25 July 2000

Statement prepared by: Gregory A. Koumbis
Submitted to the US Navy, NAS Oceana, on the topic of bringing additional jet aircraft to Virginia Beach.

Introduction.

I am here representing my family and not any organization. I know the Navy League has sponsored a letter-writing drive to support the Super Hornet's basing at Oceana. Also, the Citizens Against Jet Noise has also tried to drum up support in opposition to the aircraft basing here. I only speak for myself and my family when I tell you that enough is enough and do not bring the F/A-18 aircraft here.

The noise from engine turns due to maintenance, that occurs for hours on end, and the noise from low flying aircraft have made it impossible for my family to sleep at night, keep the windows open, or even to enjoy spending time outside in the yard. The lack of sleep has affected our ability to get rest for work, and school. It is very frustrating and dangerous to our health - anxiety, hearing loss and lack of sleep can lead to serious health problems.

Before I am criticized for being unpatriotic for expressing my opinion and irresponsible for moving to an area that could be disturbed by jet noise, I will tell you a little about me and my sad story.

First, I served on active duty for 22 years as an aviator. I have spent almost half of that time at sea, and served in combat in the Gulf War in the Persian Gulf and on the ground in Iraq. I fiercely supported my country and my Navy and resent that tactic used by supporters. Senator McCarthy might support that approach, but decent citizens stoop low when they use that card. Grow up.

Second, I moved to an area that was depicted as a low noise level area on the Navy sound charts published on the web and provided to me by the realtor. The charts indicated I was in a lower noise area and would not be exposed to sound in excess of 65 db. Routinely, I hear sound in excess of 85 db. That is not a linear increase but an exponential one. A 20 db difference equates to 4-8 times the noise level of what the Navy has published for my area.

That is the situation today with the current complement of aircraft. It will be worse with the Super Hornets.

I live 8 miles from the base, near the courthouse, and aircraft fly over my house constantly, particularly en route Fentress airfield. Engine maintenance is done hours on end, blasting my neighborhood for 4 or more hours at a time. Last night, the noise, registering 80 db blasted my family from 1800 to 2320. It stopped only after I called complaining they had gone on beyond the normal 2300 cutoff time. This time is at the discretion of the Commanding Officer. He can and does exceed the time when needed.

I would like to make a few points.

1. The sound level charts are deceptive and misleading at best. The general public may not know that the db readings are based on an average over a 24-hour period. It does not note peak or discrete db levels. That means there can be noise at the 90 db level during any period that is averaged out by a no noise period.

2. There needs to be a serious sound mitigation plan put into effect immediately to deal with the present noise levels. The Navy has plans to build a Hush House. That will only take care of noise from high power turns. Low power turns will still be conducted outside. Also, a single Hush House can not possibly take care of the large number of aircraft.

Additionally, The Hush House gives the Navy license to conduct high power turns after 2300. That is a problem, because the House does not eliminate noise, it reduces the db level. There will still be noise, and now, well beyond 2300.

3. The Navy also says that there will be less of an operational tempo for the Super Hornet than for the F-14. They claim it will be less because they will only work-up for a single coast while the Tomcats workup for both coast carrier deployments. That may be true, but there are twice as many Hornets as F-14 squadrons. That means more noise, not less.

In conclusion, the Navy needs to be thinking about the health and welfare of the community before they take any decisions. We are proud of the Navy and what they mean to the community, but the Navy must weigh this decision carefully. There are many problems beyond community relations

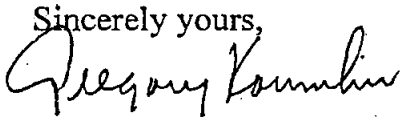
for the Navy with respect to this move. Pilots have already complained publicly that the area is so dense with military air traffic that they are unable to get the flight hours and flights they need today. What does that mean for tomorrow? More aircraft means more flight activity, which increases the chance of mishaps or accidents within the civilian neighborhoods.

Give my family our sanity back. Let us sleep and be at peace at home. After all, isn't that what you are flying for?

The community has shown their support by welcoming the current high level of military activity. Any more would be unreasonable and irresponsible on the part of the city and the government.

Thank you for allowing me to submit this statement.

Sincerely yours,



Gregory A. Koumbis
2400 Tanning Reeve Way
Virginia Beach, VA 23456
563-0826

25 July 2000

To: CCJN

From: Gladys Lancaster
437 W. Plantation Rd.
Virginia Beach, VA 23454

(Point O' Woods at London Bridge)

Subj: JET NOISE

I was in the Navy and also married to a career Naval officer; therefore, the Navy has supported me/us well since 1954 and never thought I would ever state the following:

I/we moved to Point O' Woods, at London Bridge in Virginia Beach, in 1964 (36 years ago). I knew that Oceana was near by, that the jets would fly over my neighborhood and that the base was here before I was. Consequently, I accepted the noise that came with the jets. However, with the arrival of more and noisier jets, which seem to be in training more frequently, I've discovered that my house and yard, which is my pride and joy, on which I have spent thousands of dollars to upgrade (including storm windows, Florida room with insulated windows and extra attic insulation, to help with sound abatement) has become almost intolerable because of the jet noise. The noise keeps me awake at night and awakes me in the early morning. Wearing ear plugs, while working in my yard, (and sometimes even inside the house) does nothing to abate the noise; instead, must stop what I'm doing and cover my ears. And, forget trying to talk with a neighbor while the planes are flying. Also, can't talk on the phone or watch TV without being interrupted. The only room in my house which has less jet noise is the downstairs, interior, bath room, which has no window. This is almost like a Safe Room, but who wants to live like that?

I am prone to having migraine headaches; jet noise and migraine headaches are, definitely, not compatible.

All houses have stress cracks in plaster walls and ceilings; after 36 years many of the same cracks, in the house, have been repaired once or twice, and that's understandable. However, over the past year or so I've noticed new plaster cracks appear which were never there. The house vibrates violently, as the planes fly over; therefore, the new plaster cracks are, no doubt, from that.

My house is located in "the Great Neck Corridor", which is known for very expensive real estate; consequently, you should take a look at the prices of the houses in Point O' Woods. The lower sales prices, surely, must be because of the proximity to Oceana and the jets.

Jet noise is very stressful on everyone and especially when you are my age, sixty seven years old (67). Stress will kill! I worked many years before retirement, and it's time for me to have some peace and quiet; "no one" should have to endure the loud, jet noise.

Gladys Lancaster

MEMORANDUM TO

COMMANDER ATLANTIC DIVISION
NAVAL FACILITIES ENGINEERING COMMAND

Subject: Basing of F-18 E/F aircraft at NAS Oceana

We oppose bringing the Super Hornets to NAS Oceana for the following reasons:

These larger and nosier aircraft will increase the noise levels in even more neighborhoods than at present. The FA-18's are currently flying well outside the patterns or AICUZ zones as indicated on the city maps. In most neighborhoods affected by "bouncing" and FCLP's the noise levels reach intolerable levels during daytime and nighttime hours. Citizens of Virginia Beach and Chesapeake find it impossible to enjoy their homes, shopping areas, parks and outside activities. The high noise levels during certain base operations certainly must be affecting physical and mental health of those concerned. The cities of Virginia Beach and Chesapeake should be prepared for a decrease in property values and resulting decrease in property taxes due to intolerable noise levels, which make for undesirable neighborhoods. We find often during flight ops that we cannot talk on the telephone, watch T.V. or carry on a conversation. This is now! The Super Hornets cannot help but make the situation worse.

An additional concern are the noise levels that residents of Virginia Beach are now routinely exposed to which exceed the federal and military recommended exposure limits (REL). The National Institute for Occupational and Health (NIOSH) has stated that the REL above 85 decibels as an 8-hour time weighted average is considered hazardous. Since many residential areas are now routinely exposed to these levels , the higher noise level of the new aircraft will certainly increase this problem. The Navy and Coast Guard Occupational Safety and Health instructions state that 84db is the maximum noise level permitted for unprotected personnel . and that double protection (plugs and muffs) is required at 104db. It does not seem reasonable to expose residents to levels that are unacceptable to the governments occupational standards.

Walter J. Riedemann Jr. (Captain, USN, Ret.)

Nancy M. Riedemann

Nancy M. Riedemann

1341 Carolyn Drive
Virginia Beach VA 23451
Linlier

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

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

Dear Mr. Walker,

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

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

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

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

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

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

Sincerely yours,

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

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

7/16/00

ar Sirs,

y name is Jeff Ginnow and I live at 603 Stoneleigh Court in Chesapeake, Virginia. I came here today to ovide my input about basing more F/A –18's at Oceana.

m an active duty Navy Captain and as such an avid proponent for the necessity of a strong national defense. m an unrestricted line officer in the Navy, sent here to take command of one of the fleet's front line mbatants and recognize, more than most, the need for realistic training. **The question we face about where base these aircraft is not as important as the question about where these new aircraft AND the isting aircraft can conduct their FCLP's. I am *against* basing anymore F/A-18's in the area unless an ternate site for FCLP's can be found, I am *in favor* of basing them here if an alternate site for the nduct of these training flights can be found.**

s background, I spent 8 years in San Diego and am quite familiar with jet noise from Miramar. When I was dered to Virginia, I found an area I liked and studied the Navy-provided noise and accident potential zone aps. Based on this study of Navy provided documents, and several days and nights of actual road side atching and listening to jet operations around Fentress, I was quite satisfied that the noise was not an issue my chosen neighborhood and I bought a house based on this information.

ince then, several squadrons of F/A-18's have arrived at Oceana and have begun to use Fentress for training. is well documented and acknowledged that the F/A-18 is much, much louder than the F-14 and what was an ccasional background jet noise fading in and out has become a routine painful noise experience. There are mes almost daily where I cannot shout at the top of my lungs and be heard by a person sitting across a patio able from me. The impulse to cover your ears with your hands is almost overpowering. Inside the house houting doesn't work either. A wait for a lull is the only viable behavior. I cannot plan any family or friend atherings at my home, my children cannot sleep and come to my room in the middle of the night crying. The nternet provided flight schedule only highlights the severity of the situation. As I drafted this letter the chedule called for flight ops averaging 15.45 hours a day for the 2-week period currently shown (16 – 27 uly 2000). Additionally, the pilots I'm frequently seeing up close, are flying well off the established traffic pattern. By carefully measured GPS coordinates, my home is more than 0.25 miles away from the nearest dge of APZ2. To the centerline of APZ2, the intended flight track, the range is more than 0.5 miles and yet I'm routinely overflown. Is this some exchange program we have with Air Force pilots?

My recommendation for the good of the Navy is this: Fentress' usefulness for night FCLP's is already marginal. There are too many lights in the area and there are new neighborhoods and commercial developments going in even closer to Fentress than where I currently live. With these new residential areas (streets, sewer, and power is already in, lots to be sold shortly) will come another 1000 or so people who will be subject to even more jet noise than I am. They will not be happy, the problem will not go away. Fentress has served its purpose for 60 years, the Navy has gotten its money's worth out of it, and it's time, as of yesterday, to find a new place to practice.

The Navy has taken away the freedom to enjoy my own home. The Navy-provided documents were relied on and are now seen as breaking a trust between the Navy and the community they live in. My quality of life and that of my family has suffered immensely and the property value of the largest investment of my life has dropped dramatically. We can solve these violations of my and my neighbors rights under the Noise Control Act of 1972, and solve the Navy's diminishing ability to conduct viable training in one fell swoop by finding an alternate practice field. On top of everything else, it's morally the right thing to do. Let's get on with it.

J. R. Ginnow
Captain, USN

CCAJN, INC
Citizens Concerned About Jet Noise

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

5 September 2000

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

Re: Environmental Impact Statement (EIS) for the Introduction of the Atlantic Fleet F/A-18 E/F Aircraft on the East Coast of the United States.

Dear Mr. Cecchini,

As you are aware, Citizens Concerned About Jet Noise (CCAJN) represents well over 4000 resident-members of Virginia Beach and Chesapeake and has had a long-standing interest in resolving the problems of severe jet noise and unnecessary accident risk adversely impacting more than 200,000 residents and 55,000 residences of these communities. Therefore, as provided for by the National Environmental Policy Act (NEPA) statute and Council on Environmental Quality (CEQ) regulation, Citizens Concerned About Jet Noise (CCAJN) hereby submits comments germane to "Scoping" the future content of the subject EIS.

Traditionally, the Navy has solicited oral, as well as written scoping input at public 'Scoping' meetings. Comments, generally limited to 3 minutes per speaker, would be presented to the assembled group of citizens attending the meeting. Unfortunately, the 'open house' format of the Scoping meetings held in Virginia Beach and Chesapeake precluded, apparently by design, the opportunity for attendees to speak and to hear or read the views, opinions, and/or scoping comments of other concerned citizens. Therefore, CCAJN requests that all written comments, as well as transcriptions of orally obtained comments, be included verbatim in a separate volume or appendix to the draft EIS. This supplement to the draft EIS should be similar to Appendix I (Comments and Responses) of the NAS Cecil Field final EIS*, and address each specific request for information or analysis sought by those who commented. A Scoping comment "summary" table, as was included in the Cecil Field EIS, may be useful in quantifying the number and general nature of resident concerns and requests, but is inadequate to responsibly inform the community, in sufficient detail, of the substance of these comments and concerns, and of Navy plans to address them. The more complete disclosure requested will better enable the public to develop responsible positions on significant and contentious

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environmental issues and to intelligently participate in the NEPA process, and for the ultimate decision-maker to make a better informed decision.

Additionally, CCAJN requests and most strongly endorses the preparation and inclusion of a comprehensive Base Reuse/Economic Renewal analysis that addresses not only adverse economic impacts, but also potential economic opportunities inherent in an NAS Oceana base closure scenario. While CCAJN believes that this scenario is unlikely, Navy officials are on record portending the likelihood of such a scenario should even a few Super Hornets be directed to locations other than Oceana. The mere intimation of an economic downturn appears intended to prematurely influence public opinion and elected officials. At best, such apocalyptic assertions are inconsistent with the spirit and letter of NEPA. At worst, they have potentially corrupted this NEPA process. Indeed, the threat of such economic recession was inappropriately used by the Virginia Beach City Council, based upon information received from the Navy, as the primary rationale for passing a resolution inviting all East Coast Super Hornets to NAS Oceana.

Therefore, since the Navy has raised this specter as a reasonable consequence of certain alternatives, it is essential that a credible NAS Oceana "closure analysis" be included as an appendix to the draft EIS. Further, inasmuch as the agency responsible for preparing an EIS nearly always has a preferred alternative, the EIS is likewise nearly always crafted to advance this alternative. Consequently, to ensure that the economic analysis of impacts and opportunities inherent in base closure is free of agency bias, the analysis should be prepared by the Office of Economic Adjustment or other appropriate, independent agency with a mission to assist communities in recovering from a base closure or realignment action. The analysis should consider the most recent Department of Defense studies that evaluate the success of economic renewal/base reuse at military installations affected by base closure or realignment.

Similarly, the EIS drafters themselves must present information impartially, in a professionally and intellectually objective manner. Care must be taken to avoid selective disclosure and convenient omission, as well as any inclination to mischaracterize, discount, or marginalize legitimate research findings and credible expert opinion that happens to be inconveniently inconsistent with a preferred course of action. To the extent practicable, the Navy should use researchers and contractors with demonstrable independence and a reputation for neutrality and balance. Navy compilers and editors must faithfully adopt this standard as well. NEPA requires that information provided to the public be of high quality and specifically affirms that "accurate scientific analysis, expert agency comments and public scrutiny are essential." Let the chips fall where they may.

This scoping input is intended to express citizen concern over current and impending environmental impacts generated by NAS Oceana operations in the hope that meaningful mitigation measures will be implemented in the near term. NEPA ultimately asserts that its purpose is to ***"elicit better decisions based upon a clear understanding of all significant environmental consequences, and take actions that protect, restore, and enhance the environment."*** CCAJN strongly encourages the Navy to adopt and faithfully adhere to this philosophy.

Lastly, CCAJN requests that each issue identified in attachment A be addressed thoroughly, that the spirit and intent of Council on Environmental Quality regulation regarding scoping (attachment B) be faithfully pursued, that economic renewal success (attachment C) be impartially evaluated, and that the materials included as attachment D (D-I thru D-XII) be carefully considered.** Failure to do so will compromise the technical credibility of the document and diminish community confidence in the process. CCAJN's scoping comments are not all inclusive and should be considered as supplements to, rather than substitutions for, the topic content that appears in the Cecil Field EIS, as well as recent EISs prepared for NAS Miramar, NAS Lemoore, and MCAS El Toro.

CCAJN appreciates your consideration of these Scoping Comments.

Sincerely,

John C. Shick

John C. Shick
Chairman, CCAJN

* Final Environmental Impact Statement on the Realignment of F/A-18 Aircraft and Operational Functions from Naval Air Station Cecil Field, Florida, to Other East Coast Installations of March 1998.

** Attachments are identified as A, B, C, and D, D-I, D-II thru D-XII

Attachments:
A. CCAJN Scoping Comments
B. CEQ discussion of Scoping process
C. DOD report on Economic Renewal/Base Reuse
D. Topic-related supporting information (various documents)

Cc: Meyera Oberndorf, Mayor, City of Virginia Beach
William E. Ward, Mayor, City of Chesapeake
Environmental Protection Agency (Mr. Roy Denmark)
Council on Environmental Quality (Mr. Ray Clark)
(all Cc w/o Attachments B,C, and D)

Attachment 2

3021 Ole Towne Lane
Virginia Beach, VA 23452
July 11, 2000

Honorable Mayor Meyera Oberndorf
And Members of the Virginia Beach City Council

Below are two letters I wrote to Mr. Pierson at Oceana Naval Air Station in April of this year, following several days of constant jet flights over our Carriage Hill home near Lynnhaven Mall. Although I did not keep a copy of his response, in essence the tone of his prompt note to me was apologetic.

On Thursday, April 27, 2000, 22:37:08 EDT Cocoa425@aol.com wrote:

Dear Mr. Pierson:

This is the fourth night in a row that the jets have flown extremely low directly over our neighborhood, and it seems, directly over my house, or within one or two houses on either side of ours. This is unacceptable. Ordinarily I am not one to complain. There are many days when the noise is unbearable, and many nights that the noise is intolerable, even with earplugs. When we absolutely cannot stand the noise, we have tried time and again to call 433-2162 to register a complaint, but finally give up in exasperation, when receiving a busy signal for 2 or 3 hours. It is impossible for us to sleep, impossible for our children to sleep. It affects their ability to do homework, to be able to wake up in the mornings; they are usually exhausted. They are so tired they cannot concentrate on their studies.

If anyone in our neighborhood made excessive noise, such as a party, loud music or noisy guests, the police would be called and the noise would stop. It just seems to me that a neighbor, whether a homeowner, or the US Navy, should be considerate of those people who have to reside nearby. I would dearly love to call the police and ask them to go to Oceana and ask you, as thoughtful neighbors, to cut the volume down at a reasonable hour, for example 9:00pm. But I am sure that this would do no good.

I want you to know that I grew up in Chicago, near Midway Airport, when Midway was the major airport in Chicago. I have lived near O'Hare Airport. I am used to the sound of planes. Of jets, too. But it seems to me that what is going on over my home and my neighborhood is unnecessary and totally thoughtless.

My father is a retired Air Force officer, who served as a pilot during WWII. He now lives near Davis-Monthan Air Force Base in Arizona. Even he wonders why we must suffer this constant assault on our ears. He has stopped visiting here, because he feels that the jet traffic and noise over a residential neighborhood is an insult to us, and a danger, as well. The jets at Davis-Monthan fly over uninhabited areas. They take off from the base, and do exercises away from town. Why are we not granted that same consideration?

I do not know what community you live in, but I would welcome a visit from you at any time your jets are flying, so you can see exactly how miserable it is here.

When we bought our home about 5 years ago, we were aware of, and willing to tolerate, the amount of jet noise that was going on at that time. But these past few months have been so absolutely miserable, that we would welcome a visit from all of the brilliant officials who thought it was a good idea to bring more, and noisier jets to Oceana. You are all welcomed to come at 10:30 at night, because I am sure we will all be WIDE AWAKE.

Sincerely,

Judith A. Matthias

Lt. & Mrs. Thomas Slippy
440 West Plantation Road
Virginia Beach, VA 23454

With the increased tempo of jet traffic at Ocean Naval Station, our quality of life has greatly diminished. Planes flying in our vicinity appear to fly well below the safety margin and I am constantly reminded that Oceana is a training base. We find the house reverberates with noise causing ceiling cracks, window frames to shake so violently storm glass loosens and items fall off shelves. The noise level creates many other problems; preventing one enjoying working and relaxing in one's garden; listening to a television program impossible and carrying on a telephone conversation impracticable. On nice, sunny days we cannot sleep with the windows open because of the dirt and noise from constant flight operations.

My neighbor cannot let her children play outside because, unlike most medical problems, the effect of constant, high noise levels on the human ears can not be undetected until after severe, irreparable damage has occurred. This affects the surrounding fauna as well as humans, as illustrated by the non-existence of frogs in our garden pond where they were once numerous. An oil film is often visible over the pond water. My dog cringes in agony each time a jet flies overhead and my cat runs for the closest hideaway, while birds fly away quickly. There is a bird sanctuary behind my house and, although a study has not been done, I am sure there is a detrimental effect on the surrounding wildlife also.

Yes, some planes were here before we purchased our house in 1983 and we were informed of the decibel level of the noise zone in which our house was situated. However, over the years that decibel level, although not changed on paper, has increased to a dangerously harmful level that causes many detrimental changes to our quality of life. Subsequent to that date our area has been rezoned to "Accident Zone", thus reducing our property value and greatly diminishing resale value.

My husband served over 20 years on active duty with the United States Navy and we have no axe to grind over the need to have a valid defense force. However, I fail to see the logic in moving these noisy, dangerous defense weapons from an isolated, rural area such as Cecil Field, FL to an overpopulated, over-built area such as Virginia Beach. Political influence should not be a part of military defense decisions and I urge the powers that be to re-think putting all their eggs in one basket and making the Oceana area a giant military establishment that could easily be eliminated either by a hurricane or the enemy.

Tom Slippy 7/25/2000

I would also like to point out on Runway 5 approach planes regularly fly under the 1500 safety height.

ERNEST E. BALL
243 Ocean Hills Road
Virginia Beach, VA. 23451
Phone:(757) 428-1425
Fax: (757) 428-0018

July 25,2000

U.S. Navy Oceana Jet Scoping Hearings

To whom it may concern:

I present the following comments regarding the U.S.Navy proposal to replace F 14 aircraft at Oceana with new and louder F 18E andF fighter aircraft.

My residence in the Ocean Hills townhouse community adjacent to the Cavalier Hotel is almost directly in the flight path for landing (and near takeoff) at Oceana. There are 60 units in the community, but I speak only of my own experience.

As a former Naval Officer with 6 years active duty on Destroyers in WW2 and Korea, I recognise the importance of Naval aircraft. But: I find (to me) the ever increasing level of jet noise to be most unpleasent. To consider flying even louder planes over my property is most disturbing.

While there is merit to considering the desire of flight crew families to live in a pleasent area, I think you must also recognise the effect of your activities on the existing residents life style.

If you decide that locating these aircraft at Oceana is essential from the view of logistics and operations, I hope you will try to minimise noise impact, and hopefully do away with airshow practice over the City of Virginia Beach.

Very truly yours

Ernest E Ball

Ernest E. Ball, LCDR, USNR, Ret.

William L. Rueger
410 52nd Street
Virginia Beach, Virginia 23451
757-422-3707

July 21, 2000

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

Attn: Code 2032 (Mr. Dan Cecchini)

Dear Commander, Atlantic Division:

Thank you for the opportunity to comment on the issue relating to the basing of approximately 164 F/A-18 E/F Super Hornets at NAS Oceana.

I have been a resident of Virginia Beach for 50 years and have always resided in an area of higher noise zones from operations at Oceana. I am a former Bank Executive and have been, or am currently involved in numerous business, community and educational organizations, including, Eastern Virginia Medical School, Old Dominion University, Hampton Roads Chamber of Commerce, and the General Douglas MacArthur Foundation. I am also a member of the Military Diplomats.

I am a strong supporter of our armed forces with a special affinity for the Navy and Naval Aviation and have been recognized for my support by several senior Naval officials. I enjoyed the privilege of participating in the Joint Civilian Orientation Conference in 1994, have experienced two arrested landings aboard C2's, the first on the U.S.S. Roosevelt (CVN-71), the second on the U.S.S. Kitty Hawk (CV-63) and cruised/dove aboard the U.S.S. Minneapolis-St. Paul (SSN-708).

I supported relocation of all F/A-18 Squadrons from Cecil Field during the last round of BRAC deliberations; however, I made a huge mistake. For the past two years the jet noise has become intolerable and is having an adverse effect on the quality of life for thousands of our taxpayers. The activity has increased several fold and the noise is detrimental to our health (sleep, stress, work, learning and other physical and mental problems.)

The F/A-18's are two to four times louder than the F/A-14's that will be phased out. I have recorded decibel readings using the proper scale of well over 100 d/b's in the Hilltop area and over 90 d/b's outside of my home and 65 d/b's in various locations inside my home. I have observed both residents and tourists cupping their ears and children crying because of excessive noise. I am concerned about the safety of citizens with the overflying of schools, shopping centers and other high density areas.

Replacing the quieter F/A-14's with the louder F/A-18's will have an adverse effect on the health and quality of life for as many as 200,000 residents in high noise zones. The largest master jet base on the East Coast does not belong in this densely populated city. This activity

should be placed in a more remote venue. Also, Navy pilots acknowledge flying constraints and restrictions operating from Oceana.

I believe NAS Lemoore, California is currently the home base of the F/A-18's for the West Coast and is located in a rural agricultural area approximately 80 miles from the coast. Apparently, Lemoore will also be the home base for the Super Hornets. Air Stations in remote locations are more suitable for safety, noise impact, operational flexibility, noise and pollution impact.

I suggest that the Environmental Impact Statement (EIS) study the long range viability of Oceana should the Super Hornets be based elsewhere in a more remote location. Examples of cities rebounding economically following Base closures include, Charleston, South Carolina; Alameda, California; Merced County, California and Mesa, Arizona. I am not sure if the gradual downsizing of Oceana is the solution, but I do know that the Oceana property would be a prime site to attract high paying jobs related to the location of technological and light manufacturing firms. The existing noise problems are already risking our economic development efforts to attract and retain business.

An additional outlying field might be a solution, provided all "touch and go's" /FCLP's, direct radar approaches and other low altitude activities can be conducted there. Until such a field is constructed, these operations should be conducted at existing operating fields outside of Virginia Beach and Chesapeake. However, the aircraft still return to Oceana, and I fear this scenario would place too many restrictions and constraints on the readiness and safety of our pilots. I share the opinion of many of our taxpayers that it is in the best interest of our City and the Navy to locate these aircraft elsewhere. The training flexibility, safety and readiness of our pilots would also be best served at a more remote location.

As previously mentioned, I am a strong proponent of naval aviation and would be pleased to discuss this issue by telephone or in person. Thank you for your consideration and service to our Country.

Sincerely,

William L. Rueger

VA Pilot - NOISE 5/1/00

Master jet base and rest are incompatible

Within the next four years, Oceana's F-14 squadrons will transition to F/A-18E/Fs. These airplanes, with their F-414 engines, are 25 percent to 30 percent louder than the current crop of F/A-18C/D aircraft.

Nobody wants the increased jet noise that's here now, so additional E/F noise factors will ultimately determine Oceana's survival. You really can't have a master jet base, with its attendant noise, in the densely populated area that Virginia Beach has become.

NAS Oceana and NAS Miramar were originally located in relatively unpopulated areas, but each city now surrounds the bases. The Navy met San Diego's jet noise concerns by transferring NAS Miramar to the Marines. The base now mainly hosts helicopters, thereby placating the "noise nazis." Virginia Beach's politicians, real estate agents and car dealers want the Navy at Oceana because the continuous process of Navy personnel transfers creates business income. As noise awareness grows, citizen opposition to E/F basing here will also increase.

Currently, the Navy bases E/F aircraft only at NAS Lemoore in the California desert, where noise isn't a great issue. As more planes are delivered, an East Coast site will have to be considered.

The Navy has valid command and logistics reasons for dual-coast squadron basing. But it does base all of its EA-6B aircraft in NAS Whidbey Island, Wash., and supports Navy/Air Force deployments to Bosnia from there. Despite Oceana's physical attributes, its location is no longer ideal.

A resort and vacationer destination cannot co-exist with a master jet base within the same area. One or the other will not survive. The F/A 18E/F will be the catalyst that will determine which must go.

Norman R. Blinn
Captain, U.S. Navy (ret.)
Virginia Beach

July 26, 2000

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

Dear Mr. Cecchini,

I am writing this letter regarding the Navy's recent request for input pertaining to the possible siting of the F/A-18E/F aircraft at the Oceana Naval Air Station. Although I do not reside near Oceana, I do live on Saddlehorn Dr. in Chesapeake, an address which places me nearly under the downwind leg of jets doing FCLP's at Fentress OLF. This occurs whenever the wind favors landing on runway 23 at Fentress Field.

The homes located on Saddlehorn Dr, known as North Landing Farms, were built approximately twenty years ago, and consist of over fifty homes, mostly on farmettes with horses and some livestock. At the time of construction, the developer informed the prospective residents that Fentress was being closed; over the years many different types of Naval aircraft in the pattern both day and night have demonstrated the falseness of that supplication.

With the departure of the A-6 Intruder aircraft from Oceana, a little bit of peace and tranquility descended on us. The F-14 Tomcat, the E-2B Hawkeye and COD were all tolerable in both number of cycles and noise levels. Even the occasional EA6B's and S-3's were hardly noticeable except in their laxity of the accepted course rules, and a call to the LSO's on station ensured a speedy compliance.

This all ended abruptly when the first FA-18 appeared in the pattern. Frequency increases were expected, but the noise both downwind, crosswind, and especially on power application after the touch & go were and are deafening. All conversation between persons standing next to each other is suspended, all telephone calls are useless, and any listening to either a television or stereo are useless. Working outside is only accomplished with earplugs or other hearing protection. I must add that when the aircraft RTB from the pattern it is a frequent habit to "bug out" of the pattern by a **dangerous,** low altitude, high angle of bank, high thrust maneuver that not only shakes windows but sends people and animals running for cover.

It is imperative that the Navy find a sterile, or low impact, environment in which to base the FA-18 and Super Hornet aircraft, and that is not in the Virginia Beach or Chesapeake area. The quality of life, real estate value, and the **safety** of this populace are threatened on a daily basis by the frequency and deafening noise these airplanes cause. It is just a matter of time that a crash of one of these aircraft engaging in necessary, demanding, training operations leaves a smoking hole in the ground where a home or school once stood; is the Navy willing to accept the cost? I am not!

Sincerely,

Craig C. Gorby, CDR, USNR, Ret

RICHARD W. MISTER 560 RIVER GATE ROAD CHESAPEAKE, VA 23322
(757) 546-8993

July 17, 2000

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

ATTN: Code 2032 (Mr. Dan Cecchini)

Dear Mr. Cecchini,

A recent decision by the City of Virginia Beach to formally support and ask the Navy to strongly consider basing the new fleet of F/A-18E/F aircraft at Oceana has caused me grave concern for my family's physical and mental health and long-time wellbeing. I believe it is imperative that the Naval Facilities Engineering Command, in conducting their review and environmental impact, reject the Navy's contention that Oceana can even be considered as a possible site for that basing.

Living in the southern part of Chesapeake used to be pleasant however since the addition of the F/A-18C/D to the inventory, sleeping on many nights is out of the question. The noise level is an order or magnitude greater than what was present with the F-14s and the noise zones have been greatly expanded. The additional basing of the current numbers of aircraft has required practice flights, at low level, in the vicinity of my home until well after midnight many nights because of the tight schedules. The possible addition of the F/A-18E/F will exacerbate the problem since the pure noise output is several orders of magnitude greater than current. That is unacceptable.

Irrespective of the economic impact of basing the new jets here, the Navy needs to consider placing this new fleet in a more remote location. The fact that the Navy moved out of Cecil Field was a true screw-up of momentous proportions. I am not anti-Navy. In fact, I am a retired Navy pilot with over 26 years of service. The fact that I do not choose to live like I and my family resides in the JO bunkroom onboard a carrier is because I desire a better quality of life.

It is imperative that the Navy seeks other basing options for an aircraft that can cause severe physical and mental problems for residents of the community.

Thank you for your time and consideration.

Sincerely,

Richard W. Mister

PLEASE MAKE THIS DOCUMENT PART OF THE RECORD. JRGinnow

7/16/00

Dear Sirs,

My name is Jeff Ginnow and I live at 603 Stoneleigh Court in Chesapeake, Virginia. I came here today to provide my input about basing more F/A –18's at Oceana.

I am an active duty Navy Captain and as such an avid proponent for the necessity of a strong national defense. I am an unrestricted line officer in the Navy, sent here to take command of one of the fleet's front line combatants and recognize, more than most, the need for realistic training. **The question we face about where to base these aircraft is not as important as the question about where these new aircraft AND the existing aircraft can conduct their FCLP's. I am *against* basing anymore F/A-18's in the area unless an alternate site for FCLP's can be found, I am *in favor* of basing them here if an alternate site for the conduct of these training flights can be found.**

As background, I spent 8 years in San Diego and am quite familiar with jet noise from Miramar. When I was ordered to Virginia, I found an area I liked and studied the Navy-provided noise and accident potential zone maps. Based on this study of Navy provided documents, and several days and nights of actual road side watching and listening to jet operations around Fentress, I was quite satisfied that the noise was not an issue in my chosen neighborhood and I bought a house based on this information.

Since then, several squadrons of F/A-18's have arrived at Oceana and have begun to use Fentress for training. It is well documented and acknowledged that the F/A-18 is much, much louder than the F-14 and what was an occasional background jet noise fading in and out has become a routine painful noise experience. There are times almost daily where I cannot shout at the top of my lungs and be heard by a person sitting across a patio table from me. The impulse to cover your ears with your hands is almost overpowering. Inside the house shouting doesn't work either. A wait for a lull is the only viable behavior. I cannot plan any family or friend gatherings at my home, my children cannot sleep and come to my room in the middle of the night crying. The Internet provided flight schedule only highlights the severity of the situation. As I drafted this letter the schedule called for flight ops averaging 15.45 hours a day for the 2-week period currently shown (16 – 27 July 2000). Additionally, the pilots I'm frequently seeing up close, are flying well off the established traffic pattern. By carefully measured GPS coordinates, my home is more than 0.25 miles away from the nearest edge of APZ2. To the centerline of APZ2, the intended flight track, the range is more than 0.5 miles and yet I'm routinely overflown. Is this some exchange program we have with Air Force pilots?

My recommendation for the good of the Navy is this: Fentress' usefulness for night FCLP's is already marginal. There are too many lights in the area and there are new neighborhoods and commercial developments going in even closer to Fentress than where I currently live. With these new residential areas (streets, sewer, and power is already in, lots to be sold shortly) will come another 1000 or so people who will be subject to even more jet noise than I am. They will not be happy, the problem will not go away. Fentress has served its purpose for 60 years, the Navy has gotten its money's worth out of it, and it's time, as of yesterday, to find a new place to practice.

The Navy has taken away the freedom to enjoy my own home. The Navy-provided documents were relied on and are now seen as breaking a trust between the Navy and the community they live in. My quality of life and that of my family has suffered immensely and the property value of the largest investment of my life has dropped dramatically. We can solve these violations of my and my neighbors rights under the Noise Control Act of 1972, and solve the Navy's diminishing ability to conduct viable training in one fell swoop by finding an alternate practice field. On top of everything else, it's morally the right thing to do. Let's get on with it.

JRGinnow

J. R. Ginnow
Captain, USN

EF Aircraft Public Comments Summary

Name	Location	Agency/Organization	Address	Topic	Add to Mail List?
Location: **Chesapeake, VA**					
jim and linda farrell	Chesapeake, VA		1321 crosswood lane chesapeake va 23322		yes

Comment: 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 mise wekk give up on sleeping until they are done. I cannot understand why you can't put an aircraft carrier out in the middle of the ocean and let them practice on the real thing. Or how about out in the mioddle of the desert.

Mary A. Hawthorne	Chesapeake, VA		1206 Winterberry Court, Chesapeake, VA 23322		yes

Comment: I wish we this meeting had a panel and the public would have been able to make comments. I felt 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.

jor hneider	Chesapeake, VA		807 woodstream way,chesapeake va 23322		yes

Comment: 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

Comment: 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. Ihave 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 WI SON, JR.	Chesapeake, VA	USN (ACTIVE)	808 LELEON COURT CHESAPEAKE, VA 23322		yes

Comment: 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

Comment: 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 nieghborhood. 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 we rest 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?
Mrs. Anne Hayes	Virginia Beach, VA	Virginia Village neighborhood	1065 Whales Run Ct Virginia Beach, VA 23454-5517		yes

Comment: PLEASE do a study/survey for noise levels and effects on modular homes and mobile homes. The cost to reduce noise in them will be unrealistic for those homeowners. There's no realistic way to "sound-proof" these homes. Losing the ability to hear, with increasing headaches, isn't a good quality of life for anyone. I go to Oceana Clinic since I'm a military dependent. It's kind of funny, ironic, I go to them for medical issues.

Stress levels caused by intensified jet noise has contributed to health problems (hearing loss, headaches, high blood pressure), as well as emotional and psychological oblems (frustration, thought interruption, loss of sleep, husband yelling at me because I have him repeat things). Hearing any normal conversation is near impossible, unless I'm right next to the speaker, usually my husband. I've added voice mail on my phone to help take calls, so I can listen to the messages at a quieter time.

PLEASE do surveys in the following neighborhoods: Virginia Village (1200 block General Booth Blvd), Derby Run (Harpers Road), London Bridge Trailer Park (London Bridge Rd), and the trailer park on Harpers Road across from the bar (on the curve). There's probably a couple of others, however, I'm not familiar with all locations.

ank you for your time,
Mrs. Anne Hayes

Deb Scarl igh	Virginia Beach, VA	citizen	1424 Franklin Dr. Va. Beach, Va. 23454		yes

Comment: My family moved to this area via the USN in 1958. I grew up in Kempsville. In 1979 my husband & I decided to move to the oceanfront. We bought our rst home in the Shawdolawn subdivision in 1983. As soon as we signed on the dotted line, we realized our mistake. We were out on the front lawn with the realtor when an F-14 flew overhead. I covered my ears to muffle the piercing noise and looked up to see what sort of machine could make such sounds. I swear the plane was so low, I could read Goodyear on the tires! I knew then that I would not be able to live there. We had thought that by buying a home near the beach, the value of the property would increase quickly. However, we learned that because of the high level of jet noise, this was not so. Because we wanted to remain near the beach and not move back to Kempsville, we endured almost 17yrs of torment to get the equity needed from the house to move. This past May, we finally were able to move to the Great Neck area where we are not under the constant roar of Oceanas mission. While we still get the stray hotdoggers, we live in relative peace. Unless, that is, if the winds are not N.W. Just the other day I had the displeasure to once again hear the roar our city officials call the sound of freedom. While I take comfort in knowing t our men & women are working hard to ensure that are freedom is defended, I also find comfort in knowing that a N.W. wind is not a common occurance in this area. I am urging you to move the louder F/A 18 Superhornets elsewhere. Va. Beach is no longer the sparcely populated rural area it once was and your planes are no longer the little propeller driven models that flew the skies when Oceana was built. Our city has grown by leaps & bounds and the jets are getting louder & louder. Our city officials continue to approve the construction of new subdivisions & shopping centers under your practice space. The economy of Va. Beach will survive. Our children will grow up in an environment where they can play outside without covering their ears and, hopefully, we will remain off the EPA smog list. Thank you!

Maureen A. Moore Maureen A. Moore	Virginia Beach, VA	citizen	605 Sea Oats Way Va Beach Va 23451		no

Comment: My concerns are several: Noise levels - increased costs for schools, safety without a significant increase for tax revenue

jim Nichols	Virginia Beach, VA	us navy	2532 cantwell rd va beach va 23456		yes

Comment: I strongly support bringing as many F-18s to Oceana as possible. I really enjoy living in Virginia Beach. I would like to continue to live here and raise my family here. If the jets are moved elsewhere then I would have to move also or resign. I would like to continue to serve my country and still live an area like Va Beach. Since the Government has closed Miramar and Cecil, about the only nice duty station left is Va Beach. I hope that the military is a welcome neighbor for years to come.

Laura M. Oliver	Virginia Beach, VA				no

Comment: Stop the intolerable noise of the Super Hornet jets. Citizens all over the Hamtons Road area do not want to deal with the claps of thunder produced by these planes. We can not live in a continuous thunder storm. This operation needs to be moved toa less populated area. We are loosing tourists, can't work, can't sleep, and can't hear ourselves speaking to each other half the time we're outside. Stop taking our air space. Leave Virginia Beach.

Sarah Vacher	Virginia Beach, VA		218 A 58th St		no

Comment: My name is Sarah Vacher, age 9. STOP THE INSANITY!!!!!!!!

