

**OPERATIONAL AIR STATIONS CONFIGURATION ANALYSES**

Air station	M.V. minus	Capacity measures		1983	MIN CAP.
	MV avg.	Apron space	Hangar space		
<b>LANTFLT</b>					
NAVSTA Mayport	11.24	108	221	1	0
MCAS Cherry Point	10.83	643	368	1	1
MCAS New River	9.05	741	440	1	1
MCAS Beaufort	8.59	310	237	1	0
NAS Cecil Field	8.14	514	713	1	1
NAS Jacksonville	2.78	434	351	1	1
NAS Brunswick	1.28	471	432	1	1
NAS Norfolk	1.03	407	694	1	1
NAS Oceana	-0.95	472	813	1	1

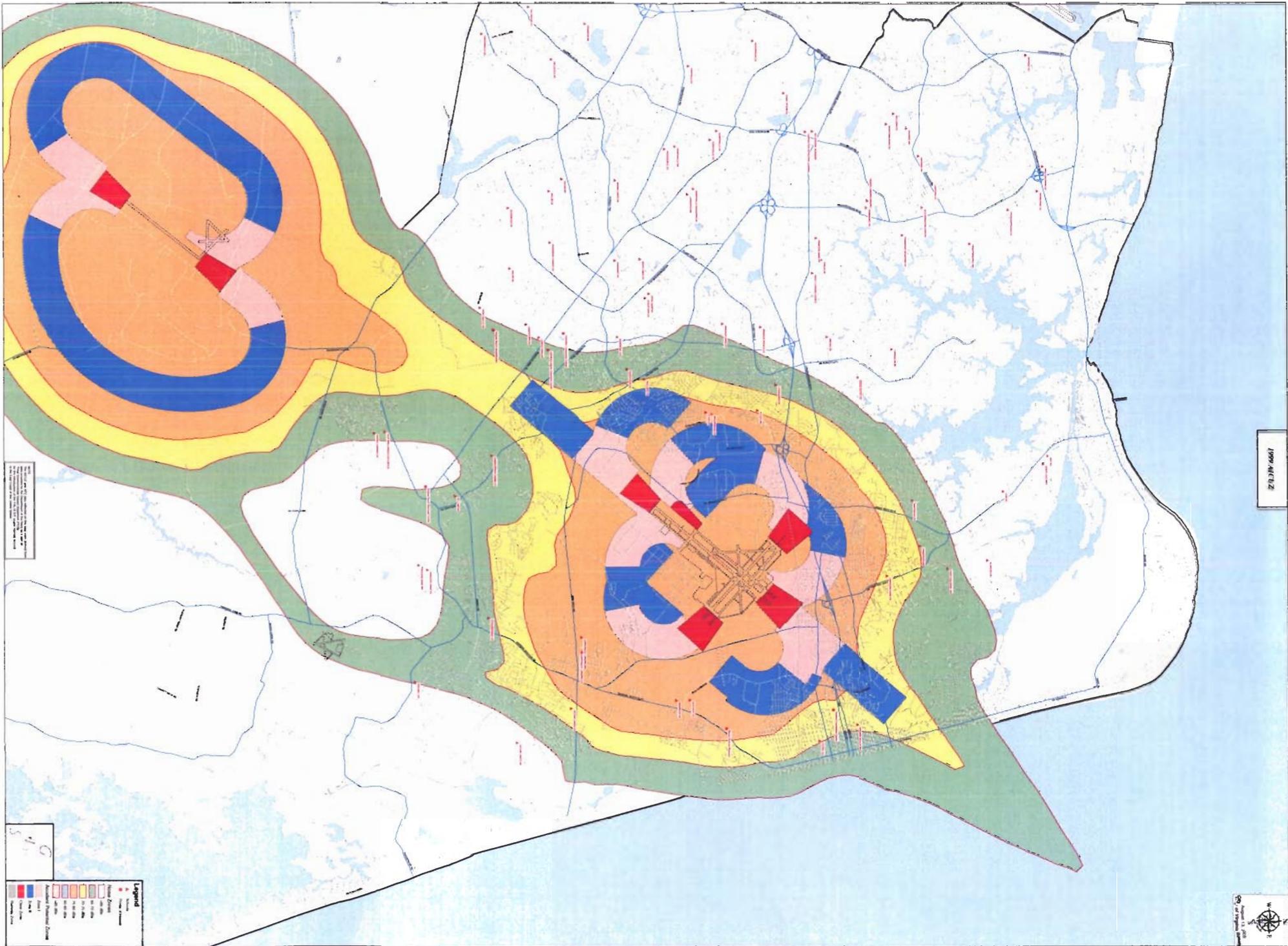
**PACFLT**

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

Total apron space:	8,199	6,647
Total hangar space:	9,818	7,106
Average MV:	70.9	51.5

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

Figure 1



Scale: 1" = 100'

100'

**Legend**

Red	Core Area
Blue	Water Features
Orange	Zone A
Yellow	Zone B
Green	Zone C
Black	Major Road
Grey	Minor Road
White	Open Space

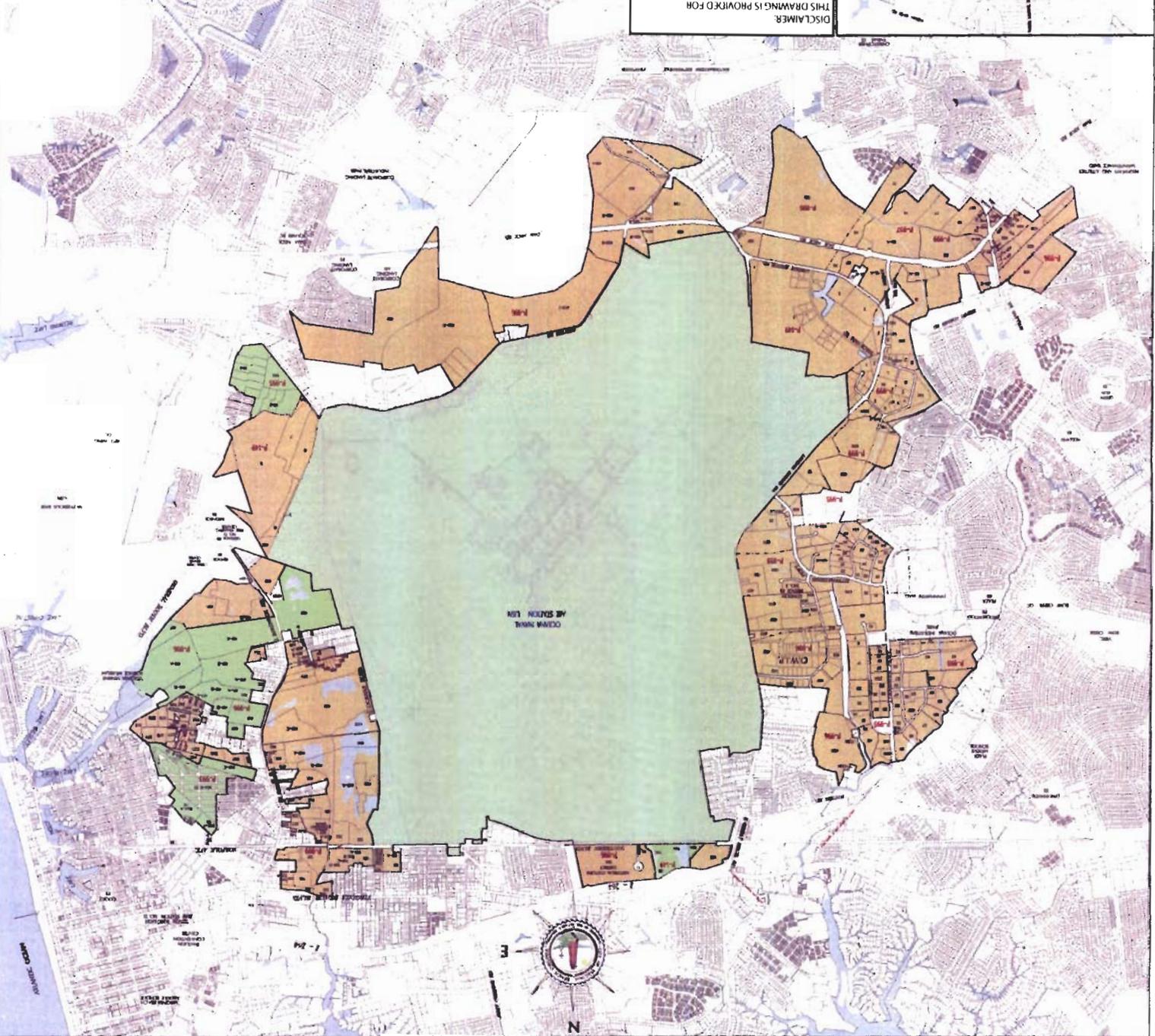
100



**PROPERTY WITH RESTRICTIVE EASEMENTS**  
 Center for GIS  
 City of Virginia Beach

DATE: MARCH 24, 2004

● PROPERTY WITH RESTRICTIVE EASEMENTS  
 ● PROPERTY OWNED IN FEE SIMPLE  
 ● PROPERTY WITH RESTRICTIVE EASEMENTS  
 ● PROPERTY OWNED IN FEE SIMPLE



PROPERTY WITH RESTRICTIVE EASEMENTS 3901.39 ACRES  
 PROPERTY OWNED IN FEE SIMPLE 472.94 ACRES  
 N.A.S. OCEANA 5,242 +/- ACRES

**DISCLAIMER**  
 THIS DRAWING IS PROVIDED FOR INFORMATIONAL PURPOSES ONLY. IT IS NOT INTENDED AS, AND THE GOVERNMENT DOES NOT WARRANT THAT THE DRAWING IS ACCURATE. A VARIETY OF RESTRICTIVE EASEMENTS WERE USED IN THIS AREA. SO AUTHORIZATION FOR A PROPOSED USE ON ONE PARCEL IS NOT INTENDED AND SERVES NO BASIS FOR AUTHORIZED USE OR THE IMPLICATION OF AUTHORIZED USE ON ANOTHER PARCEL. OFFICIAL ACCURATE DRAWINGS AND SPECIFIC INFORMATION ABOUT EACH PARCEL, ITS ENCUMBRANCES AND RESTRICTIONS CAN BE RESEARCHED AT THE CLERK OF THE CITY OF CHESAPEAKE AND VIRGINIA BEACH, VA.



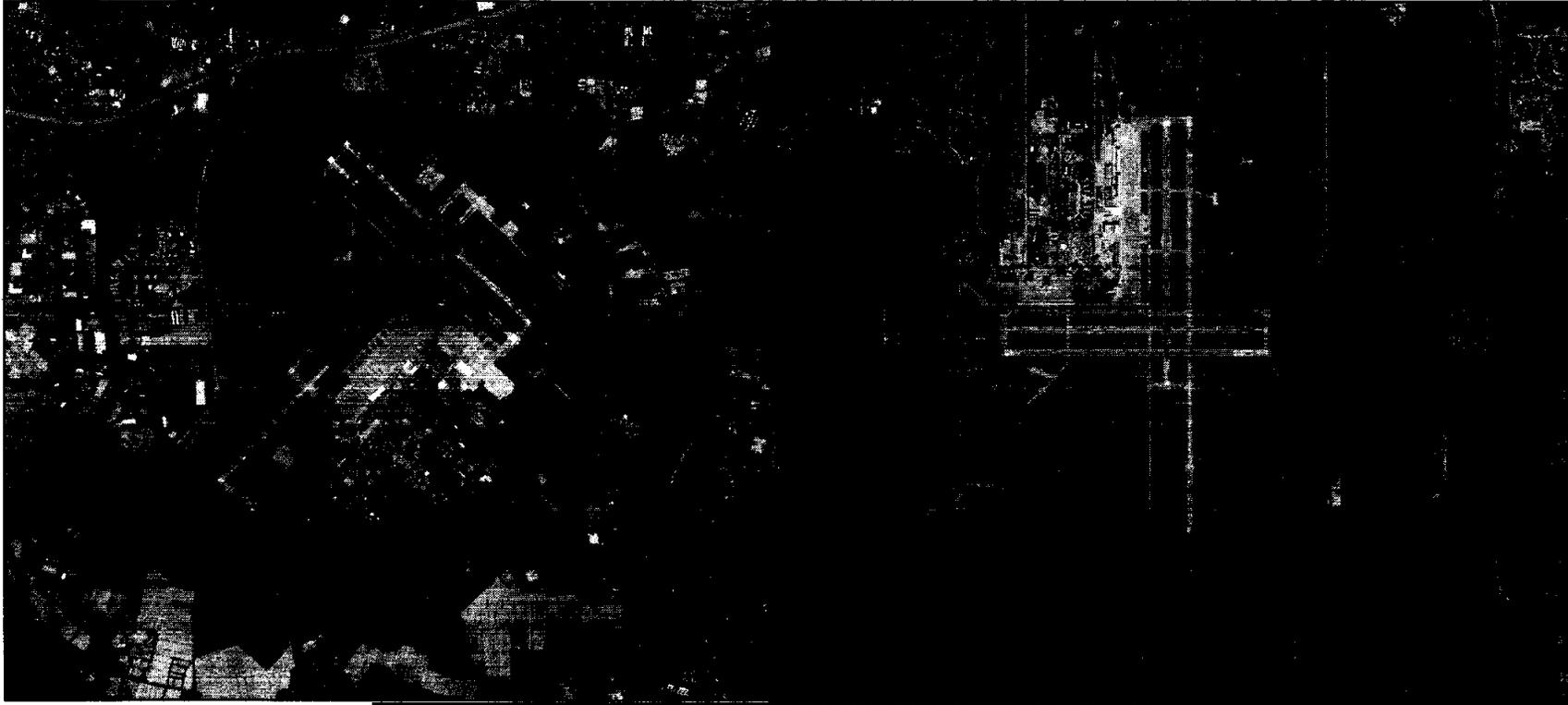
### Airfield Comparison

<u>Category</u>	<u>Oceana/Fentress</u>	<u>Oceana/ Wash Cnty</u>	<u>Cecil/Whitehouse</u>
Carrier Pattern Restrictions	Yes	No	No
Ambient Light Problems	Yes	No	No
Cost	0	\$180M	\$500-1,000M
Long Range Future	?	?	?
People Living Inside 65dB DNL	100,000+	100,000+	9,000
Access to Ranges	Yes	Yes	Yes
Airfield Size	6,000 Acres	6,000 Acres	17,000 Acres
OLF	Yes	Yes - 2	Yes
Hangars	25	25	(24)
Runways	4	4	4

**R&A Assessment Sheet**

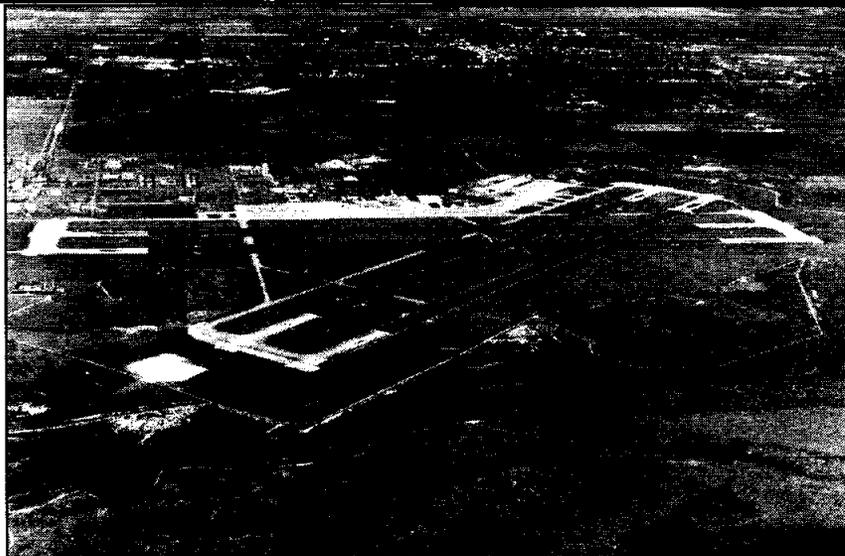
<b><u>Category</u></b>	<b><u>NAS Oceana</u></b>	<b><u>Cecil Field</u></b>	<b><u>NAS Kingsville</u></b>
Airfield Size	5,331 Acres	17,686 Acres	4,000 Acres
Military Capacity (Hangar Modules)	25	24	4
Host all 10 Super Hornet Strike Squadrons	8 (Noise Limited)	10 (New EIS Needed)	10 (With New Hangars)
1993 BRAC Military Value	9 of 9 (-0.95)	5 of 9 (8.14)	Not Evaluated
2005 BRAC Military Value	5 of 21	Not Evaluated	16 of 21
Proximity to A-A Training Ranges (Sq Mi)	Better (125,000)	Best (200,000)	Good (12,574)
Proximity to A-G Training Ranges (#)	2 Target / 0 Live	6 Target / 3 Live	2 Target / 1 Live
Proximity to CV Homeport	Norfolk 20 Miles	Mayport - 35 Miles Norfolk - 600 Miles	Mayport - 1000 Miles San Diego - 1200 Miles Norfolk - 1400 Miles
Flight Ops Restrictions @ Airfield (Break Pattern Altitudes)	Yes (1500'/1000')	None 800'/600' (24/7)	None
Flight Ops Restrictions Near OLF	Yes (1000'/800') None NC OLF	None 800'/600' (24/7)	None
Simulated CV Flight Ops (NAS/OLF)	No/No/Yes	Yes/Yes	Yes/Yes
Ambient Light Issues @ OLFs for Night Flight Ops	Yes - Fentress No- NC OLF	No - Whitehouse NVG Training - OK	No - Orange Grove
People Living Inside 65dB DNL	100,000+	8,600	0
Schools Located Inside 60dB DNL	17	1	0
Quality of Life Location	Excellent	Excellent	Good
Cost to Implement	\$186M (OLF)	\$410M (New MJB R&A) (\$1.6B Navy Cobra)	\$773M (New MJB)

# Future Navy Master Jet Base



**NAS Oceana**

**Cecil Field**



**NAS Kingsville**



# CITY OF VIRGINIA BEACH

Department of Planning  
Director's Office  
(757) 427-5801  
Fax (757) 426-1762

## **INTER-OFFICE MEMORANDUM**

**November 24, 2003**

**TO: James K. Spore, City Manager**

**FROM: Robert J. Scott, Planning Director**

**SUBJECT: Application of Near Post for the November 25, 2003 Agenda**

The United States Navy has presented findings and recommendations to the City regarding the AICUZ program. The purpose of these recommendations by the Navy are laudable and are supported by the City through its Comprehensive Plan and other land use planning documents.

The method of implementing these recommendations is the local land use planning program. The local land use program consists of a number of components, including the Zoning Ordinance. The ability of the City Council to use zoning is outlined in Section 15.2-2283 of the Code of Virginia, which specifies that

ordinances shall be designed to give reasonable consideration to each of the following purposes, where applicable: (i) to provide for adequate light, air, convenience of access, and safety from fire, flood, crime and other dangers; (ii) to reduce or prevent congestion in the public streets; (iii) to facilitate the creation of a convenient, attractive and harmonious community; (iv) to facilitate the provision of adequate police and fire protection, disaster evacuation, civil defense, transportation, water, sewerage, flood protection, schools, parks, forests, playgrounds, recreational facilities, airports and other public requirements; (v) to protect against destruction of or encroachment upon historic areas; (vi) to protect against one or more of the following: overcrowding of land, undue density of population in relation to the community facilities existing or available, obstruction of light and air, danger and congestion in travel and transportation, or loss of life, health, or property from fire, flood, panic or other dangers; (vii) to encourage economic development activities that

provide desirable employment and enlarge the tax base; (viii) to provide for the preservation of agricultural and forestal lands and other lands of significance for the protection of the natural environment; (ix) to protect approach slopes and other safety areas of licensed airports, including United States government and military air facilities; and (x) to promote the creation and preservation of affordable housing suitable for meeting the current and future needs of the locality as well as a reasonable proportion of the current and future needs of the planning district within which the locality is situated. Such ordinance may also include reasonable provisions, not inconsistent with applicable state water quality standards, to protect surface water and ground water as defined in § 62.1-255.

There are, therefore, a number of purposes to the Zoning Ordinance. Also, there are a number of factors that the Code of Virginia specifies must be considered in creating zoning districts, changing zoning districts, and implementing the Zoning Ordinance:

Zoning ordinances and districts shall be drawn and applied with reasonable consideration for the existing use and character of property, the comprehensive plan, the suitability of property for various uses, the trends of growth or change, the current and future requirements of the community as to land for various purposes as determined by population and economic studies and other studies, the transportation requirements of the community, the requirements for airports, housing, schools, parks, playgrounds, recreation areas and other public services, the conservation of natural resources, the preservation of flood plains, the preservation of agricultural and forestal land, the conservation of properties and their values and the encouragement of the most appropriate use of land throughout the locality.

Thus, during Staff's evaluation of proposals to change zoning districts and during the deliberation of the Planning Commission and City Council in considering such changes, there are a number of factors that must be considered. The use of zoning and land use planning requires that reasonable goals be balanced with one another. The City Council thus must consider a wide range of elements.

On November 25, the City Council will be considering the application of Near Post, L.L.C. to change the zoning on a parcel located on Laskin Road from H-1 Hotel District, B-2 Community Business District, B-1 Business District and R-40 Residential District to Conditional A-36 Apartment District. The purpose of the request is to redevelop the site for 90 multiple-family dwelling units, parking and associated recreational amenities.

Staff, in its evaluation of this request, considered a wide range of matters, as required by the Code of Virginia, including housing needs, land use plans, adopted goals and policies, transportation issues, economic considerations, and others. Within that group of considerations were the comments of the United

States Navy, which is provided an opportunity to comment on all such requests evaluated by the Staff. As noted in the Staff's report for this matter, the United States Navy provided comments to the Staff during the evaluation of the proposal reporting that "residential land use is not compatible" within the 70 to 75 dB Ldn ALCUZ. The United States Navy "would view residential development of this site as an encroachment upon operations at Naval Air Station Oceana".

Staff considered this comment during its evaluation and gave it great weight. In the final analysis, however, Staff found the following facts to be significant:

- (a) First, the subject site currently consists of three parcels, the largest of which is used for a motel with 52 units (zoned H-1 Hotel). The other two parcels are currently used for a Hardees restaurant (zoned B-2 Business) and a vacant, vegetated area associated with the Cavalier Golf Course (zoned B-1 Business and R-40 Residential).
- (b) Second, "by-right," the subject site could be developed as follows:
  - i. Within the H-1 Hotel District portion of the site, all of the uses permitted in H-1 such as hotels, parks and public buildings and recreational and amusement facilities. The existing hotel site could, therefore, be redeveloped with a hotel / motel consisting of 256 units without City Council review or approval. As an alternative, this portion of the site could, under an option provided in the Zoning Ordinance, be developed with a mix of lodging and dwelling units. That alternative would generate 86 lodging units (hotel) and 85 multiple family units (apartments) together on the site, and could also be accomplished without City Council review or approval.
  - ii. Within the B-1 and B-2 Business District portion of the site, all of the uses permitted in the B-1 and B-2 such as offices, retail, restaurants, public buildings, and automotive sales and service.
  - iii. Within the R-40 Residential District portion of the site, all of the uses permitted in the R-40 such as single-family dwellings, golf courses, churches and public grounds and buildings.
- (c) Third, the proposal submitted by Near Post and proffered with the requested change of zoning would result in a total of 90 dwellings in condominium form of ownership. This represents a dramatic reduction in the number of units compared to what could be built

by-right on the site with the existing H-1 Hotel zoning. By-right, the existing motel site could be redeveloped to accommodate up to 256 hotel/motel units or 86 hotel/motel units mixed with 85 dwelling units without City Council review or approval. Staff believes that this is significant considering the fact that the site is situated within the 70 to 75 dB ALCUZ and Accident Potential Zone II. The number of people potentially residing on the subject site at any one time is dramatically reduced by through the requested change of zoning.

- (d) Finally, any new construction that occurs on the site will be required to install sound attenuation measures consistent with the City's Airport Noise Attenuation and Safety Ordinance.

These findings were factored in with the other comments, plans, ordinances, and considerations provided to Staff during the evaluation of this change of zoning request. In the final analysis, Staff concluded that when all the factors are balanced with each other, the public health, safety and welfare are significantly enhanced by the proposal proffered by the applicant, and that as a result, the proposal is acceptable and should be approved.

# DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

## BASE SUMMARY SHEET

### Naval Air Station Oceana, VA

#### INSTALLATION MISSION

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

#### DoD RECOMMENDATIONS – BRAC 2005

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

## DoD JUSTIFICATION

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

## COST CONSIDERATIONS DEVELOPED BY DoD

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

## MANPOWER IMPLICATIONS OF THE DoD RECOMMENDATIONS

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

## BRAC 2005 COMMISSION CONSIDERATION FOR CLOSURE OF NAS OCEANA

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

## JUSTIFICATION

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

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

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

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

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

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

**ENVIRONMENTAL CONSIDERATIONS**

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

**REPRESENTATION**

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

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

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

## **MILITARY ISSUES**

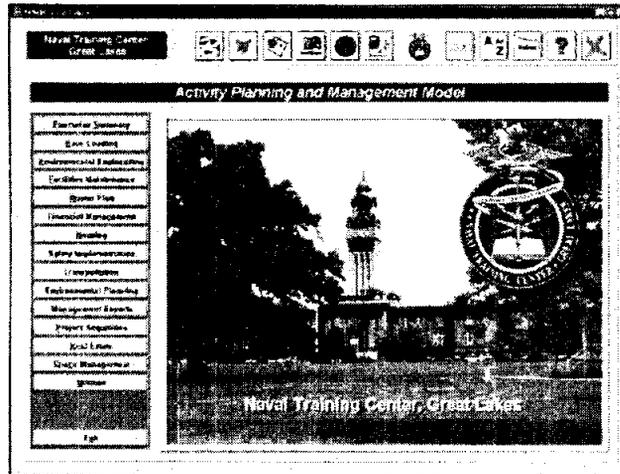
- Operations at NAS Oceana are significantly encroached, affecting ability to operate.
- Navy desires to single-site all F/A-18E/F aircraft (244 total aircraft).
  - 10 VFA Squadrons (24 aircraft each)
  - 1 Fleet Replacement (24 aircraft)
- Classified mission capability affected by the airfield closure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

## **COMMUNITY CONCERNS/ISSUES**

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

Bill Fetzer/Navy/25 July 2005

## → Federal Installations

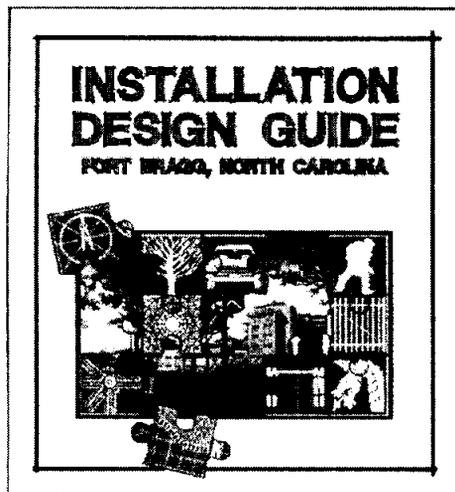


In a market where budget and timeliness are paramount, BHR has consistently proven its mettle in delivering leading edge, state-of-the-art services to the U.S. Armed Forces and federal clients.

For more than 25 years, we have provided professional design services to more than 50 U.S. Army installations, Navy bases, Marine activities, and National Guard posts. Our multi-discipline staff has the capabilities to provide initial planning and programming services through final

construction document preparation. Because of our 25 years of continual work with the Department of Defense we are uniquely aware of the funding and authorization process; programming and mission requirements; design and CADD standards; and, project management of projects.

From master plans to programming documents...Installation Design Guides to wharf security plans...facility engineering evaluations to water treatment plants, BHR's Federal Installations Group has provided the vision and experience to improve the quality of life at military communities around the world. Let us help you find the solutions to meet your challenges.



### SERVICES and CAPABILITIES

- Master Planning
- Area Development Planning
- Programming Documents
- Facility Engineering Evaluations
- Transportation Planning
- Regulatory Compliance
- Design Guidelines
- AICUZ Studies
- Base Closure and Realignment Studies
- Infrastructure Design
- Airfield Pavement Design
- AM/FM and GIS
- Mobilization Planning

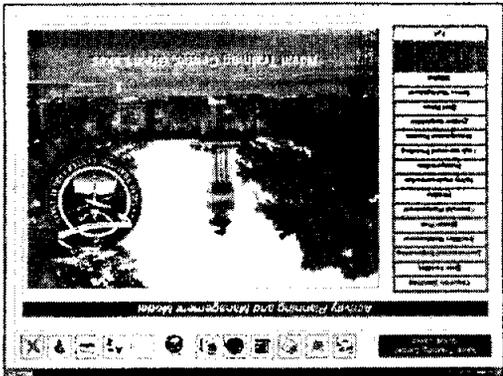
### CONTACT:

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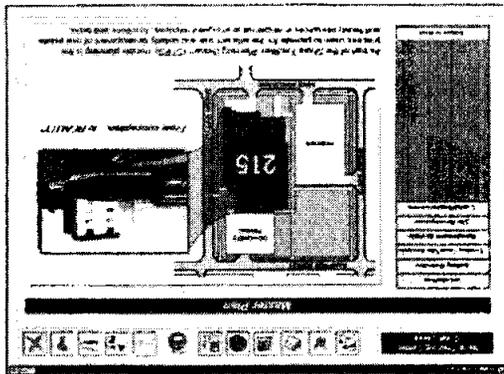


## Activity Planning and Management Model

NAVAL TRAINING CENTER, GREAT LAKES, ILLINOIS

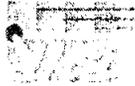


The Activity Planning and Management Model (APMM) is a new automation-based system developed by the Naval Facilities Engineering Command. This system, based upon GIS, has been developed to provide the capability to access vast databases, extract specific data and graphics to solve problems, and to create alternative solutions in narrative, tabular and graphic displays. In essence, the APMM becomes an electronic, interactive master plan.



(Construction Value: \$450,000 (Fee))

Completion Date: 1998

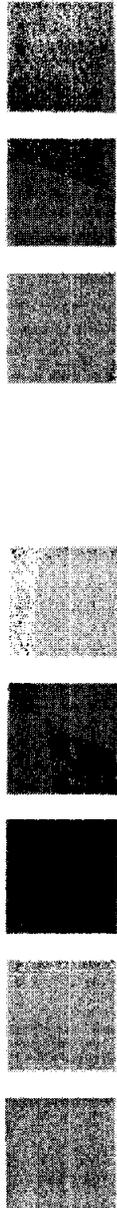
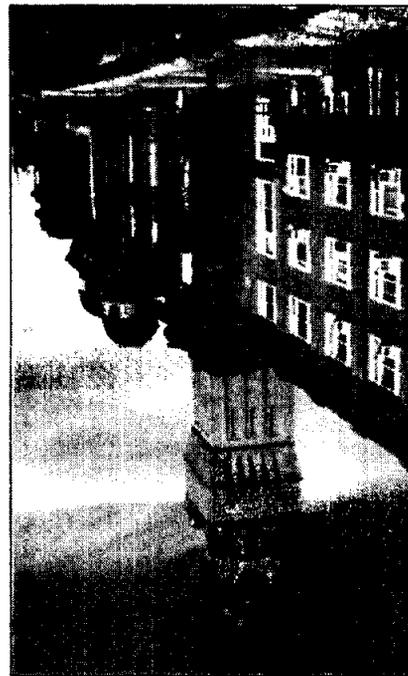


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Mr. Richard Jolly  
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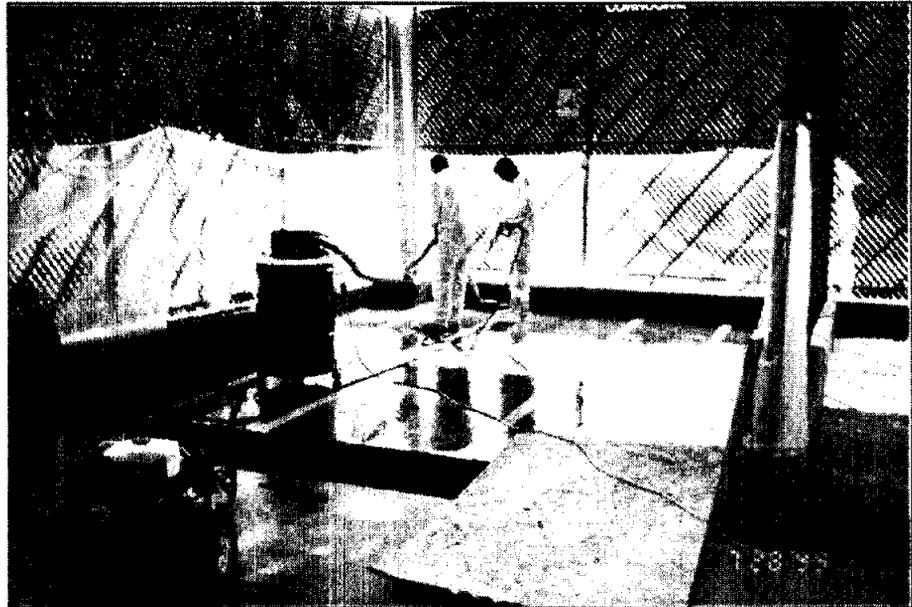
## BHR SERVICES PROVIDED:

- Military Planning
- Land Use Studies
- Site Planning
- Systems Programming
- GIS and Integrated Resource Management

Naval Training Center (NTC) Great Lakes is one of three GIS-based systems BHR is developing. Our APMM will combine text, graphics, and data in a highly user-friendly and accessible desktop interface. Both graphic and non-graphic information is centralized and linked to increase accuracy and reduce redundant activities. Our system uses an Intergraph 11-40 computer with Windows NT as the operating system. The heart of the system is the CAD program, MicroStation, with data linkages to Visual Fox Pro.



