

Facsimile Cover Sheet

Military Affairs and
Veterans Service Division,
Community Services

Department,
City of Jacksonville, Florida

117 West Duval Street, Suite 175
Jacksonville, Florida 32202
Telephone: (904) 630-3680
Facsimile: (904) 630-3422
E-mail: "vetsvcs@coj.net"

BRAC Commission

AUG 22 2005

Received

Attn:

MAYOR PEYTON

To: BILL FETZER

From: CITY OF JACKSONVILLE

Fax: 703-699-2735

Date: 8/22/05

Phone: 703-699-2915

Pages: 52

Re: Certified DATA!

Message:

Bill - Original package sent FEDEX this afternoon.
Fax does not include 3 charts. You already have
from previous submission and they are in
original package sent FEDEX.

Thanks,
Dan



OFFICE OF THE MAYOR

JOHN PEYTON
MAYOR

ST. JAMES BUILDING
117 WEST DUVAL STREET
SUITE 400
JACKSONVILLE, FLORIDA 32202

August 22, 2005

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

Dear Secretary Principi;

Thank you for the opportunity provided to the State of Florida and the City of Jacksonville to present information to the BRAC Commission regarding the redevelopment of Cecil Field into a Master Jet Base.

During the presentations on Saturday, August 20, 2005, the Virginia delegation raised a number of issues regarding Cecil Field that were misleading and inaccurate. In order to clarify a few of the most notable inaccuracies, I have attached detailed information on: the cost analysis provided to the BRAC Commission; environmental clean-up status at Cecil Field; accident data for Cecil Field and NAS Oceana; Duval County school information; historical hurricane information for the East Coast and bird accident strike hazard information. All information has been collected by individuals with technical expertise in the specific subjects involved, and is individually certified to be correct.

In addition to individual certifications, I collectively certify that all the information contained in this letter submission (w/attachments) to the BRAC Commission is accurate and complete to the best of my knowledge and belief as required by Section 2905(a)(5)(A) of the Defense Base Closure and Realignment Act of 1990.

Again, thank you for your consideration and for the opportunity to present our case to the Commission.

Sincerely,

A handwritten signature in black ink that reads "John Peyton".

John Peyton
Mayor

Attachments:

- 1) Certified cost data for Cecil Field
- 2) Certified environmental data for Cecil Field
- 3) Certified accident data for Cecil field
- 4) Certified school data for Duval County
- 5) Certified hurricane data for the East Coast
- 6) Certified bird accident strike hazard data for Cecil Field and NAS Oceana





DU PONT CENTER, SUITE 400 • 1650 PRUDENTIAL DRIVE • JACKSONVILLE, FLORIDA 32207 • 904.731.2991 • FAX: 904.861.2453

Commercial
Industrial &
Institutional

August 22, 2005

Industrial
Institutional

Base Closure and Realignment Commission
Office of Review and Analysis

Public
Infrastructure

2521 S. Clark Street
Suite 600
Arlington, VA 22202-3820

Resort,
Recreation &
Entertainment

TO WHOM IT MAY CONCERN:

Transportation

This letter will certify that Basic Facility Requirements and Engineer's Opinions of Cost, prepared by this office with respect to the reopening of Cecil Field as an operational Master Jet Base were done so using the best-available and most current technical data, as determined through recognized industry practice or as specifically-stated in the various Technical Instructions of the Naval Facilities Engineering Command.

Urban &
Community
Development

The data and opinions provided to you and to representatives of the Base Closure & Realignment Commission staff were prepared by facility planners and engineering personnel with specific training and expertise in the fields of military infrastructure planning, design and construction.

Moreover, the opinions of cost provided to you were prepared by engineering personnel of BHR, Incorporated. BHR has been the City of Jacksonville's Program Manager and Engineer of Record for the conversion of Cecil Field to civilian use since 1999, and has been a DOD engineering contractor continuously since 1970.

Descriptions of existing facilities at Cecil Field were based upon long-term, in-depth analysis and evaluation of the real property assets and infrastructure on-base. Where recent DOD cost data was not available for forecasting project costs, BHR utilized recent contractor bid pricing and our industry knowledge as a large infrastructure design firm to supplant any lack of government-supplied information.

Recognize that reliable Engineering Cost Estimates for facility development can only be achieved through a process of design and value engineering, which to date has not been completed. However, we do certify that the information contained in the BHR

Florida
License
Numbers

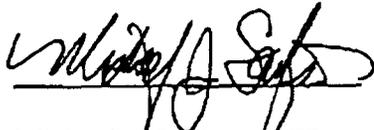
EB 0055
LC 0120
LB 6739

www.bhr-jax.com
www.nrcadis-us.com

submission to the BRAC Commission is accurate and complete to the best of our knowledge and belief as required by Section 2905 of the Defense Base Closure and Realignment Act of 1990.

Professional resumes of key personnel included in this analysis are attached.

Respectfully submitted,
BHR, Inc.



Michael J. Saylor, AICP
Senior Vice President
Jacksonville Area Manager



Andy Eckert, PE
Manager of Commercial Development

Attachments

MJS/ad

Q:\executive\Mike\Correspondence\05 08 23 Base Closure & Realignment Commission ltr.

MTC 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 DIFFERENCE BTWN REQ/EXIST	SURPLUS DIFFERENCE BTWN REQ/EXIST	TOTAL ADDED COSTS TO MEET REQ (\$000)
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	176	19	107	0	Default	0	19	1164			114
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	886	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
1252	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	3,188	720	226	0	Default	0	720	11731		-874	0
1311	Communications Building	SF	889	203	229	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	16787		-2,567	0
1413	Air Control Tower	SF	2,036	n/a**		0	Default	n/a**	1	1600	498		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		10
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	17426			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	16350		-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 (\$000)
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	5,621		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	248		2,880		248
1457	Aircraft Support Facility	EA	119	n/a**	###	0	Default	n/a**	18,526	0	119		18526
1461	Aircraft Arresting System	EA	4	3,034	762500	0	Default	0	3,034	0	4		3034
1712	Applied Instruction Building	SF	81,000	16,081	199	0	Default	0	16,081	15520	248,880		48416
1712	Applied Instruction Building	SF	20,000	3971	199	0	Default	0	3,871	See Above			0
1712	Applied Instruction Building	SF	153,000	30376	199	0	Default	0	30,376	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	9766	
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	185	0	Default	0	2,015	8376	5,824	962	
2111	Aircraft Maintenance Hangar	SF	419,328	n/a**	#####	0	Default	n/a**	1	See Above		0	
2112	Aircraft Maintenance Shop	SF	256,887	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	11,839	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	6,830	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	24881		-1,691	
2141	Vehicle Maintenance Shop	SF	7,200	1,182	164	0	Default	0	1,182	7850		-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	157	134	0	Default	0	157	0	1,400	157	
2191	Facility Engineer Maintenance Shop	SF	7,400	956	129	0	Default	0	956	0	7,400	956	
			New MilCon (REQT)	New Cost*		Using Rehab	Rehan Type	Rehab Cost*	Total Cost*	EXISTING CECIL FIELD ASSETS	DEFICIT DIFFERENCE BTWN REQ/EXIST	SURPLUS DIFFERENCE BTWN REQ/EXIST	TOTAL ADDED COSTS TO MEET REQ
FAC	Title	UM											
2191	Facility Engineer Maintenance Shop	SF	9,260	1,196	129	0	Default	0	1,196	0	9,260	1196	
2113	Aircraft Corrosion Control Hangar	SF	14,000	4,305	308	0	Default	0	4,305	see 2111 above	0	0	
4111	Bulk Liquid Fuel Storage	BL	60,000	3,538	60	0	Default	0	3,538	0	60,000	3538	
4211	Ammunition Storage, Depot and Arsenal	SF	960	226	236	0	Default	0	226	54550	650	153	
4211	Ammunition Storage, Depot and Arsenal	SF	10,100	2,362	236	0	Default	0	2,362	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	143652		-162	0
4421	Covered Storage Building, Installation	SF	139,000	12,028	87	0	Default	0	12,028	See Above		0	
4423	Hazardous Materials Storage, Installation	SF	7,800	1,086	139	0	Default	0	1,086	2400	6,610	767	
4423	Hazardous Materials Storage, Installation	SF	110	15	139	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	38	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	61	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	20,984	4744	
6100	General Administrative Building	SF	660	104	158	0	Default	0	104	88497	143,103	22650	
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	981	157	0	Default	0	981	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	120,232	
7210	Enlisted Unaccompanied Personnel Housing	SF	9,000	1,529	170	0	Default	0	1,529	0	9,000	1529	
7210	Enlisted Unaccompanied Personnel Housing	SF	3,000	510	170	0	Default	0	510	0	3,000	510	

FAC	Title	UM	New MilCon (REQT)	New Cost*		Using Rehab	Rehan Type	Rehab Cost*	Total Cost*	EXISTING CECIL FIELD ASSETS	DEFICIT	SURPLUS	TOTAL ADDED COSTS TO MEET REQ	FACILITIES SUPPORT FROM HAS JAX
											DIFFERENCE BTWN REQ/EXIST	DIFFERENCE BTWN REQ/EXIST		
7213	Student Barracks	SF	117,000	19,884	170	0	Default	0	19,884	0	117,000		19884	
7210	Enlisted Unaccompanied Personnel Housing	SF	52,920	8,994	170	0	Default	0	8,994	0	52,920		8994	
7210	Enlisted Unaccompanied Personnel Housing	SF	55,080	9,361	170	0	Default	0	9,361	0	55,080		9361	
7220	Dining Facility	SF	18,060	4,989	276	0	Default	0	4,989	0	18,060		4989	
7231	Miscellaneous UPH Support Building	SF	10,900	945	87	0	Default	0	945	0	10,900		945	
7240	Officer Unaccompanied Personnel Housing	SF	17,250	2,873	167	0	Default	0	2,873	0	17,250		2873	
7240	Officer Unaccompanied Personnel Housing	SF	6,000	999	167	0	Default	0	999	0	6,000		999	
7313	Police Station	SF	8,000	1,330	166	0	Default	0	1,330	0	8,000		1330	
1498	Security Support Facility	SF	800	176	220	0	Default	0	176	0	800		176	
7384	Miscellaneous Personnel Shelter	SF	500	31	62	0	Default	0	31	0	500		31	
7385	Public Restroom/Shower	SF	670	124	185	0	Default	0	124	0	670		124	
1445	Working Animal Support Building	SF	300	29	87	0	Default	0	29	0	300		29	
7314	Drug and Alcohol Abuse Center	SF	3,640	605	166	0	Default	0	605	0	3,640		605	
7361	Chapel Facility	SF	13,000	2,521	194	0	Default	0	2,521	14744		-1,744	0	
7344	Postal Facility	SF	6,325	757	120	0	Default	0	757	0	6,325		757	
7346	Exchange Sales Facility	SF	99,100	11,069	124	0	Default	0	11,069	25000	68,110		10248	10946
7346	Exchange Sales Facility	SF	16,600	2,311	124	0	Default	0	2,311	see above			0	0
7387	Exchange Support Facility	SF	5,410	668	123	0	Default	0	668	see above			0	0
7331	Exchange Eating Facility	SF	8,200	1,539	196	0	Default	0	1,539	2500	5,700		1070	1070
7346	Exchange Sales Facility	SF	21,500	2,671	124	0	Default	0	2,671	0	21,500		2671	2671
7331	Exchange Eating Facility	SF	3,390	636	188	0	Default	0	636	0	3,390		636	636
7387	Exchange Support Facility	SF	2,770	342	123	0	Default	0	342	0	2,770		342	342
7349	Commissary	SF	150,300	23,139	154	0	Default	0	23,139	0	150,300		23139	23139
7372	Family Service Center	SF	76,000	1,352	18	0	Default	0	1,352	0	76,000		1352	1352
7417	Recreation Center	SF	6,100	1,051	172	0	Default	0	1,051	0	6,100		1051	1051
7645	Exchange Automobile Facility	SF	6,100	971	120	0	Default	0	971	0	6,100		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	163	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		5999	
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		1368	
FAC	Title	UM	New MilCon (REQT)	New Cost*		Using Rehab	Rehan Type	Rehab Cost*	Total Cost*	EXISTING CECIL FIELD ASSETS	DEFICIT DIFFERENCE BTWN REQ/EXIST	SURPLUS DIFFERENCE BTWN REQ/EXIST	TOTAL ADDED COSTS TO MEET REQ	FACILITIES SUPPORT FROM HAS 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	645	124	0	Default	0	645	0	6,800		645	
7417	Recreation Center	SF	46,888	8,024	172	0	Default	0	8,024	0	46,888		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	7,480	645	86	0	Default	0	645	0	7,480		645	
7631	Pavilion	SF	4,000	267	67	0	Default	0	267	4000	0		0	
7444	Stable	SF	7,700	393	61	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
7368	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	36550	0	Default	0	771	0	20		771	
7622	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	76000	0	Default	0	78	0	1		78	
7616	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**	28,260	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	
6521	Vehicle Parking, Surfaced	SY	0	n/a**	0	Default	n/a**	8,600	0	0	0	
8828	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	
8928	Hazardous Waste Storage or Disposal Faci.	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	
6413	Water Storage, Potable	GA	0	n/a**	0	Default	n/a**	2,500	0	0	0	
FAC	Title	UM	New M/Con (REQT)	New Cost*	Using Rehab	Rehab Type	Rehab Cost**	Total Cost*	EXISTING CECIL FIELD ASSETS	DEFICIT DIFFERENCE BTWN REQ/EXIST	SURPLUS DIFFERENCE BTWN REQ/EXIST	TOTAL ADDED COSTS TO MEET REQ
8413	Water Storage, Potable	GA	0	n/a**	0	Default	n/a**	1,300	0	0	0	0
8910	Utility Building	SF	0	n/a**	0	Default	n/a**	170	0	0	0	0
8321	Sewer and Industrial Waste Line	LF	0	n/a**	0	Default	n/a**	7,600	0	0	0	0
8211	Heat Source	MB	0	n/a**	0	Default	n/a**	3,133	0	0	0	0
8221	Heat Distribution Line	LF	0	n/a**	0	Default	n/a**	18,700	0	0	0	0
1444	Miscellaneous Operations Support Building	SF	18	n/a**	0	Default	n/a**	n/a**	0	18	0	0
2112	Aircraft Maintenance Shop	SF	21,781	4,175	182	0	Default	0	4,175	See Above	0	0
2111	Aircraft Maintenance Hanger	SF	78,489	17,454	223	0	Default	0	17,454	See Above	0	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	378009	-28,009	0
1131	Aircraft Apron, Surfaced	SY	502,000	63,489	107	0	Default	0	63,489	514028	-12,028	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 M/Con Costs include design, site preparation, contingency planning and SIOH Costs where applicable

** No New M/Con/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 \$334 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"

ARCADIS

**Michael J.
Saylor, AICP**
Senior Vice President

Mr. Saylor is currently responsible for corporate management and QA/QC in the areas of urban planning and design, military master planning, regulatory approvals, environmental assessments, economic feasibility study, and commercial development. In the past 33 years, Mr. Saylor has specialized in multi-disciplinary team management. Following is a limited listing of Mr. Saylor's experience.

