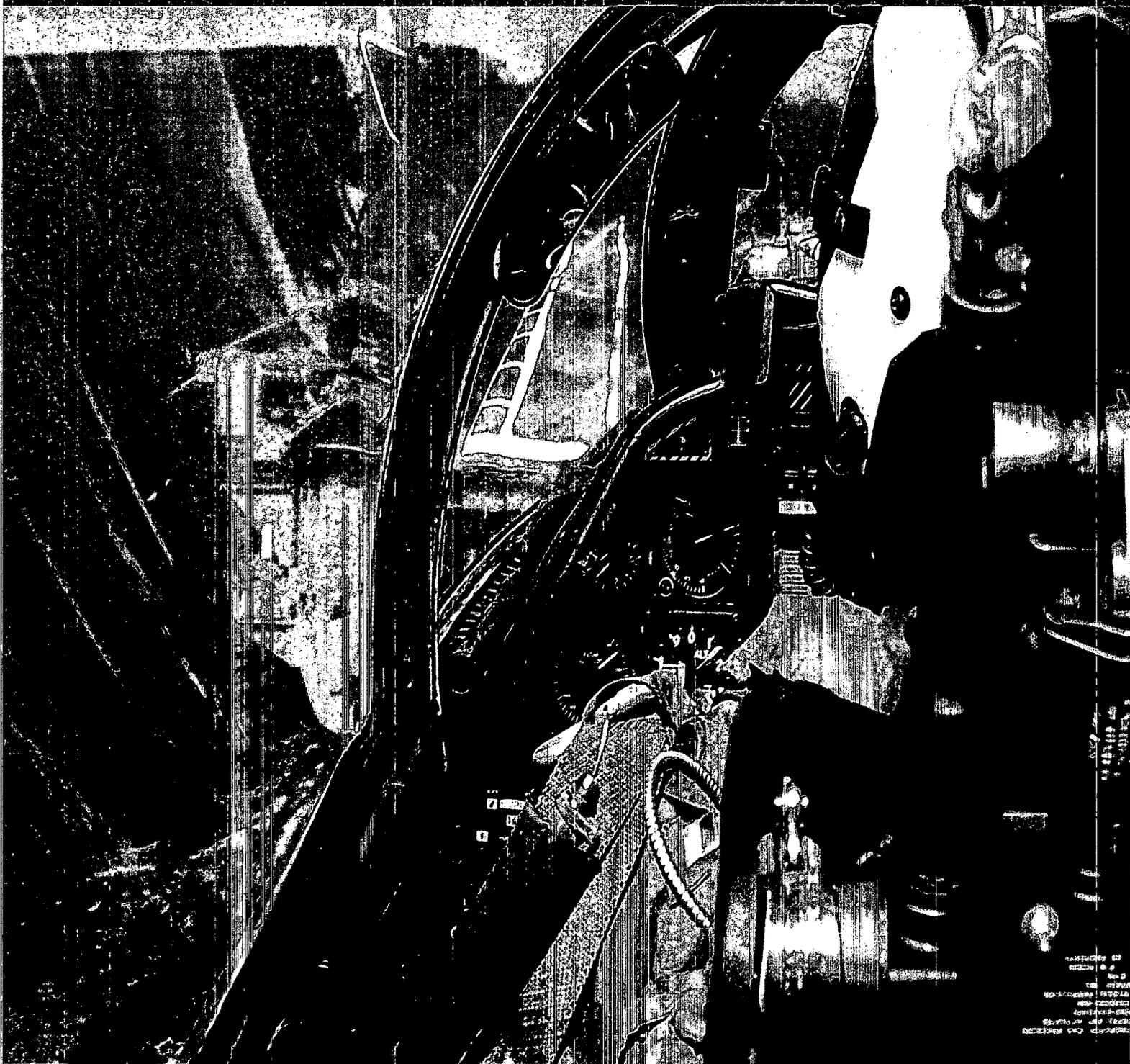


Cecil Field, Jacksonville, FL, and Airspace



Interagency Team Airspace Analyst (FAA)

