

Mission Sustainability - Related Articles



03 December 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.

VR/

Navy AICUZ/RAICUZ Center of Excellence

East Coast:

Fred Pierson
(757) 322-4935
fred.pierson@navy.mil

Bonnie Curtiss
(757) 322-4464
bonnie.curtiss@navy.mil

West Coast:

Robert Henderson
(619) 532-1622
Robert.k.henderson@navy.mil

CONTENTS

Page

ARIZONA

Tucson flight training scrutinized by Air Force.....1

CALIFORNIA

Navy To Decide Joint Strike Fighter Plans For Miramar2

FLORIDA

With safety in mind, Navy adjusts bombing zones in Ocala National Forest5

NEW MEXICO

County officials oppose low-altitude flights.....6

SOUTH CAROLINA

Sanford asks Navy to fly new jet to Beaufort so residents can gauge noise.....7

SC Gov. Sanford raises concerns about F-35 noise.....9

Sanford’s F-35 Hypocrisy.....10

County, air station to preserve 63 acres12

TEXAS

Study warns about growth near Lackland AFB.....13

OVERSEAS

GUAM

Guam Groups Sue Military Over Live Firing Range.....14

Hand Grenade Range On Guam: DOD Says No Way To Mitigate.....15

Grenade Range included in EIS.....15

New Programmatic Agreement Still Contains Pagat.....16

Navy suggests concession on firing range17

OTHER TOPICS

ALTERNATIVE ENERGY

Army: Kansas wind farms, military not in conflict19

CIVILIAN AIRFIELD

Aerotropolis20

ELECTRONIC INTERFERENCE

Tests on Carrier Complete; Garage Door Openers Should Work Again.....21

MARINE MAMMALS

Arcata To Request Hearing On Navy Training22

OUTLYING LANDING FIELD- NC & VA

Isle Of Wight Board Of Supervisors, Residents Oppose Navy Landing Field.....24

RADAR

DoD urged to study VB radar coverage.....25

ARIZONA

AZCentral

Tucson flight training scrutinized by Air Force

Associated Press

Nov. 27, 2010 01:42 PM

TUCSON - A military program that brings scores of out-of-town warplanes to Tucson for training each year will undergo an environmental assessment to gauge its potential noise and safety impacts on the city.

The Air Force took the step after a consultant's study found that Operation Snowbird, run by a local Air National Guard unit, has been expanded repeatedly over the years without any federal analysis of its effects on the surrounding community...

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

<http://www.azcentral.com/news/articles/2010/11/27/20101127tucson-warplanes-training-impact-ON.html#ixzz16uU5Oxce>

CALIFORNIA

San Diego Union-Tribune

Navy To Decide Joint Strike Fighter Plans For Miramar

Residents face off on jet safety and noise vs. defense needs

Gretel C. Kovach

20 NOV 2010

Plans to base the new Joint Strike Fighter jet in San Diego flew over this military town like a sonic boom.

In a city proud of its long history of naval aviation, the roar of the F-35 proposals struck some as “the sound of freedom.” Others, including many residents of densely populated neighborhoods surrounding Miramar Marine Corps Air Station, were rattled by new fears over crash safety and noise.

The Navy wants to begin swapping its aging Marine fleet of F/A-18 “Hornet” jets for the “Lightning II” jets as early as 2012, with the first squadrons slated for Miramar in 2017.

The Navy secretary is expected to decide this winter how many will be based at Miramar versus Yuma, Ariz. The deadline to comment on the environmental impact statement comparing the alternatives is Monday.

The Navy is accepting input until Monday on proposals to bring the new Joint Strike Fighter jet to Miramar Marine Corps Air Station.

The aerial dogfight among San Diego boosters and critics ahead of the West Coast basing decision comes at a critical time for the F-35 and the Marine Corps, which ordered a version that could land vertically on small-deck amphibious assault ships.

The \$380 billion Joint Strike Fighter under development by Lockheed Martin is the Pentagon’s costliest weapon program. It is also at least four years behind schedule and fighting for its life in Washington.

All but one of five alternatives for splitting the western fleet would reduce the number of fighter jets operating at Miramar. Under the military’s preferred plan, the Marine Corps would replace about 126 Hornet jets with 96 of the F-35s.

That would amount to a 17 percent decrease in airfield operations, approximately 2,800 fewer night operations annually, and a 72 percent decrease in the number of people in residential areas subjected to what the government deems unacceptably high noise levels.

The impact of any decrease in jet operations, however, will be offset by the transition at Miramar to replace 48 helicopters with twice as many MV-22 Osprey tiltrotors over the next decade. “The two actions would tend to countervail each other,” the EIS states.

