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FINAL ENVIRONMENTAL IMPACT STATEMENT

DTIC
ELECTE
OCT 19 1993
S A D

146th TACTICAL AIRLIFT WING

RELOCATION OF THE 146th TACTICAL AIRLIFT WING OF THE CALIFORNIA AIR NATIONAL GUARD

VOLUME III
COMMENTS AND RESPONSES

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AUGUST 1985

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AIR DIRECTORATE
NATIONAL GUARD BUREAU
WASHINGTON, DC 20310

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Environmental Planning Division
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16 JUL 93

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SUBJ: Distribution of USAF Planning Documents Forwarded on 1 July 93

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Jack Bush, GM-14
Mr. Jack Bush
Special Projects and Plans
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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 63D AIR BASE GROUP (MAC)
NORTON AIR FORCE BASE CA 92409

REPLY TO ATTN OF: 63 CES/DEEV (Mr Disparte, AUTOVON 876-3909) 15 April 1985

SUBJECT: Comments on Draft Environmental Impact Statement (DEIS) for Relocation of 146th TAW

TO: 146th TAW (MSgt Riley Black)
8030 Balboa Blvd
Van Nuys CA 91409

1. The report emphasizes the preferred alternative site (NAS Pt. Magu) and related impacts to that site, while other sites (i.e., Norton AFB) receive minimal analysis. Equal emphasis and analysis is normally placed on all sites under consideration.

2. In conclusion, we consider this DEIS inadequate if other than the preferred alternative is chosen. If the Norton AFB alternative should gain in preference, please contact Mr Disparte as soon as possible to learn of our concerns. Mr Disparte can be reached at AUTOVON 876-3909.

MAX L. HEARN, Colonel, USAF
Base Civil Engineer

MAC—THE BACKBONE OF DETERRENCE

RESPONSE TO COMMENTS FROM
THE DEPARTMENT OF THE AIR FORCE
APRIL 15, 1985

No. 1: During the preparation of the EIS, equal attention was given to all of the sites. Due to the varied character of the sites, some parameters are more or less important at any given site. This variance may be the source of this particular comment. A more detailed response is not possible due to the lack of specificity of the comment.

No. 2: Norton AFB poersonnel were contacted during preparation of the EIS. Concern was expressed regarding the impact of the proposed relocation on the long-range (unfunded) Norton AFB Master Plan. Since both decisions to relocate the 146th TAW to Norton AFB and to fund improvements under the Master Plan rests with the Department of the Air Force, relocation would be consistent with the Master Plan.

DEPARTMENT OF THE ARMY
LOS ANGELES DISTRICT, CORPS OF ENGINEERS
P.O. BOX 2711
LOS ANGELES, CALIFORNIA 90053-2325

REPLY TO
ATTENTION OF

SPLPD-RP

16 APR 1985

SUBJECT: Review Draft Environmental Impact Statement (EIS) for the Relocation of the 146th Tactical Airlift Wing of the California Air National Guard

MSgt Riley Black
Department of the Air Force
146th Tactical Airlift Wing
8030 Balboa Boulevard
Van Nuys, California 94109

1. We have reviewed the Draft EIS, subject as above, as requested in a letter from your office, dated 21 February 1985.

2. The Biological Species List (Appendix I) in the EIS, is for the Palmdale alternative site rather than the preferred Point Mugu site. We suggest that a species list for the preferred alternative site be included in the final EIS.

3. Page III-87, paragraph 2, of the EIS refers to a Corps flood analysis conducted in the area; however, no citation is given for this analysis. The citation should be included in the final EIS.

4. Corps of Engineers permits are required for the discharge of dredged or fill material into waters of the United States, including adjacent wetlands, pursuant to Section 404 of the Clean Water Act. Our review of the EIS indicates that the proposed project could involve the discharge of dredged or fill material into waters of the United States. The contact person at the Corps regarding permits for your project area is Mr. Clifford Rader of our Regulatory Branch at (213) 688-5606.

5. Thank you for the opportunity to review and comment on this document.

FOR THE COMMANDER:

ROBERT S. JOE
Acting Chief, Planning Division

RESPONSE TO COMMENTS FROM
THE DEPARTMENT OF THE ARMY
APRIL 16, 1985

No. 2: A biological species list has been compiled for the NAS Point Mugu relocation site. Please refer to Appendix I.

No. 3: The citation is the following:

U.S. Department of the Army. 1981. Special Flood Hazard Study - Point Mugu Missile Test Center. Corps of Engineers, Los Angeles District, Los Angeles, California.

No. 4: The ANG will apply for a 404 Permit at NAS Point Mugu if the Mugu Drain is determined to need one at NAS Point Mugu during the design phase of site development.

U.S. Department
of Transportation

**Federal Aviation
Administration**

Apr 12, 1985

MSgt. Riley Black
Department of the Air Force
146th Tactical Airlift Wing
8030 Balboa Boulevard
Van Nuys, California 91409

Dear MSgt Black:

We have reviewed the Draft Environmental Impact Statement (EIS) for the relocation of the 146th Tactical Airlift Wing of the California Air National Guard. Should Point Mugu NAS be selected, we would be concerned with any impact on the navigational aids (Instrument Landing System, TACAN) which hangers and other buildings might create. Without information on the location and dimensions of the buildings, we cannot evaluate this possibility.

We have no comment regarding other aspects of the EIS.

Sincerely,

Duane R. Bullard
Manager, Public Affairs, Planning
& Int'l. Aviation Staff

RESPONSE TO COMMENTS FROM
THE FEDERAL AVIATION ADMINISTRATION
APRIL 12, 1985

Facilities and structures to be constructed at the Point Mugu site would be designed to assure that they are compatible with navaid systems. Design would be coordinated with NAS Point Mugu staff and appropriate FAA personnel.

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
215 Fremont Street
San Francisco, Ca. 94105

APR 1 5 1985

MSGT Riley Black
Department of the Air Force
146th Tactical Airlift Wing
8030 Balboa Boulevard
Van Nuys, CA 91409

Dear MSGT Black:

The Environmental Protection Agency (EPA) has reviewed the Draft Environmental Impact Statement (DEIS) titled RELOCATION OF THE 146th TACTICAL AIRLIFT WING OF THE CALIFORNIA AIR NATIONAL GUARD. We have the enclosed comments regarding this DEIS.

We have classified this DEIS as Category EC-2, Environmental Concerns - Insufficient Information (see the attached "Summary of Rating Definitions and Follow-Up Action"). This DEIS is rated EC-2 because of concerns we have regarding wetlands, hazardous wastes and air quality. The classification and date of EPA's comments will be published in the Federal Register in accordance with our public disclosure responsibilities under Section 309 of the Clean Air Act.

We appreciate the opportunity to review this DEIS. Please send four copies of the Final Environmental Impact Statement (FEIS) to this office at the same time it is officially filed with our Washington, D.C. office. If you have any questions, please contact Roberta Blank, Federal Activities Branch, at (415) 974-8187 or FTS 454-8187.

Sincerely yours,

Charles W. Murray, Jr.
Assistant Regional Administrator
for Policy and Management

Enclosure (2 pages)

Section 404 Permit Comments

The DEIS discusses the possible adverse effect of displacement of a disturbed hyposaline marsh, and stipulates that any disturbance of the area will be offset by creation or enhancement of suitable habitat at a ratio negotiated with the U.S. Fish and Wildlife Service.

Section 404 of the Clean Water Act, and the Guidelines which must be followed to comply with the Act (40 CFR 230), require an analysis of alternatives to filling the marsh prior to any agreement on mitigation. Therefore, any activities requiring a 404 permit from the U.S. Army Corps of Engineers will need to be subjected to an analysis of practicable alternatives. The Guidelines discuss alternatives analyses under Section 230.10 (a). As this section indicates, non-water dependent activities are subject to a particularly rigorous analysis in which "...practicable alternatives that do not involve special aquatic sites (i.e., wetlands) are presumed to be available unless clearly demonstrated otherwise."

1

It must be noted that any filling activities conducted in areas meeting the legal definition of wetlands will require a 404 permit, and will be subject to the Guidelines. In addition to the hyposaline marsh, page III-103 of the DEIS identifies a disturbed moist meadow, as well as a primary succession wet-field swale and freshwater marsh transition habitat on the property. Section 230.3 (t) defines wetlands as "...those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions." Thus, it would appear that some areas other than the hyposaline marsh area may be subject to Corps of Engineers jurisdiction.

The FEIS should identify which areas are subject to a 404 permit for this project (contact the Los Angeles District Office of the Corps of Engineers). Compliance with the 404(b)(1) guidelines should be addressed, including the issue of practicable alternatives.

Hazardous Waste Comments

Based on the RCRA rules and regulations (40 CFR Parts 260-270), some clarifications are required in the FEIS.

2 According to the information submitted in the DEIS, the 146th Tactical Airlift Wing (TAW) is a generator of hazardous waste. In accordance with the standards for generators of hazardous waste (§262), the Los Angeles regional office of the Department of Health Services must be notified when TAW relocates, to obtain a new EPA identification number as a generator in the new location. It must also be noted that if TAW is storing hazardous waste for longer than 90 days,the present site must go through a full RCRA closure. A new storage permit must then be obtained prior to storing hazardous materials at the new site.

The DEIS is very specific about the requirements of a hazardous waste transporter. However, since TAW is a generator of hazardous waste, more emphasis should be placed in the FEIS on the rules and regulations for a hazardous waste generator (RCRA Sections 3001 and 3002, and 40 CFR Part 262).

Air Quality Comments

3 The DEIS includes a thorough analysis of the air quality impacts of the proposed project and the alternatives. We recognize that the special circumstance regarding relocation to NAS Point Mugu (inconsistency with the Air Quality Management Plan (AQMP)) is not due to a greater impact at that site than at Norton AFB or at AF Plant #42, but rather to differences between Ventura County's AQMP and those of the South Coast and the Southeast Desert Air Basins.

We strongly encourage the Air National Guard to continue to work with the Ventura County Air Pollution Control District to develop appropriate mitigation measures.

SUMMARY OF RATING DEFINITIONS AND FOLLOW-UP ACTION*

Environmental Impact of the Action

LO—Lack of Objections
The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

EC—Environmental Concerns
The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. EPA would like to work with the lead agency to reduce these impacts.

EO—Environmental Objections
The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

EU—Environmentally Unsatisfactory
The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the CEQ.

Adequacy of the Impact Statement

Category 1—Adequate
EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

Category 2—Insufficient Information
The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

Category 3—Inadequate
EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

*From: EPA Manual 1640 Policy and Procedures for the Review of Federal Actions Impacting the Environment

RESPONSE TO COMMENTS FROM ENVIRONMENTAL PROTECTION AGENCY

No. 1: The majority of the property on the southerly triangle has been classified by the U.S. Fish and Wildlife Service as Palustrine-Emergent (Artifically Dug) and categorized as Resource Category 2 or 3 (undecided), as shown on Pages IV-77 and IV-78. The slightly more specific descriptors include:

- hyposaline marsh
- disturbed moist meadow
- primary succession wet-field swale
- freshwater marsh transition area

The habitat descriptors were provided to assist in classification by the Service. All four microhabitats are potentially impacted and if so would at that time require a 404 permit.

Please refer to Department of the Army, Corps of Engineers response to comment No. 4 on page 5.

No. 2: The 146th TAW will comply with all applicable State and RCRA requirements relative to generation and transport of hazardous materials.

No. 3: Please refer to comments by Scott Johnson of the Ventura County Resource Management Agency and the response which follows them (pp. 63 through 66). These comments and the response describe the air quality mitigation agreed upon with the County.

United States Department of the Interior

FISH AND WILDLIFE SERVICE
LAGUNA NIGUEL FIELD OFFICE
24000 Avila Road
Laguna Niguel, California 92677

April 8, 1985

MSgt Riley Black
Department of the Air Force
146th Tactical Airlift Wing
8030 Balboa Boulevard
Van Nuys, California 91409

Re: Draft Environmental Impact Statement for the Relocation of the 146th Tactical Airlift Wing of the California Air National Guard

Dear Sergeant Black:

The Fish and Wildlife Service (FWS) has reviewed the draft Environmental Impact Statement (dEIS) for the proposed relocation of the 146th Tactical Airlift Wing of the California Air National Guard (CANG). We have no comments to offer on the dEIS due to the inter-agency agreement with the FWS.

Regarding the wetlands at the Point Mugu site, the CANG has agreed to comply with the FWS Mitigation Policy in order to avoid potential impacts and to mitigate any loss of habitat values by the proposed project. Ratios for replacement of habitat values vary between 1½:1 and 2½:1 for onsite and offsite "in-kind replacement" and 2½:1 and 4:1 for offsite "out-of-kind replacement". Additional measures include the use of native plants for landscaping and setbacks from environmentally sensitive habitats.

If you have any questions, please call John Wolfe or me at (714) 643-4270.

Sincerely yours,

Nancy Kaufman

Nancy M. Kaufman
Project Leader

RESPONSE TO COMMENTS FROM USDOI
FISH AND WILDLIFE SERVICE
APRIL 8, 1985

Acknowledged. Please refer to USFWS correspondence with follows.

prc
Planning Research Corporation

PRC Engineering
972 Town & Country Road
P.O. Box 5367
Orange, CA 92667
714-835-4447
TWX 910-595-1957

January 2, 1985 214-500-00-40

U.S. Fish and Wildlife Service
Ecological Services
24000 Avila Road
Laguna Niguel, CA 92677

Attention: Mr. John Wolf
Ms. Nancy Kaufman

Subject: Environmental Impact Statement (EIS)
Relocation of the Van Nuys Air National Guard

Dear Mr. Wolf and Ms. Kaufman:

The relocation of the Van Nuys Air National Guard (ANG) to Naval Air Station (NAS) Point Mugu could potentially impact a small wetland depending upon the ANG's final design plans. The precise plans are not known at this time, however, the ANG would like to come to a basic understanding towards the mitigation policy between the United States Fish and Wildlife Service (USFWS) and the ANG regarding wetland resources at NAS Point Mugu.

The purpose of this correspondence is to: 1) review and present basic findings from two previous meetings with Mr. John Wolf (USFWS Area Biologist), 2) identify the range of replacement habitat ratios, 3) agree to coordinate with the USFWS in compliance with the Department of the Interior (USFWS) Mitigation Policy to render the proposed project consistent with these policies.

Following two letters of correspondence between PRC Engineering (EIS consultant) and USFWS, and several telephone conversations, a meeting was set up for 10/23/84 with the ANG (LTC Clabuesch), PRC (Michael Benner) and the USFWS (John Wolf) at the Service's office in Laguna Niguel. The basic findings of that meeting are as follows:

- There are no listed threatened or endangered species on the immediate project site.
- The classification of the wetland on-site is a palustrine emergent (artificially dug) type as generally defined in the "Classification of Wetlands and Deepwater Habitats of the United States."

- Determinations were made that although some opportunities for onsite mitigation may be accommodated if certain replantings and recontouring of habitats occurred, it might be advisable to go with offsite mitigation. To resolve questions, it was arranged that an onsite meeting would occur on 11/14/84 to define mitigation concepts for inclusion in subsequent documents.

On 11/14/84 a brief walkover of the subject area was made to provide the USFWS an opportunity to evaluate the site for its resource category value and to discuss specified ratios for a replacement habitat program. The basic findings of the site visit, and a follow-on meeting including Mr. Ron Dow, Ecologist, at NAS Point Mugu are as follows:

- The area was evaluated by Mr. John Wolf as having a Resource Category value between 2 and 3. The mitigation goal for Resource Category 2 is no net loss of in-kind habitat value. The mitigation goal for Resource Category 3 is no net loss of habitat value while minimizing loss of in-kind habitat value.

- The subject site is used as raptor habitat and is seasonally used by waterfowl.

- Ratios were discussed for a replacement habitat program to offset any Resource Category losses. The range of ratios varied between 1½:1 and 2½:1 for onsite and offsite "In-Kind Replacement" and 2½:1 and 4:1 for offsite "Out-of-Kind Replacement." In-Kind Replacement is defined as a "means for providing or managing substitute resources to replace the habitat value of the resources lost, where such substitute resources are physically and biologically <u>the same or closely approximate those lost</u>." Out-of-Kind Replacement is defined as a means of "providing or managing substitute resources to replace the habitat value of the resources lost, where such substitute resources <u>are physically or biologically different from those lost</u>."

- In addition to the In-Kind Replacement and Out-of-Kind Replacement variables, other variables discussed potentially affecting the ratios include landscaping with the appropriate species of native plants, proper contouring, and whether the property is in public or private ownership.

If the ANG does affect classified wetland habitats during this project, the ANG will coordinate with the Fish and Wildlife Service (FWS) to effectively comply with its Mitigation Policy as published in the Federal Register, January 23, 1981. The purpose of this coordination is to avoid potential impacts and to mitigate for any unavoidable loss of habitat value affected by this proposed project.

The findings concur with our understanding of the meetings and constitute the basis for formal mitigation coordination during development of draft environmental documents. If the USFWS agrees with the above findings and concurs with the above understanding of our meetings, please return a signed copy of this letter to us.

It has been the intent throughout this program to seek mitigation for potential impacts prior to circulation of the draft environmental document and to ensure that appropriate responsible agencies concur with our analyses.

Thank you for your assistance.

Very truly yours,

PRC ENGINEERING

Michael A. Benner

Michael A. Benner
Senior Associate
Environmental Planner

IN AGREEMENT:

UNITED STATES FISH AND WILDLIFE SERVICE

Signed: Nancy Kaufman

Title: Project Leader

CALIFORNIA AIR NATIONAL GUARD

Signed: _____

Title: _____

MAB:fa

Advisory Council On Historic Preservation

The Old Post Office Building
1100 Pennsylvania Avenue, NW, #809
Washington, DC 20004

Reply to: 730 Simms Street, Room 450
Golden, Colorado 80401

March 12, 1985

MSgt Riley Black
Department of the Air Force
146th Tactical Airlift Wing
8030 Balboa Boulevard
Van Nuys, CA 91409

REF: DEIS for relocation of the 146th Tactical Airlift Wing of the California National Guard

Dear Sargent Black:

We have received and reviewed the referenced draft EIS pursuant to your request dated February 21, 1985. We support the recommendations stated on page 21 of Appendix IV, i.e., that a qualified archeologist should be present during grading activities to ensure that presently unknown and potentially significant subsurface features are not disturbed before an examination may take place. If features are discovered, the archeologist should have the authority to halt ground disturbance in the immediate area until the California State Historic Preservation Officer is notified of the discovery and given an opportunity to evaluate the find.

The DEIS addresses historic preservation concerns in a satisfactory manner and we note that the California State Historic Preservation Officer has been consulted about negative survey findings in the areas of potential environmental impact. Thank you for the opportunity to review this document.

Sincerely,

Robert Fink
Chief, Western Division
of Project Review

RESPONSE TO COMMENTS FROM
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION
MARCH 12, 1985

Comment acknowledged.

COMMENTS RECEIVED FROM STATE AGENCIES

Agency	Page No.
Office of Planning and Research	21
Department of Transportation	23
Resources Agency, Department of Fish and Game	26
Regional Water Quality Control Board - Lahontan Region	30
Resources Agency, Environmental Health Division	33

STATE OF CALIFORNIA—OFFICE OF THE GOVERNOR GEORGE DEUKMEJIAN, Governor

FFICE OF PLANNING AND RESEARCH
..0 TENTH STREET
SACRAMENTO, CA 95814

(916/445-0613)

April 11, 1985

MSgt Riley Black
Department of The Air Force
146th Tactical Airlift Wing
8030 Balboa Blvd.
Van Nuys, CA. 91409

Subject: Relocation of the 146th Tactical Airlift Wing, SCH # 85022705

Dear MSgt Black:

The State Clearinghouse submitted the above named environmental document to selected state agencies for review. The review period is closed and none of the state agencies have comments.

This letter certifies only that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act (EIR Guidelines, Section 15205). Where applicable, this should not be construed as a waiver of any jurisdictional authority or title interests of the State of California.

The project may still require approval from state agencies with permit authority or jurisdiction by law. If so, the state agencies will have to use the environmental document in their decision-making. Please contact them immediately after the document is finalized with a copy of the final document, the Notice of Determination, adopted mitigation measures, and any statements of overriding considerations.

Once the document is adopted (Negative Declaration) or certified (final EIR) and if a decision is made to approve the project, a Notice of Determination must be filed with the County Clerk. If the project requires discretionary approval from any state agency, the Notice of Determination must also be filed with the Secretary for Resources (EIR Guidelines, Section 15094(b)).

Sincerely,

John Ohanian

John B. Ohanian
Chief Deputy Director

ACKNOWLEDGEMENT

State of California
Project Notification and Review System
State Clearinghouse
(916) 445-0613

RELOCATION OF 146TH TACTICAL AIRLIFT WING
STATE CLEARINGHOUSE NUMBER: 85022705
REVIEW STARTS: 02/25/85
REVIEW ENDS: 04/11/85
CONTACT: MARK BOEHME
(REVIEW STARTS ON NEXT DAY WHEN DOCUMENT IS RECEIVED AFTER 10:00 A.M.)

Please use the State Clearinghouse Number on future correspondence with this office and with agencies approving or reviewing your project.

This card does not verify compliance with environmental review requirements. A letter containing the State's comments or a letter confirming no State comments will be forwarded to you after the review is complete.

Rev. 8/83

From:
Office of the Governor
Office of Planning and Research
State Clearinghouse
1400 - 10th Street, Room 12
Sacramento, CA 95814

SACRAMENTO CALIF. 5 MAR-7'85 U.S. POSTAGE .14

To:

DEPARTMENT OF THE AIR FORCE
8030 BALBOA BLVD
VAN NUYS CA 91409

RESPONSE TO COMMENTS
STATE OF CALIFORNIA OFFICE OF
PLANNING AND RESEARCH
APRIL 11, 1985

Comment noted. No response necessary.

STATE OF CALIFORNIA—BUSINESS AND TRANSPORTATION AGENCY GEORGE DEUKMEJIAN, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, P.O. BOX 2304, LOS ANGELES 90051
(213) 620-5335

March 26, 1985

MSgt. Riley Black
Department of the Air Force
146th Tactical Airlift Wing
8030 Balboa Blvd.
Van Nuys, CA 91409

Dear MSgt. Black:

Draft EIS - Relocation of 146th Tactical
Airlift Wing of the California National Guard

Thank you for sending CALTRANS a copy of the above-referenced EIR for review. We have the following comments regarding the proposed action.

1. o Instead of the 1988 projected volumes shown on Table IV-26, CALTRANS requests that 20-year traffic volume projections be utilized for: Route 1, the interchanges of Route 1 with Wood and Hueneme Roads, and the remaining road segments shown on the Table.

2. o Intersection Capacity Utilization (ICU) calculations should be prepared for both existing and 20-year projected traffic volumes for the ramps of the interchanges of Route 1 with Wood and Hueneme Roads. A"D" Level of Service is the minimum level that must be achieved for mitigation conditions to be effective.

Thank you for this opportunity to comment. If you should require further information, please contact Kreig Larson at (213) 620-2819.

Very truly yours,

W B Ballantine

W. B. BALLANTINE, Chief
Environmental Planning Branch

RESPONSE TO COMMENTS
CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)
MARCH 26, 1985

No. 1: For purposes of comparison, the base conditions for future traffic volumes in the vicinity of Point Mugu were determined by increasing existing volumes by 10 percent. ANG traffic was then added to the base conditions to determine the impacts. By using this method, future volumes can be projected at all locations where existing data is available. If 20-year projections are used as the base conditions for comparison, Table IV-26 would be as shown below for locations where projections have been made. The year 2010 forecasts were obtained from Caltrans.

	Daily Traffic - Weekend		
Highway Segment	2010 Without ANG Base	2010 With ANG Base	Percent Change
Hueneme Road			
East of Pacific Coast Highway	10,200	11,960	17%
East of Wood Road	9,300	11,960	29%
Wood Road			
North of Pacific Coast Highway	1,100	2,000	82%
Pacific Coast Highway			
North of Hueneme Road	25,800	25,910	0%
South of Wood Road	23,000	23,030	0%

No. 2: The ICU calculations for the intersection of the Pacific Coast Highway ramps at Hueneme Road and Wood Road are summarized below:

Intersection	ICU and Level of Service		
	Existing	2010 Without ANG	2010 With ANG With Mitigation*
Hueneme Road at Southbound Ramps	.56 (A)	.56 (A)	.79 (C)
Hueneme Road at Northbound Ramps (Raytheon Rd)	.59 (A)	.80 (D)	.70 (C)
Wood Road at Navalair Road	.24 (A)	.24 (A)	.50 (A)
Wood Road at Northbound Ramps	.41 (A)	.41 (A)	.68 (B)

*Assumes intersection modifications at Navalair Road/Hueneme Road and Ratheon Road/Hueneme Road. These include addition of a northbound right turn lane on Navalair Road to Hueneme Road and restriping of Hueneme Road at Ratheon Road to have two through lanes instead of a through lane and left turn lane on Hueneme. This would require minor pavement widening 100 to 200 feet on each side of the intersection.

Resources Building
1416 Ninth Street
95814

(916) 445-5656

Department of Conservation
Department of Fish and Game
Department of Forestry
Department of Boating and Waterways
Department of Parks and Recreation
Department of Water Resources
California Conservation Corps

GEORGE DEUKMEJIAN
GOVERNOR OF
CALIFORNIA

THE RESOURCES AGENCY OF CALIFORNIA
SACRAMENTO, CALIFORNIA

Air Resources Board
California Coastal Commission
California Waste Management Board
Colorado River Board
Energy Resources Conservation and Development Commission
San Francisco Bay Conservation and Development Commission
State Coastal Conservancy
State Lands Commission
State Reclamation Board
State Water Resources Control Board
Regional Water Quality Control Boards

146th Tactical
Airlift Wing
8030 Balboa Boulevard
Van Nuys, CA 91409

April 11, 1985

Dear Sir:

The State has reviewed the Environmental Impact Report, Relocation of the 146th Tactical Airlift Wing, California National Guard, submitted through the Office of Planning and Research in the Governor's Office.

Review of this document was coordinated with the Coastal and Public Utilities Commissions, the Air Resources and State Water Resources Control Boards, and the Departments of Conservation, Fish and Game, Parks and Recreation, Water Resources, Health, and Transportation.

Attached for yourinformation is a copy of the only comments received regarding this report, those of the Department of Fish and Game (DFG). Please direct any questions on this matter to Fred Worthley, Regional Manager, DFG, 245 West Broadway, Suite 350, Long Beach, CA 90802 or (213) 590-5113.

Thank you for proving an opportunity to review this report and to provide comments.

Sincerely,

Charles H. Jellison
for Gordon F. Snow, Ph.D
Assistant Secretary for Resources

Attachment

cc: Office of Planning and Research
1400 Tenth Street
Sacramento, CA 95814

(SCH 85022705)

245 West Broadway, Suite 350
Long Beach, California 90802-4467
(213) 590-5113

March 4, 1985

Mr. Michael A. Benner
Senior Associate Environmental Planner
PRC Engineering
972 Town and Country Road
P.O. Box 5367
Orange, California 92667

Dear Mr. Benner:

This is in response to your memorandum to Chuck Marshall regarding Notice of Consultation for preparation of a combined EIR/EIS for relocation of the 146th Tactical Airlift Wing of the California Air National Guard from the Van Nuys Airport. We recommend that the following issues be thoroughly discussed in the EIR/EIS to evaluate impacts to fish and wildlife resources.

1. There is a large pond on the new location which supports heavy use from ducks, geese and some swans during winter months. Additionally, there is some use by raptors (Red tail, Black shoulder kite, etc.), in the vicinity and onsite.

2. A 1601 notification to the Department will be necessary. Also a "404" permit from the Army Corps of Engineers may be necessary for alterations to Mugu Drain.

3. Compensation measures for avoiding significant impacts to the 10-15 acre seasonal pond should include:

   a) Enlarging the bottom width of the ditch from 20 to 40 feet to provide for a 100-year flow. This could allow a 5-10 feet wide strip of riparian vegetation to develop on each side as a mitigation factor.

   b) Save or relocate "dry" pond area to add to the 16-acre freshwater marsh being developed on Point Mugu Naval Air Station.

   c) Provide funding for implementation of the existing salt marsh habitat enhancement project at the Point Mugu Naval Air Station.

Thank you for the opportunity to provide early consultation on this project. If you have any questions, contact Jim Davis, wildlife biologist at (805) 685-3902.

Sincerely,

COPY ORIGINAL SIGNED BY FRED A. WORTHLEY JR.

Fred A. Worthley, Jr.
Regional Manager
Region 5

cc: Chuck Marshall
Jim Davis

RFSPONSE TO COMMENTS FROM STATE OF CALIFORNIA - DEPARTMENT OF FISH AND GAME MARCH 4, 1985

No. 1: During site visitations in August, September, October and November of 1984 by PRC biologists and U.S. Fish and Wildlife Service very little ponding occurred within the palustrine-emergent (artificially-dug) wetland. It is likely that there is significant ponding during wetter months and wetter years. However, there was no "large pond" on the relocation site during the site visitations. Waterfowl do occasionally use the small wetland as do raptors.

No. 2: Acknowledged.

No. 3: At this time it is not clear if there will be direct losses of wetland habitat on-site. The ANG has come to a 'basic' understanding of what mitigation is required if there are impacts to the wetland. Please refer to the correspondence which follows the response to the U.S. Fish and Wildlife Service on pages 13 through 16. During the mitigation formulation the Department of Fish and Game will be notified for their input.

STATE OF CALIFORNIA

GEORGE DEUKMEJIAN, Governor

CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD—
LAHONTAN REGION
2092 LAKE TAHOE BOULEVARD
P.O. BOX 9428
SOUTH LAKE TAHOE, CALIFORNIA 95731-2428

March 25, 1985

MSGT Riley Black, Department of
the Air Force
146 th Tactical Airlift Wing
8030 Balboa Boulevard
Van Nuys, CA 91409

RE: DRAFT ENVIRONMENTAL IMPACT STUDY (EIS) FOR PROPOSED RELOCATION OF THE 146 TH TACTICAL AIRLIFT WING OF THE CALIFORNIA AIR NATIONAL GUARD

Dear MSGT Black:

We have reviewed the draft EIS for the above-referenced project. Air Force Plant (AFP) #42 was one of the sites discussed in the document, and the AFP is located in the Lahontan Region. We have the following comments on the draft EIS:

1. Page III-109 - Water Supply

   The first paragraph states that all private wells in the basin have to be registered with the Lahontan Regional Board and semiannual water quality analysis reports of groundwater have to be submitted to the Board. That statement is incorrect. The Regional Board does not require registration of private wells or submittal of semi-annual reports unless the Board prescribes waste discharge requirements for a particular facility. Such is the case with AFP #42. The Regional Board's waste discharge requirements for AFP #42 require the Air Force to collect semiannual samples of their water supply used within the sewered areas.

2. Page III-111 - Wastewater

   Although the design capacity of the primary treatment plant is 0.7 mgd as reported, the treatment capacity of the secondary system (oxidation ponds) is only 0.57 mgd. Waste discharge requirements contained in Board Order No. 6-82-107 limit the flow to the treatment facility to 0.57 mgd because that is the reported design capacity of the plant. Depending on the amount of wastewater generated

by the proposed facility, the existing treatment at AFP #42 may not be adequate.

If you should have any further questions or comments, please contact Nelson Wong or Robert S. Dodds in our Victorville office at (619) 245-6583.

Very truly yours,

ROY C. HAMPSON
EXECUTIVE OFFICER

Robert S. Dodds

Robert S. Dodds
Senior Engineer

cjb
255-08

RESPONSE TO COMMENTS FROM ROBERT DODDS
EXECUTIVE OFFICER OF CALIFORNIA RWQCB
MARCH 25, 1985

No. 1: The text of the Draft EIS has been revised to reflect this information. AF Plant #42's on-site wells are registered with the Lahontan Regional Board because the Board also prescribes waste discharge requirements for AF Plant #42. The Board requires AF Plant #42 to collect semi-annual samples of its water supply within sewered areas.

No. 2: The text has been corrected to reflect the design capacities of the primary treatment plant (0.7 mgd) and the secondary system (0.57 mgd). The reported design capacity of the plant is 0.57 mgd. Even with this lower design capacity, there is sufficient excess treatment capacity to accommodate the wastewater generated by the ANG.

State of California

Department of Health Services

Memorandum

To : Gordon F. Snow, Ph.D.
Assistant Secretary
RESOURCES AGENCY
1416 Ninth Street, Room 1311

Date : April 12, 1985

Subject: Relocation of 146th Tactical Airlift Wing, California Air National Guard, Draft EIS - SCH #84080104

From : ENVIRONMENTAL HEALTH DIVISION
714 P Street, Room 616
322-2308

The Department has reviewed the subject environmental document and offers the following comments.

In general, the sections dealing with noise clearly present the relevant data. However, the Department has several questions, the answers to which may alter the recommendation of the report (page II-3 & -4), but should not alter the need to relocate the Air National Guard's 146th Tactical Airlift Wing from Van Nuys Airport.

1. On page IV-4 of the Draft EIS it is stated that a total of 74 operations could be carried out by the 146th Tactical Airlift Wing at Van Nuys. This estimate appears to differ from what appears to be a summary of Air National Guard operations at Van Nuys during 1984 (letter of 23 November 1984 from Mary I. Simons of March Air Force Base to Michael A. Brenner of PRC Engineering, Appendix II, Section A, not paginated). This letter suggests that 76,934 operations occurred during 1984. The discrepancy seems very great, particularly in light of the relatively small number of C-130 operations observed in 1983 (Table III-1, page III-9). However, an explanation may lie in the footnote to Table III-1, which states that in 1984 the total number of operations at Van Nuys exceeded 575,000.

   As compared to 1983, the increase in the total number of operations in 1984 at Van Nuys is roughly the total number of operations in Mary Simons' letter. Clearly, some explanation is needed.

2. The reference on page IV-4, "DOPAA Document", is not listed in the Bibliography (Section VII), nor can it be found in the Appendices. What is the reference? Does it provide any explanation for the number of flights in 1983 versus 1984?

3. Table IV-10 (page IV-12) provides sound exposure and maximum levels at various locations. Unfortunately, the maps provided do not permit localization of the sensitive receptors nor indicate the type of receptor. It is reasonable to assume the receptors are residential areas (e.g., Leisure Village), but the assumption may not be correct in all cases. There is also some indication that the maps may be out-of-date. For example, Table IV-10 shows noise levels at Victory Boulevard and Encino, but Figure III-8 (see also Figure III-1) shows no such intersection because Victory Boulevard appears to end at Balboa Boulevard. Moreover, if the discussion on pages IV-8 and -9 is followed to determine the location, there is an inconsistency between the discussion and the relevant map (Figure III-8): the map shows only 34 R and L flight tracks, whereas the text refers to Runway 16 flight tracks.

   It is recommended that Table IV-10 include an identification of the sensitive receptors referred to, and the expected slant range between the receptor and the aircraft at each location, particularly during the "Low-approach" operations. Without the latter information, the reader is unable to use Figures III-5 and -6, except to estimate slant range from the SEL's shown in Table IV-10.

4. The text (page I-1) indicates that the Air National Guard has increased activity during the weekends. The Department's experience indicates that most military airports significantly decrease their activities on weekends. Weekends are also the time that families engage in outdoor activities at home. How many operations are expected on the busiest weekend? Are the noise levels and the number of operations expected consistent with these family activities? (See "Human Response", page IV-7.)

5. On page III-11, it is noted that at Air Force Plant #42, ten of twelve complaints occurred in a single day. Will Air National Guard operations at Air Force Plant #42 affect the area or areas which were the source of these complaints? Will they affect Leisure Village at Camarillo?

If you have any questions or need further information concerning these comments, please contact Dr. Jerome Lukas of the Noise Control Program, Office of Local Environmental Health Programs, at 2151 Berkeley Way, Room No. 613, Berkeley, CA 94704, 415/540-2665.

Jack McGurk

for: Windell B. Phillips, R.S., Acting Chief
Office of Local Environmental Health Programs

cc: Ken Fellows
Water Resources

RESPONSE TO COMMENTS FROM STATE OF CALIFORNIA - ENVIRONMENTAL HEALTH DIVISION APRIL 12, 1985

No. 1: The correspondence from Mary I. Simons of March Air Force Base (AFB) pertains to March AFB not Van Nuys Airport. The fact that annual operations increased from 494,273 in 1983 to 575,000 in 1984 (+80,727) at Van Nuys Airport and that there were roughly the equivalent annual operations (76,934) at March AFB, is circumstantial.

No. 2: The "DOPAA" document refers to: Description of the Proposed Actions and Alternatives, an Air National Guard document. The DOPAA report does not address the issue of 1983 versus 1984 flights. It was prepared in early 1984 to identify potential relocation sites.

No. 3: The USGS map that underlies the flight tracks in EIS Figure III-8 was not the latest available photorevision. Victory Boulevard does intersect with Encino Avenue but is not shown that way on EIS Figure III-8. Due to prevailing winds, Runway 16L and 16R are used the vast majority of time. The text is correct in describing them as 16. Figure III-8 has been changed to show the flight track designators from Runway 16.

The receptor sites have been identified in EIS Table IV-10. The slant range between the receptor and the aircraft have been added to Table IV-10. However, the noise vs. distance curves shown in EIS Figures III-5 and III-6 are from a different data base than that used to generate numbers in Table IV-10. The reason for using more than one data base is due to the disclosure of Max dB(A). The Max dB(A) metric is not readily available from either the NOISEMAP INM file. Consequently, SEL and Max dB(A) readings were obtained from the Aerospace Medical Research Laboratory (AMRL) file.

No. 4: Weekend activity from the ANG will not be any busier than the busiest weekday. However, the average weekend day is busier than the average

weekday. Please refer to response to comments (Item No. 5) from Eugene R. Mancini on pages 173 and 174.

The noise energy perceived by most individuals from the C-130 when contrasted to other aircraft types and more significantly, the remaining fleet's total operations is not readily perceptible. The comment regarding EIS page I-1 refers to training operations and generally are comprised of those touch-and-go and low-approach operations depicted in EIS Table IV-1. Table IV-1 represents "worst case" training at each relocation site. The Ldn values do not change significantly. Nearby noise-sensitive receptors that are currently compatible with State Noise/Land Use Standards will remain compatible.

No. 5: The reason that 10 complaints were received in a single day was due to an alteration in the utilization of a particular flight track over Lancaster. A change in the use of one of the runways caused a change in flight track usage. Runway usage was affected due to temporary maintenance activity on the effected runway and taxiway. Many of the aircraft types, including the ANG C-130, will overfly southerly Lancaster. EIS Table IV-10 reveals the SEL and Max dB(A) levels for southerly Lancaster and C-130 overflights (see Avenue L & W. 10th Street). ANG C-130 aircraft will fly over the Leisure Village area and the document has noted this.

COMMENTS RECEIVED FROM COUNTY AND REGIONAL AGENCIES

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RESOURCE MANAGEMENT AGENCY
county of ventura

Victor R. Husbands
Agency Director

April 11, 1985

M/SGT Riley Black
Department of the Air Force
146 Tactical Airlift Wing
8030 Balboa Boulevard
Van Nuys, California 91409

Subject: Ventura County Comments on Draft EIS for Relocation of the 146th Tactical Airlift Wing of the California Air National Guard

Dear M/SGT Black:

The above referenced environmental document has been reviewed by the appropriate Ventura County agencies. Specific reviewing agency comments are attached. Noted during review of the Draft EIS is the omission of
1. energy conservation measures as mandated by the California Environmental Quality Act. Additionally, the magnitude of the agricultural land conversion in the Oxnard Plain is inaccurate due to data which is ten years old.
2. Please review the revised estimates of agricultural land conversion; updated data should be included with commensurate mitigation measures. Provided for your convenience is a copy of "Assessing the Environmental Impacts of Agricultural Land Conversion" (see attached).

Please respond to the comments as required by the Environmental Quality Act. All responses should be addressed to the commenting agency with a copy to the Zoning Administration Section, Resource Management Agency.

Sincerely,

Victor R. Husbands
Director

VRH:lca

Attachments

800 South Victoria Avenue, Ventura, CA 93009

RESPONSE TO COMMENTS FROM VICTOR R. HUSBANDS
DIRECTOR, RESOURCE MANAGEMENT AGENCY
COUNTY OF VENTURA
APRIL 11, 1985

No. 1: Section 15126(c) requires a description of "measures which could minimize significant adverse impacts, including where relevant, inefficient and unnecessary consumption of energy" (emphasis added). Also, it states that "Energy conservation measures, as well as other appropriate mitigation measures, shall be discussed when relevant." As presented in the section of the EIS starting on page IV-98, the relocation of the ANG to any site is not expected to create a significant impact. The use of energy for this project is not considered significant, inefficient or unnecessary; thus, mitigation measures for energy use are not presented.

No. 2: The text has been revised as appropriate; please see the response to comments from Kay Martin, of the County of Ventura on pages 46-47 and 60-61.

County of Ventura

RESOURCE MANAGEMENT AGENCY

MEMORANDUM

To: JEFF WALKER

Date: APRIL 12, 1985

From: DREW MADRIGAL

Reference No.:

Subject: DRAFT EIS FOR NATIONAL GUARD RELOCATION

The following comments are provided based upon my review of the aforementioned EIS, Chapter IV, Environmental Consequences:

1. Because the National Guard's project will use Pt. Mugu runways, and a portion of Pt. Mugu is in the coastal zone, the project may require a Coastal Permit from the Coastal Commission if the proposed project can be demonstrated to impact the coastal zone (pg. II-4 and Fig. II-4). Potential impacts on coastal zone resources, such as Mugu Lagoon, should be discussed.

2. Specific impacts on the established development in close proximity to the project site need to be discussed. This development includes the commercial and industrial uses at Ratheon Road and the Navalair Mobile Home Park.

3. The impacts on Camarillo State Hospital should be included.

4. Based upon the occurrence of the 1973 Point Mugu earthquake, mitigation measures for seismic activity should be included in the mitigation measures under Hazardous Materials to ensure all structures are built in accordance with State building codes (pp. IV-96 and 97).

5. The single event (sound exposure) levels for a C-130 flying over Leisure Village is 73.1, 79.6 at Highway 101 and Santa Rosa Road, and 78 at Pleasant Valley Road and Lewis Road. Because these values range from 63.3 maximum dBA to 71.5 dBA, noise is an impact which could best be avoided if alternate overflight paths were submitted which would be located over less populated and noise sensitive areas. If weather conditions prohibited these flight paths, then alternate flight paths could be used. (Table IV-10)

6. The impacts of this project on the game preserve need further discussion. Specifically, how will noise, increased runoff, and vehicular movement affect the preserve? (pg. IV-76)

7. Per the CEQA Guidelines, "growth inducing impacts" of the project should be provided as a separate section in the EIS. Included should be the estimated number of school-age children requiring education facilities, potential housing requirements, impacts on sewers and water supply, and the potential for further expansion of the facilities in the future in this section.

DM:lca

PAOF-89A

RESPONSE TO COMMENTS FROM DREW MADRIGAL
COUNTY OF VENTURA RESOURCE MANAGEMENT AGENCY
APRIL 12, 1985

No. 1: The California Coastal Commission received a copy and had no comment on the Draft EIS. Please refer to the comments received from the State of California Resources Agency on Page 26. The coastal zone boundary is outside the project site. Long term adverse impact to water quality would be avoided by the use of oil/water separators, clarifiers and scrubbers (as needed) to meet the requirements of the State Water Resources Control Board. Water discharged into Mugu Drain would meet required standards upstream of Mugu Lagoon. These issues are addressed in the EIS. On EIS Page IV-95 the last and only paragraph deals with sedimentation mitigation from construction. On Page IV-96, 5th paragraph - last sentence states "Runoff from the aircraft parking apron and wash rack will be treated by an oil/water separator." Clean-up procedures are discussed in case of a spill on Page IV-97. Consequently, runoff and accidental spills are addressed in the EIS.

No. 2: Development along Naval Air Road south of Hueneme Road is currently located within the 65 CNEL contour limit generated by aircraft operations at NAS Point Mugu. Development along Ratheon Road immediately north of Hueneme Road is not within the 65 CNEL contour limit. A redefinition of the CNEL contour limit prepared by Harris, Miller, Miller & Hanson, Inc. for the Navy (April 1985) indicates that the mobile home park on Navalair road will continue to be affected by aircraft operations. In the case of Ratheon Road, even with the addition of ANG operations, development along Ratheon Road will remain outside of the 65 CNEL contour. This contour map is included in EIS Appendix VII.

No. 3: EIS Figure III-12 indicates that no established flight track at NAS Point Mugu passes over Camarillo State Hospital and as such ANG operations would not impact the facility. In addition, the Aircraft Noise Survey prepared for NAS Point Mugu by Harris Miller Miller & Hanson, Inc.

(April 1985) further indicates that the hospital is located outside of the 60 CNEL contour limit. ANG operations at NAS Point Mugu were included within this analysis.

No. 4: Comment Noted. The EIS text on pages IV-74 and IV-97 has been modified to incorporate this comment.

No. 5: EIS Table IV-10 has been revised to include other locations in Eastern Camarillo and SEL and Max dB(A) have been revised for Leisure Village. The Max dB(A) noise values depicted in Table IV-10 may be compared to those values shown in EIS Figure IV-2.

The flight tracks used by the ANG are established flight tracks and meet the noise abatement procedures for NAS Point Mugu.

No. 6: The only noise exposure affecting the game preserve will take place from the aircraft taxiway usage (e.g., estimated taxiway usage for "worst case" conditions is roughly equivalent to the number of full-stop landings and touch-and-go's = 24) and engine testing. Taxi activity will occur on the southerly portion of the site but no closer to the game preserve ponds than the existing runway and for the most part at a greater distance. Consequently, the contribution of noise energy to the pond areas from the ANG C-130 taxi activity is minimal compared to the noise energy currently experienced at the game preserve from departing and arriving aircraft at full and partial thrust settings. Additionally, aircraft taxi maneuvers are on-the-ground and do not produce a "noise/visual startle" effect on waterfowl that airborne aircraft occasionally produce. Engine testing will be conducted in a manner intended to minimize impacts to the nearby trailer park as well as the game preserve. "Increased" runoff will be held onsite or diverted into the Mugu Drain at a rate no greater than that now experienced and does not impact the game preserve ponds. The vast majority of vehicular movement will take place along Navalair Road, not the Perimeter Road that is within proximity to the Game Preserve.

No. 7: EIS Pages IV-18 through IV-19 address growth-inducing impacts of the alternative base relocation alternatives. EIS pages IV-24 through IV-25 further identify impacts on community facilities and services at the alternative sites.

County of Ventura

RESOURCE MANAGEMENT AGENCY

MEMORANDUM

To: JEFF WALKER

Date: APRIL 2, 1985

From: KAY MARTIN KM

Reference No.:

Subject: DRAFT EIS FOR NATIONAL GUARD RELOCATION

The following comments represent a preliminary review of AGRICULTURE issues addressed in the EIS, with specific reference to the preferred NAS Point Mugu site. The Ventura County Agricultural Advisory Committee has not yet had the opportunity to formally review the document, but will do so at its regularly scheduled meeting on April 17, 1985. Additional substantive comments, therefore, may be forthcoming and will be forwarded separately.

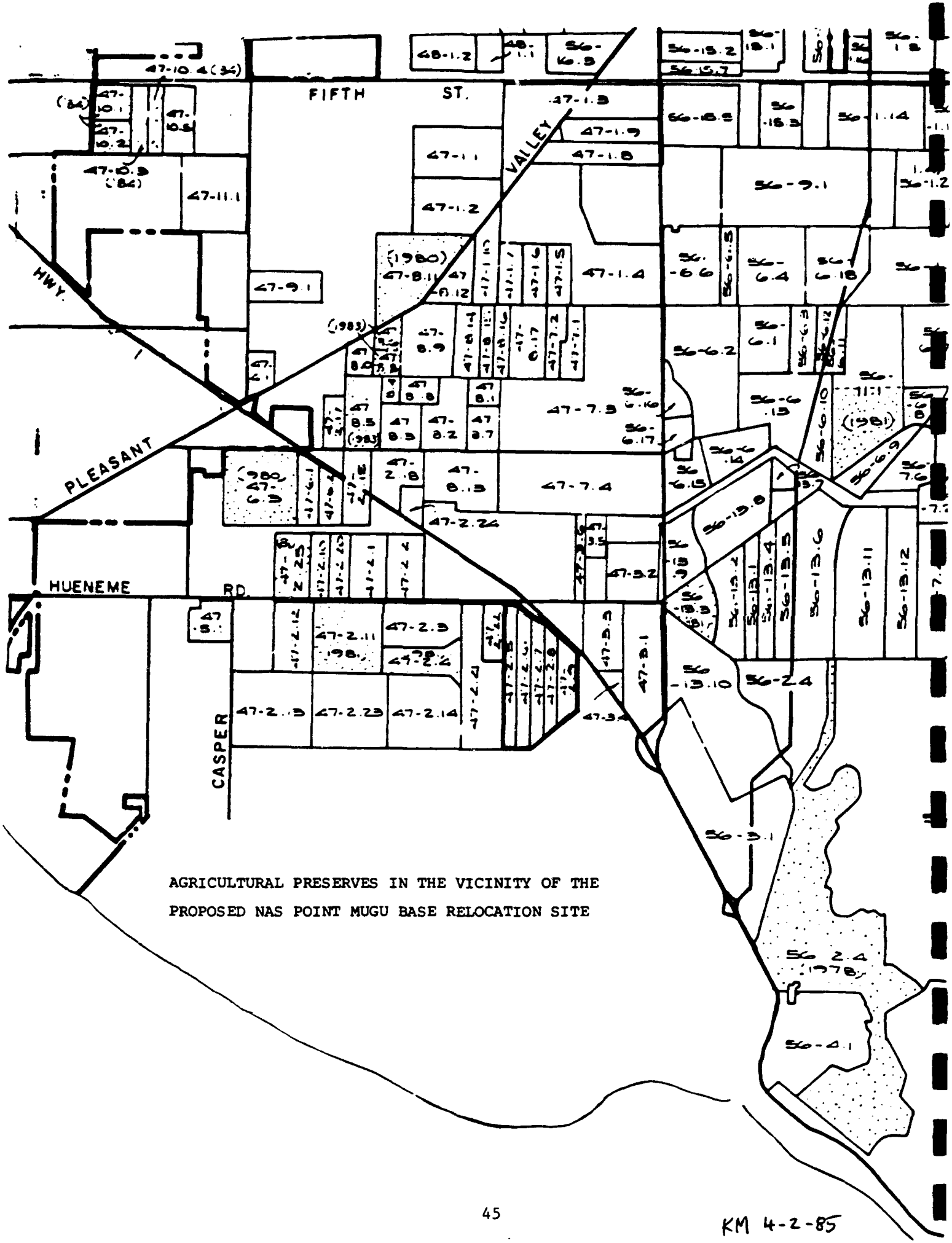
1. The EIS fails to mention that the preferred relocation site coincides with at least five agricultural preserves created under the California Land Conservation Act of 1965 (The Williamson Act) and administered by the County of Ventura (see attached map). Such lands have been specifically designated as an Agriculture-Exclusive Zone, and are currently under contract with individual landowners for the preservation of agricultural production and use. The Affected Environment section of the EIS should reference the number, size and location of agricultural preserves in the siting area, and describe the nature and purpose of the Land Conservation Act (LCA) Program as a potential project constraint.

2. In an apparent effort to gauge the potential significance of land appropriations on the Oxnard Plain for the subject relocation site, the Environmental Consequences section of the EIS makes reference to projected conversions of agricultural acreage for urban use estimated by the County's 208 Plan and by a California Coastal Commission study. The discussion fails to reference the Open Space Element of the County's General Plan, which incorporates these projections into its urban and urban reserve land designations. This Plan specifically designates the proposed siting area as Agriculture and Open Space, i.e., as being unsuited for the type of conversion mentioned in the text. As presently written, the EIS suggests that these prime agricultural lands are expendable, when in fact County planning documents and the County LCA Program mandate the preservation of these areas in current usage.

3. References to mitigation measures in the Environmental Consequences section should include a discussion of the eminent domain acquisition procedures necessary for federal appropriation of lands currently under LCA contract. In addition, specific compensatory options available for current landowners (i.e., suitable replacement lands) should be proposed, and their relative feasibility evaluated.

Attachment

PAOF-89A



AGRICULTURAL PRESERVES IN THE VICINITY OF THE PROPOSED NAS POINT MUGU BASE RELOCATION SITE

KM 4-2-85

RESPONSE TO COMMENTS FROM KAY MARTIN
RESOURCE MANAGEMENT AGENCY, COUNTY OF VENTURA
APRIL 2, 1985

No. 1: The California Land Conservation Act of 1965 (Williamson Act) enables local governments to contract with landowners to keep their land in agricultural use. The land within an "agricultural preserve" is assessed for property tax purposes based on its "enforceable restrictions" and actual rather than speculative use. The result is a property tax burden lower than for land assessed on its "highest and best use" which encourages the landowner to keep it in agricultural production.

Much of the NAS Point Mugu relocation site is within an agricultural preserve pursuant to the Williamson Act. The following contracts are involved:

Contract	Acreage
47 - 2.5	53.71
47 - 2.6	50.50
47 - 2.7	45.84
47 - 2.8	41.69
	191.74

The existence of these contracts and the designation of the land as an Agriculture-Exclusive Zone demonstrate the County's policy to maintain this area for agricultural production. The acquisition of this site by the ANG through land purchase or eminent domain is an action which, by law, would automatically cancel these contracts (Government Code 51295) and would convert 210 acres of land presently in cultivation to airfield use.

No. 2: The discussion of projected agricultural acreage conversions has been revised pursuant to the memorandum from Kay Martin, dated April 9,

1985. The conversion of 239 acres of prime farmland (210 acres are presently in production) is recognized as a significant impact. The use of this site for the ANG facility would be inconsistent with the County Open Space Element's Agriculture and Open Space designation and the County's LCA Program (Williamson Act contracts).

As noted above, the ANG's acquisition of this site would cancel all Williamson Act contracts.

No. 3: The ANG's acquisition of the site would cancel the Williamson Act contracts (Government Code 51295). The compensation and assistance benefits for land acquired by the Federal Government is set by the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. In its Final Rule implementing this Act, the Department of Defense established the compensation and relocation assistance to be provided to persons and businesses displaced by the Department's actions.

The requirements include "just compensation" based on "fair market value" which landowners could use to purchase suitable replacement land, as available. Relocation assistance will include the actual costs of moving (e.g., farm equipment) or an in-lieu payment, the cost of searching for a suitable replacement site, up to $500 and certain other related costs.

County of Ventura

MEMORANDUM

To: DREW MADRIGAL

Date: 9 APRIL 1985

From: KAY MARTIN

Reference No.:

Subject: ANG RELOCATION EIS

Some additional information, as requested, on agricultural issues:

1. Greenbelts

1 The preferred siting area lies just outside the Del Norte/CAmarillo/Oxnard greenbelt (see attached map).

2. Cumulative Impacts on Agriculture:

The EIS impact assessment regarding potential agricultural land conversions is based upon the data and conclusions of the referenced 1977 Coastal Commission Study. This is inadequate for the following reasons:

1. Cited acreage statistics do not reflect current and projected usage

The 1977 study relies upon 1974-75 data. In order to update the acreage figures for agricultural usage on the Oxnard Plain, I requested Kay Clark to overlay the Coastal Commission study area boundary on our Open Space Element map, and to estimate current agricultural lands via planimeter calculations (see attached map). This yielded the following figures:

Agriculture	35,991 acres
Agriculture (Urban Reserve)	4,780 acres
Total	40,771 acres

These figures, when compared with the 45,801 acres cited for 1974, suggest that approximately 5,000 acres of agricultural lands have already been converted to non-agricultural usage over the past decade. Moreover, an additional 4,780 acres are currently designated as urban reserve, i.e. are slated for eventual conversion. Approximately 10,000 of the cited 12,281 acres deemed tolerable farmland reduction, therefore, are already accounted for in the General Plan designations. This leaves only somewhat over 2,000 acres in the Oxnard Plain which, according to the 1977 Coastal Commission estimates, could be safely converted without jeopardizing agricultural viability. The proposed withdrawal of 219 acres of agricultural preserves represents about 10 percent of this tolerable farmland reduction, and therefore constitutes a significant impact.

2. Calculations for "tolerable farmland reduction" are outdated

3 Estimates in the Coastal Commission study of the level of agricultural production necessary to sustain the existing Oxnard Plain agricultural base were derived from a series of 24 interviews of individuals in agricultural service industries.

PAOF-89A

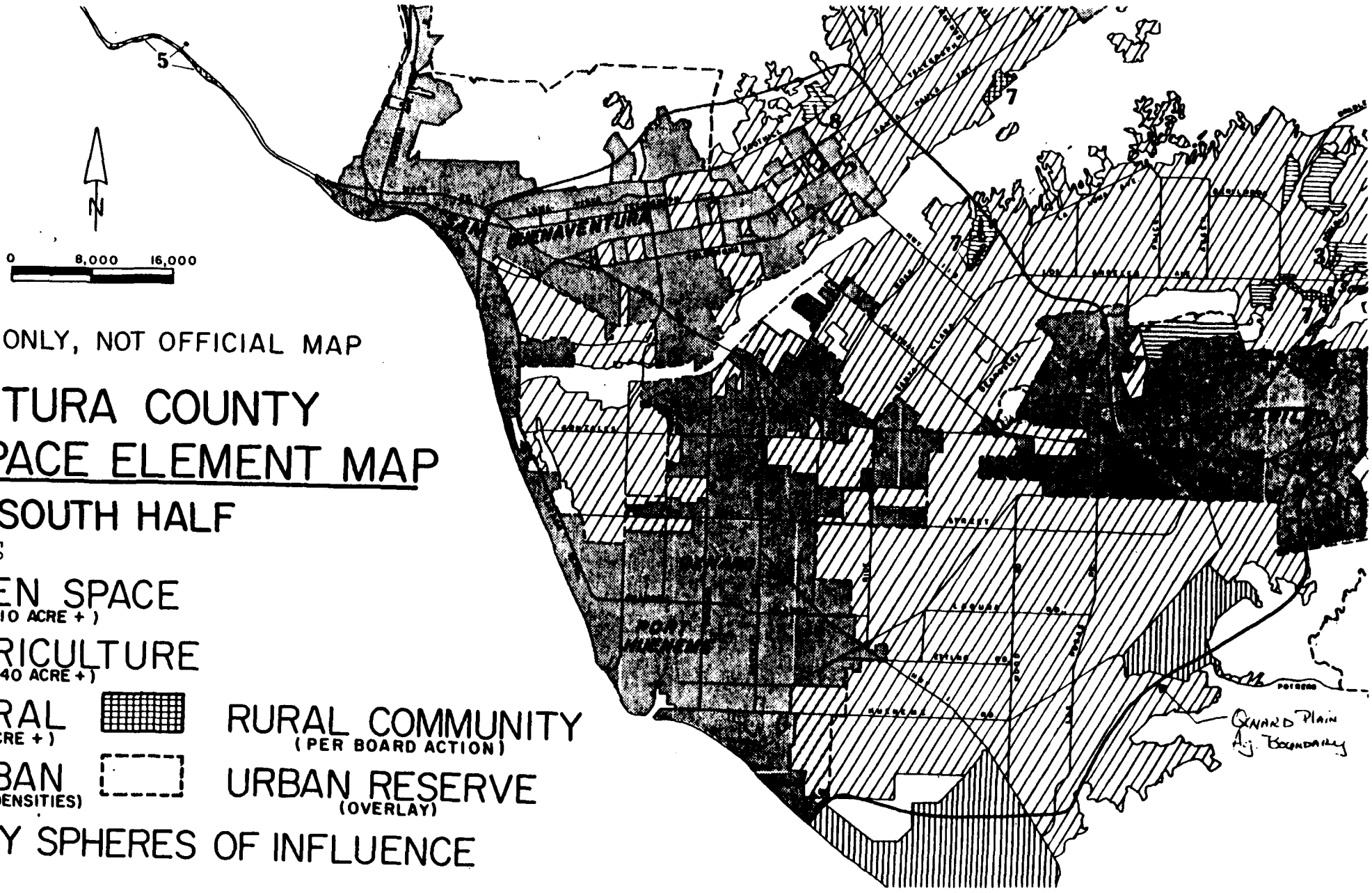
These interviews were conducted over a decade ago, and focused on then current market conditions for citrus, vegetables, and strawberries. It is both conceivable and likely that present conditions are disparate. The EIS makes no effort to verify or revise tolerable farmland reduction estimates.

3. The Williamson Act

I touched base with Andy Gustafson regarding the LCA contracts at the Mugu site. He confirmed that the EIS needs to address this issue (which is essentially an interface of State and Federal law). The following contracts are involved:

Contract	Acreage
47-2.5	53.71
47-2.6	50.50
47-2.7	45.84
47-2.8	41.69
47-2.9	27.18
Total	218.92

For purposes of assessment of cumulative effects, the EIS should address the withdrawal of all 219 acres, rather than the 210 figure allegedly under cultivation.



' ONLY, NOT OFFICIAL MAP

NTURA COUNTY
SPACE ELEMENT MAP

SOUTH HALF

50

PEN SPACE
(10 ACRE +)

GRICULTURE
(40 ACRE +)

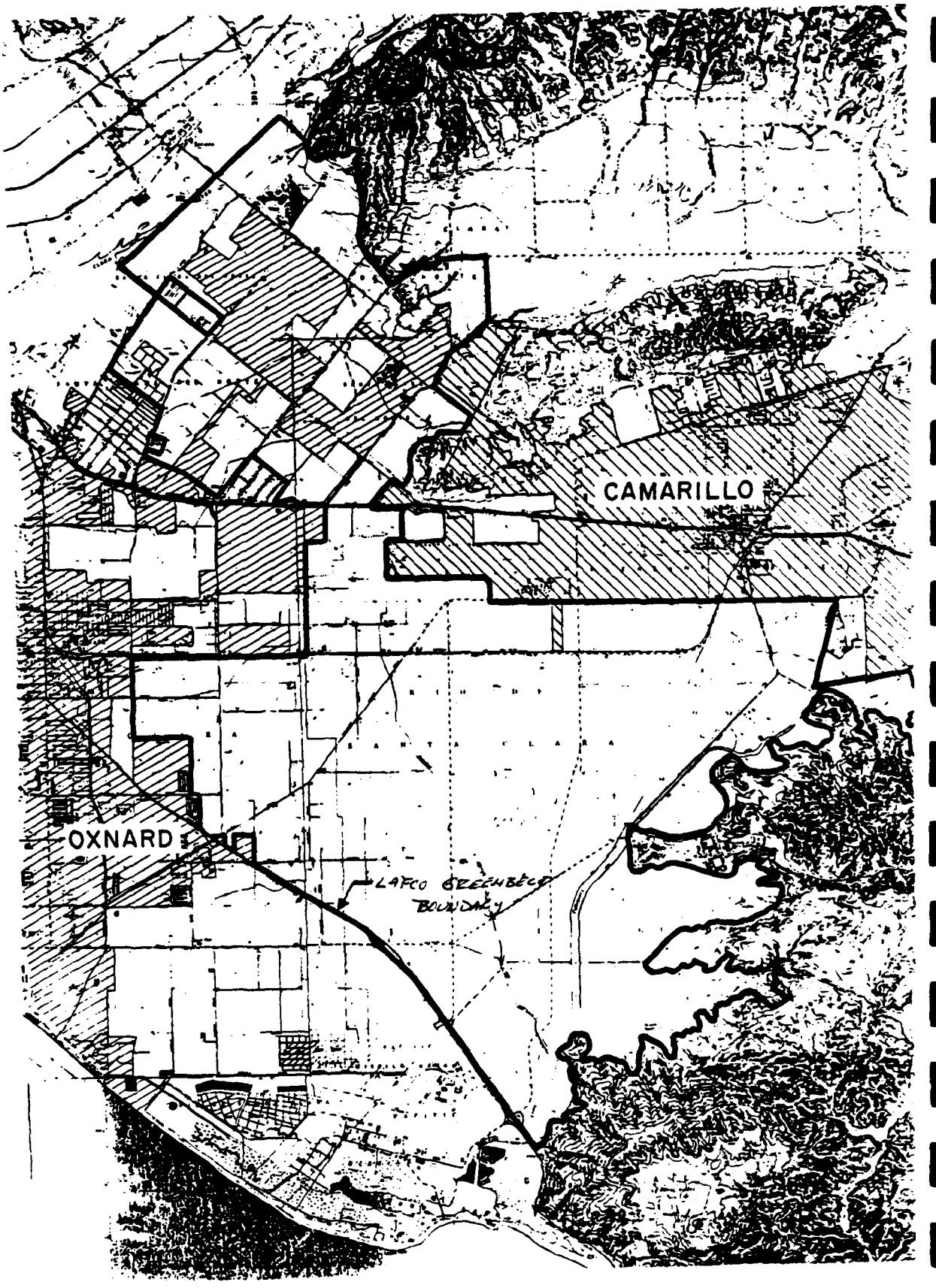
URAL
ACRE +)

RURAL COMMUNITY
(PER BOARD ACTION)

RBAN
L DENSITIES)

URBAN RESERVE
(OVERLAY)

TY SPHERES OF INFLUENCE


CAMARILLO
OXNARD
LAFCO GREENBELT
BOUNDARY

Attachment to Ventura County Comment

L. Kada

ROOM TO G·R·O·W

OFFICE OF PLANNING AND RESEARCH
1400 TENTH STREET
SACRAMENTO, CA
95814

APR 29 9 56 AM '82
RESOURCE
MANAGEMENT
AGENCY

ASSESSING THE ENVIRONMENTAL IMPACTS OF AGRICULTURAL LAND CONVERSION

by Ron Bass
April 1982

California's 36,000,000 acres of agricultural land produce important economic and environmental benefits to the people of the state, nation, and world. Covering one-third of the state, agricultural land supports one of California's major industries and is responsible for the production of an important portion of the nation's food and fiber. The state is also a major exporter of produce to the rest of the world. A unique combination of geography, climate, and soils enables California agriculture to produce many crops that are produced nowhere else in the United States.

In addition to the production of food and fiber, the state's agricultural land plays a critical environmental role. Farmland is an important filter for rain and snowfall runoff, allowing groundwater basins to recharge themselves. Farms and ranches are wildlife habitats for many common game and endangered species. Agricultural land provides valuable open space, giving visual relief for urban dwellers, and protecting the rural way of life important to farmers, ranchers, and small-town residents. Because of these great public benefits, the unnecessary and/or premature conversion of agricultural lands to urban uses should be discouraged.

Achieving the goal of agricultural land conservation requires wise and efficient land use, and a strong commitment to that goal by local officials. A California appeals court in Cleary v. County of Stanislaus (1981) 118 Cal. App. 3d 348, has indicated that the conversion of agricultural land to nonagricultural uses may in itself be considered a significant environmental impact. To assure that the impacts of agricultural land conversion are considered in project decisions, environmental documents should contain information about the impacts of projects on agricultural land. Government officials can make better decisions affecting agricultural land when they have complete data about the land and its relationship to the agricultural economy.

In the past, many environmental impact reports (EIRs) did not thoroughly analyze impacts on agricultural land. This outline guides reviewers on how to analyze a project's effects on agricultural lands to avoid the mistakes of the past. Whenever a proposed project may convert agricultural land to urban or other nonagricultural uses, the following information should be included in the environmental impact report.

ENVIRONMENTAL SETTING

- Description of the historic and current agricultural uses of the land, specifically:
  - what has been the agricultural use of the land in the recent past (10-15 years)?
  - what is the current agricultural use of the land?
  - what crops and yields are currently being produced?
  - if the land is currently out of agricultural production, what crops/grazing uses would it support?
- Description of surrounding land uses, including a map indicating such uses.
- Description of related agricultural land in other parts of the community.
- Discussion of the contribution this parcel makes to the agricultural base of the community. This discussion should include, among other things, the number of agricultural jobs supported by the agricultural operation and what percentage the crop contributes to the total harvest of the community.
- Description of public services currently serving the property and adjacent land.
- Description of the soil classification and a discussion of the production potential of the soil.
- Description of the water consumption including:
  - what type of irrigation system is in use, if any?
  - where does the water come from?
  - where does it drain?
  - what is the current and future cost of the water?
  - if water is from wells, what is the condition of the aquifer?
- If the land is under Williamson Act contract, a discussion of the contract terms and a list or map of surrounding Williamson Act properties.
- Description of local and regional plan elements and policies dealing with agricultural land and the relationship of the proposed project to them. (For example: the communities' general plan and regional water quality, air quality, transportaton, and housing plans.)

PROJECT DESCRIPTION

- General description of the proposed project – including the ultimate use of the land, when the project is completed.
- Purpose and need for the project.
- Changes that have occurred in the area to prompt the proposed project.

- Number of acres of agricultural land that may be converted.
- Number of acres that will remain agricultural.

ENVIRONMENTAL IMPACTS

The loss of agricultural land may in itself be a significant environmental impact and, if so, the effect of that loss must be carefully analyzed in the EIR.

When analyzing a project involving agricultural land conversion, the California Environmental Quality Act (CEQA) requires a discussion of both the impacts of the project on the environment and the impacts of the environment on the project. The following is a summary of likely impacts:

Possible Impacts

- Construction Impacts. Discuss the temporary environmental impacts that are likely to occur during construction of the project. These may include noise, runoff, siltation, disposal of debris, erosion, dust, and traffic disruption.
- Loss of Cropland. Discuss the effects of taking productive cropland or rangeland out of production.
- Soils. Discuss the extent to which the proposed project will result in loss of productive soils.
- Groundwater. Discuss the increase in impervious surface and its effect on groundwater basin and aquifer recharge capability.
- Surface Water. Discuss the effect of the conversion on runoff and adjacent water courses both from water supply, including groundwater, and water quality perspectives.
- Reclaimed Water. Discuss the potential use of reclaimed water for existing agriculture.
- Water Supply. Discuss the impacts of the project on water supply for continued agricultural operations in the area.
- Air Quality. Discuss the site specific and regional air quality impacts including the pollution increases likely to result from transportation and the effects on surrounding agricultural operations.
- Vegetation and Wildlife. Discuss the impacts of the conversion on wildlife and their habitat on both the project site and adjacent sites. Discuss whether any native plants or endangered species will be affected.
- Traffic Congestion. Discuss whether population growth and increased urbanization will add traffic to street and highway systems, particularly on roads where traffic is already a problem. Will new roads be necessary? How will these increases affect remaining agricultural land?

- Noise. Discuss whether new residential or commercial development will increase the levels of noise generally associated with urban and suburban land uses, i.e., human noise, pets, traffic noises.
- Energy Use. Discuss whether increased urbanization may result in increases in energy consumption, including natural gas, electricity, and petroleum fuels for vehicles.
- Economic and Fiscal Impacts.
  - Community Economics. Discuss the impact of the conversion on the economics of the community and region.
  - Municipal Economics. Discuss the fiscal impact on the city or county in terms of public costs and revenues. A cost revenue analysis may be included.
  - Mixed-Use Economics. Discuss the economics of mixing agricultural activities and other uses.
- Social and Cultural Impacts. Discuss the loss of open space. Discuss the effect of the project on the "rural way of life" in the community.
- Growth-Inducing Impacts.
  - Discuss the effect this project will have on encouraging further agricultural land conversion.
  - Discuss population increases.
  - Discuss the nuisance effect of the project on remaining agricultural land in the community, including the introduction of people, pets, fences and other factors that may adversely affect other viable agricultural activities.
  - Discuss the effect of remaining agricultural uses on the proposed project, including:
    - use of fertilizers, herbicides, and pesticides, especially aerial applications;
    - noise, dust, and odor from agricultural operation.
  - Discuss the need for public services to the new project and future induced projects.
    - Will this infrastructure be available to serve other landowners?
  - Discuss the availability of urban water supply. Will new water supply systems be required?
- Cumulative Impacts. Identify and discuss the cumulative environmental effects of existing, proposed, and reasonably foreseeable future related projects. Identify these projects on a map. Discuss how the agricultural economy of the community has adjusted to the past conversion of agricultural land.

ALTERNATIVES AND MITIGATION MEASURES

An EIR must discuss the measures and project alternatives to mitigate a project's adverse environmental effects so that the decisionmakers will have options based on environmental values. The better the discussion of these measures, the easier it will

be for decisionmakers to balance the need for development with the conservation of agricultural land. Although mitigation measures must be tailored to the project's specific effects, there are certain general categories. In some projects it may not be possible to adequately mitigate the loss of agricultural land. However, persons preparing an EIR should use their best efforts to develop whatever mitigation measures they can. The following is a "shopping list" of possible mitigation concepts:

- No Project Alternative. Discuss the impact of no project on continued agricultural production.
- Alternative Sites. Discuss alternative sites that would not involve conversion of agricultural land:
  - discuss alternative sites that would use marginal agricultural land instead of prime land.
- Measures encouraging mixed-use of the land.
  - allow nonagricultural use to co-exist alongside continued agricultural operations.
- Measures to limit the amount of urban development:
  - limit the amount of land zoned for urban development;
  - limit the number of building permits issued;
  - limit growth-inducing industrial land commercial projects.
- Measures that affect the density of development:
  - encourage infill on existing built-up areas;
  - require clustered development to minimize effect on agricultural land.
- Measures to minimize the conflict between urban and agricultural uses:
  - limit development to the least productive agricultural lands;
  - limit development to areas already served by urban services;
  - provide buffer zones between urban and agricultural uses;
  - enact ordinances to limit nuisance lawsuits against agricultural operations.
- Measures that restrict the availability of urban infrastructure:
  - establish designated urban service areas;
  - restrict funds for services outside these areas.
- Measures to promote agricultural use:
  - require that new agricultural land be put into production to replace converted land;
  - require developers to put remaining agricultural land into agricultural preserves or Williamson Act contracts;
  - require developers to make land available for community gardens.
- Measures that rely on performance standards:
  - establish environmental conditions that must be met before conversion will be approved;

- establish conversion formulas tied to the ability of developer to provide services.

In addition to mitigation measures to address the loss of agricultural land, mitigation measures must also be included to address other environmental effects such as air pollution, water pollution, or loss of wildlife that the EIR has specifically identified.

Using the EIR

Local officials must use the EIR in deciding whether to approve or deny a project. For each significant environmental effect identified in the EIR, Section 21081 of CEQA requires the local officials to make one of three findings:

1. that the potential impact has been mitigated below a level of significance;
2. that the potential impact will be mitigated by another agency; or
3. that social or economic factors make it infeasible to mitigate the impact.

This third finding must be accompanied by a statement of overriding consideration.

Local officials have to be aware that not all significant environmental impacts can be mitigated. In fact, the conversion of agricultural land to urban uses may itself be a significant impact that often cannot be mitigated. In that situation, to satisfy the findings requirement under CEQA, the decisionmakers would have to conclude that social or economic factors make it infeasible to mitigate the conversion. The type of social or economic factors on which this finding may be based are diverse. However, such a conclusion must be based on substantial evidence in the record of the project. For example, if the local general plan has identified a pressing need for new housing in that part of the community, and no feasible alternative sites for housing are available, then the local officials would be able to make the finding required by CEQA. If, on the other hand, no data existed to support a need for housing or if alternative locations for housing were identified in the EIR as being feasible, the decisionmakers would not be able to approve the project as proposed.

WHERE TO GO FOR HELP AND BIBLIOGRAPHIES

CEQA encourages consultation between lead agencies and other agencies and private organizations with expertise in environmental issues. When preparing EIRs for projects involving the conversion of agricultural land, agencies might find consultation with the state agencies helpful. The following are some of the documents OPR reviewed in preparing this paper:

Bass, Ron and Steve Rikala. Williamson Act Cancellations and CEQA. Sacramento, CA: Governor's Office of Planning and Research, 1982.

Coughlin, Robert E. and John C. Keene, et al. The Protection of Farmland: A Reference Guidebook for State and Local Governments. Washington, D.C.: National Agricultural Lands Study, 1981.

Detwiler, Peter M. Saving The Good Earth: What California Communities Are Doing To Conserve Agricultural Land. Sacramento, CA: Governor's Office of Planning and Research, 1981.

McDonald, Angus and Associates. Enhancement of Coastal Agriculture. Berkeley, CA: The California Coastal Commission and the California Coastal Conservancy, 1981.

Meade, Jack M., P.E. Environmental Impact Report for Halycon Hills Subdivision. Nevada City, CA: Nevada County Planning Department, 1981.

Mundie and Associates. Agriculture in Sacramento's North Natomas Area: Production, Economic Impacts and Urban Conversion Issues. Sacramento, CA: Sacramento City Planning Department, 1982.

People for Open Space. Endangered Harvest: The Future of Bay Area Farmland. San Francisco, CA: People for Open Space, 1980.

The Planning Center. Draft Environmental Impact Report for Horsethief Canyon Specific Plan 152, Riverside County, California. Riverside, CA: Riverside County Planning Department, 1980.

PRC Toups. North Country Specific Plan Draft Environmental Impact Report. Riverside, CA: Riverside County Planning Department, 1982.

Rikala, Steve. Opening the Williamson Act Window: Implementing AB 2074. Sacramento, CA: Governor's Office of Planning and Research, 1981.

U.S. Environmental Protection Agency, Region IX. Draft Environmental Impact Statement/Modesto Wastewater Facilities Improvements. San Francisco, CA: U.S. Environmental Protection Agency, 1979.

For additional information, you should contact:

Projects Coordination Unit
Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814
(916) 322-8515

Provides advice and assistance in the preparation of environmental impact reports and helps lead agencies identify state agencies involved in agricultural projects.

No. 2: Please refer to the response to comment No. 2 from Caltrans on

Department of Conservation
Land Resources Protection Unit
717 K Street, Suite 500
Sacramento, CA 95814
(916) 324-0859

Department of Food and Agriculture
Environmental Coordinator
Executive Office
1220 N Street
Sacramento, CA 95814
(916) 322-1992

Maintain data on California agriculture and review EIRs on agricultural land related projects.

This paper by Ron Bass is one of several prepared by the Office of Planning and Research in its "Room To Grow" project. Bass is an Environmental Coordinator in the Project Coordination Unit of OPR. For a complete list of other available papers, please contact: Office of Planning and Research, Local Government Unit, 1400 Tenth Street, Sacramento, California 95814, (916) 322-6312.

RESPONSE TO COMMENTS FROM KAY MARTIN
RESOURCE MANAGEMENT AGENCY, COUNTY OF VENTURA
APRIL 9, 1985

No. 1: The text has been revised to include a discussion of the Del Norte/Camarillo/Oxnard Greenbelt. The greenbelt is intended to maintain agriculture and open space between the cities of Oxnard and Camarillo. The greenbelt is located north of the SR-1 freeway; the project site's location south of the freeway places it just outside the boundaries of the greenbelt. The project does not affect the greenbelt.

NO. 2: The Draft EIS referenced a 1977 California Coastal Commission Study which concluded that 33,520 acres of agricultural land would be required to maintain a healthy agricultural industry in the Oxnard Plain. Using 1974-75 data, the Commission Study stated that 45,801 acres were in production, which suggests that 12,281 acres of farmland could be converted to urban use while maintaining a viable agricultural base.

The County's estimate of current agricultural lands yielded the following figures:

Agriculture	35,991 acres
Agriculture in Urban Reserve	4,780 acres
Total	40,771 acres

A comparison of the existing agricultural estimate of 40,771 acres to the 1974-75 figures of 45,801 shows a conversion of 5,030 acres to urban use in the ten years between 1975 and 1985.

1974-75	45,801 acres
1985	40,771 acres
	5,030 acres

By subtracting the agricultural land located within the urban reserve (4,780), a total of 9,810 acres of farmland has been converted to or committed for urban use. Thus, 80 percent of the 12,281 acres of farmland reduction deemed tolerable is already committed. Of the 2,471 acres of remaining tolerable farmland reduction, the proposed project conversion of 210 acres would represent 8.5 percent. A reduction of 8.5 percent of the tolerable farmland reduction is a substantial impact.

No. 3: Robert Brendler, Farming Advisor of the Cooperative Extension, University of California was contacted in an effort to verify the Commission's conclusions. The following is based on a conversation with Mr. Brendler.

The concept of a viable amount of farmland below which the agricultural production is no longer healthy is questionable and open to many interpretations. As total acreage in the area decreases, farm equipment dealers and service companies would become less viable. Lower income crops would be eliminated, but higher income crops such as strawberries, lemons and avocadoes would remain. The market would also shift from regional to local; roadside selling and distribution to local markets would replace shipping to regional centers. It is Mr. Brendler's opinion that regardless of the amount of acreage lost, farming will continue on any available land because of the favorable soil conditions and climate.

There is already a question of farming viability in Ventura County due to the high cost of land. The current market rate of such land is $12,000 per acre, while its top value as farmland is only $6,000. Its value as farmland is based on a rent of $700 per acre which farmers are willing to pay. The market value of $12,000 is sustained by speculation on some possible future use other than farming. This suggests that market forces will continue to fuel farmland conversion.

No. 4: A review of the Land Conservation Act (LCA) and the proposed relocation site shows that four contract properties are involved:

Contract	Acreage
47 - 2.5	53.71
47 - 2.6	50.50
47 - 2.7	45.84
47 - 2.8	41.69
	191.74

This shows that although 210 acres of farmland are in current production, approximately 192 acres are under LCA contract. This EIS uses the figure of 210 acres for its analysis.

County of Ventura

RESOURCE MANAGEMENT AGENCY

MEMORANDUM

TO: Drew Madrigal DATE: March 28, 1985

FROM: Scott Johnson

SUBJECT: Draft Environmental Impact Statement, Relocation of the 146th Tactical Airlift Wing of The California Air National Guard

Air Pollution Control District staff has reviewed the subject document and, with one exception, is pleased with the quality of the section. We are concerned that the mitigation measures to reduce project emissions were not identified in the Draft Environmental Impact Statement (DEIS). We believe this may have been an oversight, since the Air National Guard Base Engineer, the consultant, and APCD staff attempted to identify methods to mitigate potential impacts prior to circulation of the DEIS. The attached letter summarizes agreements reached during our discussions. The Air Pollution Control District recommends the mitigation measures and related emission reductions be included in the environmental impact statement to provide the public and decisionmakers with the best information available.

Please contact Dolly Arons of my staff at (805) 654-2799 if you have questions.

Attachment

RESPONSE TO COMMENTS BY SCOTT JOHNSON
OF THE COUNTY OF VENTURA
RESOURCE MANAGEMENT AGENCY
MARCH 28, 1985

The Air National Guard has determined that the mitigation measures outlined in the Letter of Understanding prepared by PRC Engineering can be implemented by the 146th TAW. These measures will reduce the air quality impacts of the relocation to a level of insignificance. Text on EIS pages IV-66 and V-103 has been revised to reflect these actions.

prc
Planning Research Corporation

PRC Engineering
972 Town & Country Road
P.O. Box 5367
Orange, CA 92667
714-835-4447
TWX 910-595-1957

January 4, 1985

Ms. Dolly Arons
Planning and Evaluation
Resource Management Agency
Air Pollution Control District
County of Ventura
800 South Victoria Avenue
Ventura, CA 93009

Subject: Proposed Relocation of the 146th Tactical Airlift Wing (TAW) of the Air National Guard (ANG) to a Site Adjacent to Naval Air Station (NAS) Point Mugu

Dear Ms. Arons:

This letter summarizes our understanding with respect to agreements made in your offices on Friday, November 30, 1984. In attendance were Lieutenant Colonel Clabuesch of the 146th TAW, Bruce Katayama of the Air Pollution Control District (APCD), yourself and myself. During the meeting we agreed that:

1. The aviation emissions resulting from relocation of the 146th TAW are inconsistent with the forecasts of the Air Quality Management Plan (AQMP), since the forecasts anticipate no increase in military aircraft operations.

2. The analysis in the prelimimary text of the environmental document will be modified to reflect L82 data.

3. Stationary source emissions at the proposed ANG facility will be considered to be consistent with the AQMP if they comply with all regulations.

4. An APCD permit will be obtained for POL[1] storage.

5. Aircraft related and motor vehicle emissions for personnel accessing the base are approximately 33.2 tons per year (tpy) for reactive organic compounds (ROC) and 14.4 tpy for nitrogen oxides (NO_x). These exceed the threshold of significance of 13.7 tpy for ROC and NO_x emissions in the Oxnard Plain.

6. If the ANG were to make a one-time monetary contribution of $42,161 to Commuter Computer, to offset the project's ROC and NO_x emissions to 13.69 tpy, the APCD will consider the project to have no significant emissions impact upon the Oxnard Plain air basin.

If the APCD is in concurrence with the above understanding of our meeting, please return a signed copy of this letter to us.

It has been the intent throughout this program to seek mitigation for potential impacts prior to circulation of the draft environmental document and to ensure that appropriate responsible agencies concur with our analyses.

Thank you for your assistance.

Very truly yours,

PRC ENGINEERING

Sylvia M. Salenius, AICP
Associate Vice President

IN AGREEMENT:

Signed: Richard H. Baldwin

Richard H. Baldwin
Ventura County Air Pollution
Control Officer

SMS/lf

cc: LTC Clabuesch
NGB Householder

[1] Petroleum Oils and Lubricant (POL)

PUBLIC WORKS AGENCY
county of ventura

Director

Manager – Administrative Services
Paul W. Ruffin

Deputy Directors
Ron Brandt
Real Property Services
Alf F. Knuth
Transportation
T. M. Morgan
Engineering Services
G. J. Nowak
Flood Control/Water Resources

February 28, 1985

Department of the Air Force
146th Tactical Airlift Wing
8030 Balboa Boulevard
Van Nuys, CA 91409

Attn: MSgt. Riley Black

Subject: MUGU DRAIN - DRAFT EIS FOR RELOCATION OF THE TACTICAL AIRLIFT WING

Dear MSgt. Black:

By letter dated February 21, 1985, the subject document was submitted to us for our review and comment. The following is provided.

