

DCN: 6605

Naval Air Station Oceana

Commission Base Visit

1 August 2005

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Naval Air Station Oceana, VA

Commissioner's Itinerary

Chairman Principi
Commissioner Gehman
Commissioner Hill
Commissioner Skinner

1 August 2005

Bill Fetzer – Lead Analyst

TIME	EVENT	LOCATION	POC	ACTION/Remarks
31 July				
TBD	Commissioners arrive at hotel	VA Beach	TBD	
1 August				
7:30 AM	Depart for NAS Oceana	From Hotel/Airports/ Residence	Bill Fetzer Cell: 703-856-3685	
8:30 AM	MILAIR arrives	Base Ops	Bill Fetzer	
8:45 AM	Depart for Aerial Tour of NAS Oceana-Fentress	From NAS Oceana Base Ops	CAPT Keeley	Via Base Helo
9:15AM	Pre-meet with base officials	NAS Oceana	Skip Zobel Cell: 757-816-1856	CAPT Keeley's office NAS HQ @ Flagpole
9:30-10:45	Commissioner's Brief	NAS Oceana Conference Room	Skip Zobel	RADM Turcotte
11:00	Press Availability	Aquarium	Lucian Niemeyer	11:15 Hard Departure Time
11:15	Depart for NAS Oceana Base Ops	NAS Oceana	Bill Fetzer	
11:30 AM	Chairman Departs	Oceana Base Ops	Bill Fetzer	Base Visit Concluded



DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

BASE SUMMARY SHEET

Naval Air Station Oceana, VA

INSTALLATION MISSION

- **Mission:** Naval Air Station Oceana's primary mission is to support Pacific and Atlantic Aircraft Carriers, Coast Guard, Army, Air Force and National Guard in maintaining optimum combat readiness. NAS Oceana is a modern Atlantic Fleet Naval Air Force strike fighter complex with over seven miles of runways and the latest equipment to serve military air traffic on the East Coast, as well as flying the Navy's most advanced aircraft. NAS Oceana is considered a "Master Jet Base."
- **Tenant Commands** include:
 - Commander, Strike Fighter Wing Atlantic
 - Commander, Carrier Air Wing One
 - Commander, Carrier Air Wing Three
 - Commander, Carrier Air Wing Seven
 - Commander, Carrier Air Wing Eight
 - Commander, Carrier Air Wing Seventeen
 - Construction Battalion Unit 415
 - Aircraft Intermediate Maintenance Department
 - Fleet Area Control and Surveillance Facility
 - Branch Medical and Dental Clinics
 - Fleet Aviation Specialized Operational Training Group
 - Fleet Imaging Center
 - Marine Aviation Training Support Group Thirty Three
 - Navy Landing Signal Officer School
 - Naval Aviation Engineering Support Unit
 - Naval Atlantic Meteorology and Oceanography Detachment
 - Center for Naval Aviation Technical Training Unit
 - Personnel Support Detachment

DoD RECOMMENDATIONS – BRAC 2005

- **Fleet Readiness Centers:** Realign Naval Air Station Oceana, VA, by disestablishing the Aircraft Intermediate Maintenance Department Oceana, the Naval Air Depot Cherry Point Detachment, and the Naval Air Depot Jacksonville Detachment; establishing Fleet Readiness Center Mid Atlantic, Naval Air Station Oceana, VA; and transferring all intermediate maintenance workload and capacity to Fleet Readiness Center Mid Atlantic, Naval Air Station Oceana, VA.
- **JSF Training:** Realign Naval Air Station Oceana, VA, by relocating to Eglin Air Force Base, FL, a sufficient number of instructor pilots, operations, and maintenance support personnel to stand up the Navy's portion of the JSF Initial Joint Training Site, hereby established at Eglin Air Force Base, FL.

DoD JUSTIFICATION

- Realigns and merges depot and intermediate maintenance activities. It creates 6 Fleet Readiness Centers (FRCs), with 13 affiliated FRC Sites at satellite locations.
- FRC Mid-Atlantic will be located on NAS Oceana, VA, with affiliated FRC Sites at NAS Patuxent River, MD, NAS Norfolk, VA, and JRB New Orleans, LA.
- Establishes Eglin Air Force Base, FL as an Initial Joint Training Site that teaches entry-level aviators and maintenance technicians how to safely operate and maintain the new Joint Strike Fighter (JSF) (F-35) aircraft. The Department is scheduled to take delivery of the F-35 beginning in 2008. This joint basing arrangement will allow the Inter-service Training Review Organization (ITRO) process to establish a DoD baseline program in a consolidated/joint school with curricula that permit services latitude to preserve service-unique culture and a faculty and staff that brings a "Train as we fight; jointly" national perspective to the learning process.

COST CONSIDERATIONS DEVELOPED BY DoD

	<u>FRC (All Activities)</u>	<u>JSF Training (All Sites)</u>
• One-Time Costs:	\$ 298.1 million	\$ 199.1 million
• Net Savings (Cost) during Implementation:	\$ 1,528.2 million	\$ 209.6 million
• Annual Recurring Savings:	\$ 341.2 million	\$ 3.3 million (cost)
• Return on Investment Year:	Immediate	No payback
• Net Present Value over 20 Years:	\$ 4,724.2 million	\$ 226.3 million (cost)

MANPOWER IMPLICATIONS OF THE DoD RECOMMENDATIONS

- The personnel implications of the DoD Recommendations for Naval Air Station Oceana are 60 total direct personnel.

BRAC 2005 COMMISSION CONSIDERATION FOR CLOSURE OF NAS OCEANA

- Close NAS Oceana and establish a Master Jet Base at another suitable location (Site X)
- Close base operations at NAS Oceana.
- Relocate all VFA squadrons, station aircraft, and VR-46 to Site X to include required personnel, equipment and support.
- Disestablish the Naval Medical and Dental Centers
- Relocate AIMD to Site X to include required personnel, equipment and support.
- Relocate Naval Air Maintenance Training Unit to Site X

JUSTIFICATION

- The primary reason to consider NAS Oceana for closure is to establish a facility that is not encroached and enable the single siting of all F/A-18E/F aircraft squadrons.

COST CONSIDERATIONS DEVELOPED BY DoD - FOR MOODY AFB SCENARIO
(Note: Existing capacity at Moody AFB is about half of Navy required infrastructure)

- One-Time Costs: \$ 493.5 million
- Net Implementation Cost \$ 416.7 million
- Annual Recurring Savings: \$ 43.7 million
- Return on Investment Year: 2024
- Net Present Value over 20 Years: \$ 36.0 million

	<u>Military</u>	<u>Civilian</u>	<u>Students</u>
Baseline (Pre BRAC 2005)	9899	1657	1859
Total (After BRAC 2005)	1814	39	1171

MANPOWER IMPLICATIONS OF ALL RECOMMENDATIONS AFFECTING THIS INSTALLATION (INCLUDES ON-BASE CONTRACTORS AND STUDENTS)

	Relocated		Eliminated		Net Gain (Loss)	
	<u>Military</u>	<u>Civilian</u>	<u>Military</u>	<u>Civilian</u>	<u>Military</u>	<u>Civilian</u>
Total	8627	1368	146	250	(8773)	(1618)

ENVIRONMENTAL CONSIDERATIONS

- **Environmental Impact:** There are no known environmental impediments to implementation of this recommendation.

REPRESENTATION

Governor: Mark Warner (D)
 Senators: John Warner (R)
 George Allen (R)
 Representative: Thelma Drake (R) 2nd District

ECONOMIC IMPACT – Virginia Beach – Norfolk – Newport News, VA MSA

- Potential Employment Loss: 21,886 jobs
- MSA Job Base: 978,888 jobs
- Percentage: 2.24% decrease

MILITARY ISSUES

- Operations at NAS Oceana are significantly encroached, affecting ability to operate.
- Navy desires to single-site all F/A-18E/F aircraft (244 total aircraft).
 - 10 VFA Squadrons (24 aircraft each)
 - 1 Fleet Replacement (24 aircraft)
- Classified mission capability affected by the airfield closure – separate briefing planned.
- Out Lying Field (OLF) proposals by BRAC Commission may affect ongoing litigation over planned North Carolina site.
- The Navy considers NAS Oceana to be the best option for the east coast Master Jet Base.
- Present encroachment issues are manageable.
- Funds to construct a new MJB are not available in the current POM (FY-06 through FY-11).

COMMUNITY CONCERNS/ISSUES

- Economic impact of losing jobs (2.24%) in the Virginia Beach MSA.
- Significant investments have been made by the state to improve road access around the base and move schools that were in the Accident Prevention Zones.
- The Hampton Roads/Virginia Beach area has adopted a Joint Land Use Study that provides guidelines for the Navy and the Local Community Leaders to work together to limit encroachment.
- There have been ongoing noise complaints by a small, but vocal minority of residents who are bothered by the jet noise at NAS Oceana and Fentress Field, the OLF training site.
- Residents living in the designated high noise zones (>65 dB average Daily Noise Level) were polled to determine the impact of noise on their lives. An overwhelming majority (94.8%) of those residents living in the designated high noise zones said that they were satisfied with the overall quality of life in their neighborhoods. One percent of the 5.2% who were dissatisfied cited jet noise as the cause of their dissatisfaction. Full survey results are located at Tab 19.

Bill Fetzer/Navy/25 July 2005



DOD Recommendation – Naval Air Station Oceana - 2005

Fleet Readiness Centers

Recommendation: Realign Naval Air Station Oceana, VA, by disestablishing the Aircraft Intermediate Maintenance Department Oceana, the Naval Air Depot Cherry Point Detachment, and the Naval Air Depot Jacksonville Detachment; establishing Fleet Readiness Center Mid Atlantic, Naval Air Station Oceana, VA; and transferring all intermediate maintenance workload and capacity to Fleet Readiness Center Mid Atlantic, Naval Air Station Oceana, VA.

Justification: This recommendation realigns and merges depot and intermediate maintenance activities. It creates 6 Fleet Readiness Centers (FRCs), with 13 affiliated FRC Sites at satellite locations. FRC Mid-Atlantic will be located on NAS Oceana, VA, with affiliated FRC Sites at NAS Patuxent River, MD, NAS Norfolk, VA, and JRB New Orleans, LA. FRC East is located at Cherry Point, NC, with affiliated FRC Sites at MCAS Beaufort, SC, and MCAS New River, NC.

Payback: The total estimated one time cost to the Department of Defense to implement this recommendation is \$298.1M. The net of all costs and savings to the Department during implementation period is a savings of \$1,528.2M Annual recurring savings to the Department after implementation are \$341.2M with a payback expected immediately. The net present value of the costs and savings to the Department over 20 years is a savings of \$4,724.2M.

Personnel result: loss of 44 direct jobs/24 indirect jobs

JSF Training

Recommendation: Realign Naval Air Station Oceana, VA, by relocating to Eglin Air Force Base, FL, a sufficient number of instructor pilots, operations, and maintenance support personnel to stand up the Navy's portion of the JSF Initial Joint Training Site, hereby established at Eglin Air Force Base, FL.

Justification: This recommendation establishes Eglin Air Force Base, FL as an Initial Joint Training Site that teaches entry-level aviators and maintenance technicians how to safely operate and maintain the new Joint Strike Fighter (JSF) (F-35) aircraft. The Department is scheduled to take delivery of the F-35 beginning in 2008. This joint basing arrangement will allow the Inter-service Training Review Organization (ITRO) process to establish a DoD baseline program in a consolidated/joint school with curricula that permit services latitude to preserve service-unique culture and a faculty and staff that brings a "Train as we fight; jointly" national perspective to the learning process.

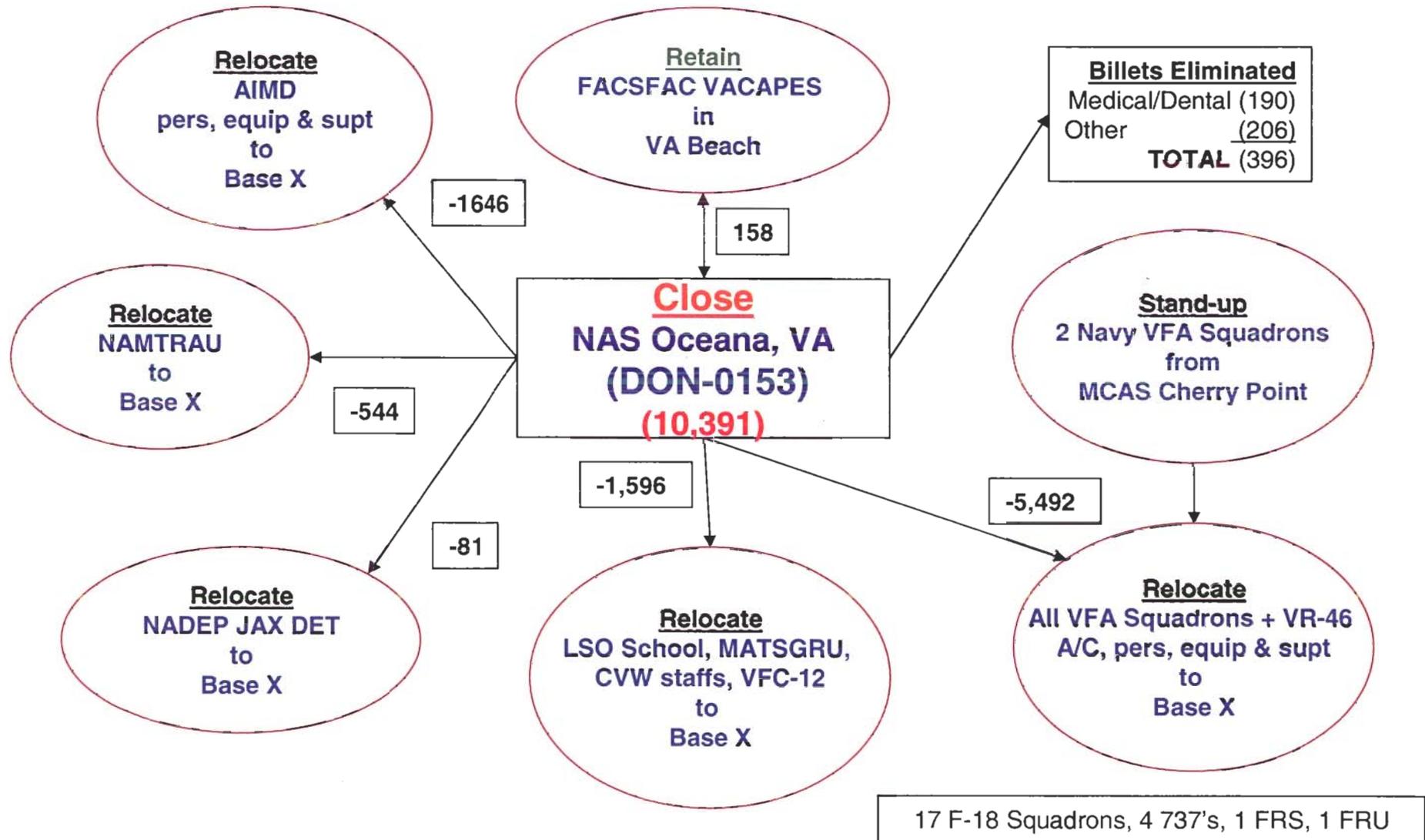
Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$199.1M. The net of all costs and savings to the Department during the implementation period is a cost of \$209.6M. Annual recurring costs to the

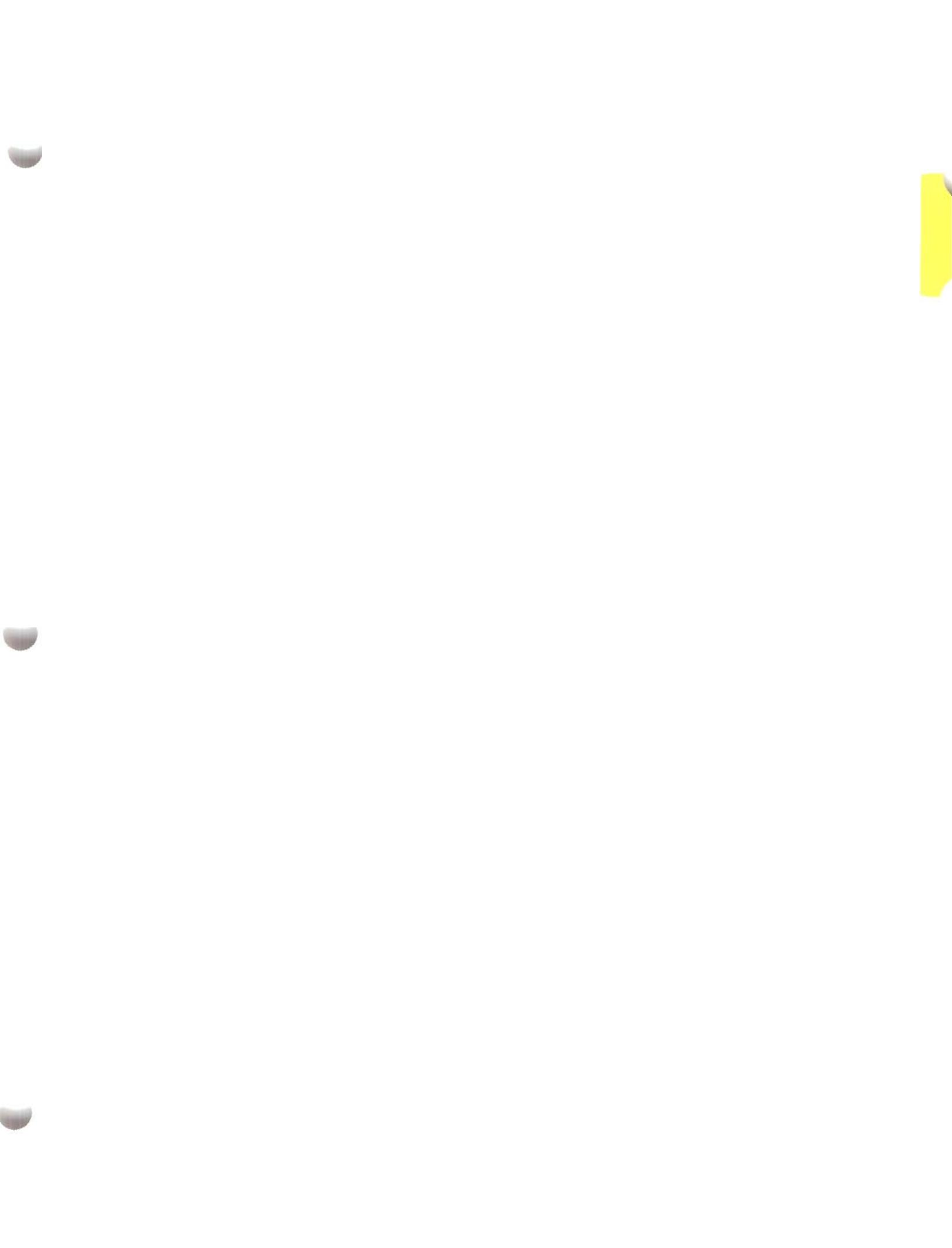
Department after implementation are \$3.3M with no payback expected. The net present value of the costs and savings to the Department over 20 years is a cost of \$226.3M.

Personnel result: loss of 33 direct jobs/ 36 indirect jobs



Consideration for Closure/Realignment NAS Oceana, VA





AVIATION OPERATIONS

The Aviation Operations function analyzed those Department of the Navy, Department of the Army, Department of the Air Force, and civilian activities that have a principal mission to conduct aviation operations, homeport aviation units, provide training facilities, or operate a base from which operational and Fleet training missions can be flown by Navy and Marine Corps aircraft squadrons and detachments. The following activities were included in this function (asterisks indicate those activities considered "non-operational," in that their primary function is Undergraduate Training, Fleet Training, or Research, Development, Test and Evaluation):

- Marine Corps Air Station Yuma, Arizona
- Marine Corps Air Station Camp Pendleton, Oceanside, California
- Marine Corps Air Station, Miramar, California
- Marine Corps Air Station Cherry Point, Havelock, North Carolina
- Marine Corps Air Station New River, Jacksonville, North Carolina
- Marine Corps Air Station, Beaufort, South Carolina
- Marine Corps Air Facility, Quantico, Virginia
- Marine Corps Base Camp Hawaii, Kaneohe, Hawaii
- Naval Air Facility, El Centro, California*
- Naval Air Facility, Washington, DC
- Naval Air Station, Lemoore, California
- Naval Air Station North Island, San Diego, California
- Naval Air Station, Point Mugu, California
- Naval Air Station, Jacksonville, Florida
- Naval Air Station, Key West, Florida*
- Naval Air Station Whiting Field, Milton, Florida*
- Naval Air Station, Pensacola, Florida*
- Naval Air Station, Atlanta, Georgia
- Naval Air Station, Brunswick, Maine
- Naval Air Station, Patuxent River, Maryland*
- Naval Air Station, Meridian, Mississippi*
- Naval Air Station, Fallon, Nevada*
- Naval Air Station, Corpus Christi, Texas*
- Naval Air Station, Kingsville, Texas*
- Naval Air Station Oceana, Virginia Beach, Virginia
- Naval Air Station Whidbey Island, Oak Harbor, Washington
- Naval Air Station Joint Reserve Base, Willow Grove, Pennsylvania
- Naval Air Station Joint Reserve Base, New Orleans, Louisiana
- Naval Air Station Joint Reserve Base, Fort Worth, Texas
- Naval Station, Mayport, Florida
- Naval Station, Norfolk, Virginia
- Cambria Regional Airport, Johnstown, Pennsylvania
- Stewart Air National Guard Base, Stewart, New York
- Naval Air Weapons Station, China Lake, California*
- Naval Air Engineering Station, Lakehurst, New Jersey*

Capacity Analysis

As noted above, the number of Hangar Modules on board an airfield defines capacity. Each activity provided a certified response of the data described above in order to determine the number of Type I and Type II Hangar Modules. These reported capacities were reviewed and validated, and where necessary, data call clarifications and corrections were requested and obtained in accordance with the data certification process. Analysis of the certified data resulted in the determination of a total capacity, which included all Department of the Navy activities that possessed the capability to house and operate naval aircraft. In order to determine potential excess capacity, this total capacity was reduced by the non-operational capacity (those activities indicated with an asterisk on the above list). These activities were not included since their primary function is Undergraduate Training, Fleet Training or Research, Development, Test and Evaluation. Additionally, the Marine Corps Air Facility Quantico was not included in the operational capacity since its exclusive mission is Presidential support.

The 20-year Force Structure Plan provided incremental requirements for Department of the Navy aviation assets through 2024. The Force Structure Plan shows requirements increasing for the next six years, and then slowly declining through 2024 to a level 12 percent below 2005 requirements. The Fleet Response Plan requires a permanent facility within the continental United States and Hawaii for each squadron, including those based overseas. Additionally, the requirement was not reduced to account for underway periods or deployments. Coordination with Commander, Fleet Forces Command indicated a need to accommodate follow-on maintenance not yet accounted for in the Facility Planning Criteria for Navy and Marine Corps Shore Installations (NAVFAC P-80) or the Fleet Response Plan. Therefore, the Department of the Navy (DON) Analysis Group approved a factor of 1.22 modules per squadron in order to accurately determine required capacity. Finally, in determining the operational requirements, the squadrons in the Force Structure Plan that were designated for Undergraduate Training, Fleet Training, and Research, Development, Test and Evaluation were subtracted from the total to determine the aviation operational requirement. A surge factor in calculating the amount of Hangar Modules required at its operational bases was not needed because it would require additional aircraft procurement to utilize that surge capability. The DON Analysis Group and Infrastructure Evaluation Group ensured that sufficient flexibility was retained to handle surge represented by operational tempo changes or emergent force positioning changes, and also concluded that there were sufficient Hangar Modules available in non-operational bases (e.g., Training and Research, Development, Test and Evaluation bases) to meet surge or other emergent operational requirements.

Comparing the number of Hangar Modules of current operational Navy and Marine Corps aviation activities against the number of projected operational squadrons (times 1.22) based on the March 2005 revision of the 2024 Force Structure Plan resulted in an excess capacity in 2024 of 19 percent. The two closure recommendations reduce the excess capacity for the Aviation Operations function from 19 percent to 16 percent (9.5 Hangar Modules).

DCN 472

DoN Installation	Capacity
<u>Operational</u>	
NS Norfolk	15.0
MCAS Cherry Point	17.0
NAS Jacksonville	20.0
NAS Whidbey Island	24.0
MCAS Miramar	20.0
NAS Oceana	21.5
NAS North Island	22.0
NAS Lemoore	25.0
MCAS Beaufort	10.0
NB Ventura Cty/Pt Mugu	31.0
MCAS New River	15.0
NS Mayport	7.0
MCAS Yuma	7.0
MCAS Camp Pendleton	9.0
NAS JRB New Orleans	7.0
MCB Hawaii	13.0
NAF Washington	10.0
NAS Brunswick	20.0
NAS JRB Willow Grove	4.0
NAS JRB Ft Worth	13.0
NAS Atlanta	5.0
HMLA 775 DET A	0.5
MAG 49 DET B	1.0
Sum of Operational Bases	317.0
<u>Other</u>	
NAS Pensacola	3.0
NAS Whiting Field	24.0
NAS Corpus Christi	6.0
NAS Meridian	4.0
NAS Patuxent River	30.0
NAS Fallon	8.0
NAS Key West	12.0
NAS Kingsville	4.0
NAWS China Lake	8.0
NAF EI Centro	8.0
MCAS Quantico	8.0
NAES Lakehurst	1.0
Sum of Other Bases	116.0
Total DoN Capacity	433.0

Military Value Analysis

The matrix developed for military value analysis was modeled on the BRAC 1995 Naval Station matrix with modifications based on lessons learned, Fleet input, and improved modeling. Scaling functions were used to allow partial or relative value for a particular data point. The matrixes for the different operational functions (Surface/Subsurface, Aviation, and Ground) were similar in many respects, each having five attributes. However, the specific data and weighting of the attributes reflected the differences between each function. The military value data call was composed to assess an aviation activity's "value" regarding its ability or potential ability to base operational squadrons.

Operational Infrastructure questions principally measured the size and versatility of the airfield, hangar, maintenance, and support capabilities. Operational Training questions measured the proximity to training facilities, training ranges and airspace. Airfield Characteristics questions principally measured operational and strategic locations, restrictions, and anti-terrorism/force protection capabilities. Environment and Encroachment questions measured an array of constraints, costs, and capabilities associated with balancing an activity's mission and compliance with federal and state environmental regulations. Air quality, noise and encroachment issues were major factors in this attribute. Personnel Support/Quality of Life questions measured an activity's ability to support squadron personnel and their families.

Question weights developed by the Infrastructure Evaluation Group placed high value on operational infrastructure and training. The military value scores for the activities in the Aviation Operations function were distributed between 28.0 and 71.6 for all 35 Department of the Navy activities, with an average military value for this category of 56.5. The scores of all the operational air stations were evenly distributed throughout this range, except Cambria Regional Airport and Stewart Air National Guard Base, which scored very low due largely to the fact that the units responding to the data calls do not own or control the airfield on which they operate.

AVIATION MILVAL RANKINGS AS OF 4 APR 05

Rank Bases	Value
1 NAS Jacksonville	71.62
2 NAS Pensacola	69.49
3 MCAS Cherry Point	69.19
4 NAS Whidbey Island	67.13
5 MCAS Miramar	67.00
6 NAS Oceana	66.18
7 NAS North Island	65.23
8 NAS Whiting Field	64.00
9 NAS Corpus Christi	63.69
10 MCAS Beaufort	61.73
11 NAS Meridian	61.41
12 NS Norfolk	61.08
13 NAS Patuxent River	61.01
14 NAS Lemoore	60.56
15 NAS Fallon	60.34
16 NAS Kingsville	59.25
20 NB Ventura Cty/Pt Mugu	59.22
21 MCAS New River	58.89
19 NAS Key West	58.79
20 NAWS China Lake	57.31
21 NS Mayport	57.10
22 MCAS Yuma	56.36
23 MCAS Camp Pendleton	55.78
24 NAS JRB New Orleans	54.06
26 NAF Washington	53.62
27 MCB Hawaii	52.52
28 NAF El Centro	52.48
29 NAS Brunswick	50.85
30 NAS JRB Ft Worth	47.42
31 NAS JRB Willow Grove	45.12
32 MCAS Quantico	45.12
33 NAES Lakehurst	44.50
34 NAS Atlanta	43.25
35 HMLA 775 DET A	29.73
36 MAG 49 DET B	28.03

Standard Deviation	9.97
Mean	56.55
Median	58.89
Maximum	71.62
Minimum	28.03
Range	43.59

Activity Characterization (DOL)	MCS Crain Pond	MCS Marsh	MCS Head	MCS Dam	MCS Bed	MCS Camp Pond	MCS New Pond	MCS Yarn	MCS El Camp	MCS Wash	MCS Area	MCS Swamp	MCS Camp	MCS Fawn	MCS Adm	MCS JRB Fl Work	MCS JRB New Camp	MCS JRB Water Camp	MCS Key Hill	MCS JRB	MCS Lagoon	MCS Marsh	MCS New Pond	MCS Ocean	MCS Pasture River	MCS Pinnacle	MCS Windy Island	MCS Whang Pond	MCS Lagoon	MCS China Lake	MCS Verna CV/ MUD	MCS Koyon	MCS Nona	MCS 375 DET A	MCS 48 DET B
35 Air-33	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	
36 Air-34	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	
37 GRD-36a-b	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	
38 GRD-36a-b	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	
39 GRD-36a-b	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	
40 Air-38	2.14	2.14	2.14	2.14	2.14	2.14	2.14	2.14	2.14	2.14	2.14	2.14	2.14	2.14	2.14	2.14	2.14	2.14	2.14	2.14	2.14	2.14	2.14	2.14	2.14	2.14	2.14	2.14	2.14	2.14	2.14	2.14	2.14	2.14	
41 Air-37	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	
42 Air-38	2.16	2.16	2.16	2.16	2.16	2.16	2.16	2.16	2.16	2.16	2.16	2.16	2.16	2.16	2.16	2.16	2.16	2.16	2.16	2.16	2.16	2.16	2.16	2.16	2.16	2.16	2.16	2.16	2.16	2.16	2.16	2.16	2.16	2.16	
43 Air-39	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	
44 Air-40	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	
45 Air-41	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	
46 Air-42	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	
47 SE-43a-b	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	
48 SE-43	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	
49 SE-44	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	
50 SE-45a-b	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	
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Environment & Encroachment (12.75)																																			
51 Air-43	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
52 Air-44	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
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54 Air-46	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
55 Air-47	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
56 Air-48	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
57 Air-49	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
58 Air-50	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40
59 ENV-54a	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13
60 ENV-54b	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13
Total Environment & Encroachment	7.11	7.11	7.11	7.11	7.11	7.11	7.11	7.11	7.11	7.11	7.11	7.11	7.11	7.11	7.11	7.11	7.11	7.11	7.11	7.11	7.11	7.11	7.11	7.11	7.11	7.11	7.11	7.11	7.11	7.11	7.11	7.11	7.11	7.11	7.11





Google Maps
1040 Laskin Road, Virginia beach, VA

Map

Satellite



1040 Laskin Rd
Virginia Beach, VA 23451

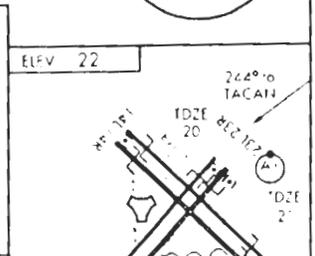
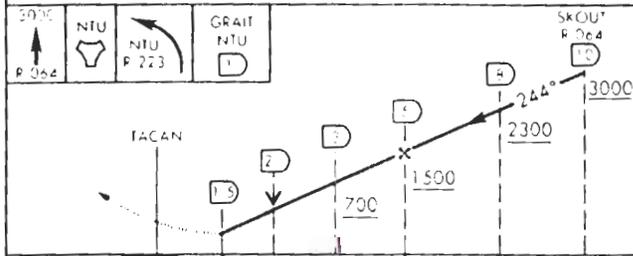
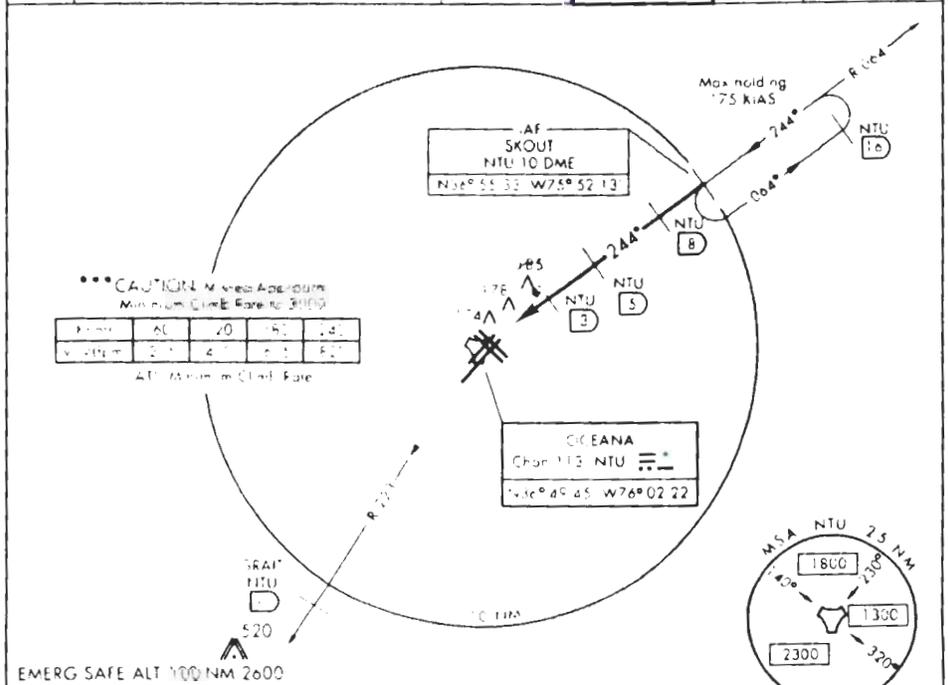
VIRGINIA BEACH, VIRGINIA