Land Resources

Air Installation Compatible Use Zone (AICUZ) Plans

U.S. Navy, Pensacola, Florida; Beaufort, South Carolina; Jacksonville, Florida; and New Orleans, Louisiana

Responsible for preparation and implementation of the U.S. Navy's AICUZ Program for U.S. Navy and/or Marine Corps aviation facilities. For NAS Pensacola, MCAS Beaufort, and NAS New Orleans, Mr. Saylor prepared land use studies, development regulations, and AICUZ mapping. As a member of the Jacksonville Planning Commission, Mr. Saylor is appointed to the lead agency responsible for implementation of Jacksonville's AICUZ Program for NAS Cecil Field, NAS Jacksonville, Naval Station Mayport, and Jacksonville International Airport.

Air Base Master Plan

U.S. Navy, Marine Corps Air Station Beaufort, South Carolina

Responsible for preparation of a five-year master plan for both flightline and supporting elements for a 10-squadron Marine Corps fighter/attack Air Group. Facilities encompassed by the master plan include nearly 6,000 acres of real estate holdings, more than 300 operational and support facilities, and a community supporting a full-time

population of over 3,000 personnel, as well as 120 advanced, F/A-18 fighter/attack aircraft.

Airfield Improvement Plans

U.S. Army, Baker Army Airfield, Bad Toelz, Germany

Project Manager in charge of engineering evaluations, facilities requirements plans and a master redevelopment plan for the aviation component of the 10th Special Forces operating in Western Europe. Performed the evaluation of portable, metal deck landing surfaces, relocation of air traffic control tower, relocation of fuel and defuel facilities to eliminate operational waivers, and coordination with the German Luftwaffe and German local authorities relating to operational restrictions and land use encroachments.

MCLB Albany Master Plan

U.S. Navy, Albany, Georgia

Project Manager for master planning of a 3,185-acre command located in Albany, Georgia as well as three remote sites: Naval Branch Clinic, Boyett Village Family Housing area and Blount Island Command, located in Jacksonville, Florida.

Education

B.S., Regional and Urban Planning, Ball State University, 1972

Graduate Study, Economics, University of West Florida

Years of Experience

Total - 33

With ARCADIS - 23

Professional Registrations

American Institute of Certified Planners, 1979

Professional Qualifications

American Planning Association

Florida Planning and Zoning Association

Society of American Military Engineers

Jacksonville Planning Commission, 1993-2000

Site Development Studies for

Homeporting an Aircraft Carrier Battle Group

U.S. Navy, Pascagoula, Mississippi; Mobile, Alabama

Lead Planner for site investigation, evaluation, selection, schematic facility design, site engineering feasibility and cost estimating, and master planning for two new U.S. Navy homeports as well as a master plan for renovations at NAS Pensacola, Florida to accommodate an operational aircraft carrier.

Military Base Realignment/Closures

Department of Defense

NAS Memphis, Tennessee (Close)

NAS Pensacola, Florida (Realign)

MCAS Beaufort, South Carolina (Realign)

Ft. Benjamin Harrison, Indiana (Close)

Ft. Jackson, South Carolina (Realign)

NAVSTA Mayport, Florida (Revised Mission)

Cecil Commerce Center Business Plan

City of Jacksonville, Florida

Officer-in Charge for the redevelopment of Cecil Field. The project consisted of planning and infrastructure analysis, recreation master plan, EDC application, design guide, development economics. Evaluated existing infrastructure, developed an estimate of the worth of each facility, and developed rehabilitation costs for the facilities. Within this 31-week schedule, also created a Base Redevelopment Master Plan, which developed a utility master plan to service the new industrial facilities, capital costs for the new infrastructure, and phasing for the new facilities.

ESQD Studies

U.S. Department of Defense, Various locations in CONUS and Europe

Responsible for more than twenty special studies related to explosive ordnance of all types, including the preparation of support documentation for ESRB waivers, compliance with the Navy's OP5 Regulations, and special weapons handling facilities. He has also conducted environmental studies incorporating radiological safety requirements related to nuclear propulsion system maintenance facilities.

Florida State Land Development Plan (SLDP)

Florida Department of Community Affairs, Florida

As a gubernatorial appointee, assisted the Florida Department of Community Affairs in drafting the plan. This was the "policy framework" for all State and local Comprehensive Plan Elements. Mr. Saylor represented the Florida Chapter of the American Planning Association on a work group comprised of the Florida Homebuilders' Association, 1000 Friends of Florida, Florida Audubon Society, League of Cities, State Association of Counties, various developer interests and several State agencies. His work earned a personal commendation from DCA Secretary Tom Pelham for, "technical expertise and practical knowledge in the field of urban planning."

ARCADIS

ANDREW N. ECKERT, P.E. MANAGER, COMMERCIAL DEVELOPMENT

CAREER HISTORY

Over 27 years of documented successes at management level in business planning and development, facilities and utilities planning, design, construction, operations and maintenance, environmental services, property management and land management. Extensive leadership experience in team building, process improvement, and organizational change.

EDUCATION

- M.S., Construction Management - University of Florida, Gainesville, FL 1983
- B.S., Mechanical Engineering - University of California at Los Angeles 1976
- Continuing Business Management Education, University of South Carolina, Columbia, SC 1998
- Over 300 hours of training in facilities management, contract administration, negotiations, contract law, and procurement management

CERTIFICATION

Registered Professional Engineer, State of Florida, State of Hawaii
Certified Navy Construction and Services Contracting Officer

PROGRAM / PROJECT MANAGEMENT

Program Manager for a broad range of business development projects including planning, design, construction, maintenance service contracts, and property management. Team-based senior leadership and intensive personal focus on quality management and customer-focused business planning.

- Executed comprehensive economic development plan and specific projects for the economic reuse of a 17,000 acre closed Military Base. Projects included execution of design and construction contracts of \$100 million in road and utilities infrastructure improvements to meet federal, state and city codes to expedite development. Planned, designed and executed renovation of existing unoccupied buildings for lease, subsequently marketing and negotiating leases resulting in \$700,000 annual rental income and over 1,500 jobs created since closure of the Base.
- Planned and executed multi-year renovation program for U.S. Navy regional airport complex, including hangars modernization, airfield pavement and lighting, and new building fire protection systems. Reduced annual maintenance costs by 30% and extended facilities life for additional 20 years.
- Project manager for \$23 million of construction in place at U.S. Navy training and educational complex. Projects included modernizing dining facilities, dormitory buildings, and residential infrastructure and housing upgrades. Using innovative phased approach, maintained high occupancy rates and dining capacities throughout compressed 2 year schedule.

BUSINESS MANAGEMENT

- Team Leader responsible for multi-year economic development program to market, develop and operate an 8,000 acre public-owned Industrial/Commercial Business Park. Completion of initial phase has resulted in approved land use plans, state and local permits for development, and commercial building leases. Worked closely with Federal, State and local agencies within their respective guidelines, processes, and legislative procedures to expedite land use development and obtain over \$45 million in direct Federal and State economic development grants.

ARCADIS

- Responsible for 11 Facility Services Profit Centers valued at \$9 million annual business volume, providing services ranging from full Facilities Services Operations and Management to Custodial and Grounds Maintenance operations. Implemented automated maintenance management systems improving work control operations and cost controls. Overall 2% margin growth from the previous year.
- Directed Public Works organizations of up to 125 engineering professionals and skilled craftsman. Extensive management experience in capital improvements and facilities engineering services for several large plant operations, including heavy industrial waterfront, educational, airport, and hospital facilities.
- Streamlined \$8.3 million facilities maintenance and repair program, combining multiple small contracts into several large multi-trade contracts. Reduced service costs 10% and work turnaround time 25%.
- Responsible for \$48 million prioritized budget and cost controls. Continuous senior level accountability and reporting for property management and construction work performance.

SIGNIFICANT WORK HISTORY

Manager, Commercial Development BHR, Inc. Responsible for the planning, engineering and development of commercial properties for clients in northeast Florida area.	Present
Chief, Cecil Commerce Center Development Office Jacksonville Economic Development Commission Responsible for the economic redevelopment of a public owned 17,000 acre former Naval Air Station Cecil Field including infrastructure planning, design, construction, facilities management, property management/leasing, land use, permits, utilities, and new business development.	2000-2005
District Manager ARAMARK Facility Services Managed multiple facility services profit centers in the North Carolina and South Carolina Region, including program management, financial accountability, business development, client liaison, technical support, and people management.	1998-2000
Director of Operations Naval Facilities Engineering Command, Southern Division, Charleston SC Directed operations of a regional engineering organization delivering facility planning, design, environmental, and construction engineering services to clients in a 26 state region.	1996-1998
Asst Chief of Staff, Facilities and Land Management Naval Forces, Marianas Islands, Guam Responsible for facilities services, land use management, and environmental programs for port facilities, airport, fuel storage, warehousing, housing, and utilities services.	1994-1996
Officer In Charge of Construction Portsmouth Naval Shipyard, Portsmouth, NH Direct field supervision and management of capital improvement projects and facilities maintenance service contracts at a large industrial shipyard.	1991-1994
Deputy Director of Facilities and Environment Director of Navy Laboratories, Washington D.C. Responsible for policy, budget, and funds control/allocation at the corporate level for fifteen Research and Development laboratories located throughout the U.S.	1989-1991

ARCADIS

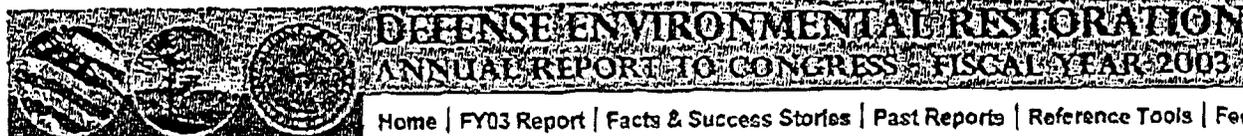
Various leadership and management positions of increasing responsibility and technical qualifications. Responsible as head of planning and design departments, SEABEE officer and project manager for capital improvement projects at airports, port facilities, fuel storage, and hospital facilities. 1978-1989

OTHER SPECIFIC U.S. NAVY QUALIFICATIONS

As a Navy Civil Engineer Corps officer for 21 years experience in Navy and Marine Corps facilities and infrastructure includes:

- Planning Officer, NATO and Navy/Air Force projects in Keflavik Iceland which included evaluation of existing facilities and development of new requirements based on operational needs, which included deployment of the Air Force AWACS system to Iceland.
- Public Works Officer, MCAS Kaneohe, HI - Developed overall Master Plan working with NAVFACENGCOCM for initial deployment and stand-up of F/A-18 squadrons to Marine Corps Air Station, including facilities requirements and AICUZ development.
- Operations Analyst- CNO Staff Pentagon: Assisted in the development of the 1988 COBRA Model for BRAC-88, and reviewed all data for modeling purposes. Performed facilities analysis of all Navy Research & Development Laboratories in 1990 when the 68 various Navy R&D Installations were realigned within the Navy under a process similar to the BRAC process.
- Asst Chief of Staff, Commander Naval Forces Marianas - In 1995 worked with the BRAC 95 Commission in evaluating all DOD assets on Guam, which resulted in the realignment of major facilities in 1996. Reviewed and validated the Navy's certified data call info that was used in the 1995 COBRA modeling analysis.
- Operations Officer, Southern Division, Naval Facilities Engineering Command - Coordinated NAVFAC's planning and construction efforts to initiate and complete major BRAC actions from the 2 previous BRAC closures.
- From 2000-2005, Program Manager for the redevelopment of NAS Cecil Field into the Cecil Commerce Center for the City of Jacksonville. Senior engineer in the infrastructure upgrade program and implementation of the Cecil Commerce Center Business Plan that resulted in the immediate reuse of Cecil Field and the creation of 1700 jobs.

Environmental Management Office | DENIX



Welcome to the FY2003 DERP Annual Report to Congress



[Table of Contents](#)



**What's New
for FY03!**

- [Program Data Summary](#)
- [Success Stories](#)
- [Component Fact Sheets](#)

Each year, the Department of Defense (DoD) submits to Congress an annual report on the Defense Environmental Restoration Program (DERP) describing the Department's environmental restoration accomplishments during the past fiscal year. This Web site presents all sections of the Fiscal Year 2003 DERP Annual Report to Congress, which are publicly available through the [Table of Contents](#).

In addition to the information contained in the report, this Web site also contains Component success stories and fact sheets and presents further information on Military Munitions Response Program sites, including site maps. The Web site also offers a wide range of search vehicles that can locate and summarize DERP information of interest.

Fiscal Year 2003 data has been archived, please go to the current year's website to access the Database Search form, GIS Search, Installation Search, and MMRP Search.

[System Requirements](#) | [Accessibility](#) | [Privacy & Security](#)

ACQUISITION,
TECHNOLOGY
AND LOGISTICS

THE UNDER SECRETARY OF DEFENSE

3010 DEFENSE PENTAGON
WASHINGTON, DC 20301-3010

APR 18 2004

The Honorable Richard B. Cheney
President of the Senate
Washington DC 20510

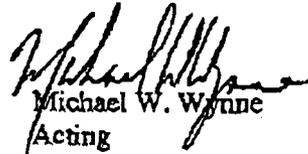
Dear Mr. President:

The Department of Defense is pleased to present to Congress the Fiscal Year 2003 Defense Environmental Restoration Program report. This report is submitted pursuant to Section 2706 of Title 10, and Sections 9620(c)(5) and 9621(c) of Title 42, United States Code. This report describes the Department's accomplishments and plans for fulfilling commitments to protect human health and the environment by completing its environmental restoration program responsibilities.