→ Closure Part "B" Storage Facility  
NAS CECIL FIELD, FLORIDA



BHR was contracted to monitor the closure activities and provide a closure summary report along with the required FDEP compliance certification associated with the closure of a permitted RCRA Hazardous Waste Storage Facility (HWSF) located within the Yellow Water Weapons Area at the Naval Air Station-Cecil Field, Jacksonville, Florida. The RCRA closure activities included, in part, the initial cleaning and removal of the remaining facility equipment; background soil sampling and analysis, decontamination of physical structures (four separate events), collection and analysis of rinsate and source water samples, removal of an exterior concrete pad and disposal of solid and liquid wastes generated during the decontamination activities.

The project requirements included the following activities:

- Monitor the collection of samples and the decontamination activities.
- Record closure activities and provide a daily log and report with photographs.
- Review chemical analysis results for soil and rinsate samples and meet with the FDEP to discuss results and follow-up activities, as necessary.
- Provide a summary closure report and issue a sealed conformance certification as required by FDEP.

The closure summary report was submitted to the FDEP and after supplemental requests for additional information has been approved as to content and format. After closure of the HWSF structure has been approved by the FDEP, the Navy PWC-Jacksonville will relinquish the site to the NAS-Cecil Field Base Realignment and Closure (BRAC) Team for final closure.

Completion Date: 2000

**BHR SERVICES PROVIDED:**

- Closure Activities Monitoring
- RCRA Certifications
- Environmental Assessments

**CLIENT CONTACT:**

Mr. Ralph Hogan  
Public Works Center  
Jacksonville, Florida  
904.771.6397



## → Military Aviation Facilities

U.S. ARMY CORPS OF ENGINEERS, SAVANNAH DISTRICT, GEORGIA

### Departure/Arrival Airfield Control Group Operations Facility, Hunter Army Airfield, Georgia.

BHR provided design of airfield improvements, including parking lots, stormwater drainage, new water and sewer utilities, entrance roadway, dumpster pads, curbs and gutters, sidewalks, bus parking, semi-truck parking and specialized unloading areas, security fencing and gates, borrow material, cut and fill, oil-water separator, demolition of existing buildings and roadways, signing and pavement marking, erosion and sediment controls, relocation of existing utilities and resurfacing of existing roadway for departure and arrival terminal.

Construction Value: \$8,400,000    Completion Date: 1997

### New Aerial Drop Facility Site Engineering, Moody Air Force Base, Valdosta, Georgia

Design of parking lots, clearing, grading, stormwater drainage, new water and sewer utilities, entrance roadway, dumpster pads, curb and gutters, sidewalks, secured storage for semi-trucks, semi-truck parking for specialized loading and unloading, signing and pavement marking, erosion and sediment control measures for a new Aerial Drop Facility which was designed to facilitate in the loading of pallets for special Air Force aircraft.

Construction Value:  
\$4,000,000

Completion Date: 1997

Graphics courtesy  
of VRL Architects



#### BHR SERVICES PROVIDED:

- Site Planning and Design
- Stormwater Management and Drainage Design
- Utility Design
- Permitting Services
- Military Planning

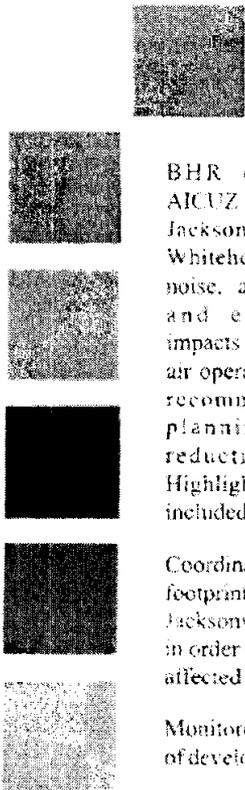
#### CLIENT CONTACT:

Mr. Steve Lazar, AIA  
VRL Architects, Inc.  
Jacksonville, Florida  
904.723.3895



# Air Installation Compatible Use Zones Update

JACKSONVILLE, FLORIDA



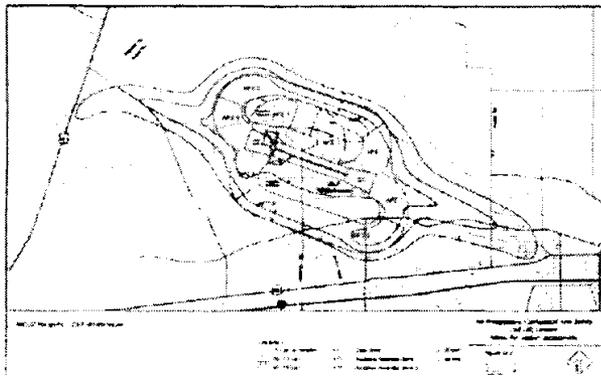
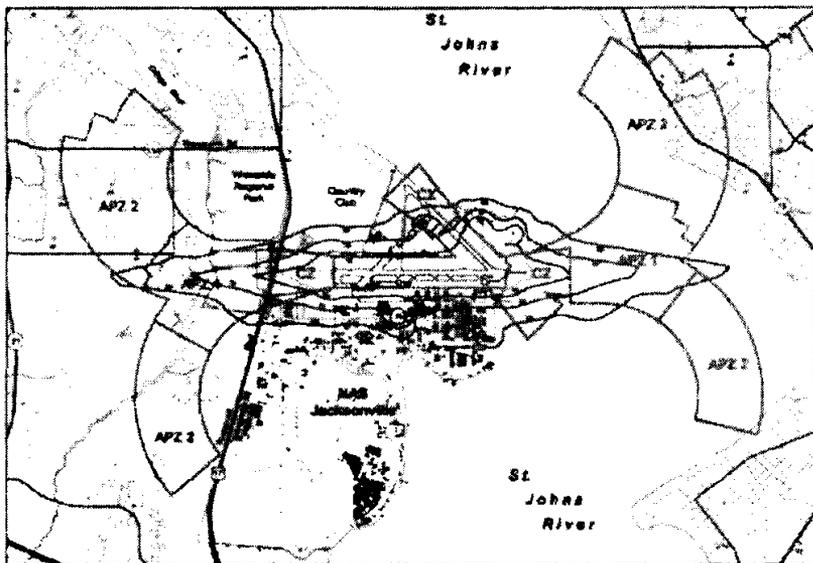
BHR developed an AICUZ update for NAS Jacksonville and OLF Whitehouse, addressing noise, accident potential and environmental impacts associated with air operations. In order to recommend land use planning and noise reduction strategies. Highlights of the plan included the following:

Coordinated both AICUZ footprints with the City of Jacksonville's GIS system in order to readily identify affected properties.

Monitored area development activity and consulted with City of Jacksonville officials regarding the location and type of development proposed within the OLF Whitehouse AICUZ footprint.

Prepared an informative AICUZ brochure for distribution to city/county officials, civic and public institutions, real estate professionals, business and property owners within the AICUZ footprint, and other affected citizens.

Scripted and produced a non-technical AICUZ video for use by the Air Station at Command and staff level briefings and public presentations.



Completion Date: 1998



- BHR SERVICES PROVIDED:**
- Military Planning
  - Zoning
  - Environmental Analysis
  - Growth Management Strategies
  - Land Use Studies

**CLIENT CONTACT:**  
 Mr. Ronnie Lattimore  
 Southern Division  
 NAVFACENGCOM  
 North Charleston,  
 South Carolina  
 843.820.5888



# Navy Housing Market Studies

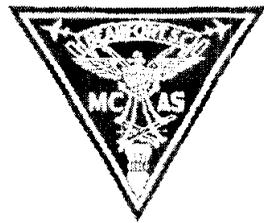
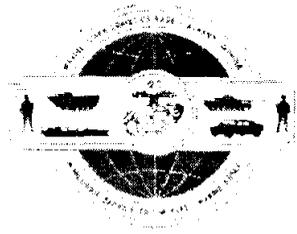
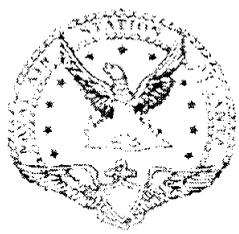
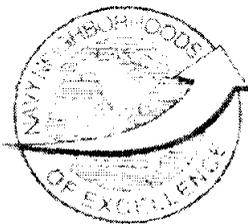
BHR has been lead consultant to the Southern Division, Naval Facilities Engineering Command (SOUTHDIV) for preparation of Family Housing Market Studies in support of Housing Privatization Initiatives in Beaufort, South Carolina and Albany, Georgia (Marine Corps) and Jacksonville, Florida; Kings Bay, Georgia; New Orleans; Corpus Christi-Kingsville-Ingleside, Texas; Kansas City, Atlanta; and Key West, Florida.

The Family Housing Market Study process requires establishing the market geographic limits through drive-time analysis and field verification; preparation of specific demographic research about the regional housing market; meeting with both Activity Housing Managers and private sector rental housing providers; and conducting exhaustive research using the private sector's Multiple Listing Service records to establish housing ownership, supply and pricing trends.

BHR's civil engineering group has also prepared detailed cost estimates and development plans for "carve-outs" of military cantonment areas to be utilized for on-base siting of privatized housing projects. This work involved utility system assessments, roadway paving analysis and remedial plans and drainage regulatory compliance review and plan preparation. BHR's transportation planners also conducted an on-site traffic study and issued a technical report and engineering solutions to traffic operations issues to comply with local regulations regarding housing project development in Key West, Florida.

BHR's work has been instrumental in the development of privatization programming documentation and scoping for Albany, Georgia; Beaufort South Carolina; and Jacksonville, Florida. All three locations have projects pending.

Completion Date: 1999



### BHR SERVICES PROVIDED:

- Master Planning
- Data Conversion
- Computer Planning
- Engineering
- Programming

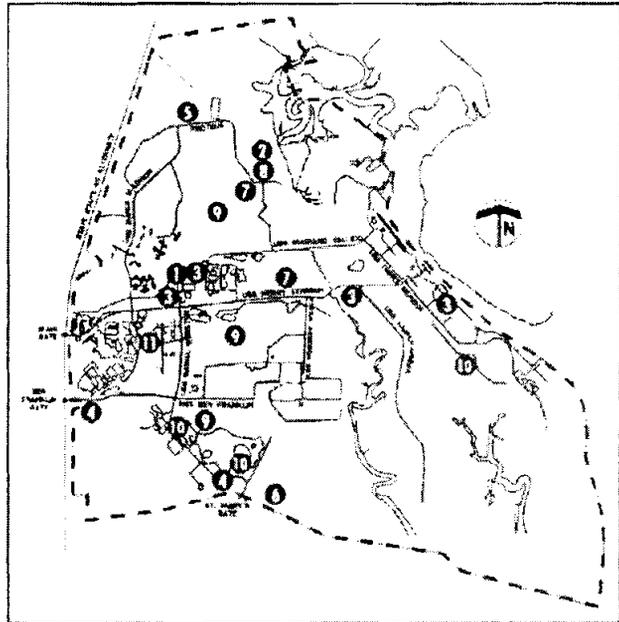
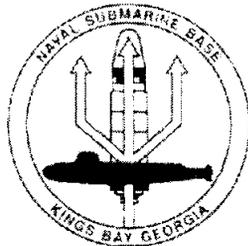
### CLIENT CONTACT:

Mr. Mike Miller  
 Housing Programs Office  
 South Div, Naval Facilities  
 Engineering Command  
 North Charleston,  
 South Carolina  
 843.820.5646



## Utilities and Site Improvements (P-513)

NAVAL SUBMARINE BASE, KINGS BAY, GEORGIA



This project consisted of several subprojects. BHR's responsibilities included an integrated SCADA system, water and sewer utilities mapping and inventory, wastewater treatment, site development, paving and drainage, and stormwater management; permitting; construction administration, minor roadway design, traffic engineering; planning/environmental studies, landscape architecture, and park design; construction, as-builts, and boundary surveys; and coordinated the efforts of architectural, structural, mechanical, and electrical engineering subconsultants.

BHR's efforts on this contract were completed within budget and ahead of schedule. For this accomplishment, BHR received a certificate of Appreciation from Southern Division, Naval Facilities Engineering Command for responsiveness, cooperation, and early delivery.

Specific projects within this contract included:

- Modification of the existing Base Area Wastewater Treatment Facility;
- Design of additional spray irrigation fields for effluent disposal;
- Sanitary sewer evaluation survey locating illicit sources of non-wastewater, identifying sources of infiltration and inflow and providing a cost-effective ranking of repairs;
- Design of a SCADA system for the water and wastewater systems;
- Design of bike/pedestrian paths;
- Design of several force mains and associated pumping stations;
- Design of a large diameter water main;
- Design/permitting of Etowah Park freshwater mitigation;
- Design of a road extension, intersection and two parking lots;
- Design of improvements to the base stormwater drainage system; and
- Stormwater system modeling and modifications included sounding and surveying

### UTILITIES & SITE IMPROVEMENTS (P-513)

1. SANITARY SEWAGE TREATMENT PLANT UPGRADE
2. EXPAND LAND APPLICATION FIELD 4
3. SCADA (4 SITES)
4. SANITARY SEWAGE FORCE MAIN EXTENSION (2 SITES)
5. POTABLE WATER MAIN EXTENSION
6. WIDEN PATROL/ACCESS ROADS TO WEAPONS QUALIFICATIONS & SKEET RANGES
7. RAILROAD DEMOLITION (2 SITES)
8. FRESHWATER MITIGATION (ETOWAH PARK LAKE)
9. EROSION/SILTATION IMPROVEMENTS (2 BASINS)
10. PEDESTRIAN/BIKE PATHS (3 SITES)
11. HENRY DLAY AVENUE EXTENSION

Completion Date: 1997

Construction Value: \$5,900,000

#### BHR SERVICES PROVIDED:

- Site Design
- Stormwater Management and Drainage Design
- Utility Design
- Permitting Services
- Landscape Architecture
- Multi-Discipline Design Team Coordination
- Surveying

#### CLIENT CONTACT:

Mr. Dave Franklin, PE  
 Southern Division  
 Naval Facilities Engineering  
 Command  
 North Charleston,  
 South Carolina  
 843.820.5646



(Negative #  
 indicates no  
 deficiency-Addl  
 Space available)

All values in 2005 Constant Dollars (\$K)

FAC	Title	UM	New MilCon (REQT)	New Cost*	UNIT COST	Using Rehab	Rehan Type	Rehab Cost*	Total Cost*	EXISTING CECIL	DEFICIT	SURPLUS	TOTAL ADDED COSTS TO MEET REQ (MILLION)
										FIELD ASSETS	DIFFERENCE BTWN REQT/EXIST	DIFFERENCE BTWN REQT/EXIST	
1163	Aircraft Washing Pad, Surfaced	SY	4,231	451	107	0	Default	0	451	7072		-2,841	0
1161	Compass Calibration Pad, Surfaced	SY	1,600	170	106	0	Default	0	170	2655		-1,055	0
1164	Miscellaneous Airfield Pavement, Surfaced	SY	178	19	107	0	Default	0	19	1164		-986	111
1164	Miscellaneous Airfield Pavement, Surfaced	SY	258	27	105	0	Default	0	27	See Above			0
1164	Miscellaneous Airfield Pavement, Surfaced	SY	1,770	188	106	0	Default	0	188	See Above			0
1131	Aircraft Apron, Surfaced	SY	38,000	4,049	107	0	Default	0	4,049	514026		-476,026	0
1211	Aircraft Fueling Facility	GM	5,300	888	168	0	Default	0	888	4000	1,300		218
1211	Aircraft Fueling Facility	GM	5,200	871	168	0	Default	0	871	2750	2,450		410
1231	Vehicle Fueling Facility	OL	2	10	5000	0	Default	0	10	2	0		0
1241	Operating Fuel Storage	GA	3,637,900	16,787	5	0	Default	0	16,787	0	3,637,900		16787
1251	POL Pipeline	MI	5	2,885	577000	0	Default	0	2,885	0	5		2885
1262	POL Pump Station	SF	500	315	630	0	Default	0	315	0	500		315
1261	Liquid Fuel Loading/Unloading Facility	OL	4	21	5250	0	Default	0	21	0	4		21
1311	Communications Building	SF	3,189	720	226	0	Default	0	720	11731		-874	0
1311	Communications Building	SF	899	203	226	0	Default	0	203	See Above			0
1311	Communications Building	SF	3,476	785	226	0	Default	0	785	See Above			0
1311	Communications Building	SF	49	11	224	0	Default	0	11	See Above			0
1311	Communications Building	SF	2,790	630	226	0	Default	0	630	See Above			0
1311	Communications Building	SF	454	102	225	0	Default	0	102	see Above			0
1413	Air Control Tower	SF	13,200	n/a**	0	0	Default	n/a**	1	15787		-2,587	0
1413	Air Control Tower	SF	2,036	n/a**	0	0	Default	n/a**	1	1600	436		0
1341	Aircraft Navigation Facility	EA	5	48	9600	0	Default	0	48	3	2		19
1341	Aircraft Navigation Facility	EA	1	10	10000	0	Default	0	10	1	0		0
1341	Aircraft Navigation Facility	EA	1	10	10000	0	Default	0	10	1	0		0
1341	Aircraft Navigation Facility	EA	10	96	9600	0	Default	0	96	8	2		19
1341	Aircraft Navigation Facility	EA	4	38	9500	0	Default	0	38	3	1		10
1351	Communications Lines	MI	20	1,682	84100	0	Default	0	1,682	21		-1	0
1351	Communications Lines	MI	20	1,682	84100	0	Default	0	1,682	43		-23	0
1412	Aviations Operations Building	SF	11,430	1,973	173	0	Default	0	1,973	17428		-5,998	0
1412	Aviations Operations Building	SF	7,720	1,333	173	0	Default	0	1,333	See Above			0
1411	Airfield Fire and Rescue Station	SF	14,125	3,627	257	0	Default	0	3,627	18350		-4,225	0

FAC	Title	UM	New MilCon (REQT)	New Cost*	UNIT COST	Using Rehab	Rehan Type	Rehab Cost*	Total Cost*	EXISTING CECIL	DEFICIT	SURPLUS	TOTAL ADDED COSTS TO MEET REQ
										FIELD ASSETS	DIFFERENCE BTWN REQT/EXIST	DIFFERENCE BTWN REQT/EXIST	
1412	Aviation Operations Building	SF	13,000	2,244	173	0	Default	0	2,244	See Above			0
1441	Photo/TV Production Building	SF	7,950	1,377	173	0	Default	0	1,377	2129	5,821		1008
1444	Miscellaneous Operations Support Building	SF	2,351	479	204	0	Default	0	479	4800		-2,449	0
1444	Miscellaneous Operations Support Building	SF	16,500	3,365	204	0	Default	0	3,365		16,500		3365
4427	Small Arms Storage, Installation	SF	1,500	330	220	0	Default	0	330	2500		-1,000	0
1442	Operations Support Lab	SF	1,600	351	219	0	Default	0	351		1,600		351
1443	Operations Supply Building	SF	1,300	112	86	0	Default	0	112		1,300		112
1443	Operations Supply Building	SF	2,880	249	86	0	Default	0	249		2,880		249
1467	Aircraft Support Facility	EA	119	n/a**	#####	0	Default	n/a**	18,326	0	119		18326
1461	Aircraft Arresting System	EA	4	3,034	758500	0	Default	0	3,034	0	4		3034
1712	Applied Instruction Building	SF	81,000	16,081	199	0	Default	0	16,081	15520	243,880		48418
1712	Applied Instruction Building	SF	20,000	3971	199	0	Default	0	3,971	See Above			0
1712	Applied Instruction Building	SF	153,000	30375	199	0	Default	0	30,375	See Above			0
1712	Applied Instruction Building	SF	5,400	1,072	199	0	Default	0	1,072	See Above			0
1721	Simulator Facility	SF	3,690	772	209	0	Default	0	772	95000	46,690		9768

1721	Simulator Facility	SF	138,000	28,864	209	0	Default	0	28,864	See Above			0
2114	Aircraft Engine Test Building	SF	12,200	2,015	165	0	Default	0	2,015	6376	5,824		962
2111	Aircraft Maintenance Hangar	SF	419,328	n/a**	#####	0	Default	n/a**	1	936456		-335,717	0
2112	Aircraft Maintenance Shop	SF	256,867	n/a**	#####	0	Default	n/a**	1	See Above			0
1444	Miscellaneous Operations Support Building	SF	171,553	34,990	204	0	Default	0	34,990	See Above			0
2112	Aircraft Maintenance Shop	SF	11,939	n/a**	#####	0	Default	n/a**	1	See Above			0
2112	Aircraft Maintenance Shop	SF	70,000	n/a**	#####	0	Default	n/a**	1	See Above			0
2112	Aircraft Maintenance Shop	SF	55,450	n/a**	#####	0	Default	n/a**	1	See Above			0
2112	Aircraft Maintenance Shop	SF	28,250	n/a**	#####	0	Default	n/a**	1	See Above			0
2184	Parachute and Dingy Maintenance Shop	SF	6,680	1,209	181	0	Default	0	1,209	See Above			0
2118	Aircraft Engine Test Facility	EA	3	6,410	#####	0	Default	0	6,410	2	1		2137
2118	Aircraft Engine Test Facility	EA	4	8,547	#####	0	Default	0	8,547	0	4		8547
2133	Marine Maintenance Shop	SF	400	56	140	0	Default	0	56	0	400		56
2141	Vehicle Maintenance Shop	SF	23,200	3,810	164	0	Default	0	3,810	24891		-1,691	0
2141	Vehicle Maintenance Shop	SF	7,200	1,182	164	0	Default	0	1,182	7650		-450	0
2181	Installation Support Vehicle Maintenance	SF	2,280	374	164	0	Default	0	374	0	2,280		374
2181	Installation Support Vehicle Maintenance	SF	44,100	7,243	164	0	Default	0	7,243	0	44,100		7243
2181	Installation Support Vehicle Maintenance	SF	16,980	2,789	164	0	Default	0	2,789	0	16,980		2789
2182	Installation Support Equipment Maintenance	SF	1,400	187	134	0	Default	0	187	0	1,400		187
2191	Facility Engineer Maintenance Shop	SF	7,400	856	116	0	Default	0	856	0	7,400		856
			New MilCon (REQT)	New Cost*		Using Rehab	Rehan Type	Rehab Cost*	Total Cost*	EXISTING CECIL FIELD ASSETS	DEFICIT DIFFERENCE BTWN REQT/EXIST	SURPLUS DIFFERENCE BTWN REQT/EXIST	TOTAL ADDED COSTS TO MEET REQT
FAC	Title	UM											
2191	Facility Engineer Maintenance Shop	SF	9,260	1,196	129	0	Default	0	1,196	0	9,260		1196
2113	Aircraft Corrosion Control Hangar	SF	14,000	4,305	308	0	Default	0	4,305	see 2111 above	0		0
4111	Bulk Liquid Fuel Storage	BL	60,000	3,588	60	0	Default	0	3,588	0	60,000		3588
4211	Ammunition Storage, Depot and Arsenal	SF	960	226	235	0	Default	0	226	54550	650		153
4211	Ammunition Storage, Depot and Arsenal	SF	10,100	2,382	236	0	Default	0	2,382	see above			0
4211	Ammunition Storage, Depot and Arsenal	SF	20,640	4,867	236	0	Default	0	4,867	see above			0
4211	Ammunition Storage, Depot and Arsenal	SF	1,700	401	236	0	Default	0	401	See Above			0
4211	Ammunition Storage, Depot and Arsenal	SF	6,300	1,486	236	0	Default	0	1,486	See Above			0
4211	Ammunition Storage, Depot and Arsenal	SF	15,500	3,655	236	0	Default	0	3,655	See Above			0
4421	Covered Storage Building, Installation	SF	9,500	822	87	0	Default	0	822	148652		-152	0
4421	Covered Storage Building, Installation	SF	139,000	12,028	87	0	Default	0	12,028	See Above			0
4423	Hazardous Materials Storage, Installation	SF	7,800	1,086	139	0	Default	0	1,086	2400	5,510		767
4423	Hazardous Materials Storage, Installation	SF	110	15	136	0	Default	0	15	See Above			0
4422	Covered Storage Shed, Installation	SF	1,720	63	37	0	Default	0	63	0	1,720		63
4422	Covered Storage Shed, Installation	SF	220	8	36	0	Default	0	8	0	220		8
4422	Covered Storage Shed, Installation	SF	5,000	184	37	0	Default	0	184	0	5,000		184
4421	Covered Storage Building, Installation	SF	14,240	1,232	87	0	Default	0	1,232	0	14,240		1232
4521	Open Storage, Installation	SY	4,450	225	51	0	Default	0	225	0	4,450		225
5400	Dental Facility	SF	18,500	4,619	250	0	Default	0	4,619	10394	8,106		2024
5500	Dispensary and Clinic	SF	57,400	12,970	226	0	Default	0	12,970	36406	20,994		4744
6100	General Administrative Building	SF	660	104	158	0	Default	0	104	66497	143,103		22550
6100	General Administrative Building	SF	3,400	535	157	0	Default	0	535	See Above			0
6100	General Administrative Building	SF	11,200	1,763	157	0	Default	0	1,763	See Above			0
6100	General Administrative Building	SF	20,850	3,281	157	0	Default	0	3,281	See Above			0
6100	General Administrative Building	SF	3,360	529	157	0	Default	0	529	See Above			0
6100	General Administrative Building	SF	125,000	19,673	157	0	Default	0	19,673	See Above			0
6100	General Administrative Building	SF	13,400	2,109	157	0	Default	0	2,109	See Above			0
6100	General Administrative Building	SF	6,300	991	157	0	Default	0	991	See Above			0
6100	General Administrative Building	SF	1,080	170	157	0	Default	0	170	See Above			0
6104	Automated Data Processing Center	SF	5,000	1,038	208	0	Default	0	1,038	See Above			0
6100	General Administrative Building	SF	7,250	1,141	157	0	Default	0	1,141	See Above			0
6100	General Administrative Building	SF	12,100	1,904	157	0	Default	0	1,904	See Above			0
7210	Enlisted Unaccompanied Personnel Housing	SF	707,443	12,232	17	0	Default	0	12,232	0	707,443		12232
7210	Enlisted Unaccompanied Personnel Housing	SF	9,000	1,529	170	0	Default	0	1,529	0	9,000		1529
7210	Enlisted Unaccompanied Personnel Housing	SF	3,000	510	170	0	Default	0	510	0	3,000		510

FAC	Title	UM	New MilCon (REQT)	New Cost*	Using Rehab	Rehan Type	Rehab Cost*	Total Cost*	EXISTING CECIL FIELD ASSETS	DEFICIT DIFFERENCE BTWN REQT/EXIST	SURPLUS DIFFERENCE BTWN REQT/EXIST	TOTAL ADDED COSTS TO MEET REQ	FACILITIES SUPPORT FROM NAS JAX
7213	Student Barracks	SF	117,000	19,884	170	0	Default	0	19,884	0	117,000	19884	
7210	Enlisted Unaccompanied Personnel Housing	SF	52,920	8,994	170	0	Default	0	8,994	0	52,920	8994	
7210	Enlisted Unaccompanied Personnel Housing	SF	55,080	9,361	170	0	Default	0	9,361	0	55,080	9361	
7220	Dining Facility	SF	18,060	4,989	276	0	Default	0	4,989	0	18,060	4989	
7231	Miscellaneous UPH Support Building	SF	10,900	945	87	0	Default	0	945	0	10,900	945	
7240	Officer Unaccompanied Personnel Housing	SF	17,250	2,873	167	0	Default	0	2,873	0	17,250	2873	
7240	Officer Unaccompanied Personnel Housing	SF	6,000	999	167	0	Default	0	999	0	6,000	999	
7313	Police Station	SF	8,000	1,330	166	0	Default	0	1,330	0	8,000	1330	
1498	Security Support Facility	SF	800	176	220	0	Default	0	176	0	800	176	
7384	Miscellaneous Personnel Shelter	SF	500	31	62	0	Default	0	31	0	500	31	
7385	Public Restroom/Shower	SF	670	124	185	0	Default	0	124	0	670	124	
1445	Working Animal Support Building	SF	300	29	97	0	Default	0	29	0	300	29	
7314	Drug and Alcohol Abuse Center	SF	3,640	605	166	0	Default	0	605	0	3,640	605	
7361	Chapel Facility	SF	13,000	2,521	194	0	Default	0	2,521	14744		0	
7344	Postal Facility	SF	6,325	757	120	0	Default	0	757	0	6,325	757	
7346	Exchange Sales Facility	SF	89,100	11069	124	0	Default	0	11,069	25000	-1,744	10946	10946
7346	Exchange Sales Facility	SF	18,600	2,311	124	0	Default	0	2,311	see above	88,110	0	0
7387	Exchange Support Facility	SF	5,410	668	123	0	Default	0	668	see above		0	0
7331	Exchange Eating Facility	SF	8,200	1539	188	0	Default	0	1,539	2500	5,700	1070	1070
7346	Exchange Sales Facility	SF	21,500	2,671	124	0	Default	0	2,671	0	21,500	2671	2671
7331	Exchange Eating Facility	SF	3,390	636	188	0	Default	0	636	0	3,390	636	636
7387	Exchange Support Facility	SF	2,770	342	123	0	Default	0	342	0	2,770	342	342
7349	Commissary	SF	150,300	23,139	154	0	Default	0	23,139	0	150,300	23139	23139
7372	Family Service Center	SF	76,000	1352	18	0	Default	0	1,352	0	76,000	1352	1352
7417	Recreation Center	SF	6,100	1,051	172	0	Default	0	1,051	0	6,100	1051	1051
7645	Exchange Automobile Facility	SF	8,100	971	120	0	Default	0	971	0	8,100	971	971
7348	Car Wash Facility	SF	2,850	665	233	0	Default	0	665	0	2,850	665	665
7340	Thrift Shop	SF	4,000	494	124	0	Default	0	494	0	4,000	494	494
7447	Miscellaneous MWR Support Facility	SF	17,872	1,479	83	0	Default	0	1,479	0	17,872	1479	
7412	Automobile Craft Center	SF	11,500	1,537	134	0	Default	0	1,537	5000	6,500	869	
7415	Bowling Center	SF	23,800	4,344	183	0	Default	0	4,344	0	23,800	4344	
7421	Indoor Physical Fitness Facility	SF	51,500	9,577	186	0	Default	0	9,577	19297	32,203	5989	
7447	Miscellaneous MWR Support Facility	SF	3,950	327	#####	0	Default	0	327	0	27,200	327	
7417	Recreation Center	SF	27,200	4,685	172	0	Default	0	4,685	0	27,200	4685	
7431	Auditorium and Theater Facility	SF	17,200	2,628	153	0	Default	0	2,628	8116	9,084	1388	
FAC	Title	UM	New MilCon (REQT)	New Cost*	Using Rehab	Rehan Type	Rehab Cost*	Total Cost*	EXISTING CECIL FIELD ASSETS	DEFICIT DIFFERENCE BTWN REQT/EXIST	SURPLUS DIFFERENCE BTWN REQT/EXIST	TOTAL ADDED COSTS TO MEET REQ	FACILITIES SUPPORT FROM NAS JAX
7333	Open Mess and Club Facility	SF	22,300	5,415	243	0	Default	0	5,415	0	22,300	5415	
7333	Open Mess and Club Facility	SF	26,700	6,484	243	0	Default	0	6,484	0	26,700	6484	
7346	Exchange Sales Facility	SF	6,800	845	124	0	Default	0	845	0	6,800	845	
7417	Recreation Center	SF	46,588	8,024	172	0	Default	0	8,024	0	46,588	8024	
7416	Library, General Use	SF	18,000	3,306	184	0	Default	0	3,306	0	18,000	3306	
4421	Covered Storage Building, Installation	SF	7,460	645	86	0	Default	0	645	0	7,460	645	
7531	Pavillion	SF	4,000	267	67	0	Default	0	267	4000	0	0	
7444	Stable	SF	7,700	393	51	0	Default	0	393	0	7,700	393	393
7413	Golf Club House and Sales	SF	26,500	4,079	154	0	Default	0	4,079	12000	14,500	2232	2232
7388	Exchange Warehouse	SF	14,700	1,348	92	0	Default	0	1,348	0	14,700	1348	1348
7351	Education Center	SF	28,500	5,398	189	0	Default	0	5,398	0	28,500	5398	
7531	Outdoor Playing Court	EA	20	771	38550	0	Default	0	771	0	20	771	
7522	Athletic Field	EA	12	2,558	213167	0	Default	0	2,558	2	10	2132	
7512	Outdoor Swimming Pool	EA	1	1,566	#####	0	Default	0	1,566	0	1	1566	
7542	Miscellaneous Outdoor Recreation Facility	EA	1	78	78000	0	Default	0	78	0	1	78	
7516	Outdoor Recreation Area	EA	5	74	14800	0	Default	0	74	0	5	74	
8910	Utility Building	SF	0	n/a**	0	0	Default	n/a**	14,300	0	0	0	
8123	NOT FOUND (Elect Xmsn Lines)	n/a	0	n/a**	0	0	Default	n/a**	28,250	0	0	0	
8122	Exterior Lighting Lines	LF	0	n/a**	0	0	Default	n/a**	228	0	0	0	

