



Mission Sustainability- Related Articles

23 July 2010

Fred Pierson
&
Bonnie Curtiss
Navy East Coast AICUZ/RAICUZ
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ALABAMA



Navy training field runway extensions back on track in Baldwin County

Published: Wednesday, July 21, 2010, 8:54 AM

Connie Baggett, Press-Register



(Press-Register/John David Mercer)

A T-34 Mentor takes off from the Silverhill Outer Landing Field Jan. 14, 2009, in Silverhill, Ala. U.S. Navy Whiting Field spokesman Jay Cope announced during Tuesday's Baldwin County Commission meeting the recent decision to go forward with the airstrip expansion plans that had stalled in February. The Navy announced plans last year to replace its aging fleet of training planes, switching to T-6B Texan aircraft that require longer runways.

BAY MINETTE, Ala. -- Baldwin residents should soon know which county airstrips will be expanded to accommodate a new fleet of training aircraft, according to U.S. Navy Whiting Field spokesman Jay Cope.

Cope announced during Tuesday's County Commission meeting the recent decision to go forward with the project that had stalled in February when cost estimates to purchase land around the southeast Baldwin airfields were higher than expected.

Cope said studies on environmental, historical

and noise impact of the expansions are ongoing and will be used in making the decision on which two Baldwin training facilities will get between 500 and 1,500 additional feet of runway.

The final plan is due sometime this month and will include the Navy's preference for airstrips, Cope said, as well as the plan to purchase property around the expansion areas. Cope encouraged residents near the outlying training fields in Silverhill, Summerdale and Barin in Foley to review information and post commentary at a publicly accessible

website, www.navyolfextensions.com/index.html. Once the plan is posted there, he said, the public has 30 days to review and comment.

Cope said Whiting Field with its eight outlying airstrips hosts training for about 60 percent of all Navy and Marine pilots as well as for aviators from the Coast Guard, Air Force and some students from allied nations. Six of those outlying fields are in southwest Alabama, four in Baldwin.

The Navy announced plans last year to replace its aging fleet of training planes, switching to T-6B Texan aircraft and phasing out the 1977 T-34C Turbo Mentor planes by 2015. Cope said the new planes fly faster, higher and farther, more closely resembling the flight characteristics of fighter jets, but they also need longer runways and larger obstruction-free safety zones around landing zones.

Some county residents protested the planned expansions, citing concerns about noise from the aircraft as well as intrusions into residential communities. Depending on which expansion plan the Navy chooses, officials said, the military will have to buy and remove between five and 23 structures, purchase between 12 and 43 acres, acquire land rights to hundreds more acres and move roads both private and public.

"We consider each comment carefully and are truly concerned about minimizing the affect this project will have on the local community," Thomas Currin, environmental assessment planner for the project, said in a news release. "However, this project is necessary to support the current and future flight training mission in Northwest Florida."

Last summer Whiting Field officials determined that the cost of expanding would exceed \$1 million and would require approval by high-ranking officers in the Navy.

Navy officials removed Wolf Field from consideration due to space limitations in Lillian caused by its proximity to Pensacola Regional Airport and Naval Air Station Pensacola.

In other action, commissioners on Tuesday voted to send notice of default to start-up recycling company TeamGreen of Daphne. In a letter to company president Larry Hoover, commissioners cited the operation's failure to begin construction by today with no building plans or permits filed with the county, the failure to maintain insurance, and failure to disclose lawsuits as to ownership of the company.

The letter states that the county has been damaged by the ongoing delay in operations, and demands notice if the company does not plan to make good on the contract to recycle materials in the waste stream at Magnolia Landfill.

Officials said earlier this month that the company would have 90 days to correct the failures or the contract would be canceled.

Attempts to contact Hoover at TeamGreen's Daphne office were unsuccessful. A recording indicated the number was no longer in service.

CALIFORNIA

HanfordSentinel.com

Base, surrounding communities take positive steps to balance growth, military's need

Meeting outlines military, community land use plan

By Eiji Yamashita eyamashita

Posted: Monday, July 12, 2010 10:53 am

Lemoore Naval Air Station and its surrounding communities don't want to be the next Oceana, Va., a poster child of uncontrolled residential encroachment toward a Naval base and a land-use nightmare.

That much is clear in the still-early stages of the collaborative process.

The adoption of the plan may be nine months away, but those at the discussion table have taken a key step toward forging a mutually agreeable plan that would balance the community's need to grow and the military's need to train for many years to come.

Members of the newly-formed Policy Committee for the Joint land Use Study met for the first time Friday, ushering in a new phase in the process that would help the base and the communities coexist.

The \$250,000 Joint Land Use Study - mostly paid for by the Department of Defense - is a collaborative land-use planning effort between Lemoore Naval Air Station and surrounding communities, most notably Lemoore.

"We're going to get together now and identify the issues and see what needs to be resolved and make sure everybody agrees," said Lemoore Mayor John Murray. "The noise zones impinge a little bit [on the west side of the city], but the big issue is all these other people who own land - farmers, developers. They have a big interest in it, also."

Consultants have already begun meeting with various stakeholders in the area in preparation for the upcoming consensus-building process. Over the next nine months, the committee will identify problems, find solutions and adopt a study that lays out specific actions to be taken.

Federal officials say this kind of proactive step is crucial in keeping the base operation viable while protecting the community's safety and well-being as well as land developers' interests.

"It took us a little while to realize that our bases that are historically located in very rural communities far from development were attracting development," said Amanda Fagan, project manager with the Defense Department's Office of Economic Adjustment, which

funded the Lemoore project. "We recognized over time the importance of maintaining the military installations, training ranges and training routes for the long term."

Fagan said unmanaged urban sprawl could encroach on the base's flight paths and accident potential zones, potentially inhibiting the base operation, in the worst-case scenario, resulting in the base closure.

The Lemoore base and the communities around it are off to a "good start" because it doesn't have the problem that some other communities have had, since the base has been somewhat protected by the agricultural "greenbelt" around it, Navy officials agree.

But they are also concerned that that is changing, especially now that West Hills College is growing and the city of Lemoore's new general plan that calls for residential growth westward is in place.

"We're looking at 20-30 years down the road," said Roman Benitez, senior planner of Naval Facilities Engineering Command at the Lemoore base. "How does the base and its mission fit with the sustainable communities? How are we going to fit with the high-speed rail? We're going to have a huge influx of people coming in, so what are we going to do with the communities to prepare for these 9 million people coming in so they don't encroach on our mission?"

The study comes at an important time because the base is about to start an environmental study for its proposal to house a new Joint Strike Fighter squadron in the future.