The Defense Environmental Restoration Program addresses environmental impacts from past defense activities at over 30,000 sites on approximately 11,000 military installations and former properties in all 50 states, the District of Columbia, and U.S. territories. As detailed in the report, the Department made significant progress in our environmental restoration program in Fiscal Year 2003. As of September 30, 2003, the Department had completed cleanup activities to Comprehensive Environmental Response, Compensation, and Liability Act requirements at 70 percent of its sites and former properties.

The Department appreciates the continued support of the Congress for this program. A similar letter has been sent to the Speaker of the House and the appropriate congressional defense committees.

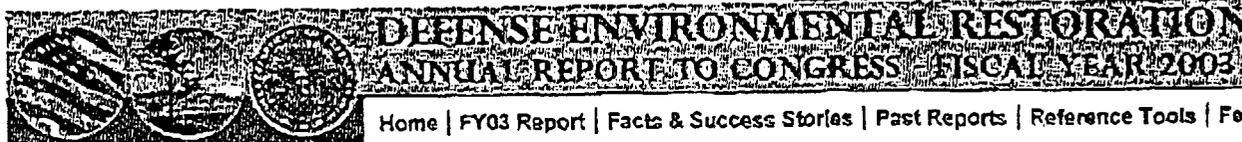
Sincerely,



Michael W. Wynne
Acting

Enclosure:
As stated





[Home](#) | [FY03 Report](#) | [Facts & Success Stories](#) | [Past Reports](#) | [Reference Tools](#) | [Feedback](#)
[Program Data Summary](#) | [Fact Sheets](#) | [Success Stories](#)

Success Stories

DoD has an accomplished environmental restoration program, with many successes each year at individual installations and at the Component level. Read about specific environmental restoration successes during FY2003 using the links below.

Army

- [Army Partners with City to Prevent the Contamination of Drinking Water](#)
- [Fort Lewis Uses EPA's Triad Approach to Accelerate Cleanup](#)
- [Indiana Army Ammunition Plant Develops On-Site Analysis Method to Eliminate Mercury Contamination](#)
- [Army Pioneers Early Land Transfer in California](#)
- [Vint Hill Farms Station and EPA Prevent Drinking Well Contamination](#)
- [Fort Wingate Partners with Tribes to Ensure Preservation of Sacred Sites](#)
- [Creative "Farming" Cleans Up Contamination and Reduces Project Costs](#)

Navy

- [Navy Partners with City to Accomplish Partial Delisting of Cecil Field from EPA's National Priorities List](#)
- [Jackson Park Housing Complex Completes Successful Remedial Investigation without Disrupting Residents](#)
- [Early Transfer in California Makes Good Business Sense](#)
- [Strong Partnership Ensures Efficient Cleanup for Naval Shipyard](#)

Air Force

- [Air Force Environmental Restoration Tiger Team Improves Air Force Restoration Program](#)
- [Kelly Air Force Base Works with the Community to Surpass Cleanup Goals and Add Value to the Community](#)
- [Lackland Air Force Base Receives Rave Reviews on a New School Outreach Program](#)
- [Innovative Planning Produces Mutual Benefits at Barksdale Air Force Base](#)
- [An Innovative Test at Laughlin Air Force Base Sets the Stage for a New Method of Environmental Cleanup](#)
- [Malmstrom Air Force Base's 341st Civil Engineering Squadron Expertly Addresses Discarded Munitions](#)
- [Maxwell Air Force Base Reaches Out Through Educational Videos](#)
- [Inventive Use of Nitrate Contaminated Groundwater Benefits Kirland Golf Course](#)

 Reclassification of Sites at Seymour Johnson Air Force Base Leads to More Efficient Cleanup

 Innovative Cleanup Strategy Saves Hangar Project at McGuire Air Force Base

DLA

 Former Defense Distribution Depot Memphis, TN Takes Initiative in the Land Transfer Process

 Defense Distribution Depot Susquehanna, Pennsylvania Successfully Negotiates Off-site Institutional Controls to Facilitate Site Closures

 Defense Distribution Dept San Joaquin, California - Tracy Site is On the Path to Site Closure

 Defense Distribution Depot San Joaquin, California - Sharpe Makes Steady Restoration Progress

 Remedial Process Optimization Leads to Efficient Cleanup in the Arctic

FUDS

 Buskin Beach Tar In Freshwater Area Benefits From Imaginative Restoration Plan

 Rapid Response Protects Human Health and Historic Places

 Open Communication with the Community is the Key to Success at the Former Cleveland Plant

 Former Larson Air Force Base Partners to Return Potable Water to the Local Community

 Virginia's Nausemond Ordnance Depot Achieves Partial Delisting from National Priorities List

 By Forging Strong Partnerships with the Community, the Nike C-70 Missile Battery Successfully Avoided Groundwater Contamination Spread

 Frankford Arsenal Completes Successful Closure of Former Radiological Testing Site

 New Web Site Offers Information on Formerly Used Defense Sites

System Requirements | Accessibility | Privacy & Security



Navy Partners with City to Accomplish Partial Delisting of Cecil Field from EPA's National Priorities List

The Navy worked with the City of Jacksonville to successfully complete a delisting from the National Priorities List for over 95 percent of the property at Naval Air Station Cecil Field. This delisting will greatly enhance the marketability of the property and facilitate the city's reuse and redevelopment of the land.

Project Summary

NAS Cecil Field was placed on the National Priorities List (NPL) in 1989. The NPL designation of this federal facility was applied "fence-to-fence"; therefore, the entire NAS was considered the "Superfund Site." In 1993, NAS Cecil Field was selected for Base Realignment and Closure (BRAC). A large portion of the facility was realigned to nearby NAS Jacksonville allowing 17,225 acres to be designated for transfer to the local community for beneficial reuse. To permit partial delisting, it was necessary to make sure the property was suitable for transfer either by verifying that no contamination had occurred or that contamination had been adequately addressed.



NAS Cecil Field Tier 1 Partnering Team

To date, over 95 percent of the 17,225-acre former NAS has been classified as environmentally "clean" and able to support unrestricted reuse. The majority of this acreage is comprised of open areas where no contamination releases occurred. In addition, all necessary environmental cleanup has been completed at approximately 70 acres, and another approximately 55 acres are associated with petroleum releases, which are not regulated under CERCLA. Only

approximately 700 acres at Cecil Field still require additional investigation or cleanup of hazardous substance releases before transfer can occur.

Regulatory Requirements/Community Involvement

In accordance with CERCLA, as amended by SARA, the EPA representative to the BCT had the primary responsibility of developing the delisting package. The Navy, state representatives, and Navy contractors provided mapping support for generation of figures and helped EPA determine the status of buildings and areas that would be eligible for delisting. The City of Jacksonville initiated the process by approaching EPA to consider the partial delisting and has remained involved throughout the development of the partial delisting package. The Restoration Advisory Board (RAB) is in support of the partial delisting initiative, and partial deletion has been an ongoing topic of discussion during recent RAB meetings.

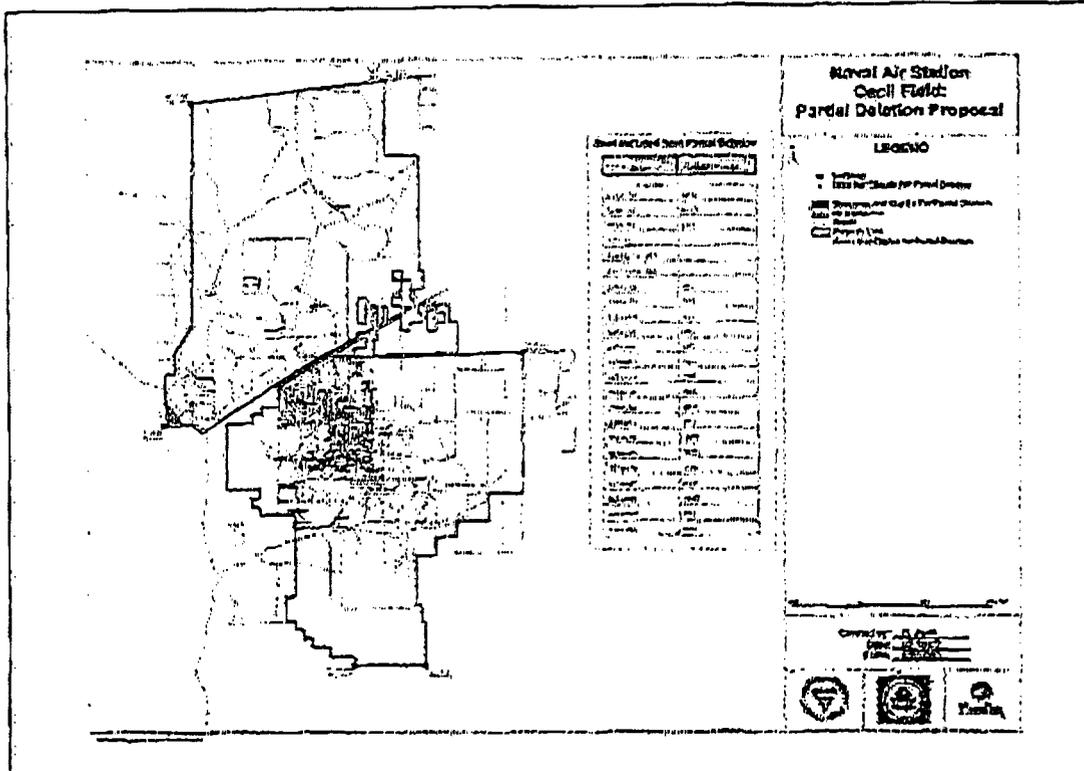
Cost Avoidance Measures

Specific cost avoidances with respect to delisting are difficult to quantify; however, the need to quickly remediate and establish criterion for transfer to meet established schedules has created an economy of size benefit. It is expected that the city will realize substantial cost avoidances in the form of increased property values, reduction in the cost of environmental insurance, and enhanced marketability of property that is no longer on the NPL. It is anticipated that the property will generate increased revenue for the city because of faster transfer and use of the property.

Project Successes

It has been approximately 2 years since EPA first started the partial delisting process. The State of Florida concurred with the partial deletion in July 2002; EPA headquarters granted final approval; and the public comment period ended on March 31, 2003. A final notice of intent to partially delist was published in the Federal Register in May 21, 2003, and the delisting became final June 21, 2003. A total of 16,584 of the 17,200 acres at NAS Cecil Field were removed from the NPL as a result of the partial deletion.

The partial deletion package for Cecil Field was the first such petition implemented in EPA's Region 4, which includes eight states in the southeastern United States. Close coordination between EPA, the State of Florida, and the Navy has enabled EPA to accomplish a difficult administrative exercise in a relatively short amount of time. The city showed foresight in its



NAS Cecil Field partial deletion plan

willingness to ask the question, and EPA with the help of the BCT demonstrated leadership and commitment by their willingness to go the extra mile to support a worthwhile endeavor that will benefit the local community.

Lessons Learned

The process would have been much more difficult if there was not already a mature BRAC environmental program in place. The BCT had already evaluated all of the potentially contaminated sites at Cecil Field; therefore, the Team was in a much better position to determine what portions of the property would be eligible for delisting. Even though the delisting process was a difficult and time-consuming exercise, it provides great benefit to the city. The EPA also benefits by being able to remove property from the NPL. All parties, including the Navy, EPA, the State of Florida, and citizens of the city benefited from this highly successful project.

For Further Information on This Story, Please Contact:

Name: Jeff Meyers
(SOUTHDIV)

Phone: 843-820-5609

The Virginian-Pilot

FRIDAY
Oct 22, 1968

The Virginian-Pilot

Port of Norfolk, Virginia Dept. of Commerce and Justice

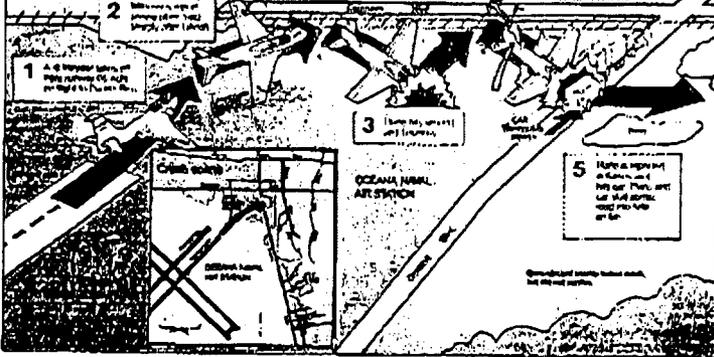
THE PRICE, 10¢

76 CENTS

A-6E crash kills motorist, 2 fliers

A-6 CRASHES AT OCEANA

Many jet goes down 1.2 miles from runway, killing two crew members and driver of car



By THOMAS HUGHES and MICHAEL GALT

CHESAPEAKE, Va. (AP) — The crash of an A-6E bomber jet Sunday night killed two crew members and a motorist who was driving on the main runway at Oceana Naval Air Station.

The bomber was flying at 10,000 feet, 25 miles from the runway, when it crashed. The crash site was about 1.2 miles from the runway. The bomber was flying on a mission to drop bombs on a target area in North Carolina.

The crash site was about 1.2 miles from the runway. The bomber was flying on a mission to drop bombs on a target area in North Carolina. The crash site was about 1.2 miles from the runway.

The crash site was about 1.2 miles from the runway. The bomber was flying on a mission to drop bombs on a target area in North Carolina. The crash site was about 1.2 miles from the runway.

INSIDE
THE CRASH OF A
A-6E BOMBER
KILLED TWO
CREW MEMBERS
AND A MOTORIST
WHO WAS DRIVING
ON THE MAIN
RUNWAY AT
OCEANA NAVAL
AIR STATION.

Pilot skirts over neighborhood, ejects at last moment, parachutes to safety.

