

Mission Sustainability - Related Articles



19 November 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

The Aspen Times

Pitkin County weighs in on Air Force flights

Janet Urquhart

Tuesday, November 16, 2010

... The Air Force extended until Monday the deadline to submit concerns about the planned training out of Cannon Air Force Base, N.M. The county submitted a letter signed by Board of County Commissioners Chairman George Newman in advance of the original, Oct. 4 deadline, as the flights could range over local terrain.

...In the letter, commissioners urged an in-depth environmental impact analysis of the proposal, as opposed to the less formal environmental analysis process...

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

<http://www.aspentimes.com/article/20101116/NEWS/101119895/1077&ParentProfile=1058>

The Durango Herald

Deadline soon for low-altitude flights

Air Force wants training runs over Southwest Colorado, N. New Mexico

By Dale Rodebaugh

Herald Staff Writer

Article Last Updated: Saturday, November 13, 2010 8:57pm

The San Juan Citizens Alliance is coordinating comments for conservation groups statewide to meet the deadline to address an Air Force plan for low-altitude training over southwestern Colorado and northern New Mexico...

...Concerns included spooked livestock and wildlife; avalanches; damage to houses, their contents and fragile archaeological structures; conflicts with civil aviation; and noise incompatible with a country lifestyle...

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

<http://durangoherald.com/article/20101113/NEWS01/711139980/0/s/Deadline-soon-for-low-altitude-flights>

FLORIDA

FLORIDA TIMES-UNION

Jacksonville's Whitehouse Field Crucial To Navy Aviation, Officials Say

The rural site helps pilots simulate carrier landings while on terra firma.

Jeff Brumley

19 NOV 10

It wasn't the huge, twin-engine carrier planes boring down on him at Whitehouse Outlying Field that made Doug Chaney nervous - even when the loud turboprop aircraft, landing gear down, whooshed onto the runway and into the air again less than 100 feet away.

"The turkey vultures - that's what makes me nervous," said Chaney, pointing to one of the birds riding an updraft farther down the Navy airfield on the Westside. "We have a lot of them out here."

The birds' presence presents a strike risk to the thousands of air crews who use the field year-round to practice carrier approaches, said Chaney, the airfield facilities manager at Whitehouse and Jacksonville Naval Air Station.

But the vultures also are a good sign, he said: It means residential and commercial development around the airfield is being kept to a minimum. So much so that "we have deer, wild hogs, coyote, turkey and gopher tortoises" on the 2,400-acre facility.

The Navy considers that critical because Whitehouse is one of only two facilities on the East Coast configured to simulate carrier conditions for new pilots, those returning to flight duty and those preparing for deployments.

Unlike a similar airfield in Virginia, Whitehouse's lack of surrounding development enables pilots to fly at the same altitudes they would in a carrier's landing pattern- 600 to 800 feet - without creating a noise nuisance for residents, said Jacksonville's chief of military affairs, Bob Buehn, a former Navy pilot who has flown into the field.

After the sun sets, the field's rural setting also helps recreate the experience of landing on a carrier at night, Buehn said.

"It's just a few very vague lights that get a little better defined as you get closer."

It's why the city has been working with the Navy to purchase easements around the airfield in which property owners agree not to sell their land to commercial or residential developers, Buehn said.

"To train in that kind of environment is what you need to get used to [carrier operations]," he said.

Another aid is the outline of a carrier deck painted on part of the field's 8,000-foot runway. The lighted optical landing systems used aboard carriers are also in place, as is a landing signal officer station - a position from which pilots talk to approaching aircraft and grade their colleagues' landings.

"You're actually looking at a carrier deck," Chaney said. "That's what's cool about it."

Looking at that deck on Tuesday were the student and instructor pilots of Norfolk-based VAW-120. The two C-2A Greyhound transports and three E-2C Hawkeye airborne command and control planes shot approach after approach for two hours.

Grading their brief landings - called "bounces" because the planes head right back into the air after touching their wheels on the runway- were three pilots sitting in a glass hut. They were positioned just feet from the end of the runway, just as they would be on a carrier deck.

"It's pretty accurate," said Lt. John Dues, one of the landing signal officers on duty. "It's the best we can do" for new pilots without actually being at the carrier, he said during one of the 45-second intervals between aircraft.

