

DCN 8058

BRAC Commission

AUG 22 2005

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GOVERNOR'S OFFICE OF COMMONWEALTH PREPAREDNESS

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DATE: 8-22-05

TO: The Honorable Anthony Principi

FAX NUMBER: 703-699-2735

FROM: George Fireman

MESSAGE:



COMMONWEALTH of VIRGINIA

Office of the Governor

Mark R. Warner
Governor

August 22, 2005

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

Dear Chairman Principi:

Thank you for the opportunity to be with you and the Defense Base Realignment and Closure Commission on Saturday. The Commonwealth of Virginia remains firm in its commitment to NAS Oceana and to meeting the needs of the United States Navy. The paramount and compelling factor in your decision, we believe, must be those interests. The Navy has been consistent in multiple testimonies in stating its strong belief that NAS Oceana not only best meets their needs for the foreseeable future, but also that only NAS Oceana meets those needs.

Attached you will find depositions taken under oath earlier today from Admiral Fred Metz USN (Ret) and Captain Phil Grandfield USN (Ret) which directly address some statements made by witnesses for the State of Florida concerning Naval aviation training and other issues. In summary these are:

Pilot training at NAS Oceana meets the Navy's needs – As noted in the depositions, no current military aviation facility possesses completely optimal training characteristics. Both the 800-foot approach limit and the night time flying hours restrictions at Fentress are, in fact, Navy restrictions that have been made with the full understanding of the entire training experience. The Navy has stated that these are acceptable deviations. One must also recognize that adjustments are necessary at Cecil, especially when departing Whitehouse, where a pilot makes a right versus left turn because of encroachment.

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Quantitative data, not opinions, are critical to assessing the comparison of Oceana and Cecil. What quantitative data are there to support the argument that training at Oceana is in any way inferior or increases risk to aviators?

Air Encroachment is severe around former Cecil Field – The FAA data are compelling, and indicate that two of the top 10 heaviest air traffic route control activities across the nation are in Florida – Miami (ranked 7) and Jacksonville (ranked 8), with approximately 2.4 million flights each. In the airspace above Cecil, there is far more air congestion than the airspace above Oceana. At Oceana, Navy pilots remain in total Navy air traffic control, regardless of the training mission. At Cecil, Navy pilots would cross multiple FAA main air traffic routes to reach their training ranges. Florida argues that the FAA would give Navy pilots priority, but they can never guarantee it operationally, especially in bad weather, given the level of air traffic saturation.

What quantitative studies have been provided to the Commission on the impact on the Navy training missions of the documented overall air congestion and air saturation in the skies over former Cecil Field?

Environmental Impact Statement (EIS) Process and site remediation cannot be completed with the speed promised by Florida officials – The EIS process is regulated by federal law, mandating certain steps and processes. The introduction of military jets, especially with the level of activity contemplated, will require lengthy and major EIS activities.

Cecil Field remains listed on the National Priorities List as of August 22, 2005, as is shown on the following link www.epa.gov/region4/waste/npl/nplfln/cecnafl.htm. Several operable units containing numerous specific cleanup sites remain on the National Priorities List as of this writing.

How can Florida promise that it can turn over the base free of environmental problems by the end of the year given the base's continued listing as a Superfund site?

Joint Training Opportunities are Greater at NAS Oceana – While there are numerous military installations in Florida, there is not the opportunity for full cross-service training within a single flying cycle. Oceana possesses significantly greater opportunity for cross-service and joint-training activities with other Navy, Air Force, Marine and Army activities within a single flying cycle. This is due to Oceana's proximity to key operational and command functions.

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Shouldn't the entire training experience, from "wheels up to wheels down," be part of the comparison between Oceana and the former Cecil Field?

Certified Data on Costs are not available for Cecil -- Beyond the sworn deposition, the estimated costs by Florida officials to re-establish operations at the former Cecil Field have almost doubled in the past 10 days. There is no guarantee that the costs will not continue to rise because of the absence of a detailed analysis by independent and knowledgeable officials. There are also no guarantees that timing commitments can be met. The BRAC Commission noted that it had run an independent COBRA analysis that places the costs in the \$400 million range, and this differs from the Navy's \$1.6 billion estimate significantly.

While it is reasonable to assume there will be wide variances in costs given the short timeframe for careful analysis, who bears the burden if Florida is wrong?

