## Operational Air Stations Configuration Analyses

<table>
<thead>
<tr>
<th>Air station</th>
<th>M.V. minus</th>
<th>Apron space</th>
<th>Hangar space</th>
<th>MV avg.</th>
<th>Min</th>
<th>Cap</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LANTFLT</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NAVSTA Mayport</td>
<td>11.24</td>
<td>108</td>
<td>221</td>
<td>1</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>MCAS Cherry Point</td>
<td>10.83</td>
<td>643</td>
<td>368</td>
<td>1</td>
<td>1</td>
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</tr>
<tr>
<td>MCAS New River</td>
<td>9.05</td>
<td>741</td>
<td>440</td>
<td>1</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>MCAS Beaufort</td>
<td>8.59</td>
<td>310</td>
<td>237</td>
<td>1</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>NAS Cecil Field</td>
<td>8.14</td>
<td>514</td>
<td>713</td>
<td>1</td>
<td>1</td>
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</tr>
<tr>
<td>NAS Jacksonville</td>
<td>2.78</td>
<td>434</td>
<td>351</td>
<td>1</td>
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<tr>
<td>NAS Brunswick</td>
<td>1.28</td>
<td>471</td>
<td>432</td>
<td>1</td>
<td>1</td>
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<tr>
<td>NAS Norfolk</td>
<td>1.03</td>
<td>407</td>
<td>694</td>
<td>1</td>
<td>1</td>
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<tr>
<td>NAS Oceana</td>
<td>-0.95</td>
<td>472</td>
<td>813</td>
<td>1</td>
<td>1</td>
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<tr>
<td><strong>PACFLT</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NAS Whidbey Island</td>
<td>18.06</td>
<td>459</td>
<td>683</td>
<td>1</td>
<td>1</td>
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<tr>
<td>MCAS Kaneohe Bay</td>
<td>10.15</td>
<td>164</td>
<td>177</td>
<td>1</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>NAS Miramar</td>
<td>6.26</td>
<td>591</td>
<td>859</td>
<td>1</td>
<td>1</td>
<td></td>
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<tr>
<td>NAS Lemoore</td>
<td>4.70</td>
<td>435</td>
<td>645</td>
<td>1</td>
<td>0</td>
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</tr>
<tr>
<td>NAS North Island</td>
<td>2.69</td>
<td>552</td>
<td>626</td>
<td>1</td>
<td>1</td>
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<tr>
<td>NAS Barbers Point</td>
<td>1.33</td>
<td>533</td>
<td>533</td>
<td>1</td>
<td>1</td>
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<tr>
<td>MCAS CP Pendleton</td>
<td>-1.13</td>
<td>251</td>
<td>216</td>
<td>1</td>
<td>1</td>
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<tr>
<td>MCAS El Toro</td>
<td>-7.88</td>
<td>579</td>
<td>378</td>
<td>1</td>
<td>1</td>
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<tr>
<td>NAS Alameda</td>
<td>-15.27</td>
<td>535</td>
<td>1,430</td>
<td>1</td>
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</tr>
</tbody>
</table>

- **Total apron space:** 8,199
- **Total hangar space:** 9,816
- **Average MV:** 70.9
- **Required apron space:** 3,971
- **Required hangar space:** 3,824

**Figure 1**
## Airfield Comparison

<table>
<thead>
<tr>
<th>Category</th>
<th>Oceana/Fentress</th>
<th>Oceana/Wash Cnty</th>
<th>Cecil/Whitehouse</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carrier Pattern Restrictions</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Ambient Light Problems</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Cost</td>
<td>0</td>
<td>$180M</td>
<td>$500-1,000M</td>
</tr>
<tr>
<td>Long Range Future</td>
<td>?</td>
<td>?</td>
<td>?</td>
</tr>
<tr>
<td>People Living Inside 65dB DNL</td>
<td>100,000+</td>
<td>100,000+</td>
<td>9,000</td>
</tr>
<tr>
<td>Access to Ranges</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Airfield Size</td>
<td>6,000 Acres</td>
<td>6,000 Acres</td>
<td>17,000 Acres</td>
</tr>
<tr>
<td>OLF</td>
<td>Yes</td>
<td>Yes – 2</td>
<td>Yes</td>
</tr>
<tr>
<td>Hangars</td>
<td>25</td>
<td>25</td>
<td>(24)</td>
</tr>
<tr>
<td>Runways</td>
<td>4</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>Category</td>
<td>NAS Oceana</td>
<td>Cecil Field</td>
<td>NAS Kingsville</td>
</tr>
<tr>
<td>---------------------------------------</td>
<td>--------------------</td>
<td>-------------------</td>
<td>-------------------</td>
</tr>
<tr>
<td>Airfield Size</td>
<td>5,331 Acres</td>
<td>17,686 Acres</td>
<td>4,000 Acres</td>
</tr>
<tr>
<td>Military Capacity (Hangar Modules)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Host all 10 Super Hornet Strike Squadrons</td>
<td>8 (Noise Limited)</td>
<td>10 (New EIS Needed)</td>
<td>10 (With New Hangars)</td>
</tr>
<tr>
<td>1993 BRAC Military Value</td>
<td>9 of 9 (-0.95)</td>
<td>5 of 9 (8.14)</td>
<td>Not Evaluated</td>
</tr>
<tr>
<td>2005 BRAC Military Value</td>
<td>5 of 21</td>
<td>Not Evaluated</td>
<td>16 of 21</td>
</tr>
<tr>
<td>Proximity to A-A Training Ranges (Sq Mi)</td>
<td>Better (125,000)</td>
<td>Best (200,000)</td>
<td>Good (12,574)</td>
</tr>
<tr>
<td>Proximity to A-G Training Ranges (#)</td>
<td>2 Target / 0 Live</td>
<td>6 Target / 3 Live</td>
<td>2 Target / 1 Live</td>
</tr>
<tr>
<td>Proximity to CV Homeport</td>
<td>Norfolk 20 Miles</td>
<td>Mayport - 35 Miles Norfolk - 600 Miles</td>
<td>Mayport - 1000 Miles San Diego - 1200 Miles Norfolk - 1400 Miles</td>
</tr>
<tr>
<td>Flight Ops Restrictions @ Airfield (Break Pattern Altitudes)</td>
<td>Yes (1500'/1000')</td>
<td>None 800'/600' (24/7)</td>
<td>None</td>
</tr>
<tr>
<td>Flight Ops Restrictions Near OLF</td>
<td>Yes (1000'/800')</td>
<td>None 800'/600'</td>
<td>None</td>
</tr>
<tr>
<td>Simulated CV Flight Ops (NAS/OLF)</td>
<td>No/No/Yes</td>
<td>Yes/Yes</td>
<td>Yes/Yes</td>
</tr>
<tr>
<td>Ambient Light Issues @ OLFs for Night Flight Ops</td>
<td>Yes - Fentress No NC OLF</td>
<td>No - Whitehouse NVG Training - OK</td>
<td>No - Orange Grove</td>
</tr>
<tr>
<td>People Living Inside 65dB DNL</td>
<td>100,000+</td>
<td>8,600</td>
<td>0</td>
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<tr>
<td>Schools Located Inside 60dB DNL</td>
<td>17</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Quality of Life Location</td>
<td>Excellent</td>
<td>Excellent</td>
<td>Good</td>
</tr>
<tr>
<td>Cost to Implement</td>
<td>$186M (OLF)</td>
<td>$410M (New MJB R&amp;A) ($1.6B Navy Cobra)</td>
<td>$773M (New MJB)</td>
</tr>
</tbody>
</table>
TO: James K. Spore, City Manager
FROM: Robert J. Scott, Planning Director
SUBJECT: Application of Near Post for the November 25, 2003 Agenda

The United States Navy has presented findings and recommendations to the City regarding the AICUZ program. The purpose of these recommendations by the Navy are laudable and are supported by the City through its Comprehensive Plan and other land use planning documents.

The method of implementing these recommendations is the local land use planning program. The local land use program consists of a number of components, including the Zoning Ordinance. The ability of the City Council to use zoning is outlined in Section 15.2-2283 of the Code of Virginia, which specifies that ordinances shall be designed to give reasonable consideration to each of the following purposes, where applicable: (i) to provide for adequate light, air, convenience of access, and safety from fire, flood, crime and other dangers; (ii) to reduce or prevent congestion in the public streets; (iii) to facilitate the creation of a convenient, attractive and harmonious community; (iv) to facilitate the provision of adequate police and fire protection, disaster evacuation, civil defense, transportation, water, sewerage, flood protection, schools, parks, forests, playgrounds, recreational facilities, airports and other public requirements; (v) to protect against destruction of or encroachment upon historic areas; (vi) to protect against one or more of the following: overcrowding of land, undue density of population in relation to the community facilities existing or available, obstruction of light and air, danger and congestion in travel and transportation, or loss of life, health, or property from fire, flood, panic or other dangers; (vii) to encourage economic development activities that
provide desirable employment and enlarge the tax base; (viii) to provide for the preservation of agricultural and forestal lands and other lands of significance for the protection of the natural environment; (ix) to protect approach slopes and other safety areas of licensed airports, including United States government and military air facilities; and (x) to promote the creation and preservation of affordable housing suitable for meeting the current and future needs of the locality as well as a reasonable proportion of the current and future needs of the planning district within which the locality is situated. Such ordinance may also include reasonable provisions, not inconsistent with applicable state water quality standards, to protect surface water and ground water as defined in § 62.1-255.

There are, therefore, a number of purposes to the Zoning Ordinance. Also, there are a number of factors that the Code of Virginia specifies must be considered in creating zoning districts, changing zoning districts, and implementing the Zoning Ordinance:

Zoning ordinances and districts shall be drawn and applied with reasonable consideration for the existing use and character of property, the comprehensive plan, the suitability of property for various uses, the trends of growth or change, the current and future requirements of the community as to land for various purposes as determined by population and economic studies and other studies, the transportation requirements of the community, the requirements for airports, housing, schools, parks, playgrounds, recreation areas and other public services, the conservation of natural resources, the preservation of flood plains, the preservation of agricultural and forestal land, the conservation of properties and their values and the encouragement of the most appropriate use of land throughout the locality.

Thus, during Staff’s evaluation of proposals to change zoning districts and during the deliberation of the Planning Commission and City Council in considering such changes, there are a number of factors that must be considered. The use of zoning and land use planning requires that reasonable goals be balanced with one another. The City Council thus must consider a wide range of elements.

On November 25, the City Council will be considering the application of Near Post, L.L.C. to change the zoning on a parcel located on Laskin Road from H-1 Hotel District, B-2 Community Business District, B-1 Business District and R-40 Residential District to Conditional A-36 Apartment District. The purpose of the request is to redevelop the site for 90 multiple-family dwelling units, parking and associated recreational amenities.

Staff, in its evaluation of this request, considered a wide range of matters, as required by the Code of Virginia, including housing needs, land use plans, adopted goals and policies, transportation issues, economic considerations, and others. Within that group of considerations were the comments of the United
States Navy, which is provided an opportunity to comment on all such requests evaluated by the Staff. As noted in the Staff's report for this matter, the United States Navy provided comments to the Staff during the evaluation of the proposal reporting that "residential land use is not compatible" within the 70 to 75 dB Ldn AICUZ. The United States Navy "would view residential development of this site as an encroachment upon operations at Naval Air Station Oceana".

Staff considered this comment during its evaluation and gave it great weight. In the final analysis, however, Staff found the following facts to be significant:

(a) First, the subject site currently consists of three parcels, the largest of which is used for a motel with 52 units (zoned H-1 Hotel). The other two parcels are currently used for a Hardee's restaurant (zoned B-2 Business) and a vacant, vegetated area associated with the Cavalier Golf Course (zoned B-1 Business and R-40 Residential).

(b) Second, "by-right," the subject site could be developed as follows:

i. Within the H-1 Hotel District portion of the site, all of the uses permitted in H-1 such as hotels, parks and public buildings and recreational and amusement facilities. The existing hotel site could, therefore, be redeveloped with a hotel / motel consisting of 256 units without City Council review or approval. As an alternative, this portion of the site could, under an option provided in the Zoning Ordinance, be developed with a mix of lodging and dwelling units. That alternative would generate 86 lodging units (hotel) and 85 multiple family units (apartments) together on the site, and could also be accomplished without City Council review or approval.

ii. Within the B-1 and B-2 Business District portion of the site, all of the uses permitted in the B-1 and B-2 such as offices, retail, restaurants, public buildings, and automotive sales and service.

iii. Within the R-40 Residential District portion of the site, all of the uses permitted in the R-40 such as single-family dwellings, golf courses, churches and public grounds and buildings.

(c) Third, the proposal submitted by Near Post and proffered with the requested change of zoning would result in a total of 90 dwellings in condominium form of ownership. This represents a dramatic reduction in the number of units compared to what could be built
by-right on the site with the existing H-1 Hotel zoning. By-right, the existing motel site could be redeveloped to accommodate up to 256 hotel/motel units or 86 hotel/motel units mixed with 85 dwelling units without City Council review or approval. Staff believes that this is significant considering the fact that the site is situated within the 70 to 75 dB AlCUZ and Accident Potential Zone II. The number of people potentially residing on the subject site at any one time is dramatically reduced by through the requested change of zoning.

(d) Finally, any new construction that occurs on the site will be required to install sound attenuation measures consistent with the City’s Airport Noise Attenuation and Safety Ordinance.

These findings were factored in with the other comments, plans, ordinances, and considerations provided to Staff during the evaluation of this change of zoning request. In the final analysis, Staff concluded that when all the factors are balanced with each other, the public health, safety and welfare are significantly enhanced by the proposal proffered by the applicant, and that as a result, the proposal is acceptable and should be approved.
DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

BASE SUMMARY SHEET

Naval Air Station Oceana, VA

INSTALLATION MISSION

- **Mission**: Naval Air Station Oceana's primary mission is to support Pacific and Atlantic Aircraft Carriers, Coast Guard, Army, Air Force and National Guard in maintaining optimum combat readiness. NAS Oceana is a modern Atlantic Fleet Naval Air Force strike fighter complex with over seven miles of runways and the latest equipment to serve military air traffic on the East Coast, as well as flying the Navy's most advanced aircraft. NAS Oceana is considered a "Master Jet Base."

- **Tenant Commands** include:
  - Commander, Strike Fighter Wing Atlantic
  - Commander, Carrier Air Wing One
  - Commander, Carrier Air Wing Three
  - Commander, Carrier Air Wing Seven
  - Commander, Carrier Air Wing Eight
  - Commander, Carrier Air Wing Seventeen
  - Construction Battalion Unit 415
  - Aircraft Intermediate Maintenance Department
  - Fleet Area Control and Surveillance Facility
  - Branch Medical and Dental Clinics
  - Fleet Aviation Specialized Operational Training Group
  - Fleet Imaging Center
  - Marine Aviation Training Support Group Thirty Three
  - Navy Landing Signal Officer School
  - Naval Aviation Engineering Support Unit
  - Naval Atlantic Meteorology and Oceanography Detachment
  - Center for Naval Aviation Technical Training Unit
  - Personnel Support Detachment

DoD RECOMMENDATIONS – BRAC 2005

- **Fleet Readiness Centers**: Realign Naval Air Station Oceana, VA, by disestablishing the Aircraft Intermediate Maintenance Department Oceana, the Naval Air Depot Cherry Point Detachment, and the Naval Air Depot Jacksonville Detachment; establishing Fleet Readiness Center Mid Atlantic, Naval Air Station Oceana, VA; and transferring all intermediate maintenance workload and capacity to Fleet Readiness Center Mid Atlantic, Naval Air Station Oceana, VA.

- **JSF Training**: Realign Naval Air Station Oceana, VA, by relocating to Eglin Air Force Base, FL, a sufficient number of instructor pilots, operations, and maintenance support personnel to stand up the Navy's portion of the JSF Initial Joint Training Site, hereby established at Eglin Air Force Base, FL.
DoD JUSTIFICATION

- Realigns and merges depot and intermediate maintenance activities. It creates 6 Fleet Readiness Centers (FRCs), with 13 affiliated FRC Sites at satellite locations.

- FRC Mid-Atlantic will be located on NAS Oceana, VA, with affiliated FRC Sites at NAS Patuxent River, MD, NAS Norfolk, VA, and JRB New Orleans, LA.

- Establishes Eglin Air Force Base, FL as an Initial Joint Training Site that teaches entry-level aviators and maintenance technicians how to safely operate and maintain the new Joint Strike Fighter (JSF) (F-35) aircraft. The Department is scheduled to take delivery of the F-35 beginning in 2008. This joint basing arrangement will allow the Inter-service Training Review Organization (ITRO) process to establish a DoD baseline program in a consolidated/joint school with curricula that permit services latitude to preserve service-unique culture and a faculty and staff that brings a “Train as we fight; jointly” national perspective to the learning process.

COST CONSIDERATIONS DEVELOPED BY DoD

<table>
<thead>
<tr>
<th></th>
<th>FRC (All Activities)</th>
<th>JSF Training (All Sites)</th>
</tr>
</thead>
<tbody>
<tr>
<td>One-Time Costs:</td>
<td>$ 298.1 million</td>
<td>$ 199.1 million</td>
</tr>
<tr>
<td>Net Savings (Cost)</td>
<td>$ 1,528.2 million</td>
<td>$ 209.6 million</td>
</tr>
<tr>
<td>Annual Recurring</td>
<td>$ 341.2 million</td>
<td>$ 3.3 million (cost)</td>
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<tr>
<td>Return on Investment</td>
<td>Immediate</td>
<td>No payback</td>
</tr>
<tr>
<td>Net Present Value</td>
<td>$ 4,724.2 million</td>
<td>$ 226.3 million (cost)</td>
</tr>
</tbody>
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MANPOWER IMPLICATIONS OF THE DoD RECOMMENDATIONS

- The personnel implications of the DoD Recommendations for Naval Air Station Oceana are 60 total direct personnel.

