



CITIZENS CONCERNED ABOUT JET NOISE Inc
1060 Laskin Road, Suite 12B, Virginia Beach, VA 23451-6365
BRAC Commission

August 12, 2005

AUG 17 2005

Received

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WEB SITE:
<http://www.jetnoise.org>

The Honorable Anthony Principi,
2005 Defense BRAC Commission Chairman
2521 S. Clark St., Ste. 600
Arlington, VA 22202

Dear Chairman Principi:

CCAJN writes in the belief the following information and documents bear on your current study and decision in regard to NAS Oceana.

Capt. John C. Shick, USN (Ret.) and former Chairman of Citizens Concerned About Jet Noise (CCAJN), and I, the current CCAJN Chairwoman, served on the Virginia Beach, Virginia Mayor's Super Hornet Commission for approximately two years. Additionally, Capt. Shick was appointed to serve on the Mayor's Oceana Operations Task Force (OOTF), which was convened several years ago to address solutions for "current" jet noise relief within our community. We, therefore, have a clear understanding of the issues facing the Navy, the City of Virginia Beach, and its citizens, with respect to the 2005 BRAC round.

Enclosed you will find Captain Shick's letter of resignation from the OOTF dated 30 June 2001 along with his five page "resignation rationale" for your perusal. Also included is a copy of Mayor Oberndorf's response to Captain Shick's rationale.

These documents lay a foundation for a clearer understanding of the true level of commitment from the Virginia Beach elected officials to find reasonable solutions to jet noise problems and to comply with the DOD OPNAV instruction. **CCAJN wants to be sure the BRAC Commission fully understands the extent to which the City of Virginia Beach has agreed to follow -- and chosen not to follow -- the current DOD OPNAV instruction. Also, the city staff's position as well as the Mayor's past lack of desire to participate in a JLUS when a potential BRAC was not imminent.**

While reassuring statements have been made by Virginia elected officials during this BRAC round to the Commission regarding the future actions of the City of Virginia Beach, past votes and the recent JLUS agreement between the Navy and the City of Virginia Beach beg the question: **"IS THE CITY OF VIRGINIA BEACH GOING TO COMPLY WITH OPNAV INSTRUCTION, OR NOT?"** because, ultimately, what is in the best interest of the nation depends upon the level of commitment a community is willing AND ABLE TO MAKE in order to fulfill naval operational needs!

All of the enclosed background information is already in the public domain. When

Responsible Dissent ... is the True Sound of Freedom



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" The Navy and the City acknowledge that they differ in their application of 'residential density' when it is used in the context of encroachment and incompatible development. Specifically:

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Kimberly Johnson
CCAJN Chairwoman

Enclosures

Cc Bill Fetzer

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The Honorable Philip Coyle
 2005 Defense BRAC Commission
 2521 S. Clark St., Ste. 600
 Arlington, VA 22202

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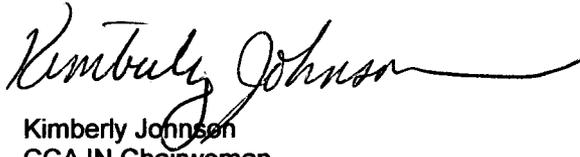
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With Highest Regard, I am,

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Kimberly Johnson
CCAJN Chairwoman

Enclosures

Cc Bill Fetzer



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The Honorable Adm. Harold W. Gehman, Jr. (ret.)
 2005 Defense BRAC Commission
 2521 S. Clark St., Ste. 600
 Arlington, VA 22202

AUG 17 2005

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Dear Honorable Commissioner Gehman:

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Kimberly Johnson
CCAJN Chairwoman

Enclosures

Cc Bill Fetzer



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The Honorable James H. Bilbray
 2005 Defense BRAC Commission
 2521 S. Clark St., Ste. 600
 Arlington, VA 22202

Dear Honorable Commissioner Bilbray:

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Kimberly Johnson
CCAJN Chairwoman

Enclosures

Cc Bill Fetzer



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The Honorable Gen. James T. Hill (ret.)
 2005 Defense BRAC Commission
 2521 S. Clark St., Ste. 600
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These documents lay a foundation for a clearer understanding of the true level of commitment from the Virginia Beach elected officials to find reasonable solutions to jet noise problems and to comply with the DOD OPNAV instruction. **CCAJN wants to be sure the BRAC Commission fully understands the extent to which the City of Virginia Beach has agreed to follow – and chosen not to follow – the current DOD OPNAV instruction. Also, the city staff's position as well as the Mayor's past lack of desire to participate in a JLUS when a potential BRAC was not imminent.**

While reassuring statements have been made by Virginia elected officials during this BRAC round to the Commission regarding the future actions of the City of Virginia Beach, past votes and the recent JLUS agreement between the Navy and the City of Virginia Beach beg the question: **"IS THE CITY OF VIRGINIA BEACH GOING TO COMPLY WITH OPNAV INSTRUCTION, OR NOT?" because, ultimately, what is in the best interest of the nation depends upon the level of commitment a community is willing AND ABLE TO MAKE in order to fulfill naval operational needs!**

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Responsible Dissent ... is the True Sound of Freedom

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With Highest Regard, I am,



Kimberly Johnson
CCAJN Chairwoman

Enclosures

Cc Bill Fetzer



CCAJN

CITIZENS CONCERNED ABOUT JET NOISE Inc
1060 Laskin Road, Suite 12B, Virginia Beach, VA 23451-6365
BRAC Commission

August 12, 2005

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WEB SITE:
<http://www.jetnoise.org>

The Honorable Adm. James V. Hansen
2005 Defense BRAC Commission
2521 S. Clark St., Ste. 600
Arlington, VA 22202

Dear Honorable Commissioner Hansen:

CCAJN writes in the belief the following information and documents bear on your current study and decision in regard to NAS Oceana.

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With Highest Regard, I am,

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Kimberly Johnson
CCAJN Chairwoman

Enclosures

Cc Bill Fetzer



CITIZENS CONCERNED ABOUT JET NOISE Inc
 1060 Laskin Road, Suite 12B, Virginia Beach, VA 23451-6365

August 12, 2005

BRAC Commission

The Honorable Brig. Gen. Sue Ellen Turner (ret.)
 2005 Defense BRAC Commission
 2521 S. Clark St., Ste. 600
 Arlington, VA 22202

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Kimberly Johnson
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Enclosures

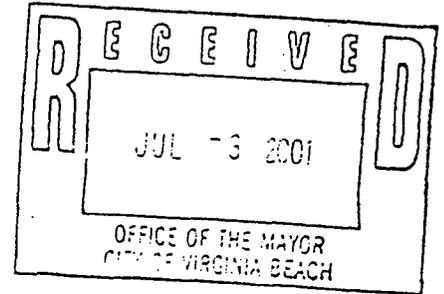
Cc Bill Fetzer



CCAJN

CITIZENS CONCERNED ABOUT JET NOISE Inc
1060 Laskin Road, Suite 12B, Virginia Beach, VA 23451-6365

30 June 2001



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ccajm@iuno.com

Meyera E. Oberndorf, Mayor
City of Virginia Beach
Municipal Building 1
Virginia Beach, VA 23456

Re: The Mayor's Oceana Operations Task Force

Dear Mayor Oberndorf,

It is with genuine regret and immense disappointment, but with the unanimous support of the Board of Directors of Citizens Concerned About Jet Noise (CCAJN), that I hereby disassociate myself and CCAJN from the Oceana Operations Task Force (OOTF). OOTF meetings have been infrequent and singularly unproductive - no objective has been met and no potentially meaningful solution evaluated. On an issue demanding proactive, responsible leadership it is clear that City officials never intended to engage Oceana jet aircraft noise and safety issues constructively, much less in good faith. Indeed, City participation on the OOTF (Councilperson Parker excepted) has been no more than a thinly disguised effort to delay, obfuscate, and obstruct any substantive assessment of the current problem, and to thwart the efforts of those seeking reasonable and responsible solutions. Specific rationale is attached.

