

Mission Sustainability - Related Articles



29 October 2010



Navy AICUZ/RAICUZ
Center of Excellence



Dear Reader:

The enclosed articles are mission sustainment-related issues from the United States and abroad. They represent the good, the bad and the ugly aspects of the military/community interface on issues of mission sustainability.

While we will attempt to cover the whole spectrum of issues, we will no doubt miss some items of interest. If you see any articles that you think may be of interest to others concerning encroachment, please forward them to us. We will be sending out an updated compilation weekly.

Please let us know if you would like to be dropped from the distribution list.

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COLORADO

Telluride Daily Planet

Town, feds push on Air Force flight plans

Low altitude training over SW Colo. draws criticism

By Matthew Beaudin

Editor

Published: Friday, October 29, 2010 6:20 AM CDT

Proposed U.S. Air Force training flights over southwest Colorado have drawn concern from far (Washington) and near (the Telluride Town Council).

...“We are particularly worried about the impact that this proposal would have on existing civilian and military aviation in Colorado as well as encroachment upon agriculture, wilderness areas, ski areas and other natural treasures,” the letter to Lt. Gen. Donald Wurster, commander of Air Force Special Operations Command and Col. Stephen A. Clark, Commander of the 27th Special Operations, reads...

The full text of the article is available on the Telluride Daily Planet website found here:

<http://www.telluridenews.com/articles/2010/10/29/news/doc4cca2188e0594510983876.txt>

DELAWARE

Dover Post

Impact of Dover Air Force Base, aircraft discussed at public meeting Oct. 27

Dover Post

Posted Oct 22, 2010 @ 10:13 AM

Dover, Del. —

Dover Air Force Base will host an Air Installation Compatible Use Zone information meeting at the Kent County Levy Court building Wednesday, Oct. 27. Briefing will begin at 5:30 p.m. in the conference center, Room 221...

The full text of the article is available on the Dover Post website found here:

<http://www.doverpost.com/news/x2048885348/Impact-of-Dover-Air-Force-Base-aircraft-discussed-at-public-meeting-Oct-27>

FLORIDA

The Florida Times-Union

Environmental Deputy Assistant SECNAV Reviews Sustainability at NAS Jax

Clark Pierce, Naval Air Station Jacksonville Public Affairs

NAVY NEWS SERVICE

26 OCT 10

JACKSONVILLE, Fla. - Deputy Assistant Secretary of the Navy for the Environment (DASN-E) visited Naval Air Station Jacksonville (NAS Jax) Oct. 21-23 for ground and aerial tours of the station, Outlying Field (OLF) Whitehouse and the Pinecastle bombing range complex.

Donald Schregardus is the Navy's principal policy advisor on environmental programs, including conservation of natural and cultural resources, compliance with environmental laws and regulations and cleanup of contaminated sites and programs for pollution prevention.

He attended a number of briefings centered on resource sustainability and encroachment partnering – as well as the integration of P-8 multi-mission patrol aircraft and MH-60R helicopters into the fleet.

After a safety briefing in the HSL-44 paraloft, Schregardus boarded an SH-60B Seahawk helicopter with Pinecastle Range Complex Manager Don Heaton for an aerial tour of facilities in the NAS Jax Area of Responsibility.

OLF Whitehouse is a 2,400-acre facility located west of the station, where squadrons from the Atlantic and gulf coasts use the runway for field carrier landing practice (FCLP) and helicopter training. Schregardus learned that the surrounding community is notified by the Navy when FCLP operations (conducted under both daytime and nighttime conditions) will occur.

Heaton also pointed out environmental initiatives such as the burrow relocation program that moves endangered gopher tortoises from operational areas to restored longleaf pine acreage at OLF Whitehouse with higher wildlife habitat values.

The aerial tour continued toward the Ocala National Forest south of Palatka. The Pinecastle Range is the only place on the East Coast where the Navy can do live impact training. The day-night, live and inert ordnance delivery area consists of the Lake George Water Range (for helicopter training), the Rodman Urban Target Range and the Pinecastle Impact Range where the ordnance drops of pilots are plotted and graded.

