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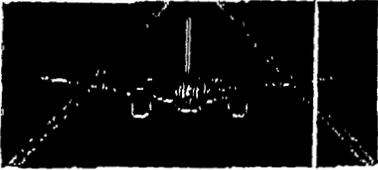
Following please find the 3-page letter of Mr. Ronald Morgan to Mr. Robert Matthias of the City of Virginia Beach, dated August 23, 2005

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August 23, 2005

Mr. Robert R. Matthias  
Assistant to the City Manager  
Municipal Center, Building 1, Suite 234  
2401 Courthouse Dr.  
Virginia Beach, Virginia 23456-9001

Dear Mr. Matthias,

The information below represents my analysis of the airspace impact of relocating F/A-18 aircraft to the former NAS Cecil Field, Jacksonville, FL. This analysis was accomplished using current knowledge of restricted areas, military operating areas, and offshore warning areas along with a thorough understanding of civilian aviation airspace demand in northern Florida.

A significant amount of both onshore and offshore airspace has been set aside for military training in Georgia and northern Florida. These individual pieces of airspace serve as a training ground for many different missions and services. However, none are connected directly to the airspace immediately surrounding the former NAS Cecil Field. Therefore, ingress and egress to these training areas must be considered in the decision process of assigning F/A-18s to this location.

The traffic picture on the east coast of the United States has changed significantly in the last decade. Commercial air traffic has continued to increase and general aviation is on a rebound from a 15-year decline ending in 2000. The busiest corridor of commercial jet traffic in the world is between the airports in the northeast (Boston, New York, Washington) and the central and south Florida airports (Miami, Orlando, Ft. Lauderdale). The routes used for this traffic parallel the east coast of the United States, both on and off shore. Additionally, the growth of general aviation activity in both Florida and California has been disproportionately large as compared with the rest of the United States in the last 5 years. These two factors, along with aggressive application of NEPA regulations which must address noise impacts on local communities makes the task of developing transition routes to training areas very difficult.

As in other parts of the country where military aircraft co-exist with civilian aircraft, routes to training areas are developed to support the mission. Since the development of additional special use airspace is very unlikely in the Jacksonville area, aircraft departing Cecil Field would be altitude restricted until clear of traffic using overhead routes. Also, to meet full tactical fighter mission requirements, these ingress/egress routes would need to be available for both day and night time use. This operating scenario presents several issues.

First, there are certain periods of the day and early evening that this airspace is already saturated with aircraft. Delays would be likely, which could compromise the training mission. Second, if aircraft were climb restricted on a regular basis, additional fuel usage, and the associated costs would be incurred. And last, the Jacksonville Airport Authority operates Cecil Field and it is designated as a general aviation reliever airport. If the primary use of the airport were changed, under NEPA law, an environmental assessment would be required. Understanding the noise footprint of the F/A-18 and the potential impact to the growing community around Cecil Field, it is likely that a full environmental impact statement would be required. Based on other similar circumstances around the country in the last 10 years, it is logical to anticipate that restrictions would be placed on airspace use. These restrictions would likely impact in a negative way the training requirement and the readiness of F/A-18 aircraft.

Should you have additional questions or require clarification, please do not hesitate to call.

The information above is certified as true and accurate to the best of my knowledge and belief. Should you have additional questions or require clarification, please do not hesitate to call.

  
Ronald E. Morgan

Attachment (1)

## Resume for Ron Morgan

Ron has 39 years experience in global air traffic management, ATC operations and system modernization. He began his aviation career as a flight instructor and charter pilot in Burbank, California. After a tour of duty in the Air Force, he started a 31-year career with the Federal Aviation Administration (FAA). Ron held various controller, staff, and managerial positions in the Western-Pacific Region of FAA before moving to FAA Headquarters in 1988. While in Washington DC, Ron was Manager, Advanced Systems and Facilities Division; Director of System Engineering, Associate Administrator for System Engineering and Development, and Director of Air Traffic. In May 2001 Ron concluded a very successful FAA career and joined Lockheed Martin Corporation as the Vice President for Strategic Planning. He was responsible for the marketing, business development and strategic planning for the Air Traffic Management Company within the corporation. In January 2003, Morgan Aviation Consulting was established where Ron continues his involvement with the aviation community by assisting a number of companies with business development, strategic planning and ATC technical advice. He also serves on the Board of Directors for Air Traffic Control Association.

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