More than 325 people commented on the draft before a final 926-page version was released late

last month. The clamor over the F-35 has amplified long-standing arguments in San Diego about the costs and benefits of the air station centered in such a heavily populated area.

The debate today is but a whisper compared to the din that arose during the “Battle of Miramar” when the Navy turned the base over to the Marines in 1996. The campaign against the change, which included a lawsuit, fizzled during the era of heightened patriotism after the 9/11 terrorist attacks.

As for the Joint Strike Fighter, environmental groups cited the potential impact on endangered vernal pools, the San Diego Fairy Shrimp, and Coastal Sage scrub habitat. Noise and safety concerns, however, were paramount.

Many residents of Tierrasanta, University City, La Jolla and nearby areas told the Navy they were tired of having their windows rattled by jets at all hours of the night and their lawns watered with “the filth that rains down and pollutes our air and our yards as a consequence of the heavy air traffic from Miramar,” as one put it.

San Diego’s “Go Yuma!” faction said their quality of life, their health and their real estate investments were already suffering, so the more jets sent to Arizona the better.

“Why is Miramar even being considered?” Drew Granston of Mira Mesa asked. “Why risk killing people in San Diego, if the other option is to risk killing rattlesnakes and hares in the desert around Yuma?”

New aircraft tend to have a higher initial crash rate before operators gain a mature understanding of their capabilities. But the Navy report concludes that, thanks in part to rigorous engine testing and redundant safety features on the F-35, “aircraft ground safety conditions would not change as a result of the new aircraft.”

Many San Diegans said the safety risks are already untenable. They demanded to know why another option wasn’t being considered — shuttering the fighter jet program at Miramar.

There have been four serious crashes in the last 10 years near the airfield, including one in December 2008 in University City that killed a family of four and destroyed several homes.

Residents of that neighborhood were alarmed and enraged anew on March 18 when a Navy fighter pilot buzzed over their neighborhood on an emergency landing, using a rarely used approach at Miramar. The pilot had been unable to land at night on an aircraft carrier at sea during a training run and — according to information obtained from the Federal Aviation Administration — his fuel tanks were running empty, with only 15 minutes to make it 47 miles.

The pilot landed without incident. Miramar received 15 noise complaints.

P. Crosthwaite Stookey, who lives near the crash site, said his neighborhood was traumatized again, fearing another jet would land on their homes. “Residents in neighborhoods, schools, universities, hospitals and automobiles are sitting ducks, waiting for the next destruction falling from the skies,” he said.

Penni Whistler is grateful for the military’s protection. “I know that the (Miramar) base was there before all the houses were built, but our city made a mistake allowing all that housing and businesses to be built so close to the base,” she said, citing noise and safety concerns.

Just how loud is this new jet? Pentagon and Lockheed Martin data indicate that F-35 noise levels are middle of the pack compared with what the military flies now. In some modes of operation the

new jet is quieter than the Hornets that operate from Miramar, and louder in other modes.

The B version the Marines want uses the same engine as other variants but has a lift fan to help it land like a helicopter. Noise modeling calculations included in the Navy analysis specific to F-35B operations indicate there would be a noticeable increase of as much as 5 decibels along some Miramar flight corridors compared to the Hornet jet. (The human ear can detect differences of about 3 decibels; 10 decibels is a doubling of sound on the logarithmic scale, the EIS says.)

As far as many San Diegans are concerned, the old Hornet jets are too loud to begin with. “My husband is becoming deaf and my hearing has been damaged by years of the horrendous noise,” said Louise Hall, who lives near the intersection of I-805 and Highway 52. “At times I must use ear protectors. I cannot imagine what will become of our mental health if the number of jets flying over our home increases. Please, move this project to the desert and not over our homes.”

The Navy responded, saying the jets do not pose a health threat. According to federal health agencies, it takes nearly a minute of sustained exposure to 112 decibels of noise to cause hearing loss. Current and proposed jets at Miramar expose the community to noise levels of 85 decibels or less, according to Pentagon data.

On the other side of the issue, Cameo Ortega of San Diego, wrote: “The Miramar air base was here long before anyone living in the city today. Whatever the Marine Corps needs to add to their fleet should be done. People shouldn’t buy a house near the runway if they don’t like the noise or are afraid of a malfunction causing a crash near their house.”

Neither city council member who represent the districts surrounding Miramar, Marti Emerald or Sherri S. Lightner, agreed to an interview for this story.

FLORIDA

Orlando Sentinel

With safety in mind, Navy adjusts bombing zones in Ocala National Forest

By Christine Show

Orlando Sentinel

November 26, 2010

...In the latest review of the bombing range, the Navy plans to add precautions to help ensure public safety. More guards will oversee roads in the vicinity of the Florida Trail, and people who receive hunting and other permits will receive "awareness training" about the range...

