



JEB BUSH
GOVERNOR

STATE OF FLORIDA

Office of the Governor

THE CAPITOL
TALLAHASSEE, FLORIDA 32399-0001

www.flgov.com
850-488-7146
850-487-0801 fax

August 1, 2005

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

Dear Chairman Principi:

I am writing in regards to the July 19, 2005, vote of the Base Realignment and Closure (BRAC) Commission to consider Naval Air Station (NAS) Oceana for closure, and to emphasize the State of Florida's overwhelming support that former NAS Cecil Field be considered as its replacement.

The recent vote by the Commission to consider closing NAS Oceana was based on the Navy's well documented testimony that NAS Oceana and its Navy Outlying Landing Field (NOLF) Fentress have suffered serious and unabated encroachment—a widely known situation that has worsened since the 1993 BRAC round that made Oceana the only Navy Master Jet Base for the Atlantic Fleet's Carrier based aviation force. Exacerbating matters, severe encroachment has impacted flight operations around NAS Oceana and NOLF Fentress to the point that our nation's naval aviators have had to adjust their flight training such that their flight profiles at Oceana/Fentress no longer replicate those flown for aircraft carrier approaches. The serious and increasing encroachment at Oceana/Fentress has also resulted in the Navy's Court-aborted attempt to spend more than \$100 million for a new NOLF in North Carolina.

As a result of these realities and the Commission's subsequent vote regarding NAS Oceana on July 22 at the BRAC Hearing in New Orleans, the Jacksonville community, Florida's Congressional Delegation, and I request that former NAS Cecil Field be considered as a replacement for NAS Oceana. As you know, NAS Cecil Field was the Navy's only other Atlantic Fleet Master Jet Base for about 50 years until it was closed in 1999. That closure resulted from excess Navy airfield capacity in the days when the Navy still had Vieques and the Puerto Rico training areas, and when properties around Oceana and Fentress were less developed and did not encroach upon those bases and their missions.

Since the New Orleans hearing, Mayor Peyton of Jacksonville and I have conducted significant research and discussions in support of our proposal to the BRAC Commission. We firmly believe Cecil Field is the best alternative available for the U.S. Navy's East Coast Master Jet Base in the advent of a NAS Oceana closure.



Governor's Mentoring Initiative

BE A MENTOR. BE A BIG HELP.

1-800-825-3786

The Honorable Anthony J. Principi, Chairman
August 1, 2005
Page Two

Since the Navy left Cecil Field on September 30, 1999, the Federal government, the State of Florida, and the City of Jacksonville have worked closely to improve the infrastructure at Cecil Field and to protect NOLF Whitehouse from encroachment. In addition to the relatively minor encroachment around Cecil/Whitehouse, the state and City will commit to stemming future encroachment so that the Oceana experience is not repeated and so the Navy can be assured of operationally realistic training when the F/A-18 E/F's and the Joint Strike Fighter aircraft are operating from these facilities.

Approximately \$133 million has been invested at Cecil Field through federal, state, and local grants since 1999 to upgrade the control tower, eight hangars, utilities, drainage, and roads throughout the complex. The City of Jacksonville has secured \$130 million in funding for a high-speed access road to Interstate-10 to provide Cecil Field with outstanding accessibility. I will commit to accelerating this project if necessary to be timed with the re-opening of NAS Cecil Field. I am also prepared to work intimately with the Florida Legislature to address whatever assistance the state can provide to ensure this proposal is operationally and financially feasible for all parties involved.

A further advantage to Cecil Field is its close proximity to NAS Jacksonville that offers access to significant facilities to include a fully operational Naval hospital, a modern Commissary and Exchange, and many other support amenities present in a Fleet concentration area. Family housing could be built with a public/private initiative, which is already planned for the Southeast Navy Region next year. These are all support facilities that, if located elsewhere, would have to be funded and built from the ground up at great cost. Mayor Peyton has conducted an analysis that indicates the necessary infrastructure to complete NAS Cecil Field would be about \$250 million—far from the billion dollar estimates projected to build a new, future Master Jet Base from scratch.

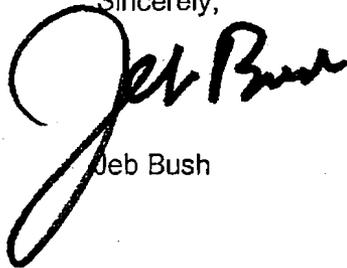
After consultations with the Jacksonville Airport Authority, Mayor Peyton has committed to the BRAC Commission that necessary property issues concerning current tenants at Cecil Field can be resolved to permit complete turnover of all property to the DoD. I support this commitment and will assist the City as appropriate at the state level. We are prepared to work with the Secretary of Defense and the Secretary of the Navy to ensure that a Cecil Field Master Jet Base would be able to conduct continuous, unencumbered flight operations, training, and other required military activities.

To responsibly consider our proposal, I request the BRAC Commission and its analysts visit Cecil Field and the NOLF Whitehouse to see first-hand the significant improvements made by the state and city since the Navy left Cecil Field in 1999 and the relatively sparse encroachment since that date. Additionally, because of the importance of this issue and the relative dire consequences of not directing a replacement for NAS Oceana, I request that the Commission receive an official presentation on the Cecil Field alternative at the August 10 hearing in Washington, D.C.

The Honorable Anthony J. Principi, Chairman
August 1, 2005
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In closing, let me say that there are literally no locations in the eastern United States where a new Navy Master Jet Base might be built today. Cecil Field is the last site on the eastern seaboard capable of accommodating the NAS Oceana mission and personnel, and it offers relatively open surrounding land, close training airspace and bombing ranges, and in-place significant infrastructure. I urge the Commission to seriously consider this proposal on behalf of the U.S. taxpayers and look forward to working with the Commission and the Navy to make this a reality for our men and women in uniform.

Sincerely,

A handwritten signature in black ink that reads "Jeb Bush". The signature is written in a cursive, flowing style with a large initial "J".

Jeb Bush

cc: The Honorable Donald Rumsfeld, Secretary of Defense
The Honorable Gordon England, Secretary of the Navy
Admiral Mike Mullen, Chief of Naval Operations



JEB BUSH
GOVERNOR

STATE OF FLORIDA

Office of the Governor

THE CAPITOL
TALLAHASSEE, FLORIDA 32399-0001

August 20, 2005

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

Dear Chairman Principi:

On behalf of the State of Florida and City of Jacksonville, I am pleased to offer a comprehensive proposal to reopen Naval Air Station (NAS) Cecil Field to serve as the location for the U.S. Navy's only East Coast Master Jet Base.

Florida's leaders recognize the importance of the military to our state and nation and publicly declared their commitment to the successful reopening of Cecil Field. The President of the Florida Senate Tom Lee and the Speaker of the Florida House of Representatives Allan Bense have committed to "address issues during the next legislative session to include assistance in making this relocation a success." (See Exhibit A.) The Jacksonville City Council and Jacksonville Aviation Authority passed resolutions supporting efforts to reopen Cecil Field, committing to take "all associated governmental action required to effectively make such a transition." (See Exhibits B and C.)

If the BRAC Commission selects Cecil Field, I will consult with Florida's legislative leaders and call a Special Session this fall to provide the necessary resources to make this valuable opportunity a reality. Working together, the state and city can complete relocation within the timeframe required by BRAC.

The State of Florida and City of Jacksonville Commit to Transferring Ownership of Cecil Field to the U.S. Department of Defense by December 31, 2009.

By or before December 31, 2009, the City of Jacksonville (a consolidated city/county government) and Jacksonville Aviation Authority will transfer ownership of Cecil Field – a 17,686 acre base with extensive aviation infrastructure valued at more than \$1.66 billion – to the U.S. Department of Defense.

The Honorable Anthony J. Principi
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The base has four operational 200-foot wide runways, three of which measure 8000 feet in length and one that stretches 12,500 feet in length, an active control tower and aviation fuel systems. The complex has eight hangars with more than 900,000 square feet of space (the equivalent of 28 modules), 548,000 square yards of ramp space, 175 major buildings with 2.9 million square feet, more than 425,000 square feet of warehouse, industrial and general use space, and 225,000 square feet of general office and support facilities. The location of the base provides easy access to interstate highway system, a deep water seaport and air and rail connections.

Since 1999, approximately \$133 million in federal, state and local funding has been invested in upgrades to the control tower, eight hangars, utilities, drainage and roads throughout the complex. The improvements are included in the proposed transfer of ownership of Cecil Field at no cost to the U.S. Department of Defense.

In a Special Session called this fall to address these issues, I will ask the Florida Legislature to provide \$150 million to match \$50 million in commitments made by the City of Jacksonville and the Jacksonville Aviation Authority to terminate leases, relocate tenants and clear the flight line and the base as necessary. The \$200 million investment is sufficient to provide clear title of Cecil Field to the U.S. Department Defense.

The Navy will be able to commence construction as soon as needed during this relocation phase. Under Florida Statutes, the establishment, relocation, or expansion of any military installation is exempt from the Development of Regional Impact (DRI) review process. To support construction, Florida's Expedited Permitting Review Process allows significant economic projects, as determined by the Governor's Office, to obtain expedited review of all required state and regional permit applications, as well as local permits, orders, and comprehensive plan amendments.

The State of Florida is Improving Infrastructure Surrounding Cecil Field on a Schedule that Supports the Reopening of Cecil Field.

Florida is accelerating the investment of more than \$130 million during the next five years to meet the growing transportation needs of Cecil Field. By December 31, 2009, Florida will open to traffic a high-speed, four-lane access road, Branam Field/Chaffee Road, from New World Avenue at the front gate of Cecil Field to Interstate-10 and a new interchange on Interstate-10 for the road. In addition, by July 30, 2010, Florida will open to traffic two additional lanes on Interstate-10 between the new interchange and Interstate-295.

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The State of Florida and City of Jacksonville Owns Land and Has a Plan to Acquire Additional Land to Prevent Encroachment of Cecil Field.

Nearly 57 percent of the land – 52,309 of 91,846 acres – within the Air Installation Compatible Use Zone (AICUZ or zone) is publicly owned or identified for acquisition by the State of Florida for conservation. The AICUZ encompasses 12,518 acres within the boundaries of Cecil Field and the entire 1907 acres of Navy Outlying Landing Field, (NOLF) Whitehouse. The State of Florida and City of Jacksonville own 18,623 acres in conservation lands within the zone. An additional 19,261 acres of land within the zone are part of approved land acquisition projects under Florida Forever, our state's \$3 billion, 10-year land conservation program. The state has already signed contracts to acquire 1,651 acres of land, known as the Norfolk Southern parcel, adjacent to the eastern boundary of NOLF Whitehouse and nearly 1000 acres of land adjacent to the western boundary of NOLF Whitehouse is part of an active acquisition project.

Additionally, the State of Florida is prioritizing grant funding for land acquisition projects within three miles of any military installation, subject to the purview of s.163.3175, F.S., under Florida Communities Trust, a grant program that assists local governments in acquiring land for conservation and recreation.

The State of Florida and City of Jacksonville Is and Will Continue to Limit Development to Prevent Encroachment of Cecil Field.

Although NAS Cecil Field was closed in 1999, the City of Jacksonville continues to regulate development within the AICUZ to ensure compatibility with military uses. The City prohibits all residential development in the Accident Protection Zone (APZ) and bans multi-family development, group care homes, rooming homes or boarding homes in the entire AICUZ. While single family development at extremely low densities (1/2 acre minimum lot size) is permitted outside the APZ but within the AICUZ, the City requires enhanced construction standards to attenuate noise. The current population within the Cecil Field AICUZ is 10,129 due, in large part, to existing regulatory standards.

The City enforces all existing regulations within Chapter 656, Part 10 of the Ordinance Code, that limit and restrict development surrounding airports. In addition, the City enforces existing requirements for building height standards, requires approval of the Navy and Federal Aviation Authority for new telecommunication towers, mandates enhanced building construction standards to attenuate exterior noise, and requires disclosure of the impacts inherent to military installations, including noise, similar nuisances and accident potential risks, to prospective property owners or leasers within the AICUZ.

In consultation and cooperation with the Navy, the City will continue to enforce and revise as necessary existing outdoor lighting standards, implement additional glare control requirements to promote flight safety, and eliminate frequency spectrum interference problems at Cecil Field.

The Honorable Anthony J. Principi
August 20, 2005
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The City will continue to limit comprehensive plan amendments and rezonings that may increase gross residential densities or adversely affect military operation at Cecil Field. If desirable for military use, the City will deed back public buildings and facilities to create a buffer along the western boundary of Cecil Field. The City will establish a Transfer of Development Rights program to direct development away from Cecil Field and seek aviation easements within the AICUZ.

To ensure the long-term viability of Cecil Field, the City will sponsor a Joint Land Use Study to identify additional land use regulations to permanently prevent encroachment.

In short, the City will strengthen existing APZ and AICUZ limitations and conditions on development while initiating new legislation to expand limitations and conditions necessary to prevent encroachment. The City expects new legislative and regulatory changes to be in effect by March 31, 2006, consistent with Section (e) of City Council Resolution 2005-1010, passed unanimously on August 19, 2005.

The State of Florida Commits to Providing Significant Funding for Military Housing.

The State of Florida is committed to providing significant financial resources to support public-private ventures (PPVs) to build affordable housing to ensure junior and mid-grade enlisted and officer families assigned to NAS Cecil Field are able to purchase or rent a home.

The Florida Housing Finance Corporation has bonding capacity to issue \$500 million of mortgage revenue bonds to support the financing of off-base multi-family and single family housing near Cecil Field. (See Exhibit D.) These tax-exempt bonds will provide primary low interest mortgage loans for eligible home buyers and financing for the construction of affordable rental housing. Additionally, in a Special Session called this fall to address these issues, I will ask the Florida Legislature to provide \$100 million in additional subsidy from our affordable housing trust funds to augment proceeds of these bonds and to support PPVs for on-base housing.

In conclusion, the State of Florida and City of Jacksonville are committed to the success of Cecil Field as the U.S. Navy's only East Coast Master Jet Base. With the support of the Florida Congressional Delegation, Florida Legislature, the Jacksonville City Council, the Jacksonville Aviation Authority, and the Florida Housing Finance Corporation, Jacksonville Mayor John Peyton and I have a strategy to provide the resources to support this important project for our state and the nation.

Sincerely,



Jeb Bush

THE FLORIDA LEGISLATURE



TOM LEE
President of the Senate



ALLAN BENSE
Speaker of the House of Representatives

August 19, 2005

The Honorable Jeb Bush
Governor
State of Florida
PL 05, The Capitol
400 South Monroe Street
Tallahassee, Florida 32399-0001

Dear Governor Bush:

This letter is to express our support for looking at the issue of Cecil Field in Jacksonville, Florida as a replacement to Oceana Naval Air Station in Virginia.

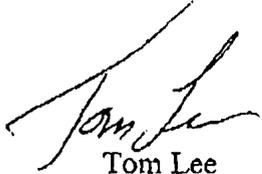
NAS Cecil Field was the largest military base in the Jacksonville, Florida, area and the base officially closed September 30, 1999. Even though a financial commitment would be required from federal, state, and local governments, for the reopening of Cecil Field, reopening the base would be substantially less costly than building a new base.

Florida has a long standing commitment of supporting our military and the reopening would provide an economic boost to North Florida. In this regard, we are willing to look at what may be done to address issues during the next legislative session to include assistance in making this relocation a success. Such consideration would also include providing support, logistical assistance, and incentives.

The Honorable Jeb Bush
August 19, 2005
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We understand that for the base to reopen, the state would have to make a commitment to the project. We commit to working with your office in exploring ways to make this valuable economic opportunity a reality.

Sincerely,



Tom Lee
President



Allan Bense
Speaker

1 Introduced by Council Members Alvarez, Brown, Clark, Copeland,
2 Corrigan, Daniels, Fullwood, Fussell, Graham, Hyde, Jenkins,
3 Johnson, Jones, Lockett-Felder, Ray, Self, Shad and Yates:
4

5 RESOLUTION 2005-1010 -A

6 A RESOLUTION EXPRESSING THE CITY'S SUPPORT AND
7 COMMITMENT TO A BASE REALIGNMENT AND CLOSURE
8 (BRAC) PROPOSAL TO CLOSE NAS OCEANA, VIRGINIA
9 BEACH, VIRGINIA AND THE REOPENING OF NAS CECIL
10 FIELD AS THE NAVY'S ONLY EAST COAST MASTER JET
11 BASE; COMMITTING TO SHARING WITH THE
12 JACKSONVILLE AVIATION AUTHORITY AND OTHER
13 LOCAL PARTNERS IN PROVIDING \$50,000,000 IN
14 DIRECT AND INDIRECT FINANCIAL AND IN-KIND
15 CONTRIBUTIONS TO REMOVING INCOMPATIBLE TENANT
16 OPERATIONS AND PROVIDING SINGLE AND MULTI
17 FAMILY HOUSING; COMMITTING TO TRANSFERING THE
18 CECIL COMMERCE CENTER PROPERTY TO THE NAVY BY
19 DECEMBER 31, 2009 OR EARLIER, AS REQUIRED BY
20 THE NAVY; PROVIDING AN EFFECTIVE DATE.
21

22 WHEREAS, the Base Realignment and Closure Commission (BRAC) is
23 currently considering the closure of Naval Air Station Oceana,
24 Virginia Beach, Virginia, and is presently considering reopening
25 NAS Cecil Field (Cecil Field) as the Navy's only east coast master
26 jet base; and

27 WHEREAS, reopening Cecil Field would bring 12,000 jobs and an
28 estimated annual payroll of \$200,000,000 to Cecil Field and the
29 City of Jacksonville; and

30 WHEREAS, the City of Jacksonville has a long and successful
31 relationship with the United States Navy, having donated land for

1 the construction and use of NAS Jacksonville and NS Mayport; and
2 the City opened NAS Cecil Field in 1943; and

3 WHEREAS, the Governor and the State of Florida are making a
4 financial commitment to the City of Jacksonville and Navy to
5 provide \$150,000,000 to transition Cecil Field from a commerce
6 center to its former role as an important naval air station, and
7 insure adequate housing for Navy personnel and their families; and

8 WHEREAS, the Governor and the State of Florida are providing
9 resources to ensure new housing for Navy personnel and their
10 families; and

11 WHEREAS, the City now believes it would be in the public
12 interest to demonstrate a full public commitment to returning Cecil
13 Field to the Navy and committing to an allocation of resources that
14 will enable the navy to return to Cecil Field; now therefore

15 BE IT RESOLVED by the Council of the City of Jacksonville:

16 Section 1. In the event the BRAC votes to close NAS Oceana,
17 Virginia, the City does hereby resolve to work with BRAC, the Navy,
18 and the United States Government as follows:

19 (a) The City commits to returning Cecil Field to the Navy
20 and taking all associated governmental action required to
21 effectively make such a transition; and

22 (b) The City will join Governor Bush's commitment to clear
23 the flight lines of incompatible tenant operations; and to provide
24 new single and multi-family housing for Navy personnel and their
25 families; and

26 (c) The City, working in coordination with the
27 Jacksonville Aviation Authority and other local partners commits to
28 providing \$50,000,000 in direct and indirect financial and in-kind
29 contributions toward transitioning Cecil Field back to the Navy;
30 and

31

1 (d) The City commits returning the Cecil Commerce Center
2 land to the Navy by December 31, 2009, or earlier if the Navy
3 requires; and

4 (e) The City commits, through its ongoing efforts to protect
5 industrial and aviation-related properties, to enforce existing
6 Accident Potential Zone (APZ) and Air Installation Compatible Use
7 Zones (AICUZ) regulations and to enact further measures to
8 strengthen APZ and AICUZ restrictions; and in the future, to enact
9 land use protections necessary to prevent encroachment and ensure
10 the long term viability of Cecil Field as a naval air station in
11 Jacksonville.

12 Section 2. Effective Date. This resolution shall become
13 effective upon signature by the Mayor or upon becoming effective
14 without the Mayor's signature.

15
16
17
18 Form Approved:

19 
20

21 Office of General Counsel

22 Legislation Prepared By: Steven E. Rohan

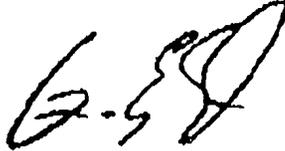
23 8/19/2005; G:\shared\LEGIS.CC\2005\res\BRAC Request 08.J9.1.18.doc

RESOLUTION 2005-1010-A

CERTIFICATE OF AUTHENTICATION

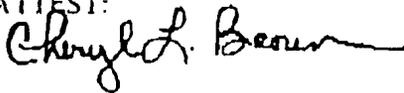
DECLARED AN EMERGENCY MEASURE AND
ADOPTED BY THE COUNCIL.