BRAC 2005 COMMISSION CONSIDERATION FOR CLOSURE OF NAS OCEANA

- Close NAS Oceana and establish a Master Jet Base at another suitable location (Site X)
- Close base operations at NAS Oceana.
- Relocate all VFA squadrons, station aircraft, and VR-46 to Site X to include required personnel, equipment and support.
- Disestablish the Naval Medical and Dental Centers
- Relocate AIMD to Site X to include required personnel, equipment and support.
- Relocate Naval Air Maintenance Training Unit to Site X

JUSTIFICATION

- The primary reason to consider NAS Oceana for closure is to establish a facility that is not encroached and enable the single siting of all F/A-18E/F aircraft squadrons.
COST CONSIDERATIONS DEVELOPED BY DoD - FOR MOODY AFB SCENARIO
(Note: Existing capacity at Moody AFB is about half of Navy required infrastructure)

- One-Time Costs: $493.5 million
- Net Implementation Cost $416.7 million
- Annual Recurring Savings: $43.7 million
- Return on Investment Year: 2024
- Net Present Value over 20 Years: $36.0 million

<table>
<thead>
<tr>
<th>Baseline (Pre BRAC 2005)</th>
<th>Military</th>
<th>Civilian</th>
<th>Students</th>
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<tbody>
<tr>
<td></td>
<td>9899</td>
<td>1657</td>
<td>1859</td>
</tr>
<tr>
<td>Total (After BRAC 2005)</td>
<td>1814</td>
<td>39</td>
<td>1171</td>
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MANPOWER IMPLICATIONS OF ALL RECOMMENDATIONS AFFECTING THIS INSTALLATION (INCLUDES ON-BASE CONTRACTORS AND STUDENTS)

<table>
<thead>
<tr>
<th>Relocated</th>
<th>Eliminated</th>
<th>Net Gain (Loss)</th>
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</thead>
<tbody>
<tr>
<td>Military</td>
<td>Civilian</td>
<td>Military Civilian</td>
</tr>
<tr>
<td>8627</td>
<td>1368</td>
<td>146 250</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>(8773) (1618)</td>
</tr>
</tbody>
</table>

ENVIRONMENTAL CONSIDERATIONS

- **Environmental Impact**: There are no known environmental impediments to implementation of this recommendation.

REPRESENTATION

Governor: Mark Warner (D)
Senators: John Warner (R)
          George Allen (R)
Representative: Thelma Drake (R) 2nd District

ECONOMIC IMPACT – Virginia Beach – Norfolk – Newport News, VA MSA

- Potential Employment Loss: 21,886 jobs
- MSA Job Base: 978,888 jobs
- Percentage: 2.24% decrease
MILITARY ISSUES

- Operations at NAS Oceana are significantly encroached, affecting ability to operate.
- Navy desires to single-site all F/A-18E/F aircraft (244 total aircraft).
  - 10 VFA Squadrons (24 aircraft each)
  - 1 Fleet Replacement (24 aircraft)
- Classified mission capability affected by the airfield closure – separate briefing planned.
- Out Lying Field (OLF) proposals by BRAC Commission may affect ongoing litigation over planned North Carolina site.
- The Navy considers NAS Oceana to be the best option for the east coast Master Jet Base.
- Present encroachment issues are manageable.
- Funds to construct a new MJB are not available in the current POM (FY-06 through FY-11).

COMMUNITY CONCERNS/ISSUES

- Economic impact of losing jobs (2.24%) in the Virginia Beach MSA.
- Significant investments have been made by the state to improve road access around the base and move schools that were in the Accident Prevention Zones.
- The Hampton Roads/Virginia Beach area has adopted a Joint Land Use Study that provides guidelines for the Navy and the Local Community Leaders to work together to limit encroachment.
- There have been ongoing noise complaints by a small, but vocal minority of residents who are bothered by the jet noise at NAS Oceana and Fentress Field, the OLF training site.
- Residents living in the designated high noise zones (>65 dB average Daily Noise Level) were polled to determine the impact of noise on their lives. An overwhelming majority (94.8%) of those residents living in the designated high noise zones said that they were satisfied with the overall quality of life in their neighborhoods. One percent of the 5.2% who were dissatisfied cited jet noise as the cause of their dissatisfaction. Full survey results are located at Tab 19.

Bill Fetzer/Navy/25 July 2005
In a market where budget and timeliness are paramount, BHR has consistently proven its mettle in delivering leading edge, state-of-the-art services to the U.S. Armed Forces and federal clients.

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SERVICES and CAPABILITIES
• Master Planning
• Area Development Planning
• Programming Documents
• Facility Engineering Evaluations
• Transportation Planning
• Regulatory Compliance
• Design Guidelines

• AICUZ Studies
• Base Closure and Realignment Studies
• Infrastructure Design
• Airfield Pavement Design
• AM/FM and GIS
• Mobilization Planning

CONTACT:
Mr. Mike Saylor
BHR, Inc.
904.861.2850
E-mail:
mike.saylor@bhr-jax.com.
BHR was contracted to monitor the closure activities and provide a closure summary report along with the required FDEP compliance certification associated with the closure of a permitted RCRA Hazardous Waste Storage Facility (HWSF) located within the Yellow Water Weapons Area at the Naval Air Station-Cecil Field, Jacksonville, Florida. The RCRA closure activities included, in part, the initial cleaning and removal of the remaining facility equipment; background soil sampling and analysis, decontamination of physical structures (four separate events), collection and analysis of rinseate and source water samples, removal of an exterior concrete pad and disposal of solid and liquid wastes generated during the decontamination activities.

The project requirements included the following activities:
- Monitor the collection of samples and the decontamination activities.
- Record closure activities and provide a daily log and report with photographs.
- Review chemical analysis results for soil and rinseate samples and meet with the FDEP to discuss results and follow-up activities, as necessary.
- Provide a summary closure report and issue a sealed conformance certification as required by FDEP.

The closure summary report was submitted to the FDEP and after supplemental requests for additional information has been approved as to content and format. After closure of the HWSF structure has been approved by the FDEP, the Navy PWC-Jacksonville will relinquish the site to the NAS-Cecil Field Base Realignment and Closure (BRAC) Team for final closure.

Completion Date: 2000

BHR SERVICES PROVIDED:
- Closure Activities Monitoring
- RCRA Certifications
- Environmental Assessments

CLIENT CONTACT:
Mr. Ralph Hogan
Public Works Center
Jacksonville, Florida
904.771.6397
Departure/Arrival Airfield
Control Group Operations
Facility, Hunter Army Airfield,
Georgia.

BHR provided design of airfield
improvements, including parking
lots, stormwater drainage, new water
and sewer utilities, entrance
roadway, dumpster pads, curbs and
gutters, sidewalks, bus parking,
semi-truck parking and specialized
unloading areas, security fencing
and gates, borrow material, cut and
fill, oil-water separator, demolition of existing buildings and roadways, signing and pavement marking, erosion and
sediment controls, relocation of existing utilities and resurfacing of existing roadway for departure and arrival
terminal.

Construction Value: $8,400,000    Completion Date: 1997

New Aerial Drop Facility Site Engineering, Moody Air Force Base, Valdosta, Georgia

Design of parking lots, clearing, grading, stormwater drainage, new water and sewer utilities, entrance roadway,
dumpster pads, curb and gutters, sidewalks, secured storage for semi-trucks, semi-truck parking for specialized
loading and unloading, signing and pavement marking, erosion and sediment control measures for a new Aerial Drop
Facility which was designed to facilitate in the loading of pallets for special Air Force aircraft.

Construction Value: $4,000,000
Completion Date: 1997

BHR SERVICES PROVIDED:
• Site Planning and Design
• Stormwater Management and Drainage Design
• Utility Design
• Permitting Services
• Military Planning

CLIENT CONTACT:
Mr. Steve Lazar, AIA
VRL Architects, Inc.
Jacksonville, Florida
904.723.3895
BHR developed an AICUZ update for NAS Jacksonville and OLF Whitehouse, addressing noise, accident potential and environmental impacts associated with air operations, in order to recommend land use planning and noise reduction strategies. Highlights of the plan included the following:

- Coordinated both AICUZ footprints with the City of Jacksonville’s GIS system in order to readily identify affected properties.
- Monitored area development activity and consulted with City of Jacksonville officials regarding the location and type of development proposed within the OLF-Whitehouse AICUZ footprint.
- Prepared an informative AICUZ brochure for distribution to city/county officials, civic and public institutions, real estate professionals, business and property owners within the AICUZ footprint, and other affected citizens.
- Scripted and produced a non-technical AICUZ video for use by the Air Station at Command and staff level briefings and public presentations.

Completion Date: 1998

BHR SERVICES PROVIDED:
- Military Planning
- Zoning
- Environmental Analysis
- Growth Management Strategies
- Land Use Studies

CLIENT CONTACT:
Mr. Ronnie Lattimore
Southern Division
NAVFACENGCOM
North Charleston,
South Carolina
843.820.5888
BHR has been lead consultant to the Southern Division, Naval Facilities Engineering Command (SOUTHDIV) for preparation of Family Housing Market Studies in support of Housing Privatization Initiatives in Beaufort, South Carolina and Albany, Georgia (Marine Corps) and Jacksonville, Florida; Kings Bay, Georgia; New Orleans; Corpus Christi-Kingsville-Ingleside, Texas; Kansas City, Atlanta; and Key West, Florida.

The Family Housing Market Study process requires establishing the market geographic limits through drive-time analysis and field verification; preparation of specific demographic research about the regional housing market; meeting with both Activity Housing Managers and private sector rental housing providers; and conducting exhaustive research using the private sector's Multiple Listing Service records to establish housing ownership, supply and pricing trends.

BHR's civil engineering group has also prepared detailed cost estimates and development plans for "carve outs" of military cantonment areas to be utilized for on-base siting of privatized housing projects. This work involved utility system assessments, roadway paving analyses, remedial plans and drainage regulatory compliance review and plan preparation. BHR's transportation planners also conducted an on-site traffic study and issued a technical report and engineering solutions to traffic operations issues to comply with local regulations regarding housing project development in Key West, Florida.

BHR's work has been instrumental in the development of privatization programming documentation and scoring for Albany, Georgia; Beaufort, South Carolina; and Jacksonville, Florida. All three locations have projects pending.

Completion Date: 1999

BIHR SERVICES PROVIDED:
- Master Planning
- Data Conversion
- Computer Planning
- Engineering
- Programming

CLIENT CONTACT:
Mr. Mike Miller
Housing Programs Office
South Div, Naval Facilities Engineering Command
North Charleston,
South Carolina
843.820.5646
This project consisted of several subprojects. BHR's responsibilities included an integrated SCADA system, water and sewer utilities mapping and inventory, wastewater treatment, site development, paving and drainage, and stormwater management; permitting, construction administration, minor roadway design, traffic engineering; planning/environmental studies, landscape architecture, and park design; construction, as-built, and boundary surveys; and coordinated the efforts of architectural, structural, mechanical, and electrical engineering subconsultants.

BHR's efforts on this contract were completed within budget and ahead of schedule. For this accomplishment, BHR received a certificate of Appreciation from Southern Division, Naval Facilities Engineering Command for responsiveness, cooperation, and early delivery.

Specific projects within this contract included:

- Modification of the existing Base Area Wastewater Treatment Facility;
- Design of additional spray irrigation fields for effluent disposal;
- Sanitary sewer evaluation survey locating illicit sources of non-wastewater, identifying sources of infiltration and inflow and providing a cost-effective ranking of repairs;
- Design of a SCADA system for the water and wastewater systems;
- Design of bike/pedestrian paths;
- Design of several force mains and associated pumping stations;
- Design of a large diameter water main;
- Design permitting of Jutah Park freshwater mitigation;
- Design of a road extension, intersection, and two parking lots;
- Design of improvements to the base stormwater drainage system, and
- Stormwater system modeling and modifications included sounding and surveying.

BHR SERVICES PROVIDED:
- Site Design
- Stormwater Management and Drainage Design
- Utility Design
- Permitting Services
- Landscape Architecture
- Multi Discipline Design Team Coordination
- Surveying

CLIENT CONTACT:
Mr. Dave Franklin, PE
Southern Division
Naval Facilities Engineering Command
North Charleston,
South Carolina
843.820.5646

Completion Date: 1997
Construction Value: $3,900,000
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<th>Rehab Cost*</th>
<th>Total Cost*</th>
<th>EXISTING CECIL FIELD ASSETS</th>
<th>DEFICIT DIFFERENCE BTWN REQ/EXIST</th>
<th>SURPLUS DIFFERENCE BTWN REQ/EXIST</th>
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- Use of 'Default' indicates that the cost is not provided or not applicable.
- See Above indicates that the corresponding cost is not directly stated but can be inferred from the preceding rows.
- Total added costs to meet the requirement are calculated by summing the rehabilitation costs and the new construction costs for each facility item.
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<th>Rehab Cost*</th>
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| Grand Total with NEX, BOQ/BEQ/Commissary | $331,806 |
| Less NEX, Commissary | $47,310 |
| Subtotal | $284,496 |

| Grand Total less NEX, BOQ/BEQ, Commissary | $118,496 |

NOTES
1. IN SURPLUS/DEFICIT COLUMNS, AMOUNTS SHOWN INDICATE ADDED FACILITIES REQD OR SURPLUS. ALL SURPLUS AMOUNTS HAVE $0 BUILDOUT REFLECTED.
2. TOTAL COSTS OF $331 MILLION DO NOT TAKE INTO ACCOUNT USING OTHER SURPLUS FACILITIES TO OFFSET DEFICIT AMOUNTS.
3. TOTAL ADDED COSTS REFLECT NOT USING SURPLUS SPACES FOR OTHER USES.
4. TOTAL BOQ/BEQ FACILITIES COSTS ARE ESTIMATED AT $166 MILLION . THIS COST MAY BE DEDUCTED IF UNACCOMPANIED PPV USED FOR BOQ/BEQ.
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".
### All values in 2005 Constant Dollars (SK)

#### FAC Title | UM | EXISTING CECIL FIELD ASSETS | DEFICIT DIFFERENCE BTWN REQT/EXIST | SURPLUS DIFFERENCE BTWN REQT/EXIST | TOTAL ADDED COSTS TO MEET REQT ($000)
---|---|---|---|---|---

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<td>7412</td>
<td>Automobile Craft Center</td>
<td>SF</td>
<td>11,500</td>
<td>1,537</td>
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<td>7415</td>
<td>Bowling Center</td>
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<td>4,344</td>
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<td>7414</td>
<td>Indoor Physical Fitness Facility</td>
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<td>51,500</td>
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<td>19297</td>
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<td>7447</td>
<td>Miscellaneous MWR Support Facility</td>
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<td>3,950</td>
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<td>Recreation Center</td>
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<td>0</td>
<td>27,200</td>
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<td>7431</td>
<td>Auditorium and Theater Facility</td>
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<td>17,200</td>
<td>2,628</td>
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<td>2,628</td>
<td>8116</td>
<td>9064</td>
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</tr>
</tbody>
</table>

**New MILCON (REQT)**

**Using Rehab**

**Rehab Type**

**Rehab Cost**

**Total Cost**

---

**EXISTING CECIL FIELD ASSETS**

**EXISTING CECIL FIELD ASSETS**

**EXISTING CECIL FIELD ASSETS**

**DEFICIT DIFFERENCE BETWEEN EXISTING CECIL FIELD ASSETS**

**DEFICIT DIFFERENCE BETWEEN EXISTING CECIL FIELD ASSETS**

**DEFICIT DIFFERENCE BETWEEN EXISTING CECIL FIELD ASSETS**

**SURPLUS DIFFERENCE BETWEEN EXISTING CECIL FIELD ASSETS**

**SURPLUS DIFFERENCE BETWEEN EXISTING CECIL FIELD ASSETS**

**SURPLUS DIFFERENCE BETWEEN EXISTING CECIL FIELD ASSETS**

**TOTAL ADDED COSTS TO MEET REQT**

**TOTAL ADDED COSTS TO MEET REQT**

**TOTAL ADDED COSTS TO MEET REQT**

---

**FACILITIES SUPPORT FROM NAS JAX**

---

---
<table>
<thead>
<tr>
<th>FAC Title</th>
<th>New MilCon (REQT)</th>
<th>New Cost*</th>
<th>Using Rehab</th>
<th>Total Cost*</th>
<th>DEFICIT DIFFERENCE</th>
<th>SURPLUS DIFFERENCE</th>
<th>TOTAL ADDED COSTS TO MEET REQT</th>
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<tbody>
<tr>
<td>8910 Utility Building</td>
<td>SF 0</td>
<td>n/a**</td>
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<td>183</td>
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<tr>
<td>8524 Sidewalk and Walkway</td>
<td>SY 0</td>
<td>n/a**</td>
<td>0 Default n/a**</td>
<td>1,030</td>
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<td>8521 Vehicle Parking, Surfaced</td>
<td>SY 0</td>
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<td>8928 Loading Ramp/Platform</td>
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<td>8452 Water Pump Facility, Non-Potable</td>
<td>KG 0</td>
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<td>0 Default n/a**</td>
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<td>GA 0</td>
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<td>0 Default n/a**</td>
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<td>0</td>
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<tr>
<td>8441 Water Source, Non-Potable</td>
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<td>n/a**</td>
<td>0 Default n/a**</td>
<td>1</td>
<td>0</td>
<td>0</td>
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<tr>
<td>8926 Hazardous Waste Storage or Disposal Facility</td>
<td>EA 0</td>
<td>n/a**</td>
<td>0 Default n/a**</td>
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<td>0</td>
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<td>8921 Fuel Production Plant</td>
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<td>n/a**</td>
<td>0 Default n/a**</td>
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<tr>
<td>8721 Fence and Wall</td>
<td>LF 0</td>
<td>n/a**</td>
<td>0 Default n/a**</td>
<td>2,200</td>
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<tr>
<td>8321 Sewer and Industrial Waste Line</td>
<td>LF 0</td>
<td>n/a**</td>
<td>0 Default n/a**</td>
<td>3,350</td>
<td>0</td>
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<td>0</td>
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<tr>
<td>8421 Water Distribution Line, Potable</td>
<td>LF 0</td>
<td>n/a**</td>
<td>0 Default n/a**</td>
<td>8,500</td>
<td>0</td>
<td>0</td>
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<td>0</td>
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<tr>
<td>8413 Water Storage, Potable</td>
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<td>0 Default n/a**</td>
<td>2,500</td>
<td>0</td>
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</tbody>
</table>

** No New MilCon/Rehabilitation cost breakdown is available if total cost was entered by the user.
* All MilCon Costs include design, site preparation, contingency planning and S/O/H Costs where applicable.