City officials have indulged the Navy without criticism or petition. They have not generated a single original idea of merit that might have advanced a substantive mitigation solution and have resisted every independent idea to that end. Shamefully, mitigation initiatives belatedly supported by the City are supported with timidity and prior opposition, as a follower, not a leader. Consequently, the likelihood that the OOTF will craft and advocate any potentially meaningful solution is negligible, and CCAJN believes that its time and energy will be far more productively spent on other initiatives.

Finally, as this City's senior elected official, your personal predilections have interfered with and frustrated City obligations to a large constituent population: literally thousands of men, women, and children living in Virginia Beach who are currently suffering under severe impacts of Oceana jet aircraft operations. These residents legitimately expected City officials to work diligently and responsibly for solutions that would improve their quality of life. The adverse impact of Navy jet aircraft operations is arguably the most important issue facing this community today, yet the City continues to impede rather than advance a solution.

CCAJN will continue to serve on the Super Hornet Commission as an advocate for those desirous of an improved quality of life.

Sincerely,

John C. Shick
Chairman, CCAJN

Cc: Fred Metz, Radm, USN (Ret)
Virginia Beach City Council
The Virginian-Pilot (Mr. Clint Riley)
Super Hornet Commission members

Responsible Dissent ... is the True Sound of Freedom

Oceana Operations Task Force - Resignation Rational

- Objectives not met:
 - Meetings infrequent. Three months elapsed between the last two meetings and almost two months have elapsed since the most recent meeting. There is currently no meeting scheduled. Virtually no constructive action taken by City staff between meetings. "Chartered life" of Task Force (6 months) expired in May without meaningful results.
 - Meetings of OOTF with senior Navy officials; specifically Admirals Cole, Mallone, and Natter, did not (and will not) occur, as pledged. No formal request for such meetings made by the City or Task Force principals.
 - No "useful" flight operations data/analysis was obtained by the OOTF (from the Navy) that demonstrates the effectiveness of flight procedure changes purportedly made by Navy to reduce current noise impacts on community - even though it was indicated that such data/analysis existed. No formal request for this data made by the City or OOTF principals.
 - OOTF agreed that CCAJN should produce a map display of CCAJN membership address locations to identify "hot spots" of noise impact. City staff, however, refused to allow City graphics department to plot data using City's computer graphics software and CCAJN's membership file. A computer-generated plot would have taken minutes whereas manual plotting would have taken several hundred hours of CCAJN effort. Consequently, map display was never produced.
 - In mid-February, CCAJN submitted input to support preparation of draft interim report as requested during 6 February OOTF meeting. Interim report to Council was to have been submitted at 3-month point (January) of OOTF deliberations. In late April, CCAJN registered concern (letter of 25 April 2001) that no draft interim report had yet been prepared. Subsequently, an "expedited" draft (tabled at 7 May meeting by Mayor as tentative final report) was produced that lacked substance, offered no useful recommendations, and irresponsibly marginalized the problem. It contained none of CCAJN's input nor did it address other complaints submitted by residents. There were no direct inputs from other members of the OOTF. Now, nearly two months later, the draft interim report languishes uncompleted and without revision in the City managers office.
 - CCAJN recommendations (e-mail of 20 Feb) not considered or discussed, or included in draft interim report, include:
 - A characterization of OOTF objective an attempt to find a "win-win" solution to current impacts generated by Oceana-based jet aircraft operations. Regrettably, the draft continued to characterize the problem as a "us versus them" issue. In doing this, the drafters mis-represented the inputs received from civic league presidents and other concerned individuals.
 - A realistic assessment of the time frame in which a second outlying field (OLF), addressed in Admiral Natter's, could be achieved, i.e. 8-10 years. Since the OOTF's mission was to assess CURRENT impacts and their resolution, the report inappropriately left the impression that initial operational capability of an OLF was achievable in the short term (<4 years)
 - That the City acquire and include Navy data/analysis regarding flight procedure changes that describes the benefits, if any, of the changes on a "holistic" basis.