AUGUST 19, 2005



KEVIN E. HYDE
COUNCIL PRESIDENT

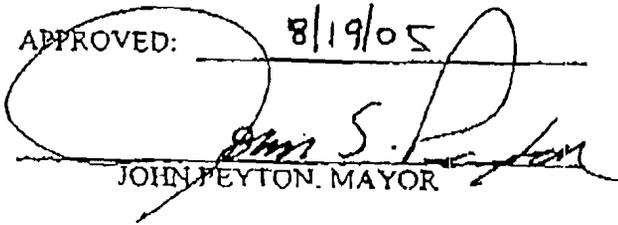
ATTEST:



CHERYL L. BROWN
COUNCIL SECRETARY

APPROVED: _____

8/19/05



JOHN PEYTON, MAYOR



RESOLUTION OF THE JACKSONVILLE AVIATION AUTHORITY

WHEREAS, the Base Realignment and Closure Commission (BRAC) is currently considering the closure of Naval Air Station Oceana, Virginia Beach, Virginia, and is presently considering reopening Cecil Field as the Navy's east coast master jet base; and

WHEREAS, reopening Cecil Field would bring 12,000 jobs and an estimated annual payroll of \$900,000,000 to Cecil Field and the City of Jacksonville community; and

WHEREAS, the City of Jacksonville and the Jacksonville Aviation Authority has a long and successful relationship with the United States Navy, the City having donated land for the construction and use of NAS Jacksonville and Mayport; and the City having opened NAS Cecil Field in 1943; and

WHEREAS, the Governor and the State of Florida are making a commitment to the City of Jacksonville and Cecil Field to provide up to \$600,000,000 in resources to transition Cecil Field from a commerce center to its former role as an important naval air station; and

WHEREAS, the Jacksonville Aviation Authority believes it would be in the public interest to demonstrate a full public commitment to returning Cecil Field to the navy and committing

to an allocation of resources that will enable the navy to return to Cecil Field; now therefore

BE IT RESOLVED by the Board of Directors of the Jacksonville Aviation Authority:

Section 1. In the event BRAC votes to close NAS Oceana, Virginia Beach, Virginia, the Jacksonville Aviation Authority does hereby resolve to work with the City, the State, BRAC, the Navy, the United States Government, and the City of Jacksonville as follows:

(a) The Jacksonville Aviation Authority commits to working with the City in returning the Cecil Field to the Navy and taking all associated governmental action required to effectively make such a transition; and

(b) The Jacksonville Aviation Authority will support Governor Bush's commitment to clear the flight line of incompatible tenant operations and provide new single and multi family housing for Navy personnel and their families; and

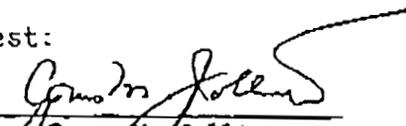
(c) The Jacksonville Aviation Authority, working in coordination with the City of Jacksonville, commits to sharing in \$50,000,000 in direct and indirect financial and in-kind contributions toward transitioning Cecil Field back to a master jet base; and

(d) The Jacksonville Aviation Authority commits to working with the City in returning the Cecil Field land to the Navy on or before December 31, 2009.

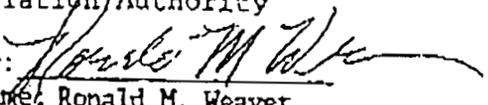
Section 2. Effective Date. This resolution shall become effective immediately upon its adoption.

Approved and adopted this 19th day of August, 2005.

Attest:

By: 
Name: Cyrus M. Jollivette
Title: Board Secretary

Jacksonville
Aviation Authority

By: 
Name: Ronald M. Weaver
Title: Board Chairman

we make housing affordable

August 19, 2005

Governor Jeb Bush
Executive Office of the Governor
The Capitol
Tallahassee, Florida 32399-0001

RE: Housing Support for Cecil Field NAS

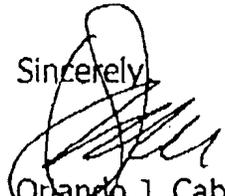
Dear Governor:

We have been asked to outline resources that would be available to develop both single and multi-family housing for military and civilian personnel that will be employed at Cecil Field in support of operations there. We understand how vitally important it is for military personnel to have adequate, decent, and safe housing and support the effort to make such housing available to both military and civilian personnel and our State's commitment that such housing be made available.

Accordingly, this letter confirms that Florida Housing Finance Corporation has the bonding capacity to issue \$500,000,000 of mortgage revenue bonds to support the financing of off-base multifamily and single family housing for Cecil Field. These tax exempt bonds will provide primary financing for affordable rental housing and low interest mortgage loans for eligible home buyers.

As always, if we can be of further assistance, please feel free to call me at your convenience.

Sincerely,



Orlando J. Cabrera
Executive Director

Jeb Bush, Governor

Board of Directors: Terry Santini, Chairman • Lynn M. Stultz, Vice Chairman • Thaddeus Cohen, Ex Officio
Cesar E. Calvet • David E. Oellerich • Zully Ruiz • Robert J. Taylor • Sandra Terry

Orlando J. Cabrera, Executive Director

**Statement for the Record on Cecil Field
Governor Jeb Bush**

August 20, 2005

I want to thank the BRAC Commission for allowing the State of Florida to present to you the facts about Cecil Field. We believe that the case for Cecil Field as the Navy's future Master Jet Base is a very compelling one, and that you will feel the same way after hearing the facts.

I want to also thank you for your service to our nation in this important BRAC process, a process that is intended to take politics out of a very difficult, but exceedingly important set of decisions on behalf of our nation and its military.

Mayor Peyton, our Congressional Delegation, and I firmly believe that Cecil Field is the best alternative available for the U.S. Navy's East Coast Master Jet Base to replace Naval Air Station (NAS) Oceana. And, we are very confident that this process can be completed within the six years required by BRAC.

WE WILL CLEAR LEASE OCCUPANTS FROM CECIL

After consultations with the Jacksonville Airport Authority, Mayor Peyton has committed that necessary property issues concerning current tenants at Cecil Field can be resolved to permit complete turnover of all property to the Department of Defense (DoD) at no cost. As I discuss in my letter to you, I will consult with the presiding officers of the Florida Legislature and will call a special session this fall to request \$150 million of state funds to support clearing the base. The package we have given you includes a joint letter from the President of the Florida Senate and the Speaker of the Florida House of Representatives to work on this important project with us.

I fully support this commitment and assure you that the termination of all existing leases at Cecil Field will happen. YOU WILL HAVE A "CLEAR BASE."

INFRASTRUCTURE UPGRADES – FREE

Since 1999, approximately \$133 million has been invested at Cecil Field through federal, state, and local funding to upgrade the control tower, eight hangars, utilities, drainage, and roads throughout the complex. The turn over of Cecil Field will be at no cost to the Federal government, and all \$133 million of these improvements will be included at no cost.

**\$130 MILLION FOUR-LANE HIGH SPEED ACCESS ROAD AND INTERSTATE
HIGHWAY IMPROVEMENTS – FREE**

We are committed to and have already begun preliminary work on transportation projects to build a high-speed four-lane access road from the front gate of Cecil to Interstate 10 and to expand I-10 from that new high speed access road to I-295. These improvements will provide Cecil Field with outstanding accessibility. I commit to accelerating this project to be timed with the re-opening of NAS Cecil Field, and the arrival of the first Navy squadrons.

ENCROACHMENT PROTECTION

Since the Navy left Cecil Field in 1999, the Federal government, the State, and the City have worked closely to protect Cecil Field and NOLF Whitehouse from encroachment – as a result, there is only minor encroachment around Cecil/Whitehouse at present. Nearly 57 percent of the land within the AICUZ is already publicly owned or identified for acquisition by the State of Florida for conservation and we are prioritizing further acquisition projects under existing programs, including Florida Forever, a 10 year, \$3 billion land conservation program and Florida Communities Trust, a grant program to assist local governments acquire land for conservation and recreation.

The State and City commit to stem future encroachment through on-going state-funded land preservation purchases and zoning changes that are outlined in the materials that we have given to you today. This will be done so that the Oceana experience is not repeated, and so the Navy can be assured of operationally realistic training when the F/A-18 E/F's and the Joint Strike Fighter aircraft are operating from these facilities.

In sum, there are literally no locations in the Eastern United States where a new Navy Master Jet Base might be built today. Cecil Field is the last site on the Eastern Seaboard, with only minor encroachment, capable of accommodating the NAS Oceana mission and personnel. It offers relatively open surrounding land, close training airspace and bombing ranges, and in-place significant infrastructure.

MILITARY HOUSING

Family and bachelor housing could be built through public/private ventures . We have given you a letter from the Florida Housing Finance Corporation that they are standing by with \$500 million in tax exempt mortgage revenue bond financing. The proceeds of these bonds will provide low interest mortgage loans for eligible home buyers and primary financing for the construction of affordable rental housing,

In addition, I will ask the legislature in special session this fall for an additional \$100 million in subsidy from Florida's affordable housing trust funds to augment the bond proceeds and to support a potential public/private venture for on-base housing.

This support, along with plentiful low cost housing in the civilian community and a vibrant financing market in Florida will ensure that the most junior officers and enlisted personnel can afford to rent or buy their home.

SUMMARY

In summary, I am prepared to work intimately with the Florida Legislature to address whatever assistance the State can provide to ensure this proposal is operationally and financially feasible for all parties involved.

We will deliver the Navy CLEAR TITLE to Cecil Field including infrastructure improvements already made, and will work aggressively to maintain low population encroachment.

We will work with the Secretary of Defense and the Secretary of the Navy to ensure that a Cecil Field Master Jet Base is able to conduct continuous, unencumbered flight operations, training, and other required military activities.

The BRAC Commission, and your assignment to it, was designed for the purpose of removing politics from a most difficult, but extremely important process.

The BRAC process obviously contributes to the angst and stress of many communities and their leaders throughout the United States. You know that better than I do. I am no different than any of the other political leaders in this regard, and neither are Florida's communities different from others throughout the nation.

Congress fully understood that they were incapable of deliberating over this process because of their vested community and State self interests, and they should not be allowed to interpose themselves into your decisions.

Having said all of that, the only way this process can work is if the American people have confidence in the integrity and strength of you nine BRAC Commissioners.

Americans are depending on you, and we are depending on you, to act for what is right for our men and women in uniform. Americans are depending on you to do what is right so that the entire process can be stomached with pain, but with confidence, that your decisions were the right decisions for the nation.

SATURDAY'S OPENING REMARKS (AT ONSET OF PRESENTATION)

I want to thank the BRAC Commission for allowing the State of Florida to present to you the facts about Cecil Field. We believe that the case for Cecil Field as the Navy's future Master Jet Base is a very compelling one, and that you will feel the same way after hearing the facts.

I want to also thank you for your service to our nation in this important BRAC process, a process that is intended to take politics out of a very difficult, but exceedingly important set of decisions on behalf of our country and its military.

I want to make clear that what you will hear today will address military value and the business case for Cecil Field returning to the Department of Defense. I think the military value facts presented to you by a series of former naval officers and other written statements will be overwhelming.

With respect to the business case, I want to make five points very clear.

1) A CLEAR BASE - FREE: We will return to the Department of Defense clear title to a 17,686-acre base with significant capital improvements. These improvements include more hangar space than Oceana, and \$133 million in infrastructure improvements to what the Navy left just six years ago. A conservative estimate that Mayor Peyton will present to you is that this property and improvements are valued at \$1.66 billion today.

2) A HIGH SPEED ACCESS ROAD - FREE: We have already planned, funded, and begun preliminary work for construction of \$130 million in road work that will build high-speed connecting road from Interstate-10 to the front gate of Cecil Field and expand existing interstate highway capacity projects nearby. These highway projects will go forward regardless of whether the Department of Defense returns to Cecil Field or not.

3) MILITARY HOUSING. We will commit \$500 million in tax exempt mortgage revenue bond proceeds for low interest mortgage loans and for affordable rental housing to support Cecil Field. I will also request another \$100 million in state subsidies to augment those bond proceeds and to provide support to a potential public private venture for on-base housing. These efforts will ensure that the junior and mid-grade enlisted and officer families are able to purchase a home or find affordable rental units if assigned to NAS Cecil Field.

4) ENCROACHMENT PROTECTION. The State and City have a long history of partnering with environmental interests to provide buffer land that both protect our ecosystem and prevent encroachment to military operations. In addition to the existing government-owned greenway and lands around Cecil Field and

Whitehouse, we are committed to accelerate the land acquisition and zoning process to ensure the NAS Oceana experience is not repeated.

- 5) MEETING YOUR TIMELINE: I am very confident that this entire turnover and move can be completed well within the six years required by the BRAC process. We are committed to it.

In summary, we are not providing to you empty promises of some future deliverable. We are returning this base to the Department of Defense—lock, stock, and barrel—with no conditions...other than it be used for the training and support of our nation's young men and women defending this country. I have given you a package that includes the written commitments of the state and local governments.

CLOSING REMARKS (AFTER STEARN'S PRESENTATION)

I am not going to take any more of your time.

You have heard our fact based case.

We think it is compelling.

As you are all acutely aware, this BRAC Commission was established by the U.S. Congress because the Congress knew they could not perform this base closure and realignment process without self-interests stopping them at every turn.

I only ask that you perform your duties with that in mind and I am confident you will do exactly that.

**Statement for the Record on Cecil Field
Capt. John Leenhouts, USN Retired**

August 20, 2005

I am a retired Navy captain with 27 years of active duty service. I spent the last 3 ½ years of my service as the Commodore of the Strike Fighter Wing Atlantic. I have over 6000 flight hours flying A-7 Corsairs, F-14 Tomcats, and F/A-18 Hornets of which over 100 hours were in combat during Dessert Storm. I also hold the record for the most carrier landings of anyone in the United States Navy's history with 1,645 traps. Throughout my flying career, I operated over four years from NAS Oceana and utilized NOLF Fentress both day and night. The remainder of my flying was at NAS Cecil Field and in Japan. Based on that background, I would like to give you an overview of what it is like to fly from an aviator's perspective out of both NAS Oceana and Cecil Field.

ENCROACHMENT VERSUS WILDERNESS

There are very real differences between NAS Oceana and Cecil Field as related to carrier landing practice. These differences are very important to aviator training and the relative risks associated with flying over heavily populated areas. Since the Navy closed NAS Cecil Field in 1999, substantial encroachment has grown steadily at NAS Oceana to a point where it poses serious hazards to both naval aviators and the many people living around the installations. NAS Oceana is now embedded right in the very center of the congested resort city of Virginia Beach, the largest city in Virginia (refer to Chart #1).

In comparison, NAS Cecil Field has always been outside the populated area of Jacksonville, Florida, and is situated within a wide-open wilderness (refer to Chart #2). This is also the case for NOLF Whitehouse, which sits in virtual wilderness just eight miles to the north of Cecil Field.

The land immediately surrounding Cecil Field, within the 65db AICUZ, is minimally developed (refer to Chart #3). The majority of land around Cecil Field, approximately 70 percent, is either owned by state government (as depicted in dark green on Chart #3) or is privately held land available for government purchase (as depicted in light green) to provide Cecil Field an enhanced and permanent buffer zone. Importantly, the whole area to the west of Cecil Field is considered a "greenbelt." In essence, for 22 miles to the west there is neither now or future major construction that can take place there. In turn, to the east of Cecil Field, there are only sparse pockets of housing.

At NAS Oceana, there are 145,000 residents living within the 65db AICUZ. Additionally, with literally thousands of Virginia Beach residents living in the Accident Potential Zones around NAS Oceana, there is the high probability that innocent civilians will suffer due to an unforeseen aircraft accident in the take-off

or landing pattern. This was dramatically demonstrated in three separate incidents, ranging from the mid 1970s to the early 1990s, when three aircraft crashed near NAS Oceana. One unfortunately resulted in the death of a pregnant mother.

Conversely, not one single civilian in the 50-year history of Cecil Field has died due to an aircraft crash near the field. At Cecil Field, there are only a little over 10,000 residents living within the 65db AICUZ, and only a handful within the Accident Potential Zones. As a result, it is an easily accessible airfield, with optimal flight training opportunities and conditions that do not infringe upon (or put in harm's way) the population.

With the introduction of the Super Hornet creating 25 percent more noise in the approach configuration and the anticipated arrival of the even louder Joint Strike Fighter, an un-encroached airfield will be absolutely mandatory.

OCEANA VERSUS CECIL FIELD – FLIGHT PROFILES

From an experienced aviator's perspective and based on relative encroachment levels, there are clear differences between flying out of NAS Oceana and out of Cecil Field.

At NAS Oceana (refer to Chart #1), there is dense population surrounding the installation. The significant and increasing development surrounding NAS Oceana has demanded very restrictive flight profiles, compromising the training opportunities of our naval aviators. When naval aviators fly F/A-18 Hornets out of Oceana, they are required to reduce the noise of their engines to accommodate the population below. This, in turn, creates inefficient fuel consumption and flight paths. At Oceana, naval aviators in training must climb up to 4,000 feet, motor out at a reduced power setting for over 15 miles, before they are able to climb out to their fuel efficiency altitudes. Additionally, commercial air traffic congestion causes excessive delays in gaining take off clearance to the point that target times are frequently missed.

In contrast, at Cecil Field, there is minimal population proximate to the air facility. The Federal Aviation Administration (FAA) normally authorizes aircraft to launch and immediately go to an en-route fuel optimum altitude of 15,000 – 20,000 feet, and then proceed directly to a target or Military Warning Area.

At present, all of the associated Military Warning/Restricted Areas, Military Operating Areas (MOAs), and targets available to Cecil Field are active and in good working condition (refer to Chart #4). The Atlantic Ocean and Gulf of Mexico provide Cecil Field with over 220,000 square miles of aviation training space, allowing for unrestricted tactical jet supersonic training. Additionally, there is a TACTS range that is instrumented, monitored, and utilized currently by the Marine Corps Hornet Squadrons (out of MCAS Beaufort).

Within 15 minutes or less flying time, Cecil Field is ideally positioned to utilize the Rodman, Townsend, and Lake George Target Areas, Pinecastle Target Complex, the Live Oak MOA, the Gator MOA, the Moody MOA, the Mayport MOA, and the Palatka MOA-- combined they provide in excess of 85 different Tactical Aim Points.

In turn, from Cecil Field, there is air space that goes as high as necessary to practice the delivery of the new precision munitions, including laser munitions that are very difficult to utilize because of the safety hazards associated with laser beams. The only two live ranges to allow the drop of live ordnance in the Eastern Seaboard are Pinecastle (15 minutes from Cecil Field) and Eglin AFB (30 minutes from Cecil Field). Cecil Field also has Avon Park Bombing Range within 30 minutes flight time. At present, Avon Park can be utilized for inert bomb drops only but it will be available for explosive bomb drops in 2006. Avon Park also has many Target Aim Points and high altitude air space associated with it that will allow for advanced weapon targeting.

Combined, these assets would make for an extremely valuable training environment to the aircrews flying out of Cecil Field.

In the Virginia Beach area, the Navy has only one Restricted Warning Area in which to do tactical training, and that has to be shared with the US Air Force flying out of Langley. It is a very challenging scheduling problem to ensure that all users have a chance to get a brief 15-minute opportunity to train in a small block of air space (20 by 20 miles in size). Conversely, the Warning Areas off Jacksonville (refer to Chart #4) accommodate 100 miles long by 200 miles wide air space blocks, and can support numerous training flights simultaneously.

There has been talk of conflicts between commercial traffic utilizing north-south routes along the Eastern Seaboard, and the Navy utilizing their Warning Areas airspace for training in the Atlantic. As good stewards of the airspace, the Navy and the FAA have worked closely to allow civil aircraft to transit through the Military Warning Areas when the Navy is not actively utilizing it. Nevertheless, the airspace is *always* available to the Navy for training on a first rights status.

WEATHER

One of the major benefits of operating out of Cecil Field is the consistent good flying weather. Since the meteorological conditions allow for Visual Flight Rules 92 percent of the year, all training obligations can be met without interruption.

I would like to address the issue of hurricanes right up front. Since 1975, we have never evacuated the aircraft or personnel at Cecil Field due to a potential hurricane, nor has any aircraft been destroyed there by inclement weather.

From my own experience as a naval aviator at NAS Oceana, there were numerous times when we had to suspend flight operations because of inclement weather (whether it be ice, snow, or constant overcast) and we did not have enough good clear air space for which to do our multi-plane training. As a rule, we had to fly our squadrons to other locations, such as NAS Key West, to accomplish the same training. There were times when we actually had to drag our airplanes to the hold short line of the runway, then start our engines, launch on the ice-free runway, only to fly out for a shortened training opportunities. Because of these kinds of weather related issues, two additional training detachments to NAS Key West for Fleet Replacement Squadron Pilot Training had to be added in to our already excessive days away from home base. This was extremely expensive.

In contrast, we never suspended operations from Cecil Field on a multi-day basis due to inclement weather. In Jacksonville, the local thunderstorms are intermittent and occasionally delay some afternoon operations.

CARRIER LANDING TRAINING

At Cecil Field, aircraft can operate in a carrier landing-like environment because it is located within a wilderness setting, with a minimal number of dwellings. Because of the wilderness setting at Cecil Field and NOLF Whitehouse, the practice flight patterns that naval aviators fly are an exact replica of the landing patterns on board an aircraft carrier. Conversely, out of NAS Oceana a naval aviator cannot practice "touch and go" landings in the carrier pattern environment because of noise restrictions. Further, at NOLF Fentress, a naval aviator cannot fly the same 800 feet break, 600 feet down wind, and 1.2 mile abeam turn to final runway--as they would normally around a carrier.