FAC	Title	UM	New MilCon (REQT)	New Cost*	Using Rehab	Rehab Type	Rehab Cost*	Total Cost*	EXISTING CECIL FIELD ASSETS	DEFICIT DIFFERENCE BTWN REQT/EXIST	SURPLUS DIFFERENCE BTWN REQT/EXIST	TOTAL ADDED COSTS TO MEET REQT
8910	Utility Building	SF	0	n/a**	0	Default	n/a**	183	0	0	0	0
8910	Utility Building	SF	0	n/a**	0	Default	n/a**	320	0	0	0	0
8524	Sidewalk and Walkway	SY	0	n/a**	0	Default	n/a**	1,630	0	0	0	0
8521	Vehicle Parking, Surfaced	SY	0	n/a**	0	Default	n/a**	8,600	0	0	0	0
8928	Loading Ramp/Platform	EA	0	n/a**	0	Default	n/a**	11	0	0	0	0
8452	Water Pump Facility, Non-Potable	KG	0	n/a**	0	Default	n/a**	453	0	0	0	0
8910	Utility Building	SF	0	n/a**	0	Default	n/a**	15	0	0	0	0
8442	Water Storage, Non-Potable	GA	0	n/a**	0	Default	n/a**	110	0	0	0	0
8441	Water Source, Non-Potable	KG	0	n/a**	0	Default	n/a**	1	0	0	0	0
8926	Hazardous Waste Storage or Disposal Facil.	EA	0	n/a**	0	Default	n/a**	490	0	0	0	0
8921	Installation Gas Production Plant	EA	0	n/a**	0	Default	n/a**	314	0	0	0	0
8721	Fence and Wall	LF	0	n/a**	0	Default	n/a**	2,200	0	0	0	0
8321	Sewer and Industrial Waste Line	LF	0	n/a**	0	Default	n/a**	3,350	0	0	0	0
8421	Water Distribution Line, Potable	LF	0	n/a**	0	Default	n/a**	8,500	0	0	0	0
8910	Utility Building	SF	0	n/a**	0	Default	n/a**	480	0	0	0	0
8413	Water Storage, Potable	GA	0	n/a**	0	Default	n/a**	2,500	0	0	0	0
8413	Water Storage, Potable	GA	0	n/a**	0	Default	n/a**	1,300	0	0	0	0
8910	Utility Building	SF	0	n/a**	0	Default	n/a**	170	0	0	0	0
8321	Sewer and Industrial Waste Line	LF	0	n/a**	0	Default	n/a**	7,600	0	0	0	0
8211	Heat Source	MB	0	n/a**	0	Default	n/a**	3,133	0	0	0	0
8221	Heat Distribution Line	LF	0	n/a**	0	Default	n/a**	16,700	0	0	0	0
1444	Miscellaneous Operations Support Building	SF	18	n/a**	0	Default	n/a**	n/a**		18		0
2112	Aircraft Maintenance Shop	SF	21,781	4,175	192	0	Default	0	4,175	See Above		0
2111	Aircraft Maintenance Hanger	SF	78,480	17,464	223	0	Default	0	17,464	See Above		0
1111	Fixed Wing Runway, Surfaced	SY	400,000	42,621	107	0	Default	0	42,621	848890	-448,890	0
1121	Taxiway, Surfaced	SY	350,000	37,293	107	0	Default	0	37,293	376009	-26,009	0
1131	Aircraft Apron, Surfaced	SY	502,000	53,489	107	0	Default	0	53,489	514026	-12,026	0

\* All MilCon Costs include design, site preparation, contingency planning and SIOH Costs where applicable

\*\* No New Milcon/Rehabilitation cost breakdown is available if total cost was entered by the user

**NOTES**

1. IN SURPLUS /DEFICIT COLUMNS, AMOUNTS SHOWN INDICATE ADDED FACILITIES REQD OR SURPLUS. ALL SURPLUS AMOUNTS HAVE \$0 BUILDOUT REFLECTED
2. TOTAL COSTS OF \$331 MILLION DO NOT TAKE INTO ACCOUNT USING OTHER SURPLUS FACILITIES TO OFFSET DEFICIT AMOUNTS.
3. TOTAL BOQ/BEQ FACILITIES COSTS ARE ESTIMATED AT \$ 166 MILLION ; THIS COST MAY BE DEDUCTED IF UNACCOMPANIED PPV USED FOR BOQ/BEQ
4. NEX / COMMISSARY FACILITIES ALREADY LOCATED AT NAS JAX - 6 MILES EAST OF CECIL (SAVES \$47M AS SHOWN ABOVE)
5. CITY FACILITIES AT CECIL BUILT IN LAST 2 YEARS INCLUDE OLYMPIC SWIMMING POOL, COMMUNITY CENTER, AND WESTSIDE REGIONAL LIBRARY
6. FOR "EXISTING CECIL ASSETS COLUMN, WHEN "SEE ABOVE" IS NOTED, THE TOTAL AMOUNT FOR THAT FAC CODE IS SHOWN IN 1ST FIGURE ABOVE "SEE ABOVE"

GRAND TOTAL WITH NEX, BOQ / BEQ/ COMMISSARY	\$	331,806	1. 2.
LESS NEX, Commissary	\$	47,310	4.
SUBTOTAL	\$	284,496	
LESS BOQ/BEQ REQTS (PPV)	\$	166,000	3.
GRAND TOTAL LESS NEX, BOQ/BEQ, COMMISSARY	\$	118,496	

NOTES

(Negative #  
 indicates no  
 deficiency-Addl  
 Space available)

All values in 2005 Constant Dollars (\$K)

FAC	Title	UM	New MilCon (REQT)	New Cost*	UNIT COST	Using Rehab	Rehan Type	Rehab Cost*	Total Cost*	EXISTING CECIL FIELD ASSETS	DEFICIT	SURPLUS	TOTAL ADDED COSTS TO MEET REQ ( \$000)
											DIFFERENCE BTWN REQT/EXIST	DIFFERENCE BTWN REQT/EXIST	
1163	Aircraft Washing Pad, Surfaced	SY	4,231	451	107	0	Default	0	451	7072		-2,841	0
1161	Compass Calibration Pad, Surfaced	SY	1,600	170	106	0	Default	0	170	2655		-1,055	0
1164	Miscellaneous Airfield Pavement, Surfaced	SY	178	19	107	0	Default	0	19	1164	1,042		111
1164	Miscellaneous Airfield Pavement, Surfaced	SY	258	27	105	0	Default	0	27	See Above			0
1164	Miscellaneous Airfield Pavement, Surfaced	SY	1,770	188	106	0	Default	0	188	See Above			0
1131	Aircraft Apron, Surfaced	SY	38,000	4,049	107	0	Default	0	4,049	514026		-476,026	0
1211	Aircraft Fueling Facility	GM	5,300	888	168	0	Default	0	888	4000	1,300		218
1211	Aircraft Fueling Facility	GM	5,200	871	168	0	Default	0	871	2750	2,450		410
1231	Vehicle Fueling Facility	OL	2	10	5000	0	Default	0	10	2	0		0
1241	Operating Fuel Storage	GA	3,637,900	16,787	5	0	Default	0	16,787	0	3,637,900		16787
1251	POL Pipeline	MI	5	2,885	577000	0	Default	0	2,885	0	5		2885
1262	POL Pump Station	SF	500	315	630	0	Default	0	315	0	500		315
1261	Liquid Fuel Loading/Unloading Facility	OL	4	21	5250	0	Default	0	21	0	4		21
1311	Communications Building	SF	3,189	720	226	0	Default	0	720	11731		-874	0
1311	Communications Building	SF	899	203	226	0	Default	0	203	See Above			0
1311	Communications Building	SF	3,476	785	226	0	Default	0	785	See Above			0
1311	Communications Building	SF	49	11	224	0	Default	0	11	See Above			0
1311	Communications Building	SF	2,790	630	226	0	Default	0	630	See Above			0
1311	Communications Building	SF	454	102	225	0	Default	0	102	see Above			0
1413	Air Control Tower	SF	13,200	n/a**	0	0	Default	n/a**	1	15787		-2,587	0
1413	Air Control Tower	SF	2,036	n/a**	0	0	Default	n/a**	1	1600	436		0
1341	Aircraft Navigation Facility	EA	5	48	9600	0	Default	0	48	3	2		19
1341	Aircraft Navigation Facility	EA	1	10	10000	0	Default	0	10	1	0		0
1341	Aircraft Navigation Facility	EA	1	10	10000	0	Default	0	10	1	0		0
1341	Aircraft Navigation Facility	EA	10	96	9600	0	Default	0	96	8	2		19
1341	Aircraft Navigation Facility	EA	4	38	9500	0	Default	0	38	3	1		10
1351	Communications Lines	MI	20	1,682	84100	0	Default	0	1,682	21		-1	0
1351	Communications Lines	MI	20	1,682	84100	0	Default	0	1,682	43		-23	0
1412	Aviations Operations Building	SF	11,430	1,973	173	0	Default	0	1,973	17428	1,722		297
1412	Aviations Operations Building	SF	7,720	1,333	173	0	Default	0	1,333	See Above			0
1411	Airfield Fire and Rescue Station	SF	14,125	3,627	257	0	Default	0	3,627	18350		-4,225	0
FAC	Title	UM	New MilCon (REQT)	New Cost*		Using Rehab	Rehan Type	Rehab Cost*	Total Cost*	EXISTING CECIL FIELD ASSETS	DEFICIT DIFFERENCE BTWN REQT/EXIST	SURPLUS DIFFERENCE BTWN REQT/EXIST	TOTAL ADDED COSTS TO MEET REQ
1412	Aviation Operations Building	SF	13,000	2,244	173	0	Default	0	2,244	See Above			0
1441	Photo/TV Production Building	SF	7,950	1,377	173	0	Default	0	1,377	2129	5,821		1008
1444	Miscellaneous Operations Support Building	SF	2,351	479	204	0	Default	0	479	4800		-2,449	0
1444	Miscellaneous Operations Support Building	SF	16,500	3,365	204	0	Default	0	3,365		16,500		3365
4427	Small Arms Storage, Installation	SF	1,500	330	220	0	Default	0	330	2500		-1,000	0
1442	Operations Support Lab	SF	1,600	351	219	0	Default	0	351		1,600		351
1443	Operations Supply Building	SF	1,300	112	86	0	Default	0	112		1,300		112
1443	Operations Supply Building	SF	2,880	249	86	0	Default	0	249		2,880		249
1467	Aircraft Support Facility	EA	119	n/a**	#####	0	Default	n/a**	18,326	0	119		18326
1461	Aircraft Arresting System	EA	4	3,034	758500	0	Default	0	3,034	0	4		3034
1712	Applied Instruction Building	SF	81,000	16,081	199	0	Default	0	16,081	15520	243,880		48418
1712	Applied Instruction Building	SF	20,000	3971	199	0	Default	0	3,971	See Above			0
1712	Applied Instruction Building	SF	153,000	30375	199	0	Default	0	30,375	See Above			0
1712	Applied Instruction Building	SF	5,400	1,072	199	0	Default	0	1,072	See Above			0
1721	Simulator Facility	SF	3,690	772	209	0	Default	0	772	95000	46,690		9768

1721	Simulator Facility	SF	138,000	28,864	209	0	Default	0	28,864	See Above			0
2114	Aircraft Engine Test Building	SF	12,200	2,015	165	0	Default	0	2,015	6376	5,824		962
2111	Aircraft Maintenance Hangar	SF	419,328	n/a**	#####	0	Default	n/a**	1	936456	183,872		36774
2112	Aircraft Maintenance Shop	SF	256,867	n/a**	#####	0	Default	n/a**	1	See Above			0
1444	Miscellaneous Operations Support Building	SF	171,553	34,990	204	0	Default	0	34,990	See Above			0
2112	Aircraft Maintenance Shop	SF	11,939	n/a**	#####	0	Default	n/a**	1	See Above			0
2112	Aircraft Maintenance Shop	SF	70,000	n/a**	#####	0	Default	n/a**	1	See Above			0
2112	Aircraft Maintenance Shop	SF	55,450	n/a**	#####	0	Default	n/a**	1	See Above			0
2112	Aircraft Maintenance Shop	SF	28,250	n/a**	#####	0	Default	n/a**	1	See Above			0
2184	Parachute and Dingy Maintenance Shop	SF	6,680	1,209	181	0	Default	0	1,209	See Above			0
2118	Aircraft Engine Test Facility	EA	3	6,410	#####	0	Default	0	6,410	2	1		2137
2118	Aircraft Engine Test Facility	EA	4	8,547	#####	0	Default	0	8,547	0	4		8547
2133	Marine Maintenance Shop	SF	400	56	140	0	Default	0	56	0	400		56
2141	Vehicle Maintenance Shop	SF	23,200	3,810	164	0	Default	0	3,810	24891		-1,691	0
2141	Vehicle Maintenance Shop	SF	7,200	1,182	164	0	Default	0	1,182	7650		-450	0
2181	Installation Support Vehicle Maintenance	SF	2,280	374	164	0	Default	0	374	0	2,280		374
2181	Installation Support Vehicle Maintenance	SF	44,100	7,243	164	0	Default	0	7,243	0	44,100		7243
2181	Installation Support Vehicle Maintenance	SF	16,980	2,789	164	0	Default	0	2,789	0	16,980		2789
2182	Installation Support Equipment Maintenance	SF	1,400	187	134	0	Default	0	187	0	1,400		187
2191	Facility Engineer Maintenance Shop	SF	7,400	956	129	0	Default	0	956	0	7,400		956
			New MilCon (REQT)	New Cost*		Using Rehab	Rehan Type	Rehab Cost*	Total Cost*	EXISTING CECIL FIELD ASSETS	DEFICIT DIFFERENCE BTWN REQT/EXIST	SURPLUS DIFFERENCE BTWN REQT/EXIST	TOTAL ADDED COSTS TO MEET REQT
2191	Facility Engineer Maintenance Shop	SF	9,260	1,196	129	0	Default	0	1,196	0	9,260		1196
2113	Aircraft Corrosion Control Hangar	SF	14,000	4,305	308	0	Default	0	4,305	see 2111 above	0		0
4111	Bulk Liquid Fuel Storage	BL	60,000	3,588	60	0	Default	0	3,588	0	60,000		3588
4211	Ammunition Storage, Depot and Arsenal	SF	960	226	235	0	Default	0	226	54550	650		153
4211	Ammunition Storage, Depot and Arsenal	SF	10,100	2,382	236	0	Default	0	2,382	see above			0
4211	Ammunition Storage, Depot and Arsenal	SF	20,640	4,867	236	0	Default	0	4,867	see above			0
4211	Ammunition Storage, Depot and Arsenal	SF	1,700	401	236	0	Default	0	401	See Above			0
4211	Ammunition Storage, Depot and Arsenal	SF	6,300	1,486	236	0	Default	0	1,486	See Above			0
4211	Ammunition Storage, Depot and Arsenal	SF	15,500	3,655	236	0	Default	0	3,655	See Above			0
4421	Covered Storage Building, Installation	SF	9,500	822	87	0	Default	0	822	148652		-152	0
4421	Covered Storage Building, Installation	SF	139,000	12,028	87	0	Default	0	12,028	See Above			0
4423	Hazardous Materials Storage, Installation	SF	7,800	1,086	139	0	Default	0	1,086	2400	5,510		767
4423	Hazardous Materials Storage, Installation	SF	110	15	136	0	Default	0	15	See Above			0
4422	Covered Storage Shed, Installation	SF	1,720	63	37	0	Default	0	63	0	1,720		63
4422	Covered Storage Shed, Installation	SF	220	8	36	0	Default	0	8	0	220		8
4422	Covered Storage Shed, Installation	SF	5,000	184	37	0	Default	0	184	0	5,000		184
4421	Covered Storage Building, Installation	SF	14,240	1,232	87	0	Default	0	1,232	0	14,240		1232
4521	Open Storage, Installation	SY	4,450	225	51	0	Default	0	225	0	4,450		225
5400	Dental Facility	SF	18,500	4,619	250	0	Default	0	4,619	10394	8,106		2024
5500	Dispensary and Clinic	SF	57,400	12,970	226	0	Default	0	12,970	36406	20,994		4744
6100	General Administrative Building	SF	660	104	158	0	Default	0	104	66497	143,103		22550
6100	General Administrative Building	SF	3,400	535	157	0	Default	0	535	See Above			0
6100	General Administrative Building	SF	11,200	1,763	157	0	Default	0	1,763	See Above			0
6100	General Administrative Building	SF	20,850	3,281	157	0	Default	0	3,281	See Above			0
6100	General Administrative Building	SF	3,360	529	157	0	Default	0	529	See Above			0
6100	General Administrative Building	SF	125,000	19,673	157	0	Default	0	19,673	See Above			0
6100	General Administrative Building	SF	13,400	2,109	157	0	Default	0	2,109	See Above			0
6100	General Administrative Building	SF	6,300	991	157	0	Default	0	991	See Above			0
6100	General Administrative Building	SF	1,080	170	157	0	Default	0	170	See Above			0
6104	Automated Data Processing Center	SF	5,000	1,038	208	0	Default	0	1,038	See Above			0
6100	General Administrative Building	SF	7,250	1,141	157	0	Default	0	1,141	See Above			0
6100	General Administrative Building	SF	12,100	1,904	157	0	Default	0	1,904	See Above			0
7210	Enlisted Unaccompanied Personnel Housing	SF	707,443	120,232	170	0	Default	0	120,232	0	707,443		120232
7210	Enlisted Unaccompanied Personnel Housing	SF	9,000	1,529	170	0	Default	0	1,529	0	9,000		1529
7210	Enlisted Unaccompanied Personnel Housing	SF	3,000	510	170	0	Default	0	510	0	3,000		510

FAC	Title	UM	New MilCon (REQT)	New Cost*		Using Rehab	Rehan Type	Rehab Cost*	Total Cost*	EXISTING CECIL FIELD ASSETS	DEFICIT	SURPLUS	TOTAL ADDED COSTS TO MEET REQ	FACILITIES SUPPORT FROM NAS JAX
											DIFFERENCE BTWN REQ/EXIST	DIFFERENCE BTWN REQ/EXIST		
7213	Student Barracks	SF	117,000	19,884	170	0	Default	0	19,884	0	117,000		19884	
7210	Enlisted Unaccompanied Personnel Housing	SF	52,920	8,994	170	0	Default	0	8,994	0	52,920		8994	
7210	Enlisted Unaccompanied Personnel Housing	SF	55,080	9,361	170	0	Default	0	9,361	0	55,080		9361	
7220	Dining Facility	SF	18,060	4,989	276	0	Default	0	4,989	0	18,060		4989	
7231	Miscellaneous UPH Support Building	SF	10,900	945	87	0	Default	0	945	0	10,900		945	
7240	Officer Unaccompanied Personnel Housing	SF	17,250	2,873	167	0	Default	0	2,873	0	17,250		2873	
7240	Officer Unaccompanied Personnel Housing	SF	6,000	999	167	0	Default	0	999	0	6,000		999	
7313	Police Station	SF	8,000	1,330	166	0	Default	0	1,330	0	8,000		1330	
1498	Security Support Facility	SF	800	176	220	0	Default	0	176	0	800		176	
7384	Miscellaneous Personnel Shelter	SF	500	31	62	0	Default	0	31	0	500		31	
7385	Public Restroom/Shower	SF	670	124	185	0	Default	0	124	0	670		124	
1445	Working Animal Support Building	SF	300	29	97	0	Default	0	29	0	300		29	
7314	Drug and Alcohol Abuse Center	SF	3,640	605	166	0	Default	0	605	0	3,640		605	
7361	Chapel Facility	SF	13,000	2,521	194	0	Default	0	2,521	14744		-1,744	0	
7344	Postal Facility	SF	6,325	757	120	0	Default	0	757	0	6,325		757	
7346	Exchange Sales Facility	SF	89,100	11,069	124	0	Default	0	11,069	25000	88,110		10946	10946
7346	Exchange Sales Facility	SF	18,600	2,311	124	0	Default	0	2,311	see above			0	0
7387	Exchange Support Facility	SF	5,410	668	123	0	Default	0	668	see above			0	0
7331	Exchange Eating Facility	SF	8,200	1,539	188	0	Default	0	1,539	2500	5,700		1070	1070
7346	Exchange Sales Facility	SF	21,500	2,671	124	0	Default	0	2,671	0	21,500		2671	2671
7331	Exchange Eating Facility	SF	3,390	636	188	0	Default	0	636	0	3,390		636	636
7387	Exchange Support Facility	SF	2,770	342	123	0	Default	0	342	0	2,770		342	342
7349	Commissary	SF	150,300	23,139	154	0	Default	0	23,139	0	150,300		23139	23139
7372	Family Service Center	SF	76,000	1,352	18	0	Default	0	1,352	0	76,000		1352	1352
7417	Recreation Center	SF	6,100	1,051	172	0	Default	0	1,051	0	6,100		1051	1051
7645	Exchange Automobile Facility	SF	8,100	971	120	0	Default	0	971	0	8,100		971	971
7348	Car Wash Facility	SF	2,850	665	233	0	Default	0	665	0	2,850		665	665
7340	Thrift Shop	SF	4,000	494	124	0	Default	0	494	0	4,000		494	494
7447	Miscellaneous MWR Support Facility	SF	17,872	1,479	83	0	Default	0	1,479	0	17,872		1479	
7412	Automobile Craft Center	SF	11,500	1,537	134	0	Default	0	1,537	5000	6,500		869	
7415	Bowling Center	SF	23,800	4,344	183	0	Default	0	4,344	0	23,800		4344	
7421	Indoor Physical Fitness Facility	SF	51,500	9,577	186	0	Default	0	9,577	19297	32,203		5989	
7447	Miscellaneous MWR Support Facility	SF	3,950	327	#####	0	Default	0	327	0	27,200		327	
7417	Recreation Center	SF	27,200	4,685	172	0	Default	0	4,685	0	27,200		4685	
7431	Auditorium and Theater Facility	SF	17,200	2,628	153	0	Default	0	2,628	8116	9,084		1388	
FAC	Title	UM	New MilCon (REQT)	New Cost*		Using Rehab	Rehan Type	Rehab Cost*	Total Cost*	EXISTING CECIL FIELD ASSETS	DEFICIT DIFFERENCE BTWN REQ/EXIST	SURPLUS DIFFERENCE BTWN REQ/EXIST	TOTAL ADDED COSTS TO MEET REQ	FACILITIES SUPPORT FROM NAS JAX
7333	Open Mess and Club Facility	SF	22,300	5,415	243	0	Default	0	5,415	0	22,300		5415	
7333	Open Mess and Club Facility	SF	26,700	6,484	243	0	Default	0	6,484	0	26,700		6484	
7346	Exchange Sales Facility	SF	6,800	845	124	0	Default	0	845	0	6,800		845	
7417	Recreation Center	SF	46,588	8,024	172	0	Default	0	8,024	0	46,588		8024	
7416	Library, General Use	SF	18,000	3,306	184	0	Default	0	3,306	0	18,000		3306	
4421	Covered Storage Building, Installation	SF	7,460	645	86	0	Default	0	645	0	7,460		645	
7531	Pavillion	SF	4,000	267	67	0	Default	0	267	4000	0		0	
7444	Stable	SF	7,700	393	51	0	Default	0	393	0	7,700		393	393
7413	Golf Club House and Sales	SF	26,500	4,079	154	0	Default	0	4,079	12000	14,500		2232	2232
7388	Exchange Warehouse	SF	14,700	1,348	92	0	Default	0	1,348	0	14,700		1348	1348
7351	Education Center	SF	28,500	5,398	189	0	Default	0	5,398	0	28,500		5398	
7531	Outdoor Playing Court	EA	20	771	38550	0	Default	0	771	0	20		771	
7522	Athletic Field	EA	12	2,558	213167	0	Default	0	2,558	2	10		2132	
7512	Outdoor Swimming Pool	EA	1	1,566	#####	0	Default	0	1,566	0	1		1566	
7542	Miscellaneous Outdoor Recreation Facility	EA	1	78	78000	0	Default	0	78	0	1		78	
7516	Outdoor Recreation Area	EA	5	74	14800	0	Default	0	74	0	5		74	
8910	Utility Building	SF	0	n/a**		0	Default	n/a**	14,300	0		0	0	
8123	NOT FOUND (Elect Xmsn Lines)	n/a	0	n/a**		0	Default	n/a**	28,250	0		0	0	
8122	Exterior Lighting Lines	LF	0	n/a**		0	Default	n/a**	228	0		0	0	

FAC	Title	UM	New MilCon (REQT)	New Cost*	Using Rehab	Rehab Type	Rehab Cost*	Total Cost*	EXISTING CECIL FIELD ASSETS	DEFICIT DIFFERENCE BTWN REQ/EXIST	SURPLUS DIFFERENCE BTWN REQ/EXIST	TOTAL ADDED COSTS TO MEET REQ
8910	Utility Building	SF	0	n/a**	0	Default	n/a**	183	0	0	0	0
8910	Utility Building	SF	0	n/a**	0	Default	n/a**	320	0	0	0	0
8524	Sidewalk and Walkway	SY	0	n/a**	0	Default	n/a**	1,630	0	0	0	0
8521	Vehicle Parking, Surfaced	SY	0	n/a**	0	Default	n/a**	8,600	0	0	0	0
8928	Loading Ramp/Platform	EA	0	n/a**	0	Default	n/a**	11	0	0	0	0
8452	Water Pump Facility, Non-Potable	KG	0	n/a**	0	Default	n/a**	453	0	0	0	0
8910	Utility Building	SF	0	n/a**	0	Default	n/a**	15	0	0	0	0
8442	Water Storage, Non-Potable	GA	0	n/a**	0	Default	n/a**	110	0	0	0	0
8441	Water Source, Non-Potable	KG	0	n/a**	0	Default	n/a**	1	0	0	0	0
8926	Hazardous Waste Storage or Disposal Facil.	EA	0	n/a**	0	Default	n/a**	490	0	0	0	0
8921	Installation Gas Production Plant	EA	0	n/a**	0	Default	n/a**	314	0	0	0	0
8721	Fence and Wall	LF	0	n/a**	0	Default	n/a**	2,200	0	0	0	0
8321	Sewer and Industrial Waste Line	LF	0	n/a**	0	Default	n/a**	3,350	0	0	0	0
8421	Water Distribution Line, Potable	LF	0	n/a**	0	Default	n/a**	8,500	0	0	0	0
8910	Utility Building	SF	0	n/a**	0	Default	n/a**	480	0	0	0	0
8413	Water Storage, Potable	GA	0	n/a**	0	Default	n/a**	2,500	0	0	0	0
8413	Water Storage, Potable	GA	0	n/a**	0	Default	n/a**	1,300	0	0	0	0
8910	Utility Building	SF	0	n/a**	0	Default	n/a**	170	0	0	0	0
8321	Sewer and Industrial Waste Line	LF	0	n/a**	0	Default	n/a**	7,600	0	0	0	0
8211	Heat Source	MB	0	n/a**	0	Default	n/a**	3,133	0	0	0	0
8221	Heat Distribution Line	LF	0	n/a**	0	Default	n/a**	16,700	0	0	0	0
1444	Miscellaneous Operations Support Building	SF	18	n/a**	0	Default	n/a**			18		0
2112	Aircraft Maintenance Shop	SF	21,781	4,175	192	0	Default	0	4,175	See Above		0
2111	Aircraft Maintenance Hangar	SF	78,480	17,464	223	0	Default	0	17,464	See Above		0
1111	Fixed Wing Runway, Surfaced	SY	400,000	42,621	107	0	Default	0	42,621	848890	-448,890	0
1121	Taxiway, Surfaced	SY	350,000	37,293	107	0	Default	0	37,293	376009	-26,009	0
1131	Aircraft Apron, Surfaced	SY	502,000	53,489	107	0	Default	0	53,489	514026	-12,026	0

\* All MilCon Costs include design, site preparation, contingency planning and SIOH Costs where applicable

\*\* No New Milcon/Rehabilitation cost breakdown is available if total cost was entered by the user

**NOTES**

1. IN SURPLUS /DEFICIT COLUMNS, AMOUNTS SHOWN INDICATE ADDED FACILITIES REQD OR SURPLUS. ALL SURPLUS AMOUNTS HAVE \$0 BUILDOUT REFLECTED TOTAL COSTS OF \$331 MILLION DO NOT TAKE INTO ACCOUNT USING OTHER SURPLUS FACILITIES TO OFFSET DEFICIT AMOUNTS.
2. TOTAL ADDED COSTS REFLECT NOT USING SURPLUS SPACES FOR OTHER USES
3. TOTAL BOQ/BEQ FACILITIES COSTS ARE ESTIMATED AT \$ 166 MILLION ; THIS COST MAY BE DEDUCTED IF UNACCOMPANIED PPV USED FOR BOQ/BEQ
4. NEX / COMMISSARY FACILITIES ALREADY LOCATED AT NAS JAX - 6 MILES EAST OF CECIL (SAVES \$47M AS SHOWN ABOVE)
5. CITY FACILITIES AT CECIL BUILT IN LAST 2 YEARS INCLUDE OLYMPIC SWIMMING POOL, COMMUNITY CENTER, AND WESTSIDE REGIONAL LIBRARY
6. FOR "EXISTING CECIL ASSETS COLUMN, WHEN "SEE ABOVE" IS NOTED, THE TOTAL AMOUNT FOR THAT FAC CODE IS SHOWN IN 1ST FIGURE ABOVE "SEE ABOVE"

GRAND TOTAL WITH NEX, BOQ / BEQ/ COMMISSARY	\$	476,978	1. 2.
LESS NEX, Commissary	\$	47,310	4.
SUBTOTAL	\$	429,668	
LESS BOQ/BEQ REQTS (PPV)	\$	166,000	3.
<b>GRAND TOTAL LESS NEX, BOQ/BEQ, COMMISSARY</b>	<b>\$</b>	<b>263,668</b>	

NOTES

**From:** Palmer, Mollie [Mollie.Palmer@dep.state.fl.us]  
**Sent:** Tuesday, August 23, 2005 1:35 PM  
**To:** Fetzer, William, CIV, WSO-BRAC  
**Cc:** Dana, Pam; Deirdre.Finn@MyFlorida.com; Nelms, Wayne; FL\_DEP; Sole, Michael  
**Subject:** BRAC CONFIDENTIAL: waste cleanup costs at Cecil Field

Mr. Fetzer,

Per your request, following is the information on waste cleanup costs for Cecil Field as of today. We requested this information from Mark Davidson with the Naval Facilities Engineering Command in Charleston, S.C.

Starting FY92 through FY05, the Navy has spent or obligated approximately \$93 million on environmental investigation and remediation at Cecil Field. The Navy estimates that they will spend an additional \$16.9 million to complete cleanup at Cecil Field. In addition to costs for hazardous waste and petroleum cleanup, these figures include cleanup or abatement activities for other wastes such as asbestos.

I certify that the information contained in this submission to the BRAC Commission is accurate and complete to the best of my knowledge and belief as required by Section 2905 of the Defense Base Closure and Realignment Act of 1990.

If you need any more information, please do not hesitate to call me.

Mollie Palmer

Mollie G. Palmer, Deputy Chief of Staff  
Florida Department of Environmental Protection  
3900 Commonwealth Boulevard, MS 50  
Tallahassee, Florida 32399  
Phone: 850-245-2011 Suncom 205-2011  
Fax: 850-245-2021 Suncom 205-2021  
For more information about DEP,  
please visit <http://www.dep.state.fl.us>.

Please note: Florida has a very broad public records law. Most written communications to or from state officials regarding state business are public records available to the public and media upon request. Your e-mail communication may therefore be subject to public disclosure.



Quick Links

SEARCH

## Airport System Cecil Field

Located approximately 15 miles west of downtown Jacksonville, Florida, Cecil Field is the Jacksonville Airport Authority's (JAA) third general aviation airport and fourth airport overall. With easy access to air and rail connections and a deep water port, Cecil Field's facilities are ideally suited for aircraft maintenance, repair and overhaul (MRO) operations and a variety of aviation-related industrial and commercial development.



