

1993 BRAC
Report

ATTACHMENT I

RECOMMENDATIONS FOR CLOSURE/REALIGNMENTS:

OPERATIONAL AIR STATIONS

I. INTRODUCTION.

This attachment presents the general overview of the analysis regarding closure and realignment of operational air stations. The detailed discussion of the analytical methodology is in Section IV. of the main report. The reader's familiarity with that discussion is presumed. Attachments I-1 - I-4 which follow discuss the specific operational air stations to be closed or realigned.

II. CLOSURE AND REALIGNMENT RECOMMENDATIONS.

The Navy recommends that the following operational air stations be closed:

NAS Cecil Field, Florida
NAS Barbers Point, Hawaii
MCAS El Toro, California
NAS Alameda, California

Additionally, these recommendations realign Navy assets presently at NAS Miramar to NAS Lemoore and NAS North Island, and Marine Corps assets presently at MCAS Tustin to MCAS Camp Pendleton and NAS Miramar, in lieu of Marine Corps Base Twentynine Palms, California (see Attachment T-6).

III. DISCUSSION.

A. Calculation of Excess Capacity.

In this subcategory, the key indicia of capacity, for purposes of configuration analysis, are apron space (expressed in square yards) and hangar space (expressed in square feet). Using the certified data call responses in this regard, the capacity of each installation in this subcategory was calculated to determine present capacity. Further, the 1999 approved force structure plan was reviewed to identify the types and numbers of aircraft. Thereafter, using Navy space standards for each type of aircraft, the minimum capacity for this force structure was calculated. The difference between the two is the excess capacity which BRAC-93 was intended to remedy.

B. Rules for Configuration Analysis.

For determining the mix of installations which achieved the maximum reduction in excess capacity, the following rules were used to reflect operational realities in the configuration analysis:

1. Loading: 67% active aircraft, 100% Fleet Replacement Squadrons, and 100% reserve aircraft
2. Special use air stations (i.e., MCAS Yuma, NAS Fallon, NAS El Centro, NAS Key West, NAS Agana, NAS Adak, NAVSTA Roosevelt Roads, NAF Midway) not included
3. MCAS collocated with ground elements are fully loaded
4. Assign P-3s to current active P-3 stations to facilitate reserve/active collocation
5. AV-8Bs at one air station on each coast
6. Base no F-16s at NASs
7. C-9 and C-12 aircraft are not included
8. CH-53 aircraft may be assigned to Camp Pendleton

C. Configuration Analysis.

Figure 1 is the final configuration summary for this subcategory. The BSEC used this summary as the beginning point for an analysis of naval aviation assets. An important feature of this review was the reluctance to close either NAS Lemoore, California, or MCAS Beaufort, South Carolina, because, among other matters, each was relatively unencumbered by environmental and land use concerns. In fact, for instance, as a result of inverse condemnation litigation, the United States had already paid for an aviation easement over the property adjacent to the Beaufort facility over which Marine pilots flew FCLPs, or practice carrier landing patterns. Further, since airspace encroachment at NAS Cecil Field was a concern which was only going to worsen in the coming years, the BSEC undertook the effort to see whether Cecil Field's assets could be sensibly relocated to other air stations on the East Coast, including Beaufort. The BSEC reviewed a proposed aircraft laydown which showed that the aircraft from Cecil Field in fact could be accommodated principally at MCAS Cherry Point and also at Beaufort and NAS Oceana, Virginia. Based on this analysis, the BSEC determined to recommend the closure of

OPERATIONAL AIR STATIONS CONFIGURATION ANALYSES

Air station	M.V. minus	Capacity measures		1993	MIN CAP.
	MV avg.	Apron space	Hangar space		
LANTFLT					
NAVSTA Mayport	11.24	108	221	1	0
MCAS Cherry Point	10.83	643	368	1	1
MCAS New River	9.05	741	440	1	1
MCAS Beaufort	8.59	310	237	1	0
NAS Cecil Field	8.14	514	713	1	1
NAS Jacksonville	2.78	434	351	1	1
NAS Brunswick	1.28	471	432	1	1
NAS Norfolk	1.03	407	694	1	1
NAS Oceana	-0.95	472	813	1	1

PACFLT

NAS Whidbey Island	18.06	459	683	1	1
MCAS Kaneohe Bay	10.15	164	177	1	0
NAS Miramar	6.26	591	859	1	1
NAS Lemoore	4.70	435	645	1	0
NAS North Island	2.69	552	626	1	1
NAS Barbers Point	1.33	533	533	1	1
MCAS CP Pendleton	-1.13	251	216	1	1
MCAS El Toro	-7.88	579	378	1	1
NAS Alameda	-15.27	535	1,430	1	0

Total apron space:	8,199	6,647
Total hangar space:	9,816	7,106
Average MV:	70.9	51.5

Required apron space:	3,971
Required hangar space:	3,824

Figure 1

Cecil Field and the relocation of its assets consistent with this proposed laydown. With regard to the air facilities at Naval Station Mayport, the BSEC determined that, since they were internal to the Naval Station, which was not being recommended for closure, there was no benefit achieved by closing those facilities.

On the West Coast and Hawaii, the decision to retain NAS Lemoore, which, in addition to other significant advantages, is poised to assume a strong leadership position in the management of the Western Range Complex, required further analysis of at least one other closure candidate so that excess capacity could be reduced to the maximum extent practicable. Using the same analytical technique as employed in the NAS Cecil Field matter noted above, the BSEC determined that the assets of NAS Miramar could be redistributed to other air stations, such as Lemoore. The BSEC further determined that MCAS El Toro had no expansion possibilities, was the subject of serious encroachment and land use problems, and, for instance, almost the entire footprint of its FCLP pattern was over private property. At NAS Miramar, on the other hand, the encroachment problems were much less severe, the air station was substantially larger in land area and provided enhanced opportunity for expansion, and the FCLP patterns were conducted almost entirely over Navy land. Therefore, the BSEC determined to recommend closure of MCAS El Toro and the relocation of its assets to NAS Miramar, which, with the realignment of Navy assets to NAS Lemoore, would become a Marine Corps Air Station.

In Hawaii, the concerns with which the BSEC was faced were both the excess air station capacity in Hawaii, and the possible rollback of the Marines from Okinawa in the foreseeable future and their need to maintain a forward-based air and ground capability in the Pacific. Based upon the excess capacity analysis, the BSEC determined that only one air station was needed in Hawaii. NAS Barbers Point is constrained by serious encroachment and noise problems, while MCAS Kaneohe Bay not only is an air station, but also serves as a Marine Corps base as well. Because of this dual purpose, the BSEC focused on the retention of the Kaneohe Bay facility as the Department's only air station in Hawaii. Just as in the cases of Cecil Field, El Toro, and Miramar, proposed aircraft laydown scenarios were developed, which showed that the assets at Barbers Point could be redistributed to other stations both in Hawaii and on the mainland. Accordingly, the BSEC decided to recommend closure of NAS Barbers Point.

IV. CONCLUSION.

The intense analysis of these facilities produced a significant and innovative restructuring of Naval and Marine Corps aviation, which both meaningfully reduces excess capacity and includes joint basing on the East Coast and the creation of a Marine Corps air station on the West Coast with enhanced capabilities.

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ATTACHMENT I-1

RECOMMENDATION FOR CLOSURE:

**NAVAL AIR STATION CECIL FIELD
JACKSONVILLE, FLORIDA**

RECOMMENDATION: Close Naval Air Station, Cecil Field and relocate its aircraft along with dedicated personnel, equipment and support to Marine Corps Air Station, Cherry Point, North Carolina; Naval Air Station, Oceana, Virginia, and Marine Corps Air Station, Beaufort, South Carolina. Disposition of major tenants is as follows: Marine Corps Security Force Company relocates to MCAS Cherry Point; Aviation Intermediate Maintenance Department relocates to MCAS Cherry Point; Air Maintenance Training Group Detachment, Fleet Aviation Support Office Training Group Atlantic, and Sea Operations Detachment relocate to MCAS Cherry Point and NAS Oceana.

JUSTIFICATION: Carrier air wings will be reduced consistent with fleet requirements in the DoD Force Structure Plan, creating an excess in air station capacity. Reducing this excess capacity is complicated by the requirement to "bed down" different mixes of aircraft at various air stations. In making these choices, the outlook for environmental and land use issues was significantly important. In making the determination for reductions at air stations 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 redistributed to receiving air stations. The preponderance of aircraft to be redistributed from NAS Cecil Field were F/A-18s which were relocated to two MCAS on the East Coast, Beaufort and Cherry Point. These air stations both had a higher military value than NAS Cecil Field, alleviated concerns with regard to future environmental and land use problems and dovetail with the recent determination for joint military operations of Navy and Marine Corps aircraft from carrier decks. 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. Its excess capacity was merely utilized to absorb the remaining aircraft from NAS Cecil Field.

RETURN ON INVESTMENT: Total estimated one-time costs for the recommendation are \$312.3M. Annual steady state savings are \$56.7M. The scenario obtains a return on investment in 6 years. The Net Present Value of costs and savings over a twenty year period is a savings of \$200.9M.

IMPACTS:

Economic Impact on Communities: The closure of this naval air station will have an impact on the local economy. NAS Cecil Field, located in the Jacksonville MSA, would lose approximately 6833 military, 399 civilian employees, and 596 contractor employees. Thus, the Navy's closure action is estimated to result in the loss of 14,090 positions (both direct and indirect). In this MSA, which had an employment base of 461,181 workers in July 1992, this loss would be 3.0% of this employment base. It should be noted, however, that, because of other realignments into this area, the net decrease in employment will be 0.8%. The July 1992 unemployment rate for this MSA was 7.4%, which compares to the national average of 7.7%. During the 1990-1991 period, the area had a 0.7% increase in employment, which compares to the national average decrease of 0.9%.

Community Infrastructure Impact: Relocations to MCAS Cherry Point will require increased classroom space in the local schools. Remediation of this impacts was included in the cost analysis, as noted in Figure 1 attached.

Environmental Impact: There are no significant environmental impacts resulting from this action. Hazardous waste and pollutant generation will be eliminated. Similarly, this closure will remove special use air space restrictions (such as military operating areas) and reduce noise levels and air emissions. Environmental cleanup will continue until completed. For additional detail, see attached summary. The summary of environmental impacts may identify specific vessels, type/model/series of aircraft, or other equipment, as being realigned from this installation to other installations. Any such basing assignments are notional and are delineated only to provide a basis for the summary of potential environmental impacts. Actual basing of specific vessels, aircraft, and other equipment at specific locations are operational/management decisions that will be effected by fleet commanders as they execute the final results of the BRAC-93 process.

MCAS CHERRY POINT

<u>FISCAL YEAR</u>	<u>PURPOSE</u>	<u>LOCATION</u>	<u>AMOUNT</u> (millions)
1996	ADDITIONAL SCHOOL CLASSROOMS	CARTERET CTY	\$1.56
1997	ADDITIONAL SCHOOL CLASSROOMS	CRAVEN CTY	<u>\$35.00</u>
			\$36.56

6-1

Figure 1

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**SUMMARY OF ENVIRONMENTAL CONSEQUENCES RESULTING FROM
CLOSURE OF NAVAL AIR STATION CECIL FIELD, FL
WITH RELOCATION OF ASSETS TO:**

**MARINE CORPS AIR STATION BEAUFORT, SC
MARINE CORPS AIR STATION CHERRY POINT, NC
NAVAL AIR STATION OCEANA, VA**

Closure of Naval Air Station (NAS) Cecil Field will necessitate the relocation of two squadrons of F-18s to Marine Corps Air Station (MCAS) Beaufort, SC; 9 squadrons of F-18s, Fleet Readiness Squadron (FRS), trainers, and an aircraft intermediate maintenance depot to MCAS Cherry Point, NC; and six squadrons of S-3s to NAS Oceana, VA.

NAVAL AIR STATION CECIL FIELD

JACKSONVILLE, FL

Threatened and Endangered Species

Closure of this air station will not have a significant impact on any threatened and endangered species or sensitive habitat because compliance with appropriate laws and regulations will ensure the protection of those species during the closure process and any subsequent caretaker period.

Wetlands

Closure of this air station will not have a significant impact on any wetlands because compliance with appropriate laws and regulations will ensure the protection of those areas during the closure process and any subsequent caretaker period.

Historic or archeological sites

Closure of this air station will not have a significant impact on any historic or archeological resources listed or eligible for listing on the National Register of Historic Places because compliance with appropriate laws and regulations will ensure the protection of those assets during the closure process and any subsequent caretaker period.

Pollution control

Closure will result in cessation of sewage treatment plant operation and discharges of 0.8 MGD, in drinking water treatment plant operations of 0.5 MGD, and in emissions from the steam plant, the jet engine test cells, and fuel storage tanks.

Hazardous Materials/Wastes

The requirement to store hazardous wastes and hazardous materials will be moved to other sites. Environmental cleanup of sites contaminated by past or present actions will be accomplished regardless of closure/realignment actions.

Land Use and Airspace Implications

Closure of this air station will remove operational and future developmental constraints such as explosive safety arcs, electromagnetic radiation hazard areas, and restricted areas or danger zones. In addition, closure of this air station will remove special use air space restrictions (e.g., military operations areas, military training routes) and the impacts associated with operations such as elevated noise levels and air emissions.

Programmed Environmental Costs/Cost Avoidances

Eighteen PCB transformers are under contract to be replaced but an unknown additional number would have to be removed as part of closure. Sixty-five underground storage tanks will have to be removed or properly closed in place in compliance with local laws. Storage facilities for hazardous waste will have to be cleaned and properly closed in accordance with the permit at an undetermined cost.

MARINE CORPS AIR STATION BEAUFORT

BEAUFORT, SC

The proposed realignment of two squadrons of F-18s from NAS Cecil Field to MCAS Beaufort should be accommodated by existing facilities and operations and is not expected to have any significant environmental impacts given the current base loading at MCAS Beaufort. However, with additional aircraft loading at MCAS Beaufort due to the realignment from NAS Cecil Field, minor military construction may be required.

Threatened and Endangered Species

One endangered plant, Pondberry, is located on MCAS Beaufort. This endangered species will not be affected by the proposed relocation.

Wetlands

Approximately 1,000 acres of jurisdictional wetlands have been identified on MCAS Beaufort. New construction will be sited to minimize impacts to these areas.

Historic or archeological sites

No sites or structures on MCAS Beaufort are listed or eligible for listing on the National Register of Historic Places.

Pollution control

Industrial and domestic water treatment plant capacity can accommodate the effects of the relocation. Control methods required by applicable standards will be used to limit emissions to air and discharges to water. This is an ozone attainment area relative to the National Ambient Air Quality Standards. Air emission increases are regulated for new and modified major sources.

Hazardous Materials/Wastes

MCAS Beaufort has a RCRA permit for storage of hazardous waste. The increase in hazardous waste generation is not expected to exceed current capacities but coordination with the Defense Reutilization and Marketing Organization will be needed for timely removal of hazardous wastes from the storage facility.