At NOLF Fentress, naval aviators are required to do dogleg patterns around the airfield. These patterns take them wider and deeper than would be the case around a carrier. At both NAS Oceana and NOLF Fentress pilots fly at altitudes of about 200 to 700 feet higher in all the local approach positions in order to avoid the housing developments. This is not at all like the true carrier landing environment.

At Cecil Field and NOLF Whitehouse, on the other hand, naval aviators not only practice carrier landings as they would do in real life situations, but they can also conduct dual operations with the adjoining runway. This allows for pilots to fly 800 feet into the break and 600 feet down wind, a turn to final runway, then "touch and go" after "touch and go," with seven airplanes in the pattern, and other airplanes landing on the adjacent runways. At night, the Navy can simulate carrier flight operations by putting a stack of aircraft 15 miles to the south of Cecil Field, running them in exactly as night carrier approach procedures require right down to a radar final approach, simulated missed landing, and vector to the overhead refueling tanker. This replicates the carrier night environment that is so

crucial to survival in the Fleet. Due to noise restrictions, this cannot be done at NAS Oceana at any time. In contrast, Cecil Field is open to carrier landing practice 24-hours a day, seven days a week.

Additionally, in the NOLF Whitehouse area, the runways are aligned with unpopulated areas with very little cultural background lighting so a pilot can make an approach with a horizon-less pitch black environment just as at sea.

At NAS Oceana and NOLF Fentress the airfields are surrounded by lights, making for an easy approach and a horizon that would never be seen out on an aircraft carrier at sea. Especially noteworthy is the fact that field carrier landing practice is not allowed at NAS Oceana after 10:30 PM. Again, at Cecil Field, carrier-landing practice can take place 24 hours a day, seven days a week.

As the Force Landing Signal Officer for the Atlantic Fleet in the mid 1980s, responsible for all carrier landing qualifications for new pilots, I personally witnessed a 20% higher success rate in first pass performance of night carrier qualification from those Fleet Readiness Squadron pilots who trained at NOLF Whitehouse compared to those who trained at NOLF Fentress.

SUMMARY

In summary, NAS Oceana is not only severely encroached upon, but has only two targets, two MOAs, and only one over-ocean supersonic training area available, as well as an NOLF that does not allow for realistic carrier landing training.

Cecil Field and NOLF Whitehouse are relatively un-encroached upon and surrounded by wide-open, unrestricted airspace. This promotes optimum training for our naval aviators in both realistic carrier landing practice and execution of their primary naval strike mission, power projection at sea. With the only two live target ranges (Eglin AFB and Pinecastle Range) on the Eastern Seaboard, three additional target complexes, five MOAs, and two large supersonic Tactical Training Warning Areas all in close proximity, Cecil Field is ideally positioned to be the premier naval strike aircraft training center of excellence, in essence, Fallon East.

Combat readiness cannot be over emphasized: Our naval aviators should be allowed to train in a manner in which they are required to fight. Only then can we expect them to fight, win, and live to tell their grandkids.

TRAIN TO FIGHT. FIGHT TO WIN.

**Statement for the Record on Cecil Field
Senator Mel Martinez**

August 20, 2005

Commissioners, I want to thank and commend you and your dedicated staff for the very diligent and objective review you have conducted regarding alternative solutions to encroachment, noise abatement, and training issues related to NAS Oceana.

As I outlined in my letter to your Commission last week, I fully realize how significant the BRAC process is – not only to my home state of Florida, but to our nation's security as a whole. The issues before your Commission are at the heart of our national security, and any and all recommendations must strengthen and advance our operational readiness.

Accordingly, I commend the Commission's meaningful and fair evaluation of the State and City's proposal related to reopening Naval Air Station Cecil Field. The July 19, 2005, vote by the Commission to consider closing NAS Oceana was based on the Navy's well-documented testimony that the base and its outlying field suffer from serious encroachment. Undoubtedly, this encroachment and related noise abatement requirements could have serious and troubling impacts on training, operational readiness, and safety.

As was discussed during today's hearing, our military trains like it fights. This is particularly critical with carrier-based aviation – an inherently dangerous and extremely perishable skill. Aviators must constantly train to land safely onboard the moving decks of aircraft carriers, both during day and night. That is why any restrictions to flight patterns at NAS Oceana, and other Naval air installations, due to encroachment and noise abatement issues, should be urgently addressed. The reopening of Cecil Field would address and alleviate those problems.

Last week, I had the opportunity to personally visit and tour the Cecil Field installation with my colleague, Congressman Crenshaw. Since the Navy left the field in 1999, the Federal government, the State of Florida, and the City of Jacksonville have worked closely to improve the infrastructure at Cecil Field and to protect the Whitehouse OLF from encroachment. As our delegation has outlined today, the State and City will commit to stem future encroachment so as to ensure future training capabilities.

Put simply, the potential military value of Cecil Field is clear. The location, opportunity, and potential are simply unmatched. And reopening Cecil Field is consistent with the goals, spirit, and objectives of BRAC.

Again, thank you and your staff for your continued dedication to this important BRAC process. I fully understand and support your effort to find a suitable and cost-effective alternative to address the current training shortfalls experienced at NAS Oceana, and if the decision is made to realign, close, or establish a new Master Jet Base, the State of Florida stands ready and willing to play a meaningful role. The training we provide to our servicemen and women must be more than just adequate. It needs to be the very best possible. In a time of war, we can accept nothing less.

**Statement for the Record on Cecil Field
Commander John Craig, USNR**

August 20, 2005

I am John Craig. I left the Navy to care for my developmentally delayed son as a Commander less than 2 years ago after 16 years of service. My last job was as the Operations Officer for the Strike Fighter Weapons School Atlantic, where my primary responsibility was to ensure the training and combat readiness for all Hornet and Tomcat squadrons preparing for deployment. I have flown over 2000 hours in F-18's between the Oceana and Cecil Field environments and have completed 4 combat deployments with 684 carrier landings.

I asked to participate in today's hearing because of my serious concerns for the safety issues and degraded training environment around NAS Oceana and NOLF Fentress.

There are significant difficulties in trying to achieve combat readiness while flying out of NAS Oceana and NOLF Fentress. Commercial flight congestion, instrument flight conditions and severely restricted arrival and departure procedures due to encroachment, significantly increased the amount of time and fuel needed to achieve adequate levels of combat readiness.

In turn, the lack of different aim points within just two bombing targets, the limited availability of multi-plane training airspace, and the insufficient altitude blocks required to simulate current precision munitions delivery profiles are all serious problems. I was responsible for the Fleet's Strike Fighter Attack Readiness Program and I was consistently forced to compromise training objectives and often waived required flight events due to the numerous issues that came with Oceana operations. Squadrons were sent on deployment without completing the CNO-directed training evolution.

In preparing to re-qualify for day and night carrier landing certification, the field carrier landing practice at NOLF Fentress was a severe detriment to our training. Significant encroachment forced us to fly a completely different and nonstandard landing pattern from the carrier. This lack of proper simulation is a severe safety issue for the demands of carrier operations.

In turn, high levels of ambient light from surrounding housing made flying the ball a challenge and was another safety issue. We were not allowed to practice our carrier landings at Oceana due to noise issues, making Fentress a 24/7 operation. At one point, several local residents were found to be shining high intensity lights at the aircraft in the landing pattern to voice their displeasure at the noise levels. This created a serious safety hazard and further proved the community's desire to limit the use of Fentress.

In contrast, none of these problems occurred at NAS Cecil Field or NOLF Whitehouse. With much less encroachment and less restrictive flight patterns, Cecil Field provided a superior location for both carrier landing practice and advanced tactical multi- aircraft combat training – both day and night.

The training at Oceana was so degraded that in March of 2002, senior F-18 leadership proposed to temporarily detach CVW 3 to Cecil Field to complete the required Strike Fighter training events that would prepare them for combat.

Today's warriors need to separate from the adversities of NAS Oceana and move to a base that will allow them to train properly and be ready to fight to win.



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**Statement for the Record
Admiral Stanley R. Arthur, USN Retired**

August 20, 2005

I am Admiral Stanley R. Arthur, USN Retired. I served 38 years as a naval aviator and flew over 500 combat missions in Viet Nam from the flight decks of our Navy's aircraft carriers. My most challenging combat, on the other hand, was probably in the Pentagon as the Vice Chief of Naval Operations.

This issue is important to me because I know how critical it is for our young pilots to be able to train realistically before we ask them to go out and risk their lives in combat flying onto and off of our carriers at sea—both day and night.

I have witnessed firsthand the loss of too many good friends who died while attempting to make a difficult recovery aboard a pitching ship in rough seas at night. I have been under enemy fire while airborne and had to fly back aboard the carrier. In such situations with literally no time to think, you act by habit and instinct. That is gained only through repetitive, realistic training.

From such a perspective, I can tell you that I want our young aviators to have the best opportunity to survive, and to fight and win in combat. As Captain Leenhouts has explained to you, this carrier landing training must be done in a way that most closely simulates and repeats the approaches onto our carriers in real life situations. That is the only way we can optimize the survival of our young aviators in this dangerous task.

You heard what Captain Leenhouts and Commander Craig had to say about training shortcomings at Oceana and NOLF Fentress. Now, I want to read the statements of other young Oceana aviators, as taken from a 13 September 2004, article in The Virginian-Pilot. And I quote:

Lt. Cmdr Mark Sullivan, an F-14 pilot and veteran landing signal officer with fighter squadron 211, has spent countless hours at the unforgiving steel stern of an aircraft carrier guiding approaching pilots. He also has pulled considerable duty at the darkened end of a concrete Fentress runway. The difference in approaches is dramatic, he says. ..."This whole neighborhood is off limits to us," Sullivan said pointing to a map of Fentress. "So we fly around this farm on this side. We stay outside this road here, cut back in on this side so we don't cross the intracoastal, go all the way out here and now drive over to try to get on line."

In turn, Captain Mark Mills, who commands Air Wing One at Oceana, said flight patterns at Fentress are a half-mile wider than those used at the carrier.

According to Captain Tom Keeley, Oceana's Commanding Officer, the Navy is out of alternatives. "We are at the limit," Keeley said.

Lt Cmdr Dave Koss, an F-18 Hornet Pilot with Strike Fighter Squadron 87, recalled his carefree days of flying from Cecil Field. "Cecil was out in the middle of nowhere," Koss said. "We took off and went right over the ocean and did our mission. We went straight to the bombing targets and did our mission. There was no 'Be at this altitude. Be at this air speed.' It was 'Go do your stuff and come back.'"

The September 13, 2004, article went on to say;

But at Oceana, they do things differently. In addition to the adjustment in approach altitude, flights heading offshore get over water as quickly as possible to lessen jet noise.

The Oceana pilots say they can see the advancing encroachment around the Virginia Beach field every time they return from deployment.

Oceana pilots sense that they alternate between being viewed as heroes and villains in their home community—heroes after returning from deployments, villains while flying practice missions over Hampton Roads.

Lastly, in another article dated June 30, 2004, the same Virginia-based newspaper reported on a five-page affidavit submitted by Admiral William J. Fallon, then-US Atlantic Fleet commander, on naval aviation readiness. And I quote:

Fallon said that it is crucial to practice simulated carrier landings in real darkness, which is increasingly difficult at Fentress Auxiliary Field in Chesapeake. Because of growth in Chesapeake, the Navy has had to alter its flight pattern there, making field carrier landings less realistic. "The first time an aviator actually lands at sea on a dark night will be more difficult than it has to be if he did his night...training at Fentress," Fallon wrote. "Until another OLF is available, the Navy lacks capacity to meet surge requirements," he said.

In addition to what you just heard about the skills needed to fly around the carrier, I want to discuss with how naval aviators also go about mastering war-fighting skills once they are launched from a carrier.

In Florida, there are expansive aircraft Military Warning Areas in the Atlantic and the Gulf of Mexico (Refer to Chart #4). These Warning Areas encompass over 220,000 square miles of airspace from sea level to 43,000 feet. This compares

to only approximately 112,000 square miles off the coast of Virginia and North Carolina (Refer to Chart 5).

As Captain Leenhouts has testified, there are a multitude of Air Force and Navy installations, bombing ranges, training areas, and air maneuver areas around Cecil Field. Jacksonville also hosts the Navy Depot that does major repairs to the Atlantic Fleet's Navy and Marine Corps F-18s, and is a close neighbor to the carrier homeport Mayport.

The Military Warning Areas depicted over the Gulf of Mexico and the Atlantic Ocean, and the Military Operating Areas (MOAs) over Florida and Georgia (Refer to Chart #4), are more extensive than any other training areas available to the Navy east of the Rockies. These are the same reasons why the Navy in its Training Resource Strategy (TRS) utilizes these waters, targets, ranges, and air space for the deployment training of its Combat Strike Groups and Amphibious Strike Groups. These facilities and operating airspace have become especially valuable since the closure of Vieques and the Roosevelt Roads training areas.

In summary, this issue boils down to whether or not the United States of America, through you nine Commissioners, is going to provide the best and safest training available, because it is available, to our young aviators.

Yours is a tough job, but I believe the choice here is easy.

Statement for the Record
Admiral Robert J. Natter, USN Retired

August 20, 2005

I am Admiral Robert J. Natter, USN Retired. I am a resident of Florida and am a consultant for the State on military issues. I have three daughters, all of whom are in the Navy, and one of whom is a naval aviator. I served as Commander of the U.S. Atlantic Fleet in Norfolk Virginia for three years prior to my retirement about 1-1/2 years ago. During my tenure as the Fleet Commander, I worked closely with the Chief of Naval Operations (CNO), Vern Clark, on Oceana problems and concerns. Specifically, both he and I received a constant stream of complaints from the citizens in Virginia Beach concerning jet noise in and around NAS Oceana and Navy Outlying Field (NOLF) Fentress. Additionally, I met frequently with the Commanding Officers of NAS Oceana and the Air Wing Commanders there to address their concerns over training constraints and safety issues resulting from jet noise mitigation measures that they had to operate under.

During the last fifteen years, encroachment at NAS Oceana and NOLF Fentress has continued and shows no signs of slowing. The Virginia Beach City Council has approved many requests for real estate development around the base even with the knowledge that such development will further encroach upon Oceana/Fentress. As an example, of 70 developments that the Commanding Officer of NAS Ocean opposed in writing to the City Council, the Council approved 51 in spite of the Commanding Officer's objections. That is almost a 75 percent rejection rate. The population encroachment surrounding Oceana/Fentress has seriously impacted flight training for our young pilots and has seriously complicated the scheduling of flight operations, especially in support of carrier deployments.

The CNO and I were very concerned with this population encroachment because of our knowledge that the FA-18 E/F is 25 percent louder than the current F-18 in the departure and approach configuration. The Joint Strike Fighter, of course, will be louder still. As a result of our concerns for noise complaints and for safety, we actively supported, and the CNO had funded, the land acquisition and construction of a new Navy outlying field in North Carolina for approximately \$180 million (an initiative blocked in the courts).

Turning to the BRAC process, the CNO, Admiral Vern Clark, testified before the BRAC Commission as to the operating problems at NAS Oceana and NOLF Fentress. He knew this problem was so serious that he directed the Navy staff to pursue an alternative site for locating the Navy squadrons at NAS Oceana. The Navy staff determined that the best location was Moody Air Force Base (AFB), and in my discussions with Admiral Clark, I agreed with him and encouraged

Moody AFB as the best solution. Subsequently, as you know, the Air Force opposed turning Moody AFB over to the Navy and relocating its operations elsewhere. Additionally, it was determined that such a series of moves (Navy to Moody, and Air Force from Moody to somewhere else) would be too expensive. The Navy's willingness to consider this kind of move and their commitment to invest \$180 million for a very sparsely equipped NOLF in North Carolina indicate how serious they consider the problems at NAS Oceana.

So why are we addressing the issue of Cecil Field now?

The Navy's VCNO testified before this Commission last month that with the introduction of the new aircraft I have already mentioned, and due to the encroachment around NAS Oceana and NOLF Fentress, a new Master Jet Base will be needed 10 to 15 years from now. Yet, the Navy's own estimates indicate that such a new base will cost about \$2 billion. In turn, any future Master Jet Base would require a full National Environment Protection Act (NEPA) assessment that I am confident will not allow for the building of a new Master Jet Base along the Eastern United States in this day and age. The more we looked into the possibility of Cecil Field as a potential cost effective alternative, the more sense it made to offer it up to the DoD as a new Master Jet Base.

The current CNO, Admiral Mike Mullen, testified to your Commission that the Navy could not now afford to spend the billion or so dollars required to relocate NAS Oceana. I submit that two times that amount of money will certainly not be available to the Navy 10 years from now for a new Master Jet Base any more than it is available today. Not even the Navy using Enron's accountants can make that look like a good deal to the taxpayers. Additionally, the politics of closing down a naval air station and garnering public support for building a new station 10 to 15 years from now outside a BRAC process will be impossible. In essence, if this Commission and the Department of Defense do not take action now to address this very serious problem, the problem will only get worse and there will be no solution in the out years. This is a NOW or NEVER proposition.

The Cecil Field proposal before the BRAC Commission is compelling.

- DoD gets its former Navy Master Jet Base at Cecil Field back for FREE. This includes 17,686 acres, as opposed to 5,331 acres at NAS Oceana. This land will be cleared of all non-DoD tenants.
- The sparse encroachment proximate to Cecil Field and NOLF Whitehouse will be held in check because of existing and ongoing State and City "greenbelt" property acquisitions located around the base, and others in the process of being acquired by the State (e.g., the Norfolk Southern Tract acquisition) (See Chart #3).

- DoD receives significant and very much improved infrastructure, all for FREE including runways, towers, more hangar space than exists today at NAS Oceana, and other support facilities such as a hush house, fuel pits, and administrative support buildings. These are facilities, which were upgraded since 1999, at a cost of \$133 million by City, State, and Federal grants.
- Most importantly, the DoD would receive an operational Master Jet Base with a fully capable outlying field, both with significantly less encroachment than NAS Oceana (145,024 residents at Oceana within the 65db AICUZ; 10,129 at Cecil w/in 65db AICUZ). What this really provides is the ability of our young naval aviators to train and fly the approach and departure patterns around Cecil Field and NOLF Whitehouse exactly as they have to when operating from an aircraft carrier. As the Commission knows, this cannot be done, AT ANY TIME, at and around NAS Oceana and NOLF Fentress.

I want to address two operational issues that have arisen in these and past deliberations. First, the distance of the Navy's aircraft carriers at Norfolk from Cecil Field has been touted as a reason for not allowing the Atlantic Fleet Master Jet Base to be located at Cecil Field. The reality is that when an Air Wing is required to move its ground equipment and files aboard the carrier in preparation for the one or two deployments from each coast in a year's time, trucks are loaded and driven to the pier for movement aboard. After loading at Oceana, the trucks drive about an hour to the piers. At Cecil Field, the same trucks can be loaded and driven to Norfolk in one day's time. It should be noted that for our West Coast carriers, the Air Wing equipment is driven from Lemoore, California to San Diego, a distance of 320 miles. There have been no complaints in the Pacific Fleet concerning this required movement.

Second, there has been discussion and reference to a specific classified mission at NAS Oceana. Obviously, as Commander of the Atlantic Fleet, I was cleared into and fully cognizant of the classified mission referred to and its relevance to NAS Oceana. Because this is an unclassified forum, I can not address the particulars of this mission. However, I will say that I have discussed the issue with the Atlantic Fleet staff and am confident that this mission could be done at another naval air station in Norfolk.

In summary, the issue of finding a replacement for NAS Oceana is all about mitigating risk.

The first risk is the flying risk of remaining at NAS Oceana where there is significant and increasing encroachment of people up to the base fence line. As an example, in the early 1970's, an F-14 crashed on approach into NAS Oceana. Today, that crash site is next to Lynnhaven Mall. The other flying risk is that to our young pilots who are unable to train at NAS Oceana and NOLF Fentress in the same way that they are required to fly onto and off our aircraft carriers. I think you will agree that the level of risk is now unacceptable at NAS Oceana.

,How many of you believe that flight operations will be allowed to continue at NAS Oceana if one of our Navy aircraft crashes into Lynnhaven Mall one summer afternoon and kills countless numbers of innocent citizens? In contrast, if a crash happens at Cecil Field, at the same relative location to the airfield, all that will be killed are pine trees.

The second significant risk is that of the future of Navy aviation. As already mentioned, the issue of increasing jet noise with more modern Navy aircraft and the unabated encroachment around NAS Oceana and NOLF Fentress, clearly indicate to me that the value of that base is diminishing daily. Equally risky is the Navy's ability to find a new location for a Master Jet Base 10 to 15 years in the future, a location acceptable to the people living there, acceptable to the environmental protection interests, and acceptable to the Navy's budget. I know you agree that outside the BRAC process, such a relocation and budget expenditure in the future will be impossible.

Risk mitigation is what our military people deal with day in and day out—both in combat operations and in enhancing the military value of our bases and facilities.