Cecil Field provides an effective base of operations for corporate aircraft, general aviation, air cargo and National Guard and Reserve aviation. The airport has four, 200-foot wide runways, three of which measure 8,000 feet. The fourth runway is 12,500 feet in length, one of the longest in Florida.

### Three reasons why your business should choose Cecil Field

- **Location, Location, Location.**  
Cecil Field is located in the southwest quadrant of Jacksonville, Florida, in Duval County. Cecil Field has frontage on I-10, which connects less than ten miles east to I-95. The airport also is close to I-75, another major transportation corridor. Additionally, three commercial railroads, a deep water seaport and Jacksonville International Airport all converge here. Road distance to key markets via interstate are: Orlando - 2 hours; Tampa - 3.5 hours; Miami - 5.5 hours and Atlanta - 5.5
- **Everybody else is doing it.**  
With a population of more than one million, the city provides an ideal environment for productivity and growth. Many of the biggest participants in the global economy are based here, including transportation, financial services, and manufacturing industries. In addition, many Fortune 1000 companies maintain significant operations here in Jacksonville.
- **We've got what it takes to make you succeed.**  
Cecil Field's assets include:
  - 175 major buildings totaling 2.9 million square feet.
  - Over 425,000 square feet of warehouse, industrial and general-use space

JAA

Crash

Handling

◆ Cecil Field

FAA

Environmental Issues

Projects/Technical Info

- **Four runways:** one at 12,500 feet and three at 8,000 feet
- 537,000 square yards of apron
- Eight hangars
- 225,000 square feet of general office and support facilities
- **Multimodal function:** rail access nearby; deep water port within 30 minutes; easy access to North and South interstates
- Ample recreational facilities and land
- **Electricity:** Electrical power from Jacksonville Electric Authority with excess of 2,600 megawatts of installed generating capacity
- **Natural Gas:** 16 inch transmission line
- **Fiber-Optics:** Advanced telecommunications infrastructure in place throughout northeast Florida, including high-speed digital transmission, 100% self-healing fiber optic ring architecture and enhanced voice application
- **Workforce:** Currently, four area military bases and a naval Aviation Depot provide 4,000 annual separates trained in aviation related mechanics

To learn more about aviation property leasing opportunities, please contact Adam Thomas at:

**Jacksonville Airport Authority**

Attn: Adam Thomas

P.O. Box 18018

Jacksonville, FL 32229

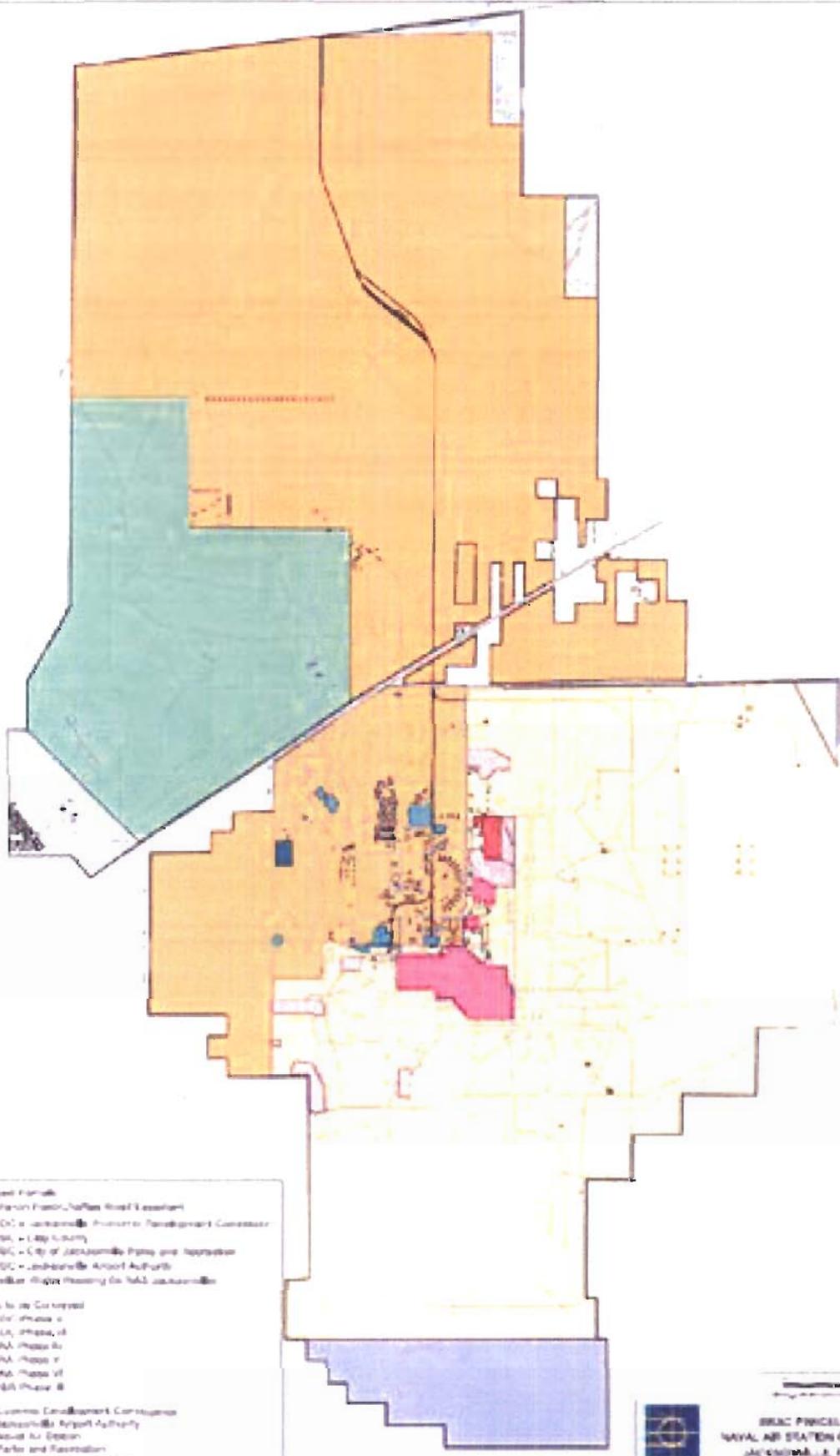
Phone: (904) 741-2062

Fax: (904) 741-2011

Email: [mailto:athomas@jaa.aero?subject=From\\_JaxAirports.org](mailto:athomas@jaa.aero?subject=From_JaxAirports.org)

[back to top](#)

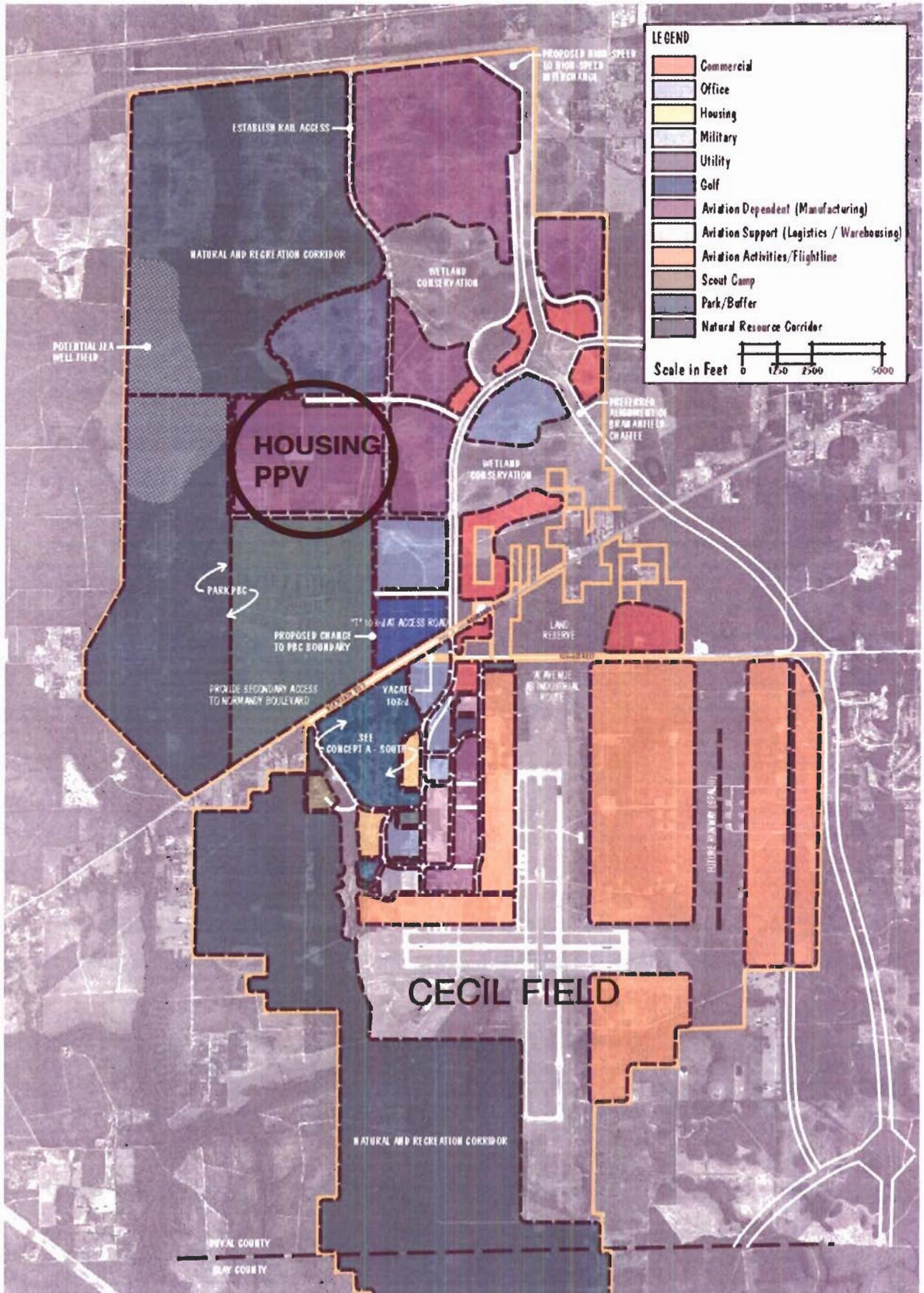




- Conveyed Jurisdiction**
- Stinson Field, Naples Road Extension
  - PDC - Jacksonville - Portman Redevelopment Commission
  - WPA - City of Jacksonville
  - WPC - City of Jacksonville Parks and Recreation
  - PDC - Jacksonville Airport Authority
  - Yellow Ridge Housing Co. NAJ Jacksonville
- Planned to be Conveyed**
- WPA Phase I
  - WPA Phase II
  - WPA Phase III
  - WPA Phase IV
  - WPA Phase V
  - WPA Phase VI
- EDC - Economic Development Commission  
 JAA - Jacksonville Airport Authority  
 NAS - Naval Air Station  
 P&R - Parks and Recreation  
 PDC - Public Development Commission



JPEDC  
 BRAC FINANCIAL MAP  
 NAVAL AIR STATION CECEL FIELD  
 JACKSONVILLE, FL ORLND



## **CECIL FIELD QUESTIONS**

How many people were working at Cecil during it's peak activity? When was that?

Show the commercial growth that has occurred outside the fenceline since NAS Cecil was closed. Can any of that building be relocated if incompatible with a MJB?

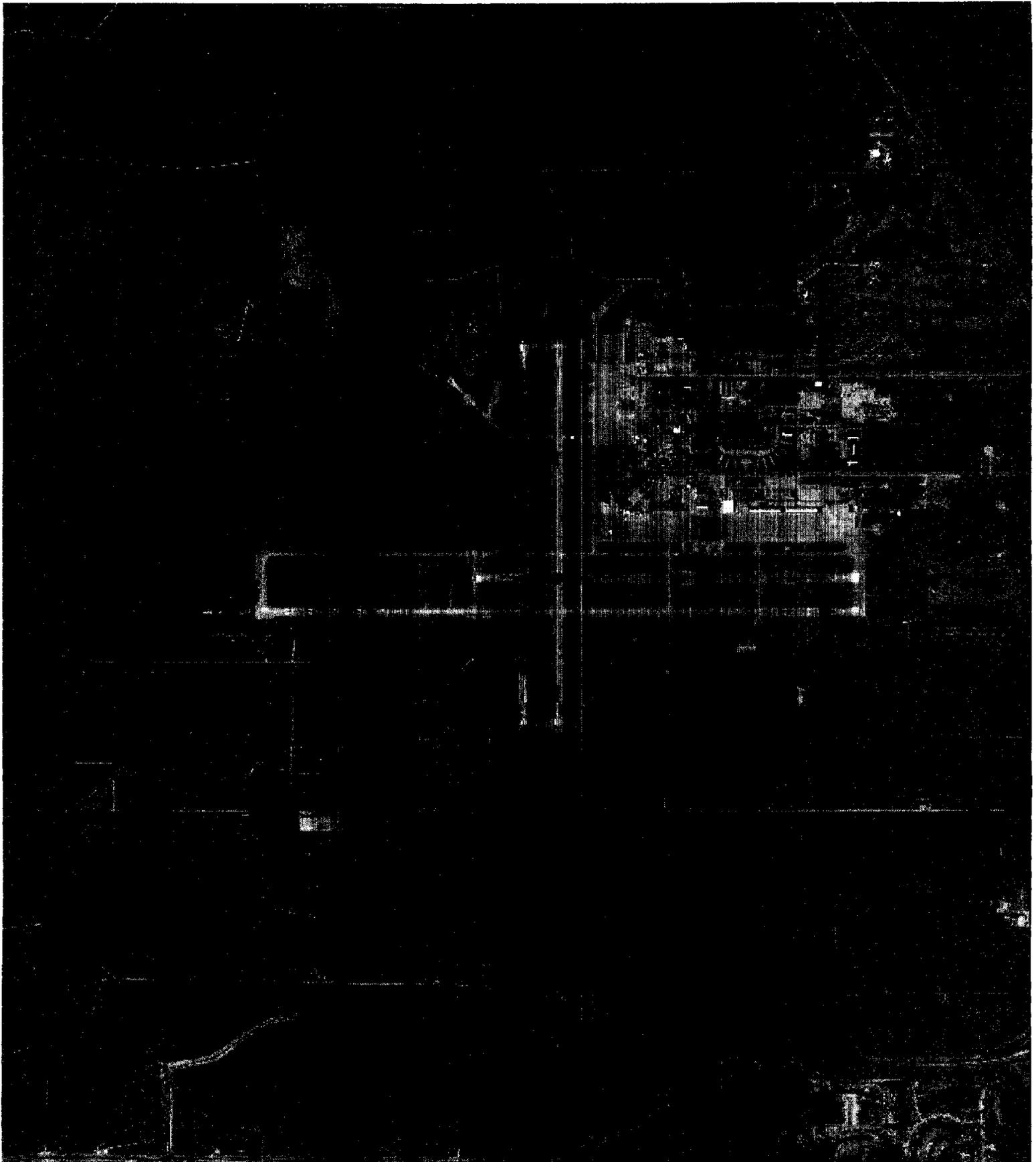
Show the residential growth that has occurred outside the fenceline since NAS Cecil was closed. Can any of that building be relocated if incompatible with a MJB?

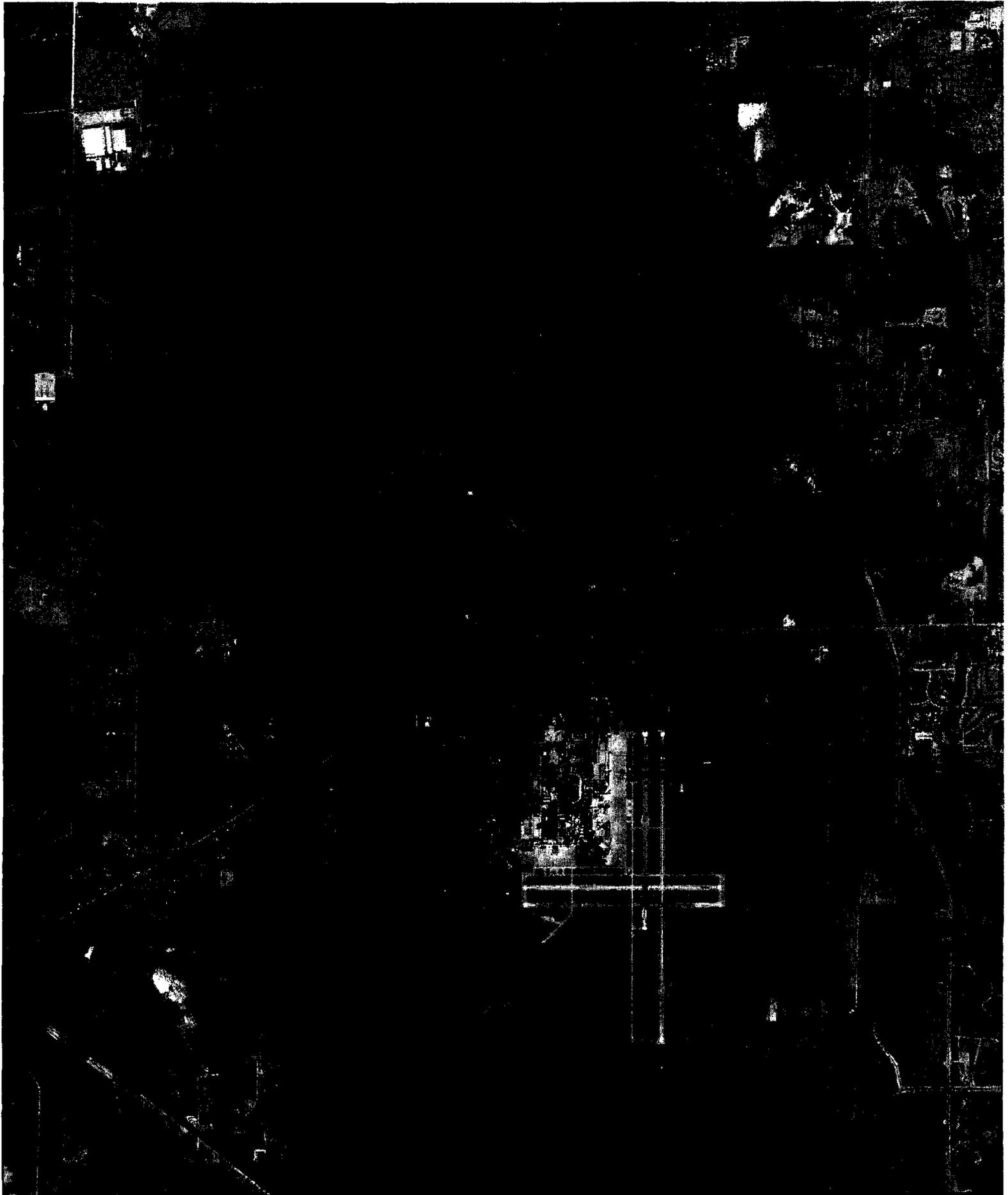
Show where the new Shopping Center and two new High Schools are located since the navy moved out.

What does the city plan to do about the planned residential developments inside the DNL curves?







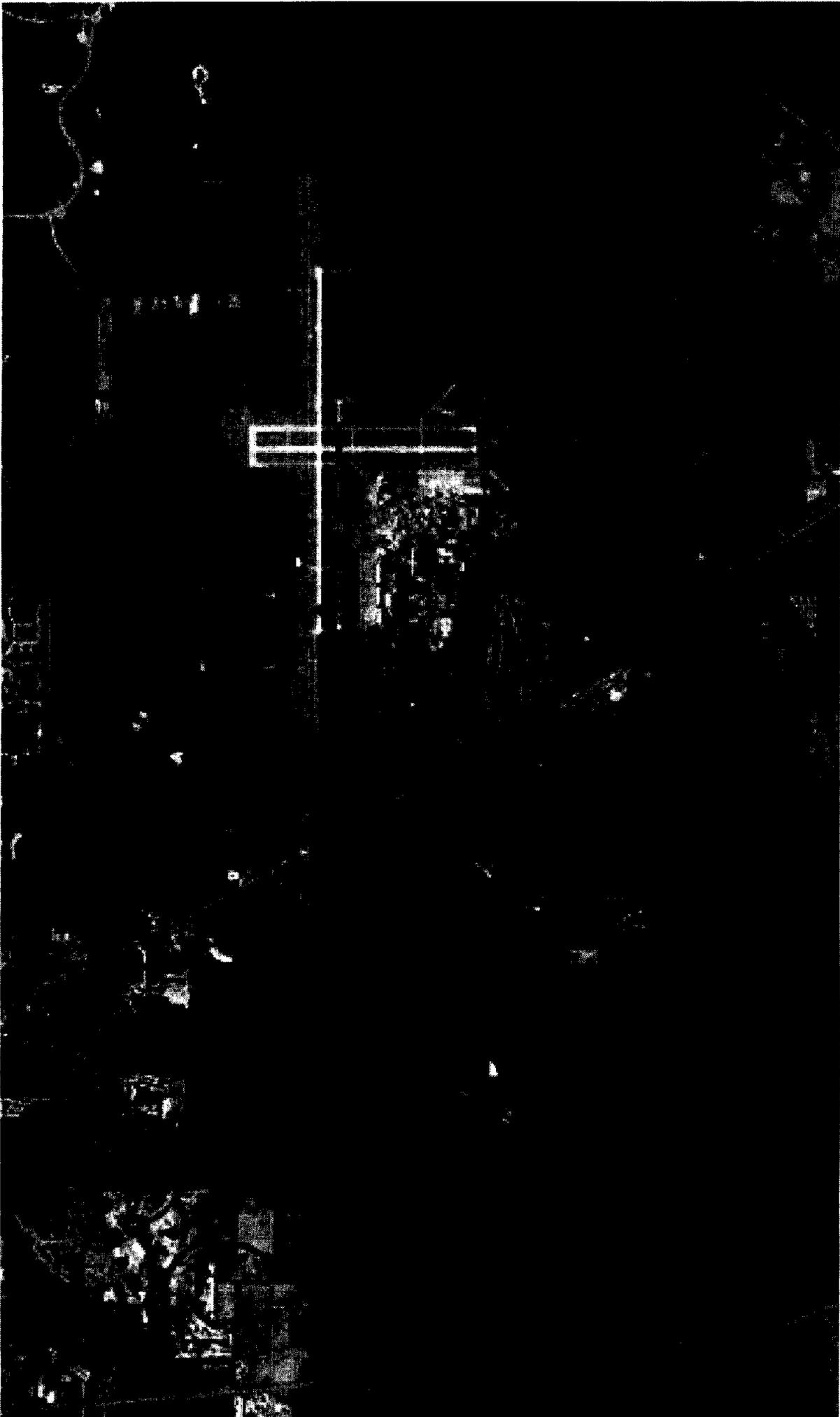




Images Courtesy of Space Imaging

**NAS Oceana**

**NAS Cecil Field**

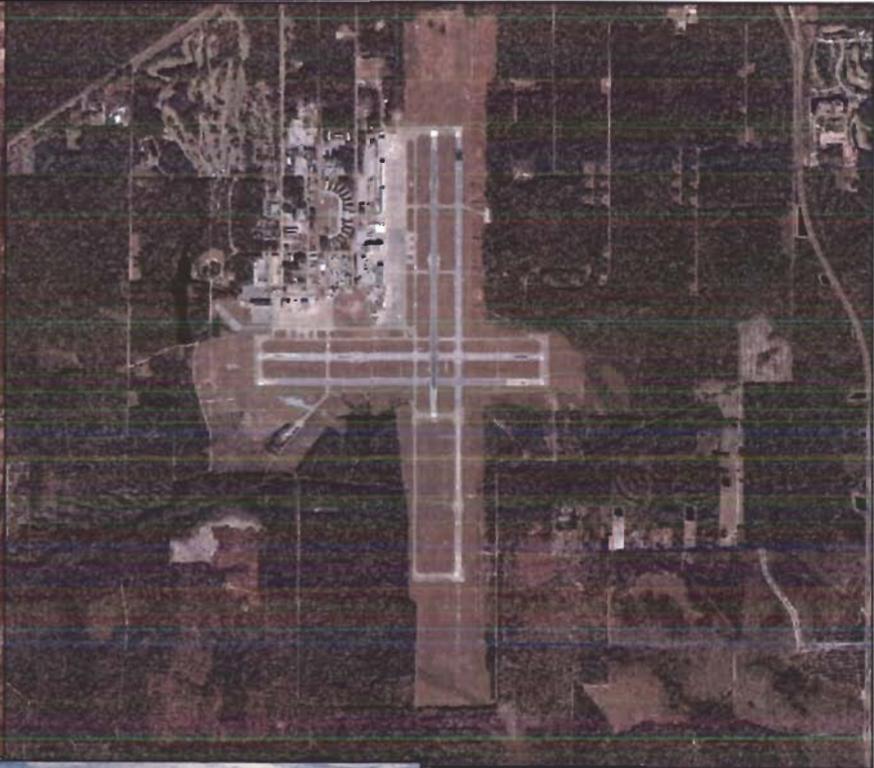




# Future Navy Master Jet Base



**NAS Oceana**



**Cecil Field**



**NAS Kingsville**

## **PUBLIC PRIVATE VENTURE INFORMATION SHEET**

The Military Housing Privatization Initiative (MHPI) was enacted on February 10, 1996 (Section 2801), as part of the National Defense Authorization Act for fiscal year 1996. The MHPI program was created to address two significant problems concerning housing for military service members and their families: the poor condition of Department of Defense (DoD) owned housing, and a shortage of adequate affordable private sector housing. Under the MHPI authorities, DoD can work with the private sector to revitalize our military housing by employing a variety of financial tools—including direct loans, loan guarantees, equity investments, conveyance or leasing of property or facilities, and rental guarantees.

The basic concept of PPV is the formation of a Limited Liability Corporation (LLC) between the Dept of the Navy and a private company. The private company secures the necessary financing and, as the majority member in the LLC, is responsible for the replacement, renovation, maintenance, management and operation of the conveyed housing. The DoN, as a minority member in the LLC, maintains a vested interest in ensuring that quality housing is available to service members and that the housing is fully sustained for the life of the 50-year agreement. Under the PPV, the service member signs a lease and makes monthly rent payments to the LLC using the service member's Basic Allowance for Housing (BAH) which covers rent, utilities, and renter's insurance.

Since 1996, the Naval Facilities Engineering Command has executed 15 Navy and Marine Corps privatization projects.

### **UNACCOMPANIED HOUSING (UH) PROJECTS**

The Defense Authorization Bill in fiscal year 2003, authorized the Department of the Navy to pursue no more than three Unaccompanied Housing Privatization pilot projects. Based upon the lessons learned during the pilots, the Navy will determine how best to employ privatization to meet unaccompanied housing needs. The following locations are currently included in the UH PPV program:

San Diego CA – Convey 258 existing units, Construct 700 apartments

Target execution Date – Feb 2006

Norfolk, VA – Convey 1,313 existing units ; Construct 725 apartments

Target Execution : TBD

Bremerton, WA – Feasibility Study in Progress – Target Execution Date : TBD

CECIL FIELD - In the Northeast Florida region, which comprises the NAS Jacksonville, NS Mayport and NSB Kings Bay bases, a 1996 Family Housing Assessment Study was completed that indicated the shortfall in housing may be met thru the use of a PPV. The general location in the Northeast area of Duval County was identified as a potential site for new housing to be constructed under a PPV. Since then, the Westside of Jacksonville, where Cecil Field is located, has seen increased development, with areas and developers available and ready for new housing and apartments construction under PPVs. The PPV initiative would be even more conducive to developers to construct military families and unaccompanied housing units (apartments) at Cecil Field if the land to be provided for the PPV was located on Cecil property. Cecil land is available that would be outside the 65 dnL noise contour at Cecil, and existing permitting of the site makes it readily available for expedited construction. The use of a PPV at Cecil Field is a real possibility and should be used to meet housing requirements.

# Approximate School and Development Locations



These developments include homes, schools, commercial space and recreational areas. Some are already completed, the remaining have planned completion by 2007. All are worth mentioning because they fall within the Super Hornet high noise zone .

Jacksonville Christian Academy

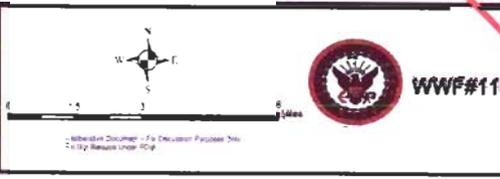
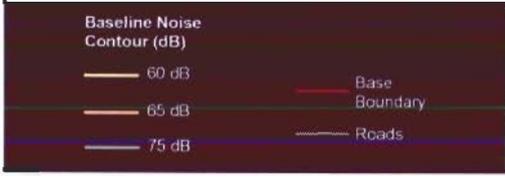
West Meadows Baptist Academy

John J. Snyder High School

Dawson's Creek – 150 homes planned

**OAKLEAF PLANTATION** ([www.oakleafplantation.com](http://www.oakleafplantation.com))

- 6,400 Acres
- Single Family Homes, Condos, Townhomes
  - 3000 units phase I
  - 11,000 additional units phase II
- 2.5 Million Sq Ft Commercial Space
- 2 Retail Districts
- New Regional Mall
- 5 Public Schools
- Public library
- Water Park



## Airport System Cecil Field Tenants/Technical Info

Overview

History of Aviation

JVA

Crqg

History

Cecil Field

QNA

Environmental Issues

◆ Tenants/Technical Info

### Tenants

Signature of Cecil Field (FBO)	(904) 777-6675
Boeing Company	(904) 908-5103
Defense Security Services, DSS	(904) 778-6015
Division of Forestry	(904) 693-5063
Florida Army National Guard	(904) 823-0270
Florida Community College at Jacksonville	
Florida Highway Patrol	(904) 695-4105
Information Spectrum	(904) 779-5566
Jacksonville Fire & Rescue	(904) 573-6346
Jet Turbine Service, Inc.	(904) 779-6881
Logistic Services International, LSI	(904) 771-2100
NADEP	(904) 317-5500
Resource Consultants, Inc. (RCI)	(904) 317-0904
Robinson Van-Vuren & Associates, RVA (ATC)	(904) 779-1805
Titan System Corporation	(904) 771-3055
SEMCOR, Inc.	(904) 356-0088
US Coast Guard	(904) 778-0846

### Technical Info

#### Approaches

GPS all runways  
ASR to Runway 36R and VOR 9R Approach  
ILS to 36R (to be added in the future)

#### Runways

(9L/27R) 8,000 feet, Asph/Conc  
(9R/27L) 8,000 feet, Asph/Conc MIRL



(18L/36R) 12,500 feet, Asph/Conc HIRL, ALSF-1  
(18R/36L) 8,000 feet, Asph/Conc

**Taxiways**

75 feet wide

**Apron**

537,000 square yards

**Lighting**

High Intensity, MALSR RWY 36R

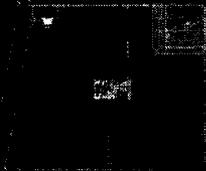
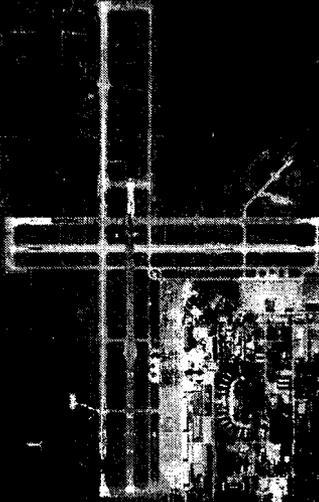
**Navigational Aids**