What began as a World War II training field has played a vital role in American naval aviation over the decades since. Its landing pattern has witnessed the evolution of carrier planes, from the F-4F Wildcat to the FA/18 Hornet.

The facility was spared the closure that its former mother field, Cecil Field Naval Air Station, suffered in 1999. Whitehouse then became the domain of Jacksonville NAS.

Air traffic at Whitehouse has increased dramatically the past three years, from 11,000 take-offs and landings a year to 25,000, Chaney said.

"We're being saturated with helicopters, the ones from Mayport [Naval Station] and [Jacksonville NAS]," he said of the SH-60 Seahawk variants that fly from those facilities.

The helicopter crews use Whitehouse to practice descending into tightly enclosed landing zones hacked into the pines around the facility and to simulate rescuing downed pilots.

The field's other heavy users include T-45 training jets and the larger propeller planes flown by VAW-120, a squadron that trains pilots to fly the Greyhound and Hawkeye.

Controlling the action on Tuesday was Lt. Kate Stockton, one of the squadron's landing signal officers. While the planes weren't actually catching arresting wires, she was trained to see if the aircraft would have done so.

"Bolter," Stockton said to her colleagues, meaning that one of the Hawkeyes would have missed the arresting wire.

"He was working hard, though," Dues said about the pilot.

"Yeah he was," she said.

He was also loud. The sound of the plane's two turboprop engines echoed off the trees surrounding the airfield's perimeter.

"You can see why it's so important to be isolated out here," Chaney said as the aircraft climbed back into the air.

FLORIDA TIMES-UNION

City Of Jacksonville Buys Easement Rights Around Whitehouse Field

Timothy J. Gibbons

(18 NOV 10)

Purchases being done to keep area usable for the military training.

The city is buying development rights from property owners around Whitehouse Outlying Field in an effort to keep the area from being built up, which would make the field unusable.

Two weeks ago, the city and Navy joined up to buy the rights on a 60-acre parcel, and both are now negotiating with a second property owner with an eye toward reaching a deal in the coming months.

The money for the purchases comes from state grants, which the city has been receiving for several years.

Earlier this month, the city received a \$200,000 grant from the state Office of Tourism, Trade and Economic Development, one of three grants totaling \$500,000. It's spent about 20 percent of that money so far.

Selling development rights prohibits what the landowner can do with their property, including banning buildings of a certain height or in a particular place and limiting the amount of illumination allowed.

"This is compensating property owners for the loss of certain rights," said Harrison Conyers, who is heading up the project for the city. "It's done on a willing basis."

The state money comes from a fund designed to help communities improve or protect military infrastructure. In the past, the city has paid for things such as an engineering study on a major road leading to Mayport Naval Station and work around the gate at that base.

Such work is important because it makes the community a better place for the military to locate, Conyers said, pointing at how well the city did during the Base Realignment and Closure Commission process in 2005. Although other communities had facilities or operations shut down or moved, Jacksonville actually gained more Naval activities.

As Mayport loses ships and sailors in coming years due to the decommissioning of the frigates that make up the bulk of the fleet there, keeping the military there and happy becomes more important.

The Navy has run into problems with encroachment at its outlying field in Virginia and attempts to build another field were thwarted by communities concerned about the amount of jet noise and traffic such training sites bring with them.

That's not a problem in Jacksonville, Conyers said, with the city committed to keeping the military and its \$12.1 billion economic impact here. "In some communities, the Navy, the Army, they aren't welcomed," Conyers said. "We view them as good neighbors."

MARYLAND

Delmarva

Preservation of Reid Farm approved

November 15, 2010

CAMBRIDGE -- The Maryland Board of Public Works on Wednesday agreed to place a 125-acre conservation easement on property known as the Reid Farm in the Dorchester County Nanticoke Rural Legacy Area.

The easement was purchased in cooperation with the Department of the Navy's Encroachment Protection Agreement with the Maryland Department of Natural Resources and will protect valuable farm and forest land by extinguishing 13 development lots and supporting sustainable resource-based county industries...

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

<http://www.delmarvanow.com/article/20101115/NEWS01/11150312/1002>

SOUTH CAROLINA

The Island Packet

Base F-35B decision on some actual trial runs

Judith Harris St. Helena Island

Published Wednesday, November 3, 2010

Before Beaufort County's elected officials give the green light to an increased "sound of freedom" at the Marine Corps Air Station Beaufort, it would seem fair to test reality with trial takeoffs and landings of F-35Bs for several days...