NOTES
1. IN SURPLUS/DEFICIT COLUMNS, AMOUNTS SHOWN INDICATE ADDED FACILITIES REQUIRED OR SURPLUS. ALL SURPLUS AMOUNTS HAVE $0 BUILDOUT REFLECTED. TOTAL COSTS OF $331 MILLION DO NOT TAKE INTO ACCOUNT USING OTHER SURPLUS FACILITIES TO OFFSET DEFICIT AMOUNTS.
2. TOTAL ADDED COSTS REFLECT NOT USING SURPLUS SPACES FOR OTHER USES.
3. TOTAL BOQ/BEQ FACILITIES COSTS ARE ESTIMATED AT $166 MILLION; THIS COST MAY BE DEDUCTED IF UNACCOMPANIED PPV USED FOR BOQ/BEQ.
4. NEX/COMMISARY 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".

GRAND TOTAL WITH NEX, BOQ/BEQ, COMMISSARY $476,978
LESS NEX, Commissary $47,310
SUBTOTAL $429,668

LESS BOQ/BEQ REQTS (PPV) $166,000
GRAND TOTAL LESS NEX, BOQ/BEQ, COMMISSARY $263,668
From: Palmer, Mollie [Mollie.Palmer@dep.state.fl.us]
Sent: Tuesday, August 23, 2005 1:35 PM
To: Fetzer, William, CIV, WSO-BRAC
Cc: Dana, Pam; Deirdre.Finn@MyFlorida.com; Nelms, Wayne; FL_DEP; Sole, Michael
Subject: BRAC CONFIDENTIAL: waste cleanup costs at Cecil Field

Mr. Fetzer,

Per your request, following is the information on waste cleanup costs for Cecil Field as of today. We requested this information from Mark Davidson with the Naval Facilities Engineering Command in Charleston, S.C.

Starting FY92 through FY05, the Navy has spent or obligated approximately $93 million on environmental investigation and remediation at Cecil Field. The Navy estimates that they will spend an additional $16.9 million to complete cleanup at Cecil Field. In addition to costs for hazardous waste and petroleum cleanup, these figures include cleanup or abatement activities for other wastes such as asbestos.

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.

If you need any more information, please do not hesitate to call me.

Mollie Palmer

Mollie G. Palmer, Deputy Chief of Staff
Florida Department of Environmental Protection
3900 Commonwealth Boulevard, MS 50
Tallahassee, Florida 32399
Phone: 850-245-2011 Suncom 205-2011
Fax: 850-245-2021 Suncom 205-2021
For more information about DEP, please visit http://www.dep.state.fl.us.

Please note: Florida has a very broad public records law. Most written communications to or from state officials regarding state business are public records available to the public and media upon request. Your e-mail communication may therefore be subject to public disclosure.
Airport System  Cecil Field

Located approximately 15 miles west of downtown Jacksonville, Florida, Cecil Field is the Jacksonville Airport Authority's (JAA) third general aviation airport and fourth airport overall. With easy access to air and rail connections and a deep water port, Cecil Field's facilities are ideally suited for aircraft maintenance, repair and overhaul (MRO) operations and a variety of aviation-related industrial and commercial development.

Cecil Field provides an effective base of operations for corporate aircraft, general aviation, air cargo and National Guard and Reserve aviation. The airport has four, 200-foot wide runways, three of which measure 8,000 feet. The fourth runway is 12,500 feet in length, one of the longest in Florida.

Three reasons why your business should choose Cecil Field

- **Location, Location, Location.**
  Cecil Field is located in the southwest quadrant of Jacksonville, Florida, in Duval County. Cecil Field has frontage on I-10, which connects less than ten miles east to I-95. The airport also is close to I-75, another major transportation corridor. Additionally, three commercial railroads, a deep water seaport and Jacksonville International Airport all converge here. Road distance to key markets via interstate are: Orlando - 2 hours; Tampa - 3.5 hours; Miami - 5.5 hours and Atlanta - 5.5

- **Everybody else is doing it.**
  With a population of more than one million, the city provides an ideal environment for productivity and growth. Many of the biggest participants in the global economy are based here, including transportation, financial services, and manufacturing industries. In addition, many Fortune 1000 companies maintain significant operations here in Jacksonville.

- **We've got what it takes to make you succeed.**
  Cecil Field's assets include:
  - 175 major buildings totaling 2.9 million square feet.
  - Over 425,000 square feet of warehouse, industrial and general-use space
Four runways: one at 12,500 feet and three at 8,000 feet
- 537,000 square yards of apron
- Eight hangars
- 225,000 square feet of general office and support facilities
- Multimodal function: rail access nearby; deep water port within 30 minutes; easy access to North and South interstates
- Ample recreational facilities and land
- Electricity: Electrical power from Jacksonville Electric Authority with excess of 2,600 megawatts of installed generating capacity
- Natural Gas: 16 inch transmission line
- Fiber-Optics: Advanced telecommunications infrastructure in place throughout northeast Florida, including high-speed digital transmission, 100% self-healing fiber optic ring architecture and enhanced voice application
- Workforce: Currently, four area military bases and a naval Aviation Depot provide 4,000 annual separates trained in aviation related mechanics

To learn more about aviation property leasing opportunities, please contact Adam Thomas at:

Jacksonville Airport Authority
Attn: Adam Thomas
P.O. Box 18018
Jacksonville, FL 32229
Phone: (904) 741-2062
Fax: (904) 741-2011
Email: atthomas@ja.aero?subject=From_JaxAirports.org

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CECIL FIELD QUESTIONS

How many people were working at Cecil during it’s peak activity? When was that?

Show the commercial growth that has occurred outside the fenceline since NAS Cecil was closed. Can any of that building be relocated if incompatible with a MJB?

Show the residential growth that has occurred outside the fenceline since NAS Cecil was closed. Can any of that building be relocated if incompatible with a MJB?

Show where the new Shopping Center and two new High Schools are located since the navy moved out.

What does the city plan to do about the planned residential developments inside the DNL curves?
Future Navy Master Jet Base
The Military Housing Privatization Initiative (MHPI) was enacted on February 10, 1996 (Section 2801), as part of the National Defense Authorization Act for fiscal year 1996. The MHPI program was created to address two significant problems concerning housing for military service members and their families: the poor condition of Department of Defense (DoD) owned housing, and a shortage of adequate affordable private sector housing. Under the MHPI authorities, DoD can work with the private sector to revitalize our military housing by employing a variety of financial tools—including direct loans, loan guarantees, equity investments, conveyance or leasing of property or facilities, and rental guarantees.

The basic concept of PPV is the formation of a Limited Liability Corporation (LLC) between the Dept of the Navy and a private company. The private company secures the necessary financing and, as the majority member in the LLC, is responsible for the replacement, renovation, maintenance, management and operation of the conveyed housing. The DoN, as a minority member in the LLC, maintains a vested interest in ensuring that quality housing is available to service members and that the housing is fully sustained for the life of the 50-year agreement. Under the PPV, the service member signs a lease and makes monthly rent payments to the LLC using the service member’s Basic Allowance for Housing (BAH) which covers rent, utilities, and renter’s insurance.

Since 1996, the Naval Facilities Engineering Command has executed 15 Navy and Marine Corps privatization projects.

UNACCOMPANIED HOUSING (UH) PROJECTS

The Defense Authorization Bill in fiscal year 2003, authorized the Department of the Navy to pursue no more than three Unaccompanied Housing Privatization pilot projects. Based upon the lessons learned during the pilots, the Navy will determine how best to employ privatization to meet unaccompanied housing needs. The following locations are currently included in the UH PPV program:

- **San Diego CA** – Convey 258 existing units, Construct 700 apartments
  - Target execution Date – Feb 2006

- **Norfolk, VA** – Convey 1,313 existing units; Construct 725 apartments
  - Target Execution : TBD

- **Bremerton, WA** – Feasibility Study in Progress – Target Execution Date : TBD

CECIL FIELD - In the Northeast Florida region, which comprises the NAS Jacksonville, NS Mayport and NSB Kings Bay bases, a 1996 Family Housing Assessment Study was completed that indicated the shortfall in housing may be met thru the use of a PPV. The general location in the Northeast area of Duval County was identified as a potential site for new housing to be constructed under a PPV. Since then, the Westside of Jacksonville, where Cecil Field is located, has seen increased development, with areas and developers available and ready for new housing and apartments construction under PPVs. The PPV initiative would be even more conducive to developers to construct military families and unaccompanied housing units (apartments) at Cecil Field if the land to be provided for the PPV was located on Cecil property. Cecil land is available that would be outside the 65 dNLA noise contour at Cecil, and existing permitting of the site makes it readily available for expedited construction. The use of a PPV at Cecil Field is a real possibility and should be used to meet housing requirements.
These developments include homes, schools, commercial space and recreational areas. Some are already completed, the remaining have planned completion by 2007. All are worth mentioning because they fall within the Super Hornet high noise zone.

Jacksonville Christian Academy
West Meadows Baptist Academy
John J. Snyder High School
Dawson’s Creek – 150 homes planned

OAKLEAF PLANTATION (www.oakleafplantation.com):
- 6,400 Acres
- Single Family Homes, Condos, Townhomes
  - 3000 units phase I
  - 11,000 additional units phase II
- 2.5 Million Sq Ft Commercial Space
- 2 Retail Districts
- New Regional Mall
- 5 Public Schools
- Public library
- Water Park
**Airport System**  Cecil Field  Tenants/Technical Info

### Tenants

<table>
<thead>
<tr>
<th>Tenant</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Signature of Cecil Field (FBO)</td>
<td>(904) 777-6675</td>
</tr>
<tr>
<td>Boeing Company</td>
<td>(904) 908-5103</td>
</tr>
<tr>
<td>Defense Security Services, DSS</td>
<td>(904) 778-6015</td>
</tr>
<tr>
<td>Division of Forestry</td>
<td>(904) 693-5063</td>
</tr>
<tr>
<td>Florida Army National Guard</td>
<td>(904) 823-0270</td>
</tr>
<tr>
<td>Florida Community College at Jacksonville</td>
<td></td>
</tr>
<tr>
<td>Florida Highway Patrol</td>
<td>(904) 695-4105</td>
</tr>
<tr>
<td>Information Spectrum</td>
<td>(904) 779-5566</td>
</tr>
<tr>
<td>Jacksonville Fire &amp; Rescue</td>
<td>(904) 573-6346</td>
</tr>
<tr>
<td>Jet Turbine Service, Inc.</td>
<td>(904) 779-6881</td>
</tr>
<tr>
<td>Logistic Services International, LSI</td>
<td>(904) 771-2100</td>
</tr>
<tr>
<td>NADEP</td>
<td>(904) 317-5500</td>
</tr>
<tr>
<td>Resource Consultants, Inc. (RCI)</td>
<td>(904) 317-0904</td>
</tr>
<tr>
<td>Robinson Van-Vuren &amp; Associates, RVA (ATC)</td>
<td>(904) 779-1805</td>
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<tr>
<td>Titan System Corporation</td>
<td>(904) 771-3055</td>
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<tr>
<td>SEMCOR, Inc.</td>
<td>(904) 356-0088</td>
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<tr>
<td>US Coast Guard</td>
<td>(904) 778-0846</td>
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</tbody>
</table>

### Technical Info

**Approaches**

- GPS all runways
- ASR to Runway 36R and VOR 9R Approach
- ILS to 36R (to be added in the future)

**Runways**

- (9L/27R) 8,000 feet, Asph/Conc
- (9R/27L) 8,000 feet, Asph/Conc MIRL
(18L/36R) 12,500 feet, Asph/Conc HIRL, ALSF-1
(18R/36L) 8,000 feet, Asph/Conc

**Taxiways**
75 feet wide

**Apron**
537,000 square yards

**Lighting**
High Intensity, MALSR RWY 36R

**Navigational Aids**
VOR/ASR, GPS and Future ILS

**Fuel**
JET-A with Prist Additive, 100LL AVGAS

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Effects of Sound

Most noise sources are measured in terms of intensity, or strength of the sound field. The standard unit, one-decibel (db), is the amount of sound that is just audible to the average human. The decibel scale is made logarithmic; each unit is 10 times the preceding one. The decibel scale is somewhat misleading because it is logarithmic rather than linear; for example, a noise source measuring 70 dBA is twice as loud as a source measuring 60 dBA and four times as loud as a source reading 50 dBA. A barely audible whisper measures 10 decibels and a speeding express train about 100 decibels, though the train generates 10 billion times as much sound energy. This misleading difference can also be seen in Earthquakes using the Richter Scale, which is a logarithmic scale like sound. A magnitude of 5.3 on the Richter scale is a moderate earthquake, and a strong earthquake has a magnitude of 6.3. Thus like sound, a small difference in value actually means a great difference in intensity.

To illustrate the "real" differences in sound intensities, please refer to the below table for values and a sample calculation. Using the decibel formula, we can find the intensity difference between two sound levels. Using 80 decibels as a reference, the intensity difference between all the aircraft has been plotted below. As illustrated, the Intensity difference is almost 5,000 times for a F/A-18 taking off. The values for the other aircraft cannot been seen on the chart since the differences are so great between the F/A 18 and the commercial aircraft (hence the reason for logarithmic scale). Of course a F/A 18 taking off is not 5,000 times louder to human ears than 80 decibels, but 5,000 times the sound energy. To determine the perceived loudness, a different unit of measurement is needed called the Sones. Using the following general formula of doubling the number of Sones for each 10-decibel increase, a F/A 18 departing is sixteen times as loud.

<table>
<thead>
<tr>
<th>Decibels</th>
<th>Intensity change (relative to 80 db)</th>
<th>Noise Reduction (relative to F/A 18)</th>
<th>Intensity Reduction (relative to F/A 18)</th>
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<tr>
<td>F/A-18 CDE&amp;F Departure</td>
<td>117</td>
<td>5011.87</td>
<td>-</td>
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<tr>
<td>F/A-18 CDE&amp;F Arrival</td>
<td>113</td>
<td>1993.26</td>
<td>-</td>
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<tr>
<td>Boeing 737 Departure</td>
<td>80.8</td>
<td>1.20</td>
<td>-36.2</td>
</tr>
<tr>
<td>Boeing 737 Arrival</td>
<td>81.2</td>
<td>1.32</td>
<td>-31.8</td>
</tr>
<tr>
<td>Boeing 747 Departure</td>
<td>86.1</td>
<td>4.07</td>
<td>-30.9</td>
</tr>
<tr>
<td>Boeing 747 Arrival</td>
<td>86.7</td>
<td>4.68</td>
<td>-26.3</td>
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<tr>
<td>Boeing 757 Departure</td>
<td>80.2</td>
<td>1.05</td>
<td>-36.8</td>
</tr>
<tr>
<td>Boeing 757 Arrival</td>
<td>81.4</td>
<td>1.38</td>
<td>-31.6</td>
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<tr>
<td>Boeing 767 Departure</td>
<td>81.1</td>
<td>1.29</td>
<td>-35.9</td>
</tr>
<tr>
<td>Boeing 767 Arrival</td>
<td>84.8</td>
<td>3.02</td>
<td>-28.2</td>
</tr>
<tr>
<td>Air Bus A320 Departure</td>
<td>87.8</td>
<td>6.03</td>
<td>-29.2</td>
</tr>
<tr>
<td>Fokker 100 Departure</td>
<td>81.8</td>
<td>1.51</td>
<td>-35.2</td>
</tr>
</tbody>
</table>
From the FY 2003 report to Congress and from the Summary of Cumulative environmental Impacts, DoD is showing a cost to complete environmental restoration of $8.3M and the DERA money spent through FY2003 of $18.4M.
Name (Please Print): EARLAND G. DAILY
Agency/Organization: 

Address: 2327 OCEANA BLVD.
VA BEACH

Please provide written comments on the back of this card and drop into the comment box or mail to:
Commander Atlantic Division
Naval Facilities Engineering Command
1510 Gilbert Street
Norfolk, Virginia 23511
Attn: Mr. Dan Cecchini (Code 2032DC)

Written comments must be postmarked by September 8, 2000

Name (Please Print): Sally Daily
Agency/Organization: 

Address: 2327 OCEANA BLVD

Please provide written comments on the back of this card and drop into the comment box or mail to:
Commander Atlantic Division
Naval Facilities Engineering Command
1510 Gilbert Street
Norfolk, Virginia 23511
Attn: Mr. Dan Cecchini (Code 2032DC)

Written comments must be postmarked by September 8, 2000
I am pleased to find the overall # of jets will not increase. This is wise.

I would suggest you actively pursue noise abatement options as well.

The noise level is intolerable at times as it stands.

I am in LT Noise zone but still the planes often are directly over my house. You need to readdress this issue. Pilots need to understand they will lose my support if they cannot control their craft responsibly.

(Attach additional sheets if necessary)

COMMENTS: I am here today to request your reconsideration of your efforts to increase the number of Navy aircraft in the area. My family and I are opposed to NAS Oceana. We are a potential home base for the F/A-18 E/F Super Hornet aircraft. As it is, the noise from current aircraft is all but unbearable at times and poses a threat to public safety and sanity. Children can't hear their teachers in school. Counsellors can't hear their clients. Doctors can't hear their patients. Too, studies have determined that constant exposure to high decibels affects health in a number of ways. Because this is so densely populated area, the hazards and concerns far outweigh the advantage of bringing those aircraft to this area. Please compare our area to the other bases being considered and try to choose wisely for the majority of our citizenry.

(Attach additional sheets if necessary)
Name (Please Print): Roger & Georgia Ellis

Agency/Organization:

Address: 3516 Maverick St. VA Beach VA 23452

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Please provide written comments on the back of this card and drop into the comment box or mail to:
Commander Atlantic Division
Naval Facilities Engineering Command
1510 Gilbert Street
Norfolk, Virginia 23511
Attn: Mr. Dan Cecchini (Code 2032DC)

Written comments must be postmarked by September 8, 2000

7/25/00

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Name (Please Print): Pamela C Durham

Agency/Organization: NONE

Address: 1420 Lake Geneva Dr VA Beach 23464

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Please provide written comments on the back of this card and drop into the comment box or mail to:
Commander Atlantic Division
Naval Facilities Engineering Command
1510 Gilbert Street
Norfolk, Virginia 23511
Attn: Mr. Dan Cecchini (Code 2032DC)

Written comments must be postmarked by September 8, 2000
COMMENTS: We don't have enough schools for our kids now, without using all trails. Look at all the children in school and they are barely putting a raise.

We bought our home in a low noise area and now we are being hounded by the loud noise mostly a night til 11:00 P.M. My husband told us a big lie already. They said that the planes would be quite on take offs. They are not. They are still taking off full throttle. They are not waiting to get 107 miles away from base.

