



**Date Sent: 8/17/2005**

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### **Eleventh Hour Charade at City Hall**

Reporters and by-standers at City Hall were treated Tuesday to a pathetically ludicrous, last ditch attempt by the Virginia Beach Council to cover-over its twenty-five year record of accommodating special interests and facilitating encroachment on NAS Oceana.

The charade perpetrated by this particular Council was apparently in response to a Pilot interview with BRAC Chairman Anthony Principi, who urged the city to take meaningful and sincere steps to deal credibly with the encroachment issues facing the base.

Even to this day, however, the City still has not agreed to fully respect the Navy's guiding instruction, which clearly denotes that new residential development in the 65 dB and greater high noise zones around Oceana as being incompatible with NAS Oceana mission and training operations.

Nonetheless, the city stitched together a dubious, eleventh hour "we're a good neighbor" program promising to protect NAS Oceana from future encroachment; a basket of items whose flimsy self-interest is patently transparent to anyone who has followed the issues – and the City's broken promises and insincere gestures - over the past decades and, especially, the past seven years. Specifically:

1) The City and the State agreed to pony-up \$15,000,000 of taxpayer funds to buy land from the owner of a Council-approved condominium project on Laskin Rd...a project that both the Navy and CCAJN STRONGLY urged the Council not to approve, in 2003. The project, located in the highest noise zone and also in a crash zone, was highly lauded by members of the Council at the time, pandering to developer interests. Issues of safety and noise – which now form the rationale for expending taxpayer dollars – were cavalierly dismissed two years ago.

Apart from the folly of approving this particular project, then buying it from the developer, this parcel is only one of thousands of parcels in the high noise zones on which the Navy wants the City to restrict new residential construction, as and when it may be eventually proposed. The cost of engaging in such a comprehensive program throughout the high noise zones (beyond the specific areas between Oceana and Fentress) -- which can be expected to be in the hundreds of millions of dollars -- was not explored. A "token ante" of \$161 million -- over twenty years -- for the so-called "transition zone" properties -- was proposed.

2) Vice-Mayor Louis Jones listed a string of other "projects" with nice sounding "price tags" designed to impress the BRAC Commission. (It is doubtful that those who are concerned with the way the City spends taxpayer dollars, in general, will be impressed.) In another slight of hand maneuver, however, only a small portion of the funds announced were specifically earmarked to buy out landowners of undeveloped property

in the high noise zones or to purchase avigation easements – and it appears that a large portion of the projects described were not related specifically or solely to the "de-encroaching" of NAS Oceana.

As noted above, there are thousands upon thousands of such parcels in the high noise zones and the cost to buy-out these owners -- and comply with the Navy's needs -- would be staggering.

3) The City did not even begin to address the issue of how to handle "existing" encroachment. Existing encroachment, of course, constitutes all our homes in the high noise zones, a reality that the Navy estimated (in 1997) would cost the City and State between 1-2 billion dollars -- to either buy out, purchase avigation easements, and/or support a sound-attenuation program similar to that which is funded by the federal government for communities adjacent to commercial airports.

There was absolutely no talk of mitigating the adverse impacts of jet operations on the human environment -- funds to shield us, and our children -- from Super Hornet generated noise. These aircraft are up to 27 dB louder than the F-14 Tomcats they will replace. This represents a 600% increase in single event sound levels above that which is generated by the Tomcat.

What the BRAC Commission truly requires from the City is a serious, thought-out program to roll back and prevent future encroachment -- not an insincere, panic-driven proposal made under duress and outside the official deliberative process of the Joint Land Use Study (JLUS).

The charade at City Hall today was merely an eleventh-hour public relations stunt designed to get the city through this BRAC round. It was an exercise in political desperation; an exercise that surely the BRAC Commission will reasonably question as to its legitimacy.

If the BRAC Commissioners should give Oceana a pass in BRAC 2005, the underlying sad reality will become better understood – that, as a practical matter, NAS Oceana is encroached-upon well beyond any reasonably achievable rehabilitation. There are, today, many too many powerful forces at work that threaten the viability of the Master Jet Base.

The City should be pursuing with the Navy and the BRAC Commission alternative "Realignment" possibilities. Regrettably, the Council hasn't displayed any "vision" on this issue for years, so apparently it is too much for any of us to expect, at this juncture.

[Skip to comments.](#)

## Navy top gun calls the shots ( Anti-OLF article)

[The Washington Daily News](#) ^ | Monday, November 29, 2004 | BILL SANDIFER

Posted on 11/29/2004 11:00:42 AM PST by [RepublicanReptile](#)

Navy top gun calls the shots

By BILL SANDIFER, Staff Writer

As the Navy skated on the thinning ice surrounding its justification for a Washington County outlying landing field, a former Tiger Team member, Navy Cmdr. John Robusto, penned a document titled, "OLF justification verbiage." That paper was circulated among Tiger Team members who had been polishing the language to pass muster with high-level Navy officials.

That account is gleaned from a court brief summarizing more than 200,000 Navy documents turned over to OLF opponents' attorneys under court order. Those documents form the backbone of the latest brief filed by the law firm of Kennedy Covington and the Southern Environmental Law Center's legal team, suing to halt permanently Navy outlying landing field plans for its preferred Washington County site. The account also picks up the thread from two previous Daily News reports on the brief.

That document and many revisions to follow resulted from a May 2003 meeting Robusto attended with Navy Atlantic Fleet Commander Adm. Robert Natter and the Navy's top-ranking civilian leaders -- including acting Navy Secretary Hansford T. Johnson. Johnson and other top civilian leaders had turned thumbs down on the latest Tiger Team wording, wording that had passed muster with Natter, relates the legal brief. The Tiger Team comprised the frontline civilian and military advisers charged with making the OLF happen.

Following that meeting, "Tiger Team scrambled to respond," notes the brief. That response would mark a dramatic departure, a "U-turn," from Tiger Team's tack.

Tiger Team's Robusto, who had balked at "fabricating" material but agreed to "spin" the facts, wrote, "While we have always refrained from trashing (Altrntive Landing Field) Fentress, ADM Natter directed his bubbas to go ahead and do it here."

That radical change prompted an advisory e-mail from civilian environmental planner Dan Cecchini to Fred Pierson, Cecchini's assistant, who had missed the meeting: "(L)ots of (c---) happening."

Trump card?

Concurrent with the effort to "trash" existing facilities -- "degraded training" became the gentler description of what Virginia facilities were providing -- "surge" took the spotlight as justification for an OLF. Surge, according to the brief, was viewed as the Navy's "trump card."

Although other Navy testimony would acknowledge that surge situations -- accelerated training of massive forces for rapid deployment -- happen only once or twice in a decade, the brief contends "surge looked to be a godsend to a Navy bent on fashioning ... some sort of rationale supporting the OLF's development."

The day following the meeting, Robusto, once again, drafted new language in an attempt to satisfy civilian leaders in the Navy secretary's office. But those revisions clearly worried the author, who circulated a draft and an e-mail acknowledging, "there is a lot of dangerous ground here, but compared to my first 15 drafts of this language, I think this is the safest."

Tiger Team's language revisions and the manner in which they were inserted into the Final Environmental Impact Statement, argues the brief, "demonstrates without a shadow of a doubt that 'surge' is a trumped up excuse ... for the decision to put the OLF in North Carolina."

The language that made it into the FEIS appears to use careful wording to allow some wiggle room, stating existing facilities, during surge "do not have the capacity to meet the Atlantic Fleet's (carrier training) requirements efficiently."

The brief takes issue with the impression the language leaves, particularly in light of the fact that two Mideast wars had seen successful rapid military deployments with no apparent training deficiencies -- if the initial success of overwhelming military forces is the benchmark.

Prior to the July 2003 FEIS release, Tiger Team member Cecchini, in an e-mail, voiced fears that changes -- based on high-level demands for language revisions -- could become transparent to the reader. In a parenthetical comment, Cecchini writes "just tell the reader that this 'surge' issue is an emergent requirement and to essentially 'not pay attention' to the no OLF options in the book -- they are no longer viable based on new surge requirements -- a disclaimer if you will."

One of the FEIS readers to whom those changes did become transparent is Washington County Board of Commissioners Chairman Wesley Stokes who, during a state-Navy panel meeting, questioned Navy officials and received nothing more than blank stares.

The brief summarizes the three years of work the Navy had invested to put together the FEIS, contending that Navy civilian leadership "was now instructing the decisionmaker

(itself) simply to ignore the option of not constructing an OLF, but not letting the public in on the secret that this 'decision' was prearranged."

Stokes may have had the opportunity to confront the Navy with its apparent contradictions, but he was not alone in seeing a shift in Navy arguments and resulting contradictions. On the streets -- and in the fields -- many theories were floated, but most who followed the issue had long ago concluded what Navy opposition law teams appear to have uncovered.

The top gun weighs in

Only a few days after Robusto's last revisions, "Secretary Johnson himself (the ultimate decisionmaker) weighed in, instructing the Tiger Team to modify even further the anti-Fentress language in the FEIS," alleges the brief.

A local delegation, prior to a meeting arranged by Sen. Elizabeth Dole, had been told that Johnson had not made up his mind on the Navy's final site selection. When delegation members arrived home from the Washington, D.C., meeting, many would relate a gut feeling that Johnson clearly had his mind made up and had too many ready answers to suit their comfort.

Later, Washington County Commissioner Billy Corey said he got word that Johnson had signed the Record of Decision -- selecting Washington County -- within an hour of the meeting's end.

During the process, a duel of political wits saw Cecchini and fellow team member Alan Zusman, exchanging private e-mails, debating the politics and potential huge cost of a facility that they clearly had not been convinced was necessary.

Wrote Zusman, "Existing OLF (Fentress) has capacity and encroachment can be tempered. ... If the issue were truly just have a new OLF for better training and next generation aircraft, the Government's preferred alternatives should have been 10/0 (squadron distributions) and build a new OLF. But alas, it wasn't. Hence my dilemma understanding the thought process behind the 150M+ investment we're facing."

Zusman had earlier argued that, since the Navy -- which continues to fly at its Virginia fields -- had never declared that encroachment on its Oceana and Fentress facilities impaired readiness, "we are left with anecdotal information as to the impact of the encroachment," information, the brief contends, does not meet National Environmental Policy Act standards. By federal law, NEPA standards must be met before an OLF can be built, an issue at the heart of the civil lawsuit against the Navy.

The brief argues similar shortcomings exist in the Navy's bird research, both as a hazard to pilots, and jet noise and pollution as a hazard to waterfowl wintering at adjacent Pocosin Lakes National Wildlife Refuge.

In an e-mail exchange with Cecchini, Robusto -- a Navy veteran with 15 years experience as a fighter pilot -- cited problems he had experienced flying near the Washington County site.

Robusto wrote, "I totally believe you that there are a bazillion swans in the area. I've seen them and had to pull off at low levels several times because of them. ... Operator's perspective: This is a big problem. Can it be mitigated? If yes, proceed. If no, is it a showstopper?"

Robusto indicated the question would have to be answered higher up the chain of command.

Tiger Team apparently recognized the bird problem conflicted with arguments and criteria the Navy had used to select the site, creating yet another dilemma: how to accommodate, or spin, the bird-strike issue.

Cecchini privately conceded that Site C "is smack dab in the middle of (the birds') route to (the foraging fields)" and raised the notion of not using the site during the four-to-five months of migratory season. Another Navy officer, instead, suggested limiting OLF operations during certain hours. Robusto, however, recognized either suggestion "flies in the face of the screening criteria: 24-hour operational capability."

Both suggestions, nonetheless, made it -- albeit briefly -- to street-level and were duly reported.

As the struggle between OLF proponents and opponents raged, Cecchini recognized that Mother Nature and her forces remained unruffled: "I understand that we must have a 24-hour capability but, whether we like it or not, birds don't give a damn about our needed capabilities."

The buck stops there

As reality continued to intrude on Navy plans, Robusto told Cecchini that Tiger Team would "let our leadership decide if they are willing to deviate from previously stated operational requirements."

The brief argues that Navy leadership did, indeed, allow many deviations that violated site-screening criteria but remained steadfastly opposed to entertaining any deviations that would resolve "alleged training conflicts" present at the Open Grounds Farm site, a Carteret County site OLF opponents consider an ideal alternative.

In summarizing its bird arguments, the brief recalls an earlier communique Robusto had sent Tiger Team members -- a caution on sensitive wording: "Severe is a four-letter word in aviation -- when something is severe (icing, turbulence, windshear) pilots go elsewhere. Building an OLF in severe anything would not be prudent."