The base - the largest master jet base on the West Coast - not only plays a key strategic purpose for the nation, but also plays a key economic role for Kings County. The base, which employs about 10,200 people, and serves numerous veterans around the Valley, contributes about \$1 billion to the local economy, according to the Navy's 2008 estimate.

The Policy Committee is working on a tight time frame to reach the adoption of the study by next March. It is scheduled to identify issues facing each jurisdiction by September, set strategies by November and review recommendations in January.

A question remains: What mechanism is there to ensure everybody will follow the intent of the policy set by the Joint Land Use Study?

"What we would hope to see happen is that when this group is done and comes up with recommendations, then each of the boards of supervisors and the city council will adopt a resolution indicating their support," said John Douglas, one of the consultants. "Whatever those recommendations are, they will be structured in the report so each entity has a list of things they will implement to facilitate the harmony."

COLORADO

Interviews to begin for Buckley AFB encroachment efforts

7/22/2010 - **BUCKLEY AFB, Colo.** -- As part of Buckley Air Force Base's (AFB) Installation Complex Encroachment Management Action Plan (ICEMAP), teams from the environmental consulting firm Marstel-Day, LLC will begin interviewing Buckley AFB's external community stakeholders during the week of July 26, 2010.

Encroachment management is the future of Air Force long-range planning and basing and the ICEMAP is part of an Air Force Enterprise-Wide Encroachment Management Initiative. Two of Air Force Space Command's installations, Buckley AFB along with Patrick AFB/Cape Canaveral Air Force Station (AFS) in Florida, were selected as demonstration installations for the ICEMAP with Headquarters Air Force planning to apply the lessons learned from the ICEMAPs Air Force-wide.

Encroachment is defined as any activity that impairs or may potentially impair the current or future operational capability of an installation complex (limiting its ability to accomplish assigned missions) or may have an adverse effect on nearby communities.

To date, the consultant team has interviewed the installation's internal stakeholders. The external stakeholder interviews are a key component of the Air Force's strategy to fully understand both internal and external encroachment issues facing the installation through the ICEMAP process.

"We understand how essential it is to our mission to foster a sense of community throughout the region by being good neighbors to those around us. And we also understand just as growth in the local community can encroach on Buckley missions, growth at Buckley can encroach on the local community. The goal of the ICEMAP process is to allow both entities to plan jointly to ensure success for all," stated Col. Clint Crosier, 460th Space Wing Commander.

The Buckley AFB ICEMAP will likely study the following areas: air- and land-space restrictions; airborne noise; urban growth; frequency spectrum; energy; critical habitat and wildlife; air quality; water; natural factors; cultural resources; security; unexploded ordinance, munitions and hazardous materials. The ICEMAP will be complete in January 2011.

Environmental consulting firm Marstel-Day, LLC is assisting the Air Force and the two demonstration installations in this effort. The firm is highly regarded for its expertise in helping military installations nationwide utilize innovative solutions to navigate successfully the complex issues regarding sustainability, land use, real property, conservation and the environment.

For more information contact Mr. John Spann, 460th Space Wing Public Affairs Office at 720-847-9431.

FLORIDA



Navy Plane Crashes In Marion County

Pilot Ejected, Found Near Crash Site

POSTED: Sunday, July 18, 2010

SALT SPRINGS, Fla. -- The Marion County Sheriff's Office said a Navy plane crashed near Highway 19 near Salt Springs around 8 p.m. Sunday night.

A spokesperson for the sheriff's office said the pilot ejected from the plane and was found near the crash site. He was said to be alert and conscious and was taken by air ambulance to Shands Medical Center in Gainesville.



"This is not a trauma alert," Marion County Fire Rescue spokeswoman Peveeta Persaud told the Ocala Star Banner.

There was no immediate word on the type of aircraft or where the flight originated or was headed.

The crash site -- near the Marion-Putnam County border and about 30 miles south of Palatka -- is not far from the Navy's Pinecastle bombing range in the Ocala National Forest.

The Marion County Sheriff's Office said they were holding the scene until Navy investigators arrive to look into the crash.

Tune into The Morning Show Monday starting at 4:30 a.m. for overnight developments.

Military plane crashes in Ocala National Forest

Pilot ejected, was flown to Shands in Gainesville

By Joe Callahan
Staff writer

Published: Monday, July 19, 2010 at 6:30 a.m.

SALT SPRINGS - A military plane crashed in the Ocala National Forest at about 8 p.m. Sunday, and the pilot was flown to Shands Hospital in Gainesville, Marion County Fire Rescue officials said.

"This is not a trauma alert," said Marion County Fire Rescue spokeswoman Peveeta Persaud, adding that the pilot ejected from the plane.

The pilot was found to be alert and conscious when he was found near the 4600 block of North State Road 19 near Salt Springs, located in the far northeastern corner of Marion County and about 30 miles south of Palatka.

Persaud said the Shands helicopter landed on State Road 19 at the entrance to Silver Glen. Persaud said an area resident saw the plane crash and called 911. Shortly after 8 p.m., Marion County Fire Rescue officials found the pilot, believed to be about 29 years old.

Persaud said it appears the pilot serves with the Marine Corps, though it has not been confirmed. Other agencies had reported to Marion County Fire Rescue that the plane was part of a different branch of the military service.

Marion County Sheriff's Office Capt. Fred Vyse said military personnel from the U.S. Navy's Pinecastle Bombing Range in the Ocala National Forest immediately scrambled to State Road 19 to help look for the pilot.

The Navy drops about 20,000 bombs a year at the Pinecastle range, a few hundred of which are live. Pinecastle is on a 5,760 acre fenced-in area, with the eastern edge of the range located about two miles west of State Road 19 and south of State Road 40.

The crash occurred north of State Road 40 and west of State Road 19 in an area known as Juniper Prairie Wilderness, Vyse said. Vyse said the military has asked the Sheriff's Office to close State Road 19 overnight to keep onlookers from trying to park and walk into the area.

No vehicles are allowed in that area of the Ocala National Forest. Vyse said Sunday evening that they were awaiting word whether they would close State Road 19 until morning. Vyse said it remains unclear whether the crash involved a Navy, Air Force or U.S. Marine Corps plane.

Persaud said the U.S. Department of Defense has taken over as the primary source to release information.



Marine fighter crashes in Marion County

Last Updated: Monday, July 19, 2010 4:20 PM

GAINESVILLE --

A pilot ejected from a Marine Harrier fighter, just before it crashed Sunday night in the Ocala National Forest.