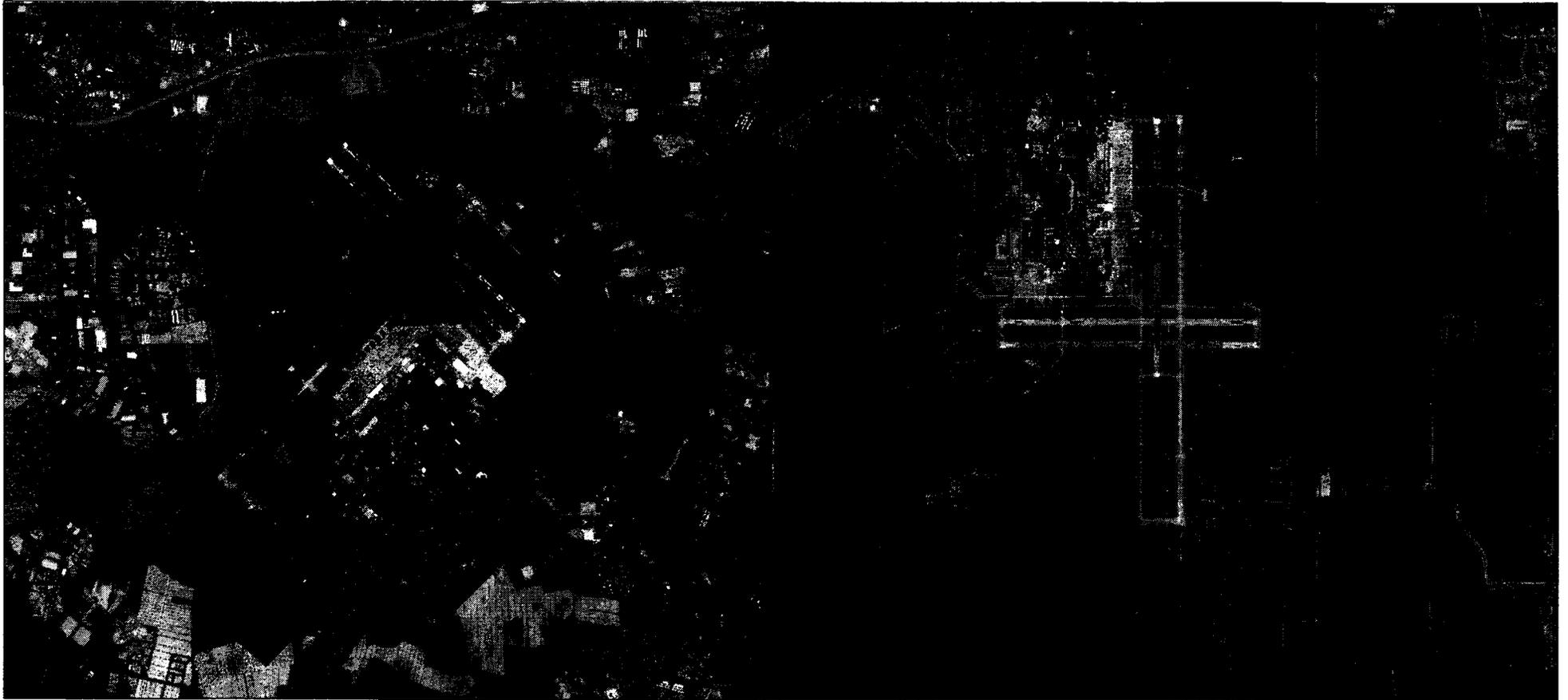
VOR/ASR, GPS and Future ILS

**Fuel**

JET-A with Prist Additive, 100LL AVGAS

[back to top](#)



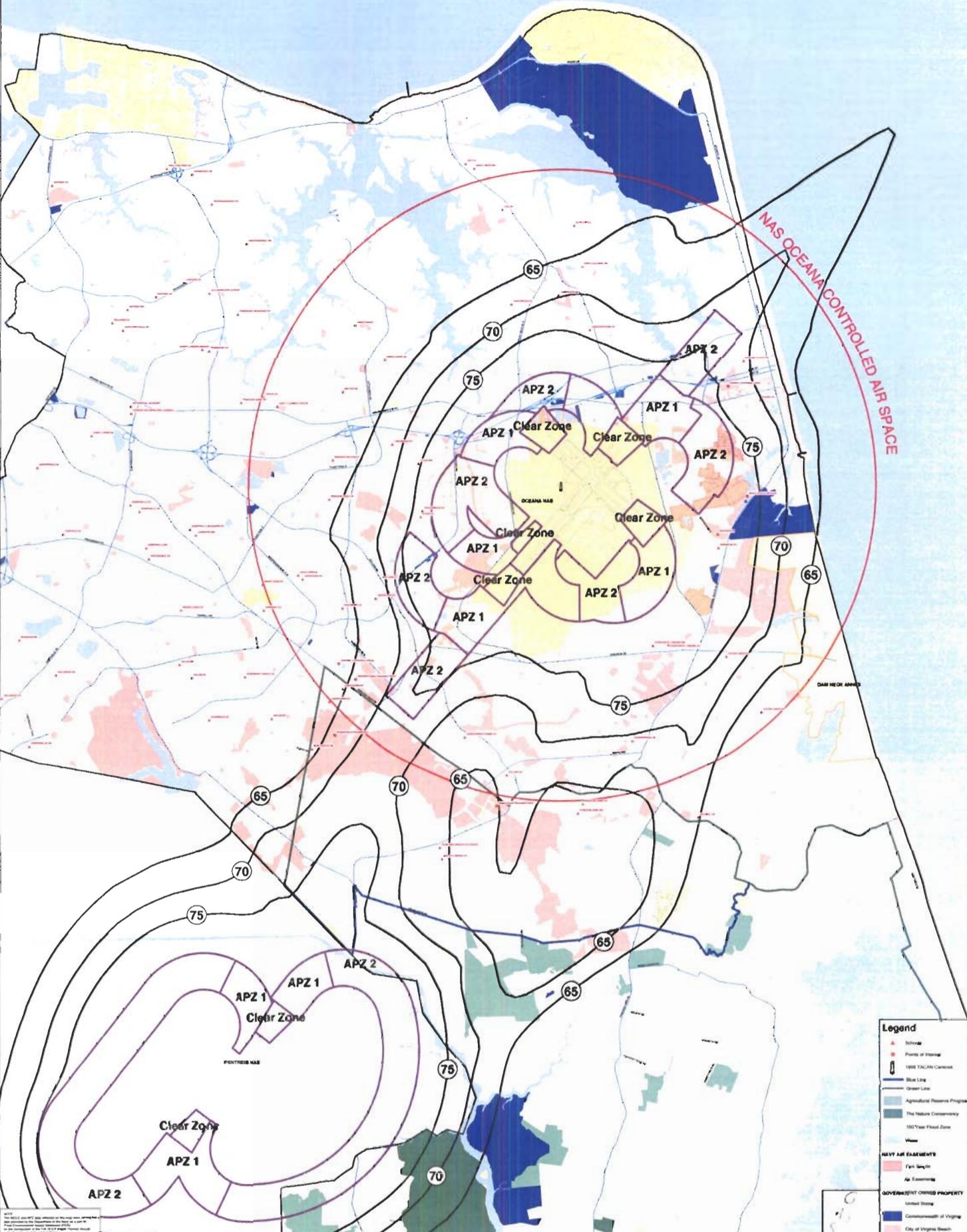


Images Courtesy of Space Imaging

**NAS Oceana**

**NAS Cecil Field**

1999 AICUZ and Other  
Development Constraint Impacts



**Legend**

- ▲ School
- Point of Storage
- 1000 YACAN Corridor
- Blue Line
- Green Line
- Agricultural Reserve Program
- The Nature Conservancy
- 100 Year Flood Zone
- 100 Year Flood Zone
- Water
- NAVY AIR FACILITIES**
- Fort Supply
- Air Escarpment
- GOVERNMENT OWNED PROPERTY**
- United States
- Commonwealth of Virginia
- City of Virginia Beach

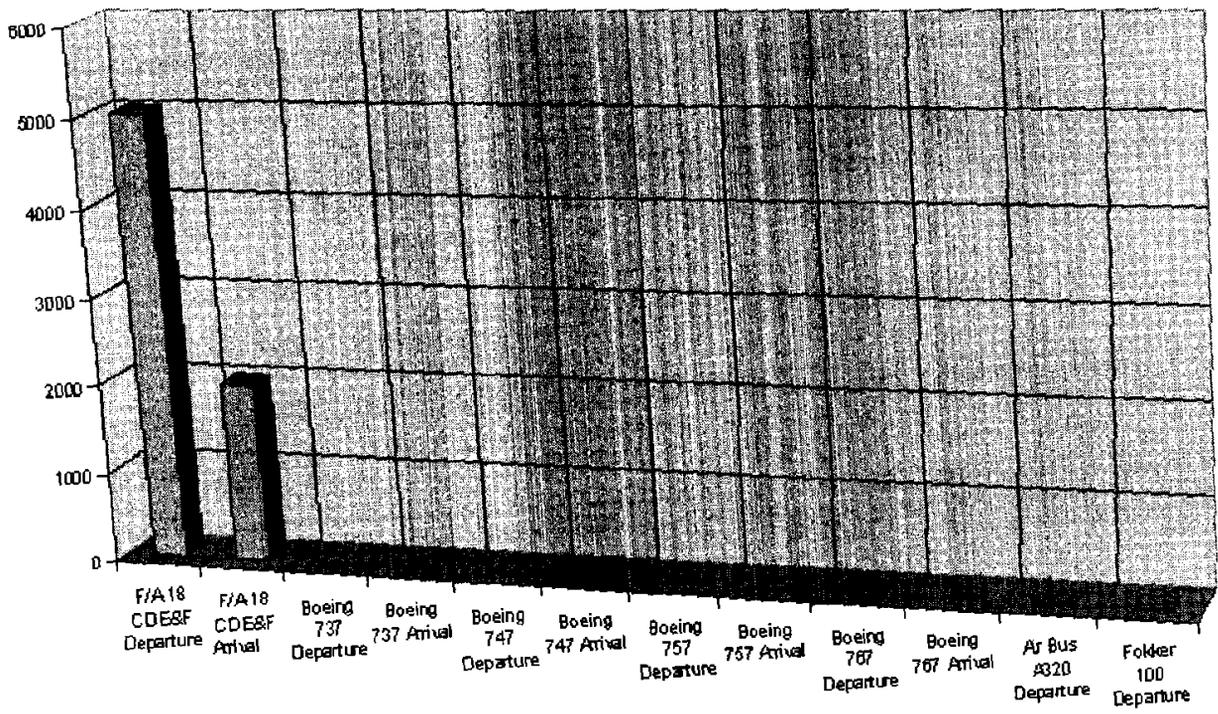
APZ 1 and APZ 2 are defined in the AICUZ report. The map shows the location of the AICUZ report. The map is not to scale. The map is for informational purposes only. The map is not to be used for any other purpose. The map is not to be used for any other purpose.

## Effects of Sound

Most noise sources are measured in terms of intensity, or strength of the sound field. The standard unit, one-decibel (db), is the amount of sound that is just audible to the average human. The decibel scale is made logarithmic; each unit is 10 times the preceding one. The decibel scale is somewhat misleading because it is logarithmic rather than linear; for example, a noise source measuring 70 dBA is twice as loud as a source measuring 60 dBA and four times as loud as a source reading 50 dBA. A barely audible whisper measures 10 decibels and a speeding express train about 100 decibels, though the train generates 10 billion times as much sound energy. This misleading difference can also be seen in Earthquakes using the Richter Scale, which is a logarithmic scale like sound. A magnitude of 5.3 on the Richter scale is a moderate earthquake, and a strong earthquake has a magnitude of 6.3. Thus like sound, a small difference in value actually means a great difference in intensity.

To illustrate the "real" differences in sound intensities, please refer to the below table for values and a sample calculation. Using the decibel formula, we can find the intensity difference between two sound levels. Using 80 decibels as a reference, the intensity difference between all the aircraft has been plotted below. As illustrated, the Intensity difference is almost 5,000 times for a F/A-18 taking off. The values for the other aircraft cannot be seen on the chart since the differences are so great between the F/A 18 and the commercial aircraft (hence the reason for logarithmic scale). Of course a F/A 18 taking off is not 5,000 times louder to human ears than 80 decibels, but 5,000 times the sound energy. To determine the perceived loudness, a different unit of measurement is needed called the Sones. Using the following general formula of doubling the number of Sones for each 10-decibel increase, a F/A 18 departing is sixteen times as loud.

	<b>Decibels</b>	<b>Intensity change (relative to 80 db)</b>	<b>Noise Reduction (relative to F/A 18)</b>	<b>Intensity Reduction (relative to F/A 18)</b>
F/A-18 CDE&F Departure	117	5,011.87	-	-
F/A-18 CDE&F Arrival	113	1,995.26	-	-
Boeing 737 Departure	80.8	1.20	-36.2	-4,168.69
Boeing 737 Arrival	81.2	1.32	-31.8	-1,513.56
Boeing 747 Departure	86.1	4.07	-30.9	-1,230.27
Boeing 747 Arrival	86.7	4.68	-26.3	-426.58
Boeing 757 Departure	80.2	1.05	-36.8	-4,786.30
Boeing 757 Arrival	81.4	1.38	-31.6	-1,445.44
Boeing 767 Departure	81.1	1.29	-35.9	-3,890.45
Boeing 767 Arrival	84.8	3.02	-28.2	-660.69
Air Bus A320 Departure	87.8	6.03	-29.2	-831.76
Fokker 100 Departure	81.8	1.51	-35.2	-3,311.31



## *NAS Oceana*

From the FY 2003 report to Congress and from the Summary of Cumulative environmental Impacts, DoD is showing a cost to complete environmental restoration of \$8.3M and the DERA money spent through FY2003 of \$18.4M.

**COMMENT CARD — SUPER HORNET EIS**

Name (Please Print): EARLARD G DAILY

Agency/Organization: \_\_\_\_\_

Address: 232 W. OCEANA BLVD.  
VA BEACH

**Please provide written comments on the back of this card and drop into the comment box or mail to:**

Commander Atlantic Division  
Naval Facilities Engineering Command  
1510 Gilbert Street  
Norfolk, Virginia 23511  
Attn: Mr. Dan Cecchini (Code 2032DC)

**Written comments must be postmarked by September 8, 2000**

**COMMENT CARD — SUPER HORNET EIS**

Name (Please Print): Sally Daily

Agency/Organization: Home Owner

Address: 232 W. Oceana Blvd  
Virginia Beach Va

**Please provide written comments on the back of this card and drop into the comment box or mail to:**

Commander Atlantic Division  
Naval Facilities Engineering Command  
1510 Gilbert Street  
Norfolk, Virginia 23511  
Attn: Mr. Dan Cecchini (Code 2032DC)

**Written comments must be postmarked by September 8, 2000**

COMMENTS: \_\_\_\_\_

✱ I am pleased to find out the overall # of jets will not increase. This is wise.

✱ I would suggest you actively pursue noise abatement options as well.

✱ The noise level is intolerable at times as it stands.

✓ ✱ I am in Lt Noise zone but still the planes often are directly over my house. You need to readdress this issue. Pilots need to understand they will lose my support if they cannot <sup>(Attach additional sheets if necessary)</sup> control their craft responsibly.

COMMENTS: I am here today to request your reconsideration of your efforts to increase the number of Navy aircraft in this area. My family and I are opposed to NAS Oceana, Va as a potential home base for the F/A-18 E/F Super Hornet aircraft. As is, the noise from current aircraft is all but unendurable at times and poses a threat to public safety and sanity. Children can't hear their teachers in schools, counselors can't hear their clients, doctors can't hear their patients. Too, studies have determined that constant exposure to high decibels affects health in a number of ways. Because this is so densely a populated area, the hazards and concerns far outweigh the advantages of bringing these aircraft to this area. Please compare our area to the other bases being considered and try to choose wisely for the majority of our citizenry.

(Attach additional sheets if necessary)

COMMENT CARD — SUPER HORNET EIS

Virginia Beach, VA

Name (Please Print): Roger & Georgia Ellis

Agency/Organization: \_\_\_\_\_

Address: 3516 Mavericks St. Va. Beach Va. 23452

Please provide written comments on the back of this card and drop into the comment box or mail to:

Commander Atlantic Division  
Naval Facilities Engineering Command  
1510 Gilbert Street  
Norfolk, Virginia 23511  
Attn: Mr. Dan Cecchini (Code 2032DC)

Written comments must be postmarked by September 8, 2000

7/25/00

COMMENT CARD — SUPER HORNET EIS

Virginia Beach, VA

Name (Please Print): Pamela G Durham

Agency/Organization: NONE

Address: 1420 Lake Geneve Dr VA Beach 23464

Please provide written comments on the back of this card and drop into the comment box or mail to:

Commander Atlantic Division  
Naval Facilities Engineering Command  
1510 Gilbert Street  
Norfolk, Virginia 23511  
Attn: Mr. Dan Cecchini (Code 2032DC)

Written comments must be postmarked by September 8, 2000

over

COMMENTS: We don't have enough Sadocks for our kids now, without using ~~port~~ trails. Look at all the children in school and day care centers you are putting at risk.

We bought our home in a low noise area and now we are being ~~domp~~ by the loud noise mostly a night til 11<sup>PM</sup> / 12<sup>AM</sup>.

Navy has told us a big lie already they said that the pilots would be quiet on take off. They are not, they are still taking off full thrust, they are not waiting to get 107 miles away from base.

(Attach additional sheets if necessary)

✓ COMMENTS: In 1986, I purchased my home at the intersection of Indian Lakes Blvd & Ferrell Pkwy. At that time I examined all of my documents & made the pertinent inquiries relative to fly zones and jet noise in addition to road construction & future development in my area. The widening of Ferrell Pkwy was disclosed. The property I purchased was not listed as a fly/noise zone & that is why I purchased the property. Now I have a lovely outside garden & water fountain that I can't enjoy due to the increased noise. I hear noise inside my home, morning, noon, night into early AM. My quality of life has been diminished and I am upset just like other residents who are experiencing the same. I understand that we must have a ready military & in fact my son is a military officer. However, my location was designated as a no fly/noise zone & adding more/louder jets in these areas where fly patterns have to be expanded is truly ludicrous. I urge City Council and the military to not infringe on our quality of life further with this expansion.

✓

**COMMENT CARD — SUPER HORNET EIS**

Chesapeake, VA

Name (Please Print): MASON GAMAGE

Agency/Organization: SELF.

Address: 476 Southside Rd 23451

**Please provide written comments on the back of this card and drop into the comment box or mail to:**

Commander Atlantic Division  
Naval Facilities Engineering Command  
1510 Gilbert Street  
Norfolk, Virginia 23511  
Attn: Mr. Dan Cecchini (Code 2032DC)

**Written comments must be postmarked by September 8, 2000**

*[Handwritten initials]*

**COMMENT CARD — SUPER HORNET EIS**

Chesapeake, VA

Name (Please Print): RONALD J. GALONSKY

Agency/Organization: \_\_\_\_\_

Address: 2305 INLYNDVIEW RD  
VA. BEVERA, VA.

**Please provide written comments on the back of this card and drop into the comment box or mail to:**

Commander Atlantic Division  
Naval Facilities Engineering Command  
1510 Gilbert Street  
Norfolk, Virginia 23511  
Attn: Mr. Dan Cecchini (Code 2032DC)

**Written comments must be postmarked by September 8, 2000**

✓ COMMENTS: Concerned about abatement of jet fuel contamination of ground water and streams -

Concerned about Helo operations at SOC Ft. using Budee Inlet as visual.

Concerned about after Burner Burn Before off shore

Concerned about Hot Dog Pilots that operate in a reckless way wandering out of zones as shown on map.

Concerned about changes in patterns caused by complaints - how can we use map if zones not held to

Concerned about fuel fall out on my personal (Attach additional sheets if necessary) PROPERTY.

COMMENTS: \_\_\_\_\_

IF THE HORNETS ARE SELECTED TO COME TO OCEANA ANOTHER FIELD SHOULD BE LOCATED IN A REMOTE AREA CLOSE BY TO TAKE UP SOME OF THE NOISE SLACK.

THE EASTERN SHORE WOULD PROBABLY WELCOME SUCH A FIELD. WHAT EVER HAPPENED TO NAS CHANGOTEAGH? DID THE NAVY ABANDON THAT?

**COMMENT CARD — SUPER HORNET EIS**

Virginia Beach, VA

✓ Name (Please Print): Jane Hart

Agency/Organization: \_\_\_\_\_

Address: 964 Sandoval Dr / South Shore Estates.  
Va Beach 23154

**Please provide written comments on the back of this card and drop into the comment box or mail to:**

Commander Atlantic Division  
Naval Facilities Engineering Command  
1510 Gilbert Street  
Norfolk, Virginia 23511  
Attn: Mr. Dan Cecchini (Code 2032DC)

**Written comments must be postmarked by September 8, 2000**

**COMMENT CARD — SUPER HORNET EIS**

Virginia Beach, VA

Name (Please Print): ROBERT F + SYLVIA J. GUURLINBER

Agency/Organization: PRIVATE CITIZENS

Address: 735 VIRGINIA DARE DR VB 23451

**Please provide written comments on the back of this card and drop into the comment box or mail to:**

Commander Atlantic Division  
Naval Facilities Engineering Command  
1510 Gilbert Street  
Norfolk, Virginia 23511  
Attn: Mr. Dan Cecchini (Code 2032DC)

**Written comments must be postmarked by September 8, 2000**

COMMENTS: We love the Navy! However, we moved to South Shore States a year and a half ago. We checked to see where our house would be situated as to the noise level of the jets.

At the time we were told that we were not in the flight zone but not in the flight path. We are now having jets fly across our homes and sometimes I feel that they are coming into the house.

Again an occasional sound of Freedom is great, but not every morning and every night.

(Attach additional sheets if necessary)

COMMENTS: WE FULLY SUPPORT US NAVAL AIR + SEA OPERATIONS.

WE DO NOT SUPPORT THE INTRODUCTION OF F-18 HORNETS TO OUR AREA. WE PRESENTLY TOLERATE INTENSE JET NOISE OVER OUR RESIDENCE IN CROATAN. THE GENERAL EFFECTS ARE INABILITY TO ENJOY OUR DECK AND POOL DURING FREQUENT LOW LEVEL TAKE OFFS AND LANDINGS AND GENERAL OPERATIONS OVER POPULATED AREAS IN VA. BOTH INCLUDING OURS. FURTHER - 1. IT WAS A MISTAKE BY THE CITY COUNCIL (AND MAYOR) TO ENCOURAGE TRANSFER OF AIRCRAFT TO OCEANA WHERE THEY WOULD OPERATE OVER THIS DENSELY POPULATED AREA. EVERY OPERATION IS A POTENTIAL DISASTER FOR PILOTS AND CIVILIANS. THE PLANES SHOULD HAVE BEEN KEPT AT CHERRY POINT FOR SAFETY AND NOISE CONSIDERATIONS. WE SUPPORT THE NAVY'S CONSIDERATION FOR AN ALTERNATIVE SITE.

P.S. CONSIDERING OUR WORLD SITUATION THESE AIRCRAFT SHOULD NOT BE

(Attach additional sheets if necessary)

**COMMENT CARD — SUPER HORNET EIS**

Virginia Beach, VA

Name (Please Print): JANICE LOCERD

Agency/Organization: \_\_\_\_\_

Address: 168 Victoria Dr  
VB Va 23452

**Please provide written comments on the back of this card and drop into the comment box or mail to:**

Commander Atlantic Division  
Naval Facilities Engineering Command  
1510 Gilbert Street  
Norfolk, Virginia 23511  
Attn: Mr. Dan Cecchini (Code 2032DC)

**Written comments must be postmarked by September 8, 2000**

**COMMENT CARD — SUPER HORNET EIS**

Chesapeake, VA

Name (Please Print): Elaine Levensor

Agency/Organization: private citizen and V.B.C.  
residents for 14 years

Address: 2004 Brickell Ct  
23454

**Please provide written comments on the back of this card and drop into the comment box or mail to:**

Commander Atlantic Division  
Naval Facilities Engineering Command  
1510 Gilbert Street  
Norfolk, Virginia 23511  
Attn: Mr. Dan Cecchini (Code 2032DC)

**Written comments must be postmarked by September 8, 2000**

COMMENTS:

I would like to see the Jets

Moved away from this AREA, TO A PLACE where they would not effect Peoples, ~~Health~~ HEALTH, including mine. I have a ~~Heart~~ HEART Problem, AND I need at least SIX (6) Hours of Sleep a night.

The Jets that you have now are so Loud, why bring in louder Jets. ~~And~~ I am not ~~and~~ only speaking of myself, I'm sure theres other people in the area who also have Heart Problems and need there Sleep. also it effects my performance on the Job, It's hard to concentrate ~~on~~ at work, with only 3 to 4 hours of Sleep. I have Heard them flying until 12:30 A.M.

(Attach additional sheets if necessary)

COMMENTS:

I purchased my home in 1972, From that time to several years ago a plane never flew over my house. ~~My~~ My parents home is nearby and during the Cuban missile crisis planes flew over to leave the area. Not again in the Princess Anne Plaza area since that time.

Now: planes fly over my house right over and flying low, several times I have dropped to the floor as I was trained to do during the Cuban crisis - I work at home at night on the phone, have no air conditioning and must leave windows open in the summer.

I can't hear, or talk or speak on the phone when

(Attach additional sheets if necessary)

then are also in the area

**COMMENT CARD — SUPER HORNET EIS**

Virginia Beach, VA

✓ Name (Please Print): MAUREEN O'CONNOR

Agency/Organization: \_\_\_\_\_

Address: 1460 BAYHEAD DRIVE

APT. 1409

VA. BEACH, VA 23456

**Please provide written comments on the back of this card and drop into the comment box or mail to:**

Commander Atlantic Division  
Naval Facilities Engineering Command  
1510 Gilbert Street  
Norfolk, Virginia 23511  
Attn: Mr. Dan Cecchini (Code 2032DC)

**Written comments must be postmarked by September 8, 2000**

**COMMENT CARD — SUPER HORNET EIS**

Virginia Beach, VA

Name (Please Print): MAUREEN O'CONNOR

Agency/Organization: \_\_\_\_\_

Address: 1460 BAYHEAD DRIVE

APT. 1409

VA. BEACH, VA. 23456

**Please provide written comments on the back of this card and drop into the comment box or mail to:**

Commander Atlantic Division  
Naval Facilities Engineering Command  
1510 Gilbert Street  
Norfolk, Virginia 23511  
Attn: Mr. Dan Cecchini (Code 2032DC)

**Written comments must be postmarked by September 8, 2000**

COMMENTS: WE HAVE LIVED AT OUR CURRENT ADDRESS FOR THIRTY YEARS. WE MOVED IN BEFORE THE "AIR ACTIVITIES" LAW OF DISCLOSURE BECAME EFFECTIVE. WE HAVE LIVED THROUGH THE A-6 AGE BUT THE F-105<sup>105</sup> ARE EVEN LOUDER, PERHAPS BECAUSE THEY OVERFLY OUR SUBDIVISION OF PINWOOD GARDENS (WHICH PER THE NOISE/CRASH MAP ISSUED BY NAS OCEANA IS "BEYOND" THOSE ZONES! TOO OFTEN WE CANNOT USE OUR TELEPHONE OR TV ON HOLD REASONABLE CONVERSATIONS. WE GREATLY DESIRE RELIEF! MY GUESS IS THAT PLANNING AND MONEY AND REVIEW WILL HAPPEN ONLY AFTER A VERY UNFORTUNATE PILOT AND PLANE PLOW INTO LYNNHAVEN SHOPPING MALL OR A SUBDIVISION! FOR YOUR INFO I AM AN EX-MASTER CHIEF AND RETIRED LCDR WITH SERVICE AT NAS AGAÑA, KEY WEST AND AMOLANT. (Attach additional sheets if necessary)

COMMENTS: ~~Something~~ Something needs to change in Virginia Beach. These obnoxiously loud jets need to stop disturbing residents + tourists. I understand the need for these jets to practice taking flight + landing, and I appreciate the hard working Naval pilots, but please, can't we move this to a less populated area. The Navy is putting lives in danger + ruining the economy in VA Beach by keeping tourists out. They're depreciating the value of our homes also. Virginia Beach is trying to better it's streets by enforcing curfews for kids + teens, and prohibiting crude language. What I feel would make is safer and more appealing is the removal of these jets from our airspace. (Attach additional sheets if necessary)

**COMMENT CARD — SUPER HORNET EIS**

Virginia Beach, VA

Name (Please Print):

PAUL D PATTON

Agency/Organization:

I teach at Hampton University, but reside in V Beach

Address:

2672 Mulberry Loop VB 23456

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Commander Atlantic Division  
Naval Facilities Engineering Command  
1510 Gilbert Street  
Norfolk, Virginia 23511  
Attn: Mr. Dan Cecchini (Code 2032DC)

**Written comments must be postmarked by September 8, 2000**

**COMMENT CARD — SUPER HORNET EIS**

Virginia Beach, VA

Name (Please Print):

Mrs Luce PANGLE

Agency/Organization:

Address:

2381 Great Neck Circle

VA Beach, VA 23454-

**Please provide written comments on the back of this card and drop into the comment box or mail to:**

Commander Atlantic Division  
Naval Facilities Engineering Command  
1510 Gilbert Street  
Norfolk, Virginia 23511  
Attn: Mr. Dan Cecchini (Code 2032DC)

**Written comments must be postmarked by September 8, 2000**

COMMENTS: I appreciate this opportunity

My questions, concerns:

1. Could you explain the benefit of the 'Hush House' in terms of reduced engine testing noise (after a few days of hours of uninterrupted "thunder")  
- Is what I'm hearing now the result of one engine being tested?

2. The Noise difference in the new jets proposed for 2004?

3. Are there "rules" about minimum height for overhead flights?  
(Occasionally, we experience extremely low flights)  
Are there "rules" about "after-burners" employed in residential area?

(Attach additional sheets if necessary)

COMMENTS: In 1991 it took us over 6 miles to find a home we could afford far enough from the Oceana Base and out of the flight paths —

Within the last 2 months, more planes have flown over our house high up during the day but low enough in the morning (between 8 & 9 am) to wake me up (I work various shifts & often get to sleep at last) — At times they have been low enough to have some shaking in the house.

✓ AND WE ARE NOT ON FLIGHT PATHS as shown on MAPS

There is a definite tendency for more plane paths invading other areas and this is NOT ACCEPTABLE —

For those who knew the home they bought was subject to noise have nothing to cry about —

For those of us who bought 30 x 40y old homes out of flight paths, the invasion of noise is unacceptable as well as worst life and property devalued —

COMMENTS: A video WAS PUT OUT By Oceana A Bort 3mth's Ago - In The video IT SAID My Area Should only be Affected 30% of The Time. IT seem's Like 100% - constant fly over's w/ Turbo's running - Touch & go's - Landing AS well AS Take off's. Then The ISSUE of Testing Engine's - which I Myself can feel My house J Shake. I have Notice jet's NOT flying over MILITARY INSTULATION'S ( Camp Pendleton, Down Neck ) What is The reason?

(Attach additional sheets if necessary)

COMMENTS: It is first of all inconceivable that the Navy continues to operate a jet base in the middle of an area populated by 450,000+ people, conducts rookie training and worse, air-show training right over densely populated areas. Then you do this almost around the clock affecting our lives continuously and now you want to station more even louder jets here? What could possibly be wrong with this picture? Instead base ALL Oceana jets in Cherry Point, NC. I have made a trip down there to see for myself. You already own more than twice the real estate there with the same # of Navy personnel stationed as compared to Oceana. Move all jet operations there, where you only affect your own people, not civilians that you are now waging war on. Too bad that we have such ~~an~~ a bad situation now, but this has to

(Attach additional sheets if necessary) Improve!

**COMMENT CARD — SUPER HORNET EIS**

Virginia Beach, VA

✓ Name (Please Print): John Ten Eyck

Agency/Organization: \_\_\_\_\_

Address: 1202 Treefern Dr VA. Beh

**Please provide written comments on the back of this card and drop into the comment box or mail to:**

Commander Atlantic Division  
Naval Facilities Engineering Command  
1510 Gilbert Street  
Norfolk, Virginia 23511  
Attn: Mr. Dan Cecchini (Code 2032DC)

**Written comments must be postmarked by September 8, 2000**

**COMMENT CARD — SUPER HORNET EIS**

Virginia Beach, VA

Name (Please Print): T. Trebi

Agency/Organization: \_\_\_\_\_

Address: 2509 Sandusky Ave  
Va. Beach, VA 23456-8011

**Please provide written comments on the back of this card and drop into the comment box or mail to:**

Commander Atlantic Division  
Naval Facilities Engineering Command  
1510 Gilbert Street  
Norfolk, Virginia 23511  
Attn: Mr. Dan Cecchini (Code 2032DC)

**Written comments must be postmarked by September 8, 2000**

**PUBLIC COMMENT REGARDING THE ENVIRONMENTAL IMPACT  
STATEMENT FOR THE BASING OF THE F/A 18E & F (SUPERHORNET) TO  
NAS OCEANA  
AND OTHER ALTERNATIVE NAVAL STATIONS  
JULY 2000**

**TO:** Mr. Dan Cecchini (Code 2032)      **AND:** The Honorable Richard Danzig  
Atlantic Atlantic Division                      Secretary of the Navy  
Naval Facilities Engineering Command      1000 Navy Pentagon  
1510 Gilbert Street                              Washington, D.C. 20350-1000  
Norfolk, VA 23511

**FROM:** JOHN SUTTON (print your name & address)  
3221 CLUBHOUSE ROAD, VIRGINIA Bch, VA 23452

**COMMENTS: CURRENT LEVELS OF JET NOISE FROM NAS OCEANA  
IMPACT MY LIFE IN THE FOLLOWING WAYS:**

Please answer "yes" or "no" to the activities which jet noise/activity interferes.  
Describe the Frequency Level as "constant", "often" or "seldom"  
Describe the Level of Impact on a Scale of 1-10 with "1" Being the Least Impact and "10" Being the  
Maximum Impact:

ACTIVITY	YES OR NO	FREQUENCY	IMPACT SCALE (1 - 10)
Sleep	yes	often	8-9
Conversation	yes	often	8-9
TV viewing/ reading	yes	often	5-6
outdoor recreation	yes	often	10
homework	N/A		
other leisure activities	Walking	often	5-6

**MY HEALTH & SAFETY ARE ALSO IMPACTED IN THESE WAYS:**

Even though I am not in a flight  
path planes fly directly over my home.