COMMENTS: In 1986, I purchased my home at the intersection of Indian Holes Rd & Ferrell Pky. At that time I examined all of my documents and made the pertinent inquiries relative to fly zones and jet noise in addition to road construction. Future development in my area. The widening of Ferrell Pky was also the property I purchased was not listed as a fly/noise zone. That is why I purchased the property. Now I have a lovely outside garden & water fountain that I cannot enjoy due to the increased noise. The noise inside my home, morning, noon, and into early P.M. My quality of life has been diminished and I am upset just like other residents who are experiencing the same. I understand that we must have a military officer. However, my location was designated as a no fly/noise zone and adding more louder jets in the areas where fly patterns have to be expanded is truly ludicrous. I urge City Council and the military to not infringe on our quality of life.
Name (Please Print): JASON GAMAGE
Agency/Organization: SELF
Address: 470 SOUTHSIDE RD 23451

Please provide written comments on the back of this card and drop into the comment box or mail to:
Commander Atlantic Division
Naval Facilities Engineering Command
1510 Gilbert Street
Norfolk, Virginia 2351
Attn: Mr. Dan Cecchini (Code 2032DC)

Written comments must be postmarked by September 8, 2000

Name (Please Print): RONALD J. GETOVSKY
Agency/Organization: __________________________
Address: 2305 INDEPENDENCE RD
VA. 22307, VA.

Please provide written comments on the back of this card and drop into the comment box or mail to:
Commander Atlantic Division
Naval Facilities Engineering Command
1510 Gilbert Street
Norfolk, Virginia 2351
Attn: Mr. Dan Cecchini (Code 2032DC)

Written comments must be postmarked by September 8, 2000
COMMENTS: Concerned about abatement of jet fuel contamination of ground water and streams.
Concerned about help operations at SEC FT. Using Bodee Inlet as visual.
Concerned about after burner burn before offshore.
Concerned about Hot Doc Pilots that operate in a reckless way wandering out of zones as shown on map.
Concerned about chances in pattern caused by complaints - you can see the map if zones not held to concerned about jet fuel fall out on my property.

COMMENTS:

IF THE HORNETS ARE SELECTED TO COME TO OCEANA
ANOTHER FIELD SHOULD BE LOCATED IN A REMOTE AREA
CLOSE BY TO TAKE UP SOME OF THE NOISE SCAFF.

THE EASTERN SHORE COULD PROBABLY WELCOME SUCH A FIELD. WHAT EVER HAPPENED TO NAS CHINCOTEAGH?
DID THE NAVY ABANDON THAT?

(Attach additional sheets if necessary)
Please provide written comments on the back of this card and drop into the comment box or mail to:

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

Written comments must be postmarked by September 8, 2000
COMMENTS:

We love the Navy! However, we moved to San Diego 2 years ago. We checked to see where our house would be situated as to the noise level of the jets. At the time, we were told that we were not in the flight path but not in the flight path. We just heard the jets fly over our home. And sometimes I feel that they are coming into the house.

Again an occasional sound of freedom is great, but not every morning and every night.

WE FULLY SUPPORT US NAVAL AIR & SEA OPERATIONS.

WE DO NOT SUPPORT THE INTRODUCTION OF F-18 HORNETS TO OUR AREA. WE PRESENTLY TOLERATE INTENSE JET NOISE OVER OUR RESIDENCE IN CROATIAN. THE GENERAL EFFECTS ARE INABILITY TO ENJOY OUR DECK AND POOL DURING FREQUENT LOW LEVEL TAKEOFFS AND LANDINGS AND GENERAL OPERATIONS OVER POPULATED AREAS IN VICINITY INCLUDING OURS. FURTHERMORE, IT WAS A MISTAKE BY THE CITY COUNCIL AND MAYOR TO ENCOURAGE TRANSFER OF AIRCRAFT TO OCEANA WHERE THEY WOULD OPERATE OVER THIS Densely POPULATED AREA. EVERY OPERATON IS A POTENTIAL DISASTER FOR PILOTS AND CIVILIANS. THE PLANES SHOULD HAVE BEEN KEPT AT CHERRY POINT FOR SAFETY AND NOISE CONSIDERATIONS. WE SUPPORT THE NAVY'S CONSIDERATION FOR AN ALTERNATIVE SITE.

PS. CONSIDERING OUR WORLD SITUATION THESE AIRCRAFT SHOULD NOT BE
Please provide written comments on the back of this card and drop into the comment box or mail to:

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

Written comments must be postmarked by September 8, 2000

[Comment Card]
I would like to see the Jets place. We are not far away from the house. To A. McDuff's house, I flew in the morning and during the flight, I had a good time. I purchased my ticket there in 1972. I remember my ticket number is 0342. I left the house at 12:30 A.M. I had to get work with only 3 hours of sleep. I have a Heart problem and other people in the area who also have Heart problems. And I must take the Jets, which are to fly 4 hours on the plane. I am near their flying place. My Heart is good but not in my left. The Jets are already on the field, and I am not speaking of other people in the area. The only thing that you have to live near is to be near the sea. It is a night. The Jets are going to fly in a loud area. I think the noise is to be loud.
Name (Print): MAUREEN O'CONNOR

Agency/Organization: _____________________________

Address: 1460 BAYHEAD DRIVE

            APT 1409

            VA BEACH, VA 23456

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

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

Written comments must be postmarked by September 8, 2000
COMMENTS: WE HAVE LIVED AT OUR CURRENT ADDRESS FOR
THIRTY YEARS. WE MOVED IN BEFORE THE "AIRCRAFT ACTIVITY"
LAWS OR DISCLOSURE BECAME EFFECTIVE. WE HAVE LIVED THAT
THE AGE, BUT THE PLANES ARE EVEN LOUDER.
Perhaps because they overfly our jurisdiction of
PINewood GARDENS (which pen the noise/boom MAP
ISSUE) BY NAS OCEANA IS BEYOND "THOSE ZONES" TO
OFTEN WE CANNOT USE OUR TELEPHONE OR TV ON HOLD
REASONABLE CONVERSATIONS. WE GREATLY DESIRE RELIEF!
MY GUESS IS THAT PLANNING AND MONEY AND RELIEF
WILL HAPPEN ONLY AFTER A VERY UNFORTUNATE
PILOT AND PLANE PLOW INTO CYNTHIA VEN SHOP-
PING MALL OR A JURISDICTION! FOR YOUR
INFO I AM AN EX-MASTER CHIEF AND RETIRED
COM NAVY SERVICE AT NAS AGANA, KEY WEST
AND AMOLANT. (Attach additional sheets if necessary)

COMMENTS: Something needs to change!

in Virginia Beach. These obnoxiously
loud jets need to stop disturbing residents,
tourists. I understand the need for these jets
to practice taking flight and landing, and I
appreciate the hard working Naval Pilots, but
please, can't we move this to a less
populated area. The NAVY is putting lives
in danger, ruining the economy in
VA Beach by keeping tourists out. They are
depreciating the value of our homes as well.
Virginia Beach is trying to better its
streets by enforcing curfews for kids and
prohibiting crude language. What I feel would make us safer and more appealing is
the removal of these jets from our airspace.
Please provide written comments on the back of this card and drop into the comment box or mail to:
Commander Atlantic Division
Naval Facilities Engineering Command
1510 Gilbert Street
Norfolk, Virginia 23511
Attn: Mr. Dan Cecchini (Code 2032DC)

Written comments must be postmarked by September 8, 2000
COMMENTS: I appreciate this opportunity

My questions concern:

1. Could you explain the benefit of the 'Hush Tone' in terms of reduced engine testing noise (after a few days of hours of uninterrupted 'testing'). Is what I'm hearing now the result of one engine being tested?

2. The noise difference in the new jets proposed for 2004?

3. Are there 'rules' about minimum height for overhead flights? Occasionally, we experience extremely low flights. Are there 'rules' about 'after-business' employed in residential area?

(Attach additional sheets if necessary)

COMMENTS: In 1991, it took us over 6 weeks to find a home we could afford far enough from the Oceanic Base and out of the flight paths. Within the last 2 months, more planes have flown over our house, high up during the day, but low enough in the evening (between 8-9am) to wake me up (I work various shifts & often get to sleep at 1am). At times they have been low enough to have some shaking in the house.

--- AND WE ARE NOT ON FLIGHT PATHS as shown on MAPS

There is a definite tendency for more plane paths invading other areas, and this is NOT ACCEPTABLE.

For those who knew the home they bought was subject to noise, have nothing to cry about.

For those of us who bought 30+40y old homes out of flight paths, the invasion of noise is unacceptable as well as worst life and property devalued.

(Attach additional sheets if necessary)
COMMENTS: A video was put out by Oceana about Smith's ago - in the video, it said my area should only be affected 38% of the time. It seems like 100% - constant flyover's w/turbo's running - touch & go's - landings as well as take off's. Then the issue of testing engines - which I myself can feel my house shake. I have noticed jets NOT flying over military installation's (Camp Pendleton, Quantico, Down Neck). What is the reason?

(Attach additional sheets if necessary)

COMMENTS: It is first of all inconceivable that the Navy continues to operate a jet base in the middle of an area populated by 450,000+ people, conducts noise training and worse, air-show training right over densely populated areas. Then you do this around the clock affecting our lives continuously. And now you want to station more even louder jets here? What could possibly be wrong with this picture? Instead base ALL Oceana jets in Cherry Point, N.C. I have made a trip down there to see for myself. You already own more than twice the real estate there with the same # of Navy personnel stationed as compared to Oceana. Move all jet operations there, where you only affect your own people, not civilians that you are now waging war on. Too bad that we have such a bad situation now, but this has to improve!

(Attach additional sheets if necessary)
Please provide written comments on the back of this card and drop into the comment box or mail to:

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

Written comments must be postmarked by September 8, 2000
PUBLIC COMMENT REGARDING THE ENVIRONMENTAL IMPACT STATEMENT FOR THE BASING OF THE F/A 18E & F (SUPERHORNET) TO NAS OCEANA AND OTHER ALTERNATIVE NAVAL STATIONS
JULY 2000

TO: Mr. Dan Cecchini (Code 2032) AND: The Honorable Richard Danzig
Atlantic Atlantic Division Secretary of the Navy
Naval Facilities Engineering Command 1000 Navy Pentagon
1510 Gilbert Street Washington, D.C. 20350-1000
Norfolk, VA 23511

FROM: John Sutton (print your name & address)
3221 Clubhouse Road, Virginia Beach, VA 23452

COMMENTS: CURRENT LEVELS OF JET NOISE FROM NAS OCEANA IMPACT MY LIFE IN THE FOLLOWING WAYS:

Please answer "yes" or "no" to the activities which jet noise/activity interferes. Describe the Frequency Level as "constant", "often" or "seldom". Describe the Level of Impact on a Scale of 1-10 with "1" being the Least Impact and "10" being the Maximum Impact:

<table>
<thead>
<tr>
<th>ACTIVITY</th>
<th>YES OR NO</th>
<th>FREQUENCY</th>
<th>IMPACT SCALE (1 - 10)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sleep</td>
<td>Yes</td>
<td>Often</td>
<td>8-9</td>
</tr>
<tr>
<td>Conversation</td>
<td>Yes</td>
<td>Often</td>
<td>8-9</td>
</tr>
<tr>
<td>TV viewing/reading</td>
<td>Yes</td>
<td>Often</td>
<td>5-6</td>
</tr>
<tr>
<td>outdoor recreation</td>
<td>Yes</td>
<td>Often</td>
<td>10</td>
</tr>
<tr>
<td>homework</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>other leisure activities</td>
<td>Walking</td>
<td>Often</td>
<td>5-6</td>
</tr>
</tbody>
</table>

MY HEALTH & SAFETY ARE ALSO IMPACTED IN THESE WAYS:

Even though I am not in a flight path planes fly directly over my home.

THE REVERSE SIDE OF THIS DOCUMENT HAS MORE COMMENTS
MY HEALTH & SAFETY ARE ALSO IMPACTED IN THESE WAYS (CONT'D.)

My wife suffers from a hearing loss and the noise level probably hinders her hearing.

OTHER CONCERNS: (please check all that apply)

- water pollution
- noise pollution
- air pollution
- compromised military training & readiness due to crowded air space
- costs to federal, state & local governments to mitigate the jet noise of the F/A 18 E&F aircraft in schools and other sensitive receptors
- costs of lost city tourism revenue due to high impact noise in our area
- local officials continuing to allow development in 65dB+ noise areas
- declining property values or a "shadowing effect" where homes of similar age, size and construction are compared, and it's found that the homes in the 65+ noise zones are not valued as highly as similar homes outside the high noise zones
- jet fuel or jet fuel residue on my home, car(s), boats, etc. (as well as the continued costs to keep them clean)
- MY OVERALL QUALITY OF LIFE DECLINING DRAMATICALLY
- costs to bring more naval personnel to our area
- the cumulative effects from siting louder jets than the F/A 14s at NAS Oceana
- other:

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

SIGNED: John H. Sutton       DATE: July 26, 00
Environmental Impact Hearing (Scoping)-Butts Road Intermediate School, July 26, 2000

Information from Frances G. Sharer  
Twenty-five-year resident of Chesapeake, VA
I live near Fentress Airfield

When I moved to Virginia from San Diego in 1975 I selected to buy the land which I still own because I could afford the large lot and brick home. The area I selected offered me the relative quiet that a person who grew up on a large ranch in New Mexico needs. I was not concerned about Fentress because I had lived close to Miramar in San Diego. Those were the days of the A-6, the F-4, being phased out, and the F-14. In the early years 1975-1977, we did call Oceana with noise complaints. In those days it was primarily Mrs. Nancy Hanna, Mrs. Phyllis Hunt, and I who were actively involved asking that the planes be moved into a wider pattern and that they not line up on our street lights when doing their touch and go routines at Fentress. Almost 100% of our calls were about the A-6's. We were eventually successful; the CO of Oceana met with us, and I believe that I can truthfully say that from 1978 until 1999, we did not once have to call in a noise complaint. At least, I did not.

Starting in January of 2000 I have had to call more than twenty (20) complaints about the F-18's and other navy aircraft flying right over our homes. Our homes are located "inside the correct pattern for Fentress." You see, we know that in order to achieve the required "grade for the touch and go procedure" the planes that are over our houses are too tight and can't make the proper approach. That means that they need to be flying a wider pattern. Being over our homes spells DANGER! Danger to us, and danger to the pilots. Further, they were flying much lower than they should be. My calls include: January 3 at 7:05 p.m. I spoke with Chief Banks and spoke with him again at 7:15 p.m. when no corrections were made in the planes' pattern. On January 4 I called at 3:55 p.m. to report F-18's flying much too low directly over our homes. The woman who took the complaint reported it as a noise complaint, but it was more than that! It was a "danger" complaint. My next calls came on the night of January 10 when I spoke with AC2 Bakken. The first calls were at 7:15 and 7:33 p.m. He informed me that they were trying to reach the LSO at Fentress to have him correct the matter. I did not speak with him again, but I called at 8:08 to report no change, by 8:40 it was even worse and there was no change. On January 11, I spoke with CDR Hebert and Fred Pierson, both of whom told me that changes would be made. They said that Captain Zobel was aware. On January 18 at 3:10 p.m. I called because of an F-18 that was flying directly (low) over our homes. On February 23 at 5:20 p.m. I called to report several E-2's flying out of the correct landing pattern for Fentress. I spoke with AC1 Cole. On February 24 at 7:11 p.m. I called about F-18's low and out of the correct pattern. I spoke with FC1 Rob Gay. No adjustment was made, and I continued to try to call the Hotline from 7:55 to 8:45
p.m. I was never able to get through the rest of the night. March I made two calls—F-18's again. April, May, June—it continues.

I have written to and spoken with Captain Zobel; I have written the Mayors of Chesapeake and Virginia Beach. I wrote Nancy Creech and some committee that she is a part of. I have received little or no help from those people. I do feel that Captain Zobel was more interested and more understanding that any of the other people.

We have had a rather good relationship with the navy all these years. We successfully overcame a bid by a developer who tried to sell land to Southland Corporation for a Seven-Eleven store, and we kept a landowner from developing farmland into twenty-three (23) small lots even nearer to Fentress than we are. We, as a community, went to the planning commission and to the city council. We are not opposed to the navy nor to their mission; in fact it is obvious that we have been aggressively supportive in keeping development on the Blackwater Road side of Fentress to a minimum. Now our lives are disrupted by the noise from the Oceana-based F-18's, and, frankly, it seems as if our voice is no longer of any importance. The building of the huge numbers of homes in the Court House Estates area of Virginia Beach and the development along Indian River Road, have no doubt caused the planes to begin flying over our homes. The space they once had no longer exists.

Are you aware that the Intracoastal Waterway and the lands around it should be protected as wetlands? Why aren't Virginia Beach and Chesapeake actively protecting and preserving the land and the wildlife that exists there and which is being disrupted by these planes? One morning in February 2000 about 2:00 a.m. when I couldn't sleep because of the airplane noise, my dog Sasha and I took a walk, and I was almost hit by a Canadian goose in flight. That has never happened to me in the many years I have lived here. I firmly believe that the goose was disoriented because of the planes and noise. He/she was that low and that out of control.

The solutions: 1. There are other naval air stations in the United States. Locate the remaining F-18's in other areas. Pearl Harbor should still be a lesson to us. 2. Close Fentress. If indeed, the first Environmental Impact Study said that Fentress could handle twenty four hour a day, seven days a week flying, how could anyone who looked at the landing strip and the surrounding area, including the church that practically sits on the field, have bought into that? If that statement appears, your first Environmental Impact Study was totally flawed in the information about Fentress. It is no longer a rural area. It is not dark. It is surrounded by homes. 3. Find a suitable auxiliary landing field in an uninhabited area in Virginia or North Carolina. 4. Besides listening to the citizens who are affected by these airplanes, take a flight over the area. Look at the areas surrounding Oceana and Fentress. What do you see? Schools, homes, businesses, people, and in our case, some unprotected areas of wetlands. The
cities of Virginia Beach and Chesapeake allowed this building to happen. The navy spoke out against the building of Lynnhaven Mall and that area. The development happened anyway. Navy officials are speaking out against two planned developments in Virginia Beach right now. It is time to listen to the navy about land development and to the citizens of Virginia Beach and Chesapeake who are negatively impacted by the airplanes. There is no need to bring more F-18 airplanes to Oceana; it will only compound a problem that seems to grow worse by the day. As a teacher I need to know that daily I can give 100% to my students. With night after night of no sleep due to airplane noise, I can assure you that often I was not 100%. Who could be?