During the 7 May OOTF meeting, it was acknowledged that any net positive effect resulting from recent changes made to flight operations that might exist would be minimal and would not be reflected in changes to the noise contours. This fact was not included in the draft interim report.

- That procedures purportedly put in place by the Navy in 1997 (or earlier) should NOT be “peddled” as new procedures.
 - That a process be put in place to prevent procedural recidivism, i.e. returning to old practices, procedures, and habits after the current wave of discontent has subsided.
 - That the report classify actions taken or measures implemented into those intended to directly mitigate noise and those that are administrative or public relations efforts, and to differentiate between those that were taken unilaterally by the Navy vs. those that were recommended by the Task Force (none).
 - That a noise-monitoring network be established similar to that which exists at many commercial airports.
 - That a “local” air-quality monitoring system be established as recommended by the EPA for some commercial airports.
 - That the Navy establish formal and comprehensive procedures for collecting and analyzing noise complaint data – and share this data/analysis with the City/public.
 - That the City contract to conduct a community noise survey similar to, but more comprehensive than, the survey conducted in the case of the City amphitheater.
 - That the City request from the Navy its report/formal assessment on the use of existing outlying fields as a temporary means of reducing CURRENT noise levels.
 - That the City participate in a Joint Land Use Study (JLUS), as promised.
 - That the City request from the Navy a description and comparative analysis of OLD, NEW, and RETAINED flight procedures and a quantitative assessment of impact mitigation.
 - That the Mayor’s 4 April Resolution be resurrected and brought before Council, as promised by the Mayor.
 - That the City request that the Navy assess and implement, if appropriate, aircraft noise abatement “departure procedures” similar to those that are provided for by the FAA.
 - That the City request that the Navy assess and implement, if appropriate, an aircraft noise abatement “arrival procedure” to 23L/23R that crosses the beach front at a point that minimizes risk and noise exposure to residents.
 - That the City request that the Navy employ every administrative and budgetary means at its disposal to expedite the construction of a “second” PERMANENT OUTLYING FIELD with the goal of achieving an initial operational capability in 4-5 (vice 8-10) years.
- “Lack of Good Faith” Indicators:
 - When questioned, City Staff repeatedly inferred that the City had submitted “Scoping” comments into the EIS process. After several weeks, staff finally admitted that no “scoping” comments were submitted, but that the “we want them all” Resolution of 12 July 2000 was considered to serve this purpose. Concerns, analyses, and siting alternatives that impacted cities reasonably might like addressed in an EIS

are inputted into the process via "Scoping" comments. Regrettably, the City of Virginia Beach had none. Nor did the Virginia Beach School Board or Administration. NOT A SINGLE CONCERN ABOUT THE EDUCATION ENVIRONMENT AS IT RELATES TO NOISE AND ACCIDENT RISK.