**THE REVERSE SIDE OF THIS DOCUMENT HAS MORE COMMENTS**

**MY HEALTH & SAFETY ARE ALSO IMPACTED IN THESE WAYS (CONT'D.)**

my wife suffers from a hearing loss and  
the noise level probably harms her hearing  
ability.

**OTHER CONCERNS: (please check all that apply)**

- water pollution     safety of others     health of others  
 noise pollution     hearing loss     inability to concentrate  
 air pollution     learning interruption in schools  
 compromised military training & readiness due to crowded air space  
 costs to federal, state & local governments to mitigate the jet noise  
of the F/A 18 E&F aircraft in schools and other sensitive receptors  
 costs of lost city tourism revenue due to high impact noise in our  
area  
 local officials continuing to allow development in 65dB+ noise areas  
 declining property values or a "shadowing effect" where homes of  
similar age, size and construction are compared, and it's found that  
the homes in the 65+ noise zones are not valued as highly as similar  
homes outside the high noise zones  
 jet fuel or jet fuel residue on my home, car(s), boats, etc. (as well as  
the continued costs to keep them clean)  
 **MY OVERALL QUALITY OF LIFE DECLINING DRAMATICALLY**  
 costs to bring more naval personnel to our area  
 the cumulative effects from siting louder jets than the F/A 14s at NAS  
Oceana  
 other: \_\_\_\_\_

**I RESPECTFULLY REQUEST THAT THIS DOCUMENT BE MADE A PART OF  
AN FEIS APPENDIX DEDICATED TO LETTERS, CORRESPONDENCE AND  
NAVY RESPONSES.**

SIGNED: \_\_\_\_\_

*John Sutton*

DATE: \_\_\_\_\_

*July 26, 00*

Environmental Impact Hearing (Scoping)-Butts Road Intermediate School,  
July 26, 2000

Information from Frances G. Sharer  
Twenty-five-year resident of Chesapeake, VA  
I live near Fentress Airfield

*Frances G. Sharer*  
545 Saddlehorn Dr.  
Ches. 23322

When I moved to Virginia from San Diego in 1975 I selected to buy the land which I still own because I could afford the large lot and brick home. The area I selected offered me the relative quiet that a person who grew up on a large ranch in New Mexico needs. I was not concerned about Fentress because I had lived close to Miramar in San Diego. Those were the days of the A-6, the F-4, being phased out, and the F-14. In the early years 1975-1977, we did call Oceana with noise complaints. In those days it was primarily Mrs. Nancy Hanna, Mrs. Phyllis Hunt, and I who were actively involved asking that the planes be moved into a wider pattern and that they not line up on our street lights when doing their touch and go routines at Fentress. Almost 100% of our calls were about the A-6's. We were eventually successful; the CO of Oceana met with us, and I believe that I can truthfully say that from 1978 until 1999, we did not once have to call in a noise complaint. At least, I did not.

Starting in January of 2000 I have had to call more than twenty (20) complaints about the F-18's and other navy aircraft flying right over our homes. Our homes are located "inside the correct pattern for Fentress." You see, we know that in order to achieve the required "grade for the touch and go procedure" the planes that are over our houses are too tight and can't make the proper approach. That means that they need to be flying a wider pattern. Being over our homes spells DANGER! Danger to us, and danger to the pilots. Further, they were flying much lower than they should be. My calls include: January 3 at 7:05 p.m. I spoke with Chief Banks and spoke with him again at 7:15 p.m. when no corrections were made in the planes' pattern. On January 4 I called at 3:55 p.m. to report F-18's flying much too low directly over our homes. The woman who took the complaint reported it as a noise complaint, but it was more than that! It was a "danger" complaint. My next calls came on the night of January 10 when I spoke with AC2 Bakken. The first calls were at 7:15 and 7:33 p.m. He informed me that they were trying to reach the LSO at Fentress to have him correct the matter. I did not speak with him again, but I called at 8:08 to report no change, by 8:40 it was even worse and there was no change. On January 11, I spoke with CDR Hebert and Fred Pierson, both of whom told me that changes would be made. They said that Captain Zobel was aware. On January 18 at 3:10 p.m. I called because of an F-18 that was flying directly (low) over our homes. On February 23 at 5:20 p.m. I called to report several E-2's flying out of the correct landing pattern for Fentress. I spoke with AC1 Cole. On February 24 at 7:11 p.m. I called about F-18's low and out of the correct pattern. I spoke with FC1 Rob Gay. No adjustment was made, and I continued to try to call the Hotline from 7:55 to 8:45

p.m. I was never able to get through the rest of the night. March I made two calls—F-18's again. April, May, June—it continues.

I have written to and spoken with Captain Zobel; I have written the Mayors of Chesapeake and Virginia Beach. I wrote Nancy Creech and some committee that she is a part of. I have received little or no help from those people. I do feel that Captain Zobel was more interested and more understanding than any of the other people.

We have had a rather good relationship with the navy all these years. We successfully overcame a bid by a developer who tried to sell land to Southland Corporation for a Seven-Eleven store, and we kept a landowner from developing farmland into twenty-three (23) small lots even nearer to Fentress than we are. We, as a community, went to the planning commission and to the city council. We are not opposed to the navy nor to their mission; in fact it is obvious that we have been aggressively supportive in keeping development on the Blackwater Road side of Fentress to a minimum. Now our lives are disrupted by the noise from the Oceana-based F-18's, and, frankly, it seems as if our voice is no longer of any importance. **The building of the huge numbers of homes in the Court House Estates area of Virginia Beach and the development along Indian River Road, have no doubt caused the planes to begin flying over our homes. The space they once had no longer exists.**

Are you aware that the Intracoastal Waterway and the lands around it should be protected as wetlands? Why aren't Virginia Beach and Chesapeake actively protecting and preserving the land and the wildlife that exists there and which is being disrupted by these planes? One morning in February 2000 about 2:00 a.m. when I couldn't sleep because of the airplane noise, my dog Sasha and I took a walk, and I was almost hit by a Canadian goose in flight. That has never happened to me in the many years I have lived here. I firmly believe that the goose was disoriented because of the planes and noise. He/she was that low and that out of control.

**The solutions:** 1. There are other naval air stations in the United States. Locate the remaining F-18's in other areas. Pearl Harbor should still be a lesson to us. 2. Close Fentress. If indeed, the first Environmental Impact Study said that Fentress could handle twenty four hour a day, seven days a week flying, how could anyone who looked at the landing strip and the surrounding area, including the church that practically sits on the field, have bought into that? If that statement appears, your first Environmental Impact Study was totally flawed in the information about Fentress. It is no longer a rural area. It is not dark. It is surrounded by homes. 3. Find a suitable auxiliary landing field in an uninhabited area in Virginia or North Carolina. 4. Besides listening to the citizens who are affected by these airplanes, take a flight over the area. Look at the areas surrounding Oceana and Fentress. What do you see? Schools, homes, businesses, people, and in our case, some unprotected areas of wetlands. The

cities of Virginia Beach and Chesapeake allowed this building to happen. The navy spoke out against the building of Lynnhaven Mall and that area. The development happened anyway. Navy officials are speaking out against two planned developments in Virginia Beach right now. It is time to listen to the navy about land development and to the citizens of Virginia Beach and Chesapeake who are negatively impacted by the airplanes. There is no need to bring more F-18 airplanes to Oceana; it will only compound a problem that seems to grow worse by the day. As a teacher I need to know that daily I can give 100% to my students. With night after night of no sleep due to airplane noise, I can assure you that often I was not 100%. Who could be?

CC: Senator John Warner  
Senator Charles Robb  
Representative Owen Pickett  
Mayor, City of Virginia Beach  
Mayor, City of Chesapeake  
Councilman John Cosgrove  
Councilman Alan Krasnoff  
Councilwoman Debbie Ritter  
Councilman Gene Waters  
Commanding Officer, NAS Oceana  
Virginia Beach City Council  
CCAJS

July 26, 2000

To whom it may concern,

With respect to the inclusion of additional F/A-18 E and F Super Hornets operational aircraft to NAS Oceana and Chesapeake's Fentress Field, we wish to comment with absolute opposition.

Safety, quality of life, welfare for our children, and environmental well being, are already at risk without adding more, even louder, jets to Fentress Field. Yes, FENTRESS FIELD, not Oceana. FENTRESS FIELD has 24 hour FCLP (Field carrier landing practices) around the clock, along with noise and accident risk, Oceana does not! They, Oceana and Virginia Beach, have an 11:00 pm noise ordinance for FCLP Landings. It is ironic isn't it? Let me explain the irony. NAS Norfolk, with its E-2 and C-2 planes, fly from Chambers Field to do their FCLP landings around the clock at FENTRESS FIELD, most of the time flying too low setting off car alarms and flying way wide, off their intended pattern, over Etheridge Woods Subdivision where they are not supposed to be patterning. Etheridge Woods is West of Centerville Turnpike, which is the ultimate turning zone, according to the Navy's maps. NAS Norfolk also has an 11:00 p.m. FCLP noise ordinance just like Oceana. Needless to say, Chesapeake does not. Ironic, how Virginia Beach and Norfolk city officials welcome the new Navy planes and their families as they smile and look forward to the revenue they will receive when they won't be the ones to lose any sleep night after night from FCLP landings. Chesapeake residents and school children are, and will continue to be, the sole victims of night terrors day after day and night after night, while Virginia Beach and Norfolk sleep, enjoy, and reap all the revenue and benefits. ✓

Recently, Meyera Obendorff said she welcomed the new Hornets and their families. Does she live in Chesapeake where she "dumps" all of the noise and potential accident risks? Of course not! Recently, Judge Rebecca Beach Smith, dismissed CCAJN's case. Does she live in Chesapeake near Fentress or the Great Bridge area. Of course not! In fact, I bet she doesn't have any idea of the impact on FENTRESS FIELD. FENTRESS FIELD has been the best kept secret for NAS OCEANA and NAS NORFOLK, yet! FENTRESS FIELD----- THE major dumping zone for the Navy from NAS NORFOLK and NAS OCEANA along with the city of Virginia Beach.

On 7-25-2000, on the 11:00 p.m. news on channel 3, a woman at the Virginia Beach meeting, from Virginia Beach, complained about jets flying up until 11:00 p.m., how she could not get enough sleep, and how this is effecting her health and job performance. We, in Chesapeake, would give anything to have the jets and E-2s and C-2s fly up until 11:00 p.m. That would be an extreme and welcome relief.

Recently, Captain Shawn Smith, NAS NORFOLK, along with Commander Dirk Hebert, NAS OCEANA, have come up with three sound and viable solutions. However, they must be approved by Chesapeake City Council. One idea they presented is a camera to be placed at Centerville Turnpike. Another is a rezoning for FCLP patterns to a lesser populated area. Another is for a new outlying field to be built in a lesser populated area or in the Ocean. Another

idea is to share the FCLP landings with NAS OCEANA so that FCLPs could stop at around midnight at Fentress. However, this would mean Oceana would be inconvenienced a little bit by actually have to share in the FCLPs to be done there, maybe even until midnight on some nights. This has not only been an unfair impact on Chesapeake residents but an increase risk to their quality of life. It would be wonderful if the City of Chesapeake could implement a noise ordinance as they have done in Virginia Beach and Norfolk.

If Chesapeake City Council does not agree and support the vast majority of it's effected residents and voters, along with the Navy's proposals, a couple of serious events could occur. First, Fentress Field could be closed. Result - aircraft could then be sent to Cherry Point, North Carolina, Beaufort, South Carolina, and Meridian, Mississippi. Second, Oceana could possibly be closed down. Result- LOST REVENUE for Norfolk and Virginia Beach, which would effect schools and the economy. Third, Chesapeake residents, will simply end up moving to Suffolk or North Carolina, in order to get some peace. Our family has lived in Chesapeake since 1966. I first lived near the Ford Plant, then in the Lindale area, and ten years ago we built a house in Etheridge Woods in Great Bridge. We do not want to move. We are hoping we will not be pushed out. We are simply asking for a compromise in order to improve our quality of life. Since alternatives and solutions are being presented we sincerely hope they will be received and accepted by City Council in order to improve the quality of life in Great Bridge. It is also our wish that the inclusion of additional F/A-18 E and F Super Hornets be denied for our area. Instead, they should be sent to Cherry Point, North Carolina; Beaufort, South Carolina; or Meridian, Mississippi if no other resolution can occur.

Respectfully yours,

*Kathi Shoner*  
*Mark Shoner*

Mark and Kathi Shoner  
805 Baydon Lane  
Chesapeake, Virginia 23322

mshonerd@woldnet.att.net

Greta + Richard Fagan  
1220 Murray Dr  
Chesapeake, VA 23322

TO WHOM IT MAY CONCERN;

My address is 1220 Murray Drive, which is located on the right hand corner of Murray and Bonnie Drive. My household consists of four adults and one child. I have a small farmette with a beautiful backyard which I can not utilize 80% of the time due to jet noise. There are four bedrooms we can't sleep in even with the windows and storms shut. A large family room where we can't hear our television. We are even unable to enjoy conversation in our dining room. My phone conversations are planned around flight plans due to my not being able to hear the person to whom I am speaking. But, even worse is that they can't hear me.

In order for us to take the 13 month old for a stroll we have to go to another neighborhood or a mall because she cries in pain from the jet noise. Our dogs even refuse to go out when the jets are flying. Being retired military I know that service personnel are required to where hearing protection at a decibel level as minor as a grass mower or leaf blower. I know the decibel level we are at is too high so why ask us to accept even more with the F-18.

I appreciate your protection of my part of America, but I wish I could enjoy living on my part of America. True our homes were built after Fentress Airfield, but at the time we purchased our home there were no laws to provide mandatory release of information on flight patterns. Even though your flight plans say we are not in the pattern, when your jets fly their no wind pattern they fly directly over our house every three to five minutes. They even fly at a lower altitude than they are designated to fly. After numerous phone calls and complaints there is still absolutely no change in flight operations. I feel we are already under a great health risk and the F-18 will only increase that risk. ✓

Richard J Fagan 7-25-00

Elizabeth Fagan 7-25-00

Matthew Fagan 7-25-00

Greta Fagan 7-25-00

Frances J. Harder  
449 Lee Highlands  
Blvd  
Va. Beach, Va.  
23452

Dear Captain Shawn Smith,

The home at the above address was bought in Aug 1966 by my husband and I. My husband was deceased in June 1978. He was retired from the navy. Over the years I have done my best to keep the house up. I'm 69 years old now and should my health fail me to see and move wherever I have to go to be looked after surely needs the full price of my home.

✓ If something isn't done about jet noise and flight pattern so many homes will go down in price. This also has caused a heavy problem

for me, which I will soon  
have to see a Dr.

I do not want this  
loud flight pattern over my  
home. you can't sit outside  
and talk with your family  
or friends, and you have  
to turn the TV so loud,  
and besides should one fall  
a lot of people will die.  
there's no promises that  
it won't happen.

I hope something can  
be done about this terrible  
problem of jets soon.

Thank you,  
Frances Hardee

Audrey E. Tuttle  
774 Biltmore Drive

Virginia Beach, VA 23454

I have lived in my present home for 23 years and except for an occasional plane did not consider myself in a particular flight path. I live north of the London Bridge area and knew that they were definitely in the flight path. ✓

In the early 1990s my patio became mostly unusable due to jet fuel residue covering the furniture and it was not worthwhile to try to use the patio. The planes at that time became more frequent in flying over my house (townhouse) and the noise increased as well. I did have occasion to call the O.D. to complain that the planes were flying low enough to really frighten me and my family. Most of those flights were over within a fairly reasonable time, however.

NOT SO NOW...

I would not have bought in my area if I had known that it would become a regular flight path. I am not able to enjoy open windows, afternoon naps (well earned after retirement and being primary caregiver to two elderly members of my family), and I certainly can't count on hearing the TV. This is in spite of having double thermal windows PLUS storm windows and metal awnings. I keep the windows closed and still can't hear the TV when the planes are flying over.

The house rattles, but so far no broken windows. I do keep the storm windows down, as well.

PLEASE, PLEASE put the Super Hornets in a more rural area.

Of course, I do not want to risk the life of any pilot or crew member, so I understand they cannot fly low, slow and quietly. Nor, sirs, do I want to lose my own life or the lives in my community.

Thank you for your consideration.

Sincerely,

*Audrey E. Tuttle*

July 26, 2000  
Baker Miller  
4280 Blackwater Rd.  
Va. Beach, VA 23457

*I was here first.....*

I am currently living in the expanded flight path of Fentress Airfield, which is located in the corner of Virginia Beach and adjoins the city of Chesapeake. I have lived here for 61 years and on property passed down through my family since the original land grant in the 1600's. During this time, I have enjoyed a quality of life that has been very good until the F-18's started practicing touch-and-go landing at Fentress Airfield. I had hoped to pass this land and quality of life on to my children but I know they won't want to live in a high accident, high noise area either.

Apparently the F-18, with its reduced lifting surfaces, has a severe control problem when trying to fly at low speed with extended landing gear and additional drag. These planes come up out of Fentress to the south, and try to turn on the downwind leg of an approach with much maneuvering and power changing. The F-18's have expanded the flight path to the south a half to one mile further south than its predecessors and have increased the noise level to make it impossible to sleep with the windows open or to be outside.

I have watched various models of planes flying the same pattern since World War II. I know where the flight path has been, but the F-18 has extended it and raised the noise level. I would like for things to be like they were 50 years ago in Princess Anne County where I grew up and attended school, but times have changed. There are more people, more traffic, and more pollution. More importantly, working families are depending on the evening hours for their only quality time together. This, unfortunately, is the time of day when the jets fly nonstop until late at night. If myself or other people want things closer to the way they were, we have to move to a new location away from the most populated area in Virginia. However, it is only fair that the US Navy face this fact, too. There are lots of bases that have been closed and would be a minimum of investment to be the equal of Fentress Airfield. ✓

If the Navy is going to continue to change the surrounding environment they need to make some arrangements for relocation of the people effected. Property values are being decreased and it is getting increasingly harder to find tenants for rental property in this high accident and noise zone. I keep hearing that the Navy is protecting me and mine, so how about protecting me from that F-18 that I am looking down the intake of and that a pilot in training is trying to get control of while turning on the downwind leg of his approach.

In closing, I would like protection of my property and way of life that has been passed to me by my forefathers. There have been a lot of taxes and money spent on this property for it to be devalued due the Navy failing to adapt to the time.

Sincerely,

  
Baker Miller

**Environmental Impact Hearing (Scoping)-Butts Road Intermediate School,  
July 26, 2000**

Information from Frances G. Sharer  
Twenty-five-year resident of Chesapeake, VA  
I live near Fentress Airfield

When I moved to Virginia from San Diego in 1975 I selected to buy the land which I still own because I could afford the large lot and brick home. The area I selected offered me the relative quiet that a person who grew up on a large ranch in New Mexico needs. I was not concerned about Fentress because I had lived close to Miramar in San Diego. Those were the days of the A-6, the F-4, being phased out, and the F-14. In the early years 1975-1977, we did call Oceana with noise complaints. In those days it was primarily Mrs. Nancy Hanna, Mrs. Phyllis Hunt, and I who were actively involved asking that the planes be moved into a wider pattern and that they not line up on our street lights when doing their touch and go routines at Fentress. Almost 100% of our calls were about the A-6's. We were eventually successful; the CO of Oceana met with us, and I believe that I can truthfully say that from 1978 until 1999, we did not once have to call in a noise complaint. At least, I did not.

Starting in January of 2000 I have had to call more than twenty (20) complaints about the F-18's and other navy aircraft flying right over our homes. Our homes are located "inside the correct pattern for Fentress." You see, we know that in order to achieve the required "grade for the touch and go procedure" the planes that are over our houses are too tight and can't make the proper approach. That means that they need to be flying a wider pattern. Being over our homes spells DANGER! Danger to us, and danger to the pilots. Further, they were flying much lower than they should be. My calls include: January 3 at 7:05 p.m. I spoke with Chief Banks and spoke with him again at 7:15 p.m. when no corrections were made in the planes' pattern. On January 4 I called at 3:55 p.m. to report F-18's flying much too low directly over our homes. The woman who took the complaint reported it as a noise complaint, but it was more than that! It was a "danger" complaint. My next calls came on the night of January 10 when I spoke with AC2 Bakken. The first calls were at 7:15 and 7:33 p.m. He informed me that they were trying to reach the LSO at Fentress to have him correct the matter. I did not speak with him again, but I called at 8:08 to report no change, by 8:40 it was even worse and there was no change. On January 11, I spoke with CDR Hebert and Fred Pierson, both of whom told me that changes would be made. They said that Captain Zobel was aware. On January 18 at 3:10 p.m. I called because of an F-18 that was flying directly (low) over our homes. On February 23 at 5:20 p.m. I called to report several E-2's flying out of the correct landing pattern for Fentress. I spoke with AC1 Cole. On February 24 at 7:11 p.m. I called about F-18's low and out of the correct pattern. I spoke with FC1 Rob Gay. No adjustment was made, and I continued to try to call the Hotline from 7:55 to 8:45

p.m. I was never able to get through the rest of the night. March I made two calls—F-18's again. April, May, June—it continues.

I have written to and spoken with Captain Zobel; I have written the Mayors of Chesapeake and Virginia Beach. I wrote Nancy Creech and some committee that she is a part of. I have received little or no help from those people. I do feel that Captain Zobel was more interested and more understanding than any of the other people.

We have had a rather good relationship with the navy all these years. We successfully overcame a bid by a developer who tried to sell land to Southland Corporation for a Seven-Eleven store, and we kept a landowner from developing farmland into twenty-three (23) small lots even nearer to Fentress than we are. We, as a community, went to the planning commission and to the city council. We are not opposed to the navy nor to their mission; in fact it is obvious that we have been aggressively supportive in keeping development on the Blackwater Road side of Fentress to a minimum. Now our lives are disrupted by the noise from the Oceana-based F-18's, and, frankly, it seems as if our voice is no longer of any importance. **The building of the huge numbers of homes in the Court House Estates area of Virginia Beach and the development along Indian River Road, have no doubt caused the planes to begin flying over our homes. The space they once had no longer exists.**

Are you aware that the Intracoastal Waterway and the lands around it should be protected as wetlands? Why aren't Virginia Beach and Chesapeake actively protecting and preserving the land and the wildlife that exists there and which is being disrupted by these planes? One morning in February 2000 about 2:00 a.m. when I couldn't sleep because of the airplane noise, my dog Sasha and I took a walk, and I was almost hit by a Canadian goose in flight. That has never happened to me in the many years I have lived here. I firmly believe that the goose was disoriented because of the planes and noise. He/she was that low and that out of control.

**The solutions:** 1. There are other naval air stations in the United States. Locate the remaining F-18's in other areas. Pearl Harbor should still be a lesson to us. 2. Close Fentress. If indeed, the first Environmental Impact Study said that Fentress could handle twenty four hour a day, seven days a week flying, how could anyone who looked at the landing strip and the surrounding area, including the church that practically sits on the field, have bought into that? If that statement appears, your first Environmental Impact Study was totally flawed in the information about Fentress. It is no longer a rural area. It is not dark. It is surrounded by homes. 3. Find a suitable auxiliary landing field in an uninhabited area in Virginia or North Carolina. 4. Besides listening to the citizens who are affected by these airplanes, take a flight over the area. Look at the areas surrounding Oceana and Fentress. What do you see? Schools, homes, businesses, people, and in our case, some unprotected areas of wetlands. The

cities of Virginia Beach and Chesapeake allowed this building to happen. The navy spoke out against the building of Lynnhaven Mall and that area. The development happened anyway. Navy officials are speaking out against two planned developments in Virginia Beach right now. It is time to listen to the navy about land development and to the citizens of Virginia Beach and Chesapeake who are negatively impacted by the airplanes. There is no need to bring more F-18 airplanes to Oceana; it will only compound a problem that seems to grow worse by the day. As a teacher I need to know that daily I can give 100% to my students. With night after night of no sleep due to airplane noise, I can assure you that often I was not 100%. Who could be?

CC: Senator John Warner  
Senator Charles Robb  
Representative Owen Pickett  
Mayor, City of Virginia Beach  
Mayor, City of Chesapeake  
Councilman John Cosgrove  
Councilman Alan Krasnoff  
Councilwoman Debbie Ritter  
Councilman Gene Waters  
Commanding Officer, NAS Oceana  
Virginia Beach City Council  
CCAJN

U.S. Navy Scoping Hearing  
July 26, 2000

Subject: Environmental Impact Statement Study of New Super Hornet Aircraft at  
Fentress Field

My family has lived within earshot of Fentress Field since May of 1986, and in the past year I have experienced a sudden and extreme reduction in the quality of life that we previously enjoyed. Our formerly quiet community is now assaulted almost nightly with the screaming sound of jets as they practice their carrier landing procedures.

Until recently, the noise created by the F-14's was tolerable, both in terms of sound volume and duration. Rarely did the flying persist beyond 11:00 pm. This is no longer the case. The sound volume has substantially increased, along with the frequency and duration of the flights. The result is an accumulation of sleepless nights, creating a safety and health hazard for my family and my neighbors.

The City of Chesapeake has ordinances against loud noise; it's actually against the law to play loud music past 11:00 pm, to operate heavy construction equipment past certain hours, and in general to make "unreasonable, excessive, or unusually loud noise" (code section 26-126). Somehow the Navy is allowed to completely ignore the laws that the rest of us abide by. Somehow the Navy can get away with averaging the excruciating bursts of FCLP sound with the quiet that occurs after the flights stop. The seconds of quiet between the jets is small comfort to one who need hours, not seconds, of sleep at night.

I cannot understand why the Fentress Field bears the brunt of the flight scheduling. In the three week period between July 16<sup>th</sup> and August 6<sup>th</sup>, Oceana has 8 days of FCLP scheduled, amounting to a total of 39 hours, with no flights past 11:15 pm. In the same period of time, Fentress is scheduled for 16 days, a total of 156 hours, or an average of 7 hours and 25 minutes per day. Flights occur until 5:00 am, 3:45 am, 2:15 am, 6:00am. How can this be tolerated?

In October of 1998 the Chesapeake City Council adopted new noise and Aicuz zones, ✓ which I believe are being violated almost daily. I frequently see jets turning directly above my house, which according to the 1999 Aicuz zone is completely outside the flight path, and rated for <65 decibels.

I do not wish for the jets to "go away". I only ask for reasonable hours of operation, adhering to flight paths, and sensitivity to the health and safety concerns of the citizens of Chesapeake.

Joe and Peggy Hayes  
621 Stoneleigh Court  
Chesapeake, VA 23322

F.E.I.S. Appendecies, please.

Bill Boudouris  
611 Denham Arch  
Chesapeake, VA 23322

5 Sep 2000

Commander Atlantic Division  
Naval Facilities Engineering Command  
1510 Gilbert Street  
Norfolk, VA 23511  
Attn: Mr. Dan Cecchini (Code 2032DC)

Dear Mr. Cecchini,

I oppose basing the F/A 18E & F (Superhornet) at Oceana NAS. The current activity at Fentress NALF already significantly impacts my family's and neighbor's quality of life (QOL). Basing the noisier Superhornets here would *further degrade* our minimally acceptable QOL. Currently we experience the following:

- Average noise levels above those indicated by the current AICUZ map
- Frequent peak noise events several times louder than the average
- Low and fast overflights by aircraft entering the Fentress pattern

I have no faith that the Navy is paying attention to my concerns and doing its best to mitigate the noise in my area. Despite numerous complaints by my neighbors and myself we continue to observe aircraft activity around Fentress that increases the noise levels in my neighborhood but doesn't seem to be required for traffic control or realistic training. For example, as described below, jets regularly fly wide patterns at Fentress even when the pattern isn't full. In addition, jets occasionally fly fast and low over my house and neighborhood when entering the pattern even though there are numerous routes over sparsely or unpopulated areas available. Again, I oppose basing louder aircraft at Oceana. The Navy has clearly demonstrated it won't do what's possible to mitigate noise pollution.

If Superhornets are based here I will do everything in my power to limit Navy aircraft operations in the region. I will contribute time and money to CAJN. I will seek to convince local and state politicians that the presence of Naval aircraft in the region hurts economic growth more than helps it. Having more Naval personnel and additional contractor support opportunities is a one-time benefit. More Naval personnel won't come every year and there's only so much contractor support needed. However, bringing new businesses to Hampton Roads will accelerate economic growth over the long term. I believe jet noise hampers the region's ability to attract new businesses and tourism to Virginia Beach and Chesapeake. I will lobby neighbors and friends to pressure the Navy to limit operations or move aircraft out of the region.

I bought my house in 1998 based on the noise and accident potential zone map provided by the Oceana Naval Air Station Community Relations Liaison, Mr. Fred Pierson and personal observation. However, after buying my property I *discovered the map is in reality obsolete* and my personal observations weren't the norm. Aircraft in the pattern at Fentress regularly fly the downwind to runway 3 one half to three quarters of a mile to the west of the downwind depicted in the map. As a result we experience significantly higher noise levels than suggested by the AICUZ map. The map indicates my property is at the outer edge of the 65-70db noise zone and outside any accident potential zone. In reality my property is well within the 70-75db noise zone and the APZ2 accident potential zone for *more than half the time* jet aircraft are landing on runway 3. In addition, nearly every time a jet turns from downwind to crosswind we experience a peak noise event because the engine exhausts are pointed in our direction and pilot advances the throttle to compensate for lift lost when the aircraft is rolled through the turn. These peak events are, in my opinion *several times louder than the average noise level*. They occur every 1-4 minutes depending on the number of aircraft in the pattern. We have experienced them as late as 0400. **They are the reason for our degraded quality of life.** The constant change in noise level prevents us from falling or staying asleep. During these peak events conversation outside is impossible. Sometimes conversation inside is impossible. Our baby monitor gets overloaded and we can't hear the children call for help or cry during peak noise events. On several occasions one of the kids has been in distress and we didn't know it because we couldn't hear the child. The noise bounces off the houses in the neighborhood so that there is no sanctuary in any part of the house. My children have trouble concentrating on homework when aircraft are flying at Fentress. *Flying louder aircraft at Fentress will make the situation worse.*

Despite many complaints from my neighbors and myself occasionally jets fly fast and low (no more than 1500agl) over my house or neighborhood. Considering the large sparsely populated or unpopulated areas around Fentress the need for this is a mystery to me.

I believe basing Superhornets at Oceans will devalue my property and limit future appreciation as a direct result of degraded QOL. I believe economic growth is dampened by the noise. People don't want to work or live in high noise areas.

Please include this in the FEIS appendix for letters, correspondence, and Navy responses.

Respectfully,



Bill A. Boudouris  
CDR, USNR

26 July 2000

From: The Blackmon Family  
2301 Mt. Pleasant Rd.  
Chesapeake, VA 23322  
Home: (757) 546-3357  
e-mail: Homeischesapeake@aol.com

Subj: NOISE PRODUCED BY F/A 18'S DURING TRAINING AT FETRESS NALF

We have owned our home on Mt. Pleasant Rd. since 1993. When we bought our home we were told that the Fentress Airfield was rarely used and aircraft noise was not a problem. Well, we were lied to and found it cost prohibitive to pursue legal redress. To make a long story short, we learned to live with the noise produced by aircraft training at Fentress. We also became very familiar with the noise complaint and how ineffective complaining can be.

We are not happy about the plan to bring more F/A 18's to Oceana but know that fighting the plan is a waste of time. What we do want and are begging for, is tighter adherence to approved flight patterns. Flight crews training at Fentress habitually deviate from the approved patterns and fly at a lower than approved altitudes. This action causes the aircraft to fly directly over our roof, our neighbor's dairy farm and several other neighboring roofs. When this occurs, the noise level, inside our house as well as our neighbors is indescribably loud. The windows rattle, dust falls from the ceiling, plants have fallen off shelves, and in a recent incidence, a windowpane in our back door cracked. It is unsafe to be outdoors when the 18's deviate from the pattern and I must bring our children and pets inside for fear their hearing will be impaired. Please note: the only time we file a formal complaint about noise is when the flight crews deviate from the approved flight pattern.

Please, please ensure that the flight crews maintain the approved flight pattern and altitude. Aviators who deviate from the pattern and the LSO on duty should be reprimanded for blatant disregard of the safety and welfare of the community they are flying over.

Additionally, if you want improved community support, communicate more. Put more information on your web site about the complaints received and what action was taken to act on these complaints. Tell the community where these complaints go. Publish the reports that are sent to the CO of the base. Have more public interest meetings to hear complaints. If the community feels like they are being heard it may make it a little easier to live with the noise. Everyone knows that these "only when needed" public meetings are an exercise in futility, but at least it puts a face on the issue, and gives us someone to talk to. In order to gain respect from the community, show a little respect for the community and the people living in it. Obey your own regulations.