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

<http://www.islandpacket.com/2010/11/03/1429510/base-f-35b-decision-on-some-actual.html>

The Island Packet

Chamber enlists restaurants in push to land F-35s in Beaufort

From staff reports

Published Friday, November 5, 2010

Residents can log their support for basing F-35 Strike Fighter jets at Marine Corps Air Station Beaufort on laptop computers made available to the public on Veterans Day at two restaurants...

...Background information about the new stealth strike fighters and their impact on Beaufort can be found at www.f35beaufort.com, which is maintained by the Military Enhancement Committee....

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

http://www.islandpacket.com/2010/11/05/1433914_chamber-enlists-restaurants-in.html

The Island Packet

Community must still welcome the Marines

Lawrence S. Rowland St. Helena Island

Published Wednesday, November 10, 2010

...Most local businesses are dependent on the Marine Corps, and it has been that way for nearly a century. In 1909, The Beaufort Gazette had some advice for the community that seems appropriate for welcoming the new F-35 squadrons: "Success of the proposed ... base for Marines ... depends in some measure on the cooperation of the citizens of Beaufort This battalion is to be welcomed ... their stay should be made as agreeable as possible"...

The full text of the opinion piece is available on the Island Packet website found here:

http://www.islandpacket.com/2010/11/10/1438526_community-must-still-welcome-the.html

The Island Packet

Training squadrons a terrible mistake here

Richard Shaw

Beaufort

Published Sunday, November 7, 2010

Suppose an employer offered Beaufort 4,000 temporary construction jobs, 200 permanent high-paying jobs and an enhanced position in the technical arena, but the cost would be to double the level of pollution in local waters? We'd reject this offer in a heartbeat. Why then should we accept the Navy's offer to double the noise pollution in our skies by basing two F-35B training squadrons here, in addition to three operational squadrons?...

The full text of the opinion piece is available on the Island Packet website found here:

<http://www.islandpacket.com/2010/11/07/1433828/training-squadrons-a-terrible.html>

WASHINGTON

The Olympian

Military needs a plan in place to deal with its growth in this area

THE OLYMPIAN

Published November 15, 2010

... That projected growth fits with broader plans to station as many as 36,000 active-duty soldiers at Lewis-McChord by 2015, up from about 31,000 today and 23,000 in 2007.

That's a sizeable increase in just a few short years — an increase that has had and will continue to have an impact on our communities...

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

<http://www.theolympian.com/2010/11/15/1440263/military-needs-a-plan-in-place.html#ixzz15aA6F0yH>

AUSTRALIA

The Sydney Morning Herald

JSF to be quieter in Williamtown flights

AAP

November 12, 2010

Defence has promised the new Joint Strike Fighters (JSF) will be quieter in flight operations around one of the RAAF's most important bases, in order to minimise noise impact on residents...

... "In good news for adjacent communities, this has resulted in a contraction of the noise contours in some areas to the north-west of the base."..

The full text of the article is available on the Sydney Morning Herald website found here:
<http://news.smh.com.au/breaking-news-national/jsf-to-be-quieter-in-williamtown-flights-20101112-17q51.html>

NT News

Good buzz on jet noise level

JUSTIN O'BRIEN

November 18th, 2010

FEARS of shuddering living room windows and pounding ear drums from new fighter jets to arrive in Darwin have been put to bed, according to a new report.

The Supplementary JSF Environmental report said the maximum noise generated by the F-35 Joint Strike Fighter (JSF) will not be higher than the F/A-18 Hornet currently flown by the Royal Australian Air Force...

The full text of the article is available on the NT News website found here:
http://www.ntnews.com.au/article/2010/11/18/195001_lifestyle.html

GUAM

Pacific News Center

Firing Range Plans at Pagat Threaten Endangered 8-Spot Butterfly

Written by Clynt Ridgell

Last Updated on Wednesday, 17 November 2010 18:37 Wednesday, 17 November 2010 17:12

Guam – There is an endangered butterfly that is rapidly vanishing from the island of Guam. This butterfly can be found in only a few areas on island one of those areas is the Pagat area along the back road to Andersen. This is the same area where the marines plan on building a firing range complex...