In summary, Mr. Chairman, assertions and promises aside, the wide variance of information, coupled with the absence of critical data, underscores that a decision to close or realign NAS Oceana to a specific site -- going directly against the recommendations of the Department of Defense and the Navy -- can not and should not be made within a limited time window as part of the BRAC process. The Navy should be provided the tools to continue its tangible progress towards long-term Master Jet Base planning and be given the opportunity to develop such a facility on its own timetable.

Thank you for the opportunity to submit these comments. I appreciate your taking the time to consider the Commonwealth's views on this issue.

Please feel free to contact me if you have any questions.

Sincerely,



Mark R. Warner

MRW/cmg

Cc: The BRAC Commission Members
The Honorable John Warner
The Honorable George Allen
The Honorable Thelma Drake
The Honorable Randy Forbes

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CERTIFIED ORIGINAL

SWORN STATEMENT OF
FRED METZ, REAR ADMIRAL, USN RETIRED

August 22, 2005

Virginia Beach, Virginia

DELIVER TO:
FOR DELIVERY TO THE BASE REALIGNMENT AND CLOSURE
COMMISSION, ARLINGTON, VIRGINIA

1 REAR ADMIRAL METZ: My name is Fred Metz,
2 Rear Admiral, United States Navy, retired.

3 I was in the Navy for 34 years. I had
4 seven major commands. I was stationed on both the
5 East and West Coast, where I had both air and sea
6 commands. I have 1,000 carrier landings, over 300
7 combat missions in Vietnam.

8 Of the variety of tours that I had, I was
9 a landing signal officer for five tours. One of my
10 last jobs, I was a division head for all the aircraft
11 carriers in the Navy, all the air stations, and I was
12 the Department of Defense Navy representative for air
13 space.

14 I was concerned with the testimony given
15 by the Florida delegation to the Commission. Many of
16 the comments did not tell the complete position needed
17 to make a crucial decision for the base of the future
18 of Naval Aviation.

19 What is Florida offering the Navy?
20 Florida is offering the Navy land and a runway and
21 some buildings. To give that property to the Navy, a
22 very comprehensive EIS needs to be completed,
23 environmental impact statement, and I question the
24 timeline that's required for the BRAC process to
25 unfold for the EIS to be completed.

1 We've heard a lot of promises. I am
2 concerned that the promises were not backed up with
3 actual facts, and there was a lot of speculation made
4 and a lot of promises.

5 I am also concerned that these promises
6 would not be able to be completed to make the timeline
7 that's required by the BRAC process.

8 One of the critical things the Governor
9 of Florida said was that he was going to give Cecil to
10 the Navy, but we need to remember what he was actually
11 giving is land and not the air space.

12 The actual air space around Cecil Field
13 that is controlled by the facility includes up to
14 3,000 feet within five miles. Cecil Field is a
15 tenant. The air space around Cecil Field that is
16 described is the limit of their control. If you want
17 to go anywhere else, you have to go to the FAA. You
18 cannot fly out of Cecil Field without permission. You
19 have to get clearances from the FAA to get in the
20 airway structure.

21 We heard a lot in the testimony on
22 Saturday about going to different areas and how it was
23 not encumbered. Nowhere did we ever hear any
24 testimony from the FAA, who controls that air space.

25 When I was doing air space matters in

1 '91, one of the things that we recognized at that time
2 was the increased air traffic along the East Coast was
3 going to be detrimental to flying in certain areas.
4 Cecil Field was one of them.

5 In 1993 the Navy did a very comprehensive
6 air space study in the area of Cecil Field. And the
7 concerns that they had at that time was air space
8 encroachment around Cecil Field. There were many
9 consultations with the FAA, and the Navy presented a
10 lot of questions to the FAA as far as the future
11 ability for the Cecil Field area to grow and to be
12 accommodated also in the FAA structure.

13 Nowhere in any of the testimony did we
14 hear or was anything mentioned about FAA's approval of
15 the Navy returning to Cecil Field. We can buy the
16 land but we cannot control the air space. FAA must be
17 a major player in the decision to move to Cecil Field.

18 If the F-18s go to Cecil Field, they are
19 going to compete with commercial aircraft leaving from
20 Buffalo, Boston, New York. Thousands of airplanes a
21 day pass through the Cecil Field area. The Navy will
22 then be competing with those aircraft for airspace.

23 Another thing is, there is a proposal to
24 increase the number of P-3s to go to NAS Jacksonville,
25 which further complicates the air issues in this area.

1 A comprehensive study needs to be done
2 regarding airspace issues. Many questions have to be
3 answered before a decision for the future of Naval
4 Aviation can be made.