...Despite the disruption to residents, Navy officials say the training helps provide pilots with a crucial perspective on what to expect in a combat zone...

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

<http://www.orlandosentinel.com/news/local/lake/os-ocala-forest-pinecastle-bombing-ra20101126,0,5822356.story>

NEW MEXICO

Quay County Sun

County officials oppose low-altitude flights

Thomas Garcia

Quay County Sun

Tuesday, Nov 23 2010, 11:12 pm

Quay County Commissioners passed a resolution opposing low altitude tactical navigation flights from Cannon Air Force Base.

“There has been no opportunity for citizens or elected officials to adequately address the LATNs,” said Commission Chair Franklin McCasland. “With no opportunity to discuss our concerns with Cannon officials, the commission had no choice but to pass the resolution.”

...McCasland said the flights would allow the planes out of Cannon to fly as low as 200 feet above ground level. “We have wind turbines that exceed that height,” McCasland said. “That is one of our biggest concerns.”...

The full text of the article is available on the Quay County Sun website found here:

<http://www.qcsunonline.com/news/low-8802-county-flights.html>

SOUTH CAROLINA

Island Packet

Sanford asks Navy to fly new jet to Beaufort so residents can gauge noise

By PATRICK DONOHUE

Published Tuesday, November 30, 2010

Before lending his support to a Navy proposal to assign new Joint Strike Fighter squadrons to Marine Corps Air Station Beaufort, Gov. Mark Sanford wants residents who live nearby to hear the new fighter jets for themselves.

In a letter last week to Defense Secretary Robert Gates, Sanford held off on endorsing a Navy proposal to house three active-duty squadrons and two training squadrons at MCAS Beaufort. Several local, state and federal politicians -- including U.S. Sens. Lindsey Graham and Jim DeMint and Gov.-elect Nikki Haley -- support the proposal.

"In political terms, I would be far better off simply signing a letter of support and moving on," Sanford wrote. "Signing off based on political forces has never been my approach. Before one makes any major decisions, one should get all the facts."

Sanford has a vested interest in the "sound of freedom" emanating from MCAS Beaufort. His family owns the nearby 1,500-acre Coosaw Plantation in Dale. Sanford wrote that the land holding has nothing to do with his reluctance to support the Navy's proposal.

To assuage local concerns over future jet noise, Sanford requested that Gates send one of the fighter jets undergoing flight tests at Naval Air Station Patuxent River, Md., to Beaufort to perform demonstration flights. That "would go a long way toward separating myths and suggestions from reality ... and help move the local community to consensus," Sanford wrote.

Ben Fox, Sanford spokesman, said Pentagon officials have yet to indicate whether such flights would be possible.

U.S. Rep. Joe Wilson, R-SC, said he submitted Sanford's proposal to the Corps and expects a response early next year.

"If the Marine Corps finds this request logistically feasible and budget-worthy, then I support a test flight of the F-35 in Beaufort," said Wilson, whose district includes Beaufort County.

Retired Lt. Gen. Garry Parks, chairman of the Beaufort Regional Chamber of Commerce's Military Enhancement Committee, said it was "highly unlikely" the Pentagon would spare one of the jets for such a demonstration.

"There is a very small number of those jets -- about four -- at NAS Patuxent River, and flight testing on the (Marine Corps' version) of the jet is already challenged as it is," Parks said. "The timing of the governor's request would have been a lot more useful during the public-comment period."

'THE ELEVENTH HOUR'

Sanford's letter comes about a week before the Navy determines how it will divide 13 JSF squadrons between MCAS Beaufort and MCAS Cherry Point, N.C. It was written a day after the public-comment period ended for the final draft of the Navy's environmental report on the proposed action.

Though Sanford acknowledged his letter was coming at "the eleventh hour," he said demonstration flights are necessary to help prevent a possible rift between the air station and the community over jet noise.

"If the noise footprint is several times that of people's expectations, many would argue it would be a tipping point in creating organized opposition to the base's military operations," Sanford wrote. Such opposition "would over the long run spell the base's demise, and ... I don't think that would be good for Beaufort, the state of South Carolina or the Marine Corps."

Extensive noise testing has yet to be performed on the Marine Corps' variant of the JSF, which will replace all the F-18 Hornets flown at MCAS Beaufort.

MORE CONCERNS

After analyzing the Navy's most recent environmental impact report, scientists for the U.S. Environmental Protection Agency also weighed in with concerns jet noise would be "louder than documented" in the impact statement, creating a problem without spelling out how it would be mitigated.

According to the Navy report, 8,725 residents living in 2,371 homes near the base will be exposed to noise levels greater than 65 decibels. Currently, more than 7,170 residents living in 1,867 homes near the base are exposed to levels higher than 65 decibels, the report said.