Name	Location	Agency/Organization	Address	Topic	Add to Mail List?
Gregory A. Koumbis	Virginia Beach, VA	Private Citizen	2400 Tanning Reeve Way Virginia Beach, VA 23456		no

Comment: The noise from engine turns due to maintenance, that occurs for hours on end, and the noise from low flying aircraft have made it impossible for my family to sleep at night, keep the windows open , or even to enjoy spending time outside in the yard. The lack of sleep has effected our ability to get rest for work and school. It is very frustrating and harmful to our health.

Before I am criticized for being unpatriotic for expressing my opinion and irresponsible for moving to an area that could be disturbed by jet noise, let me tell you about myself.

First, I served on active duty for 22 years as an aviator. Half of that time was spent at sea. I have served in combat in the Persian Gulf during the Gulf War. I fiercely supported my country and my Navy and resent that tactic used by supporters of the Super Hornets.

Second, I moved to an area that was depicted as a low noise area on the Navy sound charts published on the web. The charts indicated that my home would be in a lower noise level area and would not be exposed to sound in excess of 65 dbs. Routinely, I hear noise in the 80 or louder db range. That is not a linear increase, but an exponential one. A 20 db difference equates to 4-8 times the noise level of what the Navy has published for my area.

That is the situation for today with the current complement of aircraft. It will be worse with the Super Hornets.

I live 8 miles from the base, near the courthouse, and aircraft fly over my house constantly, particularly en route to Fentris airfield. Engine maintenance is done hours on [illegible] blasting my neighborhood for 4 or more hours at a time. Last night, the noise, registering at 80 db, blasted my family from 1800 to 2320. It stopped only after I c[illegible]complaining they had gone on beyond the normal 2300 cutoff time. This cutoff time is at the discretion of the CO. He can and does exceed the time when needed.

A few points follow:
1. The sound level charts are deceptive. The general public may not be aware that db readings are an average measure over a 24 hour period. Louder, discrete noise levels are not accounted for.

2. There needs to be a serious sound mitigation plan put into effect immediately to deal with the present noise levels. The Navy has plans to build a Hush House. That will only take care of noise from high power turns. Low power turns will still be conducted outside. Also, a single Hush House can not possibly take care of the large number of aircraft.

Additionally, a Hush House gives the Navy license to conduct high power turns after 2300. That is a problem, because the House does not eliminate noise, it reduces the db level. There will still be noise, and now, well beyond 2300. Will I ever get to sleep?

3. The Navy also says that there will be less of an operational tempo for the Super Hornets because they represent airwings from only one coastline. That may be true, but there will be more of them and they are louder. The Hornets are replacing F-14 squadrons AND A-6 squadrons since they are both attack and fighter aircraft.

In conclusion, the Navy needs to be thinking about the health and welfare of the community before they take any decisions. We are proud of the Navy and what it me[illegible]s the community, but the Navy must weigh this decision carefully. There are many problems beyond community relations for the Navy with respect to this mo.

Pilots have already complained publicly that the area is so dense with military air traffic that they are unable to get the flight hours or flights they need today. What does that mean for tomorrow? More aircraft means more flight activity, which increases the chance of mishaps or accidents within the civilian neighborhoods.

The community has shown their support for the Navy by welcoming the current high level of military activity. Any more would be unreasonable and irresponsible on the part of the city and the government.

GIVE MY FAMILY ITS SANITY BACK! LET US SLEEP AND BE AT PEACE AT HOME. AFTER ALL, ISN'T THAT WHAT YOU ARE FLYING FOR?

Thank you for allowing me to submit this statement.

Find another venue - CECIL Field, Cherry Point, etc.

Jeanne Detterman	Virginia Beach, VA	Private Citizen	2400 Tanning Reeve Way Virginia Beach, VA 23456		yes

Comment: I feel sleep deprived and frustrated that we as tax paying citizens deserve to have a decent quality of life. Enough is enough. My husband and I purchased a home in a low noise zone. We researched this fact before we bought. This low noise designation is misleading and certainly not low.

We are affected by the flying aircraft and the engines running constantly on the ground. We are being told that the new aircraft are a little louder by the Navy, but I know this is false. The noise can be twice as loud which is incomprehensible to me.

This is all like a bad dream and I want to wake up. We want our lives back.

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

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

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

months.

I am a retired Navy Chief from Oceana, and where I live at I hear 10 times the amount of jet noise that I heard when I worked at Oceana when I was in the Navy. I think it is very unfair that we should have to endure this. I do not believe that sensible people would bring that many jets here when they have to fly them somewhere else to train in which they're having to do right now.

I am a veteran of World War II, and I feel that I am grossly mistreated or ignored by the military. The only thing they have in mind is how much money can we make on these jets that come in here? I know for a fact that those planes are being flown back to various places including Jacksonville, Florida, and whole crews to train where they came from and this sounds like the U.S. government to me.

I am a 100 percent disabled veteran, military connected. I also am under a psychiatrist's care and have been for many years. Some of it is war-related. I would like for them to consider taking those jets toward South Carolina or to Cherry Point or consider building a platform at sea or parking an aircraft carrier out to sea.

Parking an aircraft carrier or platform out to sea would be my number one because they wouldn't be constantly flying in here. I've invited Captain Zobol over for dinner some evening when they are training, and Captain Zobol has

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

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

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

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

MS. FAGAN: Greta Fagan, address 1220 Murray

currently facing.

On busier days I can record a jet overhead of my house every three to five minutes that's in the 75 to 90 decibel range. I have sat there for six hours straight documenting this. Obviously, I have better things to do with my time every day, but to a point I did take the time out in order to do that.

I don't feel that we have been accurately heard as a group, and I also feel that our City is more concerned with the bottom line than with the concerns about its citizens and how this noise affects our children and ourselves emotionally and physically on people's stress levels even. I don't feel that City Counsel or the Mayor listens to us reasonably.

MR. STOKES: I have a message I want heard. I thought I'd put this in the comment box, but in the meanwhile I thought I would read my message to you. William A. Stokes, 1400 Linlier Drive, Virginia Beach, Virginia 23451. I'm a native of this area. I've had the best of all the beautiful and bountiful blessings this area can provide.

Then came the jets, noise, pollution and health problems. We want to live our lives at our home. It is designed to accommodate the senior years. Due to the increase in the jet noise since 1998, I cannot enjoy my

prior quality of life. My hearing and overall health is at stake. I am a World War II veteran, having served in the war with anti-aircraft where I developed hearing nerve damage and deafness.

I cannot be exposed to sounds of high decibel readings without destroying what little hearing I have. I wear a hearing aid and take anti-depressant pills in order to sleep at night. When working in the yard I have to wear earplugs and cones to prevent further hearing loss. We live in a moderate jet noise area.

My real estate value will probably be devalued. I have felt secure in my investment as the houses in my neighborhood were selling at top market value until the jets were transferred from Cecil Field. Historically real estate taxes always increase.

While in prayer, I asked God to take the responsibility of my future since we have to move to a retirement community, whether it be the next move. As I have been told, I have at least 10 more years to live. My children's inheritance will be spent in these latter years as I transfer my only assets to Westminster Canterbury, otherwise my income is fixed.

While in prayer I petitioned God what could I do to represent myself and my community's interest. The answer came back that jets to take off and land vertically could be

our salvation. Praise the Lord. Yes, there are such jets that exist and will replace the super jets in due time. We have the knowledge and capabilities. They use more fuel and are somewhat noisy. Skip the super jets.

God's answer has caused my imagination to soar. Think, vertical take off and landing on land or sea. High altitude flying should allow a plane to fly in any direction without disturbing the residents regardless of what directions. Take off and landing still contributes to noise and exhaust pollution.

Number Three, safer flying with less accident potential over schools, shopping centers, et cetera, you change your flight patterns to avoid these areas.

Number Four, additional fuel consumption can be offset by utilizing the vacated jet base in Norfolk, Virginia, as an auxiliary field saving approximately 200 million dollars.

Number Five, lawsuits pending, compensation for a devaluation of property, et cetera; an accident involving a school to potentially be avoided. I'd hate to have blood of these children on my hands. Let's hold onto our present jet status, forego the replacement with the Super Hornets and go to the vertical take off and landing, Super Number 2 Hornets. God bless.

MS. COHEN: Sonia Cohen. My address, 322 Garcia

This is normally seven days a week beginning early in the morning before 8:00 o'clock and going up to 11 at night. We're not able to engage in telephone conversations most of the time during the day. Volume on the television has to be at a maximum volume even to hear it.

Company, when they visit our home, are just absolutely appalled by the disruption. I think the noise is creating a lot of stress within the community. I think that it's creating a bad image for Virginia Beach as far as affecting people moving in. I think it's bad for our tourists.

In particular, if I were to play my stereo in my house at the same level that the Navy jets are flying I would be issued a citation for disturbing the peace. So, if the average citizen would commit the same kind of act, if I didn't have a muffler on my car, and I was going down the street and the decibel readings are over 100, I would be guilty of a misdemeanor, but still the Navy has complete immunity from this, and I don't think it's fair. I don't think it's good for Virginia Beach. Again, I'm strongly opposed to not only the placement of the Super Hornets but any jets at Oceana.

MR. WEIRICH: J.E. Weirich, address, 1508 Back Cove Road, Virginia Beach, 23454. I won't be too lengthy, but I want to make some points with you. I have many

concerns. The most popular ones against jets will be expressed by the people.

One area that may not be mentioned is the loss of image in the public's mind of the Navy. I was in the military. I was in the Navy 26 years, 20 years as a Naval aviator. Right now all the services are having trouble getting people to join mainly because there's no real threat now. We're at peace and people aren't sure how much military they need.

In the case of the jets at Oceana, although they represent the sound of freedom, there's no question about that, but if that sound becomes so obnoxious that the people see the Navy as the enemy instead of their friends, then we're going to lose their support, and, consequently, in the long run, the military, Navy and Naval aviation in particular, will suffer. Therefore, we need to listen to and try to address by whatever means possible the problem of the excessive jet noise and operations in this area.

MR. HELVIE: Carl O. Helvie, 421 Lake Drive, Virginia Beach, 23451. You know, the noise levels, I mean my neighbors are deaf now, so it doesn't bother them, but I know the rest of us will be deaf because the decibels over a period of time causes deafness. I know that from school.

I have allergies in the last year. I've never had allergies before. If I'm out and the planes are flying

equivalent sound levels.

The noise radiant should be stated during various different operations such as take off, straight-in landing, straight-out exiting area. The second part is about air pollution. What would be the effect of the jet exhaust emissions on air quality? What would be the effect on particular emissions on the general health?

The current noise zones do not represent the flight patterns around NAS Oceana. The pilots should consistently fly a wider pattern and that causes noise to be expanded, actually 75 dB noise zones and higher. The air quality in the area has deteriorated since the planes from Cecil Field arrived.

The vibration is a problem. I've had pictures fall from walls when jets run up for take off and testing. There's quite a shock wave put out when the jet engines are in full power. There has to be some structural damages from the vibrations. I would like to support the F/A-18 to NAS but cannot do so unless our health and well-being are addressed.

MR. STAUCH: My name is Victor Stauch, 321 Mace Hill Street, Virginia Beach, Virginia 23451. I'm a retired Lieutenant Colonel, U.S. Marine Corps, and I have -- as a resident of the Powhatan area of Virginia Beach for over 14 years, I can attest to the unconscionable aggravation created by shrieking jet noise from aircraft at Oceana.

In particular, the last 18 months has been hellish as jet noise and crash potential have escalated dramatically from the decade prior to that period. The Oceana-based location and jet aircraft profile today is totally inappropriate and incompatible with its surroundings of private residence, schools, churches, theaters, shopping areas, malls, commercial businesses.

The level and frequency of peak noise events caused by Navy jets is a bona fide cause for alarm and outrage. Peace and tranquility are shattered during both day and night. Daily readjusting of pictures hanging on my wall from noise vibration is the least of the nightmares created by the jets.

The area should not be subjected to the continuing harassment of Navy jet overflights, F-14 and F/A-18 alike, but the 18's are the worst. I trust that eventually an environmental impact statement will reveal just that. I am hopeful the Navy will publish all the facts this time around. Navy jet fighter pilots should train and operate over the desert or similar unpopular places, not my backyard, slash, city.

MS. HAYES: Mrs. Anne Hayes, live in Virginia Village at 1065 Whales Run Court, Virginia Beach, Virginia 23454. The comment I was going to make is, okay, like all the new jets been coming in, that would be like sticking all

Beach, 23456. I've been a resident of Virginia Beach for 30 years. Retired out of the Navy 38 years ago, 1962. I'm a strong advocate of a strong military, strong Navy. I think the planes should be brought here. It's an ideal training base. It's been a successful training base since the '40s

The base has been here a long time. I just feel strongly that it should remain here, and bring the planes. I live in the flight path. I hear the planes. It has not bothered me a bit. They go overhead, and I say, "Hey, go get them." I really believe that this is the ideal location for them.

MR. ASKINS: My name is Tom Askins, 879 Wendwood Drive, Virginia Beach, Virginia 23451. I live in the Linlier section. I've lived here 25 years, same house. I built a house. Airplanes fly over my house almost every day. They severely interrupt my living in that house. Many times I can see the airplane, read the numbers on it, really big. It flies right over the house. I feel like the pollution and the environmental impact on my house is great, much greater now than it was before. I was in the Navy from 1961 until 1966.

I flew Navy airplanes. I'm a retired airline pilot from Trans World Airlines. I've flown them all my life. I think I understand them. I believe the Navy is wrong having these airplanes right in the middle of a large

city in Virginia. They impact, as I understand, over 70,000 people in the high noise areas, and then there's other forms of pollution that rain down over you daily that should be stopped, and I would like to see the Navy do something about this.

MR. PHILLIPS: James Phillips, 1208 Banister Court, Virginia Beach, Virginia 23454. We would like a noise decibel study done on the neighborhood, Virginia Beach, and the surrounding area and made public prior to being made. This was not done the first time. That's pretty much it.

MR. RIZZO: Florence Rizzo, 429 Benlea Circle, Virginia Beach, Virginia 23454. We were just talking to the very nice lady over there, and she was mentioning about information on a website as to when and where there will be training going on over in what areas and if that could be, I don't have a computer.

These ladies -- you don't either, but for people like myself who doesn't have a computer, what about the possibility of having something on the T.V. during news time just as they have news about everybody else as to when and what areas they expect to have training procedures going on so that we could be prepared and sort of schedule our lives so that it is has the least amount of impact, and in her case, she's a massage therapist, and she's working on these

COMMENT CARD — SUPER HORNET EIS

Chesapeake, VA

Name *(Please Print)*: Marsha Compston

Agency/Organization: citizen - resident of Chesapeake

Address: 628 Colapeake Dr, Chesapeake, Va. 23322

P' se 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)*: STEVEN COTTON

Agency/Organization: CHESAPEAKE PUBLIC SCHOOLS

Address: 457 SCHOOLHOUSE RD CHESAPEAKE 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: We moved to Chesapeake in 1998 from Va. Bch. We did not have a problem w/the jets at that time -- an occasional jet. Last Sept. (1999) it was almost constant (round-the-clock) Sunday night (7/23/2000) we went to bed w/them roaring above and woke up the same way. This is not my idea of good quality of life. A few weeks ago we had a cookout in our backyard. We could not hear each other talk. Our guests tried to read the info on the under side of the jets - they were so low. Also, we have been told that they are not even supposed to fly over our area - AND what about the danger of crashes. I was sorry to hear that Va. Bch and Mayor Oberdorf were actively recruiting to bring in the last group of jets (the ones we received last year). The Mayor said it would boost Va Beach's economy - Well, it did not do any favors for the residents of Chesapeake

(Attach additional sheets if necessary)

COMMENTS: LATE NIGHT FLIGHT OPS AT FENTRESS FIELD ARE JUST KILLING SLEEP FOR RESIDENTS OF THIS AREA. FA-18 NOISE LEVELS ARE GREATER THAN F-14 NOISE LEVELS. RESIDENTS OF CHESAPEAKE DID NOT SIGN UP TO THE LEVELS OF NOISE THAT ARE COMING TO US — VIRGINIA BEACH DID. FENTRESS HAS LITTLE OR NO ECONOMIC IMPACT ON CHESAPEAKE. WE CANNOT SLEEP IN OUR HOMES AT NIGHT BETWEEN 11 PM AND 4 AM BECAUSE OF THE NAVY TRAINING AT FENTRESS. I HAVE SERVED ON THREE AVIATION SHIPS USS. GUAM, USS CORAL SEA AND USS THEODORE ROOSEVELT. I NEVER EXPECTED TO SERVE MY RETIREMENT ON AN AIRCRAFT CARRIER. I AM SURE PROPERTY VALUES ARE BEING IMPACTED IN A NEGATIVE MANNER.

LCDR USN RETIRED

(Attach additional sheets if necessary)

COMMENT CARD — SUPER HORNET EIS

Chesapeake, VA

Name *(Please Print)*: S. W. EVANS

Agency/Organization:

Address: 616 SADDLE HORN DR. CHESP

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)*: Linda & Jim Farrell

Agency/Organization:

Address: 1321 Crosswood Lane 23322
Chesapeake VA
Etheridge Lakes

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: Put MUFFLER ON THEM LIKE SELF Bombs THEN you WONT have To hear Noise IT Will BE CHEAPER THAN MOVING. Put A FLOATING DECK IN ONE SECTION OF ATLANTIC OUT OF THE WAY. THIS WILL give Pilots HANDS ON TRAINING Night & DAY. CHERRY POINT N.C. Would BE THE BEST PLACE FOR A Touch & go Lading Feild BASE. AFTER ALL Eguys WE ARE THE BEST IN THE World SO why CANT WE do This, I No WE CAN.

(Attach additional sheets if necessary)

To w...

In may my husband retired after 20 years in the navy. we moved from VA BCH to get out in the country away from all the traffic & noise.

When the planes are doing there touch downs we cannot even sit out on our deck & enjoy our new house. In the family room we have to turn up the TV. If you want to go to sleep you mise well give it up since all the bedrooms are upstairs. When Fentress was built the city was very underdeveloped. It is time to move the airport. Why can't you take one of the aircraft carriers that you have spent so much money mothballing, park it out in the middle of the ocean & practice on the real thing. OR In the desert! Thank You,

Linda & Jim Fowres

COMMENT CARD — SUPER HORNET EIS

Chesapeake, VA

Name *(Please Print)*: Mrs. (Mary Elizabeth CMcHugh

Agency/Organization: _____

Address: 817 Denham Arch
Chesapeake, VA 23320
Etheridge Lakes

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)*: Jo Ann Marchant

Agency/Organization: senior citizen

Address: 705 Colony Dr 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

COMMENTS: My Husband is a former F-14 Tomcat pilot and flew in VF-14 (USS Kennedy) during Desert Storm. We now fly for United Airlines and made our permanent home in Chesapeake. (8th. Lakes)

NASOH/Chesapeake is a residential space. We have 3 children here. You are flying over schools! This is an accident waiting to happen.

I propose moving your new F-18's to Meridian. I lived there for four years. The base is in a rural area. Far away from the town, schools, businesses of Meridian. Please consider this before it is too late. Think of the Children — Safety & common sense first. Do it for the Navy's name also. It is the right thing to do. Many of you already know that!!

(Attach additional sheets if necessary)

[redacted]

COMMENTS: please keep it quiet.

(Attach additional sheets if necessary)

COMMENT CARD — SUPER HORNET EIS

Chesapeake, VA

Name *(Please Print)*: Kevin McHugh

Agency/Organization: _____

Address: 817 Denham Arch Chesapeake VA 23322

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

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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)*: Stanley McKenna

Agency/Organization: _____

Address: 4216 Blackwater Rd
Virginia Beach
VA 23457

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: As a former Tomcat pilot, I have thousands of trips around the patterns of both Oceana and Fentress. Ten years ago when I was active, training in the pattern was unrealistic at best. Course rules are not going away only getting stricter. The land under and near these landing patterns is filling up, people are not going away. Face it guys, flying over such a population center is a little ridiculous for obvious reasons.

Meridian, Beaufort and Cherry Point make all the sense in the world operationally. It is obvious the heavies are fighting for Oceana for personal quality of life reasons. I like Virginia Beach too, but, like the O'club, it's days as a Master Jet base has passed.

(Attach additional sheets if necessary) Thomas McGrath

---

1. COMMENTS: Bought my House in 1988 - Prior to buying we looked at the ACUIC Study Zone for proximity to Fentress - At the time My House was NOT in the Flight Pattern Now its in the Middle - Between 1988 & 1998 we made 5 or 6 Noise Complaints Since then We make 5 or 6 a month.

2. Why does the Government want to put All the FA 18's in ONE place - If we had one CATASTROPHIC EVENT We could loose 1/2 of the Force -

(Attach additional sheets if necessary)

COMMENT CARD — SUPER HORNET EIS

Chesapeake, VA

Name *(Please Print)*: HENRY SCHEEPERS

Agency/Organization: HOMEOWNER IN FENTRESS AREA.

Address: 561 RIVER GATE RD. CHES. 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

[redacted]

COMMENT CARD — SUPER HORNET EIS

Chesapeake, VA

Name *(Please Print)*: LTCol Jim Scruggs USMC

Agency/Organization:

Address: 529 CENTERVILLE TURNPIKE SOUTH
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

1. COMMENTS: HOW DOES THE NAVY JUSTIFY JETTISON FUEL AT 500 FT. OVER FARMLAND AND RESIDENTIAL AREAS.

2. WHY HAS THE FLIGHT PATTERN BEEN CHANGED AT FENTRESS FIELD? THEY ARE NOW APPROACHING THE FIELD FROM THE SOUTH INSTEAD OF EAST. AREA IS MORE POPULATED -

(Attach additional sheets if necessary)

[redacted]

COMMENTS: The Navy's attempt to gauge public sentiment and assess impacts to Quali[ty of life] and the environment relative to Super Hornet operations is premature. The Navy [has not] solved the problems associated with or generated by its current fleet of aircraft. The [Navy] has also imposed a double standard upon the local community. We, the citizens, co[ntinually] are reminded that quality of life for our sailors is important. So why is it less im[portant] for the citizens who fund the military through their tax dollars? Being unable to sl[eep until] 1:00 am. because that's when the jets stop flying is unsatisfactory.... period! [At the] same time the Navy touts crew rest for the pilots. Good to know they get to sl[eep] when my family can't! The expansion of FCLP approaches to fanning out from 1.5 miles also causes major concern. Now the jets fly directly over my house. Th[is was] not the case when I purchased the property in April 00.

Tonight's public affairs attempt by the Navy was a waste of tax dollars. [Once] again the Navy is concerned with 2010 and beyond instead of the here & [now]. Damage to my home, effects on my property's value, injury to my child[ren &] farm animals are all major concerns. Why not explore options at [illegible] [illegible] Field, Elizabeth City or expand the FCLP operations at OCEANA.

(Attach additional sheets if necessary)

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

AND: The Honaorable Richard Danzig
Secretary of the Navy
1000 Navy Pentagon
Washington, D.C.20350-1000

FROM: MARTY SMITH (print your name & address)

1929 Piney Woods Lane VA Beach VA 23454

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	5
Conversation	yes	OFTEN	5
TV viewing/ reading	yes	OFTEN	7
outdoor recreation	yes	CONSTANT	8
homework	No		
other leisure activities			

MY HEALTH & SAFETY ARE ALSO IMPACTED IN THESE WAYS:

I'm certain fuel is raining down on us. When I was in the Air force, we'd come home covered in it.

THE REVERSE SIDE OF THIS DOCUMENT HAS MORE COMMENTS

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

_____

_____

OTHER CONCERNS: (please check all that apply)

___water pollution ___safety of others ___health of others
X noise pollution X hearing loss ___inability to concentrate
X air pollution X learning interruption in schools
___compromised military training & readiness due to crowded air space
X 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
X jet fuel or jet fuel residue on my home, car(s), boats, etc. (as well as the continued costs to keep them clean)
X 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: Marty J Smith DATE: 7-25-00

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

_____

_____

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 am a US military healthcare provider. Unless I get a quality amount of sleep. I can't fully treat these beneficiaries the next day. Unlike the pilot's, I do not get crew rest when I have been awaken the previous night due to the nightly flights at NALF

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

SIGNED: _____ **DATE:** 07/26/10

COMMENT CARD — SUPER HORNET EIS

Virginia Beach, VA

Name *(Please Print)*: Daniel F. Creedon

Agency/Organization: US Navy Commander
Ret USAID (foreign aid program)

Address: 2605 Weston Rd
Va Beach, Va 23451

Please provide written comments, fold, and 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: 1. After Pearl Harbor I thought the US military and Congress had learned a lesson. They would no longer provide a target that, if hit, would severely degrade our ability to defend ourselves. Yet in the Hampton Roads area we have a majority of our Naval assets and Air Force fighter Squadrons at Langley. What a beautiful target. Why? Let's begin by relocating our Navy Jets.

2. I've done some volunteer work in the public schools. When a navy jet flys near the school activities stop because of the noise. This should not happen

3. Military jets should be at least 55 miles from metropolitan areas. Ocean is too close to our cities and the resort area

(Attach additional sheets if necessary)

COMMENT CARD — SUPER HORNET EIS

~~Chesapeake~~, VA
VA BEACH

Name *(Please Print)*: PAULA HUGHES

Agency/~~Organization~~: HOMEOWNER at HILLTOP

Address: 840 Dearry Lane, VA Bch VA 23457

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)*: CHARLES HOFFHEIMER

Agency/Organization: JET NOISE LITIGATION GROUP

Address: 303 34th STREET SUITE 8
VA. BEACH VA. 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: Until the high power facility is built. I only ask that there end time, that I have heard of, of 9pm for all high power operations to stop. To be strictly enforced. A majority of the time it ends around 930. I have heard of engines running as late as 1100pm. I sleep in the day time and can deal with the noise. I'm former Navy and whole heartedly support training. However, when it is nice to simply sit outside and "watch the grass grow", late night high power makes it hard to do.

(Attach additional sheets if necessary)

COMMENTS: THE NAVY NEEDS TO CONSIDER NAS PATUXAN RIVER AS A ALTERNATIVE.

OCEANA DOES NOT NEED ALL THE SQUADRONS. CHERRY POINT NC AND BEAUFORT SC SHOULD SHARE IN THE WEALTH AND THE NOISE.

J E Janssen

(Attach additional sheets if necessary)

COMMENT CARD — SUPER HORNET EIS

Virginia Beach, VA

Name *(Please Print)*: Don MONTGOMERY

Agency/Organization: U.S. NAVY

Address: 9341 WATERTOWN CT.
VA. BEACH VA. 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

COMMENT CARD — SUPER HORNET EIS

Virginia Beach, VA

Name *(Please Print)*: Marilu J. McFarland

Agency/Organization: 1325 Blue Pt. Rd. Salt Marsh Pt. Subdivision
Va. Beach, VA. 23451

Address:

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: ADDITIONAL AIRCRAFT BROUGHT INTO THE AREA IN MY OPINION WILL SERIOUSLY IMPACT THE QUALITY OF LIFE FOR THE RESIDENTS OF VA. BEACH

EXAMPLE: MY WIFE AND MYSELF WORK DAY SHIFT WE WAKE UP (NORMALLY) AT 4:30 AM WITH THE CURRENT AMOUNT OF F-18's FLYING PRIMARILY TO GET THE NIGHT QUALS IT MAKES IT IMPOSSIBLE TO GET THE PROPER AMOUNT OF REST REQUIRED TO PERFORM OUR JOBS.

- WHY PUT ALL AIRCRAFT HERE? → LETS OVER LOOK LOCAL POLICTICS AND MAKE THE DECISION ON THE NEEDS OF THE FLEET.
- LOOK AT THE AREAS POPULATION → PLUS THE AMOUNT OF GROWTH WITH THE ADDITIONAL AIRCRAFT
- LOOK AT SAFETY → ~~Short~~ SCHOOLS, SHOPPING MALL, HOSPITALS, HOMES

(Attach additional sheets if necessary)

COMMENTS: I feel at this time we don't need any further Air Craft to add to the noise in this Area. In 1990 when I purchased my home I looked at this Area as being a quiet place in the suburbs. The noise from the activity of the jets now. Keeps me from being able to hear on the phone, Sometimes it disrupts my sleep. And also unable to even enjoy some of my TV programs. Therefore I feel we do not need Any Further Air Craft in this Area. My Wife & I Anticipate the Day we Can move from this Area due to the fact the noise has increased so much.

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

AND: The Honaorable Richard Danzig
Secretary of the Navy
1000 Navy Pentagon
Washington, D.C.20350-1000

FROM: Capt Wm H. Gallaa, USN(Ret) (print your name & address)

3600 Sea Pines Rd., Virginia Beach, Va. 23451

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	seldom	3
Conversation	Yes	often	10
TV viewing/ reading	Yes	often	10
outdoor recreation			
homework			
other leisure activities			

MY HEALTH & SAFETY ARE ALSO IMPACTED IN THESE WAYS:

I am not over concerned about my safety but I am concerned about impact on heath, especially my hearing.

THE REVERSE SIDE OF THIS DOCUMENT HAS MORE COMMENTS

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

_____

_____

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 recently returned to Va Beach and bought a living unit at 36th st. near the oceanfront. I had no idea of the noise I would be subjected to from the planes. Had I known this I would have had second thoughts. If I had young children I would certainly move.

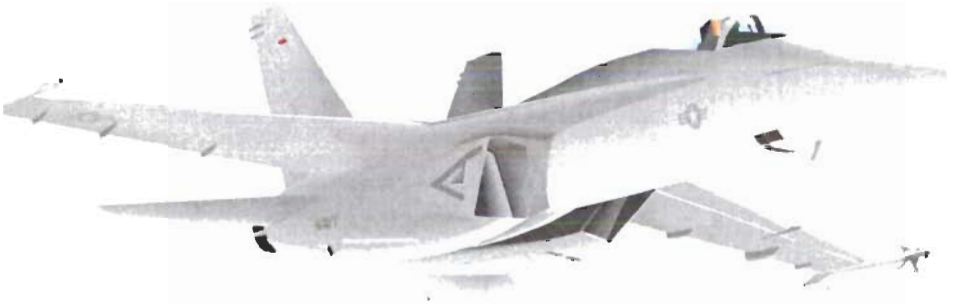
I RESPECTFULLY REQUEST THAT THIS DOCUMENT BE MADE A PART OF AN FEIS APPENDIX DEDICATED TO LETTERS, CORRESPONDENCE AND NAVY RESPONSES.

SIGNED: William H. Gregg **DATE:** 7/25/00

NAS Oceana

Chambers Field
Willow Grove
Fentress – Dam Neck Annex

CAPT Tom Keeley, USN
Commanding Officer



Encroachment Issues

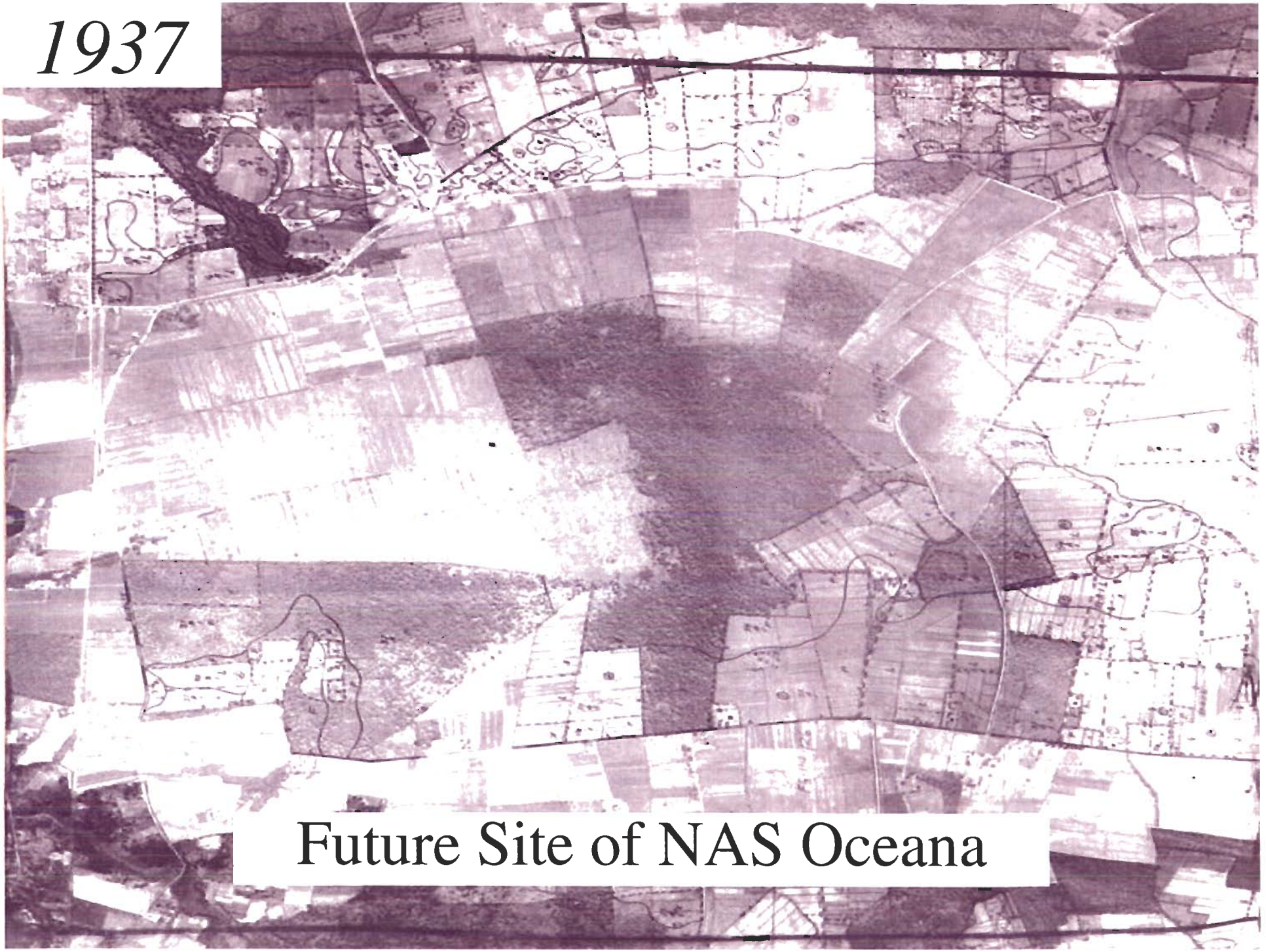
24 May 2005

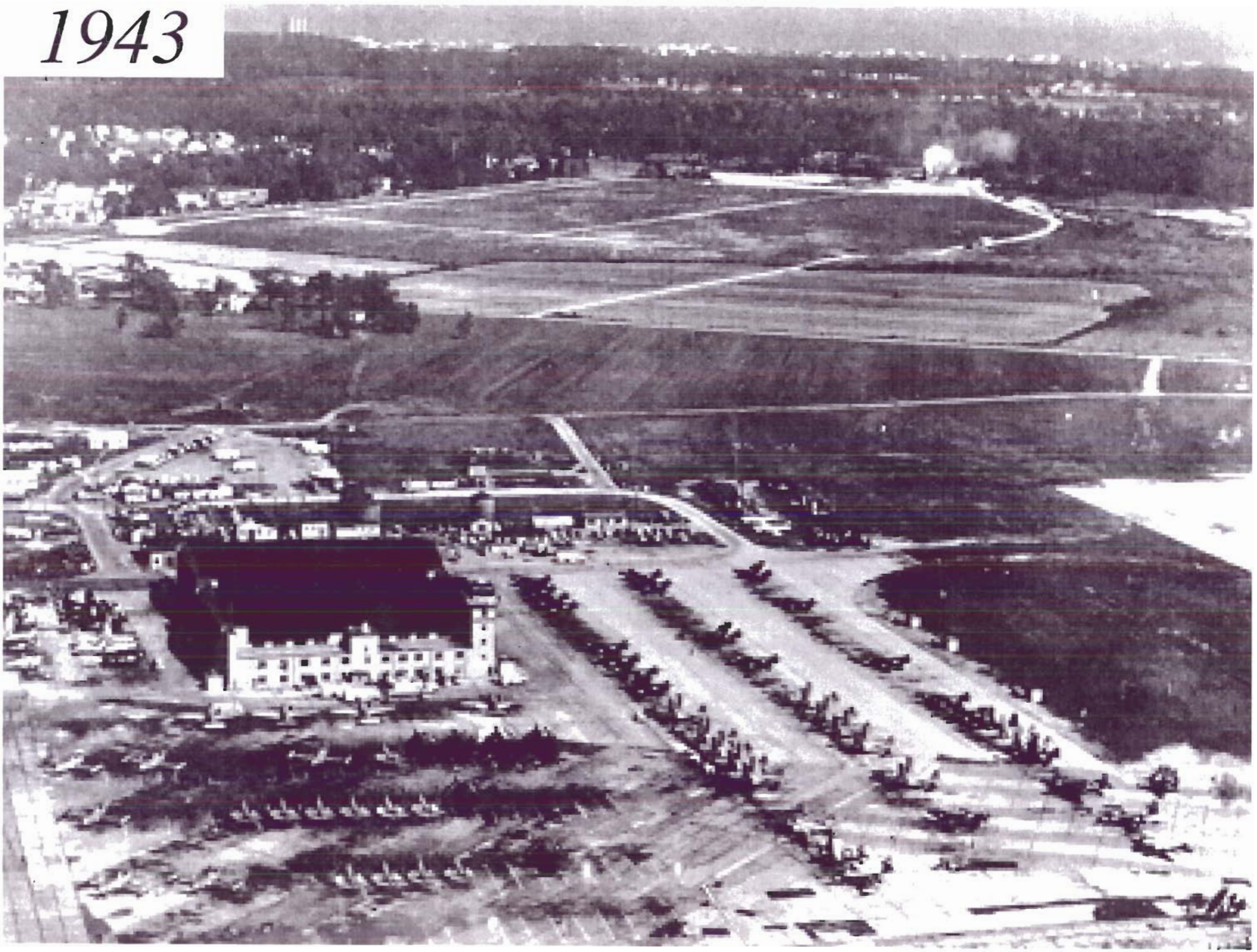
Topics

Chambers Field Willow Grove

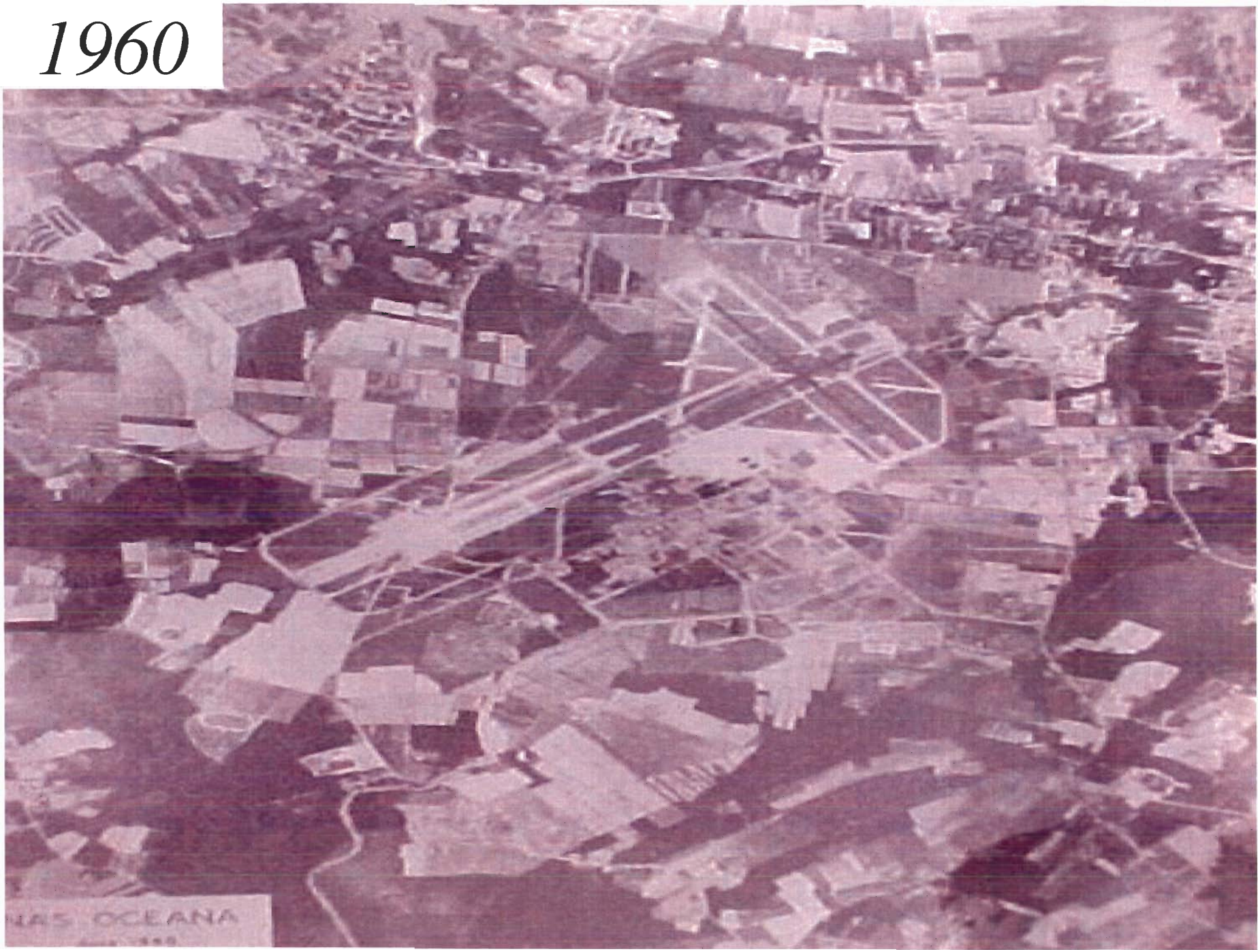
Fentress – Dam Neck Annex

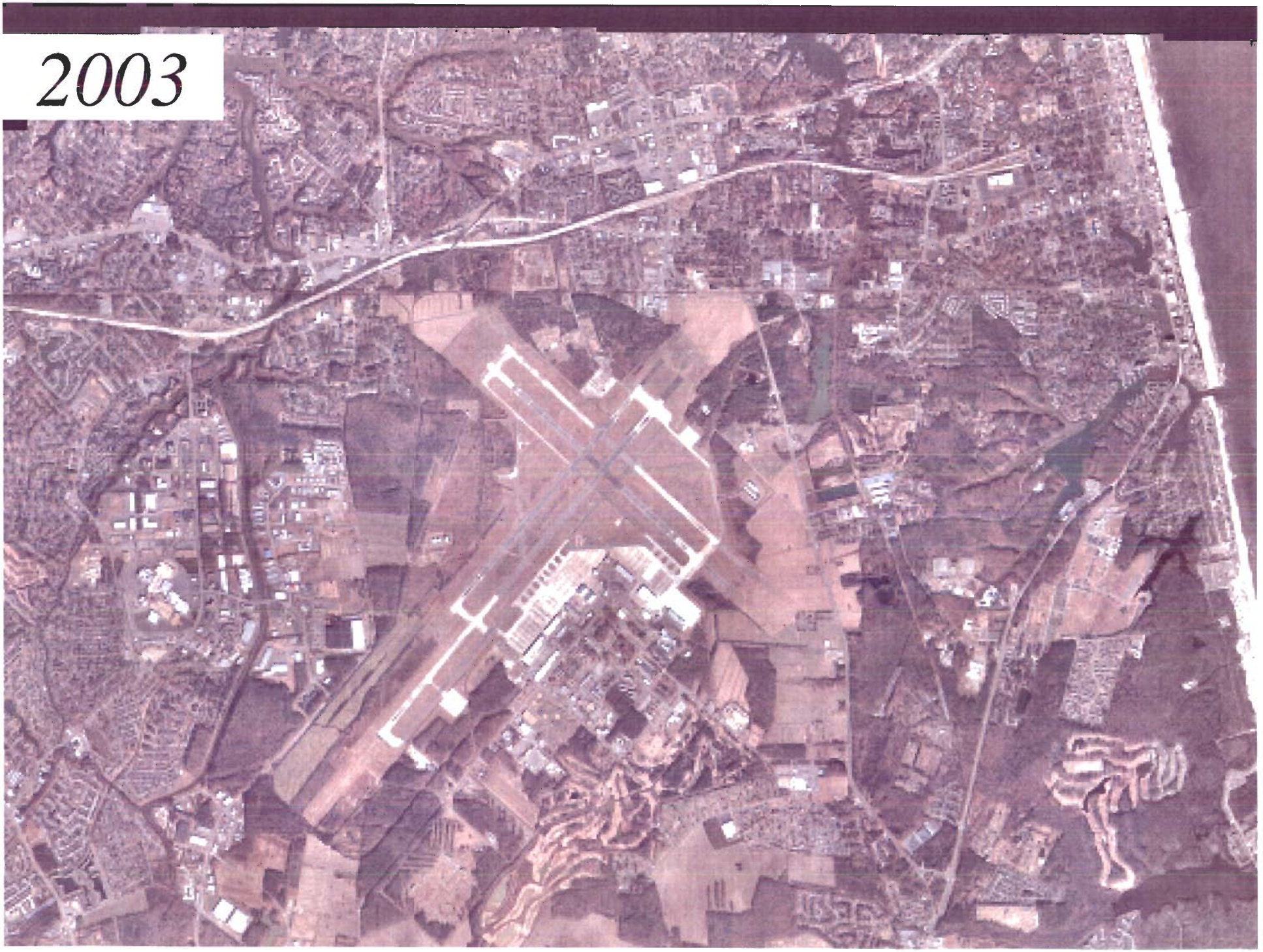
- **History**
- **Mission & Statistics**
- **Land Use Issues**
- **Questions**