- City recanted on its commitment to participate in a Joint Land Use Study (JLUS) with Chesapeake claiming that the Department of Defense Office of Economic Adjustment (DOD OEA) had indicated that Virginia Beach would not benefit from a JLUS, that the City would be constrained to less restrictive ordinances than currently existed but which might be desired by Chesapeake, and that the City would be compelled to implement every recommendation made in the study even if the City Council was not in agreement. These assertions are not only inaccurate, the DOD OEA denies that such claims were made by that office. An official from the City Manager's Office made these assertions to City Council, to the Task Force, and to the Super Hornet Commission.
- In letter to CCAJN (13 Mar 01), Mayor Oberndorf asserts that she was actively pursuing "federal funding to establish a noise abatement program for areas impacted by military bases" and "a complete in-depth economic redevelopment analysis on the impact of Oceana's closure..." (Emphasis added) She also indicates that she was willing to introduce another resolution that would seek noise mitigation funds from the federal government. Nearly 4 months later, such a resolution has yet to be introduced despite the fact that residents continue to live under severe noise impacts, and there is no in-depth economic redevelopment analysis being conducted. In fact, a base reuse analysis was deliberately scrubbed from the economic study done by HRDPC and funded by the City.
- In letters to constituents, Mayor Oberndorf grossly mis-characterized CCAJN's position regarding her 4 April federal funding resolution that sought funds from the FAA to assist homeowners most severely impacted by Oceana operations - stating that CCAJN was the reason for the Resolution being withdrawn. This historical re-engineering is absolutely contrary to fact. CCAJN asked only that the Resolution be modified to reflect the appropriate target (DOD) for funding. Indeed, it was the Navy (via surrogates) and the Chamber of Commerce who asked that it be withdrawn. She further claimed that CCAJN was not acting in good faith because it "interposed no objection" to the position of VISION, Inc. which essentially mirrored CCAJN's long-standing 5-point position.
- City staff continues to misrepresent the findings of the HRDPC Economic Report of Oceana by inferring in public forums that the principal finding was that Virginia Beach would suffer an economic "recession" unless Oceana received all the F/A-18 E/F aircraft. Ironically, the Virginia Beach funded report was clear that even under the worst circumstance of base closure there would be only a minor economic downturn of approximately one-year duration. During briefings to the Council and the media, representatives from HRDPC repeatedly asserted that any economic losses incident to the closure of Oceana would be "overwhelmed" by the overall projected economic growth in the Region. This finding was even predicated on several very conservative assumption: that all jobs at Oceana are aircraft-related, that ALL military functions currently assigned to Oceana would be displaced out of the area in the event of closure, that there would be no economic reuse value of the base. The HRDPC even used a

gross income figure for Oceana (supplied by the Navy) which exceeds the highest previously supplied official figures by nearly \$100 Million.

- The City specifically directed the HRDPC NOT to perform an "in-depth economic redevelopment analysis." Further, the City did not require the HRDPC report to include alternatives involving the split-siting of F/A-18 E/F aircraft, a scenario far more likely to occur than two of the three alternatives considered. Additionally, a reasonable split-sitting scenario (e.g. 5-6 squadrons to Cherry Point) still would ensure continued economic growth in this area throughout the 10-year period included in the study.
- During briefing to Council on the HRDPC report, a senior official from the City Managers office improperly attempted to influence Council by asserting that Oceana had a significantly greater economic impact than Norfolk International Airport (NIA). This is inaccurate, a fact that City staff should be well aware. This official attributed the lesser economic significance of NIA to the relatively low wages of the NIA "baggage monkeys" (a reference excised from the rebroadcast of Council proceedings) and those employed to sell books and magazines. Selectively excising segments of Council proceedings raises questions of accuracy of all Council rebroadcasts.
- Additionally, this official asserted to Council, without factual support and without challenge, that if the aircraft were sited at Meridian, that noise levels in Virginia Beach would not change much since all the practicing prior to deployments would be done at Oceana – and consequently, Virginia Beach would get all the noise and none of the economic benefit. This presumption went far beyond a factual and responsible opinion.
- The City managers office, in response to a resident's "several" requests for a copy of his civic league (Shadow Lawn) president's input to the OOTF, repeatedly denied that such correspondence existed, even though it had already been distributed to the members of the OOTF and the Super Hornet Commission. The substance of this correspondence was adopted by the Mayor and promoted in a letter to members of City Council despite the fact that its description of noise impacts on residents was far less than honestly candid and failed to represent the concerns of a significant portion of this particular community.
- The City's failure to pursue information that the Navy was withholding distribution of its 1998 AICUZ report upon which the current noise zones are predicated. This document was prepared to assist local municipalities in making local land use decisions. One might reasonably ask why it has yet to be distributed nearly three years after the Cecil Field aircraft arrived and why the City has not requested it.
- In response to Council member's question as to why the City had not requested the HRDPC study to include an assessment of Base Reuse Opportunities, City staff claimed that such a study would be "full of speculation" and would have cost the City between \$500,000 and \$1,000,000. Both assertions are worse than speculation, they are deliberately misleading. The basic study cost the City only \$6,000.
- The Task Force, a deliberative body sanctioned by City Council, keeps no record of its proceedings. Consequently, differences of recollection that occur between participants regarding "taskings" are open to frequent dispute as to what actions the OOTF had agree to take. Official bodies of the government should not function in this manner.
- The frequent, casual, and apparently condoned mis-representation of fact raises troubling questions as to whose interests local officials represent, and is reflected in the