Capt. Jarrod L. Klement, 29, ejected from the plane before it crashed just west of Lake George near Salt Springs about 8 p.m. The crash was near a Navy bombing range.

A rescue crew found the pilot conscious and alert on state Road 19, north of Salt Springs. He was flown to Shands Hospital in Gainesville and is expected to recover.

A witness saw the plane going down and called 911.

The plane, an AV8B Harrier from Camp Lejeune, N.C. based aboard the USS Kearsarge and participating in the Composite Training Unit Exercise.

The cause of the crash is being investigated.

Video Stories

- [Pilot ejects before airplane crashes](#) 



Military investigates crash of Harrier

Residents rushed to help when they saw plane in trouble



Photo courtesy of Mark L. Yarbrough

Mark L. Yarbrough sent these photos by e-mail to the Ocala Star-Banner. He wrote: "Around 8 p.m. or so Sunday evening we watched a fighter jet fall from the sky, we thought it was coming down on us at first. We were at Silver Glen Springs, which is on the northeast side of Lake George."

By Joe Callahan
Staff writer

Published: Tuesday, July 20, 2010 at 6:01 a.m.

Last Modified: Monday, July 19, 2010 at 10:22 p.m.

SALT SPRINGS – Military investigators combed through the wreckage of a Marine Corps AV-8B Harrier jet Monday looking for clues as to why it crashed in the Ocala National Forest this weekend.

Harrier jet crash

A U.S. Marine Corps AV-8B Harrier crashed in a remote, unpopulated region of the Juniper Wilderness Area about 8 p.m. Sunday.



The pilot, U.S. Marine Capt. Jarrod L. Klement, 29, parachuted to safety and was taken to Shands at the University of Florida Sunday with minor injuries after being rescued two miles from the site of the crash.

Brandon Coon was raking leaves at his grandfather's home Sunday evening when he saw that a passing military jet was in trouble.

The teenager ran to get his grandfather, Gerald Sherrer, 59, and the two jumped into a pickup and raced toward the area where the plane had disappeared.

At State Road 19, Brandon spotted a plume of smoke. Then he saw the pilot drifting toward the ground in a parachute.

Klement appeared motionless, his chin drooped against his chest, as the wind began carrying him west of S.R. 19.

Sherrer told Brandon to keep an eye on the pilot. They turned west and drove down a clay road until Brandon lost sight of the pilot.

As the truck came to the top of a ridge, they scanned the horizon.

"That's when I saw the flare," said Brandon, who held the flare shell in his hand, a gift he later received from Klement.

The pair walked 100 yards and found Klement, who was still in his parachute harness. He was alive and alert.

"Who are you?" Klement asked them.

Brandon and Sherrer helped Klement back to the pickup, where the pilot sat down on the tailgate and called his wife to let her know he was OK.

That ended a harrowing saga for Klement and area residents who watched the distressed plane hurtle to earth Sunday night.

The jet crashed in a remote, unpopulated region known as Juniper Wilderness Area, directly across from Silver Glen Springs near the Yearling Trail.

Though the pilot suffered just minor injuries, he told Sherrer that he blacked out after he ejected and that his back hurt. Brandon noticed the pilot had burns on his hand.

"We (Marine Corps) are very thankful, very grateful and very pleased that no one was seriously injured and no one was killed and our Marine was able to walk away and that he was OK," said Marine Gunnery Sgt. Bryce Piper, a public affairs officer with the 26th Marine Expeditionary Air Unit out of Camp Lejeune, N.C.

Piper said the unit arrived off the coast of Jacksonville on Sunday aboard three U.S. Naval ships out of Norfolk, Va., to undergo training exercises before deploying overseas.

He said the fleet - which included the Navy ships U.S.S. Kearsarge, U.S.S. Ponce and the U.S.S. Carter Hall - were performing humanitarian aid training.

The plane took off from the U.S.S. Kearsarge and flew inland. Piper said he had just arrived at Naval Air Station Jacksonville when he heard something had gone wrong with the mission.

Marion County Fire Rescue spokeswoman Peveeta Persaud said the pilot was alert and conscious when rescuers arrived.

The military drops about 20,000 bombs a year at the 5,760-acre Pinecastle range, a few hundred of which are live. Pinecastle is about two miles west of S.R. 19 and south of S.R. 40.

Military officials said it could be some time before investigators determine the cause of the crash.

The Harrier, according to military experts, has had its share of problems during its lifespan, although the newer generation of fighter, the AV-8B Harrier Klement was flying, has an accident rate two-thirds lower than its predecessor, the AV-8A.

According to Defense Industry Daily, a trade publication for the defense industry, the older Harrier experienced 30 accidents per 100,000 flight hours. After the Harrier was replaced with a newer model in 1985 and upgraded in 1993, there were still problems.

In 1996, there were several hearings in Washington D.C. about whether money should be poured into the design.

By 2001, engineers overhauled designs and maintenance plans and the number of accidents plummeted to 3 per 100,000 flight hours, Defense Industry Daily reported. The plane has since been widely used in combat missions overseas.

But the safety record of the Harrier fleet was again called into question in 2002 when an investigation by the Los Angeles Times revealed that the plane - both the earlier AV-8A purchased in the 1970s from the United Kingdom and the newer AV-8B - had been involved in 143 major accidents that killed 45 Marines.

That L.A. Times series also led to a 2003 investigation by the House Appropriations subcommittee on defense. Since that hearing, there have been at least four Harrier crashes, including Sunday's accident, and only one known fatality in non-combat missions.

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HAWAII



Navy Gauging Its Effect On Seas

HONOLULU STAR-ADVERTISER

July 16, 2010

The Navy is once again studying the effects of its training and testing on the environment of Hawaii, Southern California and the ocean in between.

The Navy said yesterday it is preparing a new environmental impact statement and plans to host meetings in Southern California and Hawaii next month to give people an opportunity to express concerns.

Separate environmental studies were completed by the Navy for the Hawaii Range Complex in 2008 and for Southern California in 2009. The new study will reassess the environmental impacts determined in the previous studies, the Navy said.

The earlier studies allowed the Navy to receive authorization for training, including the use of sonar, from federal agencies including the National Marine Fisheries Service and U.S. Fish and Wildlife Service.

Those permits generally expire after five years, and the new study, which will consolidate three separate existing studies, is being pursued as the Navy seeks renewal of its federal permits, officials said.

The new study also will examine the environmental impacts of using the transit route between Hawaii and Southern California as well as Navy and commercial piers at Pearl Harbor.

The study additionally will analyze what impact the testing of new weapons and systems might have.

Public meetings are due to be held in San Diego and Lakewood, Calif.