1) pg. III-86 - Revolon Slough is not a two mile long levee which was designed to prevent flooding of Point Mugu by Calleguas Creek.

   Revolon Slough is a natural channel which traverses the Oxnard Plain and empties into Mugu Lagoon. From its crossing of Wood Road downstream to about Mugu Lagoon, this natural channel is contained within levees which have been designed to accommodate a 50-year flood from its watershed.

   From Wood Road downstream to Mugu Lagoon, it does fall between Calleguas Creek and your proposed site. Since it is contained within levees, it will offer some protection to NAS Point Mugu from flood flows which escape Calleguas Creek so long as its west levee remains intact. It was not "designed" to provide this function.

2) pg. III-87 - The flow rates provided for Calleguas Creek and Revolon Slough. The Federal Emergency Management Agency (FEMA) indicates the 500-year flow for Calleguas Creek is 59,000 cfs and a similar flow for Revolon Slough is 20,700 cfs. Both flows are substantially less than the Standard Project Flood flows indicated, although of a more rare frequency.

   Note also that the Corps of Engineers, in a July, 1974 publication, indicated the Standard Project Flood for Calleguas Creek in its lower reaches was 60,000 cfs, assuming future development had occurred within the watershed and the channel remained natural.

800 South Victoria Avenue, Ventura, CA 93009

3) Pg. III-87 - In February, 1980, the peak discharge on Calleguas Creek at the State Hospital Bridge was 25,300 cfs (not 20,000 cfs). In fact, the flow upstream of the gage was probably closer to 30,000 cfs. However, because of floodwaters escaping the channel and not passing the gage, this is only an estimate.

4) Pg. III-87 - As a matter which was settled in court, the most likely cause of failure of the west bank levee of Calleguas Creek in 1980 was erosion of the facing rock on the levee with erosion through the levee material from the inside (wet side) to the outside following loss of the rock. Although over-topping of the levee may have occurred, it played no significant part in the failure of the levee.

   Although there is no question that significant sedimentation has occurred in Calleguas Creek from about Highway 1 upstream to Hueneme Road (not Conejo Creek), it played no apparent part in the 1980 levee breaks.

5) Pg. III-87 - Submitted herewith is a copy of a letter sent to PRC Engineering which deals with the capacity of Mugu Drain. Obviously, we do not agree that the channel has adequate capacity if maintained.

If you have questions on the above, feel free to contact this office.

Very truly yours,

G. J. Nowak, Deputy Director of Public Works
Flood Control & Water Resources Department

By W. G. Haydon
W. G. Haydon, Senior Engineer

WGH:ch

cc: Rich Guske

RESPONSE TO COMMENTS FROM W. G. HAYDEN, SENIOR ENGINEER, FLOOD CONTROL AND WATER RESOURCES DEPARTMENT, PUBLIC WORKS AGENCY, COUNTY OF VENTURA FEBRUARY 28, 1985

No. 1: This information has been incorporated into the Final EIS.

No. 2: This information has been incorporated into the Final EIS.

No. 3: The figure of 20,000 cfs has been revised in the Final EIS.

No. 4: The EIS has been revised to reflect this information.

No. 5: Further investigation and consultation with the Ventura County Flood Control District resulted in a determination that PRC's initial capacity analysis was correct. Should any remaining concern exist with respect to incremental runoff from the Point Mugu site the added flow could be detained or retained at the southerly tip of the site, and flows offsite will be kept at the existing level of 86 cfs.

COUNTY OF VENTURA

PUBLIC WORKS AGENCY
Transportation Department

MEMORANDUM
April 12, 1985

TO: Land Development

FROM: Transportation Department KG

SUBJECT: DEIR 146th Tactical Airlift Wing Relocation to Pt. Mugu

1. The subject report accurately describes the existing road network in the vicinity of the proposed Pt. Mugu site. The analysis, however, fails to address potential impacts on Wood Road. We believe it will also be affected by the proposed project in addition to the other roads discussed in the report. An analysis of the potential impact on Wood Road should be included in the report.

2. As the report indicates, the Hueneme Road/Navalair Road/Pacific Coast Freeway Interchange area is incapable of handling the increased traffic. The existing closely spaced intersections and restricted roadway widths are already contributing to peak hour congestion. The report includes only a capacity analysis of roadway sections between intersections. Because intersections typically impose a more severe capacity constraint than roadway sections between intersections, an intersection capacity utilization analysis should be included in the report. All intersections from the site to and including the 101/Las Posas Road interchange should be analyzed.

3. In addition to the mitigation measures discussed in the report, signalization of the Hueneme Road/Navalair Road intersection may be necessary. Signal warrants for this intersection should be checked. If the warrants are met, signalization of the intersection should be added to the mitigation measures listed in the report.

4. Reduction of Levels of Service from A to D or F as indicated in the report is unacceptable. If the Pt. Mugu site is selected, all mitigation measures should be implemented.

KG:jmk

RESPONSE TO COMMENTS FROM
VENTURA COUNTY PUBLIC WORKS AGENCY
APRIL 12, 1985

No. 1: Traffic volume data were not available for Wood Road when the DEIS was published. Actual traffic counts conducted by PRC indicate that the existing ADT volume is 2,000 vehicles per day on the segment of Wood Road north of Pacific Coast Highway, with a peak hour volume of 250 vehicles. This volume is assumed to increase by 10% between now and 1988 to a level of 2200. A comparison of traffic volumes with and without the Air National Guard Base for the year 1988 is shown below:

PROJECTED 1988 TRAFFIC VOLUMES

	Without ANG Base	With ANG Base	Percent Change	Without ANG Base	With ANG Base	Percent Change
Weekday	2,200	2,450	11%	275	385	40%
Weekend*	2,200	3,100	41%	275	695	153%

*Only one weekend per month.

There will be a significant percentage increase in traffic volumes on Wood Road; however, the level of service will remain at A and B because of the low background traffic volumes. The volume to capacity ratio and level of service on the two-lane facility for each scenario are shown below:

PROJECTED 1988 VOLUME/CAPACITY RATIOS AND LEVELS OF SERVICE

	Weekday		Weekend*	
	Without ANG Base	With ANG Base	Without ANG Base	With ANG Base
Volume/Capacity Ratio	.14	.19	.14	.35
Level of Service	A	A	A	B

*Only one weekend per month.

No. 2: Please refer to the response to comment No. 2 from Caltrans on page 25.

No. 3: Signal warrants for the intersection of Hueneme Road and Navalair Road were checked using the Caltrans Traffic Signal Warrants method based on average daily traffic volumes. Warrant 1, Minimum Vehicluar Volume, and Warrant 2, Interruption of Continuous Traffic, are not satisfied for the weekday traffic volumes but are satisfied for weekend volumes with the ANG Base traffic. As the signal would be warranted only on one weekend per month, it is not recommended that a permanent signal be installed. A temporary measure such as using a traffic signal officer during the peak arrival and departure periods would be appropriate.

No. 4: The reduction in levels of service from A to D or F would occur only on the one weekend per month that the ANG is in session, and more specifically, it would occur on Saturday morning as the people arrive and on Sunday afternoon as they leave the Base. Appropriate mitigation measures which will be implemented to alleviate these adverse impacts include construction of northbound right turn lane from Navalair Road to Hueneme Road and widening of Hueneme Road 100 to 200 feet either side of Ratheon Road to allow for two through lanes in each direction with the center through lane doubling as a left turn lane. In addition, the main entrance to the base on Navalair road would include 2 lanes in and 2 lanes out with widening of Navalair Road for 100 feet on either side of the entrance to allow for turning lanes.

RESOURCE MANAGEMENT AGENCY
county of ventura

Victor R. Husbands
Agency Director

April 17, 1985

M/SGT Riley Black
Department of the Air Force
146 Tactical Airlift Wing
8030 Balboa Boulevard
Van Nuys, California 91409

Subject: Additional Comments Regarding the Draft EIS for Relocation of the 146th Tactical Airlift Wing of the California Air National Guard

Dear M/SGT Black:

Attached are comments from the Ventura County Property Administration Agency regarding the EIS for relocation of the National Guard to the Pt. Mugu site. Please include these comments in the Final EIS and send a copy of the EIS to the Property Administration Agency.

Sincerely,

Victor R. Husbands
Director

VRH:lca

Attachment

800 South Victoria Avenue, Ventura, CA 93009

county of ventura

property administration agency

memorandum

to: Drew Madrigal, Planning Division date: April 12, 1985

from: Dmitri Hunt, Facility Planner DH

subject: AIR NATIONAL GUARD RELOCATION

I would like to take this opportunity to inform you of our concern relative to the proposed relocation of an Air National Guard unit to Pt. Mugu. As you may be aware, we are currently proceeding with development of master plans for a 350 acre regional park in the vicinity of the Camarillo State Hospital. It is my understanding that the subject draft EIR/EIS does not consider the potential impacts upon this major County facility. Unfortunately, the Property Administration Agency has not received the draft document for review to adequately assess this issue. It is strongly recommended that analysis be included in the report which will thoroughly examine the potential impacts which this activity may have upon the park facilities and their use.

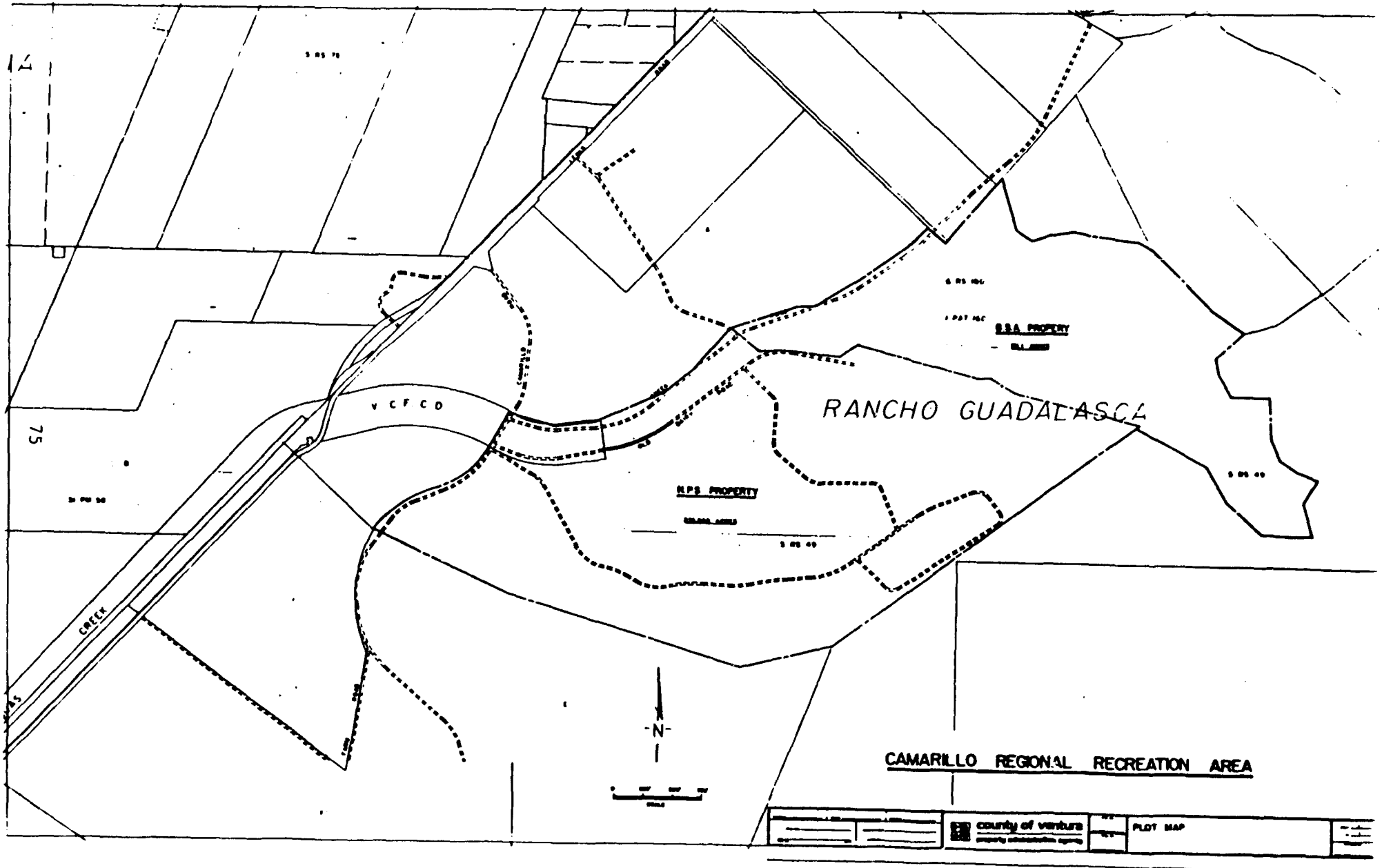
I have attached a location map of the Camarillo Regional Recreation Area for your information. If you should have any questions regarding this matter, please contact me at your earliest convenience.

DH/ta

Attachment

85041203PK3

PAA-84-AD-27 (8/84)


RANCHO GUADALASCA
V C F C D
CREEK
N.P.S. PROPERTY
S.S.A. PROPERTY
N
CAMARILLO REGIONAL RECREATION AREA
county of ventura
PLOT MAP

RESPONSE TO COMMENTS FROM
COUNTY OF VENTURA PROPERTY ADMINISTRATION AGENCY

The land use compatiblity guidelines established by the ANG show outdoor recreation and resource production/open space as compatible uses within an Ldn contour of 70 and less. Federal compatiblity guidelines (e.g., FAR Part 150) show park uses as compatible within an Ldn contour of 70 and less. State compatibility guidelines (e.g., Division of Aeronautics) show park uses as compatible within an Ldn contour of 65 and less. Based upon the map provided by the Property Administration Agency and review of the AICUZ (Figure VII-3) in Volume II Appendix VII, it is clear that the Regional Recreation Area is outside the 65 CNEL contour. Consequently, the park use is compatible with airport-related noise energy. Regardless, the contribution of noise energy to the Ldn contour due to ANG C-130 activity in the Camarillo area has been shown to be insignificant (see EIS Table IV-9).

Board of Supervisors
County of Los Angeles

MICHAEL D. ANTONOVICH
SUPERVISOR FIFTH DISTRICT

March 29, 1985

MSGT Riley Black
Department of the Air Force
146th TAW
8030 Balboa Boulevard
Van Nuys, California 91409

Dear MSGT Black:

Due to a prior committment I was unable to attend the public hearing held in Palmdale on March 22, 1985. However, I wish to reiterate my support in the relocation of your operation to the Plant 42 site.

I would sincerely appreciate your consideration of this request.

Sincerely,

MICHAEL D. ANTONOVICH
Supervisor, Fifth District

MDA:mh

ROOM 869, HALL OF ADMINISTRATION, 500 WEST TEMPLE STREET, LOS ANGELES, CA 90012 TELEPHONE (213) 974-5555

RESPONSE TO COMMENTS FROM SUPERVISOR MICHAEL D. ANTONOVITCH OF THE COUNTY OF LOS ANGELES MARCH 29, 1985

Comment noted. No response necessary.

SAN BERNARDINO COUNTY AIRPORT LAND USE COMMISSION

385 N. ARROWHEAD AVE. SAN BERNARDINO, CA. 92415-0182 (714) 383-1880

WEST VALLEY PLANNING AGENCY

EAST VALLEY PLANNING AGENCY

MOUNTAIN-DESERT PLANNING AGENCY

JOHN JAQUESS
EXECUTIVE OFFICER

MARY HARTMAN
ASSIST. EXECUTIVE OFFICER

Apr il 1, 1985

MSGT Riley Black
Department of the Air Force
146th TAW
8030 Balboa Boulevard
Van Nuys, CA. 91409

Subject: Written comments on the Draft EIS for Relocation of 146th Tactical Airlift Wing.

Dear MSGT Black:

I am submitting written comments on the Draft EIS which expand upon the comments made before Colonel Casari, Judge Advocate at the public hearing held at the San Bernardino City Council Chambers on March 20, at 7:00 p.m. My comments on the Draft EIS are as follows:

- The report emphasizes the preferred alternative site (NAS Pt. Magu) and related impacts to that site, while other sites (i.e. Norton AFB) receive minimal analysis. Equal emphasis and analysis should be placed on all sites under consideration.

- The report also emphasizes use of C-130 type aircraft. Consideration of other aircraft types used in Air National Guard missions and activities, and related impacts also need inclusion and anyalysis.

- Relocation of the ANG Wing to Norton AFB would have adverse effects on the East Valley planning area in general, and the I-10 Corrider Study area in particular. These potential effects need further elaboration and analysis pertinent to these areas and development projects.

- The Norton AFB alternative does not consider the effects of ANG relocation on future planned activities at this site, nor vice-versa. Norton AFB plans for expansion and future mission modernazation, but compatibility of ANG Mission activities with these plans is not adequately addressed.

- Airspace Constraints/compatibility at Norton AFB need further elaboration, as well as the effects of ANG Mission relocation on same. Relate to type, hours, aircraft, etc. as effectd by existing constraints and with ANG Mission relocation.

6. - Mitigation measures should address how operations may be altered to reduce constraints and identify responsible agencies and procedures for each alteration.

7. - Unavoidable adverse impacts are only discussed relative to the preferred site (Pt. Magu NAS). Such impacts as they effect other alternative sites should also be identified. This also applies to discussion of Relationship (p. IV-101) and Commitment of Resources (p. IV-105).

8. - The Section on "Utilities" (energy) should include an assessment of available solar insolation at the various sites and potential applica ton at new ANG facilities for (active solar) hot-water heating and (Passive solar) space heating/cooling.

In conclusion, we consider the EIS inadequate if other than the preferred choice is chosen. Further, if San Bernardino or another alternate site is chosen, we would consider the decision to be a matter for litigation if expansion of the EIR does not occur.

Thank your for the opportunity to respond to this most important issue.

Sincerely,

Don Neu for Mary H. Hartman

Mary H. Hartman, Asst. Exect. Officer
San Bernardino County Airport Land
Use Commission

MHH: DN:

RESPONSE TO COMMENTS FROM MARY H. HARTMAN, ASSISTANT EXECUTIVE OFFICER OF THE SAN BERNARDINO COUNTY AIRPORT LAND USE COMMISSION APRIL 1, 1985

No.1: Each site under consideration was given the same level of analysis by the project staff for all parameters including noise modeling, investigations of local plans and policies, utilities inventories, traffic surveys, airspace analysis, among others. There was no intent to give less emphasis to the Norton AFB analysis. The comment is also not specific enough to enable a more detailed response.

No. 2: The 146th TAW currently flies C-130 aircraft and has done so for many years. The unit has no knowledge of any intent to change the type of aircraft in use other than with updated "H model" versions of the C-130. Evaluation of a change was not therefore included in the Draft EIS.

No. 3: The addition of 332 full-time employees would have only a minor effect on the conclusions and recommendations of a major urban area planning study or a regional transportation corridor study. Urban transportation planning is typically based upon weekday transportation demand, while the most significant transportation impacts of the ANG Base occur on weekends.

No. 4: Both the Air National Guard and the Air Force are under the administrative jurisdiction of the Department of the Air Force. Should the Air Force so decide that the 146th TAW were to be relocated to Norton AFB it could not be considered to be inconsistent with its own policies. Any current plans at Norton AFB would therefore be modified as a part of the relocation action.

No. 5: EIS page IV-51, last paragraph, qualifies the lack of available airspace at Norton AFB based upon discussion in Chapter III,

Page III-63 and Table III-13, Page III-61. As discussed on EIS page IV-51, the 146th TAW should expect to encounter delays and clearance difficulties due to the near-capacity level of air traffic control operations. The hours of operation of the ANG C-130 are discussed in the response to comments from Eugene R. Mancini (Item No. 5), pages 173-174.

No. 6: Mitigation measures cited in the document identify responsible parties if they are to be implemented by or in concert with agencies other than the Air National Guard. The comment also references the "alteration of operations;" the meaning of this reference is not clear.

No. 7: A NEPA or CEQA document is not required to identify unavoidable or non-mitigable adverse impacts for all project alternatives, but only for the proposed project in this case relocation of the 146th TAW to Point Mugu. The analysis of impacts and mitigation measures, however, pursuant to federal environmental law, must be undertaken at an equal level of detail for all alternatives under consideration. This analysis is presented in Chapter IV of the EIS, and could be used by an interested reader to compile the information requested.

No. 8: Please refer to the response to comments to Victor husbands of the Resource Management Agency, County of Ventura.

THE PLANNING GROUP, INC.
1728 Silverlake Blvd., Los Angeles, California 90026 (213) 661-1185

RECEIVED MAR 1 2 1985

March 7, 1985

Charles Koehler
P.O. Box 638
Fontana, California 92335

Dear ~~Mr.~~ Dr. Koehler:

The Air National Guard recognizes that you have a continuing interest in developments surrounding the proposed relocation of the 146th Tactical Airlift Wing. For this reason, you are invited to a public hearing at which the findings of the Draft Environmental Impact Statement (DEIS) on the relocation site alternatives will be presented. Copies of the DEIS are available at local libraries in the Camarillo, Oxnard, Van Nuys, San Bernardino and Palmdale areas.

The 146th Tactical Airlift Wing (TAW), Air National Guard is currently located on a 62-acre site at Van Nuys Airport in the City of Los Angeles. Due to physical and operational constraints at this facility, the 146th TAW is proposing to relocate. The preferred alternative is to relocate the unit to a newly constructed base immediately adjacent to the northern boundary of NAS Point Mugu, just south of the City of Oxnard, California. Acquisition of 239 acres of privately owned land would be required for the construction of offices, maintenance facilities, hangars, aircraft parking aprons and taxiways. The new facility would use existing runways at NAS Point Mugu.

Three other alternatives were reviewed as part of this relocation study. These were (1) the No Action option of remaining at Van Nuys Airport, (2) relocation to a site within the boundaries of Norton Air Force Base in San Bernardino, California, or (3) relocation to a site adjacent to AF Plant #42 at Palmdale, California.

The environmental consequences of each site alternative have been addressed in a Draft Environmental Impact Statement (DEIS). This document complies with the provisions of the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA).

1. As a member of the East Valley Airport Land Use Commission, we are on record as unanimously opposed to their coming to San Bernardino.

RESPONSE TO COMMENTS FROM DR. CHARLES KOEHLER OF THE EAST VALLEY AIRPORT LAND USE COMMISSION

Comment noted. No response necessary.

COMMENTS RECEIVED FROM MUNICIPAL GOVERNMENTS

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-CERTIFIED RETURN RECEIPT REQUESTED-
P 536 366 202

CITY OF Oxnard

PUBLIC WORKS DEPARTMENT • 305 W. THIRD ST. • OXNARD, CA 93030 • (805) 486-4311 EXT. 2452

JAMES E. FRANDSEN, DIRECTOR

March 19, 1985

Msgt. Riley Black
Department of the Air Force
46th Tactical Airlift Wing
8030 Balboa Blvd.
Van Nuys, Calif. 91409

SUBJECT: Relocation of the 146th Tactical Airlift Wing
Review of Draft Environmental Impact Statement

Dear Msgt. Black:

The Public Works Department Staff has reviewed the Draft Environmental Impact statement for relocation of the 146th Tactical Airlift wing of the California Air National Guard. There are several comments and identification of a mitigating measure which the final EIR should include.

Traffic

1. Although Wood Road can and does provide access to the site and Point Mugu NAS, it was ignored on all figures. This should be corrected, showing existing and future volumes.

2. The traffic impacts for the Point Mugu alternative appear to be understated. On Table V-25, Hueneme Road (a two-lane facility) is shown with weekday peak hour volumes of 1120 to 1130 vehicles, yet Table IV-27 shows a level of service A. Similar impacts are projected to increase to 1230. The traffic volumes projected do not appear to take into consideration other additions to the work force at Port Hueneme, Point Mugu NAS, nor the Port of Hueneme.

3. The traffic projections also fail to add truck traffic for the transport of hazardous wastes from the base and addition of aircraft fuel which may be trucked into the base.

4. While the total traffic impacts of the 146th Tactical Airlift Wing are small, they represent an important incremental level on a somewhat burdened traffic network. For this reason, we feel as a mitigation measure for the cumulative impacts, the EIR should include improvement of Hueneme Road to an extension

of Rice Avenue, and widening of Rice to Highway 101. This will not only relieve congestion on access routes, but provide a route which is not subject to the intermittent flooding which Las Posas Road is prone to. Finally, by improving traffic flow and reducing congestion (not only for the Point Mugu NAS but the overall area), some of the air pollution impacts can be off-set. Since the EIR basically provides no mitigation for a significant impact, some level of mitigation should be considered. We believe because of the traffic impacts, an upgraded Rice Avenue between Hueneme Road and Highway 101 could represent this off-set.

Water and Sewer Service

The City sent a previous letter to the EIR consultant dated September 20, 1984 (attached). The intent of the letter was to convey that water service by the City of Oxnard is highly improbable due to several factors which are further explained as follows:

1. Water Service - Water service to the proposed Mugu site was not included in the City's current Water Master Plan. The proposed Mugu site is beyond the current City limit line and the Local Agency Formation Commission's (LAFCO) sphere of influence line. Hence, it is doubtful if this site would ever be within City limits of Oxnard. Current City ordinances provide that water service to parcels outside the City shall be of a temporary nature.

2. Sewer Service - Sewer service to the site would have to be arranged thru the Point Mugu NAS Force Main, as no other capacity is available in the Oxnard Wastewater Treatment Plant. The EIR erroneously attributes statements about the capacity of the Point Mugu NAS Force Main to Oxnard City officials. The Hueneme Force Main is under the operational control of the Pt. Mugu NAS and any capacity projections should be directed to them.

If you have any questions, please contact this office at (805) 984-4697.

Yours very truly,

Benjamen Y. Wong
Acting Public Works Director

BYW:JG:JL: RLR:dis

cc: City Manger

attachment

Attachment to Mr Wong's letter

CITY OF
Oxnard

PUBLIC WORKS DEPARTMENT • 305 W. THIRD ST. • OXNARD, CA 93030 • (805) 486-4311 EXT. 2452

JAMES E. FRANDSEN, DIRECTOR

September 20, 1984

Ms. Grace L. Chan
Associate Engineer
PRC Engineering
972 Town & Country Road
P.O. Box 5367
Orange, California 92667

Subject: PROPOSED AIR NATIONAL GUARD BASE
AVAILABILITY OF WATER & SEWER SERVICE

In response to your inquiry of September 14, 1984, the following information is offered.

Water Service

Section 33-3 of the City Code provides for water service outside the City as follows: The department shall not serve water outside the City, without prior permission of the City Council. When such service is rendered, it shall be on a temporary basis and shall be subject to the terms of this chapter and all terms and conditions established by the City Council.

Sewer Service

It is proposed that the Air National Guard Base lease capacity in Point Mugu NAS Force main. The City has no objections at this time provided that the Joint Powers Agreement does not preclude this type of arrangement and that all waste in the force main will originate at the location currently monitered.

If you have any further questions, please direct them to Bob Reitz, Supervising Civil Engineer at 805-984-4697.

Very truly yours,

Benjamin Y. Wong
Acting Public Works Director

BYW:RLR:dg

Attachment

cc: Supervising Civil Engineer
Asst. Public Works Director - Nanson
File

PRC Engineering
972 Town & Country Road
P.O. Box [illegible]
Orange, CA 92667
[illegible]
TWX 910-[illegible]-1957

prc
Planning Research Corporation

Attachment to Mr. Wong's Lett

September 14, 1984

City of Oxnard
305 W. Third Street
Oxnard, CA 93030

Attention: Mr. Bob Reitz, Senior Engineer

PRC Engineering has been retained by the National Guard Bureau (NGB) to prepare an Environmental Impact Statement pertaining to the relocation of the Van Nuys Air National Guard Base. One of the proposed sites is located to the northeast of Point Mugu Naval Air Station as shown on the attached map. The proposed Air National Guard Base shall house 300 full-time technicians. The Base will also be used one weekend per month for training of Air Force Reserves. The Base population on those weekends will be approximately 1,400 people.

We are interested to know if the City of Oxnard could service the proposed site with respect to water supply and wastewater treatment. The projected domestic water demand of the ANG Base is 30 ac-ft/yr, while peak demand rate is approximately 2 gpm. Water supply for fire protection is an estimated 12,500 gpm at 30-45 minutes duration and residual pressure of no less than 25 psi. The Base will generate wastewater at an average rate of 0.02 mgd. During the two days per month when ANG reserves are training, wastewater is generated at a rate as high was 0.14 mpd.

We are interested to know if the City currently has the facilities and capacities to service the site and the location at which the ANG Base can connect for service.

We also recognize the fact that the City currently serves Point Mugu NAS. Contacts with Point Mugu NAS have revealed that the naval base has extra capacity in their wastewater force main along Hueneme Road. We would like to know if the City would allow NGB to lease capacity from Point Mugu NAS for sewage disposal.

If you have any questions or need clarification, please call us. Thank you for your assistance.

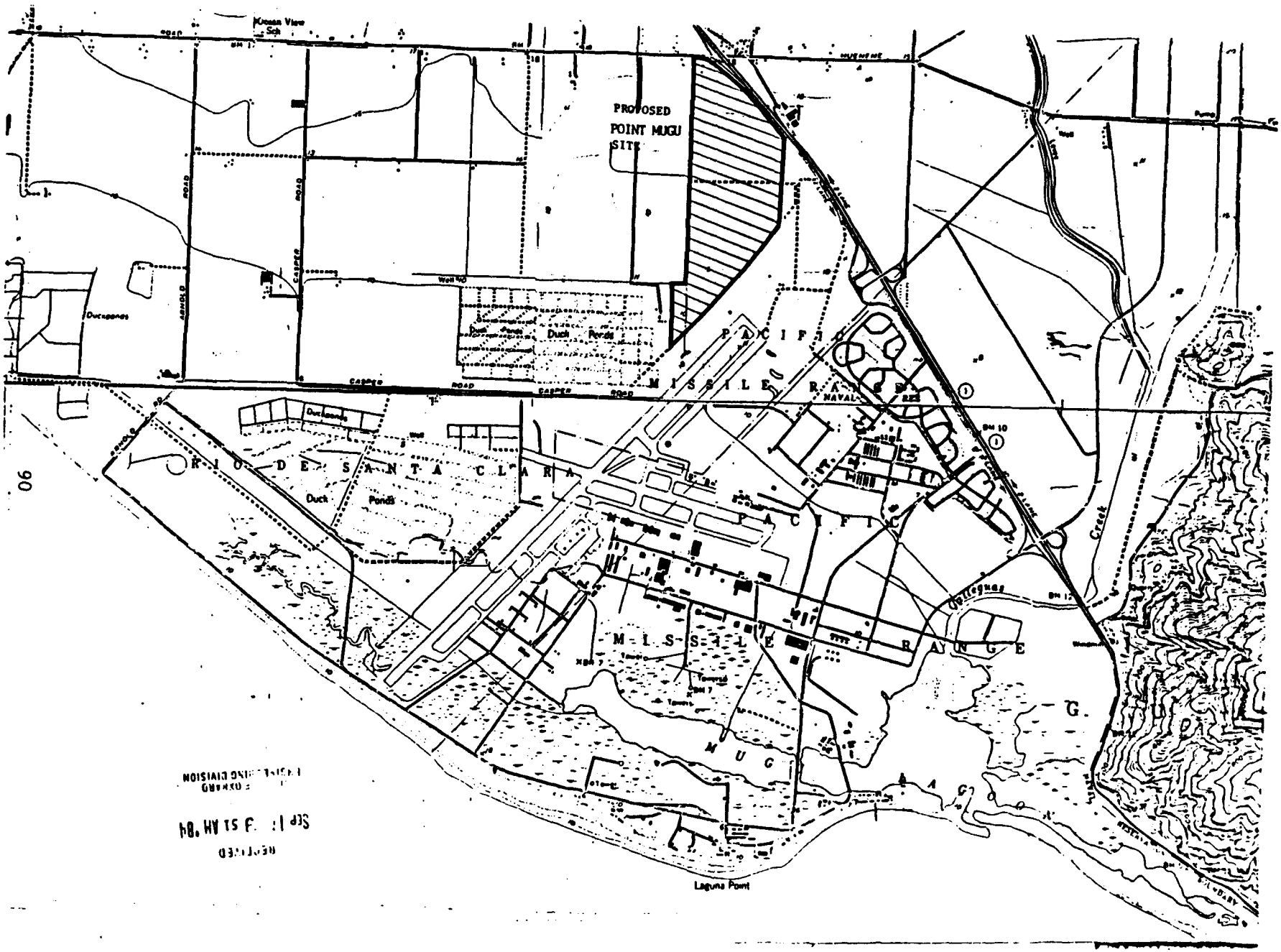
Very truly yours,

PRC ENGINEERING, INC.

Grace L. Chan

Grace L. Chan
Associate Engineer

GLC/lf


PROPOSED
POINT MUGU
SITE
Ocean View
Sch
Duck Ponds
Duck Ponds
Duck Ponds
Duckponds
Duckponds
CASPER ROAD
CASPER ROAD
ARNOLD ROAD
ARNOLD RD
HUENEME
PACIFIC
MISSILE RANGE
NAVAL
RIO DE SANTA CLARA
PACIFIC
MISSILE RANGE
MUGU
LAGOON
Creek
Laguna Point
Well
Well
Well
Pump
BM 10
BM 12
BM 7
Towers
Towers
Towers
Gallegnas

90

RESPONSE TO COMMENTS BY BENJAMEN Y. WONG
ACTING PUBLIC WORKS DIRECTOR, CITY OF OXNARD
MARCH 19, 1985

No. 1: Figure III-29 and Tables IV-25, IV-26, and IV-27 have been updated to reflect Wood Road traffic volumes.

No. 2: The volume/capacity ratios shown in Draft EIS Table IV-27 were correct; however, some of the Levels of Service were misprinted. The table has been corrected for the Final EIS.

The projected traffic volumes were obtained by increasing existing volumes by 10 percent. This assumed growth rate is higher than the rate observed over the past four years on these facilities and represents an annual growth rate higher than that reflected in long range Caltrans forecasts.

No. 3: The number of vehicle trips assumed to be generated by the ANG Base is based upon the trip generation characteristics of the present Van Nuys facility. Truck traffic associated with deliveries and commodity transport has been included in the projections.

No. 4: Major capital-intensive off-site improvements such as the widening of a road along an entire corridor or the extension of a road are not justifiable as mitigation measures for the ANG Base because of the infrequency of occurrence of major traffic flows to and from the Base (one weekend per month with peak arrivals on Saturday morning and peak departures on Sunday evening).

No. 5: The EIS states that the alternative of obtaining water from the City of Oxnard would have the greatest impact of the alternatives under consideration. The reasons listed in this comment are included in the EIS discussion.

No. 6: The EIS has been modified to reflect this information.

CITY OF
Oxnard

COMMUNITY DEVELOPMENT DEPARTMENT • 305 W. THIRD ST. • OXNARD, CA 93030 • (805) 984-4657

RICHARD J. MAGGIO, DIRECTOR

March 26, 1985

Master Sergeant Riley Black
Assistant Public Affairs Officer
146th Tactical Airlift Wing
Air National Guard
8030 Balboa Boulevard
Los Angeles, California 91404

Dear Sergeant Black:

Subject: Inadequate Draft Environmental Impact Statement

Under the heading of "Direct and Indirect Effects and Their Significance" the composition of operations engaged in by ANG C-130 aircraft is discussed, and it is stated that not all of the projected "74 daily operations...would be conducted at the (selected) base location." In support of this conclusion, information is presented in Table IV-1, indicating the distribution of touch-and-go and low approach activities among three identified airports (Norton AFB, Palmdale and NAS Point Mugu), as well as 27.6 percent occurring at airports identified only as "Other."

Since staff here has observed ANG C-130 aircraft making low approaches to Oxnard Airport, it would seem logical to conclude that the previous activity at Oxnard is included in the 27.6 percent referred to earlier. Our concern at this point is that the frequency of use of Oxnard Airport will be increased by ANG aircraft in the event that the 146th Tactical Airlift Wing is relocated to Point Mugu. This concern is further supported by the statement on the p. IV-4 that "Many factors can be attributed to choosing a certain airfield to conduct training activities (and) these factors can include proximity . . . ." To avoid increased use of Oxnard Airport, simply because it would be in closer proximity to the relocated Tactical Airlift Wing at Point Mugu, it requested that appropriate representatives of your organization work with the Oxnard Airport Authority to develop a policy for future training flights by limiting the use of Oxnard Airport for such flights. Since this subject was identified in our response to the Notice of Preparation for the relocation project (letter of August 8, #1, attached), we must consider the Draft Environmental Impact Statement incomplete until a mitigation measure is developed to restrict the use of Oxnard Airport for training or other related flights.

1.

In the Draft Environmental Impact Report section concerning population and housing (p. IV-23) it is stated that "Oxnard is a likely site for the relocation of ANG personnel (and that) the housing market is characterized by the Oxnard Planning Department staff as fairly tight with a vacancy rate of

2. 4.6 percent for rental units . . ." To provide an update, please be aware that the 4.6 percent vacancy rate for rental units applies to the year 1980. We recently completed a survey of apartment complexes of 20 or more units in the City and found a vacancy rate of only 1.3 percent. In addition, we will soon be undertaking another survey as part of our forthcoming rent review study that will be designed to determine the vacancy rate of apartment complexes ranging in size from 4 to 20 units.

As you are probably aware, a vacancy rate of 5 percent is considered to be the minimum for a healthy rental market. Based upon the information that we currently have available, the City's vacancy rate is far below this at this time. In addition, we are faced with the prospect of a growth rate stemming from the development of state and federal oil and gas leases that could be over four times greater than our projected growth rate. Therefore, we would like to request that you give consideration to developing guidelines or a community impact mitigation plan for relocating personnel, in the event that NAS Point Mugu is selected.

You will be receiving under separate transmittal a response on transportation related issues from our City's Public Works Department.

Sincerely yours,

Richard J. Maggio, Director
Community Development Department

RJM:MGW:RJS:alg

cc: City Manager
Ventura County Airport Department
Oxnard Airport Authority

Attachment

CITY OF
Oxnard

PLANNING AND BUILDING SERVICES • 305 W. THIRD STREET • OXNARD, CA 93030 • (805) 984-4657

RICHARD L. MAGGIORE, DIRECTOR

August 8, 1984

Master Sergeant Riley Black
Assistant Public Affairs Officer
146th Tactical Airlift Wing
Air National Guard
8030 Balboa Boulevard
Los Angeles, California 91404

Dear Sergeant Black:

Re: Response to Notice of Preparation for Relocating 146th Tactical Airlift Wing

In the letter from your consultant (The Planning Group) dated July 28, the City of Oxnard was invited to participate in the environmental analysis process for the proposed relocation of the Tactical Airlift Wing from Van Nuys Airport to the Naval Air Station at Point Mugu.

As part of the analysis, we request that consideration be given to several topics in the EIR/EIS as follows:

1. Methods used to minimize practice VFR and IFR approaches by the 146th Tactical Airlift Wing to Oxnard Airport as a means of mitigating noise impacts on surrounding urban areas within the City of Oxnard.

2. Evaluation of impacts of projected aircraft noise on existing and future urban development that could occur in conformance with provisions of adopted plans and policies for the easterly and southerly portions of Oxnard.

3. Evaluation of cumulative impacts of the entire Tactical Airlift Wing facility on all basic urban and community support services of the City of Oxnard. This evaluation should include quantification of any additional services that would have to be provided by the City of Oxnard and measures necessary to mitigate identified impacts. In addition, the relationship of the total cumulative impacts should be evaluated in terms of the applicable adopted plans of the City of Oxnard and adjoining entities. The evaluation of cumulative impacts should also include any other expansion projects being planned for implementation at Point Mugu.

4. Evaluation of impacts of the proposed Tactical Airlift Wing facility location or operation on the flora and fauna associated with and/or dependent upon Mugu Lagoon.

5. Beneficial impacts of the proposed relocation to the City of Oxnard should be included and quantified.

If you or your consultants have any questions about these requests, please contact Mr. Ralph Steele of the Planning and Building Services Department at (805)984-4657.

Sincerely yours,

Richard J. Maggio, Director
Planning and Building Services

RJM:RJS:ch

cc: City Manager
Principal Planner
Senior Planner
County of Ventura, RMA Director
City of Camarillo, Planning Director
City of Port Hueneme, Planning Director
The Planning Group, Attn: Eugene Grigsby

RESPONSE TO COMMENTS FROM CITY OF OXNARD
MARCH 26, 1985

The responses to the August 1984 letter were incorporated into the Draft EIS.

No. 1: The ANG will not be making low approaches into Oxnard Airport if they relocate to NAS Point Mugu. The ANG can and will restrict the use of Oxnard Airport for training or related flights.

No. 2: Pages IV-21 to IV-22 of the EIS emphasize that the potential relocation of ANG personnel will not be to one single community but rather spread out over a number of communities within reasonable commuting distances from the base (approximately 20-25 miles). In the case of the Point Mugu site alternative, the worst case demand for 254 units would in all likelihood be spread over the following communities:

- Hidden Hills
- Agoura Hills
- Westlake Village
- Port Hueneme
- Oxnard
- Camarillo
- Thousand Oaks
- Simi Valley
- Moorpark
- Ventura
- Santa Paula
- Fillmore
- Ojai

According to the Southern California Association of Governments (SCAG) there are currently 179,200 housing units located within these communities. An areawide vacancy rate below one percent would be necessary in order to reasonably assume that housing would be unavailable for 254 ANG personnel.

CITY OF CAMARILLO

601 CARMEN DRIVE
P. O. BOX 248
CAMARILLO, CALIFORNIA 93010
(805) 388-5303

F. B. ESTY
COUNCILMAN

April 3, 1985

MSgt. Riley Black
Department of Air Force
146 Tactical Airlift Wing
8030 Balboa Boulevard
Van Nuys, CA 91409

Gentlemen:

We appreciate the opportunity to review and comment regarding the proposed move of the Wing from Van Nuys.

The City of Camarillo in its letter of August 10, 1984 posed some 21 questions. These we felt were particularly important with respect to the Mugu Naval Air Station. In reviewing this draft E.I.S., we were able to find where many of these questions were addressed. However, there are a number of questions for which we did not find a response. There are other questions in which we believe the areas of concern are inadequately addressed, hence the conclusions are faulty.

Before going to the specific questions, we have some comments and corrections concerning Section II of this report:

1. Page II-2, Safety - While the Mugu, Oxnard, Camarillo airport area meets the less than 500,000 operations criteria currently, this condition will in all probability be exceeded by 1990. This assumes that the growth of general aviation at Oxnard and Camarillo proceeds at the rate indicated in our Airport Master Plan recently completed. The E.I.S. should be expanded to include this information.

2. Page II-4 & 5, Evaluation of Final Candidates - Nowhere were we able to find any cost analysis for the several alternatives. Not only is there a probable large difference in land cost between desert land and prime agricultural land, but in the distance between site and available runways. In both of these areas Mugu appears to be far more expensive. These costs should be addressed.

3. Page III-8, Noise - The people of Camarillo are far more concerned about overflights than takeoffs. Using your chart Figure III-5 would indicate that a C-130 at 3,000 feet would have a sound exposure level of 78 dB. At 2,000 feet it would be 82 dB. These do not reconcile with actual data taken by a professional sound engineer of 88.4 dBA. See Mr. Mancini's letter of August 13, 1984.

This indicates that planes are not flying at prescribed altitudes and/or the data/charts are suspect.

This raises the question as to whether the Guard is willing to follow the flight altitudes negotiated between the Navy and the citizens of Camarillo?

4. Figure III-12, Flight Paths-Mugu - This figure should be modified, or a new figure provided, which will show the conflicting flight paths for Oxnard and Camarillo Airports.

Our concern is SAFETY. This is briefly covered on Page III-59, Aircraft Accident History. However, adding these crossing patterns will more accurately illustrate the potential problems.

5. Page III-27, City of Camarillo - Our Growth Control Ordinance allows 400 units not 300. It also excludes low-cost housing from this limitation.

6. Table III-7, Page III-43, Regional Population Projections - We believe the Oxnard/Camarillo figures to be greatly overstated. It is obvious that the SCAG figures do NOT take the area's air quality limitations into consideration. We are a non-attainment area, and hence our allowable growth will be restricted. Camarillo, for example, had 37,797 people in 1980. The figure for the year of 2000 is 62,000. In addition, there exists between Oxnard, Camarillo and the County a greenbelt agreement which effectively prohibits the conversion of existing farm land for urban purposes. Please note last paragraph regarding air quality on Oxnard Plain on page III-81.

7. Page III-59, Aircraft Accident History - This report makes it very clear that there is now a safety problem with the Mugu air patterns. This will not be helped by additional flights by either the ANG or civilian flyers.

8. Page III-81, Air Quality Management Plans - Reference is made to the last paragraph under this heading which reads in part: "Therefore, any increase in military aircraft operations, no matter how small, is inconsistent with the growth forecasts of the AQMP. The Point Mugu site is located within the Oxnard Plain, which is a non-attainment area for Ozone."

8. We believe it should be further noted that the Oxnard Plain in particular, and Ventura County in general, is in jeopardy of sanctions by the Air Resources Board which could result in project denials under the State Implementation Plan.

9. Page III-110, NAS Point Mugu - In paragraph III it states that Oxnard gets blended Colorado and State project water. This is NOT correct. According to the purveyor, Calleguas Municipal Water District, no Colorado water comes into Ventura County.

Figure IV-I, Environmental Impact Matrix - Of the 24 listed criteria, only four are beneficial, primarily in the socioeconomics area. On the other hand, seven serious negatives, nearly twice as many as any other proposed site.

These serious negatives are as follows:

Noise, Page IV-10

10. The noise data shown in Table IV-9 should be taken at Mission Oaks, not Leisure Village. The difference in altitude of Mission Oaks over Leisure Village will make a substantial change in noise level, we believe.

Some recognition of the intrusive noise of additional flights, irrespective of plane type should be given.

Land Use, Page IV-18

11. It should be noted that the taking of any agricultural land is inconsistent with Countywide policy to maintain such land as its highest priority.

Socioeconomics, Page IV-20

This subsection should be expanded to cover public transportation and school availability factors.

12. We believe that real numbers rather than percentages should be used in Tables IV-12 and IV-13. Further, these figures should be compiled after full disclosure to people being surveyed of the relative housing costs, both purchase and rents of the respective areas.

Surface Transportation, Page IV-30

13. As noted above, the availability or lack of these of public transportation should be included.

14. It is noted under mitigating measures that there is for Mugu the need for major road improvements. Will the ANG be willing to fund these off-site improvements?

Safety and Security, Page IV-51

15. We do not believe the conclusions regarding Mugu are consistent with Aircraft Accident History, page III-59. This area should reflect this potential problem.

Air Quality, Page IV-54

16. Please see notes regarding page III-81. This will require a considerable change in the conclusions note in this area.

Hydrology and Water Quality, Page IV-68

17. This area should be expanded to include information regarding the on-going Corps of Engineers' study of the flooding problems of Calleguas, Conejo Creeks and the Revolon Slough.

It should also note the special flood wall which is designated to protect the currently occupied site.

Groundwater Resources, Page IV-71

18 This area should be checked for accuracy. Current on-site well taps into the Fox Canyon aquifer. It is questionable as to whether additional well would be authorized by Groundwater Management Agency because of State requirements to alleviate salt water intrusion problem in Oxnard Plain.

19. Further, if the farmer's property is taken over and he moves to another location in the plain, there will not be a reduction in acre feet of water used.

Water Supply, Page IV-79 and 80

20. The Point Mugu site is directly above the salt water intruded area of the Oxnard Plain. Therefore, no potable water can be taken from the upper aquifers.

The current off-site water connection is United Water Conservation District, who get their water from the Fox Canyon Aquifer. They currently get NO water from northern California. So the needs of the ANG will be an addition, not a reduction.

Now turning to Camarillo's specific questions for which we were unable to find answers:

21. 1. Is there a possibility that additional flights could, except in emergencies (fire fighting, etc.) be limited to daylight hours?

22. 2. If the ANG were to move to Mugu, would transient military aircraft activity increase; and if so, by how much? Can it be confined to daylight hours?

23. 3. This study is primarily predicated on C-130 planes. The planes are bound to become obsolete in due course. Will an E.I.S. be made if and when a change in planes is contemplated? Our residents are as much or even more concerned about tomorrow's noise as today's.

24. 4. The question of low-level or missed approach training was not addressed. Will these be conducted at Mugu? Or will Palmdale be the primary area for such training?

25. 5. The question of additional aircraft being assigned to the 146th TAW was not answered.

26. 6. The question of air quality is addressed on page IV-63. It shows a substantial decrease in air quality if the move is made to Mugu as a combination of planes and surface traffic. In view of the fact that we are currently a non-attainment area, what does the ANG propose to mitigate this situation? See page III-81 for additional comments.

27. 7. Roads - page IV-30 indicates that there will be a considerable impact on the local road system. Is the ANG prepared to provide recommended road improvements? It would be a condition we would apply to a developer in our area.

28. 8. While housing impacts are discussed on page IV-22, we question whether the men who have indicated they would transfer from Van Nuys are conversant with the relative housing costs of areas under consideration. The data presented shows that Mugu is much more expensive. Has this data been made available to them? If not, what effect did its disclosure have on reported transfer figures?

Our questions about the decision-making body were not addressed. We recognize that these are not really part of the E.I.S. However, the citizens of Camarillo are very anxious to know when this serious threat to the peace and quality of life in the eastern part of Camarillo will be finally resolved?

Respectfully submitted,

F. B. Esty

F. B. ESTY
Council Member

FBE:lc
cc: Mayor and Council Members
City Manager
City Clerk

RESPONSE TO COMMENTS FROM F.B. ESTY
OF THE CITY OF CAMARILLO
APRIL 3, 1985

No. 1: Please refer to the response to comment No. 8 from Eugene R. Mancini on page 177 and the response to comment No. 5 from Mary Hartman of the San Bernardino County Airport Land Use Commission on pages 81-82.

No. 2: Land cost is a small portion of the overall costs of relocating the Air National Guard, representing five percent or less of total costs. The most recently introduced alternative, the 250 acres of government owned land within AF Plant #42, is clearly the least expensive site, but only by a small margin. Distances to the runways are not appreciably different at each site since all of the sites are contiguous to runways.

No. 3: Since the August 13, 1984 letter was written, Mr. Mancini has revised his mean Max dB(A) reading to 85 (range: 76-93). EIS Table IV-10 has been amended to include Projected Single Event (Noise Exposure) Levels and Maximum dB(A) projections for five locations in eastern Camarillo. The source of these projections is from the Aerospace Medical Research Laboratory (AMRL). EIS Figures III-5 and III-6 have different data bases (i.e., NOISMAP and INM). The AMRL was used since Max. dB(A) projections are readily available from the data base, whereas it is not with NOISEMAP or the INM. The AMRL data base is used throughout the country.

With respect to use of specific flight tracks, the ANG will follow the Navy's directives regarding altitude.

No. 4: EIS Figure III-12 was provided primarily to depict flyover activity relative to noise rather than to describe the existing airspace

constraints. Safety concerns for NAS Point Mugu are presented on EIS pages III-64, III-65, III-66, IV-52 and IV-53. Each airport site has some "crossing patterns" with neighboring airport sites. It was not the intent of this safety section to show crossing patterns relative to each airport flight track. The ANG C-130 aircraft have no significant impact upon safety concerns in eastern Camarillo. Adequate vertical separation exists for approaches to the two airfields. The Camarillo Master Plan does recommend the inclusion of a control tower which is an independent conclusion from the relocation of ANG operations.

No. 5: The description of the ordinance has been revised on page III-27.

No. 6: In the preparation of future population estimates for each of the four ANG base relocation sites, it was desirable to use a common population projection data base which used similar techniques and which was based on similar assumptions. The Southern California Association of Governments, in its "SCAG 82 Growth Forecast Policy" provides such projections for the Southern California Region. This set of projections is the officially adopted growth forecast for the region. It is assumed that local constraints and conditions have been taken into account in developing population forecasts for each of the 55 regional statistical areas within the SCAG jurisdiction. Furthermore, the listing of membership on various supporting SCAG committees indicates the participation of local officials and citizens from Ventura County, City of Ventura, City of Camarillo, and the City of Oxnard.

No. 7: Please refer to EIS page IV-52 (NAS Point Mugu).

No. 8: As noted in the response to Mr. Scott Johnson of the Ventura County Resource Management Agency, Air Pollution Control District, the Air National Guard will implement mitigation measures to offset the increment of air pollutant emissions generated by the base relocation.

No. 9: This comment is correct. The EIS has been corrected.

No. 10: This concern has been added to EIS Table IV-10.

No. 11: Comment noted. This concern has been addressed in the body of the EIS as an impact upon local plans and policies.

No. 12: The actual number of survey responses have been added to EIS Tables IV-12 and IV-13. The survey, conducted in the summer of 1984, included responses from 779 ANG personnel (318 full-time and 461 part-time). A supplemental survey conducted by the ANG in May 1985 (approximately 800 respondents) revealed no significant change in survey responses. This later survey was conducted after publication of the DEIS and after considerable informal ANG personnel discussion of the relative merits of alternate base locations.

No. 13: There currently is no public transportation service to the Point Mugu ANG site.

No. 14: The ANG will fund off-site roadway improvements on the facilities adjacent to the site which provide direct access to the Base entrance. These include minor improvements at the Hueneme Road/Navalair Road and the Hueneme Road/Ratheon Road intersections as well as minor widening of Navalair Road at the main entrance to the proposed ANG base. These are described on EIS page IV-45. Major roadway widening projects on facilities used as access routes to the Base will not be funded by the ANG.

No. 15: This statement represents the writer's opinion.

No. 16: Please refer to the response to comments by Scott Johnson of the Ventura County Air Pollution Control District on pages 63-66.

No. 17: The Corps of Engineers' Los Angeles office is currently conducting a study for the area around NAS Point Mugu. At the time of this writing, the overflow analysis had not begun; the results of this study should be ready around the end of 1985.

No. 18: The on-site well is 550 feet deep and draws water from the Fox Canyon aquifer. The ANG would require two 700 gpm wells on-site if this water source is selected. However, groundwater extraction from the Fox Canyon aquifer would be decreased by the proposed project due to the lower water consumption rate of the ANG compared to the agricultural use.

No. 19: This comment is noted. It is recognized that there is some possibility that the displaced farmers could end up farming some currently unused agricultural land in the groundwater recharge area of the Oxnard Plain. Should this occur, then there would be no net reduction in groundwater consumption.

No. 20: The EIS has been revised to clarify how the aquifers will be affected by the project. The existing on-site well is 550 feet deep and extends below the salt water intruded upper aquifer into the Fox Canyon aquifer. The existing agricultural use consumes 1,190 acre-feet of groundwater from the Fox Canyon aquifer via the wells on-site, nearby and purchased through the United Water Conservation District. Given the ANG's projected consumption of 30 acre-feet, a net reduction of 1,170 acre-feet of water extracted from the Fox Canyon aquifer will occur. However, if the displaced farming use is re-established also using Fox Canyon aquifer groundwater, no reduction of groundwater will occur.

No. 21: The majority of ANG C-130 flights do occur during daylight hours. Limiting all ANG C-130 flights to daylight hours would reduce the effectiveness of training.

No. 22: The ANG has no control over military operations other than its own. The ANG operations are discussed on pages IV-4 through IV-6. Any minor increases in transient ANG-related operations are already well within the range of the forecasts.

No, 23: Please refer to the response to Comment No. 2 by the San Bernardino County Airport Land Use Commission on page 81.

No. 24: Touch and go/low approach operations are discussed and shown on EIS pages IV-4 and IV-5.

No. 25: The 146th TAW does not anticipate receipt of any additional aircraft in the future. Plans for the new facility assume the same number of aircraft as the 146th TAW now has.

No. 26: As noted in the response to Mr. Scott Johnson of the Ventura County Resource Management Agency Air Pollution Control District on pages 63-66, the Air National Guard will mitigate the increased air pollutant emissions.

No. 27: Please refer to response No. 14 on page 104. The ANG will improve intersections at Hueneme Road/Navalair Road and Hueneme Road/Ratheon Road.

No. 28: See response to City of Camarillo Comment No. 12 on page 104.

City of Port Hueneme

250 North Ventura Road • Port Hueneme, California 93041 • Phone (805) 488-3625

March 29, 1985

MSFT Riley Black
Department of the Air Force
146th Tactical Airlift Wing
8030 Balboa Boulevard
Van Nuys, CA 91409

Subject: Relocation of the 146th Tactical Airlift Wing of the California Air National Guard - Draft Environmental Impact Statement

Dear Sergeant Black:

Thank you for submitting the subject document for our review. Impact from this project on the City of Port Hueneme is not anticipated.

Sincerely,

George C. Dellwo
Planning Technician

GCD:bc

RESPONSE TO COMMENTS BY GEORGE C. DELLWO
PLANNING TECHNICIAN, CITY OF PORT HUENEME
MARCH 29, 1985

Comment noted. No response necessary.

City of Thousand Oaks
CITY COUNCIL
401 WEST HILLCREST DRIVE · POST OFFICE BOX 1496 · THOUSAND OAKS, CALIFORNIA 91360 · (AREA 805) 497-8611

April 16, 1985

Master Sergeant Black
Department of the Air Force
146th Tactical Airlift Wing
8030 Balboa Boulevard
Van Nuys, Calif. 91409

RE: Relocation of the 146th Tactical Airlift Wing of the California Air National Guard

Dear Master Sergeant Black,

Thank you for giving us the opportunity to review the Draft Environmental Impact Study (EIS) for this project. Briefly, our comments are as follows:

1. We wish to express our concern that the proposed relocation to Point Mugu would be inconsistent with the Ventura County Air Quality Management Plan (AQMP). As stated in the Draft EIS, project related emissions include approximately 33.3 tons per year TPY of reactive hydrocarbons (RHC) and 15.9 TPY of nitrogen oxides (N0x). Both of these amounts exceed the significant impact threshold of 13.7 TPY for RHC and N0x established by the Pollution Control District in 1983 for the Oxnard Plain Air Basin of which Thousand Oaks is a part.

2. Although the City of Thousand Oaks is not directly affected, we support the City of Camarillo's concern about increased aircraft noise resulting from daily flight activities. In order to more accurately predict this potential impact, we would suggest that actual testing of "worst case" noise conditions be conducted at sensitive ground locations along the north/east Flight Corridor approaching the PT Mugu Naval Air Station. This latter information should be included in the Final Report for public review.

Any questions regarding these comments should be directed to our Planning Department Staff at area code (805) 496-8604, ext. 288.

Sincerely,

Madge Schaefer

Madge Schaefer
Councilwoman

cc: City Council
Planning Commission
Tony Boden, Director of Planning
City of Camarillo

RESPONSE TO COMMENTS BY MADGE SCHAEFER
CITY OF THOUSAND OAKS CITY COUNCIL
APRIL 16, 1985

No. 1: Please refer to the response to comments by Scott Johnson of the Ventura Resource Management Agency Air Pollution Control District on pages 63-66.

No. 2: The AEM screening model used throughout the U.S. by the FAA was used to determine if a significant impact would result form the added ANG operations. Application of the model indicated a negligible change in noise levels would result. More detailed analysis of noise levels from individual aircraft overflights has been added to the final EIS text in response to the comments made by Eugene Mancini. Please refer to the response to comment No. 41 made by Ike Abramms (page 358) at the Camarillo public hearing for an actual testing of the audibility of C-130 overflight noise.

City of Lancaster
44933 North Fern Avenue
Lancaster, California 93534
805-945-7811

March 19, 1985

Barbara Little
Mayor
Fred M. Hann
Vice Mayor
Louis V. Bozigian
Councilman
Lynn S. Harrison
Councilwoman
Jack Murphy
Councilman
James C. Gilley
City Manager

MSgt Riley Black
Department of the Air Force
146th Tactical Airlift Wing
8030 Balboa Boulevard
Van Nuys, California 91409

Dear MSgt Black:

Due to deteriorating conditions at Van Nuys Airport, the 146th Tactical Airlift Wing of the Air National Guard is considering relocation sites. Three sites are under examination; they are: Naval Air Station Point Mugu in Oxnard, Norton Air Force Base near San Bernardino, and Air Force Plant 42 in Palmdale.

Presented here is the evidence that Air Force Plant 42 in Palmdale and the Antelope Valley in general is the ideal site for the Air National Guard's relocation.

1 Since the 1940's, the Antelope Valley has been recognized for its ideal flight weather conditions. This coupled with the fact that Plant 42 is largely surrounded by open space provides a superior environment for flight operations. Additionally, of the three site alternatives, Palmdale Plant 42 has the least number of airport operations within a 15 mile radius of the proposed Air National Guard's relocation site. Compared to Point Mugu, for example, there are more than 140,000 fewer air operations annually within that 15 mile radius area. Specifically, air operations at Palmdale Plant 42 also exhibits the least number of air operations which would conflict with Guard activities. Compared to Point Mugu, there are over 26,000 fewer annual air operations at Palmdale Plant 42. Without a doubt these facts point to the superior locale that Air Force Plant 42 has to offer.

2.

3. The Palmdale site is a good neighbor for the City of Palmdale as its existence is compatible with the City of Palmdale General Plan. This is not the case with the Point Mugu site as the Guard's use at that location is not consistent with either City of Oxnard or Ventura County General Plans. This incompatibility may open up years of legal challenge thus jeopardizing any facility.

4. Finally, from the personnel standpoint, Palmdale, Lancaster and the Antelope Valley in general offer quality, affordable and abundant housing opportunities. Recent sales prices for a 3 bedroom home ranged between $77,500 and $82,500 in the Palmdale-Lancaster area. Rents ranged between $275 and $400 per month. This compared to a typical 3 bedroom home sales price between $106,000 and $142,000 in the Oxnard area points to a definite plus for Air National Guard personnel residing in the Antelope Valley.

With all of these facts taken into consideration, Air Force Plant 42, Palmdale and the Antelope Valley stand alone as the ideal total environment for the new home of the 146th Tactical Airlift Wing of the Air National Guard.

Sincerely,

Barbara Little

Barbara Little, Mayor
City of Lancaster

Barbara Little

Additional notes, for the record, California Air National Guard hearing 21 March 1985 Palmdale at the Knights of Columbus Hall: (not verbatim)

Points in addition to the regulation letter handed to you were:

5. I. LAND ACQUISITION COSTS for the required 239 acre site would be less in the Palmdale area than the projected purchase price of prime agricultural land in Ventura County.

6. II. TRAVEL TIME from Air Guard personnel homes in the San Fernando Valley to either Pt. Mugu or Palmdale is represented to be equidistant in terms of miles. However an important factor is the time it takes to drive 53 miles to Pt. Mugu via Los Angeles Basin Freeways, as opposed to 55 miles on the less stressful Antelope Valley Freeway.

7. III. RECRUITING is cited as an important factor. The California Air Guard is able to draw from a large population "down below." We have more than an adequate population to draw from if the Air Guard is centered in the Palmdale/Lancaster area. We have young men and women who have grown up with pride in the military service and the honor accorded those who serve. The California Air Guard will have recruits lined up a block long---quality recruits---who care. Nowhere in America is the uniform worn more proudly than in the Antelope (Aerospace) Valley.

RESPONSE TO COMMENTS BY MAYOR BARBARA LITTLE OF THE CITY OF LANCASTER MARCH 19, 1985

No. 1: The EIS discusses weather conditions at AF Plant #42 on EIS pages III-75 through III-77 and ranks AF Plant #42 most favorable among the alternatives on the basis of airspace considerations alone (exclusive of all other factors).

No. 2: As discussed above and on EIS page IV-52 Palmdale AF Plant #42 is rated as "most favorable" pertaining only to airspace considerations.

No. 3: Page IV-17 of the EIS acknowledges that the Point Mugu base location alternative is not consistent with the Ventura County General Plan. In the case of Oxnard, the City's 1990 General Plan indicates open space for the proposed ANG base site, however, this area is outside the coporate limits of the City as well as outside the City's sphere of influence as established by the Local Area Formation Commission (LAFCO) and has no jurisdictional status.

No. 4: Pages IV-21 through IV-23 of the EIS acknowledge the housing costs differentials between Oxnard and Palmdale.

No. 5: Please refer to the response to comment No. 2 by Councilman F.B. Esty of Camarillo on page 102.

No. 6: The commuter trip between the San Fernando Valley and the two sites in question (Palmdale and Point Mugu) would be in a direction opposite that of the primary Los Angeles commuting pattern. Since congestion would not typically affect travel speeds, it was assumed that the average travel speed on the freeways would be the same for each route.

No. 7: In response to comments received on the DEIS and testimony at the Camarillo and Palmdale public hearings, Air National Guard recruitment personnel in Washington, D.C. and at the Van Nuys Base were requested to re-evaluate the recruitment population statistics which were shown in the DEIS. This re-evaluation concluded that the Palmdale site alternative would continue to be less desirable than the Point Mugu alternative from a recruitment standpoint. This conclusion was based on the following considerations:

- The effective recruiting base for the 146 TAW based on actual experience is a radius of 25 miles from the base. This radius was based on an analysis of the zip codes of current ANG personnel. Table III-5 of the EIS indicates that 40 percent of the ANG personnel live in the San Fernando Valley. A survey of ANG personnel further indicates that 72 percent of the full-time personnel and 64 percent of part-time personnel live within 45 minutes commuting time of the Van Nuys base, e.g., a 23-26-mile one-way distance based on a typical peak hour average driving speed of 30-35 miles per hour (Highway Capacity Manual, 1965).

- A comparison of the total population as well as the number of 18-29 year olds within 25 miles of the Palmdale and Point Mugu sites indicates that the Point Mugu population base would exceed that of Palmdale by a factor of four to one. See the discussion of recruitment in Chapter III of the EIS.

CITY OF SAN BERNARDINO 300 NORTH "D" STREET, SAN BERNARDINO, CALIFORNIA 92418

W.R. "BOB" HOLCOMB
Mayor

Members of the Common Council

Robert A. Castaneda . . . . . First Ward
Jack Reilly . . . . . Second Ward
Ralph Hernandez . . . . . Third Ward
Steve Marks . . . . . Fourth Ward
Gordon Quiel . . . . . Fifth Ward
Don Frazier . . . . . Sixth Ward
Jack Strickler . . . . . Seventh Ward

April 12, 1985

MSgt Riley Black
Department of the Air Force
146th Tactical Airlift Wing
8030 Balboa Blvd.
Van Nuys, CA 91406-1195

Dear Sergeant Black:

The City of San Bernardino has several concerns as to the adequacy of the Draft Environmental Impact Statement for the relocation of the 146th Tactical Airlift Wing of the California Air National Guard. If Norton Air Force Base is selected as the relocation site, the following points would require more detail:

1. Wastewater: The Wastewater Treatment Facility is near capacity and the City has established a system whereby capacity and sewer rights may be purchased by property owners. The DEIS should more fully address this issue.

2. Hazardous Materials: The DEIS does not mention the existing wastes such as solvents, paints, waste oils, etc. generated by Norton Air Force Base. Industrial wastewater is treated at a plant located on the base and is then discharged into the Santa Ana River. Norton AFB may or may not be able to treat additional wastes.

3. Noise: This entire section should go into more depth since noise is a major concern to all residents surrounding Norton AFB. Although residential development is discouraged within the 65 CNEL, there are many existing uses. The noise contour would not change significantly with the addition of the Air National Guard, but the amount of noise would increase. The mitigation measure of avoiding overflights of populated and noise sensitive areas is not realistic in the San Bernardino area because of the high level of urbanization present.

Thank you for the opportunity to comment on the Draft Environmental Impact Statement. If you have any questions, please feel free to contact myself or Valerie Ross, of my staff, at (714) 383-5057.

Respectfully,

VINCENT A BAUTISTA
Principal Planner

vab:vh

RESPONSE TO COMMENTS FROM CITY OF SAN BERNARDINO
APRIL 12, 1985

No. 1: The treatment plant has a capacity of 24.5 mgd and is currently treating 21 mgd. All excess capacity is already committed, so the plant is considered to be "at maximum capacity." This excess capacity includes the capacity contract to Norton AFB. Since the Base's agreement with the City provides capacity for a Base population of 12,000 and the Base population is currently 10,700, the addition of 300 ANG personnel to the Base would not create a demand for treatment capacity beyond what is available. At the time of this writing, the City has let bids to expand the treatment plant to 28 mgd. Construction is expected to begin in September 1985 and should be completed in 2-1/2 years.

No. 2: The ANG facility would not affect the wastes generated by Norton AFB and so does not discuss the treatment and handling of these wastes. Liquid hazardous wastes generated by the ANG would be packaged in drums, and handled by the Defense Property Disposal Office (DPDO). Hazardous wastes would be transported to any of the Class I landfills in California including Casmalia in Santa Barbara County, Kettleman Hills in Kettleman City or ITC in Imperial County. These wastes will not be treated by the Norton AFB facilities.

No. 3: EIS Tables IV-4 and IV-7 show a total increase in the Ldn contour of less than one percent and no change in Ldn values at two nearby noise-sensitive land uses. There is no significant change in the noise environment at Norton AFB due to relocation of the ANG to this facility. It is acknowledged that avoiding highly populated areas at Norton AFB is very difficult. This mitigation measure applies better at NAS Point Mugu and AF Plant No. 42.

RESOLUTION NO. 2670

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RIALTO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, SUPPORTING THE EAST VALLEY AIRPORT LAND USE COMMISSION IN THE OPPOSITION TO THE RELOCATION OF THE 146th UNIT OF THE CALIFORNIA AIR NATIONAL GUARD TO NORTON AIR FORCE BASE.

WHEREAS, the East Valley Airport Land Use Commission is in opposition to the relocation of the 146th Unit of the California Air National Guard to Norton Air Force Base, and

1. WHEREAS, the 146th Unit of the California Air National Guard will be in operation from Thursdays through Sundays on a twenty-four (24) hour basis; and

2 WHEREAS, an Environmental Impact Report has not been performed regarding noise and population impact in the area of Norton Air Force Base and surrounding communities.

3 NOW, THEREFORE, the City Council of the City of Rialto DOES HEREBY RESOLVE to support the opposition of the East Valley Airport Land Use Commission in the relocation of the 146th Unit of California Air National Guard to Norton Air Force Base.

PASSED, APPROVED AND ADOPTED this 2nd day of October, 1984.

GERALD R. EAVES, Mayor

ATTEST:

JOSEPH H. SAMPSON, City Clerk

APPROVED AS TO FORM:

ROBERT G. KOCH, JR., City Attorney

STATE OF CALIFORNIA)
COUNTY OF SAN BERNARDINO) ss.
CITY OF RIALTO)

I, JOSEPH H. SAMPSON, City Clerk of the City of Rialto, DO HEREBY CERTIFY that the foregoing Resolution No. 2670 was duly passed and adopted at a regular meeting of the City Council of the City of Rialto held on the 2nd day of October, 1984.

Upon Motion of Councilmember Holland, seconded by Councilmember Curtis, the foregoing Resolution No. 2670 was duly passed and adopted.

VOTE ON THE MOTION:

AYES: Mayor Eaves; Councilmen: Holland, Curtis and Longville

NOES: None.
ABSTAIN: Councilman Sawyer
ABSENT: None.

IN WITNESS WHEREOF, I have hereunto set my hand and the Official Seal of the City of Rialto this 8th day of October, 1984.

Joseph H. Sampson
JOSEPH H. SAMPSON, City Clerk

RESPONSE TO COMMENTS BY THE CITY COUNCIL OF THE CITY OF RIALTO OCTOBER 2, 1984

No. 1: The ANG typically conducts aircraft operations between 8:00 AM and 10:30 PM.

No. 2: A copy of the Draft EIS was prepared and was forwarded to the City of Rialto in February 1985. No further comments were received from the City during the public review period.

No. 3: Comment noted. No response necessary.

DONALD R. HOWERY
GENERAL MANAGER

CITY OF LOS ANGELES

CALIFORNIA

TOM BRADLEY
MAYOR

DEPARTMENT OF TRANSPORTATION
ROOM 1200 CITY HALL
LOS ANGELES CA 90012
485-2265

March 13, 1985

RECEIVED MAR 16 1985

Mr. Eugene Grigsby
The Planning Group, Inc.
1728 Silverlake Boulevard
Los Angeles, CA 90026

PROPOSED RELOCATION OF 146TH TACTICAL AIRLIFT WING FROM THE VAN NUYS AIRPORT

The Air National Guard's proposed relocation of the 146th Tactical Airlift Wing from its present location at Van Nuys Airport to facilities outside the City of Los Angeles will not have a long term adverse impact on the City street system. Therefore, we will not be participating in the EIS process.

Thank you for your letter.

Roy K. Nakamura

Roy Nakamura
Supervising Transportation Planner I

RKN:pf
1429D

AN EQUAL EMPLOYMENT OPPORTUNITY — AFFIRMATIVE ACTION EMPLOYER

RESPONSE TO COMMENTS BY ROY NAKAMURA
CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION
MARCH 13, 1985

Comment noted. No response necessary.

COMMENTS RECEIVED FROM ORGANIZATIONS

Organization	Page No.
California Senior Legislature, Joe Gaynes	124
California Senior Legislature, Mr. and Mrs. Reginald Topping	137
Conejo Valley Audubon Society	142
Aircraft Owners and Pilots Association	144
Ban Airport Noise	146
Homeowners of Encino	151

California Senior Legislature

CALIFORNIA SENIOR LEGISLATURE

ASSEMBLYMAN JOE GAYNES
CAL. SENIOR LEGISLATURE
9153 VA CAMARILLO 93010

March 27, 1985

Department of the Air Force
146th Tactical Air Wing
8030 Balboa Boulevard
Van Nuys, CA 81406

Attention: M.Sgt. Riley Black Re: Draft Environmental Impact Statement for Relocation of 146th Airlift Wing of the California Air National Guard

Gentlemen:

We, the concerned citizens of Camarillo and Ventura County, have reviewed the Environmental Impact Statement for relocation of the 146th Airlift Wing of the California Air National Guard and the recommendation therein that the relocation be to NAS Point Mugu.

1. We are primarily concerned about the safety factor, with flights from three airport sites; the interception of planes in this tight air corridor with military, commercial, and private aircraft without a control tower, has resulted in near misses. The Federal Aviation Administration issued a Safety Advisory on July 10, 1984, effective August 10, 1984, with cancellation on August 10, 1986, to be placed on the bulletin boards of Oxnard and Camarillo Airports for the attention of all pilots. This advisory states: "There has been an increasing number of air traffic conflicts in the NAS Point Mugu Approach Terminal airspace during the past few months in the vicinity of the Oxnard, Camarillo, and Point Mugu Airports. These incidents have resulted in increased controller and pilot concern and several near-miss reports. This letter discusses these problems, depicts traffic flows and offers recommended solutions." "Student Practice Area: It is customary for local pilots to practice flying maneuvers in the vicinity of Somis and north of the Mission Oaks area. This is a very hazardous area, due to the numerous military and civilian aircraft being vectored for instrument approaches to the three airports." The letter referred to and related material is enclosed.

1. The study clearly and convincingly demonstrates that Air Force Plant 42 (Palmdale) would be the best relocation choice from the perspective of air safety--much more so than there would be in the NAS/Camarillo/Oxnard air space. Additionally, there are only two days per year of reduced visibility at Air Force Plant 42 (Palmdale) as compared to 58 days of reduced visibility at NAS Point Mugu. Furthermore, by 1990 it is projected that more than 500,000 operations/year will be occurring in the Camarillo air space (Airport Master Plan data). This means that NAS Point Mugu, by 1990 will not meet one of the Air National Guard's most critical selection criteria (500,000 annual operations).

2.

3.

4. In conjunction with air safety and air space consideration, the bird-strike potential is by far the greatest at NAS Point Mugu. There were approximately 39 times more bird-strikes at Point Mugu as at Air Force Plant 42 (Palmdale) and at least four times more at Point Mugu than at Norton. NAS Point Mugu has all of the factors which will lead to continuing and enhanced bird-strike potential,--to wit: food, water, and nesting areas on the Pacific Flyway.

The Draft Impact Statement reflects that weather conditions are dramatically better at Air Force Plant 42 (Palmdale) than at NAS Point Mugu, considering fog, wind speed, and wind direction. Table II - 14 shows substantially more days with good flying weather at Air Force Plant 42 (Palmdale) than at NAS Point Mugu. NAS Point Mugu has 29 times the number of days visibility less than one-half mile than at Air Force Plant 42 (Palmdale). Also, IV - 52 states Air Force Plant 42 (Palmdale) is shown to be the most preferable site in terms of available air space and safety.

Respectfully,

Joe Gaynes

Joe Gaynes

Joe Gaynes

JG:lf
Encls.
cc: President Ronald Reagan
Governor George Deukmejian
Senator Alan Cranston
Senator Pete Wilson
Congresswoman Bobbie Fiedler
Congressman Robert J. Lagomarsino
Senator Ed Davis
Senator Gary Hart
Assemblyman Tom McClintock
Assemblyman Jack O'Connell
Assemblywoman Cathie Wright
Supervisor Maggie Erickson
Supervisor Edwin A. Jones

ASSEMBLYMAN JOE GAYNES
CAL. SENIOR LEGISLATURE
9153 V9 CAMARILLO 93010

GENERAL AVIATION

PHASE I PHASE II PHASE III

ACCIDENT PREVENTION PROGRAM

DEPARTMENT OF TRANSPORTATION • FEDERAL AVIATION ADMINISTRATION • WESTERN REGION

Oxnard Tower/NAS Point Mugu ATCT/RATCF
Oxnard, California

ISSUED: July 10, 1984 EFFECTIVE: August 10, 1984

OXNARD TOWER LETTER TO AIRMEN NO. 84-1

SUBJECT: Safety Advisory

CANCELLATION: August 10, 1986

Background. There has been an increasing number of air traffic conflicts in the NAS Point Mugu Approach Terminal airspace during the past few months in the vicinity of the Oxnard, Camarillo and Point Mugu Airports. These incidents have resulted in increased controller and pilot concern and several near-miss reports. This Letter discusses these problems, depicts traffic flows and offers recommended solutions.

Restricted Areas. Restricted Areas 2519 and 2520 are located overhead NAS Point Mugu and are in effect continuously. R-2519 is defined from the surface to infinity and is used extensively for hazardous missile firing operations, some as high as 100,000 feet. It is imperative that all pilots know the location of these Restricted Areas and remain clear of them, unless receiving specific approval for entry from Point Mugu Tower (124.85 MHz or 126.2 MHz) or Point Mugu Approach Control (124.7 MHz or 128.65 MHz).

Student Practice Area. It is customary for local pilots to practice flying maneuvers in the vicinity of Somis and North of the Mission Oaks area. This is a very hazardous area, due to the numerous military and civilian aircraft being vectored for instrument approaches to the three airports. It is recommended that instructor pilots move their practice operations to a safer area, clear of arrival instrument traffic. The area in the vicinity of the Santa Clara River, between the Santa Paula Airport and north of the City of Ventura, is relatively clear of this conflicting traffic and offers a safe place to practice. (See traffic flow chart)

Instrument Approach Patterns. The traffic flow chart depicts the flight patterns for the Oxnard, Camarillo and Point Mugu Airports and associated altitudes. Potential conflict areas are shaded and should be avoided whenever possible. Arrival routes are shown as broken lines along with amplifying remarks. Due to the noise sensitivity of the City of Camarillo, it is recommended pilots avoid overflying the city below 2,000 feet.

RECOMMENDATIONS TO AVOID HIGH CONFLICT AREAS

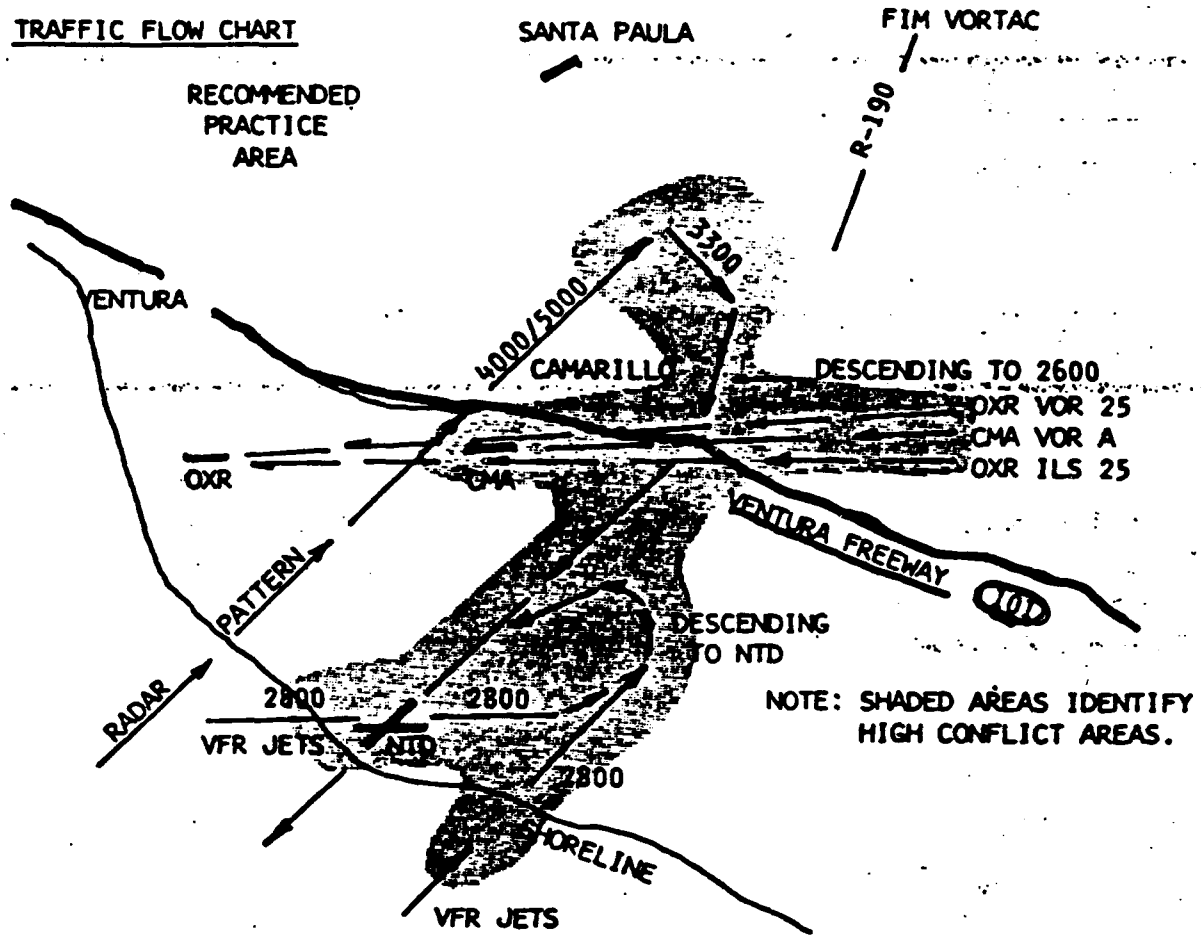
Shoreline Eastbound. Departing OXR turn left to remain north of Mugu RWY 27, cross Mugu at or above 3,000' to clear R-2520 and jet arrivals. Departing CMA turn right off RWY 26, climbing right turn back over the airport then to the shoreline staying at 3,000' or below until clear of radar pattern west of the CMA Airport. Then climb on course south-eastbound.

over

Ventura Freeway Eastbound. Departing OXR/CMA turn right northbound until in the vicinity of Los Angeles Avenue (the first major paved two-lane road north of the foothills, running East and West). Then proceed eastbound at or below 2,500 feet until east of the Fillmore 190 radial.

Camarillo/Oxnard Airports Westbound. Oxnard has no potential conflicts. Camarillo Airport northwest bound remaining at or below 3,500' until three miles west of the airport, then continue climb to cruise altitude.

MOST HAZARDOUS PRACTICE NOW BEING USED: Aircraft departing the Oxnard and Camarillo Airports flying eastbound in the vicinity of the Ventura Freeway are climbing opposite direction to the arrivals conducting OXR VOR 25, OXR ILS 25 and CMA VOR A approaches. Additionally, they fly through military arrivals conducting instrument approaches to RWY 21 at NAS Point Mugu.



OXR = OXNARD AIRPORT
CMA = CAMARILLO "
NTD = MUGU "

Bruce E. Troyer

BRUCE E. TROYER
Facility Manager, Oxnard Tower
ATREP, NAS Point Mugu

Page A-7

The Camarillo Daily News, Camarillo, Calif., Sunday, March 31, 1985

Probe begins of Canadian jet crash

EDMONTON, Alberta (AP) — The American and Canadian pilots of four C-130 military transports that collided and crashed in flames, killing all 10 men aboard, were "very experienced," Canadian Forces Col. Peter DeTracey said Saturday.

DeTracey is commander of the Canadian Forces Namao air base on the northern outskirts of Edmonton where the crash occurred Friday as the C-130 Hercules were flying in formation in an anniversary celebration of the Canadian air force.

Witnesses said the four-engine planes were going into a turn and touched wings while flying at an altitude of about 900 feet and crashed onto the air base.

One smashed into a military warehouse and exploded in a ball of flames, while the other struck the ground at the end of a runway, narrowly missing a fuel storage dump.

"Fortunately, the wind blew the flames away from the fuel storage area," said DeTracey, who called it a "black Friday" for the base.

The victims were nine members of the Canadian Forces and an exchange officer from the United States.

In Washington, Col. Richard Lake, a public affairs officer for the Pentagon, identified the U.S. pilot as Capt. Lonnie B. Register Jr., 36, of El Paso, Texas.