TACAN RWY 23L/R

TACAN NTU Chan 113	APCH CRS 244°	Rwy Idg 23L 11,997 Lof 8001 TDZE 23L 21 23R 20 Apt Elev 22	AI 5-2 (USE)	OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)
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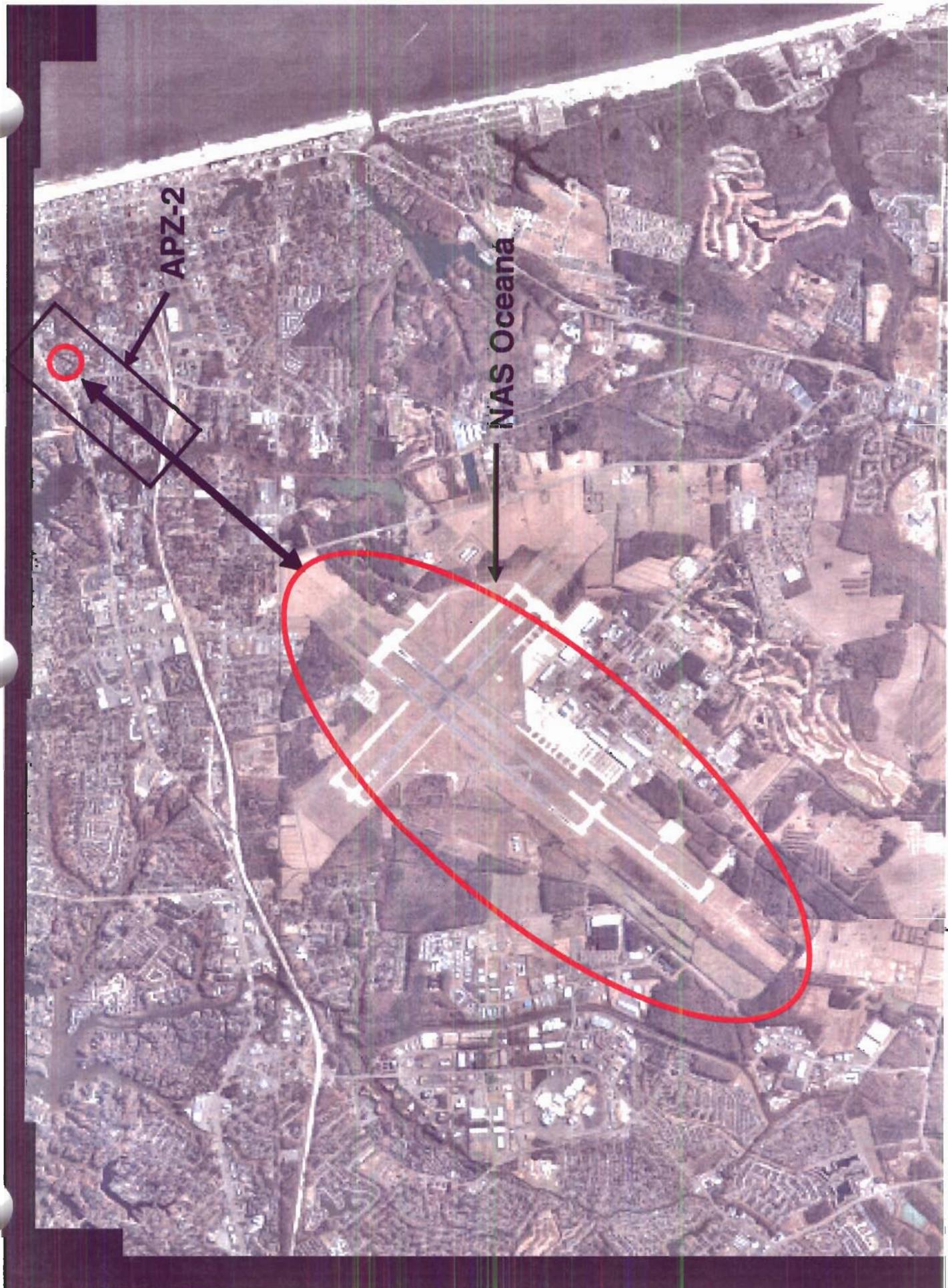
• When AIS is up, increase vs. 1/4 in FAK 1/2 mile
 • When AIS is up, increase vs. CAT CD 1/2 mile
 • Cross 2 NM 500 min alt / Sideline Not Above 500 ft
 • MISSED APPROACH: (1) 1/2 mile from TACAN (2) 1/4 mile from TACAN (3) 1/2 mile from TACAN

AIS 317.6	OCEANA APP CORR 119.6 288.3 NORTH 123.9 266.8 SOUTH	INTU R 23L (R 23L) INTU R 23R (R 23R)	NIPPOUR APP CORR 126.05 372.1	OCEANA TOWER 120.875 360.2	UNICOM 336.4	COMM DEL 254.4	LSI FAF
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CATEGORY	A	B	C	D
S 23L *	440 1 4° (500 1)		440 1 4° (500 1)	
S 23R	440 1 4° (500 1)	420 (500 1)	440 1 2 4° (500 1 1)	420 (500 1 1)
CIRCLING	480 1 45° (500 1)		480 1 2 45° (500 1 1)	580 2 55° (500 2)
SIDE STEP S PAR 23L ***	460 1	479 (500 1)		460 1 2 479 (500 1 1)
SIDE STEP S PAR 23R †	460 1 440 (500 1)		460 1 2 440 (500 1 1)	460 2 440 (500 2)
S PAR 23L *	120 1 2	100 (100 1)		GS 300°
S PAR 23R	120 1 2	100 (100 1)		GS 300°

VIRGINIA BEACH, VIRGINIA 26° 45' N 76° 02' W OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)



APZ-2

NAS Oceana

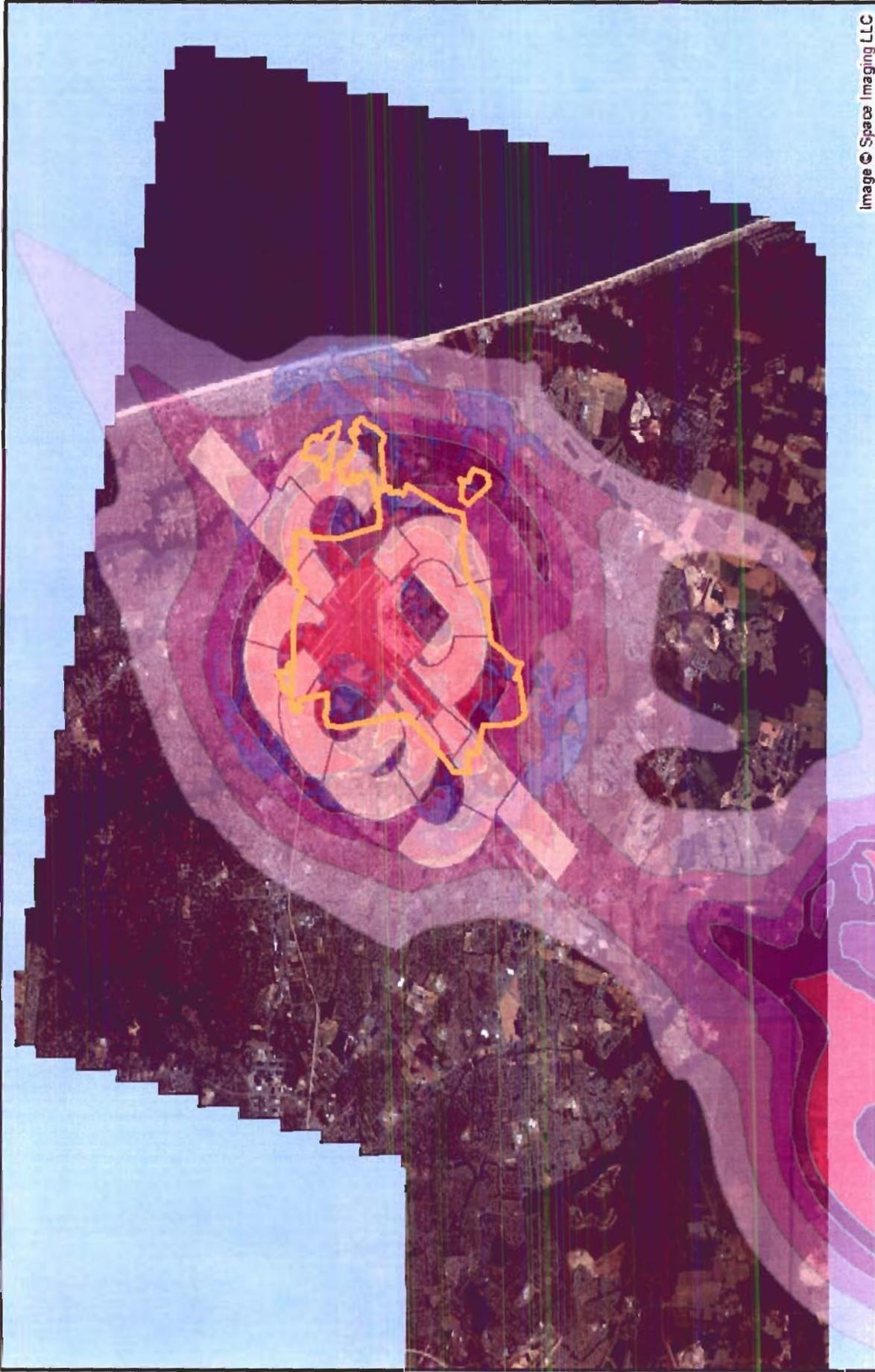


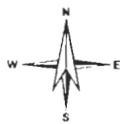
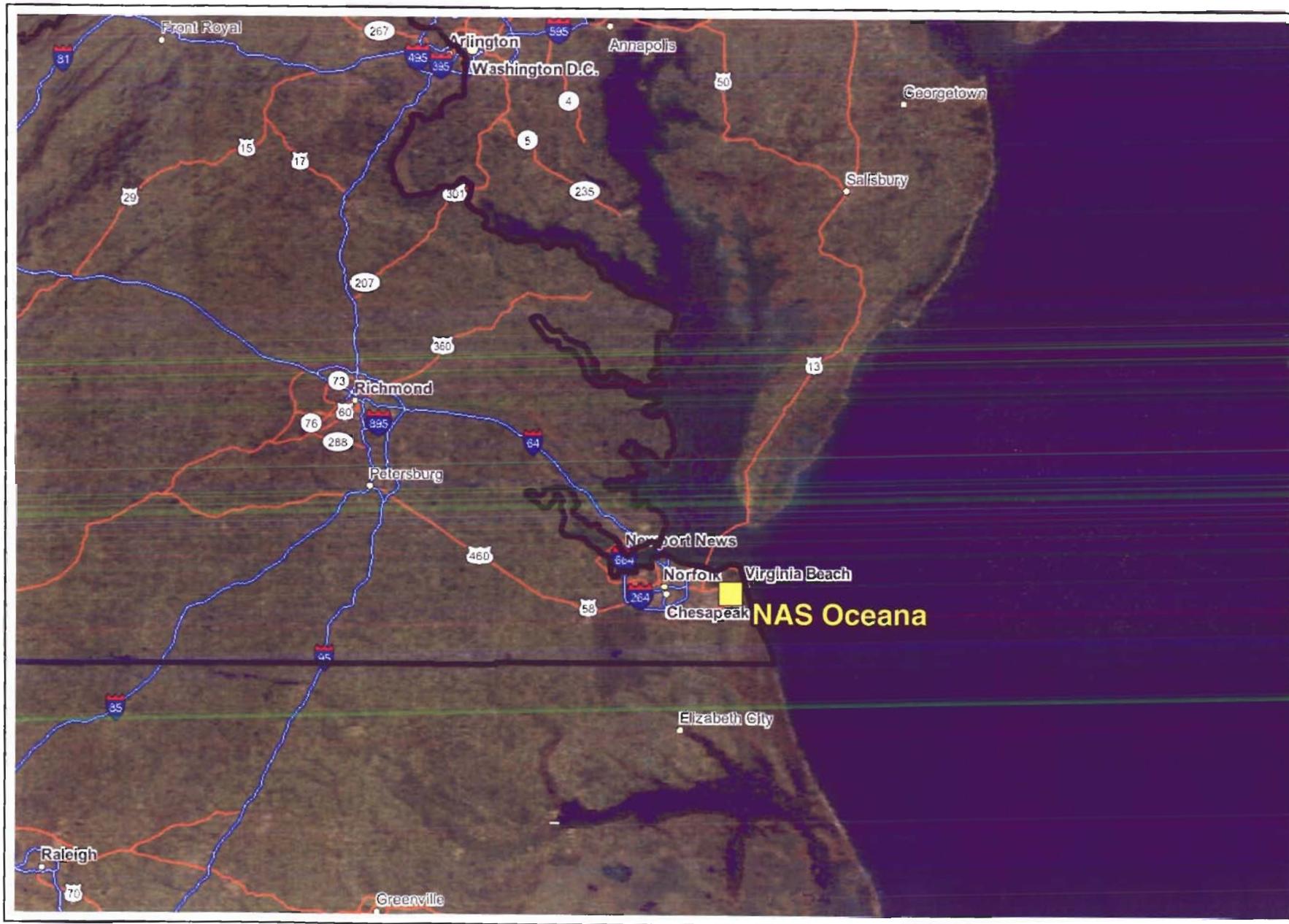
Image © Space Imaging LLC

NAS Oceana, VA

2.5 Miles

Installation Boundary Accident Potential Zones Wetlands Floodplains Noise Zones

Recommended Virginia Base Realignments and Closures



NAS Oceana Statistics

Total Acres: 4,374	Total Personnel: 9,404
Acres Owned: 4,167	Mil: 8,914
	Civ: 490
	Other: 0



NAS Oceana, VA

1 Miles

Installation Boundary

Image © Space Imaging LLC

Battle crosses state lines

Washington County airfield would help Virginia Beach's noise problem



An F/A-18 Hornet fires its afterburners during exercises simulating aircraft carrier landings at Fentress field in Chesapeake, Va. Residents in the Virginia Beach area fear noisier conditions if new Super Hornets use only Virginia fields. **Staff Photo by Travis Long**

MORE PHOTOS

By JAY PRICE, Staff Writer

VIRGINIA BEACH, VA. -- A visit to Virginia's most populous city, with its frequent blasts of jet noise as loud as rock concerts, makes it clear why the Navy wants to build a landing field in Washington and Beaufort counties.

The 90,000 people who live in the hourglass-shaped noise zone surrounding Oceana Naval Air Station and Fentress practice field in neighboring Chesapeake are used to having conversations drowned out and wearing earplugs for sleeping. They don't even consider backyard cookouts when the jets are flying.

This noise, day and night, has placed Virginia Beach at the center of a three-way civic balancing act.

The Navy wants to discourage development in Oceana, but it has no authority to do so that a rising tide of complaints doesn't force the Pentagon to close the base in favor of land use.

City leaders say that they want to ensure that Oceana -- their largest economic engine -- survives, but that they also need growth to keep the tax base vigorous. Thousands of opponents, meanwhile, are fighting to keep their lives tolerable in the wake of the arrival of noisy F/A-18 Hornets in 1998 and a wave of louder Super Hornets on the way.

"It is a very, very delicate situation," said Mayor Meyera E. Oberndorf. "The stakes are high not just for Virginia Beach, but also taxpayers of the entire country, because Oceana is an important investment."

Now North Carolina is about to help Virginia Beach keep its balance: The Navy is bringing the new F/A-18 Super Hornet, which can be several times louder than the existing jets, to Oceana, but it plans to move some landing practice from Fentress field in nearby Chesapeake. The new North Carolina landing field about 135 miles east of Raleigh would be on the edge of an isolated wildlife refuge that's home each fall to more than 100,000 snow geese and tundra swans.

The Navy also will send two dozen of the planes to Cherry Point Marine Corps Air Station in Havelock instead of stationing all 144 at Oceana. Beginning in August, the Super Hornets will replace 215 quieter F-14 Tomcats and F/A-18 Hornets, all of which are now stationed in Virginia.

The Navy says that if all the new planes were stationed at Oceana, the high-noise zone would grow, covering the homes of 10,000 more people.

North Carolina and Havelock leaders are happy to have the two dozen jets. They would bring nearly 800 jobs to Cherry Point along with an estimated \$43 million direct impact each year on the local economy, according to the Navy's Environmental Impact Study for the decision on where to put the Super Hornets and the outlying landing field. The jets also could help protect Cherry Point from a huge round of base closings.

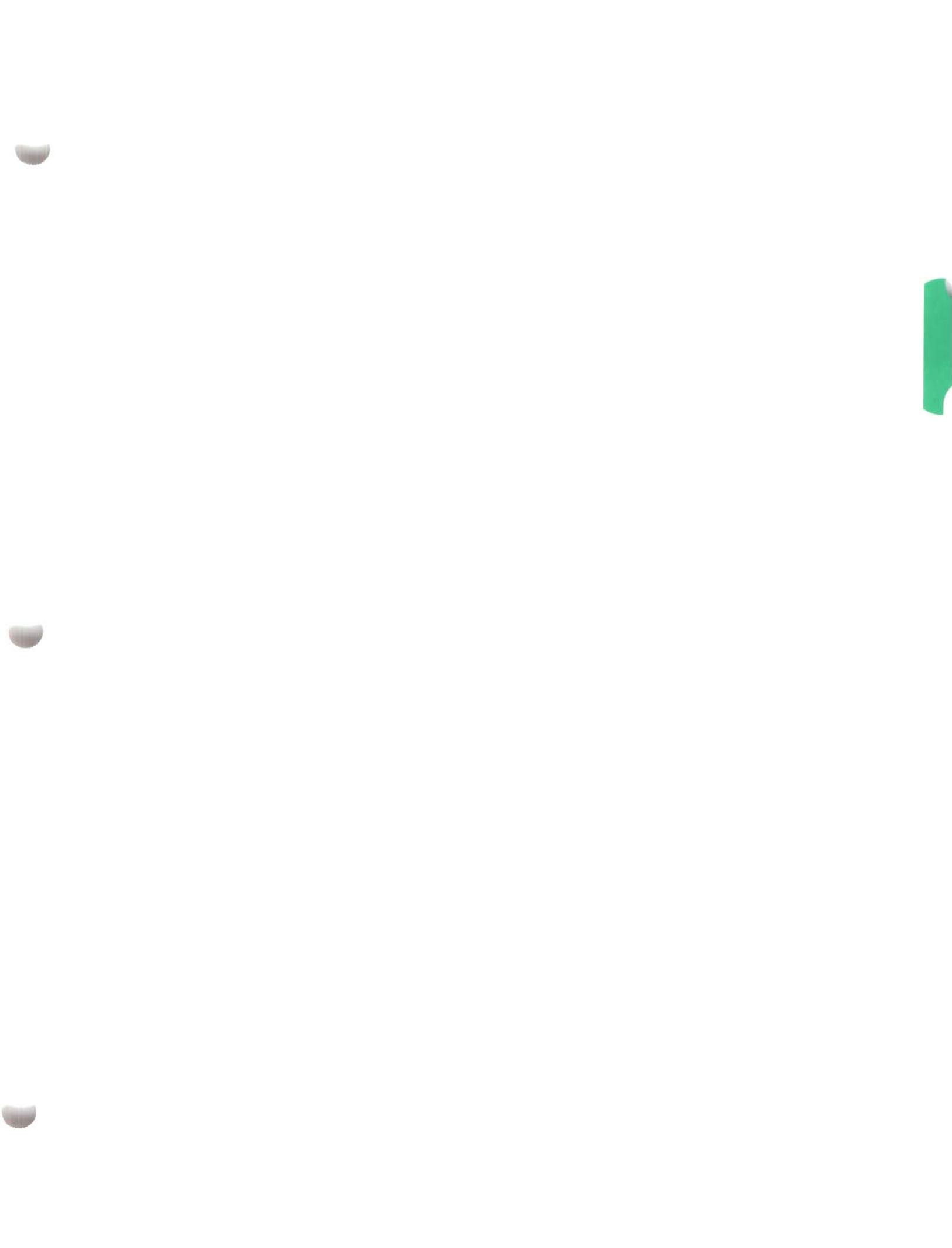
But the practice field will provide just 30 to 50 jobs, and residents of Washington County say they've got little to gain -- except noise -- and 30,000 acres of taxable farmland to lose. It's wrong, they say, for Virginia to dump its noise on them. Environmentalists also protest the potential effects on a nearby wildlife refuge and have joined two counties in filing lawsuits to block the project.



State of Virginia – Closure History

1988	Cameron Station	CLOSE
1988	Defense Mapping Agency (DMA) site, Herndon	CLOSE
1988	Manassas Family Housing	CLOSE
1988	NIKE Norfolk S3 Housing	CLOSE
1988	Woodbridge Housing Site	CLOSE
1991	Army Research Institute, Alexandria	REALIGN
1991	Belvoir Research and Development Center, Fort Belvoir	REALIGN
1991	Directed Energy and Sensors Basic and Applied Research Element of the Center for Night Vision and Electro-Optics, Ft. Belvoir	REALIGN
1991	Harry Diamond Laboratory, Woodbridge	CLOSE
1991	Naval Mine Warfare Engineering Activity, Yorktown	CLOSE
1991	Naval Sea Combat Systems Engineering Station Norfolk	REALIGN
1993	Air Force Data Processing Center 7th Communications Group, Pentagon, Arlington	CLOSE
1993	Bureau of Navy Personnel, Arlington (Including the Office of Military Manpower Management, Arlington)	REALIGN
1993	Data Processing Center Naval Air Station Oceana	CLOSE
1993	Data Processing Center Naval Supply Center Norfolk	CLOSE
1993	Data Processing Center Navy Recruiting Command, Arlington	CLOSE
1993	Defense Logistics Agency Information Processing Center, Richmond	CLOSE
1993	Fort Belvoir	REALIGN
1993	Naval Air Systems Command, Arlington	REALIGN
1993	Naval Aviation Depot Norfolk	CLOSE
1993	Naval Electronic Systems Engineering Center, Portsmouth	CLOSE
1993	Naval Facilities Engineering Command, Alexandria	REALIGN
1993	Naval Mine Warfare Engineering Activity, Yorktown (Realign to Panama City, FL (Ice Dam Neck, VA)	REDIRECT
1993	Naval Recruiting Command, Arlington	REALIGN
1993	Naval Reserve Center, Staunton	CLOSE
1993	Naval Sea System Command, Arlington	REALIGN
1993	Naval Supply System Command, Arlington (Including Defense Printing Office, Alexandria, VA and Food Systems Office, Arlington, VA)	REALIGN
1993	Naval Surface Warfare Center - Port Huonema, Yorktown Detachment, Virginia Beach (Naval Mine Warfare Activity)	REALIGN
1993	Naval Undersea Warfare Center - Norfolk Detachment	DISESTAB
1993	Navy Data Processing Center Naval Computer & Telecommunications Area Master Station Atlantic, Norfolk	CLOSE
1993	Navy Radio Transmission Facility, Drive	CLOSE
1993	Tactical Support Office, Arlington	REALIGN
1993	Vine Hill Farm	CLOSE
1993	Planning, Estimating, Repair, and Alterations Center (Surface) Atlantic, Norfolk	DISESTAB
1993	Naval Electronic Systems Engineering Center Portsmouth	CLOSE
1993	Space and Naval Warfare System Command	REALIGN
1993	Office of the General Counsel (Navy)	REALIGN
1993	Office of the Judge Advocate General (Navy)	REALIGN
1993	Office of the Secretary of the Navy (Legislative Affairs, Program Appraisal, Comptroller, Inspector General and Information)	REALIGN
1993	Office of the Chief of Naval Operations	REALIGN
1993	Office of Civilian Manpower Management (Navy)	REALIGN

1993	International Programs Office (Navy)	REALIGN
1993	Combined Civilian Personnel Office (Navy)	REALIGN
1993	Navy Regional Contracting Center	REALIGN
1993	Naval Criminal Investigative Service	REALIGN
1993	Naval Audit Agency	REALIGN
1993	Strategic Systems Programs Office (Navy)	REALIGN
1993	Office of Naval Research	REALIGN
1993	Office of the Deputy Chief of Staff (Installations & Logistics), U.S. Marine Corps	REALIGN
1993	Office of the Deputy Chief of Staff (Manpower & Reserve Affairs), U.S. Marine Corps	REALIGN
1993	Marine Corps System Command (Clarendon Office: Fort Pickett	REALIGN
1995		CLOSE
1995	Naval Command, Control, and Ocean Surveillance Center, In-Service Engineering East Coast Detachment, Norfolk	CLOSE
1995	Naval Information Systems Management Center, Arlington	REALIGN
1995	Naval Management Systems Support Office, Chesapeake Fort Lee	DISESTAB
1995	Information Systems Software Center (ISSC)	REALIGN
		CLOSE



The Fight Is On To Save Oceana

Norfolk Virginian-Pilot (Norfolk, VA)

Louis Hansen

July 21, 2005

Virginia's elected representatives went to Code Orange on Wednesday to fight against the possible closure or downsizing of the Oceana Naval Air Station.

In Washington, D.C., they pressured a top Department of Defense official and hurriedly devised a strategy to protect the Navy's only master jet fighter base on the East Coast.

A bi-partisan coalition, including members of Congress and the governor, as well as Hampton Roads community leaders, pledged a unified and aggressive lobbying effort to preserve Oceana.

A federal commission on Tuesday voted to consider it for closure because the base is surrounded by suburban development and poses safety and jet noise issues.

"Oceana Naval Air Station performs a critical function in support of our military operations in wartime," according to a statement Wednesday from U.S. Sen. John Warner, R-Va. "I am confident that, together with the Department, we will deliver a compelling case for retaining the base in its present status."

Meanwhile, Acting Deputy Secretary of Defense Gordon England on Wednesday clarified his support for Oceana in response to a terse letter from Warner.

But critics of base operations said they will continue to encourage the federal Base Realignment and Closure Commission to look for ways to reduce fighter jet traffic above suburban neighborhoods in Virginian Beach and Chesapeake.

The commission is charged with investigating and recommending changes to the military's national infrastructure to make operations less expensive and more efficient.

Defense officials believe the proposed base closings will save \$50 billion over 20 years. The commission must forward its recommendations to President Bush by Sept. 8 after deciding Oceana's fate next month.

Warner, chairman of the Committee on Armed Services, said this week he was stunned by the Navy's recent revelation that it ultimately wants a long-term replacement for Oceana.

The Navy said it favors a new installation at another, undetermined location, but would keep the Virginia Beach base operating for now.

In a one-page letter to England, Warner wrote that it was hard to believe the Navy would be asking for a new base, costing more than \$1.4 billion, in the middle of a process designed to close bases and save money.

"How can the Navy now continue to ask in good faith for assistance from local community leaders if the Department is stating its intent of building a new master jet base at another location?" Warner wrote. "This is simply not the way I would expect a significant basing decision to be made."

England responded that the Virginia Beach installation “is the most suitable option of all East Coast tactical aviation bases for the present and is manageable for the foreseeable future.”

He said building a new base would be preferable in “the ideal world” but, he added, building a new base would be extraordinarily difficult.

“The Department stands firmly behind its recommendation to keep NAS Oceana open,” England concluded.

Warner hosted a closed-door strategy session Wednesday afternoon for state and local officials. Many said that lobbying efforts must be quick and coordinated.

George W. Foresman, assistant to the governor for Commonwealth preparedness, said state and local officials have a wealth of data to make their case to the commission.

“There’s a lot of factual information that’s got to be put together, racked and stacked,” Foresman said. He questioned the defense department’s assertion that Oceana is the most encroached upon base in the country.

“Part of this is not to allow urban myths and legends and not to allow rhetoric to drive discussions,” he said.

Former U.S. Rep. Owen Pickett said federal, state and local efforts must be unified and consistent. The region should emphasize the bases’ necessity and support from Navy leaders and the Department of Defense, he said.

“Whatever has to be done, has to be done quickly,” said Pickett, who heads a state commission on military bases. “The quicker you get something into their hands, the better we are.”

Virginia Beach Mayor Meyera E. Oberndorf said the fight was “far from over.”

Oberndorf recalled the city’s response to other rounds of base closures. When an earlier commission criticized the poor access to Oceana, Virginia Beach responded by rebuilding Oceana Boulevard, London Bridge Road and accelerated a planned widening of Birdneck Road.

When the Navy told Virginia Beach that Linkhorn Park Elementary and Birdneck Elementary schools were in potential crash zones, the city spent millions of dollars to relocate the new schools in safer areas, she said.

Other Beach officials want to show widespread public backing for keeping Oceana, while portraying opposition as coming from a vocal minority.

But they were disappointed at the lackluster response last week to a full-page newspaper ad urging residents to write letters of support to the base-closing commission’s Web site.

The \$5,500 ad, paid for by the Hampton Roads Chamber of Commerce, generated only a few dozen letters, including some critical of Oceana, said Ira Agricola, the senior officer for the chamber’s Virginia Beach division.

"I think people didn't feel the urgency," Agricola said. Since Oceana has been added to the closure list, he added, "there is a keen sense of urgency. The whole community has a huge stake in this."

When the BRAC panelists travel to the Beach for a first-hand look at Oceana, he said, a delegation of local business leaders, retired admirals and other backers will be there to meet them.

"We can lobby, we can sell our community where the base commander cannot," Agricola said.

But a grassroots group critical of operations at Oceana said the facts are against the base.

Hal Levenson, a spokesman for Citizens Concerned About Jet Noise, said the commission needs to consider whether Marine Corps bases at Cherry Point and Beaufort, S.C., have enough space to take between four and six squadrons.

"There's not much of a case that can be made for Oceana," Levenson said. "It's been encroached beyond the point of redemption."

The base escaped realignment in 1993, and later gained fighter jet squadrons after Cecil Field in Jacksonville was closed.

It is the busiest master jet base in the military, with planes taking off and landing every two-and-half minutes on average.

Staff writers Jon W. Glass, Dale Eisman, Tom Holden and Christina Nuckols contributed to this report.

Oceana In The Cross Hairs

Norfolk Virginian-Pilot (Norfolk, VA)

Dale Eisman

July 20, 2005

WASHINGTON — A federal commission added Oceana Naval Air Station to the military's list of endangered bases on Tuesday, voting to join in a Navy and Defense Department search for a new East Coast hub for the Navy's attack aircraft.

The 7-1 vote by the 2005 Defense Base Realignment and Closure Commission stunned local and state officials and the area's congressional representatives, many of whom had predicted the commission would not put Oceana into the mix of bases being considered for closure.

It "came as a shock," said Virginia Beach Mayor Meyera E. Oberndorf.

However, U.S. Rep. Thelma Drake, R-2nd District, said the commission's action just means it's going to look more closely at whether to close Oceana.

A vote to actually decide the fate of the Virginia Beach base and its nearly 12,000 military and civilian workers could come before the end of August. The commission faces a Sept. 8 deadline for recommendations on 33 major base closures and dozens of adjustments to existing bases.

Defense officials say the proposed closings nationwide will save \$50 billion over 20 years, money they want to invest in new weapons and higher salaries for troops, among other things.

Navy officials say closing Oceana would reduce those savings because the service would have to invest \$500 million or more to build a replacement base or refurbish an existing facility to accommodate Oceana's personnel and 244 aircraft. But, they argue, a new master jet base is necessary because Oceana is surrounded by development that limits its operations.

"No matter what, I am convinced the Navy will not close down Oceana and walk away," said Oberndorf, who watched Tuesday's brief discussion and vote from a seat in the rear of a crowded Senate hearing room. "They may put in other commands at a future date."

U.S. Sen. John W. Warner called the vote "very perplexing" and urged Defense Secretary Donald H. Rumsfeld to join in efforts to persuade the commission to spare Oceana.

The panel has decided to put the installation's future in question even as Oceana-based pilots are flying and training for combat in Iraq, Warner complained.

"How you suddenly throw this frightful situation on top of Oceana while she's doing combat operations, I know not," he said.

"This is an illogical, horrible proposal," said Sen. George F. Allen, who, like Warner, is a Republican.

In Richmond, Gov. Mark R. Warner, a Democrat, said the base closure commission made "wholesale additions and deletions from the list. This is unprecedented in prior BRAC processes." During a hearing earlier this month, the governor all but begged commission members for a chance to address questions about state and local support for retaining Oceana but none was asked.

Several commissioners said Tuesday they acted out of a desire to help the Navy deal with safety hazards and noise issues stemming from the growth of shopping centers and residential developments around the base, which was in the midst of farmland when it was created during World War II.

Oceana, Virginia Beach's largest employer, is now the military's busiest master jet base. The base records 220,000 take-offs and landings every year – an average of one every 150 seconds; an additional 100,000 take-offs and landings are conducted yearly at Fentress field, an auxiliary strip in Chesapeake.

The panel was told by its staff that over the past 30 years, the Navy has made repeated efforts to discourage development around the base, only to be ignored by the Virginia Beach City Council. When service officials asked the city to deny particular projects, the council overruled them 73 percent of the time.

"We've got to try to help the Navy figure out an answer to this, because we are ... going to have a major disaster at Oceana, sooner rather than later," said retired Army Gen. James T. Hill, one of the commissioners. Development around the base is endangering the safety of Navy pilots and residents, he argued.

Oceana is "the most perplexing and complex issue that we face," Hill added.

One independent analyst expressed doubt that Oceana will be on the commission's final closure list and argued that Tuesday's vote is simply an acknowledgment that the master jet base eventually needs to be replaced, not immediately closed.

"Everybody seems to recognize that Oceana's a problem, but it's not a problem BRAC is going to solve," said Chris Hellman, a military policy analyst at the Center for Arms Control and Non-Proliferation.

Hellman said if the commission were serious about closing Oceana, it would have added Moody Air Force Base in Georgia to its list of bases to be realigned to help accommodate Oceana's closure.

In a July 1 letter to Rumsfeld, commission chairman Anthony Principi asked why the Pentagon didn't consider relocating Oceana's fighter squadrons to Moody, outside Valdosta, Ga., and moving Moody's rescue helicopters and other assets to a base in New Mexico.

"They weren't saying we want to close Oceana," Hellman said. "They feel they can provide to the Navy information that will help them shape the answer to the bigger question, which is 'Where do you put your next naval master jet base?'"

In a letter to the commission last week and in testimony Monday, defense officials said they want to replace Oceana with a new "from the ground up" base elsewhere on the Eastern Seaboard but have concluded the job can't be completed within six years, the time limit for actions by the base closure commission.

"This is a huge, huge challenge," said Commissioner Samuel Skinner, a former White House chief of staff. Because identifying a suitable alternative to Oceana is such a complex process, "I

don't think we can get the answer we want" before the Sept. 8 deadline, Skinner initially suggested.

But after commission staffer Jim Hanna, who is overseeing the panel's review of Navy related issues, asserted that "there is an opportunity to at least come up with something useful" for the Navy's future examination of alternatives, Skinner supplied a critical seventh vote, the minimum needed to put Oceana on the list for consideration.

Commissioner James Bilbray, a former Nevada congressman, was the only member to oppose adding Oceana to the list. Commissioner Harold W. Gehman Jr., a retired admiral and local resident, did not vote and recused himself from discussion of all Virginia bases.

In Virginia Beach, Tuesday's vote seemed likely to set off a round of introspection and finger-pointing among local officials, who have battled among themselves for years over various development proposals around the base.

"This was almost predictable," said City Councilman Bob Dyer, who was elected on a pledge to protect the jet base. "What we've had over decades now was a culture of encroachment that led to reckless growth. Common sense should have prevailed, but didn't.

"I haven't given up hope, I'm just angry we got to this point," Dyer said.

Oberndorf, a councilwoman for more than two decades, took pains after the vote to defend her record, saying she's tried to protect the Navy's interests. Some of her colleagues were more concerned about the rights of property owners, she said, and "were not convinced that the federal government or Congress had made any attempt to make moneys available to buy up the land outside the fence to protect Oceana."

Hal Levenson, a spokesman for Citizens Concerned About Jet Noise, which has spearheaded efforts to limit operations at Oceana, said that "the city hasn't protected" the base.

The base closure commission "did the right thing," he said. "It will keep alive the process of trying to determine how best to address the very serious issues that face Oceana."

Retired Rear Adm. Fred Metz of Virginia Beach, a former aviator and prominent supporter of Oceana, said he is disappointed more support for the base hasn't been forthcoming from the city and community in recent months as the base closure hearings began. The Navy also has lost interest in defending the base, he complained.

"One of the things in the last six months or so that has been very obvious is that the Navy has been very negative toward Oceana, saying it was the most encroached base in the nation," Metz said. "Nobody has brought out the pluses."

Former U.S. Rep. Owen B. Pickett, a Virginia Beach lawyer who heads a commission working to defend bases across Virginia, stressed that "the effort is not over. If the purpose is to save money, there may not be a near-solution to achieve that objective. They can't just hang these aircraft on sky hooks."