1937
Future Site of NAS Oceana


1943

1960

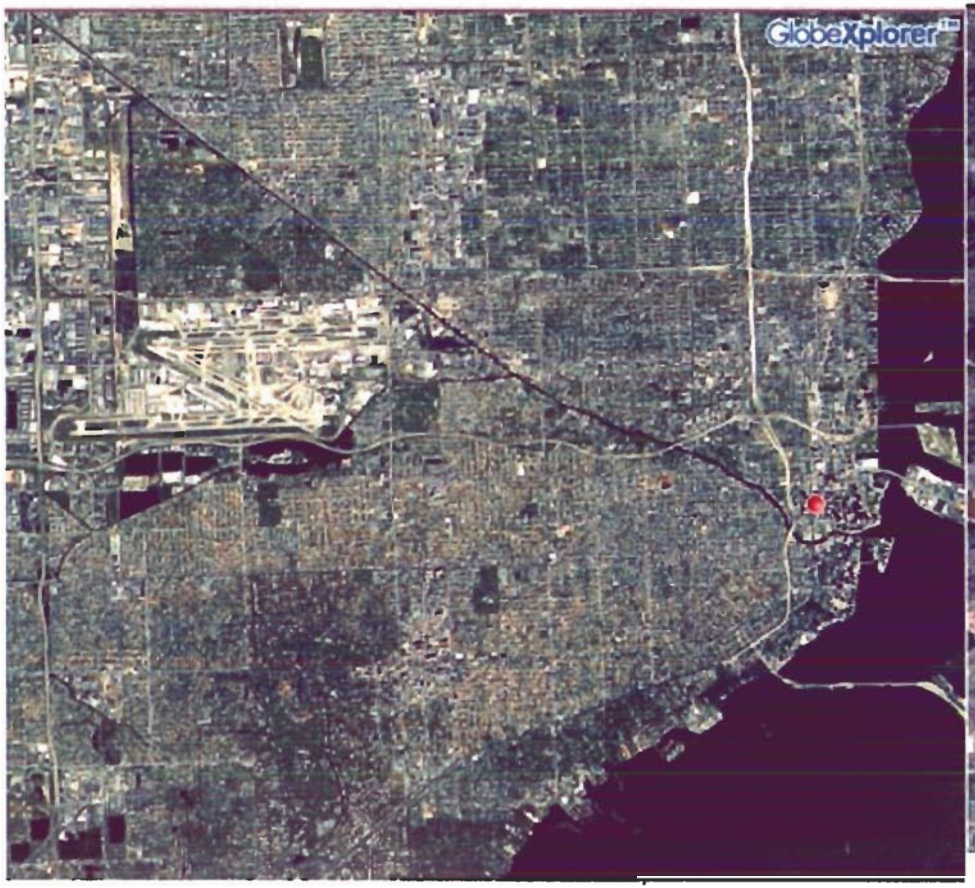



2003

Airport Encroachment

Fentress – Dam Neck Annex

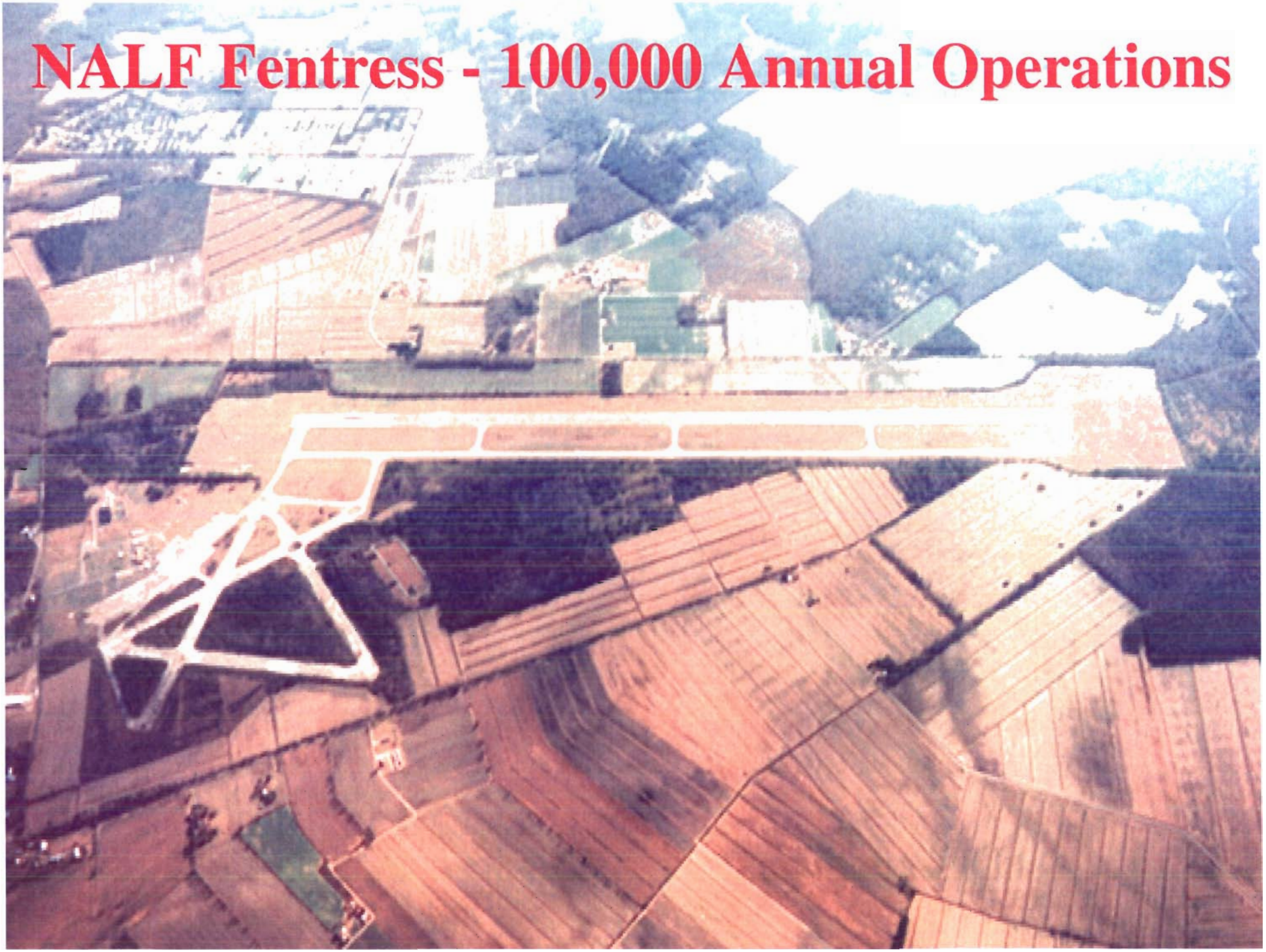
Miami International



NAS Oceana


NAS Oceana - 200,000 Annual Operations

NALF Fentress - 100,000 Annual Operations



Mission

Chambers Field Willow Grove

Fentress – Dam Neck Annex

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

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

NAS Oceana Statistics

Fentress – Dam Neck Annex

- NAS Oceana
  - 5,331 acres (main station)
  - 515 acres (non-contiguous)
  - 741 acres AG outlease
  - 3,681 acres of easements
- NALF Fentress
  - 2,556 acres
  - 3 acres (non-contiguous)
  - 893 acres AG outlease
  - 8,777 acres of easements
- Chambers Field
  - Airfield only
- Navy Dare Range
  - Use of 23,000 acres of Air Force Property

Infrastructure

- **3 Airfields**
  - 6 runways
- **732 facilities (Oceana & Fentress)**
- **$1.74B replacement value (Oceana & Fentress)**

NAS Oceana Squadrons

24-May-05

Chambers Field
Willow Grove
Fentress – Dam Neck Annex

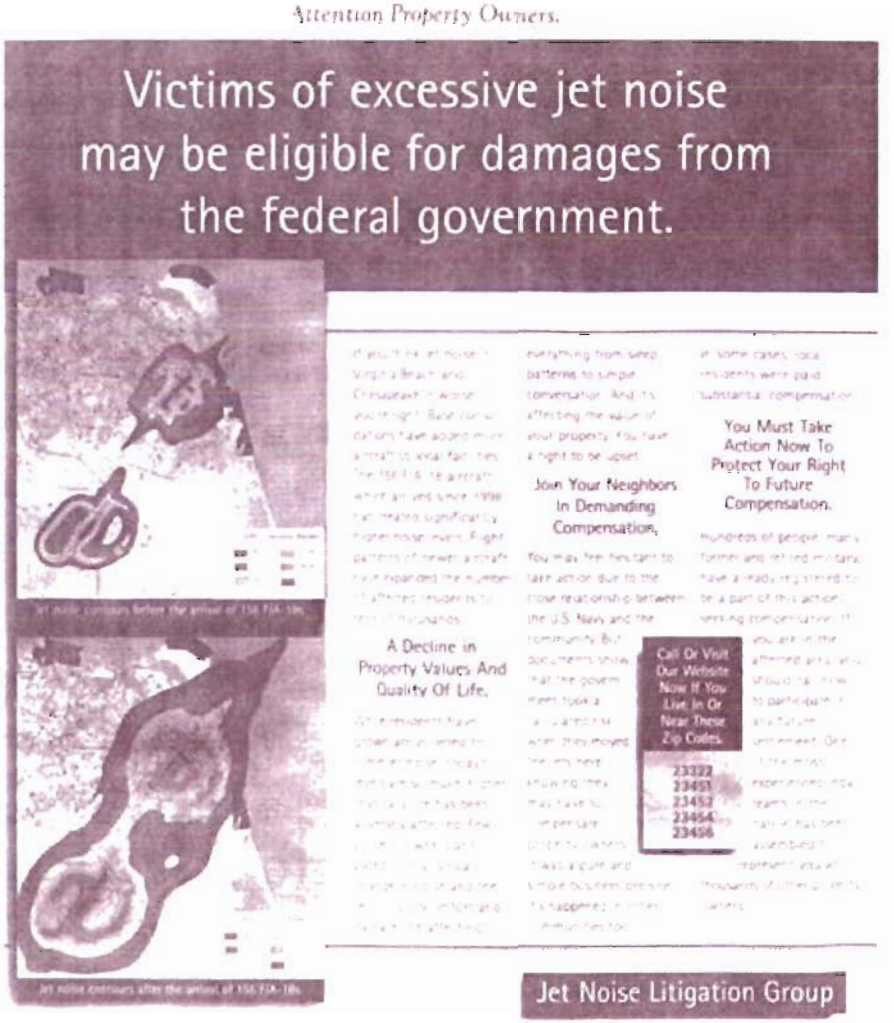
	2001	2005	2010
F-14 Squadrons	12	6	0
F-14 Aircraft	150	33	0
F/A-18C Squadrons	10	10	7
F/A-18C Aircraft	146	135	85
F/A-18E/F Squadrons	0	3*	9
F/A-18E/F Aircraft	0	50	120
VFC-12 Adversary	12	12	12
SAR H-3	2	0	0
Other Aircraft	6	14	14
Total Squadrons	23	19	17
Total Aircraft	316	244	231

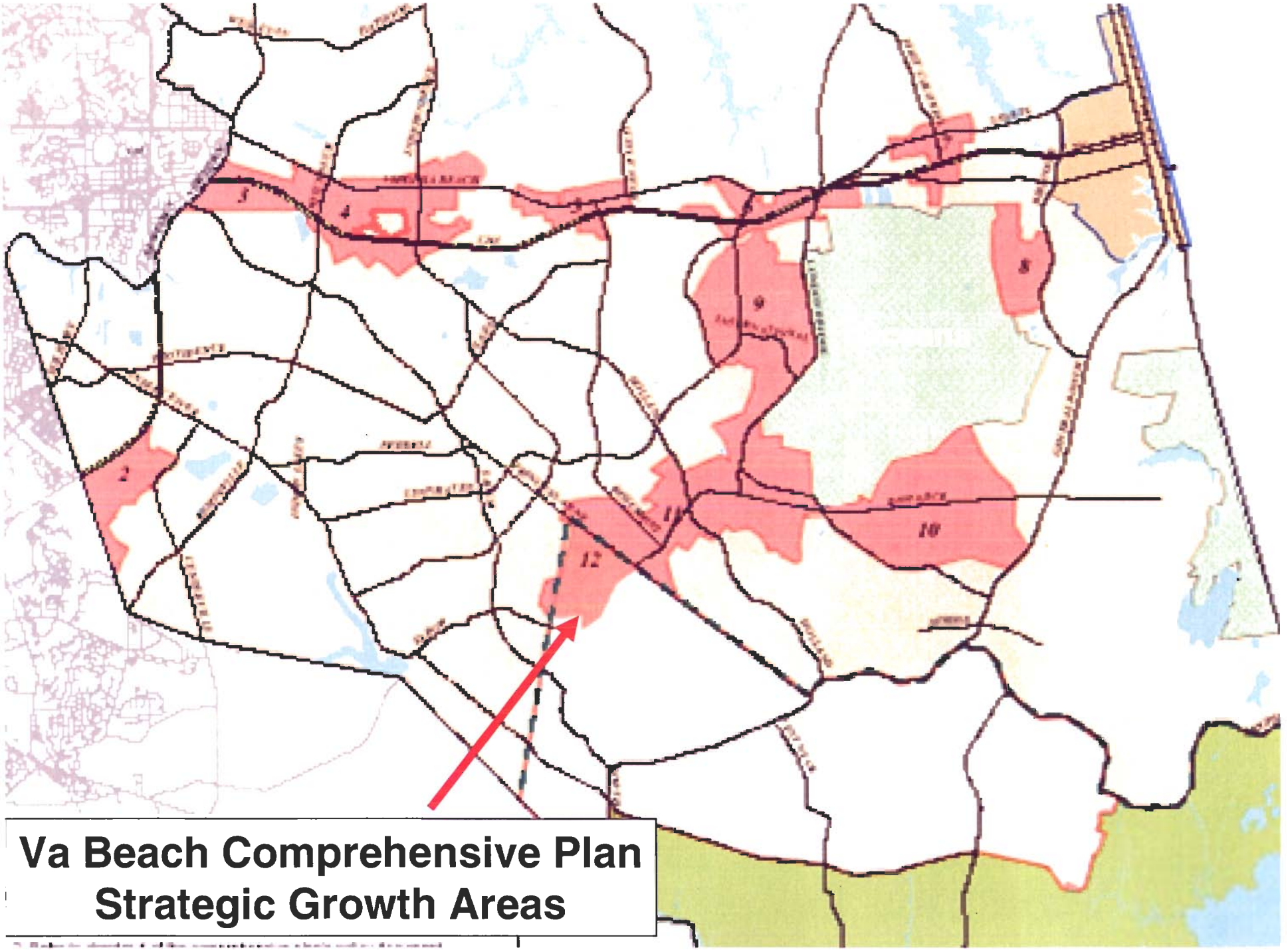
Since 1990, Every Carrier Air Wing Deployed Has Seen Combat

Current Litigation

Fentress – Dam Neck Annex

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




Va Beach Comprehensive Plan
Strategic Growth Areas

Joint Land Use Study

Chambers Field Willow Grove
Fentress – Dam Neck Annex

- OSD / Office of Economic Adjustment (OEA) Program

- Participants
  - NAS Oceana / Chambers Field / NALF Fentress
  - Virginia Beach
  - Norfolk
  - Chesapeake

- Timeline
  - July '04: Consultant start date
  - October '04: Open houses & Draft JLUS recommendations
  - January '05: Va Bch Public Hearing…..EMOTIONAL!
  - April '05: Final JLUS delivery date
  - May '05: City Councils vote on JLUS

Joint Land Use Study

Fentress – Dam Neck Annex

- JLUS results thus far
  - Virginia General Assembly legislation
    - Required disclosure for sales & leases
    - Sound attenuation required for new business construction
  - Aviation easements
  - Encroachment partnering
    - Conservation groups
    - Southeastern Parkway (State of VA & City of Va Beach)
  - Proposed Virginia Beach AICUZ Overlay District

- **Key Factor**
  - City Council adoption / enforcement
  - JLUS process should continue regionally

Easement Enforcement

Chambers Field
Willow Grove
Fentress – Dam Neck Annex

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

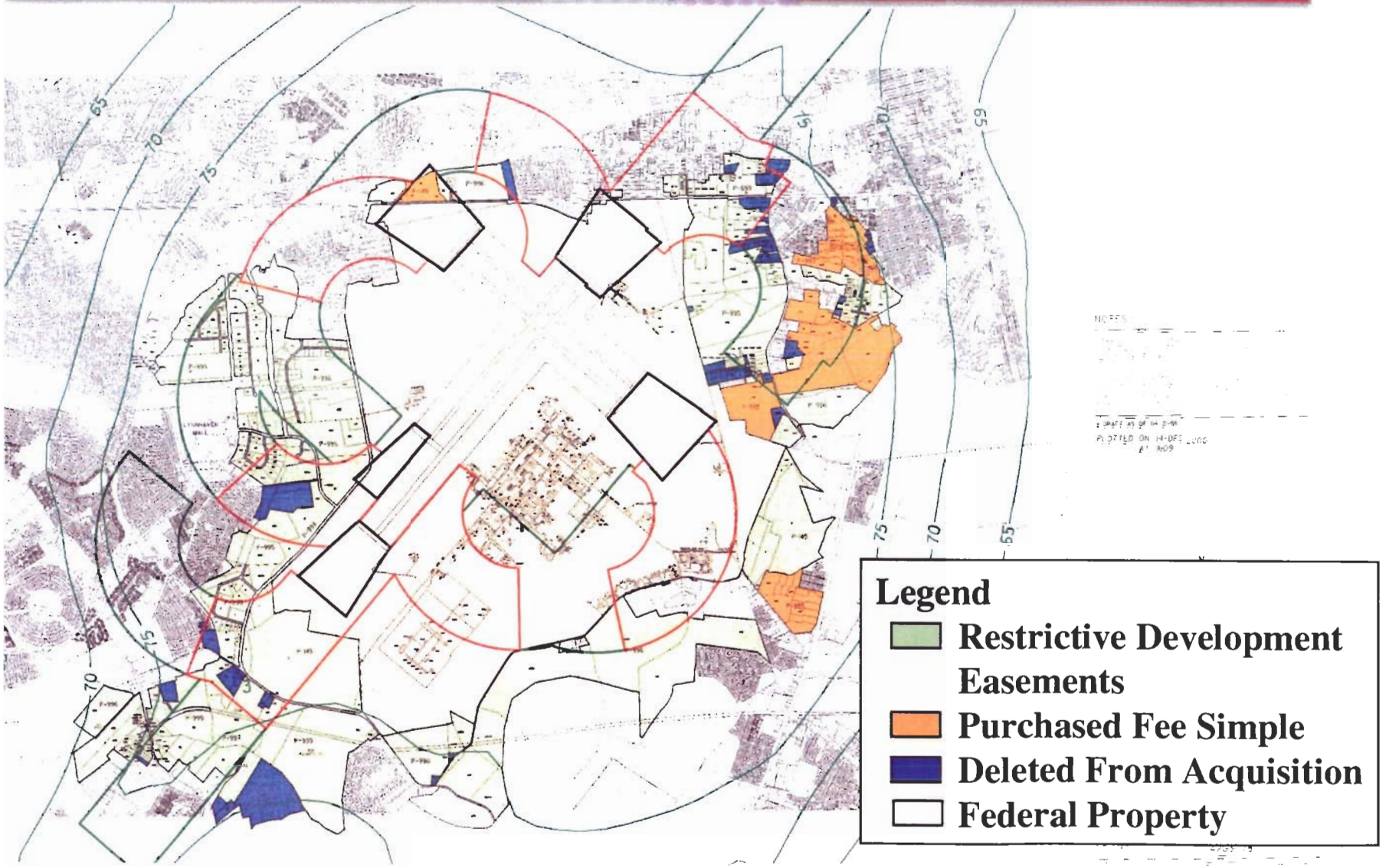
Easement Review Process

Chambers Field Willow Grove
Fentress – Dam Neck Annex

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

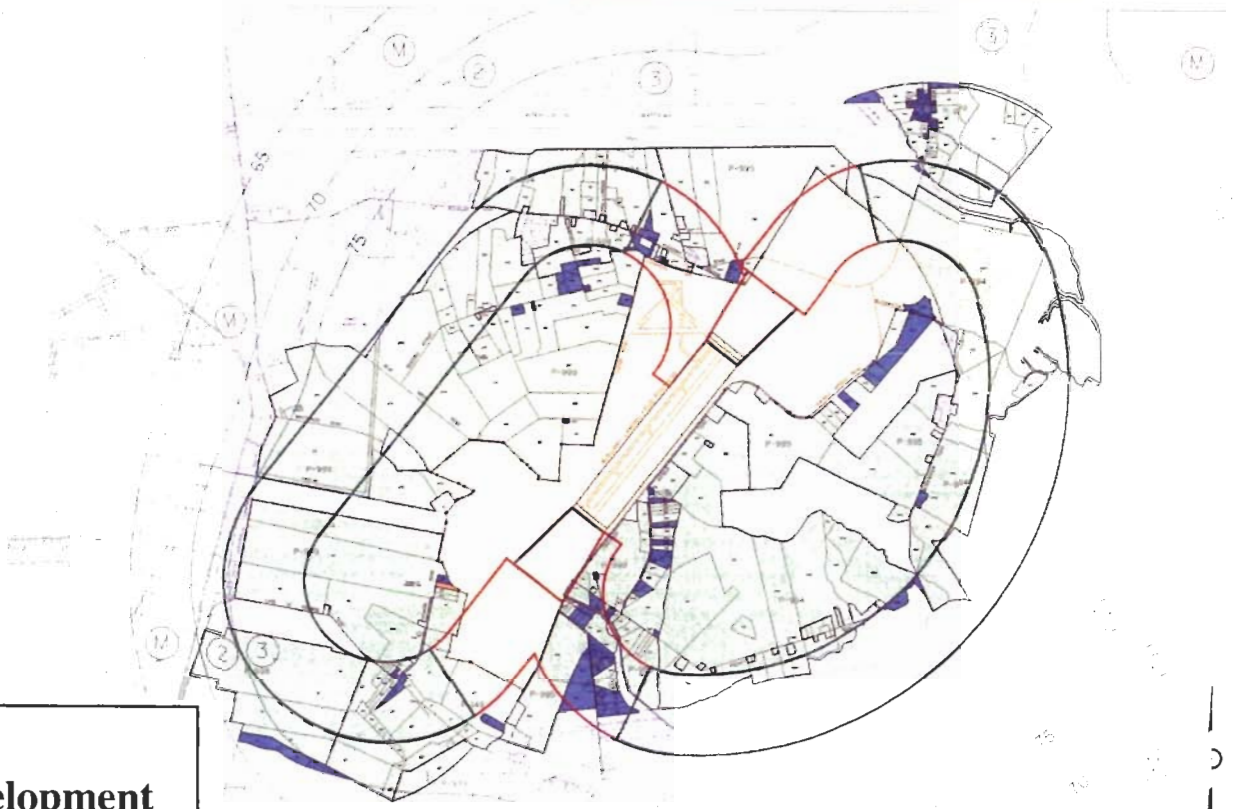
NAS Oceana Easements

Chambers Field
Willow Grove
Fentress – Dam Neck Annex



NALF Fentress Easements

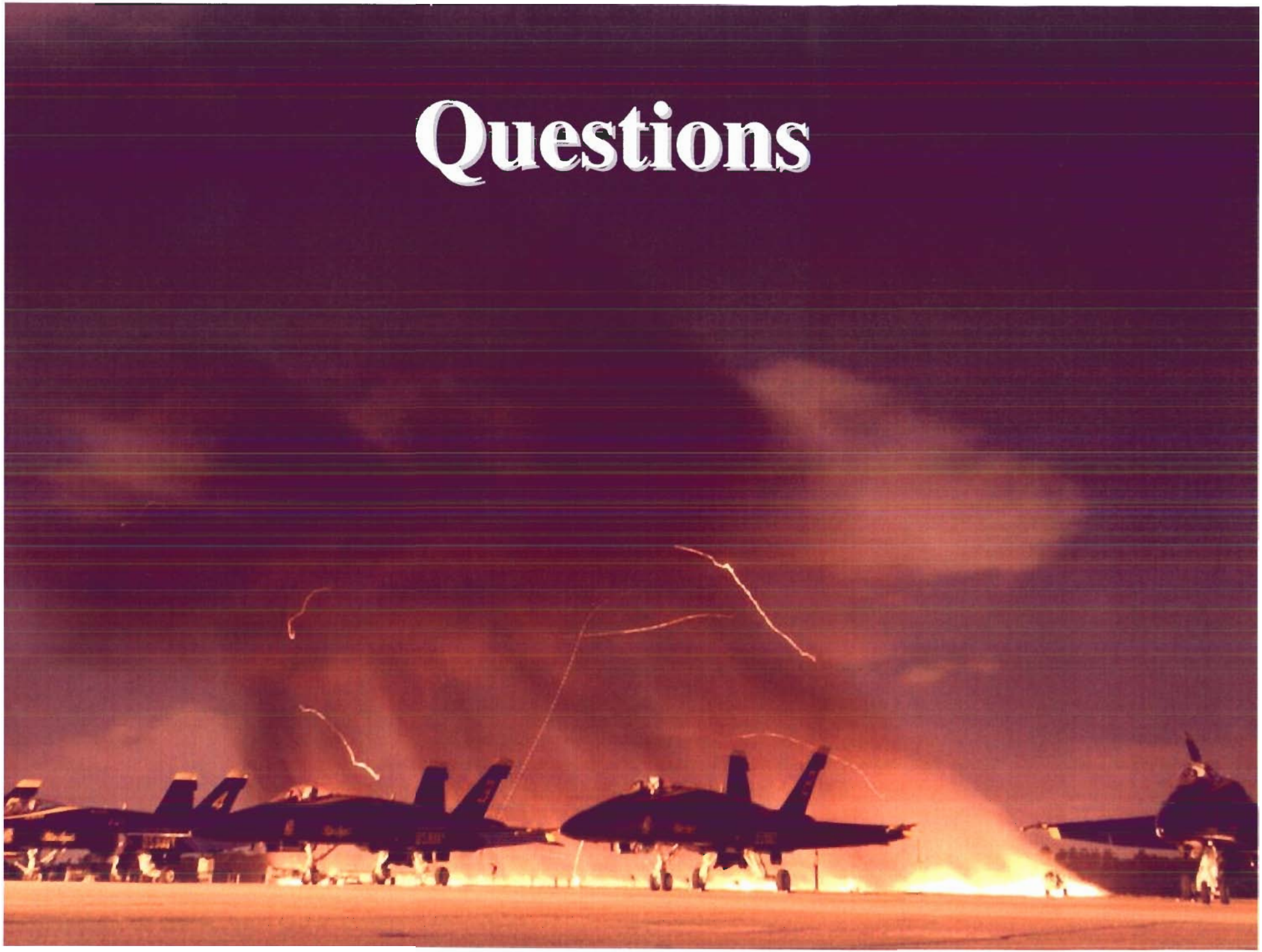
Fentress = Dam Neck Annex

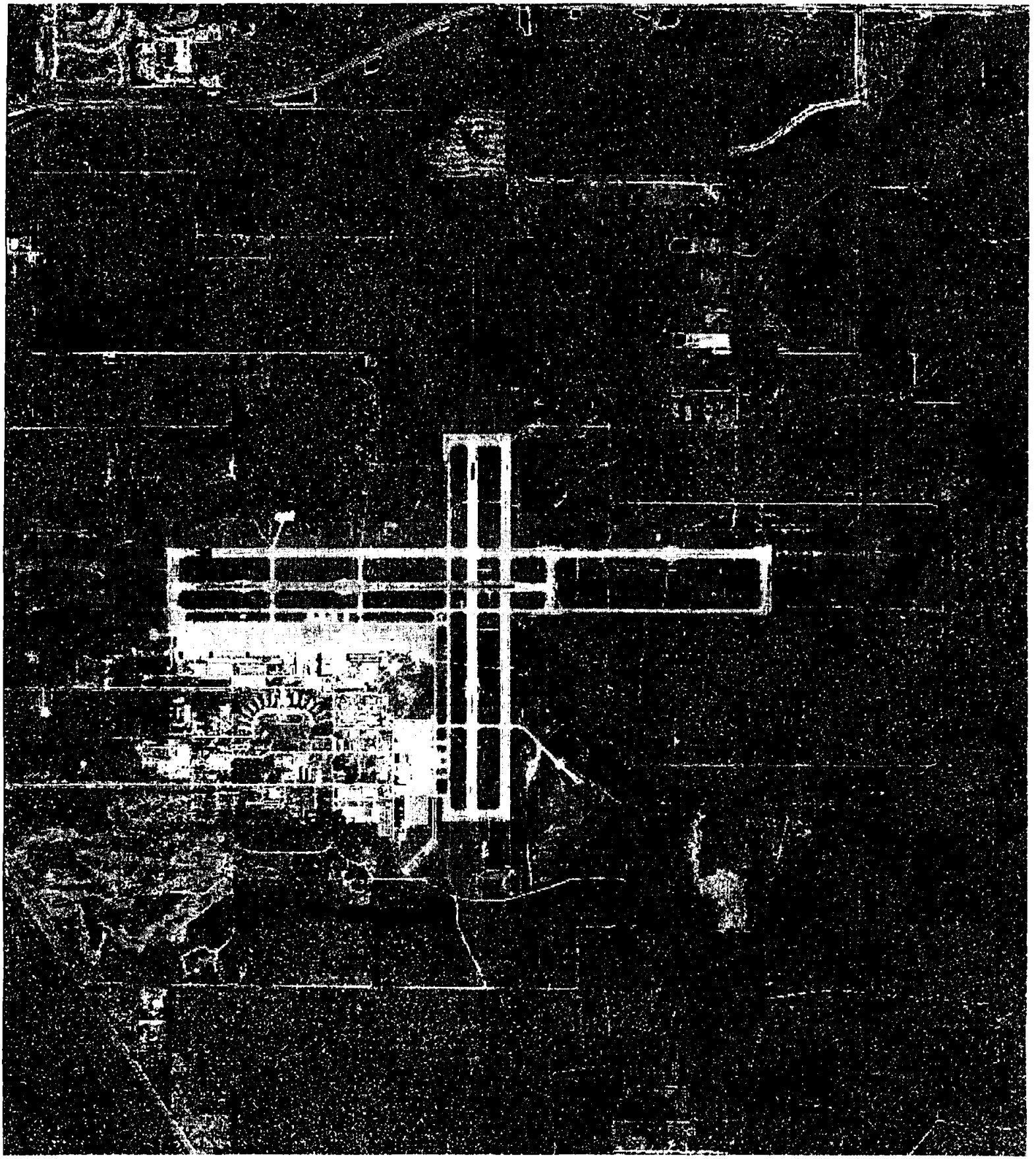


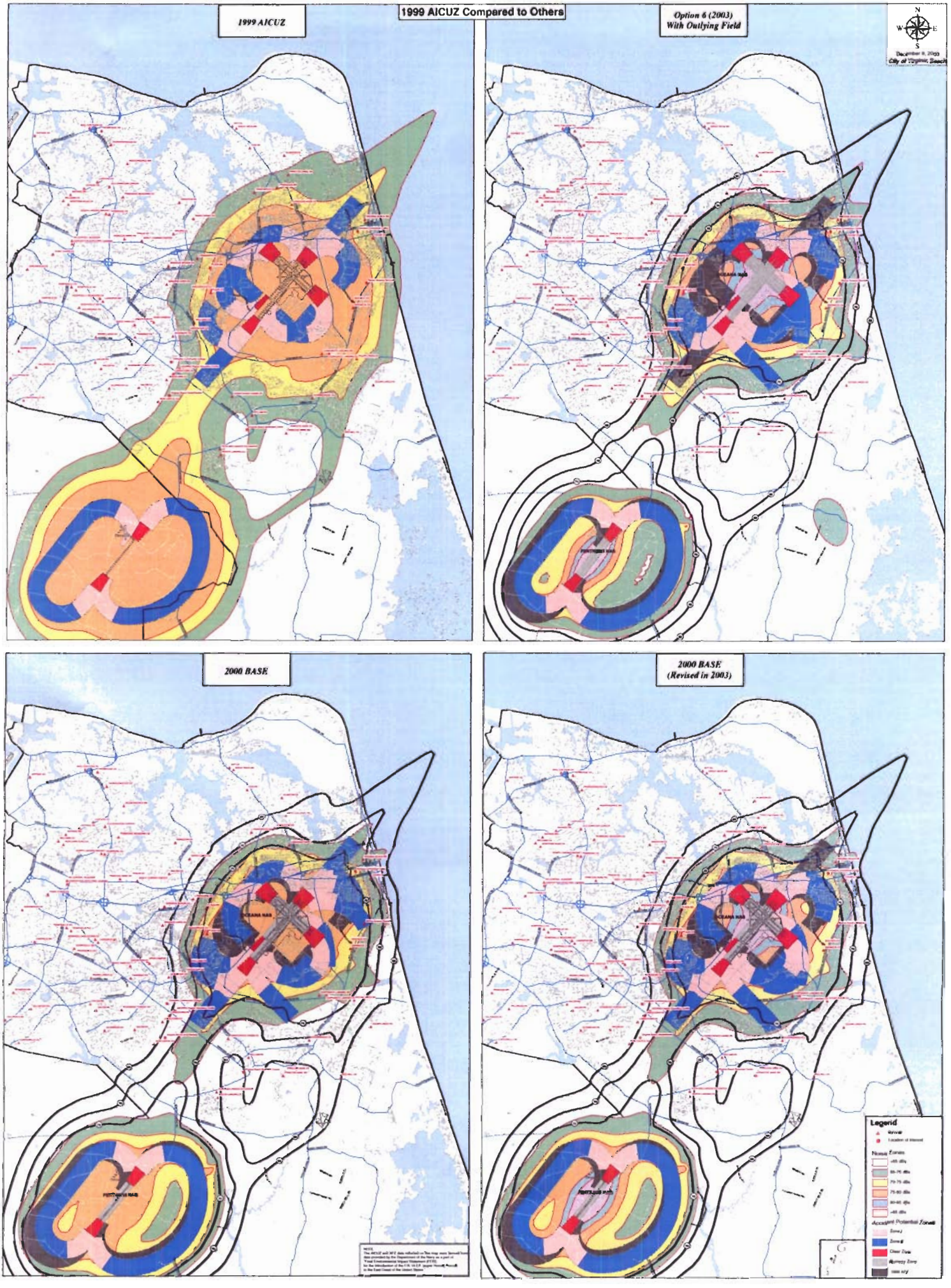
Legend

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

Questions






1999 AICUZ Compared to Others
1999 AICUZ
Option 6 (2003)
With Outlying Field
2000 BASE
2000 BASE
(Revised in 2003)
Legend

HQMC Response to NAVY Data Call on Oceana/Cherry Pt

OCEANA – CHERRY POINT – JSF: HQMC CONSIDERATIONS

Notwithstanding the certified analysis, additional factors need consideration beyond a BRAC timeline, such as the Marine Corps Aviation Reorganization Plan which dictates that Cherry Point will be the only Marine Corps east coast Master Jet Base for the Marine Corps to facilitate the introduction of the Joint Strike Fighter (JSF). The additional loading of Navy squadrons as well as the increase of Marine Corps squadrons will necessitate additional runway capacity to handle Fleet Carrier Landing Practice (FCLP) operations. If the Navy is unsuccessful in establishing an Outlying Landing Field (OLF) in North Carolina to address these operations, then the addition of a parallel runway will be required at considerable cost to the Marine Corps.

DCN 10381
Executive Correspondence

BRAC Received
09/23/2005

STATE OF FLORIDA

DEPARTMENT OF COMMUNITY AFFAIRS

"Dedicated to making Florida a better place to call home"

JEB BUSH
Governor

THADDEUS L. COHEN, AIA
Secretary

August 23, 2005

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

Dear Chairman Principi:

History tells us that there are no coastal or inland locations in the eastern or southern United States immune to hurricane impacts. The northeastern coast of Florida has been the least vulnerable to hurricane hazards when compared to the rest of Florida since reliable hurricane records began in 1851. When considering location, hurricane history, and computer modeling of hurricane hazards, Oceana Naval Air Base in southeast Virginia is more prone to storm surge from landfalling hurricanes when compared to Cecil Field Naval Air Base. Storm surge is historically one of the most damaging hazards associated with landfalling hurricanes. The storm surge model used by the National Hurricane Center tells us that Oceana Naval Air Station in southeast Virginia is prone to isolation from storm surge flooding if a major hurricane impacted the region.