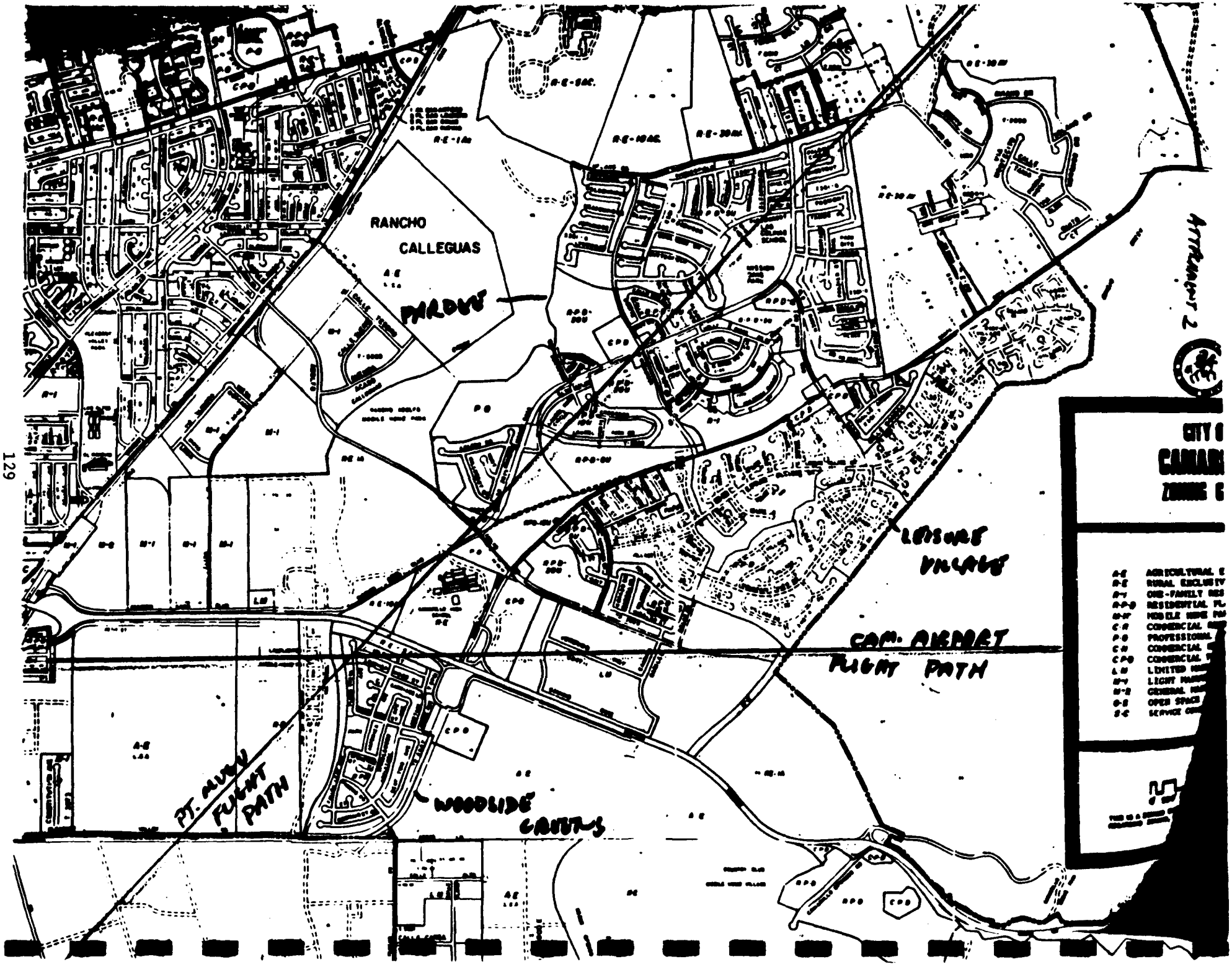
No one was in the warehouse struck by the plane, but the wooden sides of the building, which contained trucks and other equipment, crumpled, feeding the flames roaring up from the wreckage.

At one point Friday night, residents of northeastern Edmonton were asked to restrict water use so that pressure could be kept at a maximum for firefighters at the base.

It was the worst air crash in the history of the 34-year-old base. In an accident there in November 1982, six Canadians and one American were killed when a U.S.-made C-130 crashed during a training exercise.

AT Pt Mugu with a Tight Air Corridor This is all we need over an established Residential & Community of 10,000 people in eastern Camarillo!

Safety for the pilots and the population is high risk in Camarillo!


ATTACHMENT 2
RANCHO
CALLEGUAS
PARDEE
LEISURE
VILLAGE
CAM. AIRPORT
FLIGHT PATH
PT. MUGU
FLIGHT
PATH
WOODSIDE
GARDENS

RESPONSE TO COMMENTS FROM JOE GAYNES OF THE CALIFORNIA SENIOR LEGISLATURE MARCH 27, 1985

No. 1: Airspace considerations are most favorable at Palmdale AF Plant #42. However, when contrasted to Van Nuys Airport or Norton AFB, NAS Point Mugu airspace is less congested.

No. 2: Comment noted. This information is presented in Table III-14 on page III-76 of the EIS.

No. 3: Projections of annual operations at surrounding airports was not a major consideration due to the vagaries in forecasting accuracy. The 500,000 annual operations criteria is for existing airspace.

No. 4: Please refer to response to comment No. 5 by Helen Glassman on page 227.

MSGT Riley Black
146th Tactical Airlift Wing

Dear MSGT Riley Black

1 During the past ten years thousands of former residents of Los Angeles County have purchased homes in this quiet rural area to escape the noise and activity impacts of LAX, Burbank, and Van Nuys airports.

2 The physical nature of the mountains, passes, ocean, and weather changes in the Camarillo, Point Mugu Base area imposes the need for a tight flight pattern; especially over an established city of 40,000 residents. With increased training flights as proposed by the relocation of the 146th Airlift Wing to Point Mugu the overflights would multiply and extend the hours of imposition many times. This would also affect Port Hueneme, Oxnard, Somis, and Thousand Oaks. This flight pattern impacts directly, at the present time, 9000 people in eastern Camarillo, of which there is a community of 3500 retired seniors, high schools, several elementary schools, five mobile home parks, a number of convalescent facilities, a community hospital, and a Public Housing complex of 91 apartments for seniors.

3 Public hearings are not sufficient when considering an already populated area so close to Point Mugu and the Camarillo Airport. A serious detailed study of what effect such a move would have on the present and anticipated population is required. A detailed house to house survey of residents in the affected areas would be appropriate. Residents living under the landing pattern deserve consideration and respect when such a major imposition on their work and living environments is threatened.

4 Palmdale was originally created as a satellite airport for LAX. Related industry and services have long been developed. It is well located away from residential populations. It is not a primary military target as is Point Mugu. All related emergency and hospital services are close by in Los Angeles County. In case of enemy attack large segments of the population could benefit from emergency services. On all counts Palmdale stands out as the least costly and most strategic site.

We trust, as one of our ~~elected~~ appointed decision makers, that you will give this matter your immediate and concerned attention.

Respectfully,

Joe Haynes
assemblyman, Calif Senior Legislature
9153 Leisure Village 482-7085
Camarillo 93010 Calif

P.S. We have pertinent data gathered by active pilots who have detailed studies which are available for your office.

county of ventura

property administration agency

aviation dept.
Camarillo Airport
233 Durley Avenue
Camarillo, CA 93010
(805) 484-3803

December 27, 1983

Dear Pilot:

Local residents living in close proximity to the Oxnard Airport have recently submitted verbal and written complaints to elected City and County officials which essentially addresses excessive aircraft-generated noise in all quadrants of the airport traffic area.

The airport proprietor, with the help and cooperation of each flight instructor, pilot, and Fixed Base Operator has the ultimate responsibility of developing and implementing safe procedures and techniques that will result in a decrease in citizen complaints.

The purpose of this correspondence is to make the aviation community aware of the urgent need to minimize the controversial issue of airport noise by relating pilot flight activities more closely to the citizens' goals, values and needs. While little can now be done to reverse the surrounding land-use plan resulting from past decisions not in the best interests of the Airport, we must recognize the need to live in peaceful co-existance with the residents who now share our environment.

In an effort to reaffirm our goals and objectives, we are again distributing one copy of the Airport Noise Abatement Procedures to each pilot operating from our two airports. As you are aware, this voluntary program was first implemented in April, 1980, and has, perhaps, lost value with the passage of time.

To avoid further restrictions enforced by ordinance (a possibility), all pilots are strongly encouraged to do their utmost to comply with the procedures established in attachment. To ignore the intent of the Noise Abatement Program would most certainly lead to a deterioration of understanding between the airport users and the community.

Yours truly,

JGOneill

JAMES G. O'NEILL
Airport Manager

JO:lk

Attachment

From Joe Haynes

From Jim Haynes

GENERAL AVIATION

PHASE I PHASE II PHASE III

ACCIDENT PREVENTION PROGRAM

DEPARTMENT OF TRANSPORTATION • FEDERAL AVIATION ADMINISTRATION • WESTERN REGION

Oxnard Tower/NAS Point Mugu ATCT/RATCF
Oxnard, California

ISSUED: July 10, 1984 EFFECTIVE: August 10, 1984

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SUBJECT: Safety Advisory

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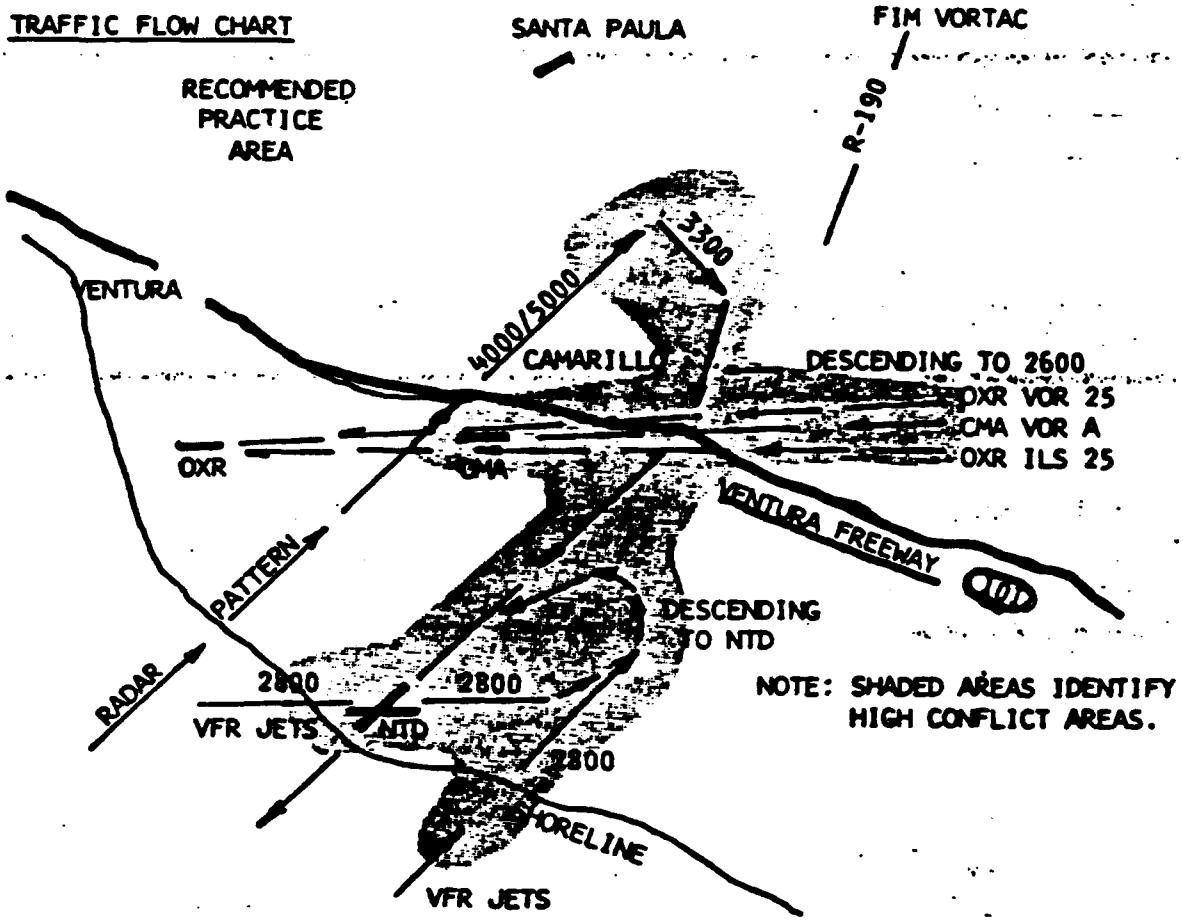

OXR = OXNARD AIRPORT
CMA = CAMARILLO "
NTD = MUGU "

Bruce E. Troyer
BRUCE E. TROYER
Facility Manager, Oxnard Tower
ATREP, NAS Point Mugu

RESPONSE TO COMMENTS FROM JOE GAYNES OF THE CALIFORNIA SENIOR LEGISLATURE UNDATED

No. 1: Comment noted. The Naval Air Station at Point Mugu has been present in the area and has been using the same runways which require approaches over the Camarillo area for many more than 10 years. The noise analysis conducted to determine if relocation of the 146th TAW would have a significant impact upon community noise levels indicated that no significant change in the noise contour of NAS Point Mugu would result. It is recognized that some 12 additional overflights per day may occur as a result of the relocation.

No. 2: An estimated 12 new arrivals per day would occur over the eastern Camarillo area. Noise exposure from these flights has been estimated in Table IV-10. Any overflights of Port Hueneme, Oxnard, Somis or Thousand Oaks would take place at such altitude that noise energy would not be a factor to noise-sensitive land uses. The majority of training takes place close-in to the airfield, not over these outlying communities.

No. 3: Commonly accepted analyses of noise, air quality, socioeconomic and land use impacts, among others, were prepared according to the requirements of state and federal law to assess the effects of the relocation. These studies and subsequent opportunity for public comment are designed to provide decision makers with sufficient technical knowledge and agency and citizen input to make a reasoned decision with respect to an action. It is already known, as a result of

citizen input, that there are numbers of individuals in the Camarillo vicinity who do not support relocation of the 146th TAW to Point Mugu for a variety of reasons. These concerns are evident from the letters and public hearing comments published in this Final EIS.

No. 4: Comment noted.

California Senior Legislature

CALIFORNIA SENIOR LEGISLATURE

The Honorable George Deukmejian
Governor, State of California
Sacramento, California

Dear Governor George Deukmejian:

We live in a very nice smog free community which has doubled its population to over 40,000 residents in recent years. Most of these new residents have moved here from Los Angeles and various eastern cities. Many of us have experienced the overwhelming growth of airports and have found great relief in relocating in Ventura County.

Over the years we have been working successfully with the Navy at Point Mugu. Recently our attention has been called to the probable relocation of the 146th Tactical Airlift Wing of the California Air National Guard from Van Nuys to Point Mugu. The reason for the move is because the Air National Guard feels crowded in Van Nuys.

We are concerned about this additional air activity because the landing pattern is directly over Leisure Village, a retirement community of almost 4000 seniors. The landing pattern is also over the surrounding communities of Mission Oaks and Woodside Greens, growing communities of many thousand families.

We consider this move an invasion of already established communities with noise and chemical pollution. The Air Guard move to Point Mugu would intensify a very critical safety hazard because planes from the Camarillo Airport flight pattern intersect with the Point Mugu flight pattern over these communities.

Dear Governor, this serious imposition has a much better solution which is already under consideration. Palmdale, located north of Los Angeles, has an already established base with developed facilities to house and service the Air National Guard. It is surrounded by desert and is ideal for the various phases of their flight training such as take-offs, landings, and air drops. The Palmdale air facility was created to relieve LAX from the intervention of units such as these whose training is very essential and repetitive.

The additional cost for the Point Mugu installation for the 146th TAW is estimated to be over $60,000,000. This cost would needlessly add to our already huge national deficit. It would also remove 250 acres of valuable productive agricultural land from the local and state tax roll.

Please, Governor Deukmejian, give this matter your usual concerned attention. Thousands of young residents and senior residents have made very substantial investments of lifetime savings in a very nice community. We are all very concerned about this situation.

Respectfully,

Mr & Mrs Reginald Toppine
20178 Village 20
Camarillo CA
93010

Thank You

Major points make Point Mugu poor choice for Air Wing move

Dear Editor:

I would like to respond to your Air National Guard editorial of April 2.

First, you are absolutely correct, *most* of the concern regarding this move comes from eastern Camarillo. That is to be expected. That is where we have seen a sizeable increase in overflights, and the promise of more. That is where the intrusive noise is noticed at an ever-increasing rate. It should not surprise anyone that this might not be a citywide issue, because only those directly affected by the proposed move are being asked to live with the problem. Those that are, are legitimately concerned about noise, pollution and safety. Incidentally, this concern is not a new one for eastern Camarillo. For over 10 years, representatives of eastern Camarillo have periodically met with Navy personnel regarding low-flying and/or noisy planes. As the population of the east side has grown, so has the number of complaints. The additon of ANG planes will only add to the problem.

Second, your interpretation of the council's position on this move is incorrect. The council has taken no position up to this time. The only council action has been to support the continuing effort to get the EIS to accurately and fully represent the facts and answer the questions raised. The draft EIS, as it now exists, has a number of errors of fact. Further, it draws conclusions which are not supported by their own documentation.

The council is treating this document in the same manner we treat all EIR or EIS material. We want to have the information contained therein to be as accurate and complete as possible. Once this has been achieved, and the Final Draft been made available to all concerned, the council will take a final position.

Your post office survey of six people and its result is not at all surprising. An analysis of many such surveys over the years show that there is a direct relationship between a problem and one's distance from the problem. Or, to put it another way, if you live near a problem it is a big problem. If you live, say, a mile away, it *may or may not be a nuisance, but definitely* a smaller problem. Then, if you live several miles away it probably will not be a problem at all. Your six people, in all probability, did not live on the east side of the city. Had they, your result may well have been different. We on the east side live with these planes daily, and we assure you it is a big problem we do not need.

The fact that you have a letter from Leisure Village which indicates that opposition in the ANG move is not unanimous, is hardly surprising. Very little in this world is. However, this situation is bigger than the Village. People from Mission Oaks, Woodside Greens and Rancho Adolfo have joined with the village to oppose this move.

We represent your concern about community input and the council wants all it can receive. This council is very sensitive about input and has demonstrated this concern through its sponsorship of the communicator, news releases, study committees and the like. We are also very aware of the citizens' input at the two public meetings held by the people developing the EIS material for the Guard. Personally, I have had innumerable one-on-one and small group meetings to solicit information and gather concerns. You, through your editorials, have tried to stir up interest in this matter.

In your latest editorial you state the "official" stand by the council does not necessarily represent the feelings of the community. I challenge you to provide any substantial input that this is true. I believe that once all the facts are presented accurately, and our unanswered questions are resolved, the council will have the support of the majority of the city, whatever position the council takes.

Because few people have seen the EIS or not bothered to wade through its several hundred pages, plus its supplement, perhaps it would be helpful to touch on the key issues of concern here:

Noise:

Their Chart Figure III-5 shows that a C-130 at 3,000 feet would have a sound exposure level of 78 dB. At 2,000 feet it would be 82 dB. These do not reconcile with actual data taken by a professional sound engineer of 88.4 dBA over Mission Oaks.

Any of these figures exceed the noise level tolerated for trucks, factories, or other noise sources in the city.

Safety:

This report, in its present form, concludes that there is no saftey problem at Mugu. Yet, on page III-59 Aircraft Accident History, it is stated that there is now a safety problem with Mugu air patterns.

We have asked that their charts be revised, or new charts added, which will reflect the crossing patterns for planes going into or from Oxnard and Camarillo Airports.

If there is a safety problem now, we believe it will continue to get worse as the growth, in accordance with the Airport Master Plans, takes place at Camarillo and Oxnard Airports.

Air quality:

In discussing this, the report states in part, on Page III-81 "therefore, any increase in military aircraft operations, no matter how small, is inconsistent with the growth forecasts of the AQMP."

Our concern here is that the Oxnard Plain and Ventura County in general, is in jeopardy of sanctions by the Air Resources Board because our county is a non-attainment area. This, then is a countywide concern.

In summary, Section IV of this report contains a matrix showing the plus and minus for each of the areas under consideration. It attempts to summarize all the data collected on the previous pages. This matrix lists 24 criteria, some of which are noted above in some detail.

Of these 24 criteria, only five involving Mugu are noted as beneficial. These are:

Recruitment Potential — Very good
Fiscal Impact — Good
Employment — Good
Air Space Compatibility — Very Good
Security — Excellent

In regard to these items only the recruitment category is noted as being better at Mugu than Palmdale. Palmdale is noted as being better for Air Space Compatibility.

Now turing to the negatives ... 17 negatives are listed, seven of which are noted as being serious in varying degrees. These are:

Land Use — Serious
Acquisition/Relocation — Very Serious
Roadway Capacity — Serious
AQMP Compliance — Serious
Agricultural Production:
Existing Productivity — Serious
Prime Soils — Serious
Localized impacts of construction — Serious

The other 10 categories which are noted as being negative are pretty much the same for all proposed relocation sites. Included in this category are such things as waste disposal, seismicity, change in storm water flow, etc.

The key point, however, is that no other site has as many serious negatives, by their definitions, as Mugu. Palmdale, for example, has only four, three of which are the same as Mugu.

Copies of the complete report are available for your review at City Hall. Also available will be a copy of the letter to M/Sgt. Black, the coordinator for information on the EIS, outlining the errors of fact, ommissions, and areas that should be addressed more adequately for your review.

Sincerely,
F.B. "Bill" Esty,
City Councilman
Camarillo

GEORGE DEUKMEJIAN
GOVERNOR

State of California
Office of the Adjutant General
P. O. Box 214405 - 2829 Watt Avenue
Sacramento, California 95821-4405

AUTOVON 466-6605
(916) 920-6605

7 May 1985

Mr. and Mrs. Reginald Topping
20178 Village 20
Camarillo, CA 93010

Dear Mr and Mrs. Topping:

Your letter, addressed to Governor Deukmejian, concerning the proposed relocation of the 146th Tactical Airlift Wing to NAS Point Mugu, has been referred to my office for review and response.

Thank you for your interest in this matter and please be assured that your concerns are recognized and I expect that they will be addressed fully in the final Environmental Impact Statement. It is anticipated that the statement will be available to the public in late June 1985.

To insure that your concerns are considered, I have sent a copy of your letter to the 146th Tactical Airlift Wing for transmittal to the contractor responsible for preparing the Environmental Impact Statement.

Again, thank you for taking the time to express your concerns.

Sincerely,

WILLARD A. SHANK
Major General
The Adjutant General

RESPONSE TO COMMENTS BY MR. & MRS. REGINALD TOPPING
UNDATED

Please refer to the responses to comments made by Joe Gaynes' undated letter on pages 135 and 136 since this letter is nearly identical in content to his undated letter.

Conejo Valley Audubon Society, Inc.
P.O. Box 4782 • Thousand Oaks, California 91359

69 E. Loop Drive
Camarillo, Calif. 93010

3 April 1985

MSgt Riley Black
Department of the Air Force
146th Tactical Airlift Wing
8030 Balboa Blvd.
Van Nuys, CA 91409

Subject: Draft Environmental Impact Statement: Relocation of the 146th Tactical Airlift Wing of the California Air National Guard.

Gentlemen:

My impression of this EIS is that it is an interesting historical report full of factual details. Useful if you need it as a fact resource.

In general it is a report indicating that the Point Mugu Naval Air Station location is the favored one and the report is designed to emphasize this. I get the impression that Mugu is a foregone conclusion! Mitigation measures for most of the problems at Point Mugu are indicated as minimal. It would appear that the reviewers felt that little needed to be done to avert environmental effects. The most severe effect is that of loss of farmland. Industry and housing continues to peck away at farmlands on this plain with the eventual result that the residual land remaining for farming of delicate vegetables and flowers for which it is famous and useful will become impossible through air pollution, water quality changes and water table alterations. Local politicians, business men and dwellers must have the courage to stop this encroachment on food sources; and tax structures must be changed so that potential land values for other than agriculture do not force the farmer to sell. 1.

This EIS is inadequate for the NAS Mugu environment and should be greatly strengthened.

H. Elliott McClure
Conservation Chairman

H. Elliott McClure

RESPONSES TO COMMENTS FROM H. ELLIOTT MCCLURE
CONEJO VALLEY AUDUBON SOCIETY, INC.
APRIL 3, 1985

No. 1: The continuing loss of farmland in the Oxnard Plain is recognized as a serious problem. Ventura County is losing approximately 1,000 acres of farmland per year to urban use (Robert Brendler, Farm Advisor, University of CA). The proposed project would add to this problem by converting 210 acres of productive farmland to urban use. This represents 0.5 percent of the acreage currently in production in Ventura County (40,771) and 8.5 percent of the "tolerable farmland reduction" (2,471 acres remaining). The loss of 210 acres of farmland may well be a substantial impact on "tolerable farmland reduction."

Fair market value will be paid to the owners of the project site. Also, relocation benefits will be available to move farm equipment, etc., to a new site, if appropriate. Funds will be available to pay for the search for a relocation site (up to $500 per property).

AIRCRAFT OWNERS AND PILOTS ASSOCIATION

April 12, 1985

MSGT Riley Black
Department of the Air Force
146th Tactical Airlift Wing
8030 Balboa Blvd.
Van Nuys, CA 91409

Dear MSGT Black:

These comments are on behalf of the 265,000 pilots and owners of aircraft who are members of the Aircraft Owners and Pilots Association (AOPA). Over 42,000 of these members reside in the State of California.

AOPA is concerned about the proposed relocation of 16 C-130 aircraft of the 146th Tactical Airlift Wing of the California Air National Guard to NAS Point Mugu and the effect on safety to general aviation. The airspace surrounding NAS Point Mugu is already heavily congested with aircraft of all types and has been the subject of several FAA letters to airmen.

We request that full and careful consideration be given to aviation safety by the Wing. It would seem that a higher use of training time and lower potential for airspace conflict can be obtained by the relocation to another airport.

We appreciate the opportunity to comment.

Cordially,

Edward M. Scott, Jr.

Edward M. Scott, Jr.
Staff Assistant
Airports and Airspace

421 Aviation Way (Frederick Municipal Airport)/Frederick, MD 21701 /Telephone (301) 695-2000/Telex 89-3445/Cable Address: AOPA, Frederick, MD
Member: International Council of Aircraft Owner and Pilot Associations
When writing ALWAYS use your AOPA number.

RESPONSE TO COMMENTS FROM
AIRCRAFT OWNERS AND PILOTS ASSOCIATION
APRIL 12, 1985

Airspace in the vicinity of NAS Point Mugu is not as congested as at Van Nuys Airport or Norton AFB. Of the four candidate alternative sites NAS Point Mugu ranks second in airspace compatibility and meets the criteria for annual operations within a 15-mile radius (EIS Page III-60) and for annual operations at the site itself (Page III-60). Careful consideration will continue to be given to aviation safety by the Wing.

Ban Airport Noise BAN

P.O. Box 3184
Van Nuys, CA. 91407
(818) 786-9346

Don Schultz, Pres.

"Dedicated to Solving San Fernando Valley Aircraft Noise and Safety Problems"

April 12, 1985

MSgt Riley Black
Department of Air Force
146th Tactical Airlift Wing
8030 Balboa Blvd.
Van Nuys, CA 91409

Re: Draft EIS
Relocation of Van Nuys ANG

Dear MSgt Black:

After reviewing the subject EIS, the following comments on the suitability of the document are offered:

1 In Chapter III on environmental setting under noise complaints, it is stated that a staff member follows up on complaints by calling the complaintant for additional information and explaining airport operations. This is a revelation to me and others who call frequently, but have never received a follow up call or letter. Recently a public relations representative was installed by the Department of Airports and, hopefully, this situation will change.

2. Also, the statement that the aircraft type is seldom identified and, therefore, no information is logged, is not true. The long time residents of the area can certainly tell the difference between a Cessna 150 and a C-130. Also, the type of aircraft is easily discernible. However, the ID or N number is usually not visible from the ground or inside the home.

3. In "noise characteristics of typical aircraft", although a comparison is made in relative terms, a look at table III-6 reveals that at 200 feet (the altitude that the aircraft typically clears the fence at the southern border of the airport when in tactical configuration), the C-130 level is over 100 decibels. This clearly is not a quiet aircraft with most of the sound energy concentrated in the low and middle audio bands. The sound of the C-130 taking off over a private residence has been described as that of two freight trains!!!

4. Under "Aircraft Accident History", we believe other more recent accidents or incidents have been omitted or are in the process of litigation. In any event, we feel that all accidents should be noted.

5 Under "Environmental Consequences", sub-section "Day-night Average Sound Level Comparison", it states that the residential area north

5. of Victory Blvd and east of Hayvenhurst is overflown by all types of aircraft. Although there is some truth to this statement, this would be contrary to the existing noise abatement policy of flying straight out along the flight tracks with no turns before Victory Blvd. (one mile south of the airport boundary) and then turning 90 degress right, over the flood basin, to join the pattern. It was true, 4 years ago, that the C-130's did deviate and fly over this area, but after many complaints from the residents, this practice was eliminated, much to the relief of the community.

Also, it was common practice, by control tower personnel, to instruct departing aircraft to make 10-20 degree turns to the right after liftoff to spread or fan the traffic so that faster aircraft could be released for departure. This was also done to expedite normal traffic. BAN has fought long and hard to eliminate this insidious practice and it has largely been eliminated. The point to be made is that the condition referred to in the EIS is not normal or desirable and it should state this.

6. The conclusion that the ANG move, and the subsequent redevelopment would have a retarding affect on nearby residential property values, would not happen, because with a modern light industrial/commercial complex that harmonizes with the surroundings and the absence of the "war zone" sight of the C-130's constantly lumbering in and out with the attendant vibration and noise, we expect the properties to escalate in value.

As to the redevelopment of the 62 acres into an office park, as speculated, this is just the type of project that our organization will lobby for and, with the removal of the ANG, a positive step will be taken to bring the airport into compliance with mandatory noise limits, as well as to retard the present reckless conversion of the airport into a commercial operation similar to the Imperial Terminal at LAX.

To bring this about, all operations that conflict with the city noise ordinance and which are presently exempt (military and emergency), to operate during the curfew hours, must be eliminated because one of our (and the communities) stated goals is a 100% night curfew. In addition, older Stage 2 aircraft, such as those in the 12,500 to 75,000 pound range which are presently utilized for corporate and commercial purposes, will be phased out or denied operating at Van Nuys Airport. During the last few years, the ANG has endeavored to reduce overflights, for which the community is grateful.

7. We at BAN have been led to believe that if the proposed move of the ANG from Van Nuys Airport does not materialize, the ANG has available funds somewhere in the neighborhood of $20-30 million to improve and add to their existing operations at Van Nuys Airport. Regardless,

7. whether or not these funds are available for the ANG, we the public need to know the exact expansion plans and/or improvements which the ANG intends to implement on their existing 62 acres. We wish to go on record as being totally opposed to additional training flights, added aircraft traffic and any other improvement the ANG may decide to add, if they stay, with regard to aircraft related improvements.

We believe that the ANG should relocate, for all the reasons presented in the EIS, and that Point Mugu appears most appropriate.

Sincerely

Don Schultz

Mike Mack, Vice President
Don Schultz, President

cc: Congressman Beilenson
Congressman Berman
Councilman Bernardi
Congresswoman Feidler

RESPONSE TO COMMENTS FROM MIKE MACK AND DON SCHULTZ
OF BAN AIRPORT NOISE
APRIL 12, 1985

No. 1: This information was obtained from the City of Los Angeles Department of Airports.

No. 2: Again, this information was obtained from the Department of Airports.

No. 3: (Page 1) The Single Event (sound exposure) Level of a C-130 on departure at 200 feet is estimated at 103. As shown in EIS Figure III-6 the jets and C-141's are considerably louder than the C-130. Acknowledged, many aircraft at 200 feet from noise-sensitive uses are perceived as being loud.

No. 4: This is the writer's opinion. The EIS attempts to disclose all relevant accident material.

No. 5: Acknowledged, please refer to the flight track map in Figure III-8.

No. 6: The discussion on EIS Page IV-27 does not state that residential property values would be retarded, but that they may be retarded. This type of effect is a result of a slowing down or devaluation of the residential buildings on a piece of property combined with effects upon land values which may be enhanced (if opportunities exist to redevelop land for a higher intensity use) or retarded (if the opportunity to rezone the land for a more intensive use does not exist and/or if adjacent areas are developed in clearly incompatible industrial uses). There is a limited possibility that a scenario could arise in which high value commerical/hotel/office uses are developed on the vacated site with the nearby residential area becoming atttactive to professionals working in the vicinity or with the residential area becoming attractive to investors seeking to buy

residential properties which may be ultimately redeveloped to a higher use. Only in the first of these two cases does the area's land value and its value and appearance as a residential community improve.

The effect of the limited number of C-130 operations currently flown at Van Nuys Airport upon local residential property values is problematic. Typically property values around airports only are minimally affected by noise levels around the facility, or by the number of operations flown, unless noise levels are extremely high. This is not the case at Van Nuys.

No. 7: Please refer to the response to comment No. 4 from the Home Owners of Encino on page 152.

HOME Homeowners of Encino

"Serving the homeowners of Encino"

GERALD A. SILVER
President
PO Box 453
Encino, Ca. 91426
Phone (818) 990-2757

March 1, 1985

MSgt. Riley Black
Dept. of the Air Force
146th Tactical Airlift Wing
8030 Balboa Blvd.
Van Nuys, CA 91409

Re: Draft EIS
Relocation of Van Nuys ANG

Dear MSgt. Black:

We have had an opportunity to thoroughly review the draft EIS on relocation of the Guard, dated Feb. 1985. I wish to place the following comment in the record. Our organization strongly supports the relocation of the ANG from Van Nuys airport. As you clearly state in your report, the presence of the Guard at VNA raises the potential for mid-air collisions. While we respect the need for a strong Air National Guard, it is obvious no longer safe or feasible to maintain your operations in the heart of a densely populated residential community. Your alternative choices would all place the Guard in less dense areas and thereby affect hundreds of thousands of people, making their lives safer and quieter. 1

Of major concern to the residents of this community is what will replace the Guard after it leaves. Our association opposes the development of the 62 acre site for airport-related and obviously noise generating activity. While we recognize the ANG has no control over the premises once they are vacated, we do believe you can exert your influence in a positive manner. We would recommend the space be converted to a golf course, tennis courts, public park, or other community resource. 2

Your traffic study is based upon a comparison between a 1.4 million square foot office park and the ANG remaining at the site. Such heavy development as an office park must be heavily weighed and approved only after adequate community input is received. 3

Another concern to us is your assessment of the no action alternative, in which the Guard would remain at Van Nuys. This "would result in construction related impacts, since a major construction program would be undertaken if the 146th TAW cannot relocate. Such a program would be necessary in order to upgrade the ANG's existing facilities." (Page IV - 92). It is simply unacceptable in the face of the more stringent 1985 State Noise Law and the enormous volume of air traffic over the Valley, that any form of expansion or increase of operations be tolerated at Van Nuys airport, or at your facility. 4

Cordially yours,

Gerald A. Silver

Gerald A. Silver, President

RESPONSE TO COMMENTS FROM GERALD A. SILVER
PRESIDENT OF THE HOMEOWNERS OF ENCINO
MARCH 1, 1985

No. 1: Comment noted. No response necessary.

No. 2: The Air National Guard has no authority to recommend what the City of Los Angeles Department of Airports do with its land. It is clear from recent discussions with staff, news reports and from the ANG's lease negotiation that the Department of Airports intends to redevelop the property for revenue-producing uses. It is suggested that the Homeowners of Encino contact the City of Los Angeles Department of Airports directly to voice their concerns regarding such use.

No. 3: The development of a 1.4 million-square-foot office park is not being proposed by the ANG. It is considered to represent a reasonable land use scenario which has been assumed for the comparative analysis of impacts. Any development proposed for the vacated site will be subject to an environmental review process involving community input.

No. 4: Should the 146th TAW be unable to relocate, major construction would be necessary to upgrade and replace existing outmoded facilities. This action would not result in expanded aircraft activities but would merely provide the ANG with adequate, up-to-date facilities for their current level of operations.

COMMENTS RECEIVED FROM INDIVIDUALS

Name, Location	Page No.
Eugene R. Mancini, Camarillo	154
Don Thorn, Somis	182
J.B. Smith, J.B. Smith Company, Santa Monica	184
Bruce D. Burkland, Camarillo	217
Helen Glassman, Camarillo	220
Frank R. Markovich, Camarillo	229
Mr. and Mrs. Karl Thombs, Camarillo	231
John P. Steman, Camarillo	233
Deane M. McDaniel, Camarillo	239
Katherine W. Stichler, Camarillo	241
Robert M. Johnston, Camarillo	243
Mrs. Ralph Zinn, Camarillo	248
Paul Golis, Thousand Oaks	250
R. Magorien, Camarillo	256
Carl Beller, Camarillo	259
Knute H. and Renis A. Anderson, Camarillo	264
Lt. Col Warren C. Eastam (USA Ret.), Camarillo	267
Sandra Nestor, Camarillo	271
Lou Sirotnick, Camarillo	274
Winona Mancusi, Camarillo	277
Margaret Rothenberg, Camarillo	280a
S. Randolph Seymour, Golden Lion Inn, Van Nuys	280c

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Lou Sirotnick, Camarillo	274
Winona Mancusi, Camarillo	277
Margaret Rothenberg, Camarillo	280a
S. Randolph Seymour, Golden Lion Inn, Van Nuys	280c

1 April 1985

MSGT Riley Black
Department of the Air Force
146th TACTICAL AIRLIFT WING
8030 Balboa Boulevard
Van Nuys, California 91409

MSGT Black:

Attached are technical comments on the Draft EIS regarding the proposed relocation of the 146th Tactical Airlift Wing of the California Air National Guard. The issues discussed in this submittal require ANG consideration prior to the preparation of the Final EIS.

These comments have been forwarded to a variety of city, county, state and federal offices for appropriate consideration.

Thank you for your attention to these comments during the preparation of the Final EIS.

Sincerely,

Eugene R. Mancini

Eugene R. Mancini
5439 Summerfield Street
Camarillo, California 93010

ERM:md

Attachment

TECHNICAL COMMENTS

Eugene R. Mancini
5439 Summerfield Street
Camarillo, California 93010

SUBJECT: DRAFT ENVIRONMENTAL IMPACT STATEMENT, RELOCATION OF THE 146th TACTICAL AIRLIFT WING OF THE CALIFORNIA AIR NATIONAL GUARD

-California State Clearing House #84080104
-Federal EIS No. 850077 (50 FR 8388, March 1, 1985)

INTRODUCTION

The comments presented in this document have been prepared in response to the Draft Environmental Impact Statement (DEIS) conclusion that NAS Pt. Mugu is the "preferred" relocation alternative for the 146th TAW. It is my opinion that this conclusion is clearly NOT supported by the impact assessment data presented in the DEIS. Furthermore, it is my opinion that in the most important assessment categories (e.g., socioeconomics, noise, air safety), pertinent data have been omitted or incompletely/inadequately analyzed. Due to these serious flaws it is my opinion that this DEIS is inconsistent with both the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA).

1

I am confident that a thorough, quantitative and objective review of the relevant data will indicate that Air Force Plant #42 (Palmdale) is the "preferred" relocation alternative. The selection of Air Force Plant #42 will allow the Air National Guard to achieve its relocation objectives and military mission and, at the same time, minimize the associated environmental impacts. It is the ultimate goal of NEPA and

CEQA to achieve that delicate balance between project objectives and associated impacts; a goal which can be realized by objectively and rationally selecting an alternative. It is my opinion that the Air National Guard has contravened that goal by subjectively rationalizing a decision which was made before the technical analyses were conducted. The Air National Guard has not used the EIS process as a basis for rational decision making; they have apparently perceived it as an obstacle to their plans to be overcome as expeditiously as possible.

Comments presented below will focus on individual analytical categories under appropriate headings. To the extent possible, technical issues and questions will be referenced to appropriate pages, figures or tables in the DEIS or its Technical Appendix.

UNIT INTEGRITY/RECRUITING POTENTIAL

The Air National Guard (ANG) has selected NAS Pt. Mugu as its preferred alternative "because of its superiority for maintaining unit integrity and a strong recruiting base" (p. iv). This narrative summation suggests that "unit integrity" and recruiting concerns are of such overriding importance that the significant negative impacts associated with the proposed relocation pale in comparison. This is clearly not the case. The quantitative data presented in the body of the DEIS indicate that there is no basis for concluding that unit integrity or recruiting potential would constitute significant obstacles to relocating to Air Force Plant #42 (AF#42).

My contention is supported in Figure IV-1 (Environmental Impact Matrix, Attachment 1) where recruiting potential is cited as a net positive impact (benefit) associated with relocation to <u>any</u> of the alternative sites. The recruiting potential is more than adequate to meet the requirements of the unit at each of the sites. It is relevant to note that this is the case even <u>after</u> the ANG used the most restrictive (conservative) analytical criteria in assessing recruiting potential at AF#42.

2.

According to the DEIS, if NAS Pt. Mugu is selected as the relocation site, 20% of the 1365 personnel would choose to leave the unit (combine data from Tables IV-12 and III-5). If AF#42 is selected, 29% of the personnel would choose to leave. The ANG encourages the impression that this 9% difference in staff replacement needs is a potentially overwhelming burden. The quantitative recruiting potential analysis, however, clearly contradicts this impression. It is also important to remember that the unit will have several years before the relocation is complete to recruit replacement personnel.

3.

It is my opinion that the ANG should present and assess the unit integrity and recruiting potential data in an objective context. The slight (even debatable) positive benefits associated with the proposed relocation to NAS Pt. Mugu certainly do not justify the numerous and significant negative impacts identified in the DEIS.

<u>DESCRIPTION OF THE PROPOSED ACTION</u>

4. In the document summary it is clearly stated that only 12 "new

approaches" of C-130s would occur in the affected Camarillo airspace. In the body of the document, however, it is clearly indicated that at NAS Pt. Mugu, ANG C-130 operations would increase from a baseline of fewer than 8 per day to more than 22 (Table IV-28, an increase of 14 per day), and it is also indicated that operations would increase from fewer than 8 to approximately 31 (Table IV-3, an increase of 23 per day). These apparently contradictory data should be explained. Furthermore, since these data are based upon the results of a 1-month survey of ANG pilots, the ANG should identify how realistic or representative these numbers may be.

4.

Despite written specification from the California Department of Health Services to do so (Appendix letter dated 6 August, 1984), the ANG does not identify the distribution of its flight activity patterns during its hours of operation. In fact, its hours of operation are not presented in the main body of the text. They are indicated in the Appendix in a copy of a "notice of preparation" statement as 8 am to 10 pm. How many flights occur between 7 pm and 10 pm, a time period during which flights have not regularly occurred over eastern Camarillo? What is the daily, weekly, monthly and seasonal variability? What happens to flight activity during the once-per-month full exercise? Since general aviation flights over eastern Camarillo peak on weekends, is the ANG considering curtailing or significantly reducing its flight activity during weekends to alleviate airspace conflicts?

5.

These are critical issues and only detailed flight activity analyses, as specified by the California Department of Health Services, will allow them to be addressed in a credible and objective way.

SOCIOECONOMICS

Given the current emphasis on military budgets, the federal deficit and Department of Defense cost-consciousness, it is logical to assume that the relocation decision would be substantially influenced by economic considerations. Indeed, the ANG clearly identifies the NAS Pt. Mugu alternative as the most expensive (Figure IV-1, Attachment 1). Nevertheless, the ANG does not present any dollar figures for actual or estimated costs associated with full acquisition and relocation. While the ANG has documented, in considerable detail, the economic benefits to be derived by the community to which they relocate, they have provided no quantitative economic basis for a rational or credible fiscal decision. They have made the simplistic and misleading statement that the "approximate" cost of relocation will be about $60 million dollars exclusive of land purchase (Appendix).

6.

Additionally, the analyses which are presented in the DEIS indicate that the NAS Pt. Mugu relocation alternative is likely to be significantly more expensive than any other alternative. Some of the substantial costs which are not quantified by the ANG include:

- Land acquisition: the purchase of 239 acres of prime agricultural land in the Oxnard Plain (NAS Pt. Mugu) versus 250 acres of disturbed desert land in Palmdale (AF#42)

-Water supply, wastewater treatment, and sewage hookup: all of these utilities and facilities are projected to involve greater levels of construction activity at NAS Pt. Mugu than at AF#42.

-Wetlands mitigation costs: depending upon final facility configuration at NAS Pt. Mugu, the US Fish and Wildlife Service may require the purchase and/or enhancement of equivalent wetland habitat. Such costs will not be incurred at AF#42.

-Drainage/flood mitigation: In order to mitigate flooding hazards, the ANG has identified a grading and channel construction program at NAS Pt. Mugu which is of greater magnitude than that projected for AF#42.

-Personnel relocation costs: the greatest number of full-time personnel will need to be relocated if the NAS Pt. Mugu alternative is selected.

As a taxpayer it is my opinion that these, and other related costs, should be quantified (estimated if necessary) in order to provide a credible basis for fiscal decision making. To do less is economically irresponsible.

AIRSPACE COMPATIBILITY (SAFETY)

Of all of the issues associated with the ANG relocation, the issue of air safety is the most important. Approximately 10,000 citizens reside

in eastern Camarillo under the combined (and conflicting) flight paths of the Camarillo/Oxnard airports and NAS Pt. Mugu. The ANG deals with these airspace conflicts only superfically and, with absolutely no objective justification, wrongly concludes that "the relocation of the ANG to NAS Pt. Mugu has no negative or adverse impacts upon airspace concerns."

7. In contacting local, regional and Washington, D.C. offices of the Federal Aviation Administration it was learned that near miss incidents were occurring with some regularity in Camarillo's airspace until last fall, despite the fact that none was officially reported. A safety advisory was issued by the FAA and a subsequent meeting with general aviation (private) pilots seems to have improved conditions somewhat. Given this background, it is important to review some relevant data.

Air Force Plant #42 airspace experiences about 230,000 annual operations whereas NAS Pt. Mugu airspace records about 400,000 annual operations (Table III-13); nearly twice as many. Furthermore, the AF#42 approach flightpaths do not conflict with the infrequently used general aviation path. The DEIS states that AF#42 is the "most favorable" from the perspective of air safety (see also Attachment 1) but that the Palmdale International Airport proposal is a confounding factor. Even with the Palmdale International projected flights (about 60,000 per year) the AF#42 airspace would have 200,000 fewer operations per year than are projected for our airspace in 1990 in the Camarillo Airport Master Plan; more than 500,000. This number of airspace operations will exceed the

8 ANG "critical selection criterion" of 500,000 annual operations before the ANG relocation is even completed.

9 Additional negative air safety aspects of an NAS Pt. Mugu relocation include 58 reduced visibility days per year at Mugu as compared to only 2 at AF#42, and a significantly greater frequency of "bird strike" incidents at Pt. Mugu as compared to AF#42.

In addition to all of these factors, I've reviewed a Federal Aviation Administration report dated August 1984 and entitled:

> "Selected statistics concerning near mid-air and mid-air collisions."

Some very relevant quotations from that document include the following:

10. "a typical near mid-air collision (NMAC) event has the following characteristics:

-most often involves at least one general aviation pilot,
-is most prominent in the case where one pilot is flying instruments and the other visual,
-occurs within the altitude range of 1000 to 5000 ft.,
-exhibits the largest number of occurrences in CA,
-does not involve apparent pilot regulatory violations or controller errors.

General aviation is typically involved in more than 90% of the reported incidents. Next, are military operators which usually account for 35% of all reported incidents. In all, the number of reports involving military aircraft with general aviation operators constitutes 33% of all NMAC reports."

10. These quotations are particularly relevant to the NAS Pt. Mugu/Camarillo/Oxnard airspace since all of these "typical" NMAC characteristics occur over eastern Camarillo. The ANG should be encouraged to address this legitimate concern for air safety forthrightly. To dismiss these concerns in such a capricious and superficial manner as they have in the DEIS is inexcusable; especially considering the fact that airspace conflicts can be significantly reduced (cut at least in half) by relocating to AF#42.

NOISE

The issue of noise is a critical one because of the potential for chronic aggravation of individuals living under established flight paths. The ANG has properly noted the degree of concern expressed by many residents of eastern Camarillo. Nevertheless, the ANG has failed to address the most relevant noise issues, has inadequately addressed those issues which are presented, and has ignored a clear directive of the California Department of Health Services (Appendix, letter dated 6 August). The Department directed the ANG to:

11.

"evaluate compliance of the proposed project with applicable noise standards which should be local. In their absence, state or federal standards may be used. The EIS should estimate the number of residences likely to be affected by noise at each of the three relocation sites."

Despite these specifications, the ANG did not identify or estimate the number of residences to be affected (at <u>any</u> relocation site), nor did they use Camarillo's existing noise ordiance as a basis for impact assessment. While Camarillo's noise ordinance has no statutory or enforcement authority over NAS Pt. Mugu air operations, it <u>does</u> represent the City's legislated opinion regarding sound levels which constitute "noise." Furthermore, the California Department of Health Services <u>specified</u> the use of local noise ordiances as a basis for impact assessment. Additionally, the ANG properly conducted a detailed air quality impact analysis despite the fact that the Air Quality Management District has no authority over "mobile sources" (i.e., C-130s and automobiles). The residents of eastern Camarillo deserve the same consideration.

11.

In order to put this noise analysis into perspective a map of eastern Camarillo has been provided (Attachment 2) since none was provided in the DEIS. The NAS Pt. Mugu runway 21 linear flight path has been drawn from appropriate USGS topographic maps. Approximately 10,000 people live in eastern Camarillo. Approach flights to runway 21 fly at elevations of approximately 2700-3000 ft. over eastern Camarillo.

12.

A review of the DEIS indicates that the ANG has concentrated its analysis on a day-night average modelling technique. It is relevant to note that none of the points modeled for these noise impacts was directly under the linear flight path to runway 21. It is even more important to note that the ANG was repeatedly advised (see Appendix) that the singularly most important noise impact concern, focused on single event intrusive noise levels for which standards exist in Camarillo's noise ordinance. Nevertheless, the ANG modeled day-night average sound levels and predictably revealed essentially no noise impact. In my opinion, the 65 dB(A) Ldn noise contour technique was not appropriate for Camarillo's noise impact analysis, clearly contradicted the directions of the Department of Health Services, and failed to address the single event intrusive noise level concerns of the residents of eastern Camarillo as identified in Camarillo's noise ordinance.

12.

The ANG did publish "sound exposure levels" and maximum dB(A) levels (Table IV-10) but failed to assess the relationship of these data to the standards presented in the Camerillo noise ordinance; standards which are violated at each of the selected noise receptor sites. Furthermore, the data which are presented in Table IV-10 are very conservative when compared to maximum dB(A) levels actually recorded in Mission Oaks and provided to the ANG (Appendix letters/comments). Noise data collected subsequent to my original data submittal to the ANG confirm that C-130 overflights produce a mean maximum sound level of about 85 dB(A) (range: 76-93).

12. The ANG has contended that C-130s are "relatively quiet" aircraft. In fact, C-130s can be quieter than many other aircraft, but actual measurements in Mission Oaks demonstrate that, on average, they are not significantly quieter for noise receptor points under the flight path.

The Air National Guard should objectively assess the impacts discussed here. Furthermore, the ANG should, as directed by the Department of Health Services, identify the number esidences to be affected at each alternative relocation site, and determine whether or not local noise ordinances are in effect at the alternative sites.

LAND USE/AGRICULTURE

Relocation to NAS Pt. Mugu is properly noted in the DEIS as inconsistent with the Ventura County General Plan because it would require building on designated agricultural land. In fact, the DEIS states that:

> "implementing the proposed action would result in the loss of 239 acres of some of the most productive prime agricultural soils in the United States." (p. IV-105).

13. The ANG fails to note the fact that this agricultural impact is also inconsistent with the federal "Farmland Protection Policy" which was promulgated as a final rule in July of 1984 (49 FR 27716, 5 July, 1984). Despite the presence of extensive documentation of this rule in the Appendix, the ANG has failed to address this impact. The purpose of the Farmland Protection Policy is to:

"minimize the extent of the role of federal programs in the conversion of farmland to non-agricultural uses."

13

This fact should be addressed by the ANG, especially since a similar impact would not be experienced at AF#42.

14. Additionally, it is my opinion that the loss of 44 agricultural jobs, if the NAS Pt. Mugu alternative is selected, should be identified as a significant impact.

CONCLUSION

15. The DEIS conclusion that NAS Pt. Mugu is the "preferred" relocation alternative is not supported or substantiated by the technical data presented in the document. Several of the enviromental impact analysis categories (e.g., socioeconomics, noise, air safety) are deficient and, after revision based on the comments submitted here, will demonstrate even more clearly that the NAS Pt. Mugu alternative is the worst alternative. A thorough, objective and appropriately quantitative review of the impact assessment data clearly indicates that the selection of Air Force Plant #42 (Palmdale) will allow the Air National Guard to achieve its relocation objectives and military mission and, at the same time, minimize the environmental impacts associated with the relocation.

ATTACHMENT 1

IMPACT CATEGORY		ALTERNATIVES: No Action	Van Nuys[1]	Norton AFB	AF Plant #42	NAS Point Mugu[2]
NOISE/LAND USE COMPATIBILITY	Increase in 65 Ldn or CNEL Contour Area		○	●	●	●
LAND USE	Consistency with Adopted Plans and Policies					●
SOCIOECONOMICS	Acquisition/Relocation			●	●	●
	Recruitment Potential	□		○	○	○
	Fiscal Impact		○	○	○	○
	Employment		○	○	○	○
SURFACE TRANSPORTATION	Traffic Generation	●	●	●	●	●
	Roadway Capacity	●	●	●	●	●
SAFETY/SECURITY	Airspace Compatibility (Safety)	■		●	□	○
	Security	●		□	□	□
AIR QUALITY	Increase in Air Emissions			●	●	●
	AQMP Compliance					●
FLOOD CONTROL	Risk from Flooding					
	Change in Stormwater Flow			●	●	●
GROUNDWATER RESOURCES	Aquifer Recharge				●	○
REGIONAL SEISMICITY	Seismic Safety	●	●	●	●	●
BIOLOGICAL RESOURCES	Displacement of Flora/Fauna				●	●
	Rare or Endangered Species				●	
WATER/WASTEWATER	Water Supply		●		●	●
	Wastewater Generation		●			●
CULTURAL RESOURCES	History/Archaeology					
AGRICULTURAL PRODUCTION	Existing Productivity					●
	Prime Soils					●
AESTHETICS	Change in Visual Character	●	◐	●	◐	◐
CONSTRUCTION	Localized Impacts	●	●	●	●	●
HAZARDOUS MATERIALS	Adequate Handling Procedures					
UTILITIES	Soild Waste		●	●	●	●
	Energy Consumption		●	●	●	●

◐	MIXED IMPACT
□ ○ ○ ○	BENEFICIAL
	NO IMPACT
● ● ● ■	NEGATIVE

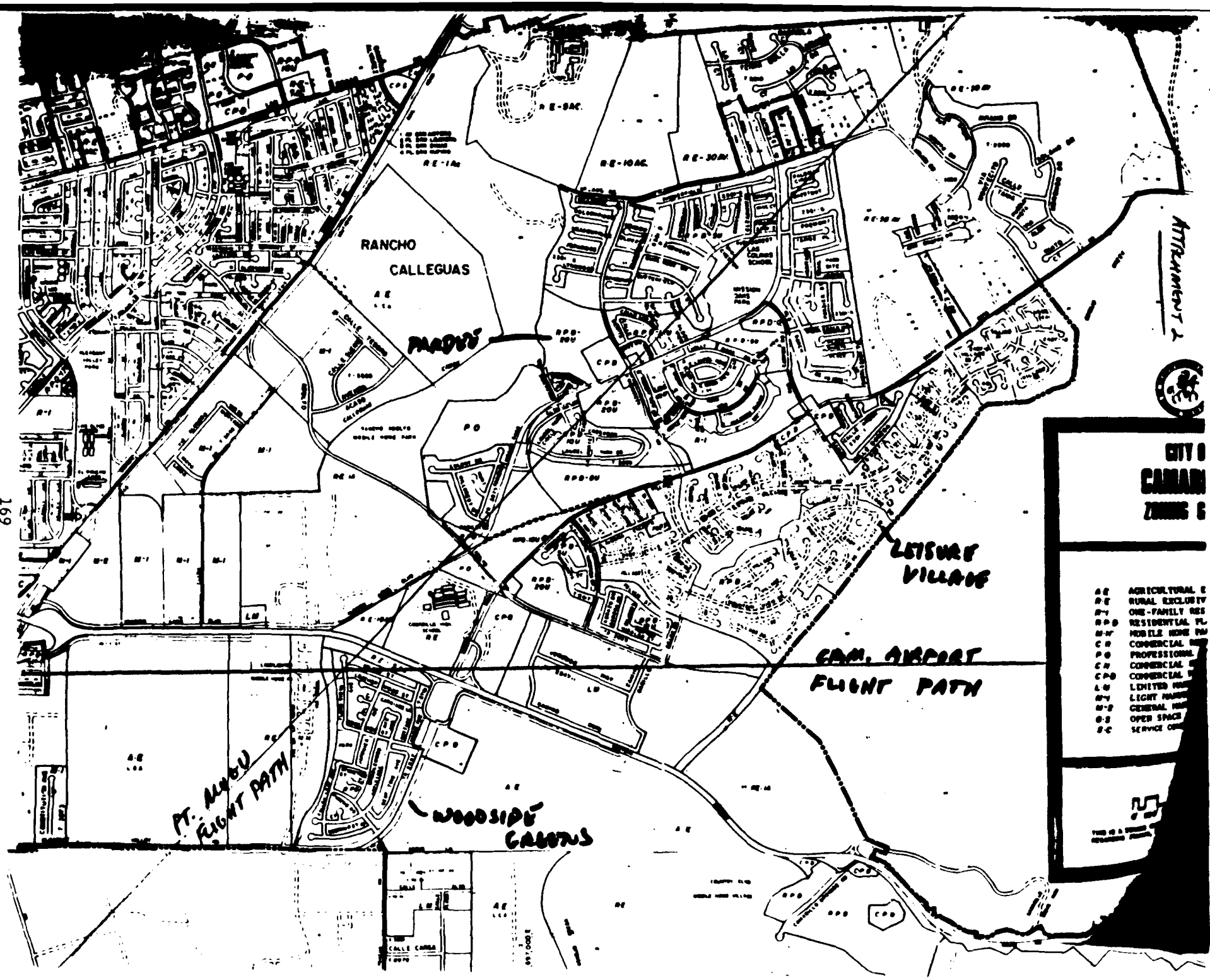
[1] Assumes redevelopment of existing base.

[2] Preferred Option

prc

PRC Engineering, Inc.

FIGURE IV-1 ENVIRONMENTAL IMPACT MATRIX


ATTACHMENT 2
RANCHO
CALLEGUAS
PARDEE
LEISURE
VILLAGE
CAM. AIRPORT
FLIGHT PATH
PT. MUGU
FLIGHT PATH
WOODSIDE
GARDENS
CITY O
CAMARI
ZONING
AGRICULTURAL
RURAL EXCLUSIV
ONE-FAMILY RES
RESIDENTIAL PL
MOBILE HOME PA
COMMERCIAL
PROFESSIONAL
COMMERCIAL
COMMERCIAL
LIMITED
LIGHT
GENERAL
OPEN SPACE
SERVICE

RESPONSE TO COMMENTS BY EUGENE R. MANCINI
APRIL 1, 1985

No. 1: Federal and State environmental statutes do not require the implementation of that alternative which results in the least adverse environmental effects. What is required is that sufficient information is disclosed about the effects of project alternatives and feasible mitigation measures to allow decision makers to reasonably choose among the available options. Their choice is based not only upon environmental considerations, but also upon the goals and objectives which they seek to achieve. In this case concerns with respect to unit integrity represent a key consideration. As indicated in the EIS the effective recruiting base at Air Force Plant #42 would represent only a fraction of that available within the Pt. Mugu vicinity. In addition, a move to Palmdale would result in the loss of twice as many full time personnel in comparison to relocation to Pt. Mugu. The precise magnitude of these concerns were not known until the analyses were conducted during the environmental review.

An analysis of the location of residence of current full-time unit personnel versus the relocation sites was also conducted. It was determined via analysis of zip code data that 33 percent of the current full-time force would be required to drive in excess of 30 additional miles round trip to commute from their present home to Palmdale Plant 42. On the opposite hand, only 15 percent of the current full-time force would have to drive an additional 30 round trip miles to commute to Pt. Mugu.

A more detailed analysis of the recruiting areas of Pt. Mugu and Palmdale was conducted for population within various distances from each of these two sites. This data is presented in the following table.

POPULATION WITHIN SELECTED DISTANCES FROM NAS POINT MUGU AND AF PLANT #42

	15 Miles	20 Miles	25 Miles	30 Miles
NAS Point Mugu				
Ages 18-29	70,609	91,878	110,281	138,409
Total	351,168	467,005	573,973	728,199
AF Plant #42				
Ages 18 - 29	19,339	20,778	27,426	71,060
Total	101,954	110,420	135,585	349,983

Note: 18-29 figures are actual 1980 U.S. Census; totals are estimated 1984 figures.

As can be seen from the data, there is more than three times the population base available for recruitment at Pt. Mugu than at Palmdale within 15 miles of each site, and more than four times the population within 20-25 miles. Thirty miles from the sites there is a recruitment base which is approximately twice as large at Pt. Mugu.

It should be pointed out that no final decision on the relocation site has been made.

No. 2: The white circles in the matrix represent the relative sizes of the effective recruitment base at each location taking into consideration the resident population age 17-29 within a 50-mile radius, terrain features which restrict access and recruitment competition from other reserve units within the area. This data on the number of 17-29 age individuals was originally supplied by the National Guard Bureau's recruitment staff in Washington, D.C. Subsequent analysis was done using U.S. census breakdowns for ages 18-29.

One might note that all of the relocation sites result in a smaller recruitment base than currently exists at the Van Nuys location. Therefore, from a recruitment standpoint, in comparison with existing conditions all of the other sites would have an adverse impact upon recruiting, Pt. Mugu less so than the other two. This perspective may help to clarify the data.

No. 3: According to PRC Engineering's calculations, based upon the original survey conducted by The Planning Group, the total number of personnel both full and part time, who would leave the unit upon relocation to each site is 20 percent for Pt. Mugu, 29 percent for Palmdale and 45 percent for Norton AFB. This loss is critical from several perspectives. One is the loss of full time personnel who represent the training cadre of the reserve unit. Relocation to Pt. Mugu would result in a loss of 15 percent of these individuals. Almost twice as many (27 percent) indicated that they would leave if the unit were to go to Palmdale and well over three times as many (55 percent) said that they would leave if the 146th TAW were relocated to Norton AFB. The driving distances cited in the response to comment No. 1 are also an important consideration.

No. 4: First, it is important to understand that the 12 "new approaches" by ANG C-130 aircraft are only half of the 24 operations per day that might occur as a "worst case situation." "These operations would include 12 initial take-offs and 12 full-stop landings which would be conducted at the base facility." (p. IV-4)

Table IV-3 illustrates the increase in ANG C-130 operations at each of the study sites in terms of the worst case scenario. The increase in ANG C-130 operations at NAS Point Mugu would be approximately 23 per day. This number is arrived at by subtracting the current 7.73 ANG C-130 operations per day (which includes takeoffs, landings and training activities) from the worst case 30.9 operations per day (which includes 12 initial takeoffs, 12 fullstop landings and the average of 6.9 touch-and-go operations currently being conducted at

NAS Point Mugu). Therefore, there will be only 12 "new approaches" during a worst case situation. The operations data in Table IV-3 were used to determine the worst case noise impact for a 24 hour day.

The operations data presented in Table IV-28 represent "Typical Daily C-130 Aircraft Activity Levels," not the worst case scenario. These operations are based on the current average 14.84 operations per day at Van Nuys Aiport plus the 6.9 touch-and-go operations per day currently conducted at NAS Point Mugu. Thus, the 21.74 ANG C-130 operations are more representative of how the ANG would operate on a daily basis over the course of a year at NAS Point Mugu than the 30.9 operations per day worst case scenario. These typical daily operations of ANG C-130 aircraft were used to calculate the annual aircraft emissions level for the air quality analysis. It is important to note that Table IV-29 presents the C-130 aircraft activity emissions per day based on the worst case scenario operational levels.

The one month survey of the ANG pilots, which was used to determine the percentage use at the various study sites, is considered to be very representative of the normal operation pattern the ANG follows over the course of the year. It should be recognized, as stated on Page IV-5, that weather conditions, airspace restrictions and pilot preferences are the driving factors in determining where the ANG training activities are flown. These factors are nearly constant on a month-to-month basis. The ANG personnel reviewing the pilot survey found it to be without anomalies.

No. 5: The ANG anticipates a maximum or worst case scenario of 3 approaches over eastern Camarillo on Tuesday, Wednesday or Thursday evenings (7:00 p.m. to 10:30 p.m.). The ANG also anticipates that evening touch-and-go operations will be conducted at a remote facility.

Operations are conducted by a maximum of three aircraft between the periods of 8:00 a.m. - 10:30 a.m. and 10:30 a.m. - 12:00 p.m. each

day of the week. Additional periods of operations can occur on Tuesday, Wednesday and Thursday by a maximum of three aircraft between 1:00 p.m. - 2:30 p.m., 2:30 p.m. - 4:30 p.m., 4:30 p.m. - 7:00 p.m. and 7:00 p.m. - 10:30 p.m. Each aircraft might make at least one initial takeoff and one full stop landing and some may perform touch-and-goes (average for all aircraft is 6.9 operations per day). These figures only represent the periods which are available to be flown, not the actual operations which occur. Some periods may have less than three aircraft or no operations at all. Typical ANG C-130 operations per day will average approximately 15 with the maximum being approximately 31 at NAS Point Mugu. These periods are flown in the same manner on a monthly and yearly basis.

The once-per-month exercise may have a maximum of 9 aircraft departing the NAS Point Mugu area to perform mission activity at other locations. These aircraft may not return the same day, depending on the type of mission being flown. The aircraft will not fly in formation within the airport operating area. Normal separation will be maintained by Air Traffic control. The ANG C-130 aircraft will take off and land one aircraft at a time. A full exercise may occur one or two times a year, consisting of 12 aircraft departing and approaching the airport area. Again, the aircraft may not return the same day and will maintain normal separation within the airport operating area.

Weekend operations by the ANG C-130 aircraft are roughly equivalent to operations occurring on Tuesday (Saturday) and Friday (Sunday). Since the airspace section of this document demonstrates that the activity of the ANG C-130 will not adversely affect the airspace, there is no need to curtail or reduce ANG flight activity during weekends.

No. 6: Acquisition, relocation, reconstruction and mitigation costs for the three original alternative sites are considered to be roughly similar. They comprise only a small part of the entire cost of the relocation when compared with the $60 million cost of base construction as well

as added costs for design studies and personnel relocation. There is no cost for the new site identified within the limits of AF Plant #42.

Utility and drainage infrastructure costs at Pt. Mugu and both sites at AF Plant #42 are included in the $60 million estimate. Costs at these two facilities will not be significantly different and comprise an extremely small proportion of overall construction costs. This response also applies to biological mitigation. It appears that a facility can be designed at Pt. Mugu without any disturbance to wetlands. If disturbance must occur however, the cost of mitigation represents only a fraction of one percent of the construction cost. Construction on the original Palmdale site, on the other hand, would likely involve a trapping program to verify the presence or absence of the state-listed rare Mojave ground squirrel. In addition it would be desireable to conduct a program to preserve many of the mature Joshua Trees on the site. Both of these actions also involve some cost. At the new site, within the limits of AF Plant #42, facilities must be sited and designed to assure that all buildings, roadways, aprons and taxiways will be above the 100-year flood elevation.

It is not known what specific policies will be applied to unit personnel with respect to relocation. Relative to base construction costs, this cost comment is not a significant factor.

No. 7: FAA Western-Pacific Region FAA, Headquarters in Washington, D.C. and the governing Flight Standards District Office (FSDO) in Van Nuys do not have a single documented near-miss declaration on file for the area in the vicinity of Pt. Mugu, Camarillo and Oxnard Airports. Near-misses do not occur with regularity in this airspace otherwise they would be documented by either the controlling air traffic facility or on record at the FSDO. Local general aviation pilots have voiced concern about the potential mid-air risks involved whenever uncontrolled operations therein overlap into a controlled airspace environment such as the Pt. Mugu facility. This concern is not unfounded. However, if near miss situations are not reported and

documented, the level of risk is not clearly identifiable. Although FAA and Pt. Mugu officials are concerned about the potential for airspace conflicts, there is inadequate data to suggest that the existing and future airspace environment pose a compromise to safety.

Information obtained from an FAA/Pt. Mugu representative has apparently been misinterpreted with regard to a "safety advisory." There have been no safety advisories issued for this area by the FAA Western-Pacific Region, Flight Service Station, or the governing air traffic control facility. The Air Traffic Control Supervisor at Oxnard Tower issued a pilot information circular which identifies flight tracks and operational characteristics of each of the three area airports which is intended to inform local pilots of the types of operations, routing and other specific considerations prevalant at Oxnard, Camarillo and Pt. Mugu airports. This was distributed to all area airports and is not an Advisory Circular, safety advisory or NOTAM (Notice to Airmen); it is an educational tool which has been developed as part of an on-going community participation program sponsored by Camarillo and Oxnard Airports in an effort to: 1) reduce the number of overflights to noise sensitive areas and; 2) advise pilots of high activity areas to be avoided whenever possible to reduce the potential for inflight separation conflicts. All three of the airports recognize the safety factors involved as a result of their close proximity and are making every effort to see that local pilots are well informed. There have been no incidents of mid-air collisions in this area and, by way of this educational tool, the FAA and the airports manager are hoping to ensure that the future airspace environment continues to operate as safely and efficiently (if not more so) than the exisiting environment. In addition to the circular, the airport manager holds periodic pilot briefings to inform local operators of noise, operational and safety issues.

No. 8: The most recent FAA data obtained from Terminal Area Forecasts (TAF) and Pt. Mugu air traffic representatives indicates current and future operational levels in this area to be the following:

Airport	1985	1990	1995
Oxnard	135,000	160,000	185,000
Camarillo	205,000	225,000	236,000
Pt. Mugu (a)	75,214	75,214	75,214
Total	415,214	460,214	496,214

(a) Harris, Miller, Miller and Hanson, Inc. (AICUZ Update)

No. 9: Reduced visibility is not a major determining factor considered for evaluation of alternatives since both the equipment and pilots affected by the relocation are each certified for operations in Instrument Flight Rules (IFR) conditions. Pt. Mugu has several precision instrument approaches (PAR/TACAN/ASR) and non-precision approaches to provide a very high level of service to instrument operations. Since many ANG training operations are made in VFR conditions to practice IFR flight procedures, the 56 days of reduced visibility (incidentally, not full IFR conditions) will not have a significant effect on operational safety at the Pt. Mugu facility as all inbound and outbound ANG traffic will be in continuous radar contact with the Pt. Mugu TRACON whenever transitioning through the area. Granted, optimum visibility is an added safety factor - "see and be seen" - however, the anticipated number of ANG operations combined with the very low percentage of IFR (reduced visibility) days at the Pt. Mugu facility will not result in frequent ANG operations which occur in actual IFR or reduced visibility conditions.

No. 10: The excerpt from the FAA/NTSB report is not incorrect, however it does misrepresent the regulatory and safety implications resulting from its use as reference to this issue. The first critical factor which

has not been considered is that neither the FAA or the NTSB has a definition of a near-miss or a systems error. The absence of a clearly defined term results in misinterpretation and incorrect assumptions.

A "near-miss" or "near-mid-air collision" is a formal subjective declaration made to the governing air traffic control facility by the pilot-in-command of an aircraft when the pilot believes Federal Aviation Regulations Part 91 IFR inflight separation requirements are not maintained. The pilots declaration is recorded at the air traffic control facility and a copy forwarded to the governing FSDO for investigation and documentation. Whenever possible, statements are solicited from both pilots involved in the incident.

A "systems error" is logged by an air traffic controller whenever standard separation criteria is not maintained. In terminal airspace, such as prevalant at Pt. Mugu, standard separation requirements are 3 miles horizontally and 1,000 feet vertically. (Systems errors are often misconstrued as near misses. The important point to be considered is that a systems error occurs at 2 3/4 mile as well as less than 1/4 mile - it is the magnitude of the separation distance which determines how critical the systems error is to safety.) Systems errors are documented and referred to the air traffic control chief or the facility investigating team, and reviewed. Procedures are evaluated and changed if necessary or the controller is provided remedial training. Recommendations and incident findings are forwarded to the FAA Regional office.

Generally, systems errors occur more frequently than near-miss declarations due to circumstances involved with ATC handling of converging VFR and IFR traffic.

Typical near-miss reports occur when one of the pilots in question is operating on an IFR flight plan and is in continuous radar contact and the other aircraft is operating VFR and regulated by "see and avoid" rules. The IFR pilot is often unprepared for a non-radar VFR transitioning aircraft and as a result declares a "near-miss," even

though neither aircraft is in violation of the governing IFR/VFR regulations. As with every airport, it is recognized that there is a potential for separation conflicts in the airspace, however the potential risk is evident regardless of whether ANG operations are introduced to the airspace environment. The level of ANG operations is not foreseen to compromise the level of safety at any of the three neighboring facilities.

No. 11: The California Department of health reviewed the DEIS and provided no comments to indicate that they were not satisfied with the area equivalent methodology employed for the noise analysis at each of the study sites. It is clearly inappropriate to estimate the number of residences affected by the increase in noise exposure at NAS Point Mugu when the change in the Ldn 65 contour is far less than 1 dB.

The City of Camarillo was contacted pertaining to their noise ordinance. The noise ordinance defines acceptable ambient noise values for specified time frames and assigns allowable increases in noise energy for varying minutes per hour within these time frames. (a) From 7:00 AM to 9:00 PM, the acceptable ambient noise level is 55 dB(A). From 9:00 PM to 7:00 AM the acceptable ambient noise level is 45 dB(A). The allowables increases over ambient levels are:

- +5 dB(A) for no more than 20 minutes/hour
- +10 dB(A) for no more than 10 minutes/hour
- +15 dB(A) for no more than 1 minute/hour

(a) At the time the City was contacted, conflicting responses were obtained regarding the 55 dB(A) and 45 dB(A) standards. It was unclear whether the standards were an SEL metric or an energy average. PRC Engineering believes these values to represent an energy average.

Since the overflights from NAS Point Mugu produce Ldn values above 55 dB(A) in eastern Camarillo, NAS Point Mugu operations are not in compliance with the noise ordinance. As shown repeatedly throughout the noise evaluation the C-130 does not significantly increase Ldn values. SEL values typically have a 20 to 30 second duration at most.

No. 12: SEL, maximum dB(A) and Ldn values were calculated for additional sites in eastern Camarillo to address the concerns in Mr. Mancini's letter. Also, during the SEL and maximum dB(A) noise assessment, a scaling error occurred at the Leisure Village and the Highway 101 and Santa Rosa Road (High School) site. Consequently, these two sites have been re-calculated as shown below.

NAS POINT MUGU

	Leisure Village	Hwy 101 & Santa Rosa Rd. (High School)	Pleasant Valley Rd. & Lewis Rd.	Woodside Gardens	Mission Oaks
F-4 (SEL)	93.3	97.0	93.1	98.2	95.40
(Max dB(A))	82.5	87.2	83.1	88.6	85.10
C-141 (SEL)	85.2	90.6	86.0	92.1	88.45
(Max dB(A))	73.2	79.5	74.1	81.4	76.90
727-200 (SEL)	81.7	84.4	79.8	85.2	82.9
(Max dB(A))	N/A	N/A	N/A	N/A	N/A
C-130 (SEL)	77.5	81.1	78.0	82.2	79.5
(Max dB(A))	68.9	73.4	69.5	74.9	71.5

N/A = Not Available

No. 13: The loss of 239 acres of prime agricultural soils with 210 acres presently in production is recognized as a significant impact. This represents 0.5 percent of the total acreage in the Oxnard Plain (40,771 acres) and 8.5 percent of the tolerable farmland reduction remaining. The Farmland Protection Policy Act, however, specifically does not apply to the taking of farmland for national defense purposes.

No. 14: The loss of 44 agricultural jobs is not considered to be a significant impact since there will be an offsetting increment of approximately 460 short-term and 300 to 500 long-term employment opportunities. Although not significant the loss of the 44 agricultural jobs is specifically mentioned in the DEIS as a point of information.

No. 15: Please refer to the response to comment No. 1.

April 8, 1985

MSGT Riley Black
Department of the Air Force
146th Tactical Airlift Wing
8030 Balboa Boulevard
Van Nuys, CA 91409

TO: MSGT Riley Black

FROM: Don Thorn

SUBJECT: DRAFT ENVIRONMENTAL IMPACT STATEMENT, RELOCATION OF THE 146TH TACTICAL AIRLIFT WING OF THE CALIFORNIA AIR NATIONAL GUARD

-California State Clearing House #84080104
-Federal EIS No. 850077 (50 FR 8388, March 1, 1985

Dear MSGT Black,

After reading and reviewing the above DEIS I found various inconsistencies, deletions, and a serious lack of objectivity which I will discuss and describe in the enclosed report.

I would appreciate your careful and thoughtful consideration of this urgent matter.

Respectfully,

Don Thorn

Don Thorn
P.O. Box 568
Somis, California 93066

April 8, 1985

Governor George Deukmejian
State Capitol
Sacramento, California 95814

TO: The Honorable Governor George Deukmejian

FROM: Don Thorn

SUBJECT: DRAFT ENVIRONMENTAL IMPACT STATEMENT,
RELOCATION OF THE 146TH TACTICAL AIRLIFT
WING OF THE CALIFORNIA AIR NATIONAL GUARD

-California State Clearing House #84080104
-Federal EIS No. 850077 (50 FR 8388, March 1, 1985)

Dear Governor Deukmejian:

After reading and reviewing the above DEIS I found various inconsistencies, deletions, and a serious lack of objectivity which I will discuss and describe in the enclosed report.

I would appreciate your usual careful and thoughtful consideration of this urgent matter.

Respectfully,

Don Thorn

Don Thorn
P.O. Box 586
Somis, California 93066

c.c. MSGT Riley Black
Department of the Air Force
146th Tactical Airlift Wing
8030 Balboa Boulevard
Van Nuys, CA 91409

COMMENTS

Don Thorn
P.O. Box 586
Somis, California 93066

SUBJECT: DRAFT ENVIRONMENTAL IMPACT STATEMENT
California State Clearing House #84080104
Federal EIS No. 850077 (50 FR 8388, March 1, 1985)

RELOCATION OF THE 146th TACTICAL AIRLIFT WING OF THE CALIFORNIA AIR NATIONAL GUARD

These comments are in response to the Draft Environmental Impact Statement (DEIS) which concludes that NAS Pt. Mugu is the "preferred" location for the anticipated relocation of the 146th Tactical Airlift Wing from Van Nuys. In discussing safety, land constraints, evaluation of final candidate sites, NAS Pt. Mugu annual operations, geographic location of 146th TAW personnel, air space considerations, factors influencing air traffic, security, groundwater resources, and other miscellaneous factors, I will demonstrate that Air Force Plant #42 Palmdale is and should be the "preferred" location for the TAW. The DEIS itself ranks Air Force Plant #42 Palmdale as the "MOST FAVORABLE" location. (IV-52) Lancaster/Palmdale civic leaders are actively seeking (in both Washington D.C. and Sacramento) the move of the Air National Guard (ANG) to Air Force Plant #42 Palmdale. See CONCLUSION on page 11 of these comments.

1.

It is my opinion that the decision to have NAS Pt. Mugu as the "preferred" location was made before the DEIS research was even begun. In addition, important facts have been ignored and/or omitted. The DEIS needs to be studied thoroughly and objectively in order to recognize its flaws and omissions and to come to a sound and fair decision.

SAFETY

Page I-1 states that the following are issues that adversely affect the unit's training activities at Van Nuys:

1) Potential for midair collisions
2) Prohibitions on training activities
3) Prohibition on formation flight
4) Delays in departures

Page I-1 states that the potential for midair collisions involving "a C-130 is increased because of the size and airspeed differences between it and the other types of aircraft. Airspeed differences are especially troublesome in the approach patterns." I submit that exactly the same problems do and will exist at NAS Pt. Mugu. There is a safety problem now. I believe it will continue to get worse as the growth, in accordance with the Airport Master Plans, takes place at Camarillo and Oxnard Airports.

2 Page I-1 and I-2 state that Air National Guard (ANG) aircraft are often delayed five to ten minutes resulting in increased flying time, wasted time, and greater fuel consumption. Exactly the same problems will and do exist at NAS Pt. Mugu due to Navy Missile testing and limited air space controlled by Navy and area traffic at Oxnard and Camarillo airfields.

3 For potential midair collisions see attached Item A, Accident Prevention Program dated August 10, 1984, Department of Transportation, Federal Aviation Administration, Western Region. Subject: Safety Advisory.

I quote from Item A, Paragraph 1, "Background. There has been an increasing number of air traffic conflicts in the NAS Pt. Mugu Approach Terminal airspace during the past few months in the vicinity of the Oxnard, Camarillo, and Pt. Mugu Airports. These incidents have resulted in increased controller and pilot concern and several near-miss reports."

Item B, attached, by Gary W. Koch, Sr. Accident Prevention Coordinator for the Western-Pacific Region in a Memo to Pilots identifies (page 4) NAS Pt. Mugu as one of the airfields that are "more potentially hazardous. A military airfield which routinely has high-volume traffic, high density traffic, and has mid-air collision potential!" This memo continues "Know where the high density traffic is to be expected and avoid these areas if possible! LOOK AND BE AWARE!"

3

It is into this high risk area, which is also a growing community of some 40,000 citizens, that the ANG wishes to move! It is into this high risk, high density area that the ANG wishes to relocate and double their daily flight operations! (IV-6, Chart IV-2) It is this high risk, high density area that the EIS states is the "preferred" site for base relocation!

Please note that in Item B Air Force Plant #42 Palmdale is NOT included in the list of potentially hazardous military airfields.

LAND CONSTRAINTS

Reasons for leaving Van Nuys are given as "inadequate development space"(I-2), "candidate locations must have some capability for expansion"(II-2). Van Nuys appears to presently have a parking problem on a drill weekend, "320 vehicles must park on city streets, the fire lanes on base on both"(I-2) and "when any visiting aircraft are at the ANG base the wash rack must be used to park the additional aircraft"(I-2). Please note that Van Nuys ANG is not allowed to have visiting aircraft.

4

The question arises why does the ANG need 250 acres (the amount of costly prime agricultural acres the ANG would buy if it relocates at NAS Pt. Mugu.) Why would the ANG need 250 acres instead of perhaps 74 at most to accomodate extra parking spaces? It presently has 64 acres at Van Nuys. The DEIS should address future expansion plans. The DEIS fails to address the need for a 4 fold increase in area.

EVALUATION OF FINAL CANDIDATE SITES

Page II-3 states that "a major uncertainty involves the potential development of Palmdale International Airport which would create flying problems for the unit."

5

A Palmdale International Airport probably will never be built.

1. The original concept was meant to relieve LAX and was predicated on a costly high speed transportation system to LAX, a system which

has since been acknowledged to be an impractical, expensive system for which no monies are or will be allocated.

5. 2. "The U.S. Air Force has been opposed to development of Palmdale International Airport. This is because the Department of Defense has invested hundreds of millions of dollars in sophisticated military technology and facilities over the past 30 years to take advantage of the unique terrain, meteorological conditions, unencumbered airspace and low population density afforded by the Antelope Valley location of Air Force Plant #42 Palmdale." (III-64)

6. Further evaluation of Air Force Plant #42 Palmdale page II-3 states that Air Force Plant #42 Palmdale is 37 nautical miles from Van Nuys. Page II-4 states that NAS Pt. Mugu is 35 nautical miles from Van Nuys. Since 75% (III-62) of ANG flights go to the Palmdale area increased flying time, wasted time, wear on the airplanes, and greater fuel consumption will result.

7. No study has been made regarding the availability of adequate land sites (approximately 100 acres) already in government ownership at Air Force Plant #42 Palmdale.

NAS POINT MUGU ANNUAL OPERATIONS

8. Page III-13, Table III-4. This Table is not the correct number for 1983. This traffic count into NAS Pt. Mugu is erroneous and deletes many planes known to have flown in and out of there such as KC 135,

DC-10, 747, C5, Convair 240/440, E2, 707, 727, DC-9, corporate aircraft and foreign aircraft.

8. Why weren't 1984 operation figures used in the DEIS report? Is it because 1984 figures would have shown NAS Pt. Mugu to be a more congested and less attractive choice than the 1983 figures indicated?

GEOGRAPHIC LOCATION OF 146th TAW PERSONNEL

Page III-41, Table-5 shows 19 full-time personnel drive from the Antelope Valley (Palmdale/Lancaster) to Van Nuys every day. Note

9. that 40% of the personnel would be just as close to Air Force Plant #42 Palmdale as to NAS Pt. Mugu, since 40% of the personnel live in the San Fernando Valley. Air Force Plant #42 Palmdale and NAS Pt. Mugu are equidistant from Van Nuys (San Fernando Valley).

Lockheed is moving a portion of their Burbank operation to Palmdale. North American-Rockwell will be manufacturing the B-1 in Palmdale. This should add greatly to the recruitment potential. At NAS Pt. Mugu the "146th TAW would encounter some competition for reserve personnel

10. from the U.S. Naval Reserve. The Naval Reserve presently has approximately 1,100 reservists based at NAS Pt. Mugu." (III-49) As a matter of fact NAS Pt. Mugu can not maintain the strength of some of their units and must fly P-3 aircraft to Oakland/Alameda, San Diego and Las Vegas to supplement their personnel.