Even if North Carolina shoulders part of the burden, Virginia Beach will still have plenty of noise. There will be fewer Super Hornets than the aircraft they'll replace, but even so, they'll be substantially louder and fly slower on their landing approaches, so they will linger overhead, prolonging the misery.

That means sending some jets to North Carolina and building the landing field there would do little more than maintain the audio status quo.

"The level of noise in this community is still going to be very, very high even with the [practice field in North Carolina]," said Virginia Beach resident Hal Levenson of the 6,000-member group Citizens Concerned About Jet Noise. "It would be a disaster for this community if that OLF isn't built."

Political missteps

The tension over development and noise can cause political missteps. Last month, Oceana commander Capt. Tom Keeler urged the city council to reject a housing development because the residents would have to listen to 100,000 blasts from planes passing overhead each year. The board ignored him, voting 8-3 for the project. But a day later, the politicians voted to reconsider.

They did so, Mayor Oberndorf said, after a retired admiral privately told council members in blunt terms that the Navy was extremely unhappy and might scuttle a land-use study that both sides had seen as the basis for an ongoing compromise on development.

The current conditions aren't great.

"My little grandkids when they come over sometimes, they stand and hold their ears when they [the jet planes] go over," said Jesse Arellano, who lives near Oceana. "They're not used to noise where they live."

When the wind blows from the southeast, the jets use a runway that directs them over Levenson's home, which is on a leafy cul-de-sac that wouldn't be out of place in Cary or North Raleigh.

"When that's going on, you can't go outside," Levenson said. "It's much too noisy. Inside, it's hard to concentrate, hard to read or have a conversation. But you can put the earphones on and it's fine."

He brandished two sets, one for television and another with a built-in radio.

The prevailing conditions mean that only 13 percent of flights go over his neighborhood, Levenson said, but that's enough to put him in the 70- to 75-decibel zone on a Navy map of average noise levels. Seventy decibels is considered loud, and is comparable to a television turned up high, while 110 decibels is the level of a rock concert. Pain can start as low as 120 decibels.

The noise zones on the map are useful for comparison but are based on 24-hour averages, with more weight given to nighttime noise. Each overflight causes noise to spike substantially louder.

Last year, the Navy tightened its recommendations for land use in the high-noise zones. It now advises against building homes where the noise averages 65 decibels to 70 decibels, where previously it discouraged homes unless they were built with sound-deadening measures. In noise zones above that, the "no-build" recommendation for housing didn't change.

"We used to say 'discourage' or 'strongly discourage,' but it seemed like it was getting lost," said Capt. Stuart Bailey, the base's executive officer.

Why complain?

The first question folks from elsewhere usually ask about the jet-noise fight at Oceana is why someone would buy a house there -- knowing about the jet base -- and then complain.

When it was commissioned in 1943, Oceana was surrounded by farmland, and there was hardly anyone to complain about the prop planes of the day. Since then, thousands of homes have sprung up around it, along with shops, offices and beachfront hotels. A shopping mall was even built on the edge of the base.

Virginia Beach now has 430,000 residents; Chesapeake has more than 200,000.

Oceana always generated noise, but until recently few residents considered it a serious problem. In the early 1990s, the aircraft there were primarily F-14 Tomcat fighters -- the craft that Tom Cruise's character piloted in "Top Gun" -- and A-6 Intruder attack planes. But in 1998, 156 of the much-louder F/A-18 Hornets started arriving to replace older aircraft.

That, say noise opponents, was their catalyst.

"When I moved to my home in 1995, I knew about the jets, but it wasn't that bad," said Kimberly Johnson, a real estate agent and head of the noise opponents. "I could be in my yard all day long, I could entertain outside and it wasn't a problem. But when the F/A-18s moved in, it became intolerable. I couldn't talk on the phone; I couldn't concentrate. They'd fly out to Fentress, and then they'd be back at 4 a.m. It was the ultimate sleep deprivation."

One day while she was mowing the lawn, Johnson said, a jet flew particularly close and the noise caused pain like a knife shoved in her ear. Later, a doctor told her that she had hearing damage and that it was probably caused by the plane.

She moved, buying a home out of the high-noise zone, but she still spends long hours on the noise issue every week.

Oberndorf, the city's mayor, says there wasn't much talk in the community about jet noise back when she and her husband moved to the city in 1966. But in recent years, complaints have jumped as opponents organized. At one point they began a campaign to call council members when the noise was bad and make them listen over the phone.

With its 14,600 military jobs and 2,000 civilian employees and payroll of nearly \$800 million, the base is the area's largest employer. But the city isn't completely reliant on the base, given a vigorous tourism industry, agribusiness and factories such as one owned by the chain saw manufacturer Stihl Inc.

Still, the local economy would be damaged if the base closed, which is possible. The Department of Defense is in the middle of the largest round of base closings in U.S. history, with plans to close up to a quarter of the nation's base capacity. A Navy official told the city planning commission last month that Oceana was No. 1 on the Department of Defense's list for development creeping nearer bases.

The key factor that will be used to judge bases is their usefulness to the military, and this can be compromised by encroachment. Air bases elsewhere have been closed because of nearby development, and even Army bases such as Fort Bragg aren't immune; the base had to stop some kinds of noisy practice at one drop zone for paratrooper practice after a large apartment project was built nearby.

The usefulness of Fentress is being steadily eroded by local development, the Navy said in the Environmental Impact Statement. From 1990 to 2000, the population within five miles of the field grew by 44 percent. Among other things, pilots have had to modify their flight pattern, flying at 800 feet rather than the 600 they would use for real carrier landings.

Virginia is home to U.S. Sen. John Warner, chairman of the Senate Armed Services Committee and known for his pull in military decisions. But Warner said that he doubts that he could save Oceana if it is put on the closing list.

Warner helped draft the rules for this base-closing effort, and he said they were designed to cut politics out of the process.

"Neither John Warner nor any other member of Congress, in my opinion, could circumvent the [base closing] process," Warner said in a telephone interview.

Support for carriers

Oceana's mission is to support the Navy's Atlantic and Pacific carrier fleets, and its pilots must practice the art of landing a jet -- always ungainly at low speeds -- onto the deck of a ship. They do this at nearby Fentress, touching down briefly on a part of the runway painted to approximate a carrier deck, then blasting back into the sky.

Officers in a hut beside the strip rate the pilots. On a typical training mission, the jets circle the strip and repeat their "touch and goes" again and again.

Fentress is all but deserted, staffed with just a handful of emergency workers and the Navy officials who rate the pilots. Typically the jets circle in groups of three, touching down and lifting off with a blast of sound so strong that anyone within a few hundred yards feels the sound more than hears it. The force vibrates the whole body as if it were the skin of a drum.

This is what the landing field in Washington County would be like.

More land

But one difference that noise opponents in Virginia eagerly point out is that the Navy would buy so much land around the North Carolina site that it would control the equivalent of the high-noise zone of Virginia Beach and Fentress plus one more ring on the noise map, the 60- to 65-decibel zone.

Residents of Virginia Beach and North Carolina alike have said that they think Warner influenced the decision to ship the bulk of the Super Hornets to Oceana and the new landing field to North Carolina.

Warner said that the decision was almost entirely based on the Navy's needs, but that U.S. Sen. Elizabeth Dole was successful in fighting for North Carolina to get some of the aircraft.

"The [aircraft] allocation was made using the Navy's considerations, and with input from Elizabeth Dole," Warner said. "I'd have liked to have had them all, but [the Navy] felt that North Carolina had some important things to offer."

Joint letter

Warner and Dole, who have known each other for years, met in April 2003 and agreed to abide by the Navy's decision about the planes, once it was rendered, without politicking. They put this into a joint letter to the acting Secretary of the Navy, and Warner said this month that he had stuck to his pledge.

One suspicion floating around North Carolina is that later Warner will find a way to move the 24 Super Hornets from Cherry Point to Oceana.

But some of the Virginia Beach noise opponents think that's unlikely because of the effect on the noise controversy there and on Oceana's chances of surviving. Johnson and Levenson, the noise opponents, said it seems more likely that if any of the jets are shifted, more would be peeled away from Oceana and shipped to North Carolina.

Meanwhile, though, there are the lawsuits pending against the Navy regarding the North Carolina site, and even if the airfield is built on schedule, it won't open until 2007. The Super Hornets will start arriving in August, and coastal Virginia is bracing for a new level of disruptive noise.

"Between the time the Super Hornets arrive and the OLF opens, it's going to be worse than it has ever been," Levenson said. "It's going to be extremely unpleasant."

Staff writer Jay Price can be reached at 829-4526 or jprice@newsobserver.com.

Va. Navy Air Base Put on Review List Officials Decry Panel's Vote on Oceana

Washington Post
Michelle Boorstein
July 20, 2005

Oceana Naval Air Station, Virginia Beach's largest employer, was added to the list yesterday of military bases across the country that may be closed or shrunk.

The vote on Oceana by the Base Realignment and Closure Commission put a second Hampton Roads facility on the list, in addition to the Army's Fort Monroe. The region, in southeastern Virginia, has the largest concentration of U.S. military in the world. Some 15,000 people work at Oceana, including civilians.

Local, state and federal officials quickly denounced the action of the commission, whose members have said residential growth around Oceana has increased the risk to people living in the area.

Oceana, a Navy "master jet base," hosts F-14 Tomcats and F/A-18 Hornets and Super Hornets that are deployed aboard aircraft carriers.

"This is a wake-up call, not just for Virginia but for every base in the country and every one of those localities. If we value the presence of the military in our communities, we need to protect them in terms of developmental encroachment," said Tom Gordy, chief of staff for Rep. Thelma D. Drake (R-Va.), whose district has eight military bases, including Oceana and Fort Monroe.

Similar reactions have been heard across the country since May, when the Defense Department submitted its list of hundreds of bases to shut down or downsize.

Bases added to the list yesterday will be visited by two members of the commission, and public hearings will be held before the nine-member commission votes in August; it takes seven members to recommend realigning or closing Oceana. The commission's final list is due to reach President Bush in September.

Among the dozen bases and smaller installations added yesterday were the Naval Air Station in Brunswick, Maine, which the Pentagon had identified for downsizing but which now could be closed, and the Navy Broadway Complex in San Diego, for which the Pentagon had not proposed any change.

The Navy has been talking for some time about its need for training space somewhere with more room than Oceana, which is 3,000 acres.

Officials have said they would like 30,000 acres and have been trying to purchase property in North Carolina. But the Navy has been saying it would keep Oceana open for now and pair it with a training facility, Gordy said.

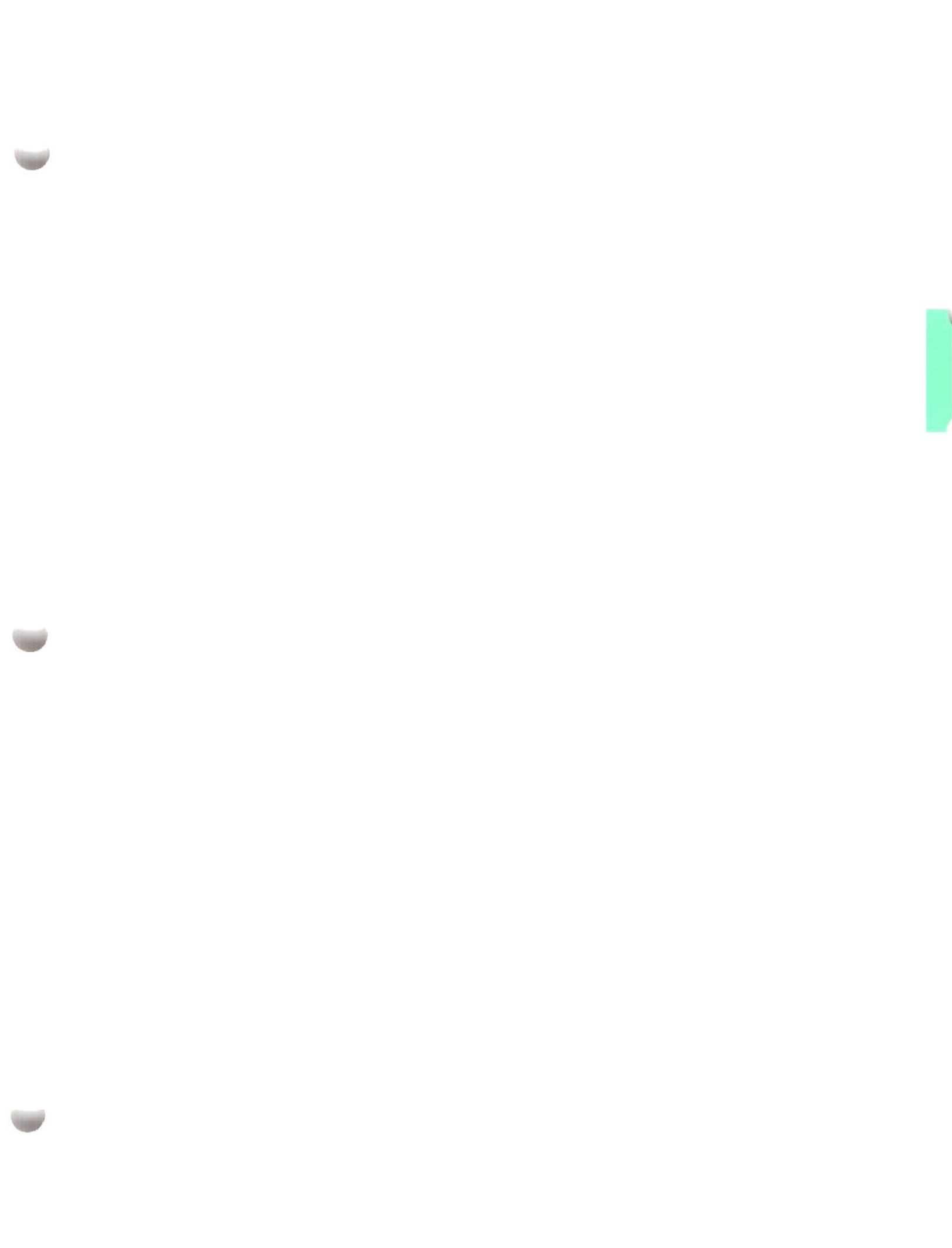
In the long term, the Pentagon has said, it wants to replace Oceana with a new master base on the East Coast -- but not during the current round of base closings. The commission has asked the Pentagon before about the possibility of closing Oceana earlier and moving its jets temporarily to Moody Air Force Base in Georgia.

Testifying Monday before the commission, Adm. Robert F. Willard, vice chief of naval operations, said that the Navy is pleased with Oceana and that issues of encroachment "have been and are manageable."

The Pentagon estimates that closing Oceana and moving the jets temporarily would cost \$494 million, Gordy said.

Putting Oceana on the list is "illogical, shortsighted and wasteful," Sen. George Allen (R-Va.) said in a statement. "In Virginia Beach, every time a jet flies over -- people say, 'That is the sound of freedom.'"

Gov. Mark R. Warner (D) said in an interview last night that he was surprised that Oceana was added to the list. "What we're seeing today is wholesale additions and subtractions. It's unprecedented in the BRAC process," he said. "But this is not the final decision. It's one more step in the process."



Stephen A. Turcotte
Rear Admiral, United States Navy
Commander, Navy Region Mid-Atlantic



Rear Admiral Turcotte graduated from Marquette University NROTC with a Bachelor of Science degree in Political Science in December 1975. He received his commission upon graduation, was ordered to flight training, and was designated a Naval Aviator in June 1977. Rear Adm. Turcotte was then assigned to VS-41 at NAS North Island, Calif., for replacement training in the S-3A *Viking*. He next reported to VS-21 at NAS North Island and deployed to the western Pacific/Indian Ocean aboard *USS Kitty Hawk* (CV-63) during the Iranian Hostage Crisis.

In December 1980, Rear Adm. Turcotte reported to VS-41 as a flight instructor and NATOPS Model Manager. In May 1983, he was assigned as Aide and Flag Lieutenant to Commander Sixth Fleet deploying to the eastern Mediterranean. He was embarked during the hostilities in southern Lebanon, including the bombing of the U.S. Marine barracks, the retaliatory air strikes, and the subsequent actions.

Beginning in November 1985, Rear Adm. Turcotte served as the stand-up coordinator for VS-27 (the S-3B Fleet Replacement Squadron) at NAS Cecil Field. He also served as the Operations Officer and Training Director. In November 1988, he reported to VS-22 as Maintenance Officer deploying to the Mediterranean aboard *USS John F. Kennedy* (CV-67).

He next reported to the Naval War College in Newport, R.I., receiving a Master's Degree in National Security and Strategic Studies as well as a Master's Degree in Management from Salve Regina University. He subsequently attended the Armed Forces Staff College, graduating in June 1991. In September 1991, Rear Adm. Turcotte became Executive Officer of VS-24, attached to *USS Theodore Roosevelt*. He assumed command of the squadron in November 1992.

In March 1994, Rear Adm. Turcotte reported to *USS Kitty Hawk* as Navigator and deployed to the western Pacific. In April 1996, he reported to the Joint Staff, where he served in J-3 (operations) first as Southern Command Branch Chief and subsequently as Chief, Western Hemisphere Division.

Rear Adm. Turcotte's next assignment, from April 1998 until April 2001, was as the Commanding Officer of Naval Air Station Jacksonville. His first flag assignment was Norfolk, Va., where he became the 48th Commander of the Naval Safety Center serving from January 2002 until August 2003. While there, he served as Deputy Commander, Joint Task Force Southwest Asia at Prince Sultan Air Base, Saudi Arabia, from September to December 2002 and as a member of the Columbia Accident Investigation Board. Admiral Turcotte assumed command of the Mid-Atlantic Region in August of 2003.

Rear Adm. Turcotte has flown more than 5,500 flight hours in 15 different aircraft, and logged over 500 carrier landings. His awards include the Defense Superior Service Medal, Legion of Merit, the Bronze Star, Defense Meritorious Service Medal, Meritorious Service Medal, Navy and Marine Corps Commendation Medal, Navy and Marine Corps Achievement Medal, and various other unit and service awards.



Captain Thomas F. Keeley

Commanding Officer, Naval Air Station Oceana

Captain Thomas F. Keeley was born in Dorchester, Massachusetts. Upon graduating from Boston College High School, he enlisted in the Navy in August 1972. Following boot camp at NTC Great Lakes, he was selected to attend the Naval Academy Prep School in Bainbridge, Maryland. He then attended the United States Naval Academy and received his commission in June 1977 with a Bachelor of Science Degree in Engineering Management. After a brief delay at Patrol Wing FIVE in Brunswick, Maine, he entered the Naval Flight Officer program and received his "Wings of Gold" in September 1978. Upon completion of A-6E "Intruder" Bombardier/Navigator training, he was assigned to the "Buckeyes" of Attack Squadron 85 aboard the USS Forrestal (CV 59) completing three deployments to the Mediterranean Sea and Indian Ocean. In January 1983, he returned to the "Green Pawns" of Attack Squadron 42 as an A-6 Flight Instructor and Navigation Phase Head.

Captain Keeley left active duty in February 1984 to accept a position with Grumman Aerospace Corporation in Calverton, Long Island as a Weapons Systems Operator for the A-6F and EA-6B ADCAP programs. While working for Grumman, he remained active in the Naval Reserves with VA-0686 and VA-42 as a flight instructor. He reentered active duty in February 1985 and was assigned to Commander, Cruiser Destroyer Group EIGHT aboard the USS Saratoga (CV 60). As Strike Operations Officer for two deployments, he actively participated in the Achille Lauro and Gulf of Sidra Operations. He then reported to the "Roadrunners" of Attack Squadron 36 where he served as Maintenance Officer during the USS Theodore Roosevelt's (CVN 71) maiden voyage.

Captain Keeley's next assignment was with the Naval Military Personnel Command in Washington, DC as Air Combat Placement Officer for both the A-6E and EA-6B communities. Following his DC assignment, he reported to Old Dominion University in Norfolk, Virginia and received a Master of Science Degree in Education. After receiving his Masters, he reported to the "Sunday Punchers" of Attack Squadron 75 and assumed command in May 1994 for deployment aboard the USS Eisenhower (CVN 69). Following command, he reported aboard USS Enterprise (CVN 65) for a deployment as Operations Officer. In July 1997, he was assigned to the Armed Forces Staff College where he served as Dean of the Joint Command, Control, and Information Warfare School. In March 2000 he reported to the Naval War College as a student, graduating with distinction and a Master of Arts in National Security and Strategic Studies. Captain Keeley assumed command of Naval Air Station Oceana on April 29, 2003. He reported from Pensacola, Fla. where he was Commanding Officer of the Naval Air Technical Training Center, and the Center for Naval Aviation Technical Training.

Personal decorations include the Defense Superior Service Medal, Legion of Merit, three Meritorious Service Medals, the Strike/Flight Air Medal, three Navy Commendation Medals, a Navy Achievement Medal and various campaign and service ribbons. Captain Keeley has accumulated over 3000 hours and over 800 carrier landings in the A-6E.



Executive Officer

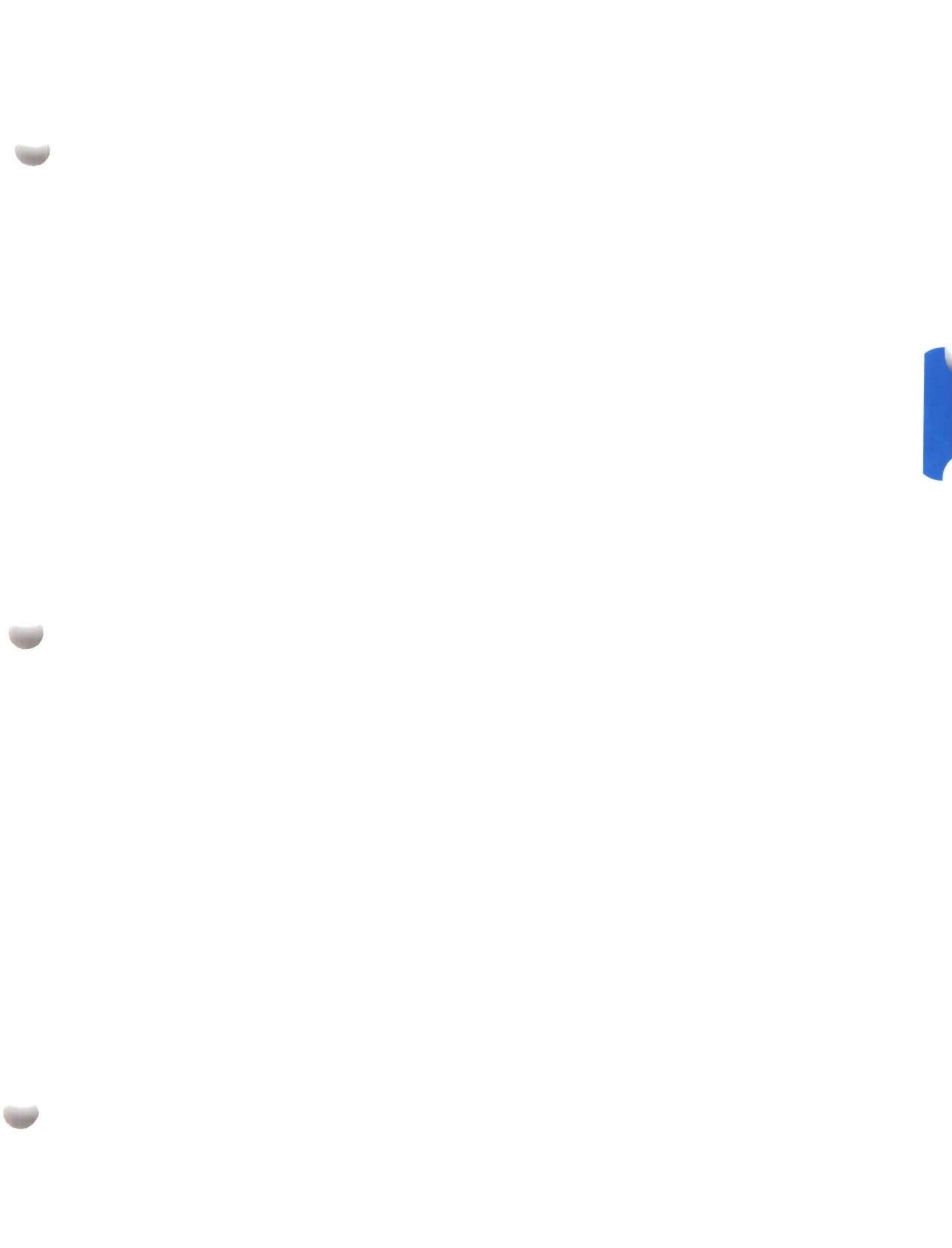
Captain Patrick J. Lorge

**Executive Officer
Naval Air Station Oceana**

Capt. Patrick J. Lorge assumed duties as NAS Oceana executive officer in June 2004. A native of Turnersville, N.J. he graduated from the U.S. Naval Academy in 1981. He completed flight training in April 1983 and remained as a flight instructor in VT-26, the "Flying Tigers." After initial F-14 Tomcat Instruction with the VF-101 "Grim Reapers," he was ordered to the VF-143 "Pukin' Dogs," deploying to the Mediterranean aboard USS Dwight D. Eisenhower (CVN 69). In October 1988 he reported to the VF-43 "Challengers," the East Coast Adversary Squadron, where he flew the A-4 Skyhawk, the F-5 Tiger and the F-16 Fighting Falcon. From October 1991 to April 1994, he was the Quality Assurance and Maintenance Officer with the VF-14 "Tophatters," and deployed to the Mediterranean aboard the USS John F. Kennedy (CVN 67).

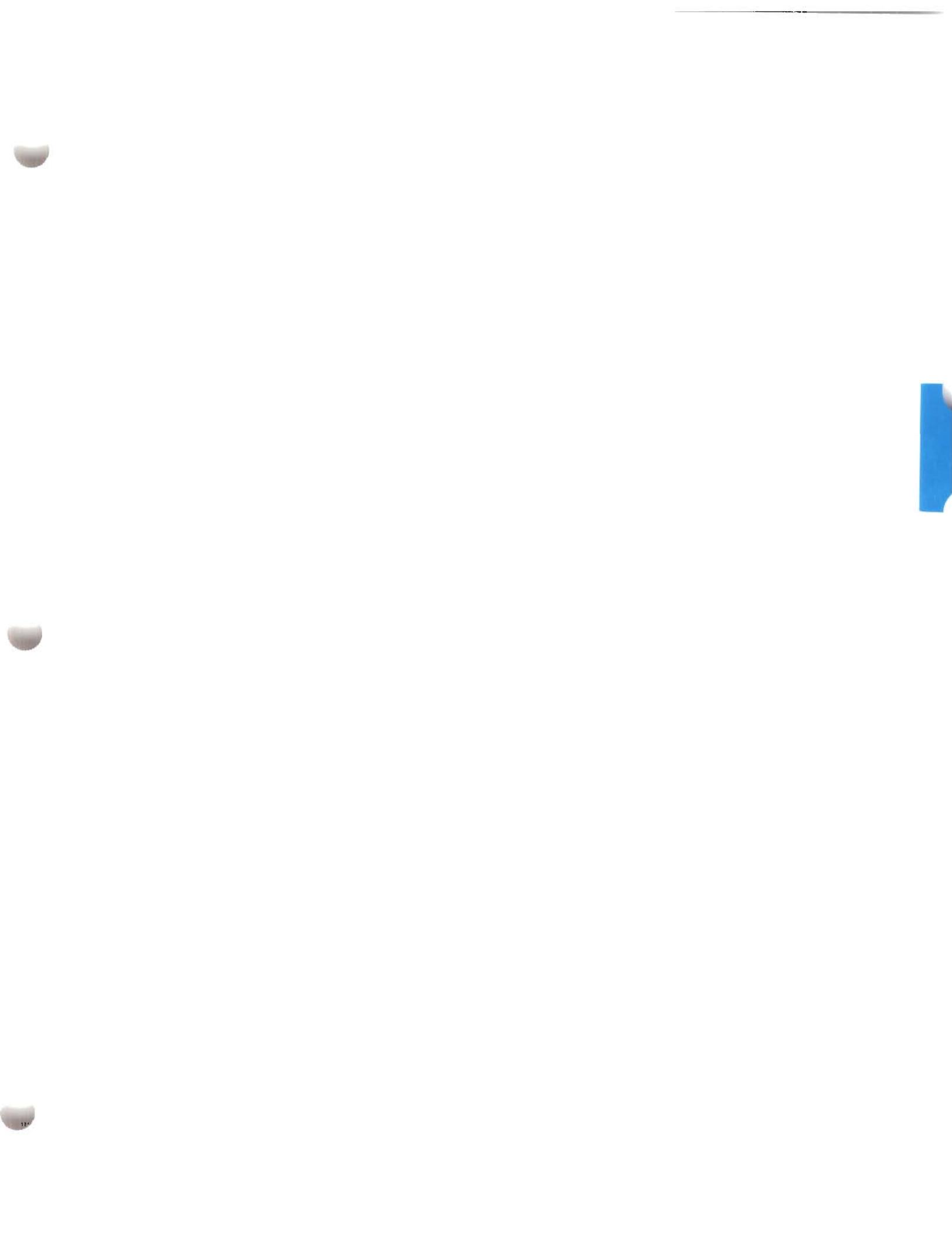
Following this tour he was selected as the Maintenance Officer for VF-101, the F-14 Replacement Squadron. In November of 1997, Lorge assumed command of VFA-25, "The First of the Fleet," and deployed with CVW-14 aboard the USS Carl Vinson (CVN 70) and the USS Abraham Lincoln (CVN 72) to the Arabian Gulf in support of Operation Southern Watch. Following command he reported to USS Nimitz (CVN 68) as Operations Officer and Ship's Force Workpackage Manager during the Refueling Complex Overhaul. He served in the Joint Operations Directorate, Central Command branch, the Joint Staff, Washington, from April 2001 until July 2003 during Operations Enduring Freedom and Iraqi Freedom. Subsequently he served as executive assistant to the Assistant of the Chairman, Joint Chiefs of Staff until March 2004.

His awards include the Defense Superior Service Medal, Meritorious Service Medal with two Gold Stars, two Strike Fighter Air Medals, Joint Commendation Medal with Oak Leaf Cluster, Navy Commendation Medal and various unit awards. He has flown 4,000 flight hours and 700 arrested landings.



Points of Contact

Name	Organization	Phone	Email
Bill Fetzer	BRAC Commission	703-856-3685 (Cell)	william.fetzer@wso.whs.mil
Skip Zobel	NAV Region MidAtl	757-322-2810	william.zobel@navy.mil
Mark Anthony	CFFC-N-44-BRAC	757-836-3699	mark.anthony@navy.mil
Rick Keys	CFFC	757-836-3674	Richard.Keys@navy.mil
Tom Keeley	CO, NAS Oceana	757-433-2922	thomas.keeley@navy.mil
Lucian Niemeyer	SASC Staff	202-224-8636	Lucian_Niemeyer@armed-services.senate.gov
Tom Gordy	CoS Cong Drake	202-225-4215	ThomasGordy@mail.house.gov
Bob Matthias	VA Bch Asst City Mgr	757-427-8267	rmatthia@vbgov.com





DEPUTY SECRETARY OF DEFENSE
1010 DEFENSE PENTAGON
WASHINGTON, DC 20301-1010

JUL 14 2005

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

Dear Chairman Principi,

In your letter of July 1, 2005, you asked for the Department's comments on a number of installations in advance of the Commission's voting at your hearing on July 19, 2005, to consider these installations for closure or realignment analysis. Your July 12, 2005 letter requested witnesses to address the Commission's concern regarding recommendations impacting the Air National Guard.

The Commission's independent assessment of the Department's recommendations and the subsequent reviews by the President and the Congress are each important steps to ensure that the final recommendations are fair, consistent with the selection criteria and force structure plan and will, in fact, increase the efficiency and effectiveness of our military infrastructure. As such, while the Department stands behind its recommendations, it fully supports the Commission's analysis of alternatives. As you undertake your review, please consider that each of the Department's recommendations is part of a comprehensive, integrated, and interdependent package. The recommendations submitted by the Department of Defense strengthen national security by reshaping the domestic installations at which U.S. military forces and their associated support elements perform their assigned missions.

The Military Departments and Joint Cross-Service Groups have provided the attached responses to the issues you raise. While I appreciate the opportunity to testify on July 18, 2005, Mr. Michael Wynne, Chairman of the Infrastructure Steering Group (ISG), will lead a panel that will include General William Nyland, Assistant Commandant of the Marine Corps, General Michael Moseley, Vice Chief of Staff of the Air Force, and Admiral Robert Willard, Vice Chief of Naval Operations. They are jointly designated to discuss the issues at the hearing. Additionally, we will provide a second panel to deal exclusively with the Commission's concerns regarding recommendations concerning the Air Guard. This panel will be led by Lt Gen Stephen Wood, Deputy Chief of Staff of the Air Force for Plans and Programs, and will include Maj Gen Gary Heckman, Assistant Deputy Chief of Staff of the Air Force for Plans and



Programs, Maj Gen Scott Mayes, Commander, 1st Air Force, and Commander, Continental U.S. North American Aerospace Defense Command Region, and Brig Gen Anthony Haynes, Air National Guard Assistant for BRAC.

Thank you for the opportunity to provide comments on these issues. If I can be of further assistance, please do not hesitate to contact me.


ACTING

Enclosure:
As stated

RESPONSES TO SPECIFIC ISSUES

1. Marine Corps Recruit Depot (MCRD) San Diego, CA

Commission issue: Why was Marine Corps Recruit Depot (MCRD) San Diego, CA, not closed and consolidated with Marine Corps recruit training at MCRD Parris Island, SC?

Response:

KEY POINTS:

- Geo-centric recruiting/shipping/recruit training command and control would be compromised.
- Replication of facilities would require in excess of 100 years to payback.
- Recruit pipeline requirements cannot sustain a single point of failure.

DISCUSSION:

The consolidation of Marine Corps recruit training at a single site was evaluated but not recommended. After extensive analysis, the Department of the Navy (DON) concluded that single-siting recruit training would degrade recruit training command and control, limit surge capability, and require fiscally burdensome duplication of already-existing mission and modern facilities. Also, because significant reductions in overhead have already occurred outside of the BRAC process, single-siting recruit training would not produce significant billet eliminations.

DON analysis of Marine Corps recruit training went through several stages and included a thorough review of the available certified data along with consideration of input from Marine Corps leadership. The review of capacity data showed that, when allowing for surge, there is virtually no excess capacity in Marine Corps recruit training. The scenario to close MCRD San Diego and consolidate at MCRD Parris Island (DON-0066) was developed based on data that showed the availability of buildable acres at MCRD Parris Island. (See DAG Report of Deliberations of 27 Sep 2004).

During scenario analysis, the DON considered input from Marine Corps leadership, who identified a number of issues of concern with the **proposed Parris** Island consolidation, including creating the risk of a single point of failure and limiting the ability to handle unexpected surge requirements, or even normal requirements in the event of future growth in end-strength. These factors would have an adverse effect on an organization that is heavily committed to sourcing three Marine Expeditionary Forces worldwide and waging the Global War on Terrorism. The Marine Corps has aligned its recruiting/shipping/recruit training mission geographically under the command of each of the Recruit Depot Commanding Generals. This unity of command and control allows for the necessary detailed demographic knowledge to effectively recruit, and for the geographic proximity for recruit and follow-on training to efficiently ship new Marines

on that coast. This synergy has supported the Marine Corps' historic success in meeting recruiting mission, and becomes increasingly vital in an era of increasingly competitive recruiting and accelerated operational deployments during the Global War on Terrorism. Restructuring of this command and control relationship could be required if recruit training were single sited at Parris Island. Single-siting the training function would cause a significant increase in the span of control for the Eastern Recruiting Region commander, and likely necessitate organizational changes with increased staffing requirements. The Marine Corps also depends heavily on a sustained pipeline of trained recruits. As a predominantly single enlistment force, any disruption in the recruiting/training continuum would disrupt the pipeline to provide new Marines to the operating forces. Short perturbations can be handled because of the two recruit depot operating construct. Significant concerns were raised with the consideration of single siting, especially in a hurricane prone region. (See DAG Report of Deliberations of 18 Oct 04 and 26 Oct 04, IEG Report of Deliberations of 4 Nov 04).

