (Point Mugu)	1-Jun-05	4-Jun-05	9-Jun-05		
JCSG	Farrington, Les	COBRA run that closes Natick Laboratories	1-Jun-05	4-Jun-05	9-Jun-05		
Air Force	Small, Ken	Pope AFB Confirm Economic Impact Numbers	3-Jun-05	6-Jun-05	8-Jun-05	221	
Interagency	Gingrich, Karl	cbr files for 8 scenarios or portions of scenarios	3-Jun-05	6-Jun-05	4-Jun-05		
JCSG	Carroll, Svd	COBRA runs for consolidate rotary wing, consolidate UPT E&T JCSG	3-Jun-05	6-Jun-05			Partial: still missing UPT from E&T JCSG
Air Force	Small, Ken	depot maintenance lackland to tobyhanna	6-Jun-05	8-Jun-05	7-Jun-05		
Air Force	Small, Ken	Pittsburgh IAP Savings for Pope Realignment	6-Jun-05	10-Jun-05	10-Jun-05	237	
Air Force	Small, Ken	Ramp and Facility space at robbins for USMC helo unit from NAS Atlanta	6-Jun-05	9-Jun-05	13-Jun-05	238	
Air Force	Small, Ken	Relationship between BRAC Rec's and USAF Airfram Retirements	6-Jun-05	9-Jun-05	8-Jun-05	240	
Army	Butler, Aaron	Ft Benning	6-Jun-05	9-Jun-05	14-Jun-05	241	
Army	Butler, Aaron	Ft Monmouth	6-Jun-05	8-Jun-05			
Interagency	Wasleski, M	DISA Information	6-Jun-05	9-Jun-05	8-Jun-05		
Interangecy	Wasleski, Marilyn	DISA Workforce	6-Jun-05	12-Jun-05	10-Jun-05	236	
JCSG	Carroll, Svd	COBRA Runs involving Oceana NAS	6-Jun-05	9-Jun-05			
JCSG	Carroll, Svd	COBRA Run E&T 0003R Privatize PDE function at AFIT	7-Jun-05	10-Jun-05	9-Jun-05		
Air Force	Small, Ken	mci formulasheet pdf and mci scoresheet	8-Jun-05	10-Jun-05	12-Jun-05	246	completed
Air Force	Small, Ken	release all mci formulasheet pdf and mci scoresheet pdf files	8-Jun-05	13-Jun-05	see below		released see #139
Interagency	Cook, Bob	Scenario Tracker Request	6-Jun-05	13-Jun-05	17-Jun-05		We have the program
JCSG	Durso, Jim	Surface Deployment and Distribution Command - Ft. Eustis	8-Jun-05	13-Jun-05	13-Jul	249	NFP
JCSG	Durso, Jim	workforce retirement eligibility	8-Jun-05	13-Jun-05			
R&A	Cook, Bob	Secenario Tracker Tool Request	8-Jun-05	10-Jun-05	10-Jun-05	254	WE HAVE - DUPLICATE SEE #132
Air Force	Beauchamp	Hill CPO Movement doc	9-Jun-05	14-Jun-05	13-Jun-05	276	
Army	Butler, Aaron	Hawthorne AD, Kansas AAP, Lonestar AAP	9-Jun-05	12-Jun-05	17-Jun-05	272	
Army	Butler, Aaron	Hawthorne Army Depot Question	9-Jun-05	11-Jun-05	16-Jun-05	306	
Navy	Kessler, Mike	Base Personel input data (fetzer #1 & #2)	9-Jun-05	14-Jun-05	14-Jun-05	275	INCLUDED IN #134
JCSG	Buzzell, Ashley	2 Questions	10-Jun-05	15-Jun-05	17-Jun-05	282	
JCSG	Buzzell, Ashley	Rock Island Questions	10-Jun-05	15-Jun-05	20-Jun-05	281	
JCSG	Dean, Ryan	Mills - Rock Island	10-Jun-05	15-Jun-05	20-Jun-05	281	
JCSG	Dean, Ryan	Schmidt - Common Support Functions	10-Jun-05	15-Jun-05	16-Jun-05	282	
Legal	Cowhig	Title 10, Title 32 Question	10-Jun-05	15-Jun-05		285	See below on resubmission R&A #162 NOT COMPLETE
Navy	Kessler, Mike	14 Questions	10-Jun-05	15-Jun-05	7-Jul	292	partial answer returned
Navy	Kessler, Mike	NAS Brunswick	10-Jun-05	15-Jun-05	17-Jun-05	300	
Navy	Kessler, Mike	portsmouth community input (CWF #1)	10-Jun-05	15-Jun-05	24-Jun-05	292	
R&A	Silkn	Appendix D Request (Spreadsheet Format of Economic Impact data) - RETRACTED	10-Jun-05	12-Jun-05	14-Jun-05	287	OSD ASKED THAT 287 BE RETRACTED
Army	Butler, Aaron	Ft. Eustis	11-Jun-05	15-Jun-05	17-Jun-05	293	
Army	Butler, Aaron	Ft. Sill	13-Jun-05	16-Jun-05	14-Jun-05	303	ongoing dialogue
Interagency	Gingrich, Karl	COBRA run for NSWC Crane, Brooks-City Base and Rome Labs	13-Jun-05	16-Jun-05	14-Jun-05		
JCSG	Dean, Ryan	JCS#3 - - RETRACTED--	13-Jun-05	RETRACTED			
Navy	Kessler, Mike	9 COBRA runs, etal	13-Jun-05	16-Jun-05	11-Jul	295, 511, 512, 513	
Navy	Kessler, Mike	Question 5	13-Jun-05	16-Jun-05	17-Jun	300	
Air Force	Small, Ken	Eielson AFB (Air Force-6)	14-Jun-05	17-Jun-05	17-Jun-05	301	energy system o not addressed
Interagency	Gingrich, Karl	COBRA run for Soldier Systems Center (Natick, MA)	14-Jun-05	17-Jun-05	15-Jun-05		
R&A	Silkn	"economic impact and ins and outs by recommendation" (OSD requested language)	14-Jun-05	17-Jun-05		287	"Resubmission"
Interagency	Gingrich, Karl	COBRA Run for Pope AFB	15-Jun-05	20-Jun-05	17-Jun-05	319	
Navy	Kessler, Mike	NAS Atlanta (WWF3)	15-Jun-05	17-Jun-05	1-Jul-05		
Army	Butler, Aaron	Why USASAC should not relocate to Ft. Belvoir, VA	16-Jun-05	1-Jul-05	22-Jun-05	355	
Army	Butler, Aaron	Ft Gillem	17-Jun-05	22-Jun-05	22-Jun-05	347	
Army	Butler, Aaron	Ft. McPherson	17-Jun-05	1-Jul-05	22-Jun-05	384	
Army	Butler, Aaron	Red River Army Depot	17-Jun-05	1-Jul-05	22-Jun-05	345	
Air Force	Small, Ken	Obs - Other Federal Agencies Cost Considerations	20-Jun-05	23-Jun-05	7-Jul-05	360C	
Navy	Kessler, Mike	# of officers and sailors associated with VP-92 and VR-62, NAS Brunswick (HJT#7)	20-Jun-05	22-Jun-05	23-Jun-05	379	response was letter from Anne Davis
Navy	Kessler, Mike	HJT#8 Sub School function support while moving to KB	20-Jun-05	29-Jun-05	28-Jun-05	383	
Interagency	Tran, Duke	JPAT 8 Databases (4)	21-Jun-05	24-Jun-05			
Interagency	Tran, Duke	JPAT Database on Ft. Campbell	21-Jun-05	24-Jun-05			
Navy	Kessler, Mike	Hanna Question on QDR Related Updates for BRAC	21-Jun-05	23-Jun-05	11-Jul-05	367	
Navy	Kessler, Mike	Update of proposed aircraft carrier numbers, basing locations and fleet balance JH1	21-Jun-05	11-Jul-05	11-Jul-05	367	
R&A	Cirillo, Frank	Eielson Hearing transcript - DoD Comment on community input	21-Jun-05	28-Jun-05		357	
Air Force	Small, Ken	Pope AFB, Capabilities and Personnel Calculations	22-Jun-05	27-Jun-05	27-Jun-05	376	
Army	Butler, Aaron	Ft McPherson	22-Jun-05	25-Jun-05	7-Jul-05	346	
Army	Butler, Aaron	Visit to Redstone Arsenal (3 points)	22-Jun-05	27-Jun-05	8-Jul-05	402	
JCSG	Dean, Ryan	JCS#4, Milcon cost not incl. for HRC moving to Ft. Knox	22-Jun-05	25-Jun-05	24-Jun-05	386	
Air Force	Small, Ken	2 Questions, Homeland Sec. / Air sovergnty in MCI Scoring	23-Jun-05	25-Jun-05	30-Jun-05	409	
Air Force	Small, Ken	COBRA USAF 0117V2 Grand Forks	23-Jun-05	23-Jun-05	23-Jun-05	378	returned through USAF (Johansen)
Air Force	Small, Ken	MCI scores for Gen Mitchell AGS, ARS and Ft Wayne IAP AGS	23-Jun-05	25-Jun-05	7-Jul-05	404	
Air Force	Small, Ken	risk assessment of placing all B1 Bombers in one location	23-Jun-05	25-Jun-05			
Army	Butler, Aaron	Fort Bliss (Net Fires) Questions	23-Jun-05	25-Jun-05	27-Jun-05	406	
Navy	Kessler, Mike	DSE#19, COBRA for Tech #44	23-Jun-05	27-Jun-05	30-Jun-05		
Interagency	Gingrich, Karl	ANG Aircraft bought with Congressional $$	24-Jun-05	31-Jun-05	1-Jul-05		
Interagency	Gingrich, Karl	Data for COBRA Runs on Ft. McNair and Ft. Myer	24-Jun-05	31-Jun-05	27-Jun-05	418	
Legal	Cowhig, Dan	Legal advice DoD Recvd on input of Gov's and TAG's on Guard moves	24-Jun-05	31-Jun-05		0287/ ???	resubmission of previous response rec'd interim letter stating more complete legal opinions to come
Air Force	Small, Ken	2 Questions, Cannon Related, Melrose Training Complex & Ramp Space	27-Jun-05	29-Jun-05	30-Jun-05	431	
Air Force	Small, Ken	Synergy of Training Between Cannon AFB F-16's and Ft Sill	27-Jun-05	30-Jun-05	14-Jul-05	432	
Navy	Kessler, Mike	WWF#4, NAS Ingleside issues, recertified data req. & new COBRA run	27-Jun-05	30-Jun-05	15-Jul-05	425	
Army	Butler, Aaron	Ft Monmouth II	29-Jun-05	1-Jul-05	22-Jul-05	447	
Army	Butler, Aaron	Letterkenny AD	1-Jul-05	7-Jul-05	7-Jul-05	455	
Interagency	Gingrich, Karl	COBRA for closure of seymour-johnson and moody AFB	1-Jul-05	7-Jul-05		457	
Navy	Kessler, Mike	COBRA run for submarine communications DSE 21	1-Jul-05	3-Jul-05	closed		closed
Navy	Kessler, Mike	Financial numbers for Navy and JCS recommendations DSE22	1-Jul-05	3-Jul-05	5-Aug-05	C0461	
Navy	Kessler, Mike	Previous BRAC Technical Movements DSE20	1-Jul-05	3-Jul-05	5-Aug-05	459	
JCSG	Dean, Ryan	McRee - ANG NPV Savings	3-Jul-05	6-Jul-05	14-Jul-05	463,466	
JCSG	Dean, Ryan	McRee - ANG Personnel Savings	3-Jul-05	9-Jul-05	12-Jul-05	466	Partial answer returned
JCSG	Dean, Ryan	Schmidt - Navy Leased Space	3-Jul-05	9-Jul-05	19-Jul-05	466	
Interagency	Gingrich, Karl	McRee - RFI on ANG Recs	5-Jul-05	7-Jul-05	14-Jul	463	
Interagency	Gingrich, Karl	McRee - RFI on ANG Recs - Training	5-Jul-05	7-Jul-05	14-Jul	465C	
Interangecy	Saxon, Ethan	DFAS Military Value Analysis part 2	5-Jul-05	12-Jul-05	12-Jul-05	476	
Interangecy	Saxon, Ethan	DFAS MV Metrics part 1	5-Jul-05	7-Jul-05	7-Jul-05	476	
Navy	Kessler, Mike	COBRA assoc. with closure of NAS Brunswick, ME HJT8	5-Jul-05	7-Jul-05	12-Jul-05		
Navy	Kessler, Mike	COBRA run for 20 year NPV for conversion of NS Great Lakes Hospital BM1	5-Jul-05	8-Jul-05	14-Jul-05	475C	
Navy	Kessler, Mike	Technical JCSG Scenario TECH-0042AR DSE23	5-Jul-05	7-Jul-05	29-Jul-05	468	
Air Force	Small, Ken	Follow-Up Questions on Eielson Air Force Base	6-Jul-05	8-Jul-05		480	
Air Force	Small, Ken	OSD Recommendation for 911 Airlift Wing	6-Jul-05	8-Jul-05	15-Jul-05	483	
Interangecy	Saxon, Ethan	COBRA runs for Joint Medical Command	6-Jul-05	8-Jul-05	8-Jul-05	487	
JCSG	Dean, Ryan	Mills - Rock Island, II	7-Jul-05	13-Jul-05	14-Jul-05	493	
Interagency	Gingrich, Karl	Hanna: DON-0138 Post 138A-B Update Close NAS Brunswick	8-Jul-05	11-Jul-05	12-Jul	497	
JCSG	Dean, Ryan	Delgado - Riverbank	8-Jul-05	13-Jul-05	13-Jul-05	499	
Army	Butler, Aaron	Redstone Arsenal	9-Jul-05	12-Jul-05	12-Jul-05	504	
Navy	Kessler, Mike	Marine Corps Support Activity closure intent JNB1	9-Jul-05	17-Jul-05	18-Jul-05	503C	
Air Force	Small, Ken	Air Force Real Property Records Data	11-Jul-05	13-Jul-05		505	
Air Force	Small, Ken	Reasoning for Selection of 12 or 16 PAA for C-130 Squadrons	11-Jul-05	13-Jul-05	11-Jul-05	506	
Interagency	Gingrich, Karl	Carroll- COBRA to be developed by E&T JCSG	11-Jul-05	14-Jul-05		518	
Interangecy	Saxon, Ethan	COBRA runs for Joint Medical Command	11-Jul-05	13-Jul-05	14-Jul-05	522	
Interangecy	Tran, Duke	Tobbyhanna Army Depot ROI	11-Jul-05	15-Jul-05	UNK	TBA	
JCSG	Dean, Ryan	Pantelides - Lackland	11-Jul-05	14-Jul-05	14-Jul-05	517	
JCSG	Dean, Ryan	Schmidt - Colocation / Relocation	11-Jul-05	14-Jul-05	14-Jul-05	519	
Navy	Kessler, Mike	20 Yr Force Structure Plan for SSH's HJT9	11-Jul-05	13-Jul-05	13-Jul-05	524	
JCSG	Dean, Ryan	Pantelides / Delaney - Lackland II	12-Jul-05	15-Jul-05	14-Jul-05	537	
Navy	Kessler, Mike	MCRD Monthly Breakdown of recruits trained for last five years JNB2	12-Jul-05	17-Jun-05	26-Jul-05	529	Partial answer returned
Air Force	Beauchamp	Dyess Question	13-Jul-05	15-Jul-05	22-Jul-05	551	
Air Force	Beauchamp	Ellsworth AFB	13-Jul-05	18-Jul-05	19-Jul-05	583	
JCSG	Dean, Ryan	Carroll - Joint Centers of Excellence	13-Jul-05	19-Jul-05	15-Jul-05	544	
JCSG	Dean, Ryan	Mandiza - Medical JCSG	13-Jul-05	19-Jul-05	22-Jul-05	545	
JCSG	Dean, Ryan	Pantelides-DeCA	13-Jul-05	20-Jul-05	21-Jul-05	581	
Navy	Kessler, Mike	Breakout of Criteria 1-4 for all four Naval Shipyards CWF2	13-Jul-05	14-Jul-05	14-Jul-05	541	
Navy	Kessler, Mike	Housing Privitization BAM#18-33	13-Jul-05	18-Jul-05	27-Jul-05	552	Multiple housing privatization questions
Navy	Kessler, Mike	Housing Privitization BAM#3-17	13-Jul-05	18-Jul-05	27-Jul-05	553	Multiple housing privatization questions
Air Force	Small, Ken	Air Sovereignty Alert Locations	14-Jul-05	17-Jul-05	25-Jul-05	568	