Best 4 Beaufort, a group of more than 180 residents from neighborhoods near the air station, has also complained about the effect increased jet noise might have on those living near the base. Attempts to reach members of the group Tuesday were unsuccessful.

State Rep. Shannon Erickson, R-Fripp Island, said the uncertainty about jet noise is worthy of concern, though she still supports the Navy's preferred option.

"You'd have to read (the report) with your eyes closed not to notice that there are questions in there," Erickson said. "Do I feel I have all the answers? No. I'm basing it a lot on faith in our military ... that they wouldn't knowingly do something that would be harmful to our community. I'm glad we're going through this process, though. This is a huge decision, and we should be taking it this seriously."

Daily Comet

SC Gov. Sanford raises concerns about F-35 noise

By SUSANNE M. SCHAFER

Associated Press

Published: Wednesday, December 1, 2010 at 3:02 p.m.

Last Modified: Wednesday, December 1, 2010 at 3:02 p.m.

South Carolina Gov. Mark Sanford has warned the Pentagon that opposition to the Marine Corps presence in the state could arise if new F-35 combat jets at the Beaufort air station prove to be louder than expected.

Sanford spokesman Ben Fox said Wednesday the governor hasn't gotten a response to his letter of Nov. 23, sent to Defense Secretary Robert Gates.

In the letter, Sanford suggests the Navy send one of the Joint Strike Fighters undergoing testing in Maryland to Beaufort so residents there might judge noise levels for themselves.

The Pentagon is expected to announce a decision in coming weeks about dividing 13 F-35 squadrons between the Marine Corps Air Station Beaufort and the Marine Corps Air Station at Cherry Point, N.C. The jets are intended to replace aging F-18 fighters.

Sanford said he's been made aware of strong support for the potential basing of the F-35s in the region, and that he has also heard from locals who have voiced doubts over the program's potential impact. Bringing an aircraft in for a test might answer some of the questions, Sanford wrote.

"I am left with a fair degree of confusion on who is right," Sanford told Gates.

"In short, if the noise footprint is several times that of people's expectations, many would argue it would be a tipping point in creating organized opposition to the base's military operations," Sanford wrote. "I believe formal and organized opposition in one of the fastest growing counties in South Carolina would over the long run spell the base's demise, and as a supporter of MCAS Beaufort, I don't think that would be good for Beaufort, the state of South Carolina or the Marine Corps."

The governor acknowledged he was entering the fray about the pros and cons of the aircraft at "the eleventh hour," and could have remained silent, given he is a term-limited governor who leaves office in January.

But, the governor noted, "as I own a farm down that way with my sister and brothers" who all support the proposed basing, Sanford said he wanted to make sure the community had all its facts in hand before a decision was made.

The Sanford family has owned the Coosaw Plantation in Beaufort County for four decades.

Fitsnews

Sanford's F-35 Hypocrisy

By fitsnews

December 2, 2010

In case you're new to this website, we don't believe in big government ... not even a little bit.

We're pretty much "cops and courts" libertarians at the local level, although we do believe that the federal government should efficiently provide for the national defense.

Accordingly, when projects pursuant to the efficient performance of this core function of government come along – particularly projects that might accrue to South Carolina's economic benefit – we support those projects. How noble of us, right?

Take the Pentagon's upcoming decision regarding the placement of thirteen F-35 fighter squadrons between the Marine Corps Air Station in Beaufort and a similar facility in Cherry Point, N.C. While we're not buying all of the spin coming from Lowcountry "economic development" leaders, the inescapable reality is that securing as many of these squadrons as possible for the MCAS in Beaufort would not only protect the facility from being closed in the future, but would result in tangible economic benefits to the state.

Assuming that locating several of these squadrons in Beaufort makes sense within the context of the broader \$323 billion F-35 project, then by all means South Carolina should go after the planes.

However, in one of his last acts of irrelevance, S.C. Gov. Mark Sanford has fired off a letter to Defense Secretary Robert Gates in which he withholds his support for the project.

How come? Sanford is afraid these next-generation Joint Strike Fighters might be too noisy.

"If the noise footprint is several times that of people's expectations, many would argue it would be a tipping point in creating organized opposition to the base's military operations," Sanford wrote in his letter. This opposition "would over the long run spell the base's demise, and ... I don't think that would be good for Beaufort, the state of South Carolina or the Marine Corps."

Specifically, Sanford wants the Defense Department to send one of the new planes down to Beaufort, S.C. "for several days of demonstration flights" in an effort to "allow the community to make an informed judgment about the local impact."

Sheesh ...

Ordinarily, we would be inclined to indulge Sanford on this issue. The local community should be allowed to assess the differences between the F-35s and the aging F-18s they would replace, and we hope that the Pentagon will give them the opportunity to do that.