SUMMARY

Cecil Field, Jacksonville, FL. and Airspace

Current and Future Airspace Encroachment

1993 BRAC Round NAS Master Jet Base, Cecil Field: Closure

- The Navy stated current and potential future air encroachment at NAS Cecil Field were considered as issues for closure
- In the Navy report of 1993, no specifics about the operational impact or location of the airspace encroachment were given
- The 1993 BRAC Commission found current and potential future air encroachment at NAS Cecil Field was overstated by the Navy
- The FAA agrees today that the argument of airspace encroachment has both been a weak argument in 1993, and an even weaker one today
- A move to Cecil Field from an airspace perspective today appears to be a more attractive operational alternative
- New and continually emerging technologies have enabled airborne operations, navigation and Air Traffic Control (ATC) systems, procedures and separation standards to be more precise which offer more flexibility in the use of airspace
- Restricted Area(s) within the available Warning Areas in the Jacksonville area are one of the very few locations within the United States where live ordnance is still allowed to be employed
- Air Combat Training System (TACTS) over water ranges are still utilized daily by DOD units and also support large scale aircraft carrier operations along the East Coast and Gulf of Mexico
- New procedures to allow a more streamlined flow of (civil and) military aircraft from the Jacksonville area to these areas were completed in July, 2003, in support of the Overarching Range Cooperative Agreement for Coordination and Control Procedures
- FAA could accommodate Cecil Field in today's ATC environment in the capacity of NAS Master Jet Base without enabling any new airspace or creating encroachment on the current National Airspace System

Cecil Field, Jacksonville, FL. and Airspace

Current and Future Airspace Encroachment

1993 BRAC Round NAS Master Jet Base, Cecil Field Closure

1993 SECRETARY OF DEFENSE JUSTIFICATION

The 1993 Defense Base Closure and Realignment Commission REPORT TO THE PRESIDENT, page 1-20, and the SECRETARY OF DEFENSE JUSTIFICATION stated, in part: "Carrier wings will be reduced consistent with fleet requirements in the DoD Force Structure Plan, creating an excess in air station capacity". Further: "In making the determinations for reductions supporting the Atlantic Fleet, NAS Cecil Field was selected for closure because it represented the greatest amount of excess capacity which could be eliminated with assets most readily distributed to receiving air stations."; concluding with: "Some NAS Cecil Field assets are relocating to NAS Oceana, an air station with a lower military value, because NAS Oceana is the only F-14 air station supporting the Atlantic Fleet and had to be retained to support military operations of these aircraft. It's (NAS Oceana) excess capacity was merely utilized to absorb the remaining aircraft from NAS Cecil Field".

1993 (BRAC) COMMISSION FINDINGS

As the record states: "The Commission found significant excess capacity existed at NAS Cecil Field. The Commission also found current and potential future air encroachment at NAS Cecil Field were overstated by the Navy".

Note: Although current and potential future airspace encroachment was mentioned in the Navy report of 1993, no specifics about the operational impact or location of the airspace encroachment were given.

2005 (BRAC) AIRSPACE ANALYSIS

Was the "current and potential future air encroachment" issue valid in the decision making process to close Cecil Field in 1993? The FAA agrees today that the argument of airspace encroachment has both been a weak one then, and an even weaker one today. Do airspace "issues" exist? Yes, but not to any greater or lesser degree than any other part of the country; thus, a moot point.

The "future" is upon us, and now is the perfect time to address this phenomenon of airspace encroachment with the focus on Cecil Field and potential airspace assets if returned to an operational NAS Master Jet Base status.

A move to Cecil Field from an airspace perspective today is more than viable. Later in this narrative, you will read a statement from FAA entities responsible for ATC operations in the Jacksonville area today. Since 1993, there have been many new and

continually emerging technologies that have enabled airborne operations, navigation and Air Traffic Control (ATC) systems, procedures and separation standards to be more precise. FAA and DoD ATC entities can put more aircraft in less airspace today than they could ten years ago - or even two for that matter. Logically, one could expect concurrently that the "old" (as late as 1993-1999, and revisions in 2003) Letter's of Agreement (LOA's) between Jacksonville Air Route Traffic Control Center (ARTCC), Jacksonville Approach Control, and the Navy (all Controlling and Using Agency's involved) could be reviewed and re-enacted for an even better operation than that which existed in 1993; perhaps not by the time the Commission's report is due to the President. However, most certainly within the time frame of this BRAC round.