At all other ANG Installations in the Western United States that I

11. questioned a 60 mile radius is used to measure recruitment potential. Why in this Environmental Report done by PRC Engineering

was a 50 mile radius used? It appears to be an attempt to ensure a decision which was made before the DEIS was even commissioned.

11. Reports show that 15% of Air Guard personnel at other Air Guard Units surveyed live outside the 60 mile radius NOT the 50 mile radius used by PRC in this report.

AIR SPACE CONSIDERATIONS

12. "The most favorable existing airspace environment is Air Force Plant #42 Palmdale over all other locations."(IV-52) "IFR operations at Burbank and Van Nuys conflict under certain conditions due to the high level of operations within the Burbank Terminal Radar Service Area and result in a one-for-one sharing of airspace or circuitous routing procedures." (III-62) The same conflict occurs between Oxnard-Camarillo-NAS Pt. Mugu as in Van Nuys. Moving the ANG from Van Nuys to NAS Pt. Mugu would mean taking the same problems from Van Nuys to NAS Pt. Mugu; problems that would be as bad and with the potential of becoming much worse. Crossing traffic in the Mugu approach pattern is uncontrolled.

FACTORS INFLUENCING AIR TRAFFIC

13. 1. "Periodic traffic congestion occurs in the desert areas of Owens and Koehn Dry Lakes." (III-64 Owens is 110 miles North of Palmdale and Koehn is 50 miles North of Palmdale. They cannot be considered an obstruction or influence in the selection of Air Force Plant #42 Palmdale.

2. "Routes through Trona Gap and Searles Dry Lake are generally active." (III-64) They are 85 miles North of Palmdale and would not influence the traffic flow at Air Force Plant #42 Palmdale.

13

3. "Another potential concern is the building of Palmdale International Airport." (III-64) This factor has already been discussed in this paper under the heading EVALUATION OF FINAL CANDIDATE SITES.

4. NAS Pt. Mugu's Missile operations and weather would restrict training flights and ANG operations. They would be adjacent.

Vandenberg AFB Missile firings and space shuttle training would restrict training flights and ANG operations. Vandenberg is 60 miles from NAS Pt. Mugu, much closer than Owens and Koehn Dry Lakes and Trona Gap and Searles Dry Lake referred to in paragraphs 1 and 2 in this section FACTORS INFLUENCING AIR TRAFFIC of my comments are to

14 Air Force Plant #42 Palmdale.

High density air traffic in the Los Angeles area would restrict air traffic flow in and out of NAS Pt. Mugu (42 miles)

5. "Traffic flow along the coastline is heavy, but does not present a problem to existing NAS Pt. Mugu air traffic operations." (III-65) Refer to Items A and B on pages 2 and 3 of this report that there is indeed a problem. Also note the words "existing NAS Pt. Mugu air traffic operations." The DEIS does not even address the impact of an ANG move to NAS Pt. Mugu.

6. Under IFR operations (III-65) conflicts are listed, but three of them have been omitted: VOR approach to Camarillo, VOR approach to Oxnard, and instrument departures from Camarillo. I disagree with the statement that Camarillo does not generate a major problem to NAS Pt. Mugu.

14.

7. "Traffic on Airways V25-V27, and V299 is high enough so as not to cause a problem." (III-65) They do conflict with arrivals and departures above 5000 feet to NAS Pt. Mugu.

SECURITY

15. At Van Nuys no attempts have been made by ANG to cover the flood control channel or fence in the North parking area to enclose and secure the base. Therefore security appears not to be a problem at Van Nuys, nor apparently has it been. The DEIS does not mention any previous security problems. As far as security goes a terrorist could fly over NAS Pt. Mugu at any time day or night, therefore NAS Pt. Mugu is no more assured of a terrorist free environment than any other place.

GROUNDWATER RESOURCES

16. NAS Pt. Mugu has always had trouble getting water. No surplus water capacity exists in the Oxnard-Hueneme pipeline. (III-110) The ANG will have to build its own connection to the City's system since no

City facilities currently exist in the vicinity of the proposed site." (III-110) What city? Another alternative is to withdraw freshwater from deeper aquifers (600 feet or more below ground surface) as shallow aquifers are contaminated by seawater intrusion. (III-110) Who is going to pay for the wells? Is the well-drilling money included in the final cost? The options shown mean additional money will be needed from the taxpayers. This will run up the bill as opposed to other locations. Sewage plants will be needed. How can these enormous expenditures be justified to the taxpayers?

16

EXAMPLES OF INCONSISTENCIES OF THIS REPORT

1. Page III-9 Table III-1 shows 1983 military operations at Van Nuys to be 3,858 which averages 10.5 operations per day.

Page IV-6 Table IV-3 shows different information. It shows the 1983 daily average to be 14.84 operations per day which is inconsistent with the 10.5 operations per day shown on page III-9 Table III-1.

17

2. The DEIS fails to address future expansions as indicated on page IV-6 Table IV-2 and IV-3. Chart IV-2 indicates "no action at Van Nuys to be 24 daily operations." Page III-9 Chart III-1 shows 10.5 daily operations.

ADDED NOTES

18

Page IV-14. In reference to ANG response to noise complaints: The ANG has refused to comply with existing Navy noise policies

18. in the last 4 years by demanding ILS approaches at a time when off shore approaches were normally used for noise abatement.

19. Page IV-51. "additional ANG operations at NAS Pt. Mugu would not significantly impact air traffic operations or safety." Please refer to attached Items A and B. Any additional air activity just increases the air safety problem.

20. Page IV-52. "Total air operations at NAS Pt. Mugu are well under 500,000 annually." This number is expected to be well over 500,000 by 1990.

21. Page III-62. The DEIS states that Edwards Air Force Base would restrict the 146th TAW if it moved to Air Force Plant #42 Palmdale. It also lists Trona Gap and Searles Dry Lake (85 miles away from Palmdale) as well as Owens and Koehn Dry Lakes (100 miles away from Palmdale) as restricted areas. The 146th TAW presently sends 75% of its planes to the Palmdale vicinity from Van Nuys to practice. Why don't these restrictions apply to the 146th TAW in their flights from Van Nuys? Why does the DEIS apply them only to the 146th TAW if they were to relocate at Air Force Plant #42 Palmdale?

22. Why is no mention made of restrictions on air space at Vandenberg AFB and NAS Pt. Mugu Missile Center if the 146th TAW were to be relocated at NAS Pt. Mugu?

23. The DEIS states that the number of flights for the 146th TAW will not change. If it is no problem now at the present level of operation why should it be a problem if they relocate at Air Force Plant #42 Palmdale?

24. Projection shows that General Wm. Fox airport in the Palmdale area will remain at its present low level of traffic. Projection shows that Camarillo/Oxnard Airports will increase significantly. This should be another reason to relocate the ANG at Air Force Plant #42 Palmdale rather than at NAS Pt. Mugu from the standpoint of safety.

CONCLUSION

25. The DEIS rates as "MOST FAVORABLE" Air Force Plant #42 Palmdale. (IV-52) Palmdale/Lancaster has sent 4 representatives of the Lancaster civic government, including the Mayor of Lancaster, to Washington, D.C. to petition for the ANG to relocate at Air Force Plant #42 Palmdale. Palmdale/Lancaster is sending 4 representatives of the Lancaster civic government, including the Mayor of Lancaster, to Sacramento, California to further petition the ANG to relocate in Lancaster/Palmdale at Air Force Plant #42 Palmdale.

Since the DEIS itself (IV-52) says Air Force Plant #42 Palmdale is the "MOST FAVORABLE" relocation site a move of the ANG to NAS Pt. Mugu is insupportable.

26. Recruitment and Retention seems to be one of the major objectives of the 146th TAW for relocation. Ben Rich, President of Lockheed Advanced Aeronautics Corporation, is quoted in the March 20, 1985 Business Section of the Los Angeles Times, "Lockheed already has discontinued assembling aircraft in Burbank and has shifted increasing amounts of

production work to its facilities in Palmdale." Mr. Rich continues, "Lockheed could potentially expand operations at its Palmdale site where it now uses only one-third of its 680 acres it owns. More expansion will occur if the firm wins the advanced tactical fighter (Stealth aircraft) ' See Item C.

This certainly eliminates any recruitment and retention concerns for the ANG in the Lancaster/Palmdale area. The DEIS shows a population of 275,000 in the shrunken area displayed in the DEIS report. This move will add considerably to the 275,000 population as estimated by PRC engineering. Even a population of 275,000 far exceeds the populations at other ANG bases I surveyed (at which a 60 to 100 mile radius was used not the 50 mile radius used by PRC Engineering for this DEIS). For example: Reno, Nevada population 100,000; Great Falls, Montana population 57,000; Cheyenne, Wyoming population 48,000; Boise, Idaho population 102,000; Sioux Falls, South Dakota population 81,000; and Fresno, California population 218,000.

These bases were all built shortly after World War II. The population in Reno, Nevada in 1950 was 32,497. The Reno base is 64 acres and they are using 50. The unit supports 21 aircraft. It is 95% fully staffed and 15% of their members come from outside the 60 mile radius of their base. Great Falls, Montana base has 139 acres and is using two-thirds. It is 99.2% full. Fifteen percent of their members come from outside the 60 mile radius. Boise, Idaho population in 1950 was 34,393, population in 1980 102,000. The recruitment base is a 75 mile radius or 1½hours driving time (in severe winter weather). The

unit is 100% full. Sioux Falls, South Dakota population in 1950 was 52,696, population in 1980 was 81,000. The recruitment base is a 100 mile radius and 20% of the unit come from outside a 60 mile radius. The unit is 100% full. The Sioux Falls base has 114 acres and is using two-thirds. The base supports 20 aircraft.

26

All these ANG bases support a similar number of aircraft that the 146th TAW is currently supporting and is seeking to support.

It appears that the decision to move the ANG to NAS Pt. Mugu was made long before the EIS research was even commissioned. The lack of objectivity is shocking. A number of the Officers of the 146th TAW live in this lovely (Thousand Oaks, Simi, and Camarillo). Could that be a factor in the lack of objectivity in selecting NAS Pt. Mugu as the "preferred" relocation site even though the DEIS rates Air Force Plant #42 Palmdale as "MOST FAVORABLE"? (IV-52)

ITEM A

GENERAL AVIATION

PHASE I PHASE II PHASE III

ACCIDENT PREVENTION PROGRAM

DEPARTMENT OF TRANSPORTATION • FEDERAL AVIATION ADMINISTRATION • WESTERN REGION

Oxnard Tower/NAS Point Mugu ATCT/RATCF
Oxnard, California

ISSUED: July 10, 1984 EFFECTIVE: August 10, 1984

OXNARD TOWER LETTER TO AIRMEN NO. 84-1

SUBJECT: Safety Advisory

CANCELLATION: August 10, 1986

Background. There has been an increasing number of air traffic conflicts in the NAS Point Mugu Approach Terminal airspace during the past few months in the vicinity of the Oxnard, Camarillo and Point Mugu Airports. These incidents have resulted in increased controller and pilot concern and several near-miss reports. This Letter discusses these problems, depicts traffic flows and offers recommended solutions.

Restricted Areas. Restricted Areas 2519 and 2520 are located overhead NAS Point Mugu and are in effect continuously. R-2519 is defined from the surface to infinity and is used extensively for hazardous missile firing operations, some as high as 100,000 feet. It is imperative that all pilots know the location of these Restricted Areas and remain clear of them, unless receiving specific approval for entry from Point Mugu Tower (124.85 MHz or 126.2 MHz) or Point Mugu Approach Control (124.7 MHz or 128.65 MHz).

Student Practice Area. It is customary for local pilots to practice flying maneuvers in the vicinity of Somis and North of the Mission Oaks area. This is a very hazardous area, due to the numerous military and civilian aircraft being vectored for instrument approaches to the three airports. It is recommended that instructor pilots move their practice operations to a safer area, clear of arrival instrument traffic. The area in the vicinity of the Santa Clara River, between the Santa Paula Airport and north of the City of Ventura, is relatively clear of this conflicting traffic and offers a safe place to practice. (See traffic flow chart)

Instrument Approach Patterns. The traffic flow chart depicts the flight patterns for the Oxnard, Camarillo and Point Mugu Airports and associated altitudes. Potential conflict areas are shaded and should be avoided whenever possible. Arrival routes are shown as broken lines along with amplifying remarks. Due to the noise sensitivity of the City of Camarillo, it is recommended pilots avoid overflying the city below 2,000 feet.

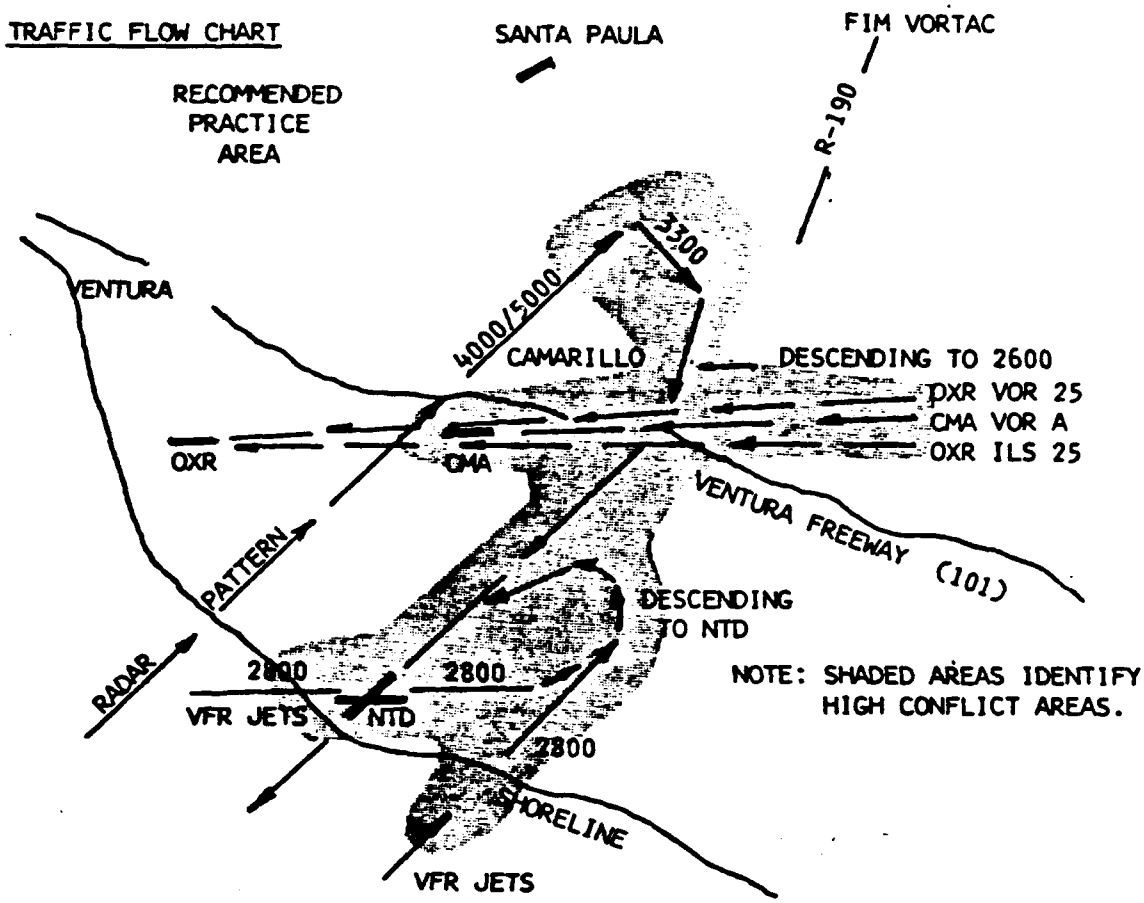
RECOMMENDATIONS TO AVOID HIGH CONFLICT AREAS

Shoreline Eastbound. Departing OXR turn left to remain north of Mugu RWY 27, cross Mugu at or above 3,000' to clear R-2520 and jet arrivals. Departing CMA turn right off RWY 26, climbing right turn back over the airport then to the shoreline staying at 3,000' or below until clear of radar pattern west of the CMA Airport. Then climb on course south-eastbound.

Ventura Freeway Eastbound. Departing OXR/CMA turn right northbound until in the vicinity of Los Angeles Avenue (the first major paved two-lane road north of the foothills, running East and West). Then proceed eastbound at or below 2,500 feet until east of the Fillmore 190 radial.

Camarillo/Oxnard Airports Westbound. Oxnard has no potential conflicts. Camarillo Airport northwest bound remaining at or below 3,500' until three miles west of the airport, then continue climb to cruise altitude.

MOST HAZARDOUS PRACTICE NOW BEING USED: Aircraft departing the Oxnard and Camarillo Airports flying eastbound in the vicinity of the Ventura Freeway are climbing opposite direction to the arrivals conducting OXR VOR 25, OXR ILS 25 and CMA VOR A approaches. Additionally, they fly through military arrivals conducting instrument approaches to RWY 21 at NAS Point Mugu.



Bruce E. Troyer

BRUCE E. TROYER
Facility Manager, Oxnard Tower
ATREP, NAS Point Mugu

ITEM B

MEMO TO PILOTS

In a continuing effort to reduce the potential for mid-air collisions, high-volume military airfields within the FAA Western-Pacific Region have jointly issued brief descriptions of their most densely used airspace in order to aid civilian pilots in their preflight planning. These descriptions do not include the airport traffic areas (up to 3,000' AGL within 5 miles of the field) since they are obviously congested, but concentrate rather upon departure/arrival routes and common working areas. The descriptions include only those military fields which routinely have high-volume traffic. Also, the accuracy of the information offered cannot be guaranteed due to frequently changing regulations and procedures. However, it should provide you with a valuable tool in identifying some of the more potentially hazardous areas. Let's all work together and be aware of the mid-air collision potential! Know where the high density traffic is to be expected and avoid these areas if possible! LOOK AND BE AWARE!

Gary W. Koch, Sr.

Gary W. Koch, Sr.
Accident Prevention Coordinator
Western-Pacific Region

Northern California

ALAMEDA NAVAL AIR STATION, Alameda: VFR departures and arrivals NW through NE below floor of San Francisco TCA. Runway 25 arrival route crosses N through NE VFR departure corridors from Oakland and Hayward Airports. For more information call (415) 869-2964.

CASTLE AIR FORCE BASE, Merced (50 miles NW of Fresno): Intensive heavy jet traffic primarily below 3,000' MSL and E of Highway 99 within 18 miles of the field. Request aircraft contact Approach Control on 124.8/121.4 or Tower on 118.45 for assistance, and remain W of Hwy 99 when transiting the area. For more information call (209) 726-2616.

LEMOORE NAVAL AIR STATION, Lemoore (30 miles SSW of Fresno): Intensive jet traffic within 25 miles below 12,000', and within 10 miles below 4,000'. Use caution in the vicinity of Hwy 198. Request aircraft contact Approach Control on 124.1 (when N of Lemoore) or on 134.1 (when S of Lemoore) for traffic advisories. See AIM, Graphic Notices for depiction of heavily trafficked routes and areas. For more information call (209) 998-3631.

MATHER AIR FORCE BASE, Sacramento: Extensive low-level routes 1,000-3,000' AGL along Sierra foothills between Oroville and Yosemite. Base traffic funnels into a 16 mile final for Rwy 22L at 5,000' MSL. Use extreme caution over Hwy 50 from Sacramento E to Cameron Park. Patterns N and S of Rwys 22L/R. Contact SAC Approach 123.7/127.4 for traffic advisories. For more information call (916) 364-2419 or write 323 FTW/SEF, Mather AFB, CA 95655.

McCLELLAN AIR FORCE BASE, Sacramento: Traffic funnels to 10-15 mile final for Rwy 16 at 2,000-4,000' MSL. Use caution in vicinity of Lincoln Airport 12 miles N of base. Use extreme caution over Hwys 80 & 880 S of base, and when landing at Rio Linda Airport (within McClellan's airport traffic area). Patterns W of Rwy 16. Call Tower on 124.6 for traffic advisories. For more information call (509) 643-5537.

NAVAL AIR STATION, MOFFETT FIELD: Located 6 miles WNW of San Jose Municipal Airport, 2 miles SE of Palo Alto Airport, and approximately 20 miles SE of San Francisco International Airport. Refer to the San Francisco Group I Terminal Control Area chart for required operating rules and pilot equipment requirements and procedures. Contact Bay TRACON on the following frequencies: Arriving from South, 135.65; arriving from East, 132.55; arriving from North, 135.4; and arriving from West, 124.4. Caution: High density traffic of various category aircraft operating at or below 2,500' within a 5 mile radius of the airport. For more information call (415) 966-5231.

TRAVIS AIR FORCE BASE, Fairfield (50 miles NE of San Francisco): Wake turbulence danger due to extensive jumbo and heavy jet local training, surface to 5,000' MSL within 15 miles of the base. Traffic patterns overlap I-80 and I-505. High mid-air potential near Travis VOR, Lake Berryessa, freeways, and Nut Tree Airport. Request aircraft use transponder and contact Travis Approach Control on 126.6. For more information call (707) 438-3020.

Southern California

CAMP PENDLETON MARINE CORPS BASE, Oceanside (30 miles N of San Diego): Avoid restricted areas, particularly R-2533 which extends 3-4 miles out over the water from surface to 2,000' MSL (beach area between San Clemente and Oceanside). Avoid two bottle-neck entry points at Oceanside VORTAC (Channel 100, 115.3) and around Fallbrook Airport E of the base. Patterns extend over Fallbrook and are normally flown at 2,600' MSL. For more information call (619) 725-4956).

CHINA LAKE NAVAL WEAPONS CENTER, China Lake (75 miles NW of Barstow): Low-level training routes from 500-1,500' AGL between Mojave and Lone Pine, CA. It is recommended that north and south bound aircraft stay west of Highway 395 between Haiwee Reservoir and Inyokern-Kern County Airport. Most base traffic departs/arrives from the S, abeam Ridgecrest, CA. Beware of jet traffic in the "Trona Corridor" between restricted areas R-2505 and R-2524. For more information call (619) 939-5339.

EDWARDS AIR FORCE BASE, (30 miles N of Palmdale): Avoid all restricted areas unless deactivated by FSS or Edwards Approach Control. Extensive low-level operations within R-2515 and below lateral limits of R-2508 (designated Military Operating Area). Request aircraft transiting this MOA contact Approach on 127.8 or 126.1 for traffic advisories. Use extreme caution near Owens and Koehn Dry Lakes due to extensive air-to-air/aerobatic practice. Congested VFR routes from Mojave N along Hwy 395 and NE through Trona Gap (over Searles Dry Lake). Request pilots call the Central Coordinating Facility, (805) 277-4094, for potential traffic areas/density prior to planning flights through the MOA. For more information call (805) 277-2623.

EL CENTRO NAVAL AIR FACILITY, El Centro (120 miles east of San Diego - 50 miles west of Yuma, AZ): Heavy FCLP Touch-and-Goes with light to medium flight ops throughout the year. El Centro has an ATA - no radar available. Main runway is 8L-26R. Standard departure turnouts, from all runways, are to the south. R-2510 borders the ATA from the west to the north, Kane MOA is 1 mile north of the airport - 10,000 and above. Prior to entering any Special Use Airspace, contact Los Angeles Center on 128.6/291.7. For more information call (619) 339-2507 or Autovon 958-8507.

EL TORO MARINE CORPS AIR STATION, (40 miles SE of Los Angeles): Traffic funnels to Dana Point between 3,000-4,000' MSL for arrival corridor to Rwys 34L/R. TRSA established; contact Coast Approach Control on 128.1/132.7 for traffic advisories when transiting Santa Ana TRSA. CAUTION: Extensive traffic in vicinity of coastline between Dana Point and Huntington Beach, and near John Wayne (Orange Country) Airport from surface to 7,000' MSL. Continuous helicopter operations below 1,500' MSL at MCAS (H) Tustin 4 miles NW of El Toro. For more information call (714) 651-2706.

GEORGE AIR FORCE BASE, Victorville (40 miles N of San Bernardino): Extensive low-level operations from surface to 3,000' AGL from Silverwood Lake to 30 miles N of Hector and Daggett VORTACS, and from Palmdale to Owens Lake along the Sierras. Extensive low altitude flying in Military Operating Area beneath R-2508. Base traffic funnels into a 24 mile final for Rwy 16. Be aware near Hwy 395 in the vicinity of George, and I-15 and I-40 in the vicinity of the Hector and Daggett VORTACS. For more information call (619) 269-2920.

IMPERIAL BEACH OLF, Imperial Beach (20 miles S of San Diego): Extensive helicopter operations surface to 500' AGL in onshore training areas 12-15 miles E of field. Offshore training areas 10-40 miles W active surface to 1,000' MSL. For more information call (619) 437-6931.

MARCH AIR FORCE BASE, (9 miles E, SE of Riverside): High density heavy and fighter type jet traffic from 2,700-5,000' MSL. Primary routing funnels traffic on a 20 mile final over the March VOR to Runway 32. Traffic pattern is west of the field closely paralleling and crossing Highway 15E from Sun City to Riverside. Contact Ontario Approach on 134.0 or March Tower on 127.65 for advisories. For more information call (714) 655-4481.

MIRAMAR NAVAL AIR STATION, (15 miles N of San Diego): Miramar is located within San Diego TCA (Group II). Extensive operations 7 a.m. - midnight daily. Caution: Arrival corridor 12 miles E of field at 7,000' MSL and below for Runway 24. Departure corridors to the W at 2,000' MSL (to 10 miles offshore), and to the NE climbing to 11,000' MSL. Do not mistake Miramar for Montgomery Field located 3 miles S. Use extreme caution in vicinity of Miramar. For more information call (619) 271-3530.

NORTH ISLAND NAVAL AIR STATION, San Diego: Extensive helicopter operations surface to 1,000' AGL within 15 miles in S and W quadrants. Fixed wing operations 2,000-5,000' AGL within 25 miles transiting to/from warning area W-291. Rwy 29 arrivals pass under southern tip of San Diego TCA VFR corridor at 3,000' and below. For more information call (619) 437-6931.

NORTON AIR FORCE BASE, San Bernardino: Heavy arrival and departure traffic at all hours within Ontario Approach Control Area. Base traffic funnels into 12 mile final to Rwy 06 at 3,200' MSL. For more information call (714) 382-6496.

TWENTYNINE PALMS EAF, Marine Corps Air Ground Combat Center (MCAGCC), Twentynine Palms, California: Avoid restricted area R-2501. During scheduled exercise periods extensive heavy transport/tactical jet traffic along Twentynine Palms VORTAC (TNP chan 89/114.2) radial 285 between the VORTAC and EAF from surface to 6,000' and east of the VORTAC from 6,000 to 16,000'. Contact Los Angeles Center on 128.15 MHz for traffic information. All times extensive helicopter traffic surface to freezing level to/from EAF to the Southwest via Banning Pass. For more information call Comm (619) 368-6644, Autovon 952-6644/7321.

POINT MUGU NAVAL AIR STATION, (60 miles northwest of Los Angeles): Predominant north/south military and east/west civil arrival and departure routings, causing congestion northeast of Point Mugu/Oxnard. Caution: Sectional Chart split at Point Mugu; coastline oriented east/west; hazardous Missile Test Center operations in R-2519, R-2520, and W-289; two rifle ranges along coastline, flight below 1,000' prohibited when hot. Request aircraft contact Approach on 124.7 for traffic advisories. For more information call (805) 982-8854.

Arizona

DAVIS-MONTHAN AIR FORCE BASE, Tucson: Extensive jet traffic to and from low altitude working area located 40 miles W of field between 8,500-9,000' MSL. Traffic pattern is 5,500' MSL. Extensive IFR traffic for Runways 12/30 within 17 miles at 6,000-7,000' MSL. Intensive training at the base which is located only 5 miles E of Tucson International. Additional jet training at Pinal County Airport located 20 miles N of Tucson. For more information call (602) 748-4787.

LUKE AIR FORCE BASE, Phoenix: High-speed jet departures/arrivals cross the Phoenix-Las Vegas flyway (between Wickenburg and Glendale), and the Phoenix-L.A. flyway (between Buckeye and Litchfield). See FAR 93.75 for V-16 corridor. Phoenix Approach Control & Luke GCA can provide traffic advisories. Extensive high-speed low-level activity throughout AZ to restricted areas R-2301 and R-2304/5 at 100' to 5,000' AGL. Consult sectional charts for exact routes. For more information call (602) 856-6941.

WILLIAMS AIR FORCE BASE, Phoenix: Extensive jet traffic above 1,000' AGL within 10 miles of base all quadrants. Jets routed over Chandler Muni and Falcon Field at or above 4,000' MSL. Jets maneuver in Williams Military Operating Area 7,000' MSL and above, and use Florence-Coolidge Muni for pattern training. High-speed low-level traffic on IR-272/274 routes (See sectional charts, or AIM Graphic Notices & Supplemental Data). Contact Phoenix TRACON on 120.4 for traffic advisories. For further information call (602) 988-2611, Ext. 5261 or write 82 FTW/SEF, Williams AFB, AZ 85224.

YUMA MARINE CORPS AIR STATION, Yuma International Airport: Extensive jet training operations vicinity of airport. High-speed jet traffic all quadrants. Mexican border close proximity south side of airport. Contact Approach Control on 120.0, Tower on 119.3, ATIS on 118.8. Airport is joint-use. Contact Yuma FSS for information at (602) 726-2601. FSS hours of operation 1500Z to 2300Z.

NEVADA

NELLIS AIR FORCE BASE, Las Vegas: Avoid the restricted areas in the Nellis Range Complex NW through NE to Tonopah and Wilson Creek. Use caution for three low-level routes (VR-1406, VR-1225, & IR-286) feeding into the Complex. Extensive training in the Military Operating Areas within the Complex. Contact Nellis Control for traffic advisories (119.35/126.95 NW, & 126.65/124.45 NE).

FALLON NAVAL AIR STATION, Fallon: Avoid restricted areas in the Fallon Range Complex. Extensive jet traffic within 20 miles of airport and within Military Operating Areas to the north, east and south. Intensive high-speed low-level traffic on the following routes: IR-280, IR-281, VR-201, VR-1250, VR-1251, VR-1252, VR-1253, VR-1254, VR-1255, VR-1261. Avoid Aerial Refueling Track overhead station from 15,000-17,000' MSL during scheduled usage times (alerted by NOTAM). Exercise extreme caution while operating in the vicinity of Hazen VORTAC and Fallon Municipal Airport. The following areas should be avoided due to their proximity to target run-in/run-out lines and extreme risk of mid-air collisions: Airspace within 15 miles of the western edge of R-4810 below 9,000' MSL; airspace within 5 miles of the southern circular boundary of R-4803. Usage of VFR corridors between R-4816S and R-4804 and the VFR corridor through Gabbs/Austin Military Operating Areas strongly recommended. Request aircraft contact Fallon Approach Control on 126.2 for traffic advisories. For further information call the NAS Fallon Airspace Management Center at (702) 423-5161, Ext. 2413/2590.

LOS ANGELES TIMES 3-20-85
BUSINESS SECTION CC1/Part IV

Lockheed 10-Year Plan: $10 Billion for Projects, Primarily in California

By RALPH VARTABEDIAN, *Times Staff Writer*

Lockheed Corp. has disclosed a strategic plan to spend $10 billion over the next decade on research and facilities construction, concentrated on its Southern California and Silicon Valley aerospace facilities.

The plan, described by Ben Rich, president of Lockheed Advanced Aeronautics Corp., in a recent interview and confirmed by other Lockheed officials, includes a significant expansion of the firm's Kelly Johnson Research Center, located about 45 miles northeast of Los Angeles.

Lockheed will build as many as five technical facilities there and increase employment from 400 to as many as 3,000 scientists, engineers and technicians, Rich said.

The expansion will make the center what is believed to be the largest private aerospace research center in the world, complete with supersonic wind tunnels, a computerized weapons simulator, radar ranges, material laboratories and acoustics chambers, he said.

At the same time, Lockheed will continue to reduce its operations at Burbank, transferring increasing amounts of engineering work to the new center and production to its assembly facilities in Palmdale, Rich said.

Earned Record $344 Million

Lockheed had previously announced plans to move its corporate headquarters from Burbank to Calabasas next year.

The ambitious expansion plan reflects Lockheed's surging profits, which have set records in each of the last three years. The company earned a record $344 million in 1984, up 31% from 1983, and posted a $22.8-billion order backlog, equal to three years of work.

Lockheed's massive commitment in research and capital spending also substantially ups the ante among aerospace firms seeking the next generation of military programs, which will be fewer in number and more hotly contested. Air Force and Navy orders during the rest of this century are not expected to be enough to support the U.S. aircraft industry at its current size, even though the space and defense electronics businesses will continue to grow, experts agree.

"If you look at Lockheed aircraft sales, they go up in a bubble until 1989 and then they collapse unless we get a new program," Rich said. "We have to structure the company so that, if we have to contract or expand, we will be in a position to do it."

Rich was referring primarily to the C-5B program, a $7.8-billion program to build 50 of the large Air Force cargo transports. Financial analysts also say Lockheed has a multibillion contract to produce classified "stealth" fighters, planes that are invisible to radar.

$6 Billion on Missiles, Space

Lockheed is aiming much of its research efforts at winning the advanced tactical fighter, the Air Force's next generation of jet fighter and one of the few major programs looming before aircraft producers.

"In 1988, I will have a whole cadre of engineers ready to go," Rich said. "I am saying, 'Mr. Air Force, if you want a new fighter, I am ready.'"

The Lockheed plan is to spend about $6 billion of the $10-billion investment on its missiles and space business, headquartered in Sunnyvale, and $4 billion on its aeronautics business, which will be headquartered at a new office at the Kelly Johnson center, Rich said.

The scientific center is located at a sprawling 600-acre site nestled between the San Gabriel and Santa Susanna mountains. It is named after Lockheed aircraft designer

Please see LOCKHEED, Page 3

ITEM C

LOCKHEED

Continued from Page 1

Kelly Johnson, who is credited with designing 40 aircraft.

About half of the $10 billion would be spent on construction of new facilities and half on research and preparations to make contract bids.

The construction will be primarily at Kelly Johnson, Lockheed's missile and electronics operation at Sunnyvale and possibly Palmdale. Other investments will go to Lockheed's Georgia facility and the firm's aircraft service operation in Ontario.

Lockheed will spend $55 million this year on construction of a weapons simulator at the Kelly Johnson center, a large computer-operated facility to be used in the design and development of all types of weapons, Rich said. Another $70 million will be spent on the facility to bring it to full-scale operation by 1987.

The buildup of employment at the center will be partly from new hiring but also from the transfer of employees from Burbank and Georgia, he said.

The reduction of Burbank operations has long been expected. Lockheed already has discontinued assembling aircraft in Burbank and has shifted increasing amounts of production work to its facilities in Palmdale.

The firm is also planning to move to the Kelly Johnson center the so-called Skunk Works, the unit that builds highly classified aircraft and missiles. The unit is now part of Lockheed California Co., a manufacturing and development organization in Burbank.

Rich also said Lockheed could potentially expand manufacturing operations at its Palmdale site, where it now uses only about one-third of the 680 acres it owns. The expansions will occur if the firm wins the advanced tactical fighter, he said.

Lockheed plans to explore unique ideas for the new jet, Rich said, such as building aircraft that would be much less expensive but whose airframes would also wear out more quickly.

"I want to design aircraft for wars, not peace," Rich said. "What do I mean by that? In peacetime, maybe I should design things that you can throw away and keep only a few good ones for war.

"Airplanes have become too expensive. In wartime, we might need an aircraft only six months or a year. I can make paper cups that I throw out. Diapers. I want to find a new way of building airplanes," he said.

Attachment to Letter [illegible]

240 Talud Terrace
Camarillo, Calif. 93010
August 15, 1984

PRC Engineering,
972 Town and Country Road
Orange, Calif. 92667

Ref; Safety & airspace considerations

Dear Ms. Salenius:

I attended the "Scoping" meeting at the Camarillo airport last Monday night, and would like to add one additional negative factor regarding the possible relocation of the Air National Guard at Point Mugu. To my knowledge, no one mentioned a study of weather conditions, as it affects flying, at the three locations under consideration. The years I have spent as an airline meteorologist focus my attention on this factor.

I feel a comparative study of the days per year and hours per day of ceilings and visibilities below VFR minimums (or some other designated minimums) should be included in your E.I.R. study. VFR minimums used to be 1000 feet and 3 miles visibility, and probably haven't changed much in recent years. Most private pilots flying out of Camarillo airport are supposed to follow VFR minimums.

I live about 1000 yards from the Camarillo High School, and am directly under the final approach pattern for the Point Mugu air strip. This noise has to be experienced to really be appreciated; I realize the noise factor is already included in your study.

Military flights on final approach are frequently above the cloud base (and invisible) as they pass over my house. Of course, this is no problem for them with the instrument landing systems in use. However, at some point on their final approach, they will break out into the clear and, at this point, will first become visible to private aircraft from the Camarillo airport.

These private aircraft, often flying at right angles to the Point Mugu final approach, create a hazard, particularly on days and nights with reduced ceilings and visibilities.. Additional flights of the Air National Guard could only increase this hazard.

There is another item pertaining to weather which really doesn't qualify as a factor in your E.I.R. study; however, I feel I should mention it.

From the standpoint of the number of days of good flying weather, Point Mugu can't compare with your other two alternative locations. Not knowing the intent of the Air National Guard's training exercises, I can only guess that the more training time available, the better.

Very truly yours,

Robert M. Johnston

Attachment to Mr Thom Letter

240 Talud Terrace
Camarillo, Calif. 93010
March 11, 1985

MSGT Riley Black
Dept. of the Air Force, 146th TAW
8030 Balboa Blvd.
Van Nuys, Calif. 91409

Ref: Safety & airspace considerations

Dear Sir:

I have read portions of the Draft Environmental Statement (DEIS) on the relocation site alternatives for the 146th Tactical Airlift Wing, and wish to add the following comments.

A copy of my original letter of August 15th is enclosed, and I don't feel that my concerns regarding "Safety and Airspace Considerations" have been addressed in this report. For instance, on page III-65 under "Factors", the statement is made that VFR flights don't present a problem to existing NAS Point Mugu air traffic operations. This contradicts paragraph 5, page III-59 which indicates near misses have been reported between Point Mugu air traffic and flights operating out of Camarillo airport.

In the section on "Meteorological Conditions", pages III-75 through III-77, the number of hours per day and days per year with visibility ½ mile or less were tabulated for all site alternatives. This may well be the designated minimum that the TAW wishes to use for their training flights, but it doesn't bear upon the situation I attempted to describe on the final approach over East Camarillo. (see paragraphs 4 and 5 in my August 15th letter)

Assuming a ½ mile visibility in the entire general area, no one will be using the Camarillo airport, anyway. It is a ceiling in the 1000 ft. to 2500 ft. range that causes the problem, and hides the military aircraft on their final approach; VFR flights will be operating out of Camarillo airport under these ceiling conditions, and create the potential for mid-air collisions. In my previous letter, I was remiss in not mentioning VFR flight operations out of Ventura County airport; they create essentially the same hazard as those from Camarillo airport.

In essence, the air traffic problem described above already exists; additional flights of the Air National Guard will only aggravate the situation. However, at some future time, if this site were chosen, airspace conflicts and safety concerns might seriously curtail training flight time because of the rather common occurance of these coastal cloud decks.

Very truly yours,

Robert M. Johnston

cc: F.S. Esty, Camarillo City Councilman
Joe Gaynes, Camarillo
Don Thorn, Somis

RESPONSE TO COMMENTS BY DON THORN
APRIL 8, 1985

No. 1: This ranking was for airspace considerations only, exclusive of all other factors.

No. 2: Indeed, some delays may occur at NAS Point Mugu but not to the level that currently exists at Van Nuys Airport.

No. 3: It is the opinion of the Flight Controls officer at NAS Point Mugu and shown as a recommendation in the Camarillo Airport Master Plan that construction of a control tower at Camarillo Airport would more effectively resolve existing and potential airspace conflicts. Also, please refer to the response to comments (Item No. 7) from Eugene R. Mancini on pages 175-176.

No. 4: Both the nature of the 146th TAW's mission and design criteria for military facilities have changed over the many years the 146th TAW has been located at Van Nuys. According to current military design standards, a base to serve the current operations of the 146th TAW would have to be substantially larger. In addition provision is being made at the new site to assure that land is available for on-site wastewater treatment should it be necessary. The larger site also permits adequate setback and buffering from existing and future adjacent uses, and prevents problems due to future encroachment by higher intensity uses such as those experienced at Van Nuys.

No. 5: Palmdale International Airport is officially considered to be a viable long term proposition by the City of Los Angeles Department of Airports. Development in the Antelope Valley and the canyons between it and the San Fernando Valley will continue to occur over time, so that although a high speed transportation system now appears unlikely, the market population will continue to spread northward towards the Palmdale site. The Department of Defense and the City of Los Angeles have not, as noted in the EIS, resolved

their conflicts as to the use of the Palmdale joint military/ commercial airspace.

No. 6: Aircraft of the 146th TAW will no longer be flying out of Van Nuys once the relocation occurs. It is recognized, however, that increased flying time and fuel consumption are likely to be associated with operation out of the Point Mugu location when compared to AF Plant #42. This is due to its coastal location as opposed to Air Force Plant #42's central location midway between the two bases most commonly used for flight training. Since one of the functions of the Air National Guard is training for flight readiness this does not appear to conflict with the unit's overall goals.

No. 7: Between the release and circulation of the Draft EIS and preparation of the Final EIS the Air Force has made available a parcel of land on the southern boundary of Air Force Plant #42. Detailed biological and cultural resource and traffic analysis studies for this site were completed. A summary of anticipated impacts are provided in Appendix VIII of the Final EIS.

No. 8: The number of annual operations (70,484) has been verified twice with the NAS Point Mugu tower chief and is accurate for 1983. The aircraft types shown in EIS Table III-4 are very representative of the fleet mix at NAS Point Mugu. Aircraft shown in this correspondence do operate at NAS Point Mugu from time to time but make up relatively low percentages of the fleet mix. 1984 operational levels were not used since the majority of the technical report was prepared during calendar year 1984 prior to the availability of a full year's data.

No. 9: When the place of residence of full-time personnel is taken into account relative to the Point Mugu and Palmdale site alternatives, travel distance data indicates that a larger number of full-time personnel would be adversely affected if the Palmdale site were selected. Specifically, 107 full-time personnel living in the West San Fernando Valley and Ventura County would have to drive in excess of 30 additional miles round-trip to commute to the Palmdale site

compared to 53 full-time personnel living in the Antelope Valley that would have to drive in excess of 30 additional round-trip miles to commute to the Point Mugu site.

No. 10: Undoubtedly the Lockheed relocation will stimulate growth in the Palmdale-Lancaster area. It is unlikely, however, that this new growth in Palmdale will offset the four to one population pool advantage enjoyed by the Point Mugu site. See also response to City of Lancaster comment number 7 on page 114. Navy recruitment problems with their reserve units cannot be translated to the Air National Guard. Reserve recruitment issues may have more to do with specific Navy missions, practices and procedures than with an inadequate population pool or competition between reserve units.

No. 11: A 60-mile radius is very often used in remote areas where travel on uncongested rural roads can be easily accomplished and where competition from other activities and employment opportunities is minimal. The 50-mile radius is typically applied in urban areas where the latter factors begin to become important. Baseline recruiting data was supplied by Air National Guard recruiting analysts in Washington according to their standard procedures.

No. 12: Airspace congestion at Van Nuys Airport is considerably more congested than at NAS Point Mugu. Please refer to Items No. 7, 8 and 9 in the response to comments from Eugene R. Mancini (pp. 175-177).

No. 13: Comment No. 1, 2 and 3 - Acknowledged.

No. 14: Weather is not a significant restrictive influence on training operations by the ANG at NAS Point Mugu. Please refer to the response to comments (Item No. 9 on page 177) by Eugene R. Mancini. Missile operations do not impact ANG operations as they do not share the same airspace. Vandenberg AFB missile firings and space shuttle training would have no impact on ANG activity. The remaining comments under this comment number (No. 14) are the

writer's opinion, not supported by the findings in the DEIS or by conversations with FAA or NAS Point Mugu personnel. Please refer to Items 7, 8, 9 and 10 in the response to comments from Eugene R. Mancini on pages 175-179.

No. 15: The fact that the Van Nuys base shares the runway apron with private operators is a very real security concern. Civilian access is facilitated by the fact that full perimeter fencing cannot be provided. Security concerns include vandalism and unauthorized civilian access as well as terrorist actions. The full perimeter fencing and base security systems available at Point Mugu are far superior to those at Van Nuys.

No. 16: A connection to the City of Oxnard's water supply system is one of three alternative sources reviewed in the EIS. Connection to the City's system was judged to have the greatest impact and thus, is the least likely to occur. Wastewater will most likely be treated at the Oxnard Wastewater Plant, through a purchase of capacity from the NAS. All construction funds will come from the ANG.

No. 17: The ANG, as with many military operations, does not typically operate on weekends. Consequently total annual operations should not be divided by 365 days since there are 260 working days per year. Although the ANG does plan on training activities one weekend per month, 260 days was used to divide into 3,855 to assure a worst case average day of 14.84 operations.

No. 18: Table IV-4 does address future "operational" expansion at Van Nuys Airport without relocation (i.e., 24 operations). Page III-9, Table III-1 shows existing operations (1983). To get a daily average divide by 260 = 14.84.

No. 19: This is the writer's opinion not supported by the findings in the DEIS. Please refer to the response to comments (Items 7, 8, 9 and 10, pp. 175-179) from Eugene R. Mancini.

No. 20: Please refer to response to comment No. 8 by Eugene R. Mancini, dated April 1, 1985 on page 177. The 500,000 annual operational level criteria is for existing airspace and not based on the potential vagaries in forecasting.

No. 21: "There would be restrictions outlined for the R2515L" zone, but the impact to ANG C-130 aircraft activity is not expected to be a significant factor. The Trona Gap/Searles Dry Lake area is an active area but poses no serious "restrictions," as is the case with Owens and Koehn Dry Lakes, relative to the ANG relocation to AF Plant #42.

No. 22: Not applicable.

No. 23: The number of ANG flight does change. Please refer to EIS Tables IV-1, IV-2 and IV-3.

No. 24: The rating of airspace congestion is based on existing operational levels at those subject nearby airfields. Please refer to EIS Pages III-61 and IV-52.

No. 25: Please refer to the response to comment No. 11 on pages 179-180 and to the responses to comments Nos. 1 and 3 made by Eugene R. Mancini on pages 170-172. Again, this ranking was for airspace considerations only, exclusive of all other factors.

No. 26: Please refer to the discussion of the recruitment area in response to comment No. 11 on page 212.

J.B. Smith Company
REAL ESTATE SALES & EXCHANGES
3301 OCEAN PARK BOULEVARD, SUITE 111
SANTA MONICA, CALIFORNIA 90405

April 9, 1985

Department of the Air Force
146th. TAW 8030 Balboa Blvd.
Van Nuys, Calif. 91409

TO WHOM IT MAY CONCERN

I am a property owner and resident of Mission Oaks Camarillo California. (5630 Mulberry Ridge Drive)

I strongly oppose any additional air traffic over our homes in the Mission Oaks area, and therefore disapprove the Air National Guard's proposed move to Point Mugu.

At a time when the President and Congress are trying to find ways to reduce the deficit, the Air National Guard appears to be going out of it's way to relocate to the most expensive location.

The Pamdale site is without a doubt the least expensive and at the same time the most ideal location. It would permit future expansion for the Guard, without causing public fury.

Our families and homes must be protected by what ever means are necessary.

Sincerely,
J. B. Smith
J.B.SMITH/C.F.I.A.

A Real Estate Broker is the person qualified to advise on Real Estate . . . (213) 450-3231

RESPONSE TO COMMENTS FROM J. B. SMITH
J. B. SMITH COMPANY
APRIL 9, 1985

This is largely a statement of the author's opinion. A discussion of relative cost factors associated with the relocation sites is included in the response to comment No. 2 made by Councilman F.B. Esty of Camarillo on page 102.

April 12,1985

1878 Ridgewood Drive
Camarillo, CA 93010

MSGT Riley Black
Department of the Air Force
146th Tactical Airlift Wing
8030 Balboa Boulevard
Van Nuys, CA 91409

Subject: Draft Environmental Impact Statement, Relocation of the 146th Tactical Airlift Wing of the California Air National Guard

Dear MSGT Black,

I am a homeowner living directly under the proposed flight path of the 146th Tactical Air Wing of the Air National Guard. I have read the Draft Environmental Impact Statement and I believe that the conclusion that NAS Pt. Mugu is the preferred relocation alternative for the 146th Tactical Air Wing is not supported by this document or other facts and observations. Also, I believe that certain pertinent factors such as noise and air safety were inadequately analyzed. I shall list my specific comments as follows:

1. Air safety is not adequately addressed in the Draft EIS, especially air safety in the Camarillo airspace. The EIS states that "the relocation of the ANG to NAS Pt. Mugu has no negative or adverse impacts upon airspace concerns." Yet, the Camarillo Airport operates near us and the landing approach to this airport crosses the proposed and existing flight paths of military aircraft landing at Pt. Mugu. Also, many ultralight aircraft and hot-air balloons use the airspace above our homes. With the addition of 8 to 31 flights of C-130s (the exact numbers are not made clear) per day, the chances of a mid-air collision over my neighborhood increase. Why were these hazards not addressed in the EIS?

2. Noise is not addressed with the seriousness it deserves. The noise modelling techniques used to predict noise impacts are apparently predicting <u>average</u> noise levels. The noise levels which are most disturbing to residents living under the flight path of the planes are the <u>single-event intrusive</u> noise levels, not the average noise levels. These single event intrusive noise levels should be measured using actual C-130 aircraft at the height at which they will fly over our neighborhood. The measured values should then be checked against Camarillo's local noise ordinance, to see if the noise from the aircraft violates that ordinance. My own personal observations of the various aircraft flying over my home suggests that, even now, the "relatively quiet" C-130s are violating the local noise ordinance when they fly over.

3. The Draft EIS does not discuss the cost of buying the agricultural land to be used for the site at Pt. Mugu. Yet, this land purchase has got to be the costliest of the relocation alternatives considering the premium prices paid locally for residential land. The Draft EIS states that:

> "implementing the proposed action would result in the loss of 239 acres of some of the most productive prime agricultural soils in the United States."

This goes against the Ventura County General Plan because it would require building on designated agricultural land. Why buy expensive prime agricultural land especially when this country has a massive deficit to reduce? It seems to me that the other relocation alternatives, especially AF Plant #42, would be cheaper with lesser impacts.

I present the above comments with the suggestion that they be investigated thoroughly and the results of that investigation incorporated into the Final Environmental Impact Statement.

Sincerely,

Bruce D. Burkland

Bruce D. Burkland

RESPONSE TO COMMENTS FROM BRUCE D. BURKLAND
APRIL 12, 1985

No. 1: Please refer to the responses to comments Nos. 4, 5, 7 and 10 made by Eugene R. Mancini (pp. 172-174, 175-176, 177-179) and comment No. 14 made by Don Thorn pp. 212-213 for a further discussion of safety issues.

No. 2: An extensive analysis oı single event noise is included in the noise section of the EIR. Further discussion is also provided in the response to comments Nos. 11 and 12 made by Eugene R. Mancini (pp. 179-180).

No. 3: Please refer to the response to comment No. 6 made by Eugene Mancini on pages 174-175.

April 8, 1985

MSGT Riley Black
Department of Air Force
146th Tactical Air Wing
8030 Balboa Blvd.
Van Nuys, California 91409

Re: Draft Environmental Impact Statement for Relocation of 146th Airlift Wing of the California Air National Guard

Dear Sergeant Black:

The attached document was written by an attorney whose expertise and law practice deals with environmental problems. He was asked to review the Environmental Impact Statement and the enclosed five page report is a paraphrasing of his conclusions.

Very truly yours,

Helen Glassman

Helen Glassman
40036 Village 40
Camarillo, Calif. 93010

cc: Senator Alan Cranston
Senator Pete Wilson
Cong. Bobbie Fiedler

Report Attached

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

April 9, 1985

The Honorable George Deukmejian,
Governor,
State of California
Sacramento, California 95814

RE: DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR RELOCATION OF 146TH
AIRLIFT WING OF THE CALIFORNIA AIR NATIONAL GUARD
CALIFORNIA STATE CLEARING HOUSE #84080104
FEDERAL EIS #850077 (50FR8388, MAR. 1, 1985)

Dear Governor Deukmejian:

The attached document was written by an attorney whose expertise and law practice deals mainly with environmental problems. He was asked to review the Environmental Impact Statement and the enclosed five page report is a paraphrasing of his conclusions.

Thank you for your consideration.

Very truly yours,

Helen Glassman

Report Attached

cc: Senator Alan Cranston
Senator Pete Wilson
Cong. Bobbie Fiedler
Msgt Riley Black, Air Wing
Mr. Allan Hirsch, Dir Office of Fed. Activities
Ms. Loretta Kahn Barsanian, Chief, EIS, Review Section
Mr. Earl A. Tucker, Chief, Dept. of Trans. (Aeronautics)
Mr. Darwyn Briggs, Chairman, U.S. Dept. of Agriculture

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

MSGT Riley Black
Department of Air Force
146th Tactical Air Wing
8030 Balboa Blvd.
Van Nuys, California 91409

Re: Draft Environmental Impact Statement for Relocation of 146th Airlift Wing of the California Air National Guard

Attn: MSGT Riley Black

Gentlemen:

I have reviewed the Environmental Impact Statement for relocation of the 146th Tactical Airlift Wing of the California Air National Guard Unit and the recommendation therein that the relocation be to NAS Point Mugu.

1. As a general comment, in view of the specific criteria utilized by the study and the impact and alternatives to relocation, there appear to be strong arguments against relocation to NAS Point Mugu and/or better alternatives to this site. The alternative site at Air Force Plant 42 (Palmdale) appears, from the investigation, to be the preferable site. With regard to socio-economic criteria given on III-40, it appears that regardless of the relocation to any of the alternative sites, 40% of the personnel will travel 50 or more miles. Considering Table III-5, only 16% of the personnel reside in Ventura County. Counting an additional 4% that live in West Los Angeles, a maximum 20% of your personnel will be directly benefited by the move to NAS Point Mugu. 80% will be inconvenienced by a move to any of the suggested alternate sites.

2. On page III-40 it indicates that 70% of your recruits have prior military experience. 57% of your personnel are 35 years or older. An analysis of potential recruitments of 17 to 29 year olds results in a minority faction of the personnel being a major determining factor. In spite of that error in analysis, figures on page III-47 demonstrate that Air Force Plant 42 (Palmdale) has the actual largest recruiting base within a 50 mile radius, to wit: 1,729,000 projected in 1988 to be 1,832,000. The analysis of recruiting potential for NAS Point Mugu III-49 is 1,141,000, 1/3 less. Consider also

3. that there is an equally difficult transportation problem from the San Fernando Valley area to NAS Point Mugu due to narrow roads on Highway #1 and Highway #118, as there is to Palmdale due to circuitous routing. Further, Highway #101 is

the busiest and most congested state highway in California. While there may be a slightly greater travel distance from the San Fernando Valley to Air Force Plant 42 (Palmdale), the travel time is probably equivalent due to the traffic limitations above-mentioned.

3 Surface transportation to Air Force Plant 42 (Palmdale) consists of a six lane freeway as above-mentioned. NAS Point Mugu is served by Highway #1 and Highway #118, which are two lanes in some areas. In recommending that NAS Point Mugu is easily reached by personnel, no analysis has been done of what percentage of these persons would necessarily use Highway #118 from the San Fernando Valley and Simi Valley, Highway #1 from the West Los Angeles and Santa Monica areas, Highway #150 from the Ojai area, Highway #126 from the Saugus, Fillmore and Newhall area or Highway #101 and necessarily the rural arterial roads.

Even overlooking congestion on Highway #101, it is necessary to use several two lane and rural arterial highways to reach NAS Point Mugu, to wit: Hueneme Road, Wood Road, Los Posas Road and Naval Air Road. These rural highways are often congested and certainly more congested on weekends.

4. In regard to safety, the Draft statement at III-59 indicates that aircraft from NAS Point Mugu has already had some near misses as the result of there being no control tower at Camarillo Airport. There is a note that this is a bad safety situation because of instrument conflicts with Oxnard and the unregulated traffic from Camarillo Airport. The alternate sites have none of these safety problems. Indeed, on III-60, air space considerations appear to be most favorable at Air Force Plant 42 (Palmdale) and equally favorable at NAS Point Mugu and Norton Air Force Base. In conjunction with air safety and air space consideration, the bird-strike potential is by far the greatest at NAS Point Mugu. There were approximately 39 times the bird-strikes at Point Mugu as at Air Force Plant 42 (Palmdale) and at least 4 times more at Point Mugu than at Norton. NAS Point Mugu has all of the factors which will lead to continuing and enhanced bird-strike potential, to wit: food, water and nesting areas on the Pacific Flyway.

5.

6. The Draft Impact Statement reflects that weather conditions are dramatically better at Air Force Plant 42 (Palmdale) than at NAS Point Mugu, considering

6. fog, wind speed and wind direction. Table III-14 shows substantially more days with good flying weather at Air Force Plant 42 (Palmdale) than at NAS Point Mugu. NAS Point Mugu has 29 times the number of days with visibility less than one-half mile than at Air Force Plant 42 (Palmdale).

Also, IV-52 Air Force Plant 42 (Palmdale) is shown to be the most preferable site in terms of available air space and safety.

7. The Draft Impact Statement III-81 is inadequate in its discussion of potential impact of the 146th Tactical Air Wing on air quality. Ventura County is a non-attainment area for ozone. As is stated at page IV-63, any increase in military aircraft operations, no matter how small, is inconsistent with the growth forecast for the local air quality management plan.

Page IV-63 indicates that the air pollution impact of relocation to NAS Point Mugu will be a substantial exceedence of levels of NOx and Hydrocarbons in what is already a non-attainment area.

Page IV-66 the Draft Report indicates that the County Air Pollution Control District has no regulatory control over the individual planes. However, this does not alter the fact that NAS Point Mugu is not a favorable site for relocation based on air quality criteria.

8. One of the most serious impacts of relocation to NAS Point Mugu is the removal of 239 acres from agricultural production. The Oxnard Plain is one of the most productive agricultural areas in the United States. The particular site generates up to $1,470,000 in gross income. Public Law 97-98, The Farm Land Protection Policy Act, has as its purpose identifying, and where possible minimizing, the effects of Federal Programs on the conversion of farm land to non-agricultural uses. The Act requires that the actions of federal agencies will comport with local zoning decisions, and to the extent practicable, be compatible with State and local governments and provide programs and policies to protect farm land. On page III-26 it indicates that the potential site at Point Mugu is designated in the County General Plan as "agriculture and open space." Page III-23 illustrates that the proposed site NAS Point Mugu is incompatible with the agriculture and natural habitat - open space status of the

surrounding area.

9. IV-16 indicates that the NAS Point Mugu site is incompatible with the Ventura County and City of Oxnard General Plans in the areas of open space and agriculture. Of note is the relocation is not incompatible with local planning at the alternative sites of Norton and Air Force Plant 42 (Palmdale). In fact, the City of Palmdale supports the move the operation to their locale.

10. The Draft Statement III-92 raises the issue of ground water resources but fails to address the impact of increased paving on the percolation of ground water into the county aquifers. The Oxnard Plain already suffers from the depletion of the aquifers from overuse and resulting salt water intrusion. An increased paved area will reduce even further needed recharge of the aquifer.

11. On page IV-22 it indicates that the housing situation strongly recommends Air Force Plant 42 (Palmdale) over NAS Point Mugu. Homes in the Palmdale area are $80,000.00 as opposed to $100,000.00 to $130,000.00 in the Oxnard area and up to $200,000.00 in the Camarillo area. Rental units around the NAS Point Mugu area are double the monthly cost of Palmdale rentals, and availability of units to buy or rent is much more limited in Oxnard than in Palmdale.

12. Page IV - 24-25 indicates there are some personnel who would separate from the 146th Tactical Airlift Wing if a move was made to any site. There is an insignificant difference between the number of full-time and part-time personnel who claim that they would leave if a move were made to Palmdale, as opposed to Point Mugu. In any case, recuitments in the respective communities could alleviate these problems.

13. Page IV-30 the Draft Report indicates that the traffic volume and congestion at Norton and at Air Force Plant 42 (Palmdale) would be moderately increased upon relocation to those sites. Relocation to NAS Point Mugu would lead to considerable congestion on the three two lane roads feeding the site: 1) Naval Air Road, 2) Hueneme Road, 3) Wood Road and 4) Los Posas Road. On weekends, the increased use would lead to greatly deteriorated levels of service. One must consider that on summer weekends these rural roads already receive greatly increased traffic going to Point Mugu State Beach Park, Leo Carillo State Beach and other coastal recreation areas. The severe overcrowding of

13 roads shown on Table IV-26, would result in significant time delays, as well as congestion. A mitigating factor mentioned on IV-45 is that these roads could be improved. Query -- who will be paying for these costs of improvement? Relocation to NAS Point Mugu will result in enhanced costs to the taxpayers of the County of Ventura in improving roads and providing service personnel.

IN CONCLUSION:

I feel that the Draft Environmental Impact Statement inadequately addresses the impact of the relocation to NAS Point Mugu in the areas of traffic congestion, air quality, safety, housing and dislocation of agricultural resources. Considering the information given in the Draft Environmental Impact Statement, the alternative sites are demonstrably preferable. The data in the report does not support the conclusion that NAS Point Mugu is the preferable site.

RESPONSE TO COMMENTS BY HELEN GLASSMAN
MARCH 15, 1985

No. 1: Please refer to response to comment No. 1 by Mr. Eugene R. Mancini on page 170-171.

No. 2: There is no error in analysis on EIS page III-40. While it is true that the majority of current ANG personnel are 35 years or older, these persons were recruited to the ANG at an earlier age, and recruiting objectives must be based on the population 17 to 29 years of age. See also response to City of Lancaster comment No. 7 on page 114.

The recruiting base cited in the beginning of the paragraph for AF Plant #42 cited on EIS page III-42 does not take into account intervening topography which reduces the effective 1988 recruiting base to 275,000, far less than any of the other three alternatives. This point is made in the concluding sentences of that same paragraph.

No. 3: Travel routes, travel times, commuting distances, and residence locations were taken into consideration in conducting the traffic impact analysis. Weekday and weekend traffic volumes and peak hour conditions were quantified and evaluated for the nearby freeways and arterial roads serving as access routes to each site.

No. 4: Please refer to the response to Comment No. 7 from Eugene R. Mancini on pages 175-176.

No. 5: Bird strike potential is difficult to quantify due to the number of variables involved. However, NAS Point Mugu does have the typical biotic attractants such as food, water and nesting areas that increase bird strike potential. Consequently, it is not surprising to see more bird strikes at NAS Point Mugu than the other relocation sites.

No. 6: Comment noted.

No. 7: Air Quality impacts described on EIS pages IV-63 through IV-66 will be offset by the Air National Guard through provision of funding for commuter computer staff per an agreement with the Ventura County Air Pollution Control District. A copy of this agreement and further details are provided in response to comments by Scott Johnson of the Ventura Community Resources Management Agency on pages 63-66.

No. 8: The loss of 239 acres of prime agricultural soils with 210 acres presently in production is recognized as a significant impact. This represents 0.5 percent of the total acreage in the Oxnard Plain (40,771 acres) and 8.5 percent of the tolerable farmland reduction remaining. The Farmland Protection Policy Act, however, specifically does not apply to the taking of farmland for national defense purposes.

No. 9: This information is indicated in the EIS as noted.

No. 10: The introduction of impervious surfaces will reduce percolation of stormwater into the Upper Aquifer System. However, a significant reduction in groundwater pumping is likely to occur with the elimination of the agricultural use of the property.

No. 11: See response to City of Lancaster comment No. 4 on page 113.

No. 12: According to the survey of 779 ANG personnel regarding the Point Mugu and Palmdale sites there is a substantial difference in responses. In the case of full-time personnel, 27 percent would leave the unit if Palmdale were selected compared to 15 percent for the Point Mugu alternative.

No. 13: Because of the infrequent nature of adverse surface transportation impacts, limited to 12 weekends per year, these impacts are not viewed as being significant. Once the relocated base is in operation, the intersections and roadways which provide direct access to the base will be monitored. Should ANG generated traffic be identified as a problem at specific locations, the ANG will consider funding of

off-site roadway improvements on those affected facilities adjacent to the site which provide direct access to the Base entrance. These might include minor modifications at the Hueneme Road/Navalair Road and the Hueneme Road/Ratheon Road intersections and construction of turning lanes at the main entrance to the proposed base on Navalair Road. Major roadway widening projects on facilities used as access routes to the Base will not be funded by the ANG.

April 12-1985

W & G T - Riley Block
Dept. of the Air Force
146th TAW
8030 Balboa Blvd,
Van Nuys, Ca. 91409

Gentlemen;

My feelings about moving the #146 Tactical Airlift Wing to Camarillo and also to San Bernardino are, it's going to be another congested Los Angeles!

Since you are considering the move away from Van Nuys, and since the Palmdale-Lancaster area have the wide open space, the move to Palmdale seems logical. Also Palmdale needs the Wing.

Sincerely,
Frank L Markovich
1607 W. Dora
Camarillo, Ca. 93010

RESPONSE TO COMMENTS BY FRANK L. MARKOVICH
APRIL 12, 1985

This letter is a statement of the writer's opinion.

SPEAKER'S CARD

I wish to speak at the Public Hearing:

Name: Mr & Mrs. Karl W. Thombs

Title:

Representing:

Address: 4387 Heatherwood Ct.
Camarillo, Ca 93010

Telephone: 805-388-0182

Subject of your comments:

Please provide any written comments on the reverse side.

We welcome the Guard to the Pt. Mugu area. Noise and polution problems will be outweighed by the benefits the Guard will bring to the area.

RESPONSE TO COMMENTS BY
MR. AND MRS. KARL W. THOMBS

No response necessary.

JOHN P. STEMAN
85 Camino La Madera
Camarillo, CA 93010

3 APRIL 1985

MSGT RILEY BLACK
DEPT OF THE AIR FORCE
146TH TAW
8030 BALBOA BLVD
VAN NUYS, CALIF. 91409

Regarding the proposed move of the air National Guard to the Point Mugu Naval Air Station: The Environmental Impact Report presented by the air Guard at a recent meeting at the Camarillo City Hall was in my opinion thorough and to the point. The unsubstantiated statistics presented by an organized vocal group from the Eastern Camarillo Retirement Community appeared to be designed to control the meeting and they spoke continuously for about two hours. I had intended to speak in favor of the move but I could see that this small vocal group would control the presentation, so I obtained your name and will express my views in writing.

Just a couple of years ago the elected officials of Camarillo and Ventura County insisted that Point Mugu Naval Air Station be converted to joint military civilian use in order to provide large international carrier service to this area

1.

(2) This matter was taken to Washington DC before the local group gave up the effort. Yet, today these same elected officials will not support the joint military use of the Point Mugu. These elected officials speak in a negative manner or as in the case of the Camarillo City Council, four members remained silent and allowed the one city council member, who is from the Eastern Camarillo Retirement Group, to speak for them in a negative manner regarding the air Guard Move to Point Mugu. You can better understand the silence of the elected officials if you had a chance to examine the voting record of this Eastern Camarillo Retired Group. They do pick a cause or a candidate and really turn out to vote — which is admirable. But when their attitude is "we will win" whether they are right or wrong leaves something to be desired. Further, this small group does not represent all of Eastern Camarillo and they certainly do not represent the whole city. Greater Camarillo is growing faster than the Eastern retirement community and the four city council men who sat on their hands and remained

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(3) silent in order to remove the block support of a small group may be in for a surprise. I'm sorry to bore you with all the local minutia but I feel that it will give you a better understanding of why your people did not get a true cross section of the feelings of the people of Camarillo at the recent meeting.

I am a senior citizen and my wife and I have never been disturbed by aircraft operating out of Point Mugu. In fact the C-130 is the most quiet of all aircraft operating out of Point Mugu. If the air Guard changes to C141

2. air craft that too will not present a noise problem because I have observed them in the local traffic pattern which is North of and sometimes over my house and is of sufficient altitude to preclude any irritating noise pollution.

I have lived in the same house in Camarillo for 23 years and Point Mugu was in operation then and I was aware of it when I bought my home. I feel the same applies to the few argumentive senior citizens from Eastern Camarillo. They had their eyes open when they bought their homes.

I support practical joint use of all Military facilities when less economically

(4) and operationally sound and compatable

Sincerely

John P Steman

P.S. I'm including an article — "letter to the editor," that appeared in the 28 March 1985 Camarillo Daily News

JS

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Letters

The Camarillo Daily News welcomes letters to the editor. Letters should be brief, to the point and preferably typewritten. They should bear the writer's name, address and telephone number. Please address letters to: Editor, Camarillo Daily News, 99 So. Glenn Dr., Camarillo, CA 93010

28 MARCH 1985 CAMARILLO DAILY NEWS

Bias, double standard undermine move

Dear Editor,

"Planning A Move" letter of March 20 had several good points brought forward, points against the Air National Guard moving into Point Mugu Naval Air Station.

But I would like to correct a few of those points. Air National Guard personnel and their families would not have any priorities when moving into housing onboard Point Mugu or into the military housing here in Camarillo. There is a waiting list of two to four months for a three bedroom unit either at Port Hueneme or Point Mugu. Two and four bedroom unit waiting list can be longer period. Port Hueneme and Point Mugu personnel and their families live in the housing at Camarillo. As such, those personnel moving into the area would need to acquire civilian housing. In the event housing was available, not all Air Guard families could move into military housing, this is limited, and a check of military families at Mugu and Hueneme would show a large percentage have to live in civilian housing. This plus the fact that another percentage would be ineligible for military housing.

As for spending. I shop in Thousand Oaks, Camarillo, Oxnard and Ventura when I am visiting the county. I do not limit my shopping to the area where my family lives. Where does it say that someone who lives in a particular town will shop just in that town. This makes little sense.

For several years Army and Navy Air groups have shared space at Naval Air Station Moffett Field in Mountain View, Calif. Also stationed at Moffett is an Australian Air Squadron training group. There has been a joke running throughout the military for a number of years that the Army and the Navy are always against each other. But time and again they have pulled together. Mr. Homes' letter implies that the Navy groups and the Air National Guard would not be able to get along.

More traffic is pouring into our county on the 101 freeway per capita, than would be presented by the occasional jet airplane presented by the Air National guard. Last summer, and for several years now, a pall of smog has lain over Camarillo whenever we have several days of hot windless weather. One has only to look at Camarillo when approaching on 101 or from the Pleasant Valley Road going east, on a hot day to see the smog.

Now for the Air National Guard itself. Several years ago county supervisors, and Camarillo and Oxnard city council members demanded that Naval Air Station Point Mugu be converted into an international airport. The base commanding officer flatly said no, not once but several times. In spite of this several members of the supervisory council and city council members traveled to D.C. not once but several times to ask for Point Mugu, this in spite of the fact that D.C. had repeatedly refused to close the military out of Mugu, and turn it over to the civilian officials, and had said so over the phone and by letter. The trips were at taxpayers expense.

Knowing full well what a civilian airport, in full operation such as John Wayne in Orange County would do to this county, few if any letters were sent in by way of protest. Yet when the Air National Guard requests that they be allowed to station themselves at Mugu, angry letters of protest pour in.

Quite apparently there are two sets of standards in this county, those set forth by the civilian population which is continually demanding the turn over to them of government property, as the case of Point Mugu, and the towns of Oxnard and Port Hueneme demanding entire portions of the CB base be turned over to them. At this moment a realtor is lobbying in Washington, D.C., to acquire property extending the entire perimeter of the CB base at a depth of two blocks.

Then there is the military standard which allows military personnel and their families to be treated like dirt, and the fight to deny cities like Oxnard and Port Hueneme the privilege of taking away government property, or even as has recently been the case, a desire to close CBC down altogether.

I can remember in World War II when we were proud of our military. The civilian populace stood behind and beside them. We worked as a team, it wasn't them and us, just U.S. It is a sad fact that we have fallen below the standards we were so proud of 40 years ago. I for one wish that everyone would really remember where the freedom came from, and at what expense, and I do not mean a monetary cost.

I for one am proud of the fact that my family can boast six generations of military personnel who fought for this country. It saddens me to think that my ancestors would not be so proud to know that the people they fought to keep free no longer appreciate the sacrifice.

Sincerely,
M. Ritter,
Camarillo.

RESPONSE TO COMMENTS BY MR. JOHN P. STEMAN
DATED APRIL 3, 1985

No.1: No response necessary.

No. 2: Table IV-10 results depict single event (noise exposure) levels (SEL) and Max dB(A) levels over eastern Camarillo to range between ordinary conversation at 3 feet to an automobile at 50 MPH at 50 feet for Max dB(A) (See Figure IV-2). SEL values are higher due to the fact that this metric is also a function of time. SEL values are not depicted in Figure IV-2.

24123 Village 24
Camarillo, Ca. 93010
April 1, 1985.

Master Sergeant Riley Black
8030 Balboa
Van Nuys, Ca. 91409

Re: 146 Air National Guard
Moving to Point Mugu.

I and my family are solidly behind the move to Point Mugu.
We are in no way connected with the Air Force so don't have a monetary motive for voting for the move.
I can't understand the selfishness of the people living in Leisure Village.

Sincerely

Ileane M. McDaniel
24123 Village 24
Camarillo, Ca 93010

RESPONSE TO COMMENTS BY DEANE M. MCDANIEL
APRIL 1, 1985

No response necessary.

March 30. 1985

Master Sgt. Riley Black
146th Air National Guard.
Van Nuys, Ca.

Sir: -

Regarding the proposed move of the 146th Air National Guard Unit to Pt. Mugu, I wish to go on record (as a resident of Leisure Village, Camarillo, Ca.) as one who would welcome the Air Guard's move to Pt. Mugu.

It would be very assuring to have the Guard Unit in the area in case of a disaster plus the economic and Community input from the people of the Guard would be an asset to Ventura County.

Sincerely,
Katherine W. Stichler
17150 Village 17
Camarillo, Ca. 93010

RESPONSE TO COMMENTS BY KATHERINE W. STICHLER
MARCH 30, 1985

No response necessary.

240 Talud Terrace
Camarillo, Calif. 93010
March 11, 1985

MSGT Riley Black
Dept. of the Air Force, 146th TAW
8030 Balboa Blvd.
Van Nuys, Calif. 91409

Ref: Safety & airspace considerations

Dear Sir:

I have read portions of the Draft Environmental Statement (DEIS) on the relocation site alternatives for the 146th Tactical Airlift Wing, and wish to add the following comments.

1. A copy of my original letter of August 15th is enclosed, and I don't feel that my concerns regarding "Safety and Airspace Considerations" have been addressed in this report. For instance, on page III-65 under "Factors", the statement is made that VFR flights don't present a problem to existing NAS Point Mugu air traffic operations. This contradicts paragraph 5, page III-59 which indicates near misses have been reported between Point Mugu air traffic and flights operating out of Camarillo airport.

2. In the section on "Meteorological Conditions", pages III-75 through III-77, the number of hours per day and days per year with visibility ½ mile or less were tabulated for all site alternatives. This may well be the designated minimum that the TAW wishes to use for their training flights, but it doesn't bear upon the situation I attempted to describe on the final approach over East Camarillo. (see paragraphs 4 and 5 in my August 15th letter)

Assuming a ½ mile visibility in the entire general area, no one will be using the Camarillo airport, anyway. It is a ceiling in the 1000 ft. to 2500 ft. range that causes the problem, and hides the military aircraft on their final approach; VFR flights will be operating out of Camarillo airport under these ceiling conditions, and create the potential for mid-air collisions. In my previous letter, I was remiss in not mentioning VFR flight operations out of Ventura County airport; they create essentially the same hazard as those from Camarillo airport.

2. In essence, the air traffic problem described above already exists; additional flights of the Air National Guard will only aggravate the situation. However, at some future time, if this site were chosen, airspace conflicts and safety concerns might seriously curtail training flight time because of the rather common occurence of these coastal cloud decks.

Very truly yours,

Robert M. Johnston

Robert M. Johnston

cc: F.B. Esty, Camarillo City Councilman
Joe Gaynes, Camarillo
Don Thorn, Somis

140 Talud Terrace
Camarillo, Calif. 93010
August 15, 1984

PRC Engineering,
9721 Town and Country Road
Orange, Calif. 92667

Ref: Safety & airspace considerations

Dear Ms. Orlenius:

3 I attended the "Scoping" meeting at the Camarillo airport last Monday night, and would like to add one additional negative factor regarding the possible relocation of the Air National Guard at Point Mugu. To my knowledge, no one mentioned a study of weather conditions, as it affects flying, at the three locations under consideration. The years I have spent as an airline meteorologist focus my attention on this factor.

I feel a comparative study of the days per year and hours per day of ceilings and visibilities below VFR minimums (or some other designated minimums) should be included in your E.I.R. study. VFR minimums used to be 1000 feet and 3 miles visibility, and probably haven't changed much in recent years. Most private pilots flying out of Camarillo airport are supposed to follow VFR minimums.

I live about 1000 yards from the Camarillo High School, and am directly under the final approach pattern for the Point Mugu air strip. This noise has to be experienced to really be appreciated; I realize the noise factor is already included in your study.

4 Military flights on final approach are frequently above the cloud base (and invisible) as they pass over my house. Of course, this is no problem for them with the instrument landing systems in use. However, at some point on their final approach, they will break out into the clear and, at this point, will first become visible to private aircraft from the Camarillo airport.

These private aircraft, often flying at right angles to the Point Mugu final approach, create a hazard, particularly on days and nights with reduced ceilings and visibilities.. Additional flights of the Air National Guard could only increase this hazard.

There is another item pertaining to weather which really doesn't qualify as a factor in your E.I.R. study; however, I feel I should mention it.

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permit fully legible reproduction

5 From the standpoint of the number of days of good flying weather, Point Mugu can't compare with your other two alternative locations. Not knowing the intent of the Air National Guard's training exercises, I can only guess that the more training time available, the better.

Very truly yours,

Robert M. Johnston

Copy available to DDC does not permit fully legible

RESPONSE TO COMMENTS FROM
ROBERT M. JOHNSTON
MARCH 11 AND AUGUST 15, 1984

No. 1: Please refer to response to comments Item No. 7 from Eugene R. Mancini on pages 175-176.

Nos. 2, 3, 4: Please refer to response to comments Item Nos. 7, 8, 9 and 10 from Eugene R. Mancini on pages 175-179.

No. 5: Data on flying weather is presented on page III-76 of the EIS.

March 15, 1985
1095 Old Ranch Rd.
Camarillo, Ca
93010

MSGT Riley Black
Department of Air Force
8330 Balboa Blvd.
Van Nuys, Ca 91409

Dear MSGT Black,

As an interested and concerned citizen of Camarillo, I would like to voice my opionion regarding the Environmental Impact Statement with reference to the Air National Guard's 146th Tactical Wing's proposed move to Point Mugu Naval Air Station.

1. I live in the Mission Oaks area in eastern Camarillo which is located directly beneath one of the air station's busy approach routes. On some days the overhead traffic is so noisy, we cannot have our doors open to carry on an ordinary conversation. Fortunately this is not an everyday occurrence, but to imagine this on a daily bases would be unbearable! Your report did not take into consideration the people that would be mostly affected by such a move. I, for one, and there will be many more, will be forced out of Camarillo because of noise and air pollution.

Thank you for including my comments in the preparation of the final Environmental Impact Statement.

Sincerely,

Mrs. Ralph Zinn

State of California

RESPONSE TO COMMENTS BY MRS. ZINN
MARCH 15, 1985

No. 1: EIS Table IV-10 predicts the noise energy resulting from ANG C-130 arriving aircraft over eastern Camarillo. EIS Table IV-9 predicts the Day-Night Average Sound Level (Ldn) change due ANG relocation to NAS Point Mugu.

PAUL GOLIS
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ACE NEWSLETTER

APRIL 16, 1985

VOLUME 1 NO. 1

THE CALIFORNIA AIR NATIONAL GUARD

The 146th Tactical Air Wing of the California Air National Guard is seeking to move to the airport at Point Mugu. One would expect such a move would be widely acclaimed and welcomed with appreciation and gratitude. The Air National Guard operates under the Department of Defense but it is funded by the State. It is not only a fundamental part of our national defense but it is available at call in any State emergency. Its members consist of our most dedicated and unselfish citizens. We suggest that they be welcomed with enthusiasm especially to overcome the unseemliness of the opposition which has arisen from two sources.

The original opponents are a small minority in Leisure Village in Camarillo. Unfortunately, this opposition was presented by the President of the Leisure Village Homeowners Association and was immediately supported by the Mayor and the entire City Council of Camarillo.

This opposition was followed by a statement by Camarillo Supervisor Maggie Erickson who indicated that, as the facilities were to be built on adjoining land zoned as "open space", the move would not be allowed.

Our study shows that not only should we demonstrate gratitude but that this move is for Ventura County's best interest. If you agree, we suggest the following:

Pursuade your organization to pass resolutions of support and send these resolutions along with individual letters to Governor George Deukmejian, State Capitol, Sacramento, CA, 95814; Edwin Jones, Chairman of the Board of Supervisors for Ventura County, 800 S. Victoria Ave., Ventura, CA, 93009; and the Department of Defense, c/o Master Sergeant Riley Black, 146th Tactical Airlift Wing, 8030 Balboa, Van Nuys, CA, 91406-1195.

If you wish to get more information from the opposition you may contact Supervisor Maggie Erickson, 800 S. Victoria Ave., Ventura, CA, 93009, telephone (805) 654-2276, and the Mayor and members of the City Council of Camarillo, 601 Carmen Drive, Camarillo, CA, 93010, telephone (805) 482-8925.

If you wish information concerning its merits you may contact this office or Captain Lloyd Crumrine, a Camarillo neighbor, c/o the California Air National Guard, 146th Tactical Airlift Wing, 8030 Balboa, Van Nuys, CA, 91406-1195.

HIGHWAYS AND BYWAYS; POTHOLES AND CHUCKHOLES, - AND DEEP POCKETS

No one who drives our City, County and State highways can fail to recognize and note the results of 10 years of neglect. The sorriest part of this neglect is that it will now cost 4 or 5 times as much to catch up. But the job must be done, not only for our own safety and welfare, but to ward off another crisis.

This is the first in the series of newsletters by American Creative Enterprise. Our basic purpose is to unify Ventura County, to advertise Ventura County, and to bring to its producers and workers those issues and messages which we think are important. We would appreciate your comments.

Paul Golis

HIGHWAYS AND BYWAYS; POTHOLES AND CHUCKHOLES, - AND DEEP POCKETS (CONT.)

There is a creeping problem known as "deep pockets". In almost every street or highway accident, the City, County or State is being sued on any possible pretext. Existing potholes and chuckholes help not at all. The judgements against them are running into the millions despite the fact that the fault might lie mostly with the plaintiffs or the most culpable third parties such as the criminal negligent or the drunk driver.

The Ventura County Chamber of Commerce has made an in-depth study of this "deep pocket" problem and recommends, as we do, the support of Senate Bill 75 by Senator John Foran.

If you wish additional information you may contact Attorney Tom Buford, c/o the Greater Ventura Chamber of Commerce, 785 S. Seaward Ave., Ventura, CA, 93001, telephone (805) 648-2875, or Dick Johnson, c/o Limoneria Company, 1141 Cummings Rd., Santa Paula, CA, 93060, who heads the California State Chamber's Small Business Committee.

To take care of our potholes and chuckholes State Senator John Foran has introduced Senate Bill 290 asking for a levy of a 5 cents per gallon gasoline sales tax for City, County and State road repair. We recommend that you support it. We suggest that you indicate your support to both the Governor and the Legislature to undertake an emergency program to bring what was once the best highway system in the world to the state of efficiency and excellence it had 10 years ago. This will cost money and it will require new taxes and uses of revenue that might be used elsewhere. It will create jobs!

Under any circumstances it has to be done. Please send your resolutions and letters in support to Governor George Deukmejian, c/o Kirk West, Transportation Agency Secretary, 1120 N St. #2101, Sacramento, CA, 95814; Assemblyman Jack Katz, Chairman of the Assembly Transportation Committee, State Capitol, Sacramento, CA, 95814; and Senator John Foran, Chairman of the Senate Transportation Committee, State Capitol, Sacramento, CA, 95814.

COUNTY DUMPS

The disposal of waste continues to be a problem especially in view of the exaggerated stories concerning the effects of waste today. Your Board of Supervisors is making a valiant effort to take care of this problem and at the present time are recommending continuing the use of the Bailard Landfill along the Santa Clara River in Oxnard and a new dump site in Weldon Canyon north of Ventura.

They have come to this conclusion after considerable study and cooperation with the various cities. This decision is one of the toughest jobs a politician has to face but it is to all of our interests to see that it is done.

We therefore recommend that you make yourself knowledgeable on this subject and support the Board of Supervisors in their effort to solve this knotty problem. You can send your letters or resolutions of support to Supervisor John Flynn, Ventura County Board of Supervisors, 800 S. Victoria Ave., Ventura, CA, 93009, or to your own Supervisor. Supervisor Flynn, (I get my lumps from County dumps) who has led this battle, has been living through some trying and emotional times and we are sure your support will be appreciated. For technical information contact Wayne Bruce, Ventura Regional County Sanitation District, 800 S. Victoria Ave., Ventura, CA, 93009, telephone (805) 656-2130.