Land Use and Airspace Implications

The proposed realignment of F-18 aircraft from NAS Cecil Field and NAS Memphis to MCAS Beaufort will increase noise levels in the vicinity of the station. Recent nighttime Field Carrier Landing Practice (FCLP) operations have increased due to the requirement to integrate Marine Corps squadrons into carrier airwings aboard ship. Recent experience conducting nighttime FCLP operations at MCAS Beaufort resulted in significant noise complaints. The proposed realignment of additional F-18 aircraft can be expected to generate further FCLP requirements and more noise complaints.

Programmed Environmental Costs/Cost Avoidances

There will be no significant environmental costs/cost avoidances incurred from the relocation to MCAS Beaufort. Environmental cleanup of sites contaminated by past or present actions will be accomplished regardless of closure/realignment actions.

MARINE CORPS AIR STATION CHERRY POINT CHERRY POINT, NC

The relocation of 9 squadrons of F-18s, FRS, trainers, and an aircraft intermediate maintenance depot to MCAS Cherry Point, NC, will require military construction to support this action.

Threatened and Endangered Species

Relocation efforts will be planned to avoid any impacts to the federally listed bald eagle and American alligator, as well as the candidate species, spring flowering goldenrod.

Wetlands

MCAS Cherry Point contains over 12,000 acres of jurisdictional wetlands. Wetlands will be considered and avoided as a regular part of the planning process.

Historic or archeological sites

No sites or structures are listed or eligible for listing on the National Register of Historic Places.

Pollution control

Industrial and domestic water treatment plant capacity can accommodate the effects of the relocation. Control methods required by applicable standards will be used to control emissions to air and discharges to water. This area is classified as an attainment area by the National Air Quality Standards. Air emission increases are regulated for new and modified major sources.

Hazardous Materials/Wastes

MCAS Cherry Point has a RCRA permit for storage of hazardous waste. The increase in hazardous waste generation is not expected to exceed current capacities. Environmental cleanup of sites contaminated by past or present actions will be accomplished regardless of closure/realignment actions.

Land Use and Airspace Implications

The proposed closure of NAS Cecil Field and realignment of F-18 squadrons to MCAS Cherry Point will result in significant environmental, specifically noise, and operational impacts in eastern North Carolina. The proposed realignment will double the number of tactical aircraft at MCAS Cherry Point and will impact areas in the vicinity of the station as well as at Marine Corps Auxiliary Landing

Field (MCALF) Bogue where Field Carrier Landing Practice (FCLP) operations are conducted. Currently, MCALF Bogue supports FCLP requirements from NAS Oceana as well as MCAS Cherry Point, the increase in F-18 aircraft at MCAS Cherry Point will result in significant increases in FCLP training. Given the development around MCALF Bogue, substantial increases in FCLP operations will be difficult to achieve without potentially significant environmental impacts.

In addition to MCAS Cherry Point and MCALF Bogue, aircraft utilize the bombing ranges in Pamlico Sound (BT-9 and BT-11) as well as the new Mid-Atlantic Electronic Warfare Range at BT-11. Restrictions on delivery of live ordnance, airspace constraints, the size of the target area, and the use of the surrounding waters for fishing and recreational purposes significantly constrain the capacity of these ranges. The State of North Carolina has seriously challenged military operations in eastern North Carolina and previously objected to the Marine Corps' proposal to establish the Cherry 1 and Core Military Operating Areas (MOA). The environmental impact statement and special use airspace proposal is under evaluation at the Southern Region, Federal Aviation Administration and final action by FAA Headquarters is not expected for several months. The proposed realignment of F-18 aircraft to MCAS Cherry Point will result in significant noise and other environmental impacts, will result in significantly higher levels of operations over eastern North Carolina, and may jeopardize the current special use airspace proposal for the Cherry 1 and Core MOAs. As a result, significant environmental and legal challenges to increased utilization of MCAS Cherry Point and related aviation assets in North Carolina can be expected.

Programmed Environmental Costs/Cost Avoidances

Some costs will be incurred to update the air station air toxics survey to include emissions from the addition of the F-18s and support functions.

NAVAL AIR STATION OCEANA

OCEANA, VA

The relocation of six squadrons of S-3s to NAS Oceana from NAS Cecil Field may require military construction to support this action.

Threatened and Endangered Species

There are no federally listed threatened or endangered species on NAS Oceana.

Wetlands

NAS Oceana contains jurisdictional wetlands on-base. Construction of new facilities will be sited to minimize impacts on these areas.

Historic or archeological sites

No sites or structures are listed or eligible for listing on the National Register of Historic Places.

Pollution control

Re-negotiation of the wastewater discharge permit may be possible to accommodate the relocation. Average potable water usage exceeds the maximum monthly average permitted discharge to the local municipal wastewater system. Control methods required by applicable standards will be used to control emissions to air and discharges to water. This is a "marginal" ozone nonattainment area relative to the National Ambient Air Quality Standards. Air quality offset requirements are mandatory for new emissions of volatile organic compounds.

Hazardous Materials/Wastes

NAS Oceana has an interim permit for storage of hazardous wastes. There is a conforming storage warehouse for hazardous materials. The increase in hazardous waste generation is not expected to exceed current capacities. Environmental cleanup of sites contaminated by past or present actions will be accomplished regardless of closure/realignment actions.

Land Use and Airspace Implications

The proposed realignment of six squadrons of S-3 aircraft from NAS Cecil Field to NAS Oceana is expected to result in additional noise impacts in the vicinity of NAS Oceana and the Outlying Landing Field at Fentress due to an increase in the level of operations. Although the S-3 aircraft is significantly quieter than the A-6E and F-14 aircraft currently stationed at NAS Oceana, the increase in S-3 aircraft realigned to NAS Oceana will increase the level of operations and require additional Field Carrier Landing Practice (FCLP) operations at Fentress due to operational restrictions at NAS Oceana. The Navy's previous acquisition of easements around Fentress should minimize future development but noise complaints from existing development may result due to an increase in the level of operations including nighttime FCLPs.

Programmed Environmental Costs/Cost Avoidances

There will be no significant environmental costs/cost avoidances incurred from the relocation to NAS Oceana.

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ATTACHMENT I-2

RECOMMENDATION FOR CLOSURE:

**NAVAL AIR STATION
BARBERS POINT, HAWAII**

RECOMMENDATION: Close the Naval Air Station (NAS), Barbers Point and relocate its aircraft along with their dedicated personnel and equipment support to Marine Corps Air Station (MCAS), Kaneohe Bay, Hawaii and NAS Whidbey Island, Washington. Retain the family housing as needed for multi-service use.

JUSTIFICATION: The NAS Barbers Point is recommended for closure because its capacity is excess to that required to support the reduced force levels contained in the DoD Force Structure Plan. The analysis of required capacity supports only one naval air station in Hawaii. NAS Barbers Point has a lower military value than MCAS Kaneohe Bay and its assets can be readily redistributed to other existing air stations. By maintaining operations at the MCAS, Kaneohe Bay, we retained additional capacity that air station provides in supporting ground forces. With the uncertainties posed in overseas basing MCAS Kaneohe Bay provides the flexibility to support future military operations for both Navy and Marine Corps and is of greater military value. In an associated move the F-18 and CH-46 squadrons at MCAS Kaneohe Bay will move to NAS Miramar to facilitate the relocation of the NAS Barbers Point squadrons. Finally the Department of the Navy will dispose of the land and facilities at NAS Barbers Point, and any proceeds will be used to defray base closure expenses.

RETURN ON INVESTMENT: This recommendation was considered as part of a package that included Pacific operational air stations. The COBRA data below applies to the operational air stations on the West Coast and in Hawaii, as follows: NAS Barbers Point, MCAS Kaneohe Bay, MCAS El Toro and NAS Miramar. The total estimated one-time costs for the recommendations are \$898.5M. Annual steady state savings are \$173.9M. This scenario obtains an immediate return on investment, and the Net Present Value of the costs and savings over a twenty-year period is a savings of \$1,374.2M. In addition, this package avoids approximately \$600M in military construction at MCAS Twentynine Palms, which is required to implement the 1991 Base Closure Commission's recommendation to close MCAS Tustin.

IMPACTS:

Economic Impact on Communities: The closure of this naval air station will have an impact on the local economy. NAS Barbers Point, located in the Honolulu MSA, would lose approximately 3514 military, 331 civilian employees, 287 contractor employees, and 20 military trainees. Thus, the Navy's closure action is estimated to result in the loss of 7388 positions (both direct and indirect). In this MSA, which had an employment base of 392,898 workers in July 1992, this loss would be 1.9% of this employment base. The July 1992 unemployment rate for this MSA was 3.6%, which compares to the national average of 7.7%. During the 1990-1991 period, the area had a 3.1% increase in employment, which compares to the national average decrease of 0.9%.

Community Infrastructure Impact: There is no significant community infrastructure impact at any receiving installation.

Environmental Impact: There will be no significant environmental impacts resulting from this action. Hazardous waste generation and pollutants will be eliminated. This closure will remove special use air space restrictions (such as military operating areas) as well as elevated noise levels and air emissions. Environmental clean-up efforts will continue until completed. For additional detail, see attached summary. The summary of environmental impacts may identify specific vessels, type/model/series of aircraft, or other equipment, as being realigned from this installation to other installations. Any such basing assignments are notional and are delineated only to provide a basis for the summary of potential environmental impacts. Actual basing of specific vessels, aircraft, and other equipment at specific locations are operational/management decisions that will be effected by fleet commanders as they execute the final results of the BRAC-93 process.

**SUMMARY OF ENVIRONMENTAL CONSEQUENCES RESULTING FROM
CLOSURE OF NAVAL AIR STATION BARBERS POINT, HI
WITH RELOCATION OF ASSETS TO:**

**NAVAL AIR STATION WHIDBEY ISLAND, WA
MARINE CORPS AIR STATION KANEHOE BAY, HI**

Closure of Naval Air Station (NAS) Barbers Point, HI, will necessitate the relocation of two P-3 squadrons to NAS Whidbey Island, WA, with four P-3 squadrons and ten H-60s to Marine Corps Air Station (MCAS) Kaneohe Bay, HI. The closure of NAS Barbers Point and relocation of assets to MCAS Kaneohe Bay will necessitate a realignment of MCAS Kaneohe Bay. This will include relocation of 24 F-18s to NAS Miramar, CA, and 24 CH-46s to MCAS Camp Pendleton, CA.

**NAVAL AIR STATION BARBERS POINT
HI**

BARBERS POINT,

Threatened and Endangered Species

Closure of this base will not have a significant impact on any threatened and endangered species or sensitive habitat because compliance with appropriate laws and regulations will ensure the protection of those species during the closure process and any subsequent caretaker process.

Wetlands

Closure of this base will not have a significant impact on any wetlands because compliance with appropriate laws and regulations will ensure the protection of those areas during the closure process and any subsequent caretaker process.

Historic or archeological sites

Closure of this base will not have a significant impact on any historic or archeological resources listed or eligible for listing on the National Register of Historic Places because compliance with appropriate laws and regulations will ensure the protection of those assets during the closure process and any subsequent caretaker process.

Pollution control

Closure will eliminate sources of pollution. Closure will eliminate various air emissions and provide potential air emission "credits." Emission reduction credits should be quantified and registered with the appropriate state's authority for other use by the Navy. Buildings containing asbestos will require caretaking until transfer to avoid releases. All underground storage tanks must be emptied,

cleaned, and properly closed/secured at termination of operations.

Hazardous Materials/Wastes

All hazardous industrial materials and wastes will require removal upon termination of operations in accordance with requirements of the hazardous waste management permit.

Land Use and Airspace Implications

Closure of this base will remove operational and future developmental constraints such as explosive safety arcs, electromagnetic radiation hazard areas, and restricted areas or danger zones. In addition, closure of this base will remove special use air space restrictions (e.g. military operations areas, military training routes) and the impacts associated with operations such as elevated noise levels and air emissions.

Programmed Environmental Costs/Cost Avoidances

The base has identified a future cost of \$2.8 million for the removal of asbestos. Closure of the base's air emission sources may allow the Navy to bank the emissions for future use. Environmental cleanup of sites contaminated by past or present actions will be accomplished regardless of closure/realignment actions. Costs for remediation are estimated at \$230K.

NAVAL AIR STATION WHIDBEY ISLAND

OAK HARBOR, WA

The realignment of two P-3 squadrons from NAS Barbers Point to NAS Whidbey Island, as well as the addition of two P-3 squadrons from the east coast, is not expected to have significant environmental impacts. The relocation of aircraft and functions to NAS Whidbey Island may require military construction to support this action, specifically new hangar and apron space.

Threatened and Endangered Species

New construction will be sited to avoid any endangered species and their habitat.

Wetlands

Approximately 1,084 acres of jurisdictional wetlands have been identified on NAS Whidbey Island. New construction will be sited to minimize impacts on these wetland areas.

Historic or archeological sites

Any new construction will avoid areas of sensitive cultural resources.

Pollution control

NAS Whidbey Island has ample facilities to handle the anticipated wastes. Air emissions and other pollutant generation should not change significantly. Control methods required by applicable standards will be used to control emissions to air and discharges to water. This area is classified as an attainment area by the National Air Quality Standards. Air emission increases are regulated for new and modified major sources.

Hazardous Materials/Wastes

Realignment of this base will not have a significant impact on the generation of hazardous waste nor the operations of their hazardous waste facilities. Whidbey Island generates 492 tons of hazardous waste per year. They hold a hazardous waste Part B permit for the storage, treatment, and disposal of hazardous waste and can accommodate incoming assets. NAS Whidbey Island is on the EPA's National Priorities List for cleanup. Environmental cleanup of sites contaminated by past or present actions will be accomplished regardless of closure/realignment actions.

Land Use and Airspace Implications

The proposed realignment of two P-3 squadrons from NAS Barbers Point and two P-3 squadrons from the east coast to NAS Whidbey Island is not expected to have significant noise impacts. The P-3 aircraft are significantly quieter than the existing A-6E and EA-6B aircraft stationed at NAS Whidbey Island. In terms of land use and airspace implications, the integration of P-3 operations and A-6E/EA-6B tactical jet operations at NAS Whidbey Island may result in air traffic delays and may require further utilization of the Outlying Landing Field at Coupeville for Field Carrier Landing Practice (FCLP) operations.

Programmed Environmental Costs/Cost Avoidances

There will be no significant environmental costs/cost avoidances incurred from the realignment of NAS Whidbey Island, as the environmental compliance costs should not change significantly.

MARINE CORPS AIR STATION KANEHOE BAY

KANEHOE BAY, HI

The relocation of four P-3 squadrons and 10 H-60s from NAS Barbers Point to MCAS Kaneohe Bay should be accommodated by existing facilities and operations at MCAS Kaneohe Bay. Included as part of the realignment of MCAS Kaneohe Bay is the departure of 24 F-18s from MCAS Kaneohe Bay to NAS Miramar and 24 CH-46s to MCAS Camp Pendleton. Functions transferred to MCAS Kaneohe Bay should be accommodated by facilities vacated by the F-18s and CH-46s with no major environmental impacts; however, some minor military construction may be required.