As the FAA's representative to the 2005 BRAC Commission I have closely examined the issues before the Commission of a new Naval Air Station Master Jet Base on the East Coast. I spoke with several FAA facility Managers, Supervisors, and Staff regarding airspace usage from New York to Miami both on and off-shore. Facilities I have contacted include Washington ARTCC, Jacksonville ARTCC, Miami ARTCC, Jacksonville International Airport Tower and Approach Control, FAA's Norfolk Approach Control, the Air Traffic Control System Command Center in Herndon, VA, the FAA Representative at NAS Oceana, and the FAA Navy Liaison Officer, Jacksonville, FL. Based on these conversations, I am convinced that there are varied airspace issues which prevail, albeit at different times and duration, all along the Eastern Seaboard. I am also convinced that FAA and DoD have suitable working agreements to support the safe and efficient flow of civilian and military air traffic while harmonizing an equitable use of airspace for all parties concerned; especially during times when adverse conditions affect the National Airspace System (NAS) and normal operations are no longer status quo.

I would like to submit a portion of a Memorandum written August 4, 2005, by Mr. Peter G. Hooper, FAA Navy Liaison Officer, Jacksonville, FL, which represents an FAA consensus by the Jacksonville ARTCC, Jacksonville Tower and Approach Control, as well as existing Naval and other DoD units in the immediate Jacksonville area. I concur with this excerpt as the FAA 2005 BRAC representative from the FAA, Air Traffic Organization, System Operations, Washington Headquarters, Washington, DC. Mr. Hooper's comments effectively reflect the operations, and opinions of those who work the airspace today and can best attest to the FAA's ability to provide ATC services within and around the jurisdictions mentioned.

Mr. Hooper writes with reference to **"Availability and Procedures for Access to Special Use Airspace (SUA) in the Jacksonville, Florida Area"**:

"For the purpose of this memorandum, the Special Use Airspace involved is as follows. The Atlantic Off-Shore Warning Areas W-132, W133, W134, W-157, W-158 and W-159. The Military Operating Area(s) are Mayport High and Mayport Low MOA, Live Oak MOA, Gator 1 MOA, Gator 2 MOA, Palatka 1 MOA and Palatka 2 MOA.

Restricted Area(s) are R-2906 (Rodman), R-2907 (Lake George) and R-2910, (Pinycastle).

It should be noted that within the above mentioned Warning Areas that the Tactical Air Combat Training System (TACTS) over water ranges are still utilized daily by the U.S. Marine Corps as well as the Florida Air National Guard and other DOD units. Additionally, the Restricted Area(s) are one of the very few locations within the United States that live ordnance is still allowed to be employed.

The availability of the above mentioned airspace and the procedures to ingress and egress that airspace remains unchanged since the departure of the Navy's FA-18 Community in 1999. In fact, additionally, new procedures to allow a more streamlined flow of aircraft to these areas was completed in July, 2003 in support of the Overarching Range Cooperative Agreement for Coordination and Control Procedures to support large scale aircraft carrier operations along the East Coast and Gulf of Mexico.

The real time coordination and scheduling between the U.S. Navy and the Federal Aviation Administration air traffic control facilities of the above Special Use Airspace allow for the transition of civilian and military air traffic unimpeded with no prohibited restrictions. Existing airways and jet routes remain the same as when the Navy's presence at Cecil Field was in operation. Presently, both FAA air traffic control facilities at Hilliard, Florida and Jacksonville International Airport utilize the existing procedures on a daily basis."

In conclusion, it is my opinion that the Navy's alleged 1993 BRAC report argument about "current and future airspace encroachment" of NAS Cecil Field operations seems at this time to have been, indeed, "overstated", as the 1993 BRAC Commission concluded. I have included a 24 hour animation of domestic air carrier traffic from September 23, 2004, as well as official FAA radar track data (dates indicated on charts). Please note that with regard to Cecil Field, the aviation activity in airspace off the Jacksonville coast reveals little or no impact which would justify an allegation of airspace encroachment. The flow of domestic air traffic by the FAA on the East Coast in the present day scenario is not likely to change soon.

From an airspace standpoint, FAA could accommodate Cecil Field in today's ATC environment in the capacity of NAS Master Jet Base.