After getting the big-picture view from the Seahawk, Schregardus and Heaton landed at the Pinecastle operations center and disembarked for a 'boots on the ground' briefing led by Site Manager Clyde Colley of Northrop Grumman.

"We maintain the facilities, equipment, scoring system and targets – all in addition to cleaning the range of debris and live ordnance that didn't explode," said Colley. "When aircraft carriers are training off the coast of Florida, we get a lot of traffic from F/A-18 Hornet pilots eager to display

their bombing, missile strike and strafing skills on our target ranges. Pinecastle also supports electronic warfare training missions for Marine Corps EA-6B Prowlers, as well as close-air-support training for Air Force A-10 Warthog pilots."

NAS Jax Natural Resources Manager Christine Bauer briefed Schregardus on the various endangered and threatened species that inhabit the 300,000-acre complex.

"A key to this success is the mutually beneficial partnership between the Navy and the U.S. Forest Service to protect the natural and cultural resources on the Pinecastle Range – while enabling realistic training for military pilots," said Bauer.

District Ranger Mike Herrin agreed that the Navy presence in the Ocala National Forest is beneficial to preservation of forest resources, watershed and recreation areas.

"It's been my experience that the people who run the Pinecastle Range Complex support a close working relationship with the Forest Service in order to balance national security with ecological and economic objectives," said Herrin.

Operational Range Clearance Manager Lee Shults described the ordnance and range residue removal process to the secretary.

"Since 2006, we've removed more than 8,600 tons of blown up targets for recycling or disposal," said Shults. "We also regularly go through the range, grid-by-grid, to recover hundreds of Mark-76 practice bombs and other man-made materials."

DASN-E and his hosts boarded four-wheel-drive vehicles to traverse the deep sandy roads of the target range. They drove past burned out hulks of tanks, trucks and aircraft that dot the range.

Schregardus said he was pleased to visit NAS Jax and its facilities to see how they are implementing the Defense Environmental Restoration Program.

"In particular, the Pinecastle range munitions response program for the clearance and remediation of unexploded ordnance looks very successful," said Schregardus. "To really understand the challenges of operating within a tight regulatory framework, you have to get out in the field and get your shoes dirty. Pinecastle is a prime example of a project 'you've got to see to understand.'

"During my tour, NAS Jax Environmental Department Director Kevin Gartland and his staff have shown me smart solutions to storm water issues, as well as successes in natural resource programs, including parks and nature trails with 'watchable wildlife' areas. They've done an outstanding job working with local, state and federal environmental regulations – as we work to support our warfighters," said Schregardus.

Schregardus also participated in the Oct. 21 Navy League of the United States Annual Convention in Jacksonville. He not only observed the Oct. 22 NAS Jax Air Show –but also was a passenger in Fat Albert, the C-130 support aircraft that opens the show for the Blue Angels Navy Flight Demonstration Team.

"Fat Albert was a lot of fun, adding to the experience was meeting 91-year-old Al Taddeus, the last Blue Angel from the original team formed at NAS Jax in 1946," said Schregardus.

ALTERNATIVE ENERGY

Environmental Protection Magazine

Study Offshore Wind Power Presents Economic and Political Hurdles

Environmental Protection Magazine

Oct 22, 2010

... Among the study's key findings, offshore wind development will have to address two serious hurdles to move forward:

- * Likely interference with the NASA Wallops radar installation, as well as military operations;
- * Inadequate transmission facilities on Maryland's Eastern Shore that would raise the cost of moving the energy produced to the utility grids; this could be accomplished most economically in Delaware.

"Offshore wind is not a slam dunk for Maryland, but the potential remains very strong," ...

The full text of the article is available on the Environmental Protection Magazine website found here: <http://eponline.com/articles/2010/10/22/study-offshore-wind-power-presents-some-economic-and-political-hurdles.aspx>

Brighter Energy

Military threat to Maryland offshore wind development

By: James Cartlege

Brighter Energy

October 27, 2010

Radar station used by the military and civilian aircraft poses a key barrier to a potential billion-dollar offshore wind farm off the Maryland coast, according to new research.