BY MIKE ADAMS AND BILL NEED
STAFF WRITERS
VIRGINIA BEACH — A civilian pilot was described as a hero Friday morning after he dived his fighter jet into a field at Oceana Naval Air Station, narrowly averting disaster in a nearby neighborhood. He ejected from his Saab F-35 Draken seconds before it crashed,

and his parachute appeared to open just above power lines, witnesses said. The pilot then gingerly walked toward the downed plane under his own power, waving off help from construction workers and passers-by who still frantically through barbed wire in rushing to his aid. The pilot's name was not released by late afternoon Friday.

Authorities worked to notify his family in California. He was treated for minor cuts and bruises at down while landing. The pilot and radar-intercept officer ejected safely, but a Navy rescue crewman

Crash: Pilot manages to avoid nearby homes

(Continued from Page 1)

The pilot had declared an in-flight emergency and was attempting to land at Oceana. The Draken aircraft is a high-speed jet that folds wings or serves as a target for surface ships and air combat exercises. Flight Test Dynamics operates the plane under a contract with Flight International Inc. of Newport News.

Jim Myrtton, president of Flight Test Dynamics, sponsored the



subject to know the hole. "He said, 'Get out of here before you get in trouble.'" Ross recalled. Rescue crews arrived quickly. James Stubbins, who has lived nearby in the 100 block of Oceanview Blvd. since 1971, was at home at the time of the crash and heard what he thought was an explosion. His wife and six sons had just left by one of an explosion in Oceanview and returned shortly after the following aircraft by about the way. The first police officers on the scene Friday night, on had recovered some debris, which is

6/27/98 - The Virginia Pilot



Oceana Naval Air Station officials converge on the scene of the crash, near Oceana and Southern boulevards, on Friday. The pilot, apparently fearing his aircraft might explode, waved off help from passers-by who still frantically through barbed wire to help him.

Civilian jet avoids houses, crashes at Oceana

in a momentary moment of confusion, a man who was in the area at the time of the crash of the jet was taken to the hospital. The man, who was in the area at the time of the crash of the jet, was taken to the hospital. The man, who was in the area at the time of the crash of the jet, was taken to the hospital.

To: 2005 Base Realignment and Closure Commission

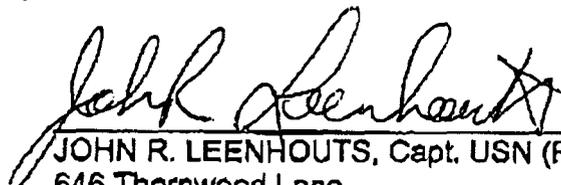
For the record, I would like to ensure that you have a clear picture of the Class A mishaps that occurred at or near NAS Cecil Field from 1975 until its' closing in 1999. To the best of my knowledge, the following aircraft crashes took place in the vicinity of the base:

1982 A-7 crashed on approach to runway 27 (pilot killed)
1984 A-7 crashed on departure from runway 36 (pilot survived)
1986 A-7 crashed on departure from runway 27 (pilot survived)
1987 A-7 & S-3 collided departing runway 36 (3 pilots killed)
1987 A-7 Crashed on approach to runway 36 (pilot survived)
1992 F/A-18 crashed doing FCLP's at NOLF Whitehouse (pilot killed)

At no time during any of these mishaps were civilians endangered or injured.

Additionally, I would like to clarify the issue of flying over schools while departing from or returning to NAS Cecil Field. FAA coordination and the lack of low altitude (below 27,000 ft.) air traffic allows for immediate departure climbs west of the base to 15,000 ft. and then direct routing from there to the planned working areas. This procedure ensured no schools, churches, major commercial business districts or densely populated areas were flown over until the aircraft was at a sufficient altitude to successfully execute emergency procedures if necessary and return safely to the airfield or maneuver to an unpopulated environment prior to ejecting. The arrival procedures allowed for high altitude descents closer to the field to effect an altitude of 3,000 ft. 5 (five) miles from the field. It should be noted that the arrival speed was 300 KAIS at Cecil Field versus the 250 KAIS currently allowed at NAS Oceana. This is due to an agreement with the FAA which was created to provide more maneuverability, reduced time over populated areas, and most importantly, quicker airborne restart of an engine if required.

I, John R. Leenhouts, Capt. USN (Ret), certify this to be true to the best of my knowledge.


JOHN R. LEENHOUTS, Capt. USN (Ret)
646 Thornwood Lane
Orange Park, FL 32073
Fax: (904) 317-2475
Cel: (904) 616-8363
John.leenhouts@ngc.com

21 AUG 2005
Date



August 22, 2005

Business
Development
Public
Affairs
Community
Engagement
Resort,
Recreation &
Entertainment
Transportation
Urban &
Community
Development

Base Closure and Realignment Commission
Office of Review and Analysis
2521 S. Clark Street
Suite 600
Arlington, VA 22202-3820

Re: Cecil Commerce Center Environmental Status

TO WHOM IT MAY CONCERN:

This letter will certify that an evaluation of the past and current environmental conditions prepared by this office with respect to the reopening of Cecil Field as an operational Master Jet Base was done so using the best-available and most current technical data. This analysis is based upon information obtained from the public records pertaining to the environmental clean-up actions undertaken by the Navy in conjunction with EPA and Florida Department of Environmental Protection guidelines and agreements.

The following information provides the most recent information on the status of the environmental conditions of Cecil Commerce Center as it relates to the Navy's actions to complete all required environmental clean-up actions in order to transfer land to the City of Jacksonville.

"Superfund" Status

- In 1989, the EPA and Navy entered into a Federal Facilities Agreement (FFA) after NAS Cecil Field was placed on the National Priority List (NPL) for clean-up. The NPL list is also referred to as the Superfund list.
- Since 1989, the Navy, EPA, and Florida Department of Environmental Protection (FDEP), have studied and tested all potentially contaminated areas of the base in order to determine what was in the ground and the level of clean-up necessary. Prior to closure of the base in 1999 the Navy had remediated many sites.
- In 1995, the Navy, EPA, FDEP, and the City established the Restoration Advisory Board (RAB) under DOD Direction to have public participation in the clean-up of NAS Cecil Field. This team has worked together, meeting quarterly over the last 10 years, to determine the levels of clean-up necessary for reuse and development.

Florida
License
Numbers:

EB 0855
LC 0120
LB 6739

www.bhr-jsx.com
www.arcadis-us.com

Many of the clean-up standards established for the City's reuse and development plan exceed the required levels should the Navy return to Cecil Field.

- When the base finally closed in 1999, it was determined that of the 17,225 acres to be transferred to the City of Jacksonville, approximately 829 acres would be retained by the Navy in order to complete remediation prior to transfer to the City. In 1999-2000 the Navy transferred 16,396 acres in Fee Simple ownership that were "clean" without restrictions and ready for development as outlined in the NAS Cecil Field Base Reuse Plan.
- In 2003, the EPA and the Navy agreed to "delist" from the NPL (Superfund) all of the acreage that had been transferred to the City to date. This was done for 2 reasons – 1) The City did not want the stigma of having a "dirty site" while trying to market the property, and 2) the Navy did not want to have to continue carrying all of the acreage on the NPL since it was no longer owned by the Navy and was "clean." At that time 16,483 acres were delisted from the NPL. The remaining 742 acres still owned by the Navy are on the NPL; however all remedial action plans have been determined and are in place to complete remediation.
- The clean-up actions under the Federal Facilities Agreement are necessary regardless of whether the City and Airport redevelop the areas or if the Navy returns to Cecil Field – i.e. the FFA requires the clean-up and the Navy will have to expend the funds to remediate the remaining acreage regardless.

"Clean-Up" Status and Actions Remaining

- Since 1999 to date, the Navy has remediated and transferred an additional 311 "clean" acres to the City and the Jacksonville Airport Authority (JAA). The remaining 518 acres yet to be transferred consists of the following:
 - 161 acres of an old shooting range located in a conservation area that would not be required by the Navy, nor would it ever be developed. In the past year the Navy has removed the lead-contaminated soil at the site and is expected to transfer the land to the City within the next 2 years.
 - 249 acres containing jet fuel and other chemicals in contaminated soil located beneath several hangars and a small portion of the aircraft parking apron. This contamination has existed in the area over the past 25 years where the Navy operated F-18 aircraft and has not precluded use of any of the facilities now or previously. The remediation plan has been implemented by the Navy as a combination of "pump and treat" and "natural attenuation" and it is expected that final clean-up may be as soon as 2015. The hangars and adjacent parking apron are currently used by Boeing and LSI and there has been no impact to operations or redevelopment of the facilities.
 - The remaining acreage (108 acres) consists of predominately underground petroleum or chemical contaminated areas where the Navy has already implemented remedial actions similar to the other "pump and treat" or in some

instances the areas will be allowed to naturally attenuate to an acceptable level without treatment. Again, these areas were previously used by the Navy and are currently being used by the City and the Jacksonville Airport Authority without any restrictions except not to install water wells in those areas. Since the entire Cecil Commerce Center is now on JEA public water and sewer, the old Navy wells have been abandoned and no other wells will be installed. If the Navy returns, no wells will be required.

- Within the City facilities and areas located outside the immediate Airport area, virtually all of the clean-up actions have been completed and all parcels are ready for immediate development.
- In 2002, the City had AIG Insurance Co. complete an evaluation of all of the land at Cecil for the purposes of an Environmental Insurance policy to insure the City against potential unknown sources of contamination that may be found during development. AIG determined that due to the extensive testing and studies developed by the Navy over the past 13 years, the potential for unknown contamination was low. AIG issued a 20-year policy to the City at a low premium due to the complete nature of the clean-up actions taken by the Navy.
- During the past 5 years since Cecil Field closed, demolition of about 130 buildings and renovations of the remaining existing facilities has been completed. All remaining asbestos and most lead based paint has been abated by the City. In addition, extensive underground utilities and road systems have been constructed both in previously developed areas as well as undeveloped areas, without any contamination being discovered.
- The only instance of the discovery of previously unknown contamination was in 2004. During the construction of a new aircraft parking apron extension on the north end of the apron near the compass rose area, small ejection seat actuator cartridges were discovered in the immediate vicinity of the old F-18 ejection seat magazine area where the sailors changed the actuator cartridges on the aircraft. The Navy immediately remediated the site and construction has continued without any further discoveries. The Navy believes this is an isolated incident and does not suspect any other unexploded ordnance is present.
- Overall, the Navy has spent \$77 million to date in clean-up actions and has budgeted only \$20 million to complete the remaining clean-up actions to finish ALL clean-up by 2015.
- The State of Virginia, in the August 20, 2005 BRAC hearings, alluded to a study that had a statement that unexploded ordnance and other contamination may be found throughout Cecil Field. This was an independent 2002 ASTDR Study outside the purview of the EPA and the U.S. Navy that was subsequently forwarded to the City, general public, EPA, FDEP and the Navy for review and comment. After comprehensive review by all, it was determined by the EPA and

the Navy the ASTDR study's conclusion was incorrect in describing the overall condition of Cecil Field and that the person who had completed it had not participated in the RAB actions and was not aware of all of the remedial actions that had been completed.

CONCLUSION

All necessary environmental clean-up actions have either been completed or are underway. 96% of the Cecil Field area has been delisted from the EPA NPL. There are no environmental impacts to preclude redevelopment or reuse by the Navy. The Navy will actually receive a base that was "cleaner" than when it left. The remaining Navy programmed funds in the amount of \$20 million are expected to complete the remediation of Cecil Field and permit full reuse.

The data and opinions provided to you and to representatives of the Base Closure & Realignment Commission staff were prepared by facility planners and engineering personnel with specific training and expertise in the fields of military infrastructure planning, design and construction, and environmental knowledge. Descriptions of the environmental conditions at Cecil Field were based upon actions completed to date as documented by the U.S. Navy.

Moreover, the opinions of cost provided to you were provided to personnel of BHR, Incorporated by the Southern Division, Naval Facilities Engineering Command.

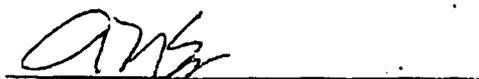
We certify that the environmental information submitted to the BRAC Commission by this office is accurate and complete to the best of our knowledge and belief as required by Section 2905 of the Defense Base Closure and Realignment Act of 1990.

Professional resumes of key personnel included in this analysis are attached.

Respectfully submitted,
BHR, Inc.



Michael J. Saylor, AICP
Senior Vice President
Jacksonville Area Manager



Andy Eckert, PE
Manager of Commercial Development

Attachments

MJS/ad

ARCADIS

**Michael J.
Saylor, AICP**
Senior Vice President

Mr. Saylor is currently responsible for corporate management and QA/QC in the areas of urban planning and design, military master planning, regulatory approvals, environmental assessments, economic feasibility study, and commercial development. In the past 33 years, Mr. Saylor has specialized in multi-disciplinary team management. Following is a limited listing of Mr. Saylor's experience.

Land Resources

Air Installation Compatible Use Zone (AICUZ) Plans

U.S. Navy, Pensacola, Florida; Beaufort, South Carolina; Jacksonville, Florida; and New Orleans, Louisiana
Responsible for preparation and implementation of the U.S. Navy's AICUZ Program for U.S. Navy and/or Marine Corps aviation facilities. For NAS Pensacola, MCAS Beaufort, and NAS New Orleans, Mr. Saylor prepared land use studies, development regulations, and AICUZ mapping. As a member of the Jacksonville Planning Commission, Mr. Saylor is appointed to the lead agency responsible for implementation of Jacksonville's AICUZ Program for NAS Cecil Field, NAS Jacksonville, Naval Station Mayport, and Jacksonville International Airport.

Air Base Master Plan

U.S. Navy, Marine Corps Air Station Beaufort, South Carolina
Responsible for preparation of a five-year master plan for both flightline and supporting elements for a 10-squadron Marine Corps fighter/attack Air Group. Facilities encompassed by the master plan include nearly 6,000 acres of real estate holdings, more than 300 operational and support facilities, and a community supporting a full-time

population of over 3,000 personnel, as well as 120 advanced, F/A-18 fighter/attack aircraft.

Airfield Improvement Plans

U.S. Army, Baker Army Airfield, Bad Toelz, Germany
Project Manager in charge of engineering evaluations, facilities requirements plans and a master redevelopment plan for the aviation component of the 10th Special Forces operating in Western Europe. Performed the evaluation of portable, metal deck landing surfaces, relocation of air traffic control tower, relocation of fuel and defuel facilities to eliminate operational waivers, and coordination with the German Luftwaffe and German local authorities relating to operational restrictions and land use encroachments.