Sincerely,

*M. B. Blackmon*

Please make this  
Part of the appendix for EIS study. / QABk

## EF Aircraft Public Comments Summary

<u>Name</u>	<u>Location</u>	<u>Agency/Organization</u>	<u>Address</u>	<u>Topic</u>	<u>Add to Mail List?</u>
<b>Location: Chesapeake, VA</b>					
jim and linda farrell	Chesapeake, VA		1321 crosswood lane chesapeake va 23322		yes
<b>Comment:</b> my husband just retired out of the navy after doing twenty years. We moved from VA BCH to chesapeake to get away from all the traffic and noise. In the four months we have been hear the noise has just gotten out of control. We cannot sit on our patio at night, we have to turn up the TV, and you misse wekk give up on sleeping until they are done. I cannot understand why you cant put an aircraft carrier out in the middle of the ocean and let them practice on the real thing. Or how a bout out in the middle of the desert.					
Mary A. Hawthorne	Chesapeake, VA		1206 Winterberry Court, Chesapeake, VA 23322		yes
<b>Comment:</b> I wish we this meeting had a panel and the public would have been able to make comments. Ifelt like I was at a trade show convention going from station to station. I realize there are people out there who are not comfortable speaking in a public forum, but there are also many people who would not mind speaking out. I do hope you will give us a chance to address this situation, I also realize this is a volatile subject but after being stressed out from the noise pollution, you have to understand how we feel. Thank you.					
jon shneider	Chesapeake, VA		807 woodstream way,chesapeake va 23322		yes
<b>Comment:</b> Make everyone happy and build a floating flatform in the atlantic or the bay to give carrier like conditions to the pilots for training. If a jet crashes it will be over the water and not on homeone home or in the mall or on a school. How many people have to die before you realize the hazard that exists? We have been living on borrowed time for a long time.					
Jeanmarie Stephenson	Chesapeake, VA		1101 Murray Drive Chesapeake, va 23322		yes
<b>Comment:</b> Nas Oceana should keep the planes flying over Virginia Beach. Myra went after the Navy to bring them to the area. I feel as if I live in a war zone. I did not ask for them to come. I had no say what so ever. Ifeel that the safety and well being of my family is at stake. My children can't sleep, Nor can we, they can't play outside. My older son is starting to have Migraines as I do. Atleast Virginia Beach has a curfew. /we have nothing!!!!!! And we did not ask for this!!!!!! We are prisoners in our homes. We have four acres that we can not enjoy on an everyday basis. We make complaints which go unnoticed, speak to people who don't care. WE DID NOT ASK FOR THIS!!!!!!					
My childrens hearing has been affected. I have decimeter readings as high as 140 because that is as high as my meter will read. They are flying over high power lines recklessly					
GEORGE E WILSON, JR.	Chesapeake, VA	USN (ACTIVE)	808 LELEON COURT CHESAPEAKE, VA 23322		yes
<b>Comment:</b> THE VERY SCHOOL THIS OPEN HOUSE IS BEING HELD IN IS GREATTLY AFFECTED BY JET NOISE. THE CHILDREN ARE AT A DISADVANTAGE WHEN IT COMES TO ATTENTIVENESS IN CLASS. THEY HAVE TO COMPETE WITH JET NOISE SEVERE ENOUGH TO VIBRATE THE ACOUSTIC CEILING TILE IN THEIR CLASSROOMS.					
THEY WON'T GET A BREAK WHEN THEY GO HOME TO CONCENTRATE ON THEIR HOMEWORK EITHER. YOU SEE NOT ONLY IS THEIR SCHOOL AFFECTED BY THE JET NOISE THEIR HOME IS TOO.					
THIS AREA OF VIRGINIA HAS BOOMED RECENTLY IN BUSINESS AND , HOUSING CONSTRUCTION. THIS IS PRIMARILY DUE TO THE AREAS FAMILY ORIENTATION AS WELL AS ITS RURAL APPEAL. THE INCREASE IN AIRCRAFT PERSONNEL AND FLIGHT OPERATIONS WILL DRAMATICALLY CHANGE THE FACE OF CHESAPEAKE VIRGINIA. IT WILL LOSE ITS REMAINING APPEAL AND FAMILIES WILL NO LONGER MOVE TO OR CONTINUE TO LIVE IN THE AREA.					
DO NOT BASE ANY FURTHER AIRCRAFT AT OCEANA. DO NOT INCREASE FENTRESS OR OCEANA FLIGHT OPERATIONS. UTILIZE YOUR OTHER ALTERNATIVES WHICH WILL ULTIMATELY HAVE LESS IMPACT ON FAMILIES AND THEIR CHILDREN.					
Kathy Breslin (second comment)	Chesapeake, VA	Ethridge Lakes	1318 Crosswood Lane Chesapeake, Va. 23322		yes
<b>Comment:</b> I would like to know why the jets cannot remain in their assigned flight pattern. I find it difficult to believe the jets are "suppost" to fly over our neighborhood. If the pilots are not able to follow an assigned flight pattern here in the U.S.. how are they to do so in a war situation? Furthermore, if the pilots cannot control the planes well enough to keep on their course, how can werest assured theycan they keep them off our rooftops and away from our children?					
I am also concerned that pieces of the planes (or the fuel)may fall off and kill someone.					

Name	Location	Agency/Organization	Address	Topic	Add to Mail List?
Gayle Wooten	Chesapeake, VA		709 Peachtree Drive Chesapeake, Va. 23322		yes
<p><u>Comment:</u> I don't understand why the jets have to fly so low and so far out of the pattern that they are supposed to be flying in. I also want to know why everytime I go to bed at 11:00 at night they start flying over my house non-stop until all hours of the morning, and I am not even in the flight pattern. They are flying so low that they are shaking all of the houses in my neighborhood and sometimes it seems as though you could reach out and touch them.</p> <p>I am also concerned about the fact that they are flying over not only neighborhoods that have many houses with Families living in them but also for the Schools that are involved also.</p> <p>I would like to know what kind of punishment is issued to the pilots when they don't stay where they are supposed to be flying and what happens to the ones that are not careful (jet fuel dumping) when they are flying.</p> <p>Thank You for letting me voice my opinion I don't want this to get any worse than it already is.....</p>					
Ryan Coolbaugh	Chesapeake, VA		2320 Lockheed Ave Chesapeake V.A.		no
<p><u>Comment:</u> I live right next to N.A.L.F Fentress and the jet noise is loud and annoying. I wish they would fly less often. Along with flying less often they could extend their flight pattern over the swamp. I am opposed to the idea of the Super Hornets coming here.</p>					
Dave Boswell	Chesapeake, VA	self	803 Rivanna River Reach Chesapeake Va 23320		yes
<p><u>Comment:</u> This is a continuation of previous session by me.</p> <p>I merely want to add that the only option I feel for this would be a floating facility off shore with a retired aircraft carrier with the Tower/Island removed for safety.</p> <p>This could be offshore far enough to limit the undesired light from adjacent housing areas.</p> <p>Had the navy been able to remain east of Centerville Turnpike for all of its operations, I would still be living near Fentress.</p> <p>I would prefer that Oceanna be closed than move the Super Hornets to the base.</p> <p>Please listen to our pain .....</p> <p>My home phone number is 757-436-7772. I would welcome the opportunity to further comment or hear a response from you.</p>					
John Newby	Chesapeake, VA		1817 Crestwynd Dr Chesapeake, VA 23322		yes
<p><u>Comment:</u> Obviously, the F18's are noticeably noisier than the F14's and turboprops so I hope the super hornets don't practice at Fentress. However, the current noise situation is already bad. The Navy already has a public relations/safety problem made only worse by the actions of the F18 pilots. The F18's routinely violate the traffic pattern depicted on several of the displays at this presentation and fly directly over my house at altitudes of 1000' AGL or less. I do not notice the F14 or turboprop pilots going outside the prescribed traffic pattern but this could be a function of the lower noise levels (although the F14's are not that much quieter.) If Fentress must be used, why can't the aircraft keep the traffic pattern to the southeast where less people live rather than flying a traffic pattern that routinely carries them over a heavily populated area. I realize Fentress was here long before the development, but I don't think that's going to satisfy the increasing number of people living in the noise area. Also, this program needs spell check.</p>					
Karen & Michael Corwin	Chesapeake, VA		1113 Murray Drive Chesapeake, VA 23322		yes
<p><u>Comment:</u> We support our US Navy and other branches. However, something needs to be done about the jet noise at Fentress. We can not enjoy any outdoor activities, our children can not sleep at night, and have trouble with homework, and school the next day. We don't mind the jets, just a little less noise and a lot more consideration for the people living on Murray Drive and surrounding area. Chesapeake did not ask for these jets, the Mayor of Virginia Beach is the one who wanted more jets in this area. Let her keep them in Virginia Beach!!</p>					
Kathy Breslin	Chesapeake, VA	Ethridge Lakes	1318 Crosswood Lane Chesapeake Va. 23322		yes
<p><u>Comment:</u> We would like to see the Jets removed from our subdivision. The noise is unbearable and definitely effects our quality of life. I would suggest you take the jets out over the water, deserts, etc.</p>					

Name	Location	Agency/Organization	Address	Topic	Add to Mail List?
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Marilyn & Gary Passori	Chesapeake, VA		805 Riston Court Chesapeake, VA 23322		yes
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Comment: We are voicing our opinions primarily due to the loss of sleep experienced from jet noise generated from the night ops at Fentress Field. We purchased our home three years ago, at which time we checked with the city of Chesapeake in regards to flood zone and noise from aircraft. We found the AICUZ to be rated at less than 65 db, which is considered a no noise zone for all intents and purposes. To date we are still within the less than 65db noise zone. We did not experience any problems until the fall of 1999, when the FA-18s arrived and began their carrier landing practices at Fentress Field. We have spent many nights lying awake and losing sleep. This is really frustrating since we reside outside of the noise zone on the published maps, and not even within the flight patterns. We have experienced jets flying directly over our subdivision when they are not supposed to be. The pilots do not stay within the defined boundaries of their flight patterns, and calls to the quarterdeck at Oceana are to no avail. In our opinion, calling Oceana to report noise complaints about their jets equates to putting the fox in charge of the chicken coop. We attended an open forum with CAPT Skip Zoebel in May of this year in which he was more concerned about the Navy's needs than the citizens. We understand his position and dedication to the Navy, however it's really a slap in the face when you are told you don't know what you're talking about; the jets do not leave their flight patterns, and the noise we're hearing over our house is the wind carrying the jet noise from Fentress. We truly appreciate the sound of freedom, and having personally served in the Navy understand the need for training. We don't understand the total disregard for the citizens of our community. City ordinances will not allow me to drive through my neighborhood at 2am and blast my stereo because it would be considered "Disturbing the Peace", however the jet noise imposed upon us by the Navy at that time is acceptable and beyond anyone's control. Aren't we ALL supposed to be good neighbors?

Deme Panagopoulos	Chesapeake, VA	Back Bay Outdoors	Post Office Box 15808 Chesapeake, VA 23328		no
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Comment: My concern of the FA-18s relates to the following:

A)

Deme Panagopoulos	Chesapeake, VA	Back Bay Outdoors LLC	Post Office Box 15808 Chesapeake, Va 23328		yes
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Comment: I am not in opposition to the flight operations of Oceana and Fentress Airfields. Rather, I am sympathetic to your predicament and recognize the problem originated from landowners, developers and local government interested in developing inexpensive land and turning a fast profit.

My concern of the relocation of FA-18s relates to the following:

A)

Bob Danner	Chesapeake, VA	Atlantic University	2601 West Landing Rd Virginia Beach VA 23456		yes
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Comment: Questions:

- 1) What impact does living around an airport have on the developmental growth of children? Breathing? Brain? Emotional development?  
What is the anticipated growth of these sites within 20 + years? More or less of an increase and need for greater/larger fields?
- 3) While flight simulation is probably and presently not the full answer, could it be figured into future equations and studied as a viable solution? Less costly in the long run?
- 4) While a residence's safety of prime interest, we are not limited in our life to a zone of existence. Why ask if someone lives in or near a flight path? Is not being about to use telephones across the city without noise interruption important?  
Is not it important for tourists to be free from noise & pollution in their week or two here?

Thank you for receiving these and other thoughts. How will I know of your response?

Appreciate the opportunity to express my questions.

Bob Danner

jim and linda farrell second comment	Chesapeake, VA		1321 crosswood lane chesapeake va 23322		yes
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Comment: I live in etheridge lakes and if the pilots would learn to follow there flight plan it would not even effect our neighborhood. They are constantly flying directly over our house. Sometimes they are so low I think they are going to take off the tops of our trees.

<u>Name</u>	<u>Location</u>	<u>Agency/Organization</u>	<u>Address</u>	<u>Topic</u>	<u>Add to Mail List?</u>
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Marilyn Danner	Chesapeake, VA		2601 West Landing Rd, Va Beach. 23456		yes
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Comment: Tidewater is a wonderful area. Navy and civilians need to co-habitate. To have a good relationship, now the Navy MUST build hush houses, and keep most loud noises out over the ocean where there is open space and much less danger to health and emotions. The present and future of this area and the health and safety of the citizens depends on how important these are to the Navy. Please protect the good thing that we all have had. Thank you.

John A. Rensch Jr.	Chesapeake, VA		805 Crestwynd Cir Chesapeake, VA 23322		yes
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Comment: Upon reviewing the current flight pattern I was very disturbed to find the obvious alternatives the Navy could be exercising and have blatantly overlooked. The flight pattern not only covers highly populated subdivisions of Chesapeake, VA, it also expands east over rural and swamp areas of Chesapeake and Virginia Beach. Why is this portion of the pattern not used???? We have sat in our cars in different areas surrounding Fentress Air Field and have found greater than 75% of the flights are over the areas most densely populated. Again, WHY? Does the Navy not train their pilots how to make right turns??? Granted weather conditions do dictate approach patterns, but the field is designed to handle approaches from either direction. Furthermore, if our esteemed pilots were to adhere to the indicated flight pattern, the decibel levels would be considerably less. My neighbors and I routinely have jets flying over our houses in the Etheridge Lakes subdivision. Does this not constitute our property being in a CRASH ZONE???? According to the EIS and the Navy provided maps no. But yet I regularly log flights over our homes. This not only detrimental to our standards of living but has a definitive negative impact on our future property values. With the increasing number of house and street lights in the surrounding areas, this certainly has to be having a negative impact on the training of Americas finest. How can you simulate nighttime approaches at sea when the amber glow from surrounding communities light the night sky. One couldn't even use a telescope in the back yard due to the bright lights, how can this be a realistic experience for our pilots???

What is it going to take to make the Navy realize there needs to be a change??? A crash?? The very school I am sitting in for this meeting is in the flight pattern. What about the safety of our children??? Further exploration into alternative training facilities is a must!!! Please make an informed decision. Not for the benefit of Va Beach's or Chesapeakes economy, not influenced by our major developers and business owners, but for the betterment of our community. Fentress was built for a reason. It WAS rural. Not the case anymore.

By the way, why doesn't this program incorporate spell check??

1 Virginia Beach may encounter or even Chesapeake Bay just by  
2 the increased people and spending and that sort of thing. I  
3 think it's going to have make a negative effect on our  
4 tourism and our environment and my personal life. When I go  
5 outside in the evening to sit down and listen to what I call  
6 night songs by the different animals and insects and things  
7 like that and it's interrupted with four hours of one jet  
8 after another flying over, I consider that to be an impact  
9 on my life. That's it.

10 When we built our house we asked the real estate  
11 agent and the builder if we were under any type of a flight  
12 path because they are by law required by law to tell you if  
13 you are in some kind of a flight path, and we were not under  
14 what they consider to be a flight path, and now we are.

15 MR. FROEFLER: Don Froefler, 1325 Murray Drive,  
16 and according to what I looked over there we're not in the  
17 main pattern, just outside where it's supposed to be flying,  
18 but still flies over, doesn't make a difference. What they  
19 have is a circular pattern. They fly and it's repetition.

20 Sometimes you have flight patterns constantly  
21 flying over, and the biggest gripe is we moved here, we knew  
22 about the noise, we lived in over by Oceana years ago, and  
23 we asked the neighbors, and, you know, everything was okay.  
24 Seemed like to us it was just going to be like Oceana.  
25 Well, after we got in the house we found out they were

1 loudest, when it's going right over my house and they say  
2 it's 110 at 1,000 feet. So, imagine what it is at four or  
3 five hundred feet.

4 Plus I have a problem with them not flying after  
5 11:00 o'clock at night at Oceana, but they fly out here all  
6 night long. That's my major concern. Plus, I definitely  
7 lost value on my property. It can't be the same as it used  
8 to be, and I have lived there 30 years and never had a  
9 problem with the F-14's, but these are a lot worse. I guess  
10 that's it.

11 MR. BAKER: My name is Donald Baker. I live at  
12 1328 Murray Drive in the Greenhaven section, and my first  
13 complaint, Number One, is for the noise, the noise down  
✓ 14 there, the noise level is just unreal. The children can't  
15 play in the yards because of the noise, flying after  
16 11:00 o'clock at night, you know, with an F/A-18 --  
17 my house is not supposed to be in the flight pattern,  
18 but there's still flying over my house cutting the  
19 pattern short.

20 I've made numbers of complaints to them. They  
21 don't do anything about it. I've talked to Mr. Zobol. I've  
22 also talked to Fred Pierce down there with Oceana about the  
23 noise and stuff, and they keep saying, "Yeah, we're doing  
24 this, and we're doing that." Nothing ever changes. It's  
25 just the noise is getting worse.

1           The pilots are flying wherever they want to fly.  
2 They are not flying in set patterns. When you talk to the  
3 pilots they tell you they're not flying 1.5 D and E or  
4 2.5 D and E from the field. They're just flying wherever  
5 they want to go. They say what they're trying to do is  
6 avoid flying near the lights to avoid neighbors.

7           We don't live in Greenhaven. We live in  
8 Greenheart because it's just -- all of it's just ridiculous,  
9 but when you have a house, and you have two ADD children  
10 that live in your house, and when your children can't sleep  
11 or do their homework because of the noise, something is  
12 wrong, and the aircraft altitudes and patterns, they say  
13 they're flying the patterns at 800 feet. They are not.

14           They're flying the patterns at 500 feet and  
15 cutting the patterns short, descending before they should,  
16 and it's when they come over your house they are 200 or 300  
17 feet over the top of your house, how can you live in  
18 something like that?

19           The Navy stresses quality of life. How can you  
20 have quality of life if you can't live in your home, you  
21 know, and they talk about -- they stress crew rest for their  
22 pilots, crew rest for this, crew rest for that. What about  
23 crew rest for our families and children?

24           I'm a pilot, so I know what crew rest is, I know  
25 what flight patterns are, and I know what noise abatement

1 procedures are. They're not doing none of them. They are  
2 doing whatever they want to do, and I think it's wrong, and  
3 I think the F/A-18 Hornets, they should be sent down to Cherry  
4 Point. It's not a populated area. It's farm land, and I  
5 believe they got a 12,000 acre facility down there.

6 I think that's where they need to take the  
7 airplanes because here it's just too populated, and this  
8 more or less is like a tourist area, and people are  
9 complaining about the noise, and, like I said, what's it  
10 doing to the eardrums and the children, you know, because of  
11 not being able to play in the yard or if you see a child  
12 playing in the yard and you see fingers stuck in their ears.  
13 I just don't like living by it. That's it.

14 MR. BAKER: My name is Paul Baker, address is 1220  
15 Longridge Road, Chesapeake, Virginia 23322. I'm effected  
16 most by the runway, two, three touch-and-goes, I have a  
17 15-month old daughter that can't sleep at night when they're  
18 flying the night patterns. The F/A-18's are unbearably loud  
19 compared to the 14's. I've been here about four years and  
20 the 14's were bearable enough you could sleep at night.

21 The F/A-18's are so loud you can't even think, and  
22 the baby is screaming from the noise that the plane is  
23 making, and I would like to see the F/A-18's that they are  
24 bringing to Oceana not brought here. At the least, I'd like  
25 to see basically an ordinance passed like in Virginia Beach

1           So, that's one thing I wanted to make sure that's  
2 on the record. I guess the rest just put in the box and put  
3 together our story here that actually I made an explanation  
4 of how we see what is wrong. It's the current noise map. I  
5 hope people look at it actually and use it.

6           MR. HALL: Michael Hall, 1317 Murray Drive,  
7 Chesapeake, 23322. I've been living now on Murray Drive for  
8 a year, and one of the things is there was no requirement  
9 for a public disclosure law for the jet noise where I live,  
10 you know. The Navy says it's Chesapeake's fault. Why isn't  
11 the federal government doing something which is including  
12 the Navy?

✓ 13           The Navy can put on the pressure and say, "Yes,  
14 you will," but it's very simple. They don't want to. The  
15 crashing zones and the noise zones, when they fly out of the  
16 patterns of the crash noise zones and you ask the Navy about  
17 it, especially Mr. Pearson of Oceana, he says they can fly  
18 where they want, that's just an estimate.

19           The EIS, if I'm not mistaken, said these are where  
20 most of the flights are occurring, but they're not. Sixty  
21 to 80 percent of the flights don't occur in that area.  
22 That's on the jets. The prop planes, they fly over my  
23 house. I'm a half mile east of the closest corner of the  
24 landing pattern or the crash pattern or the noise pattern,  
25 whatever you want to call it. When I call about it I don't

1 area I think it would be well worth it. I think that's it.

2 MR. COLAIACOVO: 807 Crestwin Circle. I live in  
3 the same circle as he does, Chesapeake, Virginia 23322. My  
4 concern is the same as him. I mean I'm concerned about  
5 property values but more importantly my seven-month-old baby  
6 you know, I mean, I know that the Navy has to practice their  
7 flight patterns, but from what I understand we're on the  
8 outside edge of the zone of a flight pattern, and what I  
9 have been told is that when there's "X" number of jets  
10 flying over the neighborhood or "X" number of jets flying  
11 that they have to go wider in order to do their  
12 touch-and-goes as they do, and when they go wider they go  
13 over our neighborhood and go over, I guess, the outside edge  
14 of the zone.

15 I've literally seen the pilot. I mean they're so  
16 low to the ground it's unbelievable, and they have to do  
17 their turns and have to go back over to do touch-and-goes  
18 again. They're all doing it. I'm not talking about sonic  
19 speed just when they turn on the angles, the thrust of it.  
20 I don't know a whole lot about the jets, the thrust, but  
21 it's just so loud it's unbelievable. Obviously, you can see  
22 the engines, the after-burning.

23 When they're flying they're on an angle, they're  
24 on the outside angle of the zone, and their flight pattern  
25 is turning, and I'm concerned for my baby girl, I'm



1 they'll fly all the way till 2:30, 3:00 in the morning, and  
2 my children they can't get sleep. Getting ready to go to  
3 school, "Daddy, I couldn't sleep, the noises woke me up."

4 I got a two-story house, got them downstairs  
5 hoping it's a little quieter, it's not. It still wakes them  
6 up, plus I have a well, and all the time they say, "We don't  
7 drop fuel, we don't drop this." My roof will tell you  
8 something is coming up, washing the tar off my shingles, and  
9 we have a garden. I guess I'm not supposed to eat the  
10 produce or anything that would grow. We have a well out  
11 there. A continuous dropping of fuel over the top of our  
12 area, what does it do to our drinking water?

13 When do we have to put on ear muffs? Everywhere I  
14 see planes, even on the pictures on the T.V., they have ear  
15 muffs on. When do we put ours on? Maybe we need some help  
16 preparing ourselves to wear ear muffs outside for ear  
17 protection. I hoped maybe some of this would help to  
18 confine the noise to help us get a way of living, some  
19 actual sleep at night. I guess that's it.

20 MR. ANDREWS: My name is Harvie Andrews, Jr., 108  
21 Land of Promise Road, 23322. My concern is the aircraft  
22 flying out of the zone that they have been designated to fly  
23 in. I built my house in 1984 when we were in a Level 4  
24 noise zone. October 20, 1998, the Navy attempted to expand  
25 the noise zone. This was denied by the planning commission,

1 also by the city counsel. My wife and I both spoke at both  
2 of these meetings.

3           However, these aircraft continue to fly at will  
4 directly over our house, no altitude all night long. They  
5 disrupt my children's study habits at night, and in the  
6 morning my children cannot even go out in the yard without  
7 ear protection and ear defense.

8           I'm not really interested in them paying me an  
9 easement right, but I'm interested in my right as a citizen  
10 who pays state, federal and city taxes, and the children  
11 have a right to play in the yard without being disturbed by  
12 pilots who are doing what they choose to do. I have  
13 documentation where I've called about the noise.

14           What they tell me is once they receive the  
15 complaint they notify air operations, but those pilots do  
16 anything they want to do. I have contacted my senator, I  
17 have letters from the admiral that's in charge of air  
18 operations and maintenance who told me that I should be able  
19 to talk to an officer when I call down there. Fred Pearson  
20 is their liaison. He's not there after 5:00 o'clock, and  
21 all those people do is write down what I say but they have  
22 no authority to direct anything.

23           They have ruined my child's graduation, everything  
24 he had done in his senior year, with the aircraft noise.  
25 Even if they would fly at a higher altitude where we could

1 at least hear each other talk regardless of the fact that  
2 they have paid these people down at the end of the street  
3 for their easement, those people down at that end of the  
4 street knew what they were buying because they were advised  
5 before they bought it, but we come under what I consider the  
6 grandfather clause because we were already there when they  
7 tried to expand. This is unfair as an American citizen and  
8 citizen of Chesapeake, Virginia.

9 Now, they want to tell me they're going to bring  
10 more noisier aircraft to Virginia Beach, but yet they're  
11 going to disturb us in Chesapeake. That's unacceptable, and  
12 counsel needs to step in and speak for the citizens of  
13 Chesapeake because those citizens of Virginia Beach, they  
14 may be increasing their economy, and they may be making  
15 money but what about the rights of the citizens who pay  
16 taxes in the City of Chesapeake, and I would like for  
17 counsel to actually step in and find out what's going on  
18 because obviously somebody is in the dark here. Sincerely  
19 Yours, Harvey.

~~20~~ 20 MR. PARKER: I do want to start with my name and  
21 address. I am Randolph Parker. I live at 717 Schoolhouse  
22 Road. My zip code is 23322. I have been there for 25  
23 years. I put my life savings in a house and bought 22 acres  
24 of land on the corner of Blueridge and Schoolhouse Road. I  
25 have always been very comfortable there until the last eight

1 said that he will accept my invitation sometime, but he has  
2 not said. I'd like for someone else to walk in my shoes and  
3 see what I have to endure.

4 Therefore, I believe they would have a difference  
5 of opinion about these planes flying here. These planes can  
6 fly 1,000 feet to the east of me, but they will not do it.  
7 I have to call and tell them that I have Captain Zobol's  
8 private telephone number, and if they don't move them back  
9 that I'm going to call him.

10 Then 90 percent of the time they have been moving  
11 them back, but I always wait an hour or two because I don't  
12 want to start complaining as soon as they start flying, and  
13 sometimes we have hot dogs that just intentionally seem to  
14 want to take a few shingles off of the top of the house.  
15 Just happened last week, come right down Schoolhouse Road  
16 about 400 miles an hour or faster, and I am a pretty good  
17 judge of speed because I worked many years in aircraft.

18 I thank you very much for listening and taking the  
19 time to sort out what I feel and what my family endures.  
20 Trying to watch T.V. is a real hassle. That's not the most  
21 important thing, but when I have to turn the T.V. up so  
22 loud, and by the time I get ready to go to bed I have to  
23 double up my pillow on my head to go to sleep, and I can't  
24 help it. So, thanks for listening.

✓ 25 MS. FAGAN: Greta Fagan, address 1220 Murray

1 Drive, that's on the corner of Murray and Bonnie Road,  
2 Greenhaven section. I live -- my home is not in a flight  
3 pattern according to your Navy charts, but my home is flown  
4 over by these F/A-18's and whatever else you're flying a  
5 minimum of 65 percent of the month. They're coming over so  
6 low that I can actually see the pilot inside the plane in  
7 the daytime.

8 They fly until late at night, they come every two  
9 to five minutes, sometimes even more frequently. When we  
10 call and try to explain to the people, "Look, this is more  
11 than we can take," we're told we'll get a return call. A  
12 return call person is nice enough to try to patronize and  
13 smooth it over two or three days later which is of no help.

14 You still have a splitting headache. You still  
15 can't function. You're angry all the time. You're mental  
16 well-being is pushed to the limit. I have a small child, 13  
17 months old, doesn't sleep or eat properly during the whole  
18 flight time that we're being bombarded, sometimes as much as  
19 two weeks straight at a time depending on the ship's  
20 movement.

21 I cannot imagine the F/A-18's or whatever is coming  
22 in the same way. It already rattles our windows, it shakes  
23 the house, I have to replace my whatnots and things in the  
24 house over and over again every time they fly. I have a  
25 two-story home, I can't watch T.V., I can't eat and have a

1 required. It sounds like they're coming in your room.  
2 Since the F/A-18 arrived, I no longer have pictures square on  
3 the wall.

4 Everything rattles and shakes when we have 14's  
5 and radar planes, and it was livable. With the F/A-18 it will  
6 not be livable. We would like to coincide with the  
7 military, but we would also like respect for our home.  
8 Okay.

9 MS. KNOLL: My name is Linda Knoll, 321 Luid  
10 Drive. I looked at the map when I came in, and it doesn't  
11 appear that I'm in a flight zone, but the jets are flying  
12 over our house, and my question was just why they would be  
13 flying over our house. Okay.

14 UNIDENTIFIED CITIZEN: I feel that the noise from  
15 the jets is extremely loud. It interferes with normal  
16 living. It's hard to hear yourself talk to other people  
17 when they're flying over. You really have to raise your  
18 voice. You cannot watch T.V. You have to raise that up.  
19 You can watch T.V., but you have to raise the volume up.

20 The sleep issue is very serious, I mean you cannot  
21 function really normally when you're at work or in school.  
22 My one daughter had gone to the laundry room and tried to  
23 sleep where it blocks out all the sound, and, of course, it  
24 doesn't block the sound out, and the other daughter had gone  
25 into the closet and tried to sleep.

**COMMENT CARD — SUPER HORNET EIS**

Chesapeake, VA

Name (Please Print): Cheri & Jack Bradley

Agency/Organization: \_\_\_\_\_

Address: 741 Beckley Lane  
Chesapeake, VA 23322

*Please provide written comments on the back of this card and drop into the comment box or mail to:*

Commander Atlantic Division  
Naval Facilities Engineering Command  
1510 Gilbert Street  
Norfolk, Virginia 23511  
Attn: Mr. Dan Cecchini (Code 2032DC)

*Written comments must be postmarked by September 8, 2000*

**COMMENT CARD — SUPER HORNET EIS**

Chesapeake, VA

Name (Please Print): BJ and Dawn Blackmon

Agency/Organization: \_\_\_\_\_

Address: 2301 Mt Pleasant Rd.  
Chesapeake, VA 23322

*Please provide written comments on the back of this card and drop into the comment box or mail to:*

Commander Atlantic Division  
Naval Facilities Engineering Command  
1510 Gilbert Street  
Norfolk, Virginia 23511  
Attn: Mr. Dan Cecchini (Code 2032DC)

*Please make  
my comments ~~the~~ part of  
the appendix.*

*Written comments must be postmarked by September 8, 2000*

COMMENTS: It makes NO sense to relocate these jets to such a populated area. The noise around Fentress seems to be endless at times. We can't sit outdoors, we can't sleep (we've tried ear plugs) and it even hurts our dog's ears, making him bark when the jets are flying. This situation has gotten totally out of control, and it is only a matter of time before a tragic incident occurs. Can you imagine the aftermath of a jet crashing in one of the neighborhoods they routinely fly over ???

(Attach additional sheets if necessary)

✓ Fentress airfield is my major concern. The flight crews do not obey established flight paths + fly at very low altitudes. They fly directly over my house and dump fuel often. After attending your EIS public comment meeting I have the following comments:

- 1) Oceana has the smallest acreage of the various choices. Cherry Point or Meridian seem to be the most logical choice based on acreage and minimal public impact. However, I know Va Beach wants a piece of the pie. Rec: Split the planes between Meridian + Oceana
- 2). Build another outlying (NALF) + shut down Fentress. The communities have grown so large around Fentress that it is an albatross around the Navy's neck. The floating field is a very good idea.

3) Be more open with the public, make us more aware of what type of action is taken on complaints, if any, and report monthly stats (publicly) on number + nature of complaints received.

4) Why wasn't an active duty rep. at this meeting?

**COMMENT CARD — SUPER HORNET EIS**

Chesapeake, VA

✓ Name (Please Print): Tom & Elsyce BRYANT

Agency/Organization: \_\_\_\_\_

Address: 512 MARGARET DR.  
CHESAPEAKE, VA 23322

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Naval Facilities Engineering Command  
1510 Gilbert Street  
Norfolk, Virginia 23511  
Attn: Mr. Dan Cecchini (Code 2032DC)

**Written comments must be postmarked by September 8, 2000**

**COMMENT CARD — SUPER HORNET EIS**

Chesapeake, VA

Name (Please Print): Steve and Susan Brown

Agency/Organization: \_\_\_\_\_

Address: 436 Bridgefield Blvd.  
Chesapeake VA 23322

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Commander Atlantic Division  
Naval Facilities Engineering Command  
1510 Gilbert Street  
Norfolk, Virginia 23511  
Attn: Mr. Dan Cecchini (Code 2032DC)

**Written comments must be postmarked by September 8, 2000**

COMMENTS:

We have lived in King James Colony since 1975, and only in the past few years have the practice flights at Fentress been a problem. Not only are the planes larger and louder, they consistently fail to fly within the prescribed flight path which would take them over farm land. Instead they cut the circle short and fly directly over the few residential areas in the vicinity. When you bring larger aircraft carrying more fuel into this scenario, you dramatically increase the opportunity for tragedy should one of these planes come down on the neighborhood.