In Hawaii they will be in Lihue, Honolulu, Hilo and Kahului.



Marines getting an earful over jet noise

Residents living near the Kaneohe Bay base are upset over late-night flights

By William Cole

POSTED: 01:30 a.m. HST, Jul 22, 2010



COURTESY U.S. MARINE CORPS

A pair of F/A-18 Hornets attached to the Marine All-Weather Fighter Attack Squadron 224 "Fighting Bengals" of Marine Corps Air Station Beaufort, S.C., took off from Marine Corps Air Station Hawaii yesterday to support Rim of the Pacific exercises. An additional 10 aircraft from the squadron are here to support RIMPAC 2010 before deploying to Marine Corps Air Station Iwakuni, Japan.

Flights by mainland F/A-18 fighter aircraft out of Kaneohe Bay for Rim of the Pacific naval exercises have some nearby residents on edge over what they say is excessive or late-night jet noise.

Kaneohe resident Walter Wright said in a letter to the editor to the Star-Advertiser that he respects the military and its mission, but the noise created by an assortment of RIMPAC aircraft is "maddening."

Wright said people should call the Marine Corps base and mayor's office with complaints.

"If Windward residents do not complain resoundingly about this

degradation of the peace and quiet of Kaneohe and Kailua bays and their shorelines and surrounding communities, you can be assured the base will assume no one cares," Wright said.

The Marine Corps base said area residents will continue to hear more jet noise tonight and tomorrow night. Nighttime flight operations are not expected after tomorrow.

Marine Corps spokesman Maj. Alan Crouch said yesterday that he had fielded about a half-dozen complaints, mainly about nighttime RIMPAC flying.

"We appreciate the community's understanding that this training is extremely important and that it doesn't occur very often," Crouch said. "The role these Marine flyers play in support of ground troops is critical to the preparation of the Marines' mission."

A dozen F/A-18 Hornet fighter and attack aircraft from Marine Corps Air Station Beaufort, S.C., are supporting ground-unit training at Pohakuloa Training Area on the Big Island, the Marines said.

The flights are expected to be finished between about 11 p.m. and midnight tonight and tomorrow, according to the Marines. The jets landed at 12:30 yesterday morning, Crouch said.

Janine Tully, a Kaneohe resident for 35 years, said she called the Marine Corps base to complain after jets roared by at 1 a.m. and 2:15 a.m. on Sunday and Monday.

"It's pretty bad. The house rattles," she said.

The noise affects residents all along the Kaneohe Bay shoreline, she said. Tully added that she understands the importance of RIMPAC for training. She also thinks the Marines could make more of an effort to inform residents and stop flying by midnight.

David Kim, a former Air Force pilot who lives along the Kaneohe Bay shoreline, said he can live with the daytime operations and that he too supports the training, but the midnight to 2 a.m. flights are a different matter.

"It wakes you up in the middle of the night," Kim said.

Kim said the Hornets sometimes fly over land and residences in a wider arc as they return to the Kaneohe airfield, creating more noise.

Crouch said the jets on occasion overfly the shoreline in what is called "extending the downwind" to allow for more separation on approach between the landing aircraft.

For questions or concerns, contact the Marine Corps public affairs office at 257-8840.

PENNSYLVANIA

The SARATOGIAN

Milton cell tower debate stays open; bright light atop tower stays off

Monday, July 19, 2010

By MARIA McBRIDE BUCCIFERRO, For The Saratogian

MILTON - The heated public debate about a controversial cell phone tower and light is still open and will continue Aug. 11.

The light atop the tower on Sodeman Road will remain turned off in the meantime, despite concerns that the absence of a light will pose a safety risk for pilots and passengers taking off from Saratoga County Airport.

The Planning Board meeting lasted four hours last Wednesday, with the lengthiest deliberations focusing on the tower, which exceeds the 150-foot limit the town approved. The tower was approved on the condition that no light was needed, but the Federal Aviation Administration says a light is required.

Christopher Fisher of Cuddy & Feder, a law firm in White Plains, and Clinton Papenfuss, an airspace analyst with SBA Communications Corp. of Boca Raton, Fla., told the board that the height of the tower has been verified as 1-1/2 feet over the 150-foot limit. With the light, the tower reaches even greater heights.

A contractor could be onboard within two weeks, and it would take another week to shorten the tower, Fisher said. The contractor would take 3-1/2 feet off the tower, lower the AT&T platform and add the light so the tower is the approved 150 feet tall.

Fisher said telling the board during the approval process that no light was required on the tower was "a mistake."

"The original application said no lighting was needed when, in fact, it is required," he said.

"SBA did not own the tower at the time. We purchased it," Papenfuss said.

The FAA would prefer a flashing white strobe during the day and red beacon at night, but a possible alternative would be to paint the tower bright orange and white in 8-foot stripes from top to bottom, Papenfuss said. He asked the FAA to wait on its recommendation until town planners state their preference. His preference was clear: "You don't want that god-awful orange and white paint you see for miles."

The board originally granted approval for a 125-foot tower, and OptiSite later requested an extension to 150 feet so additional cell providers could be added. The extension was approved, again without a light, to improve cell phone coverage along Route 29.

SBA Communications, which later purchased the tower, added a light to the tower, without town approval, in February. Neighbors were upset when the flashing white light shone into their homes for a day and half in April and requested it be shut off. Subsequent lighting tests were done, and now the light remains off as deliberations continue.

The airport manager has been informed the light is off, Fisher said.

A constant red light was supposed to shine at night, and the white strobe during the day, but the reverse happened. "It was a mistake. When they installed it they crossed the wires," Papenfuss said.

Last month, the Planning Board voted to hire a consultant from Atlanta who has 40 years of experience with the FAA. He agreed that a light is required.

While some residents compared the flashing white strobe to "a tower of terror," Papenfuss said "it really does become a tower of terror for those pilots." The tower must be identifiable for pilots in all 360 degrees, as the tower is 1.66 nautical miles, or 10,111 feet, from Runway 32. Power poles, lights and trees at the height of the tower should also have red lights, he said.

Even though the board was told "by mistake" that no light was required, an attachment submitted with the application in 2007 said the FAA required a light, Fisher said. "Everyone in the community, including government, missed it."

"Intentional or not, that key fact is what got the tower approved," Planning Board member John Whittel said.

"Based on the circumstances here, we think they have a vested right to a tower up to 150 feet," board attorney Martin Pozefsky said. "The town is exposed to liability if there is an accident at the tower."