MCLB Albany Master Plan

U.S. Navy, Albany, Georgia
Project Manager for master planning of a 3,185-acre command located in Albany, Georgia as well as three remote sites: Naval Branch Clinic, Boyett Village Family Housing area and Blount Island Command, located in Jacksonville, Florida.

Education

B.S., Regional and Urban Planning, Ball State University, 1972

Graduate Study, Economics, University of West Florida

Years of Experience

Total - 33

With ARCADIS - 23

Professional Registrations

American Institute of Certified Planners, 1979

Professional Qualifications

American Planning Association

Florida Planning and Zoning Association

Society of American Military Engineers

Jacksonville Planning Commission, 1993-2000

Site Development Studies for Homeporting an Aircraft Carrier Battle Group

U.S. Navy, Pascagoula, Mississippi; Mobile, Alabama

Lead Planner for site investigation, evaluation, selection, schematic facility design, site engineering feasibility and cost estimating, and master planning for two new U.S. Navy homeports as well as a master plan for renovations at NAS Pensacola, Florida to accommodate an operational aircraft carrier.

Military Base Realignment/Closures

Department of Defense
NAS Memphis, Tennessee (Close)

NAS Pensacola, Florida (Realign)

MCAS Beaufort, South Carolina (Realign)

Ft. Benjamin Harrison, Indiana (Close)

Ft. Jackson, South Carolina (Realign)

NAVSTA Mayport, Florida (Revised Mission)

Cecil Commerce Center Business Plan City of Jacksonville, Florida

Officer-in Charge for the redevelopment of Cecil Field. The project consisted of planning and infrastructure analysis, recreation master plan, EDC application, design guide, development economics. Evaluated existing infrastructure, developed an estimate of the worth of each facility, and developed rehabilitation costs for the facilities. Within this 31-week schedule, also created a Base Redevelopment Master Plan, which developed a utility master plan to service the new industrial facilities, capital costs for the new infrastructure, and phasing for the new facilities.

ESQD Studies

U.S. Department of Defense, Various locations in CONUS and Europe

Responsible for more than twenty special studies related to explosive ordnance of all types, including the preparation of support documentation for ESRB waivers, compliance with the Navy's OP5 Regulations, and special weapons handling facilities. He has also conducted environmental studies incorporating radiological safety requirements related to nuclear propulsion system maintenance facilities.

Florida State Land Development Plan (SLDP)

Florida Department of Community Affairs, Florida

As a gubernatorial appointee, assisted the Florida Department of Community Affairs in drafting the plan. This was the "policy framework" for all State and local Comprehensive Plan Elements. Mr. Saylor represented the Florida Chapter of the American Planning Association on a work group comprised of the Florida Homebuilders' Association, 1000 Friends of Florida, Florida Audubon Society, League of Cities, State Association of Counties, various developer interests and several State agencies. His work earned a personal commendation from DCA Secretary Tom Pelham for, "technical expertise and practical knowledge in the field of urban planning."

ARCADIS

ANDREW N. ECKERT, P.E. MANAGER, COMMERCIAL DEVELOPMENT

CAREER HISTORY

Over 27 years of documented successes at management level in business planning and development, facilities and utilities planning, design, construction, operations and maintenance, environmental services, property management and land management. Extensive leadership experience in team building, process improvement, and organizational change.

EDUCATION

- M.S., Construction Management - University of Florida, Gainesville, FL 1983
- B.S., Mechanical Engineering - University of California at Los Angeles 1976
- Continuing Business Management Education, University of South Carolina, Columbia, SC 1998
- Over 300 hours of training in facilities management, contract administration, negotiations, contract law, and procurement management

CERTIFICATION

Registered Professional Engineer, State of Florida, State of Hawaii
Certified Navy Construction and Services Contracting Officer

PROGRAM / PROJECT MANAGEMENT

Program Manager for a broad range of business development projects including planning, design, construction, maintenance service contracts, and property management. Team-based senior leadership and intensive personal focus on quality management and customer-focused business planning.

- Executed comprehensive economic development plan and specific projects for the economic reuse of a 17,000 acre closed Military Base. Projects included execution of design and construction contracts of \$100 million in road and utilities infrastructure improvements to meet federal, state and city codes to expedite development. Planned, designed and executed renovation of existing unoccupied buildings for lease, subsequently marketing and negotiating leases resulting in \$700,000 annual rental income and over 1,500 jobs created since closure of the Base.
- Planned and executed multi-year renovation program for U.S. Navy regional airport complex, including hangars modernization, airfield pavement and lighting, and new building fire protection systems. Reduced annual maintenance costs by 30% and extended facilities life for additional 20 years.
- Project manager for \$23 million of construction in place at U.S. Navy training and educational complex. Projects included modernizing dining facilities, dormitory buildings, and residential infrastructure and housing upgrades. Using innovative phased approach, maintained high occupancy rates and dining capacities throughout compressed 2 year schedule.

BUSINESS MANAGEMENT

- Team Leader responsible for multi-year economic development program to market, develop and operate an 8,000 acre public-owned Industrial/Commercial Business Park. Completion of initial phase has resulted in approved land use plans, state and local permits for development, and commercial building leases. Worked closely with Federal, State and local agencies within their respective guidelines, processes, and legislative procedures to expedite land use development and obtain over \$45 million in direct Federal and State economic development grants.

ARCADIS

- Responsible for 11 Facility Services Profit Centers valued at \$9 million annual business volume, providing services ranging from full Facilities Services Operations and Management to Custodial and Grounds Maintenance operations. Implemented automated maintenance management systems improving work control operations and cost controls. Overall 2% margin growth from the previous year.
- Directed Public Works organizations of up to 125 engineering professionals and skilled craftsman. Extensive management experience in capital improvements and facilities engineering services for several large plant operations, including heavy industrial waterfront, educational, airport, and hospital facilities.
- Streamlined \$8.3 million facilities maintenance and repair program, combining multiple small contracts into several large multi-trade contracts. Reduced service costs 10% and work turnaround time 25%.
- Responsible for \$48 million prioritized budget and cost controls. Continuous senior level accountability and reporting for property management and construction work performance.

SIGNIFICANT WORK HISTORY

Manager, Commercial Development BHR, Inc. Responsible for the planning, engineering and development of commercial properties for clients in northeast Florida area.	Present
Chief , Cecil Commerce Center Development Office Jacksonville Economic Development Commission Responsible for the economic redevelopment of a public owned 17,000 acre former Naval Air Station Cecil Field including infrastructure planning, design, construction, facilities management, property management/leasing, land use, permits, utilities, and new business development.	2000-2005
District Manager ARAMARK Facility Services Managed multiple facility services profit centers in the North Carolina and South Carolina Region, including program management, financial accountability, business development, client liaison, technical support, and people management.	1998-2000
Director of Operations Naval Facilities Engineering Command, Southern Division, Charleston SC Directed operations of a regional engineering organization delivering facility planning, design, environmental, and construction engineering services to clients in a 26 state region.	1996-1998
Asst Chief of Staff, Facilities and Land Management Naval Forces, Marianas Islands, Guam Responsible for facilities services, land use management, and environmental programs for port facilities, airport, fuel storage, warehousing, housing, and utilities services.	1994-1996
Officer In Charge of Construction Portsmouth Naval Shipyard, Portsmouth, NH Direct field supervision and management of capital improvement projects and facilities maintenance service contracts at a large industrial shipyard.	1991-1994
Deputy Director of Facilities and Environment Director of Navy Laboratories, Washington D.C. Responsible for policy, budget, and funds control/allocation at the corporate level for fifteen Research and Development laboratories located throughout the U.S.	1989-1991

ARCADIS

Various leadership and management positions of increasing responsibility and technical qualifications. Responsible as head of planning and design departments, SEABEE officer and project manager for capital improvement projects at airports, port facilities, fuel storage, and hospital facilities. 1978-1989

OTHER SPECIFIC U.S. NAVY QUALIFICATIONS

As a Navy Civil Engineer Corps officer for 21 years experience in Navy and Marine Corps facilities and infrastructure includes:

- Planning Officer, NATO and Navy/Air Force projects in Keflavik Iceland which included evaluation of existing facilities and development of new requirements based on operational needs, which included deployment of the Air Force AWACS system to Iceland.
- Public Works Officer, MCAS Kaneohe, HI - Developed overall Master Plan working with NAVFACENGCOM for initial deployment and stand-up of F/A-18 squadrons to Marine Corps Air Station, including facilities requirements and AICUZ development.
- Operations Analyst- CNO Staff Pentagon: Assisted in the development of the 1988 COBRA Model for BRAC-88, and reviewed all data for modeling purposes. Performed facilities analysis of all Navy Research & Development Laboratories in 1990 when the 68 various Navy R&D Installations were realigned within the Navy under a process similar to the BRAC process.
- Asst Chief of Staff, Commander Naval Forces Marianas - In 1995 worked with the BRAC 95 Commission in evaluating all DOD assets on Guam, which resulted in the realignment of major facilities in 1996. Reviewed and validated the Navy's certified data call info that was used in the 1995 COBRA modeling analysis.
- Operations Officer, Southern Division, Naval Facilities Engineering Command - Coordinated NAVFAC's planning and construction efforts to initiate and complete major BRAC actions from the 2 previous BRAC closures.
- From 2000-2005, Program Manager for the redevelopment of NAS Cecil Field into the Cecil Commerce Center for the City of Jacksonville. Senior engineer in the infrastructure upgrade program and implementation of the Cecil Commerce Center Business Plan that resulted in the immediate reuse of Cecil Field and the creation of 1700 jobs.



DUVAL COUNTY SCHOOL BOARD

August 22, 2005

BOARD MEMBERS

Nancy Broner
Chairman

Brenda A. Priestly Jackson
Vice-Chairman

Kris Barnes
Martha Barrett
Betty Burney
Vicki Drake
Tommy Hazouri

Nancy Snyder, Ed.D.
Superintendent of Schools

The Honorable John Peyton
City of Jacksonville
117 W. Duval St., Ste. 400
Jacksonville, Florida 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. This map is accurately annotated with Duval County Schools in the area of Cecil Field.

Duval County has numerous airports which operate all types of civilian and military aircraft. The flight patterns of these aircraft have not been a problem for our schools. In particular, the F/A-18 Hornets operated out of Cecil Field from 1983-1999. During that time, we successfully operated schools without interruption from the noise or from the flight path utilized by these jets.

We certify that the information contained in this submission to the BRAC Commission is accurate and complete to the best of our knowledge and belief as required by Section 2909(a)(5)(A) of the Defense Base Closure and Realignment Act of 1990.

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

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

Sincerely,

Nancy Broner, Chairman
Duval County School Board

Nancy Snyder, Ed.D
Superintendent of Schools



August 22, 2005

TO: Base Realignment and Closure Commission
 RE: Incidence of hurricanes and severe weather in the Jacksonville/northeast Florida area

The following describes the likelihood of life-threatening and economic disruption due to the occurrence of hurricanes and severe weather in the Jacksonville/northeast Florida area. This is also supported by the attached documents relating to the incidence of hurricanes impacting the Jacksonville area dating from 1899 through the present.

Illustrations #1 & #2 are charts obtained from the National Climatic Data Center showing the landfall of major hurricanes (categories 3, 4, & 5) from 1899 – 1996 and 1950 – 2003. As you will see the northeast section of Florida has never experienced a major hurricane (category 3 or higher) and in fact has experienced only one (hurricane Dora, 1964, category 2) in its recorded history. While there can be no assurance that this trend will continue into the future, Jacksonville does enjoy a measure of protection from the incidence of severe weather that would not initially be thought the case for a Florida location. Jacksonville's geographic location as the western most point on the eastern seaboard together with other natural weather influencing phenomena combine to produce a very low probability for the occurrence of a hurricane.

Illustration #3 shows Jacksonville's (northeast Florida) geographic position relative to the Gulf Stream and east coast high-pressure systems typical during hurricane season. Hurricanes tracking northwest across the Caribbean generally either go into the Gulf of Mexico or northwest up the Atlantic coast. The latter is subjected to several typical weather systems creating a "Recurvature Effect" drawing the storm out to the northeast. Illustration #4 is an analysis made by Kinetic Analysis Corporation and the University of Central Florida assessing the risk of hurricane force winds for 2005. Jacksonville is assessed at 1.38% while the Virginia Beach/Norfolk area is assessed at 1.18%. Table #1 is an excerpt from a publication by Bob Sheets, former Director of the National Hurricane Center describing the probability of hurricanes striking locations on the US Gulf and East Coasts. This data, which has been widely quoted in numerous national media shows that Jacksonville has a 1.9% chance of experiencing a major hurricane, while Virginia Beach is slightly less at 1.3%.

There have been only two instances of mandatory hurricane evacuations from the Jacksonville area in the last 20 years and both of them were ordered exclusively for those living in the beaches areas east of the Intracoastal Waterway. These evacuations occurred in response to threats from Hurricane Bertha in 1996 and Hurricane Floyd in 1999, neither of which ultimately made landfall in the Jacksonville area. Floyd redirected away from Jacksonville and made landfall in North Carolina and Bertha turned away from Northeast Florida and hit South Carolina.