Commissioner Gehman was quoted by The New York Times, August 13, 2005, as saying "Military value trumps everything." Of course, he is absolutely correct, and that is why this Commission was established—to put military value ahead of local interests and politics. In fact, the BRAC Final Selection Criteria published by the DoD gave priority consideration to military value—the first four of the eight criteria being military value.

The first BRAC selection criterion is "current and future mission capabilities," including the impact on joint war fighting, training, and readiness. I am confident that Admiral Arthur, Capt. Leenhouts, and Cmdr Craig have stated the advantages of Cecil Field and NOLF Whitehouse clearly during their presentations, and I believe the military value of Cecil Field is overwhelming.

The second criterion is the "availability and condition of land, facilities, and air space," including training areas. Again the advantages of Cecil Field, its closely located training and bombing ranges, the significant air space available to it, and the synergies presented through being in close proximity to other DoD installations, are compelling.

The third military criterion is the "ability to accommodate contingency, surge, and future force requirements" to support operations and training. The case here is overwhelmingly in favor of Cecil Field and its potential for mission growth for the future.

The last military value criterion is that of the "cost of operations." The taxpayers of our country are being offered a free Master Jet Base, with three quarters of its infrastructure modernized, and with expansive training facilities located close by.

The offer of this 17,686-acre facility would be an easy choice if left in the hands of our taxpayers and young war fighters. That opportunity to provide the DoD with a modern Master Jet Base, including the valuable military assets described, as compared to the Navy's stated requirement to build a \$2 billion Master Jet Base 10 to 15 years in the future is obvious.

The bottom line is that this issue is all risk mitigation, military readiness, and military value, the safety of our young military men and women who we send into combat, and the safety of our citizens who live around these dangerous military operations.

Cecil Field is the right decision for the taxpayers, and, most importantly, Cecil Field is the right decision for our young naval aviators.

**Statement for the record on Cecil Field
Mayor John Peyton**

August 20, 2005

I am John Peyton, and have the distinction of serving as the Mayor of the City of Jacksonville. You have heard the aviation qualities of Cecil Field. I will now present the business case. Our commitment is clear—we will return Cecil Field to the Navy as a Master Jet Base: a base that is in better condition, clear of all commercial tenants with a promise that encroachment will never interfere with Navy operation.

I am able to make this pledge because of Jacksonville's strong mayoral form of government and consolidated City/County structure. We do not have duplicative governing bodies that dilute local authority. This is a major advantage for coordinating effectively with the state and federal government.

Cecil Field is a unique asset with unmatched potential. It is the largest of four Master Jet Bases created by congressional action in 1951. It is three times larger than NAS Oceana, with direct access to unrestricted airspace in the Atlantic and Gulf of Mexico. In fact, this unrestricted airspace was one of the reasons the military value of Cecil Field was significantly higher than Oceana when analyzed by the Department of Defense during the 1993 BRAC process.

Since the Navy departed in 1999, approximately seventy percent of the aviation traffic at Cecil Field has involved military aircraft. The City and Jacksonville Aviation Authority, which operates the flight line, have remained solid partners with the Navy since then, and have received NO complaints about Navy jet noise of any sort.

Since acquiring the property in 1999, Jacksonville has been a good custodian of Cecil Field. The City has been improving the base to accommodate a first tier aviation commerce center. Our investments include \$133 million in infrastructure enhancements, demolition of antiquated buildings, and environment remediation. In fact, seventy percent of the base is in tact and upgraded. The City did all this to attract one large aviation enterprise—a tenant that is yet to be realized. We have been very close to landing two very significant anchor tenants, and believe we have the most marketable aviation facility in the country. In short, Cecil Field is in better shape today than it was before its transfer by the Navy. And, because of its assets, we have every reason to believe our window of opportunity for making Cecil Field available to the Navy is narrow.

There are several things you should know about Cecil Field. There is more hangar space on the flight line at there than at NAS Oceana. The hangars have been refurbished and expanded. There are six miles of new roads at Cecil Field.

And, funding is in place for a \$130 million project to connect Cecil Field to Interstate 10. In turn, environmental problems have been remediated.

Encroachment is and will not be a problem at Cecil Field. There are NO improper uses within the Accident Probability Zone (APZ). No schools, no churches, no shopping areas. You will never have the same encroachment problems at Cecil Field that currently exist at Oceana.

Currently, there are 145,000 people living within the AICUZ of NAS Oceana, while only 10,000 living within the AICUZ of Cecil Field. The densely populated AICUZ at NAS Oceana is, in fact, restricting training and hindering flight operations. There are no such limitations at Cecil Field, and the airstrip can be used 24 hours a day, seven days a week, 365 days a year.

The Jacksonville Municipal Code lays out clear and detailed restrictions on land use in the AICUZ, which our City government strictly adheres to. We regulate the sale or lease of property within the AICUZ through disclosure statements in the deeds.

The threat of future encroachment is virtually impossible due to the major "greenbelt" that bounds Cecil Field (Refer to Chart #4). This is an extraordinary feature at the Field. This permanent buffer prevents encroachment to the north, south, and west of the runways. This greenbelt is the result of a successful State and City partnership to preserve land and manage growth. In turn, Jacksonville has the largest park system in America, and the State of Florida boasts the most aggressive land acquisition program in the Union. We can and will control encroachment. Between the land we own, the land we are scheduled to acquire, and the land that is restricted, encroachment is not and will not be a problem at Cecil Field.

On the business side of this commitment, the City has made a comprehensive effort to estimate the costs necessary to re-establish Cecil Field as a Master Jet Base. We have provided construction estimates and capacity data to your staff. Our business experience at Cecil Field gives us validated numbers for the square foot costs of administration buildings, barracks, and aviation-related infrastructure. We believe the cost to re-establish Cecil Field as a Master Jet Base will be one quarter of the amount estimated by the Navy. This large cost discrepancy results from the failure of the Navy to account for the existing infrastructure at Cecil Field.

On August 19, 2005, our City Council passed a unanimous Resolution that calls for the immediate transfer to the Navy of title to Cecil Field. We estimate the monetary value of the land and buildings of this transfer to Navy to be \$1.66 billion. We commit to transfer the base clear of all commercial tenants no later than December 2009. Additionally, we will support the State's commitment to provide public/private housing in time for the Navy's arrival.

We have also included a timeline for your review. This conversion of Cecil Field to a Master Jet Base can be completed in 4 ½ years. We expect the Environmental Impact Study (EIS) to be a seamless process that can run concurrently with construction and conversion planning. Construction should take three years. Because Cecil Field has never stopped operating as a jet base, with 85,000 aviation events last year, the EIS will not be a problem. Furthermore, the previous environmental remediation that took place there post departure of the Navy should enable an expedient, non-problematic experience.

In summary, let me restate, Jacksonville will turn over Cecil Field free of tenants and environmental problems to the Navy. Encroachment is not and will not be problem. All reports alleging that encroachment, commercial leases, airspace restrictions, or exorbitant costs are incorrect and not based on fact.

The facts are compelling and the contrast between Cecil Field and NAS Oceana could not be clearer. This is a unique opportunity with near providential timing. This Mayor and this Governor pledge to make this work. Cecil Field is the largest and best Master Jet Base in the world. We recognize that the highest and best use of this community asset is to return Cecil Field to the Navy.

Our commitment to return Cecil Field, clear and free, is firm.

Jacksonville was entrusted with a jewel in the form of a Master Jet Base. We have been and continue to be good custodians of this jewel. She has been cared for and polished, and frankly never looked better. We now seek to return this jewel to its rightful owners: the naval aviators that train diligently and risk life and limb to keep us safe and free.

**Statement for the Record on Cecil Field
Senator Bill Nelson (Florida)**

August 20, 2005

On behalf of Florida's entire congressional delegation, we sincerely appreciate this opportunity to present our views on the military value and potential of the former Naval Air Station Cecil Field.

As you can tell from the testimony so far, Florida characteristically has put its bottom-line up front: Cecil Field and Northeast Florida retains much of its military value; Cecil Field can and should be reoccupied by the Navy.

The evidence presented to you over the last few weeks has been objective, measurable and compelling. Cecil Field, indeed the entire Northeast Florida region, can give the nation the air, sea and land ranges necessary to achieve the most realistic combat training at the lowest risk.

But my colleagues and I are not here to tell you what you already know. We promise...

We are here to demonstrate the Florida delegation's absolute solidarity in support of the reestablishment of Naval Air Station Cecil Field.

We are here to demonstrate our total commitment, as members of the United States Congress, to do whatever is necessary to ensure that Cecil Field can and will be successfully reoccupied.

We are here to pledge that the Navy will have the Federal resources necessary to make this happen efficiently, effectively, affordably and on time.

I serve proudly as a member of the Senate Armed Services Committee. Over the last four years, we have examined and reexamined the need for and purpose of this BRAC round.

Our direct intent and our sincere hope has always been that this BRAC Commission will objectively examine the value of our national military infrastructure, without limitation, and act in ways that you judge appropriate and necessary to preserve and increase the readiness of our forces well into the future.

Florida's congressional delegation stands ready and eager to do its duty to ensure that this BRAC round gives the men and women of our Armed Forces exactly what they need -- without limitation, without mitigation, without compromises, without extraordinary management, and without unnecessary risk -- for today and well into the future so that they remain the most capable and ready force for peace and freedom the world has ever known.

**Statement for the Record on Cecil Field
Representative Ander Crenshaw**

August 20, 2005

Mr. Chairman and Members of the Commission, I would like to echo the sentiments of our entire panel and comment on the military construction aspects of the possible re-opening of Cecil Field and the enhanced military value gained by locating the Atlantic Fleet fighter jets in the same fleet concentration area as the Fleet Readiness Center Southeast (formerly, Navy Air Depot Jacksonville).

As a member of the House Appropriations Subcommittee that is responsible for the annual military construction budget, I can say Cecil Field is a great value! Cecil Field could be returned to operational status for a military construction price tag of less than \$400 million. While I will always shy away from calling any project worth this amount of money mere, I will not shy away from stating that the military construction projects required for Cecil Field would have an extraordinarily high and almost unmatched ratio of military value gained compared to federal dollars appropriated.

In order to combat the degraded training opportunities at NAS Oceana, my colleagues and I appropriated over \$180 million to build an outlying field in Washington County, North Carolina. Is that Outlying Field worth the \$180 million in valuable military construction funds? Of course it is, when it is the only option available to the Navy so their aviators can train the way they fight. But I will tell you that it is NOT worth the funding when there is the opportunity for the Department of Defense to receive a military installation worth \$1.6 billion for no cost to them and that installation can serve the Navy's Atlantic Fleet fighter jet community for the 21st century when modified by less than \$400 million in military construction funds.

In addition to the great value associated with reopening Cecil Field, there is an enhanced military value of the Fleet Readiness Center Southeast (FRC SE), formerly called the Navy Air Depot Jacksonville, being located 16 miles away from Cecil Field. The FRC SE employs over 2,500 skilled artisans who have maintained the F/A 18 aircraft in many different capacities including regularly scheduled Phased Maintenance Intervals (PMI) and aircraft modifications such as the center barrel replacements. The close proximity to a FRC SE will make broader maintenance capabilities more readily available to the F/A 18 squadrons; reduce the time it takes to gain access to those capabilities; and expand the skills base available to solve maintenance problems at the squadron and intermediate maintenance levels; and save precious Department of Defense dollars by making more efficient use of trade skills and specialized equipment. These are not just plans the FRC SE has devised, these are the practices and the savings they realized when the F/A 18's were formally based at Cecil Field. Today, these actions are more complicated and occur at a slower pace that the fleet is at NAS Oceana.

I would like to thank you all for the time and analysis that the Commission has dedicated to ensuring our defense infrastructure is properly aligned for the 21st century.

**Statement for the Record on Cecil Field
Representative Cliff Stearns**

August 20, 2005

Mr. Chairman and Members of the Commission:

It is my honor to address this BRAC Commission, especially Chairman Principi, with whom I worked closely on numerous veterans' issues for many years, and my former House colleagues, Commissioners Hansen and Bilbray. I appreciate the Commission allowing Florida to present its meritorious case for utilizing Cecil Field as the Navy's future Master Jet Base.

First let me say, I have been through a BRAC process before and I understand how difficult your job is. In the early 1990s, politics guided that round of closures. The 1993 closure of NAS Cecil Field was influenced more by politics than what was good for the Navy and national security.

I remember sitting here in 1993, roles reversed, with my former colleague Tillie Fowler of Jacksonville, who as we all know passed away earlier this year. At that time, we both made the case that Cecil Field is the best option for national security. As it was so certified 12 years ago, this remains true today.

In 1993, I had the opportunity to visit Oceana. In my testimony to the BRAC Commission back then, I said, "I was shocked by the level of civilian encroachment near NAS Oceana, including the shopping center and upscale housing developments directly adjacent to the base." And that was 12 years ago! Meanwhile growth there continues.

Our position in 1993 was based on five flaws in the Navy's analysis:

First, the Navy's decision-making process was driven by the desire to minimize excess capacity. While reducing capacity is related to cost savings, it does not directly correlate, especially in situation where large MILCON expenditures will be required to fulfill the Navy's recommendations. In Cecil's case, a large amount of excess capacity can be reduced, but only at the expense of spending hundreds of millions of dollars on new facilities.

Second, the Navy's COBRA analysis is significantly flawed, including one case where savings are achieved by moving or eliminating 109 percent of the personnel at Cecil.

Third, the Navy ignored addition CHAMPUS and environmental costs, calling them "sunk costs." These real costs were ignored, and this distorts the analysis of a base closure.

Fourth, the Navy treated military values as fixed constants, which ignores changes that would come about as a result of realignment scenarios.

Fifth, the Navy made significant errors in measuring military value. Cecil took a military value deduction for environmental problems at its bombing ranges because of potential fire hazards, while other bases did not.

Today, 12 years later, Cecil Field remains relatively rural, with minimal development surrounding the facility. And, importantly, the area is still as military friendly as it was in 1993...and in 1999, when the Navy turned off the lights. Today, like before, when Jacksonville residents hear Navy jets in training, they do not complain—quite the opposite. In Jacksonville, our residents consider the sound of military jets in training, the “Sound of Freedom,” and that is a very good thing of which we are proud.

Cecil Field is located in my Congressional district and I want to talk today about the local aspects of Cecil Field as a replacement for Naval Air Station Oceana. Most importantly, there is overwhelming support for this proposal from the City of Jacksonville, the State of Florida and my local residents and constituents. In fact, I have a letter that was sent to Chairman Principi signed by nearly the entire Florida House Delegation in support of this proposal. I can say with a sufficient amount of certainty that the entire delegation would have signed had it not been circulated in the middle of the August Congressional recess.

Contrast this to Oceana, where community complaints about the noise and “inconvenience” of training are widely reported and a commonly known fact. This is not a problem at Cecil because, in fact, only about 10,000 residents live within the 65 dB noise contour at Cecil while at Oceana, approximately 145,000 residents live within the 65 dB noise contour. At their current growth rate, that number is certain to go higher.

The problems of encroachment at Oceana have been well documented. Encroachment at Cecil is not nearly as serious an issue as at Oceana. There is a sub-division development in planning south of Cecil; however, the subdivision in question has no homes built that are within the “65 dB” noise contours. The Mayor of Jacksonville has met with the subdivision developer and asserts that the City will work to buy out the remainder of the development to ensure there is no encroachment threatening war fighter training.

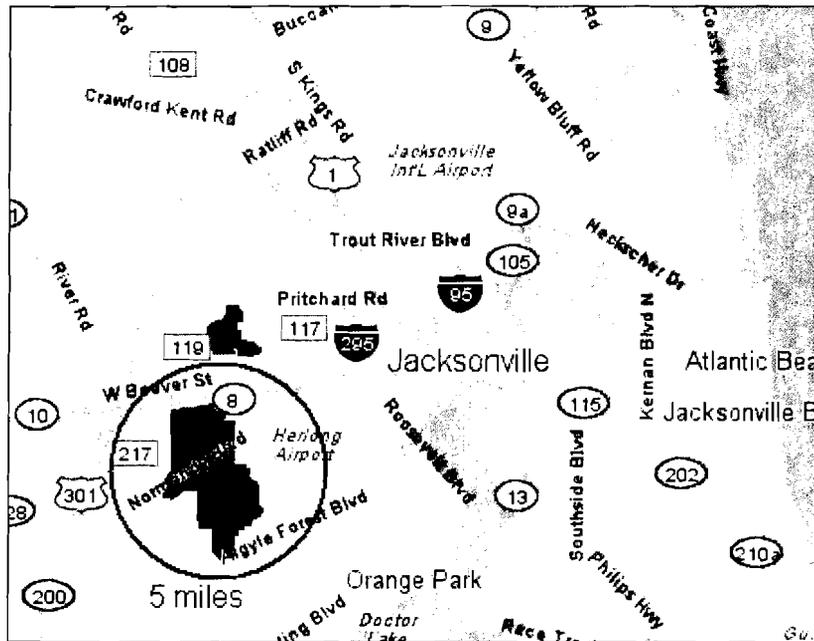
My commitment to you, on behalf of my constituents and in coordination with the State of Florida and the City of Jacksonville, is to ensure the Oceana encroachment experience is not replicated. I am committed, along with the City and State, to curb any encroachment in the future that could negatively impact a viable Cecil Field as a Master Jet Field for the Navy.

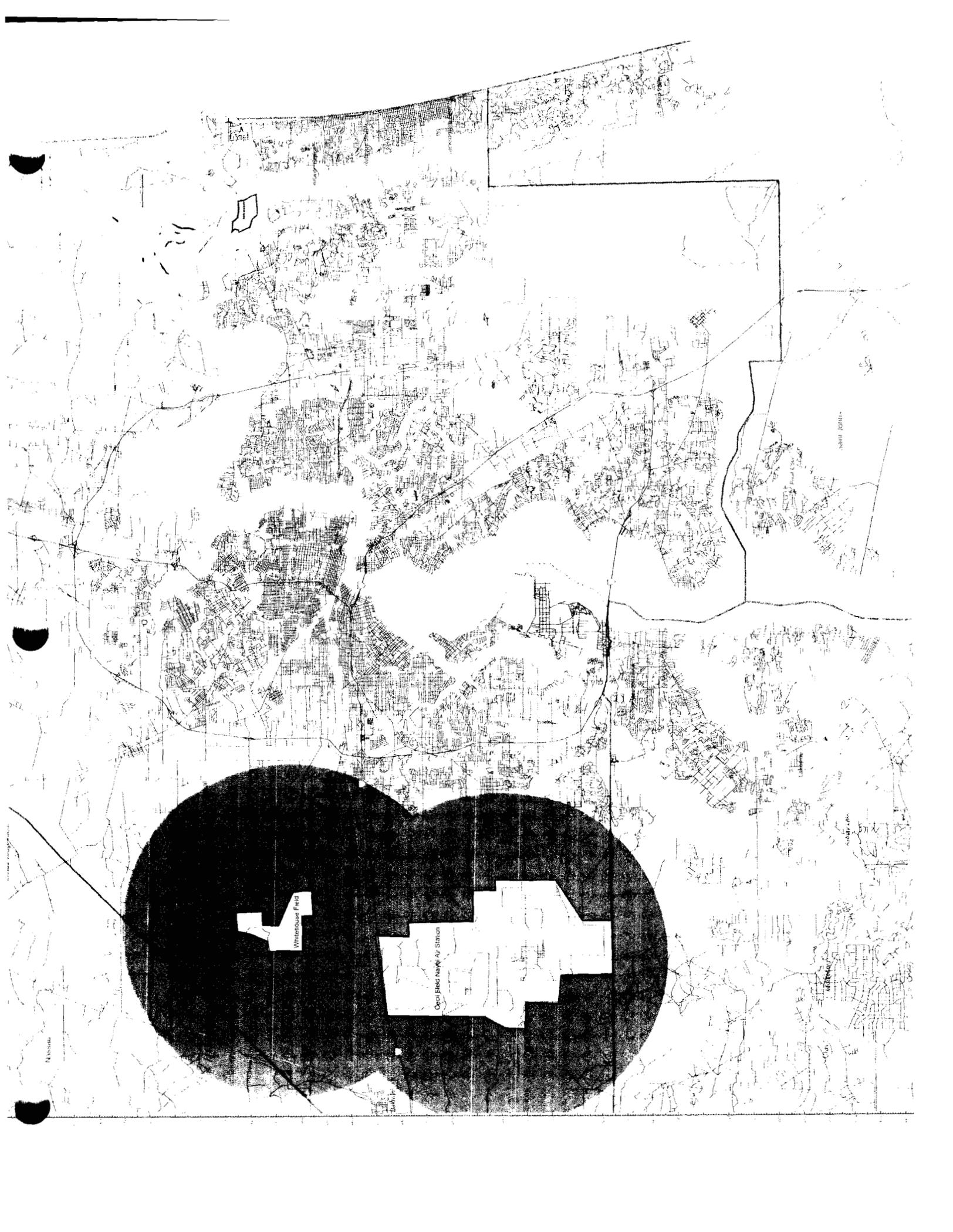
In closing, Mr. Chairman, as the United States is engaged in a Global War on Terrorism, it is more important than ever to have the highest quality facilities for war fighting training. It is the goal of all of us here today to ensure that Cecil Field is just as valuable in 50 years as it is today. Our commitment—does just that.