CC: Senator John Warner
Senator Charles Robb
Representative Owen Pickett
Mayor, City of Virginia Beach
Mayor, City of Chesapeake
Councilman John Cosgrove
Councilman Alan Krasnoff
Councilwoman Debbie Ritter
Councilman Gene Waters
Commanding Officer, NAS Oceana
Virginia Beach City Council
CCAJN
July 26, 2000

To whom it may concern,

With respect to the inclusion of additional F/A-18 E and F Super Hornets operational aircraft to NAS Oceana and Chesapeake’s Fentress Field, we wish to comment with absolute opposition.

Safety, quality of life, welfare for our children, and environmental well being, are already at risk without adding more, even louder, jets to Fentress Field. Yes, FENTRESS FIELD, not Oceana. FENTRESS FIELD has 24 hour FCLP (Field carrier landing practices) around the clock, along with noise and accident risk, Oceana does not! They, Oceana and Virginia Beach, have an 11:00 pm noise ordinance for FCLP Landings. It is ironic isn’t it? Let me explain the irony. NAS Norfolk, with its E-2 and C-2 planes, fly from Chambers Field to do their FCLP landings around the clock at FENTRESS FIELD, most of the time flying too low setting off car alarms and flying way wide, off their intended pattern, over Etheridge Woods Subdivision where they are not supposed to be patterning. Etheridge Woods is West of Centerville Turnpike, which is the ultimate turning zone, according to the Navy’s maps. NAS Norfolk also has an 11:00 p.m. FCLP noise ordinance just like Oceana. Needless to say, Chesapeake does not. Ironic, how Virginia Beach and Norfolk city officials welcome the new Navy planes and their families as they smile and look forward to the revenue they will receive when they won’t be the ones to lose any sleep night after night from FCLP landings. Chesapeake residents and school children are, and will continue to be, the sole victims of night terrors day after day and night after night, while Virginia Beach and Norfolk sleep, enjoy, and reap all the revenue and benefits.

Recently, Meyera Obendorff said she welcomed the new Hornets and their families. Does she live in Chesapeake where she “dumps” all of the noise and potential accident risks? Of course not! Recently, Judge Rebecca Beach Smith, dismissed CCAIN’s case. Does she live in Chesapeake near Fentress or the Great Bridge area. Of course not! In fact, I bet she doesn’t have any idea of the impact on FENTRESS FIELD. FENTRESS FIELD has been the best kept secret for NAS OCEANA and NAS NORFOLK, yet! FENTRESS FIELD---- THE major dumping zone for the Navy from NAS NORFOLK and NAS OCEANA along with the city of Virginia Beach.

On 7-25-2000, on the 11:00 p.m. news on channel 3, a woman at the Virginia Beach meeting, from Virginia Beach, complained about jets flying up until 11:00 p.m., how she could not get enough sleep, and how this is effecting her health and job performance. We, in Chesapeake, would give anything to have the jets and E-2s and C-2s fly up until 11:00 p.m. That would be an extreme and welcome relief.

Recently, Captain Shawn Smith, NAS NORFOLK, along with Commander Dirk Hebert, NAS OCEANA, have come up with three sound and viable solutions. However, they must be approved by Chesapeake City Council. One idea they presented is a camera to be placed at Centerville Turnpike. Another is a rezoning for FCLP patterns to a lesser populated area. Another is for a new outlying field to be built in a lesser populated area or in the Ocean. Another
idea is to share the FCLP landings with NAS OCEANA so that FCLPs could stop at around midnight at Fentress. However, this would mean Oceana would be inconvenienced a little bit by actually having to share in the FCLPs to be done there, maybe even until midnight on some nights. This has not only been an unfair impact on Chesapeake residents but an increase in risk to their quality of life. It would be wonderful if the City of Chesapeake could implement a noise ordinance as they have done in Virginia Beach and Norfolk.

If Chesapeake City Council does not agree and support the vast majority of its affected residents and voters, along with the Navy’s proposals, a couple of serious events could occur. First, Fentress Field could be closed. Result—aircraft could then be sent to Cherry Point, North Carolina, Beaufort, South Carolina, and Meridian, Mississippi. Second, Oceana could possibly be closed down. Result—LOST REVENUE for Norfolk and Virginia Beach, which would effect schools and the economy. Third, Chesapeake residents, will simply end up moving to Suffolk or North Carolina, in order to get some peace. Our family has lived in Chesapeake since 1966. I first lived near the Ford Plant, then in the Lindale area, and ten years ago we built a house in Etheridge Woods in Great Bridge. We do not want to move. We are hoping we will not be pushed out. We are simply asking for a compromise in order to improve our quality of life. Since alternatives and solutions are being presented, we sincerely hope they will be received and accepted by City Council in order to improve the quality of life in Great Bridge. It is also our wish that the inclusion of additional F/A-18 E and F Super Hornets be denied for our area. Instead, they should be sent to Cherry Point, North Carolina; Beaufort, South Carolina; or Meridian, Mississippi if no other resolution can occur.

Respectfully yours,

Mark and Kathi Shonerd
805 Baydon Lane
Chesapeake, Virginia 23322

mshonerd@worldnet.att.net
TO WHOM IT MAY CONCERN:

My address is 1220 Murray Drive, which is located on the right hand corner of Murray and Bonnie Drive. My household consists of four adults and one child. I have a small farmette with a beautiful backyard which I cannot utilize 80% of the time due to jet noise. There are four bedrooms we can't sleep in even with the windows and storms shut. A large family room where we can't hear our television. We are even unable to enjoy conversation in our dining room. My phone conversations are planned around flight plans due to my not being able to hear the person to whom I am speaking. But, even worse is that they can't hear me.

In order for us to take the 13 month old for a stroll we have to go to another neighborhood or a mall because she cries in pain from the jet noise. Our dogs even refuse to go out when the jets are flying. Being retired military I know that service personnel are required to wear hearing protection at a decibel level as minor as a grass mower or leaf blower. I know the decibel level we are at is too high so why ask us to accept even more with the F-18.

I appreciate your protection of my part of America, but I wish I could enjoy living on my part of America. True our homes were built after Fentress Airfield, but at the time we purchased our home there were no laws to provide mandatory release of information on flight patterns. Even though your flight plans say we are not in the pattern, when your jets fly their no wind pattern they fly directly over our house every three to five minutes. They even fly at a lower altitude than they are designated to fly. After numerous phone calls and complaints there is still absolutely no change in flight operations. I feel we are already under a great health risk and the F-18 will only increase that risk.

Richard J. Fagan 7-25-00
Elisabeth Fagan 7-25-00
Matthew Fagan 7-25-00
Greta Fagan 7-25-00
Dear Captain Shaw Smith,

The home at the above address was bought in Aug 1966 by my husband and I. My husband was deceased in June 1978. He was retired from the Navy. Over the years I have done my best to keep the house up. I'm 69 years old now and should my health fail me to see and make wherever I have to go to be looked after surely needs the full price of my home. If something isn't done about jet noise and flight pattern so many homes will go down in price. This also has caused a cheating problem.
for me, which I will soon have to see a Dr.

I do not want this loud flight pattern over my home. You can't sit outside and talk with your family or friends, and you have to turn the TV so loud. And besides, should one fall a lot of people will die. There's no promises that it won't happen.

I hope someone can do something about this terrible problem of jets soon.

Thank you,

Frances Hardee
I have lived in my present home for 23 years and except for an occasional plane did not consider myself in a particular flight path. I live north of the London Bridge area and knew that they were definitely in the flight path.

In the early 1990s my patio became mostly unusable due to jet fuel residue covering the furniture and it was not worthwhile to try to use the patio. The planes at that time became more frequent in flying over my house (townhouse) and the noise increased as well. I did have occasion to call the O.D. to complain that the planes were flying low enough to really frighten me and my family. Most of those flights were over within a fairly reasonable time, however.

NOT SO NOW...

I would not have bought in my area if I had known that it would become a regular flight path. I am not able to enjoy open windows, afternoon naps (well earned after retirement and being primary caregiver to two elderly members of my family), and I certainly can't count on hearing the TV. This is in spite of having double thermal windows PLUS storm windows and metal awnings. I keep the windows closed and still can't hear the TV when the planes are flying over.

The house rattles, but so far no broken windows. I do keep the storm windows down, as well.

PLEASE, PLEASE put the Super Hornets in a more rural area.

Of course, I do not want to risk the life of any pilot or crew member, so I understand they cannot fly low, slow and quietly. Nor, sirs, do I want to lose my own life or the lives in my community.

Thank you for your consideration.

Sincerely,

Audrey E. Tuttle
774 Biltmore Drive
Virginia Beach, VA 23454
I was here first...........

I am currently living in the expanded flight path of Fentress Airfield, which is located in the corner of Virginia Beach and adjoins the city of Chesapeake. I have lived here for 61 years and on property passed down through my family since the original land grant in the 1600's. During this time, I have enjoyed a quality of life that has been very good until the F-18's started practicing touch-and-go landing at Fentress Airfield. I had hoped to pass this land and quality of life on to my children but I know they won't want to live in a high accident, high noise area either.

Apparently the F-18, with its reduced lifting surfaces, has a severe control problem when trying to fly at low speed with extended landing gear and additional drag. These planes come up out of Fentress to the south, and try to turn on the downwind leg of an approach with much maneuvering and power changing. The F-18's have expanded the flight path to the south a half to one mile further south than its predecessors and have increased the noise level to make it impossible to sleep with the windows open or to be outside.

I have watched various models of planes flying the same pattern since World War II. I know where the flight path has been, but the F-18 has extended it and raised the noise level. I would like for things to be like they were 50 years ago in Princess Anne County where I grew up and attended school, but times have changed. There are more people, more traffic, and more pollution. More importantly, working families are depending on the evening hours for their only quality time together. This, unfortunately, is the time of day when the jets fly nonstop until late at night. If myself or other people want things closer to the way they were, we have to move to a new location away from the most populated area in Virginia. However, it is only fair that the US Navy face this fact, too. There are lots of bases that have been closed and would be a minimum of investment to be the equal of Fentress Airfield.

If the Navy is going to continue to change the surrounding environment they need to make some arrangements for relocation of the people effected. Property values are being decreased and it is getting increasingly harder to find tenants for rental property in this high accident and noise zone. I keep hearing that the Navy is protecting me and mine, so how about protecting me from that F-18 that I am looking down the intake of and that a pilot in training is trying to get control of while turning on the downwind leg of his approach.

In closing, I would like protection of my property and way of life that has been passed to me by my forefathers. There have been a lot of taxes and money spent on this property for it to be devalued due the Navy failing to adapt to the time.

Sincerely,

Baker Miller
Environmental Impact Hearing (Scoping)-Butts Road Intermediate School, July 26, 2000

Information from Frances G. Sharer
Twenty-five-year resident of Chesapeake, VA
I live near Fentress Airfield

When I moved to Virginia from San Diego in 1975 I selected to buy the land which I still own because I could afford the large lot and brick home. The area I selected offered me the relative quiet that a person who grew up on a large ranch in New Mexico needs. I was not concerned about Fentress because I had lived close to Miramar in San Diego. Those were the days of the A-6, the F-4, being phased out, and the F-14. In the early years 1975-1977, we did call Oceana with noise complaints. In those days it was primarily Mrs. Nancy Hanna, Mrs. Phyllis Hunt, and I who were actively involved asking that the planes be moved into a wider pattern and that they not line up on our street lights when doing their touch and go routines at Fentress. Almost 100% of our calls were about the A-6's. We were eventually successful; the CO of Oceana met with us, and I believe that I can truthfully say that from 1978 until 1999, we did not once have to call in a noise complaint. At least, I did not.

Starting in January of 2000 I have had to call more than twenty (20) complaints about the F-18's and other navy aircraft flying right over our homes. Our homes are located "inside the correct pattern for Fentress." You see, we know that in order to achieve the required "grade for the touch and go procedure" the planes that are over our houses are too tight and can't make the proper approach. That means that they need to be flying a wider pattern. Being over our homes spells DANGER! Danger to us, and danger to the pilots. Further, they were flying much lower than they should be. My calls include: January 3 at 7:05 p.m. I spoke with Chief Banks and spoke with him again at 7:15 p.m. when no corrections were made in the planes' pattern. On January 4 I called at 3:55 p.m. to report F-18's flying much too low directly over our homes. The woman who took the complaint reported it as a noise complaint, but it was more than that! It was a "danger" complaint. My next calls came on the night of January 10 when I spoke with AC2 Bakken. The first calls were at 7:15 and 7:33 p.m. He informed me that they were trying to reach the LSO at Fentress to have him correct the matter. I did not speak with him again, but I called at 8:08 to report no change, by 8:40 it was even worse and there was no change. On January 11, I spoke with CDR Hebert and Fred Pierson, both of whom told me that changes would be made. They said that Captain Zobel was aware. On January 18 at 3:10 p.m. I called because of an F-18 that was flying directly (low) over our homes. On February 23 at 5:20 p.m. I called to report several E-2's flying out of the correct landing pattern for Fentress. I spoke with AC1 Cole. On February 24 at 7:11 p.m. I called about F-18's low and out of the correct pattern. I spoke with FC1 Rob Gay. No adjustment was made, and I continued to try to call the Hotline from 7:55 to 8:45
p.m. I was never able to get through the rest of the night. March I made two calls—F-18’s again. April, May, June—it continues.

I have written to and spoken with Captain Zobel; I have written the Mayors of Chesapeake and Virginia Beach. I wrote Nancy Creech and some committee that she is a part of. I have received little or no help from those people. I do feel that Captain Zobel was more interested and more understanding that any of the other people.

We have had a rather good relationship with the navy all these years. We successfully overcame a bid by a developer who tried to sell land to Southland Corporation for a Seven-Eleven store, and we kept a landowner from developing farmland into twenty-three (23) small lots even nearer to Fentress than we are. We, as a community, went to the planning commission and to the city council. We are not opposed to the navy nor to their mission; in fact it is obvious that we have been aggressively supportive in keeping development on the Blackwater Road side of Fentress to a minimum. Now our lives are disrupted by the noise from the Oceana-based F-18’s, and, frankly, it seems as if our voice is no longer of any importance. The building of the huge numbers of homes in the Court House Estates area of Virginia Beach and the development along Indian River Road, have no doubt caused the planes to begin flying over our homes. The space they once had no longer exists.

Are you aware that the Intracoastal Waterway and the lands around it should be protected as wetlands? Why aren’t Virginia Beach and Chesapeake actively protecting and preserving the land and the wildlife that exists there and which is being disrupted by these planes? One morning in February 2000 about 2:00 a.m. when I couldn’t sleep because of the airplane noise, my dog Sasha and I took a walk, and I was almost hit by a Canadian goose in flight. That has never happened to me in the many years I have lived here. I firmly believe that the goose was disoriented because of the planes and noise. He/she was that low and that out of control.

The solutions: 1. There are other naval air stations in the United States. Locate the remaining F-18’s in other areas. Pearl Harbor should still be a lesson to us. 2. Close Fentress. If indeed, the first Environmental Impact Study said that Fentress could handle twenty four hour a day, seven days a week flying, how could anyone who looked at the landing strip and the surrounding area, including the church that practically sits on the field, have bought into that? If that statement appears, your first Environmental Impact Study was totally flawed in the information about Fentress. It is no longer a rural area. It is not dark. It is surrounded by homes. 3. Find a suitable auxiliary landing field in an uninhabited area in Virginia or North Carolina. 4. Besides listening to the citizens who are affected by these airplanes, take a flight over the area. Look at the areas surrounding Oceana and Fentress. What do you see? Schools, homes, businesses, people, and in our case, some unprotected areas of wetlands. The
cities of Virginia Beach and Chesapeake allowed this building to happen. The navy spoke out against the building of Lynnhaven Mall and that area. The development happened anyway. Navy officials are speaking out against two planned developments in Virginia Beach right now. It is time to listen to the navy about land development and to the citizens of Virginia Beach and Chesapeake who are negatively impacted by the airplanes. There is no need to bring more F-18 airplanes to Oceana; it will only compound a problem that seems to grow worse by the day. As a teacher I need to know that daily I can give 100% to my students. With night after night of no sleep due to airplane noise, I can assure you that often I was not 100%. Who could be?

CC: Senator John Warner
    Senator Charles Robb
    Representative Owen Pickett
    Mayor, City of Virginia Beach
    Mayor, City of Chesapeake
    Councilman John Cosgrove
    Councilman Alan Krasnoff
    Councilwoman Debbie Ritter
    Councilman Gene Waters
    Commanding Officer, NAS Oceana
    Virginia Beach City Council
    CCAJN
U.S. Navy Scoping Hearing
July 26, 2000

Subject: Environmental Impact Statement Study of New Super Hornet Aircraft at Fentress Field

My family has lived within earshot of Fentress Field since May of 1986, and in the past year I have experienced a sudden and extreme reduction in the quality of life that we previously enjoyed. Our formerly quiet community is now assaulted almost nightly with the screaming sound of jets as they practice their carrier landing procedures.

Until recently, the noise created by the F-14’s was tolerable, both in terms of sound volume and duration. Rarely did the flying persist beyond 11:00 pm. This is no longer the case. The sound volume has substantially increased, along with the frequency and duration of the flights. The result is an accumulation of sleepless nights, creating a safety and health hazard for my family and my neighbors.

The City of Chesapeake has ordinances against loud noise; it’s actually against the law to play loud music past 11:00 pm, to operate heavy construction equipment past certain hours, and in general to make “unreasonable, excessive, or unusually loud noise” (code section 26-126). Somehow the Navy is allowed to completely ignore the laws that the rest of us abide by. Somehow the Navy can get away with averaging the excruciating bursts of FCLP sound with the quiet that occurs after the flights stop. The seconds of quiet between the jets is small comfort to one who need hours, not seconds, of sleep at night.

I cannot understand why the Fentress Field bears the brunt of the flight scheduling. In the three week period between July 16th and August 6th, Oceana has 8 days of FCLP scheduled, amounting to a total of 39 hours, with no flights past 11:15 pm. In the same period of time, Fentress is scheduled for 16 days, a total of 156 hours, or an average of 7 hours and 25 minutes per day. Flights occur until 5:00 am, 3:45 am, 2:15 am, 6:00am. How can this be tolerated?