Site C, Washington County, early on was ranked -- in BASH potential -- "severe" for more than half the year -- the worst ranking of any potential sites the Navy has considered.

Navy ignores federal agencies -- forced to backtrack in federal court; motion calls for immediate, permanent halt to OLF -- in the next Daily News installment.

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**TOPICS:** [Constitution/Conservatism](#); [Government](#); [News/Current Events](#); [US: North Carolina](#)  
**KEYWORDS:** [ANTIOLF](#); [BEAUFORTCOUNTY](#); [LANDINGSTRIP](#); [NAVY](#); [NOOLF](#); [OLF](#);  
[WASHINGTONCOUNTY](#)

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GO GO GO Anti-OLF movement!!

1 posted on 11/29/2004 11:00:43 AM PST by [RepublicanReptile](#)  
[ [Post Reply](#) | [Private Reply](#) | [View Replies](#) ]

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To: [TaxRelief](#); [Constitution Day](#); [Prospero](#)

NC PING!

2 posted on 11/29/2004 11:01:15 AM PST by [RepublicanReptile](#) (Open your mind, close the borders.)  
[ [Post Reply](#) | [Private Reply](#) | [To 1](#) | [View Replies](#) ]

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To: [RepublicanReptile](#)

WTF is OLF?

3 posted on 11/29/2004 11:11:30 AM PST by [ko\\_kyi](#)  
[ [Post Reply](#) | [Private Reply](#) | [To 1](#) | [View Replies](#) ]

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To: [ko\\_kyi](#)

When you find out tell me

4 posted on 11/29/2004 11:19:02 AM PST by [Nov3](#) ("This is the best election night in history." --DNC chair Terry McAuliffe Nov. 2, 2004 8p.m.)  
[ [Post Reply](#) | [Private Reply](#) | [To 3](#) | [View Replies](#) ]

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To: [ko\\_kyi](#)

It is an acronym for Outlying Landing Field. It is a purely politically motivated attempt to appease the residents of another state by placing the OLF in Eastern NC, rather than somewhere more suitable. The Navy neglected to go through the proper procedures, a wildlife preserve near the proposed site would put pilots in danger of death by bird, and lots of people will lose their land. A huge amount of opposition has developed, from all over NC, and the coolest thing is, we are actually winning! As you can tell i do not like the idea of the OLF coming to my neighbor counties of Washington County and beaufort County.

5 posted on 11/29/2004 11:20:24 AM PST by **RepublicanReptile** (Open your mind, close the borders.)  
[ [Post Reply](#) | [Private Reply](#) | [To 3](#) | [View Replies](#) ]

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To: **RepublicanReptile**; Nov3

Thanks for the explanation - I couldn't quite piece it together from the article.

Nov3 - see his post # 4

6 posted on 11/29/2004 11:21:45 AM PST by **ko\_kyi**  
[ [Post Reply](#) | [Private Reply](#) | [To 5](#) | [View Replies](#) ]

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To: **ko\_kyi**

"Operating Location - Forward". It serves several purposes. It provides an alternate location to land and service aircraft in the event that the primary location is damaged or an attack is deemed imminent.

It also provides a training location for pilots to "shoot approaches." They don't really learn a lot if they only practice approaches and landings at a single air base."

We used OLFs during exercises to simulate being deployed overseas. It cuts the expenses of shipping a whole unit to Germany or the middle east.

7 posted on 11/29/2004 11:22:47 AM PST by **mbynack**  
[ [Post Reply](#) | [Private Reply](#) | [To 3](#) | [View Replies](#) ]

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To: **ko\_kyi**; Nov3

For more background here is a link to an article I posted a few days ago.

<http://www.freerepublic.com/focus/f-news/1288006/posts>

8 posted on 11/29/2004 11:22:58 AM PST by **RepublicanReptile** (Open your mind, close the borders.)  
[ [Post Reply](#) | [Private Reply](#) | [To 6](#) | [View Replies](#) ]

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To: **ko\_kyi**

Outlying Landing Field. NAS Oceana, the Navy's "Master Jet Base" on the east coast, is located in Va Beach. While it used to be out in the boonies it is now practically downtown due to urban development. The same thing is happening to the current OLF which is 11 miles south of Oceana. The Navy has been looking for an alternate site because of political pressure to shut down the current OLF.

The critical need is for an airfield for FCLP (Field Carrier Landing Practice). Prior to landing on an aircraft carrier pilots need between 50 and 100 practice landings (about 10 landing per sortie) observed and graded by a Landing Signal Officer. With the current noise abatement policies pilots are forced to fly at weird hours and fly nonstandard patterns. What has basically happened is that people bought houses next to two active airfield and then decided they don't like jet noise.

9 posted on 11/29/2004 11:26:31 AM PST by **USNBandit** (Florida military absentee voter number 537.)  
[ [Post Reply](#) | [Private Reply](#) | [To 3](#) | [View Replies](#) ]

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To: **USNBandit**

Yes! And then to appease them the Navy decided to steal land, ignore environmental impact studies, and impose jet noise on country folk like myself. If they don't want jet noise, *they* should come to live in Eastern NC, not the jets.

10 posted on 11/29/2004 11:31:25 AM PST by **RepublicanReptile** (Open your mind, close the borders.)  
[ [Post Reply](#) | [Private Reply](#) | [To 9](#) | [View Replies](#) ]

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To: **RepublicanReptile**

You don't like jet noise??? As for birds, the whole city of Virginia Beach is a bird sanctuary. I'm not sure if Oceana has a sign around it telling the birds to stay out, but I'll ask some friends and let you know.

11 posted on 11/29/2004 11:34:19 AM PST by **petitfour**  
[ [Post Reply](#) | [Private Reply](#) | [To 5](#) | [View Replies](#) ]

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To: **RepublicanReptile**

btw, I love jet noise. The reality is that Virginia Beach is growing and the local pols smells money money money. They want all that land for houses. The noise is just an excuse.

12 posted on 11/29/2004 11:40:16 AM PST by petitfour  
[ Post Reply | Private Reply | To 10 | View Replies ]

To: RepublicanReptile; TaxRelief; Helms; 100%FEDUP; 2ndMostConservativeBrdMember; ~Vor~;  
A2J; a4drvr; ..

NC \*Ping\*



Please FRmail [Constitution Day](#), [TaxRelief](#) OR [Helms](#) if you want to be added to or removed from this North Carolina ping list.

13 posted on 11/29/2004 12:03:23 PM PST by Constitution Day  
[ Post Reply | Private Reply | To 1 | View Replies ]

To: ko\_kyi

BTFOOM.

14 posted on 11/29/2004 12:04:38 PM PST by Mr. Lucky  
[ Post Reply | Private Reply | To 3 | View Replies ]

To: Mr. Lucky

Please explain what that meant?

15 posted on 11/29/2004 12:12:45 PM PST by RepublicanReptile (Open your mind, close the borders.)  
[ Post Reply | Private Reply | To 14 | View Replies ]

To: Mr. Lucky

Re: BTFOOM

?

16 posted on 11/29/2004 1:06:18 PM PST by ko\_kyi  
[ Post Reply | Private Reply | To 14 | View Replies ]

To: RepublicanReptile; ko\_kyi

It's an obscure acronym containing the queen mother of obscenities.

17 posted on 11/29/2004 1:17:42 PM PST by Mr. Lucky  
[ [Post Reply](#) | [Private Reply](#) | [To 15](#) | [View Replies](#) ]

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To: **petitfour**

Also, property values have been skyrocketing and will continue to do so if they can manage to keep the current noise level the same, which means more tax revenue. This means more \$\$\$ for Oberndorf to spend on her cronies to help keep her in office the rest of her life. And yes, as you noted, they want to pack more houses around Oceana, for even more loot. (Actually, they are condos that are packed tighter than sardines. I can't figure out why anyone would want to live like that). I live in Kempsville, and the jet noise in my neighborhood is minimal.

18 posted on 11/29/2004 1:35:32 PM PST by flair2000  
[ [Post Reply](#) | [Private Reply](#) | [To 12](#) | [View Replies](#) ]

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To: **RepublicanReptile**

I wasn't trying to justify the Navy putting the OLF in your backyard, I was just trying to explain why they needed the OLF in the first place. Encroachment is making the current OLF unusable. Politics is the reason Oceana is still in business in the first place. As a "Master Jet Base" it just plain sucks. Airspace sucks, bombing range sucks, OLF sucks, weather often sucks. Miramar was much better with the exception of the marine layer that often sits over SD.

Do you know what other sites have been proposed and why they aren't being picked? I wonder why they couldn't make improvements to the strip at Fort AP Hill.

19 posted on 11/29/2004 5:28:07 PM PST by USNBandit (Florida military absentee voter number 537.)  
[ [Post Reply](#) | [Private Reply](#) | [To 10](#) | [View Replies](#) ]

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**Martin A. Joseph  
5269 Summer Crescent  
Virginia Beach, VA 23462**

BRAC Commission

**AUG 15 2005**

Received

August 9, 2005

2005 Defense Base Closure and Realignment Commission  
2521 S. Clark St., Ste. 600  
Arlington, VA 22202

Dear Sirs,

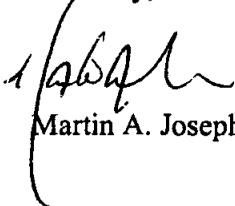
As a taxpayer, I have concerns about the government spending billions of dollars to relocate a Naval Air Station with such a strategic location to serve the Home of the Atlantic Fleet in Norfolk and protect and defend the East Coast of our great Nation.

Although there have been encroachment concerns by the Navy, I am certain that more than ever the City of Virginia Beach recognizes how important Oceana is to the largest populated city in the State of Virginia. It is evident from the publicity this matter has drawn that the City of Virginia Beach Officials will cease and desist in approving and development near the Jet Base. Oceana has proven its worth over the decades to this great nation and has the capacity and facilities to continue to serve well into the future.

Our community provides a Navy family with an exceptional quality of life and educational system for their children. It would be devastating to up-root over 12,000 families from a place and a way of life they have become accustomed to enjoy.

I'm certain that you've heard the saying "We Love Jet Noise", It is a way of life in Virginia Beach and simply comes with the territory. Oceana has been a critical base of operations for the Navy for a long as I can remember growing up in Virginia Beach. Yes, this is my home and I am a small business owner. I do not directly do business with the Navy nor do I attempt to market my company's products and services to the military; however, I urge you to remove Naval Air Station Oceana from the BRAC list.

Sincerely,



Martin A. Joseph

BRAC Commission

To Whom it may concern: AUG 15 2005

I obtained ~~my~~ US Citizenship  
32 years ago & love the US. because makes  
me proud - PROUD to be in America &  
PROUD to be in a military community.

Most of my clients are  
military & I give military discounts. My  
business will probably close if the base  
closes - I am 2 1/2 miles from the back gate.

Please do not leave Va Beach  
in economic distress - without the military  
high unemployment & business closures will  
surely follow.

Danielle Arduana  
3116 A London Bridge Rd  
Virginia Beach VA 23452

# *Majestic Homes Inc.*

2005 Old Greenbrier Road, Suite 107  
Chesapeake, VA 23320  
Office - (757) 965-5917 Fax - (757) 965-5919

BRAC Commission

AUG 15 2005

Received

August 12, 2005

2005 Defense Base Closure and Realignment Commission  
2521 S. Clark Street, Ste. 600  
Arlington, VA 22202

Ref: Naval Air Station Oceana in Virginia Beach, Virginia

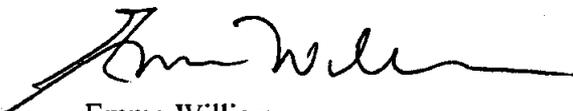
To Whom It May Concern:

I respectfully request you reconsider your recommendation of the closing or realignment of the Naval Air Station Oceana in Virginia Beach, Virginia. Your panel says' it is critical that you obtain the public's advice, assessments, and analyses to assist you in making the best possible decision. I am asking the esteemed panel to keep an open mind when you are considering the impact that closing this base would have in our area. Please consider that Virginia Beach will not be the only community to be impacted by this closing, and that all of our communities in Hampton Roads will be severely impacted by the closure of Oceana. Closing Oceana would have a major impact on our economy and would threaten our livelihood.

I was raised in a military household, my father served in the Navy for 27 years and I have lived in Virginia Beach for 42 years and I know how important the Navy is for our economic success to our community. I am also a woman home builder in Hampton Roads and I know how important keeping the base open is for the future of my company as well as the future of my employees and all of the other businesses in the community that will be affected by your decision.