But this request from Sanford (which should have been made much sooner in this process) has nothing to do with his concern for the local community ... and everything to do with selfish personal motivations.

For those of you unfamiliar with S.C. political lore, Sanford and his family own a 1,500-acre plantation right across the Coosaw River from the MCAS. In fact during his time in the U.S. Congress, Sanford once telephoned the commander of the military base and reportedly asked him

to stop flying F-18s overhead because he was entertaining guests at a dinner party.

The incident – which was used by Democrats against Sanford during his 2002 gubernatorial campaign – was conveniently left out of Sanford’s letter to Gates, in which the governor stated that personal considerations did not factor into his request.

Whatever, Gov. Narcissus.

If Sanford had a legitimate objection to this project, he should have raised that objection months ago – not the day after the public-comment period ended for the military’s environmental impact study and one week before a final decision regarding these planes is supposed to be made. This eleventh-hour intervention reeks of self-interest ... and proves once again that Sanford is nothing but a spoiled brat who is looking out for No. 1.

Island Packet

County, air station to preserve 63 acres

By JULIANN VACHON

Published Wednesday, December 1, 2010

The 63-acre Ihly Farm will remain rural forever, thanks to a new conservation easement that officials say will help protect the environment and Marine Corps Air Station Beaufort...

... The acquisition protects water quality and wildlife habitat, and prevents development of a parcel near the air station, the release said...

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

<http://www.islandpacket.com/2010/12/01/1463937/county-air-station-to-preserve.html#ixzz16uWMpjAM>

TEXAS

San Antonio Express-News

Study warns about growth near Lackland AFB

By Sig Christenson

Express-News

Web Posted: 12/01/2010 12:00 AM CST

A new study says some areas north and south of Lackland AFB's runway are at risk of noise, light and safety problems from airplanes taking off and landing, and it warns that those issues only will worsen.

One solution: creating a district to prevent unchecked development of homes and businesses off the north and south sides of the 11,500-foot runway. The idea is to stop construction that could interfere with flights over the base's "accident potential zone," where a plane is most likely to crash...

The full text of the article is available on the San Antonio Express –News website found here:

http://www.mysanantonio.com/news/local_news/study_calls_for_tighter_land-use_controls_near_lackland_111089204.html

GUAM

Associated Press

Guam Groups Sue Military Over Live Firing Range

Audrey McAvoy

18 NOV 2010

HONOLULU -- Groups and citizens in Guam have sued the U.S. military, alleging it violated federal environmental and historic preservation laws by choosing an ancient village as the site of a new live firing range.

The Navy, in a decision announced in September, said it wants to build the training site at one of two sites in Pagat village. The range would be used by Marines due to move to the U.S. territory from Okinawa, Japan.

The lawsuit filed Wednesday in U.S. District Court in Honolulu said the Navy failed to adequately consider alternative locations that would have less of an impact on the environment and historic sites. It further alleged the Navy failed to adequately examine the environmental consequences of its actions.

The Naval Facilities Engineering Command Pacific, whose senior officials are named as defendants in the suit, said it was unable to comment on ongoing litigation.

The suit said archaeological studies date Pagat to A.D. 700, while traditional knowledge indicates the village was inhabited 3,000 years ago. The village has up to 20 sets of carved stone pedestals, called latte, upon which the indigenous Chamorro people set buildings.

The Guam Historic Preservation Trust, one of the plaintiffs, leads hiking tours at Pagat. The suit says members ask permission to enter the sacred place before each visit.

The National Trust for Historic Preservation, another party in the suit, has put Pagat on its 2010 list of the most endangered historic places in the U.S. It cited the live firing range as the reason for the listing.

Other Guam groups and individuals, including those of Chamorro ancestry, have joined the suit as plaintiffs.

The Navy in September said it had narrowed down locations for a range to two sites in Pagat, but it would postpone a final decision while it consulted preservation authorities on how the facility would affect the ancient village.

The Navy, in a document called a "Record of Decision," said the influx of population due to the military buildup would affect the island's indigenous Chamorro population, and vowed to be sensitive to the issue.

The military "is cognizant of the concerns regarding the degradation of Chamorro culture and respects Chamorro social and cultural traditions and will continue to strive to be good neighbors," the document said. At its peak, the buildup is expected to boost Guam's population by 79,000 people, or 45 percent, over its current 180,000 residents. Guam is about 3,700 miles southwest of Hawaii and 1,500 miles south of Tokyo.

Guam News Watch

Hand Grenade Range On Guam: DOD Says No Way To Mitigate

Written by Michael Rudolph

Guam News Watch Reporter

Monday, November 29, 2010

GUAM - The sound of a hand grenades detonating. It's something residents along Route 15 may have to get used to if the military builds their firing range complex near Pagat...