5 Is the FAA safely able to accommodate 285
6 airplanes into the area? Are they willing to
7 accommodate and can they support the air requirements
8 of those aircraft?

9 Have The airspace areas required for the
10 F-18 Super Hornet been established, which have never
11 flown out of Cecil Field?

12 Have they established routes to go to the
13 target at Pinecastle, which hasn't been in existence
14 at Cecil Field for four years?

15 Have they cleared the commercial
16 approaches into Orlando Airport for the construction
17 of the new runway with a major target area for maximum
18 utilization at Pinecastle?

19 There are many questions that we did not
20 hear the answers to that must be addressed before any
21 decision can be made to go to Cecil Field.

22 There may be ground encroachment at NAS
23 Oceana, however the potential air encroachment at
24 Cecil Field presently and also anticipated in the
25 future has to be addressed before any decision can be

1 made.

2 Living in the Hampton Roads area, I've
3 had the opportunity to use some of my past skills as
4 being a landing signal officer to be a guest lecturer
5 at the Landing Signal Officer School here at NAS
6 Oceana which trains LSOs from all over the country.

7 In this capacity I stay very current in
8 field carrier landing procedures; I visit Fentress and
9 I also go aboard ship. I'm very current in present
10 procedures for air crews to train and go aboard ship.

11 As was stated in other testimony, FCLP,
12 field care landing practice, and going aboard ship is
13 a very demanding process, but no place in the Navy --
14 and I've flown at every field in the Navy -- do we
15 have the optimum conditions that replicate the
16 conditions we encounter on the ship. The way we land
17 on the ship and the way we practice on the field at
18 night is not the same anywhere we train.

19 The pattern on the ship is a very
20 demanding pattern, but we have limitations at every
21 field. The field that the Navy is contemplating
22 building in North Carolina is going to have the
23 capability to come closest to replicating the carrier
24 landing pattern that we use aboard ship at night.

25 However, we have proven over the years

1 since I started flying in 1960 that the way that we do
2 carrier landing practice now is acceptable, and our
3 safety record is amazing, and the ability for these
4 young aviators to safely land is tremendous.

5 Being a lecturer at the LSO school, I
6 continually am in contact with the amazing, young
7 pilots, the men and women, that fly the aircraft from
8 our carriers.

9 The Hampton Roads area offers the Navy
10 family so much. In addition to the excellent training
11 offered to the pilots, the family is offered excellent
12 educational opportunities, they are provided a safe
13 environment to raise their children, as well as
14 excellent health facilities.

15 People who come here, many will end up
16 staying here when they retire. We have one of the
17 largest military retirement communities in the nation,
18 which is confirmation of the attractive quality of
19 life the Hampton Roads area has to offer.

20 What the Chief of Naval Operations said
21 in one of his first statement is, we need to worry
22 about combat readiness and family readiness. This
23 area offers both. I can attest to the high morale of
24 the Officers, men and women, and their families that
25 have the opportunity to live in the Hampton Roads

1 area.

2 With regard to joining training, we have
3 many outstanding facilities in the area. Dam Neck
4 offers the squadrons battle group training. The Fleet
5 Intelligence Center offers air crews strike target
6 training. The proximity of the ship allows us to
7 continually integrate the squadrons and facilities.

8 But more importantly, as we have learned
9 over the last 10 years, there is not one service; it's
10 a joint service.

11 Here at Hampton Roads we have the ability
12 to train with every service; the Air Force at Langley,
13 the special warfare units are here in the Hampton
14 Roads area and continually train with these units. We
15 train with the Marine aircraft down at Cherry Point.
16 We train with the combat Marines at Camp Lejune where
17 we have the ability to do close air support. We also
18 go to Fort Bragg where we train with Special Forces
19 units. And we also train with the Air Force F-15s at
20 Seymore Johnson Air Force Base.

21 It's all integrated training. No longer
22 is it just one Navy; it's a joint business, and
23 there's nowhere else on the East Coast that affords us
24 this ability.

25 We have the Joint Training Center here in

1 the Hampton Roads area where we are able to actually
2 interface with joint training worldwide.

3 When we deploy, we just don't go as a
4 ship, we go as the whole unit. And the joint training
5 that is afforded to us in the Hampton Roads area is
6 essential. Nowhere else can this be accomplished.

7 The biggest concern that I have regarding
8 the Cecil Field option is that the lack of certified
9 data would make any such decision speculative and
10 risky. The Navy has a mission, and the Chief of Naval
11 Operations and the Secretary of Defense know better
12 than anybody how to accomplish that mission.