A study from the University of Maryland Center for Integrative Environmental Research (CIER) confirms that a large offshore wind farm of Maryland's Atlantic shore would impact NASA's Wallops Flight Facility in Virginia.

The radar station is used by the Federal Aviation Administration, NASA itself and the United States Navy.

CIER Researchers said the offshore wind farm would be unlikely to cause problems at other mid-Atlantic radar stations, but would pose an issue for US military operations on air or sea by Maryland's coastline.

However, they concluded that with sufficient information regarding these activities, "it may be possible to abate conflict".

CIER researcher Sean Williamson said: "It's a huge hurdle, but this does not have to be a make-or-break issue. Collaboration with the U.S. military and other users could reconcile any conflicts – if the parties are willing to compromise."

Interest

The CIER research was commissioned by the Maryland Energy Administration following last spring's declaration by state officials that there was interest in developing offshore wind turbines in federal waters off the Maryland coast.

The report examines the possibility of a 600-megawatt offshore wind farm in relatively shallow waters, or a 1,000MW wind farm further out to sea in deep water.

Assessing the costs, researchers suggested there wouldn't be a lot of difference between the two options, both coming in the region of \$1,850 per kilowatt, with the extra power generation capacity of the larger deep-water installation offsetting the increased infrastructure costs.

The study found that exporting power ashore from a Maryland offshore wind farm could be most cost effective by going through Delaware, since transmission systems on the Delmarva Peninsular are more developed in Delaware. Estimated costs were put at \$20 million for connecting to the grid at Bethany Beach, Delaware, compared to \$200 million at Ocean City, Maryland.

It's economically feasible and environmentally advantageous, but will require some tough trade-offs" - **Professor Matthias Ruth, University of Maryland**

The Google-funded offshore grid transmission project, announced after the CIER research was completed, may provide

more cost-effective options for exporting power from a Maryland offshore wind farm.

“Known and proven”

Overall, the study suggests “known and proven” offshore wind technology would provide a “cost effective” and “low risk” option to achieve Maryland’s Renewable Portfolio Standard target to source 20% of the state’s retail electricity sales from renewable sources by 2022.

But, the researchers said key to success will be collaboration between states, the federal government and institutions like the military, NASA and the FAA.

“Offshore wind is not a slam dunk for Maryland, but the potential remains very strong,” said principal investigator Matthias Ruth, a University of Maryland public policy professor and CIER director.

“It’s economically feasible and environmentally advantageous, but will require some tough trade-offs, compromise and collaboration between public and private sectors.”

Ieee spectrum—inside technology

Get Excited: Tempering the Tempered Enthusiasm For Offshore Wind

Dave Levitan

Wed, October 27, 2010

...The radar problem, though, shouldn't be considered such an important issue. I've discussed it here and elsewhere, but generally speaking wind turbine interference with radar is a somewhat archaic issue. Newer radar systems don't really have a problem with turbines at all, and even older ones can be upgraded to see through the windmill's interference without a ton of trouble. Perhaps the most publicized radar-wind confrontation, the Shepherd's Flat wind project in Oregon (the biggest in the US, when completed), was settled quietly soon after the issue was raised; the government is comfortable enough with the radar issues to offer a \$1.3 billion loan guarantee to the project...

The full text of the article is available on the Ieee spectrum website found here:

<http://spectrum.ieee.org/energywise/green-tech/wind/get-excited-tempering-the-tempered-enthusiasm-for-offshore-wind>

CIVILIAN AIRFIELDS

Pasadena Star News

Come fly with me, let's fly away

Robert Rector:

Posted: 10/23/2010 07:12:16 AM PDT

... "The two worst airports for us: Reagan National in Washington, D.C., and John Wayne in Orange County. You're flying by the seat of your pants trying to get in and out of those airports. John Wayne is especially bad because the rich folks who live near the airport don't like jet noise, so they have this noise abatement procedure where you basically have to turn the plane into a ballistic missile as soon as you're airborne." (Too bad they didn't mention Bob Hope Airport in Burbank, which is the equivalent of Mr. Toad's Wild Ride)...