...So Chairperson for the Legislative Committee on the Military Buildup Senator Judi Guthertz fired off a press release Friday outlining her concerns and demanding answers from the military...

Guthertz continued by stating, "And the neighborhood -- about 45 houses in the neighborhood will also be impacted, so I want to know exactly where those homes are and where that particular house is. I want them to bring me there to show me where it is. And I want to talk to the families out there to make sure they are aware of this."...

The full text of the article is available on the Guam News Watch website found here:

<http://guamnewswatch.com/201011293708/Local-News/Hand-Grenade-Range-On-Guam-DOD-Says-No-Way-To-Mitigate.html>

Guampdn.com

Grenade Range included in EIS

By Brett Kelman

Pacific Daily News

November 29, 2010

The Department of Defense plans to build a grenade range on federal land along the eastern edge of the road once it's relocated...

...Currently, one house is close enough to the range that grenades will be as loud as a vacuum cleaner, which is "incompatible with residential use," and about 49 others will be able to hear gunshots and blasts, but not as loudly, according to the Record of Decision. The Record of Decision gave the green light for the military buildup.

The location of the homes wasn't identified in the Record of Decision...

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

<http://www.guampdn.com/article/20101129/NEWS01/11290303>

Pacific News Center

New Programmatic Agreement Still Contains Pagat

Written by Clynt Ridgell

Guam News

Tuesday, 30 November 2010 17:45

Guam- While the Navy has released a new version of the Programmatic Agreement, "We are Guahan" says it still contains many of the same things they had problems with in the previous agreement...

... "They've removed the word Pagat from the programmatic agreement and instead they refer to it as the site selected in the navy's record of decision so yes basically it implies that Pagat is still the site and they're gonna work within that area to figure out where the ranges are gonna go specifically,"...

The full text of the article is available on the Pacific News Center website found here:

http://www.pacificnewscenter.com/index.php?option=com_content&view=article&id=9689:new-programmatic-agreement-still-contains-pagat&catid=45:guam-news&Itemid=156

Pacific Daily News

Navy suggests concession on firing range

By Brett Kelman

Pacific Daily News

December 3, 2010

Assistant Secretary of the Navy Jackalyn Pfannenstiel asked the mayors a question: If the military can build a firing range off Route 15, but can keep Pãgat open 24 hours a day, seven days a week, would the controversy fade?

She didn't get much of an answer.

Pfannenstiel ended a two-day trip to Guam yesterday, and a meeting with the Mayors' Council of Guam was one of many with local leaders. Pfannenstiel, a key player in military buildup decisions, said she had come to Guam on a "listening tour."

"We are committed to doing it in a way where we move forward with Guam as a partner," she told the mayors. "There is no way this is going to work, ... there is no way we will have a buildup where the Marines come to Guam, ... unless it's in partnership with the people of Guam."

The meeting didn't go far before the controversial issue of the Route 15 firing range came up. The military's preferred plan is to build the firing range along the road's eastern edge so Marines can train there daily.

This plan has drawn heavy criticism from politicians and protesters alike since that area includes the ancient village site of Pãgat and Pãgat Cave.

The military has given assurances that the cultural sites won't be harmed and the public will be able to visit almost every day, but protesters have filed a lawsuit in federal court to stop the range.

Access unimpeded

Pfannenstiel said yesterday she couldn't talk about the lawsuit, but she did offer a heavy concession on the firing range plans. Pfannenstiel said the military was looking for a way to adjust plans for the firing range so that Pãgat would never be out of reach.

According to current plans, the public couldn't go to Pãgat when some of the gun ranges -- such as the machine gun range -- were in use, because of the tiny chance a stray bullet could be a danger.

But maybe that could change, Pfannenstiel said.

"If that access was unimpeded, if there was no constraint at all at getting to the caves and the village, would that make an enormous difference?" she asked. "Would that then remove the opposition for using that area for the training ranges?"

Most of the mayors didn't say specifically if they believed this compromise would allay public concerns about the firing range. Yigo Vice Mayor Ron Flores said he was opposed to the military absorbing any more northern land, Pãgat or not.

Flores said the Department of Defense had enough land, and if they couldn't build a firing range on land they already had, they should give some back.

"You guys have a lot of property in your inventory. Why does it seem that you need more? You are taking the land away from the people, and the people need the land. They need their heritage, tradition and culture," Flores said at the meeting. "That's what you are taking away from us."

And Flores isn't the only objector with that mindset.

Access irrelevant

Victoria Leon Guerrero and Leevin Camacho, both of whom are leaders of protest group We Are Guåhan, have each said previously that they oppose any firing range in the area at all, regardless of whether the military guarantees access to Pãgat.