"It's very upsetting... How about the vested right of the citizens and their wealth and welfare and their future, because of the mistake professional people made?" Ray Ingles of Sodeman Road asked. "I'm totally confused... I'm moving."

"It really smells as far as I'm concerned," said Planning Board member Ron Lacey. Board member James Staulters said he believes the board has "good grounds" for a legal challenge.

"Litigation will take months, even years. In the meantime, we still have a safety problem," said board alternate Armand Scatena, though the light is "pretty bad. You could get sunburn from it."

"I hope you understand we're all PO'd. I don't see a lot of wiggle room," chairman Keith Leal said.

"You knew there was an airport there," said John Munter, who owns the land where the tower is located. SBA builds hundreds of cell towers. "It is your due diligence to meet the requirements. That is what's very disturbing to the board and to the audience and myself."

"Revoke the bond, remove the tower, remove what you perceive as a safety issue," former board member Bruce Boghosian said.

Cathy Harran Boghosian of Middleline Road, his sister-in-law, complained of light pollution. "My house is lit up like a disco. I am inflicted with ocular migraines. . You need to drop their cell tower to where there's no light, or tear it down."

Board members asked about a shield on the light to protect residents' homes. SBA will provide information on the shield, their FAA contacts, and drawings for the tower shortening before the next Planning Board meeting at 7 p.m. Aug. 11.

As Rick Sherman of Middleline Road left the room, he said, "This representation has been ridiculous - that's why we're all emotional."

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TEXAS



Wedding venue accused of encroaching on government property

7/21/2010 8:40 PM

By Michelle Massey, East Texas Bureau

SHERMAN-The U.S. Army Corps of Engineers has filed a lawsuit against a wedding and special events venue on Lake Texoma for encroaching and trespassing on government land.

The United States of America, on behalf of the Department of the Army U.S. Army Corps of Engineers, filed suit against Kenneth W. Youngblood, Jolynn Nichols, Youngblood Holdings and Cedar Rock Castle on July 15 in federal court in Sherman.

Cedar Rock Castle is advertised as a lakefront wedding and event venue, bed and breakfast and salon and spa on Lake Texoma.

The defendants acquired the land in March 2009 and at the time of purchase the government property line was bounded by an iron fence.

The Corps of Engineers states that defendants have a flat rock patio behind their home, featuring a small wooden memorial with a cross that is intruding over the government line. According to the court records, the Corps has visited the site and spoke with the defendants several times about the encroachment.

Further, the Corps claims it has advised, in writing, that the unauthorized structures on public property must be removed.

The defendants are accused of trespass, unauthorized structures on Corps of Engineers project land, alteration of public property and unauthorized commercial activities on Corps project land.

The Corps is asking the court to order the removal of any structures on Corps property, restoration of Corps property to its pre-construction condition, to order the defendants to cease entering the Corps property and stop all commercial activity, cease removal or cutting of any tree, grass or plant and cease violation of any Corps rules.

U.S. Attorney John M. Bales and Assistant U.S. Attorney Kevin McClendon are arguing the case on behalf of the Corps.

U.S. District Judge Michael H. Schneider is assigned to the case.

Case No. 4:10cv00354

VIRGINIA



Navy unwavering on ball field removals

Fleet Park Little League must move by Dec., 2011

Updated: Tuesday, 20 Jul 2010, 5:47 PM EDT

Published: Tuesday, 20 Jul 2010, 4:46 PM EDT

Lori Crouch

NORFOLK, Va. (WAVY) - After a longtime partnership with little league baseball, the Navy has decided it doesn't want to play anymore.

The commanding officer of Naval Station Norfolk says a new crash study shows it's not safe for Fleet Park Little League to remain on its fields off Hampton Boulevard.

Nearly 600 children call the six fields at Fleet Park home.

"Part, not all, but part of our facility is in the crash zone and it is on Navy property and they do feel they have a right to tell us how to use the space," Paul Mahoney of Fleet Park Little League told WAVY News 10.

The kids have been running the bases at Fleet Park for more than 35 years, so Little League board members don't understand the Navy's crash zone argument, especially when the fields are vacant 90 percent of the time.

[The Navy's own report, from October 2009](#), states there have been no notable changes in existing flight tracks, no real increase in aircraft and only five mishaps in the past 20 years.

Captain KJ Johnson, commanding officer of Naval Station Norfolk, says it's about risk management.

"You look at the potential of something happening and the consequence of that happening," Capt. Johnson told 10 On Your Side, "you have to factor that in the way you develop and plan, the way you operate an air installation."

Johnson says he extended the league's agreement from 12 to 18 months to give them more time to find a new home.

"I'm not saying it's a pleasant decision," said Johnson. "It's not one we made just off the cuff, we thought long and hard about it, but at the end of the day, it's the right decision."

Maloney says the league has spent nearly \$40,000 a year to upkeep the fields. But more than the money, Fleet Park has a history it doesn't want to fade away.

"We just want to keep playing ball with the kids," said Maloney. "We've put 35 years of time, effort, sweat equity, into the fields for the kids of the city of Norfolk. The runway hasn't moved, the planes haven't changed, we really don't understand why the Navy is moving so quickly to do this."

Navy officials will be on hand for a public meeting Tuesday night to discuss the crash zone study. It's underway until 8:00 p.m. at Norfolk's Workforce Development Center, 201 East Little Creek Road.

[Click here to view the Navy's October, 2009, crash study.](#)

["Crash Study" is actually the new NS Norfolk AICUZ Study—FP]



Navy attempts to shut down Fleet Park in Norfolk

WTKR-TV3

5:29 PM EDT, July 20, 2010

NORFOLK - The Navy is attempting to evict local children from their little league park. Tonight, Navy officials will hold an open house in Ward's Corner to try to explain to the neighborhood why Fleet Park isn't safe anymore.

The Navy is concerned about the safety of the ball players, but the players and coaches say closing the fields will mean no baseball or softball for more than 600 children.

Kids on the west side of Norfolk have played at Fleet Park for the last 35 years.

Now, the Navy says times are changing and the fields are too close to the landing pattern at Chamber's Field, located nearby at Naval Station Norfolk.

A report, compiled by the Navy, says that not only haven't air operations changed much in the last 20 years, there have only been five accidents in the those 20 years, and all of those have happened before takeoff.

Captain K.J. Johnson, Naval Station Norfolk's Fleet Commander says there isn't much more air traffic today compared to 20 years ago.

"Principally, the same types of aircraft have been flying here for a long time," he says.

Parents of the children who play at Fleet Park say that it's a risk they can live with.

Tommy Lehman, from the little league's Board of Directors, says he'll face a bigger risk going home from work.