Northeast Florida has experienced two direct impacts from landfalling hurricanes during the past century - hurricanes David (1979, Category 1) and Dora (1964, Category 2). Southeast Virginia was impacted by hurricanes Isabel (2003), Hazel (1954), and the 1933 Chesapeake Bay hurricane. Considering the relatively small amount of historical hurricane data available, the calculated hurricane return periods from the National Hurricane Center, and the comparative vulnerability to storm surge, there is not a significantly greater risk posed by landfalling hurricanes at Cecil Field Naval Air Station than at Oceana Naval Air Station.

Florida's State Emergency Response Team has repeatedly demonstrated its commitment to assist the rapid restoration of critical infrastructure as soon as weather conditions improve in the hours following a hurricane landfall. A critical element of response and recovery operations during the 5 hurricane landfalls that Florida has experienced between August 2004 and July 2005 is the Florida National Guard.

2555 SHUMARD OAK BOULEVARD TALLAHASSEE, FLORIDA 32399-2100
Phone: 850.488.8466/Suncom 278.8466 FAX: 850.921.0781/Suncom 291.0781
Internet address: http://www.dca.state.fl.us

CRITICAL STATE CONCERN FIELD OFFICE
2796 Overseas Highway, Suite 212
Marathon, FL 33050-2227
(305) 289-2402

COMMUNITY PLANNING
2555 Shumard Oak Boulevard
Tallahassee, FL 32399-2100
(850) 488-2356

EMERGENCY MANAGEMENT
2555 Shumard Oak Boulevard
Tallahassee, FL 32399-2100
(850) 413-9969

HOUSING & COMMUNITY DEVELOPMENT
2555 Shumard Oak Boulevard
Tallahassee, FL 32399-2100
(850) 488-7956

DCN 10381
Executive Correspondence

BRAC Received
09/23/2005

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THADDEUS L. COHEN, AIA
Secretary

The Florida National Guard is based in St. Augustine, or just to the southeast of Cecil Field Naval Air Station. The close proximity of the Florida National Guard's assets and personnel to Cecil Field would significantly enhance the response and recovery operations in this region in the event of a landfalling hurricane or tropical storm.

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.

Respectfully,

W. Craig Fugate, Director
Ben Nelson, State Meteorologist
Florida Division of Emergency Management

WCF / bn

2555 SHUMARD OAK BOULEVARD TALLAHASSEE, FLORIDA 32399-2100
Phone: 850.488.8466/Suncom 278.8466 FAX: 850.921.0781/Suncom 291.0781
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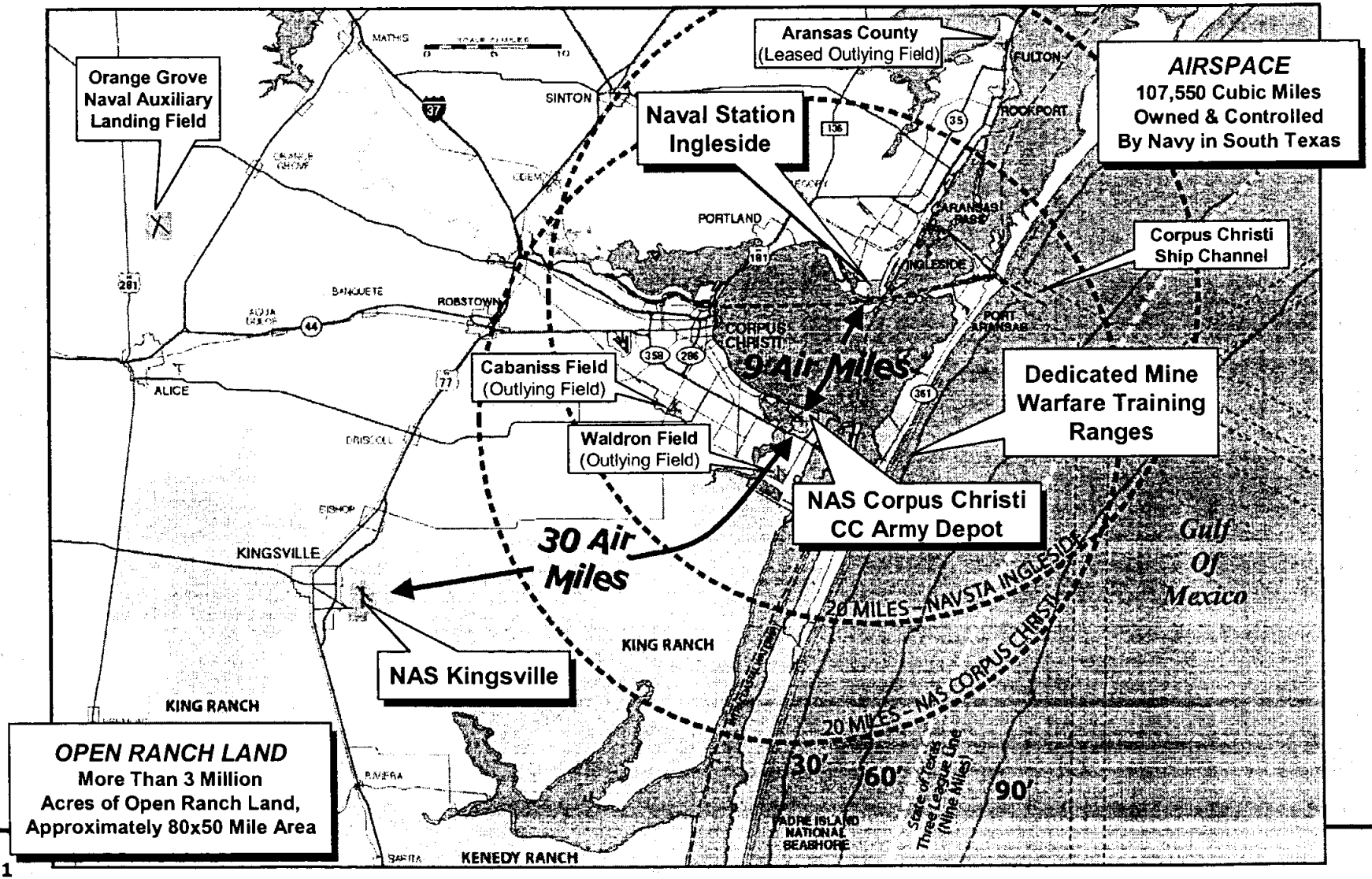
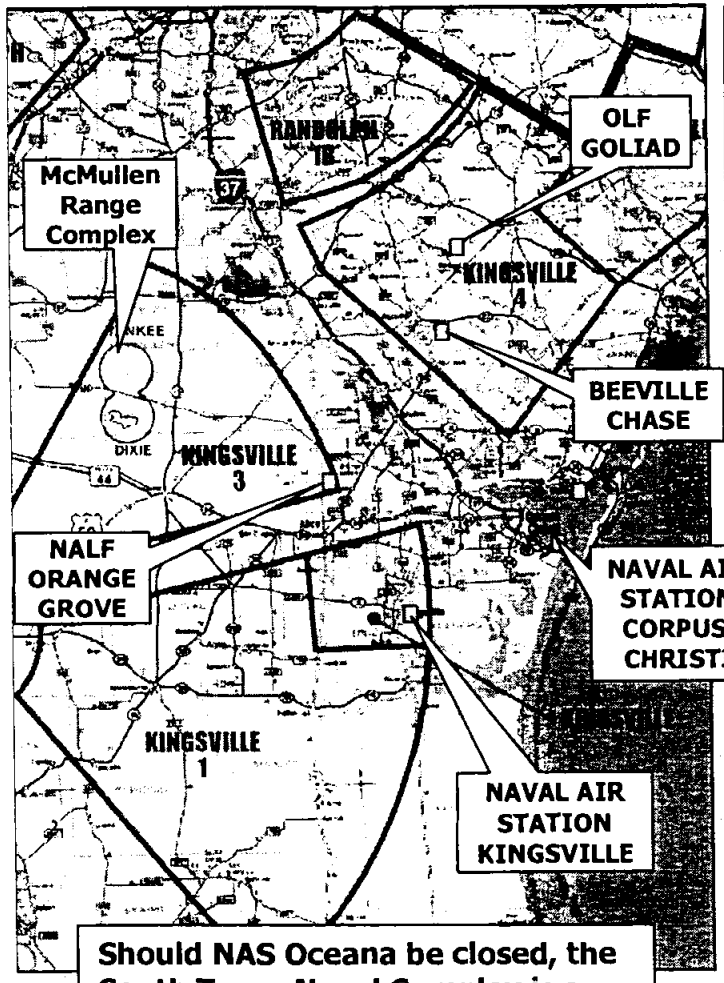
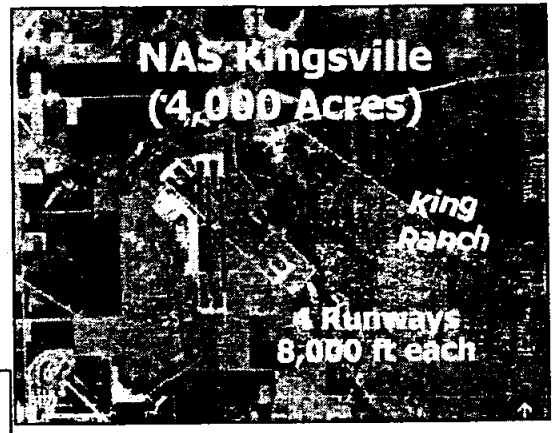
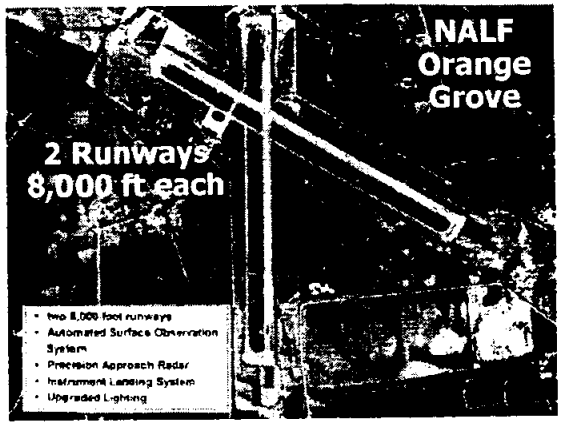
South Texas Military Complex Provides DOD A Unique Set of Capabilities on the Gulf Coast

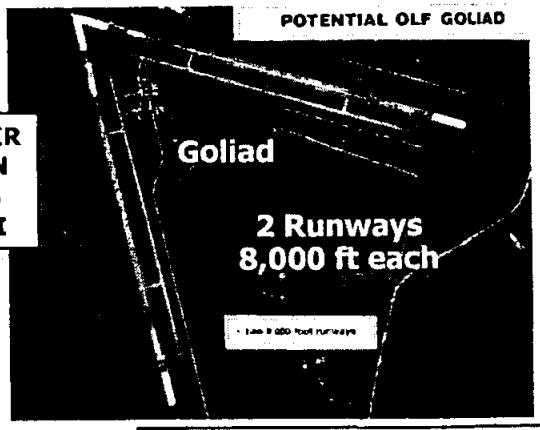


South Texas Has Abundant Existing Airfield & Airspace Operational Capacity







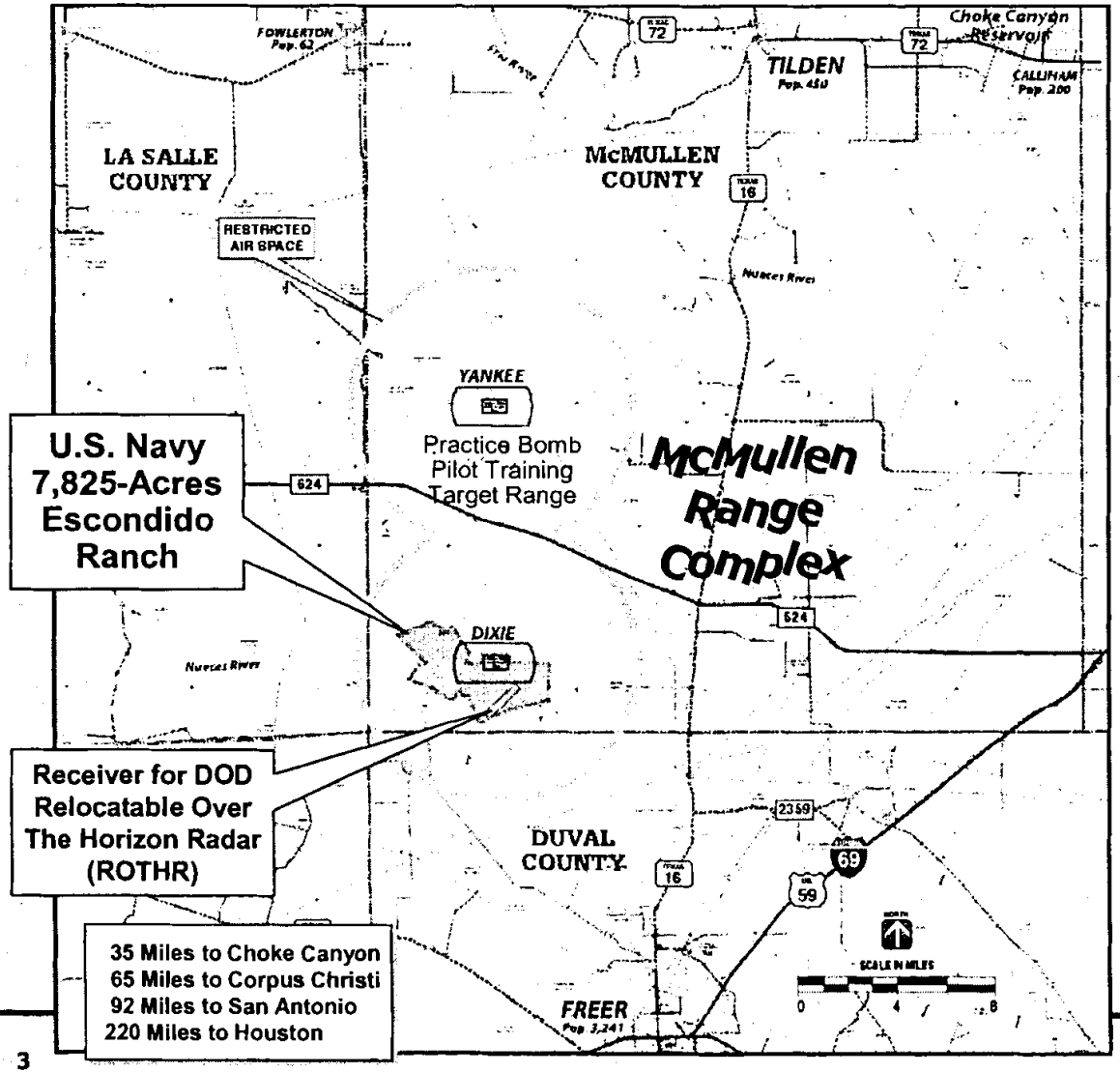


Bee and Goliad County representatives have indicated a willingness to have Navy jet operations resume at their fields.

Should NAS Oceana be closed, the South Texas Naval Complex is a viable option with the capacity to carry out F/A-18 Mission

MILITARY VALUE

McMullen Expansion Offers F/A-18 Training Range Only 70 Miles From NAS Kingsville



"The McMullen County Commissioner's Court wanted to go on the record in support of attracting a master jet base for the F-18 Hornet to South Texas. We support a 20,000 acre expansion of the approximately 10,000-acre range currently located in our county."

- Linda Lee Henry, County Judge

"There is no reason known at this time why the expansion would be any more damaging, except in scale, than the existing target range operations."

- Patricia Suter, Chairman Coastal Bend Sierra Club 8/2/05

"(I) have concluded that this additional activity would be acceptable from an environmental perspective. We would certainly encourage the Navy to consider the needs of local wildlife and to develop a management plan to help minimize impacts."

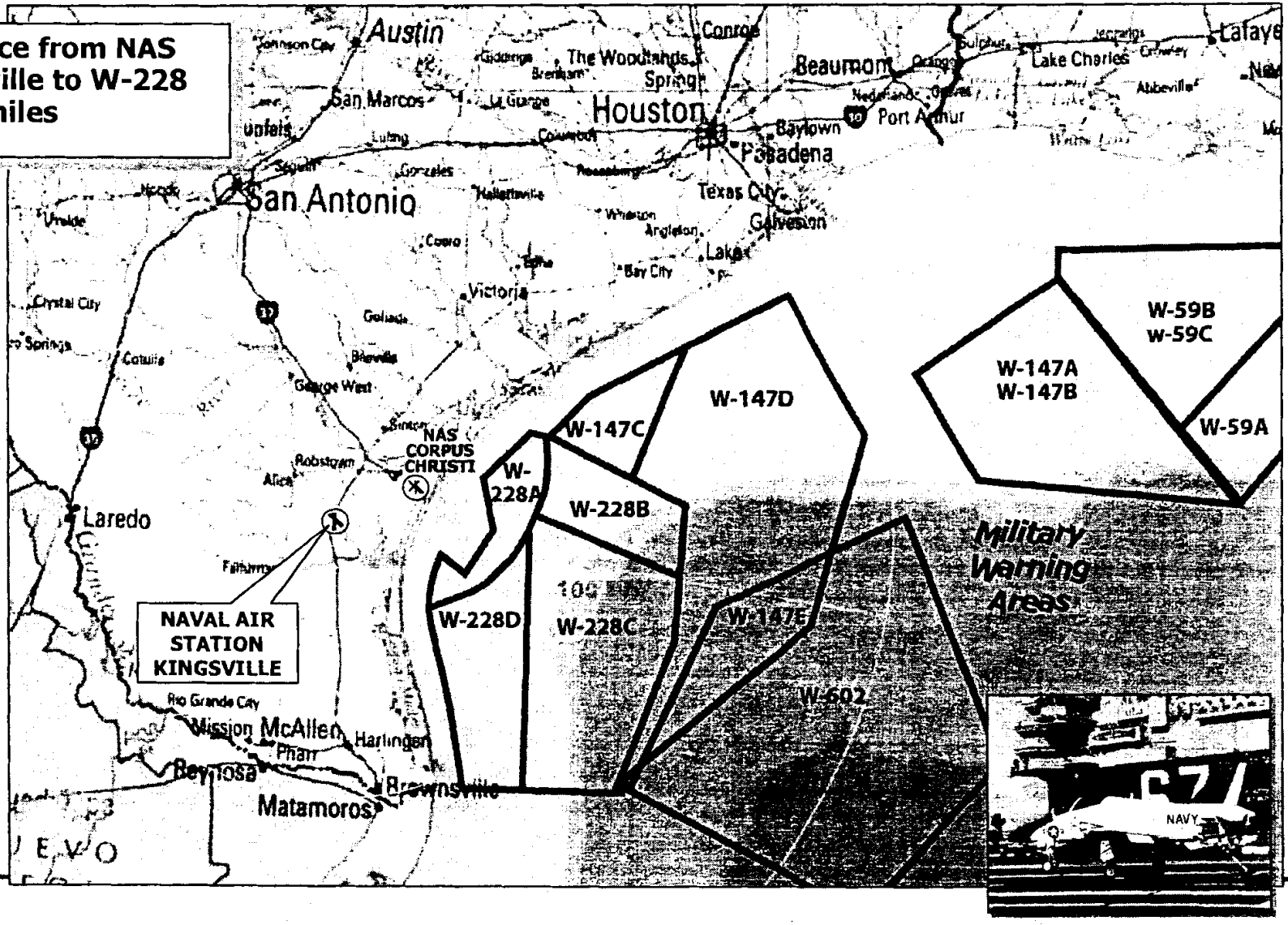
- Ray Allen, Executive Director Coastal Bend Bays & Estuaries Program 8/1/05

The Texas National Guard has already begun an environmental assessment of expansion of the McMullen Range.

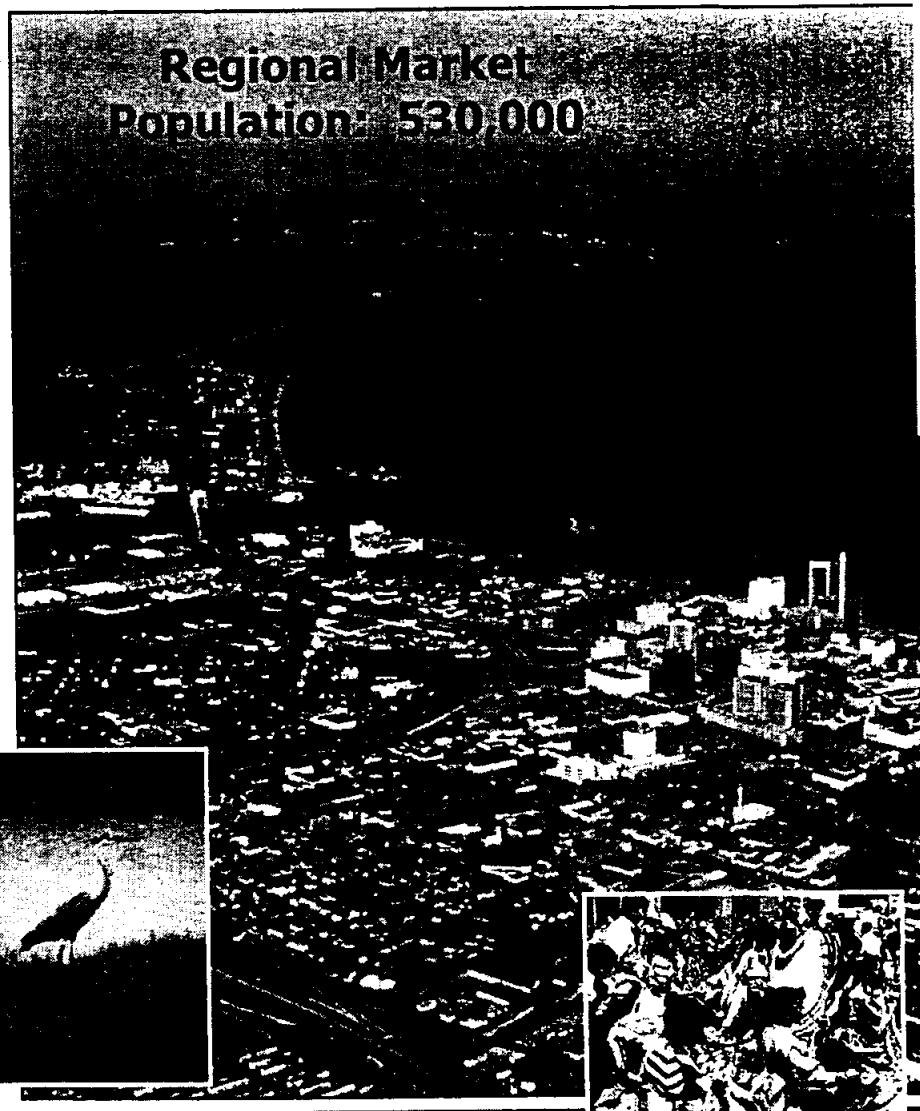
MILITARY VALUE

Significant Offshore Training Areas

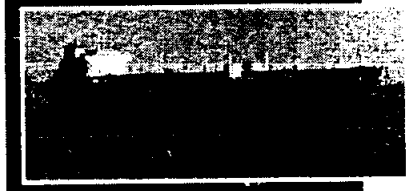
- **Distance from NAS Kingsville to W-228 is 44 miles**

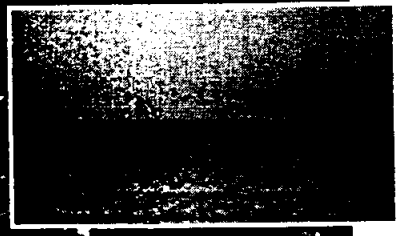


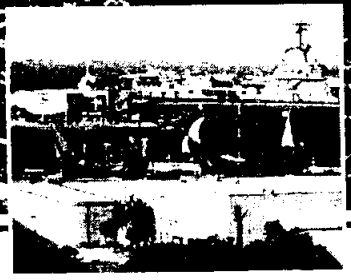
Corpus Christi Bay Area



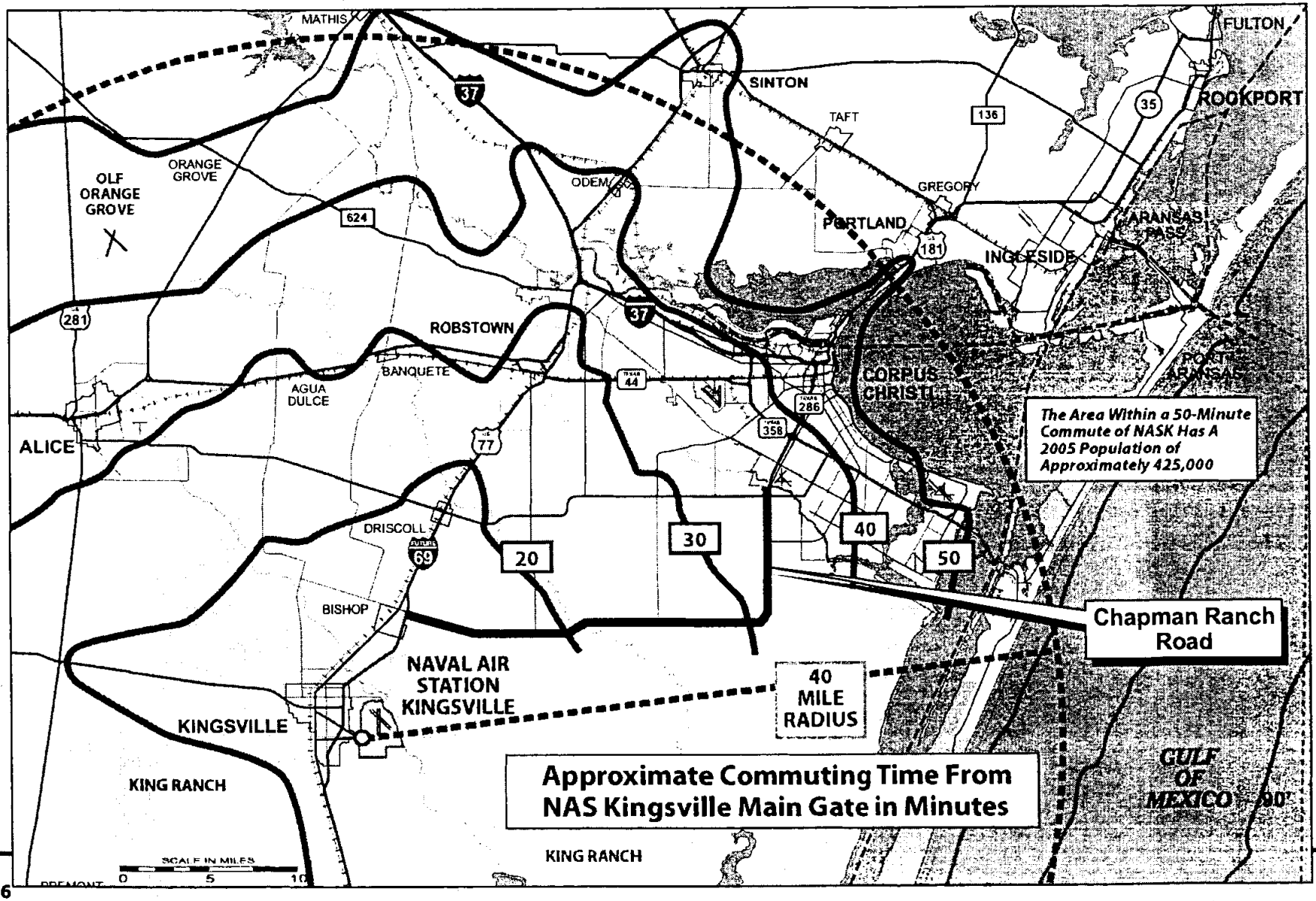
- Gulf beaches
- Recognized schools
- Affordable housing
- 2 universities and 2 community colleges
- Spouse employment opportunities
- World-class fishing and hunting
- Year-round water sports
- Astros AAA baseball team
- Arena football team
- Division 1 university sports
- Symphony with new home
- Three of the top 20 tourist attractions in Texas



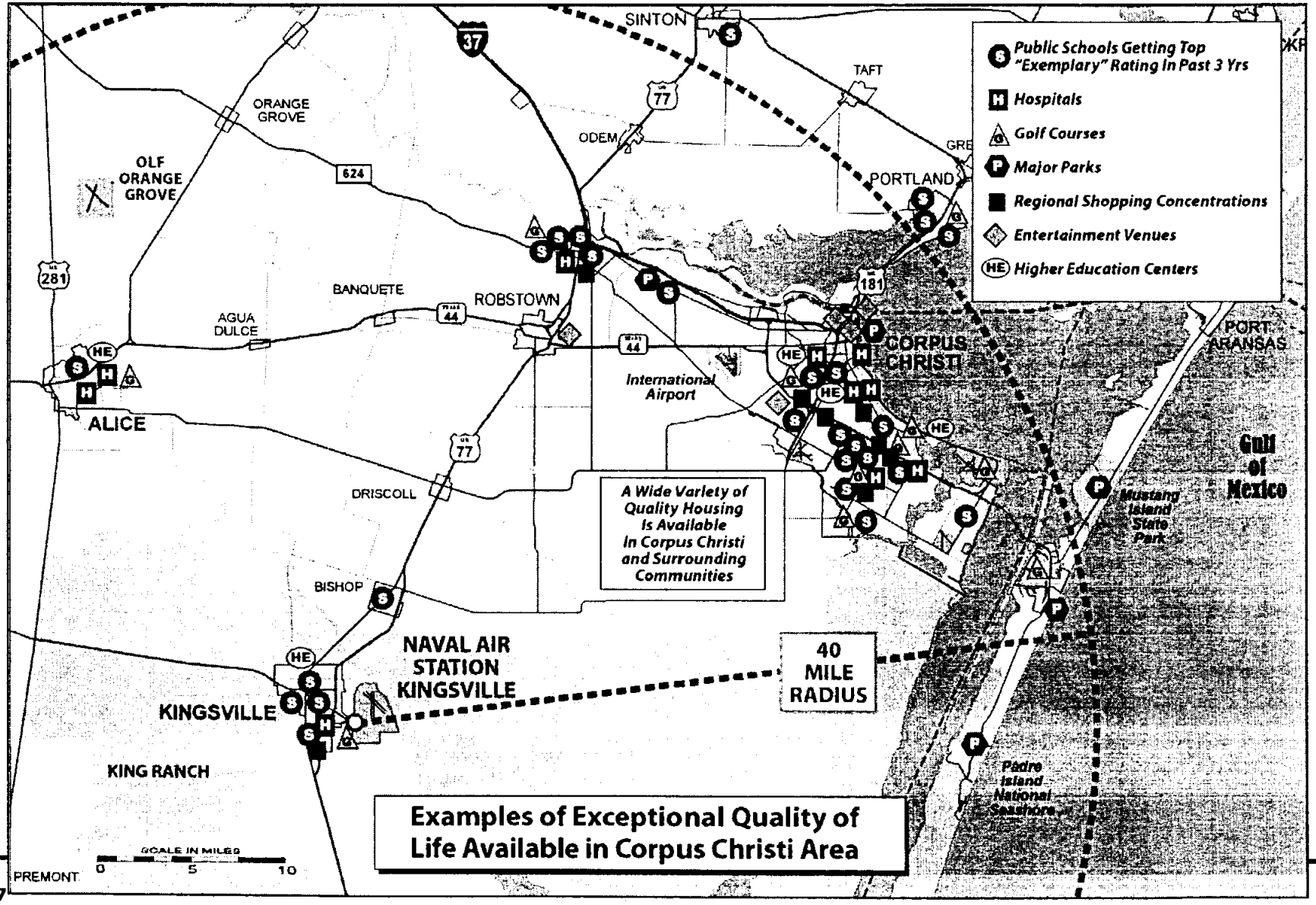




Commuting Times from NAS Kingsville



CC Bay Area Is A Great Place to Live



Examples of Exceptional Quality of Life Available in Corpus Christi Area

Available Housing in South Texas

- **Residential Housing Available – Aug. 2005**
  - **Kingsville – 129 units**
  - **Corpus Christi MLS**
    (Nueces-San Patricio Counties)
    - **1,551 Single Family Houses**
    - **Average Sales Price - $142,867**
    - **204 Condo/Townhouses**
- **Apartment Inventory**
  - **30,000 Units** (Kleberg, Nueces, San Patricio Counties)
    - **Added 1,500 units last year**
    - **596 units under construction**
  - **93% occupancy (8/05)**
  - **2,100 units available for rent**
  - **Average monthly apartment rents**
    - **1 Bedroom - $533**
    - **2 Bedroom - $687**
    - **3 Bedroom - $855**

CORPUS CHRISTI Southside
$99,500 - 1,350 Sq Ft

New Apartments Near Completion

Sources: Corpus Christi Association of Realtors; Realtor.com; Corpus Christi Apartment Association

Housing Is Affordable

Housing Cost

National Avg.	100%
Virginia Beach	103%
Corpus Christi	61%

KINGSVILLE
$131,900 - 1,509 Sq Ft

CORPUS CHRISTI Southside
$255,900 – 3,040 Sq Ft

CORPUS CHRISTI Southside
$219,900 – 2,305 Sq Ft

KINGSVILLE
$157,000 - 1,781 Sq Ft

CORPUS CHRISTI Southside
$134,900 - 1,530 Sq Ft

CORPUS CHRISTI Southside
$97,900 - 1,350 Sq Ft

CORPUS CHRISTI Southside
$169,000 – 1,856 Sq Ft

KINGSVILLE
$87,500 - 1,397 Sq Ft

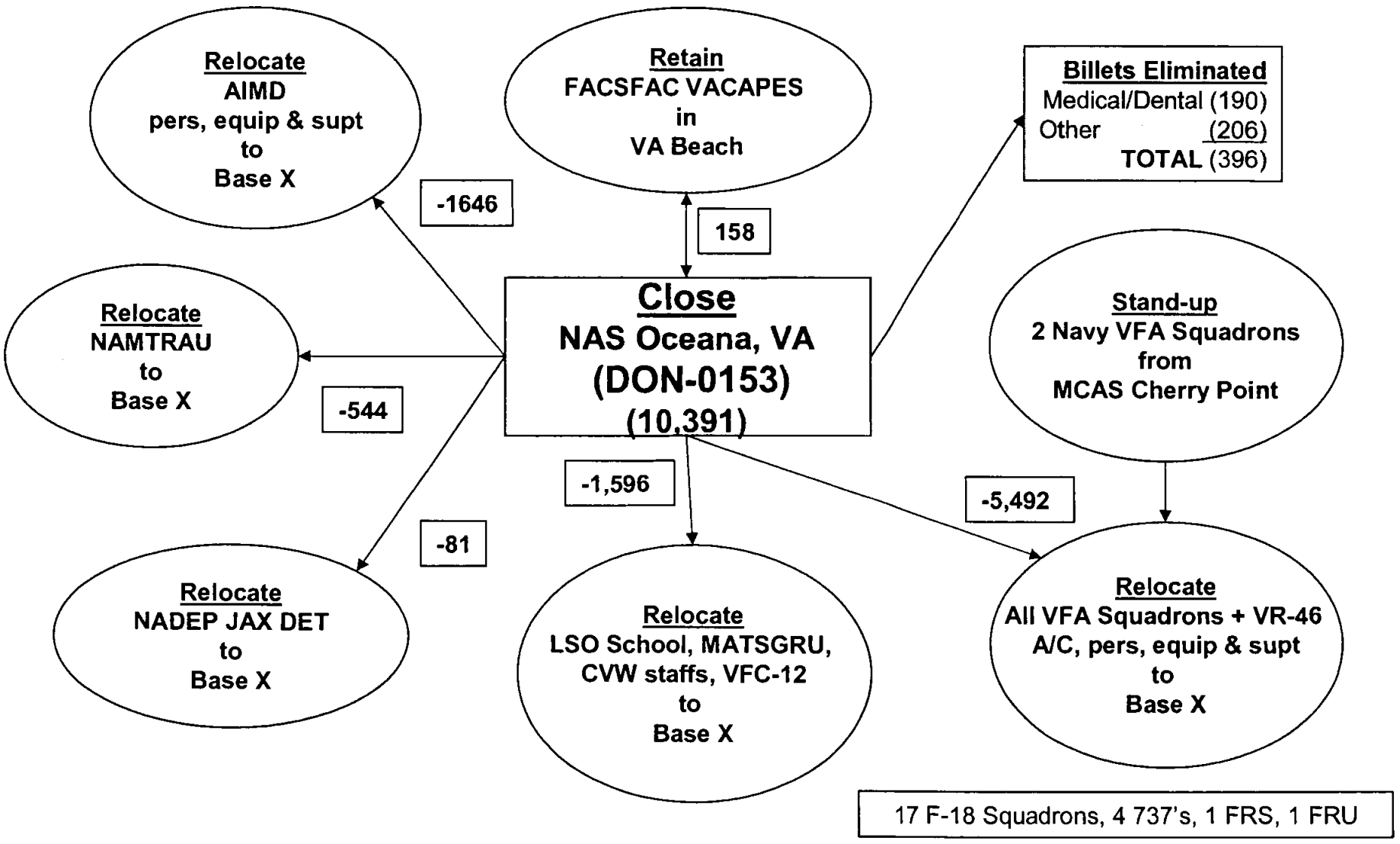
CORPUS CHRISTI Southside
$119,000 - 1,529 Sq Ft

CORPUS CHRISTI Calallen
$79,900 - 1,462 Sq Ft

CORPUS CHRISTI Southside
$88,000 - 1,417 Sq Ft

Sources: Realtor.com; Homes.com;
MSN House & Home 2005 with Sperling's BestPlaces

Consideration for Closure/Realignment
NAS Oceana, VA



Recommendation for Closure
NAS Oceana, VA

Related Issues:
Moody AFB MILCON $345M
AF Assets at Moody Must Relocate

Payback = 13 years
Cost = $493M
NPV = (- $36M)

Retain
FACSFAC VACAPES
In
VA Beach

158

Billets Eliminated
Medical/Dental (190)
BOS (345)
Other (###)
TOTAL ###

Relocate
AIMD
pers, equip & supt
to
Moody AFB

-1646

Close
NAS Oceana, VA
(DON-0153)
(10,391)

Stand-up
2 VFA SQDRNS
From
MCAS Cherry Point

-544

Relocate
NAMTRAU
To
Moody AFB

-1,596

-5,492

-81

Relocate
NADEP JAX DET
To
Moody AFB

Relocate
LSO School, MATSGRU,
CVW staffs, VFC-12
to
Moody AFB

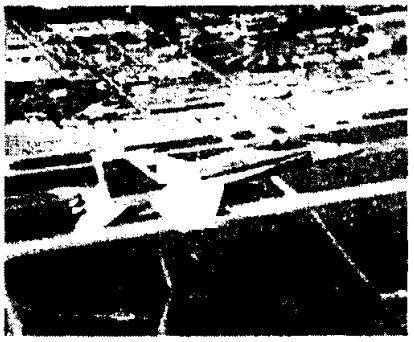
Relocate
All VFA Squadrons + VR-46
A/C, pers, equip & supt
to
Moody AFB

* Note Pers reported as eliminated/transferred in COBRA need to be reconciled with the specific activity changes.

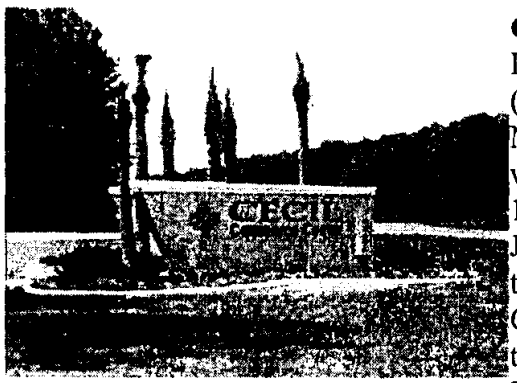
17 F-18 Sqdrns, C-40s, 1 FRS, 1 FRU

Naval Air Station Cecil Field

Base Property and Historical Use



To alleviate the training burden on NAS Jacksonville, the Navy purchased 2,600 acres in southwestern Duval County and officially commissioned the base as U.S. Naval Auxiliary Air Station (NAAS) Cecil Filed in December 1941. To achieve the status of master jet base, the Navy purchased an additional 2,000 acres, constructed four 8,000-foot runways in 1951, and was redesignated as NAS Cecil Field on June 30, 1952. By 2003, the base consisted of over 17,000 acres of contiguous property, and an additional 15,000 acres of noncontiguous property used for bombing ranges and an outlying landing field. The official mission of NAS Cecil Field was to provide facilities, services, and material support for the operation and maintenance of naval weapons, aircraft, and other units of the operating forces as designated by the Chief of Naval Operations.