In closing I am pleading to the panel to not close Oceana, this base is an important part of our economy providing 12,000 jobs and is vital to our success as a community. Our city wants and needs the U.S. Navy and I feel that we are good neighbors and are willing to do our part to keep Oceana in our backyard.

Sincerely,



Emma Williams  
President  
Majestic Homes Inc.

BRAC Commission

AUG 15 2005

Received

8/10/05

Dear BRAC:

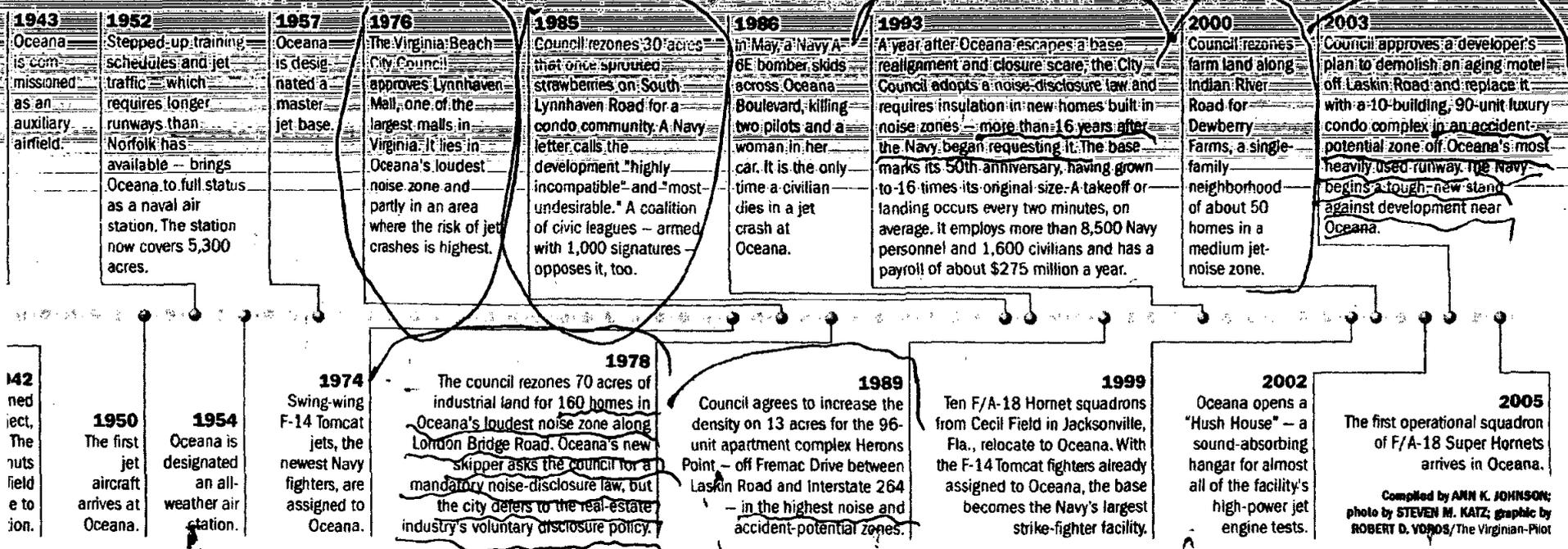
Please do not close down Oceana Master Jet Base in Virginia Beach, Va. The military is welcomed + needed in this area. This base is the best location + value to the Navy + the taxpayer.

It would be too expensive to move the base to another location + the central location of Virginia Beach is the best place for the base to remain.

Texas is not a sensible alternative nor is the hurricane prone state of Florida.

Best regards,  
Russell Johnson  
(a registered voter)

# HISTORY OF OCEANA



*If our pilots can not do the training they need, do what's best for them*

BRAC Commission

Dear Sir/Madam, AUG 15 2005

August 10, 05.

Received

Save our Friends, Family and Neighbors.  
Losing Oceana will prove devastating and heartbreaking. Businesses will close, houses will be lost, unemployment would rise. Oceana is the only alternative for the Super Hornet aircraft and performing training missions. This is a Military Community and I am proud to live here!

Is this the thanks you will give our troops fighting in Iraq. that they cant work here or live here because we are closing a military base which employ over 12,000 people with a yearly impact of \$1.2 billion.

Let's give the Troops a big thanks by letting Oceana stay. By the way Oceana has been here long before the houses, stores, and malls were built on the flight path of the sound of freedom.

The Citizens against Jet noise should give their houses and real estate tax to our military and move, maybe Iraq would be quieter for them. You can also cut the jobs of the people that allowed land to be sold to the idiots that cry against the sound of freedom. Thankyou,  
Sharon Armistead

BRAC Commission

AUG 15 2005

Received

Lawrence Fleder  
500 E. Main Street, # 1424  
Norfolk, VA 23510

August 10, 2005

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

Re: Oceana Navy Master Jet Base

Dear Commissioners:

BRAC has a very challenging job. So does the Pentagon and the Defense Department.

Adding Ocean to the list of base closures is a mistake. The Pentagon did not put Oceana on the closure list for many reasons. The Defense Department did not put Oceana on the closure list for many reasons. For all of those reasons Oceana should be removed from your list of base closings.

Military preparation and readiness is an issue in the domain of the Pentagon and the Defense Department. They do not want Oceana on the closure list.

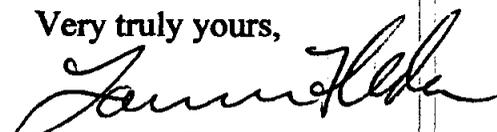
Americans and the President of the United States/Chief of Staff want to follow the advice of the Pentagon and the Defense Department. Said advice is not to put Oceana on the closure list.

Our military families do not want to change Oceana from a Master Jet Base.

Please continue to dedicate you review to the list originally delivered to you by the Pentagon and the Defense Department.

Thank you.

Very truly yours,

  
Lawrence Fleder

BRAC8-2-05

BRAC Commission

AUG 15 2005

Received

~~Please do not close~~

Oceana!

We do not need  
high unemployment  
issues, closed  
business's, etc.

Please Protect us  
as our Master Jet  
Base protects us  
& you!

Monica Clay  
101 E. Carlton Way  
Hickory, VA 24142

DCN 5627

May 23, 2005

410 52<sup>nd</sup> Street  
Virginia Beach, Virginia 23451-2308  
757.422.3707  
[b.rueger@cox.net](mailto:b.rueger@cox.net)

RECEIVED  
5/26/05

The Honorable James H. Bilbay  
BRAC Commission  
2521 South Clark Street  
Suite 600  
Arlington, Virginia 22202

Dear Commissioner Bilbay:

I am a retired bank executive and have been involved on numerous education and community service boards. I have resided in Virginia Beach for over 50 years in the vicinity of NAS Oceana. I currently live in the 65+ d/B zone, or approximately four miles from the base.

Severe jet noise was not a factor until the F/A-18 Hornet squadrons were relocated to Oceana from Cecil Field, Florida in 1998. The noise problem continues to increase as much noisier Super Hornets join the fleet to replace the F-14 Tomcats and aging C/D model Hornets. I have recorded decibel levels in excess of 95 d/Bs outside of my house and 65 d/Bs inside. I know you are aware that jet noise can cause hypertension, sleep deprivation, irritability, and perhaps learning distractions affecting our children.

When relating the noise factor with adverse environmental impact and accident risk, it is apparent that the largest Master Jet Base on the East Coast is incompatibly situated in Virginia's largest city. Over 120,000 residents of Virginia Beach and Chesapeake live under the 65 d/B noise umbrella.

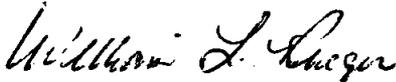
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We have logged general daily activity of Oceana since 1999 and would be delighted to share that information if you desire. Frequently, constant operations of direct radar approaches and FCLPs appear to last up to ten to twelve hours. It is apparent that the noise situation will only deteriorate as additional Super Hornet squadrons arrive at Oceana.

Please consider relocating several, or all, Super Hornet squadrons to another location, such as Cherry Point, North Carolina; Beaufort, South Carolina; Lakehurst, New Jersey; or another location. The economic loss to Hampton Roads would be minimal, given our huge concentration of bases and commands. Realignment is an alternative, and perhaps closure a possibility, because of the encroachment on Oceana and for the readiness, safety, and realistic training of our aviators.

Your consideration and service is greatly appreciated.

Sincerely,



William L. Rueger

Cc: The Honorable Anthony J. Principi, Chairman  
The Honorable Philip Coyle  
Admiral Harold W. Gehman, Jr. (USN, Ret.)  
The Honorable James V. Hansen  
General James T. Hill (USA, Ret.)  
General Lloyd W. Newton (USAF, Ret.)  
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Brigadier General Sue E. Turner (USAF, Ret.)

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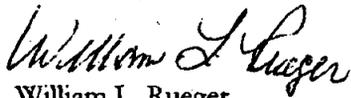
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CCAJN

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

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April 21, 2005

The Honorable Admiral Harold W. Gehman, Jr., USN (Ret.)  
Secretary of Defense  
1000 Defense Pentagon  
Washington, D.C. 20301-1000

Re: 2005 BRAC

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***Responsible Dissent ....is the True Sound of Freedom***



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Jet Noise Lawsuit: The Navy now finds itself a defendant in a costly federal lawsuit brought by individual homeowners. Whatever the outcome of that case, there will very likely be a second round of lawsuits after more of the Super Hornets have arrived – and then again, a likely third round when the Joint Strike Fighter arrives.

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The OLF: Regrettably, the new OLF proposed for Washington County, North Carolina, has run into very tough sledding in the courts and in communities throughout North Carolina. CCAJN believes, along with the Navy, that the new OLF is an absolute minimum requirement to justify the introduction of Super Hornet operations in Hampton Roads.

Indeed, the construction and operation of an OLF – which would remove much of the environmental impact from this area – was an essential element of CCAJN's support for the 8-2 split of Super Hornet squadrons between Oceana and MCAS Cherry Point.

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4/25/05

JR

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1000 Defense Pentagon  
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Jet Noise: It was recently reported in the Virginian-Pilot that the Super Hornet aircraft, which have already begun to arrive at NAS Oceana, are 5-27 dB louder than the F-14 Tomcats that they will replace. Virginia Beach is the largest city in the state of Virginia, population-wise, and growing rapidly; NAS Oceana sits smack in the middle of this population center. Even with the planned reduction in the number of annual flight operations at Oceana, Super Hornet single event noise levels will affect thousands of residents and will make fighter aircraft training and operations even more highly intrusive, unhealthy, and disruptive. Additionally, it has been reported that the Joint Strike Fighter, currently programmed to replace the Super Hornet within the next decade or so is reputed to be even louder than the Super Hornet.

Realignment would provide relief both for the Navy, practicing in a less restrictive environment, and of course for the thousands upon thousands of adversely affected residents in Virginia Beach and Chesapeake.

Jet Noise Lawsuit: The Navy now finds itself a defendant in a costly federal lawsuit brought by individual homeowners. Whatever the outcome of that case, there will very likely be a second round of lawsuits after more of the Super Hornets have arrived – and then again, a likely third round when the Joint Strike Fighter arrives.

Realignment could and likely would reduce potential exposure and damages stemming from the existing lawsuit and obviate exposure from potential future lawsuits.

The OLF: Regrettably, the new OLF proposed for Washington County, North Carolina, has run into very tough sledding in the courts and in communities throughout North Carolina. CCAJN believes, along with the Navy, that the new OLF is an absolute minimum requirement to justify the introduction of Super Hornet operations in Hampton Roads.

Indeed, the construction and operation of an OLF – which would remove much of the environmental impact from this area – was an essential element of CCAJN's support for the 8-2 split of Super Hornet squadrons between Oceana and MCAS Cherry Point.

Unfortunately, the prospect for the new outlying field has dimmed recently and there has been no visible support for the field from Hampton Roads local political bodies.

For these reasons, and others, which CCAJN would be pleased to present during the 2005 BRAC process, CCAJN requests that you seriously consider a realignment scenario for NAS Oceana as an integral part of your deliberation.