Air Force	Small, Ken	Reveal of New or Improved Data	14-Jul-05	2-Aug-05		404	
Army	Butler, Aaron	Ft Gillem II	14-Jul-05	17-Jul-05	18-Jul-05	560	
Interangecy	Miller, Gary	6 environmental issues questions				561 559 563	
Navy	Kessler, Mike	COBRA Run for 20 year NPV for the closure of Broadway Annex BM2	14-Jul-05	21-Jul-05		558 562 557	
Air Force	Small, Ken	General Questions	14-Jul-05	16-Jul-05			
Air Force	Small, Ken	Status of Tanker Force Studies and Results	15-Jul-05		15-Jul-05	559	
Air Force	Small, Ken	Adaptor and Pylor Packages (STRAPP)	15-Jul-05		15-Jul-05	531C	
Air Force	Small, Ken	Impact of BRAC on Air Force Active Guard Force Mix	18-Jul-05	20-Jul-05	25-Jul-05	579	
Air Force	Small, Ken	Training, Alaska and Elsewhere	17-Jul-05	20-Jul-05	1-Aug-05	577	
Army	Butler, Aaron	Ft Lee.	17-Jul-05	21-Jul-05	21-Jul-05	578	
Air Force		Commission verbal request	19-Jul-05	22-Jul-05	22-Jul-05	600	
Interangecy	Saxon, Ethan	Miller - 8,9,10, 11	20-Jul-05		2-Aug-05	790	
Interangecy	Saxon, Ethan	Miller - 12	20-Jul-05	25-Jul-05		615	
JCSG	Dean, Ryan	Mills - Barstow	20-Jul-05	25-Jul-05	26-Jul-05	616	
JCSG	Dean, Ryan	Delgado - Lima Tank Plant	20-Jul-05	25-Jul-05		807	
JCSG	Dean, Ryan	Pantelides - Lackland III	20-Jul-05	26-Jul-05	22-Jul-05	605	
Navy	Kessler, Mike	Navy Broadway Complex San Diego	20-Jul-05	25-Jul-05		613	
R&A	Cirillo, Frank	Resulting from Proceedings of 18 and 19 July	20-Jul-05	28-Jul-05	22-Jul-05	0618C	Multiple Broadway Complex Questions
Air Force		New Cirillo BRAC Clearinghouse Tasker	20-Jul-05	28-Jul-05		620	
JCSG	Dean, Ryan	Mandzia - Medical 10	21-Jul-05	2-Aug-05		633	
R&A	Cirillo, Frank	"New Cirillo Tasker" - 2 Questions	21-Jul-05	26-Jul-05	1-Aug-05	628	Multiple part reponse
Air Force	Small, Ken	What has changed to suggest basing all B-1s at one base	21-Jul-05	28-Jul-05	2-Aug-05	633	
Air Force	Small, Ken	mobilization authority days remain available at ANG and AFRC installations impacted by BRAC	22-Jul-05	26-Jul-05	1-Aug-05	649C	
Air Force	Small, Ken	B1 Bomber Single site Basing Question	22-Jul-05	26-Jul-05		651	
Air Force	Small, Ken	Grand Forks UAV Programmatic Data	22-Jul-05	26-Jul-05	26-Jul-05	646	
JCSG	Dean, Ryan	Carroll - Fort Lee	22-Jul-05	26-Jul-05	4-Aug-05	648C	
JCSG	Dean, Ryan	Pantelides - Lackland IV	22-Jul-05	27-Jul-05	26-Jul-05	644	
Navy	Kessler, Mike	COBRA for relocating Navy Master Jet Base to NAS Kingsville WWF#10	22-Jul-05	27-Jul-05	29-Jul-05	639	
Navy	Kessler, Mike	COBRA to establish a new Master Jet Base WWF#9	22-Jul-05	8-Aug-05	9-Aug-05	C0637	
Navy	Kessler, Mike	COBRA to establish new outlying field at Fort Pickett, VA WWF#8	22-Jul-05	8-Aug-05	9-Aug-05	CO642	
Navy	Kessler, Mike	COBRA to realign Oceana and Cherry Point WWF#7	22-Jul-05	8-Aug-05	9-Aug-05	0641C	
Navy	Kessler, Mike	COBRA to realign Oceana to Kingsville WWF#6	22-Jul-05	8-Aug-05	9-Aug-05	0641C	
Navy	Kessler, Mike	Data used to calculate physical capacity CWF#4	22-Jul-05	8-Aug-05	9-Aug-05	CO640	
Navy	Kessler, Mike	Document and tool used by the Naval Sea Systems Command CWF#5	22-Jul-05	5-Aug-05	2-Aug-05	650	
Navy	Kessler, Mike	Number of emergent dockings conducted by shipyards CWF#3	22-Jul-05	5-Aug-05	5-Aug-05	649	
Navy	Kessler, Mike	Rationale for co-locating Navy Fighters at a single site WWF#5	22-Jul-05	5-Aug-05	5-Aug-05	C0647	
Air Force	Small, Ken	Programmatic Data for Air Refueling Aircraft, Current and Future Fleet	22-Jul-05	8-Aug-05	5-Aug-05	0638C	
Air Force	Small, Ken	ANG Fighter Pilots Authorized and Assigned	23-Jul-05	25-Jul-05	2-Aug-05	658	
Air Force	Small, Ken	ANG Fighter Pilots Authorized and Assigned	23-Jul-05	27-Jul-05	1-Aug-06	657	
Army	Butler, Aaron	Ammunition Plants	23-Jul-05	27-Jul-05	27-Jul-06	646	
Army	Butler, Aaron	Chem Depots	25-Jul-05	28-Jul-05	29-Jul-05	682 703	
Army	Butler, Aaron	Hawthorne Army Depot Question	25-Jul-05	28-Jul-05	29-Jul-05	680	
Army	Butler, Aaron	Lima Tank Plant	25-Jul-05	28-Jul-05	29-Jul-05	683	
Army	Butler, Aaron	Rock Island Arsenal	25-Jul-05	28-Jul-05	5-Aug-05	684	
Army	Butler, Aaron	Sierra Army Depot	25-Jul-05	28-Jul-05	29-Jul-05	686	
Army	Butler, Aaron	Watervliet Arsenal	25-Jul-05	28-Jul-05	29-Jul-05	687	
JCSG	Dean, Ryan	Abrell - Miscellaneous Leased Space Info	25-Jul-05	28-Jul-05	29-Jul-05	688	
JCSG	Dean, Ryan	Carroll - E&T 14	25-Jul-05	28-Jul-05	29-Jul-05	664	
JCSG	Dean, Ryan	Durso - SDDC/TEA	25-Jul-05	29-Jul-05	29-Jul-05	676	
JCSG	Dean, Ryan	Farrington - Miscellaneous Technical Info	25-Jul-05	29-Jul-05	29-Jul-05	677	
Navy	Kessler, Mike	BAM#48	25-Jul-05	2-Aug-05	29-Jul-05	663	Two partial responses. Awaiting more info
Navy	Kessler, Mike	JNB#3	25-Jul-05	29-Jul-05	1-Aug-05	C0673	
Navy	Kessler, Mike	JNB#4	25-Jul-05	29-Jul-05	5-Aug-05	0678C	
Navy	Kessler, Mike	WWF#11	25-Jul-05	29-Jul-05		0679C	
Army	Butler, Aaron	Cannon AFB	25-Jul-05	29-Jul-05		0669C	
Army	Butler, Aaron	Fort Bragg	26-Jul-05	26-Jul-05	26-Jul-05	695	
Interangecy	Saxon, Ethan	DARPA, Leased Space & DISA	26-Jul-05	29-Jul-05	4-Aug-05	706	
JCSG	Dean, Ryan	Mills - S&S 7	26-Jul-05	29-Jul-05	29-Jul-05	707	
Navy	Kessler, Mike	DSE#26	26-Jul-05	29-Jul-05	29-Jul-05	702	
Navy	Kessler, Mike	DSE#27	26-Jul-05	29-Jul-05	1-Aug-05	C0699	
Navy	Kessler, Mike	DSE#28	26-Jul-05	29-Jul-05	1-Aug-05	0698C	
Navy	Kessler, Mike	JNB#5	26-Jul-05	29-Jul-05	1-Aug-05	C0700	
Air Force	Small, Ken	Current Data on Facilities for Storage and Maintenance of STAMP at McConnell AFB	26-Jul-05	29-Jul-05	5-Aug-05	C0697	
Air Force	Small, Ken	Current Data on Facilities for Storage and Maintenance of STAMP at McConnell AFB	27-Jul-05	29-Jul-05	1-Aug-06	0722C	
JCSG	Dean, Ryan	Mills - Rock Island III	27-Jul-05	29-Jul-05	29-Jul-06	667	
JCSG	Dean, Ryan	Pantelides - DCMA	27-Jul-05	1-Aug-05	28-Jul-05	712	
JCSG	Dean, Ryan	Schmidt - Antiterrorism Force Protection/Leased Space	27-Jul-05	1-Aug-05	29-Jul-05	715	
Navy	Kessler, Mike	JNB#6	27-Jul-05	1-Aug-05	5-Aug-05	720	
Interangecy	Saxon, Ethan	Miller 14	27-Jul-05	30-Jul-05	9-Aug-05	C0719	
JCSG	Dean, Ryan	Delaney - Intel	28-Jul-05	3-Aug-05		746C	
JCSG	Dean, Ryan	Schmidt - H&SA COBRA Reruns	28-Jul-05	3-Aug-05	4-Aug-05	739	
Navy	Kessler, Mike	DSE#29	28-Jul-05	3-Aug-05	RETRACTED	740	Answer will be returned as tasker 734
Army	Butler, Aaron	Maneuver and Net Fires	28-Jul-05	29-Jul-05	2-Aug-05	CO728	
JCSG	Dean, Ryan	Durso - Medical 15	29-Jul-05	4-Aug-05	1-Aug-05	750	
JCSG	Dean, Ryan	Mandzia - Miscellaneous Medical	29-Jul-05	3-Aug-05			
JCSG	Dean, Ryan	Pantelides - Fleet Readiness Centers	29-Jul-05	3-Aug-05			
JCSG	Dean, Ryan	Schmidt - DoD IG Report	29-Jul-05	4-Aug-05		761	
Navy	Kessler, Mike	DSE#30	29-Jul-05	3-Aug-05	2-Aug-05	762	
Navy	Kessler, Mike	DSE#31	29-Jul-05	1-Aug-05	5-Aug-05	C0747	
Navy	Kessler, Mike	DSE#32	29-Jul-05	1-Aug-05	5-Aug-05	CO748	
Navy	Kessler, Mike	DSE#33	29-Jul-05	1-Aug-05		C0749	
Navy	Kessler, Mike	DSE#34	29-Jul-05	1-Aug-05	5-Aug-05	C0751	
Navy	Kessler, Mike	HJT#10 Total SSN's that can be supported at U.S. Bases	29-Jul-05	1-Aug-05	5-Aug-05	C0753	
R&A	Cirillo, Frank	Obs Air Force Audit Team Data	29-Jul-05	1-Aug-05	9-Aug-05	C0758	
JCSG	Dean, Ryan	Durso - Medical 15 II	30-Jul-05	3-Aug-05		763	
JCSG	Dean, Ryan	Durso - S&S 7	1-Aug-05	4-Aug-05	4-Aug-05	773	
JCSG	Dean, Ryan	Durso - TRANSCOM	1-Aug-05	4-Aug-05	3-Aug-05	786	
JCSG	Dean, Ryan	Knoepfle - Technical 7	1-Aug-05	4-Aug-05		774	
JCSG	Dean, Ryan	Mandzia - Average Daily Medical Statistics	1-Aug-05	4-Aug-05			
JCSG	Dean, Ryan	Mandzia - Medical 4-6-9-12	1-Aug-05	4-Aug-05		771	
JCSG	Dean, Ryan	Mills - Rock Island IV	1-Aug-05	4-Aug-05		772	
JCSG	Dean, Ryan	Pantelides - Fleet Readiness Centers II	1-Aug-05	4-Aug-05			
Navy	Kessler, Mike	DSE#35	1-Aug-05	4-Aug-05		775	
Navy	Kessler, Mike	DSE#36	1-Aug-05	3-Aug-05		0780C	
Navy	Kessler, Mike	DSE#37	1-Aug-05	3-Aug-05	8-Aug-05	C0778	
Navy	Kessler, Mike	JNB#7 COBRA Runs	1-Aug-05	6-Aug-05		C0797	
R&A	Cirillo, Frank	New COBRA for ALL Scenarios chairing mtgers	1-Aug-05	3-Aug-05		CO768	
Air Force	Beauchamp	Hill Air Force Base	1-Aug-05	3-Aug-05		776	
JCSG	Dean, Ryan	ATEC Request	2-Aug-05				
Navy	Kessler, Mike	HJT#11 New London MILCON	2-Aug-05	5-Aug-05	5-Aug-05	792	
Navy	Kessler, Mike	HJT#12 New London Enclave	2-Aug-05	10-Aug-05	4-Aug-05	C0788	
Navy	Kessler, Mike	JH#2 Environmental cleanup costs	2-Aug-05	11-Aug-05	Closed	C0794	CLOSED
JCSG	Dean, Ryan	Farrington/Knoepfle - Miscellaneous Technical Info	2-Aug-05	10-Aug-05		C0789	
JCSG	Dean, Ryan	Pantelides - Tech 6	3-Aug-05	10-Aug-05		806	
Navy	Kessler, Mike	BAM#49-57 Broadway Questions	3-Aug-05	7-Aug-05		810	
Navy	Kessler, Mike	CWF#6 COBRA for PNSY personnel	3-Aug-05	9-Aug-05		0801C	
Army	Butler, Aaron	Ft Gillem III	3-Aug-05	9-Aug-05		C0800	
JCSG	Buzzell, Ashley	Schmidt-HRSC Cobra Run	4-Aug-05	7-Aug-05		816	
JCSG	Dean, Ryan	Mills - Barstow II	4-Aug-05	8-Aug-05		C0813	
Navy	Kessler, Mike	CWF#7 Community input for PNSY	4-Aug-05	8-Aug-05	8-Aug-05	812	
Army	Butler, Aaron	Ft Benning II	4-Aug	10-Aug		0815C	
		Ft Lee II	5-Aug-05	8-Aug-05			
JCSG	Buzzell, Ashley	Farrington-Knoepfle-Tech	5-Aug-05	8-Aug-05		826	
JCSG	Buzzell, Ashley	Mills S&S 13 #50	5-Aug-05	9-Aug-05		C0882	
Navy	Kessler, Mike	DSE#38	5-Aug-05	9-Aug-05			
Navy	Kessler, Mike	CWF#8	5-Aug	10-Aug		C0828	
Navy	Kessler, Mike	JNB#8	5-Aug	10-Aug	Closed	0841C	Request Cancelled
Army	Butler, Aaron	Ammunition Plants II	5-Aug	10-Aug		0848C	
Army	Butler, Aaron	Deseret Chem Depot	6-Aug-05	9-Aug-05		843	
Army	Butler, Aaron	Aviation Logistics School	6-Aug-05	9-Aug-05		845	
JCSG	Buzzell, Ashley	Durso #51	8-Aug-05	11-Aug-05		861	
JCSG	Buzzell, Ashley	Abrell-Residual Leased Space (JCS#52)	8-Aug-05	10-Aug-05		C0847	
JCSG	Buzzell, Ashley	Farrington-Defense led Labs (JCS-53)	8-Aug-05	11-Aug-05		C0853	
JCSG	Buzzell, Ashley	Schmidt-Leases Space (JCS-54)	8-Aug-05	11-Aug-05		C0852	
JCSG	Buzzell, Ashley	Durso-#55	8-Aug-05	11-Aug-05		C0851	
JCSG	Buzzell, Ashley	Farrington-Knoepfle Request (#56)	8-Aug-05	11-Aug-05		855	
JCSG	Buzzell, Ashley	Farrington-Knoepfle Request (#57)	8-Aug-05	10-Aug-05	Retracted	858	
Navy	Kessler, Mike	DSE#39	8-Aug-05	12-Aug-05		859	
Navy	Kessler, Mike	CWF#10	8-Aug	11-Aug		C0846	
Navy	Kessler, Mike	CWF#9	8-Aug	15-Aug		0854C	
Navy	Kessler, Mike	BAM#58-61	8-Aug	15-Aug		C0856	
			8-Aug	15-Aug		0860C	