Threatened and Endangered Species

Several endangered waterbirds (stilt, duck, coot) are located on MCAS Kaneohe Bay. New construction will be sited to avoid these species and their habitat.

Wetlands

Several acres of jurisdictional wetlands (primarily ponds) have been identified on MCAS Kaneohe Bay. New construction will be sited to minimize impacts to these wetland areas.

Historic or archeological sites

There are several sites on MCAS Kaneohe Bay (Nu'upia Pond Complex and ancient Hawaiian burial grounds) listed on or eligible for listing on the National Register of Historic Places. New construction will be sited to avoid these resources.

Pollution control

Given the relocation of other aircraft from the station, MCAS Kaneohe Bay should be able to handle the anticipated wastes from the P-3 squadrons. Air emissions and other pollutant generation should not change significantly. Control methods required by applicable standards will be used to control emissions to air and discharges to water. This area is classified as an attainment area by the National Air Quality Standards. Air emission increases are regulated for new and modified major sources.

Hazardous Materials/Wastes

Realignment of this base will not have a significant impact on the generation of hazardous waste nor the operations of their hazardous waste facilities.

Land Use and Airspace Implications

The relocation of four P-3 squadrons to MCAS Kaneohe Bay will not result in significant noise impacts due to the realignment of the F-18s and CH-46s. The P-3 is significantly quieter than the F-18 aircraft currently stationed at MCAS Kaneohe Bay. Surrounding land use, however, presents a potential operational problem at MCAS Kaneohe Bay for the P-3s and other aircraft which regularly use NAS Barbers Point. Due to the mountainous terrain off the approach end of runway 4, MCAS Kaneohe Bay does not have a straight-in instrument approach or straight out departure on runway 22. P-3 training includes practice GCA (Ground Control Approach) instrument approaches.

Programmed Environmental Costs/Cost Avoidances

There will be no significant environmental costs/cost avoidances incurred from the realignment of MCAS Kaneohe Bay, as the environmental compliance costs should not change significantly. Environmental cleanup of sites contaminated by past or present actions will be accomplished regardless of closure/realignment actions.

NAVAL AIR STATION MIRAMAR

SAN DIEGO, CA

The relocation of 121 F-18s from MCAS El Toro and MCAS Kaneohe Bay, 12 KC-130s and a station operations and maintenance squadron from MCAS El Toro, and 48 CH-46s and 68 H-53s from MCAS Tustin to NAS Miramar should be accommodated by existing facilities and operations at NAS Miramar. This will be accomplished contingent upon the departure of 120 F-14s, 24 E-2Cs, the Navy Fighter Weapons School (TOPGUN), and an Adversary Squadron from NAS Miramar to NAS Lemoore, and four C-2s from NAS Miramar to NAS North Island. Because of this, functions transferred to NAS Miramar should be accommodated by facilities vacated by the F-14s E-2Cs, and C-2s with no major environmental impacts; however, some minor military construction may be required.

Threatened and Endangered Species

Relocation must be planned to avoid any adverse impact on the endangered San Diego Mesa Mint and any other endangered or threatened species on-base.

Wetlands

New construction will be sited to minimize impacts on vernal pools and other jurisdictional wetlands on NAS Miramar.

Historic or archeological sites

There are several sites or structures eligible for listing on the National Register of Historic Places. New construction will be sited to avoid these areas.

Pollution control

NAS Miramar has ample facilities to handle the anticipated wastes. Air emissions and other pollutant generation should not change significantly. Control methods required by applicable standards will be used to limit emissions to air and discharges to water. This is a "severe" ozone and "moderate" carbon monoxide nonattainment area relative to the National Ambient Air Quality Standards. Air emission offsets are mandatory for new emissions of volatile organic compounds. With departure of existing air assets at NAS Miramar, emissions will be eliminated from various sources, providing potential air emission "credits." Emission reduction credits from this action should partly offset the influx of new emissions from Marine Corps operations transferred to NAS Miramar. Additional "credits" may have to be procured. This action should be quantified and registered with the appropriate state authority. Transfer of assets from MCAS El Toro, MCAS Tustin, and MCAS Kaneohe Bay are not expected to negatively impact wastewater treatment capability at NAS Miramar.

Hazardous Materials/Wastes

The increase in hazardous waste generation from MCAS El Toro, MCAS Tustin, and MCAS Kaneohe Bay assets is not expected to exceed current capacities.

Land Use and Airspace Implications

The realignment of F-18, C-130, H-46, and H-53 aircraft from MCAS El Toro, MCAS Kaneohe Bay, and MCAS Tustin to NAS Miramar is not expected to have significant environmental impacts. The anticipated level of Marine Corps F-18 aircraft which would be realigned to NAS Miramar is approximately equal to the number of F-14s relocating from NAS Miramar to NAS Lemoore. In addition, NAS Miramar also supports the Navy Fighter Weapons School (TOPGUN) including F-16 and A-4 aircraft and an adversary squadron both of which would be relocated to NAS Lemoore. Thus, the anticipated noise impacts associated with Marine Corps F-18 operations at Miramar is expected to be less than the current noise impact. The realignment of KC-130 aircraft would also not have significant impacts since E-2Cs at NAS Miramar would relocate to NAS Lemoore as well.

Operationally, Miramar enjoys encroachment protection in both the Seawolf departure corridor to the west and the approach corridor over Navy owned land to the east. Marine Corps F-18 aircraft operating in the Seawolf departure corridor would gain better access to the off-shore warning areas in Whiskey-291 allowing more time on station for training. In addition, Miramar's Field Carrier Landing Practice (FCLP) pattern is over the base thus minimizing off-base noise impacts. FCLP training for the 3rd F-18 Fleet Readiness Squadron and other F-18 fleet squadrons will be unencumbered at NAS Miramar.

The proposed realignment of H-46 and H-53 rotary-wing aircraft to NAS Miramar provides the Marine Corps with dedicated flight corridors to operate these aircraft. Since the noise impacts at Miramar would be dominated by the F-18 aircraft, the H-46/H-53 helicopters would not contribute to the noise exposure contours around the station and thus not expand the noise contours into developed areas off-base. Moreover, the departure corridors to the west and north would not be over residential areas, permitting low level egress from Miramar.

In summary, the noise, land use, and operating conditions at Miramar can support the realignment of Marine Corps assets without adverse environmental and operational impacts.

Programmed Environmental Costs/Cost Avoidances

There will be no significant environmental cost avoidances incurred from the realignment of MCAS El Toro, MCAS Kaneohe Bay, and MCAS Tustin to NAS Miramar, as the environmental compliance costs should not change significantly. However, the closure of Navy operations and initiation of Marine Corps operations may necessitate procurement of air emission "credits" on the local market unless negotiations with local authorities can prevail in defining the change as a continuation of Department of Navy operations. Environmental cleanup of sites contaminated by past or present actions will be accomplished regardless of closure/realignment actions.

MARINE CORPS AIR STATION CAMP PENDLETON, CAMP PENDLETON, CA

The relocation of 24 CH-46s from MCAS Kaneohe Bay, 13 CH-46s from MCAS El Toro, and 12 CH-46s from MCAS Tustin to MCAS Camp Pendleton will require new military construction, primarily for new hangar and apron space.

Threatened and Endangered Species

Relocation must be planned to avoid any adverse impact on the endangered Least Bell's vireo and its habitat.

Wetlands

New construction will be sited to minimize impacts on jurisdictional wetlands on MCAS Camp Pendleton.

Historic or archeological sites

If construction imposes impacts on historic resources, coordination and appropriate preservation measures will be taken in accordance with the National Historic Preservation Act.

Pollution control

MCAS Camp Pendleton is a tenant on Marine Corps Base (MCB) Camp Pendleton, which provides solid waste management and wastewater disposal for the entire base. There will be an increase in storage and use of hazardous materials. Control methods required by applicable standards will be used to control emissions to air and discharges to water. This area is classified as a "severe" ozone and "moderate" carbon monoxide nonattainment area relative to the National Ambient Air Quality Standards. Air emission offsets are mandatory for new emissions of volatile organic compounds. Transfer of assets from MCAS Kaneohe Bay and MCAS El Toro are not expected to negatively impact wastewater treatment capability at MCB Camp Pendleton.

Hazardous Materials/Wastes

The increase in hazardous waste generation from MCAS Kaneohe Bay and MCAS El Toro assets is not expected to exceed current capacities.

Land Use and Airspace Implications

The relocation of CH-46 aircraft to MCAS Camp Pendleton will result in an increase in aircraft noise. While impacts associated with operations at the airfield will be confined to the base, helicopter operations/training outside MCB Camp Pendleton in coastal areas will require prudent air traffic and airspace management to mitigate any adverse impacts on these areas.

Programmed Environmental Costs/Cost Avoidances

There will be no significant environmental costs or cost avoidances incurred from the relocation action. Environmental cleanup of sites contaminated by past or present actions will be accomplished regardless of closure/realignment actions.

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ATTACHMENT I-3

RECOMMENDATION FOR CLOSURE:

**MARINE CORPS AIR STATION
EL TORO, CALIFORNIA**

RECOMMENDATION: Close Marine Corps Air Station (MCAS), El Toro, California. Relocate its aircraft along with their dedicated personnel, equipment and support to Naval Air Station (NAS), Miramar, California and Marine Corps Air Station, Camp Pendleton, California.

JUSTIFICATION: Naval and Marine air wings are projected to be reduced consistent with fleet requirements in the DoD Force Structure Plan, creating an excess in air station capacity. MCAS El Toro is recommended for closure since, of the jet bases supporting the Pacific Fleet, it has the lowest military value, has no expansion possibilities, is the subject of serious encroachment and land use problems, and has many of its training evolutions conducted over private property. The redistribution of aviation assets allows the relocation of Marine Corps fixed wing and helicopter assets to the NAS Miramar, in a manner which both eliminates excess capacity and avoids the construction of a new aviation facility at Marine Corps Air-Ground Combat Center, Twentynine Palms, California. In an associated action the squadrons and related activities at NAS Miramar will move to NAS Lemoore in order to make room for the relocation of the MCAS El Toro squadrons. This closure results in a new configuration of Naval and Marine Corps air stations having an increased average military value when value compared to the current mix of air stations in the Pacific Fleet. Finally the Department of the Navy will dispose of the land and facilities at MCAS El Toro and any proceeds will be used to defray base closure expenses.

RETURN ON INVESTMENT: This recommendation was considered as part of a package that included Pacific operational air stations. The COBRA data below applies to the operational air stations on the West Coast and in Hawaii, as follows: NAS Barbers Point, MCAS Kaneohe Bay, MCAS El Toro and NAS Miramar. The total estimated one-time costs for the recommendations are \$898.5M and avoided the approximately \$600M in military construction at MCAS Twentynine Palms which is required to implement the 1991 Base Closure Commission's recommendation to close MCAS Tustin. Annual steady state savings are \$173.9M. This scenario obtains an immediate return on investment, and the Net Present Value of the costs and savings over a twenty-year period is a savings of \$1,374.2M.

IMPACTS:

Economic Impact on Communities: The closure of this Marine Corps air station will have an impact on the local economy. MCAS El Toro, located in the Anaheim-Santa Ana PMSA, would lose approximately 5854 military, 1698 civilian employees, and 228 contractor employees. Thus, the Navy's closure action is estimated to result in the loss of 14,004 positions (both direct and indirect). In this PMSA, which had an employment base of 1,294,655 workers in July 1992, this loss would be 0.9% of this employment base. The July 1992 unemployment rate for this MSA was 6.1%, which compares to the national average of 7.7%. During the 1990-1991 period, the area had a 3.4% decrease in employment, which compares to the national average decrease of 0.9%.

Community Infrastructure Impact: There is no significant community infrastructure impact at any receiving installation.

Environmental Impact: This closure will eliminate the generation of hazardous waste and pollutants and will remove special air space restrictions (such as military operating areas), and reduce noise levels and air emissions. Environmental clean-up efforts will continue until completed. For additional detail, see attached summary. The summary of environmental impacts may identify specific vessels, type/model/series of aircraft, or other equipment, as being realigned from this installation to other installations. Any such basing assignments are notional and are delineated only to provide a basis for the summary of potential environmental impacts. Actual basing of specific vessels, aircraft, and other equipment at specific locations are operational/management decisions that will be effected by fleet commanders as they execute the final results of the BRAC-93 process.

**SUMMARY OF ENVIRONMENTAL CONSEQUENCES RESULTING FROM
CLOSURE OF MARINE CORPS AIR STATION EL TORO, CA
WITH RELOCATION OF ASSETS TO:**

**MARINE CORPS AIR STATION CAMP PENDLETON, CA
NAVAL AIR STATION MIRAMAR, CA**

Closure of Marine Corps Air Station (MCAS) El Toro, CA, will necessitate the relocation of 13 CH-46s to MCAS Camp Pendleton, CA, and 97 F-18s, 12 KC-130s, and a station operations and maintenance squadron to Naval Air Station (NAS) Miramar, CA. The closure of MCAS El Toro and relocation of assets to NAS Miramar will necessitate a realignment of NAS Miramar. This will include the relocation of 120 F-14s, 24 E-2Cs, the Navy Fighter Weapons School (TOPGUN), and an Adversary Squadron to NAS Lemoore, CA, and 4 C-2s to NAS North Island, CA.

MARINE CORPS AIR STATION EL TORO

SANTA ANA, CA

Threatened and Endangered Species

Closure of this base will not have a significant impact on any threatened and endangered species or sensitive habitat because compliance with appropriate laws and regulations will ensure the protection of those species during the closure process and any subsequent caretaker period.

Wetlands

Closure of this base will not have a significant impact on any wetlands because compliance with appropriate laws and regulations will ensure the protection of those areas during the closure process and any subsequent caretaker period.

Historic or archeological sites

Closure of this base will not have a significant impact on any historic or archeological resources listed or eligible for listing on the National Register of Historic Places because compliance with appropriate laws and regulations will ensure the protection of those assets during the closure process and any subsequent caretaker period.

Pollution control

The local public-owned sanitary sewage system receives wastewater from El Toro. Closure will eliminate discharges to this facility. Closure will eliminate various air emissions and provide potential air emission "credits." Emission reduction credits should be quantified and registered with the appropriate state authority for other

use by the Marine Corps. Buildings with asbestos-containing material will require caretaking until transfer to avoid releases. All Underground Storage Tanks must be emptied, cleaned, and properly closed/secured at termination of operations.

Hazardous Materials/Wastes

Closure of this base will eliminate its generation of hazardous waste. All hazardous industrial materials and wastes will require removal upon termination of operations in accordance with applicable regulations and requirements. Environmental cleanup of sites contaminated by past or present actions will be accomplished regardless of closure/realignment actions.

Land Use and Airspace Implications

Closure of this base will remove operational and future developmental constraints such as explosive safety arcs, electromagnetic radiation hazard areas, and restricted areas or danger zones. In addition, closure of this base will remove special use air space restrictions (e.g., military operations areas, military training routes) and the impacts associated with operations such as elevated noise levels and air emissions.