ACE NEWSLETTER
APRIL 16, 1985

VOLUME 1
NO. 1

OIL GLUT, A MYTH

The message from the environmaniacs (environmental elitists) is that we should halt offshore oil because of a supposed oil "glut". This is difficult for us to understand who have had to pay over $100 a month to heat our homes. The way gasoline prices are rising today indicates that prices may be the highest in the history of this country this summer. We attach a letter published in the Los Angeles Times from the Department of Interior. (See page four).

We wish you would read this at least twice.

Your reaction to this article, when accompanied by others, may forestall this nagging continual drag on our economy and prevent what could be the greatest energy crisis in our history making the oil shortages of '74 and '79 very minor affairs.

We urge all to support the immediate and rapid development of our California offshore oil. By becoming energy self-sufficient we could create up to 1,500,000 new jobs, eliminate 50 billion dollars in trade deficits, and make the greatest strike possible toward meeting our budget deficits. It might just be the salvation of our national security!

OIL
WE CAN'T BE
FREE
WITHOUT IT

BI-PARTISANSHIP A LA FORD AND CARTER

Last week former Presidents Jimmy Carter and Gerald Ford held an International Conference on Armaments at Emory University in Atlanta, Georgia. It was an event that did not get as much publicity as it should have. It was given very good coverage by CNN (Turner Broadcasting) and should have been covered by some of the other networks.

For those that missed it, this was probably the best present effort to create a bi-partisan foreign policy. This is absolutely essential if we are to achieve disarmament with a minimum amount of rancor among our own people.

There were 3 leading Russians invited who participated. There is one thing every American should remember. Such a program would not be allowed in Russia and this puts us at a disadvantage as the Russians know all our points of disagreement which they can and do exploit. The national media knocks itself out to be fair to opposing viewpoints and that includes the Soviet Union. Sometimes they proceed to the point that their patriotism is questioned.

What all of us should keep in mind is that the Russian people are not getting a similar message. I am sure that if Russia had the freedom of the media that we have in this country that disarmament and peace between us could be achieved in short order.

Paul Golis

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Camarillo, CA 93010
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PG/ve

LOS ANGELES TIMES

(4/13/85)

Smugness May Cost Even More in Next Oil Crisis

Your editorial (March 1), "Glut Is a Four-Letter Word," on the so-called oil "glut" provided some thoughtful and constructive observations. Many Americans have become smug about energy, even though we still spend about a billion dollars a week to import nearly 30% of our oil. Our smugness may cost even more during the next crisis.

However, an important element of this problem was conspicuous in its absence: the need for more oil and gas exploration and production right here in the United States.

By 1995, production at the huge Prudhoe Bay field is expected to fall from the current 1.5 million barrels of oil per day to between 250,000 and 750,000 barrels. This loss equals 3 to 6 times as much oil as America lost in 1979, following the Iranian revolution. To compensate, we would have to increase imports 22% to 35% above present levels, which last year cost us an amount equal to the combined 1982 net asset value of General Motors, Lockheed Aircraft and Coca-Cola. Other fields are also being depleted.

America will have to find about 32 billion barrels of new oil reserve during the next 10 years, just to keep domestic production at current levels. An excellent beginning has been made off the California coast, where the Point Arguello fields have combined reserves totaling about 1 billion barrels of oil, plus associated natural gas.

By the mid-1990s, these fields could supply enough oil to power 10 million cars or meet one-fourth of California's total oil needs (at 1982 consumption rates) and enough natural gas to heat 365,000 Rocky Mountain homes every year that production remains at these levels. If all the energy were used for domestic heating, it would be enough for about 7 million homes a year—or *all* the occupied residences in Arizona, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, North and South Dakota, Utah, Washington and Wyoming.

There are billions of barrels of oil on the outer continental shelf waiting to be found. Unfortunately, we have let the supposed glut and misinformation about environmental impacts convince us that we should close vast areas to exploration and production. By continuing the four-year ban on leasing off California, we have rendered unavailable an estimated 850 million barrels of oil—more than twice as much as we have stored in the Strategic Petroleum Reserve.

Despite rhetoric to the contrary, the Santa Barbara blowout in 1969 remains the only one, in the course of drilling over 30,000 wells in state and federal waters, that ever resulted in significant amounts of oil reaching shore. In the 14-year period 1971-1984 (after new blowout prevention requirements went into effect), a total of only 791 barrels were lost due to blowouts, out of over 4.7 billion barrels produced. By comparison, natural seeps along the California coast discharge 18,000 to 277,000 barrels of oil every year, according to the California State Lands Commission. And the tanker Alvenus lost more than 35,000 barrels when it went aground off Louisiana in 1984.

Similarly, claims that a single offshore platform could produce as much pollution as 1,000 cars obscure the fact that we are talking about a maximum of only 55 to 60 platforms in both state and federal waters off California, by the mid-1990s. All these platforms, taken together, will cause less than 0.3% of the pollution emitted by California's 18.8 million cars, trucks and buses in 1984.

In announcing the draft proposed outer shelf oil and gas leasing program recently, Secretary of the Interior Don Hodel stressed the need for the nation to have "an effective offshore leasing program to help move us closer toward energy independence and improve our energy and natural security."

It is time energy policy pronouncements by our news media and politicians begin to recognize these facts and the truth about the offshore leasing program's excellent environmental record.

J. STEVEN GRILES
Washington, D.C.

Griles is deputy assistant secretary of the Interior for land and minerals management.

RESPONSE TO COMMENTS BY PAUL GOLIS
APRIL 16, 1985

Comments noted; no response necessary.

Don't let it make a mockery of our right to choose

Dear Editor:

After having lived and/or worked for many years in the San Fernando Valley watching the expansion of the Burbank Airport and the Van Nuys Airport make living in the valley an unhappy, uncomfortable, and unhealthy experience many people decided to move to peaceful, quiet Camarillo.

We accept Point Mugu and understand its national necessity.

We now find out that the Air National Guard, currently stationed in Van Nuys, seeks to impose itself upon an already established community making a mockery of an American citizen's right to choose carefully the place he wishes to live based on careful examination of a planned and existing community.

I presently know of not one instance where the Army Air Force and the Naval Air commonly share an existing facility in the continental United States.

It is unfair to expect that the citizens of this community should be made to endure the noise from both the Navy and Air National Guard.

In addition there is the possibility of increased Air National Guard and Navy flights as well as the Camarillo Airport expansion.

It is quite possible the Air Guard will be updating the equipment they fly which will mean the introduction of noisy jets which will be roaring constantly overhead.

According to newspaper reports, Palmdale has facilities currently in place and waiting for the Air National Guard. There is plenty of desert space over which to conduct their training flights and drops. The recently completed Environmental Impact Report clearly identifies NAS Point Mugu as the most expensive option under consideration.

We, who have put our life's savings in a home in Camarillo, expect to live quietly in a healthy clean environment without particulants spewed from airplanes flying constantly over our homes and schools. We have every right to be angry and concerned for our mental and physical health as well as the mental and physical health of our community.

Our tax dollars would be better used to reduce our shameful national deficit. Why spend the millions of dollars required to build an additional facility affecting Camarillo when one is already in place and vacant in Palmdale as well as Norton Air Force Base?

Building a new facility at NAS Point Mugu for the Air National Guard would take 250 acres of scarce agricultural land as well as remove these prime 250 agricultural acres from the tax base. This conflicts with the Ventura County General Plan which restricts building on agricultural land.

The citizens of Camarillo and other neighboring communities who are not presently impacted by these overflights and think the Air National Guard would be enriching the community should remember what happened in the San Fernando Valley.

According to Congresswoman Bobbie Fiedler (R-Northridge) who is our incumbent representative "the 146 Tactical Airlift Wing currently flies C-130 transports. However, when those planes are eventually phased out and larger jet aircraft are brought on line, Van Nuys will be unable to accommodate them." She goes on, "Additionally the move (to NAS point Mugu) will help alleviate the noise problems for people living near the Van Nuys Airport and reduce congestion at the world's busiest aviation facility."

Bobbie Fiedler evidently feels Camarillo could use the noise, pollution, congestion and loss of revenue.

Fielder also says "bean fields and ocean would effectively buffer such noise." She does not mention the noisy landing pattern over our densly populated areas and our schools.

Camarillo is known across the nation as an ideal community in which to live. How long will that appraisal last with Army and Navy planes making constant overflights, plus additional flights caused by the probable expansion of the Camarillo Airport?

Additional air traffic brought on by the Air Guard will certainly endanger planes flying into Point Mugu and Camarillo Airport whose glide (landing) paths intersect.

The entire city of Camarillo, plus Oxnard, Port Hueneme, Somis, Newbury Park and Thousand Oaks would be impacted by the imposition of the Air Guard and (the move) would ultimately turn this area into another San Fernando Valley.

Sincerely,
Lawrence B. Sawyer, Camarillo

Go where you're wanted

Dear Editor:

On Thursday last, the 28th of March, Councilman Bill Esty chaired a public meeting to air the Point Mugu Air Guard move. Among those present were two officers of the 146th Tactical Airlift Wing. One of them stated that one reason the Air National Guard wanted to move from Van Nuys to Point Mugu was because at Point Mugu they could practice formation landings and take-offs, with their C-130 Hercules transports, which they cannot do now at Van Nuys.

It is a tragic coincidence that the next day, Friday, two C-130 Hercules aircraft crashed at Edmonton, Alberta, while flying in formation over the airport.

This we don't need over or near Camarillo. Governor Deukmejian has the final veto power over this move. Write him and urge that he veto this proposed move to Mugu. Lancaster and Palmdale want them; let them go where they are wanted.

Sincerely,
Donald P. Holmes,
Camarillo

KEEP THE AIR NATIONAL GUARD OUT OF POINT MUGU

R Augustus
R 4/6/87

GEORGE DEUKMEJIAN
GOVERNOR

State of California
Office of the Adjutant General
P. O. Box 214405 - 2829 Watt Avenue
Sacramento, California 95821-4405

AUTOVON 466-6605
(916) 920-6605

7 May 1985

Mr. R. Magorien
4324 Leatherwood
Camarillo, CA 93010

Dear Mr. Magorien:

Your letter, addressed to Governor Deukmejian, concerning the proposed relocation of the 146th Tactical Airlift Wing to NAS Point Mugu, has been referred to my office for review and response.

Thank you for your interest in this matter and please be assured that your concerns are recognized and I expect that they will be addressed fully in the final Environmental Impact Statement. It is anticipated that the statement will be available to the public in late June 1985.

To insure that your concerns are considered, I have sent a copy of your letter to the 146th Tactical Airlift Wing for transmittal to the contractor responsible for preparing the Environmental Impact Statement.

Again, thank you for taking the time to express your concerns.

Sincerely,

WILLARD A. SHANK
Major General
The Adjutant General

RESPONSE TO COMMENTS BY MR. R. MAGORIEN
UNDATED

The comment in the note represents a statement of opinion. No further response is necessary. Some items in the attached letters, however, merit a response. The EIS does address the impacts to agricultural land. As noted in several other responses to comments, there is no intention to change the type of aircraft being used by the 146th TAW. The EIS also addresses noise issues in great detail and concludes that the incremental effect of the ANG overflights is not significant. Safety issues are also addressed in the document and are further discussed in the response to comments made by Don Thorn.

April 10, 1985

The Honorable George Deukmejian
State Capitol
Sacramento, California 95814

SUBJECT: DRAFT ENVIRONMENTAL IMPACT STATEMENT, RELOCATION OF THE 146TH TACTICAL AIRLIFT WING OF THE CALIFORNIA AIR NATIONAL GUARD

California State Clearing House #84080104
Federal EIS No. 850077 (50 FR 8388, March 1, 1985)

Dear Governor Deukmejian:

1 The above labeled DEIS prepared by PRC Engineering does not address the problem of the inadequate water supply in the Oxnard Plain.

2 The above labeled DEIS does not address the funding for additional highway projects that would be needed for the Air National Guard to move to NAS Pt. Mugu. Who would pay? The City, the County, the State, or the Federal Government? And how much?

The above labeled DEIS is fraught with deficiencies and contradictions.

I trust you will give this serious matter your attention.

Respectfully,

Carl Beller

Carl Beller
17153 Village 17
Camarillo, CA 93010

RECEIVED
MAY 2 1985
COMMAND SECTION

cc: MSGT Riley Black
Department of the Air Force
146th Tactical Airlift Wing
8030 Balboa Boulevard
Van Nuys, CA 91409

The Camarillo Daily News, Camarillo, Calif., Wednesday, April 10, 1985

Outlook is grim

More funds needed for highway projects

By JOHN BURSCHINGER
Camarillo Daily News staff

The outlook is grim for future state highway project funds for Ventura County, a county official told a county transportation committee on Tuesday.

If new funding isn't found at the state level, three highway improvement projects in Ventura County could be canceled, said Norm Blacher of the Ventura County Association of Governments (VCAG).

Blacher told the VCAG Citizens Transportation Policy Committee state highway improvement funds are expected to run out in 1987. These funds are used to match federal grants for highway improvement projects throughout the state.

"It's a gloomy picture," Blacher said.

However, the projects could be saved if the state Legislature either passes a gasoline tax or if the Legislature designates $250 million of the state's expected $2 billion surplus for highway projects.

A bill, SB290, by State Sen. John Foran, (D-San Francisco) would impose a 5-cents-a-gallon tax on gasoline. Of this tax, two cents would go to state highway projects and three cents would go back to cities and counties.

However the bill doesn't have much support in Sacramento. Gov. Deukmejian has come out against the bill and it isn't expected to make it out of the Senate Transportation Committee.

Blacher said the Foran bill would finance the three highway improvement projects in the county. Those projects are the widening of Highway 126 from Hall Road near Santa Paula to A Street in Fillmore, a rehabilitation of parts of Highways 118 and 23 near Moorpark and improvements to the Saticoy bridge at Wells Road in Saticoy.

The environmental documents have already been prepared for the Highway 126 project, which is scheduled to begin construction in 1987. The other two projects, which are scheduled to begin construction in 1988, still need an environmental impact report.

However, the Highway 101 widening project from Dawson Drive to the foot of the Conejo Grade in Camarillo has already been funded. Ceremonies to mark the beginning of construction will be at 10:30 a.m. Friday at Pleasant Valley Road and Highway 101.

The project is expected to take 2½ years to complete.

Blacher said state officials are advising counties and cities to fund their own highway improvement projects.

Water district issues warning

Aquifer accounts show deficit, report says

By Kathleen Bohland
S-FP staff writer

In its annual report on the ground water supply beneath the Oxnard Plain, the United Water Conservation District projects that Ventura County residents will continue to use more water than the aquifers take in this year.

A 25,000 acre-foot overdraft in the district's ground water supply is projected from July 1984 through June 1985, district officials say in their annual report released Tuesday.

The report concludes that, over the past 10 years, the average annual water overdraft — the amount of water taken out of ground water basins and aquifers in excess of the amount put in — has been about 17,800 acre-feet.

An acre-foot, about the amount of water used by a family of four in a year, is 325,851 gallons.

District officials estimate that the annual overdraft for water year 1984-85 will be 25,000 acre-feet, and then increase to 35,000 acre-feet for water year 1985-86.

A water year is from July 1 to June 30.

The report predicts that 151,590 acre-feet of water will be used for agriculture in water year 1985-1986. And the amount of water used for purposes other than agriculture will be 29,490 acre-feet, the report says.

The report concludes that a minimum of 40,000 acre-feet would be needed in 1985-1986 to replenish the ground water supplies.

United Manager G.I. Wilde said that the ground water report shows there is a serious situation with regard to future water supplies, but it probably won't command the attention it deserves from the public.

"As long as the water still comes out of the faucet, the overdrafts won't distress anybody too much," Wilde said.

He compared the water overdraft with that of a bank balance. If an average citizen weren't informed that he was withdrawing more from his account than he had funds to cover, he would continue taking too much money out of the bank.

The same situation applies to water, he said.

Although Wilde said the district isn't considering an increase in water rates at this time, he indicated that more money would be needed for the Freeman Diversion Improvements Project and other means to preserve the county's water supply needed in the future.

"The day of reckoning will probably come," Wilde said. "But we hope it doesn't happen too soon."

The Freeman Diversion Project, the second phase of the sea-water intrusion abatement project, would provide a 1,[illegible]00-foot diversion structure on the Santa Clara River, a 3,300-foot conveyance canal to bring the water to the Saticoy spreading ground and a concrete sill to stabilize the riverbed.

The $19 million project was to be built in conjunction with a 12-mile pipeline. Ideally, the Freeman Diversion Project would fill the pipeline with diverted water in an effort to stop sea water from intruding farther into the ground water by replenishing freshwater supplies in the aquifers.

United President Tom Dullam said Tuesday that the pipeline would help alleviate some of the overdraft problems brought out by the report, but it would be necessary for the Freeman Diversion to be completed before a real impact could be made.

But Dullam, who recently returned from a trip to Washington, D.C., to lobby for $6.6 million to begin the project, said he was discouraged by the current frugal climate in the capital.

"Money is still a possibility — but they want a balanced budget in Washington," he said.

"We still need to either conserve more water or harvest more water with different projects," Dullam said.

The report, prepared annually to comply with state law, was presented at a public hearing at the district's regular meeting, but no members of the public responded. The board then decided to extend the public comment period through May 9.

GEORGE DEUKMEJIAN
GOVERNOR

State of California
Office of the Adjutant General
P. O. Box 214405 - 2829 Watt Avenue
Sacramento, California 95821-4405

AUTOVON 466-6605
(916) 920-6605

7 May 1985

Mr. Carl Beller
17153 Village 17
Camarillo, CA 93010

Dear Mr. Beller:

Your letter, addressed to Governor Deukmejian, concerning the proposed relocation of the 146th Tactical Airlift Wing to NAS Point Mugu, has been referred to my office for review and response.

Thank you for your interest in this matter and please be assured that your concerns are recognized and I expect that they will be addressed fully in the final Environmental Impact Statement. It is anticipated that the statement will be available to the public in late June 1985.

To insure that your concerns are considered, I have sent a copy of your letter to the 146th Tactical Airlift Wing for transmittal to the contractor responsible for preparing the Environmental Impact Statement.

Again, thank you for taking the time to express your concerns.

Sincerely,

WILLARD A. SHANK
Major General
The Adjutant General

RESPONSE TO COMMENTS FROM CARL BELLER
APRIL 10, 1985

No. 1: The proposed project would not adversely affect the overall supply of water in the Oxnard Plain. Conversion of the site from agricultural to urban use would decrease water demand if the farming activities are not reestablished at another site.

No. 2: With respect to funding of roadway improvements please refer to the Response to Comment No. 13 by Helen Glassman on page 228. Cost estimates for the potential mitigation measures have not yet been developed.

April 23, 1985

The Honorable George Deukmejian
Governor, State of California
Sacramento.

Dear Governor Deukmejian

My wife and I are retired and reside in Camarillo Calif. When we moved here seven years ago, we weighed carefully the pros and cons of living so close to the flight path of the Naval Air Station at Point Mugu, and agreed even with "normal growth" at the station life would be tolerable. We could not envision however the possibility of the entire 146th Tactical Air Wing of the Air National Guard re-locating here in Camarillo, especially when there are several much more practical and economical locations where the impact would be positive instead of negative.

We urge you Governor please oppose the move to Camarillo vigorously. Do not permit the personal gains of a few to destroy what the majority of our residents and elected officials have worked so hard to preserve here in Camarillo.

Sincerely Yours
Knute H. and Renis A. Anderson
104 Rancho Adolfo Dr
Camarillo Ca. 93010

GEORGE DEUKMEJIAN
GOVERNOR

State of California
Office of the Adjutant General
P. O. Box 214405 - 2829 Watt Avenue
Sacramento, California 95821-4405

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(916) 920-6605

7 May 1985

Mr. and Mrs. Knute Anderson
104 Rancho Adolfo Drive
Camarillo, CA 93010

Dear Mr. and Mrs. Anderson:

Your letter, addressed to Governor Deukmejian, concerning the proposed relocation of the 146th Tactical Airlift Wing to NAS Point Mugu, has been referred to my office for review and response.

Thank you for your interest in this matter and please be assured that your concerns are recognized and I expect that they will be addressed fully in the final Environmental Impact Statement. It is anticipated that the statement will be available to the public in late June 1985.

To insure that your concerns are considered, I have sent a copy of your letter to the 146th Tactical Airlift Wing for transmittal to the contractor responsible for preparing the Environmental Impact Statement.

Again, thank you for taking the time to express your concerns.

Sincerely,

WILLARD A. SHANK
Major General
The Adjutant General

RESPONSE TO COMMENTS BY KNUTE H. & RENIS A. ANDERSON
APRIL 23, 1985

The EIS addresses economic factors associated with the relocation of the 146th TAW to any one of the alternative sites. The response to comment No. 2 by Councilman F.B. Esty of Camarillo on page 102 and the response to comment No. 6 by Eugene R. Mancini on pages 174-175, also address the issue of site development costs.

32128 Village 32
Camarillo, Ca. 93010

10 April, 1985

Governor George Deukmejian
State Capitol
Sacramento, Ca. 95814

Dear Sir:

I am a retired US Army Officer. I reside in Leisure Village, a community of senior citizens in Camarillo. Some members of this community have organized a loud and almost fanatic campaign of protest against the possible move of the California Air National Guard unit to Point Mugu and are preparing petitions and letters to you and to other officials in an effort to prevent the move of the unit to this area.

Inclosed for your information is a copy of an editorial from the Camarillo Daily News of 2 April. I consider this to be a fair and objective description of the situation regarding the protest campaign.

My position on this matter is that I concur with the inclosed editorial and believe that the advantages of locating the Air National Guard unit at Point Mugu would far out-weigh the disadvantages.

I trust that you and the other officials involved in deciding where the Air National Guard unit will go will base your decision upon consideration of the advantages to the U.S. Government and the State of California and of the mission and training requirements of the unit, and not be unduly influenced by the views of any self-interest groups.

I will appreciate your consideration to my comments and position.

Sincerely,

Warren C. Eastham

Lt. Col. Warren C. Eastham (USA Ret)

CAMARILLO DAILY NEWS
2 APRIL 1985

Opinions

Voices of support

Never has the old saw, "The squeaking wheel gets the grease," been more applicable than during the current flap over the proposed relocation of a California Air National Guard wing to Point Mugu.

Since it was first announced that the 146th Tactical Air Wing was contemplating a move from Van Nuys to a new site adjacent to the Navy base 10 miles south of Camarillo, we have mainly heard from the local opponents. In addition, the opposition has mostly come from the eastern part of the city led by a resident of that area, Councilman F. B. Esty.

Despite the provinciality of the opposition, it has been so persistent, vociferous and often vehement, that it may have created the impression that the entire community objects to the idea of the guard coming to Ventura County. Admittedly the lack of any significant support for the guard, other than that provided by The Camarillo Daily News, has done little to belie that impression.

Public comment on the issue, such as testimony at public hearings and letters to the editor, have weighed heavily against the guard's proposal, albeit much of it is attributable to a relatively small group of people.

Nevertheless the opposition has been successful in at least one respect. It has secured the City Council as an ally to the extent that the council voted unanimously against the move. What is especially disturbing about the city's position is that the council seemed to have accepted the misleading and often erroneous comments about the air wing's impact on the Camarillo area while rejecting the environmental impact report that states there will be no significant adverse effects, especially regarding noise, which is of uppermost concern to East Camarillo residents.

One question that has never been probed is how the majority of the greater Camarillos area's approximately 50,000 residents feel about the guard's proposal. The City Council has attempted to obtain community reaction on past controversies but in this instance the council seems satisfied just to hear from the opposition.

In all fairness to the council, we will point out that those who favor the move have had an equal opportunity, with the opponents, to speak out at public hearings and write letters.

Nevertheless the council has fought against the guard relocation without knowing how the majority of its constituents feel about it. Apparently it never occured to the council that many Camarillans may even support the guard's proposal, even though not many have indicated such.

The council should take note of Monday's Opinions page in The Camarillo Daily News. This week's question for the "Camarillo comments" person-on-the-street survey was "Do you think the Air Wing should be moved to Point Mugu?" Six people were randomly asked that question at the Camarillo Post Office. All six either said they favored the move or were not opposed to it.

Granted, only six people were queried and Camarillo Comments is by no means a scientific survey. But it just might be more indicative of the feelings of the majority of citizens of this city than the vocal minority that has opposed the guard move so far.

Monday, The Daily News received a letter, as yet unpublished, from a Leisure Village resident who said village residents who oppose the guard's move "do not represent the majority of our community (Leisure Village.)" He said a group opposed to the guard action tried to circulate a petition but it received "negligible response."

The Leisure Village resident, whose letter will be published in its entirety in a later issue, concluded by saying, "Let the silent majority be heard."

We echo that challenge. The Camarillo Daily News has given strong editorial support to the guard's proposal since it first became known. But we have been like a "voice crying in the wilderness." We know there are many Camarillans who want the guard to come to Point Mugu. We encourage them to speak up.

Despite the city's opposition, we have good reason to believe the guard will select Point Mugu as the new home of the 146th and will move here by the end of the decade. It would be sad indeed and a shame on our city if the negative attitude that Camarillo has shown to this fine military organization is allowed to persist.

The "official" stand taken by the City Council doesn't necessarily represent the feelings of the community. In some fashion, we should let the California National Guard know that it is welcome and that we look forward to the arrival of the 146th.

Camarillo has always prided itself on being supportive of the military, particularly of the outstanding Navy and Air Force units that have served in this area. This is a tradition that should not only be cherished but continued and not allowed to be tarnished by the rantings of a few.

GEORGE DEUKMEJIAN
GOVERNOR

State of California
Office of the Adjutant General
P. O. Box 214405 - 2829 Watt Avenue
Sacramento, California 95821-4405

AUTOVON 466-6605
(916) 920-6605

Lt Col Warren C. Eastham
32128 Village 32
Camarillo, CA 93010

Dear Colonel Eastham:

Your letter, addressed to Governor Deukmejian, concerning the proposed relocation of the 146th Tactical Airlift Wing to NAS Point Mugu, has been referred to my office for review and response.

Your concerns and strong support are appreciated. The final Environmental Impact Statement, expected to be made available in late June 1985, should adequately address the concerns of all who live in your community.

Again, thank you for your interest and support.

Sincerely,

WILLARD SHANK
Major General
The Adjutant General

RESPONSE TO COMMENTS BY
LT. COL. WARREN C. EASTHAM (USA RET)
APRIL 10, 1985

No response necessary.

April 5, 1985

Gov. Deukmejian
State Capitol
Sacramento, CA 95814

Dear Gov. Deukmejian:

I am writing in regard to the proposed move of the Air National Guard to Pt. Mugu. You have the final word on this matter, and I am asking you not to support the move to Pt. Mugu.

I purchased a home in the Mission Oaks area (not Leisure Village) of Camarillo in August of 1984. Camarillo was selected because of the open space, good climate, and the relative quiteness of the area. I realized that we would live over an existing flight pattern, but was told by neighbors and real estate people that it was not that noisy that often that I couldn't live with it, and they were right. Occasionally we get a "screamer" flying over, but it is once in a great while.

The thought of the Air National Guard really upsets me. True, Pt. Mugu was here before the houses, but by the same token, these houses are here before the National Guard. It is not only Leisure Village that is affected, but multiple housing has been built, and is continuing. This part of Camarillo will be built up substantially in the near future, with thousands of home-owners. I don't want the additional flight traffic (they fly directly over my home). If you decide to choose Pt. Mugu, I will try to sell my house as fast as I can, even if I have to take a loss (since I just bought it) because our property value will drop anyway if the National Guard comes in. With the high cost of housing in Ventura County, this was the only house I could afford in the area, and believe me, it's tough making the house payments, but at least it's mine (at least for now). I work in a high stress job, and it's nice to go to a quiet home in the evening. Please keep it that way.

The idea that the move of the National Guard will bring more people and business to Camarillo is nonsense. Most of the Guard's family will probably live in Oxnard or Ventura, or on the base, and there are bigger cities to spend their money in than Camarillo.

I urge you not to assign the National Guard to Pt. Mugu. Why not one of the bases which is out in the desert or a less populated area.

Sandra Nestor

Sandra Nestor
702 Hillcrest
Camarillo, CA 93010

GEORGE DEUKMEJIAN
GOVERNOR

State of California
Office of the Adjutant General
P. O. Box 214405 - 2829 Watt Avenue
Sacramento, California 95821-4405

AUTOVON 466-6605
(916) 920-6605

7 May 1985

Ms. Sandra Nestor
702 Hillcrest
Camarillo, CA 93010

Dear Ms. Nestor:

Your letter, addressed to Governor Deukmejian, concerning the proposed relocation of the 146th Tactical Airlift Wing to NAS Point Mugu, has been referred to my office for review and response.

Thank you for your interest in this matter and please be assured that your concerns are recognized and I expect that they will be addressed fully in the final Environmental Impact Statement. It is anticipated that the statement will be available to the public in late June 1985.

To insure that your concerns are considered, I have sent a copy of your letter to the 146th Tactical Airlift Wing for transmittal to the contractor responsible for preparing the Environmental Impact Statement.

Again, thank you for taking the time to express your concerns.

Sincerely,

WILLARD A. SHANK
Major General
The Adjutant General

RESPONSE TO COMMENTS BY SANDRA NESTOR
APRIL 5, 1985

The EIS addresses the issue of noise impact in great detail. CNEL levels in the Mission Oaks vicinity will not be noticeably altered by the addition of approximately 12 additional overflights each day by the Air National Guard C-130's. The Mission Oaks area is approximately 9 miles from the Point Mugu runways. Given the negligible change in noise levels, no anticipated adverse change in local property value is likely to occur.

The economic benefits of relocation of the 146th TAW will be widely dispersed in the area, no one community or area will experience the entire economic gain caused by increased population, added expenditures or multiplier effects.

April 9, 1985

LOU SIROTNIK
37126 VILLAGE 37
CAMARILLO, CA. 93010

Governor Georg Deukmejian
State Capitol, Sacramento 95814

Dear Sir -

This is in regard to the proposed relocation of the 146th Air Tactical Wing of the Air National Guard unit to Point Mugu from Van Nuys Airport.

Needless to say that strong opposition of the move to Point Mugu has been voiced vociferously. Especially at the several public meetings, the report issued by the Camarillo City Council, the Camarillo County Supervisor among others all have presented unerring facts and data showing that it is much more sensible and logical that the relocation of the ANG be to Palmdale.

Therefore I too wish to make my feelings known as opposed to the move to Point Mugu.

Sincerely
Lou Sirotnik

GEORGE DEUKMEJIAN
GOVERNOR

State of California
Office of the Adjutant General
P. O. Box 214405 - 2829 Watt Avenue
Sacramento, California 95821-4405

AUTOVON 466-6605
(916) 920-6605

7 May 1985

Mr. Lou Sirotnik
37126 Village 37
Camarillo, CA 93010

Dear Mr. Sirotnik:

Your letter, addressed to Governor Deukmejian, concerning the proposed relocation of the 146th Tactical Airlift Wing to NAS Point Mugu, has been referred to my office for review and response.

Thank you for your interest in this matter and please be assured that your concerns are recognized and I expect that they will be addressed fully in the final Environmental Impact Statement. It is anticipated that the statement will be available to the public in late June 1985.

To insure that your concerns are considered, I have sent a copy of your letter to the 146th Tactical Airlift Wing for transmittal to the contractor responsible for preparing the Environmental Impact Statement.

Again, thank you for taking the time to express your concerns.

Sincerely,

WILLARD A. SHANK
Major General
The Adjutant General

RESPONSE TO COMMENTS BY LOU SIROTNIK
APRIL 9, 1985

The comment represents a statement of opinion. No response necessary.

Apr. 8, 1985

Dear Governor,

Maybe, we in Camarillo had better start thinking of a more appropriate name for our little valley, if the Air National Guard has its way.

How about "Pandemonium Pit"? Certainly, "Pleasant Valley" would no longer apply.

Having moved to Leisure Village from Chicago a year ago, and spending the last 30 yrs of my life under an air flight pattern into O'Hare, I know the horrors of noise pollution. In my mind, sound serenity to be so short lived. We invested heavily to make it here & can't afford the expense or trauma of another move. What'd you do anyway under the proposed circumstances?

What to happen to our property values?

I have never spoken out on any public issue before, Guess I never believed it could do any good. Sure hope I can be proven wrong.

Sincerely

Marina Mancusi
35118 Leisure Village
Lamarida Ca.
93010

GEORGE DEUKMEJIAN
GOVERNOR

State of California
Office of the Adjutant General
P. O. Box 214405 - 2829 Watt Avenue
Sacramento, California 95821-4405

AUTOVON 466-6605
(916) 920-6605

7 May 1985

Ms. Winona Mancusi
35118 Village 35
Camarillo, CA 93010

Dear Ms. Mancusi:

Your letter, addressed to Governor Deukmejian, concerning the proposed relocation of the 146th Tactical Airlift Wing to NAS Point Mugu, has been referred to my office for review and response.

Thank you for your interest in this matter and please be assured that your concerns are recognized and I expect that they will be addressed fully in the final Environmental Impact Statement. It is anticipated that the statement will be available to the public in late June 1985.

To insure that your concerns are considered, I have sent a copy of your letter to the 146th Tactical Airlift Wing for transmittal to the contractor responsible for preparing the Environmental Impact Statement.

Again, thank you for taking the time to express your concerns.

Sincerely,

WILLARD A. SHANK
Major General
The Adjutant General

RESPONSE TO COMMENTS BY WINONA MANCUSI
APRIL 8, 1985

The EIS has fully detailed the incremental effect of added ANG aircraft operations on the noise environment. The ANG operations are anticipated to create no significant adverse effect.

MARGARET ROTHENBERG
23105 VILLAGE 23 LEISURE VIL
CAMARILLO, CA 93010

Dear MSGT Riley Black

1. During the past ten years thousands of former residents of Los Angeles County have purchased homes in this quiet rural area to escape the noise and activity impacts of LAX, Burbank, and Van Nuys airports.

2. The physical nature of the mountains, passes, ocean, and weather changes in the Camarillo, Point Mugu Base area imposes the need for a tight flight pattern; especially over an established city of 40,000 residents. With increased training flights as proposed by the relocation of the 146th Airlift Wing to Point Mugu the overflights would multiply and extend the hours of imposition many times. This would also affect Port Hueneme, Oxnard, Somis, and Thousand Oaks. This flight pattern impacts directly, at the present time, 9000 people in eastern Camarillo, of which there is a community of 3500 retired seniors, high schools, several elementary schools, five mobile home parks, a number of convalescent facilities, a community hospital, and a Public Housing complex of 91 apartments for seniors.

3. Public hearings are not sufficient when considering an already populated area so close to Point Mugu and the Camarillo Airport. A serious detailed study of what effect such a move would have on the present and anticipated population is required. A detailed house to house survey of residents in the affected areas would be appropriate. Residents living under the landing pattern deserve consideration and respect when such a major imposition on their work and living environments is threatened.

4. Palmdale was originally created as a satellite airport for LAX. Related industry and services have long been developed. It is well located away from residential populations. It is not a primary military target as is Point Mugu. All related emergency and hospital services are close by in Los Angeles County. In case of enemy attack large segments of the population could benefit from emergency services. On all counts Palmdale stands out as the least costly and most strategic site.

We trust, as one of our elected decision makers, that you will give this matter your immediate and concerned attention.

Respectfully,

Margaret Rothenberg

P.S. We have pertinent data gathered by active pilots who have detailed studies which are available for your office.

RESPONSE TO COMMENTS BY MARGARET ROTHENBERG
UNDATED

No. 1-4: This letter is identical to the undated letter received from Joe Gaynes. The responses to these comments appear on pages 135 and 136.

Golden Lion Motor Inn

6909 Sepulveda Boulevard · Van Nuys, California 91405 · (818) 787-5400

March 22, 1985

Van Nuys Chamber of Commerce
14545 Victory Blvd.
Van Nuys, Ca. 91411

Dear Mr. Ackerman;

I am writing regarding the attached article that appeared in the Los Angeles Times on 3/20/85 about the possibility of the 146th Tactical Airlift wing of the Van Nuys Air National Guard moving out of Van Nuys. I am wondering if the Chamber is aware of this and is planning to address the issue of economic loss to our local community. Are you aware, for example, that the Air National Guard brings in as many as 50 reservists several times a month through out the year who are housed in our local hotels and who eat in our local restaurants and who spend money in our local shopping areas? Frequently, groups of air force personnel from bases all over the country fly into the Van Nuys Area for training and other purposes, who also must use our local facilities.

We are writing to express our support for the Guard unit remaining at Van Nuys Airport, not just for the obvious economic benefits, but we feel that the San Fernando Valley should support the military just as Long Beach, San Bernadino County, Riverside and other Southern California communities do. As stated in the Times article, an environmental impact report is being prepared by a private research firm for state and federal agencies. We would appreciate any assistance in having our comments submitted to this firm.

Thank you,

S Randolph Seymour

S. Randolph Seymour
General Partner
Golden Lion Motor Inn

cc/AJ
Sgt. Hurlbert
Sherman Oaks Chamber
Reseda Community Association

RESPONSE TO COMMENTS BY S. RANDOLPH SEYMOUR,
GOLDEN LION MOTOR INN

MARCH 22, 1985

Comment noted. The local expenditures of Air National Guard personnel are discussed in the socioeconomic analysis in the EIS. These expenditures are seen as benefits to the community.

COMMENTS RECEIVED AT PUBLIC HEARINGS

Hearing	Page No.
Camarillo, March 18, 1985	282
Van Nuys, March 19, 1985	359
San Bernardino, March 20, 1985	393
Palmdale, March 21, 1985	409

COPY

NATIONAL GUARD BUREAU

CALIFORNIA AIR NATIONAL GUARD PROPOSED RELOCATION OF 146TH TACTICAL AIRLIFT WING FROM VAN NUYS AIRPORT TO PROPOSED NEW BASE AT POINT MUGU PUBLIC HEARING

REPORTER'S TRANSCRIPT

PUBLIC HEARING

CAMARILLO CITY COUNCIL CHAMBERS

601 CARMEN DRIVE

CAMARILLO, CALIFORNIA

REPORTED BY: SUE E. FONTES
CSR NO. 4948

SCRIBE REPORTING SERVICE
CERTIFIED SHORTHAND REPORTERS
5900 SEPULVEDA BOULEVARD
SUITE 250
VAN NUYS, CALIFORNIA 91411
Telephone (213) 997-7599
(213) 873-7599

CAMARILLO, CALIFORNIA

MONDAY, MARCH 18, 1985

:: :: ::

COL. CASARI: MAY I CALL THE MEETING TO ORDER, PLEASE.

GOOD EVENING, LADIES AND GENTLEMEN. WELCOME TO THIS, THE FIRST OF FOUR SCHEDULED PUBLIC HEARINGS ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT ON THE PROPOSED RELOCATION OF THE 146TH TACTICAL AIRLIFT WING FROM VAN NUYS, CALIFORNIA AIRPORT TO A PROPOSED NEW BASE ADJACENT TO THE EXISTING NAVAL FACILITIES AT POINT MUGU, CALIFORNIA.

HEREAFTER, I WILL REFER TO THIS MATTER AS THE RELOCATION PROPOSAL FOR EASIER REFERENCE.

MAY I SAY FIRST, WE ARE VERY PRIVILEGED TO BE MEETING IN THESE EXCELLENT FACILITIES AND WE ARE VERY GRATEFUL TO THE COURTESY EXTENDED TO US IN ALLOWING US TO HAVE THIS MEETING.

WE HAVE NOT REACHED OVERFLOW. IF WE DO, IT WILL BE NECESSARY FOR ME TO MAKE AN ANNOUNCEMENT ON BEHALF OF THE SHERIFF AND FIRE CHIEF.

THE COUNSEL PREFERS THERE BE NO SMOKING DURING THE MEETING AND I ASK YOU TO PLEASE OBSERVE THAT REQUEST.

I AM COLONEL GUIDO CASARI, AND NOTWITHSTANDING THAT NAME, I AM NOT HERE -- BEFORE SOMEBODY ELSE SAYS IT -- TO MAKE YOU AN OFFER YOU CANNOT REFUSE.

1 I AM AN ACTIVE DUTY AIR FORCE TRIAL JUDGE,
2 STATIONED AT TRAVIS AIR FORCE BASE, CALIFORNIA. I AM NOT
3 ASSOCIATED WITH THE AIR NATIONAL GUARD.
4 MY ROLE HERE IS SIMPLY TO CONDUCT THE
5 HEARING, MAINTAIN A FAIR AND ORDERLY PROCEEDING AND INSURE
6 THAT THE TIME LIMITS ARE FOLLOWED AS CLOSELY AS REASONABLY
7 POSSIBLE. I HAVE NOT BEEN INVOLVED IN THE DEVELOPMENT OF
8 THE RELOCATION PROPOSAL OR THE DRAFT ENVIRONMENTAL IMPACT
9 STATEMENT ON THE PROPOSAL, AND I WILL NOT BE MAKING ANY
10 RECOMMENDATIONS OR DECISIONS CONCERNING THE PROPOSAL.
11 FIRST ON THE AGENDA THIS EVENING IS A BRIEF
12 INTRODUCTION TO THE RELOCATION PROPOSAL. CAPTAIN LLOYD
13 CRUMRINE FROM THE 146TH TACTICAL AIRLIFT WING OF THE
14 CALIFORNIA AIR NATIONAL GUARD WILL GIVE YOU AN OVERVIEW OF
15 THE PROPOSAL, AND MISS SYLVIA SALENIUS OF PRC ENGINEERING
16 WILL GIVE A SHORT SUMMARY OF THE ENVIRONMENTAL EFFECTS OF
17 RELOCATING THE 146TH TO THE POINT MUGU SITE.
18 FOLLOWING THIS PRESENTATION, WE WILL AFFORD
19 TO YOU AN OPPORTUNITY TO SPEAK. THE ORDER OF SPEAKERS WILL
20 BE ELECTED OFFICIALS FIRST, FOLLOWED BY MEMBERS OF THE
21 PUBLIC IN THE ORDER IN WHICH I HAVE RECEIVED THE CARDS,
22 SAVE IN ONE INSTANCE, IF THERE IS NO OBJECTION, OF ONE LADY
23 WHO HAS INDICATED A NEED TO SPEAK EARLY. I WOULD PROPOSE
24 TO CALL HER OUT OF ORDER UNLESS I HEAR OBJECTIONS FROM THE
25 REST OF YOU.
26 THERE APPEARS TO BE AMPLE TIME FOR THE NUMBER
27 OF SPEAKERS WHO HAVE SIGNED UP TO SPEAK.
28 I WOULD LIKE TO ACKNOWLEDGE THE PRESENCE HERE

1 OF MARY TADD BOWEN, YOUR MAYOR, COUNCILMAN SANDY BUSH,
2 COUNCILMAN F.B. "BILL" ESTY, AND SUPERVISOR MAGGIE ERICKSON,
3 WHO WILL ADDRESS YOU FIRST. OF THOSE, TWO WILL SPEAK TO
4 YOU.
5 ALL SPEAKERS ARE ASKED TO LIMIT THEIR
6 COMMENTS, STATEMENTS OR QUESTIONS TO EIGHT MINUTES, SO AS
7 TO PERMIT AS MANY AS POSSIBLE OF THOSE WHO WISH TO SPEAK
8 TO DO SO WITHIN THE PROJECTED THREE HOURS OF THE MEETING,
9 AND I DO PROPOSE TO TAKE A BREAK OR TWO ALSO TO AFFORD YOU
10 AN OPPORTUNITY TO GET UP AND WALK AROUND.
11 I WILL GIVE AN ORAL WARNING WHEN A SPEAKER --
12 AT SOME POINT WHICH DOES NOT INTRUDE UNNECESSARILY INTO THE
13 MIDDLE OF A SENTENCE -- I WILL HAVE AN ORAL WARNING WHEN THE
14 SPEAKER HAS TWO MINUTES LEFT TO PERMIT HIM TO SUM UP.
15 TO GIVE EQUAL OPPORTUNITY FOR ALL ATTENDEES
16 TO SPEAK, WE REQUESTED BEFORE THE MEETING THOSE WISHING TO
17 SPEAK FILL OUT A CARD AS YOU ENTERED THE ROOM. IF YOU HAVE
18 NOT TURNED A CARD IN AND WISH TO BE RECOGNIZED, PLEASE GIVE
19 YOUR CARD, IF YOU HAVE ONE, TO THE INDIVIDUALS STATIONED
20 AROUND THE ROOM.
21 DOES ANYBODY HERE NEED A CARD OR WISH TO TURN
22 ONE IN?
23 IS THERE ANYONE ELSE?
24 PLEASE NOTE THEN ON EACH SPEAKER'S CARD THERE
25 IS A SPACE FOR WRITTEN COMMENTS, ON THE REVERSE SIDE OF THE
26 CARD. IF YOU DO NOT WISH TO SPEAK, YOU MAY SUBMIT THESE
27 CARDS WITH WRITTEN COMMENTS ON THEM.
28 SPEAKERS, AS I INDICATED, WILL BE RECOGNIZED

IN THE ORDER IN WHICH WE RECEIVE THE CARDS. IF TIME DOES NOT PERMIT YOU THE CHANCE TO SPEAK THIS EVENING, YOU MAY CERTAINLY SUBMIT WRITTEN COMMENTS OR STATEMENTS. THIS MAY BE DONE BY PRESENTING THE DOCUMENT TO ME OR BY MAILING IT TO THE FOLLOWING ADDRESS: MASTER SERGEANT RILEY BLACK, R-I-L-E-Y, B-L-A-C-K, DEPARTMENT OF THE AIR FORCE, 146TH TACTICAL AIR LIFT WING, 8030 BALBOA BOULEVARD, VAN NUYS, CALIFORNIA 91409.

IF ANYBODY NEEDS THAT ADDRESS, I WILL BE HAPPY TO PROVIDE IT TO YOU IN THE BREAK.

YOU HAVE UNTIL 15 APRIL TO GET YOUR WRITTEN COMMENTS IN. THAT DATE ALSO MARKS THE CLOSING OF PUBLIC COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT.

ANY COMMENTS OR STATEMENTS MADE ON THE ADEQUACY OF THE DRAFT EIS DURING THE HEARING OR ANY RELATED QUESTION ASKED WILL BE CONSIDERED AND ADDRESSED IN A FINAL ENVIRONMENTAL IMPACT STATEMENT, EVEN IF YOUR QUESTIONS OR OBJECTIONS CANNOT BE OR ARE NOT RESPONDED TO HERE THIS EVENING.

FINALLY, I WISH TO POINT OUT THAT THIS HEARING IS NOT DESIGNED AS A DEBATE ON THE MERITS OF THE PROPOSAL. RATHER, IT IS DESIGNED SIMPLY TO OBTAIN YOUR VIEWS ON WHETHER OR NOT THE DRAFT ENVIRONMENTAL IMPACT STATEMENT FAIRLY AND ADEQUATELY ADDRESSES AND DISCLOSES THE POTENTIAL ENVIRONMENTAL IMPACTS OF THE PROPOSED RELOCATION AND ITS ALTERNATIVES. I ASK YOU TO PLEASE KEEP THIS IN MIND DURING YOUR OPPORTUNITY TO COMMENT.

I MIGHT NOTE THAT I WOULD ASK ALL SPEAKERS

1 TO COME TO THE PODIUM AT THE FRONT OF THE ROOM. IT IS
2 THROUGH THIS MEDIUM WE WILL BE ABLE TO RECORD IT ON THE
3 TAPE RECORDING WHICH IS A BACK-UP TO OUR COURT REPORTER
4 HERE WHO IS RECORDING THE PROCEEDING VERBATIM.
5 I NOW CALL ON CAPTAIN LLOYD CRUMRINE TO
6 BEGIN THE PRESENTATION.
7 CAPT. CRUMRINE: THANK YOU, COL. CASARI.
8 MY NAME IS CAPT. CRUMRINE. I AM ASSIGNED
9 TO THE 146TH TACTICAL AIRLIFT WING NOW BASED AT VAN NUYS
10 AIRPORT. I WOULD LIKE TO PROVIDE INFORMATION ON WHY THE
11 146TH NEEDS TO RELOCATE AND PROVIDE SOME BACKGROUND ON THE
12 SELECTION OF POINT MUGU AS THE PREFERRED SITE.
13 THE 146TH TACTICAL AIRLIFT WING NEEDS TO BE
14 RELOCATED FOR REASONS OF SAFETY, LAND CONSTRAINTS AND
15 CONCERNS ASSOCIATED WITH ITS EXISTING SITE LEASE.
16 EXISTING SAFETY PROBLEMS ARE THE RESULT OF
17 THE HEAVY GENERAL AVIATION ACTIVITY AT VAN NUYS AIRPORT,
18 THE FOURTH BUSIEST GENERAL AVIATION AIRPORT IN THE UNITED
19 STATES. THE INCREASING POTENTIAL FOR MID-AIR COLLISIONS,
20 PROHIBITIONS ON CERTAIN TYPES OF TRAINING ACTIVITIES AND
21 DELAYS IN DEPARTURES ARE ALL EXISTING PROBLEMS.
22 THE EXISTING BASE, COMPRISING ONLY 62 ACRES,
23 IS OF INSUFFICIENT SIZE TO PROVIDE ADEQUATE SPACE FOR
24 CURRENT REQUIREMENTS. THIS SITE IS FURTHER LIMITED BY ITS
25 CONFIGURATION, INCLUDING A FLOOD CONTROL CHANNEL WHICH
26 BISECTS THE SITE, SPLIT AIRCRAFT PARKING AND MAINTENANCE
27 AREAS. THERE IS ALSO A LACK OF CONTROLLED SEPARATION
28 BETWEEN CIVILIAN AND MILITARY AIRCRAFT PARKED ON THE OUTER

APRON.

THE CURRENT SITE IS TOO SMALL TO PROVIDE SUFFICIENT VEHICLE PARKING. IT HAS INSUFFICIENT SPACE FOR UPGRADING CURRENT INADEQUATE FACILITIES. CHANGES IN OPERATIONS ARE ALSO NECESSITATED DUE TO THE ADJACENT INDUSTRIAL ENCROACHMENT.

IN ADDITION, THE CURRENT LEASE FOR THE AIR NATIONAL GUARD BASE AT VAN NUYS AIRPORT EXPIRES ON JUNE 30, 1985. ATTEMPTS BY THE U.S. AIR FORCE TO EXTEND THE LEASE UNDER ITS CURRENT TERMS HAVE NOT BEEN SUCCESSFUL. ONLY A SHORT-TERM EXTENSION WOULD BE ANTICIPATED AT SUBSTANTIALLY INCREASED LEASE COSTS.

FOLLOWING EXPIRATION OF THE EXTENSION, THE PROPERTY WOULD BE VACATED IN FAVOR OF THE CITY OF LOS ANGELES.

CONDEMNATION OF THE SITE WAS EVALUATED, BUT WAS NOT CONSIDERED TO BE A VIABLE LONG-RANGE SOLUTION, DUE TO THE EXTREMELY HIGH LAND VALUE AND THE NECESSITY, BY LAW, FOR THE GOVERNMENT TO PAY FAIR MARKET VALUE FOR THE SITE.

GIVEN THE NEED TO RELOCATE, AN AIR FORCE STUDY TEAM EVALUATED SOME ELEVEN INITIAL CANDIDATE SITES IN THE SOUTHERN CALIFORNIA REGION. EIGHT OF THESE SITES WERE ELIMINATED BASED UPON CRITERIA WHICH INCLUDED COMPATIBILITY WITH MISSION REQUIREMENTS, COST CONSIDERATIONS, UNIT INTEGRITY AND RECRUITING, SAFETY, SECURITY AND ENVIRONMENTAL FACTORS.

THE THREE SITES REMAINING AFTER THIS ANALYSIS WERE EVALUATED IN THE DRAFT ENVIRONMENTAL IMPACT STATEMENT

1 UNDER DISCUSSION THIS EVENING. THEY WERE NORTON AIR FORCE
2 BASE, AIR FORCE PLANT 42 AT PALMDALE, AND NAVAL AIR
3 STATION POINT MUGU.
4 AMONG THESE, THE POINT MUGU SITE WAS
5 SELECTED AS THE PREFERRED LOCATION, PRIMARILY BASED UPON
6 ITS OVERALL SUPERIORITY FOR MAINTAINING UNIT INTEGRITY AND
7 ITS STRONG RECRUITING BASE.
8 MS. SYLVIA SALENIUS OF PRC ENGINEERING WILL
9 NOW PROVIDE A SHORT SUMMARY OF THE ENVIRONMENTAL EFFECTS
10 OF RELOCATING THE 246TH TO THE POINT MUGU SITE.
11 MS. SALENIUS: THANK YOU, CAPT. CRUMRINE.
12 MY NAME IS SYLVIA SALENIUS. I AM AN
13 ASSOCIATE VICE-PRESIDENT AND DIRECTOR OF ENVIRONMENTAL
14 STUDIES FOR PRC ENGINEERING.
15 AS COL. CASARI MENTIONED, TONIGHT'S HEARING
16 IS BEING HELD WITH THE EXPRESS PURPOSE OF LEARNING YOUR
17 OPINIONS ON THE ADEQUACY OF THE DRAFT ENVIRONMENTAL IMPACT
18 STATEMENT WHICH HAS BEEN IN CIRCULATION FOR THE PAST SEVERAL
19 WEEKS. AS YOU MAY ALREADY KNOW, ENVIRONMENTAL IMPACT
20 STATEMENTS ARE REQUIRED BY LAW, TO PUBLICLY DISCLOSE THE
21 ENVIRONMENTAL CONSEQUENCES OF IMPLEMENTING DESIRED ACTIONS
22 OR THEIR ALTERNATIVES.
23 THE SUBJECT DRAFT ENVIRONMENTAL IMPACT
24 STATEMENT PREPARED FOR THE RELOCATION OF THE 146TH TACTICAL
25 AIRLIFT WING THEREFORE INDICATES THE EFFECTS OF MOVING THE
26 146TH TO ANY ONE OF THESE THREE SITES, AS WELL AS THE
27 EFFECT OF DOING NOTHING AT ALL.
28 BECAUSE THE PREFERRED OPTION IS TO RELOCATE

1 THE UNIT TO A 239-ACRE PARCEL OF AGRICULTURAL LAND
2 ADJACENT TO THE NORTHERN BOUNDARY OF NAVAL AIR STATION
3 POINT MUGU, I WILL FOCUS MY DISCUSSION UPON THE
4 CONSEQUENCES OF THAT ACTION.
5 THE SIGNIFICANT EFFECTS INCLUDE: NUMBER 1.
6 BENEFITS TO THE LOCAL ECONOMY IN THE OXNARD PLAIN ASSOCIATED
7 WITH A NET INCREASE IN LOCAL EMPLOYMENT, MAJOR SHORT-TERM
8 CONSTRUCTION ACTIVITY, MINOR LONG-TERM CONSTRUCTION
9 ACTIVITY, AND INCREASED LOCAL EXPENDITURES BY AIR NATIONAL
10 GUARD PERSONNEL.
11 NUMBER 2. AGRICULTURAL DISPLACEMENT OF
12 239 HIGHLY PRODUCTIVE ACRES OF AGRICULTURAL LAND. THIS
13 ACTION IS RECOGNIZED AS BEING CONTRARY TO THE INTENT OF
14 THE COUNTY GENERAL PLAN TO PRESERVE SUCH USES IN THE OXNARD
15 PLAIN.
16 NUMBER 3. DEPENDING UPON THE CONFIGURATION
17 OF FINAL PLANS, THERE MAY BE A POSSIBLE DISTURBANCE TO A
18 SMALL AREA OF DEGRADED HYPOSALINE MARSH. HOWEVER, THIS
19 IMPACT WOULD BE OFFSET BY CREATION OR ENHANCEMENT OF
20 SUITABLE HABITAT AT A RATIO NEGOTIATED WITH THE U.S. FISH
21 AND WILDLIFE SERVICE.
22 NUMBER 4. GENERATION OF NEW AIR POLLUTANT
23 EMISSIONS WHICH WERE NOT INCLUDED IN VENTURA COUNTY'S ARE
24 QUALITY MANAGEMENT PLAN. THE OXNARD AIR BASIN, WHICH
25 INCLUDES THE PROJECT SITE, IS A NON-ATTAINMENT AREA FOR
26 OZONE. AN ESTIMATED 33.3 TONS PER YEAR OF RHC AND 1.59
27 TONES PER YEAR OF NOX WILL BE ADDED TO EXISTING EMISSIONS.
28 OTHER AREAS OF POTENTIAL ENVIRONMENTAL

1 CONCERN WERE RAISED BY CITIZENS DURING THE FOUR PUBLIC
2 SCOPING MEETINGS HELD LAST AUGUST. THE FOREMOST OF THESE
3 CONCERNS WAS THE POTENTIAL FOR INCREASED NOISE AND
4 FREQUENCY OF AIRCRAFT OVERFLIGHTS.
5 PRC ENGINEERING EVALUATED THE NOISE ISSUE
6 FROM THREE DIFFERENT PERSPECTIVES. ONE APPROACH, A
7 COMPUTER MODEL USED BY THE FEDERAL AVIATION ADMINSTRATION
8 CALLED THE AREA EQUIVALENT METHOD, WAS EMPLOYED TO DETERMINE
9 WHETHER OR NOT A SIGNIFICANT INCREASE IN THE CUMULATIVE
10 NOISE EXPOSURE WOULD RESULT FROM 12 DAILY ADDITIONAL
11 TAKEOFFS OF THE ANG'S C-130 TURBOPROP AIRCRAFT. HOWEVER,
12 BECAUSE THE C-130'S ARE SO MUCH QUIETER THAN THE DOMINANT
13 AIRCRAFT USING NAVAL AIR STATION POINT MUGU, THE ANALYSIS
14 DEMONSTRATED THAT NO SIGNIFICANT NOISE IMPACT WOULD OCCUR.
15 DAY-NIGHT AVERAGE NOISE LEVELS WERE ALSO
16 MODELED FOR THE NOISE SENSITIVE LEISURE VILLAGE COMMUNITY.
17 THE RESULT OF THIS ANALYSIS INDICATED THAT THE ADDED ANG
18 AIRCRAFT OPERATIONS WOULD INCREASE DAY-NIGHT NOISE LEVELS
19 FROM 53.2 L_{DN} TO 53.3 L_{DN} OR ONLY 0.1 L_{DN}. THIS WOULD
20 NOT BE A SIGNIFICANT CHANGE.
21 A THIRD ANALYSIS, A REVIEW OF SINGLE EVENT
22 NOISE LEVELS, WAS ALSO UNDERTAKEN. AGAIN, THE C-130
23 AIRCRAFT WAS SHOWN TO BE SIGNIFICANTLY QUIETER THAN THE
24 DOMINANT AIRCRAFT NOW AT NAVAL AIR STATION POINT MUGU.
25 MAXIMUM NOISE LEVELS FOR THE C-130, FOR EXAMPLE, AT LEISURE
26 VILLAGE WERE 63.3DB(A) WHILE THE MAXIMUM NOISE LEVEL FOR A
27 SIMILAR OVERFLIGHT OF AN F-4 WOULD BE A MUCH LOUDER 76.6
28 DB(A).

1 BECAUSE THE BASE WOULD BE OCCUPIED BY ONLY
2 300 FULL-TIME PERSONNEL ON WEEKDAYS, TRAFFIC CONGESTION
3 AT HUENEME ROAD AND LAS POSAS ROAD WOULD BE LIMITED TO
4 SHORT PERIODS ON ONE WEEKEND PER MONTH DURING FULL
5 OPERATIONS. THIS IMPACT WAS NOT CONSIDERED TO BE
6 SIGNIFICANT.
7 THE POINT MUGU SITE INVOLVES MINIMAL
8 AIRSPACE CONFLICTS AND POSES NO SECURITY PROBLEMS. IT
9 POSES NO SIGNIFICANT, UNMITIGABLE FLOOD HAZARDS AND WOULD
10 LEAD TO A BENEFICIAL REDUCTION IN GROUNDWATER PUMPING.
11 PUBLIC SERVICES AND UTILITIES IN THE AREA HAVE INDICATED
12 THAT THE PROPOSED BASE CAN BE SERVICED WITH NO SIGNIFICANT
13 PROBLEMS.
14 CONSTRUCTION OF THE AIR NATIONAL BASE ON THE
15 SITE WHICH IS CURRENTLY IN AGRICULTURAL USE WOULD RESULT IN
16 A CHANGE IN THE VISUAL CHARACTER OF THE SITE. THERE ARE
17 NO ARCHAEOLOGICAL OR HISTORIC RESOURCES PRESENT ON THE SITE.
18 FINALLY, SHORT-TERM CONSTRUCTION RELATED
19 IMPACTS SUCH AS NOISE OF CONSTRUCTION EQUIPMENT, DUST
20 EMISSIONS AND TRAFFIC DISRUPTIONS WOULD OCCUR AS A RESULT
21 OF DEVELOPMENT OF THE NEW BASE. STANDARD CONSTRUCTION
22 MITIGATION MEASURES WOULD BE USED TO REDUCE AND/OR ELIMINATE
23 THESE IMPACTS.
24 I WILL NOW TURN THE MEETING BACK TO COL.
25 CASARI WHO WILL BE CALLING THOSE WHO WISH TO SPEAK THIS
26 EVENING.
27 COL. CASARI: I EARLIER ANNOUNCED I ASKED
28 YOU TO CONFINE YOUR REMARKS TO EIGHT MINUTES. AS YOU MAY

1 HAVE SEEN, I HAVE RECEIVED A NUMBER OF ADDITIONAL CARDS.
2 RECOMPUTING, MAY I ASK YOU TO CONSIDER
3 RESTRICTING YOUR REMARKS TO SEVEN MINUTES OR LESS, IF AT
4 ALL POSSIBLE.
5 FIRST, MAY I CALL ON THE THIRD DISTRICT
6 SUPERVISOR FOR VENTURA COUNTY, MS. MAGGIE ERICKSON.
7 MS. ERICKSON: THANK YOU VERY MUCH. COLONEL.
8 IT'S A PLEASURE TO BE ABLE TO BE HERE AND I WOULD LIKE TO
9 EXPRESS MY APPRECIATION TO YOU, TO THE AIR NATIONAL GUARD,
10 FOR BEING IN OUR COMMUNITY AND BEING HERE TO LISTEN TO
11 WHAT PEOPLE ARE CONCERNED ABOUT.
12 MOST OF THE TIME, I FIND MYSELF SITTING ON
13 THE OTHER SIDE OF THE TABLE AND AT THAT TIME I ALWAYS
14 RECOGNIZE LIFE WOULD BE MUCH SIMPLER IF THEY WOULD LET ME
15 BE SOME TYPE OF BENEVOLENT DICTATOR INSTEAD OF LISTENING TO
16 WHAT PEOPLE WANT. SOMETIMES DEMOCRACY IS MUCH MORE
17 DIFFICULT, BUT IN THE LONG RUN IT IS WHAT WE SUPPORT AND
18 IT MAKES THINGS WORK FOR US.
19 I APPRECIATE YOUR BEING HERE AND I HOPE IT
20 WILL BE A FRUITFUL AND GOOD EVENING FOR ALL OF US.
21 THE COUNTY RESOURCE MANAGEMENT AGENCY, WHICH
22 IS THE AGENCY WHICH WOULD BE LOOKING AT THE ENVIRONMENTAL
23 DOCUMENT, DID NOT RECEIVE THAT. A COPY WAS SENT TO MY
24 OFFICE AND WE DELIVERED IT TO THEM AT THE END OF LAST WEEK,
25 SO I DON'T HAVE A RESPONSE FROM THEM. HOWEVER, THEY HAD
26 INITIALLY INDICATED SOME OF THE ISSUES THEY WOULD HAVE
27 CONCERNS REGARDING AND I WOULD LIKE TO SIMPLY GO OVER THOSE
28 AGAIN SO YOU WILL KNOW AND THE AIR NATIONAL GUARD WILL KNOW

1 THAT THESE ARE THE CONCERNS THE COUNTY WILL BE LOOKING AT
2 AND THEY WILL INDEED GET THOSE WRITTEN COMMENTS TO THE AIR
3 NATIONAL GUARD BEFORE THE END OF THE REVIEW PERIOD.
4 THE COUNTY HAD INITIALLY INDICATED THEY HAVE
5 CONCERNS REGARDING AGRICULTURAL LAND, REMOVING AT 239 ACRES
6 OF PRIME AGRICULTURAL LAND. IT DOES INDEED GO AGAINST THE
7 COUNTY GENERAL PLAN AND IS NOT SOMETHING WE WOULD BE WILLING
8 TO SUPPORT.
9 THERE ARE CONCERNS FROM THE AMCD CONCERNING
10 NON-ATTAINMENT AND HOW WE WOULD DEAL WITH THE ADDITIONAL
11 POLLUTANTS THAT WOULD BE COMING INTO THE COUNTY.
12 THERE ARE CONCERNS REGARDING FLOOD CONTROL
13 AND, IN LISTENING TO THE BRIEF PRESENTATION TONIGHT, IT
14 APPEARS THAT THE COUNTY MAY DISAGREE WITH THE AMOUNT OF
15 FLOOD CONTROL IMPACT THAT THERE MIGHT INDEED B.
16 THERE ARE CONCERNS ABOUT POSSIBLE
17 ENVIRONMENTAL HEALTH ISSUES AND ALSO THE EFFECT ON THE
18 HYPOSALINE MARSH WHICH AGAIN WAS INDICATED, BUT WHICH WILL
19 BE ADDRESSED BY OUR COUNTY PEOPLE.
20 WHEN WE HAD FIRST EXPRESSED CONCERNS, THE
21 SITE WAS CONSIDERED NOT CERTAIN. NOW THAT THAT SITE IS
22 ESTABLISHED, THE COUNTY WILL BE REVIEWING THE EIS AND WILL,
23 IN FACT, BE PROVIDING RESPONSE.
24 IN ADDITION, I AM GOING TO BE LISTENING
25 VERY CAREFULLY TO THE CONCERNS OF THE CITY OF CAMARILLO AND
26 TO THE RESPONSE TO THOSE CONCERNS. THOSE ARE BEYOND THE
27 COUNTY CONCERNS AND YET, THEY ARE CONSTITUENTS THAT I ALSO
28 REPRESENT AND THEIR CONCERNS ABOUT HOUSING OR TRANPORTATION,

1 INFRASTRUCTURE NOISE, ARE ALL THINGS I AM GOING TO BE
2 LISTENING TO IN TERMS OF A RESPONSE FROM THE AIR NATIONAL
3 GUARD.
4 IT SEEMS TO ME THAT IT IS VERY DIFFICULT TO
5 BALANCE, BUT IT HAS TO BE BALANCED. THE NEEDS OF THE AIR
6 NATIONAL GUARD AGAINST THE NEEDS OF THE COMMUNITY. IT
7 WOULD HAVE AN IMPACT ON THIS.
8 LOOKING AT ALL OF THE ALTERNATIVES, I TRUST
9 THE AIR NATIONAL GUARD WILL CONTINUE TO LOOK AT ALL OF
10 THOSE ALTERNATIVES WHEN THEY BEGIN TO EVALUATE THE IMPACT
11 THIS WOULD HAVE IF IT CAME INTO THIS COMMUNITY.
12 PERSONALLY, I WOULD SIMPLY HAVE TO GO ON
13 RECORD WITH SAYING THAT I WOULD NOT BE ABLE TO SUPPORT
14 ANYTHING THAT WOULD ADVERSELY EFFECT A GREAT MANY LIVES IN
15 THIS COMMUNITY AND IN THIS COUNTY AND I WILL BE LOOKING AT
16 THAT REPORT VERY CAREFULLY TO SEE WHAT IT SAYS.
17 THANK YOU VERY MUCH FOR A CHANCE TO SPEAK
18 TO YOU.
19 COL. CASARI: THANK YOU, SUPERVISOR
20 ERICKSON.
21 MAY I CALL ON COUNCILMAN ESTY NOW TO SPEAK,
22 PLEASE.
23 MR. ESTE: I AM COUNCILMAN BILL ESTY, AND
24 LAST YEAR I WAS MAYOR OF THIS CITY WHEN THIS ISSUE FIRST
25 CAME UP, AND I HAVE BEEN ASKED BY THE CITY COUNCIL TO CARRY
26 THIS PARTICULAR PORTION OF THE MEETING.
27 I WILL NOT ATTEMPT TO GO THROUGH THE ENTIRE
28 EIS. IT IS A BIG, THICK DOCUMENT AND WE HAVE ABOUT SIX

TYPEWRITTEN PAGES OF COMMENTS WITH REGARDS TO THAT DOCUMENT, SHOWING VARIOUS AREAS OF INADEQUACY, AT LEAST FROM OUR VIEWPOINT.

THIS EVENING, I WOULD LIKE TO CONFINE MY REMARKS TO FOUR AREAS: NOISE, SAFETY, AIR QUALITY AND THE ENVIRONMENTAL IMPACT MATRIX WHICH IS IN SECTION FOUR OF THIS PARTICULAR BOOK.

WITH REGARDS TO NOISE, THERE SEEMS TO BE A VERY REAL QUESTION AS TO THE NUMBER OF OVERFLIGHTS THERE WILL ACTUALLY BE PER DAY. THE YOUNG LADY JUST A FEW MINUTES AGO SAID 14. I AM SURE I CAN FIND IN THE DOCUMENT 74. THIS IS QUITE A DIFFERENCE.

THE DOCUMENT CONCENTRATES ON ~~C AND E~~ CNEL AND TELLS US HOW IT ONLY CHANGES BY A TENTH OF A POINT, BUT OUR PEOPLE THAT LIVE IN MISSION OAKS AND WOODSIDE GREENS AND LEISURE VILLAGE AND THE OTHER AREA OF THE EAST SIDE OF THE CITY ARE FAR MORE CONCERNED WITH THE ONE-EVENT NOISES BECAUSE THOSE ARE THE ONES WE HEAR AND ARE TROUBLE FROM TO US.

OVER THE YEARS, WE HAVE DEALT WITH THE NAVY AND ABOUT EVERY YEAR, YEAR AND A HALF, WE HAVE TO GO OVER AND SEE THE COMMANDING OFFICER AND SAY, "WON'T YOU PLEASE MAKE THE PLANES BEHAVE BECAUSE THEY ARE DROPPING DOWN BELOW THE ALTITUDE WE HAVE AGREED UPON," WHICH IS CURRENTLY 2600 FEET.

WE ARE CONCERNED WHETHER THE AIR NATIONAL GUARD WILL FOLLOW THE POLICIES OF THE NAVY OR WHETHER WE WILL HAVE TWO ORGANIZATIONS WE WILL HAVE TO ARGUE WITH

RATHER THAN JUST ONE.

WE ARE ALSO VERY CONCERNED ABOUT THE C-130 PLANES. WE RECOGNIZE THAT THOSE ARE THE PLANES THAT ARE CURRENTLY USED; THAT THEY ARE NOW BETWEEN 20 AND 25 YEARS OLD AND I THINK IT WOULD BE VERY NAIVE OF THIS CITY TO THINK THAT THE C-130'S ARE GOING TO BE THERE FOR THE NEXT TEN YEARS, TOO. THE NAVY, THE AIR FORCE AND EVEN THE ARMY HAS A WAY OF UPGRADING PLANES FROM TIME TO TIME, AND WE ARE CONCERNED AS TO WHETHER THE NOISE LEVELS THAT WE ARE CURRENTLY EXPERIENCING WILL CONTINUE TO BE THE SAME NOISE LEVELS. FRANKLY, WE DOUBT IT.

WITH REGARDS TO SAFETY, I WOULD POINT OUT THAT THE FLIGHT PATTERNS FOR BOTH OXNARD AND CAMARILLO AIRPORTS CROSS THE MUGU FLIGHT PATH AND WE BELIEVE THAT 3-12, SHOWING THE MUGU FLIGHT TRACKS, SHOULD BE MODIFIED TO SHOW THESE ADDITIONAL CROSSING TRACTS BECAUSE THERE IS A SAFETY ISSUE INVOLVED IN HERE.

I WOULD POINT OUT THAT ON PAGE 3-59 THERE IS A STATEMENT WITH REGARDS TO AIRCRAFT ACCIDENT HISTORY, AND THIS STATEMENT DOES NOT SUPPORT THE CONCLUSION THAT THERE IS NO POTENTIAL PROBLEM. IN FACT, THEY MAKE QUITE CLEAR THERE IS A VERY POTENTIAL PROBLEM.

I WOULD ALSO LIKE TO POINT OUT THAT EIS DOES NOT RECOGNIZE THE POTENTIAL GROWTH FOR BOTH THE OXNARD AND CAMARILLO AIRPORTS. AT THE PRESENT TIME, THERE ARE APPROXIMATELY 500 PLANES STATIONED AT CAMARILLO AND IT HAS BEEN PROJECTED THAT THERE WILL BE AS MANY AS 1200 PLANES SY 1990.

7.

I DO NOT HAVE AT MY FINGERTIPS THE FIGURE FOR THE OXNARD AIRPORT, BUT THEY ARE ROUGHLY PROPORTIONAL.

FROM MY VIEWPOINT AND FROM THE CITY'S VIEWPOINT, THIS MEANS THE POTENTIAL FOR ACCIDENTS IS MATERIALLY INCREASED AND WE ARE NOT VERY HAPPY ABOUT THIS.

THE ESTIMATE MADE BY THE YOUNG LADY WITH REGARDS TO THE AIR QUALITY IS ABSOLUTELY CORRECT. CAMARILLO, IN FACT, THIS WHOLE OXNARD-VENTURA AREA, IS A NON-ATTAINMENT AREA AND THE IDEA OF HAVING 3.3 TONS OF RHC AND 15.9 TONES OF NOX ARE NOT IN THE INTERESTS OF THE COMMUNITY AS A WHOLE.

8.

THE END OF THIS MONTH, THERE IS GOING TO BE A HEARING BY THE AIR QUALITY PEOPLE UP IN VENTURA, TRYING TO TELL US WHAT MITIGATING MEASURES WE ARE GOING TO HAVE TO TAKE IN ORDER TO AVOID BEING SANCTIONED UNDER THE STATE IMPLEMENTATION PLAN. THIS DOES NOT RECOGNIZE THE POTENTIAL INCREASE IN POLLUTANTS THAT THE AIR NATIONAL GUARD PROPOSES TO GIVE US.

WITH REGARDS TO THE ENVIRONMENTAL IMPACT MATRIX, WHICH IS ON THE FIRST PART OF SECTION 4, THERE ARE 15 NEGATIVE IMPACTS VERSUS SIX POSITIVE IMPACTS FOR THE MUGU SITE LOCATION.

OF THESE, SEVEN, IN OUR OPINION, ARE SERIOUS. THEY ARE ACQUISITION AND RELOCATION, STREET AND HIGHWAY CAPACITY, AIR POLICY MANAGEMENT COMPLIANCE, EXISTENT PRODUCTIVE AGRICULTURAL AREA, PRIME SOILS, CONSTRUCTION IMPACT AND LAND USE IN GENERAL.

I WOULD POINT OUT TO THIS AUDIENCE THIS IS

1 TWICE AS MANY AS ANY OF THE OTHER CHOICES AND THREE TIMES
2 AS MUCH AS IF THE AIR NATIONAL GUARD STAYED IN VAN NUYS,
3 WHERE IT IS RIGHT NOW.
4 WE RESPECT THE AIR NATIONAL GUARD IN THEIR
5 MISSION. WE KNOW THEY DO AN EXCELLENT JOB. WE JUST DO NOT
6 THINK THAT THE ONE MAJOR PLUS FOR MUGU, WHICH SEEMS TO BE
7 THE RECRUITMENT AREA, OFFSETS THE MANY VERY NEGATIVE
8 FACTORS OF THE POTENTIAL MOVE TO MUGU.
9 OUR DETAILED ANALYSIS OF THE EIS AND ITS
10 SHORTCOMINGS AS WE SEE IT WILL BE FORWARDED TO MASTER
11 SERGEANT BLACK BEFORE THE APRIL 15TH DEADLINE.
12 THANK YOU.
13 COL. CASARI: THANK YOU, COUNCILMAN ESTY.
14 MAY I ASK NOW MR. JOE GAYNES, WHOSE CARD
15 INDICATES HE IS AN ASSEMBLYMAN TO THE CALIFORNIA SENIOR
16 LEGISLATURE, TO SPEAK.
17 MR. GAYNES: MY NAME IS JOE GAYNES AND I AM
18 A RESIDENT OF CAMARILLO.
19 COL. CASARI, I HAVE SOME DOCUMENTS HERE AND
20 I WILL QUOTE FROM THEM IN ORDER TO SUBSTANTIATE MY
21 STATEMENTS.
22 "DURING THE PAST TEN YEARS, THOUSANDS OF
23 FORMER RESIDENTS OF LOS ANGELES COUNTY HAVE PURCHASED HOMES
24 IN THIS QUIET RURAL AREA FO ESCAPE OF THE NOISE AND ACTIVITY
25 IMPACTS OF LAX, BURBANK AND VAN NUYS AIRPORTS.
26 "THE PHYSICAL NATURE OF THE MOUNTAIN PASSES,
27 OCEAN AND WEATHER CHANGES IN THE CAMARILLO-POINT MUGU AREA
28 IMPOSES A NEED FOR A TIGHT FLIGHT PATTERN, ESPECIALLY OVER

AN ESTABLISHED CITY OF 40,000 RESIDENTS.

"WITH INCREASED TRAINING FLIGHTS AS PROPOSED BY THE RELOCATION OF THE 246TH AIRLIFT WING COMMAND TO POINT MUGU, THE OVERFLIGHTS WOULD MULTIPLY AND EXTEND THE HOURS OF IMPOSITION MANY TIMES. THIS WOULD ALSO AFFECT PORT HUENEME, OXNARD, SOMIS AND THOUSAND OAKS.

"THIS FLIGHT PATTERN IMPACTS DIRECTLY AT THE PRESENT TIME ON 9,000 PEOPLE IN EASTERN CAMARILLO, OF WHICH THERE IS A COMMUNITY OF 3500 RETIRED SENIORS, HIGH SCHOOLS, SEVERAL ELEMENTARY SCHOOLS, FIVE MOBILE PARKS AND A NUMBER OF CONVALESCENT FACILITIES, COMMUNITY HOSPITAL, A PUBLIC HOUSING COMPLEX OF 91 APARTMENTS.

"PUBLIC HEARINGS ARE NOT SUFFICIENT WHEN CONSIDERING AN ALREADY POPULATED AREA SO CLOSE TO POINT MUGU AND CAMARILLO AIRPORT. A SERIOUS DETAILED STUDY OF WHAT EFFECTS IT WOULD HAVE ON THE PRESENT AND ANTICIPATED POPULATION IS REQURED. A DETAILED HOUSE-TO-HOUSE SURVEY OF RESIDENTS IN THE AFFECTED AREAS WOULD BE APPROPRIATE.

9.

"RESIDENTS LIVING UNDER THE LANDING PATTERN DESERVE CONSIDERATION AND RESPECT WHEN SUCH A MAJOR IMPOSITION ON THEIR WORK AND LIVING ENVIRONMENT IS THREATENED.

"PALMDALE WAS ORIGINALLY CREATED AS A SATELLITE AIRPORT FOR LAX. RELATED INDUSTRY AND SERVICES HAVE LONG BEEN DEVELOPED. IT IS WELL LOCATED AWAY FROM RESIDENTIAL POPULATIONS. IT IS NOT A PRIMARY MILITARY TARGET AS IS POINT MUGU.

10.

"ALL RELATED EMERGENCY AND HOSPITAL SERVICES

11.

1 ARE CLOSE BY IN LOS ANGELES COUNTY. IN CASE OF AN ENEMY
2 ATTACK, LARGE SEGMENTS OF THE POPULATION COULD BENEFIT FROM
3 THE EMERGENCY SERVICES.
4 "ON ALL COUNTS, PALMDALE STANDS OUT AS THE
5 LEAST COSTLY AND THE MOST STRATEGIC SITE."
6 I ALSO HAVE TWO INSTRUCTIONS THAT I HAVE
7 OBTAINED FROM OUR LOCAL AIRPORT BULLETIN BOARD THAT CALLS
8 TO THE ATTENTION OF PILOTS GOING IN AND OUT OF THE LOCAL
9 AIRPORT THAT ARE VERY PERTINENT TO THIS SITUATION HERE
10 TONIGHT.
11 ONE IS AN ACCIDENT PREVENTION PROGRAM NOTICE
12 FROM THE DEPARTMENT OF TRANSPORTATION, FEDERAL AVIATION
13 ADMINISTRATION, WESTERN REGION. THESE INSTRUCTIONS WERE
14 ISSUED JULY 10, 1984, AND ARE EFFECTIVE AUGUST 10, 1984.
15 IT HAS TO DO WITH BACKGROUND. THERE HAS
16 BEEN AN INCREASING NUMBER OF AIR TRAFFIC CONFLICTS IN THE
17 ANS POINT MUGU APPROACH TERMINAL AIR SPACE DURING THE PAST
18 FEW MONTHS IN THE VICINITY OF OXNARD, CAMARILLO AND POINT
19 MUGU AIRPORTS. THESE INCIDENTS HAVE RESULTED IN INCREASED
20 CONTROLLER AND PILOT CONCERN AND SEVERAL NEAR-MISS REPORTS.
21 THIS LETTER DISCUSSES THESE PROBLEMS, DEPICTS
22 TRAFFIC FLOWS AND OFFERS RECOMMENDED SOLUTIONS. I AM NOT
23 GOING TO GO THROUGH ALL THE DETAIL HERE. I KNOW WE HAVE A
24 FINE AUDIENCE HERE AND THEY ARE VERY MUCH CONCERNED. I WILL
25 JUST PICK OUT THE HIGHLIGHTS HERE.
26 "STUDENT PRACTICE AREA. IT IS CUSTOMARY
27 FOR LOCAL PILOTS TO PRACTICE FLYING MANUEVERS IN THE
28 VICINITY OF SOMIS AND NORTH OF THE MISSION OAKS AREA. THIS

1 IS A VERY HAZARDOUS AREA, DUE TO THE NUMEROUS MILITARY AND
2 CIVILIAN AIRCRAFT BEING VECTORED FOR INSTRUMENT APPROACHES
3 TO THE CITY AIRPORTS.
4 "IT IS RECOMMENDED THAT INSTRUCTOR PILOTS
5 MOVE THEIR PRACTICE OPERATION TO A SAFER AREA CLEAR OF
6 ARRIVAL INSTRUMENT TRAFFIC.
7 "THE AREA IN THE VICINITY OF SANTA CLARA
8 RIVER BETWEEN SANTA PAULA AIRPORT AND NORTH OF THE CITY
9 OF VENTURA IS RELATIVELY CLEAR OF THIS CONFLICTING TRAFFIC
10 AND OFFERS A SAFE PLACE TO PRACTICE."
11 ANOTHER PARAGRAPH HERE, "MOST HAZARDOUS
12 PRACTICE NOW BEING USED," AND THIS IS HIGHLIGHTED, "IN
13 THIS PARTICULAR LIGHT AIRCRAFT DEPARTING OXNARD AND
14 CAMARILLO AIRPORTS, FLYING EASTBOUND IN THE VICINITY OF
15 VENTURA FREEWAY, ARE CLIMBING OPPOSITE DIRECTION TO
16 ARRIVALS," AND THEY HAVE A LOT OF ABBREVIATIONS HERE OF
17 THE DIFFERENT APPROACHES.
18 ADDITIONALLY, THEY FLY THROUGH MILITARY
19 ARRIVALS CONDUCTING INSTRUMENT APPROACHES AND THERE IS A
20 MAP HERE TO HIGHLIGHT ALL THIS I HAVE READ.
21 I WILL SUBMIT THIS TO YOU, SIR, WHEN I
22 GET THROUGH WITH IT.
23 COL. CASARI: CERTAINLY.
24 MR. GAYNES: THEN, THE LAST ONE IS AN
25 INSTRUCTION GIVEN TO PILOTS BY THE VENTURA COUNTY PROPERTY
26 ADMINISTRATION AGENCY. THIS WAS DATED DECEMBER, 1983, AND
27 IT STILL IS ACTIVE.
28 "LOCAL RESIDENTS LIVING IN CLOSE PROXIMITY

1 TO THE OXNARD AIRPORT HAVE RECENTLY SUBMITTED VERBAL AND
2 WRITTEN COMPLAINTS TO ELECTED CITY AND COUNTY OFFICIALS
3 WHICH ESSENTIALLY ADDRESSES EXCESS AIRCRAFT GENERATED NOISE
4 IN ALL QUADRANTS OF THE AIRPORT TRAFFIC AREA. THE AIRPORT
5 PROPRIETOR, WITH THE HELP AND COOPERATION OF EACH FLIGHT
6 INSTRUCTOR PILOT AND FIXED BASE OPERATOR HAS THE ULTIMATE
7 RESPONSIBILITY OF DEVELOPING AND IMPLEMENTING SAFETY
8 PROCEDURES AND TECHNIQUES THAT WILL RESULT IN A DECREASE
9 IN CITIZEN COMPLAINTS."
10 THE PURPOSE OF THIS CORRESPONDENCE IS TO
11 MAKE THE AVIATION COMMUNITY AWARE OF THE URGENT NEED TO
12 MINIMIZE THE CONTROL ISSUE OF AIRPORT NOISE BY RELATING
13 PILOT FLIGHT ACTIVITIES MORE CLOSELY TO THE CITIZEN GOALS,
14 VALUES AND NEEDS.
15 WHILE LITTLE CAN BE DONE TO REVERSE THE
16 RESULTING LAND USE PLAN RESULTING FROM THE PAST DECISIONS
17 NOT IN THE BEST INTEREST OF THE AIRPORT, WE MUST RECOGNIZE
18 THE NEED TO LIVE IN A PEACEFUL, CO-EXISTENCE WITH THE
19 RESIDENTS THAT NOW SHARE OUR ENVIRONMENT.
20 TO THAT EFFORT, WE ARE DISTRIBUTING A
21 NOISE ABATEMENT PROPOSAL TO EACH PILOT OPERATING FROM OUR
22 TWO AIRPORTS; NAMELY, CAMARILLO AND OXNARD.
23 THIS WAS FIRST IMPLEMENTED IN 1980 AND LOST
24 VALUE WITH THE PASSAGE OF TIME.
25 TO AVOID FURTHER RESTRICTIONS, ALL PILOTS
26 ARE STRONGLY ENCOURAGED TO DO THEIR UTMOST TO COMPLY. TO
27 IGNORE THE INTENT OF THE NOISE ABATEMENT PROGRAM WOULD MOST
28 CERTAINLY LEAD TO A DETERIORATION OF UNDERSTANDING BETWEEN

THE AIRPORT USES AND THE COMMUNITY.