The full text of the article and video are available on the Pacific News Center website found here:

http://www.pacificnewscenter.com/index.php?option=com_content&view=article&id=9400:pagat-is-one-of-few-places-where-endangered-8-spot-butterfly-survive&catid=45:guam-news&Itemid=156

Stars and Stripes

DOD Sued Over Plan to Build Firing Ranges on Guam Ancestral Land

T.D. Flack

November 17, 2010

Three private groups jointly filed a lawsuit Thursday against the Department of Defense in an effort to prevent the military from building firing ranges on ancestral lands in Guam.

The Guam Preservation Trust, We Are Guahan and the National Trust for Historic Preservation filed the 89-page lawsuit with the District Court of Hawaii to “compel the Department of the Navy to comply with” environmental, historical and coastal zone management acts, according to a news release from the groups. The lawsuit was filed in Hawaii because that’s where the environmental survey was conducted.

The issue — hotly debated in recent months — has become a main friction point in the plan to move 8,600 Marines from Okinawa and transform Guam into the main hub for Marine Corps operations in the Pacific.

The Navy hosted an open house on Nov. 2 to discuss why it wants to build live-fire ranges on land considered archaeologically important to the indigenous Chamorro people. The land, known as Pagat, is host to ancient graves and medicinal plants.

During the meeting, Navy officials said the ranges could be built and used with minimal damage to the land. Officials also said that Guamanians could have access to the land when the training ranges weren’t in use.

Guam’s congressional representative, Madeleine Z. Bordallo, who has previously called for the military to abandon plans for the ranges, issued a statement Thursday in reference to the lawsuit.

“While I have not seen the specific details on the lawsuit, I believe that the suit will, once and for all, provide answers as to whether all feasible alternatives were explored when the Department of Defense decided its preferred alternative location for the firing range near the Pagat cultural and historical site,” she said. “I remain unconvinced that a deal could be reached to lease Government of Guam land near the Pagat cultural and historical site without major changes to the current plans.”

Bordallo has previously suggested the military build the ranges on the island of Tinian, or on existing bases on Guam. Military officials, however, have said there is no room to build ranges on current bases and that the 100-mile trip to Tinian for training would be impractical.

Joint Guam Program officials referred queries Thursday about the lawsuit to the Department of Justice in Washington, D.C. Officials there were unavailable for comment by deadline.

ALTERNATIVE ENERGY

FlightGlobal

Newcastle airport radar develops fix for wind turbine interference

By David Learmount

DATE: 17/11/10

... "In the past, the airport has had no alternative but to object to [wind farm] schemes where an unacceptable impact was predicted. The radar blanking mitigation is a software update applied to the radar system which effectively places a 'patch' to cover the potential wind farm sites. This can prevent the turbines appearing, so they cannot be mistaken for moving aircraft," the airport says.

Newcastle, which runs its air traffic control entirely in-house, has developed this solution working with the UK Civil Aviation Authority, but admits there will be a limit to the number of possible radar blanking areas...

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

<http://www.flightglobal.com/articles/2010/11/17/349826/newcastle-airport-radar-develops-fix-for-wind-turbine.html>

MARINE MAMMALS

Courthouse News Service

Navy Authorized to Use Sonar off Northwest Coast

TRAVIS SANFORD

Monday, November 15, 2010

WASHINGTON (CN) - The U.S. Navy will be authorized to harm marine mammals, including whales, incidental to training activities in the Northwest Training Range Complex, according to regulations proposed by the National Marine Fisheries Service. The complex is off the coasts of Washington, Oregon and Northern California...

...To limit the impact of its training exercises, the Navy has agreed to turn off active sonar when whales and other mammals are spotted and to maneuver vessels to keep at least 500 yards away from whales...

The full text of the article is available on the Courthouse News Service website found here:
<http://www.courthousenews.com/2010/11/15/31866.htm>

Juneau Empire

Navy should reconsider exercises in Gulf of Alaska

Amanda Bentley

Rochester, N.Y.

Thursday, November 18, 2010

Story last updated at 11/18/2010 - 10:54 am

I wish to express my concern regarding the Navy's use of mid-frequency active sonar in the Gulf of Alaska in the summer of 2011. I understand it is the intention of the Navy to undergo extensive training exercises at that time. I also understand and respect the need to maintain a level of military readiness against any and all potential threats against the United States. However, my goal for writing this letter is to open your eyes to serious and fatal damage the Navy may inflict upon innocent and endangered marine life....