Source: *Emergency Preparedness Division, City of Jacksonville*

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

John H. Haley
 Vice President
 Jacksonville Chamber of Commerce

WHERE THE FUTURE LEADS[®]

3 Independent Drive | Jacksonville, Florida 32202-5092 USA | P 904.366.6600 | F 904.353.6343 | www.expandinjax.com

BAKER • CLAY • DUVAL • FLAGLER • NASSAU • PUTNAM • ST. JOHNS

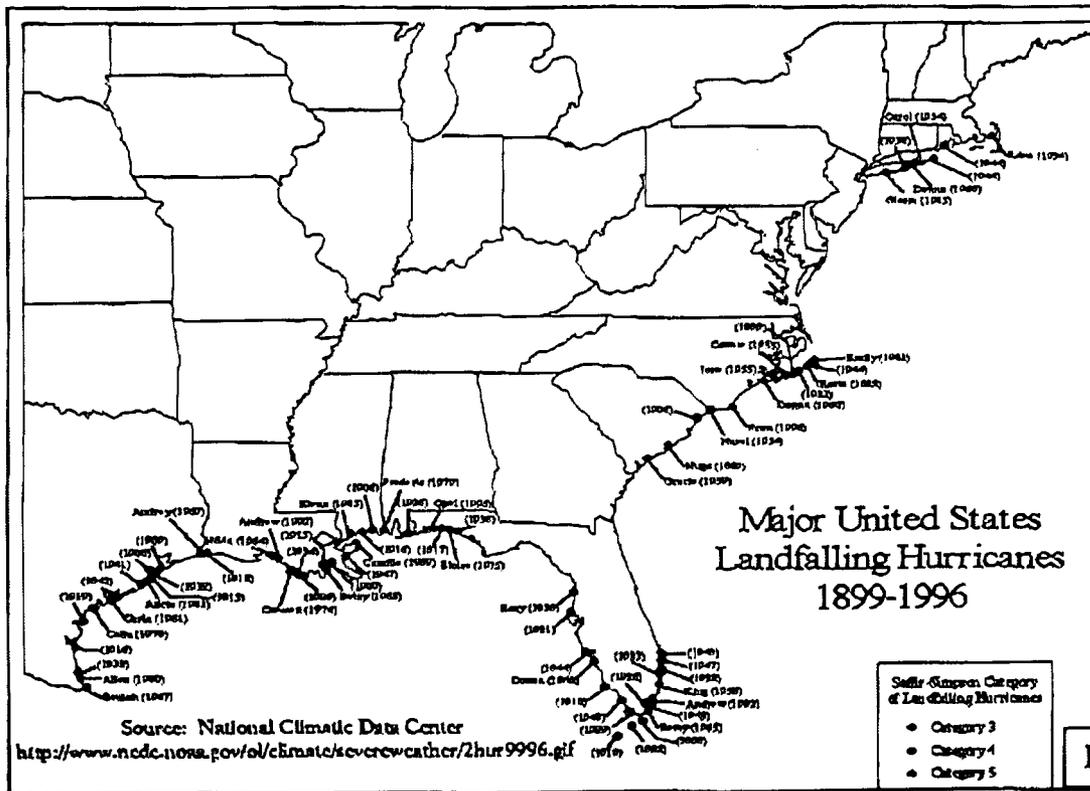


Illustration #1

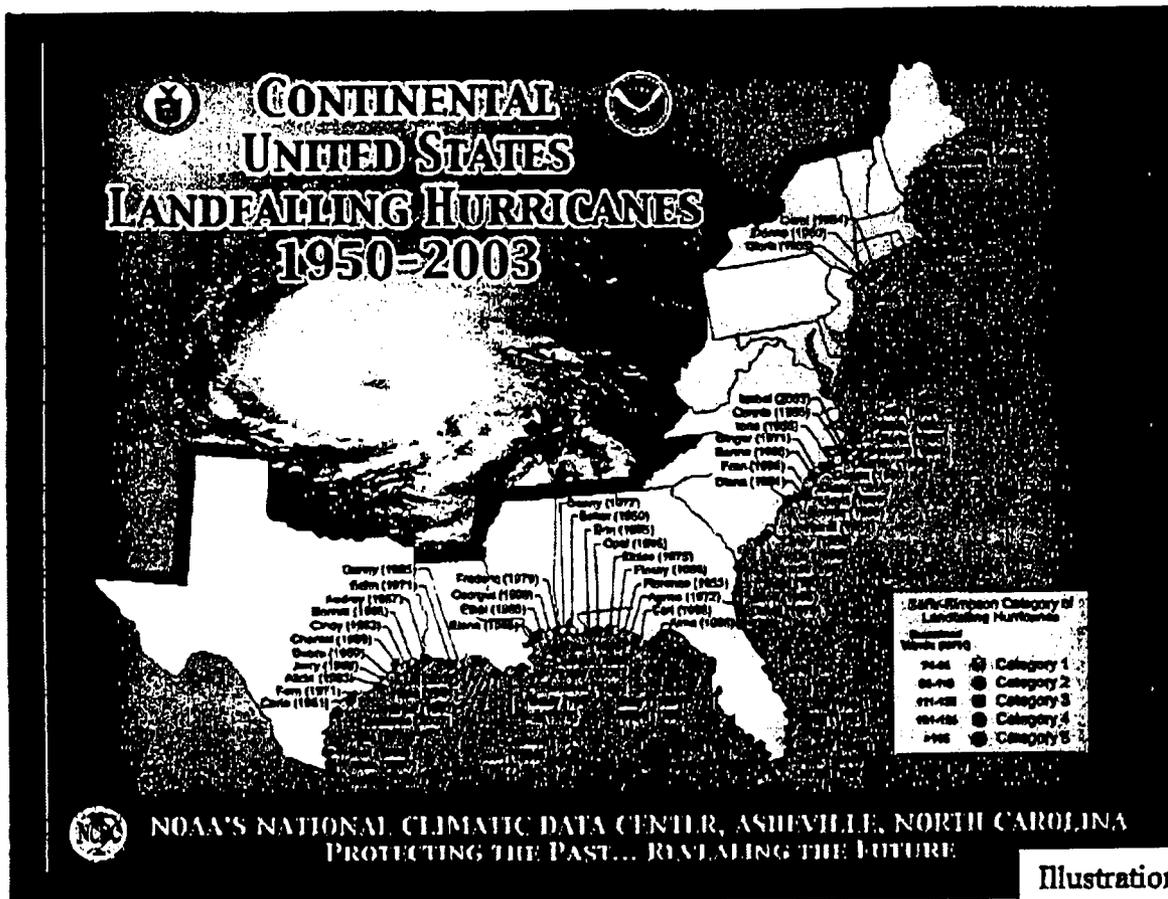


Illustration #2

WHERE THE FUTURE LEADS®

3 Independent Drive | Jacksonville, Florida 32202-5092 USA | P 904.366.6600 | F 904.353.6343 | www.expandinjax.com

BAKER • CLAY • DUVAL • FLAGLER • NASSAU • PUTNAM • ST. JOHNS

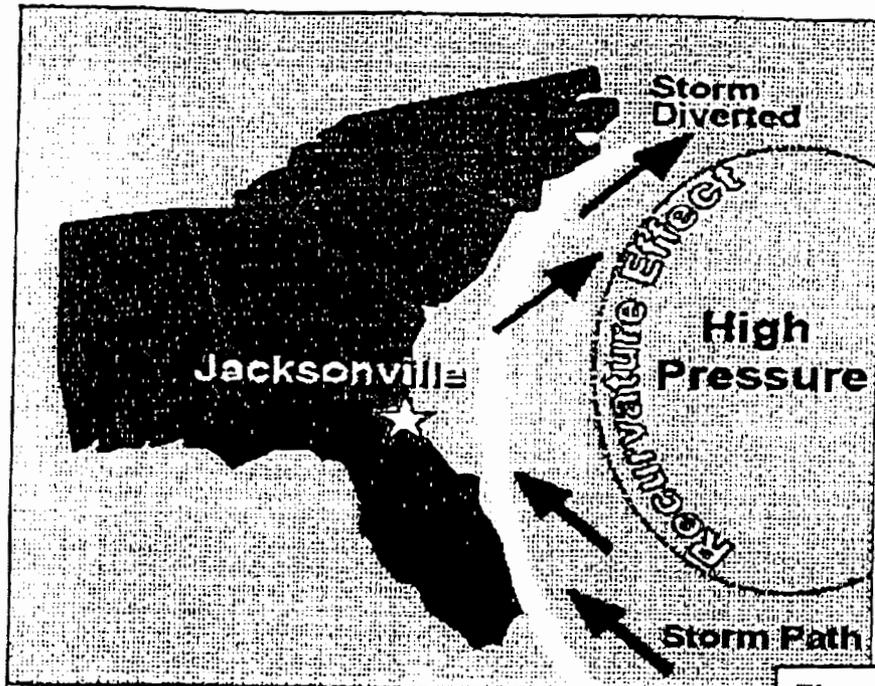


Illustration # 3

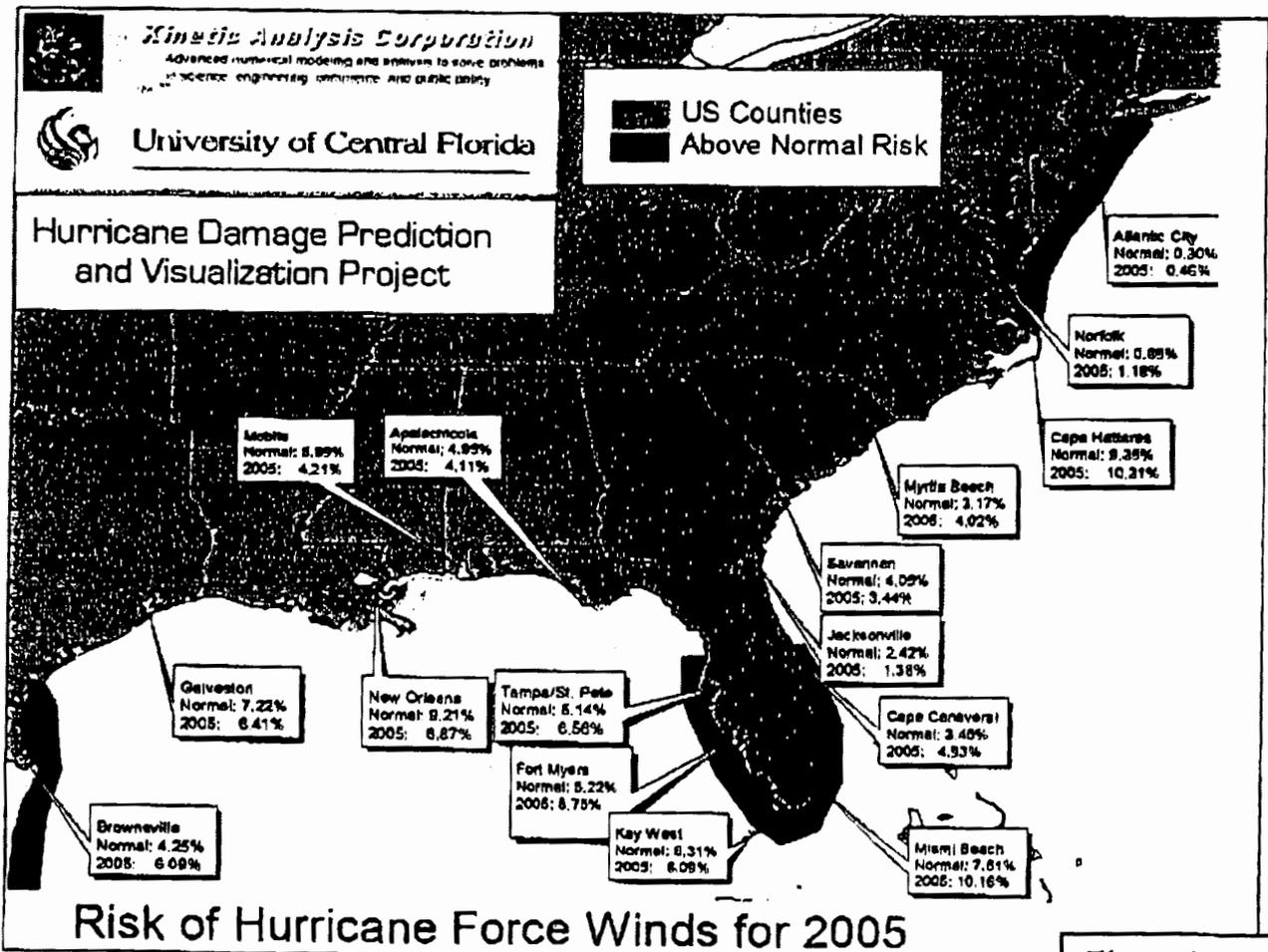


Illustration # 4

WHERE THE FUTURE LEADS®

3 Independent Drive | Jacksonville, Florida 32202-5092 USA | P 904.366.6600 | F 904.353.6343 | www.expandinjax.com

BAKER • CLAY • DUVAL • FLAGLER • NASSAU • PUTNAM • ST. JOHNS



Hurricane Probabilities		
Location	Any Hurricane	Major Hurricane
Miami, FL	26.3	11.1
Cape Hatteras, NC	21.3	5.3
Tampa, FL	17.5	4.8
Galveston, TX	14.3	4.2
Gulf Shores, AL	12.5	3.7
Panama City, FL	14.3	3.7
Pensacola, FL	14.3	3.7
New Orleans, LA	12.5	3.2
Providence, RI	10	2.9
Charleston, SC	10	2.2
Jacksonville, FL	9.1	1.9
Virginia Beach, VA	6.7	1.3

This table represents the probabilities of any hurricane and of a major hurricane with winds of 111mph or faster passing within 75 miles of various locations in any year. The numbers are a measure of the relative danger.

Source: Hurricane Probabilities as reported in "Hurricane Watch: Forecasting the Deadliest Storms on Earth" by Bob Sheets

Table #1

WHERE THE FUTURE LEADS®

3 Independent Drive | Jacksonville, Florida 32202-5092 USA | P 904.366.6600 | F 904.353.6343 | www.expandjax.com

BAKER • CLAY • DUVAL • FLAGLER • NASSAU • PUTNAM • ST. JOHNS



3160 Airport Road
Panama City, Florida 32405 USA
850.763.7200 Tel.
850.763.0920 Fax
www.DeTect-Inc.com

Bird Aircraft Strike Hazard Management - Aircraft Birdstrike Avoidance Radars - Environmental Services

22 August 2005

BRAC Group

RE: Safety Issues at NAS Oceana and NAS Cecil Field

To Whom It May Concern:

My name is Ron Merritt. I am a retired USAF officer and currently the President of DeTect, Inc., a Florida corporation that specializes in bird and wildlife hazards to aviation. My company is internationally recognized for expertise and experience in the field of bird strike hazards and currently operates the US Air Force Avian Hazard Advisory System (AHAS) under contract. We have a great deal of experience with the bird and wildlife hazard issues associated with NAS Oceana as well as Dare County Bombing Range and the proposed OLF in Washington County, North Carolina. We feel that an additional consideration in the debate about safety and military readiness should be the potential for catastrophic bird strikes during training missions. Please feel free to call me at your convenience at (850) 774-7335.

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

A handwritten signature in black ink, appearing to read "Ron L. Merritt".