INTERNAL DRAFT WORKING DOCUMENT

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
2521 CLARK STREET, SUITE 600
ARLINGTON, VIRGINIA 22202
(703) 699-2950

MEMORANDUM OF MEETING

DATE: August 2, 2005

TIME: 1:00 PM

MEETING WITH: SASC Staffers

SUBJECT: July 29th Senator Ensign Letter regarding Section 2902 *ex parte* Review

PARTICIPANTS:

Lucian Niemeyer - SASC Majority Professional Staff
Mike McCord - SASC Minority Professional Staff
Alison Brill - SASC Staff Assistant
Regina Dubey - SASC Research Assistant
D Griser - Military Legislative Assistant (Ensign)
Alexis Bayer - Legislative Aide (Ensign)

COMMISSION STAFF:

Charles Battaglia, Executive Director
David Hague, General Counsel
Dan Cowhig, Deputy General Counsel
Christine Hill, Director of Legislative and Intergovernmental Affairs
Frank Cirillo, Director of Review & Analysis *
Bob Cook, Interagency Issues Team Leader

MEETING SUMMARY:

SASC explanation and discussion was led by Lucian Niemeyer. He first commented favorably on the Commission web page as far as openness and availability of a record amount of data. He also commented favorably on the Commission staff interaction and tracking with the OSD Clearinghouse. On the other hand Lucian and other SASC representatives indicated they were knowledgeable on, and had presented to Senator Ensign, information indicating Commissioners and staff had engaged in undocumented communication with military officials who were personally and substantially involved in BRAC recommendations that conceivably could have influenced the Commissioners deliberative process. They noted that the allegations and review could and would only be centered around the only deliberation held to date, those on July 19th leading up to the Commission consideration for additions to

the Secretary of Defense list of Recommended Closures and Realignments. Lucien also asked we assure that any formal Memoranda of Meeting for Community visits not already contained within the e-library, be added to the e-library as soon as possible.

Commission representatives stated that discussions with DoD officials were conducted regularly as a matter of clarification of information previously presented to the Commission or to better understand the methodology and processes used by OSD in developing the recommendations. We pointed out that we did not have formal documentation of these meetings or conversations but that we would provide a review of calendars to assure those meetings, attendees, dates and subject matter were available as we certainly had nothing to hide. We also stated that if any information was presented by OSD during those meetings, copies were immediately put on public record and if we requested information from the attendees, the replies were sent through the Clearinghouse process. We noted we would assure the Community Meeting memoranda would be reviewed for currency and would query Commissioners regarding any *ex parte* meetings or communication that might have occurred.

Mr. Battaglia requested SASC provide the Commission the substance of the allegations so we could review and provide the specifics. Mr. Niemeyer indicated they would prefer receiving our input by August 10th and proceed to assess if our list of activity met with their understanding of activity. He reiterated that the current interest is communications regarding the Adds Hearing and he hoped our reply to the SASC would not result in further concerns by the Readiness and Management Subcommittee that might compromise their sense of openness and fairness of our process.

Mr. Battaglia presented Mr. Niemeyer with the attached summary of how each of the twelve Additions for Consideration items were brought up for discussion.

* Denotes individual responsible for completing the memorandum

DRAFT

Brief Statement Regarding Development of the Adds List as Contained in Commission July 1, 2005 Letter

1. **MCRD San Diego, CA:** was considered at the request of a commissioner who wished to explore the redundant capacity in Marine Corps Recruiting Depots in order to relieve the congested location of the current site and to provide the local community the opportunity to expand the international airport and/or commercially develop scarce real estate.

2. **Naval Shipyard Pearl Harbor, HI:** was considered at the request of commissioners who expressed concern that a shipyard with apparent higher military value and efficiency was proposed for complete closure in place of Pearl Harbor.

3. **NAS Brunswick, ME:** was presented for consideration to allow a fuller exploration of options for reducing excess infrastructure. DOD minutes show that DON had proposed for complete closure but was overruled at a late IEG meeting with the rationale of providing unspecified strategic presence and surge capability.

4. **Navy Broadway Complex, CA:** was considered at the request of a commissioner who was familiar with the installation and the development enabling legislation dating to the late 1980's. This dialogue was openly discussed during the July 19, 2005 Adds Hearing.

5a. **NAS Oceana, VA:** was included in the Chairman's letter as part of the "Realignment of Master Jet Base" consideration and was considered for addition as a potential closure at the request of commissioners who from the initial (May 17, 2005) hearings questioned the state of encroachment and alternatives for Navy. CNO testified that Navy needed to move and that several options had been considered but that no suitable alternatives had been found. Commissioners felt that another exploration of alternatives was warranted.

5b. **Moody AFB, GA:** was included in the Chairman's letter as part of the "Realignment of Master Jet Base" consideration and was generated as a result of testimony between the Commission and the CNO and the Commission and the CSAF during the May 17th, 2005 Navy and Air Force portions of Commission Hearings following receipt of the Recommendations.

6. **Galena Airport FOL, AK:** was noted as a consideration by attending commissioners as a result of dialogue during the Eielson AFB Visit on June 15, 2005 noting rather substantial operating costs with little apparent Military Value. The Commission requested Community comment regarding the consideration for such consideration in the course of open testimony at the June 15th Alaska Regional Hearing.

7. **Pope AFB, NC:** was added for consideration as a result of dialogue with commissioners regarding review by Commission staff of the Air Force BCEG minutes

regarding last stage decisions leading to final OSD Recommendations indicating that Pope was a strong contender for full Closure up until the final decision.

8. **Grand Fork AFB, NC:** was added for consideration as a result of dialogue with commissioners regarding review by Commission staff of the Air Force BCEG minutes regarding last stage decisions leading to final OSD Recommendations indicating that Grand Forks was a strong contender for full Closure up until the final decision.

9. **Air National Guard:** This addition into the consideration listing was more a statement of concern than a consideration for addition as a result of ongoing dialogue among commissioners and staff. Additionally, it provided the Secretary of Defense an opportunity to suggest changes or additions to what was obviously a very controversial list should he choose to do so.

10. **Defense Finance and Accounting Service, Various Sites:** was added for consideration based upon information received by Commissioners from visiting the impacted DFAS installations, the Commission questioned the military value scoring system used to rank DFAS installations. The information used by the Commission to prepare analysis of this action came from several documents including: Base visit reports; Memorandum of meetings with community representatives; Information received from DoD Clearinghouse requests; Memorandum of meetings with DFAS representatives and Headquarters & Support Activities JCSG Volume VII Final BRAC 2005 Report.

11. **Professional Development Education, Various Sites:** was added for consideration as a result of an exhaustive staff study of the process by which the DoD Joint-Cross Service Education and Training committee evaluated their proposals was conducted led to the request of detailed information regarding this arena. An analysis of this information as well as dialogue with several commissioners led to the conclusion a potential add should be considered by Commissioners.

12. **Joint Medical Command Headquarters, Various Sites:** was added for consideration as a result of review and analysis of the information provided to the Commission that was used by the MJCSG to prepare analysis of a Joint Medical Command Headquarters came from: Comments received during an official Base Visit meeting regarding VA Leased Space on May 27, 2005 (attended by CODELs) and as presented by the DARPA representative; documents sourced from the DoD public reading room; responses from the OSD Clearinghouse; HSA JCSG Vol. VII Final BRAC Report 2005; and economic analysis provided by Commission staff on July 16, 2005.

MEMORANDUM August 5, 2005

FOR **Charles, Battaglia, Staff Director, 2005 Defense Base Closure and Realignment Commission**

FROM Review Team, Subcommittee on Readiness and Management Support, Committee on Armed Services, United States Senate

RE: Review of 2005 Base Closure and Realignment Commission

Charlie:

As discussed, please find attached a statement of the scope for the subcommittee's review, which has been approved by Senator Ensign. Pursuant to Senator Ensign's letter to Chairman Principi on July 29, 2005, we look forward to receiving any information related to the matter from the Commission by August 10, 2005. Thank you.

On behalf of the BRAC Commission Review Team, sincerely,

Lucian L. Niemeyer
Professional Staff Member
Committee on Armed Services
United States Senate

One enclosure

Review of 2005 Defense Base Closure and Realignment (BRAC) Commission

PURPOSE AND SCOPE OF REVIEW

Recently, the Subcommittee on Readiness and Management Support has received information on the activities of the Defense Base Closure and Realignment (BRAC) Commission regarding their deliberations of July 19, 2005. That information has raised concerns regarding the extent and openness of information used by the BRAC Commission in deliberations of matters before the Commission.

As a result, Subcommittee Chairman Ensign has initiated a review of the Commission's activities in fulfillment of its oversight responsibilities as intended by Congress in accordance with section 2902 of the Defense Base Closure and Realignment Act of 1990, as amended. As part of this review, the Subcommittee is requesting access to all the proceedings, information, and deliberations of the Commission relating to any *ex parte* communications from May 2, 2005 to the present that were, in any way, related to the Commission's activities on July 19, 2005.

This review will assess the degree to which Department of Defense officials, who were personally and substantially involved in the preparation of information and recommendations concerning the closure or realignment of military installations, provided BRAC Commissioners or Commission staff *ex parte* information that has not been made part of the public record. Further review will assess whether such *ex parte* communications, if required to be certified, may have unduly or improperly influenced the Commission's deliberations of July 19, 2005.

QUESTIONS FOR THE COMMISSION THE REVIEW WILL ADDRESS

1. What are your criteria and processes to determine which information received from all sources is placed in the commission record?

2. What processes and practices have been established for a Commissioner or Commission staff to receive information from the Department of Defense regarding BRAC recommendations pending before the Commission?

3. Have all Commissioners and Commission staff made every attempt to ensure that information received by DoD officials was certified? Have all Commissioners and Commission staff strictly adhered to established procedures for receiving and handling certified information received by DoD officials?