The full text of the opinion piece is available on the Juneau Empire website found here:
http://www.juneauempire.com/stories/111810/let_737972022.shtml

KPBS San Diego

Group Says Conditions for Navy Sonar Use Not Enough

Ed Joyce

November 16, 2010

A federal agency requires the Navy to protect marine mammals during sonar and explosives training off the West Coast. But an environmental group thinks more protections are needed.

NOAA's Fisheries says the U.S. Navy must minimize impact to marine mammals when using sonar and explosives during training exercises off the coasts of Washington, Oregon, and California.

The Navy must establish a safety zone around vessels using sonar, have spotters shut down sonar operations if marine mammals are seen in safety zones and not detonate explosives when animals are detected nearby.

But Michael Jasny with the Natural Resources Defense Council said marine mammals can be affected at ranges well beyond the safety zones.

"Unfortunately this authorization allows the Navy to use sonar anywhere it wants within its vast training range regardless of where important habitat might be," said Jasny.

He said the authorization is similar to federal permission two years ago that allowed sonar testing off San Diego's coast.

Jasny said not all marine mammals have been tested to see how sonar and other sounds affect them.

Marine researcher Brandon Southall agrees. "We don't have any direct measurements of hearing in large whales. We've tested a minority of the species that exist," said Southall who operates his own company, Southall Environmental Associates (SEA), Inc.

Southall is collaborating with UC San Diego Scripps Institution of Oceanography researchers to tag and monitor whales and dolphins off Southern California.

The project will also measure how the mammals react to sound in the ocean.

"From what we do know, animals have to be relatively close to sound sources to have their hearing damaged in a temporary or a permanent way," said Southall.

Southall said one goal of the project is to find out how mid-frequency sonar affects the mammals' behavior.

The project is part of a five-year study funded by the U.S. Navy and coordinated with NOAA. But independent academic and research groups are the lead investigators.

The Navy last month approved a plan to expand training and weapons testing in the sea and air in the Northwest Training Range Complex, the principal training ground for units based in Washington state.

The area off the Northwest coast is used by about 32 species of marine mammals including whales, dolphins, seals, sea lions and the sea otter, as well as birds, fish and other animals.

The Navy requested authorization from NOAA because noise from mid-frequency sonar and explosives may affect the behavior of some marine mammals or cause temporary hearing loss.

NOAA says it does not expect the exercises to result in serious injury or death to marine mammals.

The Navy's environmental review estimated that active sonar exposure will disrupt behavioral patterns of about 129,000 marine mammals each year.

OUTLYING LANDING FIELD – NC & VA

TIDEWATER NEWS

Council Wants Another Navy Flight Demonstration

Nicholas Langhorne

10 NOV 10

FRANKLIN-The city of Franklin may not have a choice in whether the Navy can conduct field carrier landing practice at Franklin Municipal Airport, according to City Attorney Taylor Williams.

When the airport was deeded to the then town of Franklin in the 1940s, Williams said, the Navy retained the right to come back and use it.

"If we tried to resist that effort, then the Navy could actually step in and take over the entire airport, and of course at that point they would come anyway," he said. "You would be running the risk of giving up the entire airport if you are to say no. Whether or not they'll come, I can't say. They have that right."

The City Council on Monday tabled a vote on a memorandum of understanding with the Navy pending another "touch-and-go" demonstration.

Councilman Barry Cheatham said another demonstration was needed so the city and the citizens could have a "fair assessment" of the impact the touch-and-gos could have.

Ted Brown, a media relations officer for the U.S. Fleet Forces Command, said Tuesday the Navy is in the process of coordinating another flight demonstration at the airport. He said preliminary work on the environmental assessment document has already started.

"Having the memorandum of understanding in place will be helpful to continue the discussions and we hope council is able to vote on that in the near future," Brown said.

Negotiations between the city and the Navy, Williams said, would involve compensation for services to be provided to the Navy.

"The city will be providing services and as a result of providing services the city will be compensated for the services that are rendered," he said. "So this is not a big money-making project."

Joe Joyner, who lives near the airport in Isle of Wight County, was one of several citizens to express dissatisfaction with the prospect of "touch-and-go" training at the airport.

"I know some of you are only seeing dollar signs and think it's going to bail you out, but this is short-term gain at your neighbor's expense and your city," he said. "This is short term, and it's going to run off a lot of potential big dollars for you."