COL. CASARI: SIR, DO YOU HAVE MUCH MORE?

MR. GAYNES: JUST ABOUT ANOTHER HALF MINUTE.

COL. CASARI: ALL RIGHT, FINE.

MR. GAYNES: I APPRECIATE THAT.

NOW, WITH THE POLLUTION FACTOR.

WE ARE IN A CLOSE PROXIMITY OF ALL THESE FLIGHT PATTERNS. THIS SURVEY THAT WE ARE REQUESTING ON THE PART OF THE AGENCY HERE TO GET INTO THE COMMUNITY AND FIND OUT WHAT THE CONDITION OF THE PEOPLE ARE AND THEIR ATTITUDES -- EMPHYSEMA AND ALL THE OTHER RESPIRATORY AILMENTS ARE AT A HIGH POINT IN THIS AREA FOR THREE REASONS. WE ARE AN AGRICULTURAL AREA WITH ALL POLLUTANTS COMING OFF FARM LAND; INSECTICIDES, FERTILIZERS AND POLLEN. ANY KIND OF DISTURBANCE OF THE AIR CURRENTS IN THIS AREA GENERATES THAT STUFF ALL THROUGH THE COMMUNITY.

MANY OF OUR PEOPLE HERE ARE OVERWHELMED BY THESE CONDITIONS, NOT ONLY WITH THE PRESENT FLIGHTS, BUT WE CERTAINLY WILL BE WITH FUTURE FLIGHTS.

THANK YOU VERY MUCH.

COL. CASARI: THANK YOU, MR. GAYNES, THANK YOU.

MAY I CALL ON MARY ANN MC PHEE TO SPEAK, PLEASE.

MS. MC PHEE: MARY ANN MC PHEE, 5524 WINCHESTER WAY, CAMARILLO.

THANK YOU, COL. CASARI.

12. AS I UNDERSTAND IT FROM THE CITY COUNCIL

LAST WEEK, THE ENVIRONMENTAL IMPACT STATEMENT FAILED TO EVALUATE THE PRESENT NOISE LEVEL AND FREQUENCY OF FLIGHTS OVER THE MISSION OAKS AREAS.

FEBRUARY 8TH OF THIS YEAR, I RECORDED THE NUMBER OF POINT MUGU FLIGHTS PASSING OVER MISSION OAKS. I RECORDED ONLY THOSE FLIGHTS LOUD ENOUGH TO COMPLETELY DROWN OUT NORMAL CONVERSATION OR MODERATE VOLUME MUSIC OR TELEVISION.

IN A FIVE-AND-A-HALF-HOUR PERIOD, THERE WERE 31 FLIGHTS, 15 OF WHICH WERE IN A ONE-HOUR PERIOD. THAT'S ONE EVERY FOUR MINUTES.

I WOULD BE INTERESTED TO KNOW HOW THE AIR NATIONAL GUARD PLAN TO SANDWICH IN BETWEEN PLANES GOING EVERY FOUR MINUTES.

THIS IS ALSO NOT AN ESPECIALLY UNUSUAL DAY. IT WAS AN AVERAGE FLIGHT DAY FOR POINT MUGU WHEN I DID THIS RECORDING.

I THINK THE INCREASED AVERAGE DECIBELS IS NOT THE ISSUE, BUT RATHER THE NUMBER OF FLIGHTS AND MULTIPLE DISTURBANCES WHICH ENCROACH UPON OUR DAILY PEACE AND QUITE IS THE FACTOR TO BE CONSIDERED. THERE IS A TREMENDOUS RISE IN A DECIBEL DURING AN OVERFLIGHT, WHILE THE AVERAGE MAY BE RELATIVELY UNCHANGED. THUS, IT IS THE NUMBER OF FLIGHTS THAT IS OUR CONCERN.

THIS NUMBER DOES NOT NEED TO BE INCREASED, CONSIDERING THAT THE NOISE IS ALREADY EXCESSIVE.

THANK YOU.

COL. CASARI: THANK YOU VERY MUCH, MS. MC PHEE.

MAY I CALL UPON MR. STEVEN CLARK, PLEASE.

MR. CLARK: GOOD EVENING, COL. CASARI.

MY NAME IS STEVE CLARK. I AM AN ATTORNEY. I AM HERE REPRESENTING HELEN GLASSMAN AND OTHER CONCERNED CITIZENS IN VENTURA COUNTY.

WE HAVE PREPARED ABOUT FIVE PAGES OF COMMENTS AFTER REVIEWING THE ENVIRONMENTAL IMPACT STATEMENT, THE DRAFT STATEMENT.

I HAVE TO AGREE WITH COUNCILMAN ESTY AND JOE GAYNES. THEY HAVE BROUGHT OUT MANY OF THE POINTS I WOULD HAVE BROUGHT OUT. I WILL SHORTEN MY COMMENTS THUSLY, JUST TO MAKE A GENERAL COMMENT.

REVIEWING WHAT WE HAVE DONE IN OUR REVIEW OF THE DRAFT STATEMENT, IN THE STATEMENT THERE ARE STRONG ARGUMENTS AGAINST THE LOCATION OF THE AIR WING TO NAS POINT MUGU.

AT THE SAME TIME, THE DATA IN THE DRAFT REPORT SHOW THAT AIR FORCE PLANT NO. 42 AT PALMDALE IS THE PREFERABLE SITE BY FAR, BY A NUMBER OF FACTORS. THAT'S CONSIDERING AIR QUALITY IMPACT, SAFETY, POTENTIAL AIR SPACE AVAILABILITY, TRAFFIC IMPACT AND DISLOCATION OF PRIME AGRICULTURAL LAND.

I REPEAT, AS FAR AS WE CAN TELL IN OUR REVIEW OF THE DRAFT IMPACT STATEMENT, THERE IS NO DATA SUPPORT FOR THE STATEMENT AND THE CONCLUSION THAT NAS POINT MUGU IS THE PREFERABLE SITE.. RATHER, THERE ARE STRONG ARGUMENTS AGAINST IT.

WE DO NOT FEEL THERE HAS BEEN AN ADEQUATE

1 TREATMENT IN THE DRAFT IMPACT STATEMENT IN THE AREAS OF
2 AIR QUALITY, SAFETY, AIR SPACE AVAILABILITY, TRAFFIC AND
3 DISLOCATION OF PRIME AGRICULTURAL LAND. WE FEEL THAT
4 PERHAPS, WHEN THOSE AREAS ARE THOROUGHLY INVESTIGATED, THAT
5 AN EVEN STRONGER ARGUMENT WILL BE MADE THAT POINT MUGU IS
6 NOT THE PREFERABLE SITE.
7 THANK YOU.
8 COL. CASARI: THANK YOU, SIR THANK YOU VERY
9 MUCH, MR. CLARK.
10 RUTH WIDEMAN, PLEASE.
11 MS. WIDEMAN: I AM RUTH WIDEMAN. I LIVE IN
12 LEISURE VILLAGE, A NEW RESIDENT OF CAMARILLO, AND I HAVE
13 JUST BEEN THROUGH THIS IN NORTH HOLLYWOOD WITH BURBANK
14 AIRPORT FOR ABOUT FOUR YEARS.
15 WE HAD A LAWSUIT GOING AND THEY PAID NO
16 ATTENTION TO THE LAWSUIT. THEY WENT AHEAD WITH DEVELOPMENT
17 AND WE WERE VERY LUCKY TO BE ABLE TO SELL OUR HOUSE. IT
18 TOOK ABOUT TEN MONTHS.
19 I GOT AWAY FROM THAT POLLUTION AND NOISE AND
20 IRRITATION AND IT LOOKS LIKE WE ARE GOING TO HAVE TO GO
21 THROUGH IT AGAIN HERE. I AM VERY UNHAPPY ABOUT IT.
22 EVERYBODY THAT CAME UP HERE TO SPEAK FOR ME
23 SAID ALL THE THINGS I WAS GOING TO SAY, SO I WILL ONLY TAKE
24 A MINUTE TO SAY THAT FROM MY PAST EXPERIENCE I FEEL WE ARE
25 SPINNING OUR WHEELS HERE AND I WILL BE VERY SURPRISED IF WE
26 DON'T GET STUCK WITH THE AIRPORT.
27 COL. CASARI: THANK YOU, MRS. WIDEMAN.
28 MS. SYNTHIA FORESTER.

1 MS. FORESTER: SYNTHIA FORESTER, 607 WEST
2 TOWER, PORT HUENEME.
3 I WOULD LIKE TO SPEAK ON THE SUBJECT THAT
4 IS ABOUT RECRUITMENT.
5 THEY HAVE MENTIONED THAT IT WOULD BE BETTER
6 FOR RECRUITMENT IF IT WERE, THE AIR NATIONAL GUARD, WERE
7 BROUGHT UP HERE. IF THE AIR NATIONAL GUARD IS BROUGHT UP
8 HERE, IT WILL IMPACT THE BLACKS IN THE SOUTH CENTRAL BASIN
9 IN A NEGATIVE WAY, AS FAR AS THEIR RECRUITMENT AND
10 PARTICIPATION IN THE AIR GUARD.
11 I BELIEVE IT WOULD BE HARDER FOR THEM IN THE
12 YEARS TO COME, IF IT IS MOVED UP HERE, FOR THEM TO HAVE A
13 PART, WHICH THEY SHOULD HAVE.
14 THANK YOU.
15 COL. CASARI: THANK YOU VERY MUCH. THANK
16 YOU, MRS. FORESTER.
17 MR. MALCOLM -- I'M NOT SURE. IS THIS
18 W-I-N OR W-E-N --
19 MR. WINFRIED, PLEASE.
20 MR. WINFIELD: MALCOLM WINFIELD, 607 HOLIER,
21 PORT HUENEME.
22 COL. CASARI: I BEG YOUR PARDON FOR HAVING
23 MISREAD THIS CARD, SIR.
24 MR. WINFIELD: PERFECTLY OKAY.
25 COL. CASARI: THANK YOU.
26 MR. WINFIELD: YOU UNDERSTAND, COLONEL, IT
27 IS VERY DIFFICULT FOR MOST OF THESE PEOPLE HERE TO ADDRESS
28 THIS SUBJECT BECAUSE OF THE FACT MOST OF THEM HAVE SERVED

IN THE SERVICE OR HAD SONS THAT HAVE OR MAYBE DAUGHTERS.

AS A RESULT, THEY ARE HOLDING DOWN THEIR EMOTIONS THEY FEEL ABOUT THE FACT THAT THEIR ENVIRONMENT IS BEING IMPACTED BY NOISE AND AIR POLLUTION.

I WANT TO SUPPORT 100 PERCENT WHAT SYNTHIA HAS JUST SAID. AS FAR AS RECRUITMENT IS CONCERNED, I THINK IT WILL IMPACT NEGATIVELY. IN A VERY STRONG WAY, THE PARTICIPATION OF OUR BLACK ETHNIC GROUP IN THE NATIONAL GUARD AND CERTAINLY IN THIS IMPACT STATEMENT, THEY SHOULD ADDRESS THIS SUBJECT. AT LEAST, THEY SHOULD MAKE SOME TYPE OF EFFORT TO MITIGATE THIS.

THERE ARE A LOT OF THINGS THEY CAN DO. PREFERABLY, THEY COULD PICK ANOTHER LOCATION THAT WAS MORE SUITABLE TO THAT PARTICULAR THING. THESE PEOPLE SHOULD BE ENCOURAGED IN EVERY WAY TO PARTICIPATE IN OUR GUARD.

NOW, I WILL GET DOWN TO THE RECORD, TO THE SUBJECT OF NOISE.

THE SUBJECT OF NOISE HAS BEEN ADDRESSED. IT WAS ADDRESSED IN JUNE OF 1977, AND THE AIR INSTALLATION COMPATIBLE USE ZONE STUDY, PACIFIC MISSILE TEST CENTER, NAVAL AIR STATION POINT MUGU, CALIFORNIA. IT WAS PREPARED FOR THE WESTERN COMMISSION OF THE NAVAL FACILITY ENGINEERING COMMAND AT SAN BRUNO, CALIFORNIA.

I WOULD LIKE TO REQUEST THAT THAT COMPLETE STUDY BE MADE AN APPENDIX TO THIS IMPACT STATEMENT THAT THEY HAVE PREPARED HERE IN THE FINAL DRAFT. IT COVERS NOISE SITUATION IN DETAIL.

I WOULD JUST LIKE TO READ ONE THING FROM

1 THIS TO SHOW YOU ITS IMPORTANCE AND NOT NEGLECTED. YOU
2 UNDERSTAND, COLONEL, THIS IMPACT STATEMENT THAT WE ARE
3 ASKED TO REVIEW CERTAINLY COULD NEVER BE ADDRESSED IN
4 EIGHT MINUTES, SO WE ARE PICKING THINGS THAT PROBABLY WILL
5 BE MISSED UNLESS THEY ARE BROUGHT TO THE ATTENTION OF THE
6 PEOPLE NOW.
7 I AM READING ON SECTION 4, PAGE 2. IT IS
8 FROM THIS REPORT PREPARED BY THE NAVY, POINT MUGU, AND IT
9 SAYS, "NOISE COMPLAINTS RECORDED AT STATION NOISE COMPLAINT
10 LOGS HAVE BEEN PLOTTED TO HELP IN IDENTIFYING NOISE
11 SENSITIVE AREAS. THE COMPLAINT LOCATIONS ARE SHOWN IN
12 EXHIBIT 4-1.
13 "DURING THE 16-MONTH PERIOD FROM DECEMBER,
14 1974 TO APRIL, 1976, 26 NOISE COMPLAINTS WERE RECORDED.
15 MANY OF THESE COMPLAINTS WERE ATTRIBUTED TO NOISE CAUSED
16 BY AIRCRAFT ACTIVITIES RELATED TO AN ANNUAL AIR SHOW.
17 "THE VAST MAJORITY OF THESE COMPLAINTS WERE
18 MADE BY CITIZENS IN CAMARILLO, COMPLAINING OF LOW-FLYING
19 AIRCRAFT.
20 "ALL THE NOISE LEVELS IN THIS AREA FALL
21 BELOW THE 60 CNEL CRITERION LEVEL. THESE NOISE COMPLAINTS
22 INDICATE A PROBLEM DOES EXIST WITH AIRCRAFT NOISE. SEVERAL
23 FACTORS COMBINE TO PRODUCE THIS CONDITION."
24 THEN IT GOES ON AND DESCRIBES THE SPECIAL
25 CONDITIONS OF THE AIRCRAFT THAT CAUSE THESE NOISES AND I
26 WON'T BORE YOU WITH ALL OF THIS DETAIL, BUT IF THIS THING
27 IS INCLUDED, IT WILL SPELL IT OUT IN DETAIL WHAT THE
28 PROBLEM IS HERE FOR THESE PEOPLE. IT HAS ALREADY BEEN

16.

RECORDED. IT'S BEEN MADE, AND REGARDLESS OF WHAT TYPE OF A THING THEY MAY COME UP WITH NOW, IT EXISTS AND IT SHOULD BE CONSIDERED.

IN ADDITION TO THIS, WHEN THIS PARTICULAR THING WAS MADE, IT WAS MADE WITH THIS UNDERSTANDING IN THE COURSE OF PERFORMING THE STUDY. CERTAIN ASSUMPTIONS HAD TO BE MADE IN ORDER TO PROVIDE A BASIS FOR FUTURE PLANNING ASSUMPTIONS UTILIZED AS FOLLOWS. THE ADMISSION REQUIREMENTS WILL REMAIN UNCHANGED. THE EXISTING ROLE OF TODAY'S ACTIVITY LEVELS ARE ASSUMED TO BE REPRESENTATIVES OF THOSE WHICH WILL OCCUR IN THE FUTURE. MAJOR CHANGES IN THE FACILITY OR ACTIVITY LEVELS WOULD NECESSITATE A

17.

REEXAMINATION OF THE STUDY. THIS WAS ORDERED BY THE SECRETARY OF DEFENSE.

THE MOVING OF THE 146TH NATIONAL GUARD TO THIS PARTICULAR LOCATION IS DEFINITELY GOING TO CHANGE THE ACTIVITY LEVEL IN THIS PARTICULAR AREA THERE AND IT WILL NECESSITATE A COMPLETE REEXAMINATION. THE PEOPLE WHO HAVE PREPARED THIS STATEMENT, THEY SHOULD CONTACT THIS OFFICER OVER THERE WHO HAS CHARGE OF THIS STUDY WHO IS A MONITOR. HE IS THERE, AND THEY SHOULD GET HIS REACTION. THEY SHOULD MAKE IT PART OF THIS AND THEY SHOULD HAVE ANOTHER ON THIS FROM THOSE PEOPLE OVER THERE. IT SHOULDN'T BE IGNORED. IT IS TOO IMPORTANT.

18

THERE IS ANOTHER THING THAT SHOULD BE MADE A PART OF THIS REPORT. I HAVE HERE IN FRONT OF ME THE VENTURA AIRPORT MASTER PLANS. THIS IS ONE OF THEIR OPTIONS AND IT IS OPTION NO. 2.

POINT MUGU COMBINED OPERATION IN JOINT AIRPORT USE PROPOSAL ASSUMES MILITARY OPERATIONS AT PMTY WOULD BE COMBINED WITH COMMERCIAL AIRCRAFT ACTIVITY, BOTH UTILIZING PMTC RUNWAY 321. THIS RUNWAY IS CONSTRUCTED TO A LENGTH OF 11,000 FEET AND TO MILITARY STANDARDS, BUT ONLY 7,000 FEET WOULD BE NEEDED FOR CIVIL USE.

HOWEVER, A NEW TAXIWAY WOULD BE NEEDED ALONG THE NORTH SIDE ON THE RUNWAY FOR CIVIL USE. AN AREA OF 378 ACRES OF AGRICULTURAL LAND OUTSIDE OF MILITARY BOUNDARY WOULD HAVE TO BE ACQUIRED TO ACCOMMODATE THE TERMINAL AREA BUILDING, RAMPS AND SUPPORT SERVICES. THE PREFERRED LOCATION WOULD BE NORTH OF THE RUNWAY AND NEAR COAST HIGHWAY ONE WITH ACCESS VIA HUENEME ROAD, THE EXACT LAND THEY ARE BUYING TODAY.

THIS IS ONLY THE FIRST STEP OF MOVING A COMMERCIAL ACTIVITY TO THAT PART. WHEN THEY DISCUSSED IT WITH THE NAVY, THEY RESTRICTED IT. THERE WERE NO TAXIWAYS. THERE WAS NO LAND FOR TERMINALS.

IF YOU THINK YOUR NATIONAL GUARD IS GOING TO MOVE IN THERE WITH 1500 MEN ONCE A MONTH, THAT THAT'S THE ONLY ACTIVITY THAT IS PLANNED FOR THAT PARTICULAR LAND, IT SHOULD BE MADE A POINT OF THIS IMPACT STATEMENT THAT THAT IS NOT SO, THAT THE NEXT STEP IS COMMERCIAL ACTIVITY ON THAT RUNWAY USING THIS LAND, THOSE HANGARS AND THAT EQUIPMENT AND THOSE EXCESS DAYS FOR COMMERCIAL ACTIVITY.

IT WILL DEFINITELY INCREASE THE NOISE ACTIVITY OVER THESE PEOPLE'S HOMES. IT WILL ALSO AFFECT EVERYTHING ELSE.

1 I WON'T TALK ANY LONGER. I THINK I HAVE
2 MADE MY POINT.
3 COL. CASARI: THANK YOU VERY MUCH, SIR.
4 THANK YOU, MR. WINFIELD.
5 MR. JOSH FALLICK, F-A-L-L-I-C-K.
6 MR. FALLICK: THANK YOU, COLONEL, FOR
7 PRONOUNCING IT CORRECTLY.
8 COL. CASARI: THANK YOU.
9 MR. FALLICK: I AM NOT GOING TO ADDRESS
10 MYSELF TO THE STATISTICS THAT HAVE BEEN BROUGHT BEFORE
11 THIS BODY EXCEPT TO SAY OR RATHER ASK WHO PAID FOR THE
12 REPORT BEING DRAWN UP; WHO PURCHASED THE REPORT?
13 COL. CASARI: THE AIR NATIONAL GUARD I AM
14 ADVISED, SIR.
15 MR. FALLICK: THANK YOU.
16 IT SEEMS THAT WHAT WE ARE DEALING WITH HERE
17 GOES MORE BASIC TO THE AMERICAN SCHEME OF THINGS. THE
18 INSTITUTION OF THE UNITED STATES GUARANTEES EACH CITIZEN
19 THE RIGHT TO PURSUE LIFE AND HAPPINESS. WE, AS CITIZENS
20 OF THE AREA -- AND I AM NOT TRYING TO TAKE ON MY SHOULDERS
21 THE MANTLE OF THE AREA -- OUR REPRESENTATIVES HAVE SPOKEN
22 REALLY WELL. I WOULD JUST LIKE TO ADD SOMETHING TO THIS.
23 MY MENTIONING OF THE CONSTITUTION OF THE
24 UNITED STATES HAS TO DO WITH, IN AN OBLIQUE MANNER,
25 STATISTICS. STATISTICS HAVE BEEN USED AND MISUSED, AND
26 THEY HAVE BEEN THE TOOLS OF PEOPLE WHO WANT TO GET THEIR
27 WAY OVER THE OBJECTIONS OF THE MAJORITY OF PEOPLE WHO MAKE
28 THAT USE OF THE PROPERTY FOR THE PURSUIT OF THEIR OWN

1 HAPPINESS.

2 IT'S BEEN DONE IN MANY AREAS BEFORE. WE
3 DON'T LIKE IT. WE DON'T WANT TO SEE THAT HAPPEN.

4 I WOULD LIKE TO TELL A LITTLE STORY, IF I
5 MAY, AND PROBABLY YOU HAVE HEARD OF IT.

6 IT WAS A STUDENT OF ARISTOTLE, WHO WAS THE
7 FATHER OF LOGIC, WHO WAS NAMED XENO, X-E-N-O, AND THE STORY
8 IS KNOWN AS XENO'S PARADOX.

9 XENO FELL INTO DISREPUTE WITH HIS TEACHER,
10 ARISTOTLE, OVER A VERY, VERY FINE POINT OF LOGIC. THAT
11 LOGIC, KNOWN AS ARISTOLIAN LOGIC, SAYS WHAT IS, IS. WHAT
12 YOU SEE IS SUCH-AND-SUCH, AND THAT LOGIC IS DEADLY.

13 BUT XENO HAD A PROBLEM. HE TRIED TO PRESENT
14 HIS POINT IN CLASS AND THE LOGIC OF ARISTOTLE OVERWHELMED
15 ALL OF THE OTHER STUDENTS UNTIL ONE DAY XENO BROUGHT IN TWO
16 BOWMEN INTO THE CLASS AND ASKED THEM TO STAND AT THE BACK
17 OF THE ROOM, DRAW THEIR ARROWS, AND AT HIS COMMAND LET THE
18 ARROWS FLY, WHICH THEY DID. OF COURSE, THE ARROWS TRAVERSED
19 THE ENTIRE DISTANCE OF THE ROOM AND STUCK IN THE WALL AND
20 WERE QUIVERING THERE.

21 XENO SAID TO THE CLASS, "NOW, YOU HAVE SEEN
22 THOSE ARROWS TRAVEL. THEY HAVE TRAVELED HALF THE DISTANCE
23 ACROSS THE ROOM, HAVE THEY NOT," AND THE STUDENTS SHOOK
24 THEIR HEADS AND SAID YES.

25 I WILL MAKE THIS STORY SHORT. HE SAID, "IF
26 WE KEEP HALVING THE DISTANCE, TAKING HALF THE DISTANCE AND
27 AGREEING THAT THE ARROWS HAVE TRAVERSED THAT HALF THE
28 DISTANCE, WE WILL WIND UP WITH THOSE ARROWS INFINITELY IN

1 FLIGHT, NEVER REACHING THE OTHER SIDE OF THE WALL, BUT
2 OBVIOUSLY THOSE ARROWS DID."
3 THE RELATIONSHIP OF THAT STORY IS TANTAMOUNT
4 TO THE LOGIC WE ARE GETTING FROM PEOPLE WHO HAVE VESTED
5 INTERESTS IN CERTAIN DISPOSITION OF THE TACTICAL AIR WING.
6 I HAVE NO DISAGREEMENTS THAT THEY DO NEED MORE AREA TO GROW
7 IN AND TO SERVE OUR COUNTRY. WE AGREE WITH THAT, BUT WE
8 HAVE TOLD THEM AT SEVERAL MEETINGS IN THE PAST THAT WE, AS
9 CITIZENS OF THIS COUNTRY, HAVE A RIGHT AND THAT RIGHT IS TO
10 REFUSE TO HAVE OUR PLACES THAT WE LIVE IN DUMPED ON TO BY
11 NOISE POLLUTION, AIR POLLUTION AND WHATEVER OTHER POLLUTIONS
12 THAT WE AGREE WILL BE COMING ON.
13 EVEN THE SURVEY POINTS TO THE STATUS QUO OF
14 CERTAIN POLLUTION. WELL, WE DON'T WANT THE STATUS QUO
15 EITHER. WE CERTAINLY DON'T WANT EVEN AN INFINITESIMAL
16 INCREASE, WHICH THEY SAY IS WHAT IS GOING TO HAPPEN.
17 I WOULD LIKE TO URGE THAT THE STUDY BE
18 EXTENDED AND THAT WE BE GIVEN A CHANCE TO ADD THE ADDENDA
19 TO THE STUDY BEFORE IT IS FINALIZED, BEFORE IT IS SUBMITTED
20 FOR FINAL STUDY, AND THAT OUR ELECTED OFFICIALS AND THOSE
21 WHO SPEAK HERE AND HAD SOME DOCUMENTATION BE ALLOWED TO ADD
22 THIS DOCUMENTATION FOR STUDY, THAT IT BE A FAIR SUBMISSION
23 AFTER REPORT, NOT AN UNFAIR SUBMISSION OF A REPORT, AND I
24 THINK THAT I SPEAK FOR MANY PEOPLE IN THE VILLAGE WHEN I
25 SAY THERE ARE OTHER PLACES WHERE THIS IMPACT THAT YOU SEE
26 HERE TONIGHT AND IN OTHER NIGHTS WOULD BE LESSENED
27 TREMENDOUSLY.
28 THE ONLY FLY IN THE OINTMENT SEEMS TO BE THE

19.

20.

20.

1 NEED TO RECRUIT, AND I THINK THAT THE MONEY WOULD BE WELL
2 SPENT IN STUDYING BETTER METHODS OF RECRUITMENT OUT AT
3 AREAS SUCH AS PALMDALE AND OTHER AREAS THAT ARE SECONDARY
4 AND TERTIARY TO THE ONE THEY ARE CONSIDERING.
5 I WOULD LIKE TO ASK THE TACTICAL AIR WING
6 TO TAKE INTO CONSIDERATION THAT THEY WOULD BE GETTING LESS
7 OBJECTIONS OR PRACTICALLY NONE AT ALL COMPARED TO WHAT THEY
8 ARE GETTING HERE.
9 THANK YOU KINDLY.
10 COL. CASARI: THANK YOU, MR. FALLICK.
11 MR. EUGENE MANCINI.
12 MR. MANCINI: MY NAME IS GENE MANCINI, AND I
13 AM A RESIDENT OF THE MISSION OAKS AREA OF EASTERN CAMARILLO.
14 I APPRECIATE THE OPPORTUNITY TO COMMENT ON
15 THE DRAFT EIS. BOTH THE NATIONAL ENVIRONMENTAL POLICY
16 AGENT AND THE CALIFORNIA ENVIRONMENTAL QUALITY ACT WERE
17 DEVELOPED IN ORDER TO INSURE THAT AN OBJECTIVE AND RATIONAL
18 DECISION WOULD BE MADE IN SELECTING THE BEST ALTERNATIVE
19 FOR PROPOSED MAJOR PROJECTS.
20 THE BEST OR PREFERRED ALTERNATIVE IS
21 GENERALLY CONSIDERED TO BE THE ONE WHICH BOTH ACHIEVES
22 MAJOR OBJECTIVES OF THE PROPOSED ACTION, BUT DOES SO AT
23 MINIMAL ENVIRONMENTAL COST. THESE IMPORTANT PIECES OF
24 LEGISLATION ARE SUPPOSED TO APPLY EQUALLY TO THE PRIVATE
25 BUSINESSES, MUNICIPALITIES AND AGENCIES AND DEPARTMENTS OF
26 THE FEDERAL GOVERNMENT.
27 MANY OF THE DATA NECESSARY TO MAKE A CREDIBLE
28 AND OBJECTIVE DECISION HAVE BEEN PRESENTED IN THE DRAFT EIS.

1 OTHER NECESSARY DATA, HOWEVER, SOME EVEN SPECIFIED IN
2 WRITING BY STATE AGENCIES, HAVE NOT BEEN PRESENTED.
3 FURTHERMORE, IT IS MY OPINION THAT THE
4 CONCLUSION THAT NAS POINT MUGU IS PREFERRED RELOCATION
5 ALTERNATIVE IS NOT SUPPORTED OR SUBSTANTIATED BY EVEN THOSE
6 DATA WHICH ARE PRESENTED AND ANALYZED IN THE DOCUMENT.
7 I WOULD LIKE TO BEGIN WITH THE DESCRIPTION
8 OF THE PROPOSED ACTION IN THE DOCUMENT SUMMARY.
9 IT STATES CLEARLY ONLY 12 ADDITIONAL FLIGHTS
10 PER DAY WOULD OCCUR IN THE AFFECTED AIR SPACE. HOWEVER,
21. 11 THERE IS EQUALLY CLEAR INDICATION THAT AIR NATIONAL GUARD
12 FLIGHTS WOULD INCREASE FROM A BASELINE OF LESS THAN EIGHT
13 TO APPROXIMATELY 31. THIS DISCREPANCY SHOULD BE CLARIFIED.
14 ADDITIONALLY, DESPITE WRITTEN SPECIFICATION,
15 THE AIR NATIONAL GUARD DOES NOT IDENTIFY THE DISTRIBUTION
16 OF ITS FLIGHT ACTIVITY PATTERNS DURING ITS HOURS OF
17 OPERATION. IN FACT, ITS HOURS OF OPERATION ARE NOT
18 PRESENTED IN THE MAIN BODY OF THE DOCUMENT. THEY ARE
19 INDICATED IN THE APPENDIX AND A COPY OF NOTICE OF PREPARATION
22. 20 STATEMENT AS 8:00 A.M. TO 10:00 P.M.
21 HOW MANY FLIGHTS OCCUR BETWEEN 7:00 AND
22 10:00 P.M.? WHAT'S THE DAILY, WEEKLY AND MONTHLY AND
23 SEASONAL AVAILABILITY? WHAT HAPPENS TO FLIGHT ACTIVITY
24 DURING THE ONCE PER MONTH EXERCISE?
25 THE ONLY DATA WHICH IS PRESENTED IS AVERAGES
26 FROM A ONE-MONTH SURVEY CONDUCTED IN 1984.
27 HOW REPRESENTATIVE ARE THESE DATA IN
28 ADDRESSING THE ISSUE OF NOISE?

23. THE AIR NATIONAL GUARD, ONCE AGAIN, IGNORED THE DIRECTIVE OF THE CALIFORNIA DEPARTMENT OF HEALTH SERVICES TO EVALUATE APPLICABLE NOISE STANDARDS. IN THEIR ABSENCE, STATE OR FEDERAL STANDARDS MAY BE USED. THE EIS SHOULD BE ESTIMATING THE NUMBER OF RESIDENCES AFFECTED AT THE THREE LOCATION SITES. DESPITE THIS, THE AIR NATIONAL GUARD DID NOT IDENTIFY OR ESTIMATE THE NUMBER OF RESIDENTS TO BE AFFECTED. INSTEAD, DAY-NIGHT AVERAGE SOUND LEVELS WERE MODELED AND PREDICABLY REVEALED ESSENTIALLY NO NOISE IMPACT.

24. NONE OF THE POINTS MODELED WAS DIRECTLY UNDER THE LINEAR FLIGHT PATH TO RUNWAY 21. SOUND EXPOSURE LEVELS AND MAXIMUM NOISE LEVELS WERE PRESENTED IN A TABULAR FORM IN THE EIS. ALTHOUGH THE NUMBERS WERE CONSERVATIVE, THEY REVEALED THE INTRUSIVE AIR LEVELS WELL IN EXCESS OF CAMARILLO'S NOISE ORDINANCE STANDARDS. CAMARILLO'S NOISE ORDINANCE IS NOT IDENTIFIED, NOR IS THIS IMPACT DISCUSSED AS DIRECTED BY THE CALIFORNIA DEPARTMENT OF HEALTH SERVICES.

REVERTING TO THE ISSUE OF LAND USE RELOCATION IT IS PROPERLY NOTED AS INCONSISTENT WITH THE VENTURA COUNTY GENERAL PLAN, BECAUSE IT WOULD REQUIRE BUILDING ON AGRICULTURAL AND OPEN LAND. IN FACT, THE EIS STATES THAT IMPLEMENTING THE PROPOSED ACTION WOULD RESULT IN THE LOSS OF 210 ACRES OF SOME OF THE MOST PRIME AGRICULTURAL SOILS IN THE UNITED STATES.

25. IT IS ENTIRELY INCONSISTENT WITH THE FEDERAL FARM LAND PROTECTION POLICY. THE PURPOSE OF THE POLICY IS

25. TO "MINIMIZE THE EXTENT OF THE ROLE OF FEDERAL PROGRAMS IN THE CONVERSION OF FARM LAND TO NON-AGRICULTURAL USES."

ADDITIONALLY, THIS MOVE WOULD RESULT IN THE LOSS OF 44 AGRICULTURAL JOBS, WHICH WOULDN'T BE LOST AT THE OTHER RELOCATION SITES.

THE FIRST EIS SECTION I TURNED TO WAS THE SOCIO-ECONOMIC SECTION. IN THE RELATIVE COST ESTIMATE, WHAT I FOUND IS THE AIR NATIONAL GUARD HAS DOCUMENTED IN GREAT DETAIL THE ECONOMIC BENEFITS TO BE DERIVED FROM THE RELOCATION, BUT THERE ARE NO DOLLAR FIGURES WHATEVER PRESENTED IN THE MAIN BODY OF THE TEXT IDENTIFYING THE ACTUAL OR ESTIMATED COSTS ASSOCIATED WITH FULL ACQUISITION AND RELOCATION FOR NAS POINT MUGU. THERE IS MERELY ONE 26. STATEMENT IN THE TEXT APPENDIX TO STATE THAT $60,000,000 IS THE APPROXIMATE COST, NOT INCLUDING LAND PURCHASE.

THE MAJOR REASON FOR THAT COST, THE PURCHASE OF PRIME AGRICULTURAL LAND AS OPPOSED TO DESERT LAND AT PALMDALE IS CLEAR. GIVEN THE CURRENT EMPHASIS ON MILITARY BUDGETS, I WOULD ASSUME COST CONSCIOUSNESS WOULD BE UPPERMOST IN THE MINDS OF THE DEPARTMENT OF DEFENSE OF ALL ISSUES ASSOCIATED WITH AIR NATIONAL GUARD RELOCATION.

I AM MOST CONCERNED ABOUT AIR SPACE SAFETY AND AFTER I READ THE EIS, I WAS MOST CONCERNED. THE RELOCATION OF THE AIR NATIONAL GUARD HAS NO NEGATIVE OR 27. ADVERSE IMPACTS UPON AIR SPACE CONCERNS. I FOUND THAT STATEMENT TO BE TOTALLY UNSUPPORTABLE.

I WAS CONCERNED BECAUSE THE AIR NATIONAL GUARD MENTIONED SEVERAL NEAR MISS INCIDENTS IN OUR AIR

27.

SPACE, ONLY IN PASSING. I CONTACTED SEVERAL OFFICERS OF THE FEDERAL AVIATION ADMINISTRATION, LOCALLY, REGIONALLY AND IN WASHINGTON, D.C. NO NEAR MISSES WERE OFFICIALLY REPORTED ON AN OFFICIAL FORM A, SAFETY ADVISORY ISSUED.

A MEETING WAS HELD WITH THE GENERAL AVIATION OR PRIVATE PILOTS AND I AM TOLD CONDITIONS HAVE IMPROVED SOMEWHAT.

28.

GIVEN THAT BACKGROUND, IT IS RELEVANT TO REVIEW SOME ADDITIONAL INFORMATION. FIRST, AS INDICATED IN THE EIS, MUGU REPORTS 4,000 OPERATIONS PER YEAR CURRENTLY, NEARLY TWICE AS MANY. THE AIR FORCE PLANT 42 IS MOST FAVORABLE WITH THE SAFETY, BUT THE PALMDALE PROPOSAL IS A CONFOUNDING FACTOR, EVEN WITH THE PALMDALE PROJECTED FLIGHTS. THE AIR FORCE PLANT 42 AIR SPACE WOULD HAVE 200,000 FEWER OPERATIONS PER YEAR THAN ARE PROJECTED FOR OUR AIR SPACE IN 1980. THAT PROJECTS MORE THAN 500,000 FLIGHTS.

COL. CASARI: SIR, DO YOU HAVE VERY MUCH MORE?

MR. MANCINI: NO.

COL. CASARI: FINE, THANK YOU.

MR. MANCINI: IN ADDITION TO THESE FACTORS, I HAVE REVIEWED A FEDERAL AVIATION ADMINISTRATION REPORT DATED AUGUST, '84, CONCERNING NEAR MISSES.

"A TYPICAL NEAR MISS AIR COLLISION EVENT HAS THE FOLLOWING CHARACTERISTICS. IT INVOLVES ONE GENERAL AVIATION PILOT WHERE ONE PILOT IS FLYING INSTRUMENT AND THE OTHER IS VISUAL. IT OCCURS WITHIN THE ALTITUDE RANGE OF

29.

1,000 TO 5,000. EASTERN CAMARILLO EXHIBITS THE LARGEST NUMBERS OF OCCURRENCE IN CALIFORNIA AND DOES NOT INVOLVE APPARENT PILOT REGULATORY VIOLATION OR CONTROLLER ERRORS. THE NUMBER OF REPORTS INVOLVING MILITARY AIRCRAFT CONFLICTS CONSTITUTES 33 PERCENT OF ALL NEAR MID-AIR COLLISION REPORTS IN THE UNITED STATES."

I AM NOT QUOTING THOSE FIGURES TO SUGGEST THERE ARE RECKLESS PILOTS IN CAMARILLO, BUT THE FACT IS THERE ARE REAL RISKS ASSOCIATED WITH THIS POTENTIAL MOVE AND THE STATEMENT THERE ARE NO AIR SAFETY CONCERNS IS UNSUPPORTABLE.

THANK YOU.

COL. CASARI: THANK YOU.

WE HAVE BEEN GOING SOMETHING OVER AN HOUR NOW AND UNLESS I HEAR OBJECTIONS I PROPOSE TO CALL FOR A TEN-MINUTE BREAK. WE ARE IN RECESS FOR TEN MINUTES.

(WHEREUPON A TEN-MINUTE BREAK WAS TAKEN.)

COL. CASARI: MAY I ASK THE MEETING TO COME TO ORDER ONCE AGAIN, PLEASE.

LADIES AND GENTLEMEN, I THINK YOU HAVE NOTICED I HAVE NOT INTERRUPTED TO GIVE WARNING, SAVE WHERE THE TIME HAD VIRTUALLY EXPIRED OR INDEED HAD EXPIRED. I WILL, HOWEVER, FOR CONSISTENCY AT THE FIVE-MINUTE POINT GIVE NOTICE OF FIVE MINUTES AND ASK YOU TO REMEMBER THERE ARE SOME ELEVEN SPEAKERS REMAINING TO ADDRESS YOU.

MAY I ASK MR. HENRIK RING TO SPEAK.

MR. RING: MY NAME IS HENRI RING. I LIVE

IN CAMARILLO IN THE NORTHERN PART, IN THE MISSION OAKS AREA.

I WAS LISTENING WITH A GREAT DEAL OF INTEREST TO THE INITIAL PRESENTATION BY THE LADY FROM THE ENGINEERING COMPANY AND HEARD MANY VERY EXCELLENT REASONS WHY THE AIR WING SHOULD LEAVE VAN NUYS AND SHOULD BE RELOCATED FROM VAN NUYS. IT WAS A VERY ELABORATE AND VERY ELOQUENT DELIVERY.

I AM WONDERING IF WE HAVE THE POSSIBILITY OF COMPOSING AN EQUALLY ELOQUENT DELIVERY TO JUSTIFY THE LOCATION IN CAMARILLO OR POINT MUGU. I KIND OF DOUBT IT.

IN THE FIRST PLACE, WHY REPEAT THE MISTAKE THAT WAS MADE IN VAN NUYS MANY YEARS AGO WHEN THIS AIR WING WAS BUILT. IT PROBABLY MADE GOOD SENSE, BUT TODAY WE ALL KNOW IT IS A TERRIBLE LOCATION. WHO IS TO SAY HOW THE POINT MUGU LOCATION IS GOING TO BE SAY 15 YEARS FROM NOW. WHAT KIND OF CONSIDERATIONS OR FUTURE PLANNING HAS BEEN GIVEN IN CHOOSING THIS SITE?

30.

IT APPEARS FROM WHAT I HEAR THAT VERY LITTLE CONSIDERATION HAS BEEN GIVEN. IN FACT, WHY USE LAND WHICH EVERYBODY SEEMS TO AGREE UPON IS PRIME LAND FOR A FACILITY WHICH IS BASICALLY GOING TO BE A RUNWAY AND A BUNCH OF BUILDINGS? IT DOESN'T MAKE SENSE TO ME. IF WE HAVE A PLACE LIKE PALMDALE WHERE LAND IS MUCH, MUCH CHEAPER, WHERE YOU DON'T DISTURB FARM LAND, WHY NOT USE IT? WHY DOES IT HAVE TO BE POINT MUGU?

31.

ONE MORE POINT ALONG THE LINE OF PLANNING. I WORK WITH FEDERAL GOVERNMENTS IN THE LINE OF WORK I HAVE DONE, WHICH IS ENGINEERING, PRACTICALLY ALL MY LIFE. I

KNOW VERY WELL ONCE A FACILITY IS ESTABLISHED WITH FEDERAL FUNDS IT IS THERE TO STAY. THEY JUST DON'T DISAPPEAR. IT IS LIKE FEDERAL AGENCIES. THEY NEVER DISAPPEAR. THEY GET BIGGER.

32 I CAN JUST SEE THIS THING GROWING AS THE YEARS GO BY. I CAN SEE THE CITY OF CAMARILLO GROWING AND I CAN SEE THE CITY OF OXNARD GROWING AND I CAN SEE THE WHOLE THING IS GOING TO BE PERHAPS AS BAD AS VAN NUYS IS TODAY PERHAPS 20 YEARS FROM NOW. TO ME, THAT DOES NOT MAKE GOOD SENSE.

NOW, LET'S TALK FOR A MOMENT ABOUT THE NOISE PROBLEM. PERHAPS THAT'S THE IMMEDIATE CONCERN OF MOST OF US.

WELL, THE WORD DECIBEL IS PROBABLY ONE OF THE MOST MISUSED WORDS TO DESCRIBE NOISE PHENOMENA THAT I KNOW OF. IN THE FIRST PLACE, WE ONLY HEAR FROM THE ENVIRONMENTAL PEOPLE ABOUT AN AVERAGE DECIBEL RATING.

33. I SUGGEST WE USE SOMETHING THAT MIGHT BE CALLED A NUISANCE INDEX, WHICH PERHAPS COULD BE DEFINED AS A PRODUCT OF THE NOISE LEVEL AND THE DURATION. I THINK DURATION IS A KEY WORD HERE.

I DON'T MIND LISTENING TO A SONIC BOOM ONCE IN A WHILE, ALTHOUGH IT HAS A VERY HIGH NOISE LEVEL, BUT IF I WAS GOING TO LISTEN TO IT FOR THREE HOURS A DAY CONTINUOUSLY, I THINK I WOULD GET A LITTLE TIRED OF IT.

LET'S TALK DURATION IN THE IMPACT REPORTS AND FIND OUT JUST EXACTLY WHAT IT WOULD LOOK LIKE IF YOU PLOT A CURVE WITH A NOISE LEVEL AND A DURATION AND COMPUTED

34.

THE AREA ONTO THAT CURVE. I THINK THAT'S A NUMBER THAT MEANS SOMETHING, NOT SOMETHING THAT MEANS SOME KIND OF A STATISTICAL AVERAGE ON SOME KIND OF A STATISTICAL FORECAST ON HOW MANY PLANES MIGHT TAKE OFF. IT SAYS IT WILL BE 12 PLANES. I DOUBT IT. EVEN IF IT WERE, THAT MEANS ONE PLANE EVERY TWO HOURS, MINIMUM, POSSIBLY MUCH MORE THAN THAT, BECAUSE THEY DON'T FLY 24 HOURS A DAY.

I THINK THE NOISE SITUATION NEEDS TO BE REDONE AND MUCH MORE DATA ACCUMULATED, PARTICULARLY IN THE FLIGHT PATH.

COL. CASARI: FIVE-MINUTE POINT.

35.

MR. RING: THE LAST ITEM I HAVE IS RECRUITING. IT COMPLETELY MYSTIFIES ME. I DON'T REALLY UNDERSTAND HOW RECRUITING COULD POSSIBLY HAVE ANYTHING TO DO WITH SELECTION OF A SITE.

IF I WAS A YOUNG MAN, IF I WANTED TO ENLIST IN THE AIR WING OF THE AIR FORCE I WOULDN'T SAY I COULDN'T JOIN THE AIR FORCE BECAUSE I COULDN'T WALK TO WORK. IF I WANTED TO BE IN THE AIR FORCE, I WOULD GO WHERE THE AIR FORCE IS.

I THINK THAT'S THE WAY IT SHOULD BE. THEREFORE, THE AIR FORCE SHOULD LOCATE THEIR FACILITY WHERE IT IS MOST PRACTICAL AND ECONOMICAL WITHOUT ANY REGARD TO RECRUITING. THE RECRUITS ARE GOING TO COME TO YOU. I DON'T THINK IT IS PRACTICAL FOR THE AIR FORCE TO COME TO THE RECRUITS.

THANK YOU.

COL. CASARI: THANK YOU VERY MUCH, SIR.

MRS. LORI KAYE.

MRS. KAYE: MY NAME IS LORI KAYE AND I LIVE IN THE EASTERN PART OF CAMARILLO.

36 I KEEP THINKING ABOUT 74 FLIGHTS A DAY. IT IS FRIGHTENING. IT REALLY IS. HOW THAT'S GOING TO WORK ON THE NERVES OF THE SENIOR CITIZENS IN EASTERN CAMARILLO, AND ALSO HOW IT IS GOING TO AFFECT THE SCHOOLS. HOW CAN THEY INSTRUCT THE CHILDREN WITH ALL THAT NOISE OVERHEAD.

I'M ALSO CONCERNED WITH THE TRAFFIC. I DON'T BELIEVE THE ENVIRONMENTAL IMPACT REPORT SAID ANYTHING ABOUT TRAFFIC ON THE FREEWAY.

37. WE ARE TOLD THERE WILL BE 300 FULL-TIME PERSONNEL. I BELIEVE THAT THE WEEKEND THOUGH YOU WILL HAVE 1500. AT PRESENT OUR FREEWAYS ARE VERY OFTEN BUMPER-TO-BUMPER ON WEEKENDS. I HAVE TRIED TO GO TO THOUSAND OAKS FOR DINNER AND IT TAKES ME SOME TIME BECAUSE THE TRAFFIC SOMETIMES DOESN'T TRAVEL MORE THAN FIVE MILES AN HOUR OVER THAT PASS. HOW ARE WE GOING TO HANDLE THAT ADDITIONAL TRAFFIC ON THE FREEWAY?

I AGREE WITH SOME OF THE SPEAKERS THIS EVENING THAT PALMDALE SHOULD BE THE SITE TO BE CONSIDERED AND NOT POINT MUGU. THERE ARE TOO MANY PEOPLE HERE THAT WILL BE AFFECTED BY THE NOISE, BY THE TRAFFIC, BY THE DRIPPINGS OF THE OIL FROM THE PLANES, BY THE POLLUTION, AND WE REALLY SHOULD FORGET ABOUT POINT MUGU FOR THE NAVAL AIR GUARD.

THANK YOU.

COL. CASARI: THANK YOU, MRS. KAYE.

MRS. VIDA CASTALINE. DO I HAVE THAT CORRECTLY?

MRS. CASTALINE: I THINK I WILL PASS. MUCH OF WHAT I WANTED TO SAY HAS ALREADY BEEN SAID AND I AM VERY MUCH OPPOSED TO IT.

COL. CASARI: THANK YOU. WE WILL RECORD YOUR OPPOSITION, MA'AM.

MR. JOHN P. STEMAN, S-T-E-M-A-N.

IS THE GENTLEMAN HERE?

CAPT. CRUMRINE: I BELIEVE HE INDICATED HE HAD TO LEAVE.

COL. CASARI: VERY WELL.

MR. CARROLL W. C. LORBEER. IS THAT CORRECT?

MR. LORBEER: THAT'S CORRECT.

COL. CASARI: THANK YOU, SIR.

MR. LORBEER: MR. CHAIRMAN AND MY FELLOW UNITED STATES AMERICAN CITIZENS. I AM CARROLL WINSTON CHURCHILL LORBEER, LIVING AT 542 WEST 5TH STREET, OXNARD. I WILL NOT SPEAK VERY MUCH ON THE ENVIRONMENTAL IMPACT REPORT BECAUSE, UNDER CALIFORNIA LAW, ALL THEY HAVE TO FIND IS THAT IT IS ADEQUATE AND TOUCHES THE ISSUES, NOT WHETHER IT RATES IT FOR OR AGAINST THE LOCATION OF POINT MUGU.

I WOULD LIKE TO SPEAK ON THE BASIS OF HOW EACH ONE OF US SECURED OUR HUSBAND OR OUR WIFE, BY INCREASING DESIRE AND CONTROLLING FEAR.

I FEEL THAT IS ONE OF THE MOST IMPORTANT THINGS IN THIS PARTICULAR ISSUE, FEAR OF THE UNKNOWN OR FEAR OF THE STATEMENTS THAT MAY OR MAY NOT HAVE BEEN MADE.

38.

I BELIEVE THAT YOU SHOULD RECOGNIZE THAT THERE ARE THREE CATEGORIES OF AIRPORTS: MILITARY AIRPORTS, GENERAL AVIATION AIRPORTS AND AIR CARRIER AIRPORTS.

BOTH THE GENERAL AVIATION AND AIR CARRIER ARE COMMERCIAL AIRPORTS. I SAY THIS FOR THE BENEFIT OF THE PEOPLE IN CAMARILLO. THEY HAVE BEEN HEARING THE TERM RECREATIONAL AND COMMERCIAL AIRPORT. THEY HAVE FAILED TO USE THE TERM AIR CARRIER. HOWEVER, ONE OF YOUR SPEAKERS DID MENTION THE FACT THAT THERE HAS BEEN PROPOSED A JOINT USE OF THE MUGU AIRPORT WITH THE CITY OF OXNARD AND CAMARILLO FOR AN LAX-TYPE AIRPORT.

THE GENERAL PLAN OF OXNARD FOR MANY YEARS HAS SHOWED ON THE NORTH SIDE OF POINT MUGU AIRPORT A LARGE LEVEL SERVICE TO LAX-TYPE AIRPORT. THE QUESTION OF LAND USE SHOULD NOT BE WHETHER IT SHOULD BE FOR THE AIR LIFT COMMAND OR AGRICULTURE OR WHETHER IT SHOULD BE FOR LAX-TYPE AIRPORT OPERATED BY THE CIVILIANS OR A FACILITY THAT WILL HELP THE AIR NATIONAL GUARD PERFORM ITS FUNCTION.

IN RELATIONSHIP TO A GENTLEMAN WHO MENTIONED THE POLLEN, USE OF THE LAND BY THE AIR NATIONAL GUARD WILL ELIMINATE 260 ACRES TIMES I DON'T KNOW HOW MANY CUBIC FEET OF AIR.

ANOTHER REASON THEY SHOULD NOT BE CONCERNED ABOUT THE AGRICULTURAL USE, UNDERNEATH THIS LAND THERE IS NO FRESH WATER. SEA WATER HAS INTRUDED TO THAT AREA AND THEY CAN'T GET ANY MORE WATER FROM WELLS BEING PUMPED FROM THAT AREA BECAUSE OF THE SEA WATER. TO SUBSTITUTE METROPOLITAN WATER DISTRICT COSTS $200 AN ACRE FOOT COMPARED

TO $15 AN ACRE FOOT FOR THE WELL WATER.

I THINK THE DECISION OF THE AIR NATIONAL GUARD IS VERY SOUND IN RELATION TO THE LOCATION, NO MATTER WHAT IT SAYS. IF IT IS ADEQUATE, THE DECISION CAN BE MADE TO LOCATE THERE DUE TO MANY OVERRIDING REASONS.

NUMBER 1, IT IS CLOSER TO PORT HUENEME, WHERE MUCH OF ITS CARGO WHICH WOULD BE LATER AIR LIFTED BY THE AIR NATIONAL GUARD CAN COME TO THAT PORT. ALSO, THE NAVAL CONSTRUCTION BATTALION IS IN HUENEME. MANY OF THE MEN MAY HAVE TO BE CARRIED BY THE AIR NATIONAL GUARD. IT WOULD BE CLOSE IN TIME OF EMERGENCY OR TIME OF WAR. I THINK AS UNITED STATES CITIZENS, WE HAVE TO CONSIDER WHAT IS BEST FOR THE COUNTRY AS A WHOLE AND MAKE OUR OWN PLANS LOCALLY TO ACCOMMODATE THAT IN A HAPPY MANNER.

39.

ONE OF THE PROBLEMS INDICATED IS A FLIGHT MANNER. I UNDERSTAND THE AIR CONTROL TOWER, WHICH GIVES OUT ALL CONTROLLED AIR SPACE, WOULD INCREASE THE AIR SAFETY CONSIDERABLY.

I FEEL ALSO THAT THE NOISE LEVEL ON HIGHWAY 101, WHICH I BELIEVE IS NOW EIGHT LANES, IS PROBABLY IN THE NEIGHBORHOOD OF 80 DECIBELS, WHICH IS CONSIDERABLY HIGHER THAN ANYTHING CAUSED BY AIRCRAFT.

I FEEL THE DECISION SHOULD BE MADE ON THE BASIS OF AIR LIFT COMMAND'S FUNCTION. THE SAFETY OF THE AIRPLANE DEPARTING HEAVILY LOADED AT SEA LEVEL WITH LOW TEMPERATURES IS COMPARED TO PALMDALE. FOR THE SAFETY OF THE CREW, THE CARGO AND THE PEOPLE ON LAND, IN MY OPINION, SHOULD BE PRIMARY AND THAT POINTS TO MUGU.

1 I FEEL I WILL ADDRESS MY OTHER STATEMENTS ON
2 THE EIS BEFORE THE BOARD OF SUPERVISORS.
3 THANK YOU VERY MUCH.
4 COL. CASARI: THANK YOU VERY MUCH, SIR.
5 MR. LARRY WEAR.
6 MR. WEAR: THANK YOU.
7 MY NAME IS LARRY WEAR AND I AM A TEN-YEAR
8 RESIDENT OF CAMARILLO. I AM SPEAKING IN FAVOR OF THE AIR
9 GUARD MOVING TO CAMARILLO.
10 I AM A NAVAL RESERVE OFFICER, PRIMARILY FOR
11 ENLISTED RECRUITS TO FILL VACANCIES AT POINT MUGU, BUT
12 FURTHER UP THE COAST.
13 I WILL CHALLENGE THAT THE AIR GUARD WILL
14 HAVE A BIT OF A TOUGH TIME COMPETING WITH US HERE, BUT
15 THEY ARE WELCOME TO TRY. I THINK I HAVE HEARD AN
16 EMOTIONAL REACTION, VERY LITTLE ADDRESSING THE EIR THAT
17 IS REALLY THE BASIS OF WHAT WE ARE HERE FOR.
18 THEY BOUGHT THEIR HOMES IN THE PATH OF THAT
19 AIRFIELD. THERE PROBABLY NEVER WILL BE A JOINT USE BY THE
20 CIVILIANS BECAUSE OF THE HIGH SECURITY OF PMTC. AIR
21 NATIONAL GUARD IS A VERY COMPATIBLE USAGE. THE AIR GUARD
22 WILL USE THE FOURTH DRILL WEEKEND OF THE MONTH THE NAVY
23 DOES NOT NOW USE, EXCEPT FOR VERY RARE OCCASIONS. THERE
24 WILL BE A VERY MINIMAL CHANGE IN THE ENTIRE TRAFFIC FLOW
25 FOR THE AIR NATIONAL GUARD RESERVE ACTIVITIES.
26 IT MIGHT BE OF INTEREST TO THE PEOPLE HERE
27 TONIGHT OF OUR ENTIRE MILITARY STRUCTURE, SOMETHING OVER
28 HALF OF IT IS FROM THE RESERVES AND FROM THE AIR GUARD AND

1 THE ARMY GUARD. THAT'S A VERY LOW-COST FORM OF PROTECTION
2 FOR OUR COUNTRY. IT COSTS A FRACTION OF WHAT THE REGULAR
3 NAVY AND AIR FORCE DO.
4 I WOULD ASK THE PEOPLE TO SIT BACK A BIT,
5 PUT ASIDE THEIR SELF-SERVING INTERESTS. I THINK YOU WILL
6 FIND THEY WILL BE GOOD NEIGHBORS, RESPONSIBLE NEIGHBORS,
7 AND PEOPLE WITH WHOM YOU WOULD LIKE TO SHARE YOUR HOMES IF
8 THE OCCASION WOULD EVER ARISE.
9 TAKE ANOTHER LOOK AT WHAT YOU HAVE DONE. YOU
10 MOVED HERE WILLINGLY AND YOU PLANTED YOURSELVES IN HOMES
11 BUILT, SOME ON AGRICULTURAL LAND, BUT MOST RIGHT DELIBERATELY
12 ON THE PATH OUT IN THE VALLEY JUST THE OTHER SIDE OF
13 LEISURE VILLAGE, RIGHT IN THE PATH OF THE AIRPLANES.
14 WE MADE A BIG TO-DO ABOUT THE AGRICULTURAL
15 PRESERVE OUT HERE, BUT IT WASN'T MANY MONTHS AGO THAT THE
16 CITY COUNCIL, WITH GREAT SHOW OF RELUCTANCE TO DO SO,
17 CONVERTED SOME FINE AGRICULTURAL LAND TO COMMERCIAL. THEY
18 SURE ARGUED ABOUT SOMETHING ABOUT POINT MUGU.
19 THE COMMENTS ABOUT THE WATER ARE VERY MUCH
20 ON THE MARK. WE HAVEN'T MUCH WATER THAT IS GOOD FOR CROPS.
21 IN THE FIRST PLACE, WE HAVE TO BRING WHAT THERE IS NOW TO
22 TAKE CARE OF THE CROPS OUT ON THE COAST.
23 I SAY WELCOME TO THE GUARD. THEY WILL BE
24 GOOD NEIGHBORS.
25 COL. CASARI; THANK YOU VERY MUCH, SIR.
26 MR. CHARLES BOSNOS.
27 MR. BOSNOS IS NOT PRESENT, APPARENTLY.
28 MR. WILLIAM HIMSTREET.

MR. HIMSTREET: I AM A RESIDENT OF CAMARILLO. I WANT TO TALK ABOUT FAIR PLAY.

I HEARD 15 ARGUMENTS OR NOTED 15 ARGUMENTS AGAINST RELOCATION IN THE EIR AND SIX FOR. MOST OF THE SIX HAVE BEEN REFUTED. THE ONLY ONE REMAINING IS SOMETHING CALLED UNIT INTEGRITY, WHICH MUST BE A PHRASE MADE UP BY SOME BUREAUCRAT, BECAUSE I NEVER HEARD OF IT.

I THINK IT'S A EUPHEMISM FOR THE GUYS WILL BE A LOT HAPPIER AT A COUNTRY CLUB. IF SO, I DON'T KNOW WHY THEY DON'T PICK THE CENTURY PLAZA OR NEWPORT BEACH.

I WOULD LIKE TO COMMENT ON THE STUDY. WE HAVE SAID A LOT OF NICE THINGS AND PEOPLE TRY TO BE NICE, BUT THE MILITARY HIRED ITS OWN PEOPLE TO MAKE ITS OWN STUDY, AND THEY CAME UP WITH SOMETHING THAT DEFIED ALL LOGIC. THE ARGUMENTS WERE AGAINST AND THE CONCLUSION WAS FOR RELOCATION.

I THINK, IN ALL FAIRNESS, THE STUDY SHOULD BE TOSSED OUT FOR BEING WHAT IT IS WORTH, WHICH IS NOTHING.

COL. CASARI: THANK YOU VERY MUCH, SIR.

MAY I ASK MR. JIM HUBER TO ADDRESS US NOW, PLEASE.

MR. HUBER: MY NAME IS JIM HUBER AND I LIVE IN COUNTY AREA BETWEEN MUGU AND OXNARD, IN A MOBILE HOME PARK NEAR PACIFIC COAST HIGHWAY.

40. I AM CONCERNED ABOUT THE TIME FRAME OF THE FLIGHTS: WHEN THEY START, WHEN THEY END AND HOW OFTEN THEY WILL FLY.

I HAVE BEEN LIVING OUT THERE FOR ALMOST THREE YEARS AND I AM FAMILIAR WITH THE C-130 AIRCRAFT AND

1 I AM FAMILIAR WITH THE P-3 O'RYAN. THEY HAVE SIMILAR
2 ENGINES. THEY ARE TURBO-PROPS. THEY ARE NOT AS NOISY
3 AS JETS, BUT THEY ARE STILL NOISY ENOUGH TO WAKE YOU UP
4 IN THE MORNING OR WAKE YOU UP LATE AT NIGHT.
5 SOME OF THE PLANES THAT HAVE FLOWN VERY LOW
6 OVER MY HOME AND SOME OF THEM HAVE MADE HIGH SEA RUNS WHEN
7 THEY MAKE A TAKEOFF. THEY DO A HIGH SPEED TURN AND RUN OUT
8 OVER THE OCEAN AND BACK AROUND. THEY DO TOUCH-AND-GO
9 PRACTICE.
10 THE AIR NATIONAL GUARD IS GOING TO HAVE 16
11 OF THOSE C-130'S AND I JUST CAN'T IMAGINE 16 130'S DOING
12 TOUCH-AND-GO PRACTICE FOR TWO OR THREE HOURS.
13 I HAVE SEEN SOME OF THE P-3'S FLYING AROUND
14 FROM MUGU THAT DO TOUCH-AND-GO PRACTICE FOR UP TO FOUR
15 HOURS, ONE AIRCRAFT. I JUST CAN'T IMAGINE WHAT 16 OF THEM
16 WOULD BE LIKE DOING THIS PRACTICE.
17 AS FAR AS THE NOISE, OKAY, YOU SAY THE NOISE
18 THAT THEY ARE NOT AS LOUD AS A JET. THAT'S LIKE SAYING ONE
19 NEIGHBOR HAS A STEREO AT 120 DECIBELS AND THE ONE ON THE
20 OTHER SIDE HAS HIS ONLY AT 95. 95 DECIBELS WILL WAKE YOU
21 UP AS WELL AS 120 DECIBELS WILL WAKE YOU UP.
22 I AM VERY CONCERNED ABOUT THAT, LIKE ON
23 SATURDAYS. I WORK DURING THE WEEK. I LIKE TO SLEEP IN
24 ON SATURDAYS. I HATE TO HAVE TO BE WOKEN UP AT SEVEN
25 O'CLOCK IN THE MORNING BY PLANES TAKING OFF AND I CAN HEAR
26 THEM PRETTY CLEAR EVEN THOUGH THE RUNWAY IS THREE MILES
27 AWAY. I CAN HEAR THEM TAKING UP WHEN THEY RUN UP TO FULL
28 POWER AND DO THEIR TAKEOFF.

1 THIS IS WHAT CONCERNS ME AND ALSO THE
2 OVERFLIGHTS ARE PRETTY LOW.
3 I HEARD SOMEBODY SAY TONIGHT THAT THEY ARE
4 NOT SUPPOSED TO FLY LOWER THAN 2600 FEET. I HAVE NEWS FOR
5 THEM. THEY FLY A LOT LOWER THAN 2600 FEET. THIS IS WHAT
6 CONCERNS ME. WHEN THEY FLY THAT LOW, THEY ARE PRETTY NOISY
7 AND A TURBO-PROP, THE PROPELLERS WHEN THEY ARE TURNING, THE
8 TIPS OF THE PROPELLERS GO BEYOND THE SPEED OF SOUND. WHEN
9 THEY GO BEYOND THE SPEED OF SOUND, IT IS LIKE A BUNCH OF
10 SONIC BOOMS. THEY MAKE A RUMBLING NOISE WHEN THEY FLY
11 OVER AND MY WINDOWS RATTLE. MY DISHES RATTLE. WHEN I AM
12 WATCHING TV, HAVE MY TV AT CONVERSATIONAL LEVEL, WHEN THE
13 PLANES FLY OVER I CAN'T HEAR MY TV UNTIL THEY FLY OVER.
14 THAT'S ABOUT ALL I HAVE TO SAY. A LOT OF
15 THINGS HAVE BEEN COVERED TONIGHT, SO THAT'S ALL I HAVE TO
16 SAY ABOUT IT.
17 I FEEL THAT MAYBE THE PALMDALE LOCATION
18 SOUNDS LIKE A GOOD IDEA. I DON'T NEED TO SAY WHY, THAT'S
19 ALREADY BEEN COVERED, BUT I THINK THAT WILL BE A BETTER IDEA
20 THAN HAVING MORE AIR TRAFFIC HERE AT POINT MUGU.
21 THANK YOU.
22 COL. CASARI: THANK YOU VERY MUCH, MR. HUBER.
23 I AM AFRAID THAT I AM GOING TO MESS THIS
24 NEXT NAME UP. IT'S IKE, THE CHAIRMAN OF THE COMMUNITY
25 RELATIONS. WOULD YOU GIVE ME YOUR NAME, PLEASE, SIR.
26 MR. ABRAMS: IKE ABRAMS.
27 COL. CASARI: THANK YOU VERY MUCH.
28 MR. ABRAMS: COLONEL, I THINK AFTER LISTENING

TO DISCUSSION, I WOULD SAY THAT WE SHOULD THINK OF THE THEORY OF CONFIDENCE IN GOVERNMENT AND MILITARY. THERE HAVE BEEN MANY, MANY ARTICLES WRITTEN ABOUT WASTE, MISMANAGEMENT, SO FORTH AND SO ON, THAT HAVE CAUSED SOME DOUBTS AS TO THE WAY WE RUN THINGS.

THE REASON I SAY WE IS BECAUSE I WAS IN THE SERVICE AS A FLYING OFFICER AND I FLEW 50 MISSIONS AND I ENDED UP AS AN AIR INSPECTOR. THE REASON I SAY LACK OF CONFIDENCE, MY COMMANDING GENERAL WAS FAR AHEAD OF HIS TIME. WHENEVER ANYTHING THAT WE HAD TO DO IN A SURROUNDING COMMUNITY WHICH WOULD INCONVENIENCE ANYONE, HE WOULD BRING ALL PARTS TOGETHER, ALL PARTIES TOGETHER, AND WE DISCUSSED IT AND WHEN HE RAN AN ENVIRONMENTAL IMPACT REPORT HE ALSO PAID, HOWEVER HE GOT THE MONEY, HE ALSO PAID FOR AN INDEPENDENT REPORT THAT THE CITY COUNCIL OR THE CITY GOVERNMENT WOULD PICK, WOULD BE ALLOWED TO PICK THEIR OWN ENGINEERING FIRM.

41.

THEN THE TWO WOULD GET TOGETHER AND IRON THESE THINGS OUT. JUST FOR INSTANCE, THE NOISE IMPACT -- I AM SURE THE GENTLEMEN I SERVED WOULD HAVE SAID THERE IS NO NOISE IMPACT AND I WILL PROVE IT TO YOU.

ON MONDAY, MARCH 12, WE ARE GOING TO FLY 22 C-30'S OVER THE CITY OF CAMARILLO AT CERTAIN INTERVALS IN A NATURAL EXERCISE, AND WHEN YOU GET THROUGH HEARING THESE, WILL YOU PLEASE CALL THE AIR FORCE HEADQUARTERS. WE HAD CIVILIANS THERE AS WELL AS MILITARY PERSONNEL, SO NOTHING WOULD BE BIASED. TELL US HOW YOU FEEL ABOUT US. DO YOU THINK IT'S TOO MUCH NOISE?

41.

I NEVER WENT THROUGH A PERIOD OF PEACEFUL TRANQUILITY AS I DID AT THAT BASE, AND I ENJOYED EVERY MINUTE OF IT. THIS IS WHAT IT COMES DOWN TO.

ARE YOU SELF-SERVING YOUR OWN PURPOSES OR ARE YOU TRYING TO SERVE THE PURPOSES OF THE COMMUNITY?

THANK YOU.

COL. CASARI: THANK YOU, MR. ABRAMS.

MR. REESE COPSEY.

MR. COPSEY: THANK YOU. IT'S REESE COPSEY. I LIVE IN CAMARILLO. I HAVE BEEN A LOCAL RESIDENT FOR 16 YEARS.

IT'S HARD TO COMPETE WITH SOME OF THE FINE HOMEWORK AND BACKGROUND THAT PEOPLE HAVE SPOKEN TO TONIGHT, BUT THERE ARE A COUPLE OF POINTS I WOULD LIKE TO RE-EMPHASIZE OR ADD AN ADDITIONAL COMMENT TO.

AGAIN, THE AGRICULTURAL LAND. IT IS AGAINST THE COUNTY GENERAL PLAN. INTERESTING POINT, IT IS PRIME AGRICULTURAL LAND. THERE ARE NOT MANY COUNTIES THAT HAVE THE TYPE OF CLIMATE THAT THIS PARTICULAR VALLEY HAS. IT'S RATHER UNUSUAL.

42.

IF WE ADD MORE AIR POLLUTANTS FROM A MILITARY ORGANIZATION, THE TRADE-OFF IS GOING TO BE LOCAL BUSINESSES. SOMEHOW, WE HAVE TO MEET CERTAIN STANDARDS, REGARDLESS OF WHAT THOSE PARTICULAR LEVELS ARE, AND TO MEET THOSE CERTAIN STANDARDS, IF WE ARE NON-CONFORMING AT THIS POINT, SOMETHING HAS TO BE CUT. IF IT IS NOT A MILITARY ORGANIZATION, PERHAPS IT WILL BE SMALL CIVILIAN BUSINESSES.

INCREASING NOISE. A LOT HAS BEEN SAID ABOUT

THE C-130'S. THE INTERESTING POINT THAT HAS NOT BEEN EMPHASIZED AT THIS HEARING, BUT WAS MADE BY A NUMBER OF PEOPLE LAST AUGUST OUT AT THE LOCAL AIRPORT HEARING, WAS THAT THERE IS NO GUARANTEE WHATSOEVER THAT C-130'S ARE GOING TO BE MAINTAINED IN THE FUTURE. THERE IS ALSO NO GUARANTEE THAT WHETHER IT IS 12 FLIGHTS OR 74 FLIGHTS OR WHATEVER THE NUMBER IS DAILY NOW, OR WHAT IS ADDRESSED IN THE CURRENT IMPACT REPORT IS GOING TO BE MAINTAINED. THERE IS NO WAY THAT CAN BE ASSURED TO BE THE MAXIMUM LEVEL AND THERE IS NO ONE THAT IS GOING TO PROMISE WITH ANY KIND OF RELIABILITY THAT IT IS NOT GOING TO EVER INCREASE.

43.

THERE IS CERTAINLY A POTENTIAL CONFLICT BETWEEN THE PMTC TEST RANGE, A VERY IMPORTANT NAVAL TEST RANGE THAT HAS A LOT OF IMPACT IN TERMS OF CHECKING OUT OVERSEA MISSILE TESTING, SOMETHING THAT IS RATHER UNIQUE IN TERMS OF THERE ARE JUST NOT THAT MANY PORTS THAT HAVE A MISSILE TEST RANGE NEARBY. IT IS SOMETHING WE NEED FOR OUR DEFENSE SYSTEM.

44.

THE ONE POINT THAT HAS NOT BEEN MENTIONED TONIGHT THAT JUST TOTALLY SEEMS STRANGE TO ME IS THAT AT THE LAST AUGUST HEARING, TWO THINGS WERE MENTIONED. ONE WAS THAT THE PRIME CONSIDERATION WAS FOR RECRUITING. THAT'S WHY YOU WOULD POTENTIALLY CHOOSE MUGU OVER ANY OTHER LOCATION.

THE OTHER INTERESTING FACT THAT WAS MENTIONED WAS THAT THE OPERATIONS FLOWN DAILY WOULD BE TO THE PALMDALE AREA AND WHILE I CAN UNDERSTAND WHY A NUMBER OF PEOPLE WHO ARE WITH THE AIR NATIONAL GUARD OR ANY OTHER

45.

ORGANIZATION WOULD LIKE TO LIVE IN THIS PARTICULAR AREA AND CERTAINLY I THINK THAT'S WHAT YOU HEARD FROM A NUMBER OF THE PEOPLE WHO HAVE SPOKEN TONIGHT, DOES IT MAKE LOGICAL SENSE TO TAKE TAX DOLLARS AND FLY PLANES FROM POINT MUGU TO PALMDALE AND BACK EVERY DAY WHEN YOU COULD SPEND THE TAX DOLLARS PERHAPS MORE WISELY AND BASE THE PLANES RIGHT WHERE THEY ARE GOING TO BE DOING THE EXERCISES ANYHOW.

THANK YOU VERY MUCH.

COL. CASARI: THANK YOU, SIR.

MR. LUIS E. ROSAS.

MR. ROSAS: MY NAME IS LUIS E. ROSAS. I AM A RESIDENT OF CAMARILLO FOR THE LAST 20 YEARS. I ALSO BELONG TO THE AIR NATIONAL GUARD FOR THE LAST FIVE YEARS. SINCE I LIVED IN CAMARILLO, I BELONGED TO ALSO THE MAINTENANCE PART OF THE ORGANIZATION. I WORK THE ENGINES OF THE C-130'S.

JUST TO POINT OUT TO THESE PEOPLE, I THINK I HEAR A LITTLE NEGATIVE STUFF ON IT. I THINK IT IS MY DUTY AS A CITIZEN TO POINT OUT THAT THEY ARE KIND OF MISINFORMED. THEY ARE TALKING ABOUT 74 FLIGHTS A DAY AS PART OF THE NOISE PROBLEM. HOW CAN THEY JUSTIFY 74 FLIGHTS A DAY WHEN WE ONLY HAVE 16 AIRPLANES? OUT OF THE 16 AIRPLANES, ROUGHLY FIVE OF THEM ARE FLYING EVERY DAY, DUE TO MAINTENANCE PROBLEMS, PROBLEMS WITH THE AIRPLANES RELOCATED TO OTHER LOCATIONS THROUGHOUT THE COUNTRY AND ALSO AIRPLANES THAT HAD TO BE LOGGED FOR MAINTENANCE EVERY MONTH, FOR REGULAR MAINTENANCE.

THESE PEOPLE THINK WE HAVE ALL 16 AIRPLANES

1 FLYING AT THE SAME TIME, AND YOU KNOW THAT IS AN
2 IMPOSSIBILITY.
3 THEY SAY ALSO THE C-130 IS GOING TO BE
4 PHASED OUT. IT HAS TO BE POINTED OUT TO MOST OF THESE
5 PEOPLE, MOST OF THE C-130 UNITS WE HAVE RIGHT NOW, THEY
6 ARE BRINGING OUT THE NEWER C-130'S. WE CURRENTLY HAVE
7 E-MODEL C-130'S. IN MOST UNITS, THEY ARE UPDATING THEIR
8 EQUIPMENT TO C-130 H'S, WHICH IS A FAR MORE QUIETER
9 AIRPLANE THAN THE ONE WE HAVE RIGHT NOW.
10 AS FAR AS SAFETY IS CONCERNED, MOST OF OUR
11 PILOTS THAT WE GOT, THEY ARE PROFESSIONAL PILOTS. THEY
12 ARE PRIVATE PILOTS. MOST OF THEM ARE COMMERCIAL PILOTS.
13 THEY BELONG TO AIRLINES, BESIDES THE ONES WE HAVE FULL TIME.
14 THE ONES WE HAVE FULL TIME IS A SMALL MINORITY AND THEY
15 ARE HIGHLY PROFESSIONAL. THEY ARE ALL HIGHLY SKILLED
16 PROFESSIONAL PILOTS.
17 AS FAR AS THE PROBLEM OF RECRUITMENT, PEOPLE
18 TALK HERE ABOUT SOUTHERN LOS ANGELES. TO ME, I COULDN'T
19 GET NO REASON OUT OF THAT. THE CURRENT RECRUITMENT THEY
20 HAVE IN THE AIR FORCE, AS YOU KNOW, IS BASED IN SKILLS
21 THE PEOPLE HAD TO BRING INTO THE AIR FORCE.
22 OUR UNIT HAS GOT MOST OF THE HIGHLY SKILLED
23 PEOPLE THEY CAN RECRUIT FROM. THAT MEANS THAT PEOPLE WITH
24 A LOT OF EDUCATION AND SO SOUTHEAST L.A., IT JUST DOESN'T
25 EVEN CROSS MY MIND. THEY BRING PEOPLE NOT BECAUSE OF THE
26 RACE OR THEIR COLOR, BUT BECAUSE OF THEIR HIGH SKILLS.
27 AS FAR AS IT IS CONCERNED IN RECRUITMENT,
28 THE AIR FORCE RIGHT NOW AND THE AIR NATIONAL GUARD HAS

1 ABOUT 102 PERCENT TO 105 PERCENT OVER ANYBODY, ANY OTHER
2 UNITS.
3 THEY TALK ABOUT MOVING COMMERCIAL ACTIVITY
4 AT THE NORTH OF THE RUNWAY. THAT'S ALSO AN ALMOST
5 IMPRACTICAL POSSIBILITY BECAUSE THIS IS A HIGH MILITARY
6 BASE WHERE THEY KEEP A LOT OF STUFF THAT IS SECRET,
7 ESPECIALLY BECAUSE OF THE POINT THEY TEST MOSTLY MISSILES
8 AND NEW WEAPON SYSTEMS EVERY MONTH. IN THE FUTURE, THE
9 NAVY HAS A LOT OF CONTRACTS TO KEEP PROGRESSING IN THIS
10 MANNER.
11 THE PART THAT THEY MOVE TO PALMDALE AND THEY
12 SAY THAT THE PEOPLE HERE LIKE US TO MOVE TO PALMDALE. I
13 WOULD LIKE TO POINT OUT TO MOST OF THESE PEOPLE THAT
14 ROUGHLY 50 PERCENT OF OUR PERSONNEL LIVE IN THIS COUNTY
15 ALREADY, INCLUDING MYSELF.
16 THE PROBLEM THAT THERE IS TOUCH-AND-GO
17 PRACTICE, AS POINTED OUT BEFORE, WE ONLY HAVE 16 AIRPLANES.
18 IF WE GET MOST OF THEM FLYING AT THE SAME TIME, IT WILL BE
19 A MIRACLE.
20 THANK YOU VERY MUCH.
21 COL. CASARI: THANK YOU, MR. ROSAS.
22 EVERYBODY HAS BEEN SO WELL ATTUNED TO THE
23 TIME, WE ACTUALLY HAVE A LITTLE BIT LEFT, SO PERMIT ME TO
24 EXTEND THE OPPORTUNITY TO ANYBODY WHO HAS NOT YET SPOKEN
25 AND WHO WISHES TO SPEAK. I WOULD BE HAPPY TO RECOGNIZE
26 FROM THE FLOOR IF YOU SO CHOOSE AND ASK YOU TO COME DOWN
27 TO THE PODIUM.
28 I'M SORRY. I DON'T KNOW YOUR NAME. WOULD

1 YOU COME TO THE PODIUM, PLEASE.

2 MS. ORKAND: MY NAME IS RUTH ORKAND. I

3 LIVE IN CAMARILLO.

4 COL. CASARI: I'M SORRY. FOR THE PURPOSE

5 OF THE RECORD, COULD YOU SPELL YOUR NAME.

6 MS. ORKAND: O-R-K-A-N-D.

7 I WOULD LIKE TO KNOW WHETHER ALL OF THIS

8 INFORMATION THAT'S BEEN GIVEN HERE TONIGHT WILL BE

9 TRANSFERRED TO WASHINGTON, D.C. SO THAT FURTHER STUDY

10 COULD BE MADE, OR IS IT JUST GOING TO FALL ON YOUR EARS

11 AND DECIDED TONIGHT. IS THERE FURTHER STUDY GOING TO BE

12 MADE ON THE SUBJECT?

13 COL. CASARI: IT IS MY UNDERSTANDING THAT A

14 FURTHER STUDY WILL BE MADE. I SHALL CALL UPON SOMEBODY WHO IS

15 KNOWLEDGEABLE IN THIS AREA TO RESPOND.

16 MR. HOUSEHOLDER: MY NAME IS LEE HOUSEHOLDER

17 AND I WORK FOR THE NATIONAL GUARD BUREAU.

18 MS. ORKAND: IT IS STILL UNDER STUDY?

19 MR. HOUSEHOLDER: I THINK WE SAID IT IS THE

20 PREFERRED ALTERNATIVE OF THE ORGANIZATION. WE ARE NOT

21 SAYING WE HAVE CHOSEN.

22 COL. CASARI: IF YOU HAVE ANYTHING FURTHER --

23 I WILL TRY TO REPEAT.

24 THE QUESTION WAS HAS THIS BEEN DETERMINED

25 AS A FAIT ACCOMPLI AS OF THIS EVENING.

26 THE RESPONSE WAS NO, AS WAS INDICATED IN THE

27 EARLIER BRIEFING, THIS IS A PROPOSAL WITH THE PROPOSAL

28 BEING FOR THE PREFERRED SITE OF POINT MUGU, BUT NOTHING

1 HAS BEEN FINALLY DETERMINED AS OF THIS EVENING.

2 IF YOU WISH MR. HOUSEHOLDER TO ADD ANYTHING

3 TO THAT, YOU MAY DO SO, AND COME TO THE MICROPHONE.

4 IS THERE ANY OTHER QUESTION OR ANY COMMENT?

5 MR. NELSON: I WILL COME TO THE MIKE TO ASK

6 THE QUESTION.

7 MAYBE IT'S JUST MY IGNORANCE THAT'S SHOWING,

8 BUT WHO MAKES THE FINAL DETERMINATION AND HOW WOULD WE GET

9 IN CONTACT WITH THOSE PEOPLE?

10 COL. CASARI: WOULD YOU INDICATE FOR THE

11 RECORD WHAT YOUR NAME IS, SIR.

12 MR. NELSON: MY NAME IS STEVE NELSON,

13 N-E-L-S-O-N, AND I AM RESIDENT OF CAMARILLO.

14 COL. CASARI: THANK YOU VERY MUCH.

15 MR. HOUSEHOLDER, COULD YOU ADDRESS THAT AS

16 WELL. IF YOU DO, MAY I ASK YOU TO COME TO THE MICROPHONE.

17 MR. HOUSEHOLDER: THE RECORD OF DECISION

18 WILL BE SIGNED BY SOMEONE WITH THE SECRETARY OF THE AIR

19 FORCE, EITHER BY THE SECRETARY OR FOR THE SECRETARY OF THE

20 AIR FORCE.

21 COL. CASARI: AS FAR AS CONTACTING THE

22 INDIVIDUAL, WOULD THAT BE BY MAILING WHATEVER COMMENTS

23 THERE MAY BE TO THE ADDRESS I EARLIER GAVE OR IS THERE

24 SOME OTHER MECHANISM?

25 MR. HOUSEHOLDER: IT CAN GET THERE THAT WAY.

26 IF THEY INDICATE THAT'S WHERE THEY WANT IT TO GO, RIGHT TO

27 WASHINGTON -- I DON'T HAVE A GOOD ADDRESS FOR THE

28 SECRETARY. IF YOU SEND IT TO THE PENTAGON, IT WILL GET TO

1 HIM.

2 COL. CASARI: IF YOU WISH TO ADDRESS THE

3 MATTER TO THE SECRETARY DIRECTLY, YOU MAY. OF COURSE,

4 THAT IS AT YOUR OPTION.

5 I WILL REPEAT THE ADDRESS IN CASE YOU DO

6 WANT IT. IT IS MASTER SERGEANT RILEY BLACK, DEPARTMENT

7 OF THE AIR FORCE, 146TH TACTICAL AIR LIFT WING, 8030 BALBOA

8 BOULEVARD, VAN NUYS, CALIFORNIA 91409.

9 IT IS MY UNDERSTANDING ANY DOCUMENTS SENT

10 IN WILL BE REPRODUCED AS PART OF THE FINAL IES; IS THAT

11 CORRECT?

12 MS. SALENIUS: YES.

13 COL. CASARI: YES, SIR?

14 MR. GAYNES: I WONDER IF IT'S POSSIBLE FOR

15 ME TO INSERT A PIECE OF INFORMATION HERE FOR THE GROUP.

16 COL. CASARI: THE SPEAKER IS MR. GAYNES.

17 MR. GAYNES: YES.

18 I HAVE A COMMUNICATION HERE FROM THE

19 CALIFORNIA NATIONAL GUARD OFFICE IN SACRAMENTO AND THIS

20 GIVES A RUNDOWN OF THE AIR GUARD BASES IN CALIFORNIA AND

21 THE TYPE OF PLANES THAT THEY HAVE.

22 146TH, THAT 16 PLANES, LOCKHEED HERCULES

23 130'S.