"I can walk outside my building and get hit by the NET bus. It's the same odds of that happening," he says.

Parents say the best thing about Fleet Park is that there are so many parks that kids of all ages can play here. They are afraid that if the park closes, some parents might have to be at two places at once.

Captain Johnson hopes tonight's meeting will help explain the Navy's decision not just to close Fleet Park but to clear new space around it as well.

[See video at <http://www.wtkr.com/news/wtkr-fleet-park-dispute,0,775037.story>]

Study aims to safeguard Langley

Hampton could buy properties that currently encroach on the danger zones near the Air Force base.



Officials drawing up a draft study into future land use around Langley Air Force Base didn't need to look far to see how the relationship between jets and communities can break down. (Diane Mathews, Daily Press file photo / September 29, 2009)

By David Macaulay

11:02 PM EDT, July 20, 2010

HAMPTON. Officials drawing up a draft study into future land use around Langley Air Force Base didn't need to look far to see how the relationship between jets and communities can break down.

The land use study is intended to resolve conflicts like those seen at Oceana Naval Air Station in Virginia Beach where ongoing complaints about jet noise have put the base's future in doubt, said Bruce Sturk, Hampton's director of Federal Facilities Support.

The new Joint Land Use Study into Langley is the first to formally map out the future of the area around the base, Sturk said. The idea is to resolve any issues before they crop up and to safeguard the future of Langley in Hampton.

Hampton officials have conducted the study with input from Newport News, York County and Poquoson along with the Langley. The first of three public meetings for feedback on the draft plan will be held tonight.

Although the study is intended to stop inappropriate development taking place around zones with accident potential and the clear zone near Langley, it makes it clear some inappropriate development has already taken place. The study also raises the possibility of Hampton acquiring land in such areas.

The study points out that the AMC Movie theater, the Hamptons Golf Course clubhouse, storage units, Thomas Nelson Community College, the Peninsula Higher Education Center and housing are all "incompatible uses" in aircraft safety zones.

It says about 31 acres of the Hampton Roads Center North Campus, a business park being developed along Magruder Boulevard, are in an accident potential zone.

"A challenge for Hampton is to promote regional economic development goals and support a regional economic asset such as Langley AFB while also focusing on enhancing the city's economy," the draft study says.

More than 40 percent of air accidents occur in the aircraft safety zones around the runways, according to U.S. Air Force data.

The report says uses such as the movie theater are unsuitable for such zones. "Should an aircraft accident occur, land uses with large numbers of people could sustain a significant loss of life or a large number of injuries."

There are also some incompatible residential developments near Langley AFB. A 2007 study estimated 182 people live within the western Clear Zone, outside the base boundary. A mobile home park is also situated close to the base.

Sturk said there were no radical solutions in the plan that would see bulldozers showing up on properties, although the report raises the possibility of the purchase of properties near the base. There are currently 19 privately owned parcels in the Clear Zone. Langley and officials are working with landowners to talk about the future of the sites.

Sturk said the study was intended to safeguard Langley and help to prevent a future closure situation.

"It helps us work through land compatible issues and helps us understand potential encroachment issues," he said.

Jet noise from Langley AFB to be flagged during house sales

Buyers would be notified more prominently about noise issues from Langley AFB under proposals in draft Land Use Study

July 23, 2010 | By David Macaulay, dmacaulay@dailypress.com | 247-7838

HAMPTON — It's a nightmare scenario for some homebuyers but one that happens all too often, planners say.

Buyers view a property over the weekend when all's quiet and later move in only to be plagued by jet noise from a nearby military base during the week.

Now proposals associated with the draft Joint Land Use Study into the future of Langley Air Force Base aims to make sellers more forthcoming about the level of jet noise, a move they hope will avoid future conflicts in Hampton, Newport News and Poquoson.

Potential future conflicts around the base were outlined by Todd Tamburino, a senior planner with the consultants Matrix Design Group, at a public meeting in Newport News' Main Street library. It was one of three meetings this week for the public to hear about land use issues near the Air Force base. Sessions were also held in Hampton and Poquoson.

Tamburino pointed to measures to inform the community better about a military base and its possible influence on properties.

"There is already some disclosure when people buy and transfer property, but a lot of times it's buried deep in the paperwork," he said. "The idea would be more to make it a separate document and make it more noticeable so as people aren't buying on the weekend and then Monday morning here comes flight operations and it's like 'What's that?'"

He said this problem has occurred around Luke Air Force Base in Arizona, where people bought expensive properties close to the base without knowing the extent of jet noise.

"That's why Luke Air Force Base is potentially in a bind now because of encroachment," Tamburino said.

Similar issues have cropped up at Naval Air Station Oceana in Virginia Beach.

Tamburino pointed to the noise contours map outlined in a recent study into Langley and said Hampton, Newport News and Poquoson have to be careful about what's built in the affected zone.

"For instance you wouldn't put a school close to the runway. Even with 65 decibel you may require sound attenuation and mitigation measures."

Tamburino said the draft study is not a set of rules or an attempt to reduce anybody's property rights. "It's not a rigid plan," he said. "It's meant to be flexible based on the needs of an evolving process."

While the plan highlighted unsuitable developments in aircraft safety zones in Hampton, there are also less obvious safety issues of concern to Newport News, Tamburino said.

Jets from Langley make a lot of turns over the James River, he said. This is a potential area for bird strikes on aircraft.

"It comes into play where there are landfills, large bodies of water, anything that could attract birds," Tamburino said.

Although no current issues were identified with Newport News, Tamburino said there was a potential for conflict with birds or high structures.

"The Hampton landfill is experiencing issues because it's getting bigger and bigger and, depending on the day, the birds tower higher and higher. That's just something that Hampton has to address and deal with. That's an area that could impact flight operations."

MISHAP—CANADA

THE VANCOUVER SUN

Pilot survives fiery fighter jet crash in Alberta

Postmedia News July 23, 2010



CF-18 crash in Lethbridge, July 23. Pilot Capt. Brian Bews ejected the plane and survived the crash.

Photograph by: Courtesy, Copyright 2010 Kurt's Kustom Photography

LETHBRIDGE, Alta. — A CF-18 fighter jet crashed while conducting an air-show practice flight at an Alberta airport Friday, but the pilot was able to safely eject before it exploded on impact.

Capt. Brian Bews was piloting the CF-18 Hornet, which was set to perform at the Alberta International AirShow this weekend, when the crash occurred at Lethbridge County Airport just after noon.

Capt. Holly Brown, a spokeswoman for 1 Canadian Air Division, said Bews is a demonstration pilot for that specific aircraft, noting his vast experience.