The full text of the opinion piece is available on the Pasadena Star News website found here:
http://www.pasadenastarnews.com/opinions/ci_16419157

R & D

New design could let commercial jets use shorter runways

Wednesday October 27, 2010

Research underway at the Georgia Tech Research Institute (GTRI) could enable fixed-wing jet aircraft to take off and land at steep angles on short runways, while also reducing engine noise heard on the ground.

Airplanes of this type—called cruise-efficient, short take-off and landing (CESTOL) aircraft—could use runways at much smaller airports, allowing expansion of commercial jet service to many more locations...

The full text of the article is available on the R&D website found here
<http://www.rdmag.com/News/2010/10/Manufacturing-Engineering-New-Design-Could-Let-Commercial-Jets-Use-Shorter-Runways/>

FIRING RANGE

Fredricksburg.com

Fort A. P. Hill studying two new firing ranges

By RUSTY DENNEN

Date published: 10/26/2010

Fort A.P. Hill holding open house next month on proposal to build two additional ranges

The Army is preparing an environmental assessment to add two firing ranges at Fort A.P. Hill.

...The training-range site would be a controlled-access area, as are all the training sites on the southern impact zone of Fort A.P. Hill...

...Noise from training has been an issue for residents living around the 76,000-acre installation, though the post has a noise-abatement program and monitoring equipment...

The full text of the article is available on the Fredericksburg website found here

<http://fredericksburg.com/News/FLS/2010/102010/10262010/583498>

Fredricksburg.com

Fort A.P. Hill holding open house on proposal to build two additional ranges

Jeff Sili

Bowling Green District Supervisor

October 22, 2010

I received this from BG Supervisor Jeff Sili this morning (I'm posting this with his permission):

Jeff Sili:

For your blog

Yesterday I was called by the Caroline Progress to make a comment on a meeting for which I received no prior notification from A.P. Hill. The following press release forwarded to me today by the Progress was received after last week's paper deadline. When the notice is published next week on a Thursday it will give Bowling Green citizens approximately 4 days to attend the meeting. I would appreciate your publication of the meeting notice in order to inform the public who have a vested interest in the outcome. I make no judgement call on the project itself as I do not know enough about it to comment however 4 days notice to the public is not sufficient.

Thanks

Jeff Sili/Bowling Green District Supervisor

PRESS RELEASE

DATE: October 22, 2010
Jennifer Erickson, (804) 633-8324
faphpao@conus.army.mil

FOR MORE INFORMATION CONTACT

Fort A.P. Hill Public Affairs Office

FORT A.P. HILL INITIATES EA FOR PROPOSED AWG TRAINING SITE

FORT A.P. HILL, Va. – The U.S. Army is preparing an Environmental Assessment for the proposed construction and operation of the Asymmetric Warfare Group Training Range Site at Fort A.P. Hill, Va. Because the proposed project relies on federal funding and occurs on federal property, it must comply with the National Environmental Policy Act of 1969 as amended.

As part of the NEPA scoping process, **the public is invited to an open house, Nov. 3, at the Bowling Green Town Hall, 117 Butler Street, in downtown Bowling Green, between the hours of 5 and 8 p.m.** There, installation staff and their consultants will be available to discuss details of the project and answer any questions regarding the NEPA process.

AWG is the Army's asymmetric warfare expert, predicting, and contributing to the rapid defeat of asymmetric threats. The training site would consist of 800-meter and 1,200-meter firing ranges with supporting facilities. The proposed project would be constructed on 675 acres within a current range area south of Route 301, southeast of Carter's Corner at the southern end of the installation. The proposed site is bounded on the northeast by a series of ponds which drain into

Smoots Run. It is bounded on the southeast by Smoots Run and Smoots Pond. The northwest and southwest boundaries lie near and along Danger Trail. The proposed training range site would be a controlled access area, as are all the training sites within the southern impact area of Fort A. P. Hill.