Earlier this year, the city responded to the Navy's request for proposals for airports interested in

hosting "touch-and-go" practices for E-2 and C-2 turboprop planes. During the process the Navy discovered its existing real estate interest at the Franklin airport.

"Perhaps had we not responded, they may not have noticed that deed, but we did," Councilman Greg McLemore said. "I would think we would take our deliberations based on what the citizens want."

Councilman Benny Burgess noted the importance of listening to citizens, but warned taking a "hard stand" with the Navy could be detrimental.

"Right now, we're negotiating," he said. "If we take a hard stand, they can take a hard stand and there won't be any negotiating. So that's a risk that we run."

Before the council ended discussion on the issue, Councilwoman Mary Hilliard said everyone should "examine your heart" to at least consider the Navy's plan.

"If everyone in the United States said 'I don't want training in my backyard,' then where would we be?" she asked.

TIDEWATER NEWS

Navy Will Spend Up To \$2M On Airport

Adm. J.C. Harvey Jr.

(12 NOV 10)

On Oct. 1, the Navy announced its intention to begin negotiations for the use of Franklin Municipal Airport for Field Carrier Landing Practice by Navy E-2C and C-2A aircraft.

Since that time, the Navy has engaged with elected and appointed officials in the City of Franklin and Isle of Wight County, as well as with individual citizens and groups. We know it is important for us to provide area residents with as much information as possible, as soon as possible, to address their concerns, and we are committed to maintaining this dialogue.

We began sharing information with the City of Franklin and Isle of Wight County officials and followed those meetings up with a realistic flight demonstration on Oct. 27 at the airport to provide residents with an example of what the noise generated by E-2C FCLPs would be.

During this demonstration, the aircraft flew approach and departure routes for both runway 09 and 27 at the altitude that is used for actual FCLPs. At the request of many members of the public, additional aircraft demonstrations will be flown in the future to again provide everyone an opportunity to experience what these operations at Franklin Municipal Airfield will look and sound like.

As we have engaged further with local residents and officials, key concerns expressed have included noise, safety and the economic impact on the region. These are all concerns that will be addressed in our environmental assessment as this process moves forward.

The assessment will be an in-depth study and will provide you with the opportunity to participate, but I would like to take a moment now to provide information that is already available.

Let's talk safety first. The safety record of the E-2C and C-2A aircraft is exemplary. We place the highest premium on safety in the Navy as a whole and especially in naval aviation. Safety of our pilots and aircrew is, in fact, why we must conduct FCLP operations at a shore facility before allowing our aviators to land on the aircraft carrier.

While past performance does not guarantee future success, it is a telling indicator, and I am confident in the record of not only the aircraft itself, but of the men and women who fly them. They are some of the best and most highly trained aviators in the world.

In regards to the economic impact FCLP operations will have on this region, I have to point out that we are early in the process and specifics of all that may be invested in the region are yet to be developed. However, I can say that this action will provide positive net benefits to the airport, which is an important regional asset owned by the City of Franklin and located within Isle of Wight County.

The Navy plans to invest \$1.5 million to \$2 million to make necessary airfield improvements to include electrical upgrades for additional runway and airfield lighting, concrete pads to support visual landing aids and workstations for our Landing Signal Officers.

We will also negotiate with the City of Franklin, the owner and operator of the airport, for airfield operating and maintenance services necessary to conduct FCLP operations. Services under the proposed contract may include firefighting, runway maintenance, equipment storage, aircraft support equipment, and aircraft and vehicle parking. This contract can help Franklin defray the cost it incurs to operate the airport.

Additionally, given the proposed increase in airfield operations, federal grants may be available for firefighting and other equipment as well as for additional airfield improvements such as security fencing.

Working together with the City of Franklin and Isle of Wight County, I assure you we will do our best to keep everyone informed of the progress made as we move through our environmental assessment and toward an agreement that is mutually beneficial to the region and the Navy.

WITN.com

Officials: Wind Turbine Plan Would Thwart OLF

Camden and Currituck counties are working to bring wind turbines to an area of land known as "Hale's Lake," to help generate tax dollars for the counties, while preventing the U.S. Department of Defense from building an outlying landing field there...

The full text of the article, videos, and comments are available on the WITN website found here:
http://www.witn.com/news/headlines/Officials_Wind_Turbine_Plan_Would_Thwart_OLF_108807289.html?ref=289