dwindling confidence that large numbers of residents have in the forthrightness of their local government officials. One is left to wonder exactly how pervasive such factual dissembling has become in City Hall.

- AND FINALLY, the Navy can be expected to aggressively argue its own case without the pandering of City officials. The City should aggressively balance the argument.



MEYERA E. OBERNDORF
MAYOR

City of Virginia Beach

MUNICIPAL CENTER
BUILDING 1
2401 COURTHOUSE DRIVE
VIRGINIA BEACH, VA 23456-9000
(757) 427-4581
FAX (757) 426-5699

July 17, 2001

*The Honorable Members of Council
Municipal Center, Building 1
2401 Courthouse Drive
Virginia Beach, Virginia 23456*

Dear Members of Council:

You received a letter from John Shick "disassociating" himself and CCAJN from the Oceana Operations Task Force (OOTF). Although, I do not feel an obligation to respond to all the statements in Mr. Shick's letter, I do want to provide you with facts.

Mr. Shick mentioned that meetings of the OOTF have been infrequent. When the OOTF began, we set no particular scheduled meetings. In fact we had five meetings prior to when the draft report was presented at the last meeting. The next task to be accomplished as decided by the task force was to have the Council meet in mass with Admiral Mallone. Since Admiral Mallone was advised by his legal counsel not to meet with Council as a group, we extended the opportunity for Councilmembers to meet individually. To date, four Councilmembers have taken that opportunity.

Mr. Shick stated the OOTF agreed that CCAJN could be provided the use of our City graphics capabilities to plot address locations of CCAJN members. That permission was never given to CCAJN by the OOTF or by Councilmembers individually.

In Mr. Shick's paragraph on CCAJN recommendations, he continually brings forward the outlying/landing field. As Council is aware, this an issue under review in the Environmental Impact Statement (EIS) currently underway for the placement of the Super Hornet Aircraft on the East Coast. If Congress, for instance, were to appropriate funds for the outlying field before the EIS was completed, that could be considered a "pre-decisional action" by environmental agencies and hence be prejudicial to the eventual construction of the outlying field. I have repeatedly said that once the EIS is completed and the outlying field is identified, I will work with our Congressional Delegation to provide funding as soon as possible. The Delegation is committed to taking action at the appropriate time.

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Mr. Shick stated there was no process to prevent procedural "recidivism," i.e. returning to old practices and procedures that were not in compliance with newly adopted procedures by the Navy. Councilmember Parker, in her meeting with Admiral Mallone, was assured that there is ongoing rigorous enforcement of all current flight operations and sanctions are given to those who do not comply.