Ronald L. Merritt

President

DeTect, Incorporated

Enclosures
Report
Resume

**Bird Aircraft Strike Hazards
A Comparison of Strike Risk
At
NAS Oceana and NAS Cecil Field
Using the USAF
Bird Avoidance Model**

By

**Ron Merritt
DeTect Inc
Panama City, Florida**



August 22, 2005

Introduction.

Recent developments in the Base Realignment and Closure (BRAC) process have illuminated safety concerns and encroachment issues at NAS Oceana. While most of these concerns have revolved around aircraft movement areas relative to human populations there are additional safety concerns that involve bird and wildlife hazards. Each year the military and commercial aviation industries suffer over a billion dollars in losses due to strikes with birds and other wildlife. These strikes may result in severe damage to aircraft and occasionally loss of life. The military takes this risk seriously and has developed several programs to help minimize the loss. These programs include airfield bird and wildlife control programs, strike reporting, and bird avoidance technologies. Avoidance technologies include the Bird Avoidance Model (BAM), and the Avian Hazard Advisory System (AHAS) both systems work together to identify areas where significant bird strike risk exists. The BAM is a historical model that is used for planning, while the AHAS is used in near real-time, for avoiding areas that have been confirmed by the nationwide weather radar system (NEXRAD) as having biological targets in the atmosphere. It is significant that bird strike concerns are a key issue in the current environmental lawsuit brought against Navy planners attempting to site an Outlying Landing Field (OLF) in Washington County, North Carolina.

NAS Oceana vs. NAS Cecil Field.

There are significant differences in the environments in which these two installations are located. Subsequently, there are differences in the potential for serious bird strikes as well. The US BAM provides an excellent means by which each can be evaluated for bird strike hazards (Appendix 1). An analysis of the BAM for these two locations was conducted on 22 August 2005 to compare the risk ratings for the installations (Appendix 2). The BAM is executed in 26 biweekly intervals, each interval is divided into four daily periods (dawn, day, dusk, and night). For the purpose of this analysis, dawn and dusk are combined as each represents a shorter portion of a 24 hour period. In this analysis, NAS Oceana has a higher bird strike risk than NAS Cecil Field during 33 of the 78 possible time



August 22, 2005

intervals (42.3% of the year NAS Oceana has a greater bird strike risk than NAS Cecil Field). At no time during the year does NAS Cecil Field have a higher bird strike risk than NAS Oceana!

Additional Concerns.

In addition to the comparison of risk values at each Installation, it is critical to know that the areas surrounding NAS Oceana exhibit severe bird strike risk during much of the winter. In fact, severe ratings are common in the surrounding training areas such as Dare County Bombing Range and the proposed OLF site in Washington County. This is due to the proximity of NAS Oceana to heavily used areas of the Atlantic Flyway, as well as wintering grounds for geese and tundra swans. Figure 1 depicts both NAS Cecil Field and NAS Oceana during the first week of January (day). Notice the severe area (in red shading) just east and southeast of NAS Oceana.



August 22, 2005

US Air Force Bird Avoidance Model (BAM) for January 1 - 14, Day

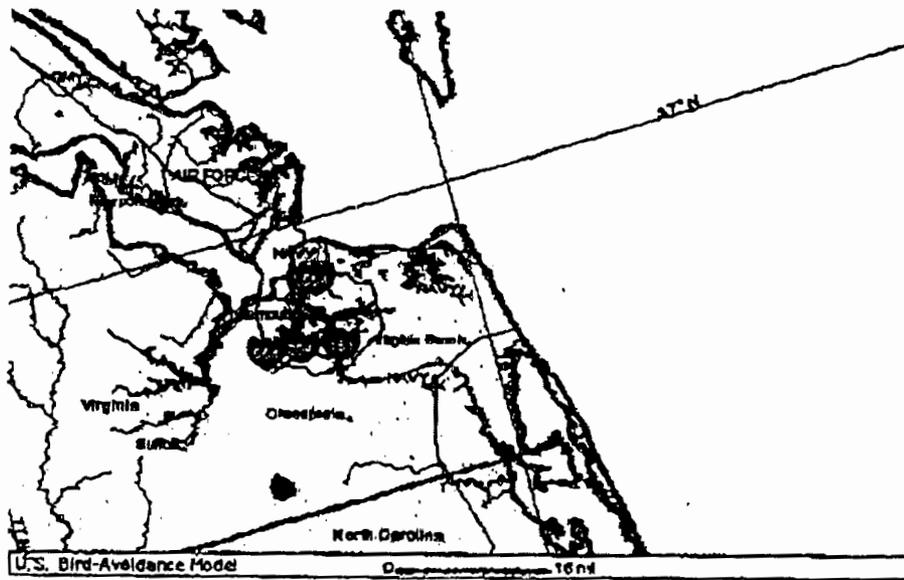
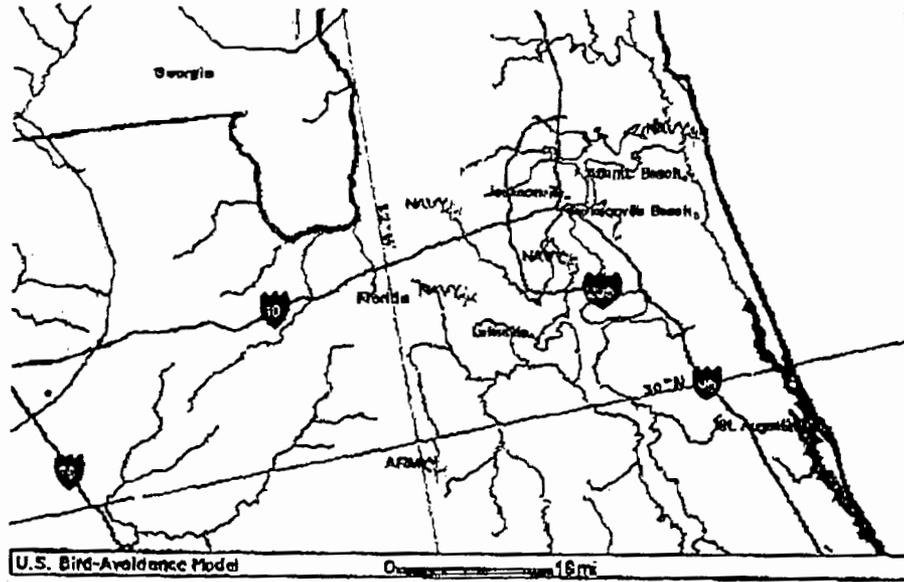


Figure 1. BAM Maps for NAS Cecil Field and NAS Oceana



August 22, 2005

Conclusion.

Bird Aircraft Strike Hazards pose a real threat to military aviation. The high speeds and low altitudes of fighter aircraft often result in severe damage to aircraft and periodically loss of life. To minimize this impact the military uses avoidance technologies to schedule training around areas that periodically have high densities of hazardous bird species. In some areas, this results in either a severe loss of training opportunities, or the decision to fly in hazardous conditions. When compared to NAS Oceana, NAS Cecil Field offers the US Navy a much safer flying environment.

Appendix A.

USAF Bird Avoidance Model (BAM).

The United States Air Force Bird Avoidance Model (BAM) was developed as a tool for mission planning, airfield management, and environmental assessments. The BAM uses Geographic Information System (GIS) technology to integrate geospatial data and calculates risk surfaces that are projected against military low-level training routes, ranges, military operating areas, and installations. The BAM uses nationwide data sets obtained from Breeding Bird Surveys, Christmas Bird Counts, and National Wildlife Refuges and distributes densities of species of concern through the year. Species of concern include birds that have documented reports of causing substantial damage to aircraft. The model consists of GIS raster grids, which span the conterminous United States. The value for each cell (or pixel) is equivalent to the sum of the mean bird mass (in ounces), for all species of concern present during a particular daily time period, for one of 26 two-week periods in a year. The model also distributes these species based upon activity at dawn, day, dusk, and night. The model can be executed on-line at www.usahas.com.



Appendix B.

USAF BAM Analysis

All data extracted from the US BAM by DeTect Inc. The US BAM is available on-line at www.usahas.com.

Biweek	Period	Installation	Average risk	Installation	Average risk	Greater Risk
1	Dawn/Dusk	Cecil	2	Oceana	2.1015625	Oceana Higher
1	Day	Cecil	2	Oceana	2.0976563	Oceana Higher
1	Night	Cecil	1	Oceana	2	Oceana Higher
2	Dawn/Dusk	Cecil	2	Oceana	2.1015625	Oceana Higher
2	Day	Cecil	2	Oceana	2.0976563	Oceana Higher
2	Night	Cecil	1	Oceana	2	Oceana Higher
3	Dawn/Dusk	Cecil	2	Oceana	2.1015625	Oceana Higher
3	Day	Cecil	2	Oceana	2.0976563	Oceana Higher
3	Night	Cecil	1	Oceana	2	Oceana Higher
4	Dawn/Dusk	Cecil	2	Oceana	2	Equal
4	Day	Cecil	2	Oceana	2	Equal
4	Night	Cecil	1	Oceana	2	Oceana Higher
5	Dawn/Dusk	Cecil	2	Oceana	2	Equal
5	Day	Cecil	2	Oceana	2	Equal
5	Night	Cecil	1	Oceana	2	Oceana Higher
6	Dawn/Dusk	Cecil	2	Oceana	2	Equal
6	Day	Cecil	2	Oceana	2	Equal
6	Night	Cecil	1	Oceana	2	Oceana Higher
7	Dawn/Dusk	Cecil	2	Oceana	2	Equal
7	Day	Cecil	2	Oceana	2	Equal
7	Night	Cecil	1	Oceana	1.984375	Oceana Higher
8	Dawn/Dusk	Cecil	2	Oceana	2	Equal
8	Day	Cecil	2	Oceana	2	Equal
8	Night	Cecil	1	Oceana	1.6601563	Oceana Higher
9	Dawn/Dusk	Cecil	2	Oceana	2	Equal
9	Day	Cecil	2	Oceana	2	Equal
9	Night	Cecil	1	Oceana	1	Equal
10	Dawn/Dusk	Cecil	1.9833333	Oceana	2	Oceana Higher
10	Day	Cecil	2	Oceana	2	Equal
10	Night	Cecil	1	Oceana	1	Equal
11	Dawn/Dusk	Cecil	1.95	Oceana	2	Oceana Higher
11	Day	Cecil	2	Oceana	2	Equal
11	Night	Cecil	1	Oceana	1	Equal
12	Dawn/Dusk	Cecil	1.95	Oceana	2	Oceana Higher
12	Day	Cecil	2	Oceana	2	Equal
12	Night	Cecil	1	Oceana	1	Equal
13	Dawn/Dusk	Cecil	1.95	Oceana	2	Oceana Higher
13	Day	Cecil	2	Oceana	2	Equal
13	Night	Cecil	1	Oceana	1	Equal

14	Dawn/Dusk	Cecil	1.95	Oceana	2	Oceana Higher
14	Day	Cecil	2	Oceana	2	Equal
14	Night	Cecil	1	Oceana	1	Equal
15	Dawn/Dusk	Cecil	1.95	Oceana	2	Oceana Higher
15	Day	Cecil	2	Oceana	2	Equal
15	Night	Cecil	1	Oceana	1	Equal
16	Dawn/Dusk	Cecil	1.95	Oceana	2	Oceana Higher
16	Day	Cecil	2	Oceana	2	Equal
16	Night	Cecil	1	Oceana	1	Equal
17	Dawn/Dusk	Cecil	1.9875	Oceana	2	Oceana Higher
17	Day	Cecil	2	Oceana	2	Equal
17	Night	Cecil	1	Oceana	1	Equal
18	Dawn/Dusk	Cecil	2	Oceana	2	Equal
18	Day	Cecil	2	Oceana	2	Equal
18	Night	Cecil	1	Oceana	1	Equal
19	Dawn/Dusk	Cecil	2	Oceana	2	Equal
19	Day	Cecil	2	Oceana	2	Equal
19	Night	Cecil	1	Oceana	1	Equal
20	Dawn/Dusk	Cecil	2	Oceana	2	Equal
20	Day	Cecil	2	Oceana	2	Equal
20	Night	Cecil	1	Oceana	1.4765625	Oceana Higher
21	Dawn/Dusk	Cecil	2	Oceana	2	Equal
21	Day	Cecil	2	Oceana	2	Equal
21	Night	Cecil	1	Oceana	1.9726563	Oceana Higher
22	Dawn/Dusk	Cecil	2	Oceana	2	Equal
22	Day	Cecil	2	Oceana	2	Equal
22	Night	Cecil	1	Oceana	2	Oceana Higher
23	Dawn/Dusk	Cecil	2	Oceana	2	Equal
23	Day	Cecil	2	Oceana	2	Equal
23	Night	Cecil	1	Oceana	2	Oceana Higher
24	Dawn/Dusk	Cecil	2	Oceana	2	Equal
24	Day	Cecil	2	Oceana	2	Equal
24	Night	Cecil	1	Oceana	2	Oceana Higher
25	Dawn/Dusk	Cecil	2	Oceana	2.1015625	Oceana Higher
25	Day	Cecil	2	Oceana	2.09375	Oceana Higher
25	Night	Cecil	1	Oceana	2	Oceana Higher
26	Dawn/Dusk	Cecil	2	Oceana	2.1015625	Oceana Higher
26	Day	Cecil	2	Oceana	2.0976563	Oceana Higher
26	Night	Cecil	1	Oceana	2	Oceana Higher



3160 Airport Road
Panama City, Florida 32405 USA
850.763.7200 Tel.
850.763.0920 Fax
www.DeTect-Inc.com

Bird Aircraft Strike Hazard Management - Aircraft Birdstrike Avoidance Radars - Environmental Services

Ronald L. Merritt
President

Summary of Experience

Mr. Merritt has been instrumental to the development of AHAS, a methodology for providing bird strike risk assessments for low-level, military flight operations. Mr. Merritt is a retired Air Force officer with over 20 years of experience as scientist and senior staff biologist. He was an Assistant Professor of Biology at the United States Air Force Academy and the course director for the department's largest core course in general biology. As an officer assigned to the Air Force Institute of Technology, he conducted research in environmental physiology and aquatic toxicology. The last seven years of his Air Force career were spent as the Chief of the Bird Aircraft Strike Hazard (BASH) Team, Environmental Engineering Division, Pentagon, Washington D.C., and later at the Air Force Civil Engineering Support Agency, Tyndall AFB, Florida. He was responsible for providing on-site technical assistance to major commands and bases worldwide in reducing bird strike hazards on airfields and weapons ranges. Additionally, he assisted flying units in developing and scheduling operations on high speed low-level training routes to avoid hazardous bird concentrations. During this time he conducted on-site surveys of bird and wildlife hazards at over 85 airports in 12 countries. He provided technical assistance in the investigation of eleven aircraft mishaps. He was the Air Force expert witness in public hearings and legal proceedings concerning off base land use issues that posed bird and wildlife hazards to aircraft operations. Mr. Merritt has conducted research at many landfills and commercial airports to identify potential bird/wildlife hazards, develop comprehensive management plans, and conduct control training.