4. Has any Commissioner or any Commission staff received *ex parte* information from DoD officials who were personally or substantially involved in the preparation of information and recommendations concerning the closure or realignment of military installations?

5. If yes to question 4, From whom? How often? In what formwas this information transmitted (i.e. phone call, meeting, e-mail, letter, etc)? What was the content of the information and recommendations transmitted? Did the information or communications involve matters before the commission on July 19, 2005? To what extent did the information support or oppose DoD

BRAC recommendations? How did the Commission person treat such information (i.e was log entry or a memo for record completed)?

6. What internal analysis was developed and used that contributed to the Commission's deliberations regarding Marine Corps Recruit Depot, San Diego, CA; Grand Forks AFB, ND; Navy Broadway Complex, San Diego, CA; Pearl Harbor, HI and NAS Oceana, VA?

7. Did any Commissioner or Commission staff receive information from any DoD official regarding Marine Corps Recruit Depot, San Diego, CA; Grand Forks AFB, ND; Navy Broadway Complex, San Diego, CA; Pearl Harbor, HI and NAS Oceana, VA that has not been made part of the public record?

TYPES OF DATA/INFO/ANALYSIS REQUIRED FOR REVIEW — SOURCES

The following only pertains to any contact with DOD officials after May 2, 2005 that have not been made a part of the public record:

Telephone logs, with descriptions of the contents of those discussions
Appointment books
E-mails
Written documents
Analytical documents impacting the deliberations of July 19th.

JOHN WARNER, VIRGINIA, CHAIRMAN

JOHN McCAIN, ARIZONA
JAMES M. INHOFE, OKLAHOMA
PAT ROBERTS, KANSAS
JEFF SESSIONS, ALABAMA
SUSAN M. COLLINS, MAINE
JOHN ENSIGN, NEVADA
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JUDITH A. ANSLEY, STAFF DIRECTOR
RICHARD D. DEBOBES, DEMOCRATIC STAFF DIRECTOR

United States Senate
COMMITTEE ON ARMED SERVICES
WASHINGTON, DC 20510-6050

July 29, 2005

Honorable Anthony J. Principi
Chairman, Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, Virginia 22202-3920

Dear Chairman Principi:

Section 2902 of the Defense Base Closure and Realignment Act of 1990, as amended, provides that "All the proceedings, information, and deliberations of the [Base Realignment and Closure] Commission shall be open, upon request" to the Chairman of the Subcommittee on Readiness and Management Support of the Committee on Armed Services and other named persons. By including this provision in the BRAC statute, Congress authorized my subcommittee to provide oversight on the Commission's activities. It is in my capacity as Chairman of the Subcommittee on Readiness and Management Support that I write to you regarding the performance of the Commission in carrying out its statutory duties. I have been asked to specifically look at whether Department of Defense officials, who were personally or substantially involved in the preparation of information and recommendations concerning the closure or realignment of military installations, provided members of the BRAC Commission *ex parte* or uncertified information that has not been made part of the public record to date by the BRAC Commission.

The Congress, in enacting the BRAC statute, was aware that the process of base closure is a highly controversial one, and that the deliberations of the Commission must be open and transparent. Therefore, the Congress included a provision in BRAC law which requires that Department of Defense officials, in submitting information to the Commission, "shall certify that such information is accurate and complete to the best of that person's knowledge and belief." (Section 2903) Other provisions in the BRAC law direct that all testimony at public hearings of the Commission be under oath and establish the requirements for open hearings and deliberations, site visits, separation of the Commission's staff from the Department of Defense, and other protections.

Moreover, insofar as the Administrative Procedure Act applies to the deliberations of the Commission, private conversations would appear to violate that Act's limitations on *ex parte* communications, as well as its fundamental requirement that decisions of agencies be made on the basis of evidence of record. Any deviation from these legal requirements clearly gives rise to potential litigation that could delay or

impede the BRAC process or result in a federal court taking action that could call into question the integrity of the entire process.

Apart from the potential legal ramifications is the risk of undermining the public's perception of the integrity and reliability of the BRAC process. We must remember that there inevitably will be the need for a future Secretary of Defense to initiate a BRAC process. We must simply have the support of the public and the Congress to enact that process.

Because of the vital importance of these matters, I therefore request that you allow my staff to meet with appropriate representatives of the 2005 BRAC Commission no later than August 3, 2005 and that all relevant documentation be produced by August 10, 2005, which will allow for examination of all records, materials, and other evidence relating to any *ex parte* communications and to assess, if in fact they occurred, whether these *ex parte* communications may have unduly or improperly influenced the Commission's actions to date.

I look forward to your prompt reply.

Sincerely,

John Ensign
Chairman
Subcommittee on Readiness and Management Support

cc: The Honorable Donald Rumsfeld

UNITED STATES SENATOR
John Ensign
NEVADA
Washington, D.C. 20510
Phone (202) 224-6244
Fax (202) 228-2193

To: Charmaine Principi (Christine Hill)

From: Senator Ensign

Re: BRAC Concerns

Date: 29 July 2005

Number of pages: 3

(703) 699-2775

NOTES:

Senator Ensign has tried to reach Ms. Principi today without success.

- D. Grisier

CONFIDENTIALITY NOTICE:

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COPY

United States Senate

WASHINGTON, DC 20510-0905

BILL NELSON
FLORIDA

August 9, 2005

BRAC Commission

AUG 15 2005

Received

The Honorable Anthony Principi
Chairman
2005 Defense Base Closure
and Realignment Commission
2521 S. Clark Street, Suite. 600
Arlington, VA 22202

Dear Mr. Secretary:

I am writing to join the Governor of Florida, the Mayor of Jacksonville and my colleagues in Florida's congressional delegation to urge the BRAC Commission to examine the former Naval Air Station Cecil Field, Florida as an alternative to Naval Air Station Oceana. Testimony before the BRAC Commission to date suggests, but does not objectively demonstrate, that there is no alternative to NAS Oceana for the aircraft currently stationed there. In fact there is an alternative—former NAS Cecil Field, Florida.

I urge you to hold a hearing allowing the State of Florida and the Jacksonville community to lay before the Commission the facts relative to the suitability, feasibility and cost estimates of reoccupation of Cecil Field as a naval air station. The Governor and Mayor have provided the Commission ample justification for a detailed examination of Cecil Field's promise as an Atlantic Fleet Master Jet Base.

The only argument that I have heard so far for keeping NAS Oceana is that there is no alternative. Given the declining quality of training and operations due to encroachment around NAS Oceana, an alternative must be identified, a decision made and investment to reoccupy must begun now rather than later. This round of BRAC is the time to commit to getting out of NAS Oceana and into a new and affordably restored NAS Cecil Field that can carry the Atlantic Fleet's naval aviation well into the 21st Century.

I also note that some argue that northeast Florida lacks airspace. I have been paying particular attention to airspace for military testing, training and operations for quite some time now as I have battled the threat to these by opening the eastern Gulf of Mexico to oil drilling. Northeast Florida has more than enough restricted airspace off the Atlantic coast, down to the Eastern Test Range and Cape Canaveral, and a short distance across an lightly populated portion of north Florida into the eastern Gulf. I have attached a Defense Department map of airspace to demonstrate that this claim is unfounded. The Navy's decision to conduct higher level fleet wide pre-deployment training in and around Florida after the close of Vieques Island was based precisely on the availability of robust air, sea and land ranges.

Since I arrived in the Senate over four years ago, every senior leader in the Department of the Navy, uniformed or civilian, has mentioned to me how much the Navy regrets the loss of NAS Cecil Field. Three years ago a senior leader in the Navy's installations hierarchy informally inquired of my staff of the potential willingness of the Jacksonville community to allow the Navy to reoccupy Cecil Field. The Navy's consideration of a potential return to Cecil Field is not new.

Providing the best possible Master Jet Base for aviators and sailors is a matter of utmost importance for our national security and the readiness of the Atlantic Fleet. This situation begs for a detailed objective examination oriented on potential and promise rather than apprehension and conjecture. The Commission should hold a hearing to allow the nation to understand the reality of Cecil Field's capability and readiness to return to service as a naval air station.

I appreciate the very difficult and important mission that lies ahead of the Commission. There is much work to do and little time to do it. I assure you that, along with the State of Florida and its many military communities, we are eager to assist you in any way to ensure that the 2005 BRAC process provides the best possible defense infrastructure at the best possible cost and enhances our national security today and for generations to come.

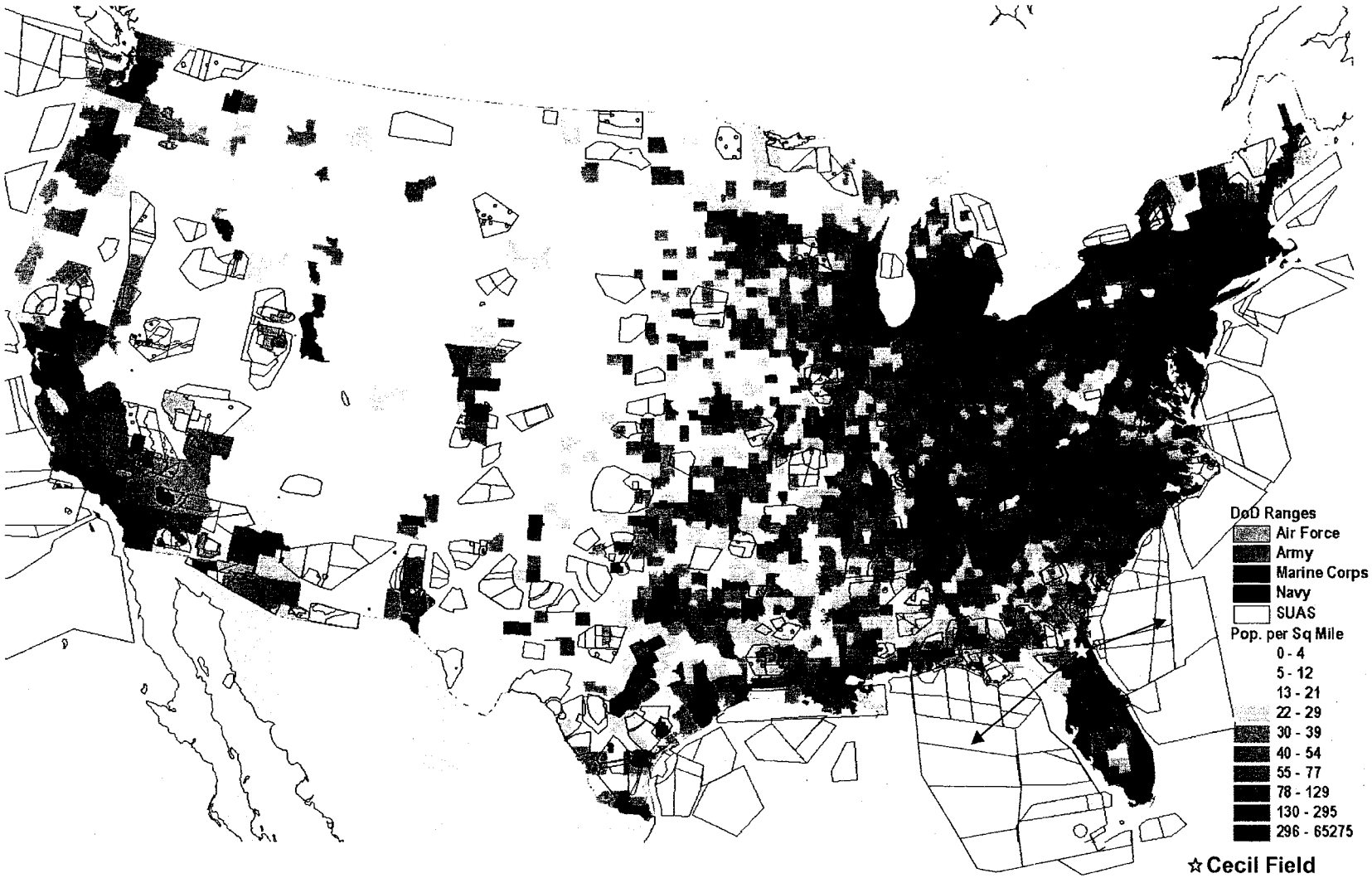
Thank you for your consideration. I look forward to working with you through the days ahead.

Sincerely,

Bill Nelson

Encl

POPULATION, DOD RANGES AND AIRSPACE



MEMO FOR RECORD

29 August 2005

INTERVIEW BY SASC STAFFERS WITH CHARLIE BATTAGLIA, FRANK CIRILLO, AND JIM HANNA

Regina Dubey, Mark Schwartz, Barbara Gannon, and one other SASC staffer (possibly D'Arcy Grisier) interviewed Charlie Battaglia for 90 minutes. Afterward Barbara Gannon and the other staffer departed for another room to interview Ken Small and Gary Dinsick (Rumu Sarkar was present for those interviews). I was present during the interview of Charlie Battaglia and the two interviews that followed: Frank Cirillo and Jim Hanna, which each last 60 minutes.

The interviews were not sworn, nor transcribed. Regina Dubey was the lead interviewer. She described the interviews as "voluntary." She described three areas of interest: origins of the adds list, process for receiving data ICW the adds list, and public access to data received.

Charlie said that the origin for the adds list was: information obtained for public hearings and site visits, the GAO report, and personal knowledge (citing Chairman Principi's personal experience and knowledge ICW Broadway Complex and MCRD, SD).

In response to a question about who started the analytical process for the adds, Charlie responded that with MCRD, SD, it was CMC's comments at the hearing that began the process. On review and analysis, questionable data was developed, and comparing the USMC with the other services convinced the commissioners that MCRD, SD should be looked at more closely. The commissioners and staff used sworn testimony and certified data to develop adds.

Regina Dubey said that some have said that the OGC memo was prepared in response to problems perceived in the adds process. I said that was not the case. The memo originated with my concern that we were approaching final deliberations and a refresher on weighing evidence would be useful to the commissioners and staff. While dated 26 July, the memo began a week or more earlier when I asked Rumu Sarkar to prepare it. Mark Schwartz asked if anything like it was prepared for past BRACs. I responded not that I knew of, but there had been some information provided in the past about certified data and related matters (I later gave him a copy of a 1993 memo on certified data).

Charlie said he was unaware of ever getting proposed questions to ask at hearings from DoD. He suggested them ask Frank Cirillo. When asked how such questions would be processed Charlie said he could not answer such a question. How would he know.