Just as I sat here in 1993 with Tillie Fowler, I remember us advocating the need for Cecil Field to remain open. The arguments we made then are just as cogent today. I strongly urge the Commission to seriously consider this proposal and look forward to working further with the Commission and the Navy in turning this into reality.

Development Density (5 mile radius) Around Cecil Field

- Base located far west of developed city
- Over 30 miles from heavily populated beaches





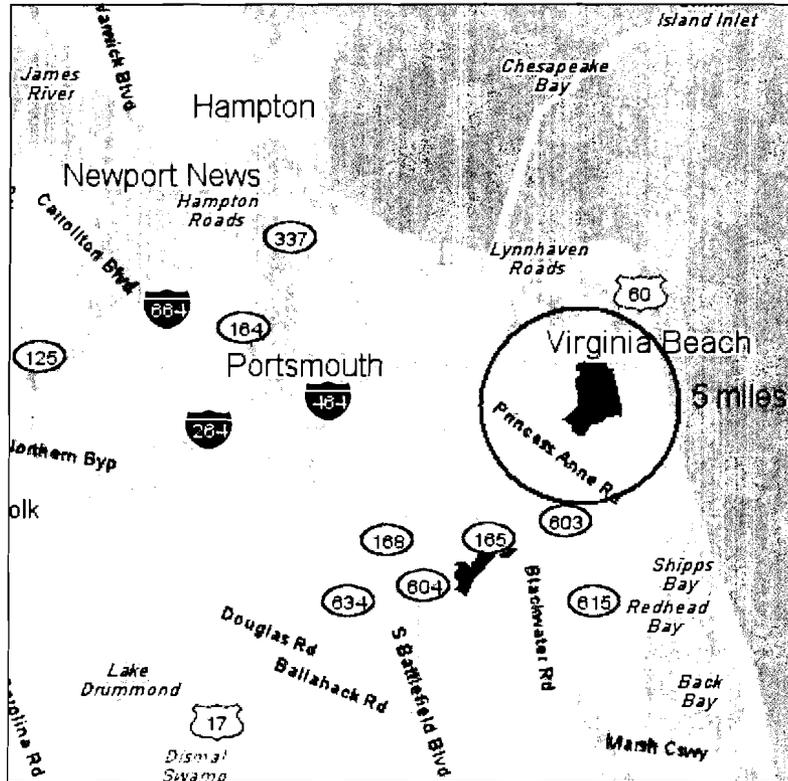
Whitcomb Field

Oceal Field Napa Av Station

Map

Density Development (5 mile radius) Around NAS Oceana

- Base located in the middle of Virginia Beach
- Less than two miles from the coast, surrounded by beach developments





NAS
Oceana

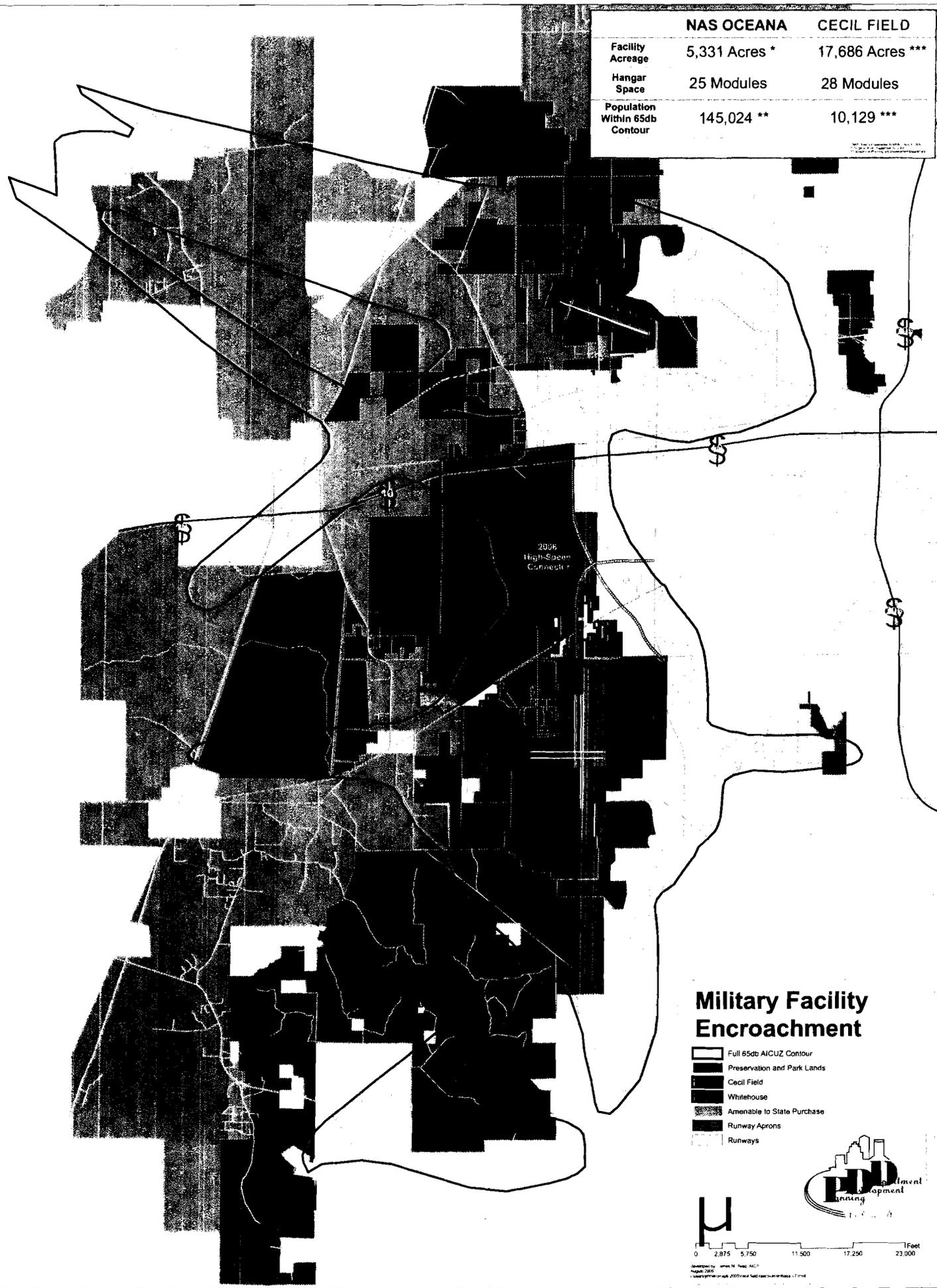
OLF Field

Plymouth

Chesapeake

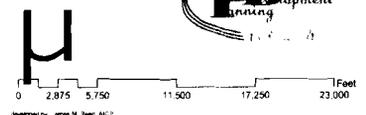


	NAS OCEANA	CECIL FIELD
Facility Acreage	5,331 Acres *	17,686 Acres ***
Hangar Space	25 Modules	28 Modules
Population Within 65db Contour	145,024 **	10,129 ***



Military Facility Encroachment

- Full 65db AICUZ Contour
- Preservation and Park Lands
- Cecil Field
- Whitehouse
- Amenable to State Purchase
- Runway Aprons
- Runways

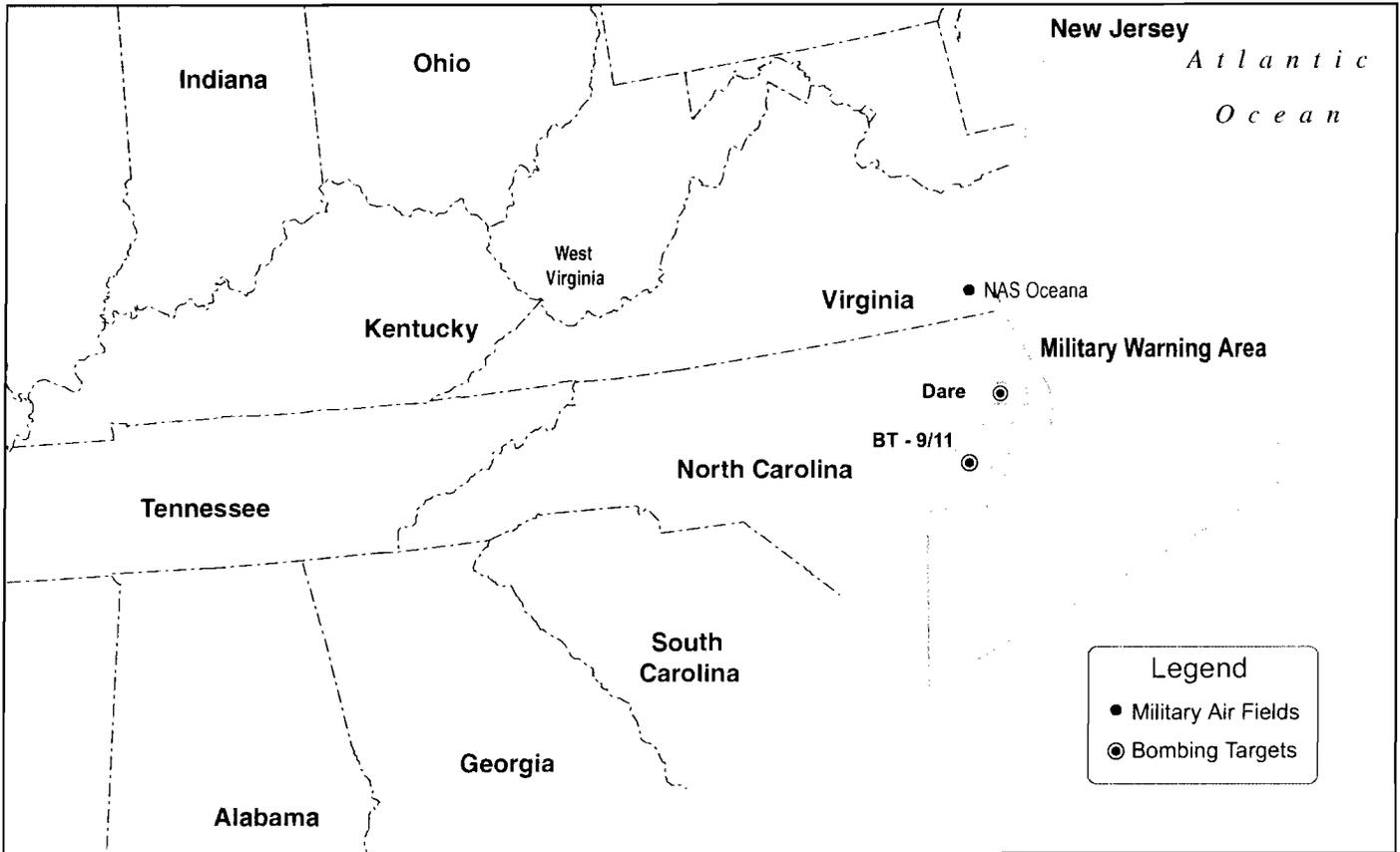


Developed by James M. Treadwell, AICP
 August 2010
 based on the draft 2009/10a full-scale environmental impact study

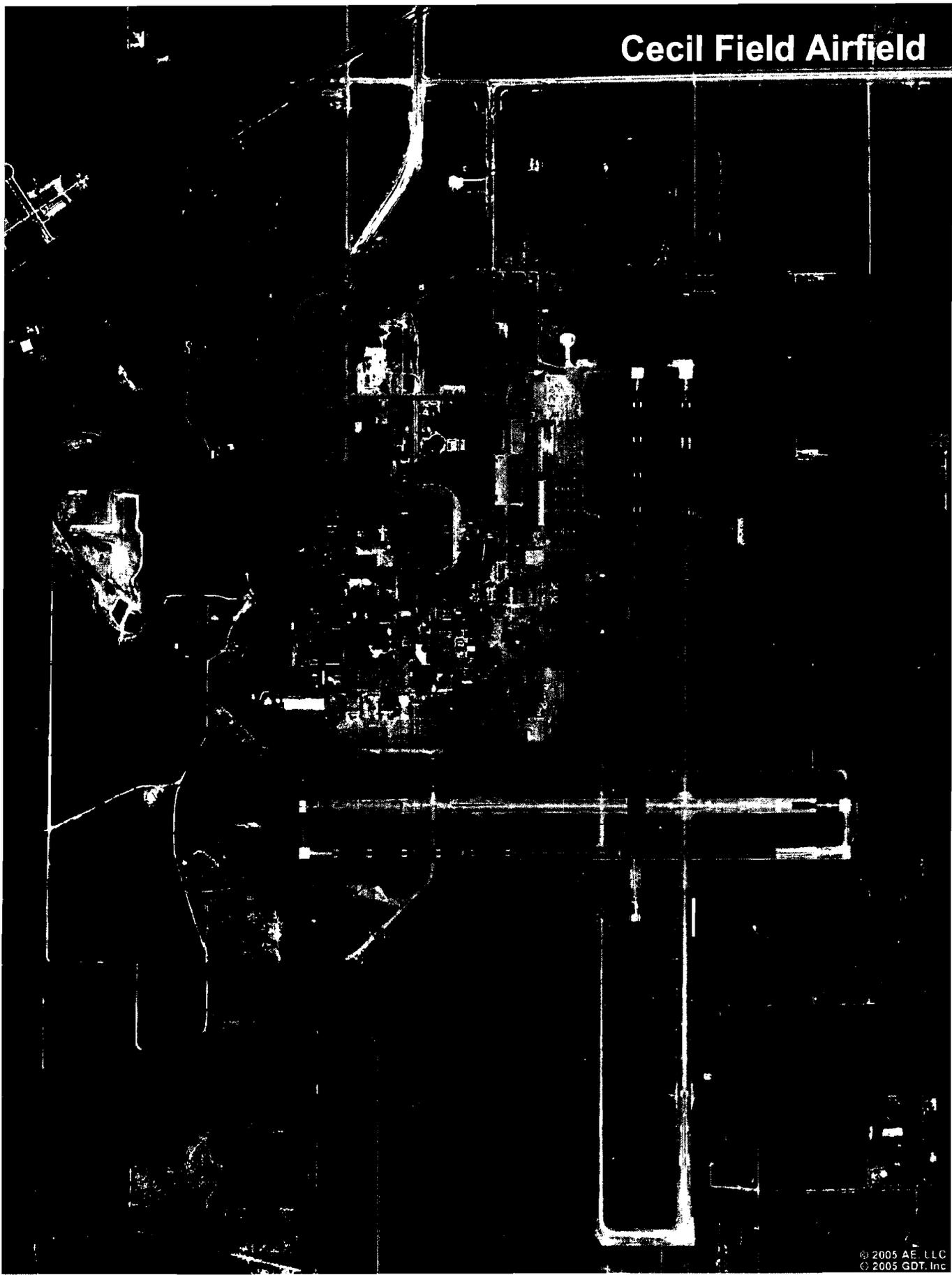
Warning Areas - Cecil Field



Warning Areas - Oceana



Cecil Field Airfield



Comparision: Cecil Field vs Oceana

	Cecil Field	Oceana
Size (acres)	17,686	5,331
Hangar Space (equivalents)	28	25
Population within 65 db AICUZ	10,129	145,024
Simulated Carrier Flight Ops.	Yes	No
OLF with Sim. Carrier Flight Ops.	Yes (Whitehouse)	No

All within 30 minutes:

Live Ordnance Ranges	3*	0
Target Complexes	6	2
Military Operating Areas	6	1
Unrestricted Tactical Training Zones	2	1
Training Airspace available (sq. mi.)	~200,000	~125,000
TACTS Ranges	1	1
EW Ranges	1	1

* - Avon Park will become a live bombing range in early 2006

**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**

August 12, 2005

The Honorable Anthony J. Principi
Chairman
Defense Base Closure and Realignment Commission
2521 South Creek Street, Suite 600
Arlington, VA 22202

Dear Chairman Principi:

In a previous letter to the BRAC Commission dated July 31, 2005, I estimated a cost of approximately \$250M to facilitate the return to Cecil Commerce Center to use as a Master Jet Base. This number reflected rebuilding existing infrastructure and facilities to the level when Cecil Field was disestablished.

During the visit of your senior staff analysts on Aug 10, 2005 we were provided with detailed infrastructure requirements for a new Master Jet Base. We have now examined these requirements item by item, and completed a comprehensive. This cost analysis was conducted by BHR-Arcadis, a nationally recognized engineering firm with significant experience in the planning of military bases and facilities. The attached four pages provide detailed cost analysis.

The cost to return the infrastructure at Cecil Field to meet the needs of a Master Jet Base in 2005 is \$263M. This estimate is exclusive of housing requirements which total \$166M. A robust public/private housing program could reduce this amount significantly and we are willing to engage in such an effort should circumstances warrant this.

The cost estimate above does not include a new commissary or exchange. NAS Jacksonville, located 6 miles east of Cecil Field, has newly modernized and expanded facilities which would be readily available to assigned personnel and their families. These facilities were shared when Cecil Field operated as a Naval Air Station and was home to all East Coast F/A-18 squadrons.

As always, I am available for any further discussion on this matter, and appreciate your consideration of this tremendous opportunity.

Sincerely,

John Peyton
Mayor

MilCon for Base: NADEP JAX DET CECIL, FL (n65886c)
 CITY OF JACKSONVILLE REVIEW BASED ON ACTUAL BUILDINGS & FACILITIES CURRENTLY AT CECIL AUGUST 2005

(Negative # indicates no deficiency-Addl Space available)

All values in 2005 Constant Dollars (\$K)

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

1721	Simulator Facility	SF	3,690	772	209	0	Default	0	772	95000	46,690	9768
1721	Simulator Facility	SF	138,000	28,864	209	0	Default	0	28,864	See Above		0
2114	Aircraft Engine Test Building	SF	12,200	2,015	165	0	Default	0	2,015	6376	5,824	962
2111	Aircraft Maintenance Hangar	SF	419,328	n/a**	#####	0	Default	n/a**	1	936456	183,872	36774
2112	Aircraft Maintenance Shop	SF	256,867	n/a**	#####	0	Default	n/a**	1	See Above		0
1444	Miscellaneous Operations Support Building	SF	171,553	34,990	204	0	Default	0	34,990	See Above		0
2112	Aircraft Maintenance Shop	SF	11,939	n/a**	#####	0	Default	n/a**	1	See Above		0
2112	Aircraft Maintenance Shop	SF	70,000	n/a**	#####	0	Default	n/a**	1	See Above		0
2112	Aircraft Maintenance Shop	SF	55,450	n/a**	#####	0	Default	n/a**	1	See Above		0
2112	Aircraft Maintenance Shop	SF	28,250	n/a**	#####	0	Default	n/a**	1	See Above		0
2184	Parachute and Dingy Maintenance Shop	SF	6,680	1,209	181	0	Default	0	1,209	See Above		0
2118	Aircraft Engine Test Facility	EA	3	6,410	#####	0	Default	0	6,410	2	1	2137
2118	Aircraft Engine Test Facility	EA	4	8,547	#####	0	Default	0	8,547	0	4	8547
2133	Marine Maintenance Shop	SF	400	56	140	0	Default	0	56	0	400	56
2141	Vehicle Maintenance Shop	SF	23,200	3,810	164	0	Default	0	3,810	24891		-1,691
2141	Vehicle Maintenance Shop	SF	7,200	1,182	164	0	Default	0	1,182	7650		-450
2181	Installation Support Vehicle Maintenance	SF	2,280	374	164	0	Default	0	374	0	2,280	374
2181	Installation Support Vehicle Maintenance	SF	44,100	7,243	164	0	Default	0	7,243	0	44,100	7243
2181	Installation Support Vehicle Maintenance	SF	16,980	2,789	164	0	Default	0	2,789	0	16,980	2789
2182	Installation Support Equipment Maintenance	SF	1,400	187	134	0	Default	0	187	0	1,400	187
2191	Facility Engineer Maintenance Shop	SF	7,400	956	129	0	Default	0	956	0	7,400	956