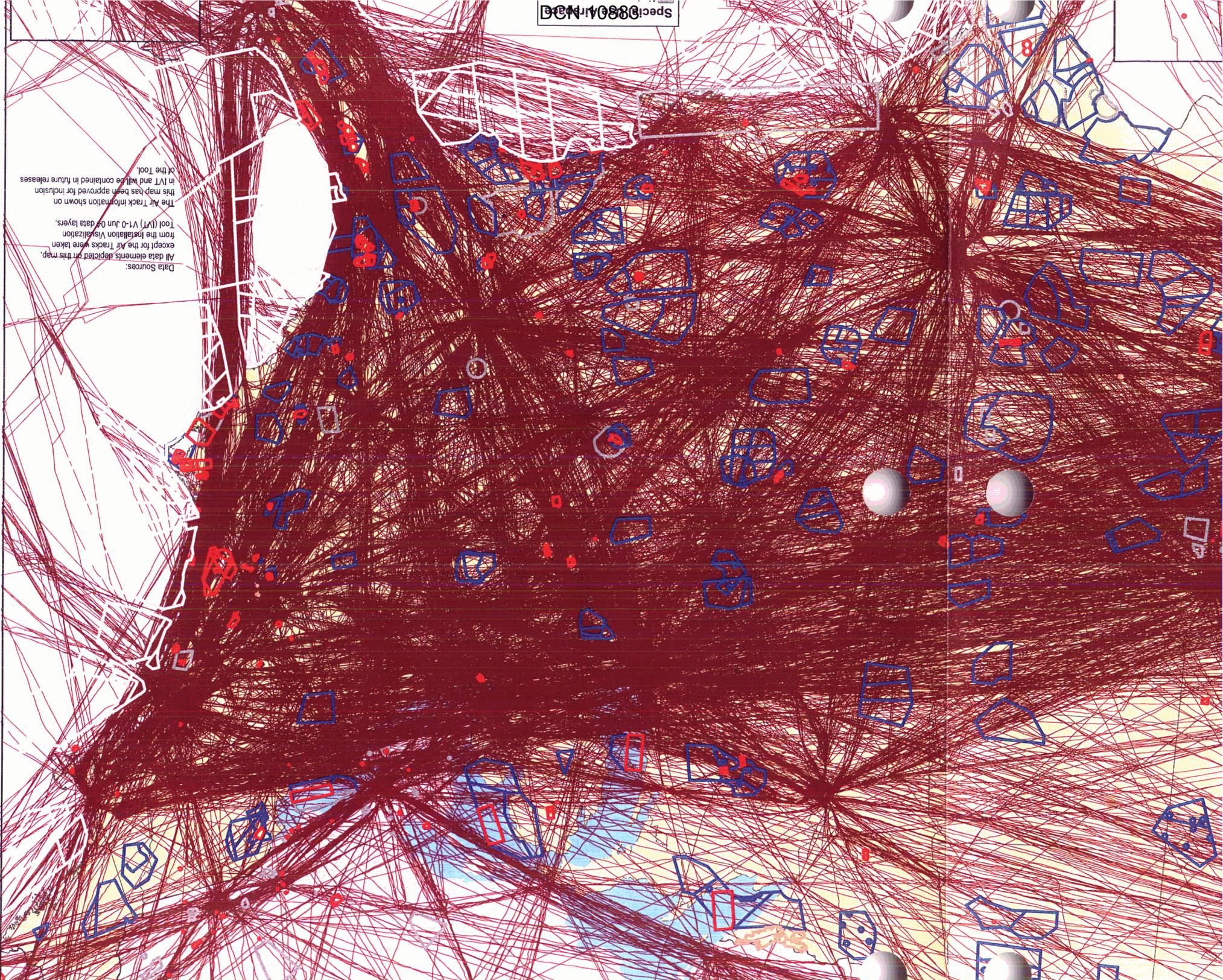
James E. Aarnio
2005 BRAC Commission, FAA Detailee