With Best Regards, I am,

  
Kimberly Johnson  
CCAJN Chairwoman

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06032005

# CCAUN

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

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BRAC Commission  
2521 S. Clark St., Ste. 600  
Arlington, VA 22202

Dear Honorable BRAC Commission Member:

**Tactical fighter training has become so compromised in Hampton Roads that pilots and our country are being short-changed as a result of the encroachment.**

**There are almost 20 schools in the high noise zones where children must study in classrooms which don't come close to meeting national acoustical recommended guidelines and they must play outside where unhealthy high impact noise abounds.**

**Many of us are unable to have conversations in our homes even with windows shut when the Navy jets are flying nearby...we cannot hear others when we are talking on our telephones... we become sleep deprived when they fly at night.**

**Even though jet noise has been getting most of the publicity, air pollution is also a big concern. Air pollution around Oceana is measured from testing sites long distances from the base and then averaged so we are unable to know our true daily air quality.**

**I strongly urge you to thoroughly study and analyze all possible alternative East Coast locations for home-basing or "split-siting" the F/A-18 fighter aircraft.**

**I am but one of 150,000 residents living in the high noise zones of Virginia Beach and Chesapeake, VA. I ask you to provide relief for us from the adverse environmental impacts of F/A-18 training operations at NAS Oceana. Please take this matter very seriously as you move forward with your vitally important work.**

Respectfully,

Signature: 

Print Name: MARK JOHNSON

Address: 4412 Reynolds Dr, Virginia Beach, VA 23455

Telephone: (757) 363 3660 Email Address: MARKJOHNSONONLINE@YAHOO.COM

***Responsible Dissent ....is the True Sound of Freedom***



# CCAUN

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

BRAC Commission

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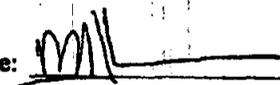
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# CCAJN

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

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BRAC Commission

BRAC Commission  
2521 S. Clark St., Ste. 600  
Arlington, VA 22202

2005

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1060 Laskin Road, Suite 12B, Virginia Beach, VA 23451-6365  
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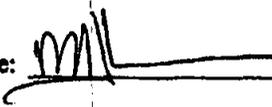
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BRAC Commission

**CITIZENS CONCERNED ABOUT JET NOISE Inc**  
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Arlington, VA 22202

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# CCAUN

**CITIZENS CONCERNED ABOUT JET NOISE Inc**  
1060 Laskin Road, Suite 12B, Virginia Beach, VA 23451-6965

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BRAC Commission  
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Arlington, VA 22202

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# CCAJN

**CITIZENS CONCERNED ABOUT JET NOISE Inc**  
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Arlington, VA 22202

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# CCAJN

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**Responsible Dissent ....is the True Sound of Freedom**

07092005

July 6, 2005

Robert G. Ponton  
3417 Kings Lake Dr.  
Virginia Beach, VA 23452

Base Realignment and Closure Commission  
2521 South Clark St. Ste 600  
Arlington, VA 22202

Dear Sir/Madam:

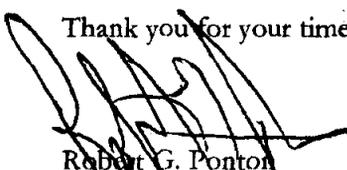
This letter is written in support of the Secretary of Defense's decision to **NOT INCLUDE Naval Air Station (NAS) Oceana** as a candidate for closure in the 2005 Base Realignment and Closure (BRAC) process.

Two major advantages to **NOT INCLUDE Naval Air Station (NAS) Oceana** are paramount in my mind:

1. The quality of life for the service men and women and their families here in Virginia Beach is unsurpassed. With the military retention and recruiting challenges in this present day and age, quality of life has a huge impact on force structure and strength and cannot be underestimated.
2. NAS Oceana's location in close proximity to Norfolk aircraft carriers is a force multiplier enhancing coordination, planning and execution of military tasking.

You have my permission to use this letter in your considerations. If additional information is required, I may be reached at email [rgponton@firstcommand.com](mailto:rgponton@firstcommand.com) or phone number 757.431.1062.

Thank you for your time.

  
Robert G. Ponton



07092005

July 6, 2005

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

Dear Commissioners:

I write today to support the Secretary of Defense's decision to not include Naval Air Station Oceana as a candidate for closure in the 2005 Base Realignment and Closure (BRAC) process for the following reasons:

- Less than one tenth of one percent of the citizenry is actively opposed to Oceana operations.
- The pilots have unrestricted use of the massive training area off the coast of Virginia/North Carolina that is under sole control of the Navy and which cannot be duplicated anywhere in the country.
- An independent research firm that asked the citizens of Virginia Beach whether jet noise was a reason they were unhappy with their decision to select where they live, a total of 1.5% responded yes.
- The quality of life for service men and women and their families in Virginia Beach is unexcelled. Job opportunities for spousal and family employment, higher educational opportunities, great medical care, a tremendous support network for children with special needs, and world-class recreational opportunities. All of these factors positively influence retention.
- The encroachment issue has been proactively addressed through a recently completed Joint Land Use Study and the Airport Zoning Ordinance.
- Oceana's location next to the majority of the east coast aircraft carriers is advantageous from a military standpoint and it allows service personnel to spend more time with their families.
- The City of Virginia Beach has invested \$202 million in transportation improvements around NAS Oceana during the last 10 years.
- The city relocated two elementary schools from the APZ following the 1993 BRAC round.

Base Realignment and Closure Commission  
NAS Oceana  
July 6, 2005  
Page 2.

- During the 1995 BRAC, NAS Oceana was ranked #1 Navy/Marine Corps air station in military value.

In summary, the Naval Air Station Oceana is a unique training environment that provides a high quality of life for navy men and women and their families. With retention as a continuing challenge, the amenities of family life available in Virginia Beach are outstanding and vital to Navy families. To replace the operation and human services of the base and its surrounding community would take DoD resources that would be better spent on the war on terror.

Sincerely,

A handwritten signature in black ink that reads "M.J. Barrett". The signature is written in a cursive, flowing style.

M.J. Barrett  
VP/CEO

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07092005

  
The  
**Runnymede**  
CORPORATION

July 6, 2005

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

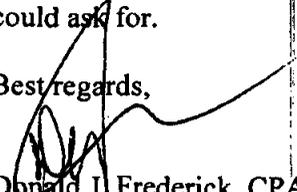
Dear Commissioners:

As a member of the Virginia Beach business community and a Beach resident, I would ask you to consider the following and reject any consideration for reducing, realigning or otherwise affecting operations of our Oceana Airstation facility.

- Less than one tenth of one percent of the citizenry is actively opposed to Oceana operations.
- An independent research firm that asked the citizens of Virginia Beach whether jet noise was a reason they were unhappy with their decision to select where they live, a total of 1.5% responded yes.
- The quality of life for service men and women and their families in Virginia Beach is unexcelled. Job opportunities for spousal and family employment, higher educational opportunities, great medical care, a tremendous support network for children with special needs, and world-class recreational opportunities. All of these factors positively influence retention.
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- During the 1995 BRAC, NAS Oceana was ranked #1 Navy/Marine Corps air station in military value.

I believe the best interest of our national defense, the City of Virginia Beach, and the federal budget are best served leaving Oceana alone. I live at the oceanfront, and experience the air traffic firsthand as it crosses over my roof. It's the sweetest sound I could ask for.

Best regards,

  
Donald J. Frederick, CPA  
Vice President of Finance

BRAC Commission  
2521 S. Clark St  
Ste. 600  
Arlington, VA 22202

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05272005

Sirs:

As one of thousands of Virginia Beach residents adversely affected by the jet noise from NAS Oceana I strongly encourage you to pursue investigating alternate siting for the squadrons based there. I realize the Pentagon "spared" the base but it is my opinion that that was a mistake.

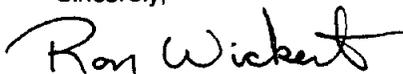
Although I admit bias due to the negative effects the jets have on the quality of life for me, I nonetheless believe an objective assessment of the base and its impact would result in a decision to realign its operations. The Virginia Beach city council has repeatedly ignored the counsel of the Navy regarding development, and consequently the base is now in a totally compromised position. That notwithstanding, the Navy (i.e., the federal government) shares a great deal of culpability in the situation. Constant warnings from the Navy did nothing to dissuade the city of Virginia Beach from continuing to hem in NAS Oceana. At the same time, however, the Navy did nothing concrete to prevent it, e.g., allocating funds to purchase land to provide a buffer.

Now it is too late, and the best recourse is realignment to relieve both the city and the Navy of further issues. If the goal of the BRAC proceedings is to reduce costs and make better use of taxpayers' dollars realigning Oceana meets that goal. On several occasions the Navy has publicly stated that it can no longer provide optimal training at NAS Oceana due to flight restrictions and noise abatement. My question is this: If the Navy acknowledges NAS Oceana fails to meet training requirements, why is it so intent on maintaining the base as its so-called East Coast master jet base? Admitting the training pilots receive is sub-optimal but wanting to continue that training is both counterproductive and counterintuitive, not to mention a blatant waste of taxpayer money.

I urge the committee members seriously to consider a thorough search for an alternate site for the fighter squadrons based at NAS Oceana. Moreover, while the Pentagon and Navy maintain a search was conducted but proved unfruitful, I am not convinced a truly exhaustive effort was mounted. For instance, claiming one possible site was "too far from the Atlantic Fleet" seems at best disingenuous since distance was not a consideration when the Navy consolidated all its remaining F-14 squadrons — including those assigned to West Coast carriers — at NAS Oceana.

Thank you for your attention and consideration.

Sincerely,



Ron Wickert  
441 Carnegie Road  
Virginia Beach VA 23452

May 23, 2005

410 52<sup>nd</sup> Street  
Virginia Beach, Virginia 23451-2308  
757.422.3707  
[b.rueger@cox.net](mailto:b.rueger@cox.net)

RECEIVED  
5/24/05

General James T. Hill (USA, Ret.)  
BRAC Commission  
2521 South Clark Street  
Suite 600  
Arlington, Virginia 22202

Dear Commissioner Hill:

I am a retired bank executive and have been involved on numerous education and community service boards. I have resided in Virginia Beach for over 50 years in the vicinity of NAS Oceana. I currently live in the 65+ d/B zone, or approximately four miles from the base.

Severe jet noise was not a factor until the F/A-18 Hornet squadrons were relocated to Oceana from Cecil Field, Florida in 1998. The noise problem continues to increase as much noisier Super Hornets join the fleet to replace the F-14 Tomcats and aging C/D model Hornets. I have recorded decibel levels in excess of 95 d/Bs outside of my house and 65 d/Bs inside. I know you are aware that jet noise can cause hypertension, sleep deprivation, irritability, and perhaps learning distractions affecting our children.

When relating the noise factor with adverse environmental impact and accident risk, it is apparent that the largest Master Jet Base on the East Coast is incompatibly situated in Virginia's largest city. Over 120,000 residents of Virginia Beach and Chesapeake live under the 65 d/B noise umbrella.

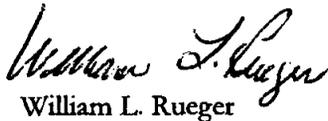
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We have logged general daily activity of Oceana since 1999 and would be delighted to share that information if you desire. Frequently, constant operations of direct radar approaches and FCLPs appear to last up to ten to twelve hours. It is apparent that the noise situation will only deteriorate as additional Super Hornet squadrons arrive at Oceana.

Please consider relocating several, or all, Super Hornet squadrons to another location, such as Cherry Point, North Carolina; Beaufort, South Carolina; Lakehurst, New Jersey; or another location. The economic loss to Hampton Roads would be minimal, given our huge concentration of bases and commands. Realignment is an alternative, and perhaps closure a possibility, because of the encroachment on Oceana and for the readiness, safety, and realistic training of our aviators.

Your consideration and service is greatly appreciated.

Sincerely,



William L. Rueger

Cc: The Honorable Anthony J. Principi, Chairman  
The Honorable Pames H. Bilbay  
The Honorable Philip Coyle  
Admiral Harold W. Gehman, Jr. (USN, Ret.)  
The Honorable James V. Hansen  
General Lloyd W. Newton (USAF, Ret.)  
The Honorable Samuel K. Skinner  
Brigadier General Sue E. Turner (USAF, Ret.)

May 23, 2005

RECEIVED  
5/24/05

410 52<sup>nd</sup> Street  
Virginia Beach, Virginia 23451-2308  
757.422.3707  
[b.rueger@cox.net](mailto:b.rueger@cox.net)

Admiral Harold W. Gehman, Jr. (USN, Ret.)  
BRAC Commission  
2521 South Clark Street  
Suite 600  
Arlington, Virginia 22202

Dear Commissioner Gehman:

I am a retired bank executive and have been involved on numerous education and community service boards. I have resided in Virginia Beach for over 50 years in the vicinity of NAS Oceana. I currently live in the 65+ d/B zone, or approximately four miles from the base.