FAC	Title	UM	New MilCon (REQT)	New Cost*	Using Rehab	Rehan Type	Rehab Cost*	Total Cost*	EXISTING CECIL FIELD ASSETS	DEFICIT DIFFERENCE BTWN REQ/EXIST	SURPLUS DIFFERENCE BTWN REQ/EXIST	TOTAL ADDED COSTS TO MEET REQT
2191	Facility Engineer Maintenance Shop	SF	9,260	1,196	129	0	Default	0	1,196	0	9,260	1196
2113	Aircraft Corrosion Control Hangar	SF	14,000	4,305	308	0	Default	0	4,305	see 2111 above	0	0
4111	Bulk Liquid Fuel Storage	BL	60,000	3,588	60	0	Default	0	3,588	0	60,000	3588
4211	Ammunition Storage, Depot and Arsenal	SF	960	226	235	0	Default	0	226	54550	650	153
4211	Ammunition Storage, Depot and Arsenal	SF	10,100	2,382	236	0	Default	0	2,382	see above		0
4211	Ammunition Storage, Depot and Arsenal	SF	20,640	4,867	236	0	Default	0	4,867	see above		0
4211	Ammunition Storage, Depot and Arsenal	SF	1,700	401	236	0	Default	0	401	See Above		0
4211	Ammunition Storage, Depot and Arsenal	SF	6,300	1,486	236	0	Default	0	1,486	See Above		0
4211	Ammunition Storage, Depot and Arsenal	SF	15,500	3,655	236	0	Default	0	3,655	See Above		0
4421	Covered Storage Building, Installation	SF	9,500	822	87	0	Default	0	822	148652		-152
4421	Covered Storage Building, Installation	SF	139,000	12,028	87	0	Default	0	12,028	See Above		0
4423	Hazardous Materials Storage, Installation	SF	7,800	1,086	139	0	Default	0	1,086	2400	5,510	767
4423	Hazardous Materials Storage, Installation	SF	110	15	136	0	Default	0	15	See Above		0
4422	Covered Storage Shed, Installation	SF	1,720	63	37	0	Default	0	63	0	1,720	63
4422	Covered Storage Shed, Installation	SF	220	8	36	0	Default	0	8	0	220	8
4422	Covered Storage Shed, Installation	SF	5,000	184	37	0	Default	0	184	0	5,000	184
4421	Covered Storage Building, Installation	SF	14,240	1,232	87	0	Default	0	1,232	0	14,240	1232
4521	Open Storage, Installation	SY	4,450	225	51	0	Default	0	225	0	4,450	225
5400	Dental Facility	SF	18,500	4,619	250	0	Default	0	4,619	10394	8,106	2024
5500	Dispensary and Clinic	SF	57,400	12,970	226	0	Default	0	12,970	36406	20,994	4744
6100	General Administrative Building	SF	660	104	158	0	Default	0	104	66497	143,103	22550
6100	General Administrative Building	SF	3,400	535	157	0	Default	0	535	See Above		0
6100	General Administrative Building	SF	11,200	1,763	157	0	Default	0	1,763	See Above		0
6100	General Administrative Building	SF	20,850	3,281	157	0	Default	0	3,281	See Above		0
6100	General Administrative Building	SF	3,360	529	157	0	Default	0	529	See Above		0
6100	General Administrative Building	SF	125,000	19,673	157	0	Default	0	19,673	See Above		0
6100	General Administrative Building	SF	13,400	2,109	157	0	Default	0	2,109	See Above		0
6100	General Administrative Building	SF	6,300	991	157	0	Default	0	991	See Above		0
6100	General Administrative Building	SF	1,080	170	157	0	Default	0	170	See Above		0
6104	Automated Data Processing Center	SF	5,000	1,038	208	0	Default	0	1,038	See Above		0
6100	General Administrative Building	SF	7,250	1,141	157	0	Default	0	1,141	See Above		0
6100	General Administrative Building	SF	12,100	1,904	157	0	Default	0	1,904	See Above		0
7210	Enlisted Unaccompanied Personnel Housing	SF	707,443	120,232	170	0	Default	0	120,232	0	707,443	120232
7210	Enlisted Unaccompanied Personnel Housing	SF	9,000	1,529	170	0	Default	0	1,529	0	9,000	1529
7210	Enlisted Unaccompanied Personnel Housing	SF	3,000	510	170	0	Default	0	510	0	3,000	510

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

8122	Exterior Lighting Lines	LF	0	n/a**	0	Default	n/a**	228	0	0	0	
8910	Utility Building	SF	0	n/a**	0	Default	n/a**	183	0	0	0	
8910	Utility Building	SF	0	n/a**	0	Default	n/a**	320	0	0	0	
8524	Sidewalk and Walkway	SY	0	n/a**	0	Default	n/a**	1,630	0	0	0	
8521	Vehicle Parking, Surfaced	SY	0	n/a**	0	Default	n/a**	8,600	0	0	0	
8928	Loading Ramp/Platform	EA	0	n/a**	0	Default	n/a**	11	0	0	0	
8452	Water Pump Facility, Non-Potable	KG	0	n/a**	0	Default	n/a**	453	0	0	0	
8910	Utility Building	SF	0	n/a**	0	Default	n/a**	15	0	0	0	
8442	Water Storage, Non-Potable	GA	0	n/a**	0	Default	n/a**	110	0	0	0	
8441	Water Source, Non-Potable	KG	0	n/a**	0	Default	n/a**	1	0	0	0	
8926	Hazardous Waste Storage or Disposal Facil.	EA	0	n/a**	0	Default	n/a**	490	0	0	0	
8921	Installation Gas Production Plant	EA	0	n/a**	0	Default	n/a**	314	0	0	0	
8721	Fence and Wall	LF	0	n/a**	0	Default	n/a**	2,200	0	0	0	
8321	Sewer and Industrial Waste Line	LF	0	n/a**	0	Default	n/a**	3,350	0	0	0	
8421	Water Distribution Line, Potable	LF	0	n/a**	0	Default	n/a**	8,500	0	0	0	
8910	Utility Building	SF	0	n/a**	0	Default	n/a**	480	0	0	0	
8413	Water Storage, Potable	GA	0	n/a**	0	Default	n/a**	2,500	0	0	0	
FAC	Title	UM	New MilCon (REQT)	New Cost*	Using Rehab	Rehab Type	Rehab Cost*	Total Cost*	EXISTING CECIL FIELD ASSETS	DEFICIT DIFFERENCE BTWN REQT/EXIST	SURPLUS DIFFERENCE BTWN REQT/EXIST	TOTAL ADDED COSTS TO MEET REQT
8413	Water Storage, Potable	GA	0	n/a**	0	Default	n/a**	1,300	0		0	0
8910	Utility Building	SF	0	n/a**	0	Default	n/a**	170	0		0	0
8321	Sewer and Industrial Waste Line	LF	0	n/a**	0	Default	n/a**	7,600	0		0	0
8211	Heat Source	MB	0	n/a**	0	Default	n/a**	3,133	0		0	0
8221	Heat Distribution Line	LF	0	n/a**	0	Default	n/a**	16,700	0		0	0
1444	Miscellaneous Operations Support Building	SF	18	n/a**	0	Default	n/a**	n/a**		18		0
2112	Aircraft Maintenance Shop	SF	21,781	4,175	192	0	Default	0	4,175	See Above		0
2111	Aircraft Maintenance Hanger	SF	78,480	17,464	223	0	Default	0	17,464	See Above		0
1111	Fixed Wing Runway, Surfaced	SY	400,000	42,621	107	0	Default	0	42,621	848890	-448,890	0
1121	Taxiway, Surfaced	SY	350,000	37,293	107	0	Default	0	37,293	376009	-26,009	0
1131	Aircraft Apron, Surfaced	SY	502,000	53,489	107	0	Default	0	53,489	514026	-12,026	0

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

NOTES

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

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

NOTES

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

2005 BRAC							
	2006 Year 1	2007 Year 2	2008 Year 3	2009 Year 4	2010 Year 5	2011 Year 6	
Environmental Impact Study ¹							
Cecil Field Master Plan ²							
Construction ³							
Phase 1 Move-in ⁴							

¹ An abbreviated EIS, or environmental assessment (EA), may be possible in view of the consistent use of this facility as a master jet base from 1943-1999, coupled with the continued use of Cecil Field for military aviation purpose.

² A master plan can be developed as the environmental review is conducted. Because Cecil Field was a naval air station a comprehensive plan is available for use as a model. Additionally the possible relocation of Naval Facilities Command, South Division, to NAS JAX would place those supervising this effort at hand. As further synergy, the engineers at NAVFAC SOUTH DIV have been responsible for the environmental clean-up at Cecil Field and are thoroughly familiar with the property.

³ The construction period of three years can be easily met. Nearly 70% of the base is intact, local permitting issues have been resolved, and environmental remediation has been completed. There are no impediments to construction once the environmental analysis is complete. Further, the State exempts the establishment, relocation, or expansion of any military installation from undergoing the its Development of Regional Impact (DRI) review process; and Florida's Expedited Permitting Review Process allows significant projects, as determined by the Governor's Office, to obtain expedited review of all required state and regional permit applications, as well as local permits, orders, and comprehensive plan amendments.

⁴ Movement of squadrons can be completed in 18 months. This estimate is based on the insight gained from relocation of the squadrons in 1999. The excellent condition of existing hangars coupled with improvements made to the airstrip, taxi-ways and aprons will facilitate making Cecil Field ready for operations as soon as jets arrive. Additionally the location of the largest Fleet Readiness Center in the Navy with expertise in jet maintenance will assure aircraft maintenance problems can be resolved during the transition.



U.S. Department
Of Transportation

Federal Aviation
Administration

Memorandum

FAA Navy Liaison Officer
P.O. Box 798
Orange Park, Florida 32067-0799

Subject: Availability and Procedures for Access to
Special Use Airspace (SUA) in the Jacksonville,
Florida Area

Date: August 4, 2005

Reply to: Peter G. Hooper
Attn. of: FTS: 904-232-1984

From: FAA Navy Liaison Officer,
Jacksonville, Florida

To: The Honorable Jeb Bush
Governor, State of Florida

This memorandum is in response to the inquiry from your staff and the City of Jacksonville, Florida in regards to the availability and procedures to access the Special Use Airspace (SUA) in the Jacksonville, Florida area. The inquiry is prompted by the possibility of the U.S. Navy re-opening the former Naval Air Station Master Jet Base, now known as Cecil Field, Florida Airport.

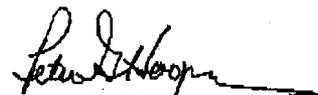
For the purpose of this memorandum, the Special Use Airspace involved is as follows. The Atlantic Off-Shore Warning Areas W-132, W133, W134, W-157, W-158 and W-159. The Military Operating Area(s) are Mayport High and Mayport Low MOA, Live Oak MOA, Gator 1 MOA, Gator 2 MOA, Palatka 1 MOA and Palatka 2 MOA. Restricted Area(s) are R-2906 (Rodman), R-2907 (Lake George) and R-2910, (Pinycastle).

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

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

The real time coordination and scheduling between the U.S. Navy and the Federal Aviation Administration air traffic control facilities of the above Special Use Airspace

allow for the transition of civilian and military air traffic unimpeded with no prohibited restrictions . Existing airways and jet routes remain the same as when the Navy's presence at Cecil Field was in operation. Presently, both FAA air traffic control facilities at Hilliard, Florida and Jacksonville International Airport utilize the existing procedures on a daily basis.



Peter G. Hooper

August 18, 2005

The Honorable Anthony J. Principi, Chairman
2005 Defense Base Closure and Realignment Commission
2521 South Clark, Suite 600
Arlington, Virginia 22202

Dear Chairman Principi:

The Florida Chapter of The Nature Conservancy (TNC) has a long and positive relationship with the State of Florida, Department of Defense (DoD) and military bases in Florida. Since the early 1980's, TNC has joined forces with bases to assess natural habitats as well as design and implement land and stream management plans. We work cooperatively to buffer military bases with land acquisition projects that will also protect the biodiversity of the region.

The State of Florida has invested more than \$755 million to preserve 512,000 acres around military bases. The bases are critically important reserves for biodiversity. Booming residential development threatens to either isolate the natural communities or draw down the diversity in the region. By conserving the land adjacent to the bases, both the natural habitats and the military operations are buffered from incompatible development.

On first glance, the partnership may seem odd, but there are many outstanding accomplishments and innovative projects underway to advance the complimentary missions of TNC, the State of Florida and DoD. For example:

- Florida partnered with the Department of Defense for the dual purpose of environmental protection and national defense. Under the Readiness and Environmental Protection Initiative, Florida joined with the Army National Guard at Camp Blanding to acquire almost 9,000 acres of conservation lands in Camp Blanding's buffer area.
- In Clay, Duval and Nassau counties, the Northeast Florida Timberlands project aims to protect the vast flatwoods and floodplain forests. The goal is to connect seven large publicly owned areas - Cary State Forest, OLF Whitehouse, Cecil Field, Jennings State Forest, Camp Blanding Military Reservation, Etoniah Creek State Forest, and the western boundary of the Timucuan Ecological and Historic Preserve - to form an unbroken wildlife corridor and improve public access for outdoor recreation. More than 43,330 acres of this 139,847-acre project are already in public ownership.
- Working with Eglin Air Force Base and the State of Florida in the Northwest Florida Greenway Project, TNC is partnering with DoD and other federal, state and local partners, to protect a 100-mile long corridor of open space that will serve

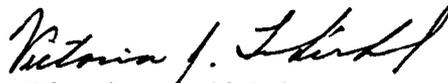
Anthony J. Principi
August 18, 2005
Page 2

- both species and the military. The Northwest Florida Greenway is a model project for military and conservation partnerships. This protected corridor will span across the Florida Panhandle from the eastern border of Eglin to the western border of the Apalachicola National Forest. This year the DoD joined with the State of Florida to purchase a 17,000-acre conservation easement in the Northwest Florida Greenway corridor just east of Eglin.
- North of Eglin, the pristine upland and riparian corridor of the Yellow River has the potential to provide the missing link that will connect a pathway from the Gulf of Mexico to Conecuh National Forest in southern Alabama - an important area biologically and, coincidentally, a flyway for military training operations.
- At Naval Air Station Whiting Field, TNC is working to protect the freshwater diversity of neighboring Coldwater Creek and Clear Creek. This project will eventually encircle Whiting Field, buffering the base from development and providing area for a public recreational trail.

At these places mentioned above and at Naval Air Station Pensacola, Avon Park Air Force Range, the Florida Keys and other bases throughout Florida, TNC, DoD and the State of Florida are finding common ground. Protection of lands around the installations will allow for the future of our national security -- and our natural security.

We are delighted to have both the Florida Forever land acquisition program and the partnership with the DoD to help TNC and others save the abundant diversity of life in the State of Florida. As such, we support the protection of conservation lands around Cecil Field and OLF Whitehouse to further our environmental goals while protecting military installations from encroachment.

Sincerely,


Victoria J. Tschinkel
State Director

VJT/sl

BOARD OF COUNTY COMMISSIONERS

George A. Bush
Chairman



County Commission Office
P.O. Box 1366, 477 Houston Street
Green Cove Springs, FL 32043
(904) 269-6376 Fax: (904) 278-4731

www.claycountygov.com

CLAY COUNTY

August 17, 2005

The Honorable Anthony J. Principi, Chairman
2005 Base Realignment and Closure Commission
2521 South Clark Street, Suite 600
Arlington, Va. 22202

Dear Chairman Principi:

As a former Navy Veteran stationed at NAS Cecil Field during the Viet Nam War, I know first hand of the benefits Cecil Field offered to the mission of the United States Navy. I was proud to be stationed there when the base was designated a Master Jet Base by the Department of Defense.

Today, I serve as Chairman of the Clay County Commission. Clay County with a population of over 160,000 people has part of Cecil Field located within the County. Clay County is well known to Navy families all over the world with our high quality public schools and friendly atmosphere and low cost of living. Clay County stands ready to assist the Navy and our Country in any effort needed should the opportunity arise for the reopening of NAS Cecil Field. Clay County stands willing to work with the Navy to protect further encroachments into necessary military airspace as much a possible.

I personally know of no other base that would offer so much year round to the flight operations and training of our Naval Aviators and support personnel than Cecil Field.

Please be assured that Clay County fully supports the efforts of Governor Bush and Mayor Payton in the reopening of NAS for the benefit of America's defense.

Sincerely,

George A. Bush
Chairman

cc: Honorable Jeb Bush, Governor, State of Florida
Honorable John Peyton, Mayor, City of Jacksonville

Christy Fitzgerald - District 1 ● Patrick D. McGovern - District 2 ● George A. Bush - District 3
Glenn R. Lassiter - District 4 ● Harold Rutledge - District 5

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Superintendent of Schools

MISSION

The Duval County Public School System is committed to providing high quality educational opportunities that will inspire all students to acquire and use the knowledge and skills needed to succeed in a culturally diverse and technologically sophisticated world.

-Adopted February 3,
1998

DUVAL COUNTY SCHOOL BOARD

August 18, 2005

Mayor John Peyton
City of Jacksonville
117 West Duval Street Suite 480
Jacksonville FL 32202

Dear Mayor Peyton:

Please be advised that the Duval County Public Schools staff reviewed the attached map, and determined that there are no public schools within the APZ or 65 db AICUZ for Cecil Field and for MOL Whitehouse.

Please let me know if you have any questions regarding this matter.

Sincerely,

Nancy Broner, Chairman
Duval County School Board

Nancy Snyder, Ed.D.
Superintendent of Schools

NB:NS:bsc

Attachment

NORTHEAST FLORIDA MEGASITES
CECIL COMMERCE
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 where the future leads®
JACKSONVILLE

Cecil Commerce Center South

Cecil Commerce Center is without question the premier development site in the Southeast. Unique qualities include its incredible size, multi-modal access, publicly-owned status, and ideal location just 17 miles from downtown Jacksonville.

Overview

- 652-acre industrial development owned and operated by the City of Jacksonville.
- Full-service industrial utilities, including dual-feed electric, municipal water and sewer, natural gas and fiber-optic telecommunications.
- Three interstate access points, industrial park interior service roads.
- Formerly used for light industrial/berthing/administrative offices as part of the main operating base of 17,000-acre Naval Air Station Cecil Field, closed in 1999.
- Available sites from 25 to 600 acres.

Location

- 17 miles from downtown Jacksonville.
- Southwest Duval County in the consolidated City of Jacksonville, Florida.
- Bounded on north by Normandy Blvd., east by existing Branan Field-Chaffee Rd., south by Cecil Field Airport and west by a 5,800-acre recreation/nature conservation area.

Transportation/Accessibility

Interstate highways:

- Interstate 10: 4 miles to north.
- Interstate 295: 8 miles to east via I-10.
- Interstate 95: 17 miles to east via I-10.
- Interstate 75: 50 miles to west via I-10.

Surface roads:

- Branan Field-Chaffee Rd: 4-lane divided expressway intersecting with I-10 adjacent, to be completed in 2008.
- Normandy Blvd: adjacent, 4-lane divided
- Existing interior business park roads

Rail:

- Existing CSX rail service 4 miles from site, with rail spur that can be reactivated and extended into site.

Marine port:

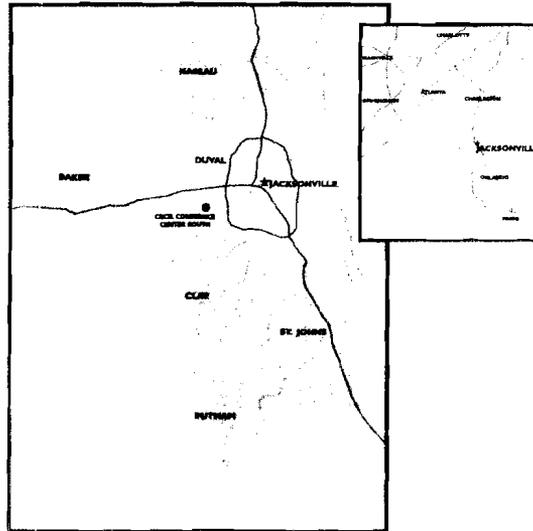
- Jacksonville Port Authority
 - Talleyrand terminal: 18 miles.
 - Blount Island and Ed Austin terminals: 23 miles.
- Port of Fernandina Terminal: 50 miles.

Airport:

- Jacksonville International Airport: 20 miles.
- Cecil Field General Aviation Airport: adjacent to site, multiple runways, 12,500 ft.

Ownership/Availability/Cost

- Owned in fee simple by the City of Jacksonville.
- All sites immediately available for qualified projects.
- City will consider lower-than-market sales for certain high-economic-impact projects.



Elevation/Zoning & Land Use/Wetlands

- 85 feet above sea level. Less than 1 percent slope across entire site.
- Planned Unit Development (PUD) allows for manufacturing and industrial uses.
- Current use is mixed use, with a number of existing leased buildings.
- No wetlands on site. Stormwater drainage system in place with sufficient capacity for immediate development of entire site.
- All land-use permitting has been accomplished.

Utilities

Electric:

- JEA (Jacksonville utilities authority), 8th largest municipal utility in the U.S.
- 230 KV (looped) existing. Planned dual-feed substation(s) system adjacent to site.
- 26 KV distribution underground feeder system in the area.

Water:

- 24" and 16" water mains from JEA's North Grid water system. The North Grid has a capacity of 134.7 MGD and a current demand of 42.4 MGD, leaving a capacity surplus of 92.3 MGD. The Cecil Commerce Center water treatment plant is the North Grid plant of influence to the site. It has a current capacity of 7.2 MGD, and will be increased to 10.8 MGD in early 2005.