24 THEN THERE IS 144TH FIGHTER INTERCEPTOR

25 WING IN FRESNO. THEY HAVE A MC DONNELL DOUGLAS PHANTOM.

26 IN THE 129TH IN SAN JOSE, IT HAS LOCKHEED

27 HERCULES OR KING BIRDS AND THE 163RD TACTICAL FIGHTER

28 GROUP IN RIVERSIDE HAVE S-4D MC DONNELL DOUGLAS PHANTOMS.

1 COL. CASARI: YES, SIR.

2 MR. JOSH FALLICK.

3 MR. FALLICK: I RISE TO A QUESTION NOW.

4 THAT ADDRESS THAT WAS GIVEN IS WHERE THIS

5 REPORT IS GOING TO; IS THAT CORRECT?

6 COL. CASARI: THE ADDRESS GIVEN IS WHERE

7 YOU MAY SUBMIT YOUR WRITTEN COMMENTS.

8 MR. FALLICK: WHAT ABOUT THE REPORT, WHERE

9 IS THAT GOING TO?

10 COL. CASARI: ULTIMATELY, AS INDICATED, THE

11 REPORT GOES TO WASHINGTON, D.C. FOR REVIEW AND IS FINALLY

12 SIGNED OFF BY THE SECRETARY OF AIR FORCE. I AM NOT SPEAKING

13 AS AN EXPERT IN THIS. I AM MERELY INTERPRETING WHAT I

14 HEARD EARLIER.

15 IF THERE IS ANY CORRECTION, I AM SURE I

16 WILL BE CORRECTED.

17 MR. FALLICK: THAT RAISES ANOTHER QUESTION.

18 WHAT WERE WE DOING HERE IF IT IS GOING TO BE DECIDED BY

19 THE AIR FORCE? I'M NOT SURE IT IS GOING TO BE AN IMPARTIAL

20 DECISION AND I WOULD THINK THAT WE, AS INDIVIDUAL CITIZENS

21 WHO HAVE SERVED TIME IN THE MILITARY SHOULD HAVE SOME

22 EYE-TO-EYE CONTACT WITH THE SECRETARY OF THE AIR FORCE AND

23 MAKE KNOWN TO HIM THAT HE IS DEALING WITH PEOPLE, NOT WITH

24 STATISTICS.

25 THIS WAS MY POINT EARLIER AND I WOULD LIKE

26 TO EMPHASIZE IT AGAIN, THAT BEFORE THIS REPORT GOES INTO

27 THE SECRETARY OF THE AIR FORCE OR ANYWHERE ELSE, THAT WE

28 HAVE SOME EYE-TO-EYE CONTACT AND SAY, "HERE IS SOME NEW

1 INFORMATION."

2 ARE WE GOING TO BE -- I WON'T USE THE TERM

3 RAILROADED, BUT ARE WE GOING TO BE LISTENED TO OR NOT? IS

4 OUR VOICE GOING TO BE HEARD AND DONE SOMETHING ABOUT?

5 COL. CASARI: OBVIOUSLY, SIR, I CANNOT

6 SPEAK FOR THE SECRETARY WITH RESPECT TO THIS.

7 MR. FALLICK: I UNDERSTAND THAT.

8 COL. CASARI: ALL I CAN TELL YOU THAT IS

9 YOU ARE CERTAINLY FREE, AS A CITIZEN, TO COMMUNICATE

10 DIRECTLY WITH HIM. BEYOND THAT, THE ONLY THING I CAN TELL

11 YOU IS THAT THE EIS STUDY WILL BE CONDUCTED IN CONFORMANCE

12 WITH LAW AND REGULATION. I PRESUME GOOD WILL, BUT I

13 OBVIOUSLY AM NOT IN A POSITION TO COMMENT WITH RESPECT

14 TO WHAT INDIVIDUALS WILL DO WITH RESPECT TO ANY STUDY.

15 MR. FALLICK: I AM NOT TRYING TO IMPUGN

16 ANYONE. I AM TRYING TO SAY WHERE DO WE COME IN. THAT'S

17 THE QUESTION THAT COMES UP.

18 COL. CASARI: I WILL BE HAPPY TO DEFER TO

19 PEOPLE WHO ARE KNOWLEDGEABLE IN THE EIS PROCESS.

20 IT IS MY UNDERSTANDING THESE PUBLIC HEARINGS

21 ARE DESIGNED TO PERMIT YOU TO COME IN, TO USE YOUR PHRASE,

22 SIR.

23 MR. FALLICK: IN THE ULTIMATE DECISION-MAKING,

24 CAN WE BE THERE AND ANSWER QUESTIONS? THAT'S THE POINT.

25 CAN WE HAVE A FORUM LIKE THIS WITH THE SECRETARY OF THE

26 AIR FORCE?

27 COL. CASARI: I AM CERTAINLY NOT ACQUAINTED

28 WITH ANY PROVISION FOR DIRECT CONTACT WITH THE SECRETARY

1 IN RESPECT TO THIS MATTER, BUT I WILL CERTAINLY DEFER TO
2 ANYBODY WHO HAS ANY OTHER KNOWLEDGE.
3 APPARENTLY, MY PRESUMPTION IS CORRECT, SIR,
4 THAT AS I SAY, YOU ARE FREE TO COMMUNICATE WITH HIM
5 DIRECTLY AND SOLICIT HIS ATTENTION.
6 MR. FALLICK: I GET THE FEELING THESE ARE
7 JUST EXERCISES IN FUTILITY.
8 COL. CASARI: SIR, OBVIOUSLY, I DON'T WANT
9 TO TAKE A PARTISAN POSITION ON THIS OR SAY ABSOLUTELY WITH
10 RESPECT TO THE PROCEEDINGS THIS EVENING HOW IT WILL
11 ULTIMATELY COME OUT.
12 MY UNDERSTANDING IS, AND I CERTAINLY AGAIN
13 ASK THOSE WHO ARE EXPERTS IN THIS TO CORRECT ME, THESE
14 DECISIONS HAVE BEEN MADE IN THE PAST BY AGENCIES WITHOUT
15 CONSULTATION WITH ANYBODY.
16 SINCE THE CONCERN ABOUT IMPACT ON
17 ENVIRONMENT CAME TO THE FORE, APPRECIATION WAS GIVEN TO
18 THE FACT THAT THOSE LOCALLY MAY VERY WELL HAVE CONCERNS
19 THAT OUGHT TO BE SERVED.
20 THESE MEETINGS WERE DESIGNED SO AS TO PERMIT
21 AIRING OF THOSE CONCERNS AND FORMALLY ADDRESS ALL OF THOSE
22 CONCERNS.
23 THE ONLY THING I CAN SAY IS APPARENTLY THE
24 REGULATIONS ARE CALCULATED TO BRING THOSE MATTERS TO THE
25 PUBLIC ATTENTION. THERE ARE REGULATORY PROVISIONS WHICH
26 MUST BE OBSERVED. THE ONLY THING I CAN SAY IS THAT
27 APPARENTLY THE PROCEDURE ASSUMES THE GOOD WILL OF THE
28 AGENCY IN ADDRESSING PUBLIC CONCERN AND ULTIMATELY REACHING

1 A CONCLUSION WHICH IS FAIR AND IMPARTIAL. AGAIN, I AM NOT
2 REPRESENTING ANYTHING WITH RESPECT TO THIS MATTER.
3 MR. FALLICK: COLONEL, I AM NOT TRYING TO
4 ARGUE. I AM JUST ASKING QUESTIONS AND I WOULD LIKE TO
5 HAVE SOME VERY LUCID QUESTIONS ANSWERED. I AM NOT TRYING
6 TO HARANGUE ANYBODY OR TO BE NEGATIVE, BUT WE HAVE A CITY
7 COUNCIL HERE THAT WE ELECT THAT REPRESENT US.
8 THE CITY COUNCIL, AS A BODY, HAS STUDIED
9 THIS AND MADE THEIR REPORT TO US AND TO OTHERS AND I WOULD
10 LIKE TO SEE OR NOT TO SEE ALL OF THIS EFFORT GO DOWN THE
11 DRAIN SOMEHOW IN A BUREAUCRATIC TANGLE.
12 COL. CASARI: I APPRECIATE YOU ARE NOT
13 ARGUING, SIR, AND I HOPE YOU UNDERSTAND I WAS ALSO NOT
14 ARGUING. I WAS TRYING TO ANSWER YOUR QUESTION.
15 I BELIEVE I SAW A HAND HERE FIRST, AND THEN
16 THE GENTLEMAN OVER THERE AND THEN THE ONE ON THE LEFT.
17 MR. HUNAU: MY NAME IS SAUL HUNAU, H-U-N-A-U.
18 I AM A NEWLY-ARRIVED RESIDENT OF LEISURE VILLAGE.
19 I BELIEVE THAT 90 PERCENT OF THE MEN PRESENT
20 HERE TONIGHT ARE VETERANS. WE HAVE PAID OUR DUES, WE HAVE
21 PAID OUR TAXES AND THE TWILIGHT YEARS OF OUR LIFE I THINK
22 ALL WE WANT IS A LITTLE PEACE AND COMFORT.
23 IT SO HAPPENS I AM A FORMER RESIDENT OF
24 NORTH HOLLYWOOD. WE HAD THE SAME SITUATION. WE LIVED IN
25 A VERY NICE NEIGHBORHOOD. WE FIRST MOVED THERE, AND IT WAS
26 MOST DELIGHTFUL.
27 IT PROGRESSIVELY GOT WORSE WITH THE PLANES.
28 WE HAD A DEVELOPMENT OF HOMES WE TRIED TO SELL AND COULD

1 NEVER SELL A HOUSE ON SUNDAY BECAUSE SUNDAY SEEMED TO BE
2 THE DAY THAT MOST OF THE PLANES CAME IN RIGHT OVER THE
3 SALES OFFICE. DURING THE WEEK, THE FLIGHTS WERE A LOT LESS.
4 WE HAD NO PROBLEM.
5 ALL WE ASK IS A LITTLE CONSIDERATION IN OUR
6 TWILIGHT YEARS.
7 THANK YOU.
8 COL. CASARI: THANK YOU, MR. HUNAU.
9 MR. RICHARDSON: MY NAME IS HENRY RICHARDSON.
10 I LIVE IN CAMARILLO.
11 IT SEEMS THAT THE DECISION-MAKING PROCESS
12 IS GOING TO TAKE PLACE NOW IN WASHINGTON, D.C. AND I THINK
13 THAT'S WHERE OUR EFFORTS SHOULD BE DIRECTED.
14 I WOULD LIKE TO REQUEST A TRANSCRIPT OF THE
15 PROCEEDINGS HERE THIS EVENING SHOULD BE FURNISHED TO THE
16 CITY COUNCIL HERE SO THAT THE CITIZENS OF CAMARILLO CAN
17 HAVE ACCESS TO THEM AND THE TRANSCRIPT FURNISHED TO THE
18 BOARD OF SUPERVISORS OF THE COUNTY OF VENTURA.
19 DO YOU THINK THAT THAT'S POSSIBLE?
20 COL. CASARI: I DON'T KNOW, SIR. MAY I ASK
21 SOMEONE WHO DOES KNOW WHAT THE ANSWER TO THAT MIGHT BE?
22 MR. HOUSEHOLDER: I DON'T SEE WHY NOT.
23 MR. RICHARDSON: MAY WE MAKE THAT REQUEST ON
24 BEHALF OF THOSE HERE.
25 COL. CASARI: YOUR REQUEST IS NOTED.
26 THERE IS INDICATION THAT APPARENTLY THERE
27 IS NOTHING TO PROHIBIT THAT.
28 I AM SURE THERE WILL HAVE TO BE SOME

46

1 REGULATION THAT COVERS IT, THIS BEING A FEDERAL MATTER.

2 MR. RICHARDSON: THANK YOU, SIR.

3 COL. CASARI: THANK YOU, SIR.

4 THERE WAS A QUESTION OVER HERE.

5 MR. BOROUGH: MY NAME IS MR. BOROUGH,

6 B-O-R-O-U-G-H. I JUST MOVED HERE FROM SIX BLOCKS FROM

7 VAN NUYS AIRPORT, LIVING THERE 32 YEARS.

8 I WOULD LIKE TO REGAIN THE SLEEP I LOST IN

9 THE PAST 15 YEARS FROM THE NOISE OF ALL THOSE PLANES BEING

10 WARMED UP TO TAKE OFF, HAVING RELATIVES WHO USED TO BE IN

11 SOME OF THOSE FLIGHTS THAT TOOK OFF. I HEARD A LOT OF

12 COMMENTS PRO AND CON. I AM NOT CONDEMNING WHAT IS TAKING

13 PLACE, BUT I AM WONDERING WHY THEY FOLLOWED ME TO CAMARILLO.

14 I DON'T KNOW.

15 I DO BELIEVE THAT THE PALMDALE AIRPORT WAS

16 DESIGNED A GOOD MANY YEARS AGO. BEFORE I LEFT VAN NUYS

17 TWO MONTHS AGO, TAKING RESIDENCE HERE, I UNDERSTOOD THEY

18 RENEWED THE LEASE FOR THE PLANES TO STAY IN VAN NUYS UNTIL

19 1990.

20 WHAT HAPPENS IF THEY DECIDE TO MOVE TO

21 POINT MUGU? IS THIS FIVE YEARS GOING TO BE LOST OR ARE

22 THEY GOING TO STAY IN VAN NUYS UNTIL 1990?

23 COL. CASARI: I TAKE THAT AS A QUESTION.

24 IS THERE SOMEONE FROM THE GUARD WHO IS

25 KNOWLEDGEABLE OF THE MATTER THAT WISHES TO ADDRESS THAT

26 PARTICULARLY?

27 MR. BOROUGH: IT'S A FACT. IT WAS IN THE

28 NEWSPAPER.

1 COL. CASARI: I WOULD NOT SAY WHTHER THIS
2 IS A FACT OR NOT, ONLY THAT IT WAS IN THE NEWSPAPER. IT
3 DOES NOT NECESSARILY MAKE IT A FACT.
4 THERE IS A GUARD MAN HERE, I BELIEVE, WHO
5 CAN DISCUSS THE SUBJECT.
6 HAS THERE BEEN A RENEWAL OF THE LEASE FOR
7 THE AIRPORT AT VAN NUYS, AND IF SO, WHAT HAPPENS TO THAT
8 FIVE-YEAR LEASE IN THE EVENT A DECISION IS MADE TO MOVE
9 UP HERE? CAN YOU ANSWER THAT, PLEASE.
10 CAPT. CRUMLINE: THERE HAS BEEN A PROPOSAL
11 MADE BY THE AIR NATIONAL GUARD TO THE CITY OF LOS ANGELES
12 FOR A LEASE AND THERE HAS BEEN A COUNTER PROPOSAL BACK TO
13 THE AIR NATIONAL GUARD FROM THE CITY OF LOS ANGELES. I
14 DON'T KNOW THE PARTICULARS OF THAT, BUT AS OF RIGHT NOW
15 THERE IS NO LEASE SIGNED.
16 COL. CASARI: HAS THERE BEEN ANY AGREEMENT
17 TO SIGN A LEASE, TO YOUR KNOWLEDGE?
18 CAPT. CRUMLINE: NOT TO MY KNOWLEDGE.
19 MR. BOROUGH: IT WAS IN THE PAPER.
20 CAPT. CRUMLINE: DULY NOTED. THANK YOU,
21 SIR.
22 COL. CASARI: YES, SIR, COUNCILMAN ESTY?
23 COUNCILMAN ESTY: COLONEL, IT'S BEEN A LONG
24 EVENING AND WE ARE VERY APPRECIATIVE OF THE FACT THAT YOU
25 HAVE BEEN HERE AND HAVE CONDUCTED THIS HEARING IN A VERY
26 ORDERLY AND I HOPE PROGRESSIVE MANNER.
27 WE THANK YOU FOR YOUR KIND CONSIDERATION OF
28 THE TIME ELEMENTS THAT EACH OF US HAVE HAD TO HAVE IN ORDER

TO HAVE THIS EVENING BEFORE US.

I WOULD LIKE TO COMMENT ON THE SITUATION WITH REGARDS TO THE LEASE. I HAVE BEEN TRYING TO FIND THE ANSWER TO THAT PARTICULAR QUESTION FOR A CONSIDERABLE PERIOD OF TIME BECAUSE IT'S A VERY KEY ELEMENT IN THIS WHOLE MATTER.

TO THAT EXTENT, I TALKED TO THE GENERAL MANAGER OF THE VAN NUYS AIRPORT AND ASKED HIM POINT BLANK WHETHER OR NOT THERE HAD BEEN A CONTINUATION OF THE LEASE, BECAUSE I READ IT INTO THE RECORD OF ONE OF OUR CITY COUNCIL MEETINGS THAT IT HAD BEEN REPORTED IN THE NEWSPAPER THAT THERE HAD BEEN A CONTINUATION OF THE LEASE.

ACCORDING TO THIS GENTLEMAN, THAT LEASE IS STILL IN A NEGOTIATING SITUATION AND HAS NOT BEEN APPROVED BY EITHER PARTY. THEY ARE STILL NEGOTIATING. HOPEFULLY, BECAUSE IT IS GOING TO TAKE A PERIOD OF TIME FOR ANY MOVE TO BE MADE, IRRESPECTIVE OF WHETHER IT IS MUGU OR PALMDALE OR NORTON, IT MAY BE AS MUCH AS TWO YEARS BEFORE THEY CAN GET THE BUILDINGS AND THE RAMPS AND THE OTHER THINGS THEY NEED PUT TOGETHER. THERE IS GOING TO HAVE TO BE SOME ACCOMMODATION MADE UNTIL THOSE THINGS CAN HAPPEN.

AGAIN, SIR, I THANK YOU FOR A VERY INTERESTING AND I HOPE FRUITFUL MEETING FOR ALL CONCERNED.

COL. CASARI: THANK YOU, COUNCILMAN ESTY.

AS I TOLD YOU AT THE BEGINNING, MY JOB WAS SIMPLY TO PRESERVE AN ORDERLY PROCEEDING AND NOT TO PASS JUDGMENT.

MAY I THANK YOU ALL FOR YOUR KINDNESS,

NOTWITHSTANDING THE DEPTH OF YOUR FEELING IN THE MATTER, FOR MAKING MY JOB EASY. THANK YOU.

:: :: :: ::

STATE OF CALIFORNIA :

COUNTY OF LOS ANGELES :

REPORTER'S CERTIFICATE

I HEREBY CERTIFY THAT I WAS THE OFFICIAL REPORTER ON THIS MATTER; THAT I WAS ASSIGNED TO REPORT, AND DID CORRECTLY REPORT, THE TESTIMONY AND PROCEEDINGS CONTAINED HEREIN; THAT THE FOREGOING IS A TRUE AND CORRECT TRANSCRIPTION OF MY SAID NOTES, AND A FULL AND TRUE STATEMENT OF SAID PROCEEDINGS.

Sue E. Fontes

SUE E. FONTES

RESPONSE TO COMMENTS RECEIVED DURING THE PUBLIC HEARING HELD IN CAMARILLO MARCH 18, 1985

No. 1: Per Ms. Salenius comments during the hearing and as indicated in the Draft EIS, there are an estimated 12 arriving aircraft projected to overfly the Leisure Village vicinity. For an in-depth discussion on operational information, please refer to EIS Pages IV-4 through IV-6.

No. 2: EIS Table IV-10 has been adjusted to include Mission Oaks and Woodside Greens and includes 'one-event noises'.

No. 3: The ANG has their own internal set of policies, separate from the U.S. Navy. However, in the case of noise and safety they both would adhere to noise abatement policies established by the AICUZ and both are directed by the tower regarding airspace concerns.

No. 4: Please refer to the response to comment No. 2 from Mary Hartman of the San Bernardino County Airport Land Use Commission on page 81.

No. 5: Please refer to response to comments No. 4 from Councilman F. B. Esty, City of Camarillo, on pages 102-103.

No. 6: Please refer to response to comments Item No. 7 from Eugene R. Mancini, on page 175-176.

No. 7: Airspace congestion is based on existing operational levels. The uncertainty of aviation forecasting is not included in the 500,000 current annual operation criteria at nearby airfields or the 200,000 existing annual operations at the candidate site.

No. 8: Please refer to the response to comments by Scott Johnson of the County of Ventura Resource Management Agency on pages 63-66.

No. 9: Please refer to the response to comment No. 3 from Joe Gaynes undated letter on pages 135-136.

No. 10: The Air National Guard will make its final site selection based upon environmental considerations and upon other factors related to their mission and operations.

No. 11: Comment noted.

No. 12: The estimated number of overflights by the ANG C-130 will be 12 landings per day, assuming the ANG relocates to NAS Point Mugu. The ANG operations, typically, are spread out during the course of a day and are not planned to occur with a one hour time period.

EIS Table IV-10 addresses the single event (sound exposure) level and Max dB(A) level at five locations in the Camarillo area. These data may be applied to the 12 landings.

No. 13: Again, the Air National Guard will make its decision based upon environmental considerations and upon other factors related to their mission and operations.

No. 14: The Air National Guard as a matter of policy and practice has an affirmative approach to the recruitment of minorities and women into the unit. Base relocation alternatives will not affect recuitment goals in this regard.

No. 15: An update of the 1977 AICUZ is being prepared and relevant data may be obtained when a Draft report becomes available. The noise study for the new AICUZ was released in April of 1985.

No. 16: It is not surprising that Camarillo Airport generates noise complaints during an annual air show since citizens not accustomed to aircraft noise become subjected due to modifications in the flight tracks during such activities.

No. 17: Acknowledged, an updated AICUZ will soon be available. Regarding policy statements on behalf of the Secretary of Defense the NAS Point Mugu Air Installation Compatible Use Zone (AICUZ) study is the reference document. The Pacific Missile Test Center at NAS Point Mugu have made input into the DEIS and are fully aware of the proposed action. In fact, the potential relocation to NAS Point Mugu will be addressed as part of the new AICUZ study.

No. 18: There is no commercial aviation activity proposed as part of this project action for any of the candidate relocation sites.

No. 19: The public review periods required by NEPA and CEQA were established to allow the public and responsible agencies a fair opportunity for input to studies like this one. As is evident from the Final EIS, substantial input has been received.

No. 20: The 146th TAW currently has a recruiting program which includes outreach to developing areas such as Palmdale and Lancaster.

No. 21: Please refer to the response to comment No. 2 from Assemblyman Joe Gaynes on page 135.

No. 22: Please refer to Item No. 5 in the response to comments by Eugene R. Mancini on pages 173-174. The operational information is very representative in assessing noise impacts especially since it is "worst case."

No. 23: It is not appropriate to address the number of residences affected by noise since there is virtually no change in the Ldn. Response to the Department of Health Services is included in this Final EIS, please refer to that correspondence.

No. 24: Please refer to Item 11 in the response to comments for Eugene R. Mancini on pages 179-180.

No. 25: The Farmland Protection Policy Act does not apply to the taking of farmland for national defense purposes.

No. 26: Please refer to the response to comment No. 6 to Eugene R. Mancini on pages 174-175.

No. 27: Please refer to the response to comments (Item No. 7) from Eugene R. Mancini, on pages 175-176..

No. 28: Operational information relevant to airspace criteria established by the ANG is presented in EIS Table III-13.

No. 29: Please refer to response to comments (Item No. 7) from Eugene R. Mancini, on pages 175-176.

No. 30: One consideration was its existing and anticipated continuing role as an active military operations and training base. Another is the presence of a surrounding buffer of agricultural land and water.

No. 31: Please refer to the response to comment No. 2 from Councilman F. B. Esty of Camarillo on page 102.

No. 32: It is anticipated that these areas will continue to grow. The agricultural uses on the Oxnard Plain and the County's intent to preserve them are unique offsetting factors. Growth is also anticipated to occur in the Palmdale area, and is and has occurred in the San Bernardino area, however this did not negate consideration of these locations as alternative relocation sites.

No. 33 and 34: The purpose and intent of this EIS is not to originate a new noise metric, but rather to assess compatibility with existing noise standards using the required metric. The Day Night Average Sound Level (LDN) and the Community Noise Equivalent Level (CNEL) are based in part, upon duration. Please refer to Appendix VII "Noise." The EIS also addresses Single Event (Sound Exposure) Levels (SEL's) and Max dB(A) on EIS Table IV-10. Depending upon which variable

the user wants to emphasize each one of the above metrics can be applied, and has, in the EIS. Please review the noise sections in the EIS and EIS Appendix.

No. 35: Recruiters today face competition from a variety of sources. The technical level of recruits the Air National Guard seeks are the same individuals who are highly employable and well paid by other employment opportunities. In an urban area such as Southern California their time on evenings and weekends can be spent in an endless variety of recreational and/or occupational pursuits. It is this kind of conpetition which seriously constrains recruitment.

No. 36: There will not be 74 ANG C-130 operations per day at NAS Point Mugu. Total operations at NAS Point for the ANG C-130 is projected as a worst case of 30.9 (see EIS Table IV-3). Only 12 of these operations are expected to fly over eastern Camarillo. EIS Table IV-10 presents noise energy data relevant to the flyovers.

No. 37: The weekend peak hour travel demand to the ANG Base will be 1,320 trips, approximately 1,120 of which would use the Ventura Freeway (Route 101). This traffic would occur on Saturday morning and Sunday afternoon, one weekend per month. Traffic volumes for Route 101 have been added to the EIS.

No. 38: There is no commercial aviation activity proposed as part of this project action for any of the candidate relocation sites.

No. 39: The ANG concurs. Comment acknowledged.

No. 40: The time frame is discussed in the response to comments Item No. 5 by Eugene R. Mancini, pages 173-174. For the frequency of the operations please refer to EIS Table IV-3. There are an estimated 12 flyovers projected for the ANG C-130 in eastern Camarillo with relocation to NAS Point Mugu.

No. 41: Several weeks after the scoping meetings for this EIS a citizen's meeting was held with 146 TAW staff in the Leisure Village area of Camarillo. During the meeting the 146th had a C-130 making approaches to Point Mugu over the meeting site. This was done as a demonstration unbeknownst to the meeting attendees. At the close of the meeting the citizens were asked if they had heard or been disturbed by the airplane. One comment was made that they could not hear the airplane since the building air conditioner was on. It appears that this type of demonstration is the kind of thing to which the commenter refers.

No. 42: Please refer to the response to comments by Scott Johnson of the Ventura County Resource Management Agency on pages 63-66.

No. 43: Please refer to the response to comment No. 2 by Mary Hartman of the San Bernardino County Airport Land Use Commission on page 81.

No. 44: The ability of the Pacific Missile Test Center to conduct its mission will not be impeded by the relocation of the ANG to NAS Point Mugu.

No. 45: Training activities require more than the constant use of a single airfield. Longer range flight is also important to augment close-in maneuver skills.

No. 46: Transcripts were supplied to the Camarillo City Council and County Board of Supervisors when they became available from the transcription service.

COPY

NATIONAL GUARD BUREAU

CALIFORNIA AIR NATIONAL GUARD PROPOSED RELOCATION OF 146TH TACTICAL AIRLIFT WING FROM VAN NUYS AIRPORT TO PROPOSED NEW BASE AT POINT MUGU PUBLIC HEARING

REPORTER'S TRANSCRIPT

PUBLIC HEARING

MULHOLLAND JUNIOR HIGH SCHOOL

17120 VANOWEN BOULEVARD

VAN NUYS, CALIFORNIA

REPORTED BY: SUE E. FONTES
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VAN NUYS, CALIFORNIA

TUESDAY, MARCH 19, 1985

:: :: ::

COL. CASARI: WELCOME TO THIS, THE SECOND OF FOUR SCHEDULED PUBLIC HEARINGS OF THE DRAFT ENVIRONMENTAL IMPACT STATEMENT ON THE PROPOSED RELOCATION OF THE 246TH TACTICAL AIR LIFT WING FROM VAN NUYS, CALIFORNIA AIRPORT TO A PROPOSED NEW BASE ADJACENT TO THE EXISTING NAVAL FACILITIES AT POINT MUGU, CALIFORNIA. HEREAFTER, I WILL REFER TO THIS MATTER AS THE RELOCATION PROPOSAL FOR EASIER REFERENCE.

I AM COL. GUIDO CASARI AND I AM AN ACTIVE DUTY MEMBER OF THE AIR FORCE, CURRENTLY A TRIAL JUDGE STATIONED AT TRAVIS AIR FORCE BASE, CALIFORNIA. I AM NOT ASSOCIATED WITH THE AIR NATIONAL GUARD IN ANY CAPACITY.

MY ROLE HERE IS SIMPLY TO CONDUCT THE HEARING AND MAINTAIN A FAIR AND ORDERLY PROCEEDING.

I GUESS THIS WILL BE AN EASY PART OF THE JOB TONIGHT, TO INSURE THE TIME LIMITS ARE FOLLOWED REASONABLY CLOSELY.

I HAVE NOT BEEN INVOLVED IN THE DEVELOPMENT OF THE RELOCATION PROPOSAL OR THE DRAFT ENVIRONMENTAL IMPACT STATEMENT ON THE PROPOSAL, AND I WILL NOT BE MAKING ANY RECOMMENDATIONS OR DECISIONS CONCERNING THE PROPOSAL.

FIRST ON THE AGENDA THIS EVENING IS A BRIEF INTRODUCTION TO THE RELOCATION PROPOSAL. CAPT. LLOYD

1 CRUMRINE FROM THE 146TH TACTICAL AIRLIFT WING OF THE
2 CALIFORNIA AIR NATIONAL GUARD WILL GIVE YOU AN OVERVIEW OF
3 THE PROPOSAL, AND MS. SYLVIA SALENIUS OF PRC ENGINEERING
4 WILL GIVE A SHORT SUMMARY OF THE ENVIRONMENTAL EFFECT OF
5 RELOCATING THE 146TH TO THE POINT MUGU SITE.
6 FOLLOWING THIS PRESENTATION WE WILL ASK YOU
7 TO PROVIDE YOUR COMMENTS UPON THE ADEQUACY OF THE DRAFT
8 ENVIRONMENTAL IMPACT STATEMENT WHICH HAS BEEN PREPARED TO
9 DESCRIBE THE IMPACTS OF THE RELOCATION PROPOSAL.
10 I AM NOT GOING TO ATTEMPT TO SET A TIME
11 LIMIT UPON YOU. I JUST ASK EACH SPEAKER -- WE HAVE THREE
12 SCHEDULED OR THREE WHO HAVE SIGNED UP -- TO SIMPLY OBSERVE
13 SOME REASONABLE TIME LIMIT. I WILL ALSO NOT GIVE AN ORAL
14 WARNING IN LIGHT OF THAT CIRCUMSTANCE OF TIME COMPLETION
15 UNLESS, OF COURSE, IT GOES ON TO INORDINATE LENGTH, AND
16 THEN, OF COURSE, I MIGHT SUGGEST THE SUMMING UP.
17 WE HAVE ASKED, IN ORDER TO HAVE A RECORD OF
18 THOSE WHO DO WISH TO SPEAK AND TO AFFORD FULL OPPORTUNITIES
19 TO THOSE WHO DO, TO FILL OUT A CARD PRIOR TO THE MEETING.
20 AS I INDICATED, I HAVE THREE CARDS HERE.
21 IF YOU WISH TO TURN IN A CARD AND HAVE NOT
22 DONE SO, WE WILL MAKE ONE AVAILABLE TO YOU NOW. IF YOU DO
23 WISH A CARD, PLEASE JUST RAISE YOUR HAND.
24 ON EACH SPEAKER'S CARD, THERE IS A SPACE FOR
25 WRITTEN COMMENTS. IF YOU DO NOT WISH TO SPEAK, YOU MAY
26 SUBMIT A WRITTEN COMMENT BY SIMPLY FILLING OUT A CARD, OR
27 YOU MAY INDEPENDENTLY SUBMIT A STATEMENT. I DOUBT THAT
28 TIME WILL BE A PROBLEM. IF YOU DO NOT CHOOSE TO SPEAK THIS

EVENING, AND YOU NONETHELESS WISH TO MAKE COMMENTS YOU MAY DO THAT IN WRITING AND YOU MAY DO THAT BY TURNING IN COMMENTS TO US OR BY SENDING THEM TO THE FOLLOWING ADDRESS: MASTER SERGEANT RILEY BLACK, R-I-L-E-Y, B-L-A-CK, DEPARTMENT OF THE AIR FORCE, 146TH TACTICAL AIRLIFT WING, 8030 BALBOA BOULEVARD, VAN NUYS, CALIFORNIA 91409.

IF ANYBODY WISHES THAT ADDRESS, I WILL BE HAPPY TO PROVIDE IT LATER TO YOU PRIVATELY.

YOU HAVE UNTIL 15 APRIL, 1985 TO GET YOUR WRITTEN COMMENTS IN. THAT DATE ALSO MARKS THE CLOSING OF PUBLIC COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT. ANY COMMENT OR STATEMENT MADE ON THE ADEQUACY OF THE DRAFT EIS, THE ENVIRONMENTAL IMPACT STATEMENT, DURING THE HEARING OR ANY RELATED QUESTION ASKED WILL BE CONSIDERED AND ADDRESSED IN A FINAL ENVIRONMENTAL IMPACT STATEMENT, EVEN IF YOUR QUESTIONS OR OBJECTIONS ARE NOT RESPONDED TO HERE THIS EVENING.

FINALLY, I WISH TO POINT OUT THIS HEARING IS NOT DESIGNED AS A DEBATE ON THE MERITS OF THE PROPOSAL. RATHER, IT IS DESIGNED SIMPLY TO OBTAIN YOUR VIEWS ON WHETHER OR NOT THE DRAFT ENVIRONMENTAL IMPACT STATEMENT FAIRLY AND ADEQUATELY ADDRESSES AND DISCLOSED THE POTENTIAL ENVIRONMENTAL IMPACTS OF THE PROPOSED RELOCATION AND ITS ALTERNATIVES.

I ASK YOU TO KEEP THIS IN MIND, PLEASE, DURING YOUR OPPORTUNITY TO COMMENT.

I WILL NOW CALL ON CAPT. LLOYD CRUMRINE TO BEGIN THE PRESENTATION.

1 CAPT. CRUMRINE: THANK YOU, COL. CASARI.

2 MY NAME IS CAPT. CRUMRINE. I AM ASSIGNED
3 TO THE 146TH TACTICAL AIRLIFT WING NOW BASED AT VAN NUYS
4 AIRPORT. I WOULD LIKE TO PROVIDE INFORMATION ON WHY THE
5 146TH NEEDS TO RELOCATE AND PROVIDE SOME BACKGROUND ON THE
6 SELECTION OF POINT MUGU AS THE PREFERRED SITE.

7 THE 146TH TACTICAL AIRLIFT WING NEEDS TO BE
8 RELOCATED FOR REASONS OF SAFETY, LAND CONSTRAINTS AND
9 CONCERNS ASSOCIATED WITH ITS EXISTING SITE LEASE.

10 EXISTING SAFETY PROBLEMS ARE THE RESULT OF
11 THE HEAVY GENERAL AVIATION ACTIVITY AT VAN NUYS AIRPORT,
12 THE FOURTH BUSIEST GENERAL AVIATION AIRPORT IN THE UNITED
13 STATES. THE INCREASING POTENTIAL FOR MID-AIR COLLISIONS,
14 PROHIBITIONS ON CERTAIN TYPES OF TRAINING ACTIVITIES AND
15 DELAYS IN DEPARTURES ARE ALL EXISTING PROBLEMS.

16 THE EXISTING BASE, COMPRISING ONLY 62 ACRES,
17 IS OF INSUFFICIENT SIZE TO PROVIDE ADEQUATE SPACE FOR
18 CURRENT REQUIREMENTS. THIS SITE IS FURTHER LIMITED BY ITS
19 CONFIGURATION, INCLUDING A FLOOD CONTROL CHANNEL WHICH
20 BISECTS THE SITE, SPLIT AIRCRAFT PARKING AND MAINTENANCE
21 AREAS.

22 THERE IS ALSO A LACK OF CONTROLLED SEPARATION
23 BETWEEN CIVILIAN AND MILITARY AIRCRAFT PARKED ON THE OUTER
24 APRON. THE CURRENT SITE IS TOO SMALL TO PROVIDE SUFFICIENT
25 VEHICLE PARKING. IT HAS INSUFFICIENT SPACE FOR UPGRADING
26 CURRENT INADEQUATE FACILITIES. CHANGES IN OPERATIONS ARE
27 ALSO NECESSITATED DUE TO THE ADJACENT INDUSTRIAL
28 ENCROACHMENT.

1 IN ADDITION, THE CURRENT LEASE FOR THE AIR
2 NATIONAL GUARD BASE AT VAN NUYS AIRPORT EXPIRES ON JUNE 30,
3 1985. ATTEMPTS BY THE U.S. AIR FORCE TO EXTEND THE LEASE
4 UNDER ITS CURRENT TERMS HAVE NOT BEEN SUCCESSFUL. ONLY A
5 SHORT-TERM EXTENSION WOULD BE ANTICIPATED AT SUBSTANTIALLY
6 INCREASED LEASE COSTS.
7 FOLLOWING EXPIRATION OF THE EXTENSION, THE
8 PROPERTY WOULD BE VACATED IN FAVOR OF THE CITY OF LOS
9 ANGELES. CONDEMNATION OF THE SITE WAS EVALUATED, BUT WAS
10 NOT CONSIDERED TO BE A VIABLE LONG-RANGE SOLUTION DUE TO
11 THE EXTREMELY HIGH LAND VALUE AND THE NECESSITY, BY LAW,
12 FOR THE GOVERNMENT TO PAY FAIR MARKET VALUE FOR THE SITE.
13 GIVEN THE NEED TO RELOCATE, AN AIR FORCE
14 STUDY TEAM EVALUATED SOME ELEVEN INITIAL CANDIDATE SITES
15 IN THE SOUTHERN CALIFORNIA REGION. EIGHT OF THESE SITES
16 WERE ELIMINATED BASED UPON CRITERIA WHICH INCLUDED
17 COMPATIBILITY WITH MISSION REQUIREMENTS, COST CONSIDERATIONS,
18 UNIT INTEGRITY AND RECRUITING, SAFETY, SECURITY AND
19 ENVIRONMENTAL FACTORS.
20 THE THREE SITES REMAINING AFTER THIS ANALYSIS
21 WERE EVALUATED IN THE DRAFT ENVIRONMENTAL IMPACT STATEMENT
22 UNDER DISCUSSION THIS EVENING. THEY WERE NORTON AIR FORCE
23 BASE, AIR FORCE PLANT 42 AT PALMDALE, AND NAVAL AIR STATION
24 POINT MUGU. AMONG THESE, THE POINT MUGU SITE WAS SELECTED
25 AS THE PREFERRED LOCATION, PRIMARILY BASED UPON ITS OVERALL
26 SUPERIORITY FOR MAINTAINING UNIT INTEGRITY AND ITS STRONG
27 RECRUITING BASE.
28 MS. SYLVIA SALENIUS OF PRC ENGINEERING WILL

1 NOW PROVIDE A SHORT SUMMARY OF THE ENVIRONMENTAL EFFECTS
2 OF RELOCATING THE 146TH TO THE POINT MUGU SITE.
3 MS. SALENIUS: THANK YOU, CAPT. CRUMRINE.
4 MY NAME IS SYLVIA SALENIUS. I AM AN
5 ASSOCIATE VICE-PRESIDENT AND DIRECTOR OF ENVIRONMENTAL
6 STUDIES FOR PRC ENGINEERING.
7 AS COL. CASARI MENTIONED, TONIGHT'S HEARING
8 IS BEING HELD WITH THE EXPRESS PURPOSE OF LEARNING YOUR
9 OPINIONS ON THE ADEQUACY OF THE DRAFT ENVIRONMENTAL IMPACT
10 STATEMENT WHICH HAS BEEN IN CIRCULATION FOR THE PAST FOUR
11 WEEKS.
12 AS YOU MAY ALREADY KNOW, ENVIRONMENTAL
13 IMPACT STATEMENTS ARE REQUIRED BY LAW, TO PUBLICLY DISCLOSE
14 THE ENVIRONMENTAL CONSEQUENCES OF IMPLEMENTING DESIRED
15 ACTIONS OR THEIR ALTERNATIVES.
16 THE SUBJECT DRAFT ENVIRONMENTAL IMPACT
17 STATEMENT PREPARED FOR THE RELOCATION OF THE 146TH TACTICAL
18 AIRLIFT WING THEREFORE INDICATES THE EFFECTS OF MOVING THE
19 146TH TO ANY ONE OF THE THREE SITES, AS WELL AS THE EFFECT
20 OF DOING NOTHING AT ALL.
21 BECAUSE THE PREFERRED OPTION IS TO RELOCATE
22 THE UNIT TO A 239-ACRE PARCEL OF AGRICULTURAL LAND ADJACENT
23 TO THE NORTHERN BOUNDARY OF NAVAL AIR STATION POINT MUGU,
24 I WILL FOCUS MY DISCUSSION UPON THE CONSEQUENCES OF THAT
25 ACTION.
26 THE SIGNIFICANT EFFECTS INCLUDE: NUMBER 1.
27 BENEFITS TO THE LOCAL ECONOMY IN THE OXNARD PLAIN ASSOCIATED
28 WITH A NET INCREASE IN LOCAL EMPLOYMENT, MAJOR SHORT-TERM

CONSTRUCTION ACTIVITY, MINOR LONG-TERM CONSTRUCTION ACTIVITY, AND INCREASED LOCAL EXPENDITURES BY AIR NATIONAL GUARD PERSONNEL.

NUMBER 2. AGRICULTURAL DISPLACEMENT OF 239 HIGHLY PRODUCTIVE ACRES OF AGRICULTURAL LAND. THIS ACTION IS RECOGNIZED AS BEING CONTRARY TO THE INTENT OF THE COUNTY GENERAL PLAN TO PRESERVE SUCH USES IN THE OXNARD PLAIN.

NUMBER 3. DEPENDING UPON THE CONFIGURATION OF FINAL PLANS, THERE MAY BE A POSSIBLE DISTURBANCE TO A SMALL AREA OF DEGRADED HYPOSALINE MARSH. HOWEVER, THIS IMPACT WOULD BE OFFSET BY CREATION OR ENHANCEMENT OF SUITABLE HABITAT AT A RATIO NEGOTIATED WITH THE U.S. FISH AND WILDLIFE SERVICE.

NUMBER 4. GENERATION OF NEW AIR POLLUTANT ADMISSIONS WHICH WERE NOT INCLUDED IN VENTURA COUNTY'S AIR QUALITY MANAGEMENT PLAN. THE OXNARD AIR BASIN, WHICH INCLUDES THE PROJECT SITE, IS A NON-ATTAINMENT AREA FOR OZONE. AN ESTIMATED 33.3 TONS PER YEAR OF RHC AND 1.59 TONES PER YEAR OF NOX WILL BE ADDED TO EXISTING EMISSIONS.

OTHER AREAS OF POTENTIAL ENVIRONMENTAL CONCERN WERE RAISED BY CITIZENS DURING THE FOUR PUBLIC SCOPING MEETINGS HELD LAST AUGUST. THE FOREMOST OF THESE CONCERNS WAS THE POTENTIAL FOR INCREASED NOISE AND FREQUENCY OF AIRCRAFT OVERFLIGHTS.

PRC ENGINEERING EVALUATED THE NOISE ISSUE FROM THREE DIFFERENT PERSPECTIVES. ONE APPROACH, A COMPUTER MODEL USED BY THE FEDERAL AVIATION ADMINISTRATION

1 CALLED THE AREA EQUIVALENT METHOD, WAS EMPLOYED TO DETERMINE
2 WHETHER OR NOT A SIGNIFICANT INCREASE IN THE CUMULATIVE
3 NOISE EXPOSURE WOULD RESULT FROM 12 DAILY ADDITIONAL
4 TAKEOFFS OF THE AIR NATIONAL GUARD'S C-130 TURBOPROP
5 AIRCRAFT. HOWEVER, BECAUSE THE C-130'S ARE SO MUCH QUIETER
6 THAN THE DOMINANT AIRCRAFT USING NAVAL AIR STATION POINT
7 MUGU, THE ANALYSIS DEMONSTRATED THAT NO SIGNIFICANT NOISE
8 IMPACT WOULD OCCUR.
9 DAY-NIGHT AVERAGE NOISE LEVELS WERE ALSO
10 MODELED FOR THE NOISE SENSITIVE LEISURE VILLAGE COMMUNITY.
11 THE RESULT OF THIS ANALYSIS INDICATED THAT THE ADDED AIR
12 NATIONAL GUARD AIRCRAFT OPERATIONS WOULD INCREASE DAY-NIGHT
13 NOISE LEVELS FROM 53.2 L_{DN} TO 53.3 L_{DN} OR ONLY 0.1 L_{DN}.
14 THIS WOULD NOT BE A SIGNIFICANT CHANGE.
15 A THIRD ANALYSIS, A REVIEW OF SINGLE EVENT
16 NOISE LEVELS, WAS ALSO UNDERTAKEN. AGAIN, THE C-130
17 AIRCRAFT WAS SHOWN TO BE SIGNIFICANTLY QUIETER THAN THE
18 DOMINANT AIRCRAFT NOW AT NAVAL AIR STATION POINT MUGU.
19 MAXIMUM NOISE LEVELS FOR THE C-130, FOR EXAMPLE, AT
20 LEISURE VILLAGE WERE 63.3DB(A) WHILE THE MAXIMUM NOISE
21 LEVEL FOR A SIMILAR OVERFLIGHT FOR AN F-4 WOULD BE A MUCH
22 LOUDER 76.6 DB(A).
23 BECAUSE THE BASE WOULD BE OCCUPIED BY ONLY
24 300 FULL-TIME PERSONNEL ON WEEKDAYS, TRAFFIC CONGESTION AT
25 HUENEME ROAD AND LAS POSAS ROAD WOULD BE LIMITED TO SHORT
26 PERIODS ON ONE WEEKEND PER MONTH DURING FULL OPERATIONS.
27 THIS IMPACT WAS NOT CONSIDERED TO BE SIGNIFICANT.
28 THE POINT MUGU SITE INVOLVES MINIMAL

1 AIRSPACE CONFLICTS AND POSES NO SECURITY PROBLEMS. IT
2 POSES NO SIGNIFICANT, UNMITIGABLE FLOOD HAZARDS AND WOULD
3 LEAD TO A BENEFICIAL REDUCTION IN GROUNDWATER PUMPING.
4 PUBLIC SERVICES AND UTILITIES IN THE AREA HAVE INDICATED
5 THAT THE PROPOSED BASE CAN BE SERVICED WITH NO SIGNIFICANT
6 PROBLEMS.
7 CONSTRUCTION OF THE AIR NATIONAL BASE ON THE
8 SITE WHICH IS CURRENTLY IN AGRICULATURAL USE WOULD RESULT IN
9 A CHANGE IN THE VISUAL CHARACTER OF THE SITE. THERE ARE NO
10 ARCHAELOGICAL OR HISTORIC RESOURCES PRESENT ON THE SITE.
11 FINALLY, SHORT-TERM CONSTRUCTION RELATED
12 IMPACTS SUCH AS NOISE OF CONSTRUCTION EQUIPMENT, DUST
13 EMISSIONS AND TRAFFIC DISRUPTIONS WOULD OCCUR AS A RESULT
14 OF DEVELOPMENT OF THE NEW BASE. STANDARD CONSTRUCTION
15 MITIGATION MEASURES WOULD BE USED TO REDUCE AND/OR
16 ELIMINATE THESE IMPACTS.
17 I WOULD LIKE TO ADD A COUPLE OF ITEMS HERE,
18 RELATIVE TO VAN NUYS AND WHAT HAPPENS IN VAN NUYS.
19 FIRST OF ALL, WITH THE RELOCATION OF THE BASE,
20 THERE WOULD BE A VERY SHARP REDUCTION IN AIRPORT NOISE
21 LEVELS ASSOCIATED WITH THE VAN NUYS AIRPORT.
22 THERE WOULD ALSO BE VACATION OF THE EXISTING
23 PROPERTY AND OPPORTUNITY FOR THE LOS ANGELES DEPARTMENT OF
24 AIRPORTS TO DISPOSE OF THAT PROPERTY AS THEY SO DESIRE.
25 THERE WOULD ALSO BE A REMOVAL OF SOME OF THE
26 AIRCRAFT CONFLICTS WHICH CURRENTLY EXIST AT THE BASE AND
27 ALSO, THERE ARE SOME ECONOMIC OPPORTUNITIES THAT WOULD
28 EXIST CREATED BY THE VACATION OF THE BASE.

I WILL NOW TURN THE MEETING BACK TO COL. CASARI, WHO WILL BE CALLING ON THOSE WHO WISH TO SPEAK THIS EVENING.

COL. CASARI: I WILL CALL ON MR. GERALD A. SILVER, THE PRESIDENT OF THE HOMEOWNERS OF ENCINO.

MR. SILVER: I AM GERALD SILVER, PRESIDENT OF HOMEOWNERS OF ENCINO, A CALIFORNIA NON-PROFIT CORPORATION THAT CONSISTS OF HOMEOWNERS THAT ESSENTIALLY LIVE SOUTH OF THE AIRPORT.

OUR RESIDENTS HAVE BEEN CONCERNED ABOUT THE NOISE FROM VAN NUYS AIRPORT FOR MANY YEARS AND OF PARTICULAR CONCERN TO US HAVE BEEN THE PROBLEMS GENERATED BY THE AIR NATIONAL GUARD OPERATIONS. THOSE I WILL TALK ABOUT IN A MOMENT. THEY ESSENTIALLY FALL INTO CONCERNS WITH RESPECT TO THE SAFETY AND SECOND WITH RESPECT TO NOISE.

I WANT TO PREFACE MY REMARKS BY SAYING THAT WE STRONGLY FAVOR OR I SHOULD SAY WE FAVOR A STRONG NATIONAL GUARD. I THINK THAT IS VERY IMPORTANT. THAT'S AN IMPORTANT ASSET TO THE COMMUNITY. IT IS AN IMPORTANT ASSET TO THE NATION. THAT'S ONE OF THE PRINCIPAL REASONS WHY WE STRONGLY FAVOR THE REMOVAL FROM ITS PRESENT SITE.

WE DON'T BELIEVE THAT THE GUARD CAN PERFORM EFFICIENTLY WITH THE CONSTRAINTS THAT ARE PRESENTLY PLACED ON IT. IN READING THE EIR, AS I UNDERSTAND IT, THERE IS AN INABILITY TO DO SIMULTANEOUS TAKEOFFS, FORMATION TAKEOFFS, AND SO ON.

WE WOULD RECOMMEND STRONGLY THE REMOVAL ON

THAT BASIS ALONE IN TERMS OF ITS BEING ABLE TO OPERATE MORE EFFICIENTLY.

LET ME TALK ABOUT THE NOISE AND SAFETY CONCERNS. FIRST, WITH RESPECT TO NOISE.

WE HAVE A CONCERN THAT WITH THE NEW 1985 CNEL ~~C AND E-L~~ CURVE THAT GOES INTO EFFECT ON DECEMBER 31ST AT 12:00 MIDNIGHT, THE VAN NUYS AIRPORT WILL BE UNABLE TO COMPLY WITH THAT. WE THINK THE MOVE FROM VAN NUYS ELSEWHERE WOULD HELP THE CITY COMPLY WITH THE STATE NOISE LAW.

1.

I AM NOT SURE THAT WAS ADEQUATELY ADDRESSED. IN FACT, I THINK IT WAS OVERLOOKED IN THE EIR OR EIS. IT SHOULD HAVE BEEN DEALT WITH, BECAUSE THIS IS A STRONG FACTOR IN FAVOR OF ITS REMOVAL.

I SHOULD ALSO POINT OUT THAT THE AIR NATIONAL GUARD IS EXEMPT BECAUSE IT IS A MILITARY AIRCRAFT FROM CURFEW AND THEREFORE, IT CREATES A CONTINUING DISTURBANCE WITH LATE OPERATIONS BECAUSE IT CAN ARRIVE AND DEPART, BEING EXEMPT FROM CURFEWS THAT ARE PRESENTLY ON THE AIRPORT OR THAT MIGHT BE CONTEMPLATED -- AND SOME ARE, AS YOU PROBABLY KNOW, COMING UP IN THE NEXT FEW MONTHS -- THERE IS GOING TO BE A SERIOUS LOOK AT JUST THAT ISSUE.

2.

WE HAVE A GOOD DEAL OF CONCERN ABOUT THE SAFETY PROBLEM. THE C-130'S WERE GROUNDED APPROXIMATELY TWO YEARS OR SO AGO WITH CRACKED WINGS, AND THAT CREATED SOME REAL PROBLEMS. WE FEEL THAT AIRCRAFT IS UNSAFE AND WOULD NOT BE APPROPRIATE TO FLY OVER OUR COMMUNITY.

3.

WE WOULD CERTAINLY NOT WANT TO SEE IT

1 REPLACED BY NOISIER EQUIPMENT.

2 ANOTHER CONCERN ABOUT THE AIR NATIONAL
3 GUARD THAT WAS NOT ADEQUATELY ADDRESSED IN THIS EIS HAS
4 TO DO WITH THE RESPONSIVENESS OF THE AIR NATIONAL GUARD
5 TO THE COMMUNITY. WE ARE DEALING WITH A FEDERAL AGENCY,
6 NOT A LOS ANGELES CITY OPERATION, WHICH MAKES IT DIFFICULT
4. 7 IN TERMS OF COMMUNICATIONS. WE HAVE NOT HAD THE RAPPORT
8 WITH THE AIR NATIONAL GUARD AND IT'S BEEN VERY DIFFICULT
9 TO FIND OUT WHAT THEIR LONG RANGE GOALS ARE, WHAT'S THEIR
10 INTENT, AND SO ON.

11 WE FEEL THEIR REMOVAL WOULD, IN A SENSE, BE
12 AN ASSET BECAUSE WE WOULD AT LEAST THEN BE DEALING WITH A
13 LOCAL AGENCY.

14 SPECIFICALLY DEALING WITH THIS EIR, I WOULD
15 SUGGEST THAT ONE OF THE FLAWS WE SEE IN IT IS THAT IT DEALS
16 IN SEVERAL POINTS WITH ECONOMIC CONCERNS. THE YOUNG LADY
5. 17 A FEW MOMENTS AGO REFERENCED THAT AS WE INTERPRET
18 ENVIRONMENTAL IMPACT STUDIES, THEY ARE TO DEAL WITH THE
19 ENVIRONMENTAL IMPACT, SO INTELLIGENT DECISIONS CAN BE MADE
20 BY COMMUNITY AGENCIES AND LEAD AGENCIES. THIS DOES NOT
21 INCLUDE THE ECONOMIC IMPACT AND SHOULD NOT.

22 WE SENT, ON TWO OCCASIONS, LETTERS TO THE
23 AIR NATIONAL GUARD ON THIS MATTER, AND I WOULD LIKE THOSE
24 AGAIN TO BE INCLUDED IN THE RECORD.

25 ON SEPTEMBER 13, 1984, I WAS CONCERNED THAT
26 THERE WAS AN INADEQUATE EXPOSURE TO THE SCOPING MEETINGS.
6 27 I UNDERSTAND THAT, EXCEPT FOR THE PRESS, THERE WERE ONLY
28 ONE OR TWO PEOPLE PRESENT AT THE PREVIEWS. I SEE ABOUT AN

6

800 PERCENT INCREASE TONIGHT.

I WOULD AGAIN INDICATE TO PRC AND THE AIR NATIONAL GUARD THAT THE FAA ORDINANCE NO. 1050.1 REQUIRES A CONTINUING AND REALLY DILIGENT EFFORT TO COMMUNICATE WITH THE COMMUNITY AND, IN MY OPINION, THIS HAS NOT BEEN DONE, THOUGH I WILL SAY THERE HAS BEEN SOME IMPROVEMENT IN THIS RECENT HEARING.

PROBABLY, THE MOST OVERRIDING CONCERN WE HAVE ABOUT THIS EIR IS ONE THAT IS DIFFICULT FOR THE AIR NATIONAL GUARD TO CONTEND WITH, AND THAT IS THE VACUUM OR THE VACANCY THAT WILL BE LEFT IF AND WHEN THE NATIONAL GUARD LEAVES.

7.

WE WANT TO SEE THE AIR NATIONAL GUARD LEAVE, BUT WHAT WE DO NOT WANT TO SEE, AND I WOULD ADDRESS THIS TO THE CITY OF LOS ANGELES AND SPECIFICALLY TO THE AIR NATIONAL GUARD IN TERMS OF THE INFLUENCE THEY CAN USE TO SEE THAT THE FACILITY IS NOT TURNED OVER TO THE CITY OF L.A., DEPARTMENT OF AIRPORTS, AND THEN TURNED OVER TO FIXED BASE OPERATORS WHO WOULD THEN PLACE THE PRESENT GROUP OF 16 C-130'S WITH A FLEET OF NOISY JET AIR TAXIS OR EVEN OTHER FIXED BASE OPERATIONS. THIS WOULD BE GROSSLY INAPPROPRIATE.

8.

WE WOULD ASK, IF YOU ARE LOOKING AT THE LONG-RANGE IMPACT, THIS EIR SHOULD ADDRESS WHAT WILL HAPPEN WHEN THEY LEAVE, BECAUSE IF IT IS TURNED OVER TO THE CITY OF LOS ANGELES WITH THEIR ONWARD AND UPWARD SPIRIT, SO TO SPEAK, WE WILL FIND THE PROBLEMS WILL BE MUCH WORSE AND IT HASN'T BEEN ADEQUATELY ADDRESSED.

FINALLY, THE EIR TOUCHES UPON SOME ECONOMIC

8

1 IMPACTS IF A LARGE COMMERCIAL OR INDUSTRIAL MANUFACTURING
2 PLANT WERE PUT IN ITS PLACE. I WOULD SUGGEST THAT PRC, IN
3 DOING A FINAL DRAFT, MIGHT CONSIDER SOME OTHER ALTERNATIVES
4 OTHER THAN INDUSTRIAL BUILDINGS THAT COULD CREATE MORE
5 POLLUTION. THIS SAN FERNANDO VALLEY IS VERY DESPERATELY
6 IN NEED OF PARK SPACE, OF OPEN SPACE. IT IS VERY
7 DESPERATELY IN NEED OF RECREATIONAL FACILITIES SUCH AS
8 GOLF COURSES, GOLF DRIVING RANGES, TENNIS FACILITIES AND
9 SO ON, CERTAINLY A COMMUNITY SWIMMING POOL FACILITY.
10 IN OUR VIEW, THAT WOULD BE THE PRINCIPAL AND
11 BEST USE FOR THAT FACILITY ONCE THE GUARD LEAVES.
12 OUR HOMEOWNERS' ASSOCIATION DOES NOT MAKE
13 A SPECIFIC RECOMMENDATION AS TO WHETHER THE FACILITY OUGHT
14 TO BE MOVED TO POINT MUGU OR ELSEWHERE. WE THINK THAT
15 DECISION SHOULD BE MADE PRINCIPALLY ON ENVIRONMENTAL
16 CONCERNS AND SHOULD BE LOCATED IN A PLACE THAT DOES THE
17 LEAST ENVIRONMENTAL DAMAGE, THE PLACE THAT IMPACTS THE
18 FEWEST HOMEOWNERS. WE WOULD NOT WANT TO SEE OUR PROBLEMS
19 SHIFTED TO SOMEONE ELSE SIMPLY TO CORRECT DIFFICULTIES WE
20 HAVE, ONLY TO MAKE LIFE WORSE FOR THE OTHER FOLKS DOWN THE
21 WAY.
22 WE THANK YOU FOR TAKING THE TIME TO HEAR
23 OUR CONCERNS AND HOPE THAT YOU WOULD USE YOUR INFLUENCE,
24 PARTICULARLY WITH THE DEPARTMENT OF AIRPORTS, TO SEE THAT
25 OUR PROBLEMS DON'T GET WORSE AFTER YOU LEAVE.
26 THANK YOU.
27 COL. CASARI: THANK YOU, MR. SILVER.
28 I AM CALLING THESE NAMES OUT FROM THE CARDS

AS THEY WERE HANDED TO ME.

I HOPE THEY ARE IN THE RIGHT ORDER.

MR. DON SCHULTZ, PRESIDENT B-A-N, WHICH I THINK IS BAN AIRCRAFT NOISE.

MR. SCHULTZ: MY NAME IS DON SCHULTZ. I AM WITH BAN, BAN AIRPORT NOISE, BASED HERE IN VAN NUYS.

MR. SILVER PRETTY WELL COVERED OUR FEELINGS AS FAR AS THE COMMUNITY IS CONCERNED ABOUT THE PROPOSAL BY THE AIR NATIONAL GUARD. WE FEEL HERE THE ONLY THING LEFT UNANSWERED, IF THE AIR NATIONAL GUARD PLANS ON STAYING, EXACTLY TO WHAT DEGREE DO THEY PLAN ON INCREASING THEIR OPERATION. THAT, OF COURSE, WASN'T COVERED IN THE E-I-S, EXCEPT THAT THEY DID INDICATE THEY WOULD HAVE TO EXPAND OPERATIONS AND ENLARGE IT.

9.

WE ARE VERY CONCERNED AS TO WHETHER THEY WERE TALKING ABOUT ADDING ADDITIONAL FLIGHTS, ADDING ADDITIONAL BUILDINGS, TO WHAT DEGREE. WE WOULD KIND OF LIKE TO HAVE THAT SPELLED OUT BEFORE THE FINAL DECISION IS MADE, IF AN WHEN THE AIR NATIONAL GUARD DECIDES POINT MUGU IS NOT ADEQUATE AND THEY DECIDE TO STAY.

OTHER THAN THAT, I THINK MR. SILVER COVERED ALL THE AREAS WE ARE ALL CONCERNED ABOUT.

THANK YOU.

COL. CASARI: THANK YOU, MR. SCHULTZ.

MRS. ANN KINZLE, PRESIDENT, RESEDA COMMUNITY ASSOCIATION.

MRS. KINZLE: THAT'S CORRECT.

I AM PRESIDENT OF THE RESEDA COMMUNITY

ASSOCIATION. I HAVE BEEN FORTUNATE THAT I HAVE BEEN ABLE TO WORK WITH THE AIR NATIONAL GUARD ON CERTAIN OCCASIONS WHEN THEY HAVE HAD AIR SHOWS AND THINGS WITH THE LAPD.

I KNOW IT IS MOOT TO MENTION THIS, BUT WE WOULD LIKE TO SEE THE AIR FORCE STAY AND EXPAND AT THAT AIRPORT. I HAVE TALKED TO A NUMBER OF PEOPLE IN RESEDA AND WE FEEL THEY HAVE BEEN THERE SO LONG. LONG BECAUSE THE NAVY, POINT MUGU HAS THEIR FACILITIES UP THERE. WE THINK THE AIR FORCE SHOULD STAY WHERE IT IS AT.

THANK YOU.

COL. CASARI: THANK YOU, MRS. KINZLE.

MR. MIKE MACK, VICE-PRESIDENT OF BAN.

MR. MACK: I WOULD LIKE TO MAKE A FEW COMMENTS REGARDING THE ADEQUACY OF THE DRAFT EIR.

I BELIEVE, FOR ONE THING, THE ACCIDENTS CITED WERE ACTUALLY UNDERSTATED, TO MY KNOWLEDGE. I CANNOT DOCUMENT THAT FACT, BUT I BELIEVE WHEN I TALKED TO THE AIR NATIONAL GUARD REGARDING THIS, I GOT THE IMPRESSION THERE WERE TWO MORE INCIDENTS THAT WERE GOING TO BE RESOLVED LEGALLY AND IT WOULDN'T BE PRUDENT AT THIS PARTICULAR TIME TO TALK ABOUT THESE.

10.

I WILL JUST SAY THAT I THINK THE DRAFT EIR SHOULD INCLUDE ALL INCIDENTS, WHETHER THEY ARE CONSIDERED A MAJOR INCIDENT OR NOT. I BELIEVE ONE OF THOSE WAS QUITE MAJOR, WHERE A SMALL AIRCRAFT DID CRASH.

ANOTHER MATTER REGARDING THE NOISE, THE FIGURE GIVEN COULD CHANGE FROM THE PRESENT REMOVAL OF THE FACILITY. I BELIEVE THE SINGLE EVENT NOISE WAS ABOUT THREE

11.

DECIBELS. AGAIN, IT MIGHT BE TRUE THAT TEN DECIBELS IS THE LEVEL IT TAKES TO BE AWARE OF THAT CHANGE, BUT THE FACT IS THE ENERGY HAS DOUBLED OR RATHER, IN THIS CASE WENT DOWN ONE-HALF, SO I BELIEVE THAT IS THE POINT THAT IF YOU COMPARE THAT CHANGE WITH THE CHANGE AT POINT MUGU, WHICH IS ACTUALLY INTENSE IN DECIBELS, YOU CAN SEE THE BENEFIT FROM VACATING VAN NUYS AS FAR AS NOISE GOES TO THE PUBLIC AT LARGE.

IT HAS BEEN SAID THAT THE C-130'S WEIGH 155 TONS CLEAR THE FENCE AT VAN OWEN AT THE SOUTH BORDER OF THE AIRPORT 200 FEET. ACCORDING TO YOUR CONTOUR MAP, 200 FEET EQUALS ABOUT 102 DECIBELS. THAT GIVES YOU THE IDEA OF THE KIND OF NOISE LEVEL THE RESIDENTS ACTUALLY EXPERIENCE AROUND THE AIRPORT.

IF YOU CONTRAST TO THE EIGHT MILES FROM CAMARILLO, I THINK AGAIN YOU CAN SEE THE GREATER IMPACT AT VAN NUYS.

OBVIOUSLY, REMOVAL OF THE AIR NATIONAL GUARD AND THE C-130'S WILL REDUCE THE CONTOURS, NOISE CONTOURS, ALTHOUGH IT WAS INTERESTING TO NOTE THAT THE 70 DECIBELS CONTOUR FROM 1983 TO THE CHANGE OF 1986 DIDN'T SHRINK AT ALL. OF COURSE, IT HAS TO SHRINK UNLESS A VARIANCE IS GIVEN AGAINST THE C REQUIREMENTS.

THE POTENTIAL THERE IS OBVIOUS TOWARDS ACCIDENTS.

FINALLY, THE LAND USE. WHEN THE AIR NATIONAL GUARDS DEPARTS, OF COURSE, WE ARE GOING TO MISS THE ANNUAL FAIRS, ALTHOUGH THERE IS A DARK SIDE TO THAT, TOO. IT HAS BEEN SAID THAT THE NOISE WAS USED AS A COVER

TO BREAK INTO HOMES AROUND THE AIRPORT, SO THERE IS A NEGATIVE SIDE.

12. INCIDENTALLY, ESTHETICALLY SPEAKING, I THINK IF WE DON'T HAVE THE SIGHT OF HUGE 55-TON AIRCRAFT FLYING IN AND OUT, I THINK THAT WOULD INCREASE THE PROPERTY VALUES AROUND THERE. I THINK THAT WOULD HAVE A BIG IMPACT THERE.

13. ANOTHER PROBLEM ENVIRONMENTALLY IS THE CONFLICT, I THINK THAT WAS BROUGHT OUT WITH THE EXISTING CITY ORDINANCE WHERE AT ELEVEN O'CLOCK THAT SIZE OF AIRCRAFT CANNOT LEGALLY FLY OUT OF THERE, WITH THE EXCEPTION THAT THE MILITARY CAN, SO IF THE MILITARY DID MOVE, THERE WOULD BE AN OBVIOUS BENEFIT TO THE RESIDENTS AROUND THE AIRPORT BECAUSE THEN THEY COULDN'T FLY OUT OF THERE 24 HOURS.

ANOTHER CONFLICT WAS THE WEIGHT POLICY PRESENTLY IN EFFECT AT VAN NUYS OF 13,000 POUNDS. THEY WANT TO RAISE THAT. THIS AGAIN, BAN WOULD MAKE AN EFFORT TO LOBBY AGAINST THAT TYPE OF AIRCRAFT AND GENERALLY INCREASE IN THE SIZE OF AIRCRAFT USED IN VAN NUYS.

THE REMOVAL OF THE AIR NATIONAL GUARD WOULD BE A POSITIVE STEP, AS FAR AS WE ARE CONCERNED.

FINALLY, IT IS ONLY FAIR TO MENTION THAT THE AIR NATIONAL GUARD HAS BEEN A FAIRLY GOOD NEIGHBOR. I KNOW WHEN I MOVED IN THEY WERE FLYING CONSIDERABLY WEST OF THE TYPICAL TRACKS, FLIGHT TRACKS OUT OF THERE. AFTER I COMPLAINED, THEY WERE PRETTY MUCH FLYING STRAIGHT OUT.

THANK YOU.

COL. CASARI: THANK YOU, MR. MACK.

YOU CAN ANNOUNCE YOUR NAME, IF YOU WOULD, PLEASE, FOR THE RECORD AND WE WILL GET IT THAT WAY.

MS. BARRENA: NOBODY PRONOUNCES IT RIGHT ANYWAY. I AM LISA BARRENA, B-A-R-R-E-N-A. I AM VICE-PRESIDENT OF VAN NUYS HOMEOWNERS ASSOCIATION AND EVERYBODY AROUND VAN NUYS AIRPORT KNOWS MY NAME. I DON'T HAVE TO SPELL IT OUT ANY MORE.

I HAVE BEEN FIGHTING AIRPORT NOISE FOR 26 YEARS. THAT'S HOW LONG I LIVED THERE. EVERY TIME A C-105 OR C-130 GOES UP, MY HOUSE STARTS SHAKING.

I HAVEN'T HAD A CHANCE TO READ THE EIR OR THE EIS, BUT I WILL TELL YOU WHAT. SENTIMENT OR NO SENTIMENT, I LIKE THE AIR FORCE AND I HAVE MY SENTIMENT WITH THE AIR FORCE, TOO, BUT I WOULD RATHER SEE YOU GO THAN STAY. YOU ARE TOO NOISY AND I WISH YOU GOOD LUCK.

COL. CASARI: THANK YOU VERY MUCH, MRS. BARRENA.

IS THERE ANYONE ELSE WHO WISHES TO ADDRESS THE MEETING? I BELIEVE ONE QUESTION WAS ASKED.

MR. BELLER: I WOULD LIKE TO SAY A WORD.

COL. CASARI: IF YOU COULD, COME UP TO THE MICROPHONE AND ANNOUNCE YOUR NAME FOR THE RECORD, PLEASE.

MR. BELLER: MY NAME IS CARL BELLER. I LIVE IN CAMARILLO, EAST CAMARILLO. I USED TO LIVE IN THE SAN FERNANDO VALLEY, FOR ABOUT 30 YEARS, AND WE DECIDED THE NOISE WAS GETTING INSUFFERABLE, SO WE DECIDED TO MOVE TO A NICE QUIET PLACE THREE OR FOUR YEARS AGO.

MY BIG COMPLAINT IS I CAN SEE HOW YOU FOLKS WANT TO LOSE THE VAN NUYS AIRPORT NOISE OF THE C-130'S. BOBBY FIEDLER, OUR REPRESENTATIVE, ON I THINK OCTOBER OF '83 WAS QUOTED BY THE STAR FREE PRESS IN VENTURA AS SAYING THAT VAN NUYS CAN NO LONGER STAND THE NOISE, SO WE WILL MOVE THEM TO POINT MUGU. I GUESS NOISE IN VAN NUYS IS INSUFFERABLE AND YOU SHOULD LOSE IT, BUT I SEE NO REASON TO TRANSFER IT TO THE AREA OUT THERE.

ONE OF THE SPEAKERS AT THE MEETING WE HAD THE OTHER NIGHT MENTIONED THE UNPATRIOTIC ATTITUDE OF THE PEOPLE OUT THERE. AFTER ALL, THE NOISE OF THE AIR FORCE SHOULD BE SUFFERED FOR PATRIOTIC REASONS.

I AM ONE OF FIVE BROTHERS WHO SERVED DURING WORLD WAR II. I RESENT THAT TYPE OF A SPEECH.

YOU GUYS -- PARDON ME -- THE ATTITUDE OF CERTAIN PEOPLE SAYING THAT, BECAUSE WE DON'T WANT TO SUFFER THE NOISE, WE ARE UNPATRIOTIC. THAT'S NUMBER 1.

NUNBER 2, WHAT THE AIR FORCE IS DOING IS CHANGING RULES IN THE MIDDLE OF THE COURSE. WHEN WE MOVED TO CAMARILLO, WE KNEW ABOUT POINT MUGU. IT WAS AN AIR AND MISSILE STATION AND IT IS A NAVAL AIR STATION. WE KNEW OF THE NOISES THAT WERE INVOLVED THERE. WE DID NOT BARGAIN FOR THE ACCESS OF THE CALIFORNIA AIR GUARD COMING TO THAT AREA AND IMPOSING THEMSELVES ON THE AREA WITH THOSE ADDITIONAL NOISES. IT IS ABSOLUTELY UNFAIR. IT JUST AIN'T RIGHT. IT'S LIKE CHANGING RULES IN THE MIDDLE OF THE GAME.

IF I BECOME EMOTIONAL, IT IS ONLY BECAUSE OF THE ENTIRE UNFAIR ATTITUDE OF THIS WHOLE -- THE WHOLE

14.

14.

ATTITUDE OF THE AIR FORCE COMING IN THE WAY THEY DO WITHOUT ANY NOTICE, WITHOUT LETTING ANYBODY KNOW AND JUST IMPOSING THEMSELVES ON THE COMMUNITY.

SORRY.

COL. CASARI: THANK YOU, MR. BELLER.

IS THERE ANYBODY ELSE?

MR. BELLER: I SHOULD HAVE SAID THERE IS IN PLACE IN THE AREA OF PALMDALE PLANT 42, WITH AN AIR STRIP, THE WHOLE SHOOTING MATCH.

THEY CLAIM THE MAIN REASON THEY WANT TO MOVE TO MUGU IS BECAUSE OF THE ACCESSIBILITY OF PERSONNEL. THERE IS MOJAVE ACCESSIBLE FROM PALMDALE. THERE IS LANCASTER. THERE IS TEHACHAPI AND A NUMBER OF OTHER CITIES. SAN BERNARDINO IS NOT THAT FAR AWAY.

15

IT IS MY UNDERSTANDING -- I WOULD LIKE TO SEE THE ROSTER THAT MUCH OF THE OFFICER MATERIAL OF THE TACTICAL AIR WING, THE 146TH, DOES LIVE IN THE AREA OF THOUSAND OAKS AND CAMARILLO, JUST AS THE PILOTS THAT SERVICE LAX, THAT FLY OUT OF LAX, LIVE IN THAT SAME AREA. PERHAPS THEY LIKE THAT AREA RATHER THAN THE IN-PLACE SYSTEM THAT WE HAVE UP IN THE AREA OF PALMDALE.

16.

IT WOULD SEEM TO ME A MUCH BETTER DEAL FOR EVERYONE CONCERNED FROM THE STANDPOINT OF NOISE, FROM THE STANDPOINT OF ACCESSIBILITY, FROM THE STANDPOINT -- THEY SAY THEY PRACTICE THEIR DROPS IN LANCASTER, IN THE DESERTS TOWARDS MOJAVE. WHY COME ALL THE WAY INTO POINT MUGU AND FLY THE PLANES OUT TO LANCASTER WHEN THEY COULD BE THERE IN PLACE AND FLY THEIR LITTLE SYSTEMS IN THERE AND SAVE ALL

16.

THAT TIME AND ALL THAT TRAVEL AND ALL THE MONEY WE HAVE TO PAY FOR THAT.

THE GIRL MENTIONED SOMETHING ABOUT HOW THE ENVIRONMENTAL IMPACT WILL GIVE LANCASTER A LOT OF BUSINESS. HAVING BEEN INVOLVED IN THE SERVICE AND HAVING TALKED TO SERVICEMEN, AS A MATTER OF FACT, HAVING CALLED AT CERTAIN PX'S, THE ONE AT EDWARDS AIR FORCE BASE, THE DEALERS AROUND THERE COMPLAIN THAT THE PRICES THEY PAY FOR PRODUCTS IN THE PX WAS CONSIDERABLY LESS THAN THE DEALERS IN THE SURROUNDING AREA. THEY DON'T COMPETE WITH THEM. WE SUBSIDIZED THE PX'S.

17.

THE GUYS THAT MOVE UP THERE AREN'T GOING TO GO TO THE DEALERS LOCALLY. THEY GO TO THE PX. THE BUSINESS OF INCREASING BUSINESS IN THE AREA IS A BUNCH OF HOGWASH. I DON'T BELIEVE, AND I DON'T THINK IT WOULD HAPPEN.

COL. CASARI: MR. BELLER SUPPLEMENTED HIS STATEMENT. NOW, SIR, IF YOU WOULD.

MR. WINTERS: I AM JIM WINTERS FROM COUNCILMAN BERNARDI'S OFFICE.

I HAVE HEARD THE SPEECHES HERE AND THOSE POINTS OF INTEREST WILL BE CARRIED BACK TO MR. BERNARDI OF DR. SILVER AND THE OTHER ITEMS THAT WERE MENTIONED.

I WOULD LIKE TO ASK ONE POINT, IF I MAY.

THE CAPTAIN OPENED HIS ADDRESS WITH SOME REMARKS AND, FOR MY OWN BENEFIT, I WONDERED IF I COULD RESPECTFULLY ASK IF HE COULD REPEAT THE FIRST PARAGRAPH. I MISSED IT. IT WAS THE REASON WHY YOU WERE LEAVING.

1 THERE WAS SOME STATEMENT THERE AND I DIDN'T GET THE FULL
2 CONTEXT.
3 COL. CASARI: CAPT. CRUMRINE, WOULD YOU
4 COME UP TO THE MICROPHONE, PLEASE.
5 CAPT. CRUMRINE: I THINK IT IS THE SECOND
6 PARAGRAPH YOU WERE REFERRING TO, THE REASONS FOR THE
7 RELOCATION.
8 THE 146TH TACTICAL AIR LIFT WING NEEDS TO
9 BE RELOCATED FOR THE REASONS OF SAFETY, LAND CONSTRAINTS
10 AND CONCERNS ASSOCIATED WITH ITS EXISTING LEASE.
11 COL. CASARI: SIR, COULD WE ASK YOU TO
12 SPELL YOUR LAST NAME.
13 MR. WINTERS: WINTERS, W-I-N-T-E-R-S.
14 COL. CASARI: THANK YOU.
15 I THINK THERE WAS AN EARLIER QUESTION
16 FROM MR. SCHULTZ RESPECTING ANY PLAN IN THE EVENT THAT THE
17 AIR NATIONAL GUARD WERE TO REMAIN AT VAN NUYS, WHETHER
18 THERE WAS ANY PLAN CURRENTLY TO EXPAND OPERATIONS.
19 IS ANYBODY HERE KNOWLEDGEABLE AND CAN
20 ADDRESS THAT MATTER?
21 CAPT. CRUMRINE: I DON'T KNOW OF ANY. I
22 DON'T SEE HOW WE COULD.
23 COL. CASARI: I WOULD PRESUME THERE WOULD
24 BE NO CURRENT PLAN, INASMUCH AS THE EIS INDICATES THERE
25 IS A PREFERRED LOCUS FOR THE 146TH AND THAT IS AT MUGU,
26 PENDING, OF COURSE, RESOLUTION OF CONSIDERATIONS ARISING
27 OUT OF THE THESE HEARINGS. IT IS DUBIOUS THAT THERE WOULD
28 BE TWO CONCURRENT PLANS EXISTING SIDE BY SIDE WITH AN

18.

ANTICIPATED MOVE AND AN EXPANSION IN CURRENT LOCATION. THAT'S PROBABLY WHY THERE IS NO INFORMATION ON THAT.

I THINK, SIR, THAT YOU HAD SOME QUESTIONS?

MR. SILVER: MR. SILVER, HOMEOWNERS OF F CINO.

I HAVE TWO QUESTIONS, ONE RELATING TO SAFETY AND THE OTHER TO THIS EXPANSION.

I AM WONDERING IF EITHER THE AIR NATIONAL GUARD REPRESENTATIVES OR THE INDIVIDUALS FROM PRC COULD EXPLAIN THE MEANING OF THE STATEMENT ON PAGE ROMAN NUMERAL IV, PAGE 92 THAT SAYS, "THIS WOULD RESULT IN CONSTRUCTION-RELATED IMPACTS, SINCE A MAJOR CONSTRUCTION PROGRAM WOULD BE UNDERTAKEN IF THE 146TH ~~P~~TAW CANNOT BE RELOCATED. SUCH A PROGRAM WOULD BE NECESSARY IN ORDER TO UPGRADE THE ANG'S EXISTING FACILITIES."

18.

I READ THAT AS MEANING IF YOU CAN'T MOVE, YOU PLAN ON EXPANSION. I THINK IT MIGHT BE HELPFUL FOR THE COMMUNITY TO HAVE A BETTER HANDLE ON THAT. PERHAPS YOU MIGHT DISALLOW ANY EXPANSION PLANS.

COL. ~~CLEMISH~~ CLABUESCH: MY NAME IS FRED ~~CLEMISH~~ CLABUESCH, BASE ENGINEER.

APPROXIMATELY THREE YEARS AGO WHEN WE WERE INFORMED THAT THEY WERE TAKING OUR PROPOSAL TO RELOCATE SERIOUSLY, A STOP WAS PUT UNDER CONSTRUCTION AT THAT TIME. WE HAD APPROXIMATELY $20,000,000 IN NEW FACILITIES ON THE BOOKS, READY TO GO TO DESIGN.

A HOLD WAS PUT ON THAT AND IT IS ESTIMATED THAT NOW THAT WOULD BE BETTER THAN 30 MILLION.

THE FACILITIES THAT WE PRESENTLY OCCUPY WERE BUILT PRIOR TO 1960. THEY NOW NEED TO BE UPGRADED IF WE WERE NOT TO GO TO A NEW LOCATION. THEN WE WOULD HAVE TO BEGIN DEMOLITION OF THOSE FACILITIES AND BUILD FACILITIES TO SUPPORT THE 130'S.

MR. SILVER: I UNDERSTAND IF YOU DON'T MOVE, YOU WOULD CONTEMPLATE AN APPROXIMATELY $30,000,000 EXPANSION?

COL. ~~CLEMISH~~ CLABUESCH: NOT EXPANSION. WE ARE LIMITED TO 62 ACRES. THERE IS ONLY SO MUCH WE CAN DO. WE HAVE BUILT ON ALMOST ALL WE HAVE. WE HAVE TO DEMOLISH TO REBUILD SOMETHING ELSE, TO START PLAYING MUSICAL CHAIRS, TO MAKE ROOM.

18.

MR. SILVER: WHAT KIND OF THINGS WOULD THAT REFURBISHMENT INVOLVE; WOULD IT BE THE SAME SQUARE FOOT BUILDINGS, WOULD THERE BE MORE BUILDINGS, ADDITIONAL FACILITIES?

COL. ~~CLEMISH~~ CLABUESCH: THEY ARE THE SAME FUNCTIONS WE HAVE NOW, BUT MOST OF THE FUNCTIONS, AS I SAID, WERE BUILT THERE ABOUT HALF TO A THIRD THE SIZE THEY SHOULD BE. INSTEAD OF BEING SINGLE-STORY STRUCTURES, WE HAVE ONLY ONE PLACE WE CAN GO AND THAT IS UP. WE WILL WIND UP WITH TWO- OR THREE-STORY STRUCTURES IN ORDER TO ACCOMMODATE THE ADDITIONAL SQUARE FOOTAGE.

COL. CASARI: IS THERE ANY OTHER QUESTION?

MR. SILVER: MY SECOND QUESTION HAD TO DO WITH SAFETY.

THE EIR DOESN'T SPELL OUT IN ANY GREAT DETAIL THE SAFETY CONCERN. I WONDERED WHETHER IT WOULD

1 BE POSSIBLE, SINCE OBVIOUSLY THERE IS SOME REAL NEED TO
2 MOVE OR YOU WOULDN'T INVEST IN THE PROPOSAL, IF YOU COULD
3 EXPAND UPON SPECIFICALLAY WHAT KIND OF SAFETY PROBLEMS WE
4 FACE. IS IT PROBLEMS WITH DIFFERENT SPEEDS OF AIRCRAFT;
5 IS IT PROBLEMS WITH MID-AIR COLLISION; IS IT PROBLEMS
6 WITH THE LARGE NUMBER OF TRAINING SITES? WHAT KINDS OF
7 THINGS HISTORICALLY HAVE BEEN A PROBLEM, SAFETYWISE. I
8 WOULD ADDRESS THAT TO EITHER PRC OR THE NATIONAL GUARD.
9 COL. CASARI; ARE YOU GOING TO ADDRESS THAT,
10 CAPT. CRUMLINE?
11 CAPT. CRUMLINE: YES.
12 BEING ONE OF THE DRIVERS OF THOSE BIG GREEN
13 THINGS THAT DO NOT WEIGH 155 TONS, THEY WEIGH 155,000
14 POUNDS, IT'S THE MIXTURE OF OUR AIRCRAFT WITH THE HIGH
15 NUMBERS OF CIVILIAN AIRCRAFT IN THE SAN FERNANDO VALLEY.
16 LIKE I SAID, IT IS THE FOURTH BUSIEST
17 AVIATION FIELD IN THE UNITED STATES AND YOU KNOW THERE IS
18 A LOT OF AIRPLANES FLYING OUT THERE.
19 YOU MIX BIG AIRPLANES AND LITTLE AIRPLANES
20 IN A CONCENTRATION LIKE WE HAVE HERE -- I AM NOT SAYING IT
21 IS AN IMMINENT DANGER, BUT THE POTENTIAL IS THERE. IT IS
22 A HIGHER POTENTIAL THAN THE OTHER SIZE.
23 MR. BELLER: WHY IS THAT DIFFERENT THAN THE
24 MOVE TO MUGU?
25 CAPT. CRUMRINE: YOU WANT ME TO COMMENT ON
26 THAT OR NOT?
27 COL. CASARI: IF YOU HAVE A DIRECT RESPONSE,
28 PROVIDE IT.