The COBRA analysis of the MCRD San Diego closure shows one-time costs of \$570.1M and steady state savings of \$14.2M, resulting in a Payback exceeding 100 years. This result was compared to the analysis of this scenario conducted during BRAC 1995. MILCON costs were considerably lower, and the anticipated number of eliminated personnel was significantly higher in BRAC 1995 than for scenario DON-0066. During the course of the past ten years, the Marine Corps has eliminated excess capacity and implemented initiatives to consolidate MCRD-related billets. For that reason, few billets are eliminated (with their associated cost savings) and the great majority of MCRD San Diego billets will need to be relocated to MCRD Parris Island in order to perform the recruit training function. In addition, a complete set of new recruit training facilities would have to be constructed there to accommodate the three additional Recruit Training Battalions in facilities built to hurricane-proof standards. Additional MILCON is required for non-recruit training activities located at MCRD San Diego that would have to be relocated elsewhere. MCRD consolidation on one coast will also increase recruiting related travel costs.

Based upon the cost analysis and concerns about negative impacts on the recruiting/training missions, the DON Infrastructure Evaluation Group decided not to forward DON-0066 for consideration as a candidate recommendation (See IEG Report of Deliberations of 27 Jan 05).

2. Naval Shipyard Pearl Harbor, HI

Commission issue: Why was the Naval Shipyard Pearl Harbor, HI, not closed and the ship depot repair function realigned to Naval Shipyard Norfolk, VA; Naval Shipyard Portsmouth, ME; and Naval Shipyard Puget Sound, WA?

Response:

KEY POINTS:

- Industrial JCSG found excess capacity sufficient to justify closure of one shipyard.
- Military judgment favors retention of Pearl Harbor Naval Shipyard because of its strategic location and multi-platform capabilities.

DISCUSSION:

As noted in the minutes and report of the Industrial Joint Cross-Service Group, all four naval shipyards were analyzed to determine if there was sufficient capacity for any three of the shipyards to absorb the workload of the fourth based on the 20-year Force Structure Plan. That evaluation revealed that there is sufficient excess capacity to realign the workload of either Pearl Harbor Naval Shipyard or Portsmouth Naval Shipyard. The Industrial JCSG then reviewed military value and COBRA data to determine which closure was the preferred alternative.

The quantitative military value scores for Pearl Harbor Naval Shipyard and Portsmouth Naval Shipyard were very close. Shipyard total cost and proximity to ship homeports were evaluated as part of the quantitative military value analysis. The total cost attribute favored Portsmouth Naval Shipyard, while the homeport proximity favored Pearl Harbor Naval Shipyard. The Industrial JCSG also evaluated the differences in drydock and workload capabilities between the two shipyards.

The COBRA analysis indicated that realigning the Pearl Harbor Naval Shipyard depot function would produce greater net present value savings than realigning the Portsmouth Naval Shipyard depot function. However, the net present value savings associated with the DON fenceline closure of Portsmouth Naval Shipyard produces savings about the same as realigning the depot function at Pearl Harbor Naval Shipyard.

Although the quantitative military value score for Pearl Harbor Naval Shipyard was slightly lower than that of Portsmouth Naval Shipyard, it was the military judgment of the Industrial JCSG that Pearl Harbor Naval Shipyard's critical geographical location, adjacent to a significant portion of the Fleet and forward positioned in the central Pacific, combined with its capability to dock a nuclear-powered aircraft carrier, provided a higher overall military value to the Department. This judgment is supported by the DON, as indicated by its submission of the closure recommendation. Pearl Harbor Naval Shipyard is strategically located to support DoD's current and future mission capabilities in the Pacific. Loss of this critical asset will have an adverse impact on operational warfighting

capability, training and readiness. Additionally the Combatant Commander expressed operational concerns with a closure of the Pearl Harbor Shipyard in that it would result in reduced theater presence as a result of the associated increased transit times, a loss of emergent CVN drydock capability (the only option west of Washington state) and a general concern with the loss of availability of "logistics, supply and operational support services throughout the Pacific." Finally, the Navy was concerned with the personnel retention implications that would result from a closure of Pearl Harbor in that it would result in a significant increase in dockings being conducted out of homeport.

3. Naval Air Station Brunswick, ME

Commission issue: What considerations were given to a complete closure of Naval Air Station Brunswick, ME, and what were the driving factors in deciding the realignment?

Response:

KEY POINTS:

- Realignment verses closure was extensively debated within DON, and DON ultimately recommended closure.
- The IEC modified closure to realignment because of a desire to retain strategic presence in the Northeast U.S. and for a surge capability.

DISCUSSION:

The Department of the Navy did develop and analyze a scenario to close NAS Brunswick. When combined with other aviation recommendations, the closure of NAS Brunswick would have reduced the excess capacity for the Aviation Operations function from 19 percent to 8 percent. Such a recommendation not only allowed consolidation of Maritime Patrol Operations on the East Coast with attendant increased maintenance and training efficiencies, but it also produced significant steady-state savings of \$94.6M and a 20-year net present value of \$843.2M.

During the review of scenario analysis the Commander, Fleet Forces Command (CFFC), expressed concerns that closing NAS Brunswick could result in diminished strategic flexibility, as well as impact future basing flexibility. (See DAG Reports of Deliberations of 6 Dec 04, 11 Jan 05, 17 Jan 05, and 24 Jan 05). These concerns led to review of the availability of possible detachment sites for Maritime Patrol operations and analysis of additional alternatives to closure so the leadership had full visibility of the various trade-offs in making their decisions. (See IEG Report of Deliberations of 27 Jan 05 and 17 Feb 05, DAG Reports of Deliberations of 8 Feb 05, and 15 Feb 05). After reviewing the additional analyses, the Department of the Navy decided to forward the closure scenario to the Infrastructure Executive Council as a candidate recommendation because of the significant savings associated with the closure, combined with the options available to address operational concerns.

When the candidate recommendations were reviewed in final deliberations, the IEC determined that NAS Brunswick should be realigned instead of closed to retain an active presence in New England for homeland defense and surge capability. (See IEC Minutes of 2 May 05 and 4 May 05). This decision is consistent with the concerns expressed by the Fleet in that it provides strategic flexibility by maintaining an ability to rapidly position aircraft in the Northeast should an increased threat materialize.

4. Navy Broadway Complex, San Diego, CA

Commission issue: Why was the Navy Broadway Complex, San Diego, CA, not considered for closure and realignment of existing functions to Naval Station San Diego, CA?

Response:

KEY POINTS:

- All activities/functions located at the Broadway Complex were evaluated by either Department of the Navy or one of the Joint Cross-Service Groups.
- DON BRAC analysis did not develop a recommendation to close Broadway Complex because none of the activities on this property were recommended for relocation.

DISCUSSION:

The Broadway Complex in San Diego is property owned by the Navy and located on slightly less than 15 acres of contiguous property in downtown San Diego with 857K square feet (SF) in three separate buildings. It houses several commands; the two largest commands are Fleet and Industrial Supply Center (FISC) San Diego and Commander, Navy Region Southwest. All of the functions located on this property were reviewed by either DON or one of the Joint Cross-Service Groups (JCSGs). The BRAC analyses performed by DON and the appropriate JCSGs, including capacity and military value analysis, did not identify any scenarios to realign activities from the Broadway Complex.

Within the DON BRAC process, a fenceline (a distinct parcel of land that supported one or more functional activities undergoing BRAC analysis) was not considered for closure unless sufficient assets were proposed to be removed so as to effectively eliminate all missions aboard the fenceline. Since no mission activities were recommended to be relocated, DON did not issue a recommendation to close this fenceline.

Although DON recognizes the AT/FP concerns and the potential for increased development of the Broadway Complex parcel, scarcity of available DON owned waterfront property in the San Diego area suggests determination of the disposition of the Broadway complex is better addressed through ongoing negotiations between the City of San Diego, local developers and the DON outside the BRAC process.

5. Realignment of Naval Master Jet Base

5a. Commission issue: What consideration was given to the realignment of the Master Jet Base (MJB) located at NAS Oceana, VA, to Moody AFB, GA?

5a. Response:

KEY POINTS:

- Navy examined several alternatives for an east coast MJB, including Moody AFB.
- While Moody is a feasible alternative to Oceana, it has a number of factors that make it less desirable than retaining Oceana, including significant one-time MILCON costs.
- While Oceana is the most suitable option of all east coast TACAIR bases considered, encroachment at Oceana presents significant challenges to long-term operational requirements.
- The best basing alternative for East Coast tactical aviation would be to build a new 21st century Master Jet Base, but such action would occur outside the BRAC window.

DISCUSSION:

The Navy has given extensive consideration to the possible realignment of the Oceana MJB out of concern over likely long-term encroachment issues. Our assessment included Moody AFB as well as a range of other feasible Defense Department air facilities. In the case of realignment to Moody AFB, while it was considered a feasible alternative, it would incur significant one-time costs (almost \$500 million) and result in a long payback period (14 years). We concluded the best long-term basing alternative for East Coast Navy tactical aviation would be to build a new 21st century naval air station able to accommodate legacy and planned high performance aircraft, but such action would optimally occur outside the BRAC window.

Selecting a location and building from the ground up is by far the preferred choice as it gives us the most flexibility to ensure we accommodate future capabilities, while allowing for sufficient “buffers” to preclude potential encroachment issues. This approach, if pursued, would allow for a truly modern air station, with commensurate energy, environmental and community consideration designed into the facility from the very beginning. By contrast, relocating to Moody (built in 1940) or another existing installation within the timeframe of this BRAC would require extensive infrastructure upgrades, take significant time and resources, and still would not attain the operational or quality of life standards expected of this century.



DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

2521 South Clark Street, Suite 600
Arlington, VA 22202
Telephone: 703-699-2950

DCN: 3516

July 1, 2005

The Honorable Donald H. Rumsfeld
Secretary of Defense
1400 Defense Pentagon
Washington, D.C. 20301-1000

Dear Secretary Rumsfeld:

As you are aware, before the Base Closure and Realignment Commission can even consider making a change in your recommendations that would add military installations for closure or realignment, or expand a realignment, we are required by Section 2914(d)(3) of the Defense Base Closure and Realignment Act of 1990, as amended, to seek an explanation from you as to why such actions were not included on your May 13, 2005 list. A series of issues on installations on which we seek such explanation is enclosed. No deliberation will be made on whether to include any of these installations for further study of closure or realignment until the Commission's open hearing of July 19, 2005. Therefore, we would greatly appreciate receipt of your explanation no later than July 18th.

In addition, we invite you or your representative to elaborate on these explanations at a public hearing to be held in the Washington, D.C. area at 8:30 a.m. on July 18, 2005.

If, at the July 19 hearing, seven or more Commissioners support adding an installation to your list for consideration, at least two Commissioners will visit each of the installations added to your list and public hearings will be conducted regarding them. While this is a requirement of law, the Commission's view is that such public hearings are not only mandatory, but also highly desirable.

At the Commission's final deliberations during the week of August 22, the vote of at least seven Commissioners will be required to effect any change in your recommendations that would close or realign an installation that you did not recommend for such closure or realignment, or expand a realignment that you recommended.

Your assistance in complying with this stringent timetable will be greatly appreciated.

Sincerely,

Anthony J. Principi
Chairman

Enclosure

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

1. MARINE CORPS RECRUIT DEPOT SAN DIEGO, CA

ISSUE:

- Why was Marine Corps Recruit Depot (MCRD) San Diego, CA, not closed and consolidated with Marine Corps recruit training at MCRD Parris Island, SC?

ISSUE BACKGROUND:

- The Marine Corps operates two stand-alone recruit depots -- one on each coast. Consolidation of all recruit training to MCRD Parris Island generates training efficiencies, reduces excess capacity, and saves recurring costs due to fence-line closure of MCRD San Diego, and may generate offsetting revenues due to potential commercial development after a DoD property transfer. Consolidating recruit training at one location may theoretically increase operational risks; however, the Department of Navy and Air Force have successfully implemented similar transformational options experiencing little or no actual risk to recruit training while maintaining a surge capability. Military value of MCRD San Diego is lower than MCRD Parris Island partially due to encroachment and land constraints.

ASSOCIATED DOD RECOMMENDATIONS:

- None
-

2. NAVAL SHIPYARD PEARL HARBOR, HI

ISSUE:

- Why was the Naval Shipyard Pearl Harbor, HI, not closed and the ship depot repair function realigned to Naval Shipyard Norfolk, VA; Naval Shipyard Portsmouth, ME; and Naval Shipyard Puget Sound, WA?

ISSUE BACKGROUND:

- Four naval shipyards perform depot-level ship refueling, modernization, overhaul and repair work. There appears to be sufficient excess capacity in the aggregate across the four shipyards to close either Naval Shipyard Pearl Harbor or Naval Shipyard Portsmouth. Naval Shipyard Pearl Harbor is less efficient than Naval Shipyard Portsmouth, according to Department of Navy data and additional savings could be found from reduced unit costs at the receiving shipyards because of a higher volume of work. Naval Shipyard Pearl Harbor has low military value compared to other shipyards according to DoD analysis supporting the recommendation to close Naval Shipyard Portsmouth.

ASSOCIATED DOD RECOMMENDATIONS:

- DON-23: Close Naval Shipyard Portsmouth, ME

3. NAVAL AIR STATION BRUNSWICK, ME

ISSUE:

- What considerations were given to a complete closure of Naval Air Station Brunswick, ME, and what were the driving factors in deciding on realignment?

ISSUE BACKGROUND:

- Closure would appear to reduce excess capacity, may save approximately four times more than DoD's realignment recommendation and could open land to State or community development to offset economic impact.

ASSOCIATED DOD RECOMMENDATIONS:

- DON-18: Realign Naval Air Station Brunswick, ME
-

4. NAVY BROADWAY COMPLEX, SAN DIEGO, CA

ISSUE:

- Why was the Navy Broadway Complex, San Diego, CA, not considered for closure and realignment of existing functions to Naval Station San Diego, CA?

ISSUE BACKGROUND:

- Consolidating Navy activities in a more secure location at the Naval Station complex at 32nd Street could improve security and allow for future commercial development.

ASSOCIATED DOD RECOMMENDATION:

- None
-

5. REALIGNMENT OF NAVAL MASTER JET BASE

ISSUE:

- What consideration was given to the realignment of the Master Jet Base located at NAS Oceana, VA, to Moody AFB, GA? Was movement of the assets assigned to Moody AFB, GA to Cannon AFB, NM, considered and if so, what were the driving considerations not to do so?

ISSUE BACKGROUND:

- Realigning the Master Jet Base at NAS Oceana, VA, to Moody AFB, GA, would appear to alleviate the severe encroachment which affects NAS Oceana training and operations as well as operations at the outlying field, Fentress OLF. Moody AFB, GA, would appear to have the necessary room for expansion and suffers less encroachment. Cannon AFB, NM, would appear to have ample space and facilities to accommodate any aircraft currently operating or planned for movement to Moody AFB, NM.



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 and during 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

DCN 6142



JEB BUSH
GOVERNOR

Office of the Governor

THE CAPITOL
TALLAHASSEE, FLORIDA 32399-0001

www.flgov.com
850-489-7146
850-487-0501 fax

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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DCN 6142

The Honorable Anthony J. Principi, Chairman
August 1, 2005
Page Two

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.

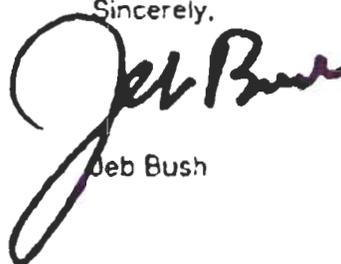
To responsibly consider our proposal, I request the BRAC Commission and its analysts visit Cecil Field and the NOLF Whitehouse to see first-hand the significant improvements made by the state and city since the Navy left Cecil Field in 1999 and the relatively sparse encroachment since that date. Additionally, 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.

DCN 6142

The Honorable Anthony J. Principi, Chairman
August 1, 2005
Page Three

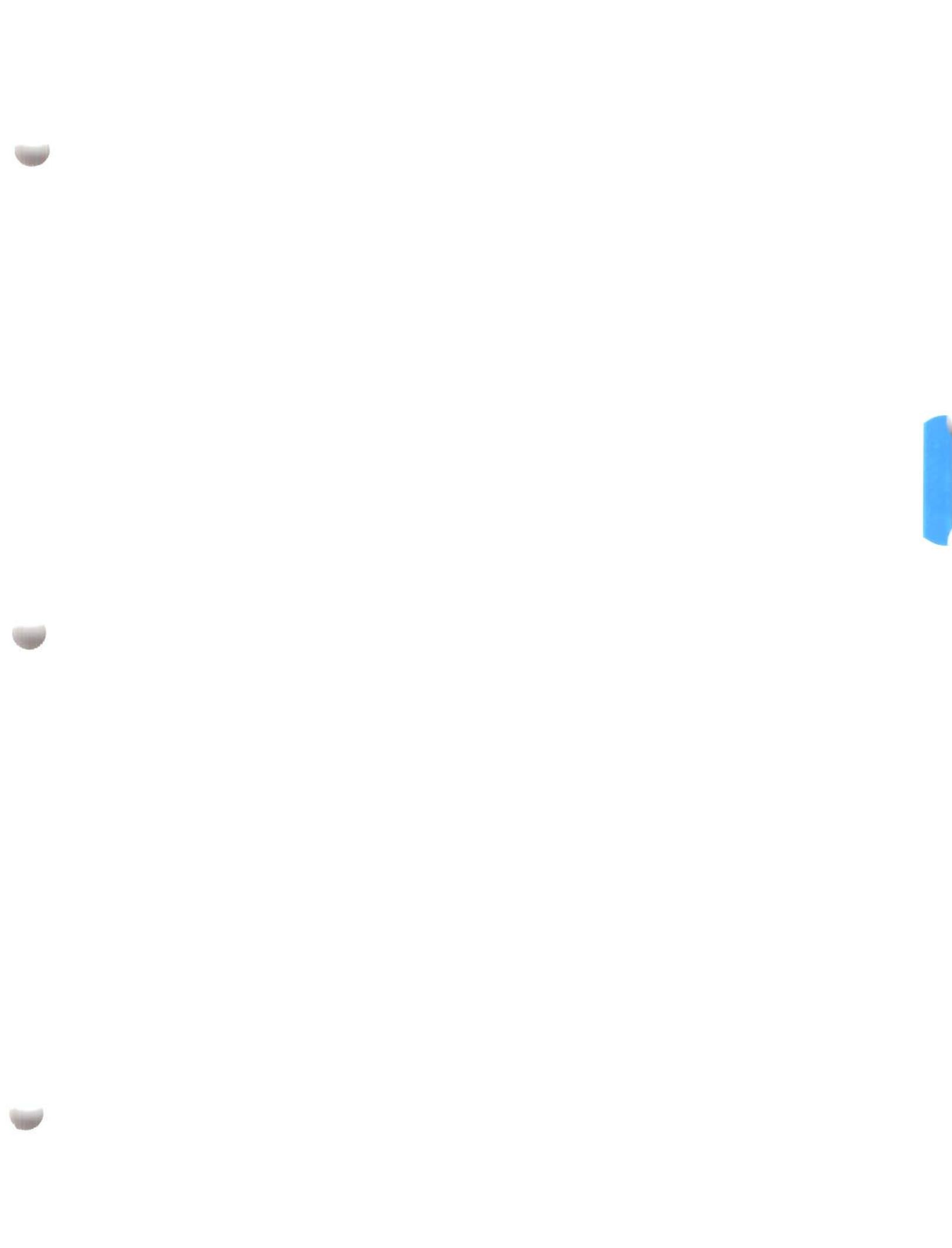
In closing, let me say that there are literally no locations in the eastern United States where a new Navy Master Jet Base might be built today. Cecil Field is the last site on the eastern seaboard capable of accommodating the NAS Oceana mission and personnel, and it offers relatively open surrounding 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,

A handwritten signature in black ink that reads "Jeb Bush". The signature is written in a cursive, flowing style. The first letter "J" is large and loops around the "B".

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



UNCERTIFIED DOD TESTIMONY 18 JULY 2005

ADM. WILLARD: Mr. Chairman, as you allude to -- and certainly as it was stated in the opening statement -- there were a number of installations that were considered between Navy and Air Force as potential alternatives to Oceana.

Before I discuss those, I'd like to assert that from the Navy's vantage point, we believe that Oceana continues to serve the fleet well, that the challenges that you mention regarding encroachment and Oceana have been and are manageable, that as we look forward to recapitalizing our fighter fleet and the advent of the Joint Strike Fighter in the 2012 to 2015 timeframe, there may very well need to be considerations and adjustments made, but that yet remains to be seen.

The co-location of Oceana with the fleet in Norfolk is a significant advantage. So in viewing the alternatives to Oceana, we felt strongly that any alternative would have to continue to serve the fleet from a military value standpoint; effectively, would have to have access to maritime training ranges and to the carrier. So distance to the coastline, the ability to use the airways and the training ranges in the vicinity of any alternative would have to be considered. And as Mr. Wynne mentioned, co-location of all the wing assets at this -- any alternative facility was mandated not only by the advantages that it serves in operations and training, but also in cost; the ability to not then have to sustain overhead in more than one place.

Moody was among several considered alternatives. You mentioned a few; Oceana, Moody, Shaw, Seymour Johnson, Tyndall, Patrick. And I would tell you that the deliberations occurred into the executive committee portions of our deliberations for BRAC before the final report was submitted, so -- a lot of consideration and a lot of discussion with the Air Force. With regard to Moody in particular, the cost is significant. Moody is a World War II vintage air base; about a half a billion dollars of military construction would be required there. But more than that, in deliberations with the Air Force, it was decided that the Air Force had a need for Moody. And as we have stated, sharing Moody with the Air Force with the inability to bring the entire wing from Oceana -- there is not a cost-effective alternative. So a lot of view into potential alternatives -- and frankly, Oceana continues to be the Navy's best option for its Master Jet Base on the East Coast.



OCEANA Naval Air Station

UNCERTIFIED TESTIMONY 19 JULY 2005

I would like to introduce our analysts for the fifth item, another easy one, Naval Air Station Oceana. Mr. Bill Fetzer.

MR. FETZER: Thank you, Mr. Hannah.

Good afternoon, Mr. Chairman and commissioners.

This presentation considers closing the Navy's master jet base located at Oceana Naval Air Station in Virginia Beach, Virginia, and relocating all squadrons, personnel, equipment and support to a suitable alternative site to be determined by the Navy.

According to Oceana's commanding officer, NAS Oceana is the busiest master jet base in the nation, with approximately 220,000 operations per year at the main airfield, and another 100,000 operations per year at Fentress Field.

Fentress is the Navy's outlying training site located seven miles to the southwest of Oceana in Chesapeake, Virginia. Field carrier landing practice is conducted at Fentress to simulate the critical landing techniques required for safe flight operations at sea.

At NAS Oceana alone at least one landing or takeoff occurs on the average every 2.5 minutes, 24 hours a day, seven days a week. For Fentress Field a landing or takeoff occurs every 5.3 minutes, 24/7.

Next slide. Approximately 10,000 military and civilian personnel, and 244 jets, and associated support equipment, would be transferred from Oceana. Consequently, a significant amount of military construction will be required to upgrade an existing base along the East Coast or establish a new modern jet base on the East Coast.

The list of realignment and closure recommendations presented to the Commission by the Secretary of Defense in 2005 contains two minor realignments concerning NAS Oceana, and affects less than 100 personnel.

Next slide.

The primary reason to consider NAS Oceana for closure is the increasing encroachment of the surrounding community. Despite significant efforts by the Navy and local community leaders over the last 30 years to limit the encroachment, developers demands and property rights issues have trumped the Navy's objections to new building in the high noise and accident potential zones, also known as APZs.

Since 1975 reportedly 73 percent of the development proposals that the Navy objected to were subsequently approved by the Virginia Beach City Council over the Navy's objections. As an example, the small red circle in the upper right edge of the Vugraph shows the location where in 2003 a new condominium development was proposed to the city of Virginia Beach.

As depicted, that site lies within the APZ 2 for the runway 23 approach to Oceana, the nearest point to which aircraft may descend to as low as 700 feet during instrument approaches.

The commanding officer of NAS Oceana opposed that development in writing to the city council on June the 5th, 2003, stating that residential land use was incompatible within the designated APZ and noise zones, and should be prohibited.

In November, 2003, the city council approved that project over the Navy's objections.

The air space and field boundary encroachment continues to constrain the present operational and training capability of the jets operating at Oceana and Fentress Field.

As I mentioned earlier, over 100,000 day-and-night training operations are conducted at Fentress Field annually. The most critical training required of naval aviators is the landing and takeoff from aircraft carriers. This skill requires precise piloting techniques, and needs to be practiced frequently, resulting in a high number of airport evolutions, primarily takeoffs and landings, or touch and goes.

This goes on throughout the day and well into the night. The situation creates a high-noise environment within five miles of the associated airfields. Night training is now difficult to replicate at Fentress Field because of the ambient light caused by the encroaching development.

Rather than flying the same pattern altitudes and approach paths that they would use when operating around aircraft carriers

at sea, the aviators must adjust their flight patterns to comply with noise-abatement procedures demanded by neighborhood developments near Fentress Field.

Accepting this consideration to close NAS Oceana will provide the Commission with the opportunity to study alternatives for closure or further realignment of NAS Oceana.

Next slide.

This chart shows the proposed number of military and civilian personnel that would be transferred, and billets that could be eliminated by the consideration to close NAS Oceana. With a total direct impact to just over 10,000 people including over 1,600 civilians.

Next slide.

During the BRAC process, the Navy ran four COBRA scenarios for closing NAS Oceana, including relocating the master jet base to Beaufort, South Carolina; Pensacola, Florida; Whiting Field near Pensacola; and Moody Air Force Base near Valdosta, Georgia.

Beaufort was rejected for economic reasons, that included a 100-year payback. The two Pensacola area bases were rejected due to encroachment and the lack of over-water range availability. The COBRA data for moving the Navy master jet base to Moody provided the indicated results with over 70 percent of the one-time costs attributed to Navy construction.

Available COBRA data shows a one-time cost for this proposal of \$494 million. The cost payback period is 13 years,

and the net present value of the savings from this proposal through 2025 is estimated at \$36 million.

Additional COBRA data estimates the one-time costs to transfer all U.S. Air Force assets to Moody to be an additional \$179 million.

Next slide.

This Vugraph summarizes two primary issues associated with this consideration. The first issue deals with encroachment of the airfield boundaries and flight paths. Although Oceana has a relatively high military value, ranking sixth out of 34 Naval and Marine Corps air stations, encroachment has wide-ranging implications for the first three military value criteria.

Criteria one, the impact of current and future readiness. Criteria two, the availability of facilities and associated airspace at the existing and receiving locations. And criteria three, the ability to accommodate contingency mobilization, surge and future total force requirements at the existing location.

Clearly, encroachment of NAS Oceana affects the Navy's ability to train and operate. The Navy considered several closure scenarios, but rejected all because of cost or the inability to gain access to a suitable site near potential East Coast over-water training areas and ranges.

Because NAS Oceana has been in operation at the present location since it was established in 1941, on 360 acres of swampland, the community position is mixed. Reportedly several thousand citizens are opposed to the increasing jet noise, but

many more thousands support the retention of NAS Oceana as the Navy's master jet base.

The other primary issue deals with the sheer volume of personnel and equipment that would be relocated from Oceana and is also related to three separate criteria. Criteria six, the economic impact on the existing communities of the Virginia Beach area, and whatever the Navy decides -- and wherever the Navy decides to establish a new master jet base.

Criteria seven, the ability of the infrastructure of both the existing and potential receiving communities to support forces, missions and personnel.

And, finally, criteria eight, the environmental impacts associated with that many people and aircraft relocating to a new site.

Next slide.

The Department of Defense responded to the commission's 1 July request for information regarding NAS Oceana. The Navy examined several alternatives for an East Coast master jet base, including Moody Air Force Base.

Moody was considered a feasible alternative to Oceana, but it has a number of factors that make it less desirable than retaining Oceana, including the one-time military construction costs of \$363 million.

Oceana is considered by the Navy to be the most suitable option of all East Coast technical aviation bases. However,

encroachment at Oceana presents significant challenges to long-term operational requirements.

According to the secretary's letter, the best basing alternative for East Coast tactical aviation would be to build a new 21st-century master jet base, but such action would occur outside the BRAC window that ends in 2011.

The GAO reported that the Navy considered several options for closing NAS Oceana, but was unable to find a suitable cost-effective alternative.

Mr. Chairman, this concludes my prepared presentation. The staff is prepared to answer any additional questions you have prior to any motions you might have.

MR. PRINCIPI: Thank you, Mr. Fetzer.

Admiral Gehman.

ADM. GEHMAN: Mr. Chairman, as I indicated in public previously I'm going to recuse myself from any matters having to do with the State of Virginia. Thank you, sir.

MR. PRINCIPI: Thank you, Admiral.

Mr. Coyle.

MR. COYLE: Thank you, Mr. Chairman. The other day General Turner asked an insightful question, which was, is the encroachment at Oceana beginning to impact the training syllabus for the Navy, to which I believe the answer was, yes.

Some people have said that this is a question not of if but when. Mr. Hannah and Mr. Fetzer, do you agree that this is not an if but a when situation?

MR. FETZER: Yes, sir. In fact, as you heard in the testimony that the Navy hasn't fully formulated those plans. And we do hear that they are considering a new master jet base, as testified by the secretary of Defense.

MR. COYLE: And would your staff analysis, the analysis that you would do if this went forward, help the Navy to develop the best options?

MR. FETZER: I would be presumptuous in saying that I could help the Navy at this point in time, sir.

MR. COYLE: Thank you.

MR. HANNAH: Mr. Chairman?

MR. PRINCIPI: Yes. Mr. Coyle.

MR. Coyle: Thank you. You mentioned it was \$363 million.

Mr. Fetzer: That's military construction sir.

MR. COYLE: And could you break that down?

MR. Fetzer: Yes, sir.

MR. COYLE: Whose figure is that?

MR. Fetzer: This is a COBRA model.

MR. Hanna: While he's getting the paper, we used Moody as an illustrative sample so we could get some costing figures for order-of- magnitude presentation, and they did consider the movement, what it would cost to recreate the master jet base in its current configuration at another location.

MR. Fetzer: It looks like there's about 30 to 40 specific items here, including runways, aircraft aprons, hangars, aircraft maintenance shops, exchange, commissaries, BEQs, essentially this

would be for Moody, and that is because Moody Air Force Base presently has about half the hangar and runway capacity that the Navy would seek for the master jet base.

MR. COYLE: Is there a possibility of encroachment at Moody? It seems like that's the standard. Every time you get into it there's another commanding officer coming in and saying that we've got encroachment.

I think all past five of their logistic centers in the Air Force had that problem. And are we just going transfer that same problem to Moody? What would be your opinion?

MR. FETZER: I believe we would transfer some encroachment problems. But they have more buildable acres down there, and they could accommodate that building.

But at this point, as the secretary of Defense testified, that's a World War II-era base, and they probably would have to do significant building on that base as well. Besides the new building, so that we'd have to do rehabilitation.

Mr. Coyle: Thank you.

MR. PRINCIPI: General Hill.

GEN. HILL: This is, in my view, the most perplexing and complex issue that we faced. And if you recall during the initial hearing with the C&O (ph), I asked him the question, why didn't you close Oceana?

And Admiral Clark, whom I have a tremendous amount of respect for -- in fact he's an E.F. Hutton person for me; when

Admiral Clark talks, I listen -- said that he wanted to close Oceana. He simply couldn't find any other alternative.

I hear that, but then also in our discussions, in our deliberations, in our looking at this with the staff, I am also persuaded -- we've got to try to help the Navy figure out an answer to this, because we are, in fact, going to have a major disaster at Oceana, now, sooner rather than later.

So I think we need to work this. When we had Admiral Willard here yesterday, he kept referring to the fleet training base and keeping all the wings together as the optimum solution. It seems to me -- and we may not be able to find it -- but I would like to work over the next several weeks as we look at this -- I'm going to vote yes on this -- to work with the Navy to see if there are some other alternatives to help them in the near term, near to mid term, to allow them to get to the long-term solution to this issue.

A thing that pops into my mind is that there is more than ample space, training space, air space and ramp space at Naval Air Station Kingsville, Texas, to do a lot of this training. There is berth space at Ingleside to put a carrier there. I'm not talking about reassigning it, but in pulling it back, you could put the carrier there; you could do the training.

There are alternatives, it seems to me, that we ought to work our way through, that are in front of the BRAC commission at this point. So I would point yes for this.

MR. PRINCIPI: Mr. Skinner.

MR. SKINNER: Well, I'm not afraid of a big project. But I'm afraid this project is a little bit too big. I think the Navy has a serious problem. I think they recognize they have a serious problem. I think listening to Admiral Clark and others, who I also have a lot of respect for, I think they have not found an alternative absent building a master jet base somewhere in the southeast over the next, you know, 15 years or so.

I think that is a huge, huge challenge, having been involved in the development of the airport in Denver. I know how big that big was, and that's, well, it's of equal size and it's an equal magnitude.

I'm not so sure -- I would love to help. While I wasn't afraid to have the commission get involved in a building a new Marine Corps recruit depot in San Diego, or in California, I just don't know what we can -- what I'm worried about is the dissipation of our staff, and I don't think we can really get the answer we want.

And I'm also convinced that the Navy recognizes, and they've got a lot of good people, they've got people that can work on this, and if I thought there was a way we could help them by studying it ourselves, I would vote yes to keep it on. But I don't think there is anything we can do in as somebody said 20 or 30 days with a lot of other work we have to do on a lot of issues.

I'm not so sure that would be a valuable expenditure of our time that we're not already -- or it could be duplicated by the Navy as they work this problem. So I would vote no.

And I'd offer -- General Hill and I are absolutely on the right thing, we ought to -- if we could do something to help I would vote yes. But I don't see that we can really bring any real added value.

MR. PRINCIPI: I'm going to let you respond to that, and apprise the commissioners as to the capability of the staff to address some of these very complex issues in a very short period of time. I think there is a --

So it's your general consensus that something needs to be done at some point, but what is the best approach to take with regard to Oceana.

MR. HANNA: Yes, sir, thank you.

Unlike some of the other scenarios that were proposed, a lot of work has gone on both on our own staff and within the Department of Defense that we can draw on as we investigate. So I think there is an opportunity to at least come up with something useable and useful in the August deliberations, should you choose to consider this.

MR. SKINNER: The staff believes that they have the capability to bring some added value. I have a lot of confidence in the staff, so I guess I'll support that recommendation, given the fact that the staff believes that with everything they have, they can provide something as a result of this that will answer

the objective that I know everybody on the panel has, even those that are recused, to try to help the Navy do whatever it can.