Programmed Environmental Costs/Cost Avoidances

The base has identified a future cost of \$1,040,000 for the removal of asbestos.

MARINE CORPS AIR STATION CAMP PENDLETON, CAMP PENDLETON, CA

The relocation of 24 CH-46s from MCAS Kaneohe Bay, 13 CH-46s from MCAS El Toro, and 12 CH-46s from MCAS Tustin to MCAS Camp Pendleton will require new military construction, primarily for new hangar and apron space.

Threatened and Endangered Species

Relocation must be planned to avoid any adverse impact on the endangered Least Bell's vireo and its habitat.

Wetlands

New construction will be sited to minimize impacts on jurisdictional wetlands on MCAS Camp Pendleton.

Historic or archeological sites

If construction imposes impacts on historic resources, coordination and appropriate preservation measures will be taken in accordance with the National Historic Preservation Act.

Pollution control

MCAS Camp Pendleton is a tenant on Marine Corps Base (MCB) Camp Pendleton, which provides solid waste management and wastewater disposal for the entire base. There will be an increase in storage and use of hazardous materials. Control methods required by applicable standards will be used to control emissions to air and discharges to water. This area is classified as a "severe" ozone and "moderate" carbon monoxide nonattainment area relative to the National Ambient Air Quality Standards. Air emission offsets are mandatory for new emissions of volatile organic compounds. Transfer of assets from MCAS Kaneohe Bay and MCAS El Toro are not expected to negatively impact wastewater treatment capability at MCB Camp Pendleton.

Hazardous Materials/Wastes

The increase in hazardous waste generation from MCAS Kaneohe Bay and MCAS El Toro assets is not expected to exceed current capacities.

Land Use and Airspace Implications

The relocation of CH-46 aircraft to MCAS Camp Pendleton will result in an increase in aircraft noise. While impacts associated with operations at the airfield will be confined to the base, helicopter operations/training outside MCB Camp Pendleton in coastal areas will require prudent air traffic and airspace management to mitigate any adverse impacts on these areas.

Programmed Environmental Costs/Cost Avoidances

There will be no significant environmental costs or cost avoidances incurred from the relocation action. Environmental cleanup of sites contaminated by past or present actions will be accomplished regardless of closure/realignment actions.

NAVAL AIR STATION MIRAMAR

SAN DIEGO, CA

The relocation of 121 F-18s from MCAS El Toro and MCAS Kaneohe Bay, 12 KC-130s and a station operations and maintenance squadron from MCAS El Toro, and 48 CH-46s and 68 H-53s from MCAS Tustin to NAS Miramar should be accommodated by existing facilities and operations at NAS Miramar. This will be accomplished contingent upon the departure of 120 F-14s, 24 E-2Cs, the Navy Fighter Weapons School (TOPGUN), and an Adversary Squadron from NAS Miramar to NAS Lemoore, and four C-2s from NAS Miramar to NAS North Island. Because of this, functions transferred to NAS Miramar should be accommodated by facilities vacated by the F-14s, E-2Cs, and C-2s with no major environmental impacts; however, some minor military construction may be required.

Threatened and Endangered Species

Relocation must be planned to avoid any adverse impact on the endangered San Diego Mesa Mint and any other endangered or threatened species on-base.

Wetlands

New construction will be sited to minimize impacts on vernal pools and other jurisdictional wetlands on NAS Miramar.y

Historic or archeological sites

There are several sites or structures eligible for listing on the National Register of Historic Places. New construction will be sited to avoid these areas.

Pollution control

NAS Miramar has ample facilities to handle the anticipated wastes. Air emissions and other pollutant generation should not change significantly. Control methods required by applicable standards will be used to limit emissions to air and discharges to water. This is a "severe" ozone and "moderate" carbon monoxide nonattainment area relative to the National Ambient Air Quality Standards. Air emission offsets are mandatory for new emissions of volatile organic compounds. With departure of existing air assets at NAS Miramar, emissions will be eliminated from various sources, providing potential air emission "credits." Emission reduction credits from this action should partly offset the influx of new emissions from Marine Corps operations transferred to NAS Miramar. Additional "credits" may have to be procured. This action should be quantified and registered with the appropriate state authority. Transfer of assets from MCAS El Toro, MCAS Tustin, and MCAS Kaneohe

Bay are not expected to negatively impact wastewater treatment capability at NAS Miramar.

Hazardous Materials/Wastes

The change in hazardous waste generation from MCAS El Toro, MCAS Tustin, and MCAS Kaneohe Bay assets is not expected to exceed current capacities.

Land Use and Airspace Implications

The realignment of F-18, KC-130, H-46, and H-53 aircraft from MCAS El Toro, MCAS Kaneohe Bay, and MCAS Tustin to NAS Miramar is not expected to have significant environmental impacts. The anticipated level of Marine Corps F-18 aircraft which would be realigned to NAS Miramar is approximately equal to the number of F-14s relocating from NAS Miramar to NAS Lemoore. In addition, NAS Miramar also supports the Navy Fighter Weapons School ((TOPGUN) including F-16 and A-4 aircraft) and an adversary squadron both of which would be relocated to NAS Lemoore. Thus, the anticipated noise impacts associated with Marine Corps F-18 operations at Miramar is expected to be less than the current noise impact. The realignment of KC-130 aircraft would also not have significant impacts since E-2Cs at NAS Miramar would relocate to NAS Lemoore as well.

Operationally, Miramar enjoys encroachment protection in both the Seawolf departure corridor to the west and the approach corridor over Navy-owned land to the east. Marine Corps F-18 aircraft operating in the Seawolf departure corridor would gain better access to the off-shore warning areas in Whiskey-291 allowing more time on-station for training. In addition, Miramar's Field Carrier Landing Practice (FCLP) pattern is over the base thus minimizing off-base noise impacts. FCLP training for the 3rd F-18 Fleet Readiness Squadron and other F-18 fleet squadrons will be unencumbered at NAS Miramar.

The proposed realignment of H-46 and H-53 rotary-wing aircraft to NAS Miramar provides the Marine Corps with dedicated flight corridors to operate these aircraft. Since the noise impacts at Miramar would be dominated by the F-18 aircraft, the H-46/H-53 helicopters would not contribute to the noise exposure contours around the station and thus not expand the noise contours into developed areas off-base. Moreover, the departure corridors to the west and north would not be over residential areas, permitting low level egress from Miramar.

In summary, the noise, land use, and operating conditions at Miramar can support the realignment of Marine Corps assets without adverse environmental and operational impacts.

Programmed Environmental Costs/Cost Avoidances

There will be no significant environmental cost avoidances incurred from the realignment of MCAS El Toro, MCAS Kaneohe Bay, and MCAS Tustin to NAS Miramar, as the environmental compliance costs should not change significantly. However, the closure of Navy operations and initiation of Marine Corps operations may necessitate procurement of air emission "credits" on the local market unless negotiations with local authorities can prevail in defining the change as a continuation of Department of Navy operations. Environmental cleanup of sites contaminated by past or present actions will be accomplished regardless of closure/realignment actions.

NAVAL AIR STATION LEMOORE

LEMOORE, CA

The relocation of 120 F-14s, 24 E-2Cs, the Navy Fighter Weapons School (TOPGUN), and an Adversary Squadron from NAS Miramar to NAS Lemoore, CA, will require new military construction, primarily for new hangar and apron space.

Threatened and Endangered Species

Several endangered species are located on NAS Lemoore. New construction will be sited to avoid adverse impacts to these species.

Wetlands

There are approximately 200 acres of jurisdictional wetlands on NAS Lemoore. New construction will be sited to minimize impacts on these areas.

Historic or archeological sites

NAS Lemoore contains no structures or sites listed on or eligible for listing on the National Register of Historic Places.

Pollution control

NAS Lemoore facilities will be severely taxed to handle the proposed increase in operations. The wastewater treatment plant is operating at an average discharge rate which is 70% of design capacity. The potable water plant is operating at 5 mgd (66% of design capacity of 7.5 mgd). Many of the 250

untested electrical transformers are suspected (due to their age) of containing polychlorinated biphenyls (PCBs). More significantly, waste generation and air emissions will increase. Control methods required by applicable standards will be used to limit emissions to air and discharges to water. This is a "severe" ozone nonattainment area relative to the National Ambient Air Quality Standards. Air emission offsets are mandatory for new emissions of volatile organic compounds.

Hazardous Materials/Wastes

The activity has a RCRA permit for treating hazardous waste in its industrial waste treatment plant and has reserve capacity. However, modifications may be required to fully utilize the plant. Hazardous material and hazardous waste storage facilities need to be improved, regardless of these proposed BRAC actions.

Land Use and Airspace Implications

The proposed realignment of 120 F-14 and 24 E-2C aircraft as well as the Navy Fighter Weapons School (TOPGUN) and an Adversary Squadron from NAS Miramar to NAS Lemoore will increase the level of operations and noise impacts currently at NAS Lemoore. However, Navy ownership of 18,000 acres in fee and 11,000 acres in flight safety easements, and the surrounding agricultural zoning of lands in Kings and Fresno Counties minimizes any adverse impacts from increases in aircraft operations resulting from the proposed realignment.

More critical than the potential noise impacts of the proposed realignment are the airspace implications. NAS Lemoore does not possess the high altitude airspace network needed to support the F-14 community's training requirement for air combat maneuvering (ACM). The nearby Foothill 1 and 2 Military Operating Areas provide airspace from 2,000 feet MSL to only 18,000 feet MSL. As a result, F-14 aircraft would be required to either transit forty minutes to the NAS Fallon Complex or attempt to schedule training in the Naval Air Warfare Center, China Lake Complex (R-2508). Flying to the Fallon Complex will be costly in terms of fuel and will reduce the effective time on station for F-14 ACM training. Attempts to use the R-2508 Complex may impact the RDT&E requirements at China Lake and would need to be scheduled in advance.

Programmed Environmental Costs/Cost Avoidances

There will be additional environmental costs incurred from the realignment of NAS Miramar to NAS Lemoore, primarily in handling the increased wastewater/hazardous waste

generation. Environmental cleanup of sites contaminated by past or present actions will be accomplished at NAS Lemoore regardless of closure/realignment action.

NAVAL AIR STATION NORTH ISLAND SAN DIEGO, CA

The realignment of four C-2s from NAS Miramar to NAS North Island can be accommodated by existing facilities and operations with no major environmental impacts. Control methods required by applicable standards will be used to limit emissions to air and discharges to water. This is a "moderate" ozone nonattainment area relative to the National Ambient Air Quality Standards. Offset requirements are mandatory for new emissions of volatile organic compounds.

ATTACHMENT I-4

RECOMMENDATION FOR CLOSURE:

**NAVAL AIR STATION
ALAMEDA, CALIFORNIA**

RECOMMENDATION: Close Naval Air Station (NAS), Alameda, California and relocate its aircraft along with the dedicated personnel, equipment and support to NASA Ames/Moffett Field, California and NAS North Island. In addition, those ships currently berthed at NAS Alameda will be relocated to the Fleet concentrations at San Diego and Bangor/Puget Sound/Everett. Disposition of major tenants is as follows: Navy Regional Data Automation Center, San Francisco realigns to NAS North Island; Ship Intermediate Maintenance Department disestablishes; the Naval Air Reserve Center and the Marine Corps Reserve Center relocate to leased space at NASA/Ames.

JUSTIFICATION: The projected carrier air wing reductions in the DoD Force Structure Plan require a significant decrease in air station and naval station capacity. NAS Alameda is recommended for closure as it has the lowest military value of those air stations supporting the Pacific Fleet. Given the numbers of aircraft "bedded down" at the air station, it has greatest amount of excess capacity. Also, given the need to eliminate excess ship berthing, its capacity is not required to meet force levels, since only five carrier berths are required on the West Coast; three at the fleet concentration in San Diego and two at Bangor/Puget Sound/Everett. Both the limited aircraft (primarily reserve) and ship assets at NAS Alameda can be readily absorbed at bases with a higher military value. This closure results in increase average military value of both the remaining air stations and naval stations in the Pacific Fleet.

RETURN ON INVESTMENT: The total estimated one-time costs for the recommendations are \$193.7M. Annual steady state savings are \$41.7M. This scenario obtains a return on investment in 4 years. The Net Present Value of the costs and savings over a twenty-year period is a savings of \$197.1M.

IMPACTS:

Economic Impact on Communities: The closure of this naval air station will have an impact on the local economy. NAS Alameda, located in the Oakland, CA PMSA, would lose approximately 10,586 military, 546 civilian employees, and

10 contractor employees. Thus, the Navy's closure action is estimated to result in the loss of 31,198 positions (both direct and indirect). In this PMSA, which had an employment base of 1,069,991 workers in July 1992, this loss would be 2.9% of this employment base. The July 1992 unemployment rate for this PMSA was 6.4%, which compares to the national average of 7.7%. During the 1990-1991 period, the area had a 1.2% decrease in employment, which compares to the national average decrease of 0.9%.

Community Infrastructure Impact: There is no known community infrastructure impact at any receiving installation.

Environmental Impact: There will be no significant environmental impacts resulting from this action. Hazardous waste generation and pollutants will be eliminated. This closure will remove special use air space restrictions (such as military operating areas), and reduce noise levels and air emissions. The indoor and outdoor hazardous waste storage facilities at NAS Alameda will have to be closed in accordance with applicable laws and regulations. Annual maintenance dredging and the dredging of the turning basin and entrance channel will be eliminated. Environmental cleanup efforts will continue until completed. For additional detail, see attached summary. The summary of environmental impacts may identify specific vessels, type/model/series of aircraft, or other equipment, as being realigned from this installation to other installations. Any such basing assignments are notional and are delineated only to provide a basis for the summary of potential environmental impacts. Actual basing of specific vessels, aircraft, and other equipment at specific locations are operational/management decisions that will be effected by fleet commanders as they execute the final results of the BRAC-93 process.

**SUMMARY OF ENVIRONMENTAL CONSEQUENCES RESULTING FROM
CLOSURE OF NAVAL AIR STATION ALAMEDA, CA
WITH RELOCATION OF ASSETS TO:**

**NAVAL STATION SAN DIEGO, CA
NAVAL BASE SAN DIEGO, CA
NAVAL SHIPYARD PUGET SOUND, WA
NASA, AMES/MOFFETT FIELD, CA**

Closure of Naval Air Station (NAS) Alameda, CA, will necessitate the relocation of one destroyer tender to Naval Station (NAVSTA) San Diego, one aircraft carrier and one cruiser to Naval Base San Diego, CA, and one aircraft carrier to Naval Shipyard (NSY) Puget Sound. Relocation of aircraft will include eight H-53s to NAS North Island, fourteen A-6s, fourteen H-53s and 8 P-3s to lease space at NASA Ames/Moffett Field.

NAVAL AIR STATION ALAMEDA

OAKLAND, CA

Threatened and Endangered Species

Closure of this base will not have a significant impact on any threatened and endangered species or sensitive habitat because compliance with appropriate laws and regulations will ensure the protection of those species during the closure process and any subsequent caretaker period.