Joe Quinata, of the Guam Preservation Trust, said he also believes the military should look at alternativee sights, regardless of whether access to Pãgat can be preserved.

Their protests and lawsuit are not about preserving access once the military takes control of the land, they've said, but that the military should never take the land to begin with.

Even though protesters might oppose the range as a whole, it's unclear if the public will accept a firing range on Route 15 if Pãgat is not affected, said Bryan Wood, director of the Pacific Division Headquarters Marine Corps.

If this concession can satisfy public concerns, and military can figure out how to adjust the ranges as needed, most of the conflict over the range could be resolved, Wood said.

"We are trying to look at every possible concept to determine if we can arrange the ranges so we can eliminate the danger of any fragment going down there, or make it so infinitesimal that it is practically eliminated," Wood said. "We're trying to find a way to do it."

According to several press releases, Pfannenstiel also held meetings with Sens. Tina Muna-Barnes, Frank Blas Jr. and Judith Guthertz yesterday. Pfannenstiel met with Gov.-elect Eddie Calvo the day before.

ALTERNATIVE ENERGY

Forbes

Army: Kansas wind farms, military not in conflict

By JOHN MILBURN

Associated Press

11.23.10, 08:45 AM EST

TOPEKA, Kan. -- Wind energy development in Kansas is facing less military resistance than similar efforts on the West Coast, largely because of effective coordination between developers and government agencies, an Army attorney said Monday...

... He said most of the best areas in Kansas for wind development are far from regular flight patterns for military aircraft near training areas and installations...

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

http://www.forbes.com/feeds/ap/2010/11/23/business-financial-impact-us-military-wind-farms_8158891.html

CIVILIAN AIRFIELD

The Boston Globe

Aerotropolis

The rise of a vibrant new kind of city – and how Massachusetts missed a chance to have one

By Peter Canellos

Globe Staff

October 31, 2010

... Aerotropolises have emerged in places like the former no man's zone between Dallas and Fort Worth, in suburban Atlanta, and around Schiphol Airport in the Netherlands, near Amsterdam, Rotterdam, and The Hague. They provide what John D. Kasarda, the UNC professor, calls "connectivity" to the global marketplace. International companies want to locate where their executives can step out their doors and be on another continent eight hours later. Firms producing the highest-value goods want to ship them to markets around the world. ("The Web won't move a box," Kasarda declares. "High-end products move by air.") And businesses with tentacles around the globe want a place where all their people can fly in easily for meetings...

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

<http://www.boston.com/bostonglobe/ideas/articles/2010/10/31/aerotropolis/?page=full>

ELECTRONIC INTERFERENCE

Kitsap Sun

Tests on Carrier Complete; Garage Door Openers Should Work Again

Ed Friedrich

19 NOV 2010

BREMERTON — Electronic-systems testing on the aircraft carrier USS John C. Stennis, undergoing a \$137 million maintenance period at Puget Sound Naval Shipyard and Intermediate Maintenance Facility, wrapped up on Friday.

The testing is probably responsible for several reports of garage-door openers and keyless remotes not working this week. The Navy took steps to limit interference, but the testing could have affected phones and computers, PSNS & IMF spokeswoman Darcy Jenne said.

Those who have trouble with their garage door openers should contact the manufacturer or dealer for solutions, Jenne said. Buying a new opener probably isn't necessary. A retrofit to the remote control system might be needed to allow operation on a frequency that is not used by the local military, according to the Navy.

Chris Olson, owner of C's Garage Door Company in Bremerton, said he's never been able to find such a work-around.

The Department of Defense is authorized to use frequencies from 380 MHz to 399.9 MHz. If somebody else is using that spectrum, DOD isn't obligated to mitigate interference, according to the Federal Communications Commission.

Olson said the problem is limited to about a mile radius from the shipyard, but the problem has been reported more than a mile away. Ninety-five percent of garage door openers use the frequencies 315 MHz or 390 MHz, and the Navy testing affects both.

Once the testing stops, everything returns to normal, he said.

MARINE MAMMALS

Eureka Times Standard

Arcata To Request Hearing On Navy Training

Allison White

02 DEC 2010

A number of organizations and people will be receiving a letter from the Arcata City Council stating its opposition to the U.S. Navy's proposed training exercises off the coast.

At both Wednesday's meeting and the meeting before it, residents raised concerns about the Navy's planned exercises in the Northwest Training Range Complex, which encompasses ocean area off the Northern California coast. Council members and residents cited a lack of concern for marine life and a lack of response to individual comments on the proposal in the Navy's Environmental Impact Statement.

The National Oceanic and Atmospheric Administration recently approved the permit for the Navy's training exercises. However, many feel environmental impacts, especially to marine life, had not been adequately addressed.