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Aug. 22. 2005 1:25PM TAYLOE ASSOCIATES

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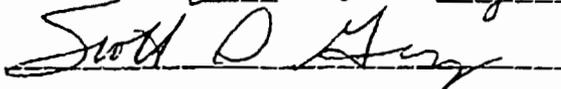
10

1 COMMONWEALTH OF VIRGINIA AT LARGE, to wit:

2 I, Scott D. Gregg, RPR, a Notary Public for the
3 Commonwealth of Virginia at Large, of qualification in
4 the Circuit Court of the City of Norfolk whose
5 commission expires July 31, 2008, do hereby certify
6 that the within person, FRED METZ, REAR ADMIRAL, USN
7 RETIRED, appeared before me at Virginia Beach,
8 Virginia, as hereinbefore set forth; and after being
9 first duly sworn by me, thereupon made the above
10 statement; that his statement was recorded in
11 stenotype by me and reduced to typescript under my
12 direction; and that the foregoing transcript
13 constitutes a true, accurate, and complete transcript.

14 I further certify that I am not related to
15 nor otherwise associated with any party to this
16 proceeding, nor otherwise interested in the event
17 thereof. Given under my hand and notarial seal at
18 Norfolk, Virginia this 22nd day of August, 2005.

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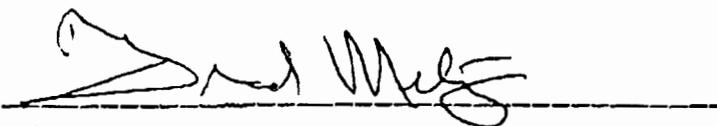
Scott D. Gregg, RPR

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Notary Public

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Fred Metz, Rear Admiral, USN Retired

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Fred Metz, Rear Adm., USN Ret.

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Fred Metz, Rear Adm., USN Ret.

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CERTIFIED ORIGINAL

SWORN STATEMENT OF
PHIL GRANDFIELD, CAPTAIN, USN RETIRED

August 22, 2005

Virginia Beach, Virginia

DELIVER TO:

FOR DELIVERY TO THE BASE REALIGNMENT AND CLOSURE
COMMISSION, ARLINGTON, VIRGINIA

1 CAPTAIN GRANDFIELD: My name is Phil
2 Grandfield, former naval aviator and retired Navy
3 captain. I have about 4,000 hours of experience
4 flying F-14s, F-4s, and F-18s. I also have ten years
5 of experience as a landing signals officer where my
6 primary responsibility was training naval aviators to
7 fly aboard the ship and prepare to fly aboard the
8 ship.

9 The decision to support the question
10 about what is best for the Navy and the future of
11 naval aviation should be the primary focus of the
12 decision on NAS Oceana or the former NAS Cecil Field.
13 Foremost, the decision must support quality of
14 training for F-18 fleet training squadrons and the
15 fleet squadrons.

16 Despite the interviews with NAS Oceana
17 pilots by BRAC commissioners and the articles and the
18 press quoting disgruntled pilots, NAS Oceana's
19 location with easy access with over-water and
20 air-to-ground range has provided quality training to
21 TACAIR pilots for decades.

22 Despite comments to the contrary, NAS
23 Oceana's resources continue to provide high-quality
24 training. There's never been any official Navy
25 statement referencing degraded training capabilities

1 before or during the BRAC process, nor is there any
2 difference in measured readiness levels of NAS Oceana
3 squadrons and those based elsewhere.

4 As stated before, each field has its own
5 pluses and minuses. The flight restrictions imposed
6 by the FAA upon operations at Cecil Field have been a
7 negative impact for years and will likely get worse as
8 air traffic through Florida increases. The expanded
9 traffic flow into Orlando will likely adversely affect
10 the use of the Pinecastle bombing range in the future.

11 On the contrary, NAS Oceana's location
12 allows much improved synergy to train in accordance
13 with the DOD Training Transformation Guidelines,
14 particularly when compared to Cecil Field.

15 Fighter squadrons at NAS Oceana need to
16 train with Navy E-2 squadrons, surface ships, Special
17 Forces, Marine Corps units at Camp Lejune, and at MCAS
18 Cherry Point, as well as active duty Air Force
19 squadrons at Langley Air Force Base.

20 This synergy and training extends to
21 enlisted training as part of the Navy's Revolution In
22 Training and Sea Enterprise concept as well as joint
23 level training for air crews.

24 More and more training resources are
25 being collocated in the Hampton Roads area to include

1 enlisted and maintenance training.