Wetlands

Closure of this base will not have a significant impact on any wetlands because compliance with appropriate laws and regulations will ensure the protection of those areas during the closure process and any subsequent caretaker period.

Historic or archeological sites

Closure of this base will not have a significant impact on any historic or archeological resources listed or eligible for listing on the National Register of Historic Places because compliance with appropriate laws and regulations will ensure the protection of those assets during the closure process and any subsequent caretaker period.

Pollution control

Closure will eliminate flows of sanitary sewage to the local municipal treatment facility. The potential decrease amounts to approximately one percent of the receiving facility's capacity. Closure will also eliminate releases from four industrial waste treatment/pretreatment plants.

Underground Storage Tanks must be emptied and properly closed/secured upon termination of operations. Closure will terminate operation of various air pollution sources and terminate existing storage of hazardous materials. This is a "moderate" ozone nonattainment area relative to the National Ambient Air Quality Standards. Offset requirements are mandatory for new emissions of volatile organic compounds. Closure will eliminate various air emissions and provide potential air emission "credits." Emission reduction credits should be quantified and registered with the appropriate state's authority for other use by the Navy.

Hazardous Materials/Wastes

NAS Alameda operates indoor and outdoor hazardous waste storage facilities which will require closure in accordance with permit requirements upon termination of operations. All hazardous wastes in treatment and storage facilities and industrial process systems will have to be removed and properly disposed. Environmental cleanup of sites contaminated by past or present actions will be accomplished regardless of closure/realignment actions.

Land Use and Airspace Implications

Closure of this base will remove operational and future developmental constraints such as explosive safety arcs, electromagnetic radiation hazard areas, and restricted areas or danger zones. In addition, closure of this base will remove special use air space restrictions (e.g. military operations areas, military training routes) and the impacts associated with operations such as elevated noise levels and air emissions.

Programmed Environmental Costs/Cost Avoidances

There are an estimated \$33.5 million of anticipated asbestos removal costs. Closure of this base will eliminate the costs associated with maintenance dredging of approximately 1,000,000 CY per year, as well as \$30 million for MILCON P-316 which would dredge the turning basin and entrance channel. There are 9 environmental compliance projects programmed for award/completion in FY93 for \$1,043K and 1 project for FY94 for \$34K.

NAVAL STATION SAN DIEGO

SAN DIEGO, CA

Relocation of one destroyer tender to NAVSTA San Diego can be accommodated by existing facilities and operations with no major environmental impacts. Control methods required by applicable standards will be used to control emissions to air and discharges to water. This is a "severe" ozone and

"moderate" carbon monoxide nonattainment area relative to the National Ambient Air Quality Standards. Air quality offset requirements are mandatory for new emissions of volatile organic compounds.

NAVAL BASE SAN DIEGO

SAN DIEGO, CA

Relocation of one cruiser, eight H-53s, and related support operations to Naval Base San Diego, CA, can be accommodated within the existing industrialized area, so no major environmental impacts are anticipated. The relocation of the aircraft carrier will require new pier construction and substantial dredging. These projects will require preparation of an environmental impact statement. Reserve industrial and domestic wastewater treatment capabilities are available. Control methods required by applicable standards will be used to control emissions to air and discharges to water. This is a "severe" ozone and "moderate" carbon monoxide nonattainment area relative to the National Ambient Air Quality Standards. Air quality offset requirements are mandatory for new emissions of volatile organic compounds.

NAVAL SHIPYARD PUGET SOUND

BREMERTON, WA

One aircraft carrier will be relocated to NAVSTA Everett from NSY Puget Sound. Relocation of one aircraft carrier and related support operations from NAS Alameda can be accommodated by existing facilities and operations with no major environmental impacts because the carrier now homeported at the shipyard will relocate to NAVSTA Everett, WA, in an action not related to base closure. Control methods required by applicable standards will be used to control emissions to air and discharges to water. This is an attainment area relative to the National Ambient Air Quality Standards. Air emission increases are regulated for new and modified major sources.

NASA, AMES MOFFETT FIELD

SUNNYVALE, CA

Relocation of fourteen A-6s, eight P-3s and fourteen H-53s with related support equipment into existing leased facilities owned by NASA at Moffett Field can be accommodated with no major environmental impacts. Control methods required by applicable standards will be used to control emissions to air and discharges to water. This is a "moderate" ozone nonattainment area relative to the National Ambient Air Quality Standards. Air quality offset requirements are mandatory for new emissions of volatile organic compounds. Air operations involving A-6 aircraft will present a potential noise hazard in the immediate

vicinity of NASA Ames/Moffett Field which can be mitigated
with additional analysis.

1993 BRAC
Report

OPERATIONAL AIR STATIONS CONFIGURATION ANALYSES

Air station	M.V. minus	Capacity measures		1993	MIN CAP.
	MV avg.	Apron space	Hangar space		
LANTFLT					
NAVSTA Mayport	11.24	108	221	1	0
MCAS Cherry Point	10.83	643	368	1	1
MCAS New River	9.05	741	440	1	1
MCAS Beaufort	8.59	310	237	1	0
NAS Cecil Field	8.14	514	713	1	1
NAS Jacksonville	2.78	434	351	1	1
NAS Brunswick	1.28	471	432	1	1
NAS Norfolk	1.03	407	694	1	1
NAS Oceana	-0.95	472	813	1	1

PACFLT					
NAS Whidbey Island	18.06	459	683	1	1
MCAS Kaneohe Bay	10.15	164	177	1	0
NAS Miramar	6.26	591	859	1	1
NAS Lemoore	4.70	435	645	1	0
NAS North Island	2.69	552	626	1	1
NAS Barbers Point	1.33	533	533	1	1
MCAS CP Pendleton	-1.13	251	216	1	1
MCAS El Toro	-7.88	579	378	1	1
NAS Alameda	-15.27	535	1,430	1	0

Total apron space:	8,199	6,647
Total hangar space:	9,816	7,106
Average MV:	70.9	51.5

Required apron space:	3,971
Required hangar space:	3,824

Figure 1

BASE VISIT REPORT

Cecil Field, FL

10 August 2005

COMMISSIONERS: None – Staff Only Visit

COMMISSION STAFF:

Jim Hanna, Navy/Marine Corps Team Leader
William Fetzer, Senior Navy/Marine Corps Senior Analyst

LIST OF ATTENDEES:

Governor Jeb Bush, State of Florida
Mayor John Peyton, City of Jacksonville
Dr. Pam Dana, Florida - Director Office of Tourism, Trade and Economic Development
ADM Bob Natter (USN- Ret), Consultant, State of Florida
CAPT John Leenhouts (USN - Ret), Northrop Grumman
CAPT Dan McCarthy (USN – Ret), City of Jacksonville
David Korn, City of Jacksonville
Mark Bachara, Jacksonville Sheriff's Office
Mike Saylor, President, BHR-Arcadis
Bob Simpson, Jacksonville Airport Authority
John Haley, Jacksonville Chamber of Commerce
Pete Hooper, FAA Navy Liaison

CECIL FIELD MISSION:

- NAS Cecil Field was closed by the 1993 BRAC to remove excess capacity from the Naval Air Station inventory. Cecil Field's aircraft (F-18's), personnel and support were re-distributed to MCAS Cherry Point, NC, NAS Oceana, VA and MCAS Beaufort, SC. At the time NAS Cecil Field had a higher Military Value than NAS Oceana, but the Department of Defense rationale for closing Cecil vice Oceana stated that "NAS Oceana was the only F-14 Air Station supporting the Atlantic Fleet and had to be retained to support military operations of these aircraft. Oceana's excess capacity was merely utilized to absorb the remaining aircraft."
- Since Cecil Field closed in 1999, the property was turned over to the state and local governments for redevelopment. The runways, hangars, ramps and many maintenance and administrative support buildings were preserved, refurbished and upgraded to OSHA standards. Antiquated buildings were demolished. Utilities were upgraded and relocated underground. Highway access roads were significantly upgraded with wide boulevards leading to the field. The state and city have invested \$133M to upgrade the present infrastructure and a major road program to connect Cecil Field to Interstate 10 is funded (at \$130M) and will begin in 2006. The environmental problems have been remediated. The state and city governments have committed to turn over all property to the Department of Defense at no cost, free and clear of all leased tenants and non-DoD activities.

- Many of the Cecil Field facilities have been leased to commercial and industrial customers in a comprehensive redevelopment program. Those leases have escape and relocation clauses that the city and state governments will execute if Cecil Field is selected as the site for the east coast Master Jet Base. Tenant activities presently located at Cecil Field include:
 - Signature of Cecil Field (FBO)
 - The Boeing Company
 - Defense Security Services, DSS
 - Division of Forestry
 - Florida Army National Guard
 - Florida Community College at Jacksonville
 - Florida Highway Patrol
 - Information Spectrum
 - Jacksonville Fire & Rescue
 - Jet Turbine Service, Inc.
 - Logistic Services International, LSI
 - Naval Air Depot (F-18 Depot Level Maintenance)
 - Resource Consultants, Inc. (RCI)
 - Robinson Van-Vuren & Associates, RVA (ATC)
 - Titan System Corporation
 - SEMCOR, Inc.
 - US Coast Guard

NAS OCEANA ADDS CONSIDERATION:

- 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 to enable the single siting of all F/A-18E/F aircraft squadrons.
- Provide the BRAC Commission with options to realign or close the base.

MAIN FACILITIES REVIEWED:

- Cecil Field facilities
- Whitehouse Outlying Field

KEY ISSUES IDENTIFIED:

- Operations at NAS Oceana are encroached limiting the ability of the aviators to “train as they fight” by flying the same landing and takeoff patterns as they would at sea. (est. 145,000 people live within the 65 dB average Day/night Noise Level curve). 24/7 flight operations are limited by courtesy of Base CO to nearby residents.
- Operations at Cecil Field and Whitehouse OLF have minor encroachment due to the proactive measures taken by the city and state governments to protect the airfields from encroachment. (est. 10,000 people live within the 65dB DNL boundaries). 24/7 flight operations can be conducted at Cecil and Whitehouse with exact landing patterns as CV operations at sea.
- Navy plans to build new outlying field in Washington County, NC to relieve noise issues at Oceana and Fentress are on hold due to environmental litigation.
- No new OLF is required for operations at Cecil Field.
- Costs of moving Oceana operations to Cecil Field:

<u>DOD COBRA</u>	<u>STAFF COBRA</u>
- \$1,636M One - Time Costs	- \$410.2M One - Time Costs
- 100+ Years Payback	- 18 Years Payback
- \$1,191M Net Present Value	- \$33.4M Net Present Value
- 9950 Military and 1660 Civilians	- 9950 Military and 1660 Civilians

Certified Navy COBRA did not account for the 70-75% of the Master Jet base infrastructure existing at Cecil Field. Staff developed COBRA analyzed and adjusted 182 line items of facilities required by the Navy to get a more accurate COBRA result.

INSTALLATION CONCERNS RAISED:

NAS OCEANA

- Present encroachment issues are considered manageable by the Navy.
- Training is affected by the encroachment, but aircrews can adapt when they get to the Aircraft Carrier.
- Training range access and fleet access for coordination and load out at Oceana are excellent.
- The Navy considers NAS Oceana to be the best option for the east coast Master Jet Base.
- The Hampton Roads area provides outstanding quality of life benefits to personnel and their families in education, community services, medical support, living conditions and recreation.
- The recently approved Joint Land Use Study provides a good framework for the Navy to restrict development and manage future encroachment.
- Significant investment has been made in new hangars, a jet engine testing “hush house,” control tower, strike simulator facilities, and an environmentally clean aircraft painting facility.

CECIL FIELD

- Relatively minor encroachment exists.
- Crews can train as they fight at Cecil and Whitehouse OLF without noise or pattern restrictions
- Aircrews have significant training ranges and airspace conveniently located within minutes of takeoff. According to the FAA there was (and will be) no airspace encroachment related to Cecil Field Naval Aviation operations.
- The Navy did not consider Cecil Field as a potential new Master Jet Base because it was closed by BRAC 93.
- The Jacksonville Metropolitan Area is an excellent cultural and recreational center with a large concentration of Navy support facilities and outstanding quality of life benefits.
- The City of Jacksonville voluntarily applied the AICUZ overlay maps on the areas around NAS Cecil and NAS Jacksonville (located 10 miles east of Cecil field) to limit noise exposure and control encroachment.
- Cecil Field has upgraded and maintained 70% of the facilities that were left by the Navy. Significant improvements were made as outlined in the Cecil Field Mission paragraph above.

COMMUNITY CONCERNS RAISED:

CECIL FIELD

- The community has made significant investment (\$266M) in upgrading the infrastructure in and around Cecil field.
- The City of Jacksonville and the State of Florida have offered to return to the Department of Defense all of the former NAS Cecil Field property, improved and unencumbered – free and clear.
- The local governments are prepared to absorb and support the approximately 11,000 personnel that would be associated with the location of the Navy's Master Jet Base at Cecil Field.
- All required base conversion activities, including a new or updated EIS, can be completed within 4.5 years, allowing the Navy to establish and occupy a new Master Jet Base within the BRAC timeframe.

BASE VISIT REPORT

Cecil Field, FL

19 August 2005

COMMISSIONERS: Commissioner Hill, Commissioner Newton, Commissioner Skinner

COMMISSION STAFF:

William Fetzer, Senior Navy/Marine Corps Senior Analyst

LIST OF ATTENDEES:

Governor Jeb Bush, State of Florida

Mayor John Peyton, City of Jacksonville

Dr. Pam Dana, Florida - Director Office of Tourism, Trade and Economic Development

ADM Bob Natter (USN- Ret), Consultant, State of Florida

CAPT John Leenhouts (USN - Ret), Northrop Grumman

CAPT Dan McCarthy (USN - Ret), City of Jacksonville

David Korn, City of Jacksonville

Andy Eckert, BHR-Arcadis Project Engineer

Bob Simpson, Jacksonville Airport Authority

CECIL FIELD MISSION:

- NAS Cecil Field was closed by the 1993 BRAC to remove excess capacity from the Naval Air Station inventory. Cecil Field's aircraft (F-18's), personnel and support were re-distributed to MCAS Cherry Point, NC, NAS Oceana, VA and MCAS Beaufort, SC. At the time NAS Cecil Field had a higher Military Value than NAS Oceana, but the Department of Defense rationale for closing Cecil vice Oceana stated that "NAS Oceana was the only F-14 Air Station supporting the Atlantic Fleet and had to be retained to support military operations of these aircraft. Oceana's excess capacity was merely utilized to absorb the remaining aircraft."
- Since Cecil Field closed in 1999, the property was turned over to the state and local governments for redevelopment. The runways, hangars, ramps and many maintenance and administrative support buildings were preserved, refurbished and upgraded to OSHA standards. Antiquated buildings were demolished. Utilities were upgraded and relocated underground. Highway access roads were significantly upgraded with wide boulevards leading to the field. The state and city have invested \$133M to upgrade the present infrastructure and a major road program to connect Cecil Field to Interstate 10 is funded (at \$130M) and will begin in 2006. The environmental problems have been remediated. The state and city governments have committed to turn over all property to the Department of Defense at no cost, free and clear of all leased tenants and non-DoD activities.
- Many of the Cecil Field facilities have been leased to commercial and industrial customers in a comprehensive redevelopment program. Those leases have escape and relocation clauses

that the city and state governments will execute if Cecil Field is selected as the site for the east coast Master Jet Base. Tenant activities presently located at Cecil Field include:

- Signature of Cecil Field (FBO)
- The Boeing Company
- Defense Security Services, DSS
- Division of Forestry
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- Florida Community College at Jacksonville
- Florida Highway Patrol
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- Naval Air Depot (F-18 Depot Level Maintenance)
- Resource Consultants, Inc. (RCI)
- Robinson Van-Vuren & Associates, RVA (ATC)
- Titan System Corporation
- SEMCOR, Inc.
- US Coast Guard

NAS OCEANA ADDS CONSIDERATION:

- Close NAS Oceana and establish a Master Jet Base at another suitable location (Site X).
- Close base operations at NAS Oceana.
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- 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 to enable the single siting of all F/A-18E/F aircraft squadrons.
- Provide the BRAC Commission with options to realign or close the base.