Regina Dubey then asked about emails, phone calls, etc received before 1 July, between 1 July and 19 July, and after 19 July. She later asked for phone logs and to be able to talk with the commissioners and get a list from them of meeting they had with DoD officials. Charlie said he did not know how they would respond to such a request but that he would ask them and give Regina Dubey their telephone numbers if they agreed to talk with her.

Charlie said DoD was strong on staying on message. He mentioned the AF Red Team report.

Regina Dubey asked Charlie about a conversation he had with Lucien Niemeyer on 19 July.
Did Charlie say: "We bit off more than we can chew with regard to Oceana."
"CNO gave questions to ask service representatives."
"Things [at the adds hearing] didn't go according to script."
Charlie did not remember saying any of the above.

Charlie was then asked if he received any information from DoD that he later sent through the clearinghouse to get certified.

I provided Regina Dubey with a copy of the BRAC record keeping memo, my memo of 17 June to the Chairman and Commissioners, and the 1993 memo discussing use of certified data.

With the exception of the questions about the conversation with Lucien Niemeyer, the questions of Frank Cirillo and Jim Hanna were pretty much the same.

Charlie, Frank, and Jim were very open and candid. I noted that the procedures and practices of this BRAC were almost identical to those of past BRACs. I had been in contact with the 1995 GC and I knew the Chairman had spoken with a past Chairman.

David C. Hague

8/24 (independent not isolated)

1334 not sworn, volunteer interview
origins of adds list
receiving certified data for adds list
public access

adds info from public hearings — "origin"
visits
BAO rpt
personal knowledge - Broadway - Principi
(wasn't Navy officer) (as Charlie said)

analytical process - "who initiated it"
MERO CNC at hearing
questionable data
Chairman lived there - advocated
used sworn testimony to develop adds
yes → (may have used certified data) Charlie said

info developed at site visits too

said some have said memo on weighing evidence was result of problems perceived during adds hearing

★ ~~for~~ Mosley or Jumper letter on emerging mission of Grand Forks

"ask Frank" Ever get requested questions from DoD - don't recall if got such questions how ~~as~~ would they have been processed? - can't answer.

info recd RE addo - emails, phone calls, etc
before 1 July
after 19 July
between 1-19 July

Charlie - DoD strong on staying on message
? red team rpt on web

Overton = Charlie spoke w/ Lucien on 19 July
→ "bit of more than we can chew with regard to Oceana"
Charlie doesn't recall saying
→ "CNO gave questions for service reps."
→ "things didn't go according to script"

receive any info from DoD that later sent thru clearinghouse to get it certified

1500 | Gilman - "certified"
got certified from states →
ex parte

Bob Neuhart

☆ archives memo

↕ Frank
1720 Jim

DCN 5787

JOHN WARNER, VIRGINIA, CHAIRMAN

JOHN McCAIN, ARIZONA
JAMES M. INHOFE, OKLAHOMA
PAT ROBERTS, KANSAS
JEFF SESSIONS, ALABAMA
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HILLARY RODHAM CLINTON, NEW YORK

JUDITH A. ANSLEY, STAFF DIRECTOR
RICHARD D. DEBOBES, DEMOCRATIC STAFF DIRECTOR

United States Senate

COMMITTEE ON ARMED SERVICES
WASHINGTON, DC 20510-6050

July 29, 2005

Honorable Anthony J. Principi
Chairman, Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, Virginia 22202-3920

Dear Chairman Principi:

Section 2902 of the Defense Base Closure and Realignment Act of 1990, as amended, provides that "All the proceedings, information, and deliberations of the [Base Realignment and Closure] Commission shall be open, upon request" to the Chairman of the Subcommittee on Readiness and Management Support of the Committee on Armed Services and other named persons. By including this provision in the BRAC statute, Congress authorized my subcommittee to provide oversight on the Commission's activities. It is in my capacity as Chairman of the Subcommittee on Readiness and Management Support that I write to you regarding the performance of the Commission in carrying out its statutory duties. I have been asked to specifically look at whether Department of Defense officials, who were personally or substantially involved in the preparation of information and recommendations concerning the closure or realignment of military installations, provided members of the BRAC Commission *ex parte* or uncertified information that has not been made part of the public record to date by the BRAC Commission.

The Congress, in enacting the BRAC statute, was aware that the process of base closure is a highly controversial one, and that the deliberations of the Commission must be open and transparent. Therefore, the Congress included a provision in BRAC law which requires that Department of Defense officials, in submitting information to the Commission, "shall certify that such information is accurate and complete to the best of that person's knowledge and belief." (Section 2903) Other provisions in the BRAC law direct that all testimony at public hearings of the Commission be under oath and establish the requirements for open hearings and deliberations, site visits, separation of the Commission's staff from the Department of Defense, and other protections.

Moreover, insofar as the Administrative Procedure Act applies to the deliberations of the Commission, private conversations would appear to violate that Act's limitations on *ex parte* communications, as well as its fundamental requirement that decisions of agencies be made on the basis of evidence of record. Any deviation from these legal requirements clearly gives rise to potential litigation that could delay or

impede the BRAC process or result in a federal court taking action that could call into question the integrity of the entire process.

Apart from the potential legal ramifications is the risk of undermining the public's perception of the integrity and reliability of the BRAC process. We must remember that there inevitably will be the need for a future Secretary of Defense to initiate a BRAC process. We must simply have the support of the public and the Congress to enact that process.

Because of the vital importance of these matters, I therefore request that you allow my staff to meet with appropriate representatives of the 2005 BRAC Commission no later than August 3, 2005 and that all relevant documentation be produced by August 10, 2005, which will allow for examination of all records, materials, and other evidence relating to any *ex parte* communications and to assess, if in fact they occurred, whether these *ex parte* communications may have unduly or improperly influenced the Commission's actions to date.

I look forward to your prompt reply.

Sincerely,

John Ensign

John Ensign
Chairman
Subcommittee on Readiness and Management Support

cc: The Honorable Donald Rumsfeld

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
2521 South Clark Street, Suite 600
Arlington, VA 22202
Telephone: 703-699-2950

DCN 5787

July 29, 2005

Senator John Ensign
United States Senate
Washington, DC 20510-5050

Dear Senator Ensign:

I am responding to your letter of July 29, 2005 in which you express concern about the openness and transparency of the Defense Base Closure and Realignment (BRAC) Commission.

Recognizing your authority and responsibility for oversight of the BRAC process, I readily accede to your request for a meeting between your staff and appropriate representatives of the Commission. We stand ready to meet as you request no later than August 3rd and will provide any and all assistance that is requested, to include access to Commission files and records.

I am confident that we have conducted all of our activities in the spirit of openness and complied with all provisions of the Base Closure Act. We have made unprecedented efforts to ensure transparency and to be receptive and responsive by every possible means to the public, community groups, and the Congress. We have been guided by a well-grounded understanding of the law, enhanced by interaction with your staff. I have made extraordinary efforts to ensure we fulfill the mandate that guides our actions, that is to be open and thorough in our deliberations and independent and resolute in our decisions.

Necessary arrangements can be made by your staff with my Executive Director, Mr. Charles Battaglia.

Sincerely,

Anthony J. Principi
Chairman

Chairman: Anthony J. Principi
Commissioners: The Honorable James H. Bilbray, The Honorable Philip E. Coyle III, Admiral Harold W. Gehman Jr., USN (Ret),The Honorable Jim Hansen, General James T. Hill, USA (Ret), General Lloyd Newton, USAF (Ret), The Honorable Samuel K. Skinner, Brigadier General Sue Ellen Turner, USAF (Ret)
Executive Director: Charles Battaglia

DRAFT

Brief Statement Regarding Development of the Adds List as Contained in Commission July 1, 2005 Letter

1. **MCRD San Diego, CA:** was considered at the request of a commissioner who wished to explore the redundant capacity in Marine Corps Recruiting Depots in order to relieve the congested location of the current site and to provide the local community the opportunity to expand the international airport and/or commercially develop scarce real estate.

2. **Naval Shipyard Pearl Harbor, HI:** was considered at the request of commissioners who expressed concern that a shipyard with apparent higher military value and efficiency was proposed for complete closure in place of Pearl Harbor.

3. **NAS Brunswick, ME:** was presented for consideration to allow a fuller exploration of options for reducing excess infrastructure. DOD minutes show that DON had proposed for complete closure but was overruled at a late IEG meeting with the rationale of providing unspecified strategic presence and surge capability.

4. **Navy Broadway Complex, CA:** was considered at the request of a commissioner who was familiar with the installation and the development enabling legislation dating to the late 1980's. This dialogue was openly discussed during the July 19, 2005 Adds Hearing.

5a. **NAS Oceana, VA:** was included in the Chairman's letter as part of the "Realignment of Master Jet Base" consideration and was considered for addition as a potential closure at the request of commissioners who from the initial (May 17, 2005) hearings questioned the state of encroachment and alternatives for Navy. CNO testified that Navy needed to move and that several options had been considered but that no suitable alternatives had been found. Commissioners felt that another exploration of alternatives was warranted.

5b. **Moody AFB, GA:** was included in the Chairman's letter as part of the "Realignment of Master Jet Base" consideration and was generated as a result of testimony between the Commission and the CNO and the Commission and the CSAF during the May 17th, 2005 Navy and Air Force portions of Commission Hearings following receipt of the Recommendations.

6. **Galena Airport FOL, AK:** was noted as a consideration by attending commissioners as a result of dialogue during the Eielson AFB Visit on June 15, 2005 noting rather substantial operating costs with little apparent Military Value. The Commission requested Community comment regarding the consideration for such consideration in the course of open testimony at the June 15th Alaska Regional Hearing.

7. **Pope AFB, NC:** was added for consideration as a result of dialogue with commissioners regarding review by Commission staff of the Air Force BCEG minutes

MEMORANDUM FOR THE RECORD

FROM: Chairman Anthony J. Principi

DATE: August 8, 2005

SUBJ: Summary of Meetings/Telephone Calls with DoD Officials

The following is a summary of meetings and telephone conversations Chairman Anthony Principi held with various DoD officials since May 13, 2005. This summary does not include meetings with DoD officials during site visits.

1. Lieutenant General Steven Blum, USA, Chief of the National Guard Bureau: Breakfast meeting on June 21, 2005 to clarify issues related to the BRAC recommendations on the Air National Guard. Homeland Security concerns, impact on states losing aircraft assets, Air National Guard recruitment and retention and potential solutions were discussed.

2. Acting Deputy Secretary of Defense Gordon England: A meeting was held on June 24, 2005 to discuss the BRAC Commission process. A general discussion ensued regarding the need for the Secretary's recommendations to be favorably considered by the Commission.

3. Admiral Vernon Clark, USN (ret.), Chief of Naval Operations: A meeting was held on July 12, 2005 to clarify issues related to Navy BRAC recommendations. Particular emphasis was on Portsmouth Naval Shipyard, New London Submarine Base, Pearl Harbor Naval Shipyard and Brunswich Naval Air Station. The issue of encroachment at Oceana Naval Air Station was discussed along whether there were options for movement to a new location, including, several Air Force installations.

4. General Michael Hagee, USMC, Commandant of the Marine Corps: A meeting was held on July 12, 2005 to discuss the need for two recruit depots and the potential consolidation of Marine Corps Recruit Depot San Diego at Marine Corps Recruit Depot Parris Island. The feasibility of relocating MCRD San Diego to Camp Pendleton was discussed as well.

5. General William L. Nyland, USMC, Assistant Commandant of the Marine Corps: A meeting was held on July 19, 2005 at the General's request to clarify cost issues and to urge the Commissioners not to close MCRD San Diego.

6. Acting Deputy Secretary of the Army Dubois and Vice Chief of Staff General Cody, USA: A meeting was held on July 20, 2005 to receive a briefing on the Army's Re-Stationing Plan.

7. Admiral Michael G. Mullen, USN, Chief of Naval Operations: A meeting was held with the new Chief of Naval Operations on August 3, 2005 to clarify issues related to Navy BRAC recommendations. All major Navy BRAC recommendations were

discussed, including, the Commission's additions of Oceana NAS, Navy Broadway Complex and Postgraduate School at Monterey for consideration for closure or realignment.

8. General Michael Moseley, USAF, Deputy Chief of Staff: At the request of Governor Hoven (ND) a telephone discussion was held with General Moseley to discuss future mission requirements at Grand Forks AFB. During the conversation I asked for clarification on mission requirements for Ellsworth AFB and Cannon AFB.

9. Mr. Wayne Arny, Deputy Assistant Secretary of the Navy for Installations: A telephone conversation was held to obtain Mr. Arny's clarification and amplification on several Navy BRAC recommendations, particularly the closure of Portsmouth Naval Shipyard and New London Submarine Base. Environmental remediation costs, liability issues with privatized housing, economic impact and COBRA cost analysis at these installations were discussed. I also inquired whether any progress had been made since 1988 in the enhanced-use lease project of the Navy Broadway Development Complex in San Diego. Consolidation of Army, Navy and Air Force post-graduate education at Monterey to reduce Base Operating Support was discussed in light of the CNO's comments at the May 17, 2005 hearing that he wanted to retain the PG School..

10. Lieutenant General Steven Blum, USA, Chief of the National Guard Bureau: A telephone conversation was held to obtain clarification on the status of a compromise Air National Guard compromise solution being developed by the Adjutant Generals.

11. Lieutenant General Steven Blum, USA, Chief of the Air National Guard Bureau: A meeting was held on July 29, 2005 to discuss progress on reaching a solution on Air National Guard BRAC recommendations. Legal issues were discussed as well.

12. Acting Air Force Secretary Michael Dominguiz: A telephone call was held with Secretary Dominguez to determine whether the Air Force could assist Commissioners with clarification on any pending issue.

MEMORANDUM August 5, 2005

FOR **Charles, Battaglia, Staff Director, 2005 Defense Base Closure and Realignment Commission**

FROM Review Team, Subcommittee on Readiness and Management Support, Committee on Armed Services, United States Senate

RE: Review of 2005 Base Closure and Realignment Commission

Charlie:

As discussed, please find attached a statement of the scope for the subcommittee's review, which has been approved by Senator Ensign. Pursuant to Senator Ensign's letter to Chairman Principi on July 29, 2005, we look forward to receiving any information related to the matter from the Commission by August 10, 2005. Thank you.