Sewer:

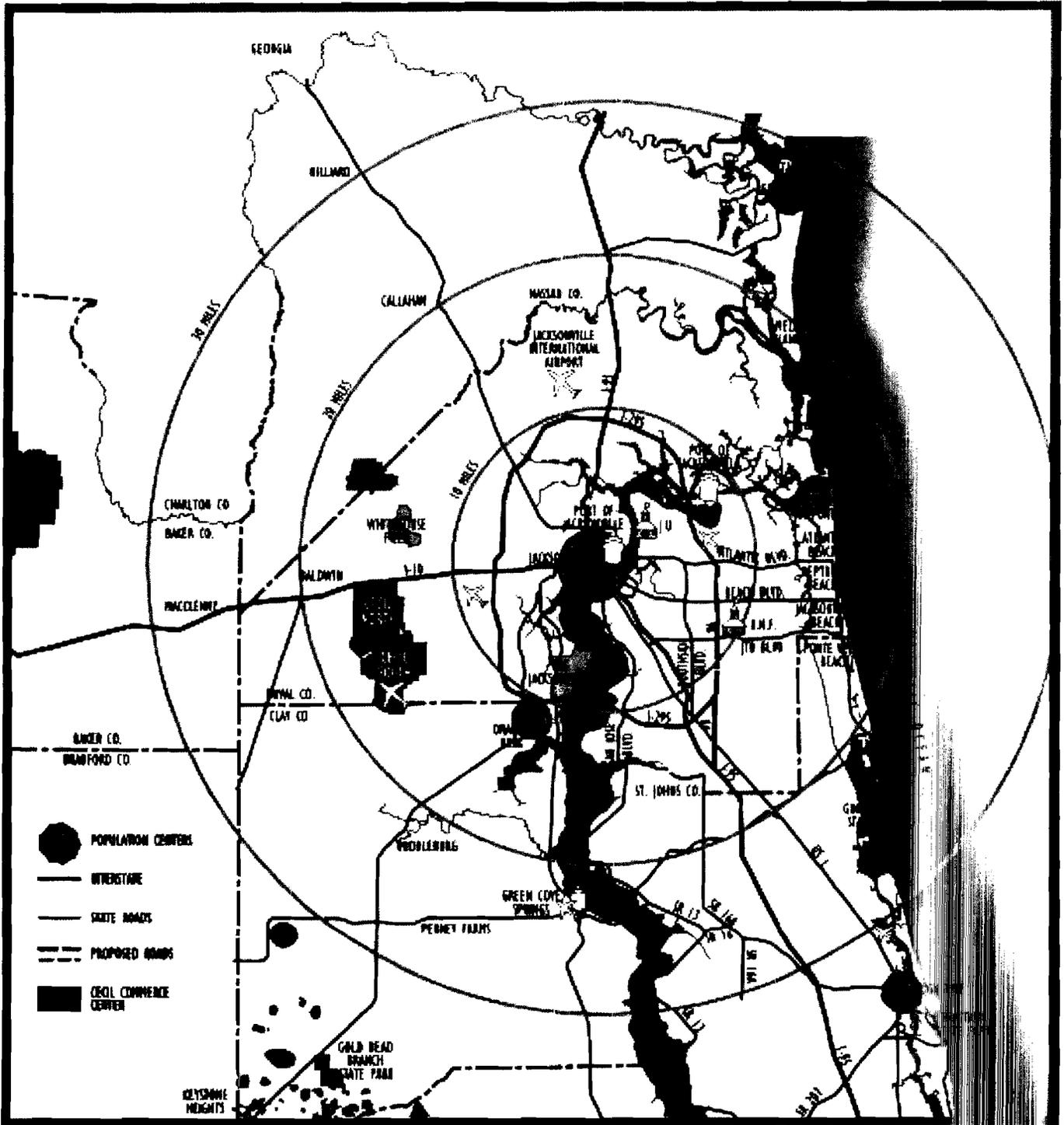
- Waste water treatment plant has 10 MGD permitted capacity.
- Average daily flow as of May 2004 is 8 MGD.
- Capacity surplus of 2 MGD, can be expanded.

Natural gas:

- Teco-Peoples Gas Co. 6"-125 psi distribution line adjacent to site.
- 20"-700 psi main transmission line 2.5 miles from site.

Telecommunications:

- BellSouth underground redundant fiber or copper cabling available on site.
- T1 and DSO thru OC-48 also available.



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CECIL
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CORNERSTONE REGIONAL DEVELOPMENT PARTNERSHIP

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bizrelo@jacksonvillechamber.org www.expandingjax.com

BAKER

CLAY

DUVAL

NASSAU

PUTNAM

ST. JOHNS



Jacksonville Facts

POPULATION Duval County 830,101 Jacksonville MSA 1,204,659 (Baker, Clay, Duval, Nassau & St. Johns counties) Northeast Florida 1,366,900 (Baker, Clay, Duval, Flagler, Nassau, St. Johns & Putnam) (Source: DemographicsNow 2004)		LAND AREA (In Square Miles) Baker 585 Duval 834 Clay 592 Nassau 649 Putnam 722 St. Johns 617 Flagler 485 (Source: US Census, 2000)																						
RACIAL COMPOSITION Jacksonville MSA White 72.9% Black 21.5% Asian/Pacific Islander 2.3% Other 3.4% Hispanic Origin- all races 4.3% (Source: DemographicsNow 2004)		EDUCATIONAL ATTAINMENT (Highest level of education completed for population over age 25) Jacksonville MSA High School Diploma 29.1% Some College, No Diploma 24.0% Associate's Degree 7.5% Bachelor's Degree 15.5% Grad/Prof Degree 7.4% (Source: DemographicsNow 2004)																						
COST OF LIVING (National Average = 100) Jacksonville MSA Composite: 92.3 Grocery: 103.7 Housing: 84.0 Utilities: 87.5 Trans.: 97.1 Healthcare: 95.8 Misc. Goods: 94.8 (Source: ACCRA Cost of Living Index, 1st quarter, 2005)																								
LABOR FORCE Jacksonville MSA <table border="1"> <thead> <tr> <th>Year</th> <th>Labor Force</th> <th>Unemployment Rate</th> </tr> </thead> <tbody> <tr> <td>1999</td> <td>542,808</td> <td>3.1%</td> </tr> <tr> <td>2000</td> <td>579,117</td> <td>3.1%</td> </tr> <tr> <td>2001</td> <td>589,730</td> <td>4.3%</td> </tr> <tr> <td>2002</td> <td>591,156</td> <td>5.3%</td> </tr> <tr> <td>2003</td> <td>588,805</td> <td>5.3%</td> </tr> <tr> <td>2004</td> <td>614,639</td> <td>4.8%</td> </tr> </tbody> </table> (Source: Florida Agency for Workforce Innovation)		Year	Labor Force	Unemployment Rate	1999	542,808	3.1%	2000	579,117	3.1%	2001	589,730	4.3%	2002	591,156	5.3%	2003	588,805	5.3%	2004	614,639	4.8%	TRANSPORTATION Number of Interstates: 3 Number of Highways: 17 Number of Toll Ways: 0	
Year	Labor Force	Unemployment Rate																						
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2003	588,805	5.3%																						
2004	614,639	4.8%																						
		HOUSEHOLD INFORMATION Jacksonville MSA Median Household Income \$46,271 Average Household Income \$63,228 Per Capita Income \$25,907 Total Number of Households 489,832 Average Household Size 2.53 (Source: DemographicsNow 2004)																						
SCHOOLS – Jacksonville Region Students 201,206 Public Schools 255 Teachers 11,496 16 Colleges & Universities 70,000		HOUSING – Jacksonville MSA New Home Price (based on 2400 sqft, 3br) \$227,327 Apartment Rent (based on 950 sqft, 2br) \$717 New & Resale Home Price \$164,400 (Source: ACCRA, Cost of Living Index 1st quarter 2005; National Association of Realtors, 1st quarter 2005)																						
RANKINGS <ul style="list-style-type: none"> Jacksonville is consistently rated as one of the top "Hottest Cities in America" for business expansions and relocations by site consultants in an annual poll for <i>Expansion Management</i> magazine. Ranked #3 in 2004, Jacksonville has been in the top ten for six straight years and is the only city to be ranked #1 three times. Jacksonville ranked #8 of the Top 25 Large Metropolitan Cities for Doing Business in America in the March 2004 issue of Inc. Magazine. According to a 2003 study by <i>Money Magazine</i> and data provider OnBoard, the City of Jacksonville was ranked as the 14th of "America's Safest Cities" for all cities with over half a million in population. In its June 2003 issue, <i>Expansion Management</i> magazine ranked Jacksonville 2nd in the "Top 15 Southeastern Cities for Logistics." In the April 2003 <i>Business Facilities Location Guide</i> Jacksonville ranked #12 on a list of the Top 15 Cities for Corporate Headquarters. For the second year in a row, Florida Community College at Jacksonville ranked 1st in the nation by the Center for Digital Education survey of community colleges with outstanding information technology services. 																								

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Navy has been tuned out, crowded out at Oceana

By JON W. GLASS, The Virginian-Pilot

© September 12, 2004

Last updated: 8:01 PM



file photos

OCEANA UNDER PRESSURE

More in this special report:

Part 2: [Training is touch-and-go around Oceana](#)

Maps and Graphics

(Note: These are large PDF files that may take a while to load)

VIRGINIA BEACH — In this Navy town, where many embrace the roar of fighter jets as the “sound of freedom,” city leaders never miss a chance to tout their partnership with the military.

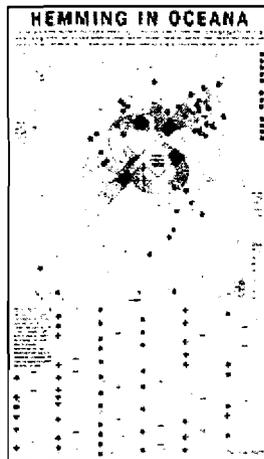
Even so, they repeatedly have turned a deaf ear when asked to rein in development that the Navy has said threatens the mission and future of Oceana Naval Air Station.

From 1975 to mid-2004, the City Council ignored Navy objections in nearly three out of every four votes, based on a review of Navy letters and city records.

Of 70 development proposals examined, the council approved 51 over Navy opposition while denying 19. More than half of the votes came during the go-go 1980s as careening growth turned the Beach into Virginia’s most populous city.

The pattern is revealed in a stack of letters written by more than a dozen captains who commanded Oceana. The letters, released earlier this year by the Navy, show that the officers fought a mostly losing battle to keep growth at bay.

But they also show that the Navy is not blameless. Some Oceana skippers lobbied City



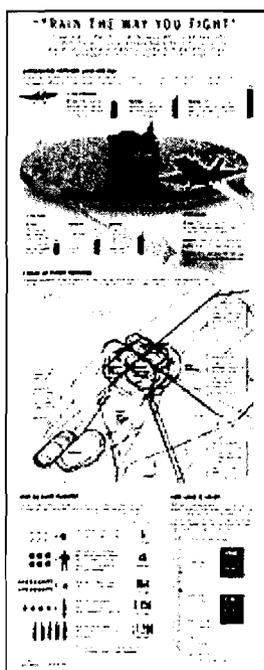
Development encroachment around
Oceana (6 megs)

Hall more aggressively than others. The Navy also offered little or no resistance to housing developments in low- and medium-jet-noise zones around Oceana until last year – a stance the military now regrets.

The letters offer a historic window on a long-running, high-stakes debate that involves national defense, property rights and money.

Typical is a 1981 letter urging against a developer's plan to increase the housing density on 23 acres for the resort area's Salt Marsh Point neighborhood. "I must very strongly recommend the requested zoning change be denied and, further, urge the City not to permit dense residential development to take place in this area," Oceana's commander wrote. The City Council approved the rezoning.

As the dust settles on 30 years of sprawling growth, the letters underscore why Oceana, the city's top employer, is also No. 1 on the Defense Department's tally of most-encroached-upon air bases.



Training and flight patterns at Oceana
(2 megs)

That's a red flag for the Navy as it braces for another round of base closings from the Defense Base Closure and Realignment Act, or BRAC.

It also has given Beach leaders pause. This summer, the city and the Navy agreed to a truce of sorts, launching a joint land-use study on how the city can continue to grow and redevelop without threatening the base's military value – key to Oceana's survival.

Encroachment around Oceana became an issue at a 1993 BRAC hearing and gave city leaders a scare. But pressure to develop has continued.

If Oceana is put on the BRAC hit list in 2005, the city may have itself to blame, said Councilwoman Reba S. McClanan.

"I think the wolf is at the door," she said.

The letters make clear why the Navy's East Coast master jet base is so hemmed in today. The problem crept up one rezoning at a time, each approval making it harder to say no to the next.

Nearly a third of the city's 439,467 residents now live in jet-noise zones that the Navy considers incompatible for housing developments. Many are in homes where roaring Navy jets drown out TVs and disrupt backyard barbecues.

Over the years, development moved down Lynnhaven and London Bridge roads to the west and southwest of Oceana, spurred, in part, by the city's approval of Lynnhaven Mall in 1976, over vehement Navy protests.

To the east and northeast, a series of rezonings turned sections of the Oceanfront resort into dense rows of condos and apartment complexes. The same thing happened to the north and northwest in Great Neck.

Rezonings have consumed most of the farm fields and woods that surrounded Oceana when it opened in 1940.

The Virginian-Pilot requested the letters under the federal Freedom of Information Act. Here's a sampling from the Navy's file:

1976, the City Council approved Lynnhaven Mall, one of the largest malls in Virginia. It lies in Oceana's loudest noise zone and partly in an area where the risk of jet crashes is highest.

The base's commander at the time, Capt. W.D. Knutson, opposed the project, writing that the city and the Navy had a "moral commitment" to avoid putting people in harm's way.

Today, jets bank into hard 180-degree turns around the mall as they head for downwind landings at Oceana. Shoppers in the parking lot can wave to the pilots.

"The odds are that there's going to be a plane crash in the center of that mall," Knutson, retired in California, said recently. "I hope to God it doesn't."

- In 1978, the council rezoned 70 acres of industrial land for 160 homes in Oceana's loudest noise zone along London Bridge Road. The Navy wrote that complaints from the "adverse effects of noise would be repeated and vigorous" and sent a delegation to City Hall to oppose it.

"Everybody seemed to think the Navy was just being obstinate," said Floyd E. Taylor, a retired civilian personnel officer who testified for the Navy.

- In 1985, the council rezoned 30 acres that once sprouted strawberries on South Lynnhaven Road for a condo community. A Navy letter called it "highly incompatible" and "most undesirable." A coalition of civic leagues, armed with 1,000 signatures, opposed it, too.

- In 1989, the council agreed to increase the density on 13 acres for the 96-unit apartment complex Herons Point, off Fremac Drive, between Laskin Road and Interstate 264 in the highest noise and accident-potential zones.

"If incompatible development is allowed to continue, the operating capability of this Master Jet Base will be compromised, affecting our ability to perform mission requirements in support of our national policy," Oceana's commander wrote.

- In 2000, the council rezoned farm land along Indian River Road for Dewberry Farms, a single-family neighborhood of about 70 homes in a medium jet-noise zone.

"The Environmental Protection Agency, Department of Housing and Urban Development and the Department of Defense consider this noise zone normally unacceptable for residential uses," the Navy argued.

- Last year, the council approved a developer's plan to demolish an aging motel off Laskin Road and replace it with a 10-building, 90-unit luxury condo complex in an accident-potential zone off Oceana's most heavily used runway.

Council members applauded the redevelopment of a problem property near an Oceanfront gateway. The Navy urged redeveloping the site in ways that would not conflict with the base.

In the 1970s and '80s, J. Henry McCoy, a former mayor and council member, cast votes for much of the development that drapes Oceana like a horseshoe.

"To Monday morning quarterback," McCoy said recently, "I'd say some of those things should never have been approved." Jerry Riendeau, a retired rear admiral and Beach resident, recalls Oceana in 1955, when "I felt like I was flying out of a jungle." But "slow, insidious" growth has changed that, raising doubts that the upcoming land-use study, known as JLUS, can solve the base's encroachment problem.

"I would suggest that JLUS is about 35 years too late," Riendeau told Beach leaders last month.

Since its founding in 1963, Virginia Beach has been a city on the move. Beach leaders have seemed to want it all – the taxes and prestige that growth produced and the economic benefits generated by Oceana, essentially a Fortune 500 heavyweight with its \$759 million payroll and 12,300 military and civilian employees.

Mayor Meyera E. Oberndorf, who joined the council in 1976, after the mall vote, became one of the Navy's staunchest supporters. With land prices rising and property owners itching to cash in, she said, efforts to balance the Navy's concerns

against the lure of economic development have caused "constant stress."

"It became a struggle between land owners' rights and the need and desire to protect Oceana," she said.

McClanan, like Oberndorf, rose from the ranks of neighborhood civic activists who worried that unchecked growth would bring traffic jams, crowded schools and higher taxes.

"It was totally a developer's world," McClanan said. "There was so much money to be made, nobody wanted to hear what the Navy said. The thought that you would limit what people could do with their land was just a foreign concept."

In the '80s, up to 1,000 new residents a month poured into the city. The development proposals flowing into City Hall reflected that.

Littleton Hudgins, a real-estate developer who won several resort-area rezonings opposed by the Navy, said the council was trying to keep pace with the market.

Council watchers in the '80s left meetings in disbelief as developers won high-density rezonings. Virginia zoning laws call for a "reasonable use" of property, but putting more people in homes where jets might crash, or pass by with a deafening roar, seemed "absurd," said former North End resident Georgette Constant.

Noise didn't seem to scare away buyers or renters.

Today, a marketing brochure for Herons Point, built near a finger of Linkhorn Bay, promises a "calm, relaxing lifestyle." There's no mention of jet noise, but renters must sign a lease addendum that discloses the noise, said property manager Leighann Nichols.

The council made disclosure a condition of the 1989 rezoning. Now, it is required on any sale or rental in the noise zones.

"It's kind of hard to hide," Nichols said of the thunderous jets. Even so, the complex is nearly full year-round, she said.

Lynnhaven Mall's success reinforced a prevalent view in City Hall that Virginia Beach's growth would not jeopardize Oceana.

"The Lynnhaven Mall, despite the fact it was probably a risky decision, has turned out to be a very beneficial element in our community," said city Planning Director Robert Scott, hired the year the mall was approved. "It's hard to look back and say the council made a wrong decision."

Then, as now, builders and developers contributed the most money to council election campaigns and carried weight.

"No question about it," McCoy said. "They approached everybody on council. I don't think anybody was being dishonest. It was, 'We helped you get elected.' A lot of politics was involved."

Lawyer Grover Wright became the development industry's go-to guy. At council meetings, he went for the jugular.

"It was like watching an alligator snapping at his prey," Oberndorf said.

His attack was simple and powerful: If the Navy wanted a parcel to remain undeveloped, Washington should buy it.

"I just don't feel they have the right to control people's property for nothing," Wright, who is semi-retired, said recently. "Why punish one guy when development has occurred all around him? It's discriminatory."

Logic resonated in City Hall. Former Councilman John Baum, trained as a land appraiser, routinely criticized the Navy for asking the City Council to zone away a person's ability to develop their land. During 28 years on the council, Baum rarely voted the Navy's way.

"The Navy is important here, and I respect them; they're protecting the country," Baum said. "But in a democracy one of your rights is private property."

The Navy's counter-argument hasn't changed over the years: Land owners have other options. The Navy views industrial, commercial and some retail developments as compatible, if they don't draw large numbers of people.

To answer critics, the Navy eventually turned to Congress for money to buy land or development rights around Oceana. U.S. Rep. G. William Whitehurst, a Republican military hawk, steered nearly \$60 million to Oceana between the mid-'70s and mid-'80s.

"My position was, the Navy was there first and the city should not be granting permits to people to build close to a military airfield," Whitehurst said recently.

With the money, the Navy purchased some land outright, but mostly bought development rights – nearly 3,700 acres around Oceana's 5,300-acre base and another 8,800 acres around Fentress Auxiliary Landing Field in Chesapeake, also threatened by development.

But even this solution had problems. Navy lawyers dragged land owners to court to settle disputes over property values. People criticized the Navy for spending as much to buy development rights as it would have taken to buy the land.

Money for the program, which competed with other defense needs, dried up by the late 1980s. "It turned out to be quite unsatisfactory," said former Rep. Owen B. Pickett, a Democrat who replaced Whitehurst in 1987.

In the end, the effort "has almost been money thrown away," said former Oceana commander John E. Allen, a Chesapeake resident.

For all the Navy's concerns, there's evidence that the military contributed to the problem.

Oceana's commanders rotated every two or three years. Some fought development aggressively; others rarely wrote letters. Some spoke at City Council meetings to make the point; others sent a subordinate or no one at all.

Most of all, they wanted Oceana to be a good neighbor. Since the Navy lacked veto power over the council's zoning decisions, all the commanders had was public opinion and the government's goodwill.

Capt. Knutson created such an uproar in City Hall with his objections to Lynnhaven Mall in 1976 that a four-star admiral muzzled him.

"We had senators and congressmen calling the Navy and saying, 'What's going on here? You're butting into local politics,'" Knutson recalled.

City leaders and developers have said the Navy has been inconsistent. The Navy, for example, opposed the Dewberry Farms development off Indian River Road in 2000 but sent no letters objecting to several other subdivisions built nearby under the same flight path and in the same noise zone, said city planner Stephen White.