MAIN FACILITIES REVIEWED:

- Cecil Field facilities
- Whitehouse Outlying Field

KEY ISSUES IDENTIFIED:

- Operations at NAS Oceana are encroached limiting the ability of the aviators to "train as they fight" by flying the same landing and takeoff patterns as they would at sea. (est. 145,000 people live within the 65 dB average Day/night Noise Level curve). 24/7 flight operations are limited by courtesy of Base CO to nearby residents.

- Operations at Cecil Field and Whitehouse OLF have minor encroachment due to the proactive measures taken by the city and state governments to protect the airfields from encroachment. (est. 10,000 people live within the 65dB DNL boundaries). 24/7 flight operations can be conducted at Cecil and Whitehouse with exact landing patterns as CV operations at sea.
- Navy plans to build new outlying field in Washington County, NC to relieve noise issues at Oceana and Fentress are on hold due to environmental litigation.
- No new OLF is required for operations at Cecil Field.
- Costs of moving Oceana operations to Cecil Field:
Certified Navy COBRA did not account for the 70-75% of the Master Jet base infrastructure existing at Cecil Field.

INSTALLATION CONCERNS RAISED:

- Relatively minor encroachment exists.
- Crews can train as they fight at Cecil and Whitehouse OLF without noise or pattern restrictions
- Aircrews have significant training ranges and airspace conveniently located within minutes of takeoff. According to the FAA there was (and will be) no airspace encroachment related to Cecil Field Naval Aviation operations.
- The Navy did not consider Cecil Field as a potential new Master Jet Base because it was closed by BRAC 93.
- The Jacksonville Metropolitan Area is an excellent cultural and recreational center with a large concentration of Navy support facilities and outstanding quality of life benefits.
- The City of Jacksonville voluntarily applied the AICUZ overlay maps on the areas around NAS Cecil and NAS Jacksonville (located 10 miles east of Cecil field) to limit noise exposure and control encroachment.
- Cecil Field has upgraded and maintained 70% of the facilities that were left by the Navy. Significant improvements were made as outlined in the Cecil Field Mission paragraph above.

COMMUNITY CONCERNS RAISED:

- The community has made significant investment (\$266M) in upgrading the infrastructure in and around Cecil field.
- The City of Jacksonville and the State of Florida have offered to return to the Department of Defense all of the former NAS Cecil Field property, improved and unencumbered – free and clear.
- The local governments are prepared to absorb and support the approximately 11,000 personnel that would be associated with the location of the Navy's Master Jet Base at Cecil Field.
- All required base conversion activities, including a new or updated EIS, can be completed within 4.5 years, allowing the Navy to establish and occupy a new Master Jet Base within the BRAC timeframe.

BASE VISIT REPORT

Naval Air Station Oceana, VA

1 August 2005

LEAD COMMISSIONER: The Honorable Anthony J. Principi, Chairman

COMMISSIONERS: The Honorable Samuel K. Skinner; ADM Harold W. Gehman, USN (Retired); GEN James T. Hill, USA (Retired)

COMMISSION STAFF: Jim Hanna, Navy/Marine Corps Team Leader and William Fetzer, Senior Navy/Marine Corps Lead Analyst

LIST OF ATTENDEES:

RADM Bullard, Commander, Fleet Forces Command (CFFC Code N 4/7)
RDML Turcotte, Commander Navy Region Mid Atlantic
RDML Anderson, USNR, Deputy Commander, COMNAVREG MIDLANT
CAPT Keeley, USN, Commanding Officer, NAS Oceana
Mark Anthony, CFFC Code N-44
CAPT McCandlish, USN, Commander Strike Fighter Wing, Atlantic
CAPT Shoemaker, USN, Deputy Commander Air Group (CVW-17)
William Zobel, Executive Director, COMNAVREG MIDLANT

Governor Warner
Senator John Warner
Senator George Allen
Congresswoman Drake, 2nd District, Virginia
Mayor Oberndorf, Virginia Beach
Kenneth Stolle, Virginia State Senate
Terrie Suit, VA House of Delegates
John Cosgrove, VA House of Delegates
George Foresman, Governor's Office
Dave Dickson, Governor's Office
Jim Spore, VA Beach City Manager
Les Lilley, VA Beach City Attorney
Robert Matthias, VA Beach Asst Manager
Lucian Neimeyer, SASC Staff
Cord Sterling, SASC Staff
Tom McKenzie, SASC Staff
Patrice Harris, SEN Allen's Staff
Jason Money, SEN Allen's Staff
Mike Cusio, Cong Drake's Staff
Art Collins, Hampton Roads Planning District Commission
Ira Arigcola, VA Beach Chamber of Commerce

NAS OCEANA MISSION:

- The 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
(includes Fleet Replacement Squadron - VFA-106)
 - 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

ADDS CONSIDERATION:

- 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.
- Provide the BRAC Commission with options to realign or close the base.

MAIN FACILITIES REVIEWED:

- NAS Oceana facilities
- Fentress Outlying Field

KEY ISSUES IDENTIFIED:

- Operations at NAS Oceana are encroached limiting the ability of the aviators to “train as they fight” by flying the same landing and takeoff patterns as they would at sea.
- Navy plans to build new outlying field in Washington County, NC are on hold due to environmental litigation.
- Costs of moving Oceana operations to a new facility.

INSTALLATION CONCERNS RAISED:

- Present encroachment issues are manageable.
- Training is affected by the encroachment, but aircrews can adapt when they get to the Aircraft Carrier.
- Training range access and fleet access for coordination and load out at Oceana are excellent.
- The Navy considers NAS Oceana to be the best option for the east coast Master Jet Base - even considering \$500 million initially estimated in improving another facility.
- The Hampton Roads area provides outstanding quality of life benefits to personnel and their families in education, community services, medical support, living conditions and recreation.
- The recently approved Joint Land Use Study provides a good framework for the Navy to restrict development and manage future encroachment.
- Significant investment has been made in new hangars, a jet engine testing “hush house,” control tower, strike simulator facilities, and an environmentally clean aircraft painting facility.

COMMUNITY CONCERNS RAISED:

- 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 economic impact of losing jobs (2.24%) in the Virginia Beach area would devastate the local economy for some time.
- The local communities cherish the contributions that military personnel and their families make.
- The Hampton Roads/Virginia Beach Planning Commissions are in the process of using the Joint Land Use Study to develop new community planning overlays to limit encroachment.
- The funds used to relocate NAS Oceana aircraft, personnel, equipment and support could be better spent on more pressing needs of the Navy.
- 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.

BRAC and "Airspace"

General Considerations When Visiting Bases

The following information should be generally known and understood at all locations. Process does not vary too much between Services. This information is intended to help identify possible problems and concerns for further analysis.

- Consider the difference between "Airspace" and "Procedures" first. Some situations are only procedural in nature, and may be easily mistaken for an airspace issue. Take a second to think about the activity involved.
- Encroachment is a joint FAA/DoD problem in many areas. Usually, procedural changes can mitigate specific concerns. In some cases, you "just can't get there from here". There may be no other option than closure or careful realignment to achieve the mission needs of the Service.
- If there is NO change to any existing "airspace", will increased scheduled usage create a problem with the Controlling Agency (FAA ATC facility)? This could have a very negative impact on mission requirements. Other issues addressed below.
- BRAC teams should assure that the mission needs for vertical and lateral limits of "ranges and training areas" (all types) requiring expansion are included in the BRAC proposal where appropriate.
- All Airspace matters considering changes as described above, but not limited to, will require coordination and approval by the Federal Aviation Administration (FAA) per FAA ORDER 7400.2 (see below) at the controlling facility, respective Service Area, and Washington Headquarters level as required per individual type of action or activity. Waivers, Letters of Agreement (LOA's) and Memorandums of Understanding (MOU's) are common between DoD and FAA outlining specific procedures for military airspace use between the Controlling Agency (FAA ATC facility) and Using Agency (agency, organization, or military command).
- BRAC teams should assure that there is a realization by the Service Command units that specific processes are involved regarding special use airspace, ranges, training areas, restricted areas, special flight operation requirements, and other airspace needs or occurrences which may or may not lead to approval by the FAA when requested. National security may dictate priority allocation of airspace usage to other agencies (CIA, FBI, TSA, ATF, DEA, i.e. other "security" alphabet groups) when "new" airspace, changes to existing airspace, or special operational provisions are requested.
- Airspace "cases" presented to the FAA can incur considerable cost. Have these issues been looked at? Some may require "rulemaking" initiatives as a result of the request.
- The COBRA process does not address cost to other agencies in the BRAC process. FAA ATC facilities can be deeply impacted in areas such as staffing and equipage to handle additional workload. This could become both a union and

fiscal issue for the FAA which may lead to significant mitigation in accommodation of those activities of DoD proponents whose operations transition or fully utilize the National Airspace System (NAS).

- BRAC teams should request contingency plan availability in this event and/or suggested mitigation measures that have been considered if only partial requests can be accommodated.
- If bases being closed or realigned will be leaving "airspace" (in it's broadest context) behind, preparations should be in place to justify the need to keep the airspace for mission needs purposes. If said airspace utilization will require transition to and from within the NAS, impact to FAA ATC should be looked into. Increased traffic to and from training areas transitioning the NAS may require extra coordination (an Altitude Reservation [ALTRV] with refueling to/from would be an example of this).
- Any consideration for actions which may trigger the NEPA (National Environmental Protection Act of 1969) process upon implementation down the road should be somewhere in the current thought process.
- If a closure or realignment does not trigger a change in any of the aforementioned areas, there will most likely be no impact to the airspace side of the closure/realignment scenario to the NAS. Only DoD specific operations will be involved within the existing structure.

An Air Traffic Publications CD ROM is included with this list for each Service team. Of special interest would be: FAA ORDER's: 7400.2, Procedures for Handling Airspace Matters; and, 7610.4, Special Military Operations. Other pertinent publications of interest are also on the CD. This basic information should be a good start. Individual cases will be discussed with the BRAC Airspace Analyst as the teams deem necessary.

August 29, 2005

Memorandum for the Record Fort Pickett

In response to comments by former Virginia Congressman Owen Pickett in the news located as TAB A to this memo, the following Memorandum for the Record is submitted based on notes taken by the staff on 21 July 2005:

On July 21, 2005, I received a call from former Congressman Owen Pickett requesting to meet with me to suggest alternatives to the issues involving encroachment of NAS Oceana.

At his request I meet with him between approximately 4:30-5:00 PM for about one hour to discuss opportunities that the State of Virginia might consider offering to the Commission should the encroachment of NAS Oceana be considered too difficult to manage by the Navy.

I advised him that what was needed was a longer term view of the problem and that any near term solution should consider the possibility of the future expansion of a temporary Out Lying Field (OLF) solution to a Master Jet Base (MJB) for the future.

Former Congressman Pickett suggested that Virginia had two sites that might be suitable and that the State of Virginia would work with the Commission and the Navy to arrive at a solution. He offered Fort Pickett at 42,000 acres and Fort A. P. Hill at 76,000 acres.

He further advised that the National Guard uses Ft. Pickett, but that the Army still owned it. Ft. A.P Hill was in Caroline County with a sparse population density.

I told former Congressman Pickett that I would add Pickett and A. P. Hill to the list of considerations.

On July 22, 2005, I requested information from Commander, Fleet Forces Command (CFFC) representative, CDR Richard Keys, (N762) to provide any info they had on the Navy's OLF determination regarding Forts Pickett or A. P. Hill. CDR Keys forwarded several documents on 22 July that are included in the files. His email is provided at TAB B.

TAB A

 MSNBC.com

Florida Pitches Cecil Field as Alternative to NAS Oceana

WAVY-TV

Florida made it's biggest push yet on Thursday to convince members of the Base Realignment and Closure Commission to move the jets and jobs now at Naval Air Station Oceana in Virginia Beach to Cecil Field in Jacksonville, a former Navy air base that was closed in 1993.

Florida Governor Jeb Bush made that pitch in a closed door meeting with some of the BRAC commissioners Thursday morning.

No one from the commission or the Florida Governor's office will say which commissioners were there, how long how they met, or what was said.

Because of the closed nature of the meeting, the Virginia delegation fighting to keep Oceana open is crying foul.

"People have right to know what's going on," Owen Pickett, former Virginia Beach Congressman and member of the Commission on Virginia Military Bases, told WAVY News 10. "They can't just go behind closed doors and make deals, that's not what you're supposed to do."

Virginia Senator John Warner has already launched an investigation into supposed backroom talks between a Navy Admiral and the BRAC commission, but local officials admit there is very little they can do about such meetings.

In addition to Florida, Texas recently offered its own alternative to Oceana.

And now North Carolina is getting into the act.

Beginning in 2007, the Marine Corps Air Station in Cherry Point, N.C., is scheduled to receive two squadrons of F/A-18 Super Hornets. The rest would be based at Oceana. However, N.C. Senator Elizabeth Dole and Governor Mike Easley recently wrote to BRAC chairman asking

that at least four squadrons - or about 48 planes - be moved to Cherry Point if Oceana is ultimately closed.

Also, N.C. Representative Walter Jones wrote to the commission suggesting that Oceana's jets be moved to Beaufort, South Carolina, and that Beaufort's F/A-18's be moved to Cherry Point.

Finally, much of the discussion surrounding the possibility of Cecil Field in Florida actually becoming the East Coast Master Jet Base centers on the air space around the facility.

While NAS Oceana has encroachment issues on land, Virginia officials contend Cecil Field has a far greater problem, encroachment on its air space.

However, the final BRAC Commission's report in 1993, the year the base was closed, found "current and potential future air encroachment at NAS Cecil Field were overstated by the Navy."

The BRAC panel will make its final decision later this month about which bases to propose for closing or altering, with President Bush and Congress making a binding decision in the fall.