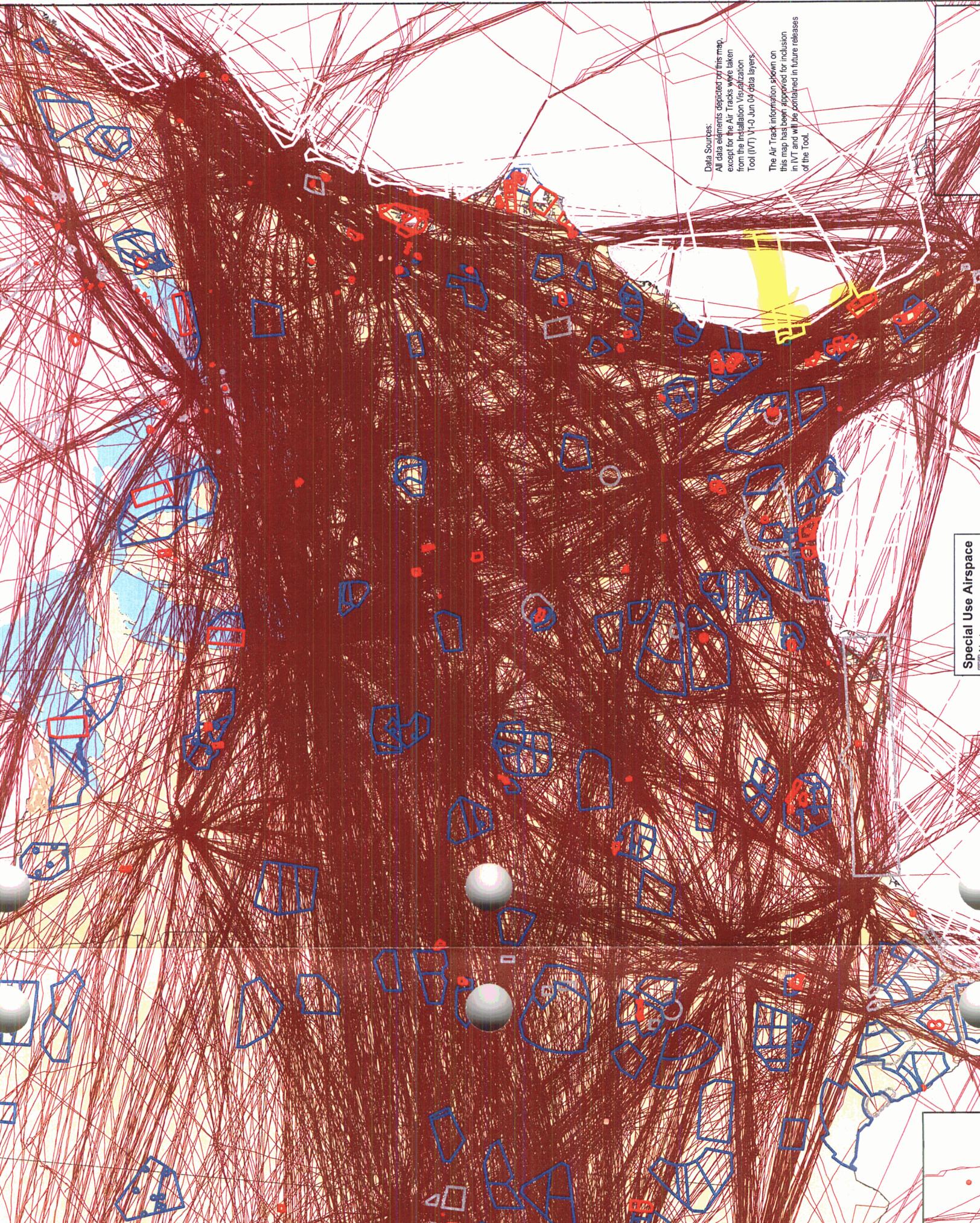
Cecil Field (VQQ)



Whitehouse Field (NEN)