The 800-meter range would include shooting pads constructed of pervious material and a stabilized, 30-foot by 200-foot shooting range. A gravel parking area, a gravel down range maintenance access road, an operations and storage building, an ammunition breakdown building, a vault latrine and a covered mess shelter also would be constructed.

The 1,200-meter range would include a controlled area; down-range electrical systems; a range operations center; operations/storage building; bleacher enclosure; an after action review building; vehicle staging area; battery storage building; and, information systems. The range itself would consist of two unimproved trails. The improved serpentine driving course would be 15 feet by 20 feet wide with a gravel base strong enough to accommodate medium tactical vehicles performing simultaneous training exercises. Both stationary and moving armor and infantry targetry would be emplaced on the 1,200-meter range. Targetry would consist of a series of free-standing, portable radio-controlled and battery-operated targets; target emplacements consisting of five-foot square earthen and concrete pads; a series of steel and/or concrete bunkers and berms; four moving armored targets; and, multiple pop-up targets. Concrete turning pads able to accommodate both wheeled and tracked vehicles would be situated throughout the range course.

While the anticipated average daily number of military personnel expected on site is 24 persons, the AWG ranges could accommodate up to 40 individuals simultaneously participating in multiple training activities and operations during day and nighttime hours.

The Log

Security Zone Off Coronado Goes Live

By: Jack Innis

Wednesday, October 27, 2010 5:07:00 PM

Last updated: Wednesday, October 27, 2010 5:07:00 PM

CORONADO -- A 206-acre security zone designed to protect boaters from flying bullets discharged from Naval Air Station North Island went live Oct. 13...

The likelihood of bullets leaving the firing range is extremely slight, according to an Army Corps of Engineers bulletin. But to err on the side of safety without unduly restricting boating access, the Corps of Engineers decided the safety zone will only be activated when the small arms firing range is in use...

The full text of the article is available on The Log website found here:

<http://www.thelog.com/news/logNewsArticle.aspx?x=11632>

JOINT STRIKE FIGHTER

The Island Packet

Leaders do not know the impact of F-35 noise

Fripp Island

Charles N. Davis

Published Monday, October 25, 2010

..As a former carrier pilot, I know the sound that planes make when flying field carrier landing practice. They fly low and slow in circle after circle around an outlying practice field.

But there are crucial differences. The F-35 engine is louder -- much louder -- than anything Beaufort has previously heard. Second, unlike the Marine Corps air station in North Carolina, the air station here has no outlying practice field. This means that the ear-shattering noise of the jets will be heard by all nearby...

The full text of the opinion piece is available on the Island Packet website found here:
<http://www.islandpacket.com/2010/10/25/1419805/leaders-do-not-know-the-impact.html>

NOISE

Aviation Week

Noise Politics Is Local And Powerful

By Michael Meham

Oct 25, 2010

Much remains to be done on the regulatory and technical side of achieving performance-based navigation, but airlines are discovering that they need to pay attention to the basics, especially local sensitivity to jet noise, when they implement it....

...“New noise is worth 100 dB. over old noise” in riling up opposition, says Airports Council International-North America senior adviser Dick Machi. “From the community standpoint, it’s always going to be about noise.”...

The full text of the article is available on Aviation Week website found here:

http://www.aviationweek.com/aw/generic/story_channel.jsp?channel=comm&id=news/awst/2010/10/25/AW_10_25_2010_p43-263929.xml&headline=Noise%20Politics%20Is%20Local%20And%20Powerful

OUTLYING LANDING FIELD – NC & VA

NORFOLK VIRGINIAN-PILOT

Navy Demonstrates 'Touch-And-Go' Landings

Kate Wiltrout

27 OCT 10

FRANKLIN - A 4-year-old English spaniel named Shot was unimpressed with a display of naval muscle Wednesday.

Standing near the tarmac where two E-2C Hawkeye reconnaissance planes displayed maneuvers for a crowd of about 75, Shot didn't react when the odd-looking planes simulated touch-and-go landings at Franklin Municipal Airport.