In some cases, Oceana's opposition seemed half-hearted. The Navy would write a letter about official policy but would not actively object.

"There was an understanding that the Navy had certain degrees of opposition," said Charles Salle, a former assistant city attorney and Planning Commission member. "They were 'opposed' and they were 'strongly opposed.'"

Former Oceana commanders said some development that passed without a fight caused headaches later. One was the Verizon Wireless Virginia Beach Amphitheater, off Princess Anne Road, near a Navy flight path between Oceana and Fentress.

Oceana signed off on the location in a 1993 letter. That was before the arrival, in 1998 and '99, of the louder F/A-18 Hornets.

"I used to get calls from folks running the amphitheater saying, 'Hey, we're having a concert over here, is there anything you could do?'" said retired Capt. William C. "Skip" Zobel, who commanded Oceana from 1999 to 2001. "I would never have said they could've built that there."

Last year, the Navy began opposing all new homes in all noise zones, but even that tougher policy has gray areas. The dilemma was clear during debate in February over the proposed 490-home Ashville Park.

The Navy opposed the development, off Princess Anne Road, in the city's transition area and partially in Oceana's lowest noise zone. Council members, though, gushed over its neo-traditional homes and open spaces, designed by a nationally known architect.

They turned for guidance to Rear Adm. Stephen A. Turcotte, head of the Mid-Atlantic Command, which oversees all area Naval installations. Put on the spot, the admiral gave a Zen-like answer: Its impact on Oceana, he said, would be a "pebble" in the water, not a "boulder."

Suddenly, everyone in City Hall began assessing development proposals as stones and rocks. A few weeks later, though, Turcotte clouded the water by pointing out that a few pebbles could amount to a boulder.

Navy officials acknowledge that past attempts to discourage homes in noise zones sent a mixed message. The U.S. government now is defending itself against lawsuits filed by 2,093 property owners in Virginia Beach and Chesapeake who claim that the noisy Navy Hornets have devalued their property.

"We were a kinder, gentler Navy," said Alan F. Zusman, head of the service's noise-zone program. "We finally realized we were getting too many complaints. We believe that continued development under the flight paths is not a wise decision for us or the city."

If past is prologue, the Navy may face an uphill battle in what some worry could be Oceana's last stand.

"From a practical point of view, the development is there and we continue to fly," Zusman said. "The question for the future is, how much more development will occur."

The last prime pieces of undeveloped land in Virginia Beach, mostly south of Oceana, are increasing in value. Developers are itching to build pricey homes there.

For now, City Hall is on board with the Navy. The City Council has delayed acting on several development proposals, mainly in the transition area, pending the expected December completion of the land-use study.

Beach leaders are optimistic that the study will show ways for Oceana to continue its mission and the city to grow its tax base.

They're eyeing tougher noise-disclosure laws, new restrictions on development and purchases of property that the Navy wants undeveloped. They're open to sharing the costs of buying out landowners, noting that the city already has spent millions to preserve farm land from development in the southern, rural half of Virginia Beach.

As the city ages, redevelopment, especially at the resort, offers possibilities for undoing some past mistakes, Scott said.

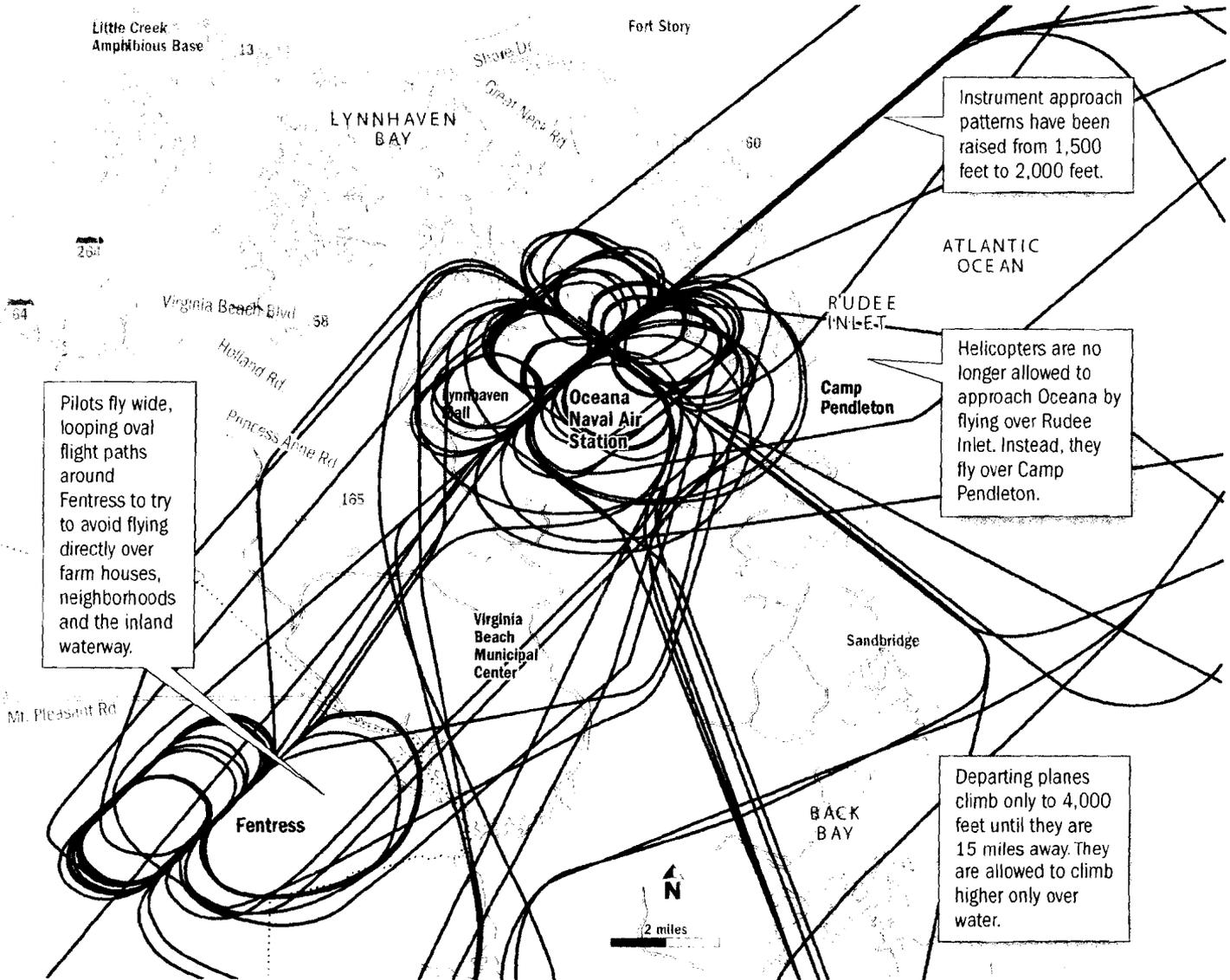
So far, the Beach has dodged the base-closing bullet. But McClanan said time may be running out.

"I think we need to put our money where our mouth is because we're down now to where there isn't room to talk about it," McClanan said. "The Navy is so much of what we are, it's just hard for me to imagine the city without the Navy."

Reach Jon W. Glass at 222-5119 or jon.glass@pilotonline.com

A MAZE OF FLIGHT PATTERNS

Primarily because of their efforts to minimize jet noise around developments, pilots approach and take off from Oceana and Fentress in a multitude of patterns. Often, the path is far from a direct line.



"TRAIN THE WAY YOU FIGHT"

A basic tenet of military life — "train the way you fight" — simply doesn't reflect reality for Navy pilots stationed at Oceana Naval Air Station. Here are ways the geography and residential development surrounding the Naval airfields at Oceana and Fentress inhibit pilots from training the way they fly from their aircraft carriers:

DIFFERENCES BETWEEN LAND AND SEA

Oceana-based pilots cannot practice and train at home the same way they fly off their deployed aircraft carriers. The biggest difference is the altitude of the approach. At home, the pilots must come in much steeper.



1. THE APPROACH

At sea: Pilots typically approach their aircraft carrier from a mile away at an altitude of 800 feet.

800'



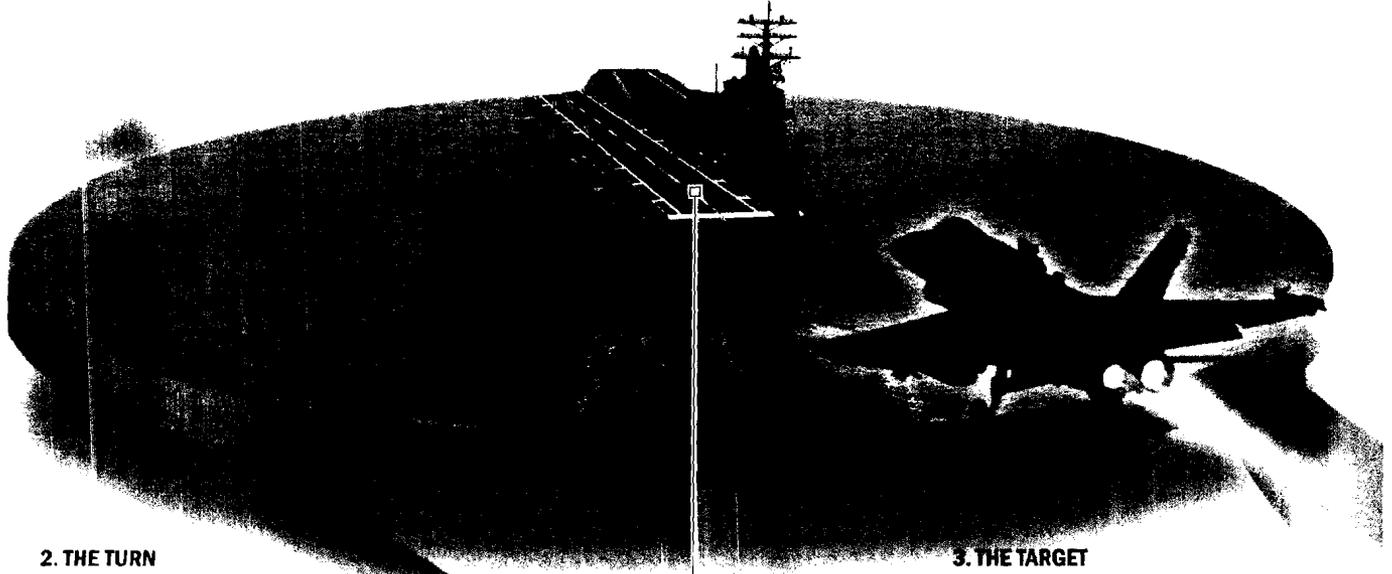
Fentress: Pilots conducting touch-and-gos must approach from 1,000 feet.

1,000'



Oceana: Pilots conducting touch-and-gos must approach from 1,500 feet — nearly twice the altitude they use at sea.

1,500'



2. THE TURN

At sea: After banking their planes hard to the left, pilots approach from an altitude of 600 feet.

600'



Fentress: Pilots make their turn and descend to 800 feet.

800'



Oceana: Pilots make their turn and descend no lower than 1,000 feet.

1,000'



3. THE TARGET

At sea: Pilots must set their planes down on a 200-foot-long section of the 1,000-foot-long carrier deck.

Fentress: Pilots aim for a 200-foot-long section of an 8,000-foot-long runway.

Oceana: Pilots aim for a 200-foot-long section of a 10,000-foot-long runway.

HEMMING IN OCEANA

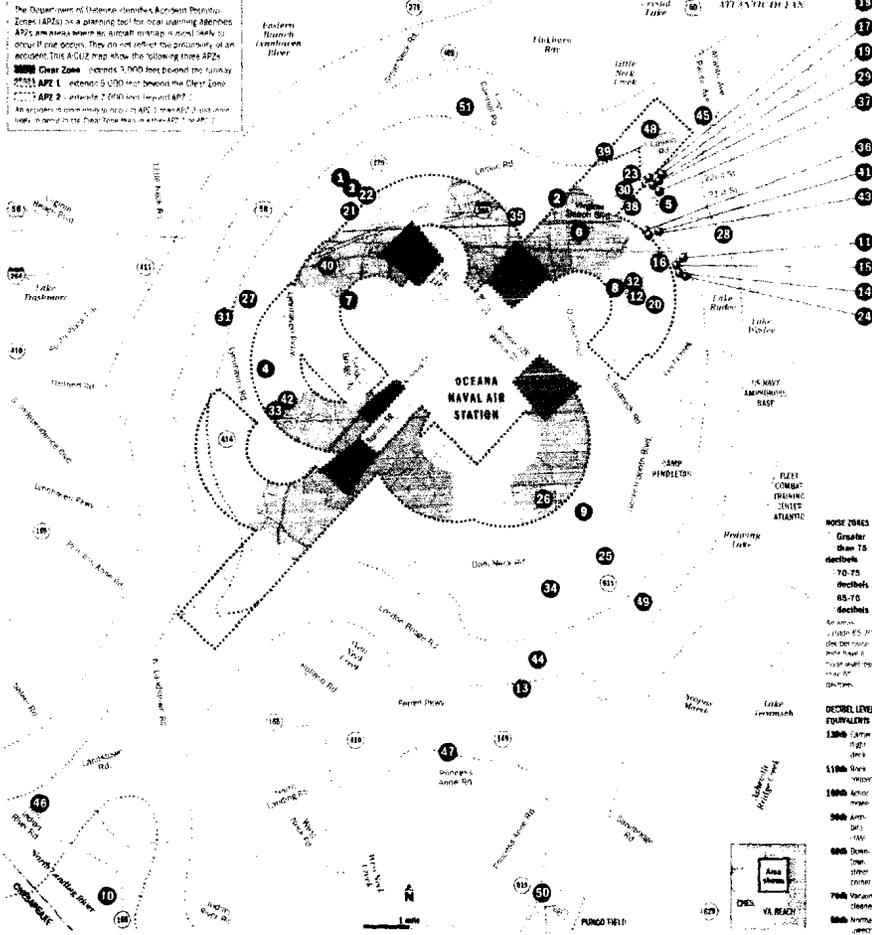
For the past three decades, the Virginia Beach City Council has failed to heed Navy warnings against allowing homes in high-noise and accident-potential zones around Oceana Naval Air Station. Now, nearly one-third of the city's 439,467 residents live in areas where the Navy views housing as incompatible with the base's mission.

In 1978 the Navy drafted an Air Installation Compatible Use Zones map, or AICUZ, to help identify areas where residential growth is exposed to flight noise and the risk of crashes. The Navy's current AICUZ map, last updated in 1999 and depicted here, designates zones where flight noise averages 65 to 70 decibels, 70 to 75 decibels and 75 and greater decibels. Residents however, are exposed to much higher "single event" noise. An F-14 Hornet, for instance, can produce same levels to around 114 decibels of sound in a noise concert. The accident potential zones or APZs are areas where jets fly over at least 5,000 times a year and the risk of crashes is highest.

The Department of Defense identifies Accident Potential Zones (APZs) as a planning tool for noise abatement. APZs are areas where an aircraft might be forced to land or crash. This AICUZ map shows the following three APZs:

- Level 1 APZ:** extends 3,000 feet beyond the runway.
- Level 2 APZ:** extends 2,000 feet beyond the runway.
- Level 3 APZ:** extends 1,000 feet beyond the runway.

An accident potential zone is an APZ that is a high noise area in the AICUZ map.



This time line, based on city and Navy records, shows development city officials have approved since 1975 despite Navy objections that it was incompatible with Oceana Naval Air Station. Not included are council votes to approve development the Navy discouraged but viewed as compatible if equipped with noise insulation and noise-disclosure for buyers.

- 1975**
 - 1 Rezoning for apartments within 6,000 feet and on the pretentious approach to Ocean's runway 14
- 1976**
 - 2 Permit for a ranch in an Accident Potential Zone (APZ) and the highest noise zone
 - 3 Rezoning for apartments near an APZ and in a high noise zone
 - 4 Rezoning to allow construction of an industrial plant partially in an APZ and in the loudest noise zone
 - 5 Approval of the Region's chamber center, then partially in an APZ and in a medium noise zone
- 1977**
 - 6 Rezoning of 5 acres from business to apartments in an APZ "severely impacted" by jet noise
- 1978**
 - 7 Rezoning of 22 acres from industrial to residential for 160 homes
 - 8 Rezoning of 8 acres in an APZ and high noise zone from individual apartments to an APZ
 - 9 Rezoning of 10 acres from agriculture to residential in an APZ
 - 10 OCT 18 - Oceana's new airport asks city for assistance to purchase 100, but city declines to use state industry's equities disclosure
- 1980**
 - 10 Rezoning of 54 acres in loudest noise zone
- 1981**
 - 11 Rezoning for apartments that implies the housing density, then in the loudest noise zone
 - 12 Rezoning for apartments in the loudest noise zone
 - 13 Rezoning for up to 300 houses on 64 acres
 - 14 Rezoning of 23 acres, including 20 acres in a high noise zone and under the flight path of runway 22
 - 15 Rezoning of 15 acres, including the density for a condominium project in the highest noise zone
- 1982**
 - 16 Rezoning of 13 acres to a higher housing density in loudest noise zone
 - 17 Rezoning for apartments then in an APZ and in a high noise zone
- 1983**
 - 18 Rezoning for a 12-unit apartment building from the density in an APZ and high noise zone
 - 19 Rezoning for apartments then in an APZ and in a high noise zone
 - 20 Rezoning of 15 acres of 2 higher density for apartments in the loudest noise zone
 - 21 Rezoning of 4 acres from business to apartments in loudest zone and directly under the flight path of runway 14
 - 22 Rezoning of 5 acres from community business to apartments in the loudest noise zone beneath the approach to runway 14
 - 23 Rezoning of 1.24 acres from business to an apartment in an APZ and high noise zone
- 1984**
 - 24 Rezoning of 1.5 acres for a denser apartment development in the loudest zone near the flight path of runway 22
 - 25 Rezoning of 14 acres from business to residential for single family homes, then in an APZ, and in a medium noise zone
- 1985**
 - 26 Rezoning of 12 acres of residential to apartments in the loudest zone
 - 27 Rezoning of 30 acres in medium and high noise zones
 - 28 Rezoning to allow a denser residential development than in the loudest noise zone
 - 29 Rezoning of an acre, then in an APZ, and in the loudest noise zone
- 1986**
 - 30 Rezoning of 6 acres in area from business to apartment district for a group home in an APZ and the loudest noise zone
- 1989**
 - 31 Rezoning for apartments then in an APZ, and in a medium noise zone
- 1993**
 - 32 Rezoning of 16 acres to a higher density for up to 153 apartments in an APZ and loudest noise zone
 - 33 Rezoning of 8 acres to allow up to 123 apartment units in an APZ and loudest noise zone
 - 34 Rezoning of 13 acres in a higher density for a 56-unit apartment complex in an APZ and the loudest noise zone
- 1995**
 - 35 Rezoning of industrial and office buildings to the highest noise zone directly under an 18-acre flight path
 - 36 Permit allowing more noise from homes in the loudest noise zone at a trailer park
 - 37 Permit for a bungalow in the loudest noise zone and lying under the landing pattern of Ocean's busiest runway, 31B
 - 38 A new area Rezoning plan's has a regulation and design that the City Council seeks a noise disclosure law and requires insulation in new homes, but in some cases, more than 10 years after the law has been enacted
- 1996**
 - 39 City manager writes letter asking no objections to a developer's request for rezoned lots to become a 174-unit apartment complex in loudest noise zone to Harvey Road
 - 40 Permit granted to apartment home in an APZ and the loudest noise zone
- 1998**
 - 41 Rezoning for an independent living facility for seniors on 6.7 acres in a medium noise zone and under a flight pattern
 - 42 Rezoning of 1 acre from single-family to apartments under the flight path to one of Oceana's busiest runways
- 2000**
 - 43 Rezoning of 16 acres to a higher density for up to 153 apartments in an APZ and loudest noise zone
 - 44 Rezoning of 1.24 acres from business to an apartment in an APZ and high noise zone
 - 45 Rezoning of 1.5 acres of land for two single family lots in a low noise zone
 - 46 Rezoning for a 1-leveling 10-unit townhome project in an APZ and medium noise zone, in the first major part of the town's new policy
- 2002**
 - 47 Release Department without notifying the city, orders a writ to appear new housing in all noise zones around military air bases
- 2003**
 - 48 New officials meet with Planning Commission to explore a new policy regarding homes in lot noise zones
 - 49 Rezoning of 1.2 acres of land for two single family lots in a low noise zone
 - 50 Rezoning of 1.24 acres from business to medium noise zone, in the first major part of the town's new policy
- 2004**
 - 51 Rezoning of 17 acres of a medium noise zone for 17 single-family homes
 - 52 Rezoning of 0.74 acres of land for two single family lots in a low noise zone for 400 homes
 - 53 Council order-Bates denies rezoning of three development proposals in noise zone
 - 54 Rezoning approved for a 20-unit townhome in a medium noise zone

Written and researched by JON W. GLEAS
Graphic by WENDY J. STONOR