2 The System of Systems for training
3 systems extends into Homeland security with combined
4 area resources for force protection.

5 This consolidation of training assets in
6 the fleet concentration center will improve readiness
7 if NAS Oceana stays here in this area as well.

8 To emphasize my previous comments with
9 reference to field carrier landing practice
10 differences between OLF Whitehouse and OLF Fentress.

11 I reject the implications that aviators
12 are at any greater risk when flying aboard an aircraft
13 carrier if their field carrier landing practice
14 training was conducted at OLF Fentress, vice OLF
15 Whitehouse. The pattern differences that exist are
16 considered acceptable deviations in training and have
17 served us well in the past.

18 Cecil Commerce Field is only a guess as
19 to who gets hurt if we guess wrong. The Cecil
20 proposal is immensely speculative and if adopted could
21 easily impair and degrade the Navy's readiness and
22 mission capabilities in the future.

23 We cannot create tomorrow's Navy by
24 relying on the opinions of yesterday's naval
25 leadership. The current Navy leadership and the

1 Secretary of Defense have made their decisions crystal
2 clear: NAS Oceana must not be closed and remains the
3 best choice for naval aviation training on the East
4 Coast.

5 The Navy trains its people for demanding
6 skills, piloting aircraft, operating nuclear
7 propulsion on submarines, surface ships, and on and on
8 as I referred to in the System of Systems.

9 There is an exemplary record of success
10 to show how this long-established training syllabus
11 has worked here at NAS Oceana. There's absolutely no
12 credible evidence that pilots trained at NAS Oceana
13 are any less qualified and competent and capable of
14 those trained anywhere else.

15 NAS Oceana served us well for decades
16 with the resources that still exist today.

17 It's wrong to rely on the biased opinions
18 of a few disgruntled aviators and disregard and ignore
19 the informed, honest, and comprehensive statements of
20 the Chief of Naval Operations.

21 Only he has knowledge from every level of
22 command and every unity in his organization concerning
23 the quality of training and morale of his people. And
24 the CNO has stated that he prefers to remain at NAS
25 Oceana.

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The Navy is an increasingly complex and interdependent organization and is moving away from stovepipes formed of military organizations into the System of Systems that I have described.

Moving a key element such as NAS Oceana will have far-reaching, adverse consequences to the Navy's revolution training as it collocates in Hampton Roads.

Aug. 22. 2005 11:25AM

TAYLOE ASSOCIATES

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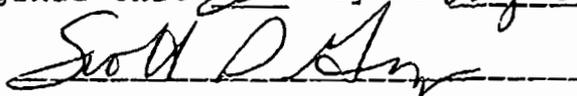
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1 COMMONWEALTH OF VIRGINIA AT LARGE, to wit:

2 I, Scott D. Gregg, RPR, a Notary Public for
3 the Commonwealth of Virginia at Large, of
4 qualification in the Circuit Court of the City of
5 Norfolk whose commission expires July 31, 2008, do
6 hereby certify that the within person, CAPTAIN PHIL
7 GRANDFIELD, RETIRED, appeared before me at Virginia
8 Beach, Virginia, as hereinbefore set forth; and after
9 being first duly sworn by me, thereupon made the above
10 statement; that his statement was recorded in
11 stenotype by me and reduced to typescript under my
12 direction; and that the foregoing transcript
13 constitutes a true, accurate, and complete transcript.

14 I further certify that I am not related to
15 nor otherwise associated with any party to this
16 proceeding, nor otherwise interested in the event
17 thereof. Given under my hand and notarial seal at
18 Norfolk, Virginia this 22nd day of August, 2005.

19



20

Scott D. Gregg, RPR

21

Notary Public

22

23



24

Phil Grandfield, Captain, USN Retired

25

Phil Grandfield, Capt., USN Ret.

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2005 - measured

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military - yesterday's

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Phil Grandfield, Capt., USN Ret.

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DATE: August 22, 2005

PLEASE DELIVER THE FOLLOWING 15 **PAGES**
(INCLUDING COVER SHEET)

TO: Bill Fetzer
Senior Analyst
Navy Team

FAX: 703-699-2735

FROM: Governor Jeb Bush
Executive Office of the Governor

PHONE NUMBER: 850-488-5603

FAX NUMBER: 850-922-4292

MESSAGE: Attached is a copy of Florida's comprehensive proposal to reopen Naval Air Station (NAS) Cecil Field. The original document is being sent via Federal Express to arrive tomorrow morning, Tuesday, August 23, 2005.

Thank you.

Governor Bush