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Sincerely,

  
William L. Rueger

Cc: The Honorable Anthony J. Principi, Chairman  
The Honorable Pames H. Bilbay  
The Honorable Philip Coyle  
The Honorable James V. Hansen  
General James T. Hill (USA, Ret.)  
General Lloyd W. Newton (USAF, Ret.)  
The Honorable Samuel K. Skinner  
Brigadier General Sue E. Turner (USAF, Ret.)

May 23, 2005

410 52<sup>nd</sup> Street  
Virginia Beach, Virginia 23451-2308  
757.422.3707  
[b.rueger@cox.net](mailto:b.rueger@cox.net)

The Honorable Philip Coyle  
BRAC Commission  
2521 South Clark Street  
Suite 600  
Arlington, Virginia 22202

Dear Commissioner Coyle:

I am a retired bank executive and have been involved on numerous education and community service boards. I have resided in Virginia Beach for over 50 years in the vicinity of NAS Oceana. I currently live in the 65+ d/B zone, or approximately four miles from the base.

Severe jet noise was not a factor until the F/A-18 Hornet squadrons were relocated to Oceana from Cecil Field, Florida in 1998. The noise problem continues to increase as much noisier Super Hornets join the fleet to replace the F-14 Tomcats and aging C/D model Hornets. I have recorded decibel levels in excess of 95 d/Bs outside of my house and 65 d/Bs inside. I know you are aware that jet noise can cause hypertension, sleep deprivation, irritability, and perhaps learning distractions affecting our children.

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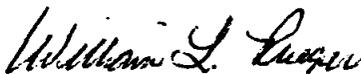
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RECEIVED  
STYLES

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The Honorable James H. Bilbay  
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The Honorable James V. Hansen  
General James T. Hill (USA, Ret.)  
General Lloyd W. Newton (USAF, Ret.)  
The Honorable Samuel K. Skinner  
Brigadier General Sue E. Turner (USAF, Ret.)

RECEIVED  
5/23/05

May 23, 2005

410 52<sup>nd</sup> Street  
Virginia Beach, Virginia 23451-2308  
757.422.3707  
[b.rueger@cox.net](mailto:b.rueger@cox.net)

The Honorable Samuel K. Skinner  
BRAC Commission  
2521 South Clark Street  
Suite 600  
Arlington, Virginia 22202

Dear Commissioner Skinner:

I am a retired bank executive and have been involved on numerous education and community service boards. I have resided in Virginia Beach for over 50 years in the vicinity of NAS Oceana. I currently live in the 65+ d/B zone, or approximately four miles from the base.

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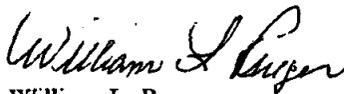
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The Honorable Pames H. Bilbay  
The Honorable Philip Coyle  
Admiral Harold W. Gehman, Jr. (USN, Ret.)  
The Honorable James V. Hansen  
General James T. Hill (USA, Ret.)  
General Lloyd W. Newton (USAF, Ret.)  
Brigadier General Sue E. Turner (USAF, Ret.)

May 23, 2005

410 52<sup>nd</sup> Street  
Virginia Beach, Virginia 23451-2308  
757.422.3707  
[b.rueger@cox.net](mailto:b.rueger@cox.net)



Brigadier General Sue E. Turner (USAF, Ret.)  
BRAC Commission  
2521 South Clark Street  
Suite 600  
Arlington, Virginia 22202

Dear Commissioner Turner:

I am a retired bank executive and have been involved on numerous education and community service boards. I have resided in Virginia Beach for over 50 years in the vicinity of NAS Oceana. I currently live in the 65+ d/B zone, or approximately four miles from the base.

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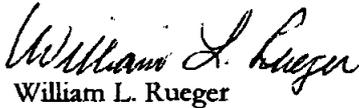
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William L. Rueger

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The Honorable Parnes H. Bilbay  
The Honorable Philip Coyle  
Admiral Harold W. Gehman, Jr. (USN, Ret.)  
The Honorable James V. Hansen  
General James T. Hill (USA, Ret.)  
General Lloyd W. Newton (USAF, Ret.)  
The Honorable Samuel K. Skinner

May 23, 2005

410 52<sup>nd</sup> Street  
Virginia Beach, Virginia 23451-2308  
757.422.3707  
[b.rueger@cox.net](mailto:b.rueger@cox.net)

RECEIVED  
5/26/05

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

Dear Chairman Principi:

I am a retired bank executive and have been involved on numerous education and community service boards. I have resided in Virginia Beach for over 50 years in the vicinity of NAS Oceana. I currently live in the 65+ d/B zone, or approximately four miles from the base.

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Sincerely,



William L. Rueger

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



# CCAJN

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

July 22, 2005

BRAC Commission

## BOARD OF DIRECTORS

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VM: (757) 425-2494  
FAX: (757) 425-2695  
E-MAIL:  
[hal\\_lev@cox.net](mailto:hal_lev@cox.net)

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

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

**JUL 27 2005**

Received

Dear Honorable Chairman Principi:

**Citizens Concerned about Jet Noise (CCAJN) formally requests sanctioned participation in the August 1, 2005 visit of BRAC Commissioners to Virginia Beach, VA , and most important, at the hearing in Washington, DC on August 10, 2005.**

A small group of CCAJN board members would like to meet with the visiting Commissioners when they come to NAS Oceana. Our former Chairman, and still one of our board members, **John Shick, Capt., USN (ret.)** requests the opportunity to testify during the August 10th hearing.

CCAJN is a seven year old community action organization of over 5,000 members. The group speaks for many thousands of residents living in the high noise zones of Virginia Beach and Chesapeake. **CCAJN believes the Oceana/BRAC process would be incomplete and not sufficiently balanced if the organization were not afforded these opportunities.**

Both Capt. John Shick, USN (ret.) and I served on the Mayor's Super Hornet Commission for two years and participated as "stakeholders" in the JLUS meeting format. Clearly, we have specific information and expertise in areas which are of interest to the 2005 Defense BRAC Commission.

I will also contact Senator Warner's office with this request, but remind you he is a long-time opponent of our positions on NAS Oceana. Thus, I am making this direct appeal to you. I can be reached directly at 757-639-4968 or CCAJN board member Hal Levenson can be reached at 757-496-0745.

We look forward to hearing from you, or a member of your staff in the near future.

With Highest Respect, I am

  
Kimberly Johnson  
CCAJN Chairwoman

*Responsible Dissent ... is the True Sound of Freedom*

Angela Richardson  
4340 Plantation Rd. #3  
Roanoke, VA 24012-3030  
July 21, 2005

BRAC Commission

2005 Defense BRAC Commission  
2521 South Clark Street  
Suite 600  
Arlington, VA 22202

**JUL 25 2005**

Received

To Whom It May Concern:

I am writing to you concerning the closing of Oceana NAS. As a private citizen, I believe that the closure of Oceana could seriously jeopardize our safety. If we lose Oceana, it will leave a large area unprotected. Many have forgotten that we are at war and we can't afford to leave our naval ships or coastline open to ANYTHING. If we take away the jet protection, we may as well send out an invitation to terrorists telling them to "visit Norfolk naval bases and do it by way of the shoreline-they have no protection. While you're at it, take your time; the jets will be coming from Georgia". The whole idea of leaving that area unprotected is ludicrous. It should also be remembered that our nation's capitol is in close proximity, and many of you and your families work and live in Washington D.C. and surrounding areas. The jets from Oceana could be there in a moment's notice, if needed. Wouldn't you rather feel protected?

I lived in the Virginia Beach area six years ago and will be moving there again. I can tell you that as far as the noise complaints, only a small percentage of the residents feel this way. They are more of a nuisance than anything. As far as the encroachment, I'm sure the federal government can work out a way to stop it. This base has been around longer than most of these people have owned their houses. As important as all of those issues are, they pale in comparison to our nation's safety. I ask that you please reconsider closing Oceana.

Sincerely,



Angela Richardson

*From the desk of Rick Giannascoli  
Gee's Group Real Estate Development  
5700 Lake Wright Drive Norfolk, VA 23502  
Tel (757) 340-7355  
Fax (757) 340-7354  
e-mail rscoli@geesgroup.com*

RECEIVED

07092005

Base Realignment and Closure Commission

2521 South Clark Street

Suite 600

Arlington, Virginia 22202

Re: NAS Oceana

Dear Chairman Principi,

As I understand it you are from or have lived in San Diego area. The impact of closing NAS Oceana to this area would be devastating. It would have the same impact or be the equivalent of closing MCAS Miramar and NAS North Island in San Diego. The only difference being that San Diego could survive something like that whereas Virginia Beach would not recover from something like this for decades.

San Diego has the luxury of being a high tech community along with being known as a popular Bio-tech headquarters area.

The Virginia Beach/Hampton Roads area is booming for one reason only and that is the Military presence. The love and appreciation we have for the Military here you would be hard pressed to find elsewhere in the US. I have been fortunate enough to have been selling to the Military for a very long time, in markets all over the country. This area has got to be one of the most Military friendly area I have traveled to.

A few other points are:

- Less than one tenth of one percent of the citizenry is actively opposed to Oceana operations.
- An independent research firm that asked the citizens of Virginia Beach whether jet noise was a reason they were unhappy with their decision to select where they live, a total of 1.5% responded yes.
- The quality of life for service men and women and their families in Virginia Beach is unexcelled. Job opportunities for spousal and family employment, higher educational opportunities, great medical care, a tremendous support network for children with special needs, and world-class recreational opportunities. All of these factors positively influence retention.
- The encroachment issue has been proactively addressed through a recently completed Joint Land Use Study and the Airport Zoning Ordinance.

*From the desk of Rick Giannascoli  
Gee's Group Real Estate Development  
5700 Lake Wright Drive Norfolk, VA 23502  
Tel (757) 340-7355  
Fax (757) 340-7354  
e-mail rscoli@geesgroup.com*

- Oceana's location next to the majority of the east coast aircraft carriers is advantageous from a military standpoint and it allows service personnel to spend more time with their families.
- The City of Virginia Beach has invested \$202 million in transportation improvements around NAS Oceana during the last 10 years;
- The city relocated two elementary schools from the APZ following the 1993 BRAC round.
- During the 1995 BRAC, NAS Oceana was ranked #1 Navy/Marine Corps air station in military value.

Please reconsider your recent decision to add NAS Oceana to the BRAC list. I am...

Very truly yours,



Rick Giannascoli

July 24, 2005

**The Honorable Anthony J. Principi - Chairman**  
**2005 Defense Base Closure and Realignment Commission**  
**2521 S. Clark St., Ste. 600**  
**Arlington, VA 22202**

BRAC Commission

**JUL 26 2005**

Received

Re. Commissioner Conflict of Interest

Dear Commissioner Principi

I'm a resident of the Hampton Roads area of Virginia and I would like to tell you that I was somewhat concerned when I watched your July 19<sup>th</sup> hearing on C-Span. My concern was not rooted in the fact that the Commission added NAS Oceana as a potential BRAC action but the fact that **Commissioner James H. Bilbray** did not reclude himself from the formal voting action on NAS Oceana. In the past, Commissioners have recluded themselves when they either had or appear to have had a conflict of interest in the area being voted on. In this case, I believe Commissioner Bilbray should have recluded himself given his most recent relations with the City of Virginia Beach. It is my understanding that Commissioner Bilbray's prior employer represents the City of Virginia Beach and Commissioner Bilbray has met with City of Virginia Beach officials within 2005.

If there is a conflict of interest or the potential for one to be perceived, it is in the best interest of the Commission and the United States that Commissioner Bilbray be ask to reclude himself from further voting on such areas, e.g., Hampton Roads actions.

Your timely actions are appreciated,

**A CONCERNED HAMPTON ROADS RESIDENT**

20 May 2005

BRAC Commission

JUL 19 2005

Received

The Honorable Anthony Joseph Principi, Chairman  
Defense Base Realignment and Closure Commission  
1000 Defense Pentagon  
Washington, DC 20301

Dear Mr. Principi:

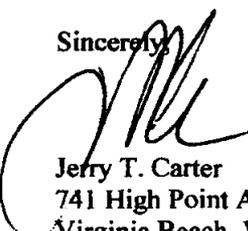
My wife and I live approximately five blocks from the Oceanfront in Virginia Beach, VA. This places us approximately four miles from NAS Oceana. We live in a heavily populated community with homes ranging from sixty years old to those being currently constructed. We love our city, but there is one major problem with our living environment.