CAPT. CRUMRINE: THE ONLY RESPONSE I WOULD HAVE TO THAT IS FROM A PILOT'S POINT OF VIEW, AND NOT AN EIR RESPONSE OR AN EIS RESPONSE.

MR. BELLER: IT SEEMS YOU ARE MOVING THE FIASCO FROM THE VALLEY TO CAMARILLO.

CAPT. CRUMRINE: IN CAMARILLO, YOU HAVE OXNARD AIRPORT. THE MAIN TRAFFIC THERE WOULD BE GOING INTO OXNARD. THE CAMARILLO AIRPORT, AS YOU KNOW, IS UNCONTROLLED. IT SHOULD BE CONTROLLED.

MR. BELLER: THERE IS ALSO AN INTERSECTING LINE TO CAMARILLO'S GLIDE PATH.

CAPT. CRUMRINE: AND MUGU'S GUIDE PATH GOES AT SUFFICIENT HEIGHT OVER THE GLIDE PATH IN A CONTROLLED ENVIRONMENT WITH RADAR FROM POINT MUGU AND RADAR GOING INTO OXNARD.

MR. BELLER: YOU WILL GUARANTEE THERE WILL NEVER BE AN ACCIDENT?

CAPT. CRUMRINE: I DON'T GUARANTEE ANYTHING.

COL. CASARI: IS THERE ANY OTHER QUESTION?

MR. MACK?

MR. MACK: IF HYPOTHETICALLY YOU WERE PLANNING ON STAYING AT VAN NUYS AND DOING THE $30,000,000 RENOVATION, WOULD THE TYPE OF AIRCRAFT BE CHANGED FROM C-130'S TO A C-141?

19

COL. CASARI: I THINK THE QUESTION RELATED TO IS THERE A PROJECTION TO THE CHANGE IN THE TYPE OF AIRCRAFT FROM A C-130 TO A C-141.

CAPT. CRUMRINE: IF THE BASE WERE TO STAY

19.

1 AT VAN NUYS, I DON'T BELIEVE SO AT ALL. I DON'T SEE HOW
2 WE COULD.
3 MR. SILVER: WAS THE REPAIR WORK DONE ON
4 THE CRACKED WINGS THAT GROUNDED THE FLEET?
5 CAPT. CRUMRINE: MOST ASSUREDLY IT WAS. I
6 WOULDN'T FLY ONE THAT WAS BROKEN.
7 THOSE HAVE ALWAYS BEEN TAKEN CARE OF. WE
8 HAVE PRETTY GOOD MAINTENANCE PEOPLE. WHEN PROBLEMS ARISE,
9 THE AIRPLANES ARE FIXED. THEY ARE GROUNDED, BECAUSE YOU
10 DON'T WANT TO FLY A SICK AIRPLANE. YOU FIX IT.
11 COL. CASARI: MRS. BARRENA, DO YOU HAVE A
12 QUESTION?
13 MRS. BARRENA: JUST FOR MY OWN KNOWLEDGE,
14 WERE SOME OF THOSE PLANES TANKER PLANES WITH A FULL LOAD
15 OF FUEL?
16 CAPT. CRUMRINE: NO.
17 MRS. BARRENA: IS THERE ANY PLANE THAT FLIES
18 WITH 55,000 POUNDS OF FUEL AT ONE TIME?
19 CAPT. CRUMRINE: THAT'S WHAT IT TAKES
20 SOMETIMES TO GET TO A DESTINATION. IT'S NOT A TANKER.
21 THAT'S JUST THE WAY THE FUEL LOAD IS. THAT'S THE WAY THE
22 AIRCRAFT IS DESIGNED.
23 IT IS NOT A TANKER. WE DON'T HAVE ANYBODY
24 TO GIVE ANYBODY ELSE ANY GAS.
25 COL. CASARI: MR. SILVER?
26 MR. SILVER: IF YOU CAN'T ANSWER THIS
27 QUESTION, YOU MAY DEFER IT FOR SECURITY REASONS.
28 DOES ANY OF THE EQUIPMENT THAT FLIES OUT OF

VAN NUYS CONTAIN WARHEADS OR ANY --

CAPT. CRUMRINE: NO HAZARDOUS MATERIAL, NO.

MR. SILVER: ANYTHING THAT WOULD BE HAZARDOUS?

CAPT. CRUMRINE: NO.

COL. CASARI: ANYTHING ELSE, LADIES AND GENTLEMEN?

THANK YOU. I WISH TO THANK YOU VERY MUCH FOR ATTENDING AND FOR YOUR COURTESY AND KNOW THAT SOMETIMES FEELINGS RUN HIGH AND WE APPRECIATE THAT YOU EXPRESSED YOURSELF IN THE WAY YOU DID.

THANK YOU VERY MUCH. THE MEETING IS ADJOURNED.

* * * *

STATE OF CALIFORNIA :

COUNTY OF LOS ANGELES :

REPORTER'S CERTIFICATE

I HEREBY CERTIFY THAT I WAS THE OFFICIAL REPORTER ON THIS MATTER; THAT I WAS ASSIGNED TO REPORT, AND DID CORRECTLY REPORT, THE TESTIMONY AND PROCEEDINGS CONTAINED HEREIN; THAT THE FOREGOING IS A TRUE AND CORRECT TRANSCRIPTION OF MY SAID NOTES, AND A FULL AND TRUE STATEMENT OF SAID PROCEEDINGS.

Sue E. Fontes

SUE E. FONTES

RESPONSE TO PUBLIC HEARING COMMENTS RECEIVED FOR VAN NUYS AIRPORT

No. 1: The removal of the ANG C-130 from the fleet mix will reduce airport-related noise exposure and may be interpreted as a beneficial impact. However, caution should be applied since the ANG C-130 does not dominate the fleet mix and the change in land area within the CNEL 65 contour is estimated at 10.74 percent (EIS Table IV-4) and noise/land use incompatibilities may still persist.

No. 2: The number of evening or nighttime operations conducted by the ANG comprises a small percentage of their total flights.

No. 3: Please refer to EIS Page III-59, fourth paragraph.

No. 4: This issue is not considered to be relevant to the selection of a relocation site. It is an administrative concern which would apply to any federal action. In addition to its federal status the Air National Guard also has a special status as a state agency. The Guard typically seeks a strong role in the community via scouting activities, air shows, local disaster assistance, and fire fighting, among others.

No. 5: Environmental documents under state law do not have to address economic impacts. This is done at the discretion of the state and local jurisdictions involved. Federal environmental documents do, however, address such issues.

No. 6: Extensive advertising and mailings were conducted for both the scoping and public meeting process. Both the 146th and PRC Engineering cooperatively responded to requests for meetings and/or information during the EIS process.

No. 7: Please refer to the response to comment No. 2 of Gerald A. Silver from the Homeowners of Encino on page 152.

No. 8: The EIS does address the anticipated environmental impacts for one possible, typical redevelopment scenario. The City of Los Angeles Department of Airports will be responsible for environmental documentation and for any specific plans for the Van Nuys site. Neither the Air National Guard nor the federal government have any direct role in that planning process.

No. 9: Please refer to the response to comment No. 4 from Gerald A. Silver of the Homeowners of Encino on page 152.

No. 10: The EIS attempts to disclose all relevant accident material.

No. 11: Typically, noise energy doubles about every 3dB(A). Relative l . ss to the human ear doubles every 10 dB(A) (see Figure IV-2). The relative change in contour size is greatest at Van Nuys Airport due to the quieter fleet mix. Consequently, the beneficial impact at Van Nuys Airport is greater than the impacts created at the other air bases due to the much noisier fleet mix.

No. 12: There is no documented factual evidence available from other airport impact studies that suggests that the size of overflying aircraft has an impact on property values.

No. 13: Changes in the Ldn 65 contour versus land area at Van Nuys Airport after relocation is shown in EIS Table IV-4.

No. 14: Growth and change are facts of life in virtually all urbanized areas. Change at military facilities and resource needs is also something which must occur over time in response to changing technology and changing military strategies. The environmental review process provides decision makers, agencies, and the public with information about the consequences of such change and allows for their input. In the case of the relocation of the 146th TAW public notification efforts have exceeded those which are required. A special effort was made to hold scoping meetings and hearings in each geographic location and to notify the public of those meetings via newspaper advertising and mailings to agencies and groups.

No. 15: Table III-5 in the EIR provides a description of the geographic location of 146th TAW personnel. Some 16 percent of the unit's personnel live in Ventura County and 4 percent live in West Los Angeles County (outside of the San Fernando Valley).

No. 16: Training activities require more than the constant use of a single airfield. Longer range flight is also important to augment close-in maneuver skills.

No. 17: EIS pages IV-27 through IV-28 document existing and expected ANG personnel expenditures outside of the Base Exchange. Moreover, the survey of 779 ANG personnel indicated that full-time personnel spend on the average $64/month at the Base Exchange and an additional $37/month in the local surrounding community. Similarly, part-time personnel spend on the average $38/month at the Base Exchange and $15/month in the surrounding local community.

No. 18: Please refer to the response to comment No. 4 from Gerald Silver of the Homeowners of Encino on page 152.

No. 19: No change in aircraft type is anticipated. Please refer to the response to comment No. 2 from Mary Hartman of the San Bernardino County Land Use Commission on page 81.

COPY

NATIONAL GUARD BUREAU

CALIFORNIA AIR NATIONAL
GUARD PROPOSED RELOCATION
OF 146TH TACTICAL AIRLIFT
WING FROM VAN NUYS AIRPORT
TO PROPOSED NEW BASE AT
POINT MUGU PUBLIC HEARING

REPORTER'S TRANSCRIPT

PUBLIC HEARING

SAN BERNARDINO CITY COUNCIL CHAMBER

300 D STREET

SAN BERNARDINO, CALIFORNIA

REPORTED BY: BARBARA GROFF
NOTARY PUBLIC

SCRIBE REPORTING SERVICE
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I N D E X

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MS. MARY H. HARTMAN	13

SAN BERNARDINO, CALIFORNIA

WEDNESDAY, MARCH 20, 1985

6:30 P.M.

:: :: ::

COL. CASARI: GOOD EVENING, LADIES AND GENTLEMEN. WE HAVE A VERY FEW PEOPLE HERE. SO, I DON'T THINK WE ARE GOING TO HAVE MANY SPEAKERS. I ONLY ASK YOU TO OBSERVE THOSE WHO WISH TO SPEAK FOR A REASONABLE TIME.

WELCOME TO THIS, WHICH IS THE THIRD OF FOUR SCHEDULED PUBLIC HEARINGS ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT ON THE PROPOSED RELOCATION OF THE 146TH TACTICAL AIRLIFT WING FROM VAN NUYS, CALIFORNIA, AIRPORT TO A PROPOSED NEW BASE ADJACENT TO THE EXISTING NAVAL FACILITIES AT POINT MUGU, CALIFORNIA, AS THE PREFERRED SITE, NORTHERN AIR FORCE BASE HERE IN SAN BERNARDINO, WHICH IS CONSIDERED AS A POSSIBLE OR ALTERNATE SITE. HEREAFTER, I WILL REFER TO THIS MATTER AS THE RELOCATION PROPOSAL FOR EASIER REFERENCE.

I AM GREATFUL TO THE CITY OF SAN BERNARDINO FOR MAKING THIS FINE FACILITY AVAILABLE TO ME.

I AM COL. GUIDO CASARI, AND I AM AN ACTIVE DUTY AIR FORCE TRIAL JUDGE, CURRENTLY STATIONED AT TRAVIS AIR FORCE BASE. I AM NOT ASSOCIATED WITH THE AIR NATIONAL GUARD IN ANY WAY.

MY ROLE HERE IS SIMPLY TO CONDUCT THE HEARING, TO MAINTAIN A FAIR AND ORDERLY PROCEEDING. I HAVE NOT BEEN INVOLVED IN THE DEVELOPMENT OF THE RELOCATION PROPOSAL OR

1 THE DRAFT ENVIRONMENTAL IMPACT STATEMENT ON THE PROPOSAL.
2 AND I WILL NOT BE MAKING ANY RECOMMENDATIONS OR DECISIONS
3 CONCERNING THE PROPOSAL.
4 FIRST ON THE AGENDA THIS EVENING IS A BRIEF
5 INTRODUCTION TO THE RELOCATION PROPOSAL. CAPTAIN LLOYD
6 CRUMRINE FROM THE 146TH TACTICAL AIRLIFT WING OF THE
7 CALIFORNIA AIR NATIONAL GUARD WILL GIVE YOU AN OVERVIEW OF
8 THE PROPOSAL. AND MS. SYLVIA SALENIUS OF PRC ENGINEERING
9 WILL GIVE YOU A SHORT SUMMARY OF THE ENVIRONMENTAL EFFECTS
10 OF RELOCATING THE 146TH TO THE POINT MUGU SITE. AND THEN
11 WE WILL HAVE SOME COMMENTS, I UNDERSTAND, WITH RESPECT TO
12 THE ALTERNATE SITE, NORTON AIR FORCE BASE.
13 FOLLOWING THIS PRESENTATION, WE WILL ASK YOU,
14 THOSE OF YOU WHO WISH TO PROVIDE YOUR COMMENTS ON THE
15 ADEQUACY OF THE DRAFT ENVIRONMENTAL IMPACT STATEMENT WHICH
16 HAS BEEN PREPARED TO DESCRIBE THE IMPACT OF THE RELOCATION
17 PROPOSAL. THOSE WHO WISH MAY SUBMIT WRITTEN STATEMENTS IN
18 LIEU OF MAKING ORAL COMMENTS TONIGHT. AND I WILL PROVIDE
19 YOU WITH AN ADDRESS TO WHERE THESE WRITTEN STATEMENTS MAY
20 BE SENT.
21 THE ADDRESS TO WHICH TO SEND THE DOCUMENTS,
22 WRITTEN STATEMENTS, OR OTHERWISE, IS AS FOLLOWS:
23 MASTER SERGEANT FILEY BLACK, R-I-L-E-Y B-L-A-C-K,
24 DEPARTMENT OF THE AIR FORCE, 146TH TACTICAL AIRLIFT WING,
25 8030 BALBOA BOULEVARD, VAN NUYS, CALIFORNIA , ZIP CODE
26 91406-1195.
27 AND YOU HAVE UNTIL THE 15TH OF APRIL, 1985,
28 TO GET YOUR WRITTEN COMMENTS IN. THAT DATE ALSO MARKS THE

1 CLOSING OF PUBLIC COMMENTS ON THE DRAFT ENVIRONMENTAL
2 IMPACT STATEMENT.
3 YOUR STATEMENTS TONIGHT, IF ANY WILL BE MADE,
4 WILL BE TAKEN VERBATIM AND WILL BE INCORPORATED IN THE
5 FINAL E.I.S.
6 IF THERE ARE ANY QUESTIONS TONIGHT, IF THEY
7 ARE NOT RESPONDED TO TONIGHT, THEY WILL BE, YOU MAY BE
8 ASSURED, CONSIDERED TO THE EXTENT THAT THEY BEAR ON THE
9 QUESTION OF THE ADEQUACY OF THE DRAFT E.I.S., THE DRAFT
10 ENVIRONMENTAL IMPACT STATEMENT. THAT WILL BE ADDRESSED IN
11 THE FINAL E.I.S.
12 I WOULD NOTE -- AND PERHAPS THIS IS PRETTY
13 REDUNDANT THIS EVENING -- THAT THIS HEARING IS NOT DESIGNED
14 AS A DEBATE ON THE PROPOSAL, BUT RATHER IT'S DESIGNED, AS
15 I HAVE INDICATED, SIMPLY TO OBTAIN YOUR VIEWS ON WHETHER OR
16 NOT THE DRAFT ENVIRONMENTAL IMPACT STATEMENT CLEARLY AND
17 ADEQUATELY ADDRESSES AND DISPOSES THE POTENTIAL ENVIRONMENTAL
18 IMPACTS OF THE PROPOSED RELOCATION AND ITS ALTERNATIVES.
19 I NOW CALL ON CAPTAIN CRUMRINE TO BEGIN WITH
20 THE PRESENTATION. THANK YOU.
21 CAPTAIN CRUMRINE: THANK YOU, COL. CASARI.
22 MY NAME IS CAPTAIN CRUMRINE. I AM ASSIGNED
23 TO THE 146TH TACTICAL AIRLIFT WING, NOW BASED AT VAN NUYS
24 AIRPORT.
25 I WOULD LIKE TO PROVIDE INFORMATION ON WHY
26 THE 146TH NEEDS TO RELOCATE, AND PROVIDE SOME BACKGROUND ON
27 THE SELECTION OF POINT MUGU AS THE PREFERRED SITE.
28 THE 146TH TACTICAL AIRLIFT WING NEEDS TO BE

1 RELOCATED FOR REASONS OF SAFETY, LAND CONSTRAINTS AND
2 CONCERNS ASSOCIATED WITH ITS EXISTING SITE LEASE.
3 EXISTING SAFETY PROBLEMS ARE THE RESULT OF
4 THE HEAVY GENERAL AVIATION ACTIVITY AT VAN NUYS AIRPORT
5 THE FOURTH BUSIEST GENERAL AVIATION AIRPORT IN THE UNITED
6 STATES. THE INCREASING POTENTIAL FOR MIDAIR COLLISIONS,
7 PROHIBITIONS ON CERTAIN TYPES OF TRAINING ACTIVITIES AND
8 DELAYS IN DEPARTURES ARE ALL EXISTING PROBLEMS.
9 THE EXISTING BASE, COMPRISING ONLY 62 ACRES,
10 IS OF INSUFFICIENT SIZE TO PROVIDE ADEQUATE SPACE FOR
11 CURRENT REQUIREMENTS.
12 THIS SITE IS FURTHER LIMITED BY ITS
13 CONFIGURATION, INCLUDING A FLOOD CONTROL CHANNEL WHICH
14 BISECTS THE SITE, SPLIT AIRCRAFT PARKING AND MAINTENANCE
15 AREAS.
16 THERE IS ALSO A LACK OF CONTROLLED SEPARATION
17 BETWEEN CIVILIAN AND MILITARY AIRCRAFT PARKED ON THE OUTER
18 APRON. THE CURRENT SITE IS TOO SMALL TO PROVIDE SUFFICIENT
19 VEHICLE PARKING. IT HAS INSUFFICIENT SPACE FOR UPGRADING
20 CURRENT INADEQUATE FACILITIES.
21 CHANGES IN OPERATIONS ARE ALSO NECESSITATED
22 DUE TO THE ADJACENT INDUSTRIAL ENCROACHMENT.
23 IN ADDITION, THE CURRENT LEASE FOR THE AIR
24 NATIONAL GUARD BASE AT VAN NUYS AIRPORT EXPIRES ON JUNE 30TH,
25 1985. ATTEMPTS BY THE UNITED STATES AIR FORCE TO EXTEND
26 THE LEASE UNDER ITS CURRENT TERMS HAVE NOT BEEN SUCCESSFUL.
27 ONLY A SHORT-TERM EXTENSION WOULD BE ANTICIPATED AT
28 SUBSTANTIALLY INCREASED LEASE COSTS.

1 FOLLOWING EXPIRATION OF THE EXTENSION, THE
2 PROPERTY WOULD BE VACATED IN FAVOR OF THE CITY OF LOS ANGELES.
3 CONDEMNATION OF THE SITE WAS EVALUATED, BUT WAS NOT
4 CONSIDERED TO BE A VIABLE LONG-RANGE SOLUTION DUE TO THE
5 EXTREMELY HIGH LAND VALUE AND THE NECESSITY, BY LAW, FOR
6 THE GOVERNMENT TO PAY FAIR MARKET VALUE FOR THE SITE.
7 GIVEN THE NEED TO RELOCATE, AN AIR FORCE
8 STUDY TEAM EVALUATED SOME 11 INITIAL CANDIDATE SITES IN THE
9 SOUTHERN CALIFORNIA REGION. EIGHT OF THESE SITES WERE
10 ELIMINATED BASED UPON CRITERIA WHICH INCLUDED COMPATIBILITY
11 WITH MISSION REQUIREMENTS, COST CONSIDERATIONS, UNIT
12 INTEGRITY AND RECRUITING, SAFETY, SECURITY, AND ENVIRONMENTAL
13 FACTORS.
14 THE THREE SITES REMAINING AFTER THIS
15 ANALYSIS WERE EVALUATED IN THE DRAFT ENVIRONMENTAL IMPACT
16 STATEMENT UNDER DISCUSSION THIS EVENING. THEY WERE NORTON
17 AIR FORCE BASE, AIR FORCE PLANT 42 AT PALMDALE, ALSO NAVAL
18 AIR STATION AT POINT MUGU. AMONG THESE, THE POINT MUGU
19 SITE WAS SELECTED AS THE PROPOSED LOCATION PRIMARILY BASED
20 UPON ITS OVERALL SUPERIORITY FOR MAINTAINING UNIT INTEGRITY
21 AND ITS STRONG RECRUITING BASE.
22 MS. SYLVIA SALENIUS OF PRC ENGINEERING WILL
23 NOW PROVIDE A SHORT SUMMARY OF THE ENVIRONMENTAL EFFECTS
24 OF RELOCATING THE 146TH TO THE POINT MUGU SITE.
25 MS. SALENIUS: THANK YOU, CAPTAIN CRUMRINE.
26 MY NAME IS SYLVIA SALENIUS, AND I AM AN
27 ASSOCIATE VICE PRESIDENT AND DIRECTOR OF ENVIRONMENTAL
28 STUDIES FOR PRC ENGINEERING.

1 AS COL. CASARI MENTIONED, TONIGHT'S HEARING
2 IS BEING HELD WITH THE EXPRESS PURPOSE OF LEARNING YOUR
3 OPINIONS ON THE ADEQUACY OF THE DRAFT ENVIRONMENTAL IMPACT
4 STATEMENT WHICH HAS BEEN IN CIRCULATION FOR THE PAST
5 SEVERAL WEEKS.
6 AS YOU MAY ALREADY KNOW, ENVIRONMENTAL
7 IMPACT STATEMENTS ARE REQUIRED BY LAW TO PUBLICLY DISCLOSE
8 THE ENVIRONMENTAL CONSEQUENCES OF IMPLEMENTING DESIRED
9 ACTIONS OR THEIR ALTERNATIVES.
10 THE SUBJECT DRAFT ENVIRONMENTAL IMPACT
11 STATEMENT PREPARED FOR THE RELOCATION OF THE 146TH TACTICAL
12 AIRLIFT WING, THEREFORE, INDICATES THE EFFECTS OF MOVING
13 THE 146TH TO ANY ONE OF THE THREE SITES, AS WELL AS THE
14 EFFECT ON DOING NOTHING AT ALL.
15 THE PREFERRED OPTION, AS CAPTAIN CRUMRINE
16 MENTIONED, IS THE RELOCATION OF THE 146TH TO THE POINT MUGU
17 SITE.
18 NORTON AIR FORCE BASE, ALTHOUGH IT HAS A
19 COMPATIBLE MISSION, WOULD REPRESENT THE LEAST EXPENSIVE
20 OPTION ALTHOUGH IT WAS NOT PREFERRED FOR TWO REASONS:
21 THE FIRST WAS UNIT INTEGRITY, THE RETAINING
22 OF PERSONNEL TO THE EFFECTIVENESS OF THE 146TH IN CARRYING
23 OUT ITS MISSION.
24 NEARLY 90 PERCENT OF THE AIR NATIONAL
25 GUARD'S CURRENT PERSONNEL LIVE MORE THAN 50 MILES AWAY
26 FROM THE NORTON SITE, IN COMPARISON TO ONLY 15 PERCENT MORE
27 THAN 18 MILES FROM POINT MUGU, OR 9 PERCENT MORE THAN 50
28 MILES FROM PALMDALE.

WERE NORTON AIR FORCE BASE THE SELECTED SITE, SOME 55 PERCENT OF THE FULL-TIME PERSONNEL AND 42 PERCENT OF THE EXISTING PART-TIME PERSONNEL INDICATED IN A SURVEY THAT THEY WOULD LEAVE THE UNIT.

CONVERSELY, THE SMALLEST PERCENTAGE OF PERSONNEL, 15 PERCENT OF FULL-TIME, AND 22 PERCENT OF PART-TIME WOULD LEAVE THE UNIT IF IT WERE TO GO TO POINT MUGU.

ANOTHER CRITICAL REASON FOR NOT SELECTING NORTON AIR FORCE BASE IS THE HIGHLY CONGESTED AIR SPACE. WITH EIGHT INDIVIDUAL AIRPORT FACILITIES USING THE NEARBY AIR SPACE AT THE RATE OF OVER 600,000 OPERATIONS PER YEAR, BOTH THE POINT MUGU AND PALMDALE LOCATIONS WERE CONSIDERED TO BE MUCH MORE DESIRABLE FROM THE STANDPOINT OF SAFETY.

RECRUITMENT POTENTIAL WAS ALSO A CONCERN. ALSO A LARGER RECRUITING ROLE OF 17- TO 29-YEAR-OLDS EXISTS IN THIS AREA. THERE ARE OTHER RESERVE UNITS WHICH MUST COMPETE FOR THAT PERSONNEL.

NOW I'D LIKE TO FOCUS UPON THE IMPACT ASSOCIATED WITH THE POINT MUGU SITE, SINCE IT IS THE PREFERRED ACTION.

THIS WOULD INVOLVE THE RELOCATION OF THE UNIT TO A 239-ACRE PARCEL OF AGRICULTURAL LAND ADJACENT TO THE NORTHERN BOUNDARY OF NAS POINT MUGU. SOME OF THE SIGNIFICANT EFFECTS INVOLVED WITH THIS RELOCATION WOULD BE:

NUMBER ONE, BENEFITS TO THE LOCAL ECONOMY IN THE OXNARD PLAIN, ASSOCIATED WITH A NET INCREASE IN LOCAL EMPLOYMENT, MAJOR SHORT-TERM CONSTRUCTION ACTIVITY, MINOR LONG-TERM CONSTRUCTION ACTIVITY, AND INCREASED LOCAL

1 EXPENDITURES BY AIR NATIONAL GUARD PERSONNEL.

2 NUMBER TWO, AGRICULTURAL DISPLACEMENT OF
3 239 HIGHLY PRODUCTIVE ACRES OF AGRICULTURAL LAND. THIS
4 ACTION IS RECOGNIZED AS BEING CONTRARY TO THE INTENT OF
5 THE VENTURA COUNTY GENERAL PLAN TO PRESERVE SUCH USES IN
6 THE OXNARD PLAIN.

7 THREE, DEPENDING UPON THE CONFIGURATION OF
8 FINAL PLANS, THERE MAY BE A POSSIBLE DISTURBANCE TO A SMALL
9 AREA OF DEGRADED HYPOSALINE MARSH. HOWEVER, THIS IMPACT
10 WOULD BE OFFSET BY CREATION OR ENHANCEMENT OF SUITABLE
11 HABITAT AT A RATIO NEGOTIATED WITH THE U.S. FISH AND
12 WILDLIFE SERVICE.

13 IN ADDITION, THERE WILL BE GENERATION OF NEW
14 AIR POLLUTANT EMISSIONS, WHICH WERE NOT INCLUDED IN VENTURA
15 COUNTY'S AIR QUALITY MANAGEMENT PLAN.

16 THE OXNARD AIR BASIN, WHICH INCLUDES THE
17 PROJECT SITE, IS A NON-ATTAINMENT AREA FOR OZONE. AN
18 ESTIMATED 33.3 TONS PER YEAR OF RHC AND 19.9 TONS PER YEAR
19 OF NITROGEN OXIDE WILL BE ADDED TO EXISTING EMISSIONS.

20 OTHER AREAS OF POTENTIAL ENVIRONMENTAL
21 CONCERN WERE RAISED BY CITIZENS DURING THE FOUR PUBLIC
22 SCOPING MEETINGS HELD LAST AUGUST. THE FOREMOST OF THESE
23 CONCERNS WAS THE POTENTIAL FOR INCREASED NOISE AND
24 FREQUENCY OF AIRCRAFT OVERFLIGHTS.

25 PRC ENGINEERING EVALUATED THE NOISE ISSUE
26 FROM THREE DIFFERENT PROSPECTIVES AT THE POINT MUGU SITE,
27 AND AT ALL THE SITES, FOR THAT MATTER.

28 ONE APPROACH WAS A COMPUTER MODEL USED BY

1 THE FEDERAL AVIATION ADMINISTRATION, CALLED THE AREA
2 EQUIVALENT METHOD, THIS METHOD WAS USED TO DETERMINE WHETHER
3 OR NOT A SIGNIFICANT INCREASE IN THE CUMULATIVE NOISE
4 EXPOSURE WOULD RESULT FROM 12 DAILY ADDITIONAL TAKEOFFS
5 OF THE AIR NATIONAL GUARD'S C-130 TURBO PROP AIRCRAFT.
6 HOWEVER, BECAUSE THE C-130'S ARE SO MUCH
7 QUIETER THAN THE DOMINANT AIRCRAFT USING NAS POINT MUGU, THE
8 ANALYSIS DEMONSTRATED THAT NO SIGNIFICANT NOISE IMPACT WOULD
9 OCCUR THERE.
10 DAY-NIGHT AVERAGE NOISE LEVELS WERE ALSO
11 MODELED FOR THE NOISE-SENSITIVE LEISURE VILLAGE COMMUNITY.
12 THE RESULTS OF THIS ANALYSIS INDICATED THAT THE ADDED AIR
13 NATIONAL GUARD AIRCRAFT OPERATIONS WOULD INCREASE DAY-NIGHT
14 NOISE LEVELS FROM 53.2 L_{DN} TO 53.3 L_{DN}, OR ONLY ONE-TENTH
15 DECIBEL. THIS WOULD NOT BE A SIGNIFICANT CHANGE.
16 THE THIRD ANALYSIS WAS A REVIEW OF SINGLE-
17 EVENT NOISE LEVELS. AGAIN, THE C-130 AIRCRAFT WAS SHOWN
18 TO BE SIGNIFICANTLY QUIETER THAN THE DOMINANT AIRCRAFT NOW
19 AT NAS POINT MUGU. MAXIMUM NOISE LEVELS FOR THE C-130, FOR
20 EXAMPLE, AT LEISURE VILLAGE COMMUNITY WERE 63.3 DECIBELS,
21 WHILE THE MAXIMUM NOISE LEVEL FOR A SIMILAR OVERFLIGHT OF AN
22 F-4 WOULD BE A MUCH LOUDER 76.6 DECIBELS.
23 BECAUSE THE BASE WOULD BE OCCUPIED BY ONLY
24 300 FULL-TIME PERSONNEL ON WEEKDAYS, TRAFFIC CONGESTION AT
25 HUENEME ROAD AND LAS POSAS ROAD WOULD BE LIMITED TO SHORT
26 PERIODS ON ONE WEEKEND PER MONTH DURING FULL OPERATIONS. AND
27 THIS IMPACT WAS NOT CONSIDERED TO BE SIGNIFICANT.
28 THE POINT MUGU SITE INVOLVES MINIMAL AIR

1 SPACE CONFLICTS, AND POSES NO SECURITY PROBLEMS. IT POSES
2 NO SIGNIFICANT, UNMITIGABLE FLOOD HAZARDS, AND IT WOULD
3 LEAD TO A BENEFICIAL REDUCTION IN GROUNDWATER PUMPING IN
4 THE AREA.
5 PUBLIC SERVICES AND UTILITIES IN THE AREA
6 HAVE INDICATED THAT THE PROPOSED BASE CAN BE SERVICED WITH
7 NO SIGNIFICANT PROBLEMS. CONSTRUCTION OF THE AIR NATIONAL
8 GUARD BASE ON THE SITE WHICH IS CURRENTLY IN AGRICULTURAL
9 USE WOULD RESULT IN A CHANGE IN THE VISUAL CHARACTER OF THE
10 SITE. THERE ARE NO ARCHAEOLOGICAL OR HISTORIC RESOURCES
11 PRESENT ON THE SITE.
12 AND FINALLY, SHORT-TERM CONSTRUCTION RELATED
13 IMPACTS, SUCH AS NOISE OF CONSTRUCTION EQUIPMENT, DUST
14 EMISSIONS AND TRAFFIC DISRUPTIONS WOULD OCCUR AS A RESULT
15 OF DEVELOPMENT OF THE NEW BASE. STANDARD CONSTRUCTION
16 MITIGATION MEASURES WOULD BE USED TO REDUCE AND/OR
17 ELIMINATE THESE IMPACTS.
18 I WILL NOW TURN THE MEETING BACK TO
19 COL. CASARI, WHO WILL BE CALLING THOSE OF YOU WHO MAY WISH
20 TO SPEAK.
21 COL. CASARI: THANK YOU, MS. SALENIUS.
22 MAY I INQUIRE FIRST WHETHER EVERYONE WHO
23 WISHES TO SPEAK HAS BEEN PROVIDED WITH AND FILLED OUT A
24 CARD?
25 APPARENTLY SO.
26 MAY I ASK MS. MARY H. HARTMAN, THE ASSISTANT
27 EXECUTIVE OFFICER OF SAN BERNARDINO COUNTY AIRPORT LAND USE
28 COMMISSION TO ADDRESS THE HEARING.

MS. HARTMAN: THANK YOU, COL. CASARI.

I AM HERE THIS EVENING TO MAKE ONLY PRELIMINARY REMARKS REGARDING THE ADEQUACY OF THE E.I.S.

1. AS DEEDED BY THE STAFF REPORT, THE SITE IS ONLY THE PREFERRED ALTERNATIVE SITE, WHICH IS THE NAME OF THE STATION POINT MUGU. AND THE IMPACTS RELATED TO THAT SITE, WHILE OTHER SITES SUCH AS NORTON AIR FORCE BASE RECEIVED MINIMAL ANALYSIS, EQUAL EMPHASIS AND ANALYSIS SHOULD BE PLACED ON ALL SITES UNDER CONSIDERATION.

2. THIS REPORT ALSO EMPHASIZES THE USE OF THE C-130-TYPE AIRCRAFT. CONSIDERATION OF OTHER AIRCRAFT TYPES USED IN AIR NATIONAL GUARD MISSIONS AND ACTIVITIES AND RELATED IMPACTS ALSO NEED INCLUDING AND ANALYSIS.

3. RELOCATION OF THE 146TH AIRLIFT WING TO NORTON AIR FORCE BASE WOULD HAVE A VERY DEFINITE AND SHARP IMPACT AND EFFECT ON THE EAST ~~L.A.~~ VALLEY PLANNING AREA IN GENERAL. BUT THE I-10 CORRIDOR STUDY AREA WOULD BE HEAVILY IMPACTED IN PARTICULAR.

THESE POTENTIAL EFFECTS NEED FURTHER ELABORATION AND ANALYSIS PERTINENT TO THESE AREAS AND DEVELOPMENT PROJECTS.

IN SUMMARY, WE CONSIDER THE E.I.S. INADEQUATE IF OTHER THAN PREFERRED CHOICE IS CHOSEN.

FURTHER, IF SAN BERNARDINO, OR ANOTHER ALTERNATE SITE IS CHOSEN, WE COULD CONSIDER THE DECISION TO BE LITIGATED UNLESS EXPANSION OF THE E.I.S. OCCURS.

WE ARE PREPARING A CURTAILED REPORT, AND THESE WILL BE FORWARDED TO THE STAFF ON OTHER IMPACT

CONCERNS PRIOR TO THE DEADLINE OF APRIL 15TH. THANK YOU.

COL. CASARI: THANK YOU VERY MUCH, MS. HARTMAN.

IS THERE ANYBODY ELSE WHO WISHES TO ADDRESS THE MEETING? ARE THERE ANY QUESTIONS WITH RESPECT TO ANY OF THE MATTERS COVERED TONIGHT, ANY OTHER RELATED MATTERS?

APPARENTLY NOT. IT HAS BEEN A VERY BRIEF MEETING. I WISH TO THANK YOU FOR YOUR ATTENTION AND FOR -- ALTHOUGH THE MEETING WAS CONDUCTED ON MY PART. THANK YOU VERY MUCH. THE MEETING IS ADJOURNED.

:: :: ::

STATE OF CALIFORNIA)
) SS.
COUNTY OF LOS ANGELES)

REPORTER'S CERTIFICATE

I HEREBY CERTIFY THAT I WAS THE OFFICIAL REPORTER ON THIS MATTER; THAT I WAS ASSIGNED TO REPORT, AND DID CORRECTLY REPORT, THE TESTIMONY AND PROCEEDINGS CONTAINED HEREIN; THAT THE FOREGOING IS A TRUE AND CORRECT TRANSCRIPTION OF MY SAID NOTES, AND A FULL AND TRUE STATEMENT OF SAID PROCEEDINGS.

RESPONSE TO COMMENTS MADE AT THE PUBLIC HEARING HELD IN SAN BERNARDINO MARCH 20, 1985

No. 1: Please refer to the response to comment No. 1 from Mary Hartman of the San Bernardino County Airport Land Use Commission on page 81.

No. 2: This action by the ANG 146th TAW only involves C-130 aircraft.

No. 3: The addition of 332 full-time employees would have only a minor effect on the conclusions and recommendations of a major urban area planning study or a regional transportation corridor study. Urban transportation planning is typically based upon weekday transportation demand, while the most significant transportation impacts of the ANG Base occur on weekends.

NATIONAL GUARD BUREAU

CALIFORNIA AIR NATIONAL GUARD PROPOSED RELOCATION OF 146TH TACTICAL AIRLIFT WING FROM VAN NUYS AIRPORT TO PROPOSED NEW BASE AT POINT MUGU PUBLIC HEARING

REPORTER'S TRANSCRIPT

PUBLIC HEARING

KNIGHTS OF COLUMBUS HALL

39110 TENTH STREET EAST

PALMDALE, CALIFORNIA

REPORTED BY: LORI K. WOLFE
CSR NO. 5704

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I N D E X

SPEAKERS:	PAGE
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CAPTAIN CRUMRINE	5
MS. SYLVIA SALENIUS	7

PALMDALE, CALIFORNIA

THURSDAY, MARCH 21, 1985

7:00 P.M.

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COL. CASARI: GOOD EVENING LADIES AND GENTLEMEN. WELCOME TO THIS THE FOURTH SCHEDULED PUBLIC HEARING ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT ON THE PROPOSED RELOCATION OF THE 146TH TACTICAL AIRLIFT WING FROM VAN NUYS, CALIFORNIA, AIRPORT TO A PROPOSED NEW BASE ADJACENT TO THE EXISTING NAVAL FACILITIES AT POINT MUGU, CALIFORNIA. PALMDALE WAS CONSIDERED A POSSIBLE ALTERNATE SITE AND I WILL JUST REFER TO THIS AS THE RELOCATION PROPOSAL FOR EASIER REFERENCE HERE.

I AM COL. GUIDO CASARI, AND I AM AN ACTIVE DUTY AIR FORCE TRIAL JUDGE CURRENTLY STATIONED AT TRAVIS AIR FORCE BASE, CALIFORNIA, AND I AM SITTING AS A TRIAL JUDGE AT TRAVIS TRAVELING CIRCUITS.

I DO NOT HAVE ANY RELATIONSHIP WITH THE AIR FORCE OR ANY OTHER ASPECT OF THE GUARD. NOW, MY SOLE FUNCTION HERE REALLY IS TO CONDUCT THE HEARING, MAINTAIN A FAIR AND ORDERLY PROCEEDING AND INSURE THE TIME LIMITS ARE FOLLOWED, BUT I DON'T THINK WE WILL HAVE ANY PROBLEM WITH TIME THIS EVENING.

I HAVE NOT BEEN INVOLVED IN THE DEVELOPMENT OF THE RELOCATION PROPOSAL OR THE DRAFT ENVIRONMENTAL IMPACT STATEMENT ON THE PROPOSAL AND I WILL NOT BE MAKING ANY RECOMMENDATIONS OR DECISIONS CONCERNING THE PROPOSAL.

ON THE AGENDA THIS EVENING IS A BRIEF INTRODUCTION TO THE RELOCATION PROPOSAL. CAPTAIN LLOYD CRUMRINE FROM THE 146TH TACTICAL AIRLIFT WING OF THE CALIFORNIA AIR NATIONAL GUARD WILL GIVE YOU AN OVERVIEW OF THE PROPOSAL AND MS. SYLVIA SALENIUS OF PRC ENGINEERING WILL GIVE A SHORT SUMMARY OF THE ENVIRONMENTAL EFFECTS OF RELOCATIONG THE 146TH TO THE POINT MUGU SITE AND WILL EXPRESS COMMENTS TO THE ALTERNATE PALMDALE SITE AS WELL.

FOLLOWING THIS PRESENTATION WE WILL ASK YOU TO PROVIDE YOUR COMMENTS UPON THE ADEQUACY OF THE DRAFT ENVIRONMENTAL IMPACT STATEMENT WHICH HAS BEEN PREPARED TO DESCRIBE THE IMPACTS OF THE RELOCATION PROPOSAL. TO THOSE OF YOU WHO WISH TO SPEAK AND FILLED OUT A CARD PRIOR TO THE MEETING, YOU WILL BE GIVEN THAT OPPORTUNITY. IF YOU WISH TO DO SO AND HAVE NOT YET FILLED OUT A CARD, SIMPLY RAISE YOUR HAND AND WE WILL HAVE A CARD PROVIDED TO YOU. I HAVE ONE CARD SO FAR.

PLEASE NOTE THAT ON THE SPEAKER CARDS IF YOU SHOULD CHOOSE NOT TO SPEAK, THERE IS ON THE REVERSE A PLACE FOR ANY WRITTEN COMMENTS YOU MIGHT WISH TO SUBMIT. QUITE ASIDE FROM THAT, YOU MAY SEND YOUR WRITTEN COMMENTS WHICH I WILL PROVIDE YOU WITH AN ADDRESS, AND YOU MIGHT SEND THOSE COMMENTS OR CAN SEND THEM AND THAT IS TO MASTER SERGEANT RILEY BLACK, R-I-L-E-Y B-L-A-C-K, DEPARTMENT OF THE AIR FORCE, 146TH TACTICAL AIRLIFT WING, 8030 BALBOA BOULEVARD, VAN NUYS, CALIFORNIA 91409-1195. YOU HAVE UNTIL THE 15TH OF APRIL TO GET YOUR WRITTEN COMMENTS IN. THAT DATE ALSO MARKS THE CLOSING OF THE PUBLIC COMMENTS ON THE DRAFT

1 ENVIRONMENTAL IMPACT STATEMENT.

2 NOW, FINALLY, WELL, I MIGHT NOTE TO YOU ALSO
3 THAT ANY COMMENT OR STATEMENT MADE ON THE ADEQUACY OF THE
4 DRAFT ENVIRONMENTAL IMPACT STATEMENT DURING THE HEARING OR
5 ANY RELATED QUESTIONS ASKED WILL BE CONSIDERED AND
6 ADDRESSED IN THE FINAL ENVIRONMENTAL IMPACT STATEMENT,
7 EVEN IF YOUR QUESTIONS OR OBSERVATIONS CANNOT BE OR ARE NOT
8 RESPONDED TO HERE TONIGHT.

9 NOW, FINALLY, I WANT TO POINT OUT THAT THE
10 MEETING IS NOT DESIGNED AS A DEBATE ON THE MERITS OF THE
11 PROPOSAL, RATHER IT IS DESIGNED SIMPLY TO OBTAIN YOUR VIEWS
12 ON WHETHER OR NOT THE DRAFT ENVIRONMENTAL IMPACT STATEMENT
13 FAIRLY AND ADEQUATELY ADDRESSES AND DISCLOSES THE POTENTIAL
14 ENVIRONMENTAL IMPACTS OF THE PROPOSED RELOCATION AND ITS
15 ALTERNATIVES. I DON'T MEAN BY SAYING THAT TO WISH TO LIMIT
16 YOU ON WHAT YOU WISH TO COMMENT UPON.

17 AT THIS TIME I WILL ASK CAPTAIN CRUMRINE TO
18 BEGIN THE MEETING, PLEASE, WITH HIS PRESENTATION.

19 CAPTAIN CRUMRINE: THANK YOU COL. CASARI.
20 MY NAME IS CAPTAIN CRUMRINE. I AM ASSIGNED TO THE 146TH
21 TACTICAL AIRLIFT WING NOW BASED AT VAN NUYS AIRPORT. I
22 WOULD LIKE TO PROVIDE INFORMATION ON WHY THE 146TH NEEDS TO
23 RELOCATE AND PROVIDE SOME BACKGROUND ON THE SELECTION OF
24 POINT MUGU AS THE PREFERRED SITE.

25 THE 146TH TACTICAL AIRLIFT WING NEEDS TO BE
26 RELOCATED FOR REASONS OF SAFETY, LAND CONSTRAINTS AND
27 CONCERNS ASSOCIATED WITH THE EXISTING SITE LEASE.

28 EXISTING SAFETY PROBLEMS ARE THE RESULT OF

1 THE HEAVY GENERAL AVIATION ACTIVITY AT VAN NUYS AIRPORT,
2 THE FOURTH BUSIEST GENERAL AVIATION AIRPORT IN THE UNITED
3 STATES. THE INCREASING POTENTIAL FOR MIDAIR COLLISIONS,
4 PROHIBITIONS ON CERTAIN TYPES OF TRAINING ACTIVITIES AND
5 DELAYS IN DEPARTURES ARE ALL EXISTING PROBLEMS.
6 THE EXISTING BASE, COMPRISING ONLY 62 ACRES,
7 IS OF INSUFFICIENT SIZE TO PROVIDE ADEQUATE SPACE FOR
8 CURRENT REQUIREMENTS. THIS SITE IS FURTHER LIMIITED BY ITS
9 CONFIGURATION INCLUDING A FLOOD CONTROL CHANNEL BISECTS
10 THE SITE, SPLIT AIRCRAFT PARKING AND MAINTENANCE AREAS.
11 THERE IS ALSO A LACK OF CONTROLLED SEPARATION BETWEEN
12 CIVILIAN AND MILITARY AIRCRAFT PARKED ON THE OUTER APRON.
13 THE CURRENT SITE IS TOO SMALL TO PROVIDE SUFFICIENT VEHICLE
14 PARKING. IT HAS INSUFFICIENT SPACE FOR UPGRADING CURRENT
15 INADEQUATE FACILITIES. CHANGES IN OPERATIONS ARE ALSO
16 NECESSITATED DUE TO THE ADJACENT INDUSTRIAL ENCROACHMENT.
17 IN ADDITION, THE CURRENT LEASE FOR THE AIR
18 NATIONAL GUARD BASE AT VAN NUYS AIRPORT EXPIRES ON JUNE 30,
19 1985. ATTEMPTS BY THE U.S. AIR FORCE TO EXTEND THE LEASE
20 UNDER ITS CURRENT TERMS HAS NOT BEEN SUCCESSFUL. ONLY A
21 SHORT-TERM EXTENSION WOULD BE ANTICIPATED AT SUBSTANTIALLY
22 INCREASED LEASE COSTS. FOLLOWING EXPIRATION OF THE
23 EXTENSION, THE PROPERTY WOULD BE VACATED IN FAVOR OF THE
24 CITY OF LOS ANGELES. CONDEMNATION OF THE SITE WAS EVALUATED
25 BUT WAS NOT CONSIDERED TO BE A VIABLE LONG-RANGE SOLUTION
26 DUE TO THE EXTREMELY HIGH LAND VALUE AND THE NECESSITY,
27 BY LAW, FOR THE GOVERNMENT TO PAY FAIR MARKET VALUE FOR THE
28 SITE.

1 GIVEN THE NEED TO RELOCATE, THE AIR FORCE
2 STUDY TEAM EVALUATED SOME 11 INITIAL CANDIDATE SITES IN THE
3 SOUTHERN CALIFORNIA REGION, EIGHT OF THESE SITES WERE
4 ELIMINATED BASED UPON CRITERIA WHICH INCLUDED COMPATIBILITY
5 WITH MISSION REQUIREMENTS, COST CONSIDERATIONS, UNIT
6 INTEGRITY AND RECRUITING, SAFETY, SECURITY AND ENVIRONMENTAL
7 FACTORS. THE THREE SITES REMAINING AFTER THIS ANALYSIS
8 WERE EVALUATED IN THE DRAFT ENVIRONMENTAL IMPACT STATEMENT
9 UNDER DISCUSSION THIS EVENING. THEY WERE NORTON AIR FORCE
10 BASE, AIR FORCE PLANT 42 AT PALMDALE AND NAS POINT MUGU.
11 AMONG THESE, THE POINT MUGU SITE WAS SELECTED AS THE
12 PREFERRED LOCATION PRIMARILY BASED UPON ITS OVERALL
13 SUPERIORITY FOR MAINTAINING UNIT INTEGRITY AND ITS STRONG
14 RECRUITING BASE.
15 MS. SYLVIA SALENIUS OF PRC ENGINEERING WILL
16 NOW PROVIDE A SHORT SUMMARY OF THE ENVIRONMENTAL EFFECTS
17 OF RELOCATING THE 146TH TO THE POINT MUGU SITE.
18 MS. SALENIUS: THANK YOU CAPTAIN CRUMRINE.
19 MY NAME IS SYLVIA SALENIUS. I AM AN ASSOCIATE VICE
20 PRESIDENT AND DIRECTOR OF ENVIRONMENTAL STUDIES FOR PRC
21 ENGINEERING. AS COL. CASARI MENTIONED, TONIGHT'S HEARING
22 IS BEING HELD WITH THE EXPRESS PURPOSE OF LEARNING YOUR
23 OPINIONS ON THE ADEQUACY OF THE DRAFT ENVIRONMENTAL IMPACT
24 STATEMENT WHICH HAS BEEN IN CIRCULATION FOR THE PAST SEVERAL
25 WEEKS. AS YOU MAY ALREADY KNOW, ENVIRONMENTAL IMPACT
26 STATEMENTS ARE REQUIRED BY LAW TO PUBLICLY DISCLOSE THE
27 ENVIRONMENTAL CONSEQUENCES OF IMPLEMENTING DISIRED ACTIONS
28 OR THEIR ALTERNATIVES. THE SUBJECT DRAFT ENVIRONMENTAL

1 IMPACT STATEMENT PREPARED FOR THE RELOCATION OF THE 146TH
2 TATICAL AIRLIFT WING THEREFORE INDICATES THE EFFECTS OF
3 MOVING THE 146TH TO ANY ONE OF THE THREE SITES, AS WELL AS
4 THE EFFECT OF DOING NOTHING AT ALL.
5 BECAUSE THE PREFERRED OPTION IS TO RELOCATE
6 THE UNIT TO POINT MUGU, MOST OF THE REMARKS I AM GOING TO
7 BE MAKING WILL BE REFERENCING THAT SITE.
8 HOWEVER, I WOULD LIKE TO GIVE YOU A LITTLE
9 BIT OF BACKGROUND AS TO WHY THE PALMDALE SITE WAS NOT
10 CHOSEN. IT WAS NOT SELECTED BECAUSE IT WOULD ADVERSELY
11 AFFECT UNIT INTEGRITY AND ALSO BECAUSE THERE WAS CONCERN
12 ABOUT THE POTENTIAL DEVELOPMENT OF THE PALMDALE INTERNATIONAL
13 AIRPORT.
14 WITH RESPECT TO UNIT INTEGRITY, 20 PERCENT
15 OF THE FULL-TIME AND 30 PERCENT OF THE PART-TIME PERSONNEL
16 CURRENTLY IN THE UNIT INDICATED THAT THEY WOULD LEAVE IT
17 WITH A PALMDALE SELECTION. WITH A POINT MUGU SELECTION AS
18 THE RELOCATION SITE, ONLY 15 PERCENT OF THE FULL-TIME AND
19 22 PERCENT OF THE PART-TIME PERSONNEL WOULD LEAVE.
20 THE POSSIBILITY OF DEVELOPMENT OF PALMDALE
21 INTERNATIONAL AIRPORT IS OF GREAT CONCERN. POTENTIAL
22 FOR CONFLICT WITH PIA WOULD RESULT IN SUBSTANTIAL
23 RESTRICTION OF MILITARY FLIGHT OPERATIONS IN THE ANTELOPE
24 VALLEY.
25 IN ADDITION, DUE TO THE INTERVENING MOUNTAINS.
26 RECRUITING BASE WITHIN A 50-MILE DRIVING
27 DISTANCE OF THE PALMDALE SITE IS THE SMALLEST AMONG THE
28 THREE ALTERNATIVES. IN 1988 THERE WOULD BE SOME 275,000

1 PEOPLE WITHIN THE RECRUITING AREA WHILE AT THE POINT MUGU
2 SITE THERE WOULD BE SOME 1.2 MILLION.
3 WITH RESPECT TO POINT MUGU, THE SIGNIFICANT
4 EFFECTS INCLUDING BENEFITS TO THE LOCAL ECONOMY IN THE
5 OXNARD PLAIN WHICH WOULD BE ASSOCIATED WITH AN INCREASE IN
6 LOCAL EMPLOYMENT, MAJOR OR SHORT-TERM CONSTRUCTION
7 ACTIVITY, MINOR LONG-TERM CONSTRUCTION ACTIVITY AND
8 INCREASED LOCAL EXPENDITURES BY AIR NATIONAL GUARD
9 PERSONNEL.
10 THE SECOND MAJOR EFFECT WOULD BE AGRICULTURAL
11 DISPLACEMENT OF 239 HIGHLY PRODUCTIVE ACRES OF AGRICULTURAL
12 LAND. THIS ACTION IS RECOGNIZED AS BEING CONTRARY TO THE
13 INTENT OF THE COUNTY GENERAL PLAN TO PRESERVE SUCH USES IN
14 THE OXNARD PLAIN.
15 DEPENDING UPON THE CONFIGURATION OF FINAL
16 PLANS, THERE MAY BE A POSSIBLE DISTURBANCE TO A SMALL AREA
17 OF DEGRADED HYPOSALINE MARSH. HOWEVER, THIS IMPACT WOULD
18 BE OFFSET BY CREATION OR ENHANCEMENT OF SUITABLE HABITAT AT
19 A RATIO NEGOTIATED WITH THE U.S. FISH AND WILDLIFE SERVICE.
20 THE OTHER SIGNIFICANT IMPACT AT POINT MUGU
21 WOULD BE THE GENERATION OF NEW AIR POLLUTANT EMISSIONS WHICH
22 WERE NOT INCLUDED IN VENTURA COUNTY'S AIR QUALITY
23 MANAGEMENT PLAN, THE OXNARD AIR BASIN, WHICH INCLUDES THE
24 PROJECT SITE, IS A NON-ATTAINMENT AREA FOR OZONE. THE
25 ESTIMATED 33.3 TONS PER YEAR OF RHC AND 15.9 TONS PER YEAR
26 OF NO_X WILL BE ADDED TO EXISTING EMISSIONS.
27 OTHER AREAS OF POTENTIAL ENVIRONMENTAL CONCERN
28 WERE RAISED BY CITIZENS DURING THE FOUR PUBLIC SCOPING

1 MEETINGS HELD LAST AUGUST. THE FOREMOST OF THESE CONCERNS
2 WAS THE POTENTIAL FOR INCREASED NOISE AND FREQUENCY OF
3 AIRCRAFT OVERFLIGHTS.
4 FOR ALL THESE SITES, PRC ENGINEERING
5 EVALUATED THE NOISE ISSUE FROM THREE DIFFERENT PERSPECTIVES.
6 ONE APPROACH, A COMPUTER MODEL USED BY THE FEDERAL AVIATION
7 ADMINISTRATION CALLED THE AREA EQUIVALENT METHOD, WAS
8 EMPLOYED TO DETERMINE WHETHER OR NOT A SIGNIFICANT INCREASE
9 IN THE CUMULATIVE NOISE EXPOSURE WOULD RESULT FROM 12 DAILY
10 ADDITIONAL TAKEOFFS OF THE ANG'S C-130 TURBO PROP AIRCRAFT.
11 HOWEVER, BECAUSE THE C-130'S ARE SO MUCH QUIETER THAN THE
12 DOMINANT AIRCRAFT USING NAS POINT MUGU, THE ANALYSIS
13 DEMONSTRATED THAT NO SIGNIFICANT NOISE IMPACT WOULD OCCUR.
14 DAY-NIGHT AVERAGE NOISE LEVELS WERE ALSO
15 MODELED FOR THE NOISE-SENSITIVE LEISURE VILLAGE COMMUNITY.
16 THE RESULT OF THIS ANALYSIS INDICATED THAT THE ADDED ANG
17 AIRCRAFT OPERATIONS WOULD INCREASE DAY-NIGHT NOISE LEVELS
18 FROM 53.2 DECIBELS TO 53.3 DECIBELS, ONLY .1 PERCENT
19 DECIBELS. THIS WOULD NOT BE A SIGNIFICANT CHANGE.
20 THE THIRD ANALYSIS WAS A REVIEW OF SINGLE-
21 EVENT NOISE LEVELS AND THAT WAS ALSO UNDERTAKEN.
22 AGAIN, THE C-130 AIRCRAFT WAS SHOWN TO BE
23 SIGNIFICANTLY QUIETER THAN THE DOMINANT AIRCRAFT NOW AT
24 NAS POINT MUGU. MAXIMUM NOISE LEVELS FOR THE C-130, FOR
25 EXAMPLE, AT LEISURE VILLAGE WERE 63.3 DECIBELS WHILE THE
26 MAXIMUM NOISE LEVEL FOR A SIMILAR OVERFLIGHT OF AN F-4 WOULD
27 BE MUCH LOUDER, 76.6 DECIBELS.
28 BECAUSE THE BASE WOULD BE OCCUPIED BY ONLY

1 300 FULL-TIME PERSONNEL ON WEEKDAYS, TRAFFIC CONGESTION AT
2 HUENEME ROAD AND LAS POSAS ROAD WOULD BE LIMITED TO SHORT
3 PERIODS ON ONE WEEKEND PER MONTH DURING FULL OPERATIONS.
4 THIS IMPACT WAS NOT CONSIDERED TO BE SIGNIFICANT.
5 THE POINT MUGU SITE INVOLVES MINIMAL AIRSPACE
6 CONFLICTS AND POSES NO SECURITY PROBLEMS. IT POSES NO
7 SIGNIFICANT, UNMITIGABLE FLOOD HAZARDS AND WOULD LEAD TO A
8 BENEFICIAN REDUCTION IN GROUNDWATER PUMPING. PUBLIC SERVICES
9 AND UTILITIES IN THE AREA HAVE INDICATED THAT THE PROPOSED
10 BASE CAN BE SERVICED WITH NO SIGNIFICANT PROBLEMS.
11 THERE WERE A COUPLE OF OTHER ITEMS THAT WE
12 DID LOOK AT. ONE OF THEM WAS THE POTENTIAL FOR HISTORIC
13 AND CULTURAL RESOURCES ON THE SITE AND NO HISTORIC RESOURCES
14 WERE DETERMINED TO EXIST THERE.
15 I THINK I WOULD LIKE TO TURN THE MEETING BACK
16 TO COL. CASARI WHO WILL THEN BE CALLING THOSE WHO WISH TO
17 SPEAK.
18 COL. CASARI: BEFORE I DO THAT, LET ME NOTE
19 FOR THOSE WHO CAME IN AFTER THE INTRODUCTION THAT I HAVE
20 NO ASSOCIATION WITH THE AIR NATIONAL GUARD AND I AM HERE
21 MERELY TO MONITOR THE MEETING. FURTHER, FOR THOSE WHO MAY
22 NOT KNOW IT WHO CAME IN AFTER THE BRIEFING, IF ANYBODY
23 WISHES TO SPEAK AND IS NOT REGISTERED TO DO SO, SIMPLY
24 RAISE YOUR HAND AND WE WILL PROVIDE A CARD TO YOU. I ALSO
25 DID NOT ANNOUNCE THAT BECAUSE I HAD ONE CARD, THAT I WILL
26 NOW CALL SPEAKERS IN THE ORDER IN WHICH I HAVE RECEIVED THE
27 CARDS.
28 I AM PRIVILEGED TO NOTE THE PRESENCE OF

MAYOR BARBARA LITTLE OF THE CITY OF LANCASTER AND MS. LYNN HARRISON OF THE CITY COUNCIL OF LANCASTER. I HOPE I HAVE THAT CORRECT, AND I WOULD ALSO NOTE THAT MAYOR TED BOWAN OF CAMARRILO HAS TRAVELED HERE THIS EVENING.

MR. MARK S. SAMSKAR. YOU MAY SPEAK THERE OR WHEREVER YOU ARE COMFORTABLE, SIR.

MR. SAMSKAR: OKAY. MY NAME IS MARK SAMSKAR. I AM A MEMBER OF THE 146TH TAW, ALSO, AND I WANTED TO PRESENT A COUPLE OF FACTS HERE. THEY ARE PROPOSING MOVING OUT TO POINT MUGU AND I FEEL THAT THAT IS ECONOMICALLY UNFEASIBLE BECAUSE OUR FEELING IS WE SHOULD STAY OUT PALMDALE OUT HERE. THE COST OF FLYING FROM POINT MUGU UP TO PALMDALE HERE, I HAVE DONE SOME CALCULATIONS HERE AND WE FLY AN AVERAGE OF 20 SORTIES PER WEEK AND IF YOU WANT TO TOTAL THAT OUT OVER THE COST OF ONE YEAR, YOU ARE TALKING SOMEWHERE BETWEEN 30 AND $40 MILLION A YEAR, FIGURING THE COST OF $3,000 PER YEAR TO FLY THE AIRCRAFT.

1.

NOW, THIS IS JUST FLYING FROM POINT MUGU UP TO PALMDALE HERE. I FEEL THIS IS ECONOMICALLY UNFEASIBLE.

ALSO, THEY BROUGHT UP THE FACT OF SAFETY. WE DO HAVE A BAD SAFETY PROBLEM DOWN IN VAN NUYS AND WE DO NEED TO GET OUT OF THERE AND AS FAR AS WHEN WE GO OUT TO POINT MUGU, THEY HAVE A VERY BAD SAFETY PROBLEM OUT THERE, ALSO, DUE TO THE FACT THAT THEIR WEATHER CONDITIONS ARE VERY TERRIBLE. THEY HAVE VERY EARLY MORNING FOG AND MANY TIMES THE BASE WILL BE SHUT DOWN THERE MAYBE UNTIL NOON, 1:00, 2:00 OR 3:00 O'CLOCK.

2.

PALMDALE HERE, ON THE OTHER HAND, HAS

2. VIRTUALLY 365 DAYS PER YEAR OF PERFECT FLYING WEATHER. I THINK SAFETY IS A BIG FACTOR WE SHOULD TAKE INTO CONSIDERATION.

3. ANOTHER FACT, THE PEOPLE OUT IN OXNARD IN THAT AREA ARE NOT WILLING TO HAVE US COME OUT THERE VERSUS THE PEOPLE OUT IN PALMDALE HERE WHO ARE MORE THAN HAPPY TO HAVE US COME OUT HERE AND, I THINK THAT ALL YOU PEOPLE FROM PALMDALE, WE NEED TO PULL TOGETHER, BECAUSE THERE IS A BIG GROUP OF PEOPLE WHO WANT TO COME OUT TO PALMDALE OUT HERE AND THERE IS A LOT OF PEOPLE THAT DON'T WANT TO GO OUT TO POINT MUGU.

COL. CASARI: THANK YOU VERY MUCH, MR. SAMSKA.

MAY I CALL ON MAYOR BARBARA LITTLE OF THE CITY OF LANCASTER TO ADDRESS THE GROUP?

MS. LITTLE: WE ARE VERY INTERESTED IN HAVING THE 146TH WING UP HERE IN THE ANTELOPE VALLEY AREA. I HAVE A PREPARED STATEMENT.

DUE TO THE DETERIORATING CONDITIONS AT VAN NUYS AIRPORT, THE 146TH ACTICAL AIRLIFT WING OF THE AIR NATIONAL GUARD IS CONSIDERING RELOCATION SITES. THREE SITES ARE UNDER CONSIDERATION. THEY ARE THE NAVAL AIR STATION AT POINT MUGU IN OXNARD, NORTON AIR FORCE BASE NEAR SAN BERNARDINO AND AIR FORCE PLANT 42 IN PALMDALE.

PRESENTED HERE IS THE EVIDENCE THAT AIR FORCE PLANT 42 IN PALMDALE AND THE ANTELOPE VALLEY IN GENERAL IS THE IDEAL SITE FOR THE AIR NATIONAL GUARD'S RELOCATION.

SINCE THE 1940'S, THE ANTELOPE VALLEY HAS BEEN RECOGNIZED FOR ITS IDEAL FLIGHT WEATHER CONDITIONS. THIS, COUPLED WITH THE FACT THAT PLANT 42 IS LARGELY

SURROUNDED BY OPEN SPACE PROVIDES A SUPERIOR ENVIRONMENT FOR FLIGHT OPERATIONS.

ADDITIONALLY, OF THE THREE SITE ALTERNATIVES, PALMDALE PLANT 42 HAS THE LEAST NUMBER OF AIRPORT OPERATIONS WITHIN A 15-MILE RADIUS OF THE PROPOSED AIR NATIONAL GUARD'S RELOCATION SITE. COMPARED TO POINT MUGU, FOR EXAMPLE, THERE ARE MORE THAN 140,000 FEWER AIR OPERATIONS ANNUALLY WITHIN THAT 15-MILE RADIUS AREA. SPECIFICALLY, AIR OPERATIONS AT PLANT 42 ALSO EXHIBIT THE LEAST NUMBER OF AIR OPERATIONS WHICH WOULD CONFLICT WITH GUARD ACTIVITIES COMPARED TO POINT MUGU, THERE ARE OVER 26,000 FEWER ANNUAL AIR OPERATIONS AT PALMDALE PLANT 42.

WITHOUT A DOUBT, THESE FACTS POINT TO THE SUPERIOR LOCALE THAT AIR FORCE PLANT 42 HAS TO OFFER.

THE PALMDALE SITE IS A GOOD NEIGHBOR FOR THE CITY OF PALMDALE AS ITS EXISTENCE IS COMPATIBLE WITH THE CITY OF PALMDALE. IT IS COMPATIBLE WITH THE CITY OF PALMDALE'S GENERAL PLAN. THIS IS NOT THE CASE WITH THE POINT MUGU SITE AS THE GUARD'S USE AT THAT LOCATION IS NOT CONSISTENT WITH EITHER THE CITY OF OXNARD OR VENTURA COUNTY GENERAL PLANS.

THIS INCOMPATIBILITY MAY OPEN UP YEARS OF LEGAL CHALLENGING, THUS JEOPARDIZING ANY FACILITY.

4. FINALLY, FROM THE PERSONNEL STANDPOINT, PALMDALE, LANCASTER AND THE ANTELOPE VALLEY IN GENERAL OFFER QUALITY, AFFORDABLE AND ABUNDANT HOUSING OPPORTUNITIES. RECENT SALE PRICES FOR A THREE-BEDROOM HOME RANGE BETWEEN $77,000 AND $82,500 IN THE PALMDALE/LANCASTER AREA. RENTS

RANGED FROM $275 TO $400 A MONTH. THIS IS COMPARED TO A TYPICAL THREE-BEDROOM HOME SALES PRICE BETWEEN $106,000 AND $142,000 IN THE OXNARD AREA, POINTS TO A DEFINITE PLUS FOR THE AIR NATIONAL GUARD PERSONNEL RESIDING IN THE ANTELOPE VALLEY.

WITH ALL OF THESE FACTS TAKEN INTO CONSIDERATION, AIR FORCE PLANT 42, PALMDALE AND THE ANTELOPE VALLEY STAND ALONE AS THE IDEAL TOTAL ENVIRONMENT FOR THE NEW HOME OF THE 146TH TACTICAL AIRLIFT WING OF THE AIR NATIONAL GUARD.

IN ADDITION TO THESE WRITTEN COMMENTS WHILE I WAS RUNNING AROUND THE KITCHEN AND GETTING DINNER AND THINKING ABOUT THE HEARING TONIGHT, I THOUGHT ABOUT LAND ACQUISITION COSTS. LAND ACQUISITION COSTS HEAR IN THE ANTELOPE VALLEY ARE GOING TO BE IN OUR OPINION, MUCH CHEAPER THAN THE COST OF VALUABLE AGRICULTURAL LAND IN THE VENTURA AREA.

TRAVEL TIME FOR AIR GUARD PERSONNEL AND FOR THEIR HOMES IN SAN FERNANDO VALLEY TO POINT MUGU OR PALMDALE IS REPRESENTED TO BE ALMOST EQUADISTANCE IN TERMS OF MILES.

HOWEVER, TRYING TO LEAVE SAN FERNANDO VALLEY AND NEGOTIATE THAT HEAVY TRAFFIC OUT TO POINT MUGU IS A LOT WORSE AND A LOT MORE STRESSFUL THAN IT IS JUMPING ON OUR BEAUTIFUL ANTELOPE VALLEY FREEWAY AND WHIPPING UP TO THE HIGH DESERT AREA WHERE YOU ARE MORE THAN WELCOME.

SO, TRAVEL TIME IS GOING TO HAVE -- DON'T LAUGH, YOU GUYS, I AM SERIOUS. TRAVEL TIME ISN'T A POINT.

RECRUITING HAS BEEN EXPRESSED AS A PROBLEM

7.

BECAUSE YOU HAVE A VAST RECRUITING AREA DOWN THERE OF MILLIONS OF PEOPLE. UP HERE YOU MAY HAVE FEWER PEOPLE, BUT I AM TELLING YOU YOU HAVE PEOPLE WHO HAVE BEEN RAISED WITH A MILITARY UNIFORM AND WITH PRIDE IN THEIR COUNTRY AND THEY ARE GOING TO BE JUMPING INTO YOUR AIR NATIONAL GUARD PROBABLY FASTER THAN YOU CAN HANDLE THEM.

THE COMMUNITY ATTITUDE UP HERE, IT IS IMPORTANT FOR THE ONGOING OPERATION THAT THE COMMUNITY ATTITUDE WELCOMES YOUR PEOPLE. THEY ARE NOT GOING TO BE TURNED DOWN BECAUSE THEY ARE WEARING THE UNIFORM OF THEIR COUNTRY OR DOING SERVICE. WE ARE USED TO THE UNIFORM AND WE LIKE IT UP HERE AND YOUR FOLKS WILL BE MORE THAN WELCOME.

THE LOCAL GOVERNMENT, I AM SPEAKING FOR OUR CITY OF LANCASTER GOVERNMENT, BUT I AM SURE THAT THE CITY OF PALMDALE AND COUNTIES WOULD MORE THAN WELCOME THIS GROUP AND BE VERY SUPPORTIVE TO ALL OF THE FOLKS WHO MIGHT LIKE TO BE SO INVOLVED. THE BUSINESS AND SOCIAL COOPERATION IN THIS AREA IS GOING TO MAKE YOUR FOLKS FEEL LIKE "WHAT IN THE WORLD WERE THEY DOING IN VAN NUYS ALL THESE YEARS ANYWAY?"

ANOTHER POINT THAT IS FIGURING TO BE VERY IMPORTANT IN THE LONG HAUL IS THAT BY RELOCATING YOUR 239-ACRE SITE UP HERE IN THE ANTELOPE VALLEY WHERE WE ARE WILLING, READY AND ABLE TO WELCOME YOU, IT IS DOABLE AND IT IS DOABLE NOW. IT IS DOABLE QUICKLY IN A VERY SHORT TIME AT PLANT 42 AS OPPOSED TO THE ONGOING CHALLENGES AND VERY POSSIBLE CONTROVERSIES AND, YOU KNOW -- LITIGATION THAT YOU MAY FIND OVER IN THE POINT MUGU AREA. THIS IS GOING TO

TRANSLATE DIRECTLY INTO A COST BENEFIT TO THE AIR NATIONAL GUARD AND TO THE TAXPAYERS.

SO, WITH THAT, I REST MY CASE.

MR. BOWAN: WHAT ABOUT THE IN-PLACE FACILITY WHERE THE OTHER HAS TO BE BUILT IN CAMARILLO?

MS. LITTLE: I HAVE AS ASCERTAINED FROM THE CHIEF OF AIR FORCE 42, IT IS ALL COMPATIBLE. AS I UNDERSTAND IT FROM READING THE ENVIRONMENTAL IMPACT REPORT, THE ACQUISITION OF 239 ACRES WILL BE NECESSARY.

8.

MR. BOWAN: I AM TALKING ABOUT THE BUILDING ITSELF. WE HEARD THERE IS ALREADY ONE IN PLACE.

MS. LITTLE: THERE IS ONE ALREADY IN PLACE. I DON'T THINK SO. I THINK THEY ARE GOING TO HAVE TO ACQUIRE THE LAND AND BUILD A BUILDING HERE, BUT WE DO IT CHEAPER AND BETTER.

COL. CASARI: I BELIEVE THE COMMENTS WERE FROM MR. BOWAN. THANK YOU VERY MUCH.

MR. RONALD RAGAN. IT HAS A FAMILIAR RING TO IT, SIR.

MR. RAGAN: I HAVE SOME QUESTIONS I WOULD LIKE TO ASK. I WORK FOR THE 146TH, AND THAT'S PROBABLY WHERE YOU HEARD MY NAME. I WORKED THERE FOR ABOUT FIVE YEARS AS A TECHNICIAN AND A LOT OF PEOPLE IN THE 146TH WANT TO COME UP HERE. A LOT OF THE -- I THINK ONE OF THE REASONS A LOT OF THE PEOPLE WANT TO GO TO POINT MUGU IS A LOT OF THE OFFICERS IN 146TH LIVE IN THE OXNARD AREA AND THAT'S -- AMONG THE ENLISTED PEOPLE THAT'S CREATED A LOT OF PROBLEMS. I KNOW A LOT OF THE ENLISTED PEOPLE THAT WANT TO COME UP HERE

9.

9.

AND THE ARTICLE IN THE PAPER STATED THAT MOST OF THE PEOPLE LIVED IN THE SAN FERNANDO VALLEY, WHICH IS NOT ALL THAT TRUE. THERE IS QUITE A NUMBER OF YOUR TECHNICIANS THAT LIVE UP HERE.

10.

MY OPINION ABOUT SOMETHING HOW I AM NOT EMPLOYED THERE, BUT, THAT IS BESIDES THE POINT, MY OPINION IS THAT THE ANTELOPE VALLEY HAS NEVER BEEN GIVEN A FAIR SHAKE IN THE OPPORTUNITY TO GET THE GUARD UP HERE. I THINK IT HAS BEEN -- THIS IS STRICTLY MY OPINION -- I THINK THE MOVE TO POINT MUGU HAS BE A CUT AND DRIED PRESELECTED MOVE. I WAS TOLD OVER A YEAR AGO BEFORE THE ENVIRONMENTAL IMPACT STUDY CAME OUT THAT I WAS ALREADY TO BUY PROPERTY UP THERE. HOW CAN I GO BUY PROPERTY IN POINT MUGU IF THE ENVIRONMENTAL IMPACT STUDY IS NOT DONE YET AND THEY ARE TELLING ME TO GO BUY PROPERTY THERE AND THAT CAME FROM MY BOSS. THAT CAME RIGHT FROM MY IMMEDIATE SUPERVISOR. I WAS TOLD I COULD GO -- IT IS OKAY TO GO BUY PROPERTY AT POINT MUGU.

WELL, THE ENVIRONMENTAL IMPACT STUDY WASN'T EVEN OUT YET. THAT TELLS ME THAT IT IS CUT AND DRIED, BUT THEY WANT TO GO TO MUGU AND WE DON'T STAND ONE HELL OF A CHANCE OF GETTING IT UP HERE AT ALL AND I DON'T THINK THAT'S FAIR. THANK YOU.

COL. CASARI: THANK YOU, MR. RAGAN. I HAVE NO OTHER CARDS, BUT I AM PERFECTLY PREPARED TO RECOGNIZE ANYBODY FROM THE FLOOR WHO MIGHT WISH TO ADDRESS THE MEETING. DOES ANYBODY HAVE ANY COMMENTS?

MS. LITTLE: THERE WAS ONE SALIENT POINT THAT

1 I NEGLECTED TO PUT INTO MY STATEMENT AND THAT WAS, AS I
2 UNDERSTAND IT, THERE HAVE BEEN ONE OR TWO FLIGHTS A WEEK OF
3 THE AIR NATIONAL GUARD TRAINING MISSIONS FOR THE LAST 14
4 YEARS UP HERE. I AM ASKING A QUESTION.
5 CAPTAIN CRUMRINE: YES.
6 MS. LITTLE: FOR THE LAST 14 YEARS AND IT HAS
7 NO SIGNIFICANT IMPACT ON THIS AREA WHATSOEVER OR WE WOULD
8 HAVE HEARD ABOUT IT. SO, THAT EVEN DICTATES TO ME THAT IT
9 IS TOTALLY COMPATIBLE WITH OUR LIFESTYLE UP HERE, SO I DID
10 WANT TO INCLUDE THAT. THANK YOU.
11 COL. CASARI: THANK YOU. THE RESPONSES TO
12 MAYOR LITTLE'S QUESTION FOR THE RECORD WAS FROM
13 CAPTAIN CRUMRINE.
14 WERE THERE ANY OTHER COMMENTS OR QUESTIONS?
15 MS. RANDOLPH: MY NAME IS ANN RANDOLPH AND I
16 AM WITH THE ANTELOPE VALLEY PRESS HERE. I AM WONDERING,
17 FIRST OF ALL, IF THERE IS ANYONE IN AN OFFICIAL CAPACITY
18 FROM THE CITY OF PALMDALE WHO IS HERE SINCE THEY ARE
19 DIRECTLY -- THE CITY OF PALMDALE IS DIRECTLY AFFECTED BY
20 THAT? IS THERE ANYONE HERE REPRESENTING THE CITY?
21 HAVE YOU RECEIVED ANY CONTACT FROM PALMDALE
22 INDICATING HOW THEY FEEL ABOUT THE AIR NATIONAL GUARD COMING
23 OUT HERE?
24 MR. CLABEUSCH: THERE IS A LETTER THAT WAS
25 INCLUDED IN THE ENVIRONMENTAL IMPACT STATEMENT AND THEY
26 INDICATED A POSITIVE ATTITUDE TOWARDS US MOVING UP TO THE
27 PALMDALE AREA.
28 MS. RANDOLPH: HAS THAT BEEN THE EXTENT OF THE

CONTACT FROM THE AIR NATIONAL GUARD?

MS. SALENIUS: WE HAVE CONTACTED THEM TO GET INFORMATION ON THE GENERAL PLAN. WE SENT THEM COPIES OF THE NOTICES OF ALL GENERAL MEETINGS.

COL. CASARI: MR. BELL? I DON'T RECALL YOUR FIRST NAME.

MR. BELL: IN LIGHT OF WHAT THE LAST SPEAKER MENTIONED ABOUT THE OFFICER LIVING IN THE AREA OF CAMARILLO, WHAT CITY DO YOU LIVE IN?

CAPTAIN CRUMRINE: I LIVE IN MISSION OAKS.

MR. BELL: THAT'S CAMARILLO?

CAPTAIN CRUMRINE: THAT IS CORRECT, SIR.

MR. BELL: AND YOU, SIR, WHERE DO YOU LIVE?

CAPTAIN CLABUESCH: SIMI VALLEY.

MR. BELL: THAT'S NUMBER ONE. NUMBER TWO, I AM FROM CAMARILLO. WE HARDLY AGREE WITH YOUR FEELING. WE THINK THIS IS THE BEST PLACE FOR IT. CAMARILLO WOULD BE INUNDATED BY FLIGHTS. THERE IS A CAMARILLO AIRPORT. THERE IS ALSO THE POINT MUGU NAS AND THEY ARE THRUSTING UPON US THE AIR NATIONAL GUARD, CALIFORNIA AIR NATIONAL GUARD. WE DON'T FEEL IT IS RIGHT.

NUMBER THREE, AS THE MAYOR OF THE ~~COUNTY~~ CITY, THERE ARE FIVE MEN IN THE ~~COUNTY~~ CITY, FOUR OF THEM VOTED NO. THEY PREFER THAT THE AIR NATIONAL GUARD DOESN'T COME INTO CAMARILLO.

SO, WE ARE WITH YOU. IF THERE IS ANY WAY, ANYTHING WE CAN DO TO HELP YOU, WE WOULD BE GLAD TO. I AM SURE THE MAYOR WILL BACK ME UP.

COL. CASARI ~~CAPTAIN GRUMRINE~~: IS THERE ANYONE ELSE WHO WISHES TO COMMENT OR ASK SOME QUESTIONS?

WOULD YOU STATE YOUR NAME FOR THE RECORD, PLEASE?

MR. WARNER: I AM DAN WARNER. I AM A TECHNICIAN WITH THE AIR NATIONAL GUARD, WITH 146TH, SO I HAVE TO -- MY PERSONAL PREFERENCE, I WOULD HAVE TO ADMIT THAT WHEREVER THE GUARD GOES -- BUT, I DO LIVE IN LANCASTER AND IT IS MY INTENTION TO CONTINUE TO LIVE IN LANCASTER. I HAVE LIVED IN LANCASTER BEFORE I GOT IN THE AIR NATIONAL GUARD, AND I WAS A RESERVIST THEN.

I DRIVE 53 1/2 MILES EACH WAY TO WORK AND IT TAKES ME ABOUT 45 MINUTES, SO I WANTED TO SET THE RECORD STRAIGHT AS FAR AS THE TIME AND DISTANCE AND ALSO THE TRAFFIC. IT IS MUCH LESS TRAFFIC UNTIL YOU GET DOWN TO ROSCOE BOULEVARD IN THE NORTHRIDGE AREA THERE BECAUSE THAT IS WHERE I SLOW UP. FROM THERE IT TAKES ME TO GET A QUARTER OF A MILES, SOMETIMES. WHEREAS, THE REST OF THE DISTANCE IS ABOUT 40 MINUTES AND I AM AN OFFICER THERE, SO I WANTED TO SET THAT RECORD STRAIGHT, TOO. NOT ALL OF US LIVE IN THOUSAND OAKS OR SIMI VALLEY. THANK YOU.

COL. CASARI: THANK YOU. IS THERE ANYONE ELSE WHO CARES TO COMMENT OR QUESTION?

LADIES AND GENTLEMEN, I WISH TO THANK YOU VERY MUCH FOR YOUR ATTENDANCE. I APPRECIATE YOUR INTEREST IN THIS MATTER. I WILL ADJOURN THE MEETING WITH MY THANKS.

(THE HEARING WAS ADJOURNED AT 7:35 P.M.)

* * *

STATE OF CALIFORNIA)
) SS.
COUNTY OF LOS ANGELES)

REPORTER'S CERTIFICATE

I HEREBY CERTIFY THAT I WAS THE OFFICIAL REPORTER ON THIS MATTER; THAT I WAS ASSIGNED TO REPORT, AND DID CORRECTLY REPORT, THE TESTIMONY AND PROCEEDINGS CONTAINED HEREIN; THAT THE FOREGOING IS A TRUE AND CORRECT TRANSCRIPTION OF MY SAID NOTES, AND A FULL AND TRUE STATEMENT OF SAID PROCEEDINGS.

LORI K. WOLFE

RESPONSE TO COMMENTS MADE AT THE PUBLIC HEARING HELD IN PALMDALE ON MARCH 21, 1985

No. 1: Please refer to response to comment No. 6 from Don Thorn on page 211.

No. 2: Please refer to response to comments (Item No. 9) from Eugene R. Mancini, on page 177.

No. 3: The final EIS includes correspondence which documents both of these positions. The opposition to the Point Mugu site is limited to the areas of Camarillo, primarily the Leisure Village retirement community, and Mission Oaks, some eight miles from the Mugu site.

No. 4: See response to City of Lancaster comment No. 4 on page 113.

No. 5: Please refer to the discussion of land acquisition costs provided in the response to comment No. 2 by Councilman F.B. Esty of Camarillo on page 102.

No. 6: The time of travel and direction of travel for most of the ANG personnel destined for Palmdale or Point Mugu would allow them to commute in the opposite direction of the primary Los Angeles commuter pattern. Average freeway travel speeds to each site would therefore be similar.

No. 7: It is difficult for such subjective factors to be reliably incorporated into data pertaining to the availability of recruits in a given area. The concern in this case is that even a favorable bias towards the military in Palmdale might not be able to compensate for the area's lower population, nor for the anticipated loss of senior unit personnel as a result of their increased commuting distances.

No. 8: There is no existing building within Air Force Plant #42 which could accommodate the needs of the 146th TAW. As is the case at the other relocation sites, however, the runways are already in place. As noted in the Final EIS, since the Draft EIS was completed, a 550 acre (approximately) site has been made available by the Air Force. There are no buildings on this new site.

No. 9: According to data on place of residence shown in Table III-5 of the EIS, five percent of existing 146th TAW personnel live in the