Closure date, planned reuses, parcels transferred

In July 1993, the Base Realignment and Closure (BRAC) Commission recommended the closure of NAS Cecil Field and on September 30, 1999 the Base was officially closed. BRAC 1995 redirected the 15,000 acres of the noncontiguous property to NAS Jacksonville, leaving 17,225 acres to be transferred to the City of Jacksonville. The Cecil Field Development Commission formed to facilitate the property being transferred by the Navy and submitted a Base Reuse Plan in March 1996. The reuse plan identified future uses including recreational, industrial, aviation related uses and natural resources. Property transferred to date amounts to 16,707 acres, which includes 5,791 acres to-date to Jacksonville Airport Authority for the operation of the airfield for general aviation and aviation related businesses; 8,244 acres to-date to the Jacksonville Economic Development Commission for industrial development; and 2,670 acres to-date to Clay County and Jacksonville Parks and Recreation Department for parks, greenways and recreational facilities.

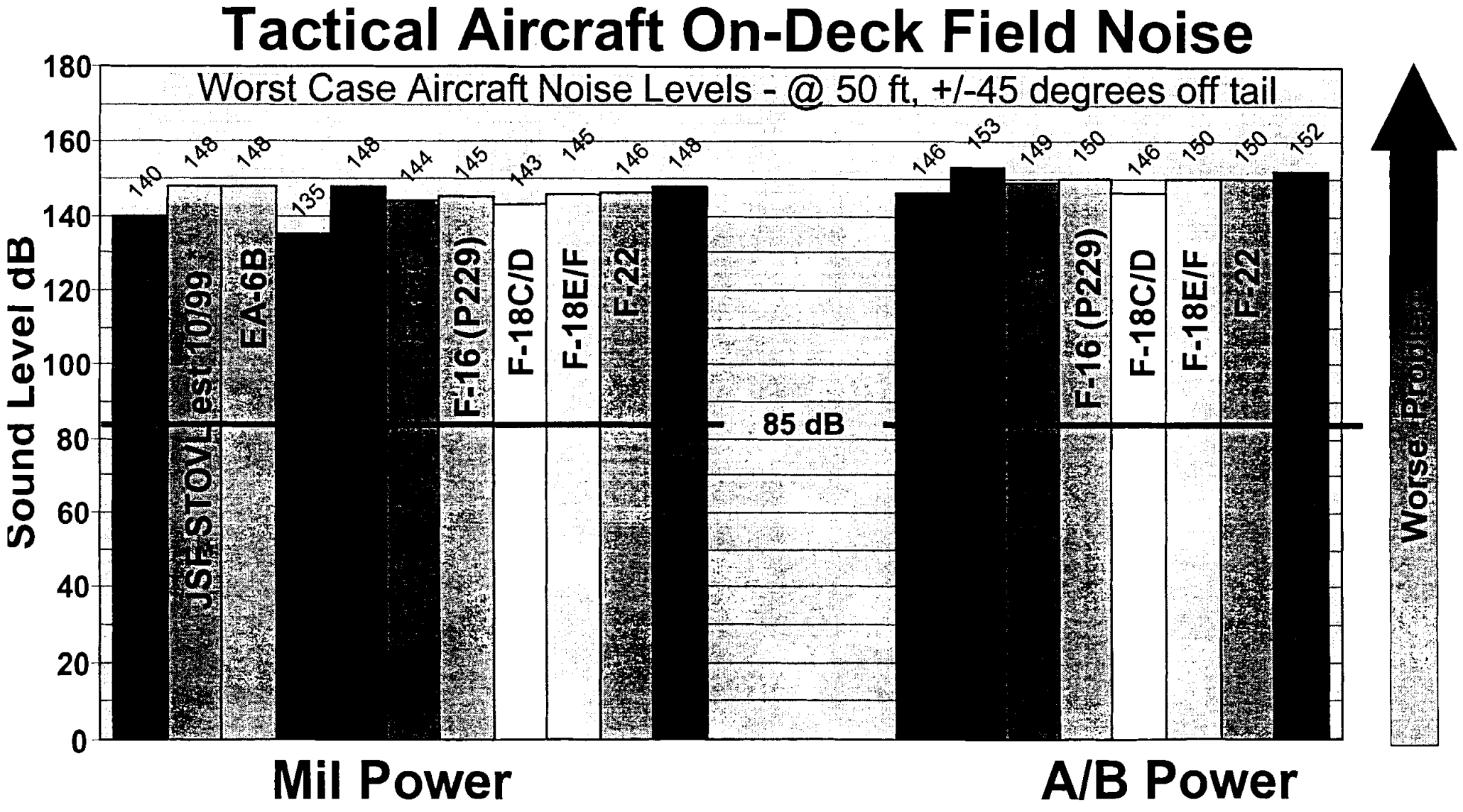
Remaining disposal work

NAS Cecil Field consists of 17 parcels:Â 11 public benefit conveyances, 1 negotiated sale, and 5 economic development conveyances.Â The property will be redeveloped by the Jacksonville Airport Authority, and the City of Jacksonville, and will include an airport, parks and recreation.

518 acres, consisting of sites undergoing environmental cleanup, remain to be transferred. It is anticipated that 336 acres will be transferred in 2005, 161 acres in 2006, and the remaining 21 acres in 2007.

Page last updated Thursday, June 16, 2005

PERSONNEL NOISE

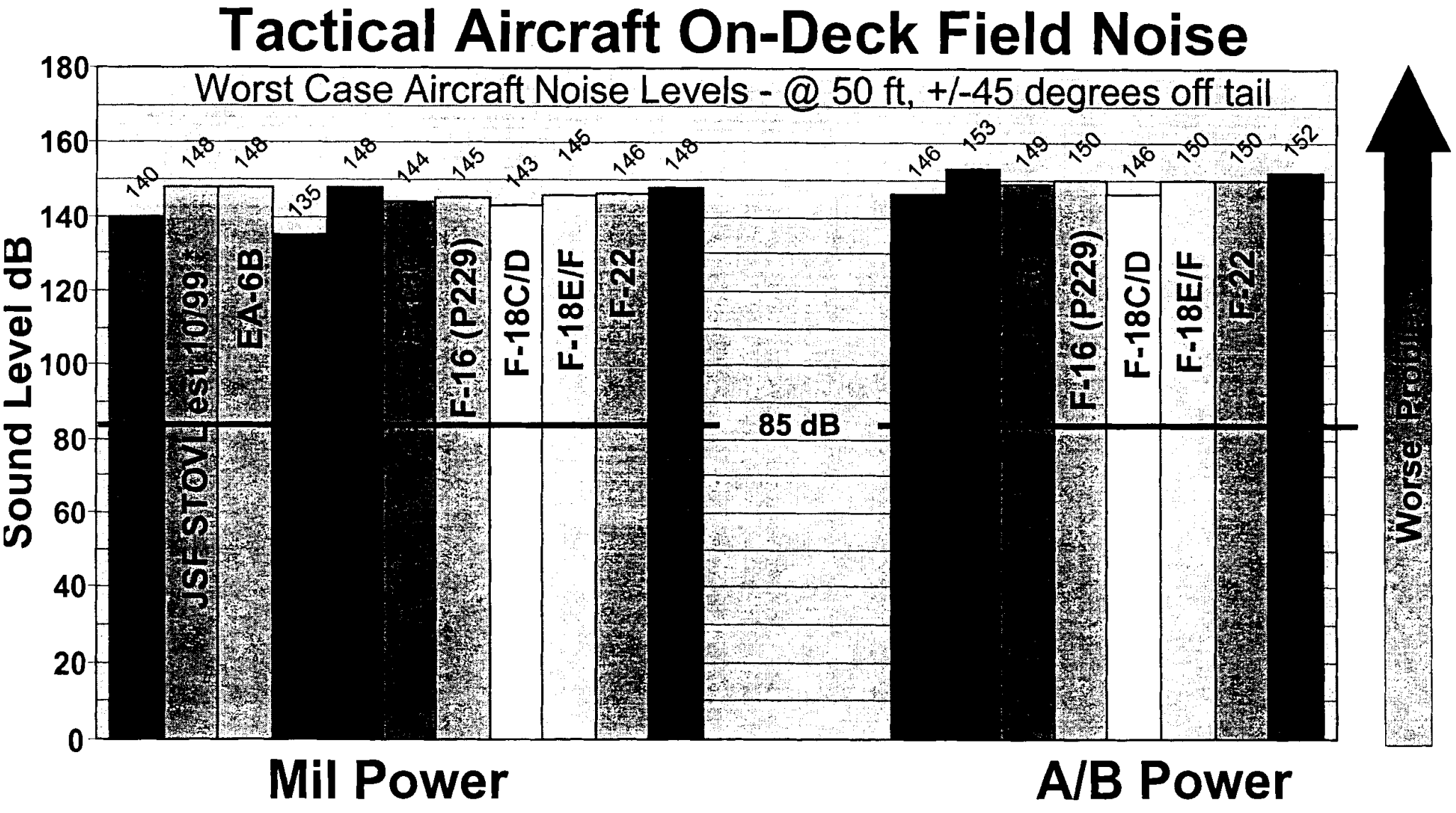


* SDD F-35 Estimate

DEPARTURE AND APPROACH DATA

Comparison of Representative SEL Values for MILPOWER Departure and Approach at 1,000 ft AGL				
Aircraft	**Operation Type**	**Airspeed (knots)**	**Engine Power***	**SEL (dBA)**
F-14 A	Departure	225	Military	110
	Approach	150	92%	93
F-14 B	Departure	225	Military	108
	Approach	135	85%	87
F/A-18 C/D	Departure	250	Military	117
	Approach	140	88%	109
F/A-18 E/F	Departure	250	Military	117
	Approach	130	85%	114
AV-8 B	Departure	200	Military	113
	Approach	160	85%	107
EA-6 B	Departure	250	Military	114
	Approach	120	85%	103
A-6A	Departure	250	Military	113
	Approach	160	95%	110
S-3A	Departure	250	Military	101
	Approach	140	69%	82

PERSONNEL NOISE



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F/A-18 E/F	Departure	250	Military	117
	Approach	130	85%	114
AV-8 B	Departure	200	Military	113
	Approach	160	85%	107
EA-6 B	Departure	250	Military	114
	Approach	120	85%	103
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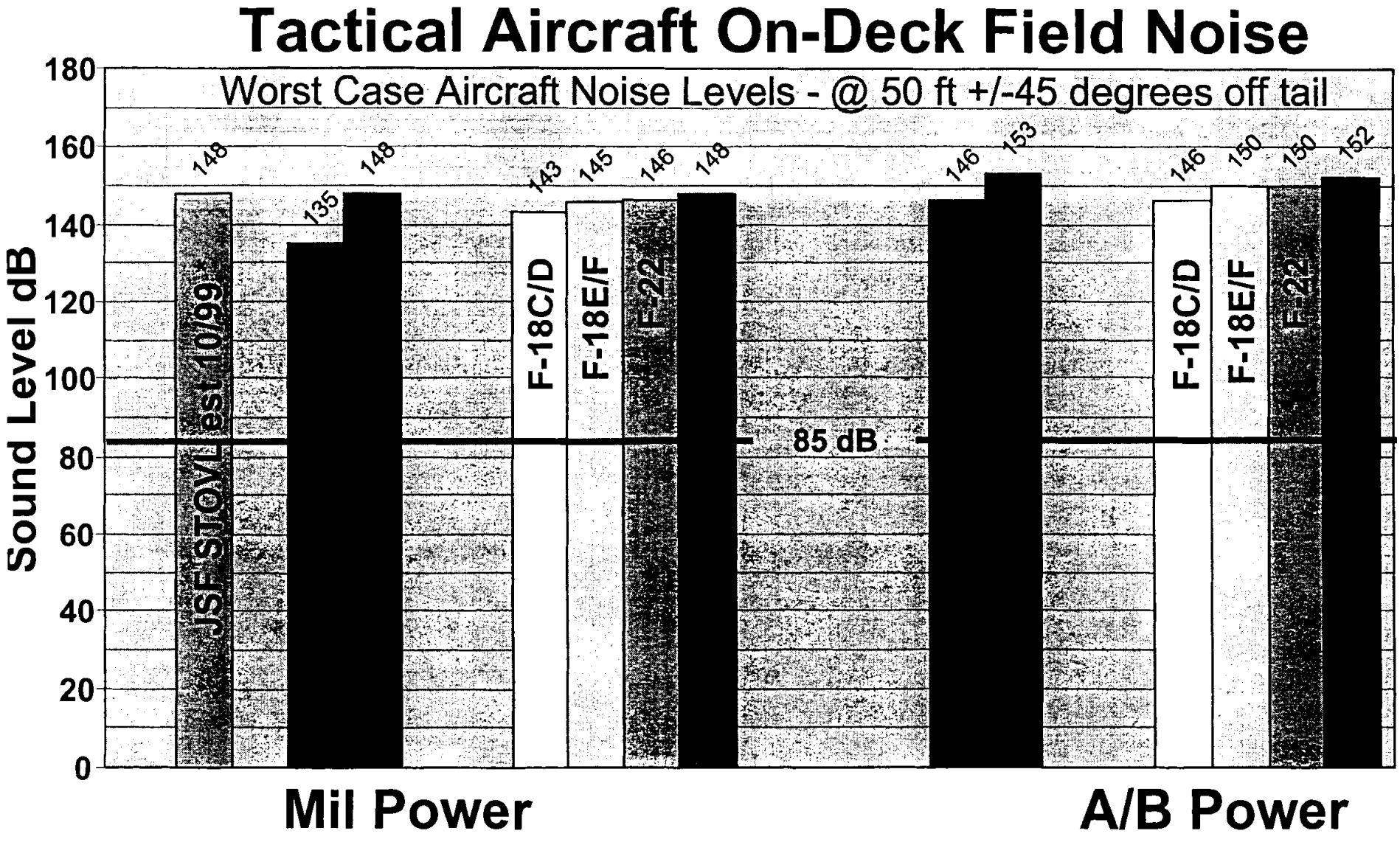
PERSONNEL NOISE



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DEPARTURE AND APPROACH DATA

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Aircraft	**Operation Type**	**Airspeed (knots)**	**Engine Power**	**SEL (dBA)**
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	Approach	150	92 % RPM	93
F-14 B/D	Departure	225	Military	108
	Approach	135	85% RPM	87
F/A-18 C/D	Departure	250	Military	117
	Approach	140	88% RPM	109
F/A-18 E/F	Departure	250	Military	117
	Approach	130	85% RPM	114
JSF	Data unavailable. CTOL variant flies in FY06; STOVL variant in FY07; CV variant in FY08			

Noise Sources and Their Effects

Noise Source	Decibel Level	Noise Effect
Jet take-off (at 25 meters)	150	Eardrum rupture
Aircraft carrier deck	140	Earphones at high level
Jet take-off (at 100 meters)	130	
Thunderclap, live rock music, chain saw	120	
Steel mill, riveting, auto horn at 1 meter	110	**Human pain threshold**
Jet take-off (at 305 meters), outboard motor, power lawn mower, motorcycle, farm tractor, jackhammer, garbage truck	100	**Serious hearing damage (8 hrs)**
Busy urban street, diesel truck, food blender	90	**Hearing damage (8 hrs)**
Garbage disposal, dishwasher, average factory, freight train (at 15 meters)	80	**Possible hearing damage**
Freeway traffic (at 15 meters), vacuum cleaner	70	Annoying
Conversation in restaurant, office, background music	60	Quiet
Quiet suburb, conversation at home	50	"
Library	40	"
Quiet rural area	30	Very Quiet
Whisper, rustling leaves	20	"
Breathing	10	"
	0	Threshold of hearing

SOURCE: Temple University Department of Civil/Environmental Engineering (www.temple.edu/departments/CETP/environ10.html)

Sound Levels and Relative Loudness of Typical Noise Sources in Indoor and Outdoor Environments

Decible level (dB)	Subjective Loudness (Relative to 70 dB)	Overall Level	Community Noise Levels (Outdoors)	Home and Industry Noise Levels
120	32 times	Uncomfortably	Military jet aircraft take-off	Oxygen torch (121 dB)

	as loud	loud	from aircraft carrier with afterburner at 50 ft (130 dB)	
110	16 times as loud		Turbo-fan aircraft at takeoff power at 200 ft (118 dB)	Riveting machine (110 dB); rock band (108 - 114 dB)
100	8 times as loud	Very loud	Boeing 707 or DC-8 aircraft at one nautical mile (6080 ft) before landing (106 dB); jet flyover at 1000 feet (103 dB); Bell J-2A helicopter at 100 ft (100 dB)	
90	4 times as loud		Boeing 737 or DC-9 aircraft at one nautical mile (6080 ft) before landing (97 dB); power mower (96 dB); motorcycle at 25 ft (90 dB)	Newspaper press (97 dB)
80	2 times as loud		Car wash at 20 ft (89 dB); propeller plane flyover at 1000 ft (88 dB); diesel truck 40 mph at 50 ft (84 dB); diesel train at 45 mph at 100 ft (83 dB)	Food blender (88 dB); milling machine (85 dB); garbage disposal (80 dB)
70		Moderately loud	High urban ambient sound (80 dB); passenger car at 65 mph at 25 ft (77 dB); freeway at 50 ft from pavement edge 10 a.m. (76 dB)	Living room music (76 dB); radio or TV-audio, vacuum cleaner (70 dB)
60	Half as loud		Air conditioning unit at 100 ft (60 dB)	Cash register at 10 ft (65-70 dB); electric typewriter at 10 ft (64 dB); dishwasher (rinse) at 10 ft (60 dB); conversation (60 dB)
50	One-fourth as loud	Quiet	Large transformers at 100 ft (50 dB)	
40			Bird calls (44 dB); lowest limit of urban ambient sound (40 dB)	
10			Just audible	
0			Threshold of hearing	

SOURCE: Table B.1, from *Federal Agency Review of Selected Airport Noise Analysis Issues*, Federal Interagency Committee on Noise (August 1992). Source of the information is attributed to *Outdoor Noise and the Metropolitan Environment*, M.C. Branch et al., Department of City Planning, City of Los Angeles, 1970.

Downloaded 18 July from Internet

NEPA, Noise and the F/A-18 E/F

Final Environmental Impact Statement (FEIS)
for the **Introduction of F/A-18 E/F (Super Hornet) Aircraft**
to the East Coast of the United States

Dan Cecchini
Head, COMLANTFLT NEPA Support
Atlantic Division, Naval Facilities Engineering Command

7 April 2004

The Super Hornet

- Latest version of the Hornet aircraft with state of the art mission capability
- West Coast Super Hornets are stationed in California at NAS Lemoore

History of Super Hornet

1995 • Congress approved initial test production

1998 • West Coast introduction begun

2000 • Congress authorized full production (to include the Atlantic Fleet)

• East Coast EIS Scoping Meetings

History of Super Hornet - continued

2002
- Draft EIS (DEIS) made available for public review
- DEIS Comment Period and Public Hearings

July 2003
- Final EIS (FEIS) released

Sept 2003
- Record of Decision

Jan 2004
- Lawsuits filed 2004

Proposed Action

- Provide facilities and functions to support the homebasing and operation of 10 Super Hornet fleet squadrons (120 aircraft) and the Fleet Replacement Squadron (24 aircraft)
  - Replace Tomcat and earlier model Hornet aircraft
  - Construction of support facilities:
    - Aircraft support (hangars, runways, refueling, etc.)
    - Maintenance
    - Training
    - Personnel support (medical, dental, etc.)
    - Housing

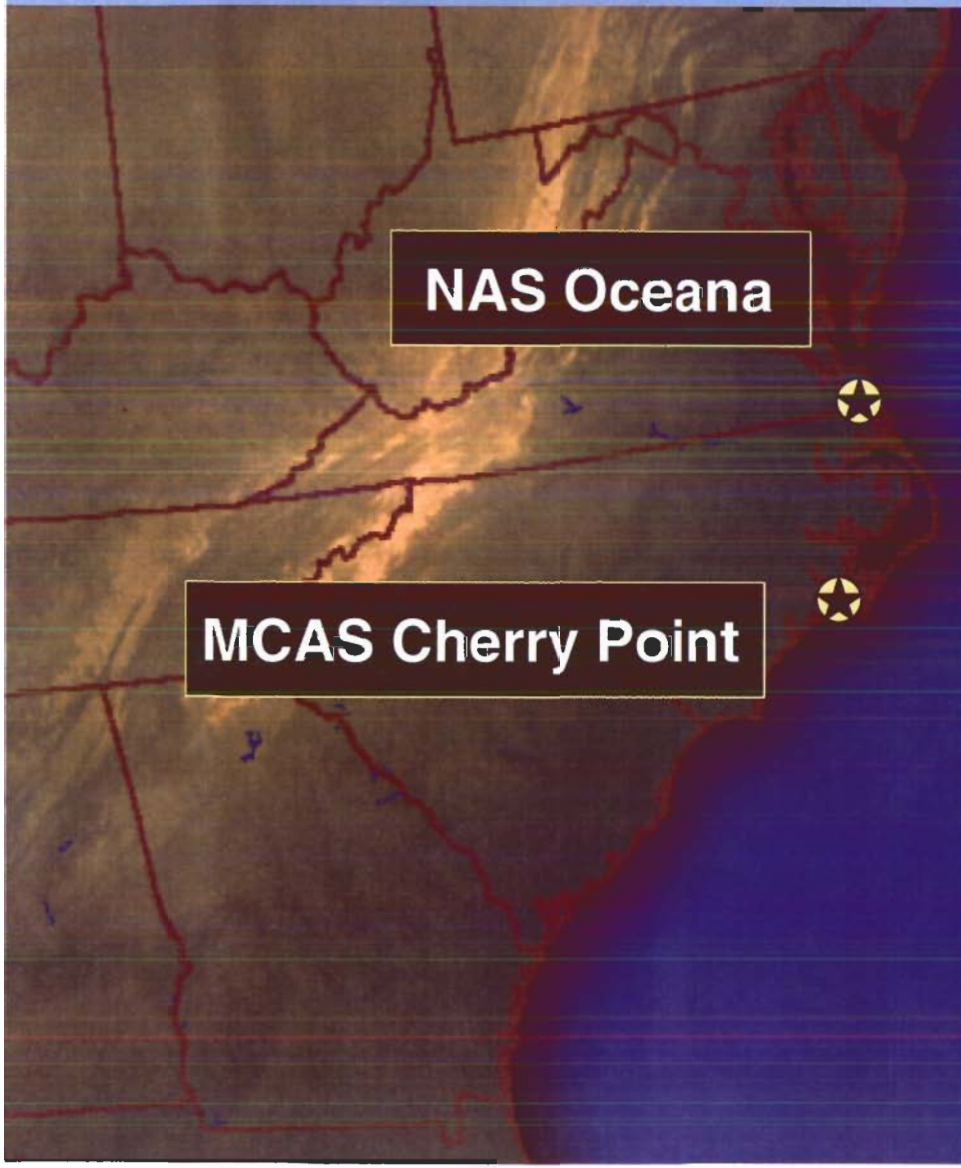
Basing Alternatives Considered

- ALT 1: All 10 fleet squadrons and the FRS at NAS Oceana
- ALT 2: All 10 fleet squadrons and the FRS at MCAS Cherry Point
- ALT 3: All 10 fleet squadrons and the FRS at MCAS Beaufort (Existing USMC assets move to MCAS Cherry Point)
- **ALT 4A: 6 fleet squadrons and the FRS at NAS Oceana, 4 fleet squadrons at MCAS Cherry Point**
- ALT 4B: 6 fleet squadrons and the FRS at NAS Oceana, 4 fleet squadrons at MCAS Beaufort
- ALT 5A: 6 fleet squadrons and the FRS at MCAS Cherry Point, 4 fleet squadrons at NAS Oceana
- ALT 5B: 6 fleet squadrons and the FRS at MCAS Cherry Point, 4 fleet squadrons at MCAS Beaufort
- **ALT 6: 8 fleet squadrons and the FRS at NAS Oceana, 2 fleet squadrons at MCAS Cherry Point**

The Decision

- 8 Super Hornet squadrons (96 aircraft) and 1 Fleet Replacement Squadron (24 aircraft) at Naval Air Station Oceana in Virginia Beach, Va.
- 2 squadrons (24 aircraft) at Marine Corps Air Station Cherry Point in North Carolina.
- Construction of an OLF in North Carolina

The Decision



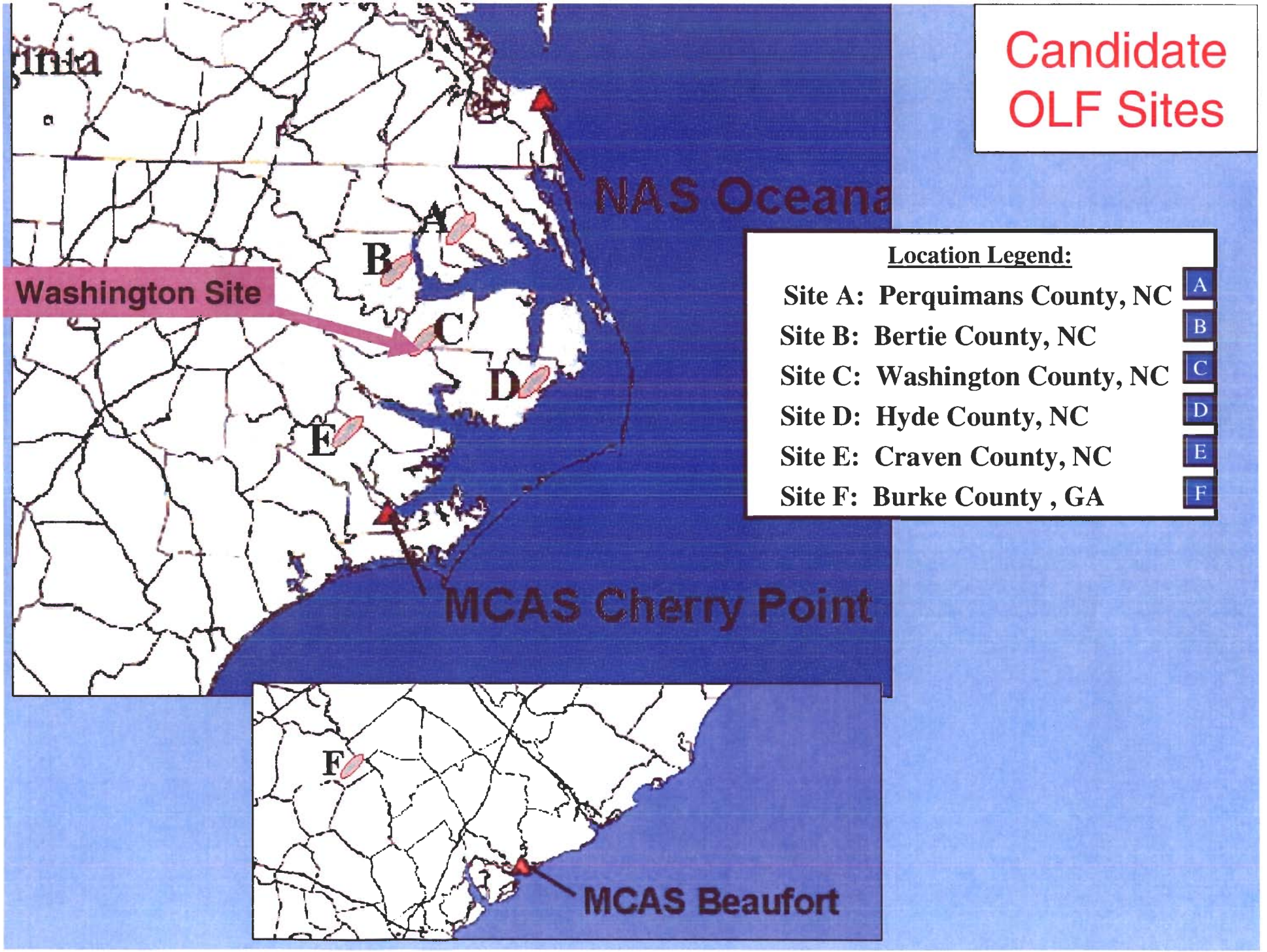
ALT 6

- Majority of fleet aircraft based at NAS Oceana
  - Optimizes readiness
  - Achieves economics of scale
- Provides some noise and air quality mitigation

Proposed OLF in Washington County

- 8,000' Runway
- LAND Acquisition
- 3000 acre core area
- Total of about 30,000 acres within 60db noise contours
- 30,000 Field Carrier Landing Practices (FCLPs) Per Year
- Rural County of 13,700 people

Candidate OLF Sites



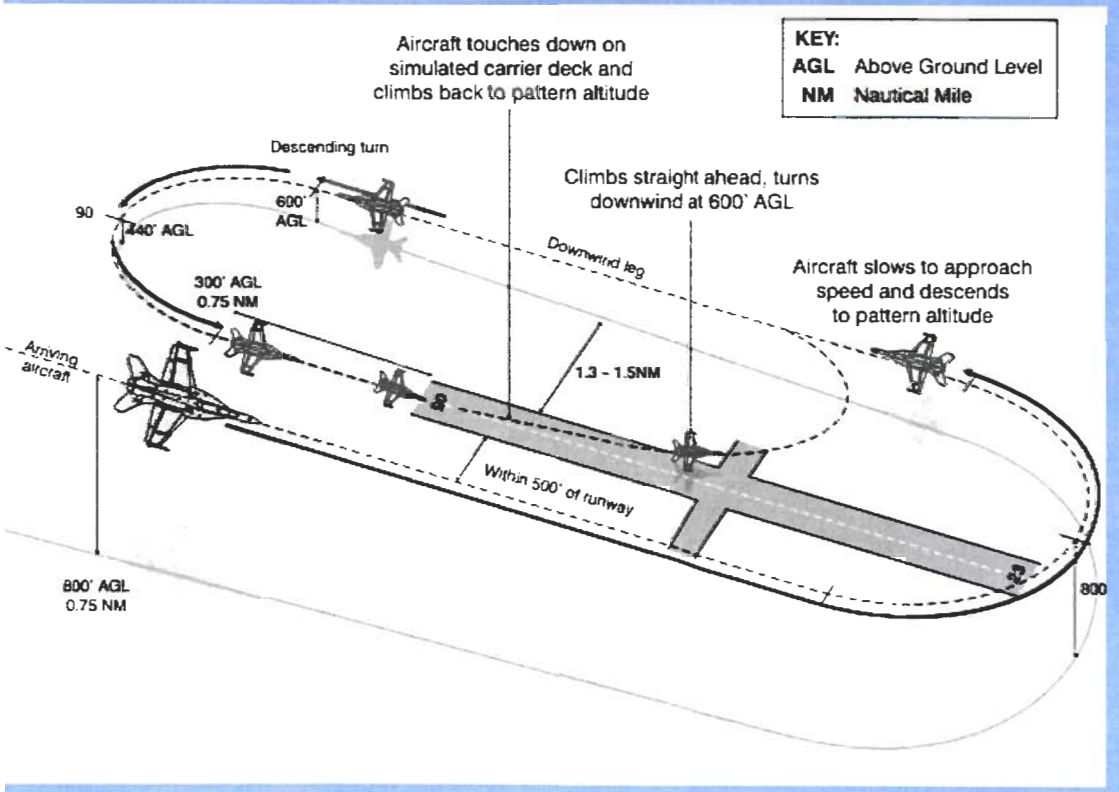
Location Legend:

- **Site A: Perquimans County, NC**
- **Site B: Bertie County, NC**
- **Site C: Washington County, NC**
- **Site D: Hyde County, NC**
- **Site E: Craven County, NC**
- **Site F: Burke County , GA**

Washington County NC OLF Site

- Easily accessible from NAS Oceana and MCAS Cherry Point
- Operationally ideal
- Low population density
- Compatible land use
- Lack of encroachment pressure
- Projected 32,000 annual operations
- Operational temp will be cyclic
- **Wildlife refuge 5 miles away**

Field Carrier Landing Practice - FCLP



- Trains pilots for landing on aircraft carriers
- FCLP operations are conducted on a runway that simulates the aircraft carrier deck

How to Present Noise Impacts?

- Day-night average (DNL) noise contours
- Different resources impacted
  - Sometimes DNL is just not enough
- Augmented DNL with:
  - Noise equivalent sound level (Leq) for school days
  - Specific DNL for locations of interest
  - Sound Exposure Level (SEL) data
  - Onset-Rate Adjusted Monthly DNL (or Ldnmr)

Day-Night Average

- Presents 24-hour average noise metric
  - Takes into account frequency of operations, loudness of aircraft, duration of noise event and location of operations
  - 10 dB penalty for nighttime operations
  - Presented as a series of noise contours – usually to 65 dB
  - Measure of annoyance
- Most common noise metric used in EISs
- Criticized by many
  - "Not what I hear!!!!"

Oceana/Fentress Alt 6 Noise Contours (w/ OLF)

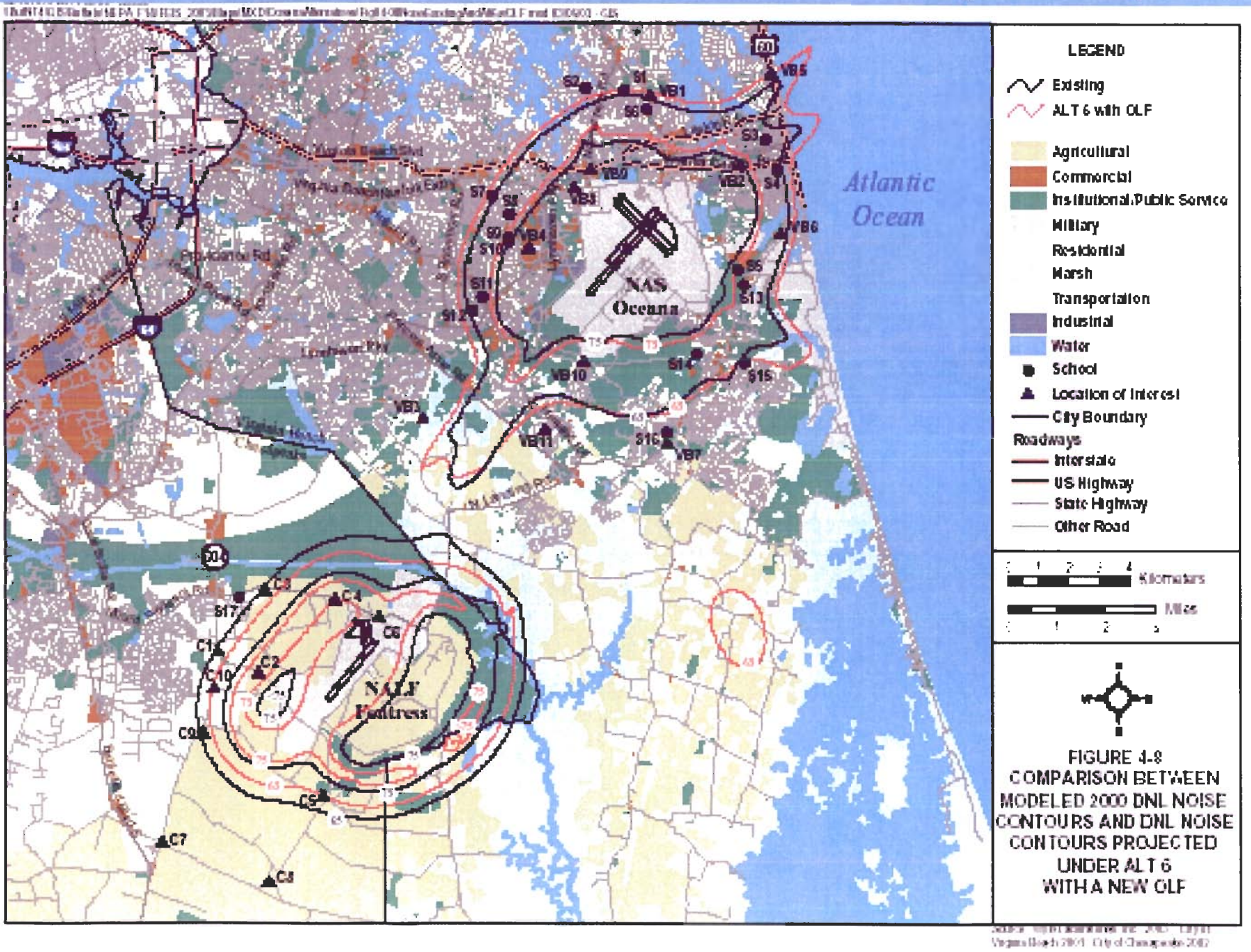


FIGURE 4-8
COMPARISON BETWEEN MODELED 2000 DNL NOISE CONTOURS AND DNL NOISE CONTOURS PROJECTED UNDER ALT 6 WITH A NEW OLF

Noise Impacts

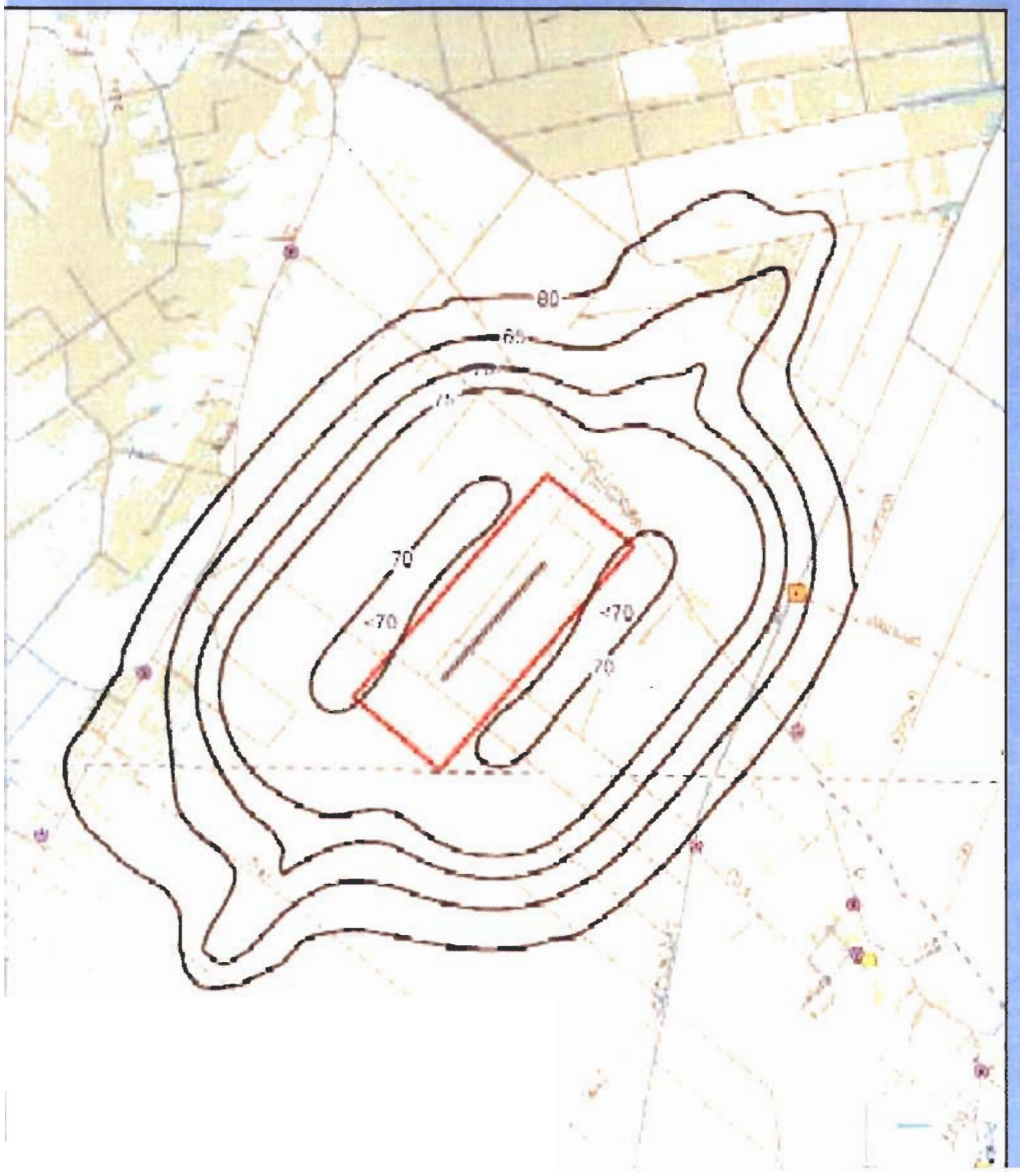
- NAS Oceana - Increases population within the 65+ DNL contour by:
  - 10,031 (11% increase from 2000 baseline)
- MCAS Cherry Point - Increases population within the 65+ DNL contour by:
  - 202 (2% increase from 2000 baseline)

Table 4-9 **Off-Station Area (Acres) and Estimated Population within Projected Noise Zones at NAS Oceana and NALF Fentress under Dual-Siting Alternatives 4A and 4B**

	Existing		ALT 4A without OLF		ALT 4A with OLF		ALT 4B without OLF		ALT 4B with OLF	
	Area	Pop.	Area	Pop.	Area	Pop.	Area	Pop.	Area	Pop.
65 to 70 dB	13,076	37,428	14,950	37,216	14,185	34,391	15,411	38,887	14,729	35,571
70 to 75 dB	9,151	26,752	9,980	29,035	9,698	28,899	10,192	29,396	9,809	29,435
75 dB or greater	12,462	23,349	15,916	32,863	10,212	31,552	16,331	33,987	11,158	32,917
Total	**34,689**	**87,529**	**40,846**	**99,114**	**34,095**	**94,842**	**41,934**	**102,270**	**35,696**	**97,923**
Net Change			**6,157**	**11,585**	**(594)**	**7,313**	**7,245**	**14,741**	**1,007**	**10,394**
Percent Net Change			**18%**	**13%**	**(2%)**	**8%**	**21%**	**17%**	**3%**	**12%**

Source: Wyle Laboratories, Inc., 2003.