In October of 1998 the Chesapeake City Council adopted new noise and Aicuz zones, which I believe are being violated almost daily. I frequently see jets turning directly above my house, which according to the 1999 Aicuz zone is completely outside the flight path, and rated for <65 decibels.

I do not wish for the jets to "go away". I only ask for reasonable hours of operation, adhering to flight paths, and sensitivity to the health and safety concerns of the citizens of Chesapeake.

Joe and Peggy Hayes
621 Stoneleigh Court
Chesapeake, VA 23322

F.E.U.S. Appendices, please.
Bill Boudouris  
611 Denham Arch  
Chesapeake, VA 23322

5 Sep 2000

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

Dear Mr. Cecchini,

**I oppose** basing the F/A 18E & F (Superhornet) at Oceana NAS. The current activity at Fentress NALF already significantly impacts my family's and neighbor's quality of life (QOL). Basing the noisier Superhornets here would further degrade our minimally acceptable QOL. Currently we experience the following:

- Average noise levels above those indicated by the current AICUZ map
- Frequent peak noise events several times louder than the average
- Low and fast overflights by aircraft entering the Fentress pattern

I have no faith that the Navy is paying attention to my concerns and doing its best to mitigate the noise in my area. Despite numerous complaints by my neighbors and myself we continue to observe aircraft activity around Fentress that increases the noise levels in my neighborhood but doesn’t seem to be required for traffic control or realistic training. For example, as described below, jets regularly fly wide patterns at Fentresseven when the pattern isn’t full. In addition, jets occasionally fly fast and low over my house and neighborhood when entering the pattern even though there are numerous routes over sparsely or unpopulated areas available. Again, I oppose basing louder aircraft at Oceana. The Navy has clearly demonstrated it won’t do what’s possible to mitigate noise pollution.

If Superhornets are based here I will do everything in my power to limit Navy aircraft operations in the region. I will contribute time and money to CAJN, I will seek to convince local and state politicians that the presence of Naval aircraft in the region hurts economic growth more than helps it. Having more Naval personnel and additional contractor support opportunities is a one-time benefit. More Naval personnel won’t come every year and there’s only so much contractor support needed. However, bringing new businesses to Hampton Roads will accelerate economic growth over the long term. I believe jet noise hampers the region’s ability to attract new businesses and tourism to Virginia Beach and Chesapeake. I will lobby neighbors and friends to pressure the Navy to limit operations or move aircraft out of the region.
I bought my house in 1998 based on the noise and accident potential zone map provided by the Oceana Naval Air Station Community Relations Liaison, Mr. Fred Pierson and personal observation. However, after buying my property I discovered the map is in reality obsolete and my personal observations weren't the norm. Aircraft in the pattern at Fentress regularly fly the downwind to runway 3 one half to three quarters of a mile to the west of the downwind depicted in the map. As a result we experience significantly higher noise levels than suggested by the AICUZ map. The map indicates my property is at the outer edge of the 65-70db noise zone and outside any accident potential zone. In reality my property is well within the 70-75db noise zone and the APZ2 accident potential zone for more than half the time jet aircraft are landing on runway 3. In addition, nearly every time a jet turns from downwind to crosswind we experience a peak noise event because the engine exhausts are pointed in our direction and pilot advances the throttle to compensate for lift lost when the aircraft is rolled through the turn. These peak events are, in my opinion several times louder than the average noise level. They occur every 1-4 minutes depending on the number of aircraft in the pattern. We have experienced them as late as 0400. They are the reason for our degraded quality of life. The constant change in noise level prevents us from falling or staying asleep. During these peak events conversation outside is impossible. Sometimes conversation inside is impossible. Our baby monitor gets overloaded and we can’t hear the children call for help or cry during peak noise events. On several occasions one of the kids has been in distress and we didn’t know it because we couldn’t hear the child. The noise bounces off the houses in the neighborhood so that there is no sanctuary in any part of the house. My children have trouble concentrating on homework when aircraft are flying at Fentress. Flying louder aircraft at Fentress will make the situation worse.

Despite many complaints from my neighbors and myself occasionally jets fly fast and low (no more than 1500agl) over my house or neighborhood. Considering the large sparsely populated or unpopulated areas around Fentress the need for this is a mystery to me.

I believe basing Superhornets at Oceans will devalue my property and limit future appreciation as a direct result of degraded QOL. I believe economic growth is dampened by the noise. People don’t want to work or live in high noise areas.

Please include this in the FEIS appendix for letters, correspondence, and Navy responses.

Respectfully,

Bill A. Boudouris
CDR, USNR

2 of 2
26 July 2000

From: The Blackmon Family
2301 Mt. Pleasant Rd.
Chesapeake, VA 23322
Home: (757) 546-3357
e-mail: Homeischesapea.ke@aol.com

Subj: NOISE PRODUCED BY F/A 18'S DURING TRAINING AT FETRESS NALF

We have owned our home on Mt. Pleasant Rd. since 1993. When we bought our home we were told that the Fentress Airfield was rarely used and aircraft noise was not a problem. Well, we were lied to and found it cost prohibitive to pursue legal redress. To make a long story short, we learned to live with the noise produced by aircraft training at Fentress. We also became very familiar with the noise complaint and how ineffective complaining can be.

We are not happy about the plan to bring more F/A 18's to Oceana but know that fighting the plan is a waste of time. What we do want and are begging for, is tighter adherence to approved flight patterns. Flight crews training at Fentress habitually deviate from the approved patterns and fly at a lower than approved altitudes. This action causes the aircraft to fly directly over our roof, our neighbor's dairy farm and several other neighboring roofs. When this occurs, the noise level, inside our house as well as our neighbors is indescribably loud. The windows rattle, dust falls from the ceiling, plants have fallen off shelves, and in a recent incidence, a windowpane in our back door cracked. It is unsafe to be outdoors when the 18's deviate from the pattern and I must bring our children and pets inside for fear their hearing will be impaired. Please note: the only time we file a formal complaint about noise is when the flight crews deviate from the approved flight pattern.

Please, please ensure that the flight crews maintain the approved flight pattern and altitude. Aviators who deviate from the pattern and the LSO on duty should be reprimanded for blatant disregard of the safety and welfare of the community they are flying over.

Additionally, if you want improved community support, communicate more. Put more information on your web site about the complaints received and what action was taken to act on these complaints. Tell the community where these complaints go. Publish the reports that are sent to the CO of the base. Have more public interest meetings to hear complaints. If the community feels like they are being heard it may make it a little easier to live with the noise. Everyone knows that these "only when needed" public meetings are an exercise in futility, but at least it puts a face on the issue, and gives us someone to talk to. In order to gain respect from the community, show a little respect for the community and the people living in it. Obey your own regulations.

Sincerely,

Please make this part of the appendix for EIS study.
Comment: My husband just moved out of the area after living twenty years. We moved from VA BCH to Chesapeake to get away from all the traffic and noise. In the first weeks we have been here the noise has just gotten out of control. We cannot sit on our patio at night, we have torn up the TV, and you can watch TV upstairs on sleeping with my eyes are open. I cannot understand why you can't get aircraft carrier on out of the middle of the ocean and get up to the real thing. Or how close is the noise level of the ship.

Mary A. Hawthorne
Chesapeake, VA
1206 Winstead Court, Chesapeake, VA 23322

Comment: Wish we had meeting a good and the public would have been able to make comments. I lived as a TV show because going from season to season. I find there are people out there who are not comfortable speaking in a public forum, but there are also many people who would not mind speaking out. I do hope you will give us a chance to address our concerns. I also realize this is a volatile subject and after being removed from the noise pollution, you now understand how we feel. Thank you.

for 'uniden' Chesapeake, VA
867 word hunter
1206 Winstead Court, Chesapeake, VA 23322

Comment: Made over twenty years and build a floating platform in the Atlantic or the bay to give carrier base conditions to the plane for testing. We live close and it will be over the water and not on houseboat or official in the air in an area where many people have to do so before you reach the land that only. We have been turned on to your joining that I was here.

Instructor Stephanie
Chesapeake, VA
1101 Murray Drive
Chesapeake, VA 23322

Comment: Not Virginia should keep the planes flying over Virginia Beach. Many were after the Navy to bring these to the area. I have Echoes If I live in a war zone. I did not vote for them to come. I had to say what is over. But the security and well-being of my family is at stake. My children can't sleep. Nor can we stay outside. My older son is coming to have allergies so I am. A great Virginia Beach has a concert. How can they do this? And we don't ask for anything. We are responsible for our homes. We have five acres that we can not enjoy it on everyday basis. We are constantly watching who are motorists, speak to people who don't care. WE DO NOT ASK FOR THIS!!!

Children are being affected and we are taking readings at 120 because that is as high as my ear will read. They are flying over high power lines nearby.

GEORGE E. WITTON JR.
Chesapeake, VA
USN (ACTIVE)
864 LEEON COURT
CHESAPEAKE, VA 23322

Document: The very school this is house is being held in is directly affected by jet noise. The children are at a disadvantage when it comes to attendance because class. They have to compete with jet noise never enough to vibrate the acoustic ceiling tiles in their classrooms.

They won't get a break when they go home to concentrate on their homework either. You see not only is their school affected by the jet noise their home is too.

The area of Virginia has boomed recently in business and housing construction. This is primarily due to the area's family orientation. This area will fail in aircraft personnel, and flight operations will dramatically change the face of Chesapeake Virginia. It will lose its remaining appeal and families will no longer move to continue to live in the area.

Do not ask for any aircraft at Chesapeake. Do not increase family or aircraft flight operations. Utilize your other alternatives which will ultimately have less impact on people and their children.

Karen Holm
Chesapeake, VA
1314 Crainwood Lane
Chesapeake, VA 23322

Comment: I would like to know why you cannot remain in the assigned flight pattern. It is difficult to believe the jet are supposed to fly over our neighborhood. If the planes are able to follow a assigned flight pattern here in the U.S. how are they to do so in a war time? Furthermore, if the planes cannot control their patterns well enough to keep in their course, how can we expect them to keep those off our rooftops and back away from our children.

I am also concerned that planes of the plant (or the fuel油) fall off and kill someone.
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**Comment:** I don't understand why the jets have to fly so low and so far out of the pattern that they are supposed to be flying in. I also want to know why every time I go to bed at 11:00 at night they start flying over my house non-stop until all hours of the morning, and I am not even in the flight pattern. They are flying so low that they are shaking all the houses in my neighborhood and sometimes it seems as though you could reach out and touch them. I am also concerned about the fact that they are flying over not only neighborhoods that have many houses with families living in them but also for the Schools that are involved also. I would like to know what kind of punishment is issued to the pilots when they don't stay where they are supposed to be flying and what happens to the ones that are not careful (jet fuel dumping) when they are flying. Thank you for letting me voice my opinion. I don't want this to get any worse than it already is. 

| Ryan Coolbaugh | Chesapeake, VA |                     | 2320 Lockheed Ave                |       | no                |
|                |                |                     | chesapeake VA.                  |       |                   |

**Comment:** I live right next to N.A.L.F. Peentress and the jet noise is loud and annoying. I wish they would fly less often. Along with flying less often they could extend their flight pattern over the swamp. I am opposed to the idea of the Super Hornets coming here.

| Dave Boswell  | Chesapeake, VA | self                | 803 Rivanna River Reach         |       | yes               |
|              |                |                     | chesapeake Va 23320             |       |                   |

**Comment:** This is a continuation of previous session by me. I merely want to add that the only option I feel for this would be a floating facility off shore with a retired aircraft carrier with the Tower/Island removed for safety. This could be offshore far enough to limit the undesired noise from adjacent housing areas. Had the Navy been able to remain east of Centerville Turnpike for all of its operations, I would still be living near Peentress. I would prefer that Occum be closed than move the Super Hornets to the base. Please listen to our pain. 

*My home phone number is 757-436-7772. I would welcome the opportunity to further comment or hear a response from you.*

| John Newby    | Chesapeake, VA |                     | 1817 Crestwynd Dr               |       | yes               |
|              |                |                     | chesapeake, VA 23322            |       |                   |

**Comment:** Obviously, the FL8's are noticeably noisier than the FL4's and turboprops so I hope the Super Hornets don't practice at Peentress. However, the current situation is already bad. The Navy already has a public relations/safety problem made only worse by the actions of the FL8 pilots. The FL8's routinely violate the traffic pattern depicted on several of the displays at this presentation and fly directly over my house at 1000' AGL or less. I do not notice the FL4 or turboprop pilots going outside the prescribed traffic pattern but this could be a function of the lower noise levels (although the FL4's are not that much quieter if Peentress must be used, why can't the aircraft keep the traffic pattern to the southeast where less people live rather than flying a traffic pattern that routinely carries them over a heavily populated area. I realize Peentress was here long before the development, but I don't think that's going to satisfy the increasing number of people living in the noise area. Also, this program needs spell check.

| Karen & Michael Corwin | Chesapeake, VA |                     | 1113 Murray Drive               |       | yes               |
|                      |                |                     | chesapeake VA. 23322            |       |                   |

**Comment:** We support our US Navy and other branches. However, something needs to be done about the jet noise at Peentress. We can't enjoy any outdoor activities, our children can not sleep at night, and have trouble with homework, and school the next day. We don't mind the jets, just a little less noise and a lot more consideration for the people living on Murray Drive and surrounding area. Chesapeake did not ask for these jets, the Mayor of Virginia Beach is the one who wanted more jets in this area. Let her keep them in Virginia Beach!!

| Kathy Breelin    | Chesapeake, VA | Ethridge Lakes      | 1318 Crosswood Lane             |       | yes               |
|                 |                |                     | chesapeake Va 23322             |       |                   |

**Comment:** We would like to see the jets removed from our subdivision. The noise is unbearable and definitely effects our quality of life. We would suggest you take the jets out over the water, desert, etc.
Comment: We are voicing our opinions primarily due to the loss of sleep experienced from jet noise generated from the night ops at Fentress Field. We purchased our home three years ago, at which time we checked with the city of Chesapeake in regards to flood zone and noise from aircraft. We found the A3KZ to be rated at less than 65 db, which is considered a no noise zone for all intents and purposes. To date we are still within the less than 65db noise zone. We did not experience any problems until the fall of 1999, when the FA-18s arrived and began their carrier landing practices at Fentress Field. We have spent many nights lying awake and losing sleep. This is really frustrating since we reside outside of the noise zone on the published maps, and not even within the flight patterns. We have experienced jets flying directly over our subdivision when they are not supposed to be. The pilots do not stay within the defined boundaries of their flight patterns, and calls to the quartermaster at Oceana are to no avail. In our opinion, calling Oceana to report noise complaints about their jets equates to putting the fox in charge of the chicken coop. We attended an open forum with CAPT Skip Zobel in May of this year in which he was more concerned about the Navy's needs than the citizens. We understand his position and dedication to the Navy, however it's really a slap in the face when you are told you don't know what you're talking about: the jets do not leave their flight patterns, and the noise we were hearing over our house is the wind carrying the jet noise from Fentress. We truly appreciate the sound of freedom, and having personally served in the Navy understand the need for training. We don't understand the total disregard for the citizens of our community. City ordinances will not allow me to drive through my neighborhood at 2am and blast my stereo because it would be considered "Disturbing the Peace", however the jet noise imposed upon us by the Navy at that time is acceptable and beyond anyone control. Aren't we ALL supposed to be good neighbors?

Deme Panagopoulos
Chesapeake, VA
Back Bay Outdoors LLC
Post Office Box 15808
Chesapeake, VA 23328

Comment: My concern of the FA-18s relates to the following:

A)

Bob Danner
Chesapeake, VA
Atlantic University
2601 West Landing Rd
Virginia Beach VA 23456

Comment: Questions:
1) What impact does living around an airport have on the developmental growth of children? Breathing? Brain? Emotional development?

What is the anticipated growth of these sites within 20 + years? More or less of an increase and need for greater/larger fields?

3) While flight simulation is probably not the full answer, could it be figured into future equations and studied as a viable solution? Less costly in the long run?

4) While a residence's safety of prime interest, we are not limited in our life to a zone of existence. Why ask if someone lives in or near a flight path? Is not being about to use telephones across the city without noise interruption important? Is not it important for tourism to be free from noise & pollution in their week or two here?

Thank you for receiving these and other thoughts. How will I know of your response?

Appreciate the opportunity to express my questions.

Bob Danner
Jim and Linda Farrell
Second comment
Chesapeake, VA
1321 Crosswood Lane
Chesapeake VA 23322

Comment: I live in Ethridge Lake and if the pilot would learn to follow their flight plan it would not even effect our neighborhood. They are constantly flying directly over our house. Sometimes they are so low I think they are going to take off the tops of our trees.
Marilyn Danner  Chesapeake, VA  2601 West Landing Rd, Va  Beach. 23456  yes

Comment: Tidewater is a wonderful area. Navy and civilians need to co-habitate. To have a good relationship, now the Navy MUST build bush houses, and keep most loud noises out over the ocean where there is open space and much less danger to health and emotions. The present and future of this area and the health and safety of the citizens depends on how important these are the the Navy. Please protect the good thing that we all have had. Thank you.

John A. Rencher  Jr.  Chesapeake, VA  805 Crestwynd Cir  Chesapeake, VA 23322  yes

Comment: Upon reviewing the current flight pattern I was very disturbed to find the obvious alternatives the Navy could be exercising and have blatantly overlooked. The flight pattern not only covers highly populated subdivisions of Chesapeake, VA, it also expands east over rural and swamp areas of Chesapeake and Virginia Beach. Why is this portion of the pattern not used???? We have sat in our cars in different areas surrounding Fensess Air Field and have found greater than 75% of the flights are over the areas most densely populated. Again, WHY???? Does the Navy not train their pilots how to make right turns???? Granted weather conditions do dictate approach patterns, but the field is designed to handle approaches from either direction. Furthermore, if our external pilots were to adhere to the indicated flight pattern, the decibel levels would be considerably less. My neighbors and I routinely have jets flying over our houses in the Etheridge Lakes subdivision. Does this not constitute our property being in a CRASH ZONE???? According to the EIS and the Navy provided maps no. But yet I regularly log flights over our homes. This not only detrimental to our standards of living but has a definitive negative impact on our future property values. With the increasing number of houses and street lights in the surrounding areas, this certainly has to be having a negative impact on the training of Americas finest. How can you simulate nighttime approaches at sea when the amber glow from surrounding communities light the night sky. One couldn't even use a telescope in the back yard due to the bright lights, how can this be a realistic experience for our pilots???