The problem that we and other residents have to contend with is the noise and pollution associated with NAS Oceana. We are constantly bombarded with jet noise that exceeds 100 decibels and a massive flow of jet exhaust pollutants that cover our cars and home. Flights begin in the early morning and continue until near midnight. Phone conversations and watching television is practically impossible. Normal outdoor conversation with neighbors is exceedingly difficult. In short, the Super Hornet aircraft have disrupted and taken away a normal lifestyle.

You will hear the political leaders of Virginia Beach plead for keeping Oceana open as a Master Jet Base. Business leaders will join with them in their efforts. It is obvious to all concerned that they will distort and do anything to keep Oceana open. The issue to them is strictly economic and political. On the other side of this issue is the average Virginia Beach citizen who has to live through this nightmare. The people of Virginia Beach are loyal Americans who admire our military, but enough is enough. Lawsuits are now taking place and will continue to be initiated until this noise and pollution is ended. Public opinion will increasingly become stronger for a solution to the noise issue. Most reasonable people understand that it is inconceivable to operate a Master Jet Base in the middle of the most populous city in Virginia. It simply can never work and this problem is not going away.

I urge you and the fellow members of the Commission to amend the Base Closure List to include Oceana. This must happen sooner or later and I urge sooner. The health and well being of all Virginia Beach residents is too valuable to delay this process. Thank you for your time.

Sincerely,



Jerry T. Carter  
741 High Point Ave  
Virginia Beach, VA 23451

CC: Members of the Base Closure Commission

20 May 2005

BRAC Commission

JUL 17 2005

Received

The Honorable Anthony Joseph Principi, Chairman  
Defense Base Realignment and Closure Commission  
1000 Defense Pentagon  
Washington, DC 20301

Dear Mr. Principi:

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You will hear the political leaders of Virginia Beach plead for keeping Oceana open as a Master Jet Base. Business leaders will join with them in their efforts. It is obvious to all concerned that they will distort and do anything to keep Oceana open. The issue to them is strictly economic and political. On the other side of this issue is the average Virginia Beach citizen who has to live through this nightmare. The people of Virginia Beach are loyal Americans who admire our military, but enough is enough. Lawsuits are now taking place and will continue to be initiated until this noise and pollution is ended. Public opinion will increasingly become stronger for a solution to the noise issue. Most reasonable people understand that it is inconceivable to operate a Master Jet Base in the middle of the most populous city in Virginia. It simply can never work and this problem is not going away.

I urge you and the fellow members of the Commission to amend the Base Closure List to include Oceana. This must happen sooner or later and I urge sooner. The health and well being of all Virginia Beach residents is too valuable to delay this process. Thank you for your time.

Sincerely,

Jerry T. Carter  
741 High Point Ave  
Virginia Beach, VA 23451

✓ CC: Members of the Base Closure Commission

BRAC Commission

JUL 17 2005

Received

20 May 2005

The Honorable Anthony Joseph Principi, Chairman  
Defense Base Realignment and Closure Commission  
1000 Defense Pentagon  
Washington, DC 20301

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741 High Point Ave  
Virginia Beach, VA 23451

✓CC: Members of the Base Closure Commission

DCN 8024

Mary A. Godwin  
PO Box 637  
Moyock NC 27958

August 14, 2005

BRAC Commission

AUG 19 2005

Re: NAS Oceana  
Virginia Beach VA

Received

Base Realignment & Closure Commission  
2531 South Clark Street, Suite 600  
Arlington VA 22202

Gentlemen:

I certainly hope that you will NOT even consider closing NAS Oceana in Virginia Beach.

Simple logic keeps a Navy master jet base in the middle of the east coast and near Navy ships and other military installations.

I understand that there are proposals to reopen previously closed bases in Florida and Texas to accept Oceana's planes. Florida is even more vulnerable to devastating hurricanes than Virginia Beach. Virginia Beach the most strategic location for these planes. Additionally, where is the economy in spending millions of taxpayer dollars to close these bases in Florida and Texas, spend additional millions to reactivate one of these bases, and spend additional millions to modernize one of these bases in order to spend millions to decommission a currently thriving base in a more strategic location?

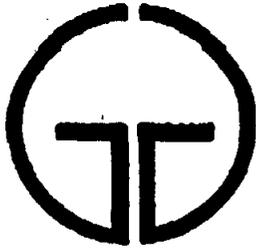
As for encroachment around NAS Oceana, that base was built on farm land long before all the housing and commercial development. There are some people who complain loudly about the jet noise and claim that they fear for their safety living under Oceana's flight patterns. So why did they buy a home so close to a master jet base? I have more fear for my safety driving on the roads and highways than I do when I'm under a flight pattern. If these complainers are so upset, they're free to move to a different location. As for the shopping areas that have popped up like mushrooms after rainy weather and the big shopping center encroachers, they were built to take advantage of Navy pay checks so let 'em take the risks along with the profits.

There are many small installations in other areas that lack commissary, medical, legal facilities, etc. offered by most military installations and their personnel make use of the facilities at NAS Oceana. Northwest in Chesapeake VA and the US Coast Guard Base in Elizabeth City NC are two such installations that come to mind.

I implore you to remember your true mission and to allow NAS Oceana to continue to carry out it's mission as it has done so well for so many years.

Sincerely,

Mary A. Godwin



BRAC Commission

AUG 19 2005

Received

**RICHARD L. (BIM) GRIMSTEAD, A.I.A.**

**ARCHITECTS & PLANNERS**

411 FIFTEENTH STREET

VIRGINIA BEACH • VIRGINIA 23451

TELEPHONE (757) 425-5000  
FAX (757) 428-0894



FAX:

Date: AUG 19, 2005

TO: MEMBERS OF THE BRAC COMMISSION  
RE: NAS OCENA  
1-703-699-2735

From: RICHARD GRIMSTEAD

Number of Pages with this fax: Two

Notes: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



**RICHARD L. (BIM) GRIMSTEAD, A.I.A.**

411 FIFTEENTH STREET

VIRGINIA BEACH - VIRGINIA 23461

TELEPHONE (804) 428-6309  
FAX (804) 428-0894

AUGUST 19, 2005

MEMBERS OF THE BRAC COMMISSION

TO WHOM IT MAY CONCERN:

MY NAME IS RICHARD GRIMSTEAD AND I AM A SIXTY-TWO YEAR OLD ARCHITECT WHO WAS BORN WITHIN THREE MILES OF OCEANA AIR BASE. I HAVE LIVED MY ENTIRE LIFE WITHIN FIVE MILES OF OCEANA AIR BASE. I HAVE SEEN THE BASE EVOLVED FROM A SMALL WORLD WAR II AIRFIELD WITH PROPELLER DRIVEN AIRCRAFT TO THE NEW SUPER SONIC AIRCRAFT OF TODAY. I HAVE KNOWN MANY FINE INDIVIDUALS, BOTH MILITARY AND CIVILIAN, WHO HAVE BEEN ASSOCIATED WITH NAS OCEANA; I HAVE HAD FAMILY MEMBERS MARRY MEN WHO WERE STATIONED AT THE BASE. IN NO WAY DO I DISLIKE THE NAVY OR THE JOB THE MILITARY HAS TO DO TO DEFEND OUR FREEDOMS. HOWEVER; I MUST ADD THAT THERE ARE MANY INDIVIDUALS WHO EITHER ARE IN THE MILITARY, WORK FOR THE MILITARY, WORK FOR THE CITY OF VIRGINIA BEACH AND/OR ENGAGED IN PROJECTS RELATED TO THE CITY OF VIRGINIA BEACH WHO FOR FEAR OF JEOPARDIZING THEIR JOB OR POSITION CAN NOT SPEECH OUT ABOUT THE PROBLEMS THAT NAS OCEANA PRESENTS TO THE AREA AROUND THE BASE AND THE TRAINING OF THE MILITARY PERSONNEL ON THE BASE.

NAS OCEANA AND THE CITY OF VIRGINIA BEACH HAVE HAD AN UNPRECEDENTED GROWTH OVER THE PAST FIFTY YEARS AND UNFORTUNATELY OUT OF THAT GROWTH A INCOMPATIBILITY HAS OCCURRED. THE JET

TRAINING OF TOUCHS AND GOES GENERATE A NOISE LEVEL EXCEEDING 100 DECIBELS WITHIN FOUR OR FIVE MILES ON THEIR APPROACHES AND TAKEOFFS. I AND MY FAMILY, I HAVE THREE CHILDREN AND FIVE GRANDCHILDREN WHO LIVE WITHIN THREE MILES OF NAS OCEANA, FIND THE JET NOISE OVERWHELMING WHEN WE ATTEMPT TO HAVE ANY TYPE OF OUTDOOR ACTIVITIES; INDOOR ACTIVITIES AS SIMPLE AS WATCHING TELEVISION OR LISTENING TO MUSIC IS IMPOSSIBLE TO ENJOY. MY QUALITY OF LIFE IS NEGATIVELY EFFECTED BY THE EXTREME NOISE GENERATED BY THE JETS. I BELIEVE A SOLUTION SHOULD BE FOUND; EITHER ELIMINATE ALL TRAINING AT NAS OCEANA, PERHAPS HAVE TOUCH AND GO TRAINING AT NAS PATUXENT RIVER (A 15 MINUTE FLIGHT UP THE CHESAPEAKE BAY) OR AT USMC CHERRY POINT (ABOUT A 30 MINUTE FLIGHT SOUTH) OR RELOCATE ALL THE JETS TO ANOTHER LOCATION. I DO NOT BELIEVE PROPER TRAINING OF OUR NAVY PILOTS CAN ANY LONGER BE ACCOMPLISHED AT NAS OCEANA WITH THE MANY CONSTRAINTS THAT THE METROPOLITAN AREA OF VIRGINIA BEACH AND THE HAMPTON ROADS AREA PRESENT. AS MUCH AS I HATE TO SEE THE LOST OF NAS OCEANA TO THIS AREA I BELIEVE THE BEST INTEREST OF THE DEFENSE OF THIS COUNTRY IS TO FIND A MORE PRACTICAL LOCATION FOR TRAINING THE CARRIER BASE PILOTS. MAY DEAR GOD AND THE TRUTH PREVAIL IN YOUR DECISION MAKING PROCESS. I AM

SINCERELY,



RICHARD L. GRIMSTEAD

Hey!

BRAC Commission

You can't do that!  
(Close Oceana)

APR 19 2005

Received

In 81, living close by —  
(retired)

✓ don't have a car.

✓ go by shuttle bus.

what about me retired  
widows, living on a budget?

we need our commissary +  
medications —

Please don't close Oceana.  
(my husband served in the  
military, 20 years.)

Ms. Martha Goodson  
Apt. 540  
985 Fleet Dr.  
Virginia Beach, VA 23462

(M. Q. Goodson)

PLEASE ~~PLEASE~~ AUG 19 2005  
REPORTED

OCEANA!

It's time Va Beach  
Politicians realized  
that it's OK not  
to be #1, the biggest  
and the best. It's  
OK not to destroy  
trees and nature in  
the name of housing

developments and  
strip malls. The city  
leaders call it  
PROGRESS but none  
of us care it CREED.  
The Navy shouldn't  
have to be constantly  
aware of possible  
dissidents so maybe  
we're going to another  
side may be the American  
You're a Navy  
Veterans proud of my  
country but enough  
is enough — good  
has to go.

BRAC Commission

Mrs. Lois A. Strickland  
908 Pecan Point Court  
Chesapeake, VA 23320

**AUG 18 2005**

Received

August 15, 2005

2005 Defense Base Closure and Realignment Commission  
2521 S. Clark Street, Suite 600  
Arlington, VA 22202

RE: Naval Air Station Oceana in Virginia Beach, Virginia

To Whom It May Concern:

I respectfully request you reconsider your recommendation of the closing or realignment of the Naval Air Station Oceana in Virginia Beach, Virginia. I was raised in a military household, my father served in the Navy for 21 years and I have lived in the Hampton Roads area for 36 years therefore I know how important the Navy is for the economic success of our community.

I am asking the esteemed panel to keep an open mind when considering the impact that closing this base would have in our area and vote to keep it open.

Thank you for you time.