(Attach additional sheets if necessary)

COMMENTS: While our neighborhood, at this moment, does not lie within a high-noise zone level, there is a real fear that this could change within the very near future. The jet noise has increasingly worsened and questions now must be asked regarding the extension of the <sup>high</sup> noise zones. The fear of the total replacement of all Tomcats, etc. with the FA/18 aircraft could only lead to extremely high noise levels and extension of this noise throughout Great Bridge. The saturation point appears to be looming on the horizon. We cannot take this anymore! Yes, we are appreciative of the ~~pr~~ Navy effort but quality of life is uppermost for our families. Please realize that this area is truly a "bedroom community"! Consider relocation of ALL FA/18's to a more rural setting that is less disruptive on the surrounding population.

(Attach additional sheets if necessary)

**COMMENT CARD — SUPER HORNET EIS**

Chesapeake, VA

✓ Name (Please Print): Dorisann B. Cameron  
Agency/Organization: Homeowner  
Address: 611 Stoneleigh Court  
Chesapeake, VA 23322

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Commander Atlantic Division  
Naval Facilities Engineering Command  
1510 Gilbert Street  
Norfolk, Virginia 23511  
Attn: Mr. Dan Cecchini (Code 2032DC)

**Written comments must be postmarked by September 8, 2000**

**COMMENT CARD — SUPER HORNET EIS**

Chesapeake, VA

✓ Name (Please Print): DAN CAMERON  
Agency/Organization: HOMEOWNER  
Address: 611 Stoneleigh Ct.  
Chesapeake, VA 23322

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Commander Atlantic Division  
Naval Facilities Engineering Command  
1510 Gilbert Street  
Norfolk, Virginia 23511  
Attn: Mr. Dan Cecchini (Code 2032DC)

**Written comments must be postmarked by September 8, 2000**

✓ Jets appear to be flying out of their flight zone - I often see them over my home.

- Jets schedule is not conducive to sleeping.

- When we purchased our home, we were told that we would experience some jet noise but it would not be severe. That statement has proven to be false. I am not opposed to the jets flying, however I sometimes feel the pilots are purposely intimidating the neighbors when they fly so far out of their zones. There has to be a ~~way~~ solution that would

### Concerns:

1. Jet Noise - getting worse
2. Time of noise - starts at 9:00pm - goes to 2:00am  
very difficult to sleep
- ✓ 3. Jets out of flight path (too far west) and very low.
4. Value of my property will decrease with any ADDITIONAL jet noise.
5. Do not see any reason the practice field cannot be moved to a remote area. Fr. Pickett sounds like a reasonable solution.

**COMMENT CARD — SUPER HORNET EIS**

Chesapeake, VA

Name: RICHARD L. COOKE

Address: \_\_\_\_\_

\_\_\_\_\_

SHETLAND DR

CHESAPEAKE, VA

22

**Write comments on the back of this card and drop into the comment box or mail to:**

Atlantic Division  
Facilities Engineering Command  
1000 Gilbert Street  
Norfolk, Virginia 23511  
Attention: Mr. Dan Cecchini (Code 2032DC)

**Comments must be postmarked by September 8, 2000**



**COMMENT CARD — SUPER HORNET EIS**

Chesapeake, VA



Name (Please Print): ELLEN COOKE

Organization: \_\_\_\_\_

Address: 832 Shetland Dr

Chesapeake Va

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Commander Atlantic Division  
Facilities Engineering Command  
1000 Gilbert Street  
Norfolk, Virginia 23511  
Attention: Mr. Dan Cecchini (Code 2032DC)

**Comments must be postmarked by September 8, 2000**

COMMENTS:

The BIGGEST PROBLEMS AT FENTRESS ARE THAT THE PLANES ARE FLYING OUT OF THE DESIGNATED FLIGHT PATTERNS. CALLING OCEANA DOES NO GOOD, IT ONLY STOPS WHEN THEY ARE FINISHED BOUNCING.

SOME SUGGESTIONS

1. BUILD ANOTHER OUTLYING FIELD TO BOUNCE ON,
2. PUT A PLATFORM IN OCEAN OFF VA. BEACH TO PRACTICE ON,
3. PUT 2 OLD CARRIERS IN CHESAPEAKE BAY.
4. LET THE PLANES GO DOWN TO CHERRY PT. TO PRACTICE.

(Attach additional sheets if necessary)

COMMENTS:

✓ We have lived in Ches (Fentress Airfield Area) for 30 yrs and the planes have Always Flown out of pattern.

IT seems the later at night the lower and louder they get

(Attach additional sheets if necessary)





**COMMENT CARD — SUPER HORNET EIS**

Chesapeake, VA

Name (Please Print): Betty Hoag

Agency/Organization: \_\_\_\_\_

Address: 709 Denham Arch  
Chesapeake, VA 23322

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Commander Atlantic Division  
Naval Facilities Engineering Command  
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Norfolk, Virginia 23511  
Attn: Mr. Dan Cecchini (Code 2032DC)

**Written comments must be postmarked by September 8, 2000**

**COMMENT CARD — SUPER HORNET EIS**

Chesapeake, VA

Name (Please Print): EARL HOLLOWELL

Agency/Organization: RETIRED FIRE LT. FOR  
CHESAPEAKE FIRE DEPT.

Address: 1304 GLEN EAGLE CT. CHESAPEAKE  
23322

**Please provide written comments on the back of this card and drop into the comment box or mail to:**

Commander Atlantic Division  
Naval Facilities Engineering Command  
1510 Gilbert Street  
Norfolk, Virginia 23511  
Attn: Mr. Dan Cecchini (Code 2032DC)

**Written comments must be postmarked by September 8, 2000**

COMMENTS: Thank you for providing this forum. From the turnout at both Open Houses it is obvious that the concern about jet noise in our communities is REAL! We hope the Navy will take the common sense approach to this problem, by not bringing the Super Hornets to an area that is already opposed to the existing jet noise.

(Attach additional sheets if necessary)

✓ I WORKED AT CHESAPEAKE FIRE STATION #6 (CLOSE TO FENTRESS)  
I KNOW THE FLIGHT PATH IS SUPPOSED TO BE ON THE EAST SIDE OF CENTERVILLE TURN PIKE BETWEEN THE FIRE STATION AND THE 1<sup>ST</sup> HOUSE ON WHITAMORE RD.  
AT LEAST 30 PERCENT OF THE TIME THEY OR OUT OF THAT ZONE ACROSS CENTERVILLE TRPK. AND THE RAILROAD TRACK

**COMMENT CARD — SUPER HORNET EIS**

Chesapeake, VA

Name (Please Print): Tony & Tracey Oldham

Agency/Organization: \_\_\_\_\_

Address: 1325 Crosswood Lane (Etheridge Lakes)  
Chesapeake, VA 23322

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Commander Atlantic Division  
Naval Facilities Engineering Command  
1510 Gilbert Street  
Norfolk, Virginia 23511  
Attn: Mr. Dan Cecchini (Code 2032DC)

**Written comments must be postmarked by September 8, 2000**

**COMMENT CARD — SUPER HORNET EIS**

Chesapeake, VA

Name (Please Print): Judy O. Miller

Agency/Organization: \_\_\_\_\_

Address: 447 New Zealand Reach  
Chesapeake VA 23322

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Commander Atlantic Division  
Naval Facilities Engineering Command  
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Norfolk, Virginia 23511  
Attn: Mr. Dan Cecchini (Code 2032DC)

**Written comments must be postmarked by September 8, 2000**

I am very concerned about the noise because I can't even hear my TV or hear on the telephone. I am concerned about the planes crashing or something falling on my house. Sometimes it affects my children sleeping. My daughter can't even take a nap because of the noise. I moved from Memphis Ten. recently and I am very sorry we moved where we did. Our quality of life is not good if we have to listen to that ~~awful~~ awful noise! Please move where you are going to fly those planes! Why don't you do your practicing ~~to~~ over the ocean. Why don't you go to a desert and practice.

---

Jets flying over and low to home. ✓  
We are not in the fly pattern.  
Problem has been worse over the last 6 months.

**COMMENT CARD — SUPER HORNET EIS**

Chesapeake, VA

Name (Please Print): Oke William Thorngren

Agency/Organization: I'm Twelve Organize That

Address: ~~8~~ 700 Merle Court  
Ches vir 23322

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Naval Facilities Engineering Command  
1510 Gilbert Street  
Norfolk, Virginia 23511  
Attn: Mr. Dan Cecchini (Code 2032DC)

**Written comments must be postmarked by September 8, 2000**

**COMMENT CARD — SUPER HORNET EIS**

Chesapeake, VA

Name (Please Print): Mildred Stonecypher

Agency/Organization: —

Address: 912 Hawley Ct.  
Chesapeake, VA 23322

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Attn: Mr. Dan Cecchini (Code 2032DC)

**Written comments must be postmarked by September 8, 2000**

with all of the military + light  
training in the massy population  
~~urban areas~~ why cant they  
move it southeast into more  
rural areas.

COMMENTS:

My family is experiencing a decline in the  
quality of our family life. Jet noise  
keeps us awake at night!

✓ Jets continue to fly "outsight" of the  
flight path that we were informed they  
would follow.

Jet noise is scarring my small  
children!

We are considering moving if conditions  
do not change.

**COMMENT CARD — SUPER HORNET EIS**

Chesapeake, VA

Name (Please Print): Becky Woodall

Agency/Organization: \_\_\_\_\_

Address: 536 Saddlehorn Dr. North Landing Farms  
Chesapeake, VA 23322

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Naval Facilities Engineering Command  
1510 Gilbert Street  
Norfolk, Virginia 23511  
Attn: Mr. Dan Cecchini (Code 2032DC)

**Written comments must be postmarked by September 8, 2000**

**COMMENT CARD — SUPER HORNET EIS**

Chesapeake, VA

Name (Please Print): MIKELL R. WILLIAMS

Agency/Organization: VA BEACH CITY

Address: 3128 Hunters Glen Ct  
CHES. VA 23323-1034

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Commander Atlantic Division  
Naval Facilities Engineering Command  
1510 Gilbert Street  
Norfolk, Virginia 23511  
Attn: Mr. Dan Cecchini (Code 2032DC)

**Written comments must be postmarked by September 8, 2000**

COMMENTS: My biggest concern is the noise. I have lived in my home for 13 years. The first few years the noise was not unbearable. However within the last 3-4 years things are becoming unbearable. This noise is caused by aircraft that are on new or different patterns. They are now flying low and closer to my home. Things on my mantel fall. Windows rattle. Conversations on the phone must pause. Please insist that the old patterns be enforced.

(Attach additional sheets if necessary)

COMMENTS: NAS OCEANA SHOULD REMAIN OPEN. GREAT FOR THE TIDEWATER AREA. MY ONLY CONCERN IS FENTRESS. THE PROBLEM LIES BETWEEN CHESAPEAKE AND VIRGINIA BEACH CITY.

**COMMENT CARD — SUPER HORNET EIS**

Chesapeake, VA

Name (Please Print): \_\_\_\_\_

Agency/Organization: Noise Study Does not include  
increased noise from F-2 and C-2  
at B Fwcess

Address: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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Commander Atlantic Division  
Naval Facilities Engineering Command  
1510 Gilbert Street  
Norfolk, Virginia 23511  
Attn: Mr. Dan Cecchini (Code 2032DC)

**Written comments must be postmarked by September 8, 2000**

**COMMENT CARD — SUPER HORNET EIS**

Chesapeake, VA

Name (Please Print): Julie C. Young

Agency/Organization: \_\_\_\_\_

Address: 1708 Zimmerman Ct. VA Beach, VA, 23464

**Please provide written comments on the back of this card and drop into the comment box or mail to:**

Commander Atlantic Division  
Naval Facilities Engineering Command  
1510 Gilbert Street  
Norfolk, Virginia 23511  
Attn: Mr. Dan Cecchini (Code 2032DC)

**Written comments must be postmarked by September 8, 2000**

✓ COMMENTS: Fly Directly over my house, "only late at Night!"  
Rattles windows, Can not hear t.v. or Radio if on! also keeps  
me awake. I am not on the Flight Path so I would like  
to know why they are flying over my home keeping me  
awake

**COMMENT CARD — SUPER HORNET EIS**

Chesapeake, VA

Name (Please Print): LINVER LEFFEL

Agency/Organization: CITIZEN

Address: 569 SADDLEHORN DR CHESAPEAKE VA 23327

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Naval Facilities Engineering Command  
1510 Gilbert Street  
Norfolk, Virginia 23511  
Attn: Mr. Dan Cecchini (Code 2032DC)

*Written comments must be postmarked by September 8, 2000*

**COMMENT CARD — SUPER HORNET EIS**

Chesapeake, VA

Name (Please Print): Teresa Lane

Agency/Organization: Tax payer, citizen of Chesapeake and  
true-blue Patriot

Address: 2121 Land of Promise Rd.

Chesapeake, VA 23322-1430

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Commander Atlantic Division  
Naval Facilities Engineering Command  
1510 Gilbert Street  
Norfolk, Virginia 23511  
Attn: Mr. Dan Cecchini (Code 2032DC)

*Written comments must be postmarked by September 8, 2000*

COMMENTS: When I'm trying to watch TV or talk on phone it is impossible to hear at times. With the new jets coming it will be even more difficult to live in this area. I have lived here since 1977 and the noise level gets worse every year.

Thank you Linda Tappet

(Attach additional sheets if necessary)

✓ COMMENTS: Pilots continually fly out of the pattern - directly over my house at low levels.

High noise level at all hours - night + day.

Why put all your eggs in one basket - drop the basket, all of them are likely to break. Have several bases house the jets and they are less likely to be wiped out due to attacks from enemies or other disasters.

Put an outlying field in the Ocean.

If all the pilots live in one area, then they too are susceptible to being wiped out as well - natural or man made -

I have to wear earplugs some nights to get to sleep. What about all of the fumes - air quality goes way down. I'm also worried about the animals + birds.

I'm also worried that the value of my house will ~~be~~ decline - I want to be able to sell + move when I retire in 15 years.

(Attach additional sheets if necessary)

1 loudest, when it's going right over my house and they say  
2 it's 110 at 1,000 feet. So, imagine what it is at four or  
3 five hundred feet.

4 Plus I have a problem with them not flying after  
5 11:00 o'clock at night at Oceana, but they fly out here all  
6 night long. That's my major concern. Plus, I definitely  
7 lost value on my property. It can't be the same as it used  
8 to be, and I have lived there 30 years and never had a  
9 problem with the F-14's, but these are a lot worse. I guess  
10 that's it.

11 MR. BAKER: My name is Donald Baker. I live at  
12 1328 Murray Drive in the Greenhaven section, and my first  
13 complaint, Number One, is for the noise, the noise down  
14 there, the noise level is just unreal. The children can't  
15 play in the yards because of the noise, flying after  
16 11:00 o'clock at night, you know, with an F/A-18 --  
17 my house is not supposed to be in the flight pattern,  
18 but there's still flying over my house cutting the  
19 pattern short.

20 I've made numbers of complaints to them. They  
21 don't do anything about it. I've talked to Mr. Zobol. I've  
22 also talked to Fred Pierce down there with Oceana about the  
23 noise and stuff, and they keep saying, "Yeah, we're doing  
24 this, and we're doing that." Nothing ever changes. It's  
25 just the noise is getting worse.

1           The pilots are flying wherever they want to fly.  
2           They are not flying in set patterns. When you talk to the  
3           pilots they tell you they're not flying 1.5 D and E or  
4           2.5 D and E from the field. They're just flying wherever  
5           they want to go. They say what they're trying to do is  
6           avoid flying near the lights to avoid neighbors.

7           We don't live in Greenhaven. We live in  
8           Greenheart because it's just -- all of it's just ridiculous,  
9           but when you have a house, and you have two ADD children  
10          that live in your house, and when your children can't sleep  
11          or do their homework because of the noise, something is  
12          wrong, and the aircraft altitudes and patterns, they say  
13          they're flying the patterns at 800 feet. They are not.

14          They're flying the patterns at 500 feet and  
15          cutting the patterns short, descending before they should,  
16          and it's when they come over your house they are 200 or 300  
17          feet over the top of your house, how can you live in  
18          something like that?

19          The Navy stresses quality of life. How can you  
20          have quality of life if you can't live in your home, you  
21          know, and they talk about -- they stress crew rest for their  
22          pilots, crew rest for this, crew rest for that. What about  
23          crew rest for our families and children?

24          I'm a pilot, so I know what crew rest is, I know  
25          what flight patterns are, and I know what noise abatement

1 procedures are. They're not doing none of them. They are  
2 doing whatever they want to do, and I think it's wrong, and  
3 I think the F/A-18 Hornets, they should be sent down to Cherry  
4 Point. It's not a populated area. It's farm land, and I  
5 believe they got a 12,000 acre facility down there.

6 I think that's where they need to take the  
7 airplanes because here it's just too populated, and this  
8 more or less is like a tourist area, and people are  
9 complaining about the noise, and, like I said, what's it  
10 doing to the eardrums and the children, you know, because of  
11 not being able to play in the yard or if you see a child  
12 playing in the yard and you see fingers stuck in their ears.  
13 I just don't like living by it. That's it.

14 MR. BAKER: My name is Paul Baker, address is 1220  
15 Longridge Road, Chesapeake, Virginia 23322. I'm effected  
16 most by the runway, two, three touch-and-goes, I have a  
17 15-month old daughter that can't sleep at night when they're  
18 flying the night patterns. The F/A-18's are unbearably loud  
19 compared to the 14's. I've been here about four years and  
20 the 14's were bearable enough you could sleep at night.

21 The F/A-18's are so loud you can't even think, and  
22 the baby is screaming from the noise that the plane is  
23 making, and I would like to see the F/A-18's that they are  
24 bringing to Oceana not brought here. At the least, I'd like  
25 to see basically an ordinance passed like in Virginia Beach

**COMMENT CARD — SUPER HORNET EIS**

Chesapeake, VA

✓ Name (Please Print): Chris Fox

Agency/Organization: \_\_\_\_\_

Address: 509 Prospect Court

**Please provide written comments on the back of this card and drop into the comment box or mail to:**

Commander Atlantic Division  
Naval Facilities Engineering Command  
1510 Gilbert Street  
Norfolk, Virginia 23511  
Attn: Mr. Dan Cecchini (Code 2032DC)

**Written comments must be postmarked by September 8, 2000**

**COMMENT CARD — SUPER HORNET EIS**

Chesapeake, VA

Name (Please Print): Marcie FOX

Agency/Organization: \_\_\_\_\_

Address: 509 Prospect Ct  
CHES. VA 23322

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Naval Facilities Engineering Command  
1510 Gilbert Street  
Norfolk, Virginia 23511  
Attn: Mr. Dan Cecchini (Code 2032DC)

**Written comments must be postmarked by September 8, 2000**

My main concern for not bringing the new jets to this location is it will create more noise at my home. interrupting sleep for my family and my young child. I can't even sleep with my windows open due to the noise. Also I Am A police officer for city of VA Beach. My concern is also for my employment safety. with the current jets at Oceano. At times it puts officers ~~at~~ lives on the line, since as an officer on calls for service can't hear or communicate on radio due to high levels of noise this is a major concern along with the decreased quality of life. Damage to my roof and other areas of my home due to the pollution in the air. Although I understand a need for training BUT why AT NIGHT over my home.

---

I do not mind the "sound of freedom". I feel there is a time and a place for training. 10pm, 11pm, 12midnight, over my house, is not the time or place I would prefer. I feel the addition of the new super hornets will decrease my home's value, decrease the quality of life within my neighborhood, and have many potential safety concerns. As a police officer in the VA Beach, Oceano area, I have experienced several situations that may have placed myself or others in harms way due to the lack of ability to hear my police radio or police vehicle sirens. I do not want this to be the case if a Chesapeake Police officer is responding to assist me and my family, at my home!



North Carolina General Assembly  
Senate Chamber  
State Legislative Building  
Raleigh 27601-2808

SENATOR BEVERLY E. PERDUE  
3RD DISTRICT

September 8, 2000

COMMITTEES:

NEW BERN: HOME: 211 WILSON POINT ROAD  
28562 (252) 633-2670  
(252) 633-2667

APPROPRIATIONS, CO-CHAIR  
AGRICULTURE/ENVIRONMENT/NATURAL RESOURCES  
EDUCATION/HIGHER EDUCATION  
FINANCE  
HEALTH CARE  
WAYS AND MEANS

RALEIGH: OFFICE: 629 LEGISLATIVE OFFICE BLDG.  
27601-2808 300 N. SALISBURY STREET  
(919) 733-2055  
(919) 834-0499 FAX

Commander  
Atlantic Division  
Naval Facilities Engineering Command  
1510 Gilbert Street  
Norfolk, Virginia 23511

Attention: Code 2032

Dear Mr. Cecchini:

I am Beverly Perdue, State Senator for the 3<sup>rd</sup> District of North Carolina, and Chair of the Senate Appropriations Committee. I would like to offer the following comments in regard to the siting process of Atlantic Fleet F/A-18 E/F aircraft on the East Coast of the United States.

Although it was not a consideration in the decision to move the bulk of the F/A-18 C/D aircraft from NAS Cecil to NAS Oceana, I urge the Navy to factor in the cost of mitigating noise impacts in this Environmental Impact Statement (EIS). Only by including this cost can the Navy know the full impact of the decision to operate over 300 aircraft in a built up urban area. I also recommend that the EIS include an evaluation of aircraft noise levels on the health of children in the affected region.

I also urge the Navy to give strong consideration to the superb infrastructure condition and excess capacity at Cherry Point. This exceptional Base with its outstanding facilities can easily handle more than 130 aircraft. The lack of encroachment at the Air Station and the fact that Cherry Point borders on the Neuse River and the Croatan National Forest should also be significant factors in the decision process. Cherry Point can accommodate additional aircraft with minimal adverse impact on the community. Most flights around Cherry Point are over land which cannot be developed and this forms a permanent safety buffer. This fact is extremely important when you have a crash on



take off such as the one involving the Oceana F-14 which crashed after take off from Cherry point on May 21, 1998. This aircraft crashed in a wooded area less than 3 miles from Cherry point. The nearest home to the crash site was about 2 miles. The EIS should evaluate and compare encroachment and safety issues when looking at the siting options.

It also should be noted that the relationship between the Cherry Point military populace and the surrounding community is one of the best in the nation. Unlike other communities, we in North Carolina are glad to have the military here and we would strongly support the assignment of additional aviation assets to Cherry Point.

Thank you for your consideration.

Sincerely,

A handwritten signature in cursive script that reads "Beverly E. Perdue". The signature is written in black ink and is positioned above the printed name.

Beverly E. Perdue

BEP:sn

# Town of Newport

Derryl Garner, Mayor  
Franklin Blunt, Mayor Pro-Tem

Council Members

Virginia A. Blizzard  
Charles E. "Chuck" Hudson  
Kenneth R. "Ken" Long  
John L. Overby, Sr.

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Nelson W. Taylor, III  
Town Attorney  
Jeffrey C. White  
Town Manager  
Penny G. Weiss  
Town Clerk

*The Town with Old-Fashioned Courtesy*

---

September 7, 2000

Commander Atlantic Division  
Naval Facilities Engineering Command  
1510 Gilbert Street  
Norfolk, VA 23511

Dear Mr. Cecchini:

My name is Derryl Garner; I am the Mayor of Newport, North Carolina and am currently the Chairman of the Allies in Defense of Cherry Point, a citizens group which strongly supports Cherry Point and the Marines and sailors aboard the Air Station. As a retiree from NADEP Cherry Point, I am very aware of Cherry Point's impact on the region and urge the Navy to consider the following issues as you prepare the Environmental Impact Statement on siting Atlantic Fleet F/A-18 E/F aircraft on the East Coast of the United States.

With only 130 aircraft assigned, Cherry Point has the ability to easily accept additional aircraft. Construed to support the 13,000 Marines present at Cherry Point in 1987, the current Base loading of 8,000 is well under the infrastructure capability of the installation. Cherry Point has a great deal of excess capacity and this fact should be considered in the siting process.

Another issue, which should be considered, is the cost of noise mitigation. Unless a study is conducted to determine the cost of noise mitigation the Navy will have an inaccurate picture of the true expense of each of the siting options. I also believe the Navy should provide analysis of aircraft noise levels on the health of children in each affected region.

I also urge the Navy to look at long-term encroachment at each of the Air Stations under consideration. With the safety buffer of the Neuse River and the

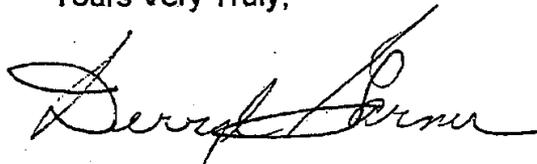
Page 2

Croatan National Forest, Cherry Point is bordered to a great extent by land and water, which cannot be developed. This can be extremely important when there is a malfunction such as the accident on 21 May 1998 when the Oceana based F-14 crashed on takeoff from Cherry Point and impacted the forest instead of a developed area.

I also want it noted that the relationship between Cherry Point and the surrounding community is absolutely second to none. We appreciate the contributions of the military to our area in both economic terms and as members of the local society and we would strongly support the assignment of additional aviation assets to Cherry Point.

Thank you for your consideration.

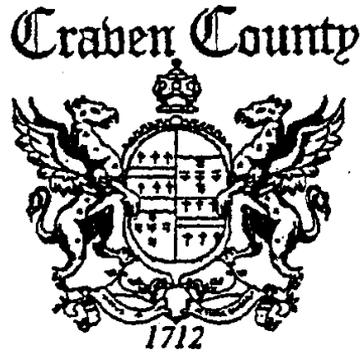
Yours Very Truly,

A handwritten signature in cursive script, appearing to read "Derryl Garner".

Derryl Garner  
Mayor of Newport, North Carolina

Board of Commissioners  
Albert H. Toon, Chairman  
C. W. "Pete" Bland, Vice Chairman  
Lee K. Allen  
Donald Phillips  
Johnnie Sampson, Jr.  
J. Harold Talton  
Charles F. Tyson, Jr.

Administrative Staff  
Harold Blizzard, County Manager  
George B. Sawyer, Assistant Manager  
Gwendolyn M. Bryan, Clerk to the Board  
Rick Hemphill, Finance Officer  
Ray H. Moser, Personnel Director



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July 14, 2000

Commander  
Atlantic Division  
Naval Facilities Engineering Command  
1510 Gilbert Street  
Norfolk, Virginia 23511

Attention: Code 2032 (Dan Cecchini)

Dear Mr. Cecchini:

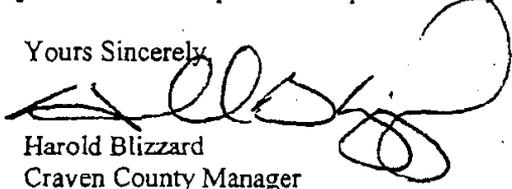
In response to the Notice of Intent to Prepare an Environmental Impact Statement for Introduction of the Atlantic Fleet F/A-18 E/F Aircraft on the East Coast of the United States, I wish to urge the Navy to give full consideration to the extent of local government and community support for basing additional aircraft at MCAS Cherry Point.

As you know, there has been very strong community support for additional assets at MCAS Cherry Point for some time. The County as well as the other local governments in our region worked tirelessly to prepare for the deployment of the Cecil Field F/A-18 Hornets. We are extremely disappointed when the Navy ultimately chose to redirect those assets elsewhere, despite a Defense Department recommendation to base them here. We believe the Navy did not give adequate consideration to the many advantages of MCAS Cherry Point, especially its generous noise and safety buffers, and the unparalleled degree of local support.

As the chief executive officer of Craven County, I commit our complete support and cooperation to the Navy in any decision to assign additional aircraft to this outstanding base. The history of friendly relations between the County and the military should play an important part in the Navy's decision. These considerations, along with the ability of this area to accommodate increased flight operations without human health or environmental harm, should make MCAS Cherry Point the Navy's first choice for this deployment.

Be assured we stand ready to work with the Navy and Marine Corps to accomplish that objective.

Yours Sincerely,

  
Harold Blizzard  
Craven County Manager

HB/ajd



STATE OF NORTH CAROLINA  
OFFICE OF THE GOVERNOR

JAMES B. HUNT JR.  
GOVERNOR

MILITARY LIAISON

September 7, 2000

Commander Atlantic Division  
Naval Facilities Engineering Command  
1510 Gilbert Street  
Norfolk, VA 23511

Dear Mr. Cecchini:

As Governor Hunt's military liaison I have been actively involved in both BRAC 95 and the siting decision to move the F/A 18 squadrons out of Cecil Field. I believe there are some lessons to be learned from these two processes and would offer the following comments as you prepare the Environmental Impact Statement (EIS) on siting Atlantic Fleet F/A-18E/F squadrons on the East Coast of the United States.

P-80 Comparisons. There must be a common standard which is applied to all potential receiving sites in regard to capacity and infrastructure requirements. Clearly, that would be the NAVFAC P-80 modified by common sense. In the past, however, these standards were not applied evenly at each installation and it appeared that the EIS was written to make the facts support a foregone conclusion. Use of a common standard is essential to the credibility of the EIS process. The EIS should also clearly state the discriminating factors that cause some air stations to be eliminated and others to be accepted. For example, in the past "Locating fleet operational aviation units at the same site as student pilot training is not an accepted practice within the Navy." (2.2.4.3 F/A 18 FEIS) This policy would seem to eliminate NAS Meridian but apparently it has not. What other parameters have changed?

Variable Housing Allowance (VHA). The variance of VHA rates between the areas surrounding the four air stations should be compared and long-term total cost projections should be made. The EIS should also provide a detailed breakdown of the methodology and cost factors used in this analysis.

Encroachment and Safety. The EIS should evaluate and compare encroachment and safety issues when looking at the siting options. There are inherent risks in operating large numbers of high performance aircraft in a built-up urban area. These risks should be clearly enumerated to the public and there should be a comparison of the operational errors for flight control between the four installations. As we found out on May 21, 1998 when the Oceana based



STATE OF NORTH CAROLINA  
OFFICE OF THE GOVERNOR

JAMES B. HUNT JR.  
GOVERNOR

MILITARY LIAISON

September 7, 2000  
Page 2

F-14 crashed on takeoff from Cherry Point, it's a lot better to be bordered by the Neuse River and the Croatan National Forrest than it is to be surrounded by metropolitan development.

Noise Mitigation. The cost of mitigating noise impacts should be included in this EIS. Only by including this cost can the Navy know the full impact of the decision to place over 300 high performance aircraft into a built-up urban area. The EIS should also include an evaluation of aircraft noise levels on the health of children in each of the receiving site operating areas.

BASE Loading. The Naval Service has two master jet bases on the East Coast; Oceana and Cherry Point. With all the F/A-18's at Oceana their base loading will be well in excess of 300 high performance aircraft all operating in a fully developed urban setting. At the same time Cherry Point will have 130 aircraft operating in what is essentially a rural area. Both air stations will be sharing the same ranges and training airspace. From the standpoint of maximizing the use of excess capacity, reduced operational congestion and aviation safety there should be more balance between the two master jet bases. The EIS should thoroughly address this issue as well as the long-term viability of operating large numbers of high performance aircraft in a metropolitan area.

Thank you for your consideration.

Yours very truly,

A handwritten signature in cursive script that reads "David Jones".

## **FACT SHEET ON REZONING FOR NEAR POST, LLC IN VIRGINIA BEACH ON NOVEMBER 25, 2003**

- 1.** The property is 5.9 acres in size and located on Laskin Road, a major gateway to the Oceanfront Resort Area.
- 2.** The property was occupied by the Seashire Inn, as an old, rundown, under-performing eyesore that was a detriment to the surrounding community. There were 52 units in the old motel. It was obvious that this property needed to be cleaned up and that private initiative was going to redevelop the property one way or another.
- 3.** Without any rezoning or other City Council action, the property could have been redeveloped into 256 hotel or motel units, or, a combination of 86 lodging units and 85 multifamily condo units. Under such a method, the City would have no opportunity to intervene to stop it.
- 4.** On November 25, 2003, the City Council rezoned the property to allow 90 multifamily condominium units, and attached to its approval the requirement to use sound attenuation measures. The applicant's name was Near Post LLC. The City Council saw that as a significant improvement over what could have happened without its approval. By increasing the allowed residential density by a mere 4 units, the opportunity to increase the number of hotel units by nearly 200 was eliminated.
- 5.** The project has since been reduced in size to 78 units. So, the City Council and staff action actually reduced the residential density allowed on the site by 7 units and eliminated all possibility of lodging use.