What is it going to take to make the Navy realize there needs to be a change?? A crash?? The very school I am sitting in for this meeting is in the flight pattern. What about the safety of our children?? Further exploration into alternative training facilities is a must!! Please make an informed decision. Not for the benefit of Va Beach's or Chesapeake economy, not influenced by our major developers and business owners, but for the betterment of our community. Fensess was built for a reason. it WAS rural. Not the case anymore.

By the way, why doesn't this program incorporate spell check??
Virginia Beach may encounter or even Chesapeake Bay just by
the increased people and spending and that sort of thing. I
think it's going to have make a negative effect on our
tourism and our environment and my personal life. When I go
outside in the evening to sit down and listen to what I call
night songs by the different animals and insects and things
like that and it's interrupted with four hours of one jet
after another flying over, I consider that to be an impact
on my life. That's it.

When we built our house we asked the real estate
agent and the builder if we were under any type of a flight
path because they are by law required by law to tell you if
you are in some kind of a flight path, and we were not under
what they consider to be a flight path, and now we are.

MR. FROEFLER: Don Froefler, 1325 Murray Drive,
and according to what I looked over there we're not in the
main pattern, just outside where it's supposed to be flying,
but still flies over, doesn't make a difference. What they
have is a circular pattern. They fly and it's repetition.

Sometimes you have flight patterns constantly
flying over, and the biggest gripe is we moved here, we knew
about the noise, we lived in over by Oceana years ago, and
we asked the neighbors, and, you know, everything was okay.
Seemed like to us it was just going to be like Oceana.
Well, after we got in the house we found out they were
loudest, when it's going right over my house and they say it's 110 at 1,000 feet. So, imagine what it is at four or five hundred feet.

Plus I have a problem with them not flying after 11:00 o'clock at night at Oceana, but they fly out here all night long. That's my major concern. Plus, I definitely lost value on my property. It can't be the same as it used to be, and I have lived there 30 years and never had a problem with the F-14's, but these are a lot worse. I guess that's it.

MR. BAKER: My name is Donald Baker. I live at 1328 Murray Drive in the Greenhaven section, and my first complaint, Number One, is for the noise, the noise down there, the noise level is just unreal. The children can't play in the yards because of the noise, flying after 11:00 o'clock at night, you know, with an F/A-18 --

my house is not supposed to be in the flight pattern,

but there's still flying over my house cutting the pattern short.

I've made numbers of complaints to them. They don't do anything about it. I've talked to Mr. Zobol. I've also talked to Fred Pierce down there with Oceana about the noise and stuff, and they keep saying, "Yeah, we're doing this, and we're doing that." Nothing ever changes. It's just the noise is getting worse.
The pilots are flying wherever they want to fly. They are not flying in set patterns. When you talk to the pilots they tell you they're not flying 1.5 D and E or 2.5 D and E from the field. They're just flying wherever they want to go. They say what they're trying to do is avoid flying near the lights to avoid neighbors.

We don't live in Greenhaven. We live in Greenheart because it's just -- all of it's just ridiculous, but when you have a house, and you have two ADD children that live in your house, and when your children can't sleep or do their homework because of the noise, something is wrong, and the aircraft altitudes and patterns, they say they're flying the patterns at 800 feet. They are not.

They're flying the patterns at 500 feet and cutting the patterns short, descending before they should, and it's when they come over your house they are 200 or 300 feet over the top of your house, how can you live in something like that?

The Navy stresses quality of life. How can you have quality of life if you can't live in your home, you know, and they talk about -- they stress crew rest for their pilots, crew rest for this, crew rest for that. What about crew rest for our families and children?

I'm a pilot, so I know what crew rest is, I know what flight patterns are, and I know what noise abatement
procedures are. They're not doing none of them. They are doing whatever they want to do, and I think it's wrong, and I think the F/A-18 Hornets, they should be sent down to Cherry Point. It's not a populated area. It's farm land, and I believe they got a 12,000 acre facility down there.

I think that's where they need to take the airplanes because here it's just too populated, and this more or less is like a tourist area, and people are complaining about the noise, and, like I said, what's it doing to the eardrums and the children, you know, because of not being able to play in the yard or if you see a child playing in the yard and you see fingers stuck in their ears. I just don't like living by it. That's it.

MR. BAKER: My name is Paul Baker, address is 1220 Longridge Road, Chesapeake, Virginia 23322. I'm effected most by the runway, two, three touch-and-goes, I have a 15-month old daughter that can't sleep at night when they're flying the night patterns. The F/A-18's are unbearably loud compared to the 14's. I've been here about four years and the 14's were bearable enough you could sleep at night.

The F/A-18's are so loud you can't even think, and the baby is screaming from the noise that the plane is making, and I would like to see the F/A-18's that they are bringing to Oceana not brought here. At the least, I'd like to see basically an ordinance passed like in Virginia Beach
So, that's one thing I wanted to make sure that's on the record. I guess the rest just put in the box and put together our story here that actually I made an explanation of how we see what is wrong. It's the current noise map. I hope people look at it actually and use it.

MR. HALL: Michael Hall, 1317 Murray Drive, Chesapeake, 23322. I've been living now on Murray Drive for a year, and one of the things is there was no requirement for a public disclosure law for the jet noise where I live, you know. The Navy says it's Chesapeake's fault. Why isn't the federal government doing something which is including the Navy?

The Navy can put on the pressure and say, "Yes, you will," but it's very simple. They don't want to. The crashing zones and the noise zones, when they fly out of the patterns of the crash noise zones and you ask the Navy about it, especially Mr. Pearson of Oceana, he says they can fly where they want, that's just an estimate.

The EIS, if I'm not mistaken, said these are where most of the flights are occurring, but they're not. Sixty to 80 percent of the flights don't occur in that area. That's on the jets. The prop planes, they fly over my house. I'm a half mile east of the closest corner of the landing pattern or the crash pattern or the noise pattern, whatever you want to call it. When I call about it I don't
area I think it would be well worth it. I think that's it.

MR. COLAIACOVO: 807 Crestwin Circle. I live in the same circle as he does, Chesapeake, Virginia 23322. My concern is the same as him. I mean I'm concerned about property values but more importantly my seven-month-old baby you know, I mean, I know that the Navy has to practice their flight patterns, but from what I understand we're on the outside edge of the zone of a flight pattern, and what I have been told is that when there's "X" number of jets flying over the neighborhood or "X" number of jets flying that they have to go wider in order to do their touch-and-goes as they do, and when they go wider they go over our neighborhood and go over, I guess, the outside edge of the zone.

I've literally seen the pilot. I mean they're so low to the ground it's unbelievable, and they have to do their turns and have to go back over to do touch-and-goes again. They're all doing it. I'm not talking about sonic speed just when they turn on the angles, the thrust of it. I don't know a whole lot about the jets, the thrust, but it's just so loud it's unbelievable. Obviously, you can see the engines, the after-burning.

When they're flying they're on an angle, they're on the outside angle of the zone, and their flight pattern is turning, and I'm concerned for my baby girl, I'm
they'll fly all the way till 2:30, 3:00 in the morning, and
my children they can't get sleep. Getting ready to go to
school, "Daddy, I couldn't sleep, the noises woke me up."

I got a two-story house, got them downstairs
hoping it's a little quieter, it's not. It still wakes them
up, plus I have a well, and all the time they say, "We don't
drop fuel, we don't drop this." My roof will tell you
something is coming up, washing the tar off my shingles, and
we have a garden. I guess I'm not supposed to eat the
produce or anything that would grow. We have a well out
there. A continuous dropping of fuel over the top of our
area, what does it do to our drinking water?

When do we have to put on ear muffs? Everywhere I
see planes, even on the pictures on the T.V., they have ear
muffs on. When do we put ours on? Maybe we need some help
preparing ourselves to wear ear muffs outside for ear
protection. I hoped maybe some of this would help to
confine the noise to help us get a way of living, some
actual sleep at night. I guess that's it.

MR. ANDREWS: My name is Harvie Andrews, Jr., 108
Land of Promise Road, 23322. My concern is the aircraft
flying out of the zone that they have been designated to fly
in. I built my house in 1984 when we were in a Level 4
noise zone. October 20, 1998, the Navy attempted to expand
the noise zone. This was denied by the planning commission,
also by the city counsel. My wife and I both spoke at both
of these meetings.

    However, these aircraft continue to fly at will
directly over our house, no altitude all night long. They
disrupt my children's study habits at night, and in the
morning my children cannot even go out in the yard without
ear protection and ear defense.

    I'm not really interested in them paying me an
easement right, but I'm interested in my right as a citizen
who pays state, federal and city taxes, and the children
have a right to play in the yard without being disturbed by
pilots who are doing what they choose to do. I have
documentation where I've called about the noise.

    What they tell me is once they receive the
complaint they notify air operations, but those pilots do
anything they want to do. I have contacted my senator, I
have letters from the admiral that's in charge of air
operations and maintenance who told me that I should be able
to talk to an officer when I call down there. Fred Pearson
is their liaison. He's not there after 5:00 o'clock, and
all those people do is write down what I say but they have
no authority to direct anything.

    They have ruined my child's graduation, everything
he had done in his senior year, with the aircraft noise.
Even if they would fly at a higher altitude where we could
at least hear each other talk regardless of the fact that they have paid these people down at the end of the street for their easement, those people down at that end of the street knew what they were buying because they were advised before they bought it, but we come under what I consider the grandfather clause because we were already there when they tried to expand. This is unfair as an American citizen and citizen of Chesapeake, Virginia.

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

Yours, Harvey.

MR. PARKER: I do want to start with my name and address. I am Randolph Parker. I live at 717 Schoolhouse Road. My zip code is 23322. I have been there for 25 years. I put my life savings in a house and bought 22 acres of land on the corner of Blueridge and Schoolhouse Road. I have always been very comfortable there until the last eight years.
said that he will accept my invitation sometime, but he has not said. I'd like for someone else to walk in my shoes and see what I have to endure.

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

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

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

MS. FAGAN: Greta Fagan, address 1220 Murray
Drive, that's on the corner of Murray and Bonnie Road, Greenhaven section. I live -- my home is not in a flight pattern according to your Navy charts, but my home is flown over by these F/A-18's and whatever else you're flying a minimum of 65 percent of the month. They're coming over so low that I can actually see the pilot inside the plane in the daytime.

They fly until late at night, they come every two to five minutes, sometimes even more frequently. When we call and try to explain to the people, "Look, this is more than we can take," we're told we'll get a return call. A return call person is nice enough to try to patronize and smooth it over two or three days later which is of no help.

You still have a splitting headache. You still can't function. You're angry all the time. You're mental well-being is pushed to the limit. I have a small child, 13 months old, doesn't sleep or eat properly during the whole flight time that we're being bombarded, sometimes as much as two weeks straight at a time depending on the ship's movement.

I cannot imagine the F/A-18's or whatever is coming in the same way. It already rattles our windows, it shakes the house, I have to replace my whatnots and things in the house over and over again every time they fly. I have a two-story home, I can't watch T.V., I can't eat and have a
required. It sounds like they're coming in your room.

Since the F/A-18 arrived, I no longer have pictures square on
the wall.

Everything rattles and shakes when we have 14's
and radar planes, and it was livable. With the F/A-18 it will
not be livable. We would like to coincide with the
military, but we would also like respect for our home.

Okay.

MS. KNOLL: My name is Linda Knoll, 321 Luid

Drive. I looked at the map when I came in, and it doesn't
appear that I'm in a flight zone, but the jets are flying
over our house, and my question was just why they would be
flying over our house. Okay.

UNIDENTIFIED CITIZEN: I feel that the noise from
the jets is extremely loud. It interferes with normal
living. It's hard to hear yourself talk to other people
when they're flying over. You really have to raise your
voice. You cannot watch T.V. You have to raise that up.
You can watch T.V., but you have to raise the volume up.

The sleep issue is very serious, I mean you cannot
function really normally when you're at work or in school.
My one daughter had gone to the laundry room and tried to
sleep where it blocks out all the sound, and, of course, it
doesn't block the sound out, and the other daughter had gone
into the closet and tried to sleep.
Name (Please Print): Cheri & Jack Bradley
Agency/Organization: 
Address: 741 Beckley Lane
Chesapeake, VA 23322

Please provide written comments on the back of this card and drop into the comment box or mail to:
Commander Atlantic Division
Naval Facilities Engineering Command
1510 Gilbert Street
Norfolk, Virginia 23511
Attn: Mr. Dan Cecchini (Code 2032DC)

Written comments must be postmarked by September 8, 2000

Name (Please Print): DJ and Dawn Blackman
Agency/Organization: 
Address: 2301 Mt. Pleasant Rd.
Chesapeake, VA 23322

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

Written comments must be postmarked by September 8, 2000
COMMENTS: It makes NO sense to relocate these jets to such a populated area. The noise around Fentress seems to be endless at times. We can't sit outdoors, we can't sleep (we've tried ear plugs) and it even hurts our dog's ears, making him bark when the jets are flying. This situation has gotten totally out of control, and it is only a matter of time before a tragic incident occurs. Can you imagine the aftermath of a jet crashing in one of the neighborhoods they routinely fly over?!?

I have the following comments:

1) Oceana has the smallest acreage of the various choices.

   - Cherry Point or Meridian seem to be the most logical choices, based on acreage and minimal public impact.

   - However, I know Va Beach wants a piece of the pie.

   - Rec: Split the planes between Meridian + Oceana

2) Build another OUTFLYING (NAUF) + shut down Fentress if the communities have grown so large around Fentress that it is an albatross around the Navy's neck. The floating field is a very good idea.

3) Be more open with the public, make us more aware of what type race is taken on complaints, if any, and report monthly stats (publicly) on number + nature of complaints received.

   - Why wasn't an active duty rep. at this meeting?
Name (Please Print): Tom & Elsye Bryant

Agency/Organization: ________________________

Address: 512 Margaret Dr.
Chesapeake, VA 23322

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

Written comments must be postmarked by September 8, 2000

Name (Please Print): Steve and Susan Brown

Agency/Organization: ________________________

Address: 436 Bridgefield Blvd.
Chesapeake, VA 23322

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

Written comments must be postmarked by September 8, 2000
We have lived in King James Colony since 1975, and only in the past few years have the practice flights at Fentress been a problem. Not only are the planes larger and louder, they consistently fail to fly within the prescribed flight path which would take them over farmland instead they cut the circle short and fly directly over the few residential areas in the vicinity. When you bring larger aircraft carrying more fuel into this scenario you dramatically increase the opportunity for tragedy should one of these planes come down on the neighborhood.

While our neighborhood, at this moment, does not lie within a high-noise zone level, there is a real fear that this could change within the very near future. The jet noise has increasingly worsened and questions now must be asked regarding the extension of the noise zones. The fear of the total replacement of all Tomcats, etc. with the FA/18 aircraft could only lead to extremely high noise levels and extension of this noise throughout Great Bridge. The saturation point appears to be looming on the horizon. We cannot take this anymore! Yes, we are appreciative of the Naval effort but quality of life is uppermost for our families. Please realize that this area is truly a "bedroom community"! Consider relocation of ALL FA/18's to a more rural setting that is less disruptive on the surrounding population.
Name (Please Print): Dorisann B. Cameron
Agency/Organization: Homeowner
Address: 611 Stoneleigh Court
         Chesapeake, VA 23322

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

Written comments must be postmarked by September 8, 2000
Jets appear to be flying out of their flight zone - I often see them over my home.

- Jets schedule is not conducive to sleeping.

- When we purchased our home, we were told that we would experience some jet noise, but it would not be severe. That statement has proven to be false. I am not opposed to the jets flying, however, I sometimes feel the pilots are purposely intimating the neighbors when they fly so far out of their zones. There has to be a solution that would...

Concerns:

1. Jet Noise - getting much worse
2. Time of noise - starts at 9:00PM - goes to 2:00AM - very difficult to sleep
3. Jets out of flight path (too far west) and very low.
4. Value of my property will decrease with any ADDITIONAL jet noise.
5. Do not see any reason the practice field cannot be moved to a remote area. Frustrated
Provide written comments on the back of this card and drop into the comment box or mail to:

Commander Atlantic Division
Navel Facilities Engineering Command
20 Gilbert Street
Norfolk, Virginia 23511
Attention: Mr. Dan Cecchini (Code 2032DC)

Comments must be postmarked by September 8, 2000
COMMENTS: The biggest problems at Fentress are that the planes are flying out of the designated flight patterns. Calling Ocean does no good, it only stops when they are finished bouncing. Some suggestions:
1. Build another outlying field to bounce on.
2. Put a platform in Ocean off VA Beach to practice on.
3. Put 2 old carriers in Chesapeake Bay.
4. Let the planes go down to Cherry Pt. to practice.

(Attach additional sheets if necessary)

COMMENTS: We have lived in Ches (Fentress Field Area) for 3 yrs and the planes have always flown out of pattern. It seems the later at night the tower and louder they get.
Please provide written comments on the back of this card and drop into the comment box or mail to:

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

Written comments must be postmarked by September 8, 2000

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Name (Please Print): Betty Hong
Agency/Organization: 
Address: 709 Denham Arch
Chesapeake, VA 23322

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Name (Please Print): EARL HOLLOWELL
Agency/Organization: RETIRED F/LT, FOR
CHESAPEAKE FIRE DEPT.
Address: 1304 GLEN EAGLE CT, CHESAPEAKE 23322

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

Written comments must be postmarked by September 8, 2000
COMMENTS: Thank you for responding to the forum. From the turnout at both open houses it is obvious that the concern about jet noise in our communities is real. I hope the Navy will take the common sense approach to this problem by not bringing the huge jet noise to an area that is already opposed to the existing jet noise.

(Attach additional sheets if necessary)

✓ I worked at Chesapeake Fire Station #6 (Close to Fentress) I know the flight path is supposed to be on the east side of Centerville Turnpike between the Fire Station and the 1st house on Whitaker Rd. At least 30 percent of the time they are out of that zone across Centerville Trpk. and the railroad track.
Chesapeake, VA

Name (Please Print): Tony & Tracey Oldham

Agency/Organization:

Address: 1325 Crosswood Lane (Etheridge Lakes)  
Chesapeake, VA 23322

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

Written comments must be postmarked by September 8, 2000

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Chesapeake, VA

Name (Please Print): Judy O. Miller

Agency/Organization:

Address: 447 New Zealand Road  
Chesapeake, VA 23322

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

Written comments must be postmarked by September 8, 2000
I am very concerned about the noise because I can't even hear my TV or hear on the telephone. I am concerned about the planes crashing or something falling on my house. Sometimes it effects my children sleeping. My daughter can't even take a nap because of the noise. I moved from Memphis, Tennessee recently and I am very sorry we moved where we did. Our quality of life is not good if we have to listen to that awful noise! Please move where you are going to fly those planes! Why don't you do your practicing far over the ocean? Why don't you go to a desert and practice.