Sincerely,



Lois A. Strickland  
Proud Citizen of the USA

3587 SIR WILFRED PLACE  
VIRGINIA BEACH VA. 23452  
AUGUST 17, 2005

BRAC Commission

2521 SOUTH CLARK ST.  
SUITE 600  
ARLINGTON VA. 22202

BRAC Commission

AUG 18 2005

Received

RE: OCEANA CLOSING

Dear Sir:

We want FACTS? Yes FACTS! Do you hear us. Americans WANT FACTS? A move to Florida or Texas means GOVERNMENT SPENDS more money to UPROOT OCEANA and thousands of families with the airplanes for what REAL REASON? PAY HIGHER TAX'S? How smart and caring can they get. We need leaders NOT CON ARTISTS OR PHONY POLITICIANS... Leaders that have INTEGRITY and speak the TRUTH and make decisions from VERIFIED FACTS. Our governments DUMB - SPINELESS - GREEDY - INTRUSIONS, backed by Congress and our President creates more DEBTS more TAX'S. Kills our children and wounds even more for our interference in a foreign continent. STRANGE Texas is our President Bush home state and his brother JEB is governor of Florida? — Stay out of our lives, our towns, cities and our states, we can take care of ourselves. — Our Navy is honorable and can speak for themselves, talk to them. We pray the BRAC commissions finds the FACTS and tells we Americans the WHOLE TRUTH.

Yours truly,  
Anthony J. De Rosa

C.C.

GOVERNOR WARNER  
SENATOR ALLEN  
SENATOR WARNER  
DAILY PRESS NEWSPAPER  
THE VIRGINIA PILOT

} PLEASE PRINT ASAP Thank you

DCN 5688

# navy league



Navy League of the United States, Hampton Roads

1111 Wright Drive, Suite 107, Norfolk, VA 23502 telephone: (757) 486-7631 fax: (757) 494-7203 email: navyleague@earthlink.net

July 25, 2005

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

Re: Naval Air Station Oceana

Dear Chairman Principi:

The Hampton Roads Council of the Navy League of the United States, with a membership exceeding 1,000, strongly supports the continuation of NAS Oceana as a master jet base. The Secretary of Defense did not include NAS Oceana as a candidate for closure in his list of recommended actions submitted to the Base Realignment and Closure Commission (BRAC) for its consideration. Obviously, there was sound and persuasive data to support the Secretary's decision inasmuch as the Navy concurred in this decision.

We urge you in the strongest possible terms to abandon any efforts to close Oceana. All the data that is before your Commission was considered by the Secretary in making his decision. There simply is no alternative receiving facility that can accommodate the aircraft inventory at Oceana, and it would be a serious and difficult arrangement to be accommodated by the Navy in the event the aircraft inventory was assigned to more than one receiving facility.

We recognize that the BRAC Commission has a difficult and challenging responsibility that is severely time constrained and we would urge you to direct your efforts at other closures and realignments where the underlying data assembled by the Secretary fully support the recommendations that he made to your Commission.

Sincerely yours,

A handwritten signature in black ink, appearing to read 'Owen B. Pickett'.

Owen B. Pickett

DCN: 7575

# Defense Base Closure and Realignment Commission

BRAC Commission

AUG 15 2005

Received

Thank you for your interest in contacting the 2005 BRAC Commission. We request that prior to sending your comment to the Commission you review detailed information outlined on the lower portion of the page. This information includes:

Detailed explanation of the requirement that all information submitted to the Commission, including comments from this web page, be made part of the public record.

Information outlining when and how to contact the DoD Inspector General to investigate allegations of fraud, waste and abuse within the Department of Defense.

Important details on the handling of attachment material that may be covered by copyright restrictions.

Please provide your message in the space provided below. Fields marked with an asterisk (\*) are required. Click to learn more about other opportunities.

\* Subject:

Base closing

Base/Installation/Facility:

Naval Air Station Oceana

State:

Virginia

\* Comment:

Closing this base and moving all the Jets and equipment, to Cecil Field or wherever is totally ridiculous. Relocating that many Naval Personnel, their families and all their belongings are the stupidest thing I have ever heard of, it is not cost effective. It would "DEVASTATE" the Virginia/Virginia Beach economy. Furthermore if Naval Station Norfolk were under attack like Pearl Harbor was, It would be beneficial to have our Jets closer for defensive/offensive purposes.

*Andrew P. Reggio*  
U.S. NAVY RETIRED  
EG PNI

**Attachments**

If you wish to send an attachment, please mail it directly to us at the following address:

2005 Defense Base Closure and Realignment Commission  
2521 S. Clark St., Ste. 600  
Arlington, VA 22202

BRAC Commission

DCN: 8728

AUG 29 2005

Received

948 CARRIAGE HILL ROAD

VIRGINIA BEACH, VA. 23452-6319

AUGUST 26, 2005

BASE REALIGNMENT & CLOSURE COMMISSION

REF.: NAS OCEANA  
VIRGINIA BEACH, VA

GENTLEMEN:

1. I REQUEST YOU AMEND YOUR RECOMMENDATIONS TO INCLUDE ALSO THE REMOVAL OF ALL HOMES WITHIN ACCIDENT POTENTIAL ZONE 2.
2. ACCIDENT POTENTIAL ZONE 2 IS DEPICTED IN THE VIRGINIAN-PILOT NEWSPAPER DATED AUGUST 25, 2005, PAGE A12.

SINCERELY,



JOSEPH E. SUHOSKI

ARTHUR E. OLSON  
507 - 10TH ST.  
SNOHOMISH, WA 98290

BRAC Commission

SEP 01 2005

Received

30 AUGUST 2005

ANTHONY J. PRINCIPAL, CHAIRMAN  
BASE REALIGNMENT AND CLOSING COMMISSION  
2821 SOUTH CLARK ST, SUITE 600  
ARLINGTON, VA 22202

FOR SOME TIME, NUMBER OF YEARS, I'VE LISTENED  
AND READ ABOUT THE BASE REALIGNMENT AND CLOSING  
OF OUR BASES. I'VE NOW COME TO OPPOSE THE ABOVE  
REALIGNMENT & CLOSING OF THE BASES AS APPEARS  
IN ALL THIS. THIS A DOWNSIZING OF OUR MILITARY  
IS GOING ON WHILE WE'RE WATCHING WHILE RUSSIA AND  
CHINA ARE REBUILDING A GROWING ECONOMY AND MILITARY.  
IF THAT'S NOT ENOUGH, LOOK AT IRAQ MESS AS THOSE  
IN MILITARY AREN'T REUIPPING.

A LOOK BACK, OUR FOUNDERS GAVE US WRITINGS ON  
WHAT IS TO BE DONE FOR OUR NATION TO SURVIVE  
THRU THE FUTURE. I THINK IT REQUIRES THE EXISTENCE  
OF A NATIONAL FOR THE COMMON GOOD.

I COULD GO ON IN REGARDS TO BASE-REALIGN AND CLOSINGS, BUT  
HAVE SAID WHAT NEEDS TO BE SAID EXCEPT! I, AS OLD SOLDIER  
WILL NOT (NEVER) GIVE YOU PERMISSION TO REALIGN  
AND CLOSING OF BASES, LONG LIVE OUR BLESSE REPUBLIC!

RESPECTFULLY  
  
ARTHUR E. OLSON  
507-TH STREET  
SNOHOMISH, WA 98290

P.S. WOULD LIKE TO  
SEE WRITTEN COMMENTS  
YOU RECEIVE  
THANKS

8-29-05

to the BRAC Commissioner  
Subject: Oceana Air Base

Here what, I think, The Hampton Roads  
would be hit so hard in Economy with  
the Navy come from Oceana Air Base

BRAC Commission

SEP 01 2005

Received

The challenge is there kept Oceana  
Base in Va. have BRAC Commissioner  
look at all even, that Oceana play in,  
war time, Oceana is best too have  
Coast Coast Flighter Jet Hub,

I-EXAMPLE the state of California, in the  
San Diego Bay The Ships input/Export in  
Bay area, and shipping Co, they ran out of  
Room, So They Build a 250 ac area in  
the middle of the Bay, now this is the Biggest  
port on the west coast, all money, that  
The Navy, spending ~~too~~ on the moving

too Cecil Field F14: could this  
Be Done in here in Chesapeake Bay???

one - NO Jet noise, and Accident potential  
zone. why could the Navy, Station A.  
aircraft carrier off the shoreline of  
Va. Beach, for the pilots, too run  
the lounge/go what they do at Oceana  
air base?? OK this would make the Navy  
pilots a 'ace' in navy, + find time the skills

I would like here for the BRAC on this!!  
talk to the mayor of Va. Beach. (CELL

Dewitt Hawkins  
1501 wood Ave Ches VA  
25325

757-202-5511



DCN: 6638  
BRAC Commission



AUG 01 2005

Received

July 27, 2005

2005 Defense Base Closure  
and Realignment Commission  
2521 S. Clark St., Ste. 600  
Arlington, VA 22202

Dear BRAC Commissioners:

I live in a house on the water in Virginia Beach. It is located at 509 55<sup>th</sup> Street. My house is situated on a canal off of Crystal Lake (part of the Chesapeake Bay). In addition, I am only a four block walk to the ocean. I could probably sell my house today for \$1.5 Million. I have lived in this house since 1998 and in Virginia Beach since 1984.

I also own two office buildings on Holly Road across the street from Dudley's Cavalier Garage. I rent out one of them and use the other for my business. I could probably sell these two buildings for \$1.5 Million today if I so desired. I purchased these office buildings in 1999.

Recently the flight path(s) around Oceana have changed. The jets and other aircraft now routinely fly directly over my home when headed out to sea. Often they fly exactly the same route when returning. It is a wonderful noise that I would not trade for anything in the world.

My office buildings are (and always have been) directly in the flight path for landings. They come over low and slow. Sometimes when we are on conference calls we either have to wait or we have to put our phones on mute so the calls can continue. Again, this is such a minor nuisance that I feel silly even mentioning it. We consider ourselves fortunate to be in the flight path. There have been times when everyone in the office goes out in the parking lot to watch a carrier air wing return from combat. It is a sight that is hard to describe to someone who has not witnessed it. It will bring a tear to the eye of even the manliest person I know.

When I bring clients in from out of town, I always take them to play golf at either the Princess Anne Country Club or the TPC course. During any given round one can see C-130s, Orion P-3s, F-14s, F-18s, helicopters, etc. Clients of mine from Florida referred to it as "Airshow Golf". We stop and watch every time a different type of aircraft comes by. There is nothing like the sound an F-14 makes when its wings are swept back and it is moving along at just under Mach 1. It gives me chills every time I see/hear it.

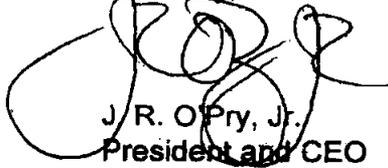
I love my country very much and am proud of the sacrifices made every day by the men and women in the military. It is impossible to live in an area like Hampton Roads and not become close with people in the armed services. I personally know people from all branches of the service. Of course a lot of my friends are Navy due to the sheer number of naval personnel in our area. I am proud to call individuals from E2 to Admiral as friends.

Please do not consider closing Oceana. It is an important, vital part of Virginia Beach. Instead, please consider doing something to inhibit the encroachment our city leaders have allowed to happen over the years. We just need to find a way to peacefully coexist. I can promise you I speak for the majority of people in our city when I say that we will do anything to keep this base open and these wonderful people here in Virginia Beach.

I know this is outside the scope of what you were tasked to do but consideration of developing a new master jet base seems silly. It would take years and years to build even if you could find a parcel of land on the East coast that was free from current and future encroachment on a new base. It would really have to be situated somewhere on the East coast to service the aircraft carriers stationed there. And the cost to do something of this magnitude would be outrageous. Wouldn't we be better off as Americans spending less money to purchase land to make the area around Oceana safer?

In closing I would ask you again to please take Oceana Naval Air Station off of your list. Please come and see us. Hold a town meeting. Let us show you what Oceana means to us.

Sincerely,



J. R. O'Pry, Jr.  
President and CEO

CC: Senator John Warner  
Senator George Allen  
Representative Thelma Drake



**Date Sent: 8/22/2005**

**[Back to Main List](#)**

### **The Great Showdown!**

*For those of you who may have watched Saturday's climactic BRAC hearing on C-SPAN, we trust you found the testimony in Washington to be an engaging exercise in both free enterprise -- and democracy in action. With its high points, and its low points!*

#### **The Florida Pitch**

First up was the Florida delegation, whose pitch was especially strong; surprisingly so, for many in the room. During that presentation, CCAJN representatives John Shick and Hal Levenson sat very near Governor Warner and Senator George Allen. As Florida made its case, they and other members of the Virginia delegation feverishly modified their prepared testimony, which was to follow that of Florida's. The Florida proposal had been put together seamlessly -- and in great detail -- in a remarkably short few weeks. Nevertheless, the urgency of such a compressed timeframe did not diminish the professionalism, thoroughness, and convincing choreography of the presentation.