The demonstration was designed to show residents what kind of noise to expect if the Navy proceeds with plans to use the airport for field carrier landing practice. The planes that would fly here - mostly in three-hour blocks, about 200 days a year - are propeller-driven Hawkeyes and C-2 Greyhounds, both carrier-based aircraft that operate out of Norfolk Naval Station.

Having them work in Franklin could save the Navy \$1.5 million it currently spends annually to send Norfolk squadrons to Florida for landing practice. It would also mean aviators, crew members and their support staff wouldn't have to leave families for weeks.

Most important to Adm. John C. Harvey, though, is that the arrangement would relieve pressure on Fentress Auxiliary Landing Field in Chesapeake, where the Hawkeyes and Greyhounds train when space and time permits.

Fentress is used most heavily by F/A-18 Hornets and Super Hornets from Oceana Naval Air Station in Virginia Beach during work-ups before they deploy overseas on a carrier. The jets are loud - subject to lawsuits and vociferous opposition almost wherever the Navy proposes having them practice. The long-delayed plan to build an outlying landing field for the jets has recently been caught up in a bigger issue: where the Navy will base the F-35, the next-generation fighter jet now in early-testing stages. It's expected to join the fleet in 2016.

With those issues unresolved, Harvey, the four-star admiral who heads Fleet Forces Command in Norfolk, is pressing ahead with plans for Franklin.

"These are two very separate issues. We have problems today we want to solve," Harvey said, namely, relieving pressure at Fentress.

Franklin Mayor Jim Councill said the airport could not be used for jets doing touch-and-go landings - its 5,000-foot runway is about 3,000 feet short for jet landing practice, and it cannot be expanded.

Wednesday, standing outside the tiny Franklin airport building - about the size of a convenience store - Harvey called the potential arrangement a "win-win" for the Navy and the city of Franklin, which lost a major source of taxes with the shuttering of its paper mill.

Having a local spot to train offers a "tremendous opportunity," he said. The specifics between the service and Franklin have yet to be hammered out. The Navy has said it expects to compensate the city for use of the airfield, but just how much has not been determined.

Before that's decided, the environmental impact of the training plan must be assessed, a step that could take a year.

Flanked by the chairman of Isle of Wight's County Commission and the mayor of Franklin, Harvey emphasized that the Navy would not be taking over the property - just leasing rights to use it. It would still continue to serve as a municipal airport.

Elton Raiford, the owner of Shot the spaniel, drove to the demonstration from Ivor, about 20 miles away.

"He loves it," Raiford said. Raiford himself appeared to love it, too.

The planes' engines were quiet enough to allow normal conversations to continue uninterrupted. They were almost silent on approach to the landing strip; their engines got louder as they increased thrust in the second phase of the "touch-and-go."

Pam and Bernard Macklin of Franklin know that's not the case with jets. Pam's daughter lives near Oceana, and when they visit, they're used to waiting 15 or 30 seconds for the roar from a passing jet to dissipate before finishing their thoughts.

Still, Pam Macklin said, the Hawkeyes were quieter than she expected.

Macklin and her husband support the Navy's plans to use the airport but said lots of acquaintances don't want to see it happen.

"This is a very conservative community," Pam Macklin said. "It's about 100 years behind the times."

For a video clip visit the Virginian Pilot website here; <http://hamptonroads.com/2010/10/navy-demonstrates-touchandgo-landings-franklin>.

Hampton Roads

Should the Navy use Franklin's airport to practice carrier landings for propeller-driven planes? - Poll

The Virginian-Pilot is conducting a poll which is an unscientific sampling of users of the website asking, "Should the Navy use Franklin's airport to practice carrier landings for propeller-driven planes?"

As of 1015, 29 October 2010, 374 users had voted: 320 (86%) of which had voted yes, 44 (12%) voted no, and 10 (3%) had voted not sure.

<http://hamptonroads.com/polls/should-navy-use-franklin039s-airport-practice-carrier-landings-propellerdriven-planes> :