Noise Zones – Site C (Washington County, NC)



- Flight Operations
  - 31,652 ops/year
- Noise Zones
  - 24,000 acres
- Population
  - 141 people

Population Within the 60 DNL Contour at the OLF Sites

Table 12-3 Estimated Population within Modeled Noise Zones at OLF Sites A, B, C, D, and E Under ALT 1 and ALT 3 for Site F

Proposed OLF Site	County	Noise Zone[a] 60-65	65-70	70-75	>75	Total Population by County	Total Population by Site
Site A	Perquimans	204	159	95	140	598	606
	Pasquotank	8	0	0	0	8	
Site B	Bertie	203	156	91	211	661	661
Site C[b]	Washington	60	23	15	26	124	141
	Beaufort	15	0	2	0	17	
Site D[c]	Hyde	74	48	9	0	131	131
Site E[b]	Craven	289	151	78	163	681	687
	Beaufort	4	2	0	0	6	
Site F	Burke	90	46	75	181	392	393
	Allendale	1	0	0	0	1	

[a] Population estimates are based on an assumption of equal population distribution throughout the noise zones. In actuality, the population within these contours would be expected to be considerably lower.

[b] For the two preferred OLF sites, the Navy conducted house counts to determine the actual population within each of the projected noise contours. Total number of houses counted were multiplied by the average number of people per household in Washington, Craven, and Beaurfort counties, as determined by the U.S. Census.

[c] Because Hyde County is a single census tract, with no differentiation in population trends within the county, these numbers are not representative of the actual populations within the noise contours. Based on field surveys, these estimates are likely significantly higher than actually occur.

Site Analysis - Noise Impacts

Increase or decrease in percentage of population within 65 DNL contour

Alternatives		Oceana		Cherry Pt		Beaufort	
Baseline		**87,529**		**8,713**		**4,934**	
1 Oceana		+20,838	24%				
	w/ OLF	+14,765	17%				
2 Cherry Point	w/ OLF	-23,487	-27%	+2,721	31%		
3 Beaufort	w/ OLF	-19,650	-22%	+766	9%	+1,139	23%
4A 6/4 Oceana/Cherry Pt		+11,585	13%		0%		
	w/ OLF	+7,313	8%	+791	9%		
4B 6/4 Oceana/ Beaufort		+14,741	17%			-149	-3%
	Beaufort OLF	+14,741	17%			-143	-3%
	Oceana OLF	+10,394	12%			-149	-3%
	Oceana OLF/Beaufort OLF	+10,394	12%			-143	-3%
5A 6/4 Cherry Pt/Oceana	w/ OLF	-11,649	-13%	+2,238	26%		
5B 6/4 Cherry Pt/Beaufort	Cherry Pt OLF	-19,650	-22%	+2,238	26%	-149	-3%
	Cherry Pt OLF/Beaufort OLF	-19,650	-22%	+2,238	26%	-143	-3%
6 8/2 Oceana/Cherry Pt		+16,759	19%	+228	3%		
	w/ OLF	+10,031	11%	+202	2%		

Site Specific DNL

- Locations of interest
  - Worked with local community to help identify
  - All public schools were included if in noise contours
- Presented DNL value for each location
- Most people lived near a site chosen
  - Able to get a good feel for how loud at their house
- Criticism
  - "Still using average!!!"

Table 4-18 Average Noise Levels Projected at Representative Other Locations of Interest Near NAS Oceana and NALF Fentress under Dual-Siting Alternatives 5A and 6[a]

Identification Number[b]/Name		Existing		ALT 5A		ALT 6 without OLF		ALT 6 with OLF	
		DNL (dB)	L_{eq} (dB)	DNL (dB)	L_{eq} (dB)	DNL (dB)	L_{eq} (dB)	DNL (dB)	L_{eq} (dB)
Virginia Beach									
VB1	Virginia Beach Sentara Hospital	65	65	63	63	66	66	66	66
VB2	Virginia Beach Pavilion	76	76	75	74	79	78	79	78
VB3	Verizon/Virginia Beach Amphitheater	59	57	57	56	61	59	60	58
VB4	Lynnhaven Mall Shopping Center	79	77	79	76	82	80	82	80
VB5	Cavalier Hotel	63	63	61	62	64	64	65	64

Sound Exposure Level (SEL)

- Sound exposure represents both intensity and duration of a sound
  - Net impact of an entire acoustic event
- Better represents what people will actually hear
- EIS provided SEL data for generic events and for top five events at each location of interest
- Criticisms
  - Very few

Table 4-19 Comparison of Representative SEL Values (dB) for Aircraft on Approach, Departure, and in the FCLP or Touch-and-Go Pattern

Operation	Altitude (ft AGL)	F-14A	F-14B/D	F/A-18 C/D	F/A-18 E/F	AV-8B	EA-6B
Approach	1,000	93	87	109	114	103	107
Departure	1,000	110	108	117	117	113	114
FCLP[a]							

Summary – Lessons Learned

- DNL is a good metric and should be used
- Should consider augmenting DNL with other metrics such as Leq and SEL
  - Reader friendly
  - Go the extra mile
- Use good maps!
- Keep it simple

The Way Ahead

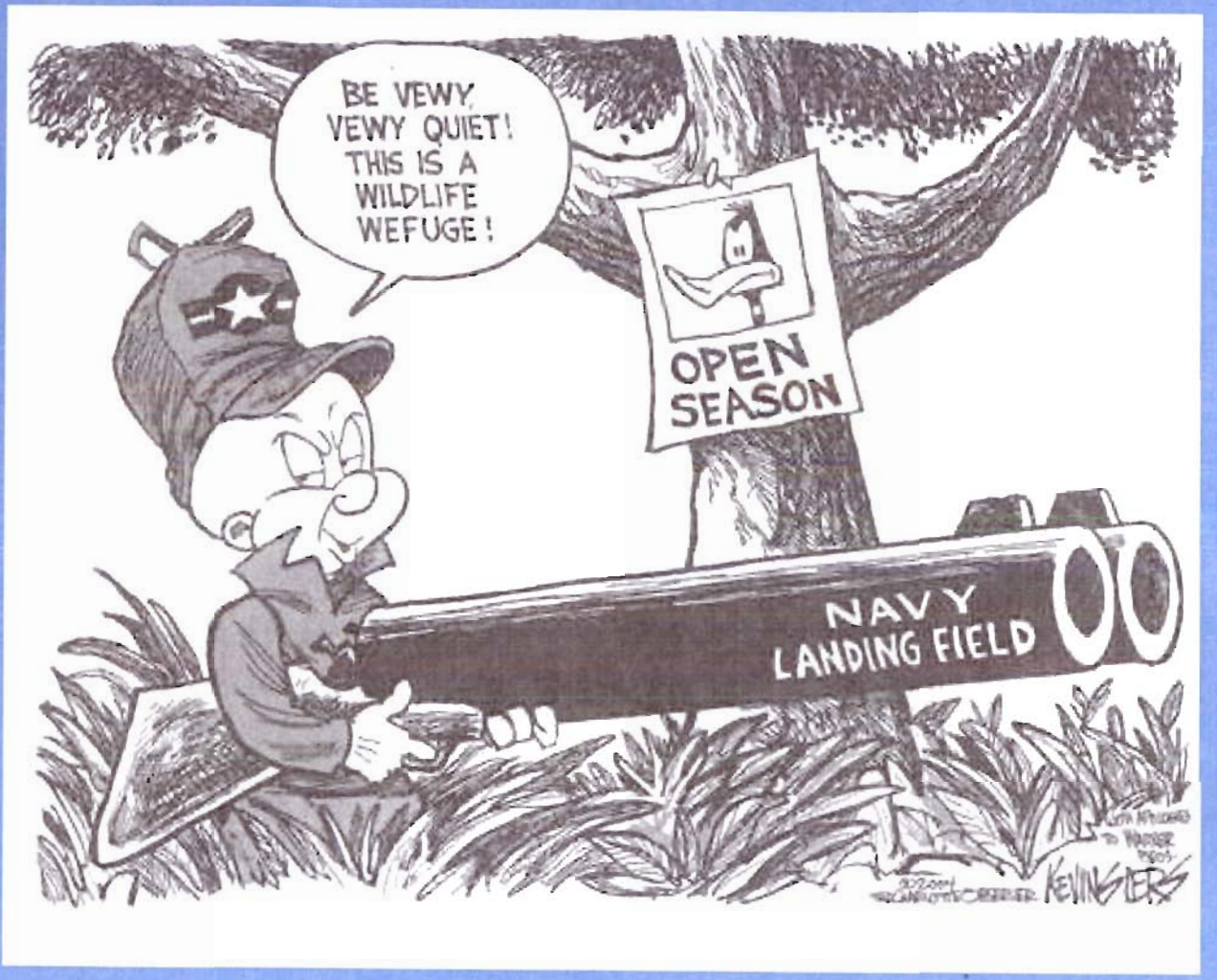
- 2004 • FRS Standup
- 2005 • Construction of OLF begins
- 2007 • OLF complete
- 2010 • Homebasing complete

Opponents


FOR AN UNLIMITED ENGAGEMENT
DAY AND NIGHT - SEVEN DAYS A WEEK
The SOUND of OUTRAGE!
FLYING SOON OVER A NEIGHBORHOOD NEAR YOU !
YOU WILL NOT BE ABLE TO MISS IT !
LEARN HOW WE CAN STOP THIS OUTRAGE !
NO_OLF
http://www.AlbemarleCommunity.Net

Opponents

The Grim Reaper


BE VEWY VEWY QUIET! THIS IS A WILDLIFE WEFUGE!
OPEN SEASON
NAVY LANDING FIELD
KEVINSIDERS

NAS Oceana Squadrons

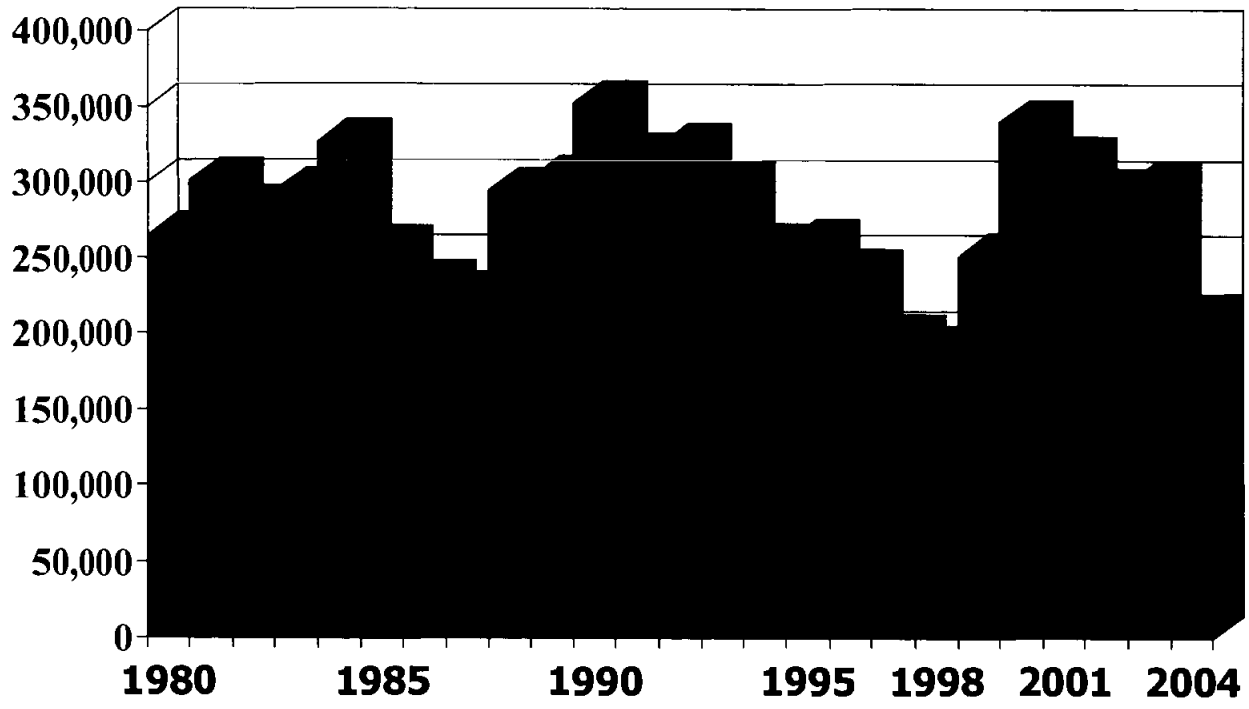
20-Jul-05

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

NAS Oceana/Fentress Combined Operations

Last 25 Years

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



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

Oceana Scenario Summary

During the 2005 BRAC deliberations the Department of the Navy considered the closure of NAS Oceana and consolidating all Navy Strike Fighter Squadrons in one location. In the Final Environmental Impact Statement (FEIS) of July 2003, the Navy offered two preferred alternatives to alleviate the environmental impact of introducing 10 Super Hornet squadrons (total of 144 F/A-18E/F strike aircraft, including the Fleet replacement Squadrons – FRS) to the East Coast. Those preferred options included either two or four squadrons to be located at MCAS Cherry point and the rest to be located at NAS Oceana.

1. Please provide the rationale for co-locating all Navy Fighter Aircraft at a single site, including the economic benefits and operational readiness perspective. If any specific data on the extra costs of dual siting are available, please provide that data to the Commission. Additionally, is it feasible to single site one or both of the Fighter Fleet Replacement Squadrons at a centralized location other than the designated Master Jet Bases? If economic data exists for those trade-offs, please provide the data to the Commission.

2. Request a COBRA analysis to realign NAS Oceana by relocating the FRS and associated maintenance support to NAS Kingsville.

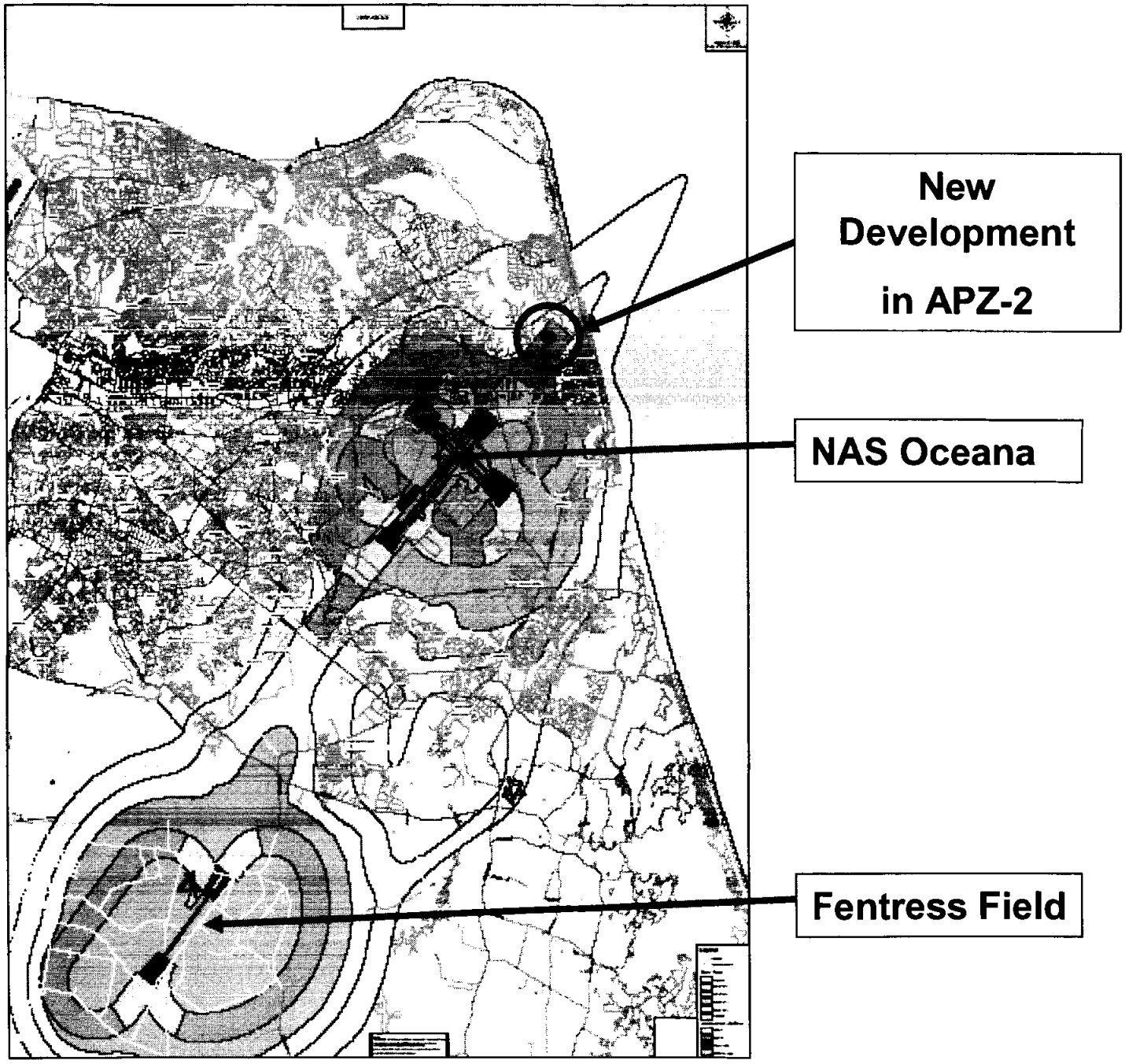
3. Request a COBRA analysis to realign NAS Oceana and NAS Lemoore by consolidating and relocating both FRS's and associated support to NAS Kingsville.

4. The Department of the Navy presently plans to stand up two F/A18-E/F squadrons at MCAS Cherry Point, NC. Request a COBRA analysis to realign NAS Oceana and MCAS Cherry Point by relocating two additional F/A18-E/F squadrons and associated support to MCAS Cherry Point?

5. In order to alleviate the encroachment at NAS Oceana and Fentress Field, request a COBRA analysis to establish a new outlying airfield at Fort Pickett, VA suitable for Field Carrier Landing Practice.

6. The Department of the Navy reportedly desires to establish a new Master Jet Base sometime in the future that would include single-siting all strike aircraft as well as the support aircraft, the FRS and FRU squadrons and associated support. Please provide a COBRA analysis to establish a new Master Jet Base at an unimproved location with enough acreage (30,000 to 40,000 acres) to preclude encroachment.

7. Please provide a COBRA analysis for relocating the Navy Master Jet Base to NAS Kingsville to include the supporting aircraft, the FRS and FRU squadrons and associated support. Assume that all of the present strike training assets (T-45s and associated support) would be relocated to NAS Meridian, MS; NAS Whiting Field, FL; NAS Corpus Christi, TX or other suitable location to be determined by the Navy.


New Development in APZ-2
NAS Oceana
Fentress Field

Military Value/Capacity Comparison

Facility	Capacity	MV	Remarks
NAS Oceana	21.5 HE	6 of 34	4,167 Acres (5,916 acres)*
Moody AFB	10.5 HE		5,095 Acres (11,000 acres)*
Moody AFB	UAV	2	154 AF bases scored by MCI (Mission Compatibility Indices)
Moody AFB	Space	5	
Moody AFB	Fighter	6	Top ten in 5 of 8
Moody AFB	Bomber	7	categories
Moody AFB	SOF/CSAR	10	
Moody AFB	C2ISR	38	
Moody AFB	Airlift	49	Scored low on Current & Future Missions and Condition of Infrastructure
Moody AFB	Tanker	68	

* Center for Land Use Interpretation

DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
2000 NAVY PENTAGON
WASHINGTON, DC 20350-2000

And
HEADQUARTERS
UNITED STATES MARINE CORPS
WASHINGTON, D.C. 20830-1776

IN REPLY REFER TO:
OPNAVINST 11010.36B
N46
CMC (LFL)
19 DEC 2002

OPNAV INSTRUCTION 11010.36B

From: Chief of Naval Operations
Commandant of the Marine Corps

Subj: AIR INSTALLATIONS COMPATIBLE USE ZONES (AICUZ) PROGRAM

Ref: (a) DODINST 4165.57 of 8 Nov 77, Air Installations Compatible Use Zones
(b) SECNAVINST 11010.11 of 22 May 78, Air Installations Compatible Use Zones
(c) Noise Control Act of 1972, 42 U.S.C. 4901 {et Seq.}

Encl: (1) AICUZ Program Procedures and Guidelines

1. Purpose. To revise Department of the Navy policy, procedures and guidelines for implementation of references (a) and (b), and to establish centers of excellence on the east and west coasts of the United States. This instruction provides guidance from the Chief of Naval Operations, Commandant of the Marine Corps, and Naval Facilities Engineering Command (NAVFACENGCOM), responsible for management of the AICUZ Program.

2. Cancellation. OPNAVINST 11010.36A.

3. Background. Reference (c) requires Federal agencies and State and local governments to develop measures to control the harmful effects of noise on people. The Department of Defense initiated the Air Installations Compatible Use Zones (AICUZ) program to protect the public's health, safety, and welfare and to prevent encroachment from degrading the operational capability of military air installations in meeting national security. The AICUZ program recommends land uses that will be compatible with noise levels, accident potential and obstruction clearance criteria associated with military airfield operations. Program implementation procedures for the Navy and Marine Corps are contained in enclosure (1).

4. Discussion. The foundation of the AICUZ program is an active local command effort to work with local, State, regional, other Federal agencies, and community leaders to encourage compatible development of land adjacent to military airfields. The Department of the Navy is particularly susceptible to such encroachment with many of its installations located in high growth urban areas. The AICUZ process

involves four basic steps:

a. Develop, and periodically update, a study for each air installation to quantify aircraft noise zones and identify accident potential zones; develop a noise reduction strategy for impacted lands, both on and off the installation; prepare a compatible land use plan for the installation and surrounding areas; and develop a strategy to promote compatible development on land within these areas.

b. Develop a prospective long-term (5 to 10 years) AICUZ analysis to illustrate impact on known future missions and how it will be implemented by the AICUZ program.

c. Implement the AICUZ plan for the installation including coordination with federal, state and local officials to maintain public awareness of AICUZ.

d. Identify and program property rights acquisition and sound suppression projects when appropriate in critical areas, where action to achieve compatibility within AICUZ program guidelines through local land use controls is either impossible or has been attempted and proven unsuccessful.

5. Applicability. These procedures apply to all Navy and Marine Corps airfields within the confines of the United States, its territories, trusts and possessions. AICUZ studies, or portions thereof, may be developed for U.S. activities in foreign countries if such action supports host nation policy for protecting the operational capabilities of those activities, and for on-base facility planning goals.

6. Action. Addressees shall comply with the procedures outlined herein.

Signed	*Signed*
Deputy Chief of Naval Operations (Fleet Readiness and Logistics)	Deputy Commandant Installations and Logistics Headquarters, United States Marine Corps

Distribution:
See Page 3

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SNDL	A2A	(Department of the Navy Staff Offices)
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	21A3	(FLTCINC EUR)
	21A4	(COMUSNAVSO)
	23C	(COMNAVRESFOR)
	23A2	(COMNAVFORJAPAN, only)
	24J	(Marine Corps Force Commands)
	FA6	(Air Station, LANT)
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	FKA1C	(NAVFACENGCOM)
	FKN1	(NAVFACENGCOMDIV)
	FKN13	(NAVFACENGCOMEFA)
	FKR1A	(Air Station, NAVAIRSYSCOM)
	FKR6A	(NAVAIRWARCEN TRASYSDIV)
	FKR6B	(NAVAIRWARCENWPNDIV)
	FKR3C	(NAVAIRTESTCEN)
	FKR6C	(Air Weapons Station)
	FR3	(Air Station, NAVRESFOR)
	FR5	(Air Reserve)
	FR9	(NAVRESREDCOMREG)
	FT2	(Air Training)
	FT6	(Air Station, CNET)
	V3	(Air Bases, Marine Corps)
	V4	(Air Facility, Marine Corps)
	V5	(Air Station, Marine Corps)

OPNAV (N4, N45, N46, N463, N78, N79, N091)

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AICUZ

PROGRAM PROCEDURES

AND

GUIDELINES

FOR

DEPARTMENT OF THE NAVY

AIR INSTALLATIONS

TABLE OF CONTENTS

SECTION I

THE PROCESS

A. THE AICUZ PROGRAM OBJECTIVES

The purpose of the AICUZ program is to achieve compatibility between air installations and neighboring communities by:

1. Protecting the health, safety, and welfare of civilians and military personnel by encouraging land use which is compatible with aircraft operations;

2. Protecting Navy and Marine Corps installation investment by safeguarding the installation's operational capabilities;

3. Reducing noise impacts caused by aircraft operations while meeting operational, training, and flight safety requirements, both on and in the vicinity of air installations; and

4. Informing the public about the AICUZ program and seeking cooperative efforts to minimize noise and aircraft accident potential impact by promoting compatible development in the vicinity of military air installations.

B. THE AICUZ STUDY

Each Navy and Marine Corps air installation designated by the Chief of Naval Operations (CNO) or the Commandant of the Marine Corps (CMC) has an AICUZ study which includes a detailed analysis of aircraft noise, accident potential, land use compatibility, operational alternatives, and recommended strategies to address existing and potential incompatible development in the vicinity of the air installation. All initial AICUZ studies have been completed and approved and are now updated when circumstances require such action. AICUZ areas depicted in these studies shall not be modified without CNO or CMC approval.

C. OPERATIONAL ALTERNATIVES

Each AICUZ study should normally include an evaluation of operational alternatives to reduce noise and accident potential zone impacts, e.g., flight track modifications, altering hours of operation, construction of acoustical enclosures, changes in pattern altitudes, etc. Evaluation of an operational alternative must balance noise and accident potential zone changes with impacts on flight safety, operational capability, and cost. The decision to accept or reject a new alternative must be clearly presented. Proposed changes to already approved operational procedures
will require documentation by the local command as to the reasons for the change along with notification and approval by the installation's chain of command. Environmental documentation in compliance with the

National Environmental Policy Act (NEPA) may also be required.

D. IMPLEMENTATION

Each installation's AICUZ program implementation must be a continuous effort. Local command representatives should continually work toward achieving compatibility between the air installation and its neighboring communities, primarily through local land use controls. Land use controls outside the air installation, which are critical to limiting the number of people exposed to excessive noise and the potential for accidents, are under the exclusive control of State and local governments, and local commands should act only in an informational role. Land acquisition may be considered only in critical situations where State and local governments are unwilling or unable to enact land use controls to achieve land use compatibility within the AICUZ. Land acquisition, for which Congressional authorization is normally required, will usually involve undeveloped land. The air installation should initially ensure chain of command support from the appropriate CNO or CMC resource sponsor, and then submit a land acquisition request via its chain of command for inclusion on the MILCON Integrated Priorities List (IPL).

SECTION II

CHANGES FROM PREVIOUS CNO/CMC GUIDANCE

Of particular note are the following changes from the policy issued by earlier CNO/CMC guidance on the AICUZ program.

A. A new Rotorcraft Noise Model (RNM) is included for use in modeling rotary wing aircraft (helicopter and tilt-rotor). The use of single-event noise analysis to augment Day Night Average Sound Level/Community Noise Equivalent Level noise exposure contours is incorporated, as is the use of Average Annual Day (AAD) for noise contours. Floor Area Ratio (FAR) density considerations to augment land use compatibility guidelines are provided for use in Accident Potential Zones (APZ).

B. Long-range strategies related to present and future land use in the vicinity of the air installation are emphasized. Since application of local land use control strategies often do not lend themselves to frequent zoning changes or frequent changes in land use recommendations themselves, it is recognized that continual updates to AICUZ studies can be counterproductive to the goal of community support for the AICUZ Program.

C. Additional guidance is provided as to the modification of APZ, and in the development of prospective noise contours and the selection of the "AICUZ Footprint."

D. Table 1, Runway Classification by Aircraft Type, has been updated to reflect current and projected aircraft types for ease of future reference.

E. Two centers of excellence to coordinate AICUZ issues with activities within their overall area of responsibility have been established. The center of excellence (COE) for the eastern and southern United States, the Atlantic area and Europe is located at the Atlantic Division, Naval Facilities Engineering Command in Norfolk, VA. The center of excellence for the western United States and the Pacific area is located at the Southwest Division, Naval Facilities Engineering Command in San Diego, CA. The primary purpose of the COE is to provide technical assistance to air installations as required. Each COE reports to the NAVFACENGCOM AICUZ Program Office.

SECTION III

NOISE EXPOSURE CONTOURS AND ACCIDENT POTENTIAL ZONE DEVELOPMENT

A. GENERAL

The core of an AICUZ program is a compatible land use plan developed for the air installation. The plan includes height and obstruction criteria for flight safety, as well as recommended land uses for areas exposed to different levels of noise and accident potential. These recommendations indicate the highest and best use of land (both on and off base), which are exposed to high levels of noise and/or aircraft accident potential.

B. DEVELOPMENT OF NOISE EXPOSURE CONTOURS

The initial step in the AICUZ process is preparation of a noise study to define noise exposure contours and compare them to prior noise contours published in the last approved AICUZ document. The noise contours are developed by a computerized simulation of aircraft activity at the installation and reflect site-specific operational data; e.g., flight tracks, type and mix of aircraft, aircraft profiles (airspeed, altitude, power settings), and frequency and times of operations. AICUZ program experience indicates that future year planning is necessary to consider the effects of expected changes in mission, aircraft, operational levels, etc. Therefore, in addition to the current year analysis, AICUZ updates will include an analysis of projected operations. The resultant noise contours will be referred to as the "prospective" noise contours. Projections of aircraft and aircraft operations will be based upon currently available unclassified estimates of future mission requirements. Where such estimates are not available, or where little or no change is expected in the next 5 to 10 years, the current year noise contours may also be used as the prospective noise contours. Noise impacts from aircraft operations will be graphically portrayed, and operational alternatives that could reduce noise impact on the installation and on the nearby community should be evaluated when practicable from the perspectives of aircraft safety and ability to maintain operational and training requirements. The activity shall recommend the most appropriate AICUZ footprint for approval by CNO/CMC.

1. General. The Day-Night Average Sound Level (DNL) noise descriptor will be used to describe the noise environment around airfields, except in the State of California where the Community Noise Equivalent Level (CNEL) descriptor will be used to describe the noise environment. If State or local laws require some other noise descriptor, it may be used in addition to DNL/CNEL. In addition, single event noise analysis can be used to augment the DNL/CNEL analysis, if appropriate as noted by the Federal Interagency Committee on Aircraft Noise (FICAN).

Since land use compatibility guidelines are based on yearly average noise levels, noise contours should be developed based on Average Annual Day (AAD) operations. However, where the documented nature of AAD air operations at a specific installation does not adequately represent the noise impacts at that installation, the Average Busy Day (ABD) can be used with supporting rationale.

The operations level on an AAD is calculated by dividing the total annual airfield operations by 365 days. An ABD occurs when the airfield operations levels on a day are at least 50 percent of the Average Annual Day operations level. The ABD is calculated by determining the number of operations on busy days and dividing the total number of operations on those busy days by the number of busy days.

2. Noise Zones

(a) At a minimum, contours for DNL 65, 70, 75, and 80 shall be plotted on maps for Navy and Marine Corps air installations as part of AICUZ studies. Contours below 65 DNL are not required but may be provided if local conditions warrant discussion of lower noise levels or where significant noise complaints have been received in areas outside DNL 65.

(b) The NOISEMAP program will be used for developing noise contours for fixed-wing aircraft and the Rotorcraft-Noise Model (RNM) program will be used for developing noise contours for rotary-wing and tilt-rotor aircraft operations.

3. Maintaining Operational Data

Each air installation is responsible for maintaining the operational data required to develop noise exposure contours. This data shall include aircraft operations at the airfield by aircraft type, runway utilization, and operation (approach, departure, ground control approach (GCA), touch-and-go (T&G), field carrier landing practice (FCLP), etc.). If specific questions arise, standardized data packages and guidance for data acquisition and data maintenance at the local activity can be provided by CNO N46.

4. Aircraft Noise Data

CNO N46 is responsible for providing aircraft noise technical and policy guidance within the Department of Navy in the area of aircraft noise. Policy recommendations will be coordinated with HQMC (LFL) and major claimants prior to implementation. Acoustic data for Department of Defense aircraft for both flyover and ground runups are available through the DOD NOISEFILE database maintained at the Air Force's Wright-Patterson Research Laboratory at Wright-Patterson Air Force Base. Noise measurements for new aircraft and aircraft/engine upgrades will be acquired during the acquisition process. The Naval Air Systems Command (NAVAIRSYSCOM) is responsible for programming

acoustic data acquisition for new weapons systems.

The AICUZ Program Office at Naval Facilities Engineering Command (NAVFACENGCOM) will coordinate with NAVAIRSYSCOM as appropriate to schedule and develop the noise measurement program as required. Programming for acoustic data for existing legacy aircraft is the responsibility of the Chief of Naval Operations (N46) through the AICUZ Program Office. Headquarters, Marine Corps is responsible for programming acoustic data collection for Marine Corps existing legacy aircraft after consultation with the AICUZ Program Office at NAVFACENGCOM.

5. Selection of Final Noise Contours to be used in the AICUZ Study

The selection criteria and rationale for the noise contours used must be documented in the request for approval of the AICUZ study. Selection of the recommended AICUZ footprint for approval; (i.e., current year or prospective), shall be made by the activity, concurred with by the chain of command, and approved by CNO or CMC.

C. NOISE COMPATIBLE LAND USE GUIDELINES

For land use planning purposes, the noise exposure area is divided into three noise zones. Noise Zone 1 (DNL/CNEL 64 and below) is essentially an area of low or no impact. Noise Zone 2 (DNL/CNEL 65-74) is an area of moderate impact where some land use controls are needed. Noise Zone 3 (DNL/CNEL 75 and above) is the most severely impacted area and requires the greatest degree of compatible use controls. In addition to the noise zones, areas of concern may be defined where noise levels are not normally considered to be objectionable (less than DNL/CNEL 65), but land use controls are recommended in that particular area.

Land use compatibility information and general guidance, by land use category, is presented in Table 2. Further amplification is available from three sources: (1) "Standard Land Use Coding Manual" U. S. Department of Transportation, Federal Highway Administration, March 1977; (2) "Guidelines for Considering Noise in Land Use Planning and Control," Federal Interagency Committee on Urban Noise, June 1980; and (3) Federal Interagency Committee on Noise (FICON) "Federal Agency Review of Selected Noise Issues", August 1992. Where specific local land uses are not adequately described in the standard guidance documents, refinement and interpretation of the basic data is encouraged, within the constraints of accepted land use planning practice and with the approval of CNO. Recommended acceptable land use for AICUZ noise zones shall also consider sound attenuation

measures imposed by zoning, building code requirements, or restrictive use easements. Where local authorities have adopted specific land use recommendations that are different than the criteria herein provided, the AICUZ study may incorporate and support the specific local

criteria. However, land use planning recommendations proposed for publication in AICUZ documents that vary from Table 2 require CNO/CMC approval prior to public dissemination.

D. DEVELOPMENT OF FIXED WING AIRCRAFT ACCIDENT POTENTIAL ZONES (APZ)

1. General. The accident potential concept describes the probable impact area if an accident were to occur, which is to be distinguished from the probability of an accident occurring. Probable impact area information is based upon historical accident data. This data is used to determine: (1) the size of the Clear Zone and Accident Potential Zones I and II, and (2) suggested land use guidelines for each zone. Application of this concept includes not only statistical but operational considerations as well.

(a) Clear Zones, areas immediately beyond the ends of runways and along primary flight paths, have the greatest potential for occurrence of aircraft accidents and should remain undeveloped. See Figure 1.

(b) The accident potential zones illustrated in Figure 1 are provided for general guidance to protect the public from aircraft accident impact. Strict application will increase the safety of the general public but cannot provide complete protection from aircraft accidents. Local situations may differ significantly from these guidelines and may require individual study. Additionally, there may be cases where the number of flight operations per flight tracks does not meet the threshold criteria to designate accident potential zones and additional analysis may be warranted. Where local authorities desire to implement different criteria than those herein included, to reflect specific local conditions, the AICUZ study may incorporate and support those criteria with approval of the CNO/CMC, as appropriate.

(c) DOD fixed-wing runways are separated into two classes for the purpose of defining accident potential areas. Class A runways are used primarily by light aircraft (see Table 2) and do not have the potential for intensive use by heavy or high performance aircraft. Typically, these runways have less than 10 percent of their operations involving heavier aircraft and are usually less than 8,000 feet long.

Class B runways are all other fixed-wing runways. Naval Air System Command and Naval Facilities Engineering Command concurrence and CNO/CMC approval is required prior to classifying or reclassifying any runway. Figure 1 illustrates the geometry of the Clear Zone and Accident Potential Zones I and II for both Class A and B runways.

2. Clear Zones and Accident Potential Zones (See Figure 1)

(a) Clear Zones. The area immediately beyond the usual runway threshold is designated the "Clear Zone." It is the area with the greatest potential for occurrence of aircraft accidents. Clear Zones should remain undeveloped. Traditionally, the Clear Zone has

been acquired by the Government in fee, or by restrictive use easements, to keep it clear of obstructions to flight. Due to the characteristics of flight operations at Navy and Marine Corps installations, the trapezoidal or "fan shaped" Clear Zone shall be used. The Clear Zone is required for all active runway ends.

(b) Accident Potential Zone I (APZ-I) APZ-I is the area beyond the clear zone which still possesses a measurable potential for accidents relative to the clear zone. APZ-I is provided under flight tracks which experience 5,000 or more annual fixed wing operations (departures or approaches, but not both combined). Figure 1 illustrates the normal dimensions for APZ-1 which may be modified in accordance with paragraph D.3.

(c) Accident Potential Zone II (APZ-II) APZ-II is an area beyond APZ-I (or clear zone if APZ-I is not used) which has a measurable potential for aircraft accidents relative to APZ-I or the clear zone. APZ-II is used whenever APZ-I is required. If APZ-I is not warranted, APZ-II may still be used if an analysis indicates a need for it. In this case, rationale shall be provided for use of APZ-II and it shall be configured as shown on Figure 1, next to the clear zone. APZ-II may also be modified per paragraph D.3.

3. Modification of APZ

Modification of APZ-I and APZ-II for a particular flight path may be considered in the following situations:

(a) Fixed-wing aircraft do not operate on the extended runway centerline during normal flight operations. Modifications shall be made to align the zones to follow the projections of the aircraft flight track on the ground. The width of the curved APZ remains 3,000 feet.

(1) Where the flight track departs the runway centerline prior to crossing the Clear Zone, APZ-I will be 5,000 feet in length and APZ-II will be 10,000 feet in length, measured from the point the flight path leaves the runway centerline.

(2) Where the flight track passes through the side of the clear zone, APZ-I will be 5,000 feet in length and the length of APZ-II will be the difference between the total length of the clear zone and APZ-I and II (15,000 feet) less APZ-I and the distance the flight track traverses the Clear Zone. The distances are measured beginning at the point the flight path leaves the runway centerline.

(b) Field Carrier Landing Practice (FCLP) is typically an intense aircraft evolution and is viewed by the Department of the Navy as an unusual operating condition as noted in reference (a). FCLP operations are usually conducted at night with several aircraft in the pattern at low altitude. At Air Stations, Outlying Landing Fields (OLF) and Auxiliary Landing Fields (ALF) where the operational

criteria for application of APZ-I is satisfied due to FCLP operations, APZ-II should be applied to the entire FCLP track beyond APZ-I resulting in a closed loop for the entire pattern.

(c) Specific conditions may also point toward modification of the standard APZ geometry or application. In these situations, supporting rationale shall be coordinated with the AICUZ Program Office in advance and documented in the AICUZ study/update. Situations in which APZ modifications could be considered include, but are not limited to, the following:

(1) Where multiple flight tracks exist for a specific operation (e.g. arrival, departure, Field Carrier Landing Practice (FCLP), Ground Controlled Approach (GCA), etc.) which intersect the runway centerline and 5,000 operations exist by combining numbers on similar mode flight tracks. APZ should be centered on the dominant flight tracks(s) with the most operations.

(2) Where other unusual conditions exist and can be documented.

(d) CNO/CMC coordination and approval is required prior to any modification of an installation's APZ.

E. DEVELOPMENT OF ROTARY WING AIRCRAFT APZ

1. Basis for Clear Zone and APZ Application. The clear zone for rotary wing aircraft will be provided for all VFR landing pads/runways. The use of APZ-I will be provided for VFR landing pads/runways located at air installations that support daily training and operational missions. Normally, helipads provided to support administrative functions and hospitals, which generate a low volume of helicopter operations, will not require APZ-I or APZ-II. Since extensive land use controls apply to IFR primary surface areas; additional clear zones and APZ are normally not required for IFR helicopter facilities due to extensive IFR primary surface area.