For Florida to snatch the prize -- A Master Jet Base -- they will, however, need to tidy up some things in the next few days. This includes the need for "certification" of some of the data presented to the Commission. Also, in what may be the biggest obstacle in its pursuit of the East Coast Master Jet Base, Florida will need to provide additional, convincing proof that the integration of commercial and military air traffic in the Jacksonville area is effectively manageable without meaningfully impacting either. Air traffic interference, according to the Virginia delegation, was a critical issue during BRAC-93, which resulted in the closing NAS Cecil. Although we would quickly add that there is some evidence now that things have changed noticeably since that time.

The bottom line, however, is that the Florida pitch advanced their argument on all fronts, and was particularly impressive given the short amount of time available to prepare it in proper form for sworn public testimony.

#### **The Virginia Pitch**

In contrast, the Virginia pitch belabored over old ground that the BRAC Commissioners have heard many times in recent weeks. Much of what might be characterized as "new" information was strikingly misleading -- or either irrelevant or immaterial -- to the real issues at play. Examples are as follows:

1) Schools in the High Noise zones: Two graphics produced by Florida showed five-mile radius circles centered on aerial photos of NAS Oceana and NAS Cecil Field. These circles easily encompassed an area that completely captured a representative Master Jet Base AICUZ. The Florida presenter then stated that within this area, there were exactly "zero" public schools at the Cecil Field site, while at Oceana there were more than 20 twenty public schools (information that the Navy provided in its Super Hornet Environmental Impact Statement). Further,

according to the Navy, these 20 schools are all within AICUZ High Noise Zones of Oceana.

In an attempt to refute or marginalize this reality, the Virginia delegation disingenuously attempted to peddle a new, unofficial, and very different model, one -- which calculated their way -- showed many more Florida schools adversely affected, as compared to only seven (7) Virginia Beach and Chesapeake schools. We believe the BRAC Commissioners and their staff will also see through this intellectually dishonest ploy without much difficulty.

2) The close proximity of Oceana to East Coast aircraft carriers was relied upon ....and repeatedly restated -- as a principal argument by the Virginia delegation. This argument, however, had been effectively countered by the Florida delegation -- which pointed to the geography on the West Coast and location of the Navy's West Coast Master Jet Base. As CCAJN has similarly argued many times in the past, West Coast F/A-18 aircraft are based at NAS Lemoore in central California. These aircraft routinely deploy with Navy carriers homebased 350 miles away in San Diego and over 1300 miles away at Everett, Washington.

3) Additional City/State funds -- "newly promised" -- to address serious encroachments issues at Oceana. What smacks of a "death bed conversion," the City and State made promises that didn't even appear -- and were not included -- as accommodations to the Navy in its VERY RECENTLY adopted Joint Land Use Study (JLUS). The City/State coalition offered promises of the following mitigation measures:

a. To erase a mistake: \$15 Million to buy out the Laskin Road condo project. This is land that was purchased by the developer less than a year ago for \$2.4 Million (source: Virginian-Pilot).

b. To purchase property rights (but not the property itself) from owners of developable land between Oceana and Fentress -- at a cost to the taxpayer of \$161 Million -- over twenty years. Despite the sizable price-tag associated with this item, it is doubtful that either the Navy or the BRAC Commission will view this proposal as an "accelerated" anti-encroachment plan -- as the City has characterized it.

c. And, the "guaranteed" passage of legislation that would legally restrict current land owners from exercising existing their property rights. Good luck with this item in the General Assembly!

d. There was no plan presented, however, that would "roll back" existing encroachment, except for the purchase of the \$15 Million "mistake." For those who have followed the issues for many years, it is and has been readily apparent that the cost of such a plan -- if it were serious and responsible -- is staggering -- and has long since exceeded achievability.

4) The Virginia delegation repeatedly asserted, despite expressions of incredulity by members of the BRAC Commission, that Navy pilots do not have "to train as they would fight" or operate. The training degradation and anomalous flight profiles that are flown at Fentress Field and Oceana -- due to encroachment -- were claimed to be irrelevant, as a practical matter, to sound carrier training and carrier operations. This was in contrast to the Florida presentation, which made quite clear that conditions at NAS Cecil Field and its Outlying Landing field, NALF Whitehouse, would allow pilots "to train as they fight." This remarkable assertion by a Virginia witness, it would appear -- as one Commissioner suggested -- that if such were the case, perhaps the Navy should start from scratch and rewrite its training doctrine!

Some additional statements made by the Virginia delegation are worthy of note, primarily because they don't

reflect reality -- or were otherwise surprising:

Mayor Oberndorff asserted that the City had funded significant mitigation of structures within the City. Unfortunately, she forgot to note that the City has not, to CCAJN's knowledge, provided any significant level of mitigation treatments to noise-impacted schools.

In response to a direct question from one of the Commissioners regarding aircraft accidents in the City, Mayor Oberndorf was apparently unaware that a young, pregnant woman was killed in her car on Oceana Blvd. when hit by a Navy jet. Later, she recovered, and was then able to correct herself -- after the hearing.

Mayor Oberndorf, with a straight face, told the Commission that those who are complaining "do not live near the base." Really!!

The Virginia delegation, when asked directly about the Joint Strike Fighter, testified that they didn't know of its impact -- despite the fact that its noise parameters are in fact known to many interested parties. A reasonable person might hope that the City/State elected officials would have acquired this information given that they are so willing to impose additional impacts on thousands of residents who are already concerned about current impacts?!

On at least three occasions, the Virginia delegation unprofessionally and shamelessly denigrated Adm. Robert Natter, who is serving as a consultant to the Florida delegation and who has become an advocate for Cecil Field. The remainder of the Virginia "relief" package proffered are either "old" or "collateral" items, certainly nothing innovative to reverse the hard realities of Encroachment -- merely thread-bare half-measures, repeated ad nauseam, along with still more "promises" by elected State officials -- who in the past have never presented themselves before City Council to object to the City's decades-long propensity to "stiff" the Navy.

CCAJN believes that the BRAC Commission will easily see through Virginia's blatant, eleventh-hour charade in their attempt to appear as responsible partners with Oceana. Additionally, we believe that the taxpayers of Virginia Beach will be shocked -- when presented, in due course, with the tax bill -- and legislated infringements of their property rights -- should Oceana not be Realigned and continue to serve as the Navy's East Coast Master Jet Base.

In closing, we are constrained to say that while CCAJN has certainly been responsible -- over past seven-and-a-half years of advocacy -- for keeping alive and salient efforts to seek relief from the impacts of Oceana aircraft operations; in the end, responsibility for any actions directed to NAS Oceana by the 2005 BRAC lie squarely at the feet of the current and past City Councils.

Unfortunately, should Oceana escape the the 2005 BRAC unscathed, it will not be the relative merits of the military value of the two bases -- nor the desperate entreaties and last ditch promises of the Virginia delegation -- that are likely to prevail in keeping the status quo at Oceana. Should that happen, rather, it will come as the result of the accelerated, timetable-driven schedule of the BRAC Commission -- and regrettably so!

In the end, it is possible that Commissioners may feel that they were unable to complete a credible and challenge-proof analysis of the two situations, given that Cecil Field was not a participant in the early data-gathering aspects of the BRAC process. Then again, the Commission and staff may surprise us once again; their work may well be completed, in its entirety, and that could result in a breath-taking photo-finish.

According to the BRAC's current schedule, we may know on Wednesday. But then again, we may not, as that deadline could be delayed, if circumstances should warrant.

Incidentally, conspicuously absent from the hearing room Saturday was the Sly Fox of the Senate, Virginia's Senior Senator. It was said that Senator Warner could now work most effectively behind the scenes, well out of sight of the open marketplace for ideas in the hearing room.

That likely is so!

Meanwhile, in the hearing room itself, we would imagine that the BRAC Commissioners might have been a bit relieved -- for on this particular occasion, there were no threats, no bullying, nor any blustering, as there were two weeks earlier!



# Virginia Beach Vision, Inc.

*"Looking Toward Tomorrow's City"*

BRAC Commission

AUG 04 2005

Received

July 28, 2005

Mr. Anthony Principi, Chairman  
And Commission Members  
Base Realignment & Closure Commission-2005  
2521 S Clark Street  
Arlington, VA 22202

Dear Mr. Principi and Commission Members:

This letter is written in behalf of the Board of Directors of Virginia Beach Vision, Inc. Vision is an organization of in excess of 100 CEO- and senior-level business, professional and educational leaders whose purpose is to investigate and support public policy issues the board deems in the best interests of Virginia Beach, the surrounding region and its residents.

The purpose of this letter is to express our strong support for the continued presence of NAS Oceana in our community, and to provide you with a perspective on the integral importance of NAS Oceana relative to its military value that has not received much public attention, but yet is critical to the operational readiness of the Atlantic Fleet's Naval Air Forces, and ultimately, the national defense. That this perspective has lacked attention seems unusual, because its ultimate impact is so important.

In broad terms the issue is operational readiness. More specifically it is personnel retention, a critical issue for all branches of America's Armed Forces, particularly since the operational tempo necessitated by force deployments to Iraq and Afghanistan has surged since 9/11. For Naval and Naval Aviation forces in particular, these deployments have been essentially "business as usual" — except there is a lethal, real enemy awaiting their arrival.

Also, lost in the debate is an understanding of the dramatic difference in composition of today's Navy from the Navy that enjoyed the luxury of the wide-open "farmers' fields" of Princess Anne County during NAS Oceana's early years. That farmland is long gone, as is the predominantly "bachelor Navy" that was characteristic of that era. Today's Naval Aviators indeed peer out of their cockpits to see commercial and residential development as they approach and depart Oceana. Also different, however, is the fact that today's aviators, and the

BRAC-NAS Oceana

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highly skilled, high-tech sailors who service and support them and their aircraft are part of what is essentially a "married Navy."

In the modern, "married Navy," families have often the greatest influence in the ultimate reenlistment and Navy career decisions. A happy, content family is one much more inclined to accept the arduous challenges inherent in Navy life. This change is principally a result of the All-Volunteer Force, which has without question attracted a much more educated, higher skilled individual. Essential to retaining these personnel is not only that they enjoy a high degree of "job satisfaction." This is true for bachelor and married sailors alike. However, retaining married Aviators and their high quality, highly skilled and sought-after married sailors also necessitates that their families be as happy and content as possible, considering the arduous lifestyle of repeated separations due to the frequent deployments and training exercises, which make Navy life so unique and different from civilian life.

Factors that provide such family contentment include adequate spousal employment opportunities, access to quality education, available cultural and recreational amenities, quality shopping and restaurants, and in general, a high quality of life that paradoxically only a larger, vibrant city like Virginia Beach can provide.

Stick these folk in an isolated environment and watch how quickly retention problems arise and military readiness suffers. How do we know this is true?

We know it because the Navy has told us so. During the period preceding the 1998 F/A-18 Super Hornet relocation decision, Navy officials sought the Virginia Beach business community's support for a relocation decision that would bring the aircraft to Oceana, rather than to Cherry Point or Beaufort, SC, both essentially rural areas.

The argument they provided? Exactly that I outlined above—is serious concerns over the impact on personnel retention, if Navy families were to lose access to the superb lifestyle Virginia Beach uniquely provides them. It was a valid argument in 1998 and remains valid, though seemingly currently overlooked, in terms of Oceana's military value.

The paradox is that much of the "encroachment" that poses a training concern on the one hand is responsible for the quality of life so badly needed on the other.

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Without the successful growth enjoyed by Virginia Beach over the last several decades, its many quality, desired amenities would not be possible.

The vast majority of today's encroachment is not new, and existed during past BRAC iterations, as well as during the 1998 decision to relocate the Super Hornets to NAS, Oceana when the quality of life amenities trumped the encroachment issue. We feel the Navy has made clear the relative importance of the two issues.

The City of Virginia Beach, its business community and the vast majority of its residents (even those living in the highest noise zones, according to a recent scientifically conducted survey) support the presence of NAS Oceana in our City and gladly endure the "Sound of Freedom" overhead in exchange for the presence of these brave and outstanding men and women as part of our community. We believe the Navy likewise endures the City's encroachments in exchange for the quality of life that they enjoy in our community.

We urge that you weigh this delicate balance carefully in reaching your ultimate decision regarding the future of NAS, Oceana and its impact on military value.

Sincerely,



Robert S. Miller, III  
President