Former Councilman Dave Meserve brought a draft resolution to the council meeting for consideration. He urged the council to not only call into question the process by which the Navy obtained the permit to complete the training but also to take a firmer stand on the issue of military training.

"Our ocean should not be a place of war but a place of bounty and peace," he said, reading from his resolution.

Many council members agreed with Meserve on that point but did not feel it should be in the letter. Councilwoman Susan Ornelas said that it might be preliminary to oppose the testing openly in the letter, as they were calling for a hearing. If a hearing is held in the area, that might be a better time to bring forward information on why the city thinks this is wrong, she said.

While the council made wording changes to both the resolution and the letter, the essence of both was stating the city considered the public process had been inadequate, the Navy's response to public comments was not significant enough and that congressional hearings should be held locally to allow people to present their thoughts on the proposal.

On the topic of the California Development Block Grant funding, the council voted unanimously to authorize a loan totaling \$170,000 to Arcata Forest Products, located at the former Britt Lumber Mill on Aldergrove Road. Two employees of the family-owned mill, Charlie Moyer and Harvey Sharpe, came in to explain their business, which produces redwood fencing.

"Our market doesn't follow the standard lumber market," Moyer said. "It's better than the dimension market (for building)." They have orders to fill through 2011 and some into 2012, and they plan to hire another 46 employees in the next two years, they said. The loan from the city will be used for purchasing inventory.

The council also moved to apply for next year's round of block grant funds and to extend the public hearing to Dec. 15 to consider other businesses for next year's block grant application. Arcata Forest Products and Wing Inflatables could both benefit from the application next year, and a third business is working on its application materials.

Community Development Director Larry Oetker said the funding to make the loans is granted through the state, and when the business pays the loan back with interest, the money goes to the city. The funds become a “revolving loan fund” to give to other businesses, and through previous grants, the city has a revolving loan fund of about \$400,000 annually, he said.

The council also voted to adopt a resolution approving of the city's participation in the Humboldt County Youth Build program. The county is applying for a grant to make the program possible, which would train and educate disadvantaged youth and help them develop employable skill sets, according to city staff. Many of the details, such as what contractor would supervise the youth at the potential work sites in the city, were unavailable as it was presented to the city at short notice. However, Oetker said it was not a binding deal but rather a way to help the county apply for the grant and potentially provide opportunities for the youth who would participate.

The next regular council meeting will be on Dec. 15.

OUTLYING LANDING FIELD- NC & VA

Newport News Daily Press

Isle Of Wight Board Of Supervisors, Residents Oppose Navy Landing Field

Residents worried about safety, noise, future development potential

Allison T. Williams

23 NOV 2010

ISLE OF WIGHT— Southern Isle of Wight County residents are up in arms over a U.S. Navy proposal to use Franklin Municipal Airport for military jets to practice touch-and-go landings for up to 200 days a year.

The Isle of Wight Board of Supervisors on Thursday unanimously passed a resolution opposing the proposal that could have two types of military aircraft, the C-2 Greyhound and E-2 Hawkeye, using the airfield for practice by January 2012.

While the airport is technically in Isle of Wight County, the Navy – which built the landing field in the 1935 – deeded the property to the city of Franklin in 1938 and 1947, said Franklin Mayor Jim Councill. Both transfers included clauses that legally give the Navy access to the property at any time, Councill said.

The Navy is in the process of doing an environmental assessment that should be finalized and shared with the public by spring, Councill said. Earlier this month, the Franklin City Council delayed voting on a memorandum of understanding with the Navy until January.

Phillip Bradshaw, before resigning as chairman of the Isle of Wight Board of Supervisors Thursday, said many Carrsville residents are worried about how close the planes will come to houses, noise levels and the impact the military practices could have on areas targeted for residential development.

RADAR

WAVY.com

DoD urged to study VB radar coverage

Sens. Webb, Warner file amendment to require study

Updated: Thursday, 02 Dec 2010, 5:39 PM EST

Published : Thursday, 02 Dec 2010, 5:34 PM EST

WASHINGTON (WAVY) - Virginia Senators Jim Webb and Mark Warner announced Thursday that they have filed an amendment to the Fiscal Year 2011 National Defense Authorization Act that would require the Secretary of Defense to submit a report to Congress assessing a commercial development's impact on military air surveillance radar coverage in Virginia Beach.

The study would determine if alternatives exist to mitigate potential degradations in radar coverage resulting from the construction of taller buildings associated with the City of Virginia Beach's development plan as well as potential off-shore wind energy projects...

The full text of the article and the letter to Secretary Gates are available on the Wavy.com website found here: <http://www.wavy.com/dpp/military/DoD-urged-to-study-VB-radar-coverage>