“Capt. Bews, like any of our F-18 pilots, is highly trained, highly skilled and highly capable,” Brown said. “It’s a long journey to become an F-18 pilot, and our demo pilots are exceptionally proven. It’s an honour to be selected as a demo pilot.

“Unfortunately today, something happened. He was going through his practice sessions and something happened. He had to eject and the aircraft impacted the airfield.”

The pilot was about 30 metres from the ground when he ejected, and could be seen coming to rest just outside the ball of flame that erupted when the aircraft collided with the ground.

RCMP said Bews was brought to hospital and his injuries are not believed to be life-threatening.

“We’re just really thankful that he’s OK,” Brown said, who would not provide details on his condition, citing the Privacy Act.

It’s not clear whether the plane ran into trouble during mid-air manoeuvres, or on takeoff or landing, but Brown said the Department of National Defence’s Flight Safety Team is investigating.

Private pilot Nathaniel Lockheart was watching the practice runs when he noticed something was wrong.

“He came in right over us, probably only 100 to 200 feet high,” he said. “It looked like he lost power out of his right engine. Only one afterburner was on and it was burning red hot.

“He looked very close to stalling. I knew what was going to happen: he wasn’t going to make it out of this one.”

After Bews ejected, it appeared he was dangerously close to the massive fireball. The chute didn’t appear to open fully and Lockheart ran to help.

“It looked like he was in the fire,” he said. “We jumped the barbed wire fence to see if we could help.”

Luckily, Lockheart watched as the pilot stood up and gathered his crumpled parachute.

“That’s one of my favourite airplanes and to actually see one crash is just unreal,” Lockheart said.

Kurtis Koop spent the morning watching the fighter jet as he worked outside framing a house with friends.

“I was watching the thing all morning. We were all in awe,” said Koop.

But then, he watched as the tail end of the plane swung low, and the aircraft dipped behind a hill.

“Then I saw the smoke come up. It was a straight stack of black smoke, thick. I said, ‘No, he couldn’t have crashed.’”

“He looked like he was in complete control the whole time. The next thing I know, it’s up in flames. I can’t believe I saw it.”

Officials from the Department of Transportation are also working on the investigation.

Brown would not speculate on a timeline as to when crash details would be released.

“Some investigations take longer than others, but the bottom line is the investigation will take as long as it needs so we can properly examine the incident and take whatever actions are necessary,” Brown said.

Canada’s fleet of CF-18 Hornet fighter jets will continue to fly despite the crash.

“This is an isolated incident with one aircraft,” said Lt. Col. Midas Vogan, commanding officer of the 419 Moose Squadron based in Cold Lake.

Bews, who is originally from Eatonia, Sask., is described on the DND’s website as being a motorcycle enthusiast, with more than 1,400 flight hours logged since his military career began in 1999. Some 1,200 of those hours have been logged on the CF-18 Hornet.

His piloting career started in 1995 in Okotoks, Alta., when he earned his private pilot’s licence.

The pilot’s aunt, Lenora Bews, said he loved flying from the time he was in his mid-teens.

She said he would often fly over Eatonia, southwest of Saskatoon, whenever he came by for a visit to the family farm.

“Flying was always in his blood,” Lenora Bews said. “Some young kids get an idea of what they want to do and they don’t think of anything but that.

“He wasn’t interested in farming like his older brothers, so he’s lucky he got into that. (The crash) is unfortunate, but it’s fortunate he wasn’t killed.”

After some uncertainty as to the fate of this weekend’s air show, Robb Engen, president of air show association, said the event will proceed as scheduled Saturday and Sunday.

Engen said the decision was made after organizers met with Department of National Defence officials.

With files from Calgary Herald, Regina Leader-Post and Global News

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OVERSEAS—AUSTRALIA



RAAF noise protest meeting at Raymond Terrace

21 Jul, 2010 12:00 AM

THE groundswell of unrest over the Port's aircraft noise woes hit new heights as more than 800 people turned out to a public meeting.

The meeting last week at Raymond Terrace saw both candidates for the federal seat of Paterson commit to a brake on the development of the new Kings Hill town and pledge other initiatives to reduce the impact of the RAAF's new Joint Strike Fighter (JSF) when it comes into use.

Labor's Paterson candidate Jim Arneman said he wanted the Department of Defence to withdraw noise forecast maps for the JSF.

Paterson's Liberal incumbent Bob Baldwin pushed the idea of a new instrument landing system at RAAF Williamstown to reduce incoming flights over Raymond Terrace.

He also urged Port Stephens Council to consider a "grandfathering" approach that would allow newly-affected, property owners to develop their land to the conditions of original approval. Last week's meeting was called by the Safe Ears residents group. Its chairman Paul Le Mottee said the council's development control plan for aircraft noise was too confusing. Other suggestions from the meeting were mass refusal to pay rates until the issue was resolved and attending council meetings as a group.

Kings Hill election victim

BY NICK HANSEN

22 Jul, 2010 12:00 AM

THE proposed new Kings Hill town north of Raymond Terrace could become a victim of the Port's aircraft noise debate as federal candidates strive to win votes on the issue.

Sitting Liberal member for Paterson Bob Baldwin and Labor opponent Jim Arneman have both called for the project to be stalled.

This is despite the new 4500-home town being key to the State Government's Lower Hunter Regional Strategy and the Port's future housing needs.

Mr Arneman said it would be "negligent" to approve the development considering it was largely affected by noise forecasts for the Joint Strike Fighter (JSF).

It is estimated Mr Baldwin holds the seat of Paterson by just 350 votes and with aircraft noise affecting 3500 properties, both candidates are aware the issue could decide the poll.

Mr Baldwin said it was "hypocritical" of Port Stephens Council to approval a draft plan for the town while it was already imposing development restrictions on affected land-owners elsewhere.

It is argued that abandoning Kings Hill would also allow JSF flight paths to be redirected over north Raymond Terrace and alleviate the impact on other areas.

Strengthening the argument to abandon the project is new noise data from Defence, which reportedly indicates noise levels north of Raymond Terrace greater than predicted. Mayor Bruce MacKenzie supports Kings Hill, saying both candidates are using the issue to win votes. Paul Le Mottee, from Raymond Terrace residents group Safe Ears, was also against the idea.

"Safe Ears is not about stopping Kings Hill, it's about extending the runway to the ocean," he said.

OVERSEAS—ENGLAND

BBC Mobile

NEWS WALES

22 July 2010 Last updated at 01:47 ET

Elfydd Llwyd MP demands rethink on low-fly jet training

An MP has demanded the Ministry of Defence (MOD) to take immediate steps to stop low flying training over rural Wales, due to health risks.