2. Clear Zone and Accident Potential Zones

(a) Clear Zone. The takeoff safety zone for VFR rotary-wing facilities shall be used as the clear zone. The takeoff safety zone is that area under the VFR approach/departure surface until that surface is 50 feet above the established landing area elevation.

(b) Accident Potential Zone I (APZ-I). An area beyond the clear zone for the remainder of the approach/departure zone, which is defined as the area under the VFR approach/departure surface until that surface is 150 feet above the established landing area elevation.

(c) Accident Potential Zone II (APZ-II). Normally not applied to helicopter flight paths unless the local accident history indicates the need for additional protection.

F. ACCIDENT POTENTIAL ZONES COMPATIBLE LAND USE GUIDELINES

Recommended land use compatibility guidelines for clear zones and APZ are shown in Table 3. Local planning & zoning authorities may desire to implement different criteria than those included herein, to reflect specific local conditions. CNO/CMC approval is required prior to an Installation's public support of any criteria other than that contained in this instruction.

Floor area ratio (FAR) is the ratio between square feet of floor area and square feet of site area. It is commonly used to identify population density or intensity for non-residential structures or land uses. The FAR recommendations in Table 3 are provided as an aid to local officials and installation personnel considering restrictions on the density/intensity of non-residential development in APZ. However, it is not realistic to state that one numerical density is safe while another is not. The objective is to maximize the degree of safety that can reasonably be attained within local land use considerations.

G. OBSTRUCTION AND SAFETY CLEARANCES

This instruction addresses compatible land use with respect to aircraft noise and accident potential. Land uses in the vicinity of air installations are also subject to aircraft safety clearances and height restrictions. These restrictions are included by reference in this Instruction based upon criteria published in NAVFAC P-80.3.

H. AICUZ COMPATIBLE LAND USE IMPLEMENTATION

1. General

(a) DOD policy is to work toward promoting compatible land use development in the vicinity of air installations, and to encourage local governments to incorporate the AICUZ study recommendations into local land use planning and control process. This process includes, but is not limited to, zoning and subdivision ordinances and building codes. Land use planning must address long-range strategies involving present and future land use and development. Application of land use control strategies often does not result in immediate changes in land use development in the areas subject to the specific requirements or restrictions. Additionally, since land use planning is a long-range process, communities cannot be expected to continually change their comprehensive plans to reflect frequent changes in Navy/Marine Corps noise contours and APZ. Frequent changes can also undermine support for the program. Hence, it is imperative that AICUZ Studies consider not only current but also realistic 5-to 10-year projections of airfield operations when making land use planning recommendations.

(b) The AICUZ study or update shall include recommended land uses based on recognized guidelines and sound planning principles. The AICUZ boundary is generally defined as that area contained within the

Accident Potential and Noise Zones. The development of the final boundary of the AICUZ shall also take into account natural and manmade features that can impact land use development underlying the imaginary surfaces of the airfield. The study recommendations shall be based on current operations levels and the best available (5-to 10-year) projection of operations that best support long-range planning controls to protect the health, safety and welfare of the community and the future operational integrity of the air installation. This may not be simply a snapshot reflection of current operational levels. This information will be provided to local government agencies with the recommendation that it be incorporated into the local planning and regulatory process. Land use compatibility guidelines in aircraft noise zones are shown in Table (2), and land use compatibility guidelines within Clear Zones and APZ are outlined in Table (3).

(c) The recommendations regarding compatible land use within each zone may vary according to local conditions. The primary objectives will be to identify areas within the AICUZ that can be affected by air operations; to share information with local government agencies that regulate land use, and to recommend restrictions on incompatible development. Local governments may choose to provide for additional land use controls outside the AICUZ boundary based on local economic and social concerns with the intent of providing long-term encroachment protection. Such actions by local governments should be encouraged since they can have the effect of implementing long-term land use development and smart growth initiatives.

TABLE 1

AIRCRAFT TYPES BY RUNWAY CLASSIFICATION(1)

Class A Runway

C-1	OV-1
C-2	OV-10
C-12	T-3
C-20	T-6
C-21	T-28
C-22	T-34
C-26	T-41
C-32	T-43
C-37	UV-18
C-38	V-22
E-1	DASH-7
E-2	DASH-8

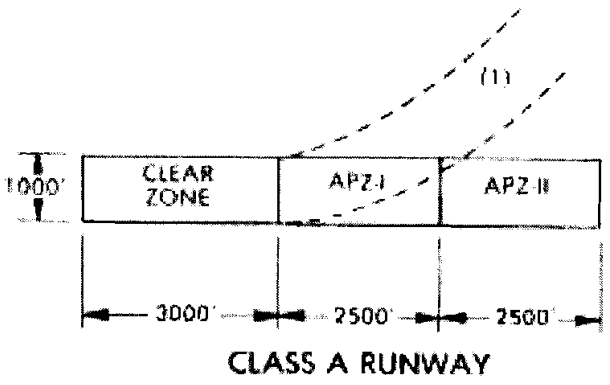
Class B Runway

A-4	C-135	P-3
EA-6	C-137	RQ-1
A-10	C-141	S-3
AV-8	E-3	T-1
B-1	E-4	T-37
B-2	E-8	T-38
B-52	F-14	T-39
C-5	F-15	T-45
C-9	F-16	TR-1
KC-10	F/A-18	U-2
C-17	F-22(2)	VC-25A
C-40	F-117	JSF(2)
C-130		

(1) Aircraft types with multiple configurations (e.g., C-130E; C-130H; AC-130; LC-130; EC-130; MC-130, etc.) are all included for these purposes under the basic C-130 entry.

(2) Aircraft planned to be added to inventory.

FIGURE 1 - FIXED WING ACCIDENT POTENTIAL ZONES

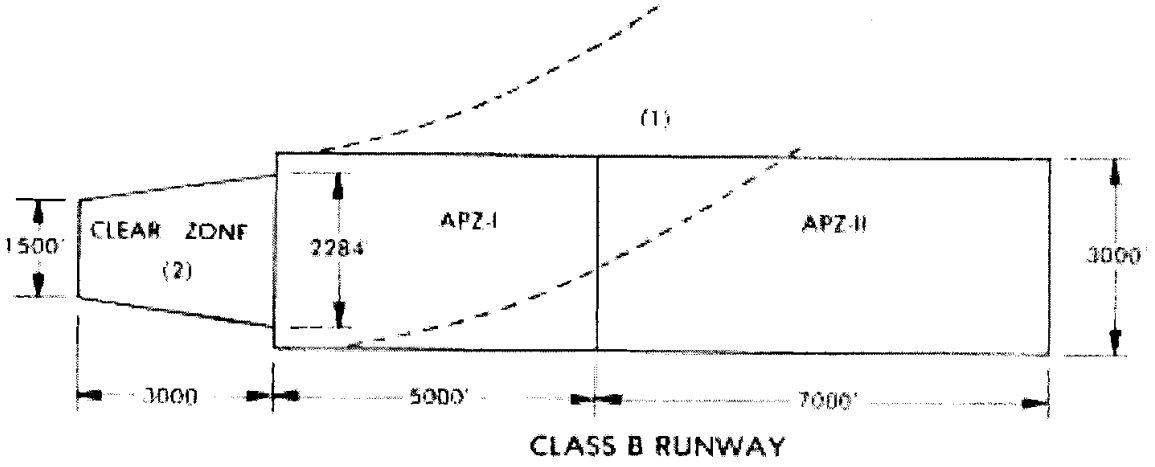


Notes;

(1) APZ I and II may be altered to conform to flight shadow.

(2) The 2284' dimension is based on criteria of using a 7°-58'-11" flare angle for the approach departure surface where the outer width of that surface was established at 15,500'. This dimension would be 2312' where the outer width of the surface was established at 16,000'.

(See NAVFAC P-80.3)



[See NAVFAC P-80.3, for additional details. Flare starts at 200' from end of runways and the 3000' Clear Zone length starts at runway end]

TABLE 2 - AIR INSTALLATIONS COMPATIBLE USE ZONES
SUGGESTED LAND USE COMPATIBILITY IN NOISE ZONES

Land Use		Suggested Land Use Compatibility						
		Noise Zone 1 *(DNL or CNEL)*		Noise Zone 2 *(DNL or CNEL)*		Noise Zone 3 *(DNL or CNEL)*		
SLUCM NO	LAND USE NAME	< 55	55- 64	65 - 69	70 -74	75- 79	80 -84	85+
	Residential							
11	Household Units	Y	Y [1]	N [1]	N [1]	N	N	N
11.11	Single units: detached	Y	Y [1]	N [1]	N [1]	N	N	N
11.12	Single units: semidetached	Y	Y [1]	N [1]	N [1]	N	N	N
11.13	Single units: attached row	Y	Y [1]	N [1]	N [1]	N	N	N
11.21	Two units: side-by-side	Y	Y [1]	N [1]	N [1]	N	N	N
11.22	Two units: one above the other	Y	Y [1]	N [1]	N [1]	N	N	N
11.31	Apartments: walk-up	Y	Y [1]	N [1]	N [1]	N	N	N
11.32	Apartment: elevator	Y	Y [1]	N [1]	N [1]	N	N	N
12	Group quarters	Y	Y [1]	N [1]	N [1]	N	N	N
13	Residential Hotels	Y	Y [1]	N [1]	N [1]	N	N	N
14	Mobile home parks or courts	Y	Y [1]	N	N	N	N	N
15	Transient lodgings	Y	Y [1]	N [1]	N [1]	N [1]	N	N
16	Other residential	Y	Y [1]	N [1]	N [1]	N	N	N
20	***Manufacturing***							
21	Food & kindred products; manufacturing	Y	Y	Y	Y [2]	Y [3]	Y [4]	N
22	Textile mill products; manufacturing	Y	Y	Y	Y [2]	Y [3]	Y [4]	N
23	Apparel and other finished products; products made from fabrics, leather and similar materials; manufacturing	Y	Y	Y	Y [2]	Y [3]	Y [4]	N
24	Lumber and wood products (except furniture); manufacturing	Y	Y	Y	Y [2]	Y [3]	Y [4]	N
25	Furniture and fixtures; manufacturing	Y	Y	Y	Y [2]	Y [3]	Y [4]	N
26	Paper and allied products; manufacturing	Y	Y	Y	Y [2]	Y [3]	Y [4]	N
27	Printing, publishing, and allied industries	Y	Y	Y	Y [2]	Y [3]	Y [4]	N
28	Chemicals and allied products; manufacturing	Y	Y	Y	Y [2]	Y [3]	Y [4]	N
29	Petroleum refining and related industries	Y	Y	Y	Y [2]	Y [3]	Y [4]	N

TABLE 2 - AIR INSTALLATIONS COMPATIBLE USE ZONES
SUGGESTED LAND USE COMPATIBILITY IN NOISE ZONES (Continued)

Land Use		Suggested Land Use Compatibility						
		Noise Zone 1 *(DNL or CNEL)*		Noise Zone 2 *(DNL or CNEL)*		Noise Zone 3 *(DNL or CNEL)*		
SLUCM NO.	LAND USE NAME	< 55	55- 64	65 - 69	70 -74	75- 79	80 -84	85+
30	***Manufacturing (continued)***							
31	Rubber and misc. plastic products; manufacturing	Y	Y	Y	Y [2]	Y [3]	Y [4]	N
32	Stone, clay and glass products; manufacturing	Y	Y	Y	Y [2]	Y [3]	Y [4]	N
33	Primary metal products; manufacturing	Y	Y	Y	Y [2]	Y [3]	Y [4]	N
34	Fabricated metal products; manufacturing	Y	Y	Y	Y [2]	Y [3]	Y [4]	N
35	Professional scientific, and controlling instruments; photographic and optical goods; watches and clocks	Y	Y	Y	25	30	N	N
39	Miscellaneous manufacturing	Y	Y	Y	Y [2]	Y [3]	Y [4]	N
40	***Transportation, communication and utilities.***							
41	Railroad, rapid rail transit, and street railway transportation	Y	Y	Y	Y [2]	Y [3]	Y [4]	N
42	Motor vehicle transportation	Y	Y	Y	Y [2]	Y [3]	Y [4]	N
43	Aircraft transportation	Y	Y	Y	Y [2]	Y [3]	Y [4]	N
44	Marine craft transportation	Y	Y	Y	Y [2]	Y [3]	Y [4]	N
45	Highway and street right-of-way	Y	Y	Y	Y [2]	Y [3]	Y [4]	N
46	Automobile parking	Y	Y	Y	Y [2]	Y [3]	Y [4]	N
47	Communication	Y	Y	Y	25 [5]	30 [5]	N	N
48	Utilities	Y	Y	Y	Y [2]	Y [3]	Y [4]	N
49	Other transportation, communication and utilities	Y	Y	Y	25 [5]	30 [5]	N	N
50	***Trade***							
51	Wholesale trade	Y	Y	Y	Y [2]	Y [3]	Y [4]	N
52	Retail trade - building materials, hardware and farm equipment	Y	Y	Y	Y [2]	Y [3]	Y [4]	N
53	Retail trade - shopping centers	Y	Y	Y	25	30	N	N
54	Retail trade - food	Y	Y	Y	25	30	N	N

TABLE 2 - AIR INSTALLATIONS COMPATIBLE USE ZONES
SUGGESTED LAND USE COMPATIBILITY IN NOISE ZONES (Continued)

Land Use		Suggested Land Use Compatibility						
		Noise Zone 1 *(DNL or CNEL)*		Noise Zone 2 *(DNL or CNEL)*		Noise Zone 3 *(DNL or CNEL)*		
SLUCM NO	LAND USE NAME	< 55	55- 64	65 -69	70 -74	75-79	80 -84	85+
50	*Trade (Continued)*							
55	Retail trade - automotive, marine craft, aircraft and accessories	Y	Y	Y	25	30	N	N
56	Retail trade - apparel and accessories	Y	Y	Y	25	30	N	N
57	Retail trade - furniture, home, furnishings and equipment	Y	Y	Y	25	30	N	N
58	Retail trade - eating and drinking establishments	Y	Y	Y	25	30	N	N
59	Other retail trade	Y	Y	Y	25	30	N	N
60	*Services*							
61	Finance, insurance and real estate services	Y	Y	Y	25	30	N	N
62	Personal services	Y	Y	Y	25	30	N	N
62.4	Cemeteries	Y	Y	Y	Y [2]	Y [3]	Y [4,11]	Y [6,11]
63	Business services	Y	Y	Y	25	30	N	N
63.7	Warehousing and storage	Y	Y	Y	Y [2]	Y [3]	Y [4]	N
64	Repair Services	Y	Y	Y	Y [2]	Y [3]	Y [4]	N
65	Professional services	Y	Y	Y	25	30	N	N
65.1	Hospitals, other medical fac.	Y	Y [1]	25	30	N	N	N
65.16	Nursing Homes	Y	Y	N [1]	N [1]	N	N	N
66	Contract construction services	Y	Y	Y	25	30	N	N
67	Government Services	Y	Y [1]	Y [1]	25	30	N	N
68	Educational services	Y	Y [1]	25	30	N	N	N
69	Miscellaneous	Y	Y	Y	25	30	N	N
70	*Cultural, entertainment and recreational*							
71	Cultural activities (& churches)	Y	Y [1]	25	30	N	N	N
71.2	Nature exhibits	Y	Y [1]	Y [1]	N	N	N	N
72	Public assembly	Y	Y [1]	Y	N	N	N	N
72.1	Auditoriums, concert halls	Y	Y	25	30	N	N	N
72.11	Outdoor music shells, amphitheaters	Y	Y [1]	N	N	N	N	N
72.2	Outdoor sports arenas, spectator sports	Y	Y	Y [7]	Y [7]	N	N	N
73	Amusements	Y	Y	Y	Y	N	N	N
74	Recreational activities (include golf courses, riding stables, water rec.)	Y	Y [1]	Y [1]	25	30	N	N
75	Resorts and group camps	Y	Y [1]	Y [1]	Y [1]	N	N	N
76	Parks	Y	Y [1]	Y [1]	Y [1]	N	N	N
79	Other cultural, entertainment and recreation	Y	Y [1]	Y [1]	Y [1]	N	N	N

TABLE 2 - AIR INSTALLATIONS COMPATIBLE USE ZONES
SUGGESTED LAND USE COMPATIBILITY IN NOISE ZONES (Continued)

Land Use		Suggested Land Use Compatibility						
		Noise Zone 1 *(DNL or CNEL)*		Noise Zone 2 *(DNL or CNEL)*		Noise Zone 3 *(DNL or CNEL)*		
SLUCM NO.	LAND USE NAME	< 55	55- 64	65 -69	70 -74	75-79	80 -84	85+
80	***Resource Production and Extraction***							
81	Agriculture (except live stock)	Y	Y	Y [8]	Y [9]	Y [10]	Y [10,11]	Y [10,11]
81.5,	Livestock farming	Y	Y	Y [8]	Y [9]	N	N	N
81.7	Animal breeding	Y	Y	Y [8]	Y [9]	N	N	N
82	Agriculture related activities	Y	Y	Y [8]	Y [9]	Y [10]	Y [10,11]	Y [10,11]
83	Forestry Activities	Y	Y	Y [8]	Y [9]	Y [10]	Y [10,11]	Y [10,11]
84	Fishing Activities	Y	Y	Y	Y	Y	Y	Y
85	Mining Activities	Y	Y	Y	Y	Y	Y	Y
89	Other resource production or extraction	Y	Y	Y	Y	Y	Y	Y

KEY TO TABLE 2 - SUGGESTED LAND USE COMPATIBILITY IN NOISE ZONES

SLUCM	Standard Land Use Coding Manual, U.S. Department of Transportation
Y (Yes)	Land Use and related structures compatible without restrictions.
N (No)	Land Use and related structures are not compatible and should be prohibited.
Y^x (Yes with Restrictions)	The land use and related structures are generally compatible. However, see note(s) indicated by the superscript.
N^x (No with exceptions)	The land use and related structures are generally incompatible. However, see notes indicated by the superscript.

NLR (Noise Level Reduction)	Noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure.
25, 30, or 35	The numbers refer to Noise Level Reduction levels. Land Use and related structures generally compatible however, measures to achieve NLR of 25, 30 or 35 must be incorporated into design and construction of structures. However, measures to achieve an overall noise reduction do not necessarily solve noise difficulties outside the structure and additional evaluation is warranted. Also, see notes indicated by superscripts where they appear with one of these numbers.

DNL Day-Night Average Sound Level.

CNEL Community Noise Equivalent Level (Normally within a very small decibel difference of DNL)

Ldn Mathematical symbol for DNL.

NOTES FOR TABLE 2 - SUGGESTED LAND USE COMPATIBILITY IN NOISE ZONES

1.

a) Although local conditions regarding the need for housing may require residential use in these Zones, residential use is discouraged in DNL 65-69 and strongly discouraged in DNL 70-74. The absence of viable alternative development options should be determined and an evaluation should be conducted locally prior to local approvals indicating that a demonstrated community need for the residential use would not be met if development were prohibited in these Zones.

b) Where the community determines that these uses must be allowed, measures to achieve and outdoor to indoor Noise Level Reduction (NLR) of at least 25 dB in DNL 65-69 and NLR of 30 dB in DNL 70-74 should be incorporated into building codes and be in individual approvals; for transient housing a NLR of at least 35 dB should be incorporated in DNL 75-79.

c) Normal permanent construction can be expected to provide a NLR of 20 dB, thus the reduction requirements are often stated as 5, 10 or 15 dB over standard construction and normally assume mechanical ventilation, upgraded Sound Transmission Class (STC) ratings in windows and doors and closed windows year round. Additional

consideration should be given to modifying NLR levels based on peak noise levels or vibrations.

d) NLR criteria will not eliminate outdoor noise problems. However, building location and site planning, design and use of berms and barriers can help mitigate outdoor noise exposure NLR particularly from ground level sources. Measures that reduce noise at a site should be used wherever practical in preference to measures that only protect interior spaces.

2. Measures to achieve NLR of 25 must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

3. Measures to achieve NLR of 30 must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

4. Measures to achieve NLR of 35 must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

5. If project or proposed development is noise sensitive, use indicated NLR; if not, land use is compatible without NLR.

6. No buildings.

7. Land use compatible provided special sound reinforcement systems are installed.

8. Residential buildings require a NLR of 25

9. Residential buildings require a NLR of 30.

10. Residential buildings not permitted.

11. Land use not recommended, but if community decides use is necessary, hearing protection devices should be worn.

TABLE 3 - AIR INSTALLATIONS COMPATIBLE USE ZONES SUGGESTED LAND USE COMPATIBILITY IN ACCIDENT POTENTIAL ZONES [1]

SLUCM NO.	LAND USE NAME	CLEAR ZONE Recommendation	APZ-I Recommendation	APZ-II Recommendation	Density Recommendation
10	***Residential***				
11	Household Units				
11.11	Single units: detached	N	N	Y[2]	Maximum density of 1-2 Du/Ac
11.12	Single units: semidetached	N	N	N	
11.13	Single units: attached row	N	N	N	
11.21	Two units: side-by-side	N	N	N	
11.22	Two units: one above the other	N	N	N	
11.31	Apartments: walk-up	N	N	N	
11.32	Apartment: elevator	N	N	N	
12	Group quarters	N	N	N	
13	Residential Hotels	N	N	N	
14	Mobile home parks or courts	N	N	N	
15	Transient lodgings	N	N	N	
16	Other residential	N	N	N	
20	***Manufacturing*** [3]				
21	Food & kindred products; manufacturing	N	N	Y	Maximum FAR 0.56
22	Textile mill products; manufacturing	N	N	Y	Same as above
23	Apparel and other finished products; products made from fabrics, leather and similar materials; manufacturing	N	N	N	
24	Lumber and wood products (except furniture); manufacturing	N	Y	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
25	Furniture and fixtures; manufacturing	N	Y	Y	Same as above
26	Paper and allied products; manufacturing	N	Y	Y	Same as above
27	Printing, publishing, and allied industries	N	Y	Y	Same as above
28	Chemicals and allied products; manufacturing	N	N	N	
29	Petroleum refining and related industries	N	N	N	

TABLE 3 - AIR INSTALLATIONS COMPATIBLE USE ZONES
SUGGESTED LAND USE COMPATIBILITY IN ACCIDENT POTENTIAL ZONES [1]
(Continued)

SLUCM NO.	LAND USE NAME	CLEAR ZONE Recommendation	APZ-I Recommendation	APZ II Recommendation	Density Recommendation
30	***Manufacturing [3] (continued)***				
31	Rubber and misc. plastic products; manufacturing	N	N	N	
32	Stone, clay and glass products; manufacturing	N	N	Y	Maximum FAR 0.56
33	Primary metal products; manufacturing	N	N	Y	Same as above
34	Fabricated metal products; manufacturing	N	N	Y	Same as above
35	Professional scientific, & controlling instrument; photographic and optical goods; watches & clocks	N	N	N	
39	Miscellaneous manufacturing	N	Y	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
40	***Transportation, communication and utilities [4].***				See Note 3 below.
41	Railroad, rapid rail transit, and street railway transportation	N	Y[5]	Y	Same as above.
42	Motor vehicle transportation	N	Y[5]	Y	Same as above
43	Aircraft transportation	N	Y[5]	Y	Same as above
44	Marine craft transportation	N	Y[5]	Y	Same as above
45	Highway and street right-of-way	N	Y[5]	Y	Same as above
46	Auto parking	N	Y[5]	Y	Same as above
47	Communication	N	Y[5]	Y	Same as above
48	Utilities	N	Y[5]	Y	Same as above
485	Solid waste disposal (Landfills, incineration, etc.)	N	N	N	
49	Other transport, comm. and utilities	N	Y[5]	Y	See Note 3 below
50	***Trade***				
51	Wholesale trade	N	Y	Y	Maximum FAR of 0.28 in APZ I. & .56 in APZ II.
52	Retail trade - building materials, hardware and farm equipment	N	Y	Y	Maximum FAR of 0.14 in APZ I & 0.28 in APZ II

TABLE 3 - AIR INSTALLATIONS COMPATIBLE USE ZONES
SUGGESTED LAND USE COMPATIBILITY IN ACCIDENT POTENTIAL ZONES [1]
(Continued)

SLUCM NO.	LAND USE NAME	CLEAR ZONE Recommendation	APZ-I Recommendation	APZ-II Recommendation	Density Recommendation
50	*Trade (Continued)*				
53	Retail trade - shopping centers	N	N	Y	Maximum FAR of 0.22.
54	Retail trade - food	N	N	Y	Maximum FAR of 0.24
55	Retail trade - automotive, marine craft, aircraft and accessories	N	Y	Y	Maximum FAR of 0.14 in APZ I & 0.28 in APZ II
56	Retail trade - apparel and accessories	N	N	Y	Maximum FAR 0.28
57	Retail trade - furniture, home, furnishings and equipment	N	N	Y	Same as above
58	Retail trade - eating and drinking establishments	N	N	N	
59	Other retail trade	N	N	Y	Maximum FAR of 0.22
60	*Services* [6]				
61	Finance, insurance and real estate services	N	N	Y	Maximum FAR of 0.22 for "General Office/Office park"
62	Personal services	N	N	Y	Office uses only. Maximum FAR of 0.22.
62.4	Cemeteries	N	Y[7]	Y[7]	
63	Business services (credit reporting; mail, stenographic, reproduction; advertising)	N	N	Y	Max. FAR of 0.22 in APZ II
63.7	Warehousing and storage services	N	Y	Y	Max. FAR 1.0 APZ I; 2.0 in APZ II
64	Repair Services	N	Y	Y	Max. FAR of 0.11 APZ I; 0.22 in APZ II
65	Professional services	N	N	Y	Max. FAR of 0.22
65.1	Hospitals, nursing homes	N	N	N	
65.1	Other medical facilities	N	N	N	
66	Contract construction services	N	Y	Y	Max. FAR of 0.11 APZ I; 0.22 in APZ II
67	Government Services	N	N	Y	Max FAR of 0.24
68	Educational services	N	N	N	
69	Miscellaneous	N	N	Y	Max. FAR of 0.22

TABLE 3 - AIR INSTALLATIONS COMPATIBLE USE ZONES
SUGGESTED LAND USE COMPATIBILITY IN ACCIDENT POTENTIAL ZONES [1]
(Continued)

SLUCM NO.	LAND USE NAME	CLEAR ZONE Recommendation	APZ-I Recommendation	APZ-II Recommendation	Density Recommendation
70	***Cultural, entertainment and recreational***				
71	Cultural activities	N	N	N	
71.2	Nature exhibits	N	Y[8]	Y[8]	
72	Public assembly	N	N	N	
72.1	Auditoriums, concert halls	N	N	N	
72.11	Outdoor music shells, amphitheaters	N	N	N	
72.2	Outdoor sports arenas, spectator sports	N	N	N	
73	Amusements - fairgrounds, miniature golf, driving ranges; amusement parks, etc	N	N	Y	
74	Recreational activities (including golf courses, riding stables, water recreation)	N	Y[8]	Y[8]	Max. FAR of 0.11 APZ I; 0.22 in APZ II
75	Resorts and group camps	N	N	N	
76	Parks	N	Y[8]	Y[8]	Same as 74
79	Other cultural, entertainment and recreation	N	Y[8]	Y[8]	Same as 74
80	***Resource production and extraction***				
81	Agriculture (except live stock)	Y[4]	Y[9]	Y[9]	
81.5, 81.7	Livestock farming and breeding	N	Y[9,10]	Y[9,10]	
82	Agriculture related activities	N	Y[9]	Y[9]	Max FAR of 0.28 APZ I; 0.56 APZ II no activity which produces smoke, glare, or involves explosives
83	Forestry Activities [11]	N	Y	Y	Same as Above
84	Fishing Activities [12]	N[12]	Y	Y	Same as Above
85	Mining Activities	N	Y	Y	Same as Above
89	Other resource production or extraction	N	Y	Y	Same as Above
90	***Other***				
91	Undeveloped Land	Y	Y	Y	
93	Water Areas	N[13]	N[13]	N[13]	

KEY TO TABLE 3 - SUGGESTED LAND USE COMPATIBILITY IN ACCIDENT POTENTIAL ZONES

SLUCM -	Standard Land Use Coding Manual, U.S. Department of Transportation
Y (Yes) -	Land use and related structures are normally compatible without restriction.
N (No) -	Land use and related structures are not normally compatible and should be prohibited.
Y^x - (Yes with restrictions)	The land use and related structures are generally compatible. However, see notes indicated by the superscript.
N^x - (No with exceptions)	The land use and related structures are generally incompatible. However, see notes indicated by the superscript.
FAR - Floor Area Ratio	A floor area ratio is the ratio between the square feet of floor area of the building and the site area. It is customarily used to measure non-residential intensities.
Du/Ac - Dwelling Units per Acre	This metric is customarily used to measure residential densities.

NOTES FOR TABLE 3 - SUGGESTED LAND USE COMPATIBILITY IN ACCIDENT POTENTIAL ZONES

The following notes refer to Table 3.

1. A "Yes" or a "No" designation for compatible land use is to be used only for general comparison. Within each, uses exist where further evaluation may be needed in each category as to whether it is clearly compatible, normally compatible, or not compatible due to the variation of densities of people and structures. In order to assist installations and local governments, general suggestions as to floor/area ratios are provided as a guide to density in some categories. In general, land use restrictions which limit commercial, services, or industrial buildings or structure occupants to 25 per acre in APZ I, and 50 per acre in APZ II are the range of occupancy levels considered to be low density. Outside events should normally be limited to assemblies of not more that 25 people per acre in APZ I, and maximum assemblies of 50 people per acre in APZ II.

2. The suggested maximum density for detached single-family housing is one to two Du/Ac. In a Planned Unit Development (PUD) of single family detached units where clustered housing development results in

large open areas, this density could possibly be increased provided the amount of surface area covered by structures does not exceed 20 percent of the PUD total area. PUD encourages clustered development that leaves large open areas.

3. Other factors to be considered: Labor intensity, structural coverage, explosive characteristics, air-pollution, electronic interference with aircraft, height of structures, and potential glare to pilots.

4. No structures (except airfield lighting), buildings or aboveground utility/ communications lines should normally be located in Clear Zone areas on or off the installation. The Clear Zone is subject to severe restrictions. See NAVFAC P-80.3 or Tri-Service Manual AFM 32-1123(I); TM 5-803-7, NAVFAC P-971 "Airfield and Heliport Planning & Design" dated 1 May 99 for specific design details.

5. No passenger terminals and no major above ground transmission lines in APZ I.

6. Low intensity office uses only. Accessory uses such as meeting places, auditoriums, etc. are not recommended.

7. No Chapels are allowed within APZ I or APZ II.

8. Facilities must be low intensity, and provide no tot lots, etc. Facilities such as clubhouses, meeting places, auditoriums, large classes, etc. are not recommended.

9. Includes livestock grazing, but excludes feedlots and intensive animal husbandry. Activities that attract concentrations of birds creating a hazard to aircraft operations should be excluded.

10. Includes feedlots and intensive animal husbandry.

11. Lumber and timber products removed due to establishment, expansion, or maintenance of Clear Zones will be disposed of in accordance with appropriate DOD Natural Resources Instructions.

12. Controlled hunting and fishing may be permitted for the purpose of wildlife management.

13. Naturally occurring water features (e.g., rivers, lakes, streams, wetlands) are compatible.

SECTION IV

AICUZ STUDY CONTENTS

A. GENERAL

AICUZ studies have been developed and approved for each Navy and Marine Corps air installation. Where a new installation is established, or where major missions change to an existing installation is proposed, NEPA documentation is required (See OPNAVINST 5090.1B). Subsequent to the completion of the Final NEPA documentation, an AICUZ Study should be prepared. The AICUZ study and AICUZ study updates generally should include the following:

1. Existing Conditions

A description and graphic depiction of the flight operations, noise contours and accident potential zones, land use compatibility, and supporting data which describe aircraft types, operations, flight tracks, and a history of aircraft operations since the previous AICUZ Study. Locations of previous aircraft accidents should be shown, also noise complaint numbers and locations should be provided. A description of land use controls currently in effect in the area surrounding the installation should also be included.

2. Future-Year Forecast and Prospective AICUZ

Based on the currently available unclassified information, each installation will develop a forecast of air operations activity levels (normally for a time frame 5 to 10 years forward). Forecasts may be based upon historical trends or projected aircraft base loading and should address expected mission changes. The AICUZ update will include footprints and supporting discussions reflecting the operational forecasts. These footprints will provide the necessary guidance as to what actions must be taken to assure future mission integrity at the air installation. Further, future year footprints will provide local governments with the information to plan for changes in air installation activity levels and/or operational procedures.

3. AICUZ Recommendations

An AICUZ map depicting the area of critical concern, a land use compatibility matrix for the installation, and recommended safety clearances/ height restrictions to protect safety of flight shall be included.

4. Alternatives and Changes from Prior AICUZ Study

An analysis of alternatives that could mitigate noise and/or accident potential impact normally is included. Examples of alternatives include community implementation strategies, sound-attenuated facility construction, acquisition of land or interests

therein, or practicable potential operational changes. Noise and accident potential zone changes should be described and illustrated since these changes may influence the decision to implement land use control changes. Documentation should include discussion of which factors contributed to the change (aircraft, tempo of operation, operational procedures, etc.).

5. Impact Analysis

An analysis and graphic depiction of existing and potential land use incompatibilities and their impact on station development and operation shall be included. The AICUZ update shall also discuss strategies to address future development of the impacted areas.

6. On-Station Implementation Plan

On-station development described in regional plans (Navy)/ master-plans (Marine Corps) shall be consistent with the AICUZ Study. The base development strategies and capital improvement projects (MCON; MCNR; NAF; etc. and public private partnership ventures (PPV) shall reflect that consistency. However, where consistency is not possible, documentation should be submitted by the installation, via the chain of command and appropriate Naval Facilities Engineering Command Engineering Field Division (EFD) to the CNO or CMC for consideration of a waiver.

7. Off-Station Implementation

Recommendations for off-station implementation proposals shall also be included.

B. APPROVALS

Public distribution of revised or updated AICUZ information requires CNO/CMC approval.

SECTION V

AICUZ STUDY UPDATES

A. GENERAL

Operational and training requirements, aircraft mix, tempo of aviation activity, maintenance procedures, and community development seldom remain static. The primary purpose of an AICUZ Study is to support long-term compatible land use in the vicinity of air installations. Frequent AICUZ updates and changes in land use recommendations can undermine the neighboring community's confidence and willingness to incorporate recommendations into local comprehensive plans or to enact various land use controls. AICUZ reviews should be conducted when new requirements are anticipated at an installation such as basing of a new type of aircraft, significant increases in operational levels, or significant increases in nighttime (2200 to 0700 hours) flying activities. Since major changes in operations, which have a significant impact on the environment, require environmental documentation in accordance with the NEPA, an AICUZ update subsequent to completion of the NEPA documentation is normally sufficient.

B. INTERIM NOISE STUDIES

Noise studies can be conducted on an interim basis for a variety of purposes. These studies can provide useful information that does not always result in the need to update the AICUZ Study. Requests for interim noise studies should be forwarded to the Navy Regional Commander or CMC (LFL) documenting the need for the study. CNO/CMC will provide technical guidance as required.

C. ENVIRONMENTAL IMPACT OF OPERATIONAL CHANGES

Several parameters must be periodically monitored locally to insure that the AICUZ Study continues to reflect the best information available on noise and accident potential; e.g., the type and mix of aircraft operated or maintained, flight tracks, tempo and timing of night operations, and operational alternatives implemented.

When significant operational changes are proposed, an evaluation by the air installation is required, to determine whether documentation in compliance with the NEPA is required. If questions arise as to the need for specific documentation in this area, the air installation should consult with their chain of command and the appropriate Naval Facilities Engineering Command Engineering Field Division. Recommendations or questions in this area can be forwarded to the major claimant for guidance if appropriate. Marine Corps air installations shall submit their recommendation concerning such documentation to CMC (LFL) for review. The CNO/CMC will advise the air installation as to the need for NEPA documentation in accordance with OPNAVINST 5090.1B or MCO P5090.2 (NOTAL). If such documentation is required it shall be prepared prior to the implementation of any proposed operational change.

SECTION VI

AICUZ IMPLEMENTATION

A. GENERAL

Each Navy and Marine Corps air installation listed in Appendix 1 shall actively pursue implementation of its AICUZ Program. Program implementation may include elements such as soliciting the cooperation of local governments, operational modifications, complaint response programs for residents of surrounding communities, and the acquisition of land or interests therein to protect operational capability. Early recognition of the problem will provide increased opportunity to solve it and can reduce future implementation requirements.

B. COMMUNITY IMPLEMENTATION

DOD AICUZ policy is predicated on promoting harmony between air installations and neighboring communities through a compatible land use planning and control process conducted by the responsible local authorities. This policy recognizes the local government's responsibility under its police power to protect the public health, safety and welfare. By enacting compatible land use controls, local government protects its citizens from high noise levels of noise or accident potential. When applicable, an installation's AICUZ policy needs to address the uniqueness of federally recognized tribes.

Through controls like zoning ordinances, building codes, subdivision regulations, permitting authority, disclosure statements and public acquisition, surrounding areas can be allowed to develop to the highest and best compatible use. Successful implementation of such a program depends on a close working relationship between installation and community leaders. Acquisition should not be discussed as an encroachment solution unless and until all community-oriented strategies prove unsuccessful or inappropriate. The activity should continually inform local governments, citizen groups, and the general public on: (a) the requirements of military aviation; (b) air installation operations; (c) the efforts underway and planned to reduce noise and ensure compatible development, and (d) the local command's position on specific land use issues. Air installation representatives, primarily commanding officers and their Community Planning Liaison Officers (CPLO), must take every opportunity to meet with and make presentations to local governments, particularly the planning and zoning agencies.

Although the emphasis of the AICUZ implementation effort must be on areas within the AICUZ footprint, the air installation can comment on land use issues outside of the footprint that might impact on it, e.g. large-scale developments bordering the AICUZ area, or transportation system developments that could make the AICUZ area more desirable for development. The air installation must be considered as a major land use in the local community. Development that occurs up to the AICUZ area of critical concern boundary could prevent mission changes or

mission expansion in the future. Therefore, commanding officers and their staffs are encouraged to monitor proposed development beyond the AICUZ boundary, and, if needed, to present those concerns in appropriate local forums. The CNO/CMC will provide assistance as needed.

C. DOCUMENTATION OF LOCAL EFFORTS

Records of important discussions, negotiations, testimony, etc., with and before local officials, boards, etc., must be maintained by the local command. Such records shall be available for inclusion in military construction project submissions if required by CNO/CMC. This will ensure that documentation is available to indicate all reasonable and prudent efforts were made to preclude incompatible land use through cooperation with local government officials and that all recourse to such actions has been exhausted.

D. COMMUNITY PLANNING LIAISON OFFICER (CPLO)

Air installations need an interface with community leaders and citizens. The commanding officer should be at the forefront of this effort. A CPLO may be designated as either a full-time or collateral duty to be the central information point and to relieve the commanding officer of some of the day-to-day burden of responding to community complaints or inquiries and administering the installation's noise abatement program.

Some activities have recognized the need for a primary duty CPLO to respond to complaints and inquiries about noise and to work to counteract incompatible development. Naval aviators often fill these positions since they are able to describe problems unique to Navy and Marine Corps aviation. CNO/CMC realize that not every air installation can justify and support a full-time CPLO. However, each air installation must be responsive to its own encroachment situation when designating its CPLO. To ensure proper continuity, a community planning liaison team including a civilian planner is encouraged.

SECTION VII

REAL PROPERTY GUIDANCE

A. ACQUISITION POLICY

When threats to operational integrity from incompatible development (encroachment) are noted, and when local communities are unwilling or unable to take the initiative in combating the threat via their own authority, consideration can be given to land acquisition. Documentation of community unwillingness or inability will be required to support acquisition projects. Where the mission of the air installation is imminently threatened, acquisition of fee title or restrictive easements over the impacted lands in any noise or accident potential zone may be appropriate to maintain operational integrity.

Reference (b) states that the first priority for acquisition in fee or restrictive easements is the clear zone. The second priority is other accident potential zones. Noise areas may be considered for acquisition when all avenues of achieving compatible use zoning, or similar protection, have been explored and the operational integrity of the air installation is manifestly threatened. Unless unusual situations exist which would warrant the expense and disruption of "trying to turn back the clock" in developed areas, the primary focus of these acquisition efforts is on undeveloped land.

B. ENCROACHMENT INDICATORS

The importance of the air installation having sensitivity to long-range encroachment indicators cannot be overemphasized. Local community capital improvement plans and long range land use plans, commonly referred to as "Comprehensive Plans," provide clues far in advance of actual encroachment actions. These plans generally address land areas far greater than the AICUZ and must be evaluated to determine their influence on the AICUZ area either directly or indirectly.