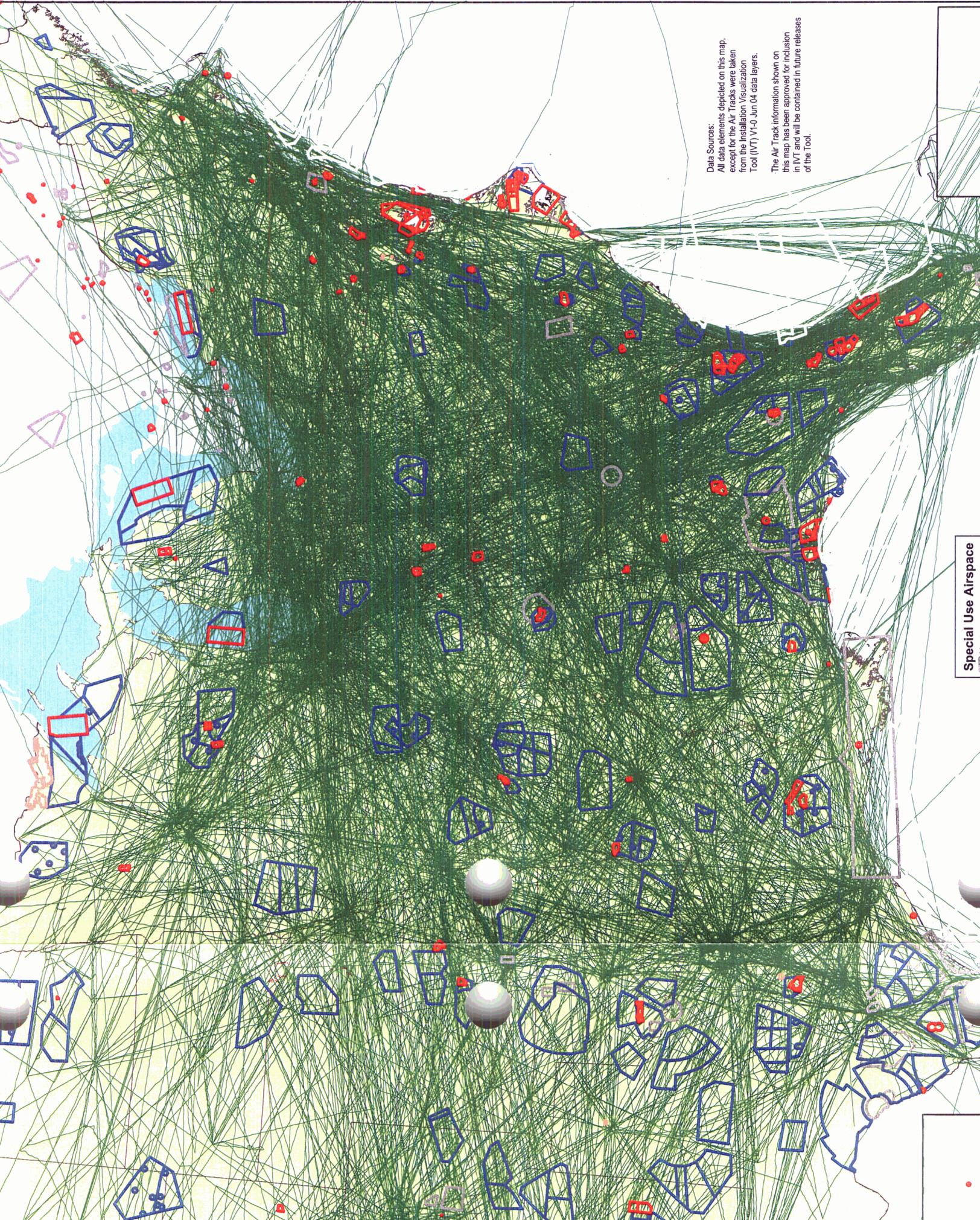


Data Sources:
All data elements depicted on this map, except for the Air Tracks were taken from the Installation Visualization Tool (IVT) V1-0 Jun 04 data layers. This map has been approved for inclusion in IVT and will be contained in future releases of the Tool.
The Air Track information shown on



Data Sources:
All data elements depicted on this map, except for the Air Tracks, were taken from the Installation Visualization Tool (IVT) V1-0 Jun. 04 data layers.
The Air Track information shown on this map has been approved for inclusion in IVT and will be contained in future releases of the Tool.