His experience in aircraft operations as well as academic and technical aspects of biological sciences has allowed Mr. Merritt to gain a sound background in biological issues that pertain to aviation safety and the associated federal, state, and military regulations concerning these issues. This knowledge has been enhanced by extensive worldwide field experience in airfield evaluations, investigations, and classroom instruction and training. He has given lectures on bird strike hazards and related topics at international conferences in Spain, Germany, England, Finland, Belgium, Israel, New Zealand, Panama, and Chile

Selected Experience

Expert Witness. City of Dubois/Jefferson County Municipal Airport vs. Leatherwood Landfill. Mr. Merritt provided key testimony in the decision of the State of Pennsylvania, Department of Environmental Protection, to deny a permit to site a

municipal solid waste disposal facility near the municipal airport. In a rigorous, protracted hearing, he was able to establish his expertise in field of bird strike hazards and pointed out serious concerns with the demonstration project submitted by the proponents of the landfill.

Program Manager. New Orleans International Airport. Mr. Merritt conducted a multi-year study of bird and wildlife hazards at the New Orleans International Airport. The program included monthly field surveys, identification of daily and seasonal bird movement patterns using visual observations as well as conventional and Doppler radar, control team training, coordination of training with local landfill operations and wildlife management plan development. Mr. Merritt also used innovated vertical scanning radar to assess bird activity over nearby landfills relative to aircraft flight patterns.

Program Manager. McKinney Municipal Airport. Mr. Merritt developed management plans for the municipal airport and landfill facilities in McKinney, Texas. The program includes bird and wildlife survey work, on-site training, and formal plan development and implementation. Additionally, he evaluated landscape plans as well as assessed agricultural out lease programs at the airport.

Program Manager. Tallahassee Regional Airport and Wastewater Treatment Plant. Mr. Merritt led a team of biologists to assess habitat use in the vicinity of the Tallahassee Regional Airport. This effort is focusing on surrounding land use (wastewater plant, solid waste transfer station) as well as local turf management program. The program resulted in an integrated approach to bird control at both the airport and the wastewater plant. Other critical aspects of this plan was the evaluation of coyote control methods, bio-solid disposal, controlled burn programs, and fencing.

Program Manager. Avian Hazard Advisory System (AHAS), Mr. Merritt is the program manager for the development of an innovative methodology for providing bird strike risk assessments for low-level, military flight operations. The Avian Hazard Assessment System (AHAS) was the result of over ten years of research into the possibility of using the nationwide network of Doppler weather radar (WSR 88-D) as the basis for bird hazard identification. AHAS combined traditional risk prediction from the USAF Bird Avoidance Model (BAM) with sophisticated weather forecasting models as a basis for refining periods of time when migration intensities would be greatest. AHAS provided daily forecasts of hazardous conditions along specified low-level routes and ranges as well as hourly updates based upon radar observations. Mr. Merritt provided logistical support for the program and assisted directly in providing hazard advisories during the test period which required 24 hour a day support. The overwhelming success of this initial investigation resulted in the expansion of the project into other geographic regions. The AHAS concept is now under consideration for development in other regions of the world including Europe and the Middle East.

Project Manager. Air National Guard (ANG) Bird Aircraft Strike Hazard (BASH) Plans, Nationwide. This project includes the on-site assessment of 18 ANG facilities and the development of an integrated BASH plan required under AFI 91-202. The effort includes coordination with commercial airport operators at joint use facilities and development of management plans that comply with both military and FAA requirements. Installations completed to date include: Burlington, Vermont; Fort Smith, Arkansas; Smoky Hill Bombing Range, Kansas; Townsend Bombing Range, Georgia; Phoenix, Arizona, Tucson, Arizona, New Orleans Naval Air Station; Meridian, Mississippi; San Juan, Puerto Rico; Duluth, Minnesota; Baltimore, Maryland; Birmingham, Mississippi, and Port Hueneme, California.

Program Manager. Moody Bird Avoidance Model (BAM), Moody Air Force Base (AFB), Georgia This three year project used small scale radar, thermal imagery, radio and satellite telemetry, and bird vocalization monitoring to determine bird activity in the vicinity of Moody AFB and the Grand Bay Bombing Range. The predictive models were based on historical data which calculates risk of a damaging bird/aircraft strike over time and space. The final product for this project included a BAM for both the Grand Bay Bombing Range and a BAM for the airfield at Moody AFB. The airfield BAM represents a new concept in bird avoidance modeling. The airfield BAM operates on a 24 hour a day schedule and provides relative risk assessment for the two runways at the installation. The program is critical in the determination of local Bird Hazard Advisories that result in restrictions of flight operations.

Project Manager. Bird Aircraft Strike Hazard (BASH) Plan, Daytona Beach International Airport, Daytona Beach, Florida. Mr. Merritt conducted field surveys of bird movement patterns and on-site assessments of potential bird attractants at the Daytona Beach International Airport, Daytona International Speedway, and the Volusia County Landfill. These three facilities are owned by the county and became the target for concern following a serious gull strike to a commercial air carrier. Mr. Merritt developed a draft integrated plan that addresses concerns at each facility within the framework of current environmental concerns for endangered species and other protected species. The draft plan was widely accepted and will be finalized following the summer and fall surveys.

Project Manager. Bird/Wildlife Hazard Assessment, Dallas-Fort Worth International Airport, Texas. Mr. Merritt is leading a team of biologists and aviation safety specialists in the assessment of bird and wildlife hazards on this 18,000 acre facility. The project includes determining best land management practices, habitat modification, active control procedures and training requirements.

Project Manager. Covel Gardens Landfill Assessment, San Antonio, Texas. Mr. Merritt collected two years of field data on bird movement patterns in the San Antonio region. He developed a comprehensive bird management plan and conducted semi-annual training for operations staff at this large landfill owned and operated by Waste Management of Texas.

Project Manager. Airport/Landfill Assessment, Town of Taos, New Mexico. Mr. Merritt collected field data on bird movement patterns associated with the landfill and airport in response to plans to expand both facilities. The final report included details on bird movements associated with the landfill and other surrounding areas and provided guidelines for future landfill development in the area. The final report received approval from the FAA and enabled community planners to continue site selection and development of both facilities.

Project Manager. Bird/Wildlife Hazard Assessment, Nashville International Airport, Nashville, Tennessee. Mr. Merritt led a team of biologists and aviation safety specialists in the assessment of bird and wildlife hazards at this busy hub airport. The team provided recommendations on habitat management and active bird control measures as well as developing documentation systems for tracking bird control efforts and strike reports. Mr. Merritt has continued to work with the airport operations staff to find improved methods of habitat control as well as the use of terminal Doppler weather radar to detect birds roosting near the airport.

Expert Witness. State of Georgia, Environmental Protection Division, Landfill Site Assessment, Long County, Georgia. This project included site assessment of several locations in the vicinity of a proposed landfill site near the Townsend Bombing Range in Georgia. The project included data collection and analysis as well as expert testimony in an administrative hearing in support of the EPD's denial of an operational permit for the landfill. The denial was upheld based upon the data and testimony.

Summary of Prior Experience

Louis Armstrong, New Orleans International Airport	Wildlife Hazard Assessment/ Plan
Tallahassee Regional Airport/Smith Water Plant	Integrated BASH Plans
Augusta Regional Airport/Messerty Water Plant	Integrated BASH Plans
Arnold AFB, TN	BASH Plan
Cyprus-Tohono Copper Mine, AZ	Bird Control Program
Covel Gardens Landfill/Waste Management Inc.	Landfill Demonstration/Mgt Plan
Saratoga County Landfill/Saratoga County, New York	Site assessment/Expert Witness
Townsend Bombing Range/State of Georgia, EPD	Site assessment/Expert Witness
Dallas Fort Worth International Airport, Texas	BASH Plan Review
Moody BAM Development/USAF BASH Team	Range/Base Risk Model
BASH Plan / NAS Oceana	BASH Plan Development
BASH Plan Review- Cannon AFB/USAF BASH Plan	BASH Plan Review
Powerstone Landfill, Dublin, Ireland/Weston FTA	Landfill assessment/Expert Witness
Seymour Johnson AFB, NC/USAF BASH Team	BASH Assessment/Program Review
MacDill AFB, FL/USAF BASH Team	BASH Assessment/Program Review
Barksdale AFB, LA/USAF BASH Team	BASH Assessment/Program Review
Charleston AFB, SC/USAF BASH Team	BASH Assessment/Program Review
McChord AFB, WA/USAF BASH Team	BASH Assessment/Program Review
Pope AFB, SC /USAF BASH Team	BASH Assessment/Program Review
Travis AFB, CA /USAF BASH Team	BASH Mishap Investigation
Andrews AFB, MD /USAF BASH Team	BASH Assessment/Program Review
Dover AFB, SC /USAF BASH Team	BASH Assessment/Program Review

Offutt AFB, NE /USAF BASH Team	BASH Assessment/Program Review
Westover AFB, MA/USAF BASH Team	Aircraft Mishap Investigation
Davis Monthan AFB, AZ /USAF BASH Team	BASH Assessment/Program Review
Luke AFB, AZ /USAF BASH Team	BASH Assessment/Program Review
Laughlin AFB, TX /USAF BASH Team	BASH Assessment/Program Review
McConnell AFB, KS /USAF BASH Team	BASH Assessment/Program Review
Kelly AFB, TX /USAF BASH Team	BASH Assessment/Program Review
Whiteman AFB, MO /USAF BASH Team	BASH Assessment/Program Review
Dyess AFB, TX /USAF BASH Team	BASH Assessment/Program Review
Edwarda AFB, CA /USAF BASH Team	BASH Assessment/Program Review
Ellsworth AFB, SD /USAF BASH Team	BASH Assessment/Program Review
Randolph AFB, TX /USAF BASH Team	BASH Assessment/Program Review
NAS Merimar, CA /US Navy	BASH Assessment/Program Review
Scott AFB, IL /USAF BASH Team	BASH Assessment/Program Review
NAS PAX River, MD/US Navy	BASH Assessment/Program Review
Little Rock AFB, AR/USAF BASH Team	BASH Assessment/Program Review
Tinker AFB, OK /USAF BASH Team	BASH Assessment/Program Review
Keesler AFB, MS /USAF BASH Team	BASH Assessment/Program Review
Tyndall AFB, FL /USAF BASH Team	BASH Assessment/Program Review
Hurlbert Field, FL /USAF BASH Team	BASH Assessment/Program Review
Homestead AFB, FL /USAF BASH Team	Wildlife Control-Hurricane Andrew
Edwards AFB, CA /USAF BASH Team	BASH Assessment/Program Review
Reno, Nevada /USAF BASH Team	Aircraft Mishap Investigation
Niagara Falls, NY/USAF BASH Team	BASH Assessment/Program Review
Duluth, MN /USAF BASH Team	BASH Assessment/Program Review
Fargo, ND /USAF BASH Team	BASH Assessment/Program Review
Richmond, VA /USAF BASH Team	BASH Assessment/Program Review
Atlantic City, NJ /USAF BASH Team	BASH Assessment/Program Review
Rhein Main AB, Germany/USAF BASH Team	BASH Assessment/Expert Witness
Ramstein AB, Germany/USAF BASH Team	BASH Assessment/Program Review
Sembach AB, Germany/USAF BASH Team	BASH Assessment/Program Review
Zweibrucken AB, Germany /USAF BASH Team	BASH Assessment/Program Review
Hahn AB, Germany /USAF BASH Team	BASH Assessment/Program Review
Bitburg AB, Germany /USAF BASH Team	BASH Assessment/Program Review
Invercargill Aerodrome/CAA New Zealand	Airport BASH Assessment
Gisbourne Aerodrome, New Zealand/CAA New Zealand	Airport BASH Assessment
Wellington IAP, New Zealand /USAF BASH Team	Airport BASH Assessment
Christchurch IAP, New Zealand/CAA New Zealand	Airport BASH Assessment
Auckland IAP, New Zealand/CAA New Zealand	Airport BASH Assessment
Napier Aerodrome, New Zealand/CAA New Zealand	Airport BASH Assessment
RNZAF Base Ohakea, New Zealand/CAA New Zealand	BASH Assessment/Program Review
RNZAF Base Whenuapai, New Zealand/CAA New Zealand	BASH Assessment/Program Review
RNZAF Base Wigram, New Zealand/CAA New Zealand	BASH Assessment/Program Review
RAF Mildenhall, UK/USAF BASH Team	BASH Assessment/Program Review
RAF Lakenheath, UK/USAF BASH Team	BASH Assessment/Program Review
RAF RAF Alconbury, UK/USAF BASH Team	BASH Assessment/Program Review
RAF Fairford, UK/USAF BASH Team	BASH Assessment/Program Review
RAF Bentwaters, UK/USAF BASH Team	BASH Assessment/Program Review
RAF Sculthorpe, UK/USAF BASH Team	BASH Assessment/Program Review
Howard AFB, Panama/USAF BASH Team	BASH Assessment/Program Review
Santiago IAP, Chile/Santiago IAP	Airport BASH Assessment
Torrejón AB, Spain/USAF BASH Team	BASH Assessment/Program Review
Ascension Island Wideawake Airfield/USAF BASH Team	Sooty Tern Research/BASH Review

Education

B.S. Zoology, University of Arkansas, 1975
M.S. Biology, North Texas State University, 1978
Graduate Studies, PhD-ABD, University of North Texas, 1987

Professional Affiliations

Steering Committee Bird Strike Committee - USA