Dwyfor Meirionnydd MP Elfydd Llwyd claims the practice is damaging some of his constituents' hearing.

Wales is one of the three main areas in the UK where low-fly training is carried out because of its large areas of unrestricted airspace.

The MOD said low-level training was a continuing requirement.

Mr Llwyd wants immediate steps taken to tackle what he called the "severe health dangers" linked to the practice.

The Plaid Cymru parliamentary leader has urged the UK government to follow the lead of Germany, which ceased low flying in German airspace following research by academics on the health consequences.

That government also took steps to lessen the noise pollution, Mr Llwyd said.

However, Anglesey's MP Albert Owen said the training was essential and a big contributor to the local economy.

A statement by defence minister Andrew Robathan on 19 July indicated there had been an increase of 11% in flying hours on the previous training year across the UK.

Another question in the House of Lords revealed that 16 other countries, including Germany, have used UK airspace for training purposes.

Mr Llwyd said: "We must have an urgent rethink of this situation. More jets than ever before are now being trained and in no way are the people of north and mid Wales being compensated for this.



An RAF Tornado jet over Snowdonia

"In my constituency, a high percentage of those living in Dinas Mawddwy and Llanuwchllyn who were children in primary schools there, now have problems with hearing.

"Research by German Professor Isling proved beyond doubt that when jets fly at low altitudes, it does indeed have a detrimental effect upon an individual's hearing.

"While the German government will not allow low-flying of this type on its own territory, the UK government is meanwhile perfectly happy for them to use ours."

'Huge investor'

Mr Owen said he had to look at the big picture.

"What we're talking about is a base that has been here 60 years. Yes, it is noisy, the people understand that.

"It's a huge investor into the local economy. It brings quality jobs to the area and we have maintenance jobs attached to this fast flying.

"If that didn't happen in Anglesey, those jobs would go somewhere else.

"It's a balance between the economy and the defence of our country."

The north of England, including the Lake District in Cumbria, and parts of Scotland are the two other major areas for low-level flight training.

Last year, Dumfries and Galloway horse breeder Alyson King lost a £100,000 compensation claim against the MOD after arguing that low flights were causing distress to her family and the animals at a sanctuary she runs.

A MOD spokesman said in response to Mr Llwyd's proposal: "Current operations show there is a continuing requirement for our pilots to operate successfully in the low-level environment.

"To ensure our armed forces are capable of meeting the operational task, low flying training must be conducted in the UK before deployment to operational theatres."

Case study



Marian Rees lives in Talyllyn, Gwynedd, and says the low-flying by military planes has been a problem for years.

She said: "The RAF initially were using it and now they train other pilots from all over the world. The Americans in particular are using this valley coming all the way from East Anglia.

"It not just an annoyance, it's to do with safety and health as well, because when these F16s and Eurofighters come through you can actually feel it go right through your body.

"But how can you prove it? In Germany they proved it of course.

"I want to see it stopping. There's no justification for it at all."

OVERSEAS—GUAM



FEIS Briefing Leaves Attendees With Unanswered Questions

July 23, 2010

Clynt Ridgell

Guam - The team of federal officials gave a briefing on the Final Environmental Impact Statement to the public Friday at the University of Guam. While they were here to shed more light on the coming buildup most attendees left with more questions than answers.



As they did yesterday a panel of federal officials briefed residents on some of the highlights of the Final Environmental Impact Statement or FEIS of the Guam military buildup. They again re-iterated that they have made every attempt at taking all ten thousand comments on the DEIS into consideration. They re-iterated their plans to use Pagat and other government and private owned lands along Rt. 15 as a firing range. A plan they promise to execute with minimal impact to surrounding residents, minimal

impact to the Environment and minimal impact to a historic Ancient Chamorro village that is thousands of years old.

They spoke again about their plans to pace the military buildup with Guam's infrastructure, but what they couldn't do is answer most of the questions posed by those in attendance. "Invasive species are already arriving as an un-intended consequence of the military buildup two new spiders from Korea last week dod has paid \$2.7 million dollars to federal agencies to write the Micronesian bio-security plan when will a draft plan be available and how much will implementation cost?" read Moore-Lynn from the card.

Assistant Secretary of the Interior Tony Babuata responded saying, "Is anyone from fish and wildlife service here? Can we give them a mic also I don't get in the weeds with the progress on where they at with the bio-security plan how about Joe because Joe's the head of the refuge up here." Earl Campbell of Fish & Wildlife eventually responded to the question saying "Actually at this point I haven't seen a lot of the details of the security plan I know it's in the process of being written so people are working on it."

Moore-Lynn continued to read questions from cue cards saying, "The military chose Tarague as the site of the firing range why was it taken off the list? Who suggested Pagat and why not hold off on Pagat like Apra harbor until all issues are resolved?" Pfanenstiel responded saying, "Umm I can't tell you exactly why the first one was taken off I know that we went through the analysis and some of the possible sites were just too close to villages some had safety issues and some of the possible sites were just too close to the villages some were safety issues and some had environmental issues maybe I can ask someone who was involved with writing that part of the feis to see why it was taken off."

Moore-Lynn continued reading the next question, "In February secretary of state Hillary Clinton and Japan signed an agreement re-affirming the 2005 roadmap. One of the items re-affirmed was one billion dollars for a road. What is the status of the road and I think the road they're referring to is the one down the center of the island." Pfanenstiel responded saying "I'm sorry I can't answer that."

The vague answers given for some questions and the outright inability to answer others upset many of those in attendance. Like Marie Aeu-Young of the We are Guahan coalition. "As the Navy and CEQ actually responded to questions there were more questions raised I think a lot of people felt that government officials were really evasive they said things like well we found federal funding my question to that is well you've found federal funding but what kind of funding is it? For example is it loans? Is it floating bonds? Is it actual direct funding? So you know, it's a continual process the more that we find out the more concerned we actually get."

Others like Jose Garrido said this reminded them of the actions of the federal government when they took lands from locals after World War II. "All I can say to the Chamorro people of Guam is that we just finished a post war replay," said Garrido.

Their inability to answer many of the questions may be due to the fact that most of the federal officials on the panel are relatively new to this buildup. For example Jackie Pfanenstiel is a newly appointed Assistant Secretary of the Navy for installations and environment. She just replaced Roger Natsuhara earlier this year. These officials are from

Obama's administration and they appeared to be un-informed about many of the concerns, issues and questions that island residents have been posing since the decision for the military move was announced during Bush's administration.

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