On behalf of the BRAC Commission Review Team, sincerely,

Lyman L. Niemeyer
Professional Staff Member
Committee on Armed Services
United States Senate

One enclosure

Review of 2005 Defense Base Closure and Realignment (BRAC) Commission

PURPOSE AND SCOPE OF REVIEW

Recently, the Subcommittee on Readiness and Management Support has received information on the activities of the Defense Base Closure and Realignment (BRAC) Commission regarding their deliberations of July 19, 2005. That information has raised concerns regarding the extent and openness of information used by the BRAC Commission in deliberations of matters before the Commission.

As a result, Subcommittee Chairman Ensign has initiated a review of the Commission's activities in fulfillment of its oversight responsibilities as intended by Congress in accordance with section 2902 of the Defense Base Closure and Realignment Act of 1990, as amended. As part of this review, the Subcommittee is requesting access to all the proceedings, information, and deliberations of the Commission relating to any *ex parte* communications from May 2, 2005 to the present that were, in any way, related to the Commission's activities on July 19, 2005.

This review will assess the degree to which Department of Defense officials, who were personally and substantially involved in the preparation of information and recommendations concerning the closure or realignment of military installations, provided BRAC Commissioners or Commission staff *ex parte* information that has not been made part of the public record. Further review will assess whether such *ex parte* communications, if required to be certified, may have unduly or improperly influenced the Commission's deliberations of July 19, 2005.

QUESTIONS FOR THE COMMISSION THE REVIEW WILL ADDRESS

1. What are your criteria and processes to determine which information received from all sources is placed in the commission record?

2. What processes and practices have been established for a Commissioner or Commission staff to receive information from the Department of Defense regarding BRAC recommendations pending before the Commission?

3. Have all Commissioners and Commission staff made every attempt to ensure that information received by DoD officials was certified? Have all Commissioners and Commission staff strictly adhered to established procedures for receiving and handling certified information received by DoD officials?

4. Has any Commissioner or any Commission staff received *ex parte* information from DoD officials who were personally or substantially involved in the preparation of information and recommendations concerning the closure or realignment of military installations?

5. If yes to question 4, From whom? How often? In what formwas this information transmitted (i.e. phone call, meeting, e-mail, letter, etc)? What was the content of the information and recommendations transmitted? Did the information or communications involve matters before the commission on July 19, 2005? To what extent did the information support or oppose DoD

BRAC recommendations? How did the Commission person treat such information (i.e was log entry or a memo for record completed)?

6. What internal analysis was developed and used that contributed to the Commission's deliberations regarding Marine Corps Recruit Depot, San Diego, CA; Grand Forks AFB, ND; Navy Broadway Complex, San Diego, CA; Pearl Harbor, HI and NAS Oceana, VA?

7. Did any Commissioner or Commission staff receive information from any DoD official regarding Marine Corps Recruit Depot, San Diego, CA; Grand Forks AFB, ND; Navy Broadway Complex, San Diego, CA; Pearl Harbor, HI and NAS Oceana, VA that has not been made part of the public record?

TYPES OF DATA/INFO/ANALYSIS REQUIRED FOR REVIEW — SOURCES

The following only pertains to any contact with DOD officials after May 2, 2005 that have not been made a part of the public record:

Telephone logs, with descriptions of the contents of those discussions
Appointment books
E-mails
Written documents
Analytical documents impacting the deliberations of July 19th.

Battaglia, Charles, CIV, WSO-BRAC

From: Cirillo, Frank, CIV, WSO-BRAC
Sent: Sunday, August 28, 2005 11:14 PM
To: Cook, Robert, CIV, WSO-BRAC; Battaglia, Charles, CIV, WSO-BRAC; Hague, David, CIV, WSO-BRAC; Hanna, James, CIV, WSO-BRAC; Schaefer, James, CIV, WSO-BRAC; Small, Kenneth, CIV, WSO-BRAC; Carnevale, Diane, CIV, WSO-BRAC; Hill, Christine, CIV, WSO-BRAC; Van Saun, David, CIV, WSO-BRAC; Dinsick, Robert, CIV, WSO-BRAC
Subject: Guess What - 84.7 percent

Early exit poles say we again achieved the magic 85 percent mark. This time the Accept or Reject count is not as direct as past rounds due to multiple actions in many of the 190 recommendations so my observations are not strictly objective.

Army 55/1 - Navy 18/3 - Air Force 33/9 - JCSG (UNVALIDATED) 55/16 for a grand total of 161/29 Accept/Reject or 84.7 percent.

Thus if my figures bear out the final count and second guessing, all four Commission Rounds will have resulted in a 84-85 percent acceptance of DoD recommendations.

Frank

This e-mail has been sent from the Blackberry of Frank Cirillo, Director of Review and Analysis, Defense Base Closure and Realignment Commission

JOHN ENSIGN
NEVADA

COMMITTEES:
ARMED SERVICES
COMMERCE, SCIENCE, AND TRANSPORTATION
HEALTH, EDUCATION, LABOR, AND PENSIONS
BUDGET
VETERANS' AFFAIRS

United States Senate

WASHINGTON, DC 20510-2805

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(775) 686-5770

600 EAST WILLIAM STREET
SUITE 304
CARSON CITY, NV 89701
(775) 885-9111

website: ensign.senate.gov

August 17, 2005

Honorable Anthony J. Principi
Chairman, Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, Virginia 22202-3920

Dear Chairman Principi:

Thank you for your letter of August 9, 2005. After reviewing the enclosures, it is apparent that previously undocumented conversations between the Commission and senior-level Department of Defense officials occurred on matters before the Commission. I commend your decision to take immediate steps to post "reports of future meetings and other contacts" with Department of Defense officials on the Commission's website to preserve our common interest in a fair and transparent process. I request that you continue to make all information received by the Commission part of the public record at the earliest time possible.

Further, the information contained in the summary of your meetings/telephone calls also confirms that discussions occurred with Department of Defense officials who were personally or substantially involved in the preparation of information and recommendations concerning the closure or realignment of military installations. To assess whether *ex parte* communications may have influenced the Commission's actions to date, I request that you provide to my staff a complete detailed account of (1) information exchanged in meetings and telephone calls, particularly as it related to subsequent Commission deliberations; and (2) information on *ex parte* contacts that the other eight commissioners, as well as the Commission staff, had with Department of Defense officials between May 2 and July 19, 2005. I also request that you allow my staff to interview individual Commissioners and Commission staff, as necessary.

I am committed to quickly resolving this matter as to not impede the critical work of the BRAC Commission. I request that you provide the requested documentation and access to my staff before September 6, 2005. I look forward to your reply.

Sincerely,

John Ensign

John Ensign
Chairman
Subcommittee on Readiness and Management Support

cc: The Honorable Donald H. Rumsfeld

Date: 22 June 2005:
Official / Purpose: Meeting between Mr. Jim Hanna and RDML Harry Harris for lunch in Pentagon. Unrelated to BRAC. RDML Harris was one of Mr. Hanna's plebes at USNA and was Operations Officer in Naval Forces Central Command during Mr. Hanna's tour as Chief of Staff while conducting OEF and OIF in the Middle East.

Date:12 July 2005
Official / Purpose: Attended meetings with CMC and CNO in company of the Chairman during which CMC and CNO voiced their concerns with potential adds.

Date: 20 July 2005
Official / Purpose: Office call with ADM Mullen, Perspective CNO, on BRAC process and his concerns with adds.

Date: 21 July 2005
Official / Purpose: Office call with Ms. Anne Davis and Mr. Dennis Biddick to discuss analytic support required of DoN BRAC team during BRAC endgame. This was to ensure that DoN retained adequate personnel to accommodate Clearinghouse taskers and provide necessary clarification and amplification of existing recommendations.

JCSG

Date: 13 June 2005
Official / Purpose: RC Transformation Recommendations, Tim Abrell met with Col Day USAR rep to RC-PAT .

Date:1 June 2005
Official / Purpose: Technical Joint Cross-Service Recommendations, Les Farrington met with Al Shaffer (SES) BG Fred Castle.

Date: 29 June 2005
Official / Purpose: BRAC Actions Affecting NBVC (Point Mugu)VADM Walter Massenburg and RADM Michael Bachmann.

Date: 2 August 2005
Official / Purpose: Technical Joint Cross-Service Recommendations, Al Shaffer (SES) National Defense University

Date: 3 August 2005
Official / Purpose: Impact of proposed BRAC recommendations on the science and technology program. Dr. Hans Binnendijk, Dr. Richard Chait, Dr. Don Daniel, Dr. Elihu Zimet, Dr. John Lyon.

COPY

** SENATE ARMED SERVICES COMMITTEE **

Fax Cover Sheet

Return this receipt to:

FAX TO: Christine Hill
Director Congressional Affairs

COMMENTS:

Per your request
Re: Interview with Chairman
Principe 8/22/05

Regina Dubey cell: 202-256-1134

FROM: Barbara Gannon
Committee on Armed Services
United States Senate
Room SR-228, Russell Senate Office Building
Washington, D.C. 20510-6050

PHONE: ***(202) 224 ~~-3874~~ 8753***

This transmission consists of 3 pages, including this cover sheet.

Ms. Hill

The following is a copy of the question asked Chairman Principi on 22 August 2005 including the participants from the SASC/Sen. Ensign's Staff.

Senate Armed Services Committee (SASC) staff present
Regina Dubey—Lead Interviewer
Marc Schwartz
Barbara Gannon

Sen. John Ensign's Staff (Chairman, Subcommittee on Readiness and Management)
Alexi Beyer
D'Arcy Grisier

Questions for Commissioner Principi

W explained to Commissioner Principi that we need to know the following about the summary of meetings/telephone calls he provided to the committee on August 8th. 1) Who initiated the discussion? 2) Details of the discussion—who said what? 3) Is the discussion documented or in the process of being documented? 4) How did he weigh the information given in these communications?

1. As part of the summary of meetings/telephone calls with DOD officials submitted to the committee on August 8th, you listed three discussions with LTG Blum that occurred on June 21, July 29, and another on an unknown date regarding recommendations related to the Air Guard, could you elaborate on these discussions?

2. Could you elaborate on the clarifying issues discussed with ADM Vernon Clark concerning Portsmouth Naval Shipyard, New London Submarine Base, Pearl Harbor Naval Shipyard, and Brunswick Naval Air Station, including the issue of encroachment at Oceana Naval Air Station?

3. You have also documented discussions with Marine Corps officials on July 12th and 19th concerning the Recruiting Depot in San Diego; could you please detail the nature of these discussions?

4. Similarly, you spoke with ADM Mullen on Aug 3rd on Navy BRAC issues related to Naval Air Station Oceana, the Navy Broadway Complex, and the Post Graduate School at Monterrey, what was the substance of these discussions?

5. You discussed the nature of future missions at Ellsworth Air Force Base and Cannon Air Force Base with General Moseley, the date is unknown, could you detail the subject matter discussed in this conversation?

6. You spoke with Wayne Arny, the Deputy, Assistant Secretary of the Navy, on a number of issues (no date given): Portsmouth Naval Base, New London Submarine Bases, environmental issues, privatized housing, economic impact and COBRA analysis, the Broadway Complex, and the consolidation of post-graduate education, what was specifically discussed in this conversation?

7. You also listed a conversation with Acting Secretary England on June 24th on what you described as the "BRAC Recommendation Process." Do you recall the details of this discussion?

Prefatory remarks for use in advance of consultation with individual commissioners regarding prospective additions to the Secretary of Defense's list of base closures and realignments.

We need to notify the Secretary of Defense by July 2 of the bases the Commission wants added for consideration to his list of closures and realignments. The Secretary will then have the required 15 days before the Commission meets on July 19 to vote on the adds. He will be invited to testify about the adds on July 18.

An add is a change to the Secretary's list that would add a base for closure and/or realignment or expand the extent of realignment already recommended by the Secretary.

Seven commissioners will have to vote on July 19 to add a base to the list before it can be added for consideration. Seven commissioners will also have to vote in final deliberations in favor of a recommendation to close, realign, or expand the recommended realignment of an added base for it to go forward to the President.

Two commissioners will have to visit each base added to the list. We will also have to conduct public hearings in connection with each base added.

Given the preliminary nature of this process, it is critically important that all involved understand that all discussions are pre-decisional and not for public release.

In order to obtain a sense of the Commission regarding possible additions to the Secretary's list, the Chairman needs your reaction to the following bases that Review and Analysis have identified as likely adds. This is the last opportunity to add a base.

I will inform the Chairman of your feelings about the bases listed and any other bases you would like to have added.

- Please first identify the bases you definitely would like to see added.
- Then identify those you would definitely oppose adding.
- Then please consider the remaining bases.

Do you have any further thoughts?

ANG Chronology

- Secretary of Defense Provides Recommendations - May 13
- Chairman Principi and Brad McRee meet with TAGs in Omaha - May 19
- Chairman Principi and Battaglia, Cirillo, Hall Breakfast with LTG Blum - ?
- Atlanta TAG and DHS Hearing - June 30
- Commissioner Newton, and Cirillo, McRee Dinner with LTG Blum – July 14
- DC Hearing with ANG Panel (NGB, USAF, NORTHCOM) - July 18
- Gen Blum Meeting with NGA - July 18
- Commissioner Gehman and Coyle and staff Meeting with MGen Heckman - July 20
- AGAUS Presentation of Draft Excursion to TAGs - July 22
- AGAUS Letter - July 25
- NGAUS Letter - July 26
- Breakfast Meeting with General Blum - July 29
- Scheduled DC ANG Hearing - August 11

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
2521 South Clark Street, Suite 600
Arlington, VA 22202
Telephone: 703-699-2950

August 9, 2005

The Honorable John Ensign
United States Senate
Washington, DC 20510

Dear Senator Ensign:

As we discussed in our telephone conversation last Saturday, the Commission will take immediate steps to provide the information requested in your letter of July 29, 2005 and Lucian Niemeyer's memorandum of August 5, 2005. We will expedite the posting of relevant information on the Commission website that is in the queue and ensure timely posting of reports of future meetings and other contacts about which you have expressed interest. I have also prepared and am enclosing a summary of meetings and telephone conversations I have had with Department of Defense officials since May 3, 2005. As noted on the list, it is as complete as I can make it. If more information about such contacts comes to light I will ensure you are informed. The Commission calendar is also enclosed

Your understanding of the workload and time pressures under which the Commission labors and the necessity for staying focused on the enormous task at hand is appreciated. We are in the final phase of the process in which the commissioners and staff are immersed in a sea of data. With three public hearings and four days of final deliberations this month and our report due to the President on September 8th, we simply cannot afford to divert our attention and energy from this critical endeavor.