Gets flying over and low to home. We are not in the fly pattern. Problem has been worse over the last 6 months.
COMMENT CARD — SUPER HORNET EIS
Chesapeake, VA

Name (Please Print): Ole William Thorngren

Agency/Organization: I'm Twelve Organize That

Address: 700 Merle Court
Chesapeake, VA 23322

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Naval Facilities Engineering Command
1510 Gilbert Street
Norfolk, Virginia 23511
Attn: Mr. Dan Cecchini (Code 2032DC)

Written comments must be postmarked by September 8, 2000

COMMENT CARD — SUPER HORNET EIS
Chesapeake, VA

Name (Please Print): Mildred Stonecypher

Agency/Organization:

Address: 912 Hawley Ct.
Chesapeake, VA 23322

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

Written comments must be postmarked by September 8, 2000
with all of the military flight training in the massly populated urban areas why can't they move it southeast into more rural areas.

COMMENTS:

My family is experiencing a decline in the quality of our family life. Jet noise keeps us awake at night!

Jets continue to fly "outsight" of the flight path that we were informed they would follow.

Jet noise is scaring my small children!

We are considering moving if conditions do not change.

(Attach additional sheets if necessary)
Name (Please Print): Becky Woodall
Agency/Organization: 
Address: 536 Saddlehorn Dr. North Landing Farms
Chesapeake, VA 23322

Please provide written comments on the back of this card and drop into the comment box or mail to:
Commander Atlantic Division
Naval Facilities Engineering Command
1510 Gilbert Street
Norfolk, Virginia 23511
Attn: Mr. Dan Cecchini (Code 2032DC)
Written comments must be postmarked by September 8, 2000
COMMENTS: My biggest concern is the noise. I have lived in my home for 13 years. The first few years the noise was not unbearable. However, with in the last 3-4 years things are becoming unbearable. This noise is caused by aircraft that are on new or different patterns. They are now flying low and closer to my home. Things on my mantel fall, Windows rattle, Conversations on the phone must pause. Please insist that the old patterns be enforced.

COMMENTS: NAS OCEANA SHOULD REMAIN OPEN. GREAT FOR THE TIDEWATER AREA. My only concern is fairness. The problem lies between CHESAPEAKE AND VIRGINIA BEACH CITY.
Name (Please Print): ____________________________

Agency/Organization: Noise Study Data was inconclusive increased noise from 5-2 to 6-2 at Fleetess.

Address: ______________________________________

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

Written comments must be postmarked by September 8, 2000

Name (Please Print): Julie C. Young

Agency/Organization: ______________________________________

Address: 1708 Zimmerman Ct. VA Beach, VA 23464

Please provide written comments on the back of this card and drop into the comment box or mail to:
Commander Atlantic Division
Naval Facilities Engineering Command
1510 Gilbert Street
Norfolk, Virginia 23511
Attn: Mr. Dan Cecchini (Code 2032DC)

Written comments must be postmarked by September 8, 2000
COMMENTS: Fly directly over my house, "only late at night!" Rattles windows, cannot hear TV or radio if on! Also keeps me awake. I am not on the flight path so I would like to know why they are flying over my home keeping me awake.
Please provide written comments on the back of this card and drop into the comment box or mail to:

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

Written comments must be postmarked by September 8, 2000

Name (Please Print): 

Agency/Organization: 

Address: 

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

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

Written comments must be postmarked by September 8, 2000

Name (Please Print): Teresa Lane

Agency/Organization: Tax payer, citizen of Chesapeake and true-blue patriot

Address: 2121 Land of Promise Rd.

Chesapeake, VA 23322-1430
COMMENTS: When I'm trying to watch TV or talk on phone it is impossible to hear at times, with the new jets coming in it will be even more difficult to live in this area. I have lived here since 1997 and the noise levels get worse every year.

Thank you Sister Lily.

COMMENTS: Pilots continually fly out of the pattern - directly over my house at low levels.

High noise level at all hours - night + day.

Why put all your eggs in one basket - drop the basket all of them are likely to break. Have several bases house the jets and they are less likely to be wiped out due to attacks from enemies or other disasters.

Put an outlying field in the Ocean.

If all the pilots live in one area, then they too are susceptible to being wiped out as well - natural or man made.

I have to wear earplugs some nights to get to sleep.

What about all of the fines - air quality goes way down. I'm also worried about the animals + birds.

I'm also worried that the value of my home will decline - I want to be able to sell + move before I retire in 15 years.
 loudest, when it's going right over my house and they say
it's 110 at 1,000 feet. So, imagine what it is at four or
five hundred feet.

   Plus I have a problem with them not flying after
11:00 o'clock at night at Oceana, but they fly out here all
night long. That's my major concern. Plus, I definitely
lost value on my property. It can't be the same as it used
to be, and I have lived there 30 years and never had a
problem with the F-14's, but these are a lot worse. I guess
that's it.

   MR. BAKER: My name is Donald Baker. I live at
1328 Murray Drive in the Greenhaven section, and my first
complaint, Number One, is for the noise, the noise down
there, the noise level is just unreal. The children can't
play in the yards because of the noise, flying after
11:00 o'clock at night, you know, with an F/A-18 --
my house is not supposed to be in the flight pattern,
but there's still flying over my house cutting the
pattern short.

   I've made numbers of complaints to them. They
don't do anything about it. I've talked to Mr. Zobol. I've
also talked to Fred Pierce down there with Oceana about the
noise and stuff, and they keep saying, "Yeah, we're doing
this, and we're doing that." Nothing ever changes. It's
just the noise is getting worse.

TAYLOE ASSOCIATES, INC.
The pilots are flying wherever they want to fly. They are not flying in set patterns. When you talk to the pilots they tell you they're not flying 1.5 D and E or 2.5 D and E from the field. They're just flying wherever they want to go. They say what they're trying to do is avoid flying near the lights to avoid neighbors.

We don't live in Greenhaven. We live in Greenheart because it's just -- all of it's just ridiculous, but when you have a house, and you have two ADD children that live in your house, and when your children can't sleep or do their homework because of the noise, something is wrong, and the aircraft altitudes and patterns, they say they're flying the patterns at 800 feet. They are not.

They're flying the patterns at 500 feet and cutting the patterns short, descending before they should, and it's when they come over your house they are 200 or 300 feet over the top of your house, how can you live in something like that?

The Navy stresses quality of life. How can you have quality of life if you can't live in your home, you know, and they talk about -- they stress crew rest for their pilots, crew rest for this, crew rest for that. What about crew rest for our families and children?

I'm a pilot, so I know what crew rest is, I know what flight patterns are, and I know what noise abatement
procedures are. They're not doing none of them. They are
doing whatever they want to do, and I think it's wrong, and
I think the F/A-18 Hornets, they should be sent down to Cherry
Point. It's not a populated area. It's farm land, and I
believe they got a 12,000 acre facility down there.

I think that's where they need to take the
airplanes because here it's just too populated, and this
more or less is like a tourist area, and people are
complaining about the noise, and, like I said, what's it
doing to the eardrums and the children, you know, because of
not being able to play in the yard or if you see a child
playing in the yard and you see fingers stuck in their ears.
I just don't like living by it. That's it.

MR. BAKER: My name is Paul Baker, address is 1220
Longridge Road, Chesapeake, Virginia 23322. I'm effected
most by the runway, two, three touch-and-goes, I have a
15-month old daughter that can't sleep at night when they're
flying the night patterns. The F/A-18's are unbearably loud
compared to the 14's. I've been here about four years and
the 14's were bearable enough you could sleep at night.

The F/A-18's are so loud you can't even think, and
the baby is screaming from the noise that the plane is
making, and I would like to see the F/A-18's that they are
bringing to Oceana not brought here. At the least, I'd like
to see basically an ordinance passed like in Virginia Beach
Please provide written comments on the back of this card and drop into the comment box or mail to:

Commander Atlantic Division
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1510 Gilbert Street
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Attn: Mr. Dan Cecchini (Code 2032DC)

Written comments must be postmarked by September 8, 2000
My main concern for not bring the new jets to this location is it will create more noise at my home. interrupting sleep for my family and my young child. I can't even sleep with my windows open due to the noise. Also I am a police officer for city of VA Beach. My concern is also for my employment safety with the current jets at oceana. At times it puts officers' lives on the line, since as an officer on calls for service can't hear or communicate on radio due to high levels of noise this is a major concern along with the decreased quality of life. Damage to my roof and other areas of my home due to the pollution in the air, although I understand a need for training but why at night over my home.

I do not mind the "sound of freedom". I feel there is a time and a place for training. 12 pm, 11 pm, 12 midnight, over my house is not the time or place I would prefer. I feel the addition of the new super hornets will decrease my home's value, decrease the quality of life within my neighborhood, and have many potential safety concerns.

As a police officer in the VaBeach/Oceana area, I have experienced several situations that may have placed myself or others in harm's way due to the lack of ability to hear my police radio or police vehicle sirens. I do not want this to be the case if a Chesapeake Police officer is responding to assist me and my family at my home!
September 8, 2000

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

Attention: Code 2032

Dear Mr. Cecchini:

I am Beverly Perdue, State Senator for the 3rd District of North Carolina, and Chair of the Senate Appropriations Committee. I would like to offer the following comments in regard to the siting process of Atlantic Fleet F/A-18 E/F aircraft on the East Coast of the United States.

Although it was not a consideration in the decision to move the bulk of the F/A-18 C/D aircraft from NAS Cecil to NAS Oceana, I urge the Navy to factor in the cost of mitigating noise impacts in this Environmental Impact Statement (EIS). Only by including this cost can the Navy know the full impact of the decision to operate over 300 aircraft in a built up urban area. I also recommend that the EIS include an evaluation of aircraft noise levels on the health of children in the affected region.

I also urge the Navy to give strong consideration to the superb infrastructure condition and excess capacity at Cherry Point. This exceptional Base with its outstanding facilities can easily handle more than 130 aircraft. The lack of encroachment at the Air Station and the fact that Cherry Point borders on the Neuse River and the Croatan National Forest should also be significant factors in the decision process. Cherry Point can accommodate additional aircraft with minimal adverse impact on the community. Most flights around Cherry Point are over land which cannot be developed and this forms a permanent safety buffer. This fact is extremely important when you have a crash on
take off such as the one involving the Oceana F-14 which crashed after take off from Cherry point on May 21, 1998. This aircraft crashed in a wooded area less than 3 miles from Cherry point. The nearest home to the crash site was about 2 miles. The EIS should evaluate and compare encroachment and safety issues when looking at the siting options.

It also should be noted that the relationship between the Cherry Point military populace and the surrounding community is one of the best in the nation. Unlike other communities, we in North Carolina are glad to have the military here and we would strongly support the assignment of additional aviation assets to Cherry Point.

Thank you for your consideration.

Sincerely,

Beverly E. Perdue

BEP:sn
September 7, 2000

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

Dear Mr. Cecchini:

My name is Derryl Garner; I am the Mayor of Newport, North Carolina and am currently the Chairman of the Allies in Defense of Cherry Point, a citizens group which strongly supports Cherry Point and the Marines and sailors aboard the Air Station. As a retiree from NADEP Cherry Point, I am very aware of Cherry Point’s impact on the region and urge the Navy to consider the following issues as you prepare the Environmental Impact Statement on siting Atlantic Fleet F/A-18 E/F aircraft on the East Coast of the United States.

With only 130 aircraft assigned, Cherry Point has the ability to easily accept additional aircraft. Construed to support the 13,000 Marines present at Cherry Point in 1987, the current Base loading of 8,000 is well under the infrastructure capability of the installation. Cherry Point has a great deal of excess capacity and this fact should be considered in the siting process.

Another issue, which should be considered, is the cost of noise mitigation. Unless a study is conducted to determine the cost of noise mitigation the Navy will have an inaccurate picture of the true expense of each of the siting options. I also believe the Navy should provide analysis of aircraft noise levels on the health of children in each affected region.

I also urge the Navy to look at long-term encroachment at each of the Air Stations under consideration. With the safety buffer of the Neuse River and the
Croatan National Forest, Cherry Point is bordered to a great extent by land and water, which cannot be developed. This can be extremely important when there is a malfunction such as the accident on 21 May 1998 when the Oceana based F-14 crashed on takeoff from Cherry Point and impacted the forest instead of a developed area.

I also want it noted that the relationship between Cherry Point and the surrounding community is absolutely second to none. We appreciate the contributions of the military to our area in both economic terms and as members of the local society and we would strongly support the assignment of additional aviation assets to Cherry Point.

Thank you for your consideration.

Yours Very Truly,

Derry! Garner
Mayor of Newport, North Carolina
July 14, 2000

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

Attention: Code 2032 (Dan Cecchini)

Dear Mr. Cecchini:

In response to the Notice of Intent to Prepare an Environmental Impact Statement for Introduction of the Atlantic Fleet F/A-18 E/F Aircraft on the East Coast of the United States, I wish to urge the Navy to give full consideration to the extent of local government and community support for basing additional aircraft at MCAS Cherry Point.

As you know, there has been very strong community support for additional assets at MCAS Cherry Point for some time. The County as well as the other local governments in our region worked tirelessly to prepare for the deployment of the Cecil Field F/A-18 Hornets. We are extremely disappointed when the Navy ultimately chose to redirect those assets elsewhere, despite a Defense Department recommendation to base them here. We believe the Navy did not give adequate consideration to the many advantages of MCAS Cherry Point, especially its generous noise and safety buffers, and the unparalleled degree of local support.

As the chief executive officer of Craven County, I commit our complete support and cooperation to the Navy in any decision to assign additional aircraft to this outstanding base. The history of friendly relations between the County and the military should play an important part in the Navy’s decision. These consideration, along with the ability of this area to accommodate increased flight operations without human health or environmental harm, should make MCAS Cherry Point the Navy’s first choice for this deployment.

Be assured we stand ready to work with the Navy and Marine Corps to accomplish that objective.

Yours Sincerely,

Harold Blizzard
Craven County Manager

HB/adj
September 7, 2000

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

Dear Mr. Cecchini:

As Governor Hunt's military liason I have been actively involved in both BRAC 95 and the siting decision to move the F/A 18 squadrons out of Cecil Field. I believe there are some lessons to be learned from these two processes and would offer the following comments as you prepare the Environmental Impact Statement (EIS) on siting Atlantic Fleet F/A-18E/F squadrons on the East Coast of the United States.

P-80 Comparisons. There must be a common standard which is applied to all potential receiving sites in regard to capacity and infrastructure requirements. Clearly, that would be the NAVFAC P-80 modified by common sense. In the past, however, these standards were not applied evenly at each installation and it appeared that the EIS was written to make the facts support a foregone conclusion. Use of a common standard is essential to the credibility of the EIS process. The EIS should also clearly state the discriminating factors that cause some air stations to be eliminated and others to be accepted. For example, in the past "Locating fleet operational aviation units at the same site as student pilot training is not an accepted practice within the Navy." (2.2.4.3 F/A 18 FEIS) This policy would seem to eliminate NAS Meridian but apparently it has not. What other parameters have changed?

Variable Housing Allowance (VHA). The variance of VHA rates between the areas surrounding the four air stations should be compared and long-term total cost projections should be made. The EIS should also provide a detailed breakdown of the methodology and cost factors used in this analysis.

Encroachment and Safety. The EIS should evaluate and compare encroachment and safety issues when looking at the siting options. There are inherent risks in operating large numbers of high performance aircraft in a built-up urban area. These risks should be clearly enumerated to the public and there should be a comparison of the operational errors for flight control between the four installations. As we found out on May 21, 1998 when the Oceana based
F-14 crashed on takeoff from Cherry Point, it's a lot better to be bordered by the Neuse River and the Croatan National Forrest than it is to be surrounded by metropolitan development.

**Noise Mitigation.** The cost of mitigating noise impacts should be included in this EIS. Only by including this cost can the Navy know the full impact of the decision to place over 300 high performance aircraft into a built-up urban area. The EIS should also include an evaluation of aircraft noise levels on the health of children in each of the receiving site operating areas.

**BASE Loading.** The Naval Service has two master jet bases on the East Coast; Oceana and Cherry Point. With all the F/A-18’s at Oceana their base loading will be well in excess of 300 high performance aircraft all operating in a fully developed urban setting. At the same time Cherry Point will have 130 aircraft operating in what is essentially a rural area. Both air stations will be sharing the same ranges and training airspace. From the standpoint of maximizing the use of excess capacity, reduced operational congestion and aviation safety there should be more balance between the two master jet bases. The EIS should thoroughly address this issue as well as the long-term viability of operating large numbers of high performance aircraft in a metropolitan area.

Thank you for your consideration.

Yours very truly,

David Jones

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STATE OF NORTH CAROLINA
OFFICE OF THE GOVERNOR

JAMES B. HUNT JR.
GOVERNOR

SEPTEMBER 7, 2000
PAGE 2
FACT SHEET ON REZONING FOR NEAR POST, LLC
IN VIRGINIA BEACH ON NOVEMBER 25, 2003

1. The property is 5.9 acres in size and located on Laskin Road, a major gateway to the Oceanfront Resort Area.

2. The property was occupied by the Seashire Inn, as an old, rundown, under-performing eyesore that was a detriment to the surrounding community. There were 52 units in the old motel. It was obvious that this property needed to be cleaned up and that private initiative was going to redevelop the property one way or another.

3. Without any rezoning or other City Council action, the property could have been redeveloped into 256 hotel or motel units, or, a combination of 86 lodging units and 85 multifamily condo units. Under such a method, the City would have no opportunity to intervene to stop it.

4. On November 25, 2003, the City Council rezoned the property to allow 90 multifamily condominium units, and attached to its approval the requirement to use sound attenuation measures. The applicant's name was Near Post LLC. The City Council saw that as a significant improvement over what could have happened without its approval. By increasing the allowed residential density by a mere 4 units, the opportunity to increase the number of hotel units by nearly 200 was eliminated.

5. The project has since been reduced in size to 78 units. So, the City Council and staff action actually reduced the residential density allowed on the site by 7 units and eliminated all possibility of lodging use.