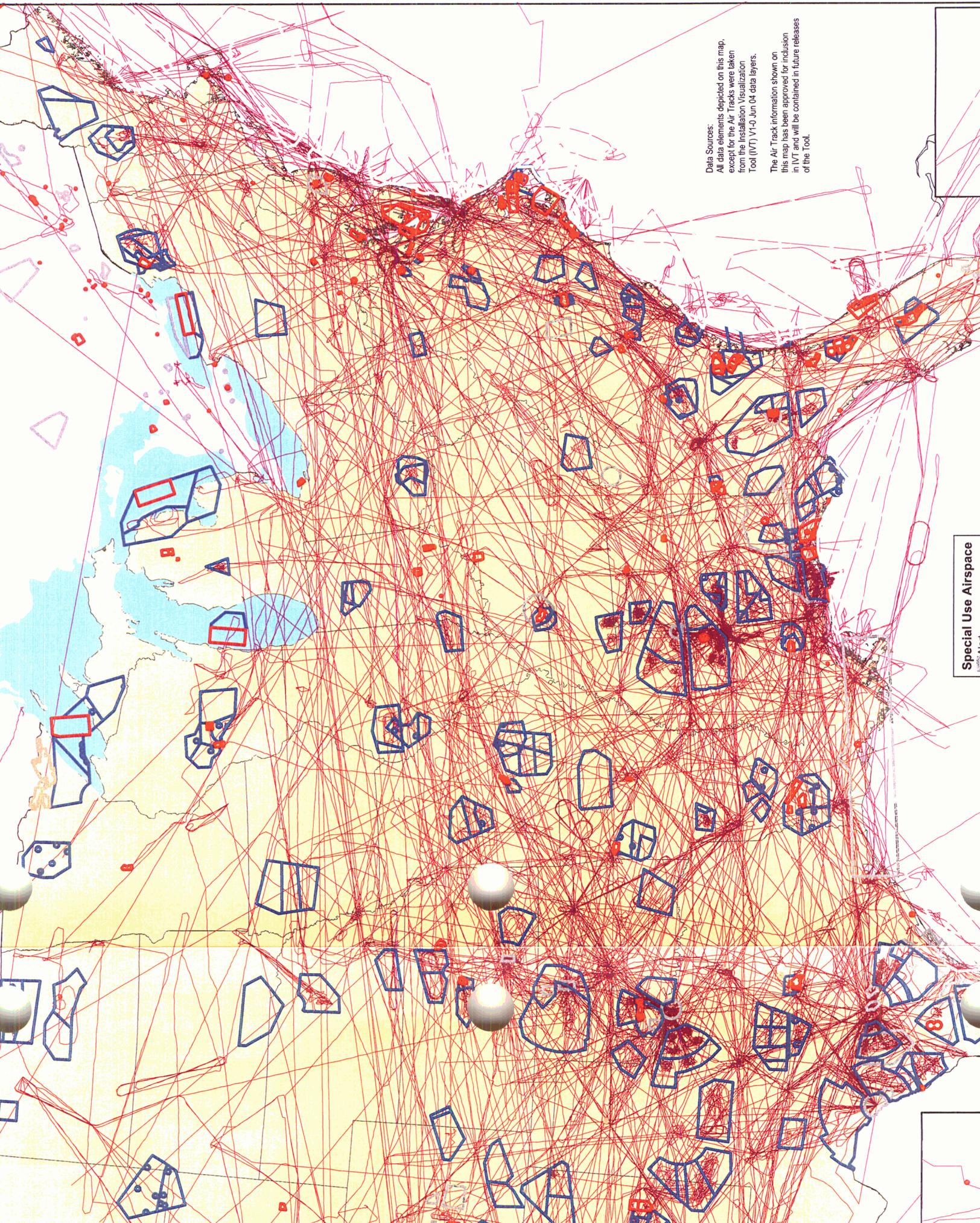
Special Use Airspace



Data Sources:
All data elements depicted on this map,
except for the Air Tracks were taken
from the Installation Visualization
Tool (IVT) V1-0, Jun 04 data layers.

The Air Track information shown on
this map has been approved for inclusion
in IVT and will be contained in future releases
of the tool.

Special Use Airspace



Data Sources:
All data elements depicted on this map,
except for the Air Tracks were taken
from the Installation Visualization
Tool (IVT) V1-0 Jun 04 data layers.

The Air Track information shown on
this map has been approved for inclusion
in IVT and will be contained in future releases
of the Tool.

Special Use Airspace