We will work closely with your staff to fully comply with your request as soon after September 8th as possible. I remain confident that you will find the commissioners and staff members have scrupulously adhered to the spirit and letter of the law and allowed no breach of faith or trust.

Sincerely,

Anthony J. Principi

Enclosure:
(1) Summary of meetings/telephone calls
(2) BRAC calendar (May 9-July19, 2005)

Chairman: Anthony J. Principi
Commissioners: The Honorable James H. Bilbray, The Honorable Philip E. Coyle III, Admiral Harold W. Gehman Jr., USN (Ret),The Honorable Jim Hansen, General James T. Hill, USA (Ret), General Lloyd Newton, USAF (Ret), The Honorable Samuel K. Skinner, Brigadier General Sue Ellen Turner, USAF (Ret)
Executive Director: Charles Battaglia

MEMORANDUM FOR THE RECORD

FROM: Chairman Anthony J. Principi

DATE: August 8, 2005

SUBJ: Summary of Meetings/Telephone Calls with DoD Officials

The following is a summary of meetings and telephone conversations Chairman Anthony Principi held with various DoD officials since May 02, 2005. This list does not include contacts with DoD officials or personnel during site visits. The list was developed from a review of calendars, input from staff and memory. Every known contact is contained on the list. Any omissions are inadvertent and will be added if and when discovered.

1. Lieutenant General Steven Blum, USA, Chief of the National Guard Bureau: Breakfast meeting on June 21, 2005 to clarify issues related to the BRAC recommendations on the Air National Guard. Homeland Security concerns, impact on states losing aircraft assets, Air National Guard recruitment and retention and potential solutions were discussed.

2. Acting Deputy Secretary of Defense Gordon England: A meeting was held on June 24, 2005 to generally discuss the BRAC Commission process.

3. Admiral Vernon Clark, USN (ret.), Chief of Naval Operations: A meeting was held on July 12, 2005 to clarify issues related to Navy BRAC recommendations. Particular emphasis was on Portsmouth Naval Shipyard, New London Submarine Base, Pearl Harbor Naval Shipyard and Brunswick Naval Air Station. The issue of encroachment at Oceana Naval Air Station was discussed along whether there were options for movement to a new location, including, several Air Force installations.

4. General Michael Hagee, USMC, Commandant of the Marine Corps: A meeting was held on July 12, 2005 to discuss the need for two recruit depots and the potential consolidation of Marine Corps Recruit Depot San Diego at Marine Corps Recruit Depot Parris Island. The feasibility of relocating MCRD San Diego to Camp Pendleton was discussed as well.

5. General William L. Nyland, USMC, Assistant Commandant of the Marine Corps: A meeting was held on July 19, 2005 at the General's request to clarify cost and other issues relating to MCRD San Diego.

6. Acting Deputy Secretary of the Army Dubois and Vice Chief of Staff General Cody, USA: A meeting was held on July 20, 2005 to receive a briefing on the Army's Re-Stationing Plan.

7. Admiral Michael G. Mullen, USN, Chief of Naval Operations: A meeting was held with the new Chief of Naval Operations on August 3, 2005 to clarify issues related to Navy BRAC recommendations. All major Navy BRAC recommendations were

discussed, including, the Commission's additions of Oceana NAS, Navy Broadway Complex and Postgraduate School at Monterey for consideration for closure or realignment.

8. General Michael Moseley, USAF, Deputy Chief of Staff: At the request of Governor Hoven (ND) a telephone call was held with General Moseley to discuss future mission requirements at Grand Forks AFB. During the conversation I asked for clarification on mission requirements for Ellsworth AFB and Cannon AFB.

9. Mr. Wayne Arny, Deputy Assistant Secretary of the Navy for Installations: A telephone conversation was held to obtain Mr. Arny's clarification and amplification on several Navy BRAC recommendations, particularly the closure of Portsmouth Naval Shipyard and New London Submarine Base. Environmental remediation costs, liability issues with privatized housing, economic impact and COBRA cost analysis at these installations were discussed. I also inquired whether any progress had been made since 1988 in the enhanced-use lease project of the Navy Broadway Development Complex in San Diego. Consolidation of Army, Navy and Air Force post-graduate education at Monterey to reduce Base Operating Support was discussed in light of the CNO's comments at the May 17, 2005 hearing that he wanted to retain the PG School..

10. Lieutenant General Steven Blum, USA, Chief of the National Guard Bureau: A telephone conversation was held to obtain clarification on the status of a compromise Air National Guard solution being developed by the Adjutants General.

11. Lieutenant General Steven Blum, USA, Chief of the Air National Guard Bureau: A meeting was held on July 29, 2005 to discuss progress on reaching a solution on Air National Guard BRAC recommendations. Legal issues were discussed as well.

12. Acting Air Force Secretary Michael Dominguiz: A telephone call was held with Secretary Dominguez on July 29, 2005 to determine whether the Air Force could assist Commissioners with clarification on any pending issue.

COPY

** SENATE ARMED SERVICES COMMITTEE **

Fax Cover Sheet

Return this receipt to: Niemeyer

FAX TO: Chairman Principi

COMMENTS:

703
699
2735

FROM: Lucian Niemeyer
Committee on Armed Services
United States Senate
Room SR-228, Russell Senate Office Building
Washington, D.C. 20510-6050

PHONE: (202) 224 - 3871

This transmission consists of 6 pages, including this cover sheet.

JOHN WARNER, VIRGINIA, CHAIRMAN

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JAMES M. INHOFE, OKLAHOMA
PAT ROBERTS, KANSAS
JEFF SESSIONS, ALABAMA
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United States Senate
COMMITTEE ON ARMED SERVICES
WASHINGTON, DC 20510-6050

August 18, 2005

Honorable Anthony J. Principi
Chairman, Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, Virginia 22202-3920

Dear Chairman Principi:

I thank you for your letter of August 15, 2005. I fully share your concerns and support your statement that "there is no higher military value than the safety and proficiency of America's uniformed young men and women." I further believe that all levels of the Navy—from Secretary of the Navy to the Chief of Naval Operations, and throughout "the ranks"--are likewise concerned about the safety and training of all those involved in naval aviation. That is why the Congress—in coordination with the Secretary of Defense—directed that "military value" be given the greatest priority in the selection criteria during the 2005 round of Base Closure and Realignment.

First, the Navy, using "certified" data, as required by BRAC statute, which incorporates the impact of encroachment on operational training, determined that NAS Oceana has one of the highest military values of any air station in the country. This high military value is further enhanced by the support Oceana provides to "special" mission personnel and equipment which was briefed to several Commissioners on August 4, 2005. I also draw your attention to a letter I received on August 4, 2005, which I have attached. In it, Admiral Mullen states "NAS Oceana remains the best option for the Navy master jet base on the East Coast, largely due to operational capabilities and proximity to the fleet and training areas."

Mr. Chairman, when we visited NAS Oceana on August 1, 2005, we heard the opinions of naval aviators with a wide range of experience and responsibilities for the training of our pilots. The consensus of the Naval experts in that meeting was that encroachment to the landing pattern has existed for 27 years at Oceana and has not adversely impact the skills and training of our carrier pilots. These same experts cited that the substantial advantages of close proximity to the fleet and access to unencumbered airspace—airspace which is used for more than 90 percent of the strike fighters training requirements--far outweigh any concern regarding the landing pattern. We also heard that the new outlying landing field to be constructed in Washington County, North Carolina will allow our pilots to practice landings at exactly the same altitude as would be required for carrier operations.

As was stated in sworn testimony by Vice Admiral Willard on July 18, 2005 to the Commission, "the challenges that you mention regarding encroachment and Oceana have been and are manageable."

We all recognize there exist differences of opinion, but the overwhelming body of statements and professional judgment presented by the Navy's leadership, which is consistent with BRAC decisions in prior years, provides a solid basis for the 2005 Commission to reach a similar conclusion.

I have reviewed the documents which the Commission received from the Department of Defense up to and including statements received on August 16, 2005. These documents consistently corroborate the professional judgment of the Chief of Naval Operations and other Navy officials. I want to take this opportunity to highlight a few facts.

In response to questions from BRAC Commission analysts about a scenario to relocate jets to Cecil Field, the Commander of Fleet Forces Command certified on August 9, 2005 that "*CFFC does not support this scenario. CFFC has determined that NAS Oceana is clearly the most suitable option as a Navy East Coast Master Jet base in support of East Coast Fleet carrier operations. Oceana meets current training needs now and into the future. A wholesale move of all assets located at NAS Oceana to Cecil will cause significant challenges in maintaining required readiness levels.*" The CFFC also cited a litany of encroachment and force protection issues with this scenario. The Special Assistant to the Secretary of the Navy for Base Realignment and Closure also certified on August 9, 2005 that this scenario would cost the Navy $1.64 billion to rebuild Cecil Field, and the Navy would not realize a savings for more than 100 years.

In my August 12, 2005 letter to you, I stated that in drafting the law, Congress specifically intended for the Commission <u>not</u> to exhaust valuable resources and time reviewing complex promises and proposals from communities trying to influence the Commission's final deliberations. In a letter from Undersecretary of Defense Michael W. Wynne to the BRAC Commission on August 16, 2005, the Department also stated that it "did not include future state expenditures in its analysis, as this may violate statute, and likely pit receiver states against the current location." Promises of future state expenditures cannot serve reliably as the foundation of a Commission's recommendation to move the Navy's East Coast master jet base. State and local governments cannot guarantee that such promises will be delivered in the future, in which case the Navy will face a dilemma with no easy solution.

In response to questions from BRAC Commission analysts about a scenario to relocate two squadrons to MCAS Cherry Point, North Carolina, the Commander of Fleet Forces Command certified on August 9, 2005 that "*CFFC does not support this scenario. Noise mitigation resulting from this scenario would be minor....A total of four squadrons at MCAS*

Cherry Point result in; 1) Excess capacity at NAS Oceana; 2) significant construction costs at MCAS Cherry Point; 3) Significant maintenance support costs due to duplication of facilities and functions. All three of these factors run counter to the basic principles of BRAC." The Special Assistant to the Secretary of the Navy for Base Realignment and Closure also certified on August 9, 2005 that this scenario would never yield a savings for the Navy, instead costing $406 million to carry out the recommendation.

In response to questions from BRAC Commission analysts about a scenario to relocate the master jet base to an unimproved property, the Commander of Fleet Forces Command certified on August 9, 2005 that "*CFFC does not support this scenario...The cost of executing this scenario within a compressed timeline will have a devastating effect on the DoD budget and the programs it supports..Environmental Impact Statement, acquisition, movement of all aircraft, and the significant costs to execute all of these makes this un-executable within the BRAC budget or timeline.*" The Special Assistant to the Secretary of the Navy for Base Realignment and Closure also certified on August 9, 2005 that this scenario would cost the Navy $1.85 billion to build a new base, and the Navy would realize a savings after 325 years.

Finally, I would like to draw your attention to a letter (attached) I recently received from Secretary England which states: "there is no viable alternative to Oceana Naval Air Station."

Mr Chairman, the public record on this matter--based on testimony and certified data from the Navy--has been clear and consistent on the need to retain the East Coast master jet base at Naval Air Station Oceana, Virginia. Implicit in all of the analysis performed by the Navy is the quality of training that is currently provided at NAS Oceana which cannot be replicated elsewhere. The Chief of Naval Operations, Admiral Mullen, sent a compelling message to the Commission on August 4, 2005 "I need now—your Navy needs now—Naval Air Station Oceana.

The base realignment and closure process was established to allow the Department of Defense to reduce excess infrastructure. I cannot find any provision in law, or any precedent in the previous BRAC rounds, for the Commission to use the BRAC process to establish a new military installation. I still do not fully understand how the Commission will be able to rely on a series of unenforceable commitments and promises to make a recommendation, given the dynamic nature of local governments and the need for continuous legislation to authorize state and local expenditures. Directing the Department of Defense to carry out a decision to establish a new military installation with little assurance that any community commitments will be met by future officials may not be executable.

Mr Chairman, I am committed to a fair and open BRAC process as is the Commission. The affected communities across our nation must have confidence that the Commission conducted their activities openly and fairly, and reached their recommendations through an

objective review of the facts. The facts support the retention of Oceana as the Navy's East Coast master jet base.

With kind regards, I am

Sincerely

John Warner

John Warner

DEPUTY SECRETARY OF DEFENSE
1010 DEFENSE PENTAGON
WASHINGTON, DC 20301-1010

August 17, 2005

The Honorable John Warner
Chairman, Committee on Armed Services
United States Senate
Washington, DC 20510-6050

Dear ~~Mr. Chairman~~ Mr. Chairman,

Thank you for sharing your letter to the Chairman of the Base Realignment and Closure (BRAC) Commission with regard to Naval Air Station, Oceana, Virginia.

The Department of Defense fully endorses its earlier recommendations and testimony regarding Naval Air Station Oceana. In the Department's recommendations to the Commission and in testimony to the Commission by the Chief of Naval Operations, we did not recommend either realignment or closure of the Master Jet Base at Oceana. There is no viable alternative to Oceana Naval Air Station.

Further, the Secretary of Defense, in making recommendations to the Commission, did not deviate from the force structure plan or the selection criteria and complied with all provisions in the statute.

The Department's witnesses will reiterate this position during oral testimony at the BRAC Commission hearing on August 20. Thank you again for sharing your communication with me, and thank you for your continued leadership as Chairman of the Senate Armed Services Committee and for all you do for America and for our men and women in uniform.

Gordon England
ACTING

CHIEF OF NAVAL OPERATIONS

04 AUG 2005

Dear Mr. Chairman:

Thank you for your letter of August 3, 2005 requesting data and analysis regarding the feasibility of the move of the Navy's Master Jet Base to former NAS Cecil Field. Fleet Forces Command has forwarded data in response to a scenario data call request generated by the Base Closure and Realignment Commission. The request by the Commission involved multiple alternatives for which the data is currently being reviewed and analyzed. Upon completion of that analysis, we will be forwarding the requested scenario data and COBRA analysis to the Commission, at which time I will also forward it to you.