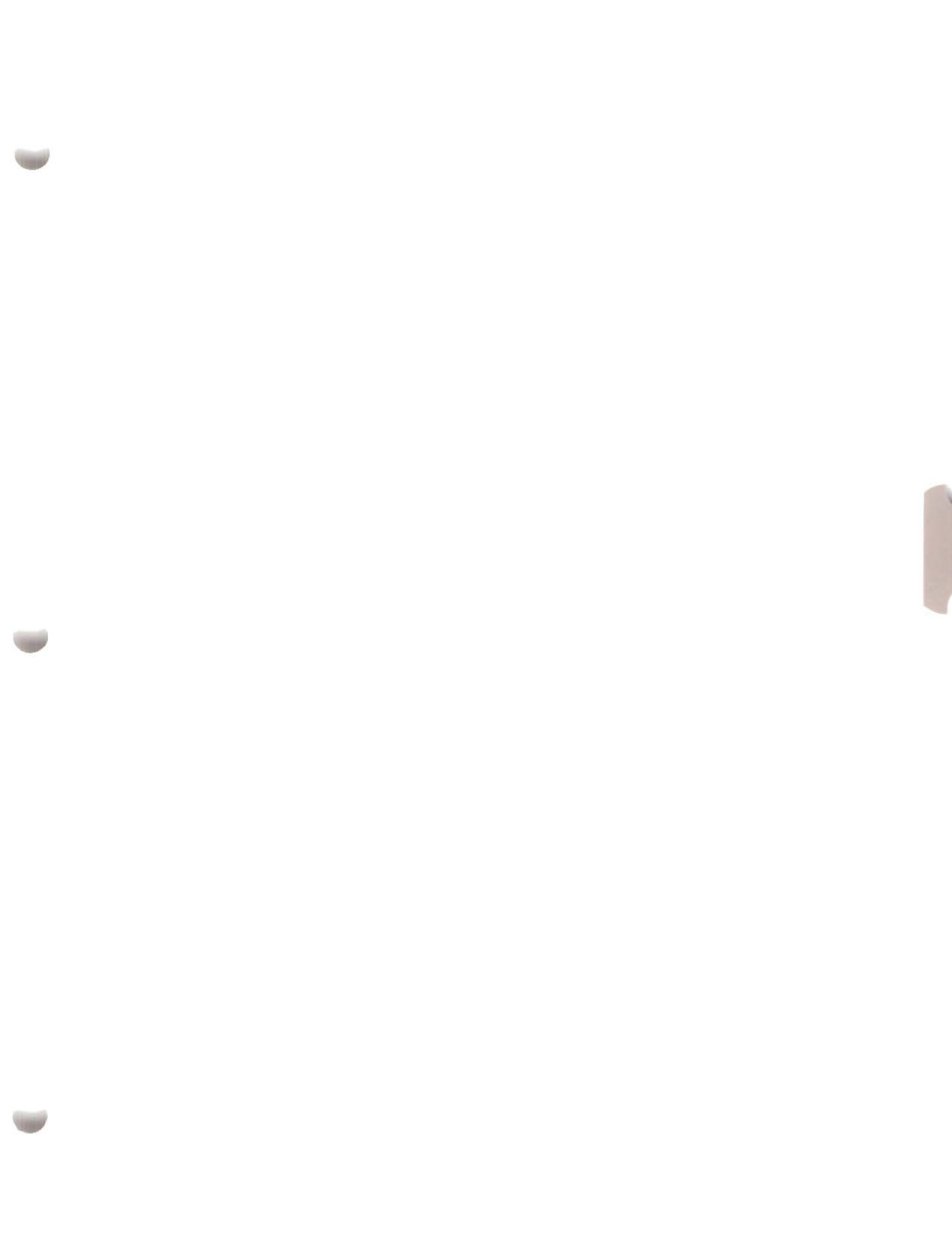
So if you believe you can do it and not compromise your other work, then I'll support that, because it would bring real value to the Navy.

MR. HANNA: We do, Mr. Skinner.

MR. PRINCIPI: There being no further questions or discussion, I call for the vote. All those in favor of considering Naval Air Station Oceana, Virginia, for closure or to increase the extent of realignment, please raise your hand.

All opposed, say nay. (Chuckles.) MS. CARNEVALE: Thank you, Mr. Chairman. The vote is seven ayes, one nay, one recusal. Therefore Naval Air Station Oceania, Virginia, will be considered for closure, or to increase the extent of realignment. Thank you, Mr. Chairman.

MR. PRINCIPI: Thank you. I apologize Mr. Bilbray. We'll take a 10 minute recess.



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United States Senate

COMMITTEE ON ARMED SERVICES

WASHINGTON, DC 20510-6050

July 19, 2005

The Honorable Gordon England
Acting Deputy Secretary of Defense
1010 Defense Pentagon
Washington, DC 20301-1010

Dear Mr. Secretary:

I was stunned to read the letter you sent on July 14, 2005 to BRAC Commission Chairman Principi, responding to the Commission's request for information on proposed scenarios for additional base closures. In reference to the future of Naval Air Station Oceana, Virginia, your letter stated "We concluded the best long-term basing alternative for East Coast Navy tactical aviation would be to build a new 21st century naval air station...but such action would optimally occur outside the BRAC window." Your letter continued, "Selecting a location and building from the ground up is by far the preferred choice as it gives us the most flexibility to ensure we accommodate future capabilities, while allowing for sufficient 'buffers' to preclude potential encroachment issues."

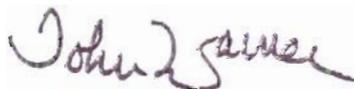
I find it hard to believe that in the midst of the BRAC process, the Department would make such a surprising announcement. Given the many requirements for increased funding for the Navy to maintain adequate levels of shipbuilding, why would the Department even consider a basing alternative that would cost in excess of \$1.4 billion to replicate the capabilities currently existing at NAS Oceana? Where is the written documentation used to justify this conclusion? I request that you provide the Committee the detailed analysis, data, and procedural steps that led to such a dramatic decision.

Making such a troubling announcement in the context of a routine response to the BRAC Commission casts a dark cloud over the local communities surrounding NAS Oceana that have patriotically supported the U.S. Navy for 65 years. Such an announcement puts them in a permanent state of limbo that will linger well beyond the BRAC process. The local communities have been aggressively cooperating with the base to address issues related to the encroachment of local development--a common issue on many other installations in a suburban setting. In testimony before the BRAC Commission on July 18, 2005, Vice Chief of Naval Operations Admiral Willard described the encroachment issues regarding Oceana "as manageable." How can the Navy now continue to ask in good faith for assistance from local community leaders if the Department is stating its intent of building a new Master Jet base at another location?

This is simply not the way I would expect a significant basing decision to be made.

I look forward to your prompt reply.

Sincerely,



John Warner
Chairman



DEPUTY SECRETARY OF DEFENSE
1010 DEFENSE PENTAGON
WASHINGTON, DC 20301-1010

July 20, 2005

The Honorable John Warner
Chairman, Senate Armed Services Committee
Washington, D.C. 20610-8060

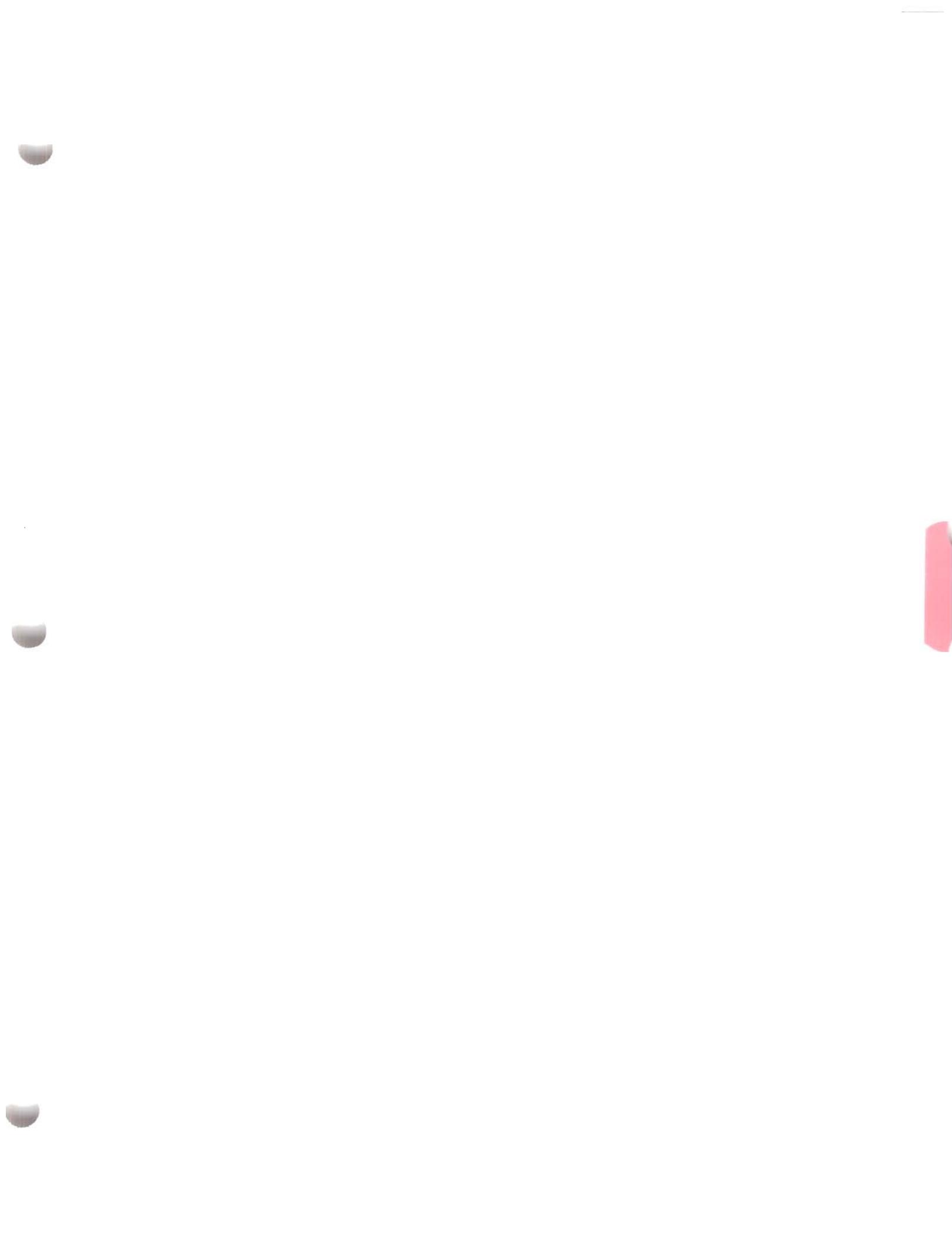
Senator
Dear Senator,

We are in agreement regarding NAS Oceana. NAS Oceana is the most suitable option of all East Coast tactical aviation bases for the present and is manageable for the foreseeable future. It does, however, have significant encroachment issues that pose operational risks, particularly when the Joint Strike Fighter is introduced, which will bring with it higher noise levels. Ultimately, we will need to pursue a long-range strategy with the local community that ensures that Oceana will remain a viable Master Jet Base.

Please be advised that my letter to the Base Closure and Realignment Commission on July 14 was prepared in the context of an Oceana question asked at the 17 May hearing, specifically, what would the Department do if it had a "clean sheet of paper." Note that we did not cite alternate facilities to NAS Oceana as, in the Navy view and as stated in testimony to the Commission, there are no existing alternate facilities to accomplish the NAS Oceana function. In the ideal world, the Navy would build a new air station, able to accommodate both legacy and planned high-performance airplanes commensurate with industrial viability and community considerations. Our experience to date, however, is that building a new air station would be extraordinarily difficult, for any number of reasons.

The Department stands firmly behind its recommendation to keep NAS Oceana open.

A handwritten signature in black ink, appearing to read "Andrew England", with a long horizontal flourish extending to the right.





Topics



- **History**
- **Mission & Statistics**
- **Land Use Issues**
- **Questions**

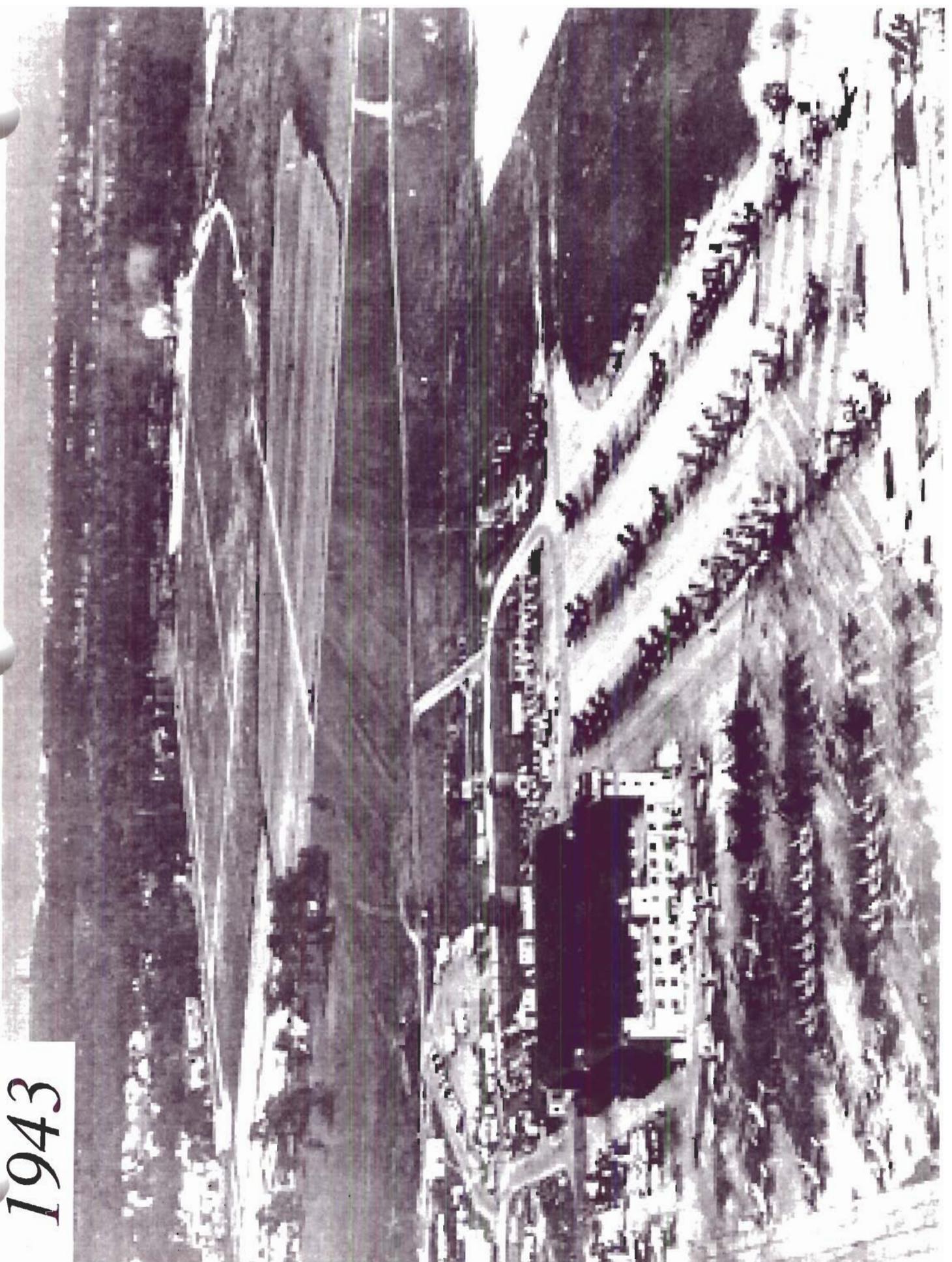


1937



Future Site of NAS Oceana

1943





1960

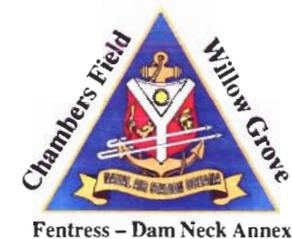
NAS OCEANA



2003

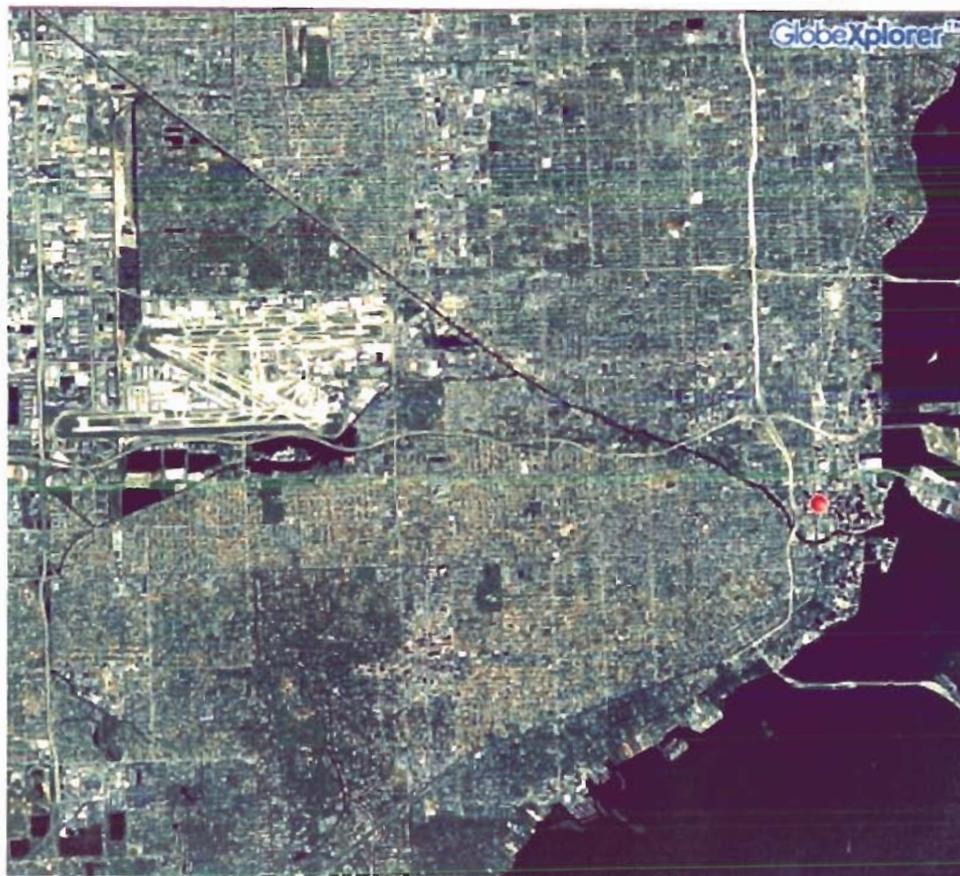


Airport Encroachment



Miami International

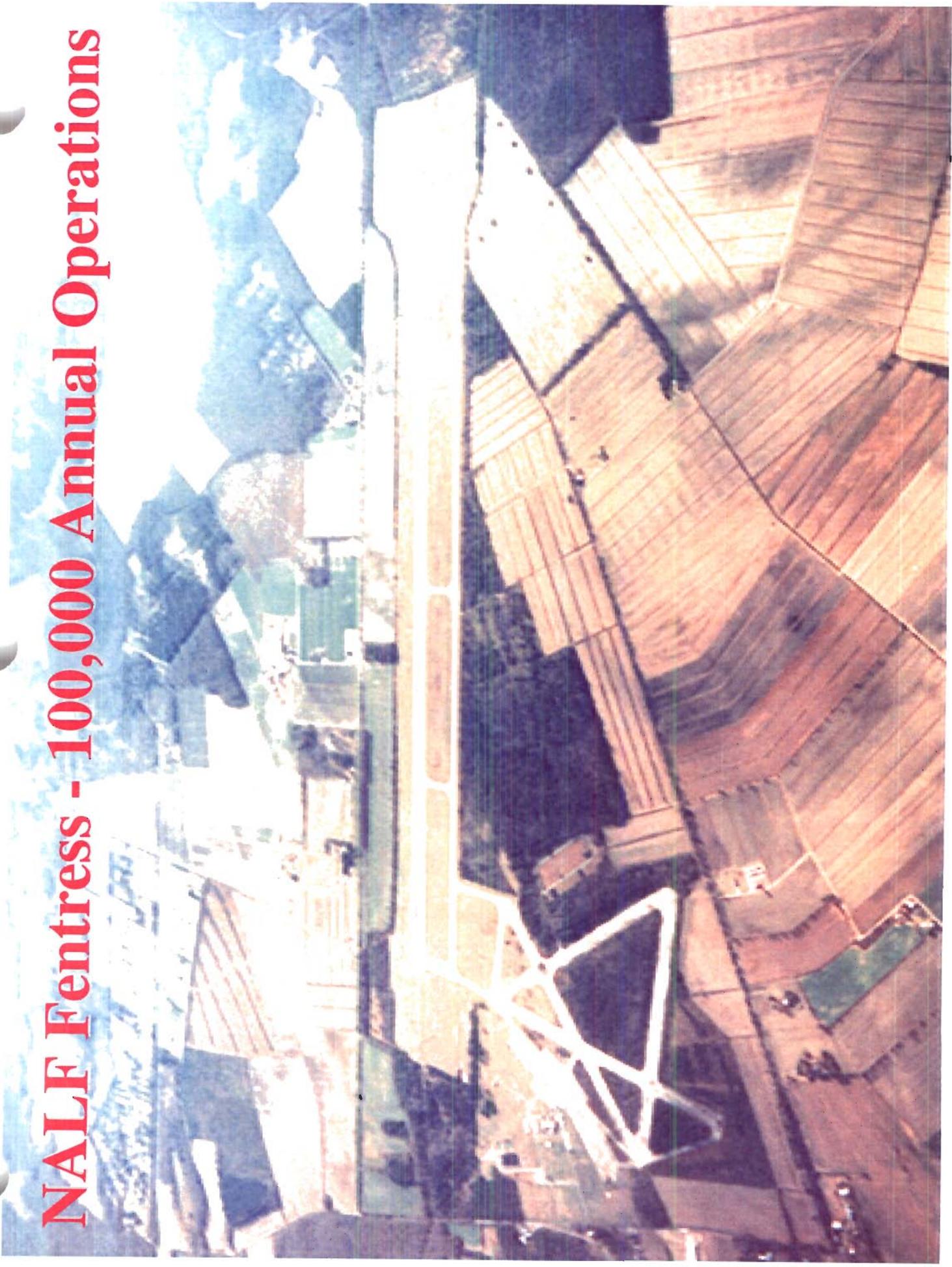
NAS Oceana



NAS Oceana - 200,000 Annual Operations

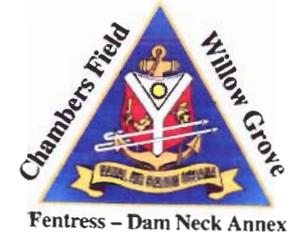


NALF Fentress - 100,000 Annual Operations



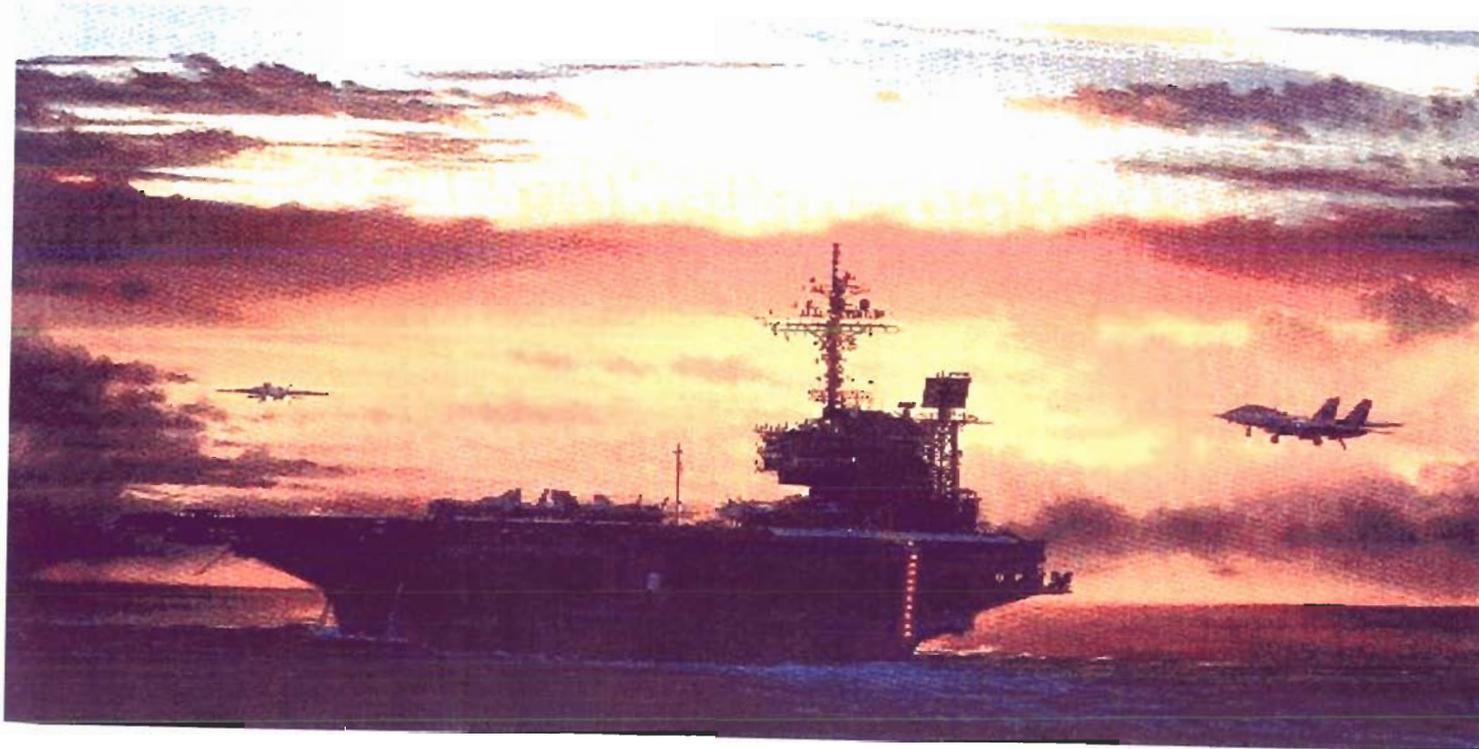


Mission



Support the Navy's Atlantic and Pacific Fleet force of Strike-Fighter Aircraft & Joint / Inter Agency Operations

- Provide the resources to conduct flight operations
- Provide top Quality of Service for Naval personnel and families





NAS Oceana Statistics



- NAS Oceana
 - 5,331 acres (main station)
 - 515 acres (non-contiguous)
 - 741 acres AG outlease
 - 3,681 acres of easements
 - NALF Fentress
 - 2,556 acres
 - 3 acres (non-contiguous)
 - 893 acres AG outlease
 - 8,777 acres of easements
 - Chambers Field
 - Airfield only
 - Navy Dare Range
 - Use of 23,000 acres of Air Force Property
-
- **Infrastructure**
 - **3 Airfields**
 - 6 runways
 - **732 facilities (Oceana & Fentress)**
 - **\$1.74B replacement value (Oceana & Fentress)**



NAS Oceana Squadrons

24-May-05



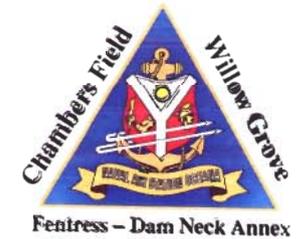
	<u>2001</u>	<u>2005</u>	<u>2010</u>
F-14 Squadrons	12	6	0
F-14 Aircraft	150	33	0
F/A-18C Squadrons	10	10	7
F/A-18C Aircraft	146	135	85
F/A-18E/F Squadrons	0	3*	9
F/A-18E/F Aircraft	0	50	120
VFC-12 Adversary	12	12	12
SAR H-3	2	0	0
Other Aircraft	6	14	14
Total Squadrons	23	19	17
Total Aircraft	316	244	231

***Since 1990, Every Carrier Air
Wing Deployed Has Seen
Combat***





Current Litigation



Residents of Virginia Beach and Chesapeake filed a class action lawsuit against the United States on 5 April 2001 over Jet noise at NAS Oceana and NALF Fentress.

Attention Property Owners,

Victims of excessive jet noise may be eligible for damages from the federal government.



Jet noise contours before the arrival of 154 F-16s



Jet noise contours after the arrival of 154 F-16s

A Decline in Property Values And Quality Of Life

Join Your Neighbors In Demanding Compensation.

You Must Take Action Now To Protect Your Right To Future Compensation.

Call Or Visit Our Website Now If You Live In Or Near These Zip Codes:

- 23322
- 23451
- 23452
- 23464
- 23456

Jet Noise Litigation Group



Joint Land Use Study

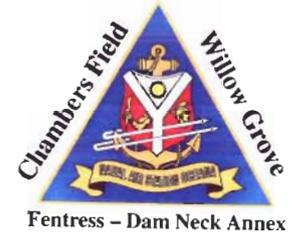


Fentress - Dam Neck Annex

-
- OSD / Office of Economic Adjustment (OEA) Program
 - Participants
 - NAS Oceana / Chambers Field / NALF Fentress
 - Virginia Beach
 - Norfolk
 - Chesapeake
 - Timeline
 - July '04: Consultant start date
 - October '04: Open houses & Draft JLUS recommendations
 - January '05: Va Bch Public Hearing.....EMOTIONAL!
 - April '05: Final JLUS delivery date
 - May '05: City Councils vote on JLUS



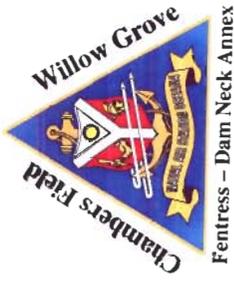
Joint Land Use Study



- JLUS results thus far
 - Virginia General Assembly legislation
 - Required disclosure for sales & leases
 - Sound attenuation required for new business construction
 - Aviation easements
 - Encroachment partnering
 - Conservation groups
 - Southeastern Parkway (State of VA & City of Va Beach)
 - Proposed Virginia Beach AICUZ Overlay District
- **Key Factor**
 - City Council adoption / enforcement
 - JLUS process should continue regionally



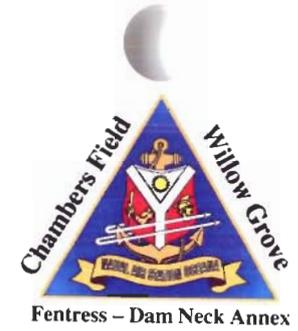
Easement Enforcement



- Background
 - 1977-1989: U.S. Navy purchased over 400 restrictive easements
 - Covering 12,000 acres at a cost of \$57.9M to ensure future compatibility of land use with Naval Air operations
- Situation
 - Navy has periodically reviewed easements; comprehensive review now underway as part of JLUS
 - Sent broadcast letter to over 565 property owners encumbered by easements July 2004
 - Easement allows inspection to ensure compliance. Began Feb 2005 and are ongoing & we now know some are being violated.
 - Violators will be formally notified of non-compliance & given the opportunity to comply. Continued non-compliance results in legal action



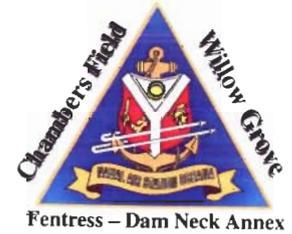
Easement Review Process



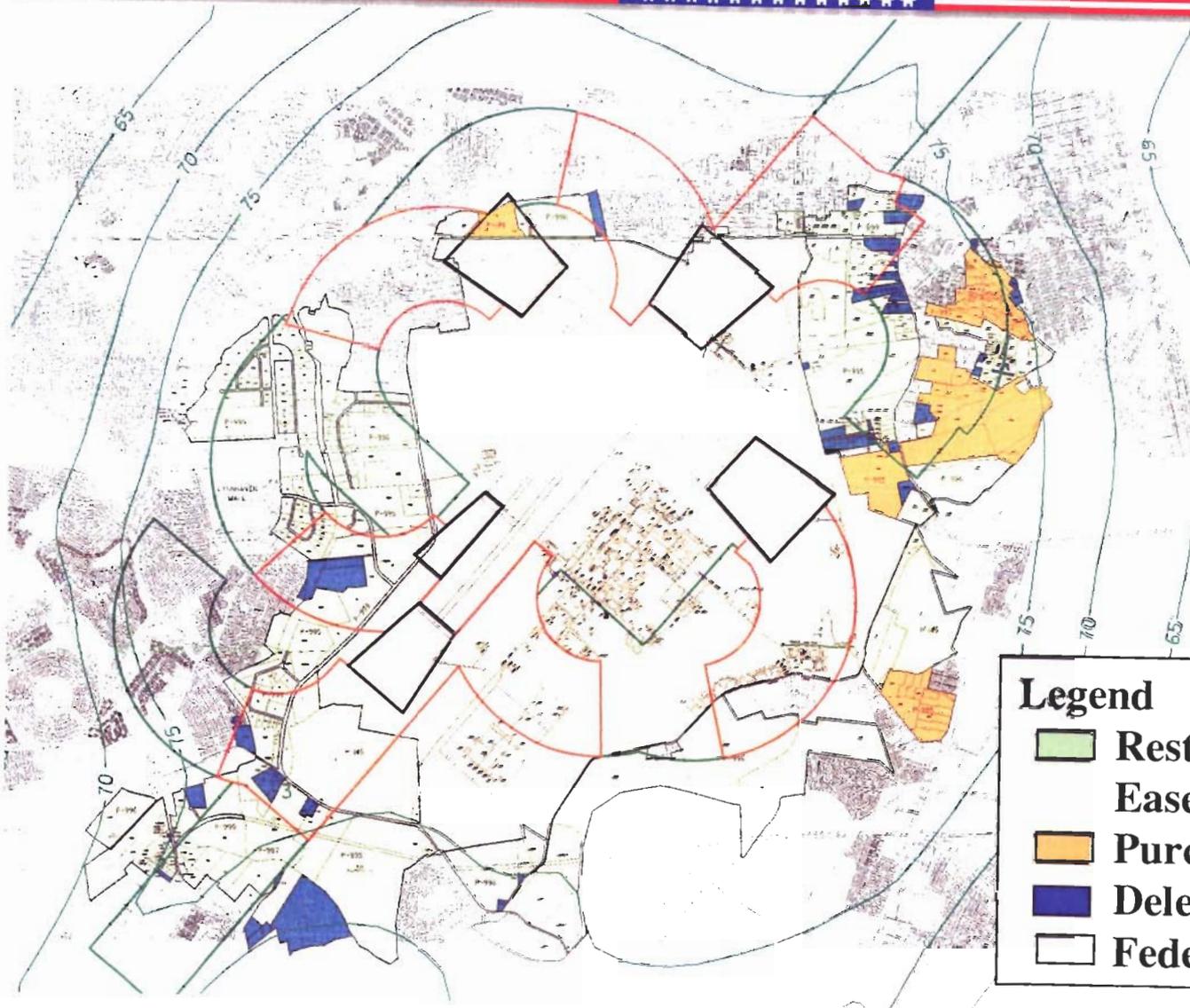
- All Navy restrictive easements are a matter of public record in the local courthouses (Virginia Beach & Chesapeake)
- Each proposal is reviewed by a panel of professionals
- The panel's recommendation is forwarded to the Commanding Officer of NAS Oceana for final review and approval
- Reviews are processed in the order they are received
- Normal processing time is three weeks