TAB B

From: Keys, Richard D CDR FFC (N762) [Richard.Keys@navy.mil]
Sent: Friday, July 22, 2005 6:26 PM
To: william.fetzer@wso.whs.mil
Cc: Anthony, Mark H CIV FFC N44
Subject: FT PICKETT INFORMATION

Attachments: FT PICKETT OLF.doc; Fort Pickett NWINoise.pdf;
FortPickettCensusNoise.pdf

Sir,

Attached are documents previously generated regarding Ft Pickett as an OLF. I will have to fax a draft of the letter previously sent to Governor Warner. As explained in the EIS, FT Pickett was not within the designated OLF study area. However, because of comments received during the process we did a separate analysis of Ft Pickett using our OLF siting criteria. There have been two variations on the Ft Pickett OLF. There is an existing airfield which was proposed to be expanded (Blackstone AAF). It is joint civil use and also within three miles of the town of Blackstone. Therefore, it did not meet our requirement of low population density and no incompatible (civilian) operations. The latest suggestion was to close down the National Guard live fire training area and build an OLF within the confines of the Ft Pickett boundaries. This is the issue the attached papers address.

In 2002, 1997 Navy personnel used Fort Pickett a total of 161,000 mandays and 333 Navy Reservists use it for 1,041 mandays. Marines totaled 2,500 personnel and 22,340 mandays and Marine Reserves were 865 personnel for 2,212 mandays. Navy use was 3% and USMC was 5% of total annual usage. Navy primary users are specwar units. Marine users are FAST companies, 2nd LAR, and 24 and 26 MEU. Additionally HCS 4 and 6 use it for live fire 7.62, 50 cal, 2.75 rocket, and hellfire. F-14 and F-18 use it for inert bombs. This data is from range scheduling records.

V/R
CDR Keys
FFC N441
757-836-3674
cell 757-646-7068

<<FT PICKETT OLF.doc>> <<Fort Pickett NWINoise.pdf>> <<FortPickettCensusNoise

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

MEMORANDUM OF MEETING

DATE: August 4, 2005

TIME: 4:15 PM

LOCATION: Polk Building, 2521 South Clark Street, Arlington, VA

MEETING WITH: Virginia State Delegate Terrie Suit

SUBJECT: Community Information

PARTICIPANTS:

<i>Name</i>	<i>Title/Code</i>	<i>Phone</i>
* Bill Fetzer	BRAC Staff - Navy/Marine Corps Senior Analyst	703-699-2915
Terrie Suit	Delegate 81 st District of Virginia	757-651-1852

* Denotes individual responsible for completing the memorandum

MEETING SUMMARY:

Following the 4 August Regional Hearing for the consideration for closure of Naval Air Station Oceana, Virginia Beach, VA, I met briefly with Ms Terrie Suit, from the Virginia House of delegates, 81st District of Virginia.

The discussion centered on the steps that the state of Virginia and the cities of Virginia Beach and Chesapeake could undertake to more proactively meet the challenges of developmental encroachment of NAS Oceana and OLF Fentress Field.

I explained that the recently approved Joint Land Use Study was a step in the right direction, but that the JLUS was only a framework for cooperation between the Navy and the local governments. I advised that more enforcement of the building restriction guidelines was needed within the Accident Potential Zones and the high Day/Night Average Noise Level areas as well as state legislation considered to stop or to reverse the negative encroachment trends.

Ms. Suit concurred that the terms of the JLUS needed more teeth and pledged to take immediate and specific steps to initiate such a process within the state legislature as well as ensure additional measures were taken to assist the Navy in dealing with encroachment challenges.

A copy of the letter to the BRAC Commission is attached to this memorandum.

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

MEMORANDUM OF MEETING

DATE: July 14, 2005

TIME: 10 AM

LOCATION: Senate Russell Building Room 236

MEETING WITH: Virginia Beach Representatives and the Virginia Congressional Delegation

SUBJECT: Community Presentation

PARTICIPANTS:

<i>Name</i>	<i>Title/Code</i>	<i>Phone</i>
Jim Hanna	BRAC Staff - Navy/Marine Corps Team Leader	703-699-2917
* Bill Fetzer	BRAC Staff - Navy/Marine Corps Senior Analyst	703-699-2915
SEN John Warner	Virginia Senator	202-224-2023
REP Thelma Drake	VA 2nd District Congresswoman	202-224-4215
Lucian Niemeyer	SASC Professional Staff	202-224-8636
Tom Gordy	COS for Congresswoman Drake	202-225-4215
Meyera Oberndorf	Mayor of Virginia Beach	757-427-4581
Bob Matthias	Assistant to the City Manager, Virginia Beach	757-427-8267
George Schlossberg	Attorney for Kutak Rock, LLP	202-828-2418
ADM Dunleavy (RET)	Representative of Virginia Beach	NA
ADM Prueher (RET)	Representative of Virginia Beach	NA
Hon Owen Pickett	Former Virginia Congressman	NA

* Denotes individual responsible for completing the memorandum

MEETING SUMMARY:

Following opening remarks by Congresswoman Drake and Senator Warner, the Virginia Beach representatives and Congressional Delegation of Virginia provided an overview of the issues concerning the encroachment of NAS Oceana and the nearby practice facility at Fentress Field in Chesapeake, VA.

Mayor Oberndorf discussed the attributes that the Norfolk and Virginia Beach area provided to the quality of life of the military men and women stationed at NAS Oceana. Additionally, she provided

generalized statements about her specific votes on the issues regarding encroachment during her tenure on the City Council and as Mayor.

Bob Matthias provided an overview of the recently released Joint Land Use Study (JLUS) that had recently been passed with the specific objective "to provide recommendations regarding land development policy and implementation responding to the Navy's air mission in the region." Additionally, he pointed out all the areas that are affected by noise and accident prevention zones around both airfields.

Admirals Dunleavy and Prueher provided statements regarding the military value of having the navy's Master Jet Base located near naval station Norfolk and other Navy assets as well as the high quality of life that the Virginia Beach area afforded all military personnel.

Documents provided to the commission staff included:

1. Agenda for the Future of Oceana Naval Air Station meeting on July 14, 2005
2. Copy of the Final Hampton Roads Joint Land Use Study
3. Memorandum of Final Hampton Roads JLUS
4. Post JLUS Action Items
5. Navy Flag Officer Statement (5 July 2005),
6. City of Virginia Beach Household Survey (June 2004)
7. City of Virginia Beach letter to State Senator Stolle (December 15, 2004)
8. Chronology of City of Virginia Beach Efforts to Reduce Encroachment
9. City of Virginia Beach letters to NAFAC regarding Draft Environmental Impact Statements
10. City of Virginia Beach Resolutions regarding the final JLUS (May 10, 2005)
11. Wall maps depicting the noise hazard areas and the Accident Potential Zones

Copies of all documents provided have been forwarded to the BRAC Commission library for inclusion in the public record.

20-May-05

NAS Oceana Executive Summary

1. From SECNAV/CNO BRAC - 05 hearing testimony: There were many high level DoD/Navy/Air Force discussions about closing Oceana and moving Navy strike fighter assets to another location.

- USAF offered Shaw and Seymour Johnson AFBs as joint air bases
- Navy didn't want to split the east coast strike wings
- MCAS options were too small to handle large Oceana strike footprint
- Navy reportedly considered Moody AFB, but USAF declined

Note: Substantial USN data exists on the details of these options but has not yet been released to the BRAC staff.

2. DoD 2005 BRAC action provided at TAB A

- Consolidates AIMD maintenance into Fleet Readiness Centers
- Moves JSF training personnel to Eglin AFB.

3. BRAC - 93 action provided at TAB B

- Moved F-18 fighter assets from the Cecil Field, FL to NAS Oceana, VA, MCAS Cherry Point, NC, and MCAS Beaufort, NC.
 - NAS Oceana had lower military value than the affected bases,
 - Only F-14 base supporting the Atlantic Fleet

4. BRAC - 95 action (Navy Report and Commission Report) regarding NAS Oceana provided at Tabs C & D.

- Redirected aviation assets from MCAS Cherry Point (from the 1993 closure of Cecil Field) to NAS Oceana, NAS Jacksonville, FL, MCAS Beaufort and NAS Atlanta.
 - Avoids substantial new construction costs at Cherry Point to accommodate the added F-18's
 - Utilizes excess capacity at NAS Oceana created by retirement of the A-6E aircraft.
- BRAC Commission concurred with Navy's recommendation regarding assets relocated to NAS Oceana.

Note: The 1995 Commission Report indicated that the local community around NAS Oceana, supported BRAC's redirection, passed a local zoning ordinance to prevent "incompatible building" (further encroachment) near NAS Oceana and slated \$25M (by the local government) to relocate two schools away from the airfield.

NAS Oceana

2005 BRAC Actions

FRC

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.

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.

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

BRAC 1993 Commission Report Re: NAS Oceana

Naval Air Station Cecil Field, Florida

Category: Operational Air Station

Mission: Support Naval Aviation Operations

One-time Cost: \$ 312.1 million

Savings: 1994-99: \$ - 189.1 million (Cost)

Annual: \$ 48.9 million

Payback: 13 years

SECRETARY OF DEFENSE RECOMMENDATION

Close Naval Air Station, Cecil Field and relocate its aircraft along with dedicated personnel, equipment and support to Marine Corps Air Station, Cherry Point, North Carolina; Naval Air Station, Oceana, Virginia, and Marine Corps Air Station, Beaufort, South Carolina. Disposition of major tenants is as follows: Marine Corps Security Force Company relocates to MCAS Cherry Point; Aviation Intermediate Maintenance Department relocates to MCAS Cherry Point; Air Maintenance Training Group Detachment, Fleet Aviation Support Office Training Group Atlantic, and Sea Operations Detachment relocate MCAS Cherry Point and NAS Oceana.

SECRETARY OF DEFENSE JUSTIFICATION

Carrier air wings will be reduced consistent with fleet requirements in the DoD Force Structure Plan, creating an excess in air station capacity. Reducing this excess capacity is complicated by the requirement to "bed down" different mixes of aircraft at various air stations. In making these choices, the outlook for environmental and land use issues was significantly important. In making the determination for reductions at air stations 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 redistributed to receiving air stations. The preponderance of aircraft to be redistributed from NAS Cecil Field were F/A-18s which were relocated to two MCAS on the East Coast, Beaufort and Cherry Point. These air stations both had a higher military value than NAS Cecil Field, alleviated concerns with regard to future environmental and land use problems and dovetail with the recent determination for joint military operations of Navy and Marine Corps aircraft from carrier decks. 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. Its excess capacity was merely utilized to absorb the remaining aircraft from NAS Cecil Field.

COMMISSION RECOMMENDATION

The Commission finds the Secretary of Defense did not deviate substantially from the force structure plan and final criteria. Therefore, the Commission recommends the following: Close Naval Air Station, Cecil Field and relocate its aircraft along with dedicated personnel, equipment and support to Marine Corps Air Station, Cherry Point, North Carolina; Naval Air Station, Oceana, Virginia, and Marine Corps Air Station, Beaufort, South Carolina. Disposition of major tenants is as follows: Marine Corps Security Force Company relocates to MCAS Cherry Point; Aviation Intermediate Maintenance Department relocates to MCAS Cherry Point; Air Maintenance Training Group Detachment, Fleet Aviation Support Office Training Group Atlantic, and Sea Operations Detachment relocate to MCAS Cherry Point and NAS Oceana.

1995 Navy Report

RECOMMENDATION FOR REALIGNMENT NAVAL AIR STATION, CECIL FIELD, FLORIDA REDIRECT

Recommendation: Change the receiving sites specified by the 1993 Commission (1993 Commission Report, at page 1-20) from "Marine Corps Air Station, Cherry Point, North Carolina; Naval Air Station, Oceana, Virginia; and Marine Corps Air Station, Beaufort, South Carolina" to "other naval air stations, primarily Naval Air Station, Oceana, Virginia; Marine Corps Air Station, Beaufort, South Carolina; Naval Air Station, Jacksonville, Florida; and Naval Air Station, Atlanta, Georgia; or other Navy or Marine Corps Air Stations with the necessary capacity and support infrastructure." In addition, add the following: "To support Naval Air Station, Jacksonville, retain OLF Whitehouse, the Pinecastle target complex, and the Yellow Water family housing area."

Justification: Despite the large reduction in operational infrastructure accomplished during the 1993 round of base closure and realignment, since DON force structure experiences a reduction of over 10 percent by the year 2001, there continues to be additional excess capacity that must be eliminated. In evaluating operational bases, the goal was to retain only that infrastructure necessary to support the future force structure without impeding operational flexibility for deployment of that force. This recommended redirect achieves several important aims in furtherance of current Departmental policy and operational needs. First, it avoids the substantial new construction at MCAS Cherry Point that would be required if the F/A-18s from NAS Cecil Field were relocated there, which would add to existing excess capacity, and utilizes existing capacity at NAS Oceana. This avoidance and similar actions taken regarding other air stations are equivalent to the replacement plant value of an existing tactical aviation naval air station. Second, it permits collocation of all fixed wing carrier-based anti-submarine warfare (ASW) air assets in the Atlantic Fleet with the other aviation ASW assets at NAS Jacksonville and NAVSTA Mayport and support for those assets. Third, it permits recognition of the superior demographics for the Navy and Marine Corps reserves by relocation of reserve assets to Atlanta, Georgia.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$66.6 million. The net of all costs and savings during the implementation period is a savings of \$335.1 million. Annual recurring savings after implementation are \$11.5 million with an immediate return on investment expected. The net present value of the costs and savings over 20 years is a savings of \$437.8 million.

Impacts:

Economic Impact on Communities: Since this action affects unexecuted relocations resulting from prior BRAC recommendations, it causes no net change in current employment in the Craven and Carteret Counties, North Carolina economic area. However, the anticipated 7.5 percent increase in the employment base in this economic area will not occur.

Community Infrastructure Impact: There is no known community infrastructure impact at any receiving installation.

Environmental Impact: The reallocation of Navy and Marine Corps aviation assets in this recommendation will have a generally positive impact on the environment, particularly on the air quality at Cherry Point, North Carolina, and Jacksonville, Florida. The introduction of additional

aircraft and personnel to the Norfolk, Virginia, area is not expected to have an adverse impact on the air quality of that area since the net effect of moving these particular assets, when compared to the force structure reductions by FY 2001, is a reduction of personnel and aircraft from FY 1990 levels at this receiving activity. However, it is expected that conformity determinations will be required for the movements to NAS Oceana and NAS Atlanta. The utility infrastructure at each of the receiving sites is sufficient to handle the additional personnel. At none of the receiving sites will there be an adverse impact on threatened endangered species, sensitive habitats and wetlands, or cultural historical resources occasioned by this recommendation.