Mr. Shick proposed a noise monitoring network and an air quality monitoring system be established around Oceana. As Council is aware, the AICUZ maps are developed from a computerized model. They are purely predictive in nature as to the amount of noise that would be experienced at a particular location. Noise complaints to the City are actually lower; 10 complaints year-to-date and 38 in the year 2000. Also, the air quality for the region is determined by monitoring stations in Norfolk, on the border between Portsmouth and Chesapeake, and on the Peninsula. The region's conformance with air quality standards will be based on readings taken at those three stations. Any information derived from monitoring around Oceana would not be used for the air quality conformity for the region, but would more likely be used in legal actions.

Mr. Shick mentioned a number of departure and arrival procedures that should be amended. The Navy has amended those procedures to the extent possible as was spelled out in the draft report of the OOTF. As Council is aware, any additional changes to the operating procedures of Oceana are not authorized at this time because of the ongoing EIS.

Mr. Shick mentioned a number of lack of good faith indicators. City Council was provided with an outline of the information that was included in the EIS performed for the C and D aircraft placed at Oceana. Council was advised that this was the type of information that would be reviewed in the EIS for the Super Hornet Aircraft. No request was made for additional items to be included in the scoping process. CCAJN and others made considerable comments in the scoping process for items they wished to have identified and explored. Based on conversations with the Navy, all of the items would have been explored through the EIS process even without the comments provided in the scoping process.

The City never made a commitment to participate in a Joint Land Use Study. As Council will remember, Mr. Spore commented during the presentation to us, that the Navy had been unable to show where there would be any additional benefit to the City from participation in a Joint Land Use Study. The land use and construction measures already initiated by Virginia Beach are exactly the type of actions typically recommended as part of a Joint Land Use Study.

Mr. Shick was inaccurate regarding a number of my statements in a letter to Virginia Beach Visions (copy attached). I reiterated in the letter to Virginia Beach Visions some of the issues that CCAJN and Visions wanted investigated. I forwarded a letter stating what the City was doing in response. For instance, Visions had requested an exhaustive re-use analysis of Oceana. I stated in my letter that the Planning District Commission was doing a fiscal impact analysis, but it would not qualify as an in-depth re-use analysis.

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Mr. Shick also stated further in his letter that Virginia Beach would not suffer an economic recession. Mr. Whaley clearly made the comment in his presentation on the Planning District Commission study that a recession would occur in Virginia Beach for at least a period of one year if Oceana were closed. Further, in regard to the re-use of Oceana, I would ask Council to review the letter provided by Mr. Spore on the re-use of Cecil Field (copy attached).

I am particularly concerned over comments Mr. Shick made about information provided to Council by staff. For instance, Mr. Shick stated that a senior official improperly attempted to influence Council by asserting Oceana had a significant greater economic impact than Norfolk International Airport. Norfolk International Airport in 1998 had 1,439 full time equivalent jobs with a payroll of approximately \$44 million (reported by the Airport Technology and Planning Group). Oceana has gross annual payroll of \$543 million and a total of 13,158 jobs (NAS Oceana website).

Mr. Shick indicated a City official stated, "Without factual support and without challenge, the noise levels within Virginia Beach could stay the same if aircraft were based elsewhere." This scenario has been discussed by senior active duty and retired naval personnel. The airplanes could be stationed at another facility, but when "work-ups" for deployments were done, Oceana and Fentress could be subjected to the noise from the Fleet Carrier Landing Practices and other operations without financial benefit. This assumes Oceana would be maintained purely for the "work-up" process.

I take great exception to Mr. Shick's assertion that the City is impeding rather than advancing the solution to what he qualifies as "...the most important issues facing this community today." The City has continued to maintain a pro-active posture with the Navy. I talk with officials from the Navy on a weekly basis. I believe the Navy is committed to maintaining Oceana as a good community partner. Furthermore, I believe the Navy speaks honestly when it states that certain actions are reducing noise impacts. I am constantly advocating to improve the quality of life for all the citizens of Virginia Beach.

Sincerely,



*Meyera E. Oberndorf
Mayor*

MEO:clb

attachments

c: Super Hornet Commission