NAS Oceana Easements



Fentress - Dam Neck Annex

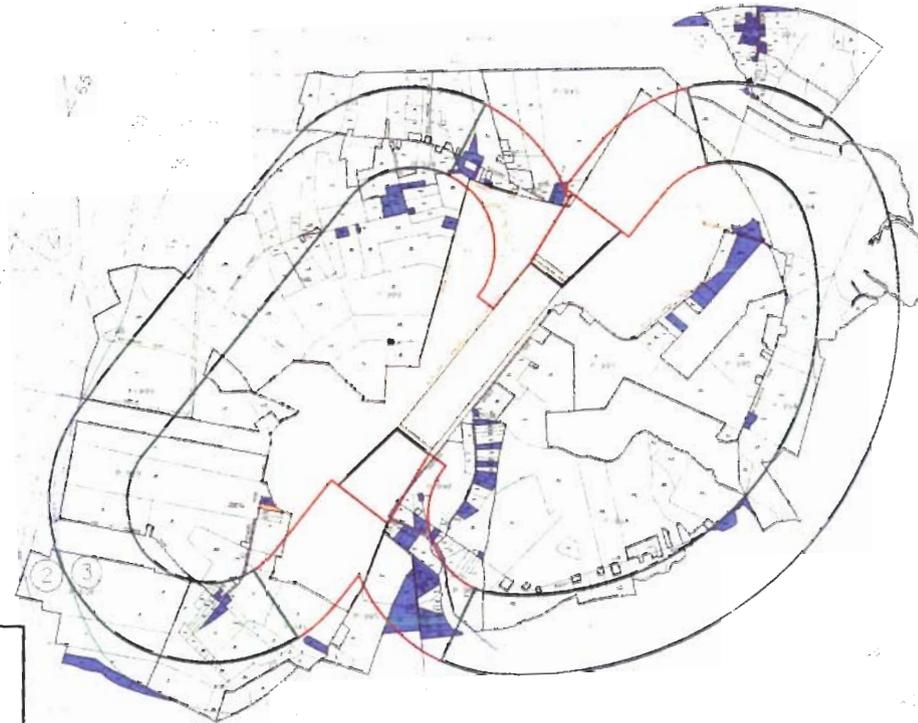
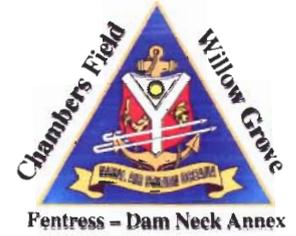


Legend

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-  Purchased Fee Simple
-  Deleted From Acquisition
-  Federal Property

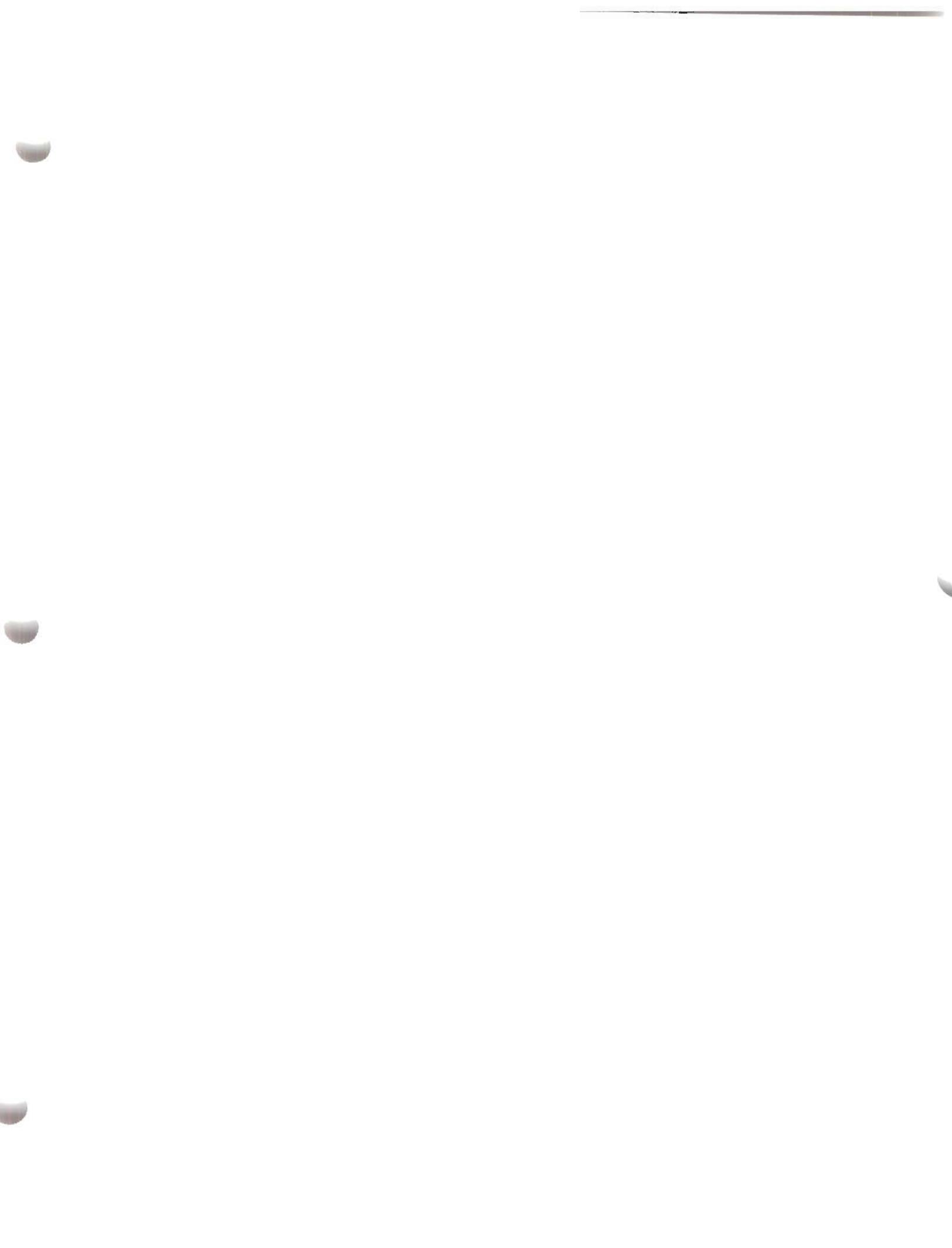


NALF Fentress Easements



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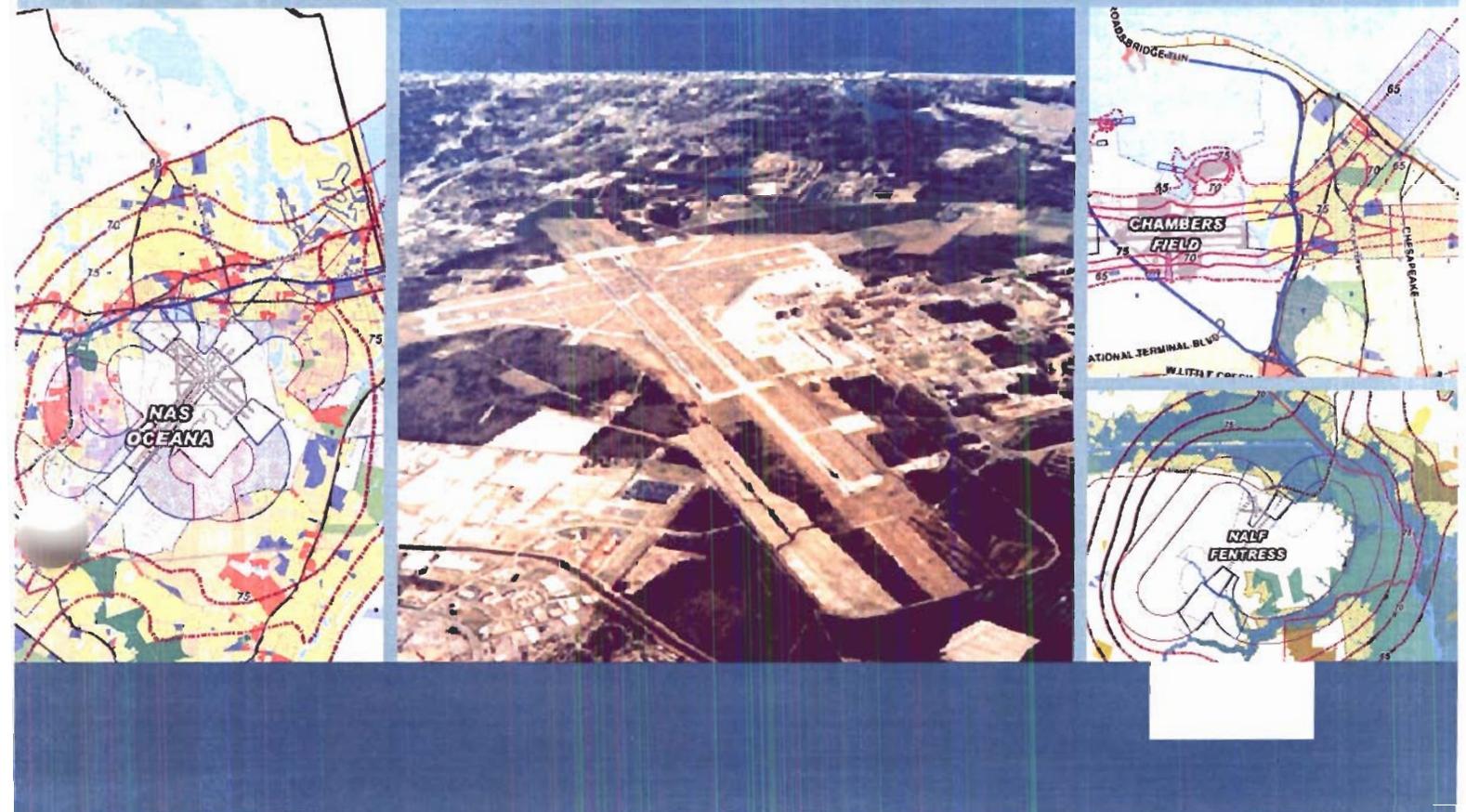
-  Restrictive Development Easements
-  Purchased Fee Simple
-  Deleted From Acquisition
-  Federal Property



Executive Summary

Hampton Roads

Joint Land Use Study



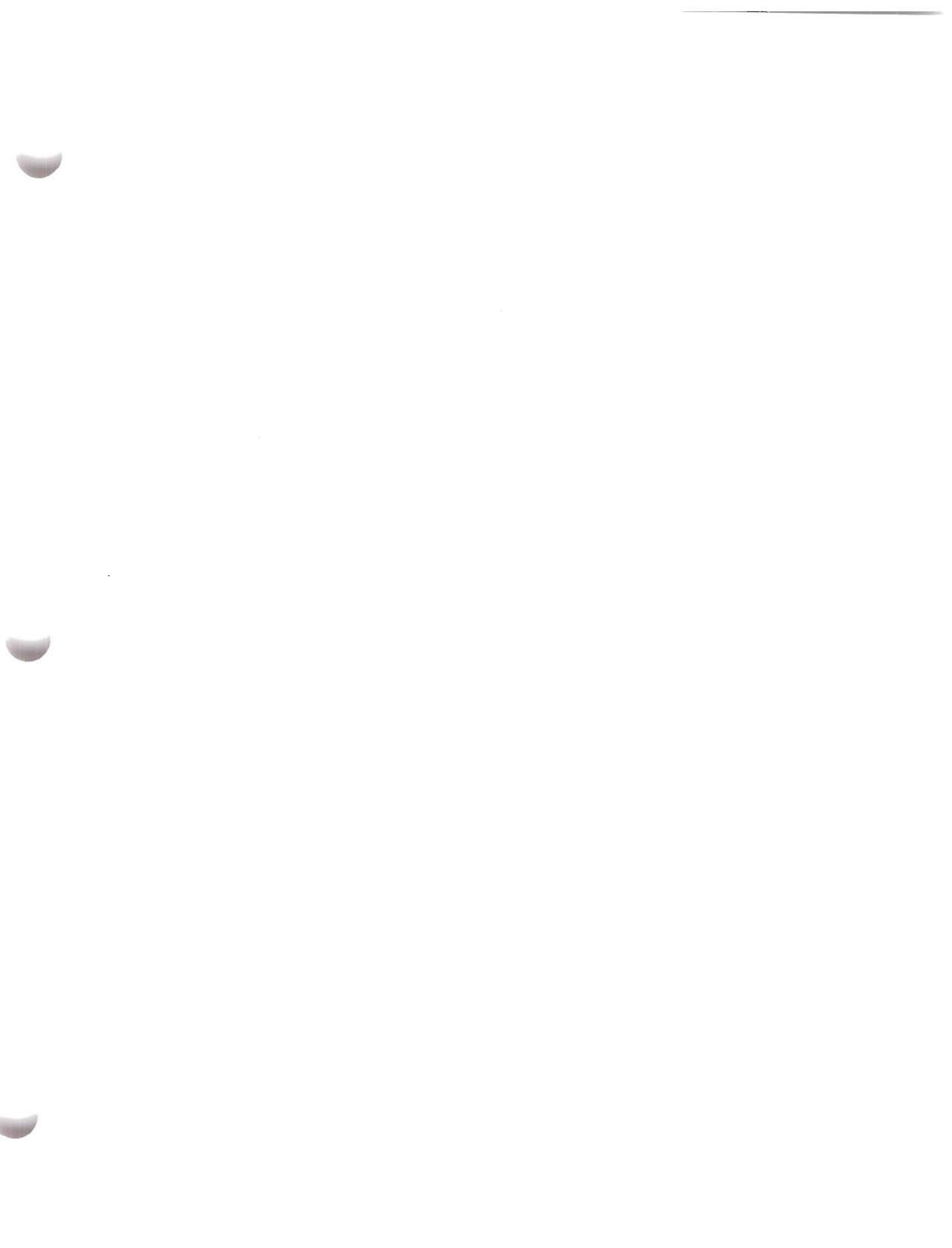
PREPARED FOR
Hampton Roads Planning District Commission

PREPARED BY
EDAW, Inc.
Kerr Environmental Services Corp.
Vanasse Hangen Brustlin, Inc.
The Miles Agency

APRIL 2005

EDAW

DESIGN, PLANNING AND ENVIRONMENTS WORLDWIDE



Executive Summary

The cities of Chesapeake, Norfolk, and Virginia Beach have partnered with the U.S. Navy to conduct the Hampton Roads Joint Land Use Study (JLUS). The study explores opportunities to reduce noise impacts on communities surrounding NAS Oceana, NALF Fentress, and Chambers Field while accommodating necessary growth and maintaining regional economic sustainability. Balancing community interests with the military mission in Hampton Roads is the goal of this JLUS, with local policies recommended for jurisdiction implementation to achieve this balance.

The three military airfields that are part of this JLUS contribute billions of dollars annually to the regional economy, making these installations crucial elements of the community fabric. As major contributors to the economy and military mission of the U.S. Navy alike, the operations of these airfields are critical to maintain at levels necessary to train pilots for their assigned missions.

Active airfields have been part of the landscape in Hampton Roads since the early 20th century. The growth of communities surrounding these military assets began affecting operations decades ago, spurring initial efforts at partnership between the military and jurisdictions to control growth. Past efforts have targeted land use policy and densities, responding to Navy guidance on compatible densities and land use types around the installations. Increasing growth in the recent past, however, has necessitated an updated assessment of how well the current policies are managing growth and community quality of life within the vicinity of the airfields.

Using the Navy Air Installation Compatibility Use Zone (AICUZ) policy as the guide for land use decisions, the assessment of jurisdiction policies and future military operations focuses on minimizing additional community impacts through guiding incompatible uses away from active airfields. Generating the most concern with encroaching community development is land use policy around NAS Oceana, the Master Jet Base for the eastern United States.

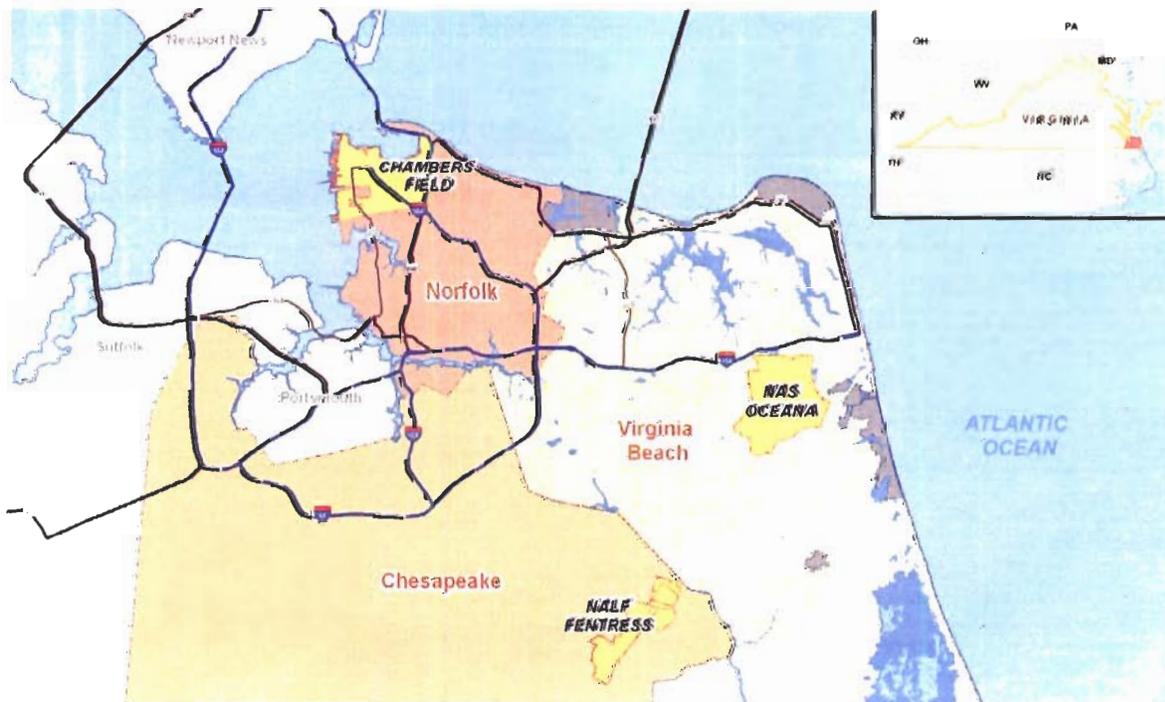
Large scale development within the vicinity of NAS Oceana began in the City of Virginia Beach over 30 years ago. Since the dialogue on land use

compatibility/development between Virginia Beach and the Navy began in the 70s, development has been proposed and approved within areas the Navy disagrees should be developed. In other cases, the City has modified or rejected development proposals to address the Navy's concerns. Conflicts have repeatedly arisen over land use proposals between the two parties. Varying planning and land use policies were adopted by the City to address this problem. The differences between the two parties became more pronounced during the basing decisions for the F/A-18 E/F Super Hornets and new Navy regulations about AICUZ land use compatibilities during 2002 and 2003. This JLUS effort in 2004-5 is a direct consequence of these differing attitudes towards development in NAS Oceana's AICUZ.

Development around NALF Fentress has been less intense over the years. While compatible development is still essential to maintain military operations, existing Navy easements, jurisdiction land use policies, and natural constraints to development have limited major encroachment around the airfield.

At Chambers Field at Naval Station Norfolk, development existed around the airfield prior to jet aircraft and modern air operations starting at the base. This development, although incompatible with current Navy regulations in certain areas, is stable and unlikely to change significantly in the near future. Very little vacant or undeveloped land remains in the AICUZ.

Navy Airfields in Hampton Roads



Recommendations of this JLUS focus on specific policies to address land use, noise, and economic concerns of the surrounding communities. Some tools are applicable to all three jurisdictions in the study, while some are pertinent to a specific city and its constituency. The goal of these tools is to create a uniform planning policy environment around the installations to help prevent future growth incompatible to continuing military operations.

The tools seek a balance among these diverse interests by stressing:

- the feasibility of implementation;
- the ability to sustain the economic health of the region and protect individual property rights;
- the protection of the critical military missions performed by NAS Oceana, NALF Fentress, and Chambers Field; and
- the protection of the health, safety, welfare, and overall quality of life of those who live and work in the Hampton Roads region.

Tools recommended at both the regional and jurisdiction level can be categorized into eight primary categories. These groupings represent key issues surrounding the protection of the existing quality of life and military operations:

- Coordination/Organizational
- Communications/Information
- Sound Attenuation
- Real Estate Disclosure
- Planning and Public Policy
- Land Use Regulation
- Acquisition
- Military Operations

The matrix below provides a summary of the agreed-upon tools resulting from this JLUS that are recommended for the region, Navy and each jurisdiction.

In addition to these policy tools, a JLUS Sub-Committee was formed in February 2005 to focus on AICUZ and land use issues in the City of Virginia Beach, primarily around NAS Oceana. This Sub-Committee produced a Statement of Understanding between the City and the Navy with a number of suggested actions to reduce potential conflicts. (The complete Statement of Understanding is available from the City and

included as an Appendix to the JLUS report.) These are summarized as follows:

- The City of Virginia Beach would create a new process for Navy officials to review and comment earlier in the process on proposed development in the AICUZ.
- The City would ask sponsors proposing development that might be incompatible with the Navy's AICUZ guidelines to meet with Navy officials to discuss alternatives.
- The City would consider fundamental changes in the zoning ordinance to substantially reduce the number of residential units allowed by current zoning in the Resort Area.
- The City would adopt a Zoning Overlay District in all noise zones greater than 65 dB DNL to help prevent encroachment at NAS Oceana.
- The City would recognize the importance of NAS Oceana's Interfacility Traffic Area in the City's Transition Area by:
 - retaining agricultural zoning of one residential lot per 15 acres in the 75 dB DNL and above noise zone;
 - amending the Comprehensive Plan to retain agricultural zoning with residential density not to exceed one dwelling per five acres in the 70-75 dB DNL noise zone, as allowed by a conditional use permit; and
 - limiting density to one dwelling per acre in the 65-70 dB DNL noise zone.
- Based on legislation recently passed by the General Assembly, sound attenuation laws would be expanded to certain non-residential uses and disclosures of noise and/or accident potential zones would be improved for the sale or lease of residential units.
- The City would initiate a working group with NAS Oceana to work with the Virginia Real Estate Board to review, and possibly revise, all disclosures currently in use for noise and/or accident potential zones and determine where disclosures might be needed where none are used now.
- The City would keep the Navy effectively involved in future planning processes for proposed transportation improvements in the AICUZ.
- The City would continue to include the Navy as a vital stakeholder in revising the Oceanfront Resort Area Concept Plan.
- The City would strengthen its working relationship with the Navy and create an ongoing, open dialogue to address the Navy's concerns about potential encroachment at NAS Oceana.

Implementation of these recommendations would result in a decreased level of community impacts from noise, increased community understanding of military operations, and continuing progress towards managing incompatible growth near the Navy's airfields. The standardization of policy tools across the cities would result in a regional approach to cooperation between jurisdictions and the military. An on-going JLUS Regional Coordinating Committee could oversee this coordination and monitor implementation of this JLUS and other related planning efforts. The desired end result is an increased quality of life and continued military presence in Hampton Roads for future decades.

Future Noise / Land Use Policies : Regionwide

Topic	Proposed Tools	Definition	Implementation Responsibility
Communications/ Information	Improve communications through updated web sites	Provide JLUS information and any other relevant AICUZ or related land use/noise conflicts information on jurisdictions' websites. Update information on a regular basis.	Jurisdictions (in cooperation with Navy)
	Request FAA briefing on possible application of FAR Part 150	FAA Part 150 may have noise impact mitigation and other measures applicable to Navy airfields. Request FAA to provide briefing in potential applications for HR jurisdictions.	FAA and Jurisdictions (Virginia Beach)
	Strengthen public education regarding safety and noise restrictions in existing Airport Noise Ordinances	Educate public on existing AICUZ policy which recognizes noise, safety, height, land use and other restrictions around military airfields	Jurisdictions
Coordination/ Organizational	Create JLUS Regional Coordinating Committee to include the Peninsula's military facilities and local governments	Multi-stakeholder committee which will continue dialogue and monitoring of JLUS recommendations and future land use impacts	HRPDC, Jurisdictions, Navy, Army, Air Force, Coast Guard
Planning and Public Policy	Seek Navy input on school siting boards/decisions	Consult Navy on school siting decisions to review future school sitings in all three jurisdictions	Jurisdiction School Boards, Navy
Real Estate Disclosure	Early real estate disclosure	Disclosure of structure's location within AICUZ noise zones and/or within APZs at the initial advertisement of property (e.g., Multiple Listing Service database). Ensure early disclosure is being followed and educate agents of proper language/timing.	Jurisdictions, VA Real Estate Board, HR Realtors Association, HR Assoc. of Commercial Real Estate
Sound Attenuation	Strengthen building codes	Modify existing STC ratings for sound attenuation to higher levels based on application by other jurisdictions; tier application of expanded codes according to noise contours	Jurisdictions, State Representatives in Legislature, Navy
	Strengthen building codes of schools in noise contours	Improve sound attenuation of school structures based on applications by other jurisdictions	Jurisdictions, State Representatives in Legislature
	Implement noise attenuation requirements for certain non-residential structures	Conduct research to implement recently-enacted state legislation enabling Hampton Roads communities ability to require noise attenuation for certain non-residential noise-sensitive structures (churches, office buildings, hospitals, etc.)	Jurisdictions, VA Board of Housing & Community Development
	Ensure building code enforcement	Ensure contracted builders are following increased standards in noise contours	Jurisdictions, Tidewater Building Association
	Building code R&D in Hampton Roads	Promote research and development on new methods of sound attenuation through construction and building materials	Jurisdictions, Tidewater Building Association, Local Educational Institutions, Local/National Building Material Retailers

Future Noise / Land Use Policies : Navy

Topic	Proposed Tools	Definition	Implementation Responsibility
Communications/ Information	Improve Navy communications through updated web sites and hotline response	Improvement of communication methods of Navy activities to public	Navy (in cooperation with jurisdictions)
	Update educational materials explaining noise, AICUZ, and real estate disclosure	New brochures (with AICUZ maps) discussing specifics of noise contours, AICUZ, and Navy operations	Navy (in cooperation with jurisdictions)
Planning and Public Policy	Enforce development restrictions on existing easements	Enforce development restrictions on existing easements to ensure AICUZ compatible development around airfields	Navy (in cooperation with jurisdictions)
	Pursue OLF in North Carolina	Pursue additional Outlying Field to allow additional flight training in undeveloped areas outside of Hampton Roads	Navy, DOD, Congressional representatives
Acquisition	Pursue funding for DoD Conservation Land Purchase	Partnerships with local, state, and non-profit conservation entities to acquire land around military installations to prevent further encroachment	Navy, DOD, Jurisdictions, partner entity
Air Operations/ Training	Flight Ops modifications	Implement/continue all flight ops modifications feasible to reduce air ops to minimal feasible to support mission over HR developed areas (e.g., NAS Oceana Course Rule Changes implemented 3/1/04)	Navy

Future Noise / Land Use Policies : City of Norfolk

Topic	Proposed Tools	Definition	Implementation Responsibility
Land Use Regulations	Expand/Modify Airport Safety Overlay District	Expand/modify existing Overlay District to encourage AICUZ-compatible development in addition to those present in the baseline zoning classification. The Overlay District cannot prohibit any development allowed under the baseline classification. District is created around boundaries of noise contours and safety areas.	Jurisdiction
Acquisition	Establish a Voluntary Property Acquisition Program	Implement program, as determined feasible, to acquire existing properties within Clear Zones of Chambers Field	Jurisdiction

Future Noise / Land Use Policies : City of Chesapeake

Topic	Proposed Tools	Definition	Implementation Responsibility
Planning and Public Policy	Revise ordinance regarding clustering provisions	Implement revision of ordinance to encourage AICUZ-compatible clustering of density	Jurisdiction
Land Use Regulations	Expand Fentress Overlay District within existing Zoning Ordinance	Include land use restrictions on lands within APZs and all noise contours rather than primarily 75+ DNL	Jurisdiction
	Implement Comprehensive Plan to support integrated preservation planning policies	Implement Comprehensive Plan to synchronize the City's rural preservation efforts which control development densities in the AICUZ	Jurisdiction
Acquisition	Establish Avigation Easement Program	Create program for jurisdiction to offer avigation easements as part of proffer or other special permitting processes for proposed new development in the AICUZ	Jurisdiction

Future Noise / Land Use Policies : City of Virginia Beach

Topic	Proposed Tools	Definition	Implementation Responsibility
Planning and Public Policy	Establish a Redevelopment Strategy	Advance public understanding of redevelopment options and create voluntary and incentive-based tools to affect community goals	Jurisdiction
Land Use Regulations	Revise City Zoning ordinance to include AICUZ Overlay District	Establish AICUZ Overlay District to protect public health, safety & welfare and prevent encroachment that would degrade military operations at Navy airfields (Overlay District to be based on 1999 AICUZ map). Implementation actions to establish District would include appropriate comprehensive plan and related development regulatory changes.	Jurisdiction
Acquisition	Pursue purchase of impacted properties in the >70 DNL area of the Transition Area for open space	Assemble funding package of state, Federal and local funds to purchase from willing sellers affected property in the > 70 DNL area of the Transition Area to convert to public open space	Jurisdiction (in cooperation with Federal, state and local agencies providing potential funding sources)
	Expand or modify land acquisition/protection programs in the Transition Area	Modify or expand existing Open Space, Agric. Reserve, and other acquisition programs to target funds for acquiring land within defined geographic corridor in Transition Area	Jurisdiction
	Seek Federal funding to purchase conservation lands	Working with other Hampton Roads communities, seek Federal funding to purchase conservation lands within AICUZ impacted zones	Jurisdiction (in cooperation with Federal agencies providing potential funding sources)
	Establish Avigation Easement Program	Create program for jurisdiction to offer avigation easements as part of proffer or other special permitting processes for proposed new development in the AICUZ	Jurisdiction





DEPARTMENT OF THE NAVY
 NAVAL AIR STATION OCEANA
 1750 TOMCAT BOULEVARD
 VIRGINIA BEACH VIRGINIA 23460-2188



IN REPLY REFER TO
 0122
 Case # 0220
 June 9, 2001

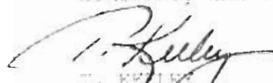
Mr. Keith Christie
 Planning Department
 201 Virginia Beach
 City Courthouse Square
 Building 2, Room 119
 Virginia Beach, VA 23456

Dear Mr. Christie:

Thank you for the opportunity to comment on the request for rezoning of property owned by Near Post LLC and their proposed apartment construction on Laskin Road. The site is located in the Airport Zoning District, Zone Two (APZ-2) and in the 70-75 decibel day-evening-night average (dne) noise zone. The Navy's Airport Operations Compatible Use Zones Program states that residential land use is not compatible and should be prohibited in this zone.

The Navy acknowledges the landowner's desire to develop their property, but I urge you to deny their request. We would not support residential development at this site as an encroachment on operations at Naval Air Station Oceana. If you have any questions, please contact my Community Planning Liaison Officer, Mr. Ed Fitzer at (757) 433-3158.

Sincerely and very truly,
 yours,


 T. KELLEY
 Captain, U.S. Navy
 Commanding Officer

cc: MARIPEG MIDLAND
 Honorable Mayor Meyer, City Council
 Virginia Beach City Council
 Virginia Beach Planning Commission

property, or shall relocate the water line subject to the approval of the Department of Public Utilities.

Staff Evaluation: *The proffer is acceptable. It insures that the existing five-inch water line running along the northern boundary of the property will be relocated subject to the approval of Public Utilities or an easement for maintenance and repair recorded.*

City Attorney's Office: The City Attorney's Office has reviewed the proffer agreement dated July 25, 2003, and found it to be legally sufficient and in acceptable legal form.

Evaluation of Request

The request to rezone the site from H-1 Hotel District, B-2 Community Business District, B-1 Business District and R-40 Residential District to Conditional A-36 Apartment District and to develop 90 condominium units, associated parking and recreational area is recommended for approval as proffered.

X The proposed development represents a dramatic reduction in the number of units compared to what could be built by-right on the site with the existing H-1 Hotel zoning (90 units under this proffered rezoning versus up to 264 under the H-1 zoning). This is significant considering the fact that the site is situated within the 70 to 75 dB AICUZ and Accident Potential Zone II.

The applicant worked with staff to produce a project that furthers the upscale vision for the Laskin Road Corridor. The building heights along Laskin Road and Oriole Drive are varied to create visual relief and to lessen the 'wall' effect that large buildings can establish along roadways. The proposed landscaping and ornamental fencing along the roadways will soften the eye level vision of the proposed buildings. The proposed building materials are of high quality and are complementary of one another. The buildings are situated on the site to take advantage of the expansive views of the golf course and waterways. Several existing entrances from Laskin Road will be eliminated. The redevelopment of the site will present a positive image for the surrounding area and this gateway to the Oceanfront Resort Area. Therefore, staff recommends approval of the request as proffered.





321 Mace Hill Street
Virginia Beach, VA 23451
22 July 2000

Department of the Navy
Atlantic Division
Naval Facilities Engineering Command
1510 Gilbert Street
Norfolk, VA 23511-2699

Dear Mr. Walker,

In reference to your letter 11000 over 2032 dated 26 June 2000, the following is submitted regarding jet aircraft at NAS Oceana.

As a resident of the Croatan area in Virginia Beach for over 14 years I can attest to the unconscionable aggravation and anxiety created by shrieking jet noise from aircraft at Oceana.

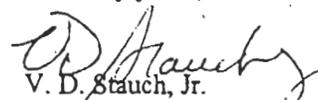
In particular, the past 18 months has been hellish, as jet noise and crash potential have escalated dramatically from the decade prior to that period. The Oceana base location and jet aircraft profile today is totally inappropriate and incompatible with its surroundings of private residences, schools, churches, theatres, shopping areas/malls and commercial business centers.

The level and frequency of peak noise events caused by Navy jets is a bona fide cause for alarm and outrage.

Buzzing my residence and neighborhood, as well as others, at low altitudes, is both dangerous and frightening. Peace and tranquility are shattered during both day and night. Daily readjusting of pictures hanging on my walls from the noise vibration is the least of the nightmare created by jets. This area should not be subjected to the continuing harassment from Navy jet fighter overflights, - F-14 and F-18's alike. But the 18's are the worst, - and the E's and F's must *UDS* be the end to hearing itself.

Navy jet noise is the sound of incursion and intrusion upon home and life! The current Air Installation Compatible Use Zone is INCOMPATIBLE! I trust that eventually your Environmental Impact Statement will reveal just that. I am hopeful that the Navy will publish *all* the facts this time around. Navy jet fighter pilots should train and operate over the desert or similar unpopulated terrain, - not my backyard/city.

Sincerely yours,


V. D. Stauch, Jr.
LT Colonel USMC (Ret.)

CC: Senator Warner
Senator Robb
Representative Pickett
Meyera E. Oberndorf

July 16, 2005

BRAC Chairman Anthony J. Principi:

Virginia Beach is the largest city in the state. It could be a tourist paradise but the noise and danger from the military aircraft will discourage visitors. Many businesses could set up here and many people could build homes, but Oceana takes up an enormous space. Noise from the Superhornets is loud even through the thick walls of the building where I work. I don't want my children's and grandchildren's brains crippled. We could have a pleasant life here if you moved Oceana to a large area that is not in the middle of a city.