C. REAL PROPERTY UTILIZATION SURVEY INTERFACE

Executive Order 12512 calls for continual review of Federal real property holdings and the conduct of surveys in order to determine the level of their utilization. Properties found to be excess to the requirements of the holding agency are reported for disposal. In the past, the AICUZ area has provided protection to air installations, but increased pressure to excess property can dilute that protection. To avoid the forced disposal of lands required for the protection of the installation from encroachment, air installations will ensure that required lands or easements are fully justified. Where disposal is directed, those rights and interests required for the protection of the future operational integrity of the installation through restrictions to ensure compatible land use will be retained.

Particular attention must be paid to property located outside of the AICUZ area, which if excessed, would attract uses that would induce incompatible developments within the AICUZ area; e.g., water, sewer, or highway development adjoining the AICUZ makes the AICUZ area more desirable for development. Additionally, the prior history of AICUZ areas and potential growth should be fully considered. Once property rights are relinquished, they are not easily, if ever, regained. The dynamic nature of Navy and Marine Corps operational needs must be evaluated in encroachment protection decisions.

D. GUIDELINES FOR ACQUISITION/RETENTION OF REAL ESTATE INTERESTS WITHIN AN AICUZ

This instruction shall not be used as sole justification for either the acquisition or the retention of owned interests beyond that required to protect the Government. Detailed procedural requirements related to the Navy's real estate program are set forth in NAVFAC P-73 (Real Estate Procedural Manual) (NOTAL), or as implemented within the Marine Corps by MCO P11000.14 (NOTAL).

E. REAL ESTATE INTERESTS TO BE CONSIDERED FOR CLEAR ZONES, ACCIDENT POTENTIAL ZONES AND NOISE ZONES

When it is necessary for the Navy to acquire interests in land, a careful assessment must be made of the type of interest to be acquired. The following list of possible interests that should be considered, either in the form of a perpetual restrictive use easement containing the rights or a basis for fee acquisition of the property, is offered for guidance.

1. The right to make low and frequent flights over said land and to generate noises associated with:

(a) Aircraft in flight, whether or not while directly over said land;

(b) Aircraft and aircraft engines operating on the ground at said installation, and;

(c) Aircraft engine test/stand/cell operations at said installation.

2. The right to regulate or prohibit the release into the air of any substance, which would impair the visibility or otherwise interfere with the operations of aircraft, such as, but not limited to, steam, dust and smoke.

3. The right to regulate or prohibit light emissions, either direct or indirect (reflective), which might interfere with pilot vision.

4. The right to prohibit electromagnetic and radio frequency emissions that would interfere with aircraft, aircraft communications

systems, or aircraft navigational equipment.

5. The right to prohibit any use of the land which would unnecessarily attract birds or waterfowl, such as, but not limited to, operation of sanitary landfills, water impoundment areas, maintenance of feeding stations or the growing of certain types of vegetation or activities attractive to flocks of birds or waterfowl.

6. The right to prohibit and remove any buildings or other non-frangible structures that do not comply with the AICUZ plan.

7. The right to top, cut to ground level, and to remove trees, shrubs, brush or other forms of obstruction which the installation commander determines might interfere with the operation of aircraft, including emergency landings.

8. The right of ingress and egress upon, over and across said land for the purpose of exercising the rights set forth herein.

9. The right to post signs on said land indicating the nature and extent of the Government's control over said land.

10. The right to allow only specific land uses.

11. The right to prohibit entry of persons onto the land except in connection with authorized activities.

12. The right to disapprove and/or prohibit land uses not in accordance with the established land use restrictions.

13. The right to control the height of structures to ensure that they do not become a hazard to flight.

14. The right to install airfield lighting and navigational aids.

15. The right to require sound attenuation in new construction or modifications to buildings in conformance with the AICUZ recommendations.

F. REAL PROPERTY MANAGEMENT

Regional commanders/area coordinators and commanding officers of Marine Corps and stand-alone Navy activities shall be responsible for the administration, use, and management of real property assets as related to the readiness and effectiveness of Department of the Navy air installations. This responsibility is particularly relevant to documentation, oversight, and enforcement of Navy and Marine Corps interests in land outside the installation boundary as encroachment protection, whether that land is acquired in fee, easement, or through local zoning actions.

SECTION VIII

RESPONSIBILITIES

A. The Deputy Chief of Naval Operations (Fleet Readiness and Logistics) (N4) shall:

1. Exercise program manager responsibility for the Navy AICUZ program through CNO (N46) and supported by NAVFACENGCOM and the AICUZ Program Office;

2. Monitor and coordinate application of the policies and principles of the AICUZ program;

3. Emphasize the importance of energetic implementation of the AICUZ recommendations to all major claimants;

4. Pursue an education program for installation, chain of command and other cognizant DOD and non-DOD individuals regarding the policies, purposes and strategies of the AICUZ program;

5. Coordinate with the Deputy Chief of Naval Operations (Resources, Requirements and Assessments) (N8) on AICUZ aspects when approving installation facilities planning proposals, and

6. Exercise approval authority over AICUZ documents and AICUZ footprint changes.

B. For airfields under Navy mission and resource sponsorship, the Deputy Chief of Naval Operations (Warfare Requirements and Programs) (N7) shall:

1. Provide future year forecast information for prospective AICUZ planning.

C. The Commander, Naval Facilities Engineering Command, as directed by CNO (N4) and HQMC (IL), shall provide oversight for the AICUZ program and:

1. Integrate the AICUZ planning process into Regional Shore Infrastructure Program (RSIP) Overview plans for Navy complexes or activities and activity master plans for the Marine Corps recognizing on and off-station impacts and utilizing detailed guidance and criteria in the areas of land use compatibility with respect to both noise and accident potential exposure.

2. Provide technical direction and planning support for the reduction of noise emanating from aircraft flight, maintenance and test operations.

3. Establish an east coast and a west coast center of excellence to coordinate AICUZ issues with activities within their area of responsibility.

D. The Chief of Naval Education and Training shall provide support for education programs tasked to the Deputy Chief of Naval Operations (Fleet Readiness and Logistics).

E. Installation Major Claimant shall:

1. Provide command direction, priorities and recommendations on AICUZ plans submitted by air installation commanders under their cognizance;

2. Review and approve proposed operational changes to insure mission requirements;

3. Emphasize to installation commanders the importance of continual review of operational procedures to identify operational changes to reduce noise within the constraints of safety, mission effectiveness and economy;

4. Ensure that AICUZ-related environmental documentation requirements are met. Specifically, such actions as the introduction of new aircraft types or changes in flight corridors which may change the AICUZ footprint should be assessed as to their potential impact and a determination made as to the appropriate level of environmental documentation; and

5. Monitor AICUZ implementation program of subordinate commands.

F. The Commandant of the Marine Corps (Code LFL) shall exercise approval authority and responsibility for the AICUZ program within the Marine Corps as follows:

1. Exercise management responsibility for the Marine Corps AICUZ program in conjunction with the AICUZ Program Office (N463E) at NAVFACENGCOM.

2. Provide technical assistance and guidance to Marine Corps air installations regarding AICUZ policy decisions and implementation.

3. Promote an AICUZ education program in cooperation with CNO (N4).

G. Air installation commanders shall:

1. Familiarize themselves with the AICUZ program.

2. Implement an AICUZ program for the air installation following the concepts set forth herein.

3. Actively work with State and local planning officials to implement its objectives.

4. Notify the chain of command and the CNO N463 or CMC (LFL) whenever local conditions merit update or review of the AICUZ Plan.

5. Promote attendance at CNO-sponsored AICUZ Seminars by commanding officers, executive officers, air operations and air traffic control facility officers and other aviation-related staff personnel to increase awareness of current trends and techniques for AICUZ Program development and implementation.

6. If appropriate, designate a community planning liaison officer to assist in the execution of the AICUZ plan by the installation and act as spokesman for the command in AICUZ matters.

7. Maintain a documentary file on the implementation of the AICUZ plan at the air installation. Such a file should contain, among other things, a chronological narrative of important events, newspaper articles, data and referenced aerial and ground photographs, and pertinent correspondence.

8. Provide assistance in developing AICUZ information, including operational data needed to update the AICUZ plan.

9. Justify the retention of land or interests in land required for mission performance.

APPENDIX A

NAVAL AVIATION INSTALLATIONS WITH AICUZ STUDIES BY COMMAND

NAVY:

CINCLANTFLT

COMNAVREG MID-LANT
- NAS OCEANA DET NORFOLK, VIRGINIA
- NAS OCEANA, VIRGINIA
  - NALF FENTRESS

COMNAVREG NORTHEAST
- NAS BRUNSWICK, MAINE

COMNAVREG SOUTHEAST
- NAS JACKSONVILLE, FLORIDA
- OLF WHITEHOUSE
- NS MAYPORT, FLORIDA
- NAF KEY WEST, FLORIDA
- NAS GUANTANAMO BAY, CUBA*
- NS ROOSEVELT ROADS, PUERTO RICO

CINCUSNAVEUR

COMNAVREG EUROPE
- NAS SIGONELLA, SICILY**
- NSA NAPLES, ITALY**
- NSA SOUDA BAY, GREECE**
- NS ROTA, SPAIN**
- NAS KEFLAVIK, ICELAND** (Note: transferred from CLF in FY03)

CINCPACFLT

COMNAVREG HAWAII
- PMRF BARKING SANDS, HAWAII

COMNAVREG SOUTHWEST
- NAS NORTH ISLAND, CALIFORNIA
  - OLF IMPERIAL BEACH
  - ALF SAN CLEMENTE ISLAND
- NB VENTURA COUNTY, CALIFORNIA
- NAS LEMOORE, CALIFORNIA
- NAS FALLON, NEVADA
- NAF EL CENTRO, CALIFORNIA

COMNAVREG NORTHWEST
- NAS WHIDBEY ISLAND, WASHINGTON
  - OLF COUPEVILLE

COMNAVREG JAPAN
NAF ATSUGI, HONSHU, JAPAN**
NAF MISAWA, HONSHU, JAPAN**
NAF KADENA, OKINAWA, JAPAN**
NSF DIEGO GARCIA **

COMNAVAIRSYSCOM

NAEC LAKEHURST, NEW JERSEY
NAWC (AD) PATUXENT RIVER, MARYLAND
NAWC (WD) CHINA LAKE, CALIFORNIA
OLF SAN NICOLAS ISLAND

CNET

CNATRA

COMTRAWING ONE
NAS MERIDIAN, MISSISSIPPI
OLF JOE WILLIAMS

COMTRAWING TWO
NAS KINGSVILLE, TEXAS
ALF ORANGE GROVE

COMTRAWING FOUR
NAS CORPUS CHRISTI, TEXAS
ALF WALDRON
ALF CABANISS

COMTRAWING FIVE
NAS WHITING FIELD, FLORIDA
NOLF BREWTON
NOLF HOLLEY
NOLF EVERGREEN
NOLF SANTA ROSA
NOLF SPENCER
NOLF CHOCTAW
NOLF SAUFLEY
NOLF WOLF
NOLF SITE 8
NOLF BARIN
NOLF PACE
NOLF HAROLD
NOLF SILVERHILL
NOLF SUMMERDALE

COMTRAWING SIX
NAS PENSACOLA

COMNAVRESFOR

NASJRB ATLANTA, GA*
NASJRB FORT WORTH, TX
NAF WASHINGTON, DC*
NASJRB NEW ORLEANS, LA
NASJRB WILLOW GROVE, PA

MARINE CORPS:

COMCABEAST

MCAS NEW RIVER, JACKSONVILLE, NORTH CAROLINA
MCOLF OAK GROVE
MCOLF CAMP DAVIS
MCAS BEAUFORT, SOUTH CAROLINA
MCAS CHERRY POINT, NORTH CAROLINA
MCALF BOGUE FIELD
MCOLF ATLANTIC
MCAF QUANTICO, VIRGINIA

COMCABWEST

MCAS MIRAMAR, CALIFORNIA
MCAS CAMP PENDLETON, CALIFORNIA
MCAS YUMA, ARIZONA

MARFORPAC

MCAS FUTENMA, OKINAWA, JAPAN**
MCAS IWAKUNI, HONSHU, JAPAN**
MCBH KANEOHE, HAWAII

MAGTFTC

MCAGCC TWENTYNINE PALMS, CALIFORNIA

*NAVY AICUZ STUDY NOT REQUIRED
**NOISE STUDY ONLY

Cecil Field Naval Air Station

Jacksonville, Florida

NPL/BRAC 1993

FFID:	FL417002247400	**Funding to Date:**	$ 53.1 million
Size:	30,895 acres	**Estimated Cost to Completion (Completion Year):**	$ 20.8 million(FY 2017)
Mission:	Provide facilities, services, and material support for maintenance of Naval weapons and aircraft	**IRP/MMRP Sites Final RIP/RC:**	FY 2008/FY 2009
HRS Score:	31.99; placed on NPL in November 1989	**Five-Year Review Status:**	The installation has not completed a 5-year review.
IAG Status:	Federal facility agreement signed in November 1990		
Contaminants:	Waste fuel oil, solvents, heavy metals, halogenated aliphatics, phthalate esters, SVOCs, lead		
Media Affected:	Groundwater, surface water, sediment, soil		

Progress To Date

The Cecil Field Naval Air Station (NAS) supports the maintenace of Naval weapons and aircraft. In July 1993, the BRAC Commission recommended closure of this installation and relocation of its aircraft, personnel, and equipment to other stations. BRAC 1995 redirected associated bombing ranges to NAS Jacksonville, reducing the BRAC footprint to 17,225 acres. Operations that caused contamination include equipment maintenance, storage and disposal of fuel and oil, fire training, and training on target ranges. Investigations have identified 31 CERCLA sites; 10 major underground storage tank (UST) sites; 235 USTs; 250 BRAC grey sites and one RCRA site. The installation was placed on the NPL in November 1989 and signed a federal facility agreement in November 1990. In FY94, the Technical Review Committee was converted to a Restoration Advisory Board. A BRAC cleanup team was formed in FY94. In FY00, the installation completed is first 5-year review.

The installation has identified 40 sites, 24 of which have been grouped into 12 operable units. The installation has signed 25 Records of Decision (RODs) and 10 findings of suitability to transfer (FOSTs), equaling 16,707 acres, and delisted approximately 16,584 acres from the NPL. To date, the installation has transferred 224 acres. The cleanup progress at Cecil Field NAS for FY00 through FY03 is detailed below.

In FY00, the installation completed three FOSTs, covering a total of 10,322 acres. Remedial actions (RAs) were conducted for Sites 10 and 11, North Fuel Farm soil, DT1, A Avenue, 31 grey sites, and 28 tanks. Asbestos-containing material was removed from 10 buildings. The installation completed the remedial investigation and feasibility study (RI/FS) the proposed plan for Site 36/37 were completed. The installation also completed the ROD amendment for Site 5. Site 6 and 42 grey sites were determined to require no further action (NFA). The first 5-year review was completed for Site 5.

In FY01, the installation completed RODs for Sites 36 and 37. RAs were implemented at Buildings 9 and 46, and 11 grey sites. A FOST covering 29 acres was completed. An RI/FS was completed at Site 45 and an RI was initiated at Sites 57 and 58.

In FY02, the installation implemented an RA at Site 36/37. The RI/FS was completed for Sites 21 and 25. RODs for Sites 42, 44 and the old golf course were completed. The parks and recreation Phase II, FOST (12 acres) was completed. The engineering evaluation and cost analysis for Sites 32 and 49 was completed. NFA was achieved for Potential Source of Contamination (PSC) 39, Sites 42 and 44, Tanks 428, 367 and 824 OW, and Building 610. The Navy completed an inventory of all Military Munitions Response Program (MMRP) sites. One MMRP site was identified at this installation.

In FY03, Cecil Field NAS completed the RI/FS for Site 57/58. The installation implemented RAs at Sites 21, 25, 32, 45 and 57/58 (without signed RODs), the jet engine test cell (JETC) and Tank 271. The installation completed two FOSTs for 18.2 acres. The installation achieved the groundwater cleanup criteria at Sites 7 and 11 and Building 610, and regulators approved the NFA. The installation delisted 16,584 acres from the NPL. Additionaly, Site 15 was placed in the MMRP.

FY04 IRP Progress

The installation signed RODs for Sites 25, 32 and 45 and completed land use control (LUC) remedial designs (RDs) for Site 45. Cecil Field NAS also completed operating properly and successfully (OP&S) at Sites 1, 2, 3, 8, 16 and 17. The installation also initiated the RA at North Fuel Farm and Day Tank 1 and completed RAs at Sites 49 and 58. It installed and began operating air sparging systems at Building 271 and JETC. Cecil Field NAS completed the preliminary assessment and site investigation for Site 59 and initiated the RI. The installation transferred 224 acres. Florida Department of Environmental Protection issued a Hazardous and Solid Waste Amendments Corrective Action Permit to the installation. The cost of completing environmental restoration at this installation changed significantly due to technical and estimating criteria issues.

Ecological issues delayed the ROD and LUC RD at Site 15. Regulatory issues delayed the ROD, LUC RD and OP&S for Site 21. Weather issues delayed the NFA ROD at Site 49. LUC issues delayed the RODs, LUC RDs and OP&S at Sites 5, 25, 36, 37, 57 and 58. LUC issues also delayed the OP&S at Site 45, LUC RD at Site 32, and the planned transfer of additional 334 acres.

FY04 MMRP Progress

Ecological concerns delayed the RA at Site 15.

Plan of Action

Plan of action items for Cecil Field Naval Air Station are grouped below according to program category.

IRP

- Issue second 5-year review in FY05.
- Sign RODs for Sites 21, 49, 57, and 58, and complete OP&S at Sites 5, 21, 25, 57 and 58 in FY05.
- Complete LUC RDs at Sites 1, 2, 3, 5, 8, 16, 17, 21, 25, 32, 57 and 58 in FY05.
- Sign RODs for Sites 15 and 59 in FY06.
- Transfer 337 acres in FY05 and remaining 182 acres in FY06

MMRP

- Begin the RA at Site 15 in FY06.

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

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

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

Evaluation of Request

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

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

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

Response to DoN data calls

Scenario Number 14, Relocate VFA 106 to NAS Kingsville

From CFFC: CFFC does not support this scenario. Noise mitigation resulting from this scenario would be moderate and training and operational concerns significant. Moving VFA-106 to NAS Kingsville violates tenants of existing TACAIR basing doctrine (FA-18C and FA-18E/F operational basing requirements, CNAF Basing Vision, CNI Vision 2030). Specifically: 1.Undergraduate and fleet/graduate pilot operations should not be mixed due to safety consideration. This separation of operational and training squadrons is consistent with USAF doctrine. 2. NAS Kingsville is greater than one unrefueled leg to routine carrier operating areas. 3. No suitable air-to-ground range exists. 4. FRS should be collocated with the majority of fleet squadrons. The FRS is the foundation of aviation warfare training and the professional center of excellence for both aircrew and enlisted maintenance personnel in each aviation warfare community. Significant efficiencies also exist in simulator usage and personnel transfer costs. 5. Distance from Fleet Concentration area and CVN homeport increases logistics complexity of coordinating carrier qualification evolutions.

From StrikeFighterWingLant: FA-18 parts and other supply support would most likely be conducted from NAS Oceana with minimal footprint at NAS Kingsville given this scenario. The cost of daily FEDEX shipping of parts between the two bases cannot be accurately calculated at this time. Additionally, the inherent costs associated with triple siting of FA-18C (Oceana, Beaufort, Kingsville) and FA-18 E/F (Oceana, Cherry Point, and Kingsville) cannot be accurately calculated due to the large number of variables involved. Spreading our assets at so many locations negates any efficiencies gained through economies of scale and results in inordinately high logistical costs. Operationally, conducting training in close proximity to aircraft of such differing performance degrades the training. Also, moving the FRS away from the fleet squadrons, Strike Fighter Weapons School, and LSO School degrades FRS training by denying the FRS access to these vital training organizations on a daily basis. Face-to-face interaction between the FRS and these training organizations is critical to making the FRS training viable and efficient in the production of fleet ready Aviators.

From NAS Kingsville: There are savings and costs that we can't even begin to tackle. For instance there is a significant difference in BAH between Oceana and Kingsville. If that is accounted for in COBRA that's good but, in a compressed study like this there may be other cost/savings that are significant but not apparent until execution.

Scenario Number 15, Relocate two addition F/A-18E/F squadrons from NAS Oceana to MCAS Cherry Point

MCAS Cherry Point: All responses provided in the preceding questions were based on the data in Alternate 4A of the Final EIS, which provides for four fleet squadrons to be stood up in new facilities located in the north quadrant of MCAS Cherry Point at a MILCON cost in excess of $175 million. Note that although the cost of a magazine and trainer are included in question 33, these are already planned to be constructed in FY07 for the first two squadrons under Alternative 6, so there really should be no additional cost for trainer or magazine to bring in two more squadrons. Another alternative, not covered in the EIS, is now available due to the stand-down of VMGRT-253 in FY06. Half of Hangar 250, a non-standard Type II module with 38,893 SF of OH space, now becomes available for the two additional squadrons, with the first two squadrons going into Hangar 130, as already planned. The only new facilities construction required that is not already planned or existing are Flight Line Electrical Distribution System (FLEDS) at $1.5M, Aircraft Intermediate Maintenance Department (AIMD) Facility at $10.2M, Aircraft Acoustical Enclosure at $11.0M, Engine Test Cell at $7.2M, and Medical/Dental Clinic at $12.4M. All these can be constructed in the west quadrant with minimal new infrastructure. Minor alterations/renovation will be required in Hangar 250 for about $500K. Minor alterations/renovation will be required in Hangar 131 for about $700K to accommodate the move of MALS-14 out of Hangar 130. Total cost for the two additional squadrons in existing Hangar 250 comes to $43.5M. (All costs in FY05 dollars.) Construction/Renovation already planned for the stand-up of the first two F/A-18E squadrons totals $15.9 million (FY07 Project P809), therefore, the total cost to put all 4 squadrons in existing hangars in the west quadrant is 43.5 + 15.9 = $59.4M vs $175M+ to put all four squadrons in the north quadrant. See attached document for additional details.

CFFC: CFFC does not support this scenario. Noise mitigation resulting from this scenario would be minor. This scenario was thoroughly researched and analyzed through the Super Hornet East Coast Homebasing process. A total of four squadrons at MCAS Cherry result in: 1. Excess capacity at NAS Oceana. 2. Significant construction costs at MCAS Cherry Point. 3. Significant maintenance support costs due to duplication of facilities and functions. All three of these factors run counter to the basic principles of BRAC. As outlined in the Super Hornet Homebasing Environmental Impact Statement (EIS) this option is not executable without the construction of a supporting OLF for MCAS Cherry Point.

Headquarter Marine Corps: Attached.

Scenario Number 16, Relocate NALF Fentress to an OLF at Fort Pickett, VA

CFFC: Scenario not supported by CFFC. Navy selected an Outlying Landing Field site to support NAS Oceana in 2003. This site is the result of a comprehensive OLF siting study based on operational requirements and environmental screening factors. Fort Picket does not meet these criteria. Fort Pickett is beyond the established 50 NM desired maximum (94 NM) from Oceana. Locations beyond 50 NM only considered in the siting study when economies of scale could be gained, such as supporting two facilities with a single OLF. Fort Pickett offers no such efficiencies. While the 95 nm transit from NAS Oceana is feasible for the FA-18E/F aircraft, the 140 nm transit from MCAS Cherry Point would not be feasible on a routine basis. The extended transit distances equate to increased operating costs (fuel), unnecessary airframe life expenditure, lengthened work hours, later operations at homefield (for returning aircraft later at night), and overall decrease in efficiency of operations and ultimately decreased Field Carrier Landing Practice (FCLP) throughput. Scenario does not address moving Fort Pickett's current training to new location. Requirement necessary due to the large footprint necessary to accommodate associated noise contours of the OLF in a manner not resulting in encroachment from the town of Blackstone. Proposed OLF site is currently located within Restricted Airspace and a live impact area. Construction and operation of an OLF would require shutting down the live fire range and cleaning the site to standards such that construction is possible. The time and cost to accomplish this should not be underestimated. Wetlands and endangered species are also concerns. For planning purposes, OLF will be operated by civilian with no permanent military personnel station at site. Using general budget planning, annual personnel cost estimated at $3.2M beginning fy11 to support operating 12 hrs per day, 5 days per wk with some surge capability. See attached document.

Scenario Number 17, Relocate East Coast MJB to unimproved property

CFFC: CFFC does not support this scenario. CFFC has determined that NAS Oceana is clearly the most suitable option as a Navy East Coast Master Jet base in support of East Coast Fleet carrier operations. Oceana meets current training needs now and into the future. If a new Master Jet Base is required in the future, its design and construction should be in concert with new platform transition, allowing a more efficient transition and ensuring all foreseeable facility requirements are met during initial construction. Challenges associated with locating suitable land that meets operational geographic requirements should not be underestimated. A wholesale move within the BRAC timeline of all assets located at NAS Oceana will severely impact required Fleet naval aviation readiness levels. The cost of executing this scenario within a compressed timeline will have a devastating effect on the DoD budget and the programs it supports. Environmental Impact Statement, acquisition, movement of all aircraft, and the significant costs to execute all of these makes this un-executable within the BRAC budget or timeline. See separate documentation for geographically constrained unique mission supported by NAS Oceana.

Scenario Number 18, Relocate East Coast MJB to NAS Kingsville; Relocate Undergrad Pilot Training from NAS Kingsville to NAS Meridian

CFFC: CFFC does not support this scenario. CFFC has determined that NAS Oceana is clearly the most suitable option as a Navy East Coast Master Jet base in support of East Coast Fleet carrier operations. Oceana meets current training needs now and into the future. A wholesale move of all assets located at NAS Oceana to NAS Kingsville will cause significant challenges in maintaining required readiness levels. Moving to NAS Kingsville violates tenants of existing TACAIR basing doctrine (FA-18C and FA-18E/F operational basing requirements, CNAF Basing Vision, CNI Vision 2030). Specifically, NAS Kingsville is greater than one unrefueled leg to routine carrier operating areas. No suitable air-to-ground range exists. Distance to Fleet Concentration area and CVN homeport is untenable as it increases logistics required for frequent carrier flight ops throughout the training cycle. This scenario results in more time away from home base and adds significantly to the complexity of coordinating air wing training aboard the carrier, not to mention the resulting drop in crew morale. See separate documentation for geographically constrained unique mission supported by NAS Oceana, which cannot move to Kingsville.

NAS Kingsville: Kingsville has the runways and the real estate, and the city has open arms to receive the new mission. However, looking at the questions about this scenario with an open mind and as objectively as possible we have not identified mission savings from this end. Clearly there are savings that would be realized if the mission at Oceana were moved to Kingsville but they don't appear to have been considered in this data call. I would be concerned that the design of the data call is disingenuous in that regard and does not attempt to answer the questions needed to prove practical and fiscal viability and efficacy. When you attempt to prove a point of a grand scope you are ill advised to limit your argument to one easily supported aspect of a multifaceted answer. From my understanding of current events, the real interest items relate to encroachment, environmental concerns and noise abatement. If the cost of defending Oceana against those complaints will never come close to exceeding the cost of establishing a modern, encroachment free base with nearly unlimited airspace (with more if needed) anywhere in CONUS, then the argument should be formatted along those lines. In other words, if we hope to prove our point by saying it costs too much, we may be surprised to find that cost isn't necessarily the driving factor. On a slightly different note, there are savings and costs that we can't even begin to tackle. For instance there is a significant difference in BAH between Oceana and Kingsville. If that is accounted for in COBRA that's good but, in a compressed study like this there may be other cost/savings that are significant but not apparent until execution.

NAS Meridian: 1. Need to expand use and operations at OLF Bravo and auxiliary airfields. There are six full service civilian airfields having a wide variety of controller and instrument approaches as well as fuel and servicing options within 80 miles. Also, there are approximately 15 more full service airports having additional instrument training opportunities within 150 miles. The number of OLFs needed and the associated costs like firefighters, firefighting equipment, air traffic controllers, field support

personnel, and lease costs for use of local civilian/private airfields are not currently included. Also need to increase air ops at OLF Bravo including change from 8 hr days to as much as 16 hr days and change to a 7 day work week would require additional personnel to man fire station, control tower, maintenance, fuels, etc. 2. Fuel contracts: We are unable to estimate the impact on our fuels contract. 3. Mission Start Up costs for the aviation maintenance support contracts are not included and unknown at this time.

Scenario Number 19, Relocate East Coast MJB to the former NAS Cecil Field

CFFC: CFFC does not support this scenario. CFFC has determined that NAS Oceana is clearly the most suitable option as a Navy East Coast Master Jet base in support of East Coast Fleet carrier operations. Oceana meets current training needs now and into the future. A wholesale move of all assets located at NAS Oceana to Cecil will cause significant challenges in maintaining required readiness levels. Since the closure of NAS Cecil Field, significant residential and commercial growth has occurred near the base. At least two public high schools and a shopping mall are located within a few miles of the base and more residential development is planned. Noise contours to at least the 65db level from the operation of a Master Jet Base will impact approximately 45,000 acres surrounding the base, and the proposed Cecil scenario accounts for less than 20,000 acres, placing significant numbers of residents with the 65-76db and higher levels. Additionally, all commercial businesses and flight operations currently conducted at Cecil would need to be relocated. Civil aircraft operations are incompatible with the type and magnitude of military flight operations of a Master Jet Base. Additionally, anti-terrorism and force protection issues require the ability to isolate the air station in times of heightened threats, making typical commerce activities on the base impractical. Distance to CVN homeport increases logistics required for frequent carrier flight ops throughout the training cycle. This scenario results in more time away from home base and adds significantly to the complexity of coordinating air wing training aboard the carrier. See separate documentation for geographically constrained unique mission supported by NAS Oceana, which cannot move to Cecil.

From: Aarnio, James, CIV, WSO-BRAC
Sent: Monday, July 25, 2005 12:01 PM
To: Fetzer, William, CIV, WSO-BRAC
Cc: Barrett, Joe, CIV, WSO-BRAC; Hanna, James, CIV, WSO-BRAC
Subject: RE: Cecil field

Fetz,

Talked to Joe Banrretthis morning about this very issue. I think Cecil is viable. Encroachment on the ground side would mainly be on the N/NE due to JAX Int'l. JAX approach control handles approach procedures for Cecil. If the Hornets use the South 18R- 18L rwys and the 27 R/L rwys, they would have good access to the Atlantic Warning Areas, GOMEX Warning Areas, and even up to Moody's airspace. Don't know about ground expansion or surface infrastructure, but would guess it would be limited from about 090-270 degress azimuth.

JAX is not a real high density airport, and I think airspace issues for arrivals and departures could be worked. I'd suggest investigating the environmental side (noise). I'm not familiar with the demographics South and Southwest of Cecil. I think Cecil certainly has the runways! Nothingt shorter than 8200x200 and even one (18L) over 12,000x200.

One cautionary note: On the East access to the Atlantic there are busy domestic corridors, but I think the intermediate altitudes to access the Warning Areas can be managed.

Let me know what more I can do.

Jim

From: Fetzer, William, CIV, WSO-BRAC
Sent: Monday, July 25, 2005 10:51 AM
To: Aarnio, James, CIV, WSO-BRAC
Cc: Hanna, James, CIV, WSO-BRAC; Deputy, Carl W. CDR BRAC
Subject: Cecil field

Jim,

I need a quick turnaround on the airspace issues associated with Cecil Field. In 1993 BRAC decision on Cecil closure, the Navy asserted that the Cecil airspace was encroached. The BRAC Commission found that the air encroachment was overstated.

What is the truth. Is it manageable?

Aircrew Training Mission Debriefing at Remote Sites

Customer — U.S. Navy, U.S. Air Force, and U.S. Air National Guard Tactical Training Ranges

The Challenge — Military aircrews training at Tactical Training Ranges throughout the United States utilize the Navy's Tactical Aircrew Combat Training System (TACTS) and the Air Force's Air Combat Training System (ACTS) to record and play back training missions for debrief. TACTS and ACTS systems, located at fixed sites around the country, provide instrumented pods that are carried by aircraft on training missions. These pods datalink aircraft performance information to a ground site where it is monitored in real-time and recorded for later playback during debrief. TACTS and ACTS use the Advanced Display and Debriefing Subsystem (ADDS) at the fixed range locations to display flight debriefs. However, since not all air bases have a TACTS or ACTS system, there was a requirement for a display system that could be used by aircrews at their home base after flying training missions on one of the fixed TACTS or ACTS ranges. The system needed to be inexpensive and portable so it could be used at a variety of sites.

The Solution — Originally conceived by the Air National Guard for use by aircrews from bases that did not have TACTS or ACTS ranges, the Naval Air Warfare Center Aircraft Division (NAWCAD) Patuxent River developed the initial Personal Computer Debriefing System (PCDS). EMA supported the transition of the PCDS to the Windows environment and continues to support PCDS upgrades. PCDS is a stand-alone multimedia flight debriefing system for TACTS and ACTS data used by active and reserve duty pilots. The PCDS takes mission information previously only available at an ADDS facility and puts it into the hands of combat pilots wherever they are located. Debrief information collected at TACTS or ACTS ranges is sent via STU-III to remote PCDS sites.

PCDS provides pilots with multiple screens of information. The alphanumeric screen provides flight parameters such as altitude, velocity, and aircraft pairing data. The PCDS graphics screen presents three-dimensional, multimedia display of the mission and gives the operator the ability to zoom, pan, rotate, and tilt. The system uses National Imagery Mapping Agency (NIMA) data products to display three-dimensional textured terrain maps. The PCDS can replay up to eight channels of audio, and display all high and low activity aircraft, bomb impact points, threats, and terrain with high fidelity and solid fill.

Technology — DTED, VMAP, and other NIMA products
Visual Basic
MS Visual C++
OpenGL

The attached document defines the requirements for a Unique Mission which would not relocate to Cecil Field, NAS Kingsville or a new Master Jet Base. The existing assets ae show under the adequate column. Additional site specific requirements are provided at the bottom of the attachment.

I hereby certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

Dennis V. Patton Jr. 29 Jul '05

Dennis V. Patton, Jr.
FFC N44A
BRAC Coordinator
Fleet Forces Command

Facilities Requirement Summary Table

CCN	DISCRIPTION	RQMNTS	UM		AQEQUATE	DEFICIENCY
111-20		HELICOPTER LANDING PAD	1,111	SY	1,111	0
123-10		FILLING STATION (OL = OUTLETS)	10	OL	10	0
143-11		OPERATIONAL VEHICLE GARAGE	122,800	SF	8,558	114,242
143-20		ORDNANCE OPERATIONS BUILDING	48,800	SF	20,469	28,331
143-41		AMPHIBIOUS OPERATIONS BUILDING	175,350	SF	84,016	91,334
143-45		ARMORY	17,100	SF	8,309	8,791
143-77		OPERATIONAL STORAGE	51,900	SF	15,954	35,946
155-20		SMALL CRAFT BERTHING	700	FB	540	160
171-10		ACADEMIC INSTRUCTION BUILDING	3,900	SF	2,844	1,056
171-20		APPLIED INSTRUCTION BUILDING	19,200	SF	1,552	17,648
171-25		AUDITORIUM	5,000	SF	0	5,000
171-35		OPERATIONAL TRAINER (MST)	37,300	SF	24,345	12,955
171-50		SMALL ARMS RANGE - INDOORS	3,840	SF	3,840	0
171-77		TRAINING MATERIALS STORAGE	20,550	SF	6,337	14,213
179-40		SMALL ARMS RANGE - OUTDOOR	44	FP	44	0
179-45		TRAINING MOCK-UPS (DTC)	1	EA	1	0
179-50		TRAINING COURSE	14	AC	2	12
211-04		PRE-ENGINEERED MAINTENANCE HANGAR	40,700	SF	19,200	21,500
211-75		PARACHUTE AND SURVIVAL EQUIPMENT SHOP	18,400	SF	9,257	9,143
213-58		BOAT SHOP	84,300	SF	74,830	9,470
214-20		AUTOMOTIVE VEHICLE MAINTENANCE SHOP	16,900	SF	7,878	9,022
214-55		VEHICLE WASH PLATFORM	2,650	SF	2,650	0
219-10		PUBLIC WORKS MAINTENANCE SHOP	12,100	SF	8,511	3,589
219-77		PUBLIC WORKS MAINTENANCE STORAGE	5,700	SF	5,532	168
421-12		FUSE AND DETONATOR MAGAZINE	640	SF	0	640
421-22		HIGH EXPLOSIVE MAGAZINE	9,250	SF	5,688	3,562
421-32		INERT STOREHOUSE	1,250	SF	0	1,250
421-48		SMALL ARMS/ PYROTECHNICS MAGAZINE	7,250	SF	4,697	2,554
441-35		GENERAL STORAGE SHED	4,250	SF	4,250	0
451-10		OPEN STORAGE	122,500	SF	34,410	88,090
510-77		MEDICAL STORAGE	1,000	SF	734	266
550-10		MEDICAL CLINIC	12,900	SF	5,078	7,822
610-10		ADMINSTRATIVE OFFICE	23,300	SF	15,757	7,543
723-77		TROOP HOUSING STORAGE	105,000	SF	55,987	49,013
730-20		POLICE STATION (SECURITY)	2,500	SF	2,153	347
730-25		GATE SENTRY HOUSE	2,200	SF	1,602	598
740-44		INDOOR FITNESS FACILITY	15,250	SF	9,779	5,471
843-20		FIRE PROTECTION PUMPING STATION	1,000	GM	1,000	0
843-30		FIRE PROTECTION WATER TANK	200,000	GA	200,000	0
851-15		LOADING RAMP	90	SY	90	0
852-10		PARKING	49,700	SY	21,778.00	27,922
852-35		OTHER PAVED AREAS (BOAT STAGING)	12,300	SY	12,300.00	0

TOTAL ACREAGE REQUIRED FOR FACILITIES 100 AC

LEGEND

UNITS OF MEASURE AND THEIR SYMBOLS

AC Acres
EA Each
FB Feet of Berthing (ships/ boats/small craft)
FP Firing Point (firing ranges)
GA Gallons
GM Gallons Per Minute
LF Linear Feet
OL Outlets
SF Square Feet
UM Units of Measure
SY Square Yards

Additional Requirements Summary Table

PERSONNEL RELOCATION	RQMNTS	UM
OFFICER	82	EA
ENLISTED	638	EA
CIVILIAN	162	EA
FY 08 GROWTH	130	EA

VEHICLES	RQMNTS	UM
HEAVY	162	EA
LIGHT	389	EA
OTHER	468	EA

The other category includes motors, outboard motors and zodiacs.

RELOCATION OF EQUIPMENT	RQMNTS	UM
EQUIPMENT	1500	TONS
SUPPLIES	210	TONS

MISCELLANEOUS REQUIREMENTS

Must be relocated to government property.

Close proximity to C-17 capable airfield with private hangar and apron space for six medium civil aircraft.

Close proximity to open-ocean maritime training areas.

Close proximity to pier space for a 600 foot motor vessel.

Close proximity to a Medical Treatment Facility that can provide subspecialty care.

Availability of underground training sites such a abandoned NIKE silos and Casemate facilities.

In addition to the 100 acres required for the facilities, there must be sufficient land available to buffer the noise impacts of weapons and demolition testing and evaluation on the local community and other base residents. The current standard for the net explosive weights used calls for no other structures within 150 meters and no housing or schools within 2300 meters. The Sigma-1 standard proposed by
the Army calls for 1000 meters to the nearest structure and 4500 meters to housing or schools. Distances identified are approximations derived from existing sites, noise modeling will be required to determine the actual standoff requirements for any proposed site.

VALUE OF CECIL FIELD v. REPLACEMENT COST OF NEW MASTER JET BASE

I. LAND

- **17,686 ACRES FOR CECIL FIELD** **$400M**

II. INFRASTRUCTURE

A. PARKING APRON **$260M**
- **513,000 SY (@$500 SY)**

B. RUNWAYS **$424.5M**
- **848,890 SY (@$500 SY)**

C. TAXIWAYS **$188M**
- **376,009 SY (@$500 SY)**

D. AIRFIELD LIGHTING + EQUIPPAGE **$100M**

E. HANGARS/BUILDINGS **$295M**
- **1,474,776 SF (@$200 SF)**

TOTAL COST TO REPLACE LAND/INFRASTRUCTURE AT CECIL FIELD ...$1.66B

COST TO DoD FOR RETURN OF CECIL FIELD LAND/INFRASTRUCTURE.....$0 = FREE

II. COST TO FEDERAL GOVT (COBRA ESTIMATE)

A. CONSTRUCTION COSTS AT CECIL FIELD

- **(W/O COMMISARY + EXCHANGE)** **$284.5M**
- **(DOES NOT INCLUDE HOSPITAL)**

B. RELOCATION OF PERSONNEL **$70M**

$354.5M

TOTAL COST TO DoD

REPLACEMENT MASTER JET BASE-----$2.02B

RE-ESTABLISH CECIL FIELD----------$354.5M

III. STATE OF FLORIDA + CITY OF JACKSONVILLE CONTRIBUTION

A. RELOCATION OF COMMERCIAL TENANTS **$200M**

B. HOUSING + ADDITIONAL LAND BUFFER PURCHASES IN AICUZ ZONE **$200M**

C. INTERSTATE CONNECTOR ROAD (2006) **$133M**

$533M

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