While it is premature to provide this scenario data until it has been analyzed, the position of the Department of the Navy with regard to NAS Oceana remains as it has been characterized in correspondence both with the Commission and your office. NAS Oceana remains the best option for the Navy master jet base on the East Coast, largely due to operational capabilities and proximity to the fleet and training areas. We do not expect the cost analyses requested by the Commission to alter this position.

Thank you for your continued support. If I may be of any further assistance, please let me know.

Sincerely,

M. G. MULLEN
Admiral, U. S. Navy

The Honorable John Warner
Chairman, Committee on
Armed Services
Washington, DC 20610-8060

Oceana Records – Provided to SENATOR Warner

1. Commission reports
    a. 1993 BRAC Report
    b. 1995 BRAC Report
    c. 2005 DoD BRAC Report - Summary
    d. Base Visit reports
    e. Memoranda for the Record
    f. Memoranda of Meetings (Oceana and Cecil)
    g. Executive Summary of 20 May 2005
2. Community Correspondence
    a. Various Letters PRO/CON from the communities
3. DoD Reports
    a. 1995 Navy BRAC Report regarding Oceana
    b. 2005 DoD BRAC Report
4. Economic Analysis – COBRA Reports
    a. Various scenarios from moving squadrons to CHPT, Kingsville, to new OLFs and a New Master Jet Base
5. Email Files
    a. Frank Cirillo
    b. Bill Fetzer
6. GAO Report
    a. 2005 GAO Report
7. Hearing Testimony
    a. Transcripts from Regional Hearings and Commission Hearings
    b. Oceana ADDS briefing and Oceana Final Briefing
8. Official Correspondence
    a. DoD Officials, VA & FLA Officials, Clearing House
9. Other Records
    a. JLUS Executive Summary
    b. Oceana Craches
    c. Virginia BRAC History
10. Technical Analysis - All documents related to analysis of Oceana and Cecil Field
    a. Texas Offer
    b. Moody AFB Info
    c. Ft Pickett Info
    d. Multiple Imagery Files
    e. AICUZ Maps
    f. Airfield Comparison Charts
    g. FAA Info
    h. Hurricane Info
    i. Environmental Cleanup Info
    j. Cecil Field Engineers Credentials
    k. F-18 Final Environmental Impact Statement (FEIS) Excerpts
    l. NAS Oceana Commanding Officer's Brief on Encroachment
    m. Detailed breakout of Cecil Field facilities for COBRA analysis

n. Effects of Sound and Noise Charts
o. CFFC Responses to Questions (# 47)
p. Unique mission facility requirements
q. Value of Cecil Field offer
r. Public Private Venture data

11. Complete F-18 FEIS Study (on CD only)
12. BRAC FAA analysis report (Jim Aarnio)
13. Complete Florida Offer

October 18, 2005

NOTES OF CONVERSATION WITH WILLIAM FETZER (BRAC Navy Team)

19 May 2005 Commissioner Skinner wrote to R&S staff (Frank Cirillo and Jim Hanna) re: collating the past BRAC-related history of Oceana, VA

20 May 2005 Bill Fetzer prepared an executive summary (see Warner doc. production)

24 May 2005 BRAC Commissioners went to Norfolk, VA regarding submarines and other BRAC actions moving Navy activities to that area. When asked by the Chairman about NAS Oceana, they were briefed by the Commanding Offiecr of NAS Oceana on encroachment at Oceana (see #10l to Warner doc. production)

Bill Fetzer requested through clearinghouse requests that the Navy produce COBRAs for:

- Moody, GA (cheapest alternative)
- Whiting Field, FL (also used as a training base for jet pilots)
- Pensacola, FL (too small and encroached)
- Marine Corps AIR Station, Beaufort, SC (see also GAO 2005 report)

Possible Options:

- Move MJB to Kingsville, TX or a new location that was unencroached.
- Establish Outlying Field (OLF) at Ft. Pickett, or Ft. AP Hill, VA to support Oceana, initially with the idea of expanding to a new MJB if Oceana encroachment became untenable
- Relocate Fleet Replacement Squadron from Oceana to MCAS Cherry Pont, NC or Kingsville, TX

Navy's COBRA did not include the existing infrastructure at Cecil Field, FL that included, inter alia,

- Refurbished hangars that meet current OSHA standards that are being used for F-18 C/D depot level maintenance by Northrop Grumman and to house ANG and Customs units.
- All utilities were upgraded and the steam vents are now underground
- Short term commercial leases
- Additional ramp space constructed
- Modern city boulevards were constructed to the front gate.

NOTES OF CONVERSATION RE: OCEANA

1 July 2005	Oceana was added to the list of bases by letter to SECDEF from Chairman Principi
22 July 2005	FL delegation offered Cecil Field as a new MJB at New Orleans regional hearing. Note that this was the first time that the Commission staff started to consider Cecil Field as an option.
28 July 2005	BRAC letter to Governor Jeb Bush regarding intent and conditions of the FLA offer
1 August 2005	BRAC Commissioners visited Oceana
4 August 2005	Terry Suit (VA house Delegate) spoke to Bill Fetzer after the BRAC hearing and followed up with an 8 August 2005 letter (see doc. production) to the BRAC Commission, later endorsed by Governor Warner, setting forth 6 conditions for rehabilitating the Oceana property. These 6 conditions later formed the basis of the BRAC's recommendation re: Oceana.
10 August 2005	BRAC staff visited Cecil Field
19 August 2005	Three BRAC Commissioners visited to Cecil Field
20 August 2005	BRAC Hearing on Cecil Field and Oceana
24 August 2005	Final Deliberations and recommendation on Oceana with conditionality (Rec. # 193)

Defense Base Closure and Realignment Commission

EARLY BIRD

October 19, 2005

Department of Defense Releases
N/A

National News Articles
Time running out on efforts to derail base-closing plan

Congress To Vote On BRAC Decision Thursday

Local News Articles
Arlington prepares to deal with BRAC job losses (Washington DC)

Army announces partnership to renovate housing at Fort Knox (Fort Knox, KY)

First Meeting Held for Virginia Beach Citizen BRAC Committee (Norfolk, VA)

Tinton Falls delays vote on fort plan sought by Eatontown (Asbury Park, NJ)

Opinions/ Editorials
N/A

Additional Notes
N/A

Department of Defense Releases
N/A

National News Articles

Time running out on efforts to derail base-closing plan

The Associated Press State & Local Wire
Sam Hananel
October 18, 2005

With a federal base-closing plan on track to become final next month, Missouri's senators say there's not much they can do to stop it.

The Pentagon's recommendation to close or downsize hundreds of U.S. military sites becomes law unless Congress passes a joint resolution of disapproval within 45 legislative days of receiving the report. That period ends around Nov. 8.

But there is little support in Congress for efforts to stop the Base Closure and Realignment Commission process, which would cost Missouri more than 2,000 defense jobs and close the 131st Air National Guard Fighter Wing at Lambert Field in St. Louis.

Earlier this month, the House Armed Services Committee soundly rejected a proposal by Rep. Ray LaHood, R-Ill., to block the plan, though any congressman can still force the full House to consider the resolution.

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The exact effects of the BRAC moves are still unclear, but Arlington knows 17,000 jobs will be lost and nearly 4 million square feet of office space will be vacated.

The economic development task force will examine BRAC's impact on the county's economy, tax base, real estate market and small businesses.

Army announces partnership to renovate housing at Fort Knox
The Associated Press State & Local Wire (Fort Knox, KY)
October 18, 2005

New family housing units will add to already drastic changes expected at Fort Knox.

The Army on Tuesday announced a proposed partnership with Actus Lend Lease for a program to build 1,850 new homes on the installation as part of its Residential Communities Initiative.

"Homes that will be built will be more like what you'll find in Elizabethtown rather than what you see on Fort Knox, where each looks exactly the same," said J.R. Cardin, director of the program at Fort Knox.

The homes - mostly three and four bedroom models - will feature walk-in closets, master bathrooms and garages or off-street parking.

The initiative is part of the Army's effort to update housing for soldiers, but remains separate from changes the Pentagon proposed during this year's base closure and realignment - or BRAC - process.

Units slated to come to Fort Knox because of the BRAC changes include the U.S. Army Accessions Command and U.S. Army Cadet Command from Fort Monroe, Va., and the Army Human Resources Command.

The Armor Center and School, which has long been the post's most high-profile command, is expected to leave for Fort Benning in the next three years.

Charles Wilson III, director of resource and logistics for the Accessions Command, told the Radcliff-Hardin County Chamber of Commerce on Monday that communities should prepare for the influx of soldiers, civilians and families.

That economic impact will be overwhelming, Wilson said.

First Meeting Held for Virginia Beach Citizen BRAC Committee
WAVY-TV (Norfolk, VA)
October 19, 2005

As the city begins its fight to keep NAS Oceana, the Virginia Beach Citizen BRAC Committee met for the first time Monday evening.

The City Council appointed the 24 citizens on the committee to ensure all relevant information and factors are considered in the Virginia Beach's response to the BRAC requirements for keeping Naval Air Station Oceana as the East Coast master jet base.

The committee will also review and monitor the work of technical groups established to analyze the land use and economic impact of the realignment of NAS Oceana, examine legal options and issues, develop methods to keep the public informed and create a method for citizen input.

Tinton Falls delays vote on fort plan sought by Eatontown
Redevelopment of housing site
The Asbury Park Press (Asbury Park, NJ)
Keith Brown
October 19, 2005

TINTON FALLS — The Borough Council put off a vote on a resolution that would have endorsed Eatontown's plans to redevelop a military housing site on Fort Monmouth.

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My deletions are in double strikethrough. Bill's changes are in red. My additions are in bold.

David

OpEd by BRAC Commission Chairman Anthony J. Principi

October 18, 2005

Homes in the NAS Oceana Accident Potential Zones exceed Cecil Field by an Estimated 40 times.

The **2005 Defense** Base Closure and Realignment Commission ~~(BRAC)~~ first learned of the effects of encroachment on the military value of the Navy's ~~current~~ Oceana, Virginia Master Jet Base on May 17th when the Chief of Naval Operations (CNO) testified before the Commission that the Navy had looked at several possible ~~options but could not find a feasible solution~~ **alternative locations for the base but was unable to find a suitable site.**

After the Commanding Officer of Naval Air Station (**NAS**) Oceana briefed the Commission **on May 24th** on the **detrimental** effects of encroachment **upon the installation** ~~on the operations of the Atlantic Fleet's Master Jet Base~~, the Commission ~~had~~ **was compelled** to consider if Atlantic Fleet Strike Fighter Wings' operational readiness, as well as the safety of the citizens of Virginia Beach and Chesapeake, were threatened by growing residential and commercial development. Further, the Commission had to consider whether the Navy would be able to continue operating NAS Oceana as a Master Jet Base if the City of Virginia Beach and the State of Virginia did not take the Navy's often-requested ~~positive~~ measures to significantly limit and roll back that encroachment.

Both the Navy and the Commission clearly recognized that there was an encroachment problem at Oceana that had to be addressed, and that the Navy did not have a solution. Based on the CNO's comments, the Commission first considered Georgia's Moody Air Force Base as an alternative **site**. The Commission did not consider Cecil Field until after the Commission's July 22nd **public hearing in** New Orleans ~~field hearing~~ when the Florida delegation offered that facility as a possible alternative to Oceana.

Contrary to some reports, the Commission evaluated Cecil Field's suitability by carefully examining satellite imagery, conducting several extensive base visits and aerial tours, by ~~both~~ commissioners and staff, as well as FAA analysis **conducted** with our staff experts. The Commission was well aware there was, and is, some minor encroachment at Cecil **Field**.

According to our analysis, there are fewer than 50 homes in Cecil~~'s~~ **Field's** Accident Potential Zones (APZ-1) (highest risk areas closest to aircraft landing and takeoff paths). Using official Navy population estimates for Virginia Beach as reported in the F/A-18 E/F (Super Hornet) Final Environmental Impact Statement ~~(FEIS)~~ and the 2000 Census Bureau data for Virginia Beach, there are more than 2200 homes in Virginia Beach located within the highest risk areas closest to aircraft landing and takeoff paths, designated Clear Zones and Accident Potential Zones, APZ-1.

In short, NAS Oceana has well over 40 times the level of encroachment as Cecil Field in the highest risk zones. If the Navy's East Coast Master Jet Base remains at NAS Oceana, and Virginia Beach fails to take the strong, proactive measures necessary to cure the negative effects of encroachment, the men and women ~~who bring our Nation's~~ of Atlantic Fleet Strike Fighter Wings ~~to life would~~ **will** continue to experience ~~unnecessarily~~ degraded operational training and readiness, and the local civilian population would suffer continued exposure to unnecessary risks.

Ultimately, the Commission could not, and did not, ignore the national security and public safety issues presented by encroachment on the Navy's Master Jet ~~Training~~ **Base. Nor did the Commission hesitate to make a decision when a decision was called for.**

Adm Clark - "clarify"
didn't bring any new info
charts that show laydown helpful but nothing new

Portsmouth
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New London

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why did
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send memo of people who attended

1350 - review
1440
Sling ltr to Morgan
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Blum - AG recommendations
1st meeting initiated by
Sen Blum
breakfast meeting
Frank, Charlie, another
unknown staff (Craig Hall)
how assure at recommendations
process - success of Army
overview of AWG picture
tel call initiated by

#10

no written.

(6)

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bout splitting

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up correspondence

courtesy calls

had brief phone call w/ Mullen
don't think a follow-up

Ellsworth + Cannon w/ Mosley
spoke w/ Gov Hogan of MD Thune of SD
Sen Conrad

asked Chairs to call Mosley RE Gov Hicks
RE future mission requirements

call RE Ellsworth

3 mil conversation - Predator, Global Hawk,
plans when become Cafb. - reiterated need
for base for emerging mission
feel comfortable w/ moving to Dyess - one spot, one
runway
BOC at Ellsworth came up - great community
for our people
at asked him about Cannon
all agreed this + tough decision - right thing to do.
any follow-up? yes w/ Gov Hogan
99% sure didn't have any more talk w/ Mosley
may have spoken w/ him at hearing
no written material - could be letter but if
so then on public web