Sincerely,

David M. Steinberg

David M Steinberg

Carole J Steinberg

BRAC Commission

JUL 19 2005

Received

BRAC Commission

July 14th 2005

To: BRAC Commission

**RECEIVED**

JUL 19 2005

Received

Dear BRAC Commission members:

Members of your commission expressed interest in adding NAS Oceana to the BRAC closure list. As president of Magic Hollow Community Association, the largest homeowners association and one of Oceana's adjacent neighbors, and a wife of a retired Navy member who spent his career dealing with various types of aircraft, I believe I can provide you with additional information in shaping your decision.

I would like to deal with the logistics of the location first:

Much media attention has been given to a small and vocal group claiming to represent the majority of area citizens on the need for Oceana to be moved. This group however represents an extremely small portion of the population of the Virginia Beach and Chesapeake residents. NAS Oceana is a master jet base; it has the widespread support of our community. Does it get loud? Yes on occasion, but the noise is not persistent, or long in duration. The stories I hear about kids cringing and dogs running at the sound of the jet are so untrue it is laughable. The kids I see either ignore them, or look on them with awe. My neighbors' dogs cringe or bark when people walk by. My own dog joined our family 6 months ago and I have never even seen her acknowledge a jet flying over. These are the exaggerated words of people who want to press their own agenda. I have heard perhaps a jet in 3 days. Jet schedules vary often.

My community is Oceana's largest western side neighbor. We have 755 homes located here. Our children attend schools in areas thought to be widely affected by jet noise. We live and shop in these areas. People are not packing up to leave, we have been here 17 years, and many of my neighbors have been here nearly 30 years. We are not poor, uneducated people with no other options. We enjoy our community and embrace our Navy neighbors. Home values in our community have been rising faster in our neighborhood, than in some "non-affected" neighborhoods.

Prior to September 11th, I served on a liaison committee with NAS Oceana, and City officials to develop solutions and share concerns involving all interested parties. I found the Navy to be quite willing to work with the community to alleviate concerns where it could. We pushed for Congressional funding to build the "Hush House" an engine testing facility in a controlled environment. Noise issues after the hush house went into existence dropped dramatically. In the past 5 years, I have had no member complain about NAS Oceana operations, and prior to that, the complaints were infrequent or were alleviated by the Hush house.

Regarding the safety of the pilots and neighbors: I would suggest that safety is an issue regardless of where planes fly and people work. These highly trained pilots land their planes in nights at sea under deplorable conditions. I have the utmost confidence in their

abilities to do so at NAS Oceana. I have seen no evidence of pilot hot-dogging, flying at inappropriate levels or other concerns. I would be more nervous next to a quieter municipal airport than a master jet base.

Another issue this BRAC commission must face is the quality of life issues provided by NAS Oceana's location. As I mentioned previously, my husband honorably retired after 21 years of service to the United States Navy. His rate, ABF (Aviation Boatswains Fuel), kept him contact with jets, helicopters and the like. He served two tours of duty at NAS Oceana. My husband was able to give the US Navy a career, in no small part to where we live. I am a computer networking professional. My career was and is still important to me and the income of my job critical to my family. Had we been forced to accept an assignment to a more rural location, the job opportunities and pay for me would not have been present. Navy families willingly sacrifice a great deal for their country. We endure long separations (not just the 6 month variety), uncertain schedules and lets be frank – very low pay and a crumbling of our benefits. My ability to have a career (not a job) and provide my part for my family is critical.

Educational opportunity is another aspect. Virginia Beach Public Schools has a top notch educational program. How many rural communities offer the following to their citizens: Japanese foreign language, a huge variety of Advanced Placement offerings, specialized academies in legal, medical, technology and math and science? Our students can take many classes now that give them college credit through articulation agreements and dual-enrollment. We have high end successful technology programs in our Advanced Technology Center that are blueprint for school systems across the country. And following graduation, our children can stay local and attend a variety of colleges or specialized education centers or find ample opportunities for work. These opportunities will not be available in a more rural setting.

Finally, the BRAC Commission must consider the financial impact of such a decision. Billions of dollars have been invested in NAS Oceana and its community. Abandoning such an investment and then having to spend additional money elsewhere to retro-fit a location for Oceana is simply fiscal mismanagement. You must act as stewards for the American taxpayer and consider these financial costs. If you were truly concerned about some of the noise or encroachment issues, spend just 10% of this money and you can easily help sound proof some schools, or nearby homes, or as a last resort, buy the properties that are concerning you regarding the encroaching of NAS Oceana. To throw it all out and start again is ridiculous. The Naval fleet is nearby, thus reducing costs even further. The money you would force the US Navy to spend for raised costs and relocation expenses could be better spent on our homeland security. There are so many unfunded expenses that cannot be met now, for you to increase the burden on our country for no reason would be wrong.

Thank you for your time and attention to this letter. NAS Oceana is a vital and integral part of our country's national security. You must do the right thing and leave NAS Oceana intact in Virginia Beach where it belongs.

Thank you,

Linda Lavender
921 Bamberg Place
Virginia Beach VA 23453
(757)468-9927 lindalavender@cox.net

BRAC Commission

JUL 19 2005

Received



300 Wavy Street
Portsmouth, VA 23704
757-393-1010
757-673-5300 fax

□ □ □ □ □ □ □ □ □ □

Doug Davis
President & General Manager
WAVY/WVBT-TV

doug.davis@wavy.com

July 15, 2005

Base Realignment and Closure Commission
2521 South Clark Street
Suite 600
Arlington, VA 22202

Dear Sir/Madam:

This letter is to voice my strong support of Secretary of Defense Donald Rumsfeld's decision not to include Naval Air Station Oceana as a candidate for closure in the 2005 Base Realignment and Closure process. As a business manager in the area, I am naturally concerned about the potential closure of Oceana. The air base produces a \$1.2 billion annual impact on the Hampton Roads area, and the base is Virginia Beach's largest employer. Nearly 10% of the city's economic output comes from NAS Oceana. The ripple effect on local businesses is clear.

In addition, Oceana has provided an invaluable service to the Military. The quality of life for the service men and women stationed at Oceana is unexcelled. Job opportunities for spousal and family employment, higher educational opportunities, great medical care, a tremendous support network for children with special needs, and world-class recreational opportunities all exist in this area. These benefits influence military retention. Plus, Oceana's location next to the majority of the East Coast aircraft carriers is advantageous from a military standpoint, and again adds to the quality of life for the service personnel by allowing them to spend more time with their families.

The City of Virginia Beach has addressed encroachment concerns. The City has instituted an Airport Zoning Ordinance, and the State of Virginia and the City have invested \$202 million in transportation improvements around NAS Oceana during the last 10 years. Virginia Beach recently completed a Joint Land Use Study to insure coexistence with Oceana. The city relocated two elementary schools from the APZ following the 1993 BRAC round. Surveys have shown that less than one tenth of one percent of the citizenry is actively opposed to Oceana operations and only 1.5% of the citizens have responded that jet noise was a reason they were unhappy with their decision to select where they live.

For economic and military reasons, it is important that Naval Air Station Oceana be allowed to continue to operate.

Best regards,

Doug Davis
President and General Manager

/bj



BENNETT, PETTS & BLUMENTHAL

MEMORANDUM

To: Hampton Roads Auto Dealers Association

From: Bennett, Petts & Blumenthal

Date: February 9, 2004

The following is a summary of findings from a telephone survey conducted among 500 residents of Virginia Beach 18 years of age or older. Interviews were conducted January 19 through 21, 2004. The sampling error for this survey is plus or minus 4.4 percentage points.

FINDINGS

Overwhelming majorities of Virginia Beach residents are supportive of the Oceana Naval Air Station, wish to keep it open, and believe it's continued operation is good for the people of Virginia Beach. Furthermore, a solid majority of residents do not believe the noise created by jets taking off and landing is particularly loud, and most believe the U.S. Navy does a good job of minimizing noise during take offs and landings. Specifically:

- **An overwhelming majority of Virginia Beach residents are opposed to closing down the Oceana Naval Air station and moving the jets to bases outside Virginia.** An impressive 86% of those surveyed are opposed to closing down Oceana (74% said they are strongly opposed to closing Oceana). Just 9% favor closing down Oceana.
- **An overwhelming majority of Virginia Beach residents believe Oceana is "good for the people of Virginia Beach."** Ninety percent (90%) believe that "The Oceana Naval Air Station is good for the people of Virginia Beach. It provides job for the local economy, tax revenue for the city, and is important to our national defense." Only 7% chose the alternative statement that "The Oceana Naval Air Station is bad for the people of Virginia Beach. It creates terrible jet noise, air pollution, and poses a safety risk to thousands of people."
- **Better than half of all Virginia Beach residents do not believe the jet noise from Oceana is particularly loud.** When asked to evaluate the level of jet noise where they currently live, 69% said it was either not very loud or not loud at all. Just 14% said it was very loud, and an additional 19% said it was somewhat loud.
- **The U.S. Navy is perceived as doing a good job when it comes to minimizing jet noise from take offs and landings.** Sixty percent (60%) rate the Navy's performance minimizing jet noise as either excellent or good. Just 31% rated it as not so good or poor.

Findings

This study was commissioned by the City of Virginia Beach and conducted by Continental Research Associates, Inc. The purpose of the survey was to examine the extent to which jet noise was a problem for residents living in three AICUZ zones (65, 70 and 75+). The zones were defined on a map as three "noise contours" adjacent to the flight path from Oceana Naval Air Station, with 75+ experiencing the loudest impact.

The questionnaire was developed by Continental Research and representatives from the City of Virginia Beach. It was pre-tested and then administered to 404 randomly-selected households between May 17 and June 6, 2004. Given the sample size of 404, the Margin of Error for any (full sample) percentage in this report is no greater than ± 4.9 percentage points.

Results From Zones 65, 70, and 75+

Respondents were asked if they were Very Satisfied, Satisfied, Dissatisfied, or Very Dissatisfied with the overall quality of life in the City. About 90% reported being satisfied (Very Satisfied + Satisfied combined), and 10.4% were dissatisfied. (The responses were similar among the three zones.) When asked to explain their reasons, 2.2% were dissatisfied with how the City is managed (or certain elected officials), 1.5% found traffic backups to be annoying, 1.2% felt their property taxes were too high, and 1.2% felt the City was becoming overbuilt. Jet noise, however, was never mentioned as a reason for overall dissatisfaction with the quality of life in Virginia Beach.

The next question was more specific to the person's neighborhood. Residents were asked if they were Very Satisfied, Satisfied, Dissatisfied, or Very Dissatisfied with the overall quality of life in their immediate neighborhood. About 95% reported being satisfied (Very Satisfied + Satisfied combined) and 5.2% were dissatisfied. The responses were significantly less favorable in Zone 75+. So as not to mislead, it is important to know that Zone 75+ includes considerably more renters and households with lower incomes.

Findings (continued)

Of the 404 people surveyed, 1.2% were dissatisfied with the overall quality of life in their neighborhood because the neighbors don't keep up the appearance of their properties; 1.0% were dissatisfied because of jet noise, and just under 1% because the neighborhood has too many unruly children.

Next, survey participants were asked if they were satisfied with the decision to live in their specific neighborhood. About 93% were satisfied, while 6.7% were dissatisfied with their decision. Residents of Zone 75+ were significantly less likely to be satisfied.

When asked why respondents were dissatisfied with the decision to live in that particular neighborhood, 1.5% of the 404 people surveyed were unhappy because of jet noise. The top three reasons varied by zone as follows:

Reasons People Were Unhappy With the Decision to Select Their Neighborhood

	<u>Zone 65</u>	<u>Zone 70</u>	<u>Zone 75+</u>	<u>Total</u>
Jet noise	0.0%	1.6%	2.9%	1.5%
The neighborhood has crime	0.0%	1.6%	0.7%	0.7%
My neighbors don't keep up the appearance of their properties	0.0%	0.8%	0.7%	0.5%
....etc....	(n=142)	(n=123)	(n=139)	(n=404)

Next respondents were asked, "If you were making the decision again today, would you choose to live in your neighborhood?" Again, the responses varied by zone.

	<u>Zone 65</u>	<u>Zone 70</u>	<u>Zone 75+</u>	<u>Total</u>
Yes	84.5%	80.5%	73.4%	79.5%
No	<u>15.5%</u>	<u>19.5%</u>	<u>26.6%</u>	<u>20.5%</u>
	100.0%	100.0%	100.0%	100.0%
	(n=142)	(n=123)	(n=139)	(n=404)

Findings (continued)

When asked why they would not choose to live in the same neighborhood again, the top five responses varied by zone. No one in Zone 65 mentioned jet noise.

	<u>Zone 65</u>	<u>Zone 70</u>	<u>Zone 75+</u>	<u>Total</u>
Jet noise	0.0%	4.9%	5.8%	3.5%
I want to move to a nicer place/home	1.4%	3.3%	4.3%	3.0%
My neighbors don't keep up the appearance of their properties	0.7%	2.4%	2.9%	2.0%
My neighborhood is getting rundown	2.1%	0.8%	0.7%	1.2%
My neighborhood has too many rentals	1.4%	0.0%	2.2%	1.2%
Would choose to live in same neighborhood if deciding today	84.5%	80.5%	73.4%	79.5%
....etc....	(n=142)	(n=123)	(n=139)	(n=404)

Participants were reminded that some people find certain things to be very bothersome, while others do not. The next questions used a 1 to 10 scale, where "10" meant Extremely Bothersome and "1" meant Not Bothersome. (People were encouraged to be candid about their feelings.)

How bothersome is the amount of traffic when you drive near your home?

	<u>Zone 65</u>	<u>Zone 70</u>	<u>Zone 75+</u>	<u>Total</u>
Percent who said "1" or "2"	18.3%	21.1%	26.6%	22.1%
Percent who said "9" or "10"	12.7%	9.8%	10.1%	10.9%
Average Rating (1 to 10 scale)	5.28	5.07	4.83	5.06

How bothersome is jet noise during the daytime hours near your home?

	<u>Zone 65</u>	<u>Zone 70</u>	<u>Zone 75+</u>	<u>Total</u>
Percent who said "1" or "2"	44.4%	26.0%	32.4%	34.7%
Percent who said "9" or "10"	4.9%	13.8%	17.3%	11.9%
Average Rating (1 to 10 scale)	3.52	4.79	4.81	4.35

Findings (continued)

How bothersome is jet noise near your home between 10 o'clock at night and 7 a.m.?

	<u>Zone 65</u>	<u>Zone 70</u>	<u>Zone 75+</u>	<u>Total</u>
Percent who said "1" or "2"	64.8%	45.5%	45.3%	52.2%
Percent who said "9" or "10"	4.2%	13.0%	16.5%	11.1%
Average Rating (1 to 10 scale)	2.56	4.00	4.22	3.57

In the survey, everyone who gave a rating higher than a "2" for jet noise in the day or at night was asked a follow-up question about being bothered more indoors or outdoors.

When jets fly in the vicinity of your home, where is the sound most bothersome?

	<u>Zone 65</u>	<u>Zone 70</u>	<u>Zone 75+</u>	<u>Total</u>
Inside my home	24.6%	29.3%	23.0%	25.5%
When I'm outdoors	33.1%	44.7%	40.3%	39.1%
Both are equally bothersome	1.4%	5.7%	8.6%	5.2%
Actually, it's not bothersome*	<u>40.8%</u>	<u>20.3%</u>	<u>28.1%</u>	<u>30.2%</u>
	100.0%	100.0%	100.0%	100.0%
	(n=142)	(n=123)	(n=139)	(n=404)

* Based on both earlier ratings being below a "3."

As an aside, a number of people mentioned that their ears were bothered by the noise "in a literal sense," but they believed the reason for the noise was important, or they felt patriotic when they heard the military jets fly overhead. This is not meant to ignore the people who were upset about the noise and voiced some anger over the sound levels, however, there were very few people in that category.

Findings (continued)

The fourth rating of things that are bothersome had to do with peripheral noise from neighbors or nearby traffic. This was somewhat less bothersome.

On the same 1 to 10 scale, how bothersome is noise from neighbors or vehicular traffic near your home?

	<u>Zone 65</u>	<u>Zone 70</u>	<u>Zone 75+</u>	<u>Total</u>
Percent who said "1" or "2"	64.8%	60.2%	64.1%	63.1%
Percent who said "9" or "10"	3.5%	4.9%	3.6%	4.0%
Average Rating (1 to 10 scale)	2.66	2.83	2.81	2.76

Each respondent was asked if members of his/her household had phoned the NAS Oceana Complaint Line. Overall, 93.3% had never called the complaint line, 2% had called, but not in the past 12 months, and 4.7% had phoned one or more times in the past year.

Survey participants included both new residents (25% living in their neighborhood fewer than 3 years) and longstanding residents (23.5% having lived there for 16 or more years). Mirroring the housing types found in the three zones, about 66% were single family homes, about 12% were condos, about 9% were apartments, and the same proportion were townhouses. Overall, 84.7% owned the property they live in, although this was lower (74.1%) among residents of Zone 75+. Thirty-six percent had children under the age of 18 living in the household, and about 83% were Caucasian. Overall, 35.6% had a member of the household who had served in the military, and 14.4% were currently active duty military. The average age of the respondents was 48, and their annual household income varied by zone.

	<u>Zone 65</u>	<u>Zone 70</u>	<u>Zone 75+</u>	<u>Total</u>
Average Income (Mean)	\$71,604	\$66,383	\$51,298	\$63,068
Median Income	\$58,571	\$57,948	\$45,000	\$54,033

Findings (continued)

Responses of Those Who Were "Most Bothered by Jet Noise"

A special analysis was performed to estimate the proportion of residents who were most bothered by the jet noise. A sub-group of 69 respondents (out of the 404 surveyed) was analyzed. It was defined as all respondents who met **any** of the following criterion:

- 1) Mentioned jet noise as a reason for being dissatisfied with their quality of life in Virginia Beach. (There were no people who said this.)
- 2) Mentioned jet noise as a reason for being dissatisfied with the quality of life in their neighborhood.
- 3) Mentioned jet noise as a reason for being dissatisfied with the decision to live in their neighborhood.
- 4) Mentioned jet noise as a reason for not choosing to live in the same neighborhood again.
- 5) Rated jet noise as being bothersome at a level of "9" or "10" during the day.
- 6) Rated jet noise as being bothersome at a level of "9" or "10" at night.

Seventeen percent of those surveyed (69/404) met one or more of the criteria above. For simplicity, we will call these 69 people "those who are most bothered by jet noise." (As an aside, 14/404 (or 3.5%) mentioned jet noise in 1 - 4 above, and 55 more (13.6%) were added by including those who rated the noise as being bothersome (day or night) at a level of 9 or 10 even though they had not mentioned jet noise in 1 - 4.)

A profile of these 69 respondents found that 52.2% live in Zone 75+, 33.3% live in Zone 70, and 14.5% live in Zone 65. Overall, however, 79.7% of the 69 people in the "bothered" group were satisfied with the overall quality of life in Virginia Beach, and 85.5% remained satisfied with the overall quality of life in their immediate neighborhood.

When asked about the decision to live in that particular neighborhood, 84.1% of the 69 people who were "most bothered by jet noise" remained satisfied with their choice. About 20%, however, would not make the same decision again because of jet noise.

Findings (continued)

Using a 1 to 10 scale where "1" meant Not Bothersome and "10" meant Extremely Bothersome, this sub-group of 69 residents was asked to evaluate four things. While the means are skewed by selecting people with "9" or "10" scores, their average scores follow:

Mean*

5.68 The traffic when you drive near your home

8.58 Jet noise during the daytime hours**

8.07 Jet noise between 10 p.m. and 7 a.m.**

3.46 Noise from neighbors or vehicular traffic

* A "1" is the lowest possible mean, and a "10" is the highest.

** These means were impacted by how this sub-group was defined (many were 9's or 10's).

Of the 69 people who are "most bothered by jet noise," 18 (26.1%) had previously called the NAS Oceana Noise Complaint Line (ever) to report jet noise that was too loud. (About 4% of this subgroup had called prior to the past 12 months, but had not called more recently.) When asked whether the noise was most bothersome inside or outside their home, 34.8% said "inside," while 47.8% said "outside," and 17.4% replied that "both were equally bothersome."

Seventeen percent of the 69 who are "most bothered by jet noise" were renters, while 82.6% were owners. One-third had children under age 18 living in their home, and only 5.8% were active duty military. The average income of this sub-group of 69 people was lower than the larger survey sample of 404 (\$57,912. vs. \$63,068).

Summary

To recap, most of the 404 people surveyed in the three AICUZ zones did not find the jet noise to be very bothersome. About 90% of them were satisfied with their overall quality of life in Virginia Beach, and none of those who were dissatisfied cited jet noise as their reason.

Findings (continued)

Nearly 95% of the 404 surveyed were satisfied with the quality of life in their neighborhood, and 93% were happy with their decision to live there. In fact, about 80% would make the same choice again today. Of all 404 surveyed, fewer than 4% would not choose to live in the same neighborhood again because of jet noise.

It would be unfair to downplay the impact that jet noise has on some people. Clearly, there are people who are very bothered by the sound. Sixty-nine of the 404, or 17.08%, mentioned jet noise as an issue or rated the amount it bothers them as "9" or "10." Given that the sample of 404 represents 59,163 households (in all three zones), 17.08% means that about 10,100 housing units in the three zones are "most bothered by jet noise." To further break down the estimates, Zone 65 = 10 out of 142 (or 7.04%), Zone 70 = 23 out of 123 (or 18.70%), and Zone 75+ = 36 out of 139 (or 25.90%) who were "most bothered."

Based on data provided by the City of Virginia Beach, the total housing units in the three zones were 20,956, 17,776, and 20,431 respectively. Therefore, the projected breakout of those "most bothered" by zone would be:

	<u>Zone 65</u>	<u>Zone 70</u>	<u>Zone 75+</u>	<u>Total</u>
Projected # of housing units "most bothered by jet noise"	1,480	3,325	5,295	10,100

These estimates may be high, considering that only 20% of the 69 people surveyed who were "most bothered by the jet noise" would not choose to live in the same neighborhood again because of jet noise. As such, the above projections may overstate the level of the problem.

* Additional decimal places have been added for accuracy during projections. For simplicity, projected numbers have been rounded.

Findings (continued)

To offer a more conservative estimate, one could consider only the 3.47% of the 404 people surveyed who would not choose to live in the same neighborhood again because of jet noise (14 out of the entire 404 surveyed):

	<u>Zone 65</u>	<u>Zone 70</u>	<u>Zone 75+</u>	<u>Total</u>
My reason is: Jet noise	0.0%	4.88%	5.76%	3.47%

Projecting to the total housing units in each zone (20,956, 17,776, and 20,431 respectively), the following number of households in each zone would be impacted:

	<u>Zone 65</u>	<u>Zone 70</u>	<u>Zone 75+</u>	<u>Total</u>
Would <u>not</u> choose same neighborhood because of jet noise	0	870	1,180	2,050

To summarize, the number of households in the three zones that are "most bothered by jet noise" is estimated at 10,100, and the number who would not move into the same neighborhood again because of jet noise is 2,050. (The 2,050 people are also included in the 10,100.)



July 5, 2005

Base Realignment and Closure Commission
2521 South Clark Street
Suite 600
Arlington, Virginia 22202

Dear Commissioner:

We, the undersigned (Enclosure 1), heartily agree with the Secretary of Defense's decision to not include Naval Air Station Oceana (NASO) as a candidate for closure in the 2005 Base Realignment and Closure (BRAC) process. We have flown every tactical aircraft in the inventory of the United States Navy for more than 40 years; have flown off of every aircraft carrier in that inventory, and have fought every war that this nation has been involved in since World War II. We have been stationed at virtually every one of our Navy's bases both in CONUS and abroad. We have lead innumerable major commands, ships and battlegroups. We have dealt with the needs of hundreds of thousands of sailors over our collective careers and know the services' needs for recruitment and, more importantly, retention. Our experience also gives us great insight into the military value of bases, threats of encroachment and interaction with elected officials at the local level.

Because of the above listed experience, we believe very strongly that NASO is and will continue long into the future to be the best site for the Navy's East Coast Master Jet Base. We have provided (Enclosure 2) a Point Paper that will support our argument; however, we believe that the strongest reasons for keeping NASO as the Master Jet Base for the East Coast for the Navy come down to three central issues:

- Opposition to NASO
- Encroachment
- Support for NASO

The opposition to continuation of NASO as a Master Jet Base is confined to a very small, we repeat, very small number of individuals. The one organized group who say they do not favor closing NASO, but merely realigning the assets is the Citizens Concerned About Jet Noise (CCAJN). Although they claim to have membership of over 5,000, the truth is that their "membership" is likely a fraction of that. This means that in the City of Virginia Beach, with its approximately 441,000 residents and the City of Chesapeake, where Fentress Auxiliary Landing Field is located, with its 210,000 residents, less than one tenth of one percent of the citizenry is actively opposed to NASO operations.

Even more telling is the scientifically valid survey done by the City of Virginia Beach, using an independent contractor (Continental Research), of not just citizens living throughout the city, but in a statistically representative number of households within various noise zones covered under the Aircraft Installation Compatible Use Zone (AICUZ) map. Of those who were asked whether jet noise was a reason they were unhappy with their decision to select where they live, a total of only

1.5% responded yes. This included zero responses from those in the 65db or lower zone, 1.6% in the 65 to 70db zone, and 2.9% in the 70 to 75db zone. Also, the average rating on a scale of 1 to 10 of whether jet noise was bothersome between 10:00 PM at night and 7:00 AM was 3.57. This compares to, on the same scale, a 2.76 response for traffic noise. The entire survey is included as Enclosure 3.

With respect to the issue of encroachment we take particular exception to the response provided by the Secretary of the Navy in a letter from Anne Rathmell Davis to the Chairman of the BRAC Commission in response to questions asked at the May 17, 2005 hearing that read, "*Under the assumption that future growth in the vicinity of Virginia Beach could impact NAS Oceana's mission as the East Coast's Master Jet Base . . .*" – a bit of history is in order.

NASO began as a several hundred-acre landing field in the World War II era and has now grown to over 5,331 acres within the fence and an additional 3,680 acres in restrictive easements outside the main fence. It also includes the 2,560 acres Fentress Auxiliary Landing Field in Chesapeake, Virginia, and an additional 8,780 acres of restricted easements. This landing field is located approximately 7 miles from NASO. Over this time, the City of Virginia Beach has grown from a small town and surrounding county, which merged in 1963, and now is home to a population of approximately 441,000 people. Most of the land around Oceana was zoned for residential and other uses in the sixties, seventies and early eighties. There have been very few major rezonings in and around NASO since then, even in the important Interfacility Traffic Area between NASO and Fentress.

The City, in an effort to support NASO, went to the Virginia General Assembly in 1994 to receive enabling authority. They City then adopted an Airport Zoning Ordinance in August of 1994 and promptly instituted its provisions. This allows the City to better plan for development around NASO and to require noise attenuation where appropriate.

Since the Airport Zoning Ordinance was put in place, there have been very few upzonings in the area adjacent to NASO. In fact, there were several downzonings of allowed density. One must put in perspective that Virginia is a very strong property rights state and once property is vested with zoning, regardless of how many years the zoning has been in place, the City must either allow development to go forward or buy the property rights. One must also keep in mind, when the City adopted its Airport Zoning Ordinance residential development was allowed by the OPNAV Instruction 11010.36A in the 65-75 db range as long as appropriate noise attenuation was included in the construction. This includes approximately 12,000 developed acres around NASO on which approximately 92,000 people currently live along with 8,000 undeveloped acres. This was based on the 1999 AICUZ (Air Installation Compatible Use Zone) map that was adopted by the City at the request of the Navy.

When the Navy revised the OPNAV Instruction, on 19 December 2002, the residences within the area between 65-74 db became incompatible and are now considered to be encroaching on NASO. The Navy's alteration of the noise contours in the revised OPNAV Instruction did not change the noise generated or the number of people adversely affected. It is a definitional change, not an alteration of the physical reality.

In order to address the revised OPNAV Instruction, the City Council has, in concert with the cities of Norfolk and Chesapeake, the Hampton Roads Planning District Commission, and the Office of Economic Adjustment, recently completed an extensive Joint Land Use Study (JLUS) to address the revised OPNAV Instruction. The specifics of the JLUS recommendations and how they will be incorporated into the City's zoning ordinance and other development ordinances are included in Enclosure 4. The City of Chesapeake has also adopted similar changes to its zoning and other development ordinances to incorporate the recommendations of the JLUS.

The Interfacility Traffic Area that is a defined area between NASO and Fentress Auxiliary Field in Chesapeake caused specific concerns for the Navy. These concerns are covered at length in the Joint Land Use Study and the recommendations were adopted by both City Councils. City Council in Virginia Beach is aggressively and forthrightly addressing the encroachment issues created by the revised OPNAV Instruction as they addressed encroachment under the previous OPNAV Instruction. Options to acquire and reserve significant areas of the Interfacility Traffic Area are underway in cooperation with the Navy and other agencies.

We also want to bring to the Commission's attention the great support that Virginia Beach has provided to NASO. That support is best itemized through the aforementioned Point Paper, which outlines the many millions of dollars the City has spent on relocating schools identified in the previous BRAC rounds; building a first class highway network around NASO in just the last 10 years; providing a world class education system and a high quality living environment for the service men and women and their families. Virginia Beach has the lowest crime rate of any city its size in the nation, the lowest residential tax rate, by far, of any city in the Hampton Roads region of 1.5 million people, and also has the best performing school system in the region.

It is pointed out repeatedly in the Point Paper that the quality of life for service men and women and their families in Virginia Beach is unexcelled. Tremendous job opportunities for spousal and family employment, higher education opportunities, great medical care, including the half billion dollar Portsmouth Naval Medical Center, a tremendous support network for military families with children with special needs, miles of beaches, public parks and other attributes too numerous to mention all contribute to the unequalled quality of life to service members and their families. Because of the extensive Hampton Roads military establishments, our military members enjoy the opportunity to rotate, sea-to-shore and shore-to-sea duty, providing family stability and conserving Navy PCS funds.

Base Realignment and Closure Commission
July 5, 2005
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Service men and women and their families love Virginia Beach and love being stationed here, and as the BRAC Commission is well aware, the Navy recruits sailors and retains families.

In closing we would also like to state that Virginia Beach's and NASO location adjacent to the city of Norfolk, where the majority of the east coast aircraft carriers are stationed, is also very advantageous for military families. Personnel, before deployments, can stay with their family, even as they load the carriers and other ships during the day and stay with their loved ones up until the morning of departure. Returning from cruise, they can immediately be home and spend time with their family and then worry about unloading the ship and returning assets to the tremendous infrastructure at Naval Air Station Oceana. Locating tactical air and other assets away from Naval Air Station Oceana would mean military personnel would - a week before and a week after every deployment - be forced to leave their families to move support gear and other assets to the carriers, in essence adding two weeks or so to every deployment. This can only have a deleterious effect on retention.

We are sure you are also aware of the National Command Authority activity supported by Naval Air Station Oceana. The support of those operators must be given a high priority in any discussion the Commission may have on the future of Naval Air Station Oceana.

We believe Naval Air Station Oceana is, and should continue in the long term to be, the heart of Naval Aviation on the east coast. This is the position that the Secretary of Defense has taken and we strongly endorse his decision for the above-mentioned reasons as well as the multiple other reasons that we have included.

Respectfully Submitted,

/s/

RRM/clb

Base Realignment and Closure Commission
July 5, 2005
Page 5

Enclosures (4)

Signature Page
Point Paper
AICUZ Zone Household Survey
Joint Land Use Study Timeline

c: Donald Rumsfeld, Secretary of Defense
Admiral Vern Clark, Chief of Naval Operations
The Honorable John W. Warner
The Honorable George Allen
The Honorable Thelma D. Drake
The Honorable Governor Mark R. Warner
The Honorable Mayor and Members of City Council
Mr. James K. Spore, City Manager, City of Virginia Beach

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July 5, 2005
Enclosure 1

Page 2

Raynor A. K. Taylor

Admiral Raynor A. K. Taylor, Retired

/s/

Signature

Rear Admiral Phillip O. Geib, Retired

Print Name

Richard C. Ustick

Admiral Richard Ustick, Retired

Signature

Thomas M. Ward

Admiral Thomas M. Ward, Retired

Print Name

Henry C. Giffin III

Signature

HENRY C. GIFFIN III

Print Name

Signature

Larry C. Baucum

Signature

LARRY C. BAUCUM

Print Name

Print Name

Signature

/s/

Signature

Rear Admiral Earl P. Yates, Retired

Print Name

Print Name

Signature

/s/

Signature

Rear Admiral Paul Sutherland, Retired

Print Name

Print Name

Signature

Print Name

Point Paper
Regarding Naval Air Station Oceana

- The City of Virginia Beach has invested \$202 million in transportation improvements around NAS Oceana during the last 10 years. This includes: Dam Neck Road, the intersection of London Bridge Road and Great Neck Road, Oceana Boulevard, and the currently approved Birdneck Road project. The Southeastern Parkway and Greenbelt (SEPG) will hopefully be constructed within the next eight years, which will provide interstate access from NAS Oceana to I-64 in Chesapeake. NAS Oceana already has excellent access to I-264.
- The City relocated two elementary schools from the APZ following the 1993 BRAC round. The City currently has 87 schools serving the citizens of Virginia Beach. This includes 56 elementary schools, 14 middle schools, and 11 high schools. Ninety-nine percent of our schools required to participate in the Standards of Learning met the accreditation requirements and eighty-three percent met the requirements of the No Child Left Behind program.
- The cities of Virginia Beach, Norfolk, and Chesapeake along with the Navy and the U. S. Office of Economic Adjustment completed a Joint Land Use Study (JLUS) to accommodate the realities of the OPNAV Instruction 11010.36B issued in December 2002. This instruction changed the status of 92,162 people living around NAS Oceana from compatible to non-compatible.
- The City of Virginia Beach has joint service agreements with NAS Oceana for fire, police, EMS and other services.
- The City of Virginia Beach has recently made accommodations for greater U.S. Navy participation in the city's capital improvement roadway program and related project planning meetings. In addition to reviewing discretionary development proposals, a process that has been on-going for many years, arrangements have recently been made to enable the Navy to review all "by-right" development applications"
- The City of Virginia Beach is "Navy friendly." For example, the Mayor traveled to San Diego when the F/14 aircraft was directed to be single sited at NAS Oceana. The Base Commander stated that the current Mayor of San Diego had never been on his base, let alone a Mayor from 2,800 miles away. She also traveled to Bayonne, New Jersey, when the Military Sea Lift Command was relocated to Virginia Beach and to Cecil Field when those assets were realigned to NAS Oceana after the 1995 BRAC.
- The City has a long history of assisting the Navy in security issues - a relationship that has only become stronger since 9/11.
- Oceana has the unrestricted use of a massive training area off the coast of Virginia/North Carolina that they solely control. This is a fully instrumented course for air combat and other maneuvers. There are also many bombing and other training areas available close by.

- During the F/A-18 E/F (Superhornet) Environmental Impact Statement process, the Navy asserted that no Air Force or Navy Air Base east of the Mississippi met the training or aircraft requirements.
- During the 1995 BRAC, NAS Oceana was ranked the #1 Navy/Marine Corps air station in military value.
- The population of Virginia Beach has only increased by approximately 30,000 residents spread over the City's 310 square miles since 1995.
- The City of Virginia Beach is close to complete build-out. The area around Oceana is technically completely built-out. The City's population increased by .8 percent a year in the 90's and .4 percent a year since 2000 (Weldon Cooper Center statistics).
- The City has a long history of working with the Navy on issues of encroachment, transportation, etc.
- Virginia Beach is served by two full service hospitals located within the city limits, as well as three full service hospitals in the adjoining city of Norfolk and one in neighboring Chesapeake. There are also numerous surgical centers and drop-in general practitioners offices. The region has a teaching hospital at Sentara Norfolk General which partners with the Eastern Virginia Medical School to provide world-class medical care. The Naval Hospital Center, Portsmouth, has recently completed a several hundred million dollar expansion and modernization program to support the region's military installation clinics.
- In addition to NAS Oceana, Dam Neck Annex, Fort Story Army installation, and Little Creek Amphibious Base are also located in Virginia Beach. Virginia Beach is adjacent to the City of Norfolk, which is the home of the largest naval sea power port in the world. This co-location allows sailors to load and unload before and after deployments and still remain at home.
- The City of Virginia Beach has the lowest real estate tax rate of any large city in Virginia.
- Personnel stationed at NAS Oceana volunteer in our civic leagues, emergency medical services program, in our schools, scout troops, etc.
- The Mayors of Virginia Beach and Chesapeake have asked our congressional delegation for appropriations to help purchase land rights in the interfacility area.
- Virginia Beach supports many families with exceptional family members and works to meet the needs of these families through the Community Services Board and our school system.
- Virginia Beach and the surrounding communities provide an excellent quality of life for military families and, as a result, retention is high for military personnel based in the region. This saves the Navy money by keeping highly (and expensively trained) personnel.
- The proximity of NASO to the training ranges and carriers provides a great savings in fuel costs over all other alternates.

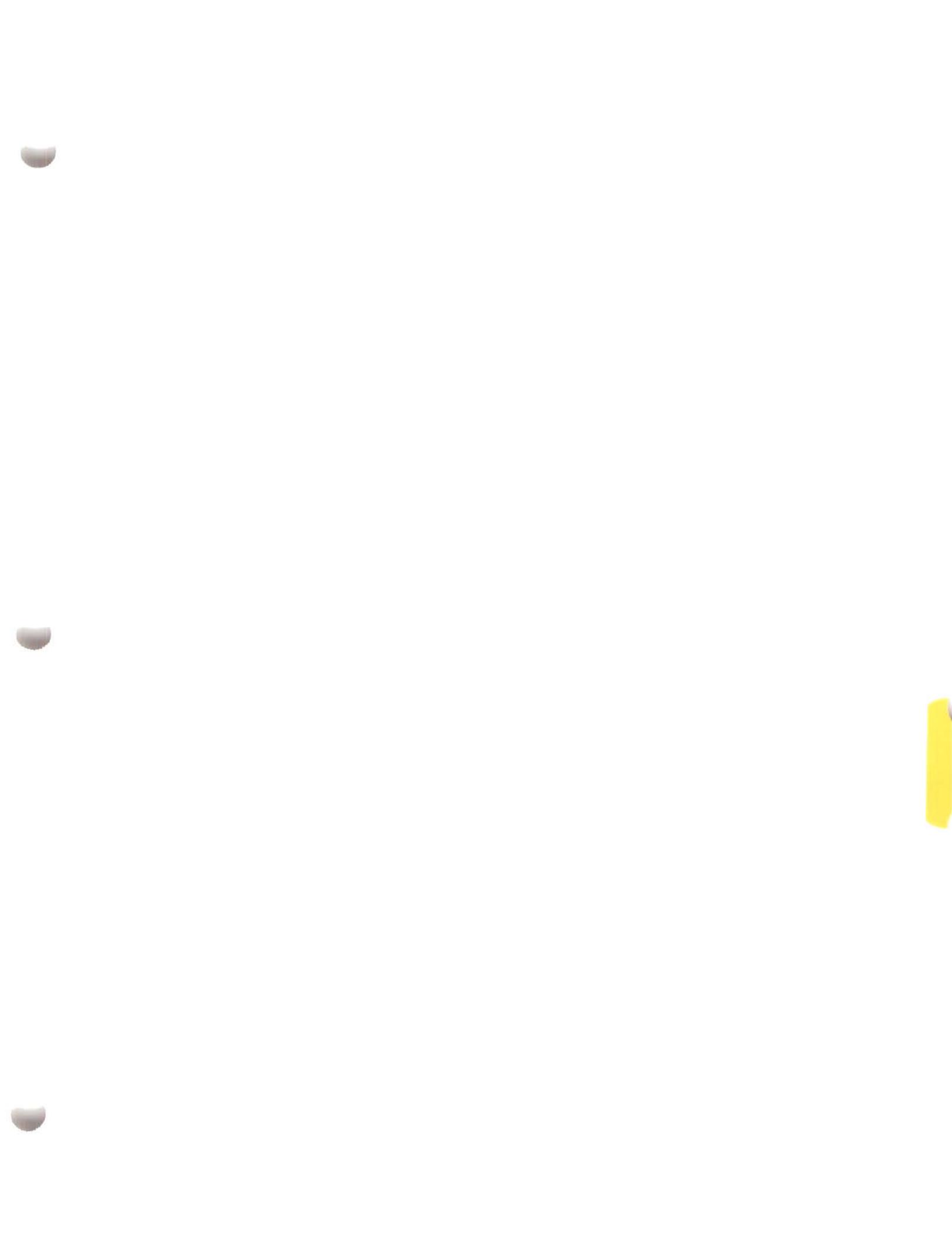
Timeline
Joint Land Use Study
April 25, 2005

- | | |
|------------------|--|
| 08/23/94 | City amends Zoning Ordinance to include AICUZ provisions |
| 12/19/02 | Operational Navigation Instructions (OPNAV) released by Department of Defense |
| 02/25/03 | City Council Adopts TATAC Recommendations |
| 04/2003 | OPNAV Instructions Briefing to City Council |
| 12/02/03 | Virginia Beach Comprehensive Plan Adopted |
| 12/09/03 | City Council Establishes AICUZ Task Force |
| 01/06/04 | City Commits to participate on Joint Land Use Study (JLUS) |
| 06/04 -
12/04 | JLUS Meetings, Workshops and Open Houses held |
| 01/03/05 | AICUZ Task Force Public Meeting
(24 points presented and recommended to City Council) |
| 01/04/05 | City Council receives briefing- recommendations from AICUZ Task Force |
| 01/18/05 | City Council Public Hearing on JLUS |
| 01/25/05 | Eminent Domain in Accident Potential Zones removed from JLUS study |
| 02/08/05 | Voluntary Purchase of Property in Accident Potential Zones removed from JLUS study |
| 01/31/05 | Public Town Hall meeting (Advanced Technology Center) |
| 02/02/05 | Public Town Hall meeting (VB Fire Training Academy) |
| 02/10/05 | JLUS Regional Policy Committee meeting creates Virginia Beach and U.S. Navy Subcommittee |
| 03/10/05 | Regional JLUS Policy Committee Meeting agreement on revised timeline through April 7 |

Timeline

Joint Land Use Study (JLUS)

- 03/15/05 City Council - JLUS Workshop Briefing
- 03/17/05 Public Information Forum – 6:30 p.m. at Advanced Technology Center
- 03/22/05 City Council Public Hearing on JLUS
- 04/05/05 Council provides direction to the JLUS Policy Committee liaisons
- 04/07/05 Regional JLUS Policy Committee meeting
Provide direction to EDAW to prepare final draft JLUS
- 04/18/05 Receive final draft JLUS from EDAW
- 04/21/05 Regional JLUS Policy Committee meeting
Vote on JLUS
- 04/26/05 City Council briefing on JLUS
- 05/03/05 City Council Public Hearing on JLUS
- 05/10/05 City Council vote on JLUS
- 05/24/05 Begin city process affecting Comp Plan and AICUZ overlay ordinance



United States Senate

WASHINGTON, DC 20510

July 22, 2005

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

Dear Chairman Principi:

We are writing today with respect to your upcoming site visit to Naval Air Station (NAS) Oceana. As you know, under current law, BRAC Commissioners are required to visit an installation that the Secretary of Defense or the BRAC Commission recommends for closure or realignment. Congress intended these visits to be informative and help unearth information that may otherwise go unnoticed. It is safe to say that there is a high level of importance placed on these visits.

Oceana is the U.S. Navy's East Coast Master Jet Base with approximately 10,000 military and civilian personnel supporting aircraft carriers deploying from the East Coast to theaters of operation. We respect the vote of the Commission to further review the Department of Defense's decision to retain Oceana and believe that you will do so fully.

Therefore, we respectfully request that when the BRAC Commission performs its lawful duty to visit Oceana that the seven members of the Commission – who voted to further explore realignment and closure of the base – be present at that site visit. We believe their presence at this site visit is important because they have decided Oceana should be on the list of considerations for closure and realignment, not the Secretary of Defense and the Navy. In addition, their attendance will give them a better understanding as to reasons why both Secretary England and Vice Admiral Willard state that, "NAS Oceana is the most suitable option of all East Coast tactical aviation bases for the present and is manageable for the foreseeable future."

Thank you for your consideration of this matter and we look forward to your prompt action. Please treat this letter in conformance with all applicable procedural rules and ethical guidelines.

With warm regards, we remain

Sincerely,



John Warner
Chairman, Committee on Armed Services



George Allen
United States Senator



G. K. BUTTERFIELD
1ST DISTRICT, NORTH CAROLINA

ASSISTANT WHIP

DEMOCRATIC COMMITTEE ON
STEERING AND POLICY
COMMITTEE ON ARMED SERVICES
SUBCOMMITTEES:
READINESS
TACTICAL AIR AND LAND FORCES
COMMITTEE ON AGRICULTURE
SUBCOMMITTEES:
CONSERVATION, CREDIT, RURAL
DEVELOPMENT AND RESEARCH
GENERAL FARM COMMODITIES AND
RISK MANAGEMENT
DEPARTMENT OPERATIONS, OVERSIGHT,
NUTRITION AND FORESTRY

Congress of the United States
House of Representatives
Washington, DC

July 19, 2005

413 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-3001
(202) 225-3101

DISTRICT OFFICES
106 SOUTH DOUGLASS STREET
WILSON, NC 27789
TELEPHONE: (252) 237-0818
FAX: (252) 281-0368

415 EAST BOULEVARD, SUITE 100
WILLIAMSTON, NC 27882
TELEPHONE: (252) 789-4939
FAX: (252) 782-8113

311 WEST SECOND STREET
P.O. BOX 838
WELDON, NC 27890
TELEPHONE: (252) 538-4173
FAX: (252) 538-8618

281 SAINT ANDREW STREET
SECOND FLOOR, ROOM 204
P.O. BOX 1255
TARBOUR, NC 27788
TELEPHONE: (252) 823-0238
FAX: (252) 823-8970

The Honorable Donald Rumsfeld
Secretary of Defense
The Pentagon
1300 Defense Pentagon
Washington, DC 20301

Dear Secretary Rumsfeld:

I write in response to the letter dated July 14, 2005 from Secretary of the Navy Gordon England to the Chairman of the Base Realignment and Closure (BRAC) commission, Mr. Anthony J. Principi (copy attached). I write specifically regarding Item #5 entitled "Realignment of Naval Master Jet Base."

As you know, Washington and Beaufort Counties, North Carolina have been targeted as the site of an Outlying Landing Field (OLF) for F/A-18 Hornet and Super Hornet Jets currently stationed at NAS Oceana and MCAS Cherry Point. My constituents in these two counties have strongly opposed the siting of the OLF in these two counties because of the tremendous disruption that would be caused by the jets and their flight patterns over large parts of the county; they have also voiced strong concerns over the likely need to control the bird population in the Pocosin Wildlife Refuge, from which the County derives much of its tourism revenue.

In this letter, Secretary Gordon indicates the following:

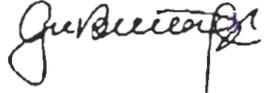
"The Navy has given extensive consideration to the possible realignment of the Oceana MJB out of concern over likely long-term encroachment issues. Our assessment included Moody AFB as well as a range of other feasible Defense Department air facilities.... We concluded the best long-term basing alternative for East Coast Navy tactical aviation would be to build a new 21st century naval air station able to accommodate legacy and planned high performance aircraft, but such action would optimally occur outside the BRAC window.

Before the Navy chooses to build a \$186 million facility that will have a permanent catastrophic impact on Washington and Beaufort Counties in North Carolina, the Navy should outline the future plans for the Base.

The Hon. Rumsfeld
Page 2
July 19, 2005

As a result, I am concerned about the long term plans for NAS Oceana and ask that the future of NAS Oceana be outlined to my office and constituents. This information is of considerable importance to residents of my Congressional District.

Very truly yours,



G. K. Butterfield
Member of Congress

G. K. BUTTERFIELD
1ST DISTRICT, NORTH CAROLINA

ASSISTANT WHIP

DEMOCRATIC COMMITTEE ON
STEERING AND POLICY

COMMITTEE ON ARMED SERVICES
SUBCOMMITTEES:
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GENERAL FARM COMMODITIES AND
RISK MANAGEMENT

DEPARTMENT OPERATIONS, OVERSIGHT,
NUTRITION AND FORESTRY

Congress of the United States
House of Representatives
Washington, DC

April 21, 2005

412 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-3201
(202) 225-3101

DISTRICT OFFICES:
106 SOUTH DOUGLAS STREET
WILSON, NC 27893
TELEPHONE: (252) 237-8918
FAX: (252) 291-0358

416 EAST BOULEVARD, SUITE 100
WILLIAMSTON, NC 27892
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WELDON, NC 27880
TELEPHONE: (252) 838-4173
FAX: (252) 638-0618

201 SAINT ANTHONY STREET
SECOND FLOOR, ROOM 264
P.O. BOX 1236
TARBORO, NC 27886
TELEPHONE: (252) 823-0238
FAX: (252) 823-8970

The Honorable Gordon R. England
Secretary of the Navy
1000 Navy Pentagon
Washington, D.C. 20350-1000

Dear Secretary England:

Please accept this letter regarding the Navy's plan to site an Outlying Landing Field (OLF) in Washington and Beaufort counties in eastern North Carolina.

We understand that the task of locating practice facilities for the Super Hornet aircraft is a challenge, and strongly support the Navy's effort to build an OLF. However, we are concerned about the site being considered for this project.

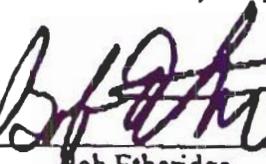
We are concerned with the impacts an OLF at the proposed site would have on wildlife as well as the management and conservation efforts at the Poscosin Lakes National Wildlife Refuge (PLNWR). The proposed site lies just west of an area that was established specifically as a waterfowl sanctuary where tens of thousands of birds winter annually. At peak, there are about 25,000 tundra swans and more than 65,000 snow geese which regularly fly out to feed in the farm fields just west of the site. These flights occur day and night and are unpredictable.

We want to make sure that the national security interests at stake are protected and we believe that this would best be accomplished by considering alternative sites or other siting alternatives. North Carolina has a long and proud history of working closely with the Navy and we want to continue that tradition. We offer any assistance that we can provide in finding an appropriate alternative.

Again, we recognize the seriousness and magnitude of your task in building an OLF. We are ready to help move this project forward after an objective review of alternatives. We thank you for your consideration of this request.

Very truly yours,


G. K. Butterfield
Member of Congress


Bob Etheridge
Member of Congress


Brad Miller
Member of Congress



2



Fentress-Dam Neck Annex

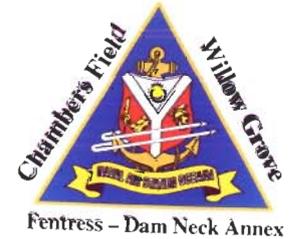


NAS OCEANA BRAC Commission Briefing

1 August 2005



NAS Oceana Capabilities



-
- **NAS Oceana (24hrs/7days)**
 - 5,331 acres (main station)
 - 3,681 acres of easements
 - 25 modules of hangar space
 - Four runways
 - **NALF Fentress (24hrs/7days)**
 - 2,556 acres
 - 8,777 acres of easements
 - One runway
 - **Air-Air Training Range**
 - W-72 over water
 - 22 miles southeast
 - 94,000 sq miles of airspace
 - **Tactical Air Combat Training System (TACTS)**
 - 30 miles southeast
 - 4,560 sq miles of airspace
 - **Air- Ground Training Range (Inert Ordnance)**
 - Dare County bombing range
 - 65 miles south
 - **Air- Ground Training Range (Live Ordnance)**
 - Pinycastle Range, FL
 - 480 miles southwest



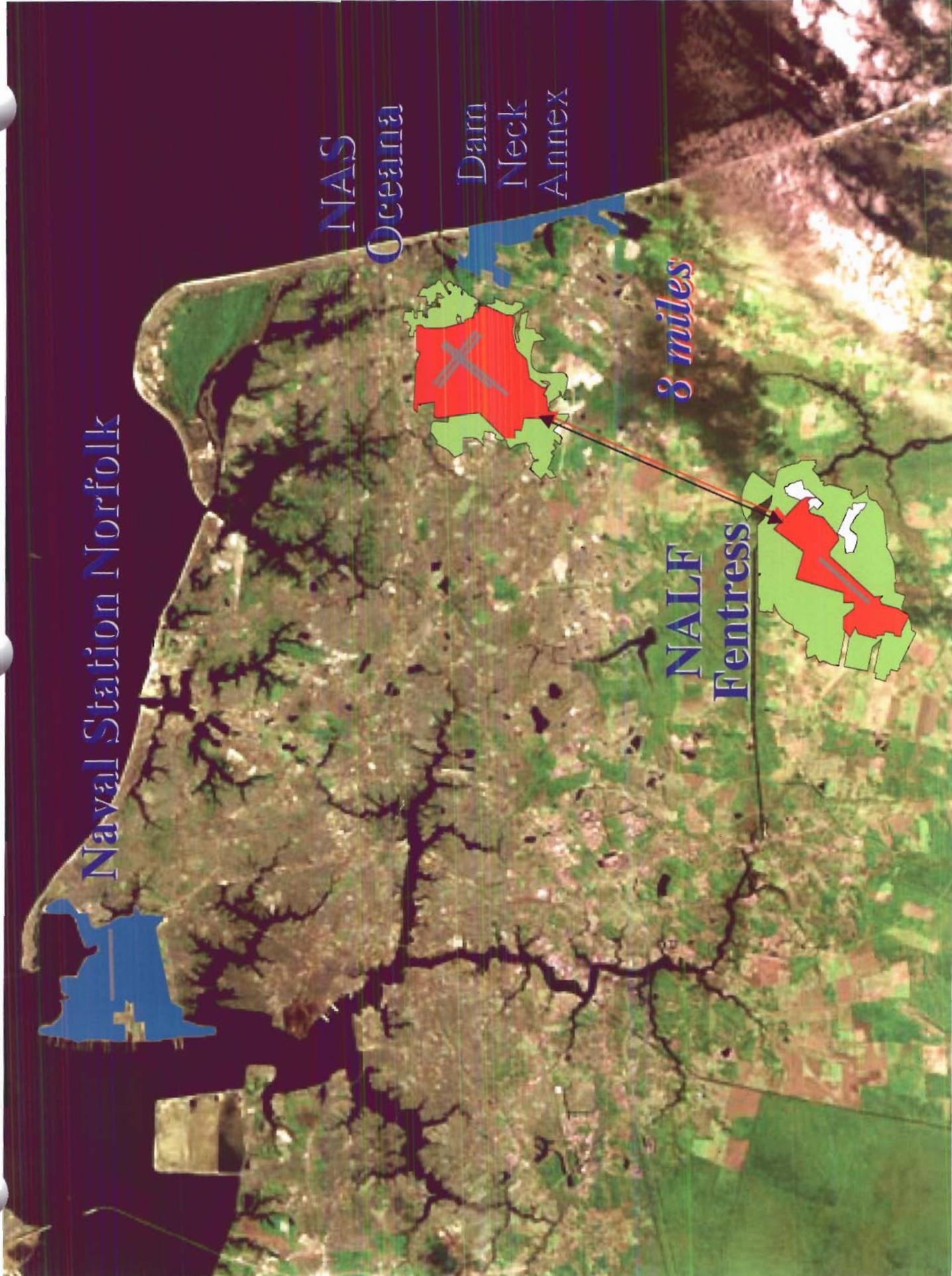
16 Dec 04

Naval Station Norfolk

NAS
Oceana
Dam
Neck
Annex

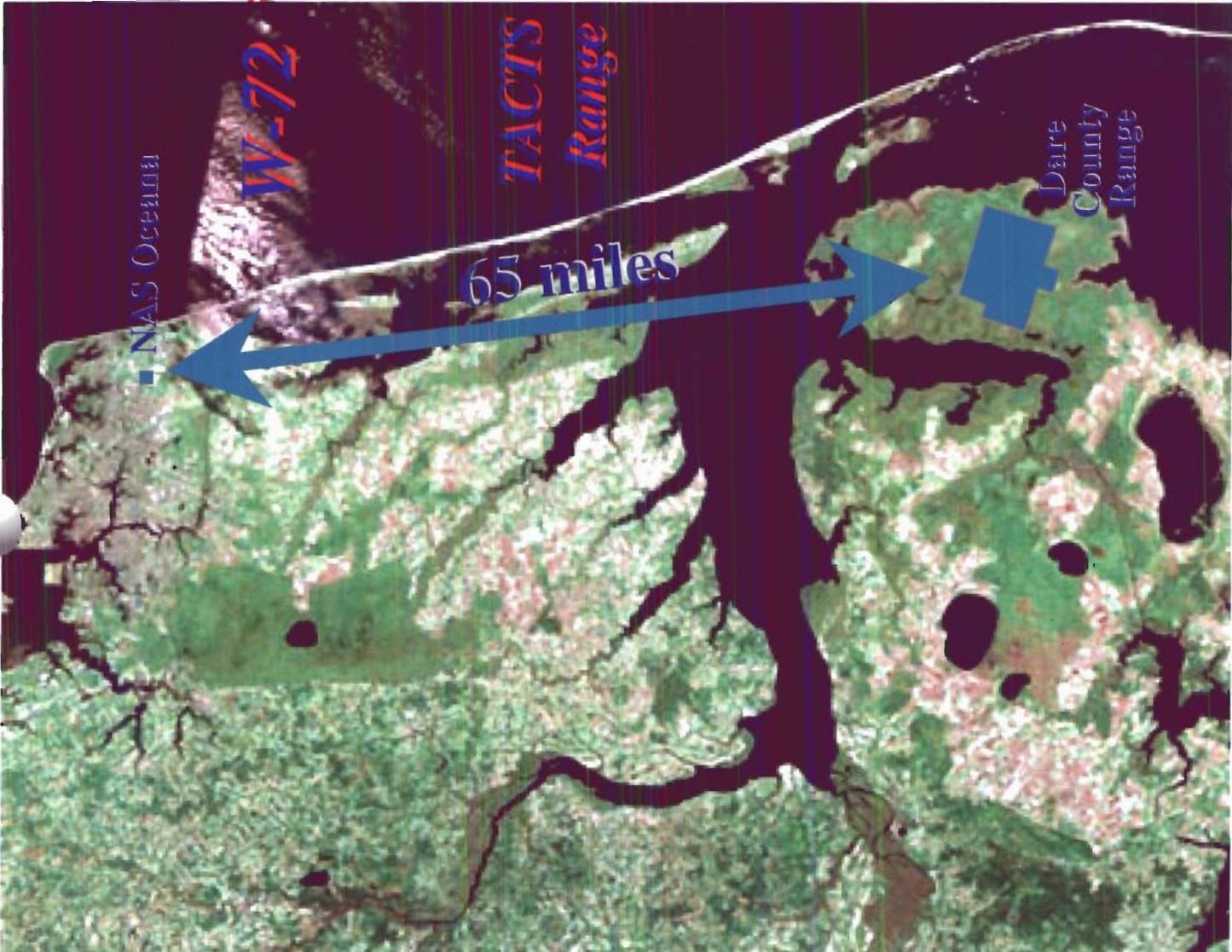
8 miles

NALF
Fentress



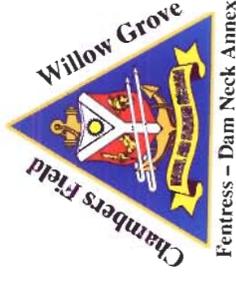


Fentress - Dam Neck Annex





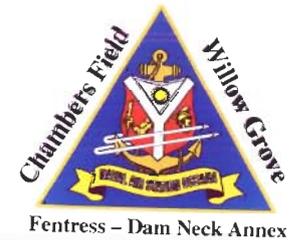
Progress with Local Community



- Final F/A-18 E/F EIS released July 2003
- 2004 JLUS Discussions begins; City Council adopts interim guidelines for approving development
- 2005 Hampton Roads Joint Land Use Study (JLUS)
 - JLUS recommendations adopted by VA Beach, Chesapeake and Norfolk
- New VA state laws, 1 July 2005
 - Noise zone and APZ disclosure required at contract signing
 - Noise Level Reduction (NLR) required in business new construction (already required for residential)
- Virginia Beach ALCUZ overlay district being drafted
 - Will result in an 80% reduction in the amount of new residential construction in the Transition Area. Discussions in progress on Beach District.



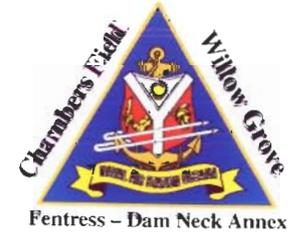
NAS Oceana



-
- **Continues to serve the Navy well – Military Value score is high**
 - Challenges regarding sustainment of operations are manageable
 - Additional opportunities to mitigate the problem
 - **Co-location of Oceana with the Norfolk fleet - Significant Advantage**
 - **Even with a \$500M investment in another existing base, NAS Oceana continues to be the best option for a Master Jet Base on the East Coast**
 - **Our plan for the future**
 - JLUS
 - New OLF
 - Communication and Coordination



Summary



-
- **The war fighter is receiving the training required at NAS Oceana**
 - **In recent conflicts and in the ongoing war on terror, NAS Oceana aircrew have successfully achieved the mission by putting bombs on target, on time!!**



Fentress - Dam Neck Annex

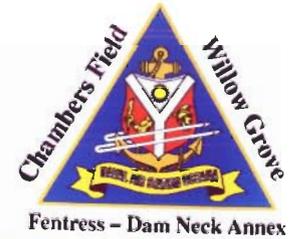


BACK-UP Slides



NAS Oceana Squadrons

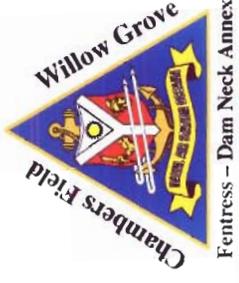
20-Jul-05



	<u>2001</u>	<u>2005</u>	<u>2010</u>
F-14 Squadrons	12	4	0
F-14 Aircraft	150	36	0
F/A-18C Squadrons	10	10	7
F/A-18C Aircraft	146	153	72
F/A-18E/F Squadrons	0	5*	8
F/A-18E/F Aircraft	0	44	108
VFC-12 Adversary	12	12	10
SAR H-3	2	0	0
Other Aircraft	6	14	14
Total Squadrons	23	19	17
Total Aircraft	316	259	204

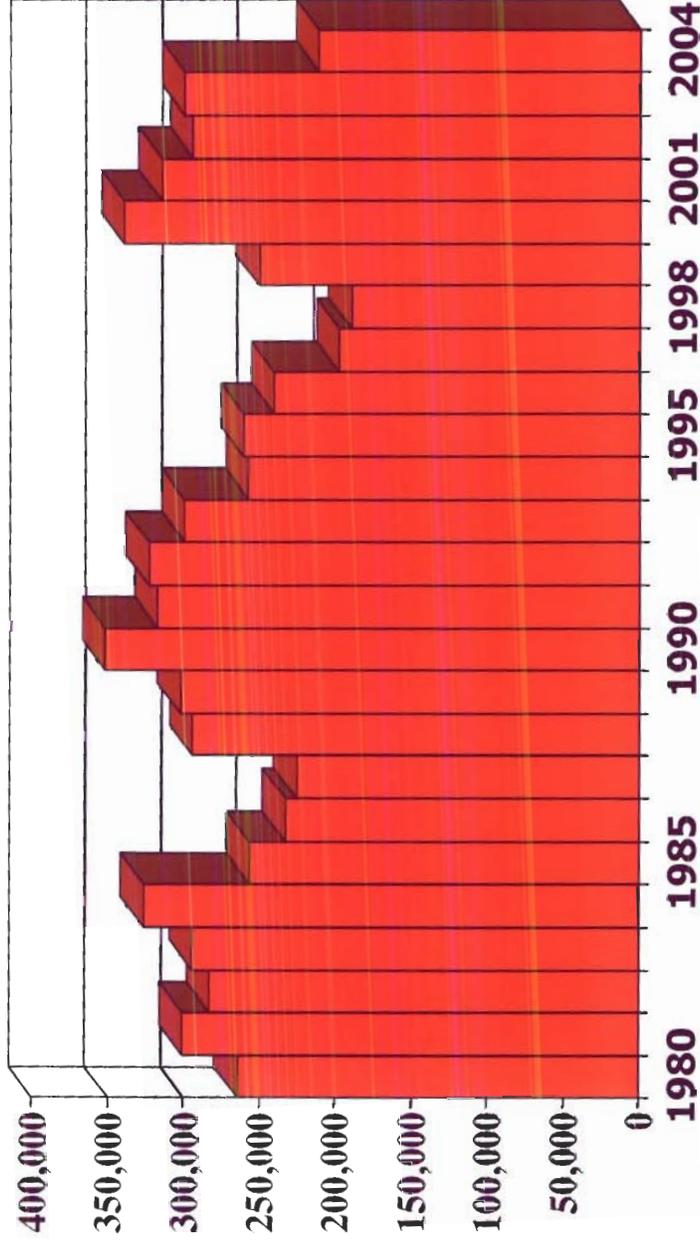


NAS Oceana/Fentress Combined Operations



Last 25 Years

- 1990 353,174
- 1998 190,620
- 1999 266,065
- 2000 336,415
- 2001 315,631
- 2002 294,683
- 2003 300,006
- 2004 211,523
- 2010* 186,319



* = NAS Oceana & Fentress Projections (FRP, TRS)
(Project an additional 31,600 operations at new OLF)



16 Dec 04

Geographic relation to NAS Oceana

NAS Oceana

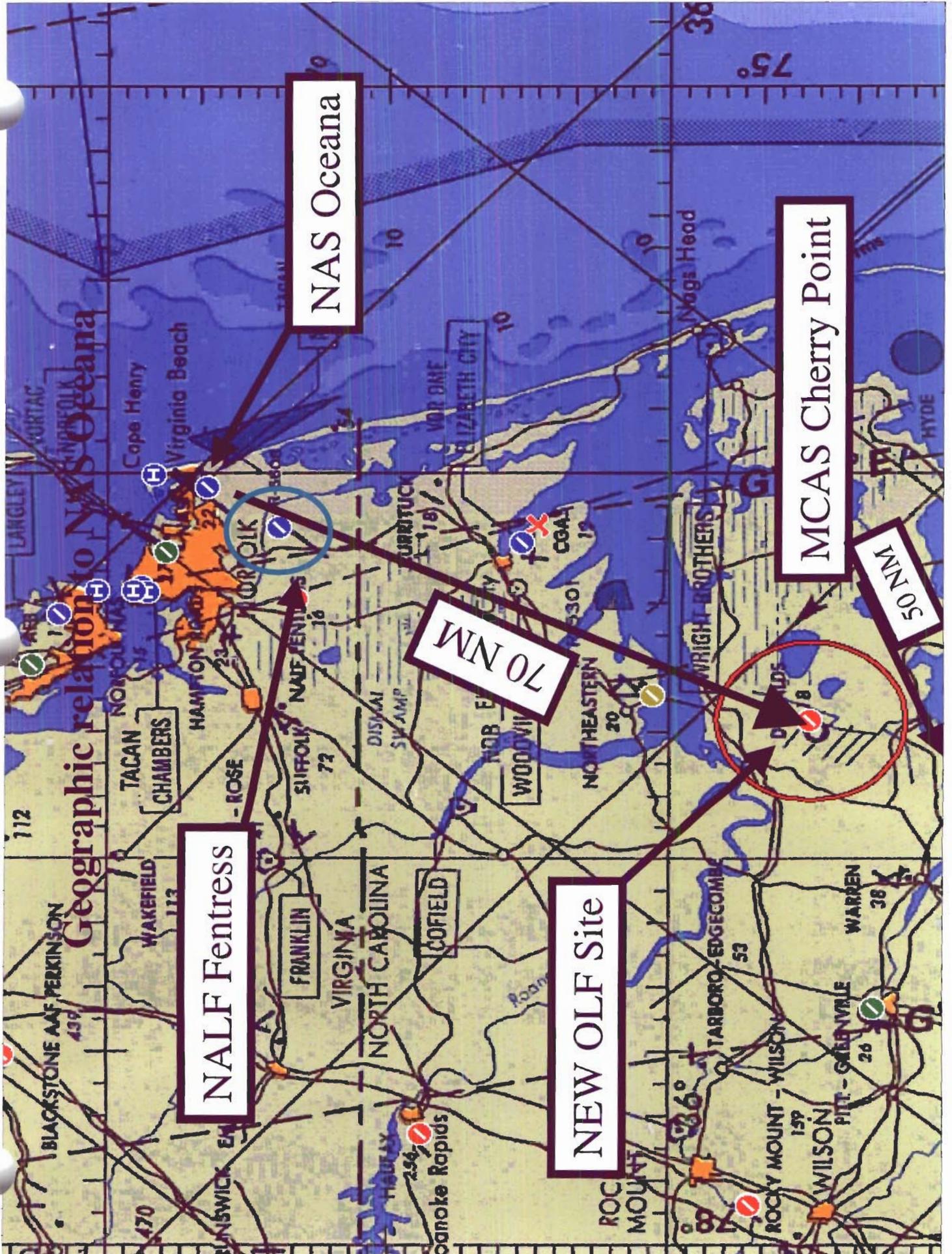
MCAS Cherry Point

NALF Fentress

70 NM

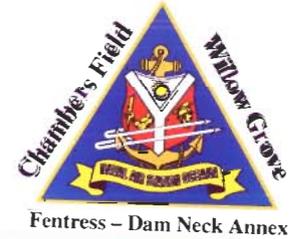
NEW OLF Site

50 NM





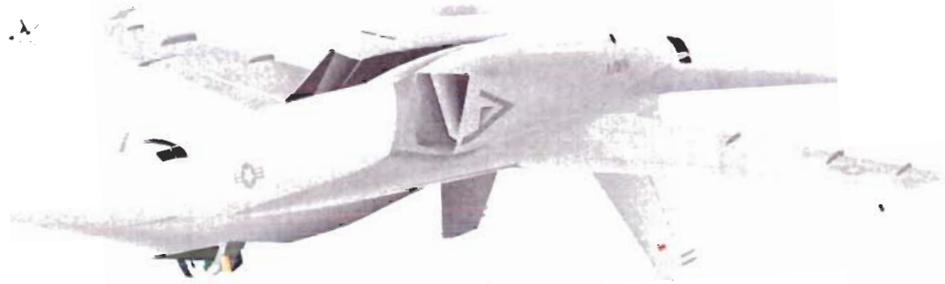
NAS Oceana Support



- **NAS Oceana provides:**
 - **Exceptional Support to**
 - **Fleet Carrier Air Wings & Carrier Strike Groups**
 - **Joint Forces**
 - **Homeland Defense & Interagency Operations**
 - **Outstanding support to the Hampton Roads community through**
 - **Active duty personnel**
 - **Dependents**
 - **Retired military personnel**

24 May 2005

Encroachment Issues



Commanding Officer
CAPT Tom Keeley, USN



NAS Oceana