RECOMMENDATION FOR REALIGNMENT

MARINE CORPS AIR STATION, EL TORO, CALIFORNIA, AND MARINE CORPS AIR STATION, TUSTIN, CALIFORNIA REDIRECT

Recommendation: Change the receiving sites for "squadrons and related activities at NAS Miramar" specified by the 1993 Commission (1993 Commission Report, at page 1-18) from "NAS Lemoore and NAS Fallon" to "other naval air stations, primarily NAS Oceana, Virginia, NAS North Island, California, and NAS Fallon, Nevada." Change the receiving sites for MCAS Tustin, California, specified by the 1993 Commission from "NAS North Island, NAS Miramar, or MCAS Camp Pendleton" to "other naval air stations primarily MCAS New River, North Carolina; MCB Hawaii MCAS Kaneohe Bay); MCAS Camp Pendleton, California; and NAS Miramar, California."

Justification: This recommendation furthers the restructuring initiatives of operational bases commenced in BRAC-93 and also recognizes that the FY 2001 Force Structure Plan further reduced force levels from those in the FY 1999 Force Structure Plan applicable to BRAC-93. These force level reductions required the Department of the Navy not only to eliminate additional excess capacity but to do so in a way that retained only the infrastructure necessary to support future force levels and did not impede operational flexibility for the deployment of that force. Full implementation of the BRAC-93 recommendations relating to operational air stations would require the construction of substantial new capacity at installations on both coasts, which only exacerbates the level of excess capacity in this subcategory of installations. Revising the receiving sites for assets from these installations in this and other air station recommendations eliminates the need for this construction of new capacity, such that the total savings are equivalent to the replacement plant value of an existing tactical aviation naval air station. Further, within the context of the FY 2001 Force Structure Plan, the mix of Operational air stations and the assets they support resulting from these recommendations provides substantial operational flexibility. For instance, the single sitting of F-14s at Naval Air Station, Oceana, Virginia, fully utilizes that installation's capacity and avoids the need to provide support on both coasts for this aircraft series which is scheduled to leave the active inventory. This recommendation also permits the relocation of Marine Corps helicopter squadrons in the manner best able to meet operational imperatives.

BRAC 1995 Commission Report

Marine Corps Air Station, El Toro, California, and Marine Corps Air Station, Tustin, California

Category: Operational Air Stations

Mission: Support Aviation Operations

One-time Cost: \$90.2 million

Savings: 1996-2001: \$293.0 million

Annual: \$6.9 million

Return on Investment: 1996 (Immediate)

FINAL ACTION: Redirect amended)

Secretary of Defense Recommendation

Change the receiving sites for "squadrons and related activities at NAS Miramar" specified by the 1993 Commission (1993 Commission Report, at page 1-18) from "NAS Lemoore and NAS Fallon" to "other naval air stations, primarily NAS Oceana, Virginia, NAS North Island, California, and NAS Fallon, Nevada." Change the receiving sites for MCAS Tustin, California, specified by the 1993 Commission from "NAS North Island, NAS Miramar, or MCAS Camp Pendleton" to "other naval air stations, primarily MCAS New River, North Carolina; MCB Hawaii (MCAS Kaneohe Bay); MCAS Camp Pendleton, California; and NAS Miramar, California."

Secretary of Defense Justification

This recommendation furthers the restructuring initiatives of operational bases commenced in BRAC 93 and also recognizes that the FY 2001 Force Structure Plan further reduced force levels from those in the FY 1999 Force Structure Plan applicable to BRAC 93. These force level reductions required the Department of the Navy not only to eliminate additional excess capacity but to do so in a way that retained only the infrastructure necessary to support future force levels and did not impede operational flexibility for the deployment of that force. Full implementation of the BRAC 93 recommendations relating to operational air stations would require the construction of substantial new capacity at installations on both coasts, which only exacerbates the level of excess capacity in this subcategory of installations. Revising the receiving sites for assets from these installations in this and other air station recommendations eliminates the need for this construction of new capacity, such that the total savings are equivalent to the replacement plant value of an existing tactical aviation naval air station. Further, within the context of the FY 2001 Force Structure Plan, the mix of operational air stations and the assets they support resulting from these recommendations provides substantial operational flexibility. For instance, the single siting of F-14s at Naval Air Station, Oceana, Virginia, fully utilizes that installation's capacity and avoids the need to provide support on both coasts for this aircraft series which is scheduled to leave the active inventory. This recommendation also permits the relocation of Marine Corps helicopter squadrons in the manner best able to meet operational imperatives.

Commission Findings

The Commission agreed with the Secretary of Defense that redirecting the F-14 and E-2C aircraft from NAS Lemoore to other naval air stations eliminates the need for \$345 million in

construction costs at NAS Lemoore. Additionally, the Secretary's recommendation takes advantage of already existing capacity at NAS Oceana. During final deliberations, the Commission debated other receiving sites for the Marine Corps helicopter squadrons, including March AFB, California. Although relocating helicopters to March AFB might be operationally attractive, operating costs, according to the Marine Corps, would be significantly more expensive. The Commission was assured that the collocation of fixed wing and rotary wing aircraft at NAS Miramar can be safely accomplished through careful base and flight operations planning. The Commission believes, however, that the recommendation for redirect to specific airfields may restrict the service to a location that may not be desirable after detailed implementation planning. Therefore, the Commission recommended the language be changed to "other air stations" to allow greater operational flexibility including the ability to locate the helicopter squadrons at March AFB or other locations if appropriate.

Commission Recommendation

The Commission finds the Secretary of Defense deviated substantially from final criteria 1, 2 and 3. Therefore, the Commission recommends the following: change the receiving sites for "squadrons and related activities at NAS Miramar" specified by the 1993 Commission (1993 Commission Report, at page 1-18) from "NAS Lemoore and NAS Fallon" to "other naval air stations, primarily NAS Oceana, Virginia, NAS North Island, California, and NAS Fallon, Nevada." Change the receiving sites for MCAS Tustin, California, specified by the 1993 Commission from "NAS North Island, NAS Miramar, or MCAS Camp Pendleton" to "other air stations consistent with operational requirements." The Commission finds this recommendation is consistent with the force-structure plan and final criteria.

Naval Air Station, Cecil Field, Florida

Category: Operational Air Station

Mission: Support Aviation Operations

One-time Cost: \$66.6 million

Savings: 1996-2001: \$303.6 million

Annual: \$11.5 million

Return on Investment: 1996 (Immediate)

FINAL ACTION: Redirect

Secretary of Defense Recommendation

Change the receiving sites specified by the 1993 Commission (1993 Commission Report, at page 1-20) from "Marine Corps Air Station, Cherry Point, North Carolina; Naval Air Station, Oceana, Virginia; and Marine Corps Air Station, Beaufort, South Carolina" to "other naval air stations, primarily Naval Air Station, Oceana, Virginia; Marine Corps Air Station, Beaufort, South Carolina; Naval Air Station, Jacksonville, Florida; and Naval Air Station, Atlanta, Georgia; or other Navy or Marine Corps Air Stations with the necessary capacity and support infrastructure." In addition, add the following: "To support Naval Air Station, Jacksonville, retain OLF Whitehouse, the Pinecastle target complex, and the Yellow Water family housing area."

Secretary of Defense Justification

Despite the large reduction in operational infrastructure accomplished during the 1993 round of base closure and realignment, since DON force structure experiences a reduction of over 10 percent by the year 2001, there continues to be additional excess capacity that must be eliminated. In evaluating operational bases, the goal was to retain only that infrastructure necessary to support the future force structure without impeding operational flexibility for deployment of that force. This recommended redirect achieves several important aims in furtherance of current Departmental policy and operational needs. First, it avoids the substantial new construction at MCAS Cherry Point that would be required if the F/A-18s from NAS Cecil Field were relocated there, which would add to existing excess capacity, and utilizes existing capacity at NAS Oceana. This avoidance and similar actions taken regarding other air stations are equivalent to the replacement plant value of an existing tactical aviation naval air station. Second, it permits collocation of all fixed wing carrier-based anti-submarine warfare (ASW) air assets in the Atlantic Fleet with the other aviation ASW assets at NAS Jacksonville and NAVSTA Mayport and support for those assets. Third, it permits recognition of the superior demographics for the Navy and Marine Corps reserves by relocation of reserve assets to Atlanta, Georgia.

Commission Findings

The Commission agreed with the Secretary of Defense that the accelerated retirement of the A-6E aircraft at NAS Oceana creates a vacancy in existing facilities. This redirect uses this capacity and avoids substantial new construction at MCAS Cherry Point, North Carolina. The recommendation also provides several operational advantages including the collocation of carrier-based antisubmarine warfare (ASW) aircraft with land-based ASW aircraft at NAS Jacksonville. It also bases active duty Navy carrier based jets with similar Marine Corps units at MCAS Beaufort, South Carolina, and sends two reserve squadrons of F/A-18's to NAS Atlanta. In addition, the Commission agreed with the need to retain OLF Whitehouse, the Pinecastle target complex, and the Yellow Water family housing area to support NAS Jacksonville. The Commission believed that MCAS Cherry Point should be considered for additional missions in the future.

Commission Recommendation

The Commission finds the Secretary of Defense did not deviate substantially from the force structure plan and final criteria. Therefore, the Commission recommends the following: change the receiving sites specified by the 1993 Commission (1993 Commission Report, at page 1-20) from "Marine Corps Air Station, Cherry Point, North Carolina; Naval Air Station, Oceana, Virginia; and Marine Corps Air Station, Beaufort, South Carolina" to "other naval air stations, primarily Naval Air Station, Oceana, Virginia; Marine Corps Air Station, Beaufort, South Carolina; Naval Air Station, Jacksonville, Florida; and Naval Air Station, Atlanta, Georgia; or other Navy or Marine Corps Air Stations with the necessary capacity and support infrastructure." In addition, add the following: "To support Naval Air Station, Jacksonville, retain OLF Whitehouse, the Pinecastle target complex, and the Yellow Water family housing area."



COMMONWEALTH OF VIRGINIA
HOUSE OF DELEGATES
RICHMOND

TERRE L. SUIT
POST OFFICE BOX 7021
VIRGINIA BEACH, VIRGINIA 23467
EIGHTH DISTRICT

COMMITTEE ASSIGNMENTS
GENERAL APPS
SELECTED LITIG AND TRAFFIC
COMMERCE AND LABOR

August 8, 2005

Chairman Anthony J. Principi
Base Closure And Realignment Commission
2521 S. Clark St., Suite 600
Arlington, VA 22202-3920

RE: Oceana Naval Air Station.

Dear Chairman Principi,

I write to you as the Member of the Virginia House of Delegates representing the 81st District, which hosts Naval Air Station Oceana in the City of Virginia Beach, and areas south of Naval Air Landing Field Fentress in the City of Chesapeake. On August 1st, at the invitation of Capt. Tom Keelcy, I attended the Base Closure and Realignment Commission's site visit to NAS Oceana. During this visit I listened carefully to the concerns identified by members of the commission pertaining to the military value of NAS Oceana and concerns about civilian encroachment around Oceana. On August 4th I attended the public hearing in Washington DC and again heard the concerns about encroachment expressed by Commission members present. Following that hearing I met with commission staff member Bill Fetzer to clarify these concerns.

I am confident that I, along with my colleagues in the Virginia Legislature, have the means to address the Commission's concerns regarding encroachment around Oceana NAS and Fentress Air Field with **permanent statutory solutions**. I am writing this letter to articulate these legislative remedies, and offer my personal commitment to follow through with this legislation.

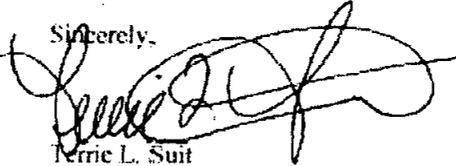
As a practice the State legislature has been reluctant to interfere with local land use planning, however, we do have the ability to legislate such land use restrictions and mandates upon local governing bodies. I, and many of my colleagues, believe that in order to address the Commission's concerns regarding encroachment around NAS Oceana we are warranted in taking the unprecedented action of putting into law a number of land use remedies. I have discussed these remedies with other legislators representing the Hampton Roads region as well as with the leadership of the Virginia House of Delegates. Delegate Cosgrove, Senator Stolle, and I are positioned to move these initiatives forward, with the support of our colleagues, and are confident of their successful adoption by the Virginia General Assembly. These initiatives are as follows:

1. **State-Mandated Zoning Controls**
Requires the cities of Chesapeake and Virginia Beach to adopt zoning ordinances that require the governing body to consider AICUZ guidelines in deciding discretionary development applications (rezoning, conditional use permits) for property in Noise Zones 70 dB DNL or greater.
2. **Purchase of Development Rights (PDRs) Housed Under the Aviation Board.**
Legislation would establish a State program for the purchase of property rights on developed and undeveloped land in Accident Potential Zones in Chesapeake and Virginia Beach. Property rights to be purchased may include development rights or fee simple title. Purchases to be funded by state and federal governments; in addition, each locality may provide funding for purchases within its own jurisdiction. The Program would be administered by a State commission members of which would be appointed by the Governor or General Assembly. Property to be acquired would have by-right development potential (i.e., no approvals needed by the governing body) for uses deemed incompatible with AICUZ guidelines.
3. **Codification of Joint Land Use Study (JLUS)**
Legislative Services (General Assembly staff) to examine JLUS recommendations to determine suitability for statutory enactments of other recommendations.
4. **Evaluation of Undeveloped Properties**
Legislation would require cities of Virginia Beach and Chesapeake to evaluate undeveloped property in Noise Zones 70 dB DNL and greater to determine the suitability of rezoning to different zoning district classifications that would not allow uses incompatible with AICUZ guidelines.
5. **Inter-facility Traffic Area**
Cities of Virginia Beach and Chesapeake to develop programs for the purchase of development rights in NAS Oceana - NALF Fentress flight path (Inter-facility Traffic Area). Purchases could include fee simple title or lesser interests, so long as effect would be the elimination of uses deemed incompatible with AICUZ guidelines.
6. **Oceana/Fentress Military Advisory Council**
Enact legislation creating the Oceana/Fentress Military Advisory Council as a sub-unit of the Virginia Military Advisory Council with staffing provided by the Virginia Office of Commonwealth Preparedness. Membership on the council would consist of two members of the Chesapeake City council, two members of the Virginia Beach City Council, Virginia legislators whose districts encompass NAS Oceana and NALF Fentress. Advisors would include Commander Navy Region Mid-Atlantic or his representative, and Commanding Officer of NAS Oceana or his representative.

I hope that these legislative remedies will offer the Commission sufficient confidence in the staying power of the actions currently being taken by the Cities of Virginia Beach and Chesapeake. I am available at your convenience to discuss the details of these initiatives. I will be out of the State for the remainder of August on post-deployment leave with my active-duty husband. I can, however, be reached on my mobile phone at 757-651-1852 or by e-mail at tlsuit@cox.net. Please feel free to contact me should you have any questions regarding this legislative package.

Thank you for your consideration.

Sincerely,



Terrie L. Suit

Cc: Members and Staff, Base Closure and Realignment Commission
Governor Warner, Virginia
Virginia's US Senate Delegation
2nd and 4th US Congressional Representatives
Virginia General Assembly Members
Virginia Beach City Council Members
Chesapeake City Council Members
Commander Navy Mid-Atlantic Region
Commander Oceana Naval Air Station

Enc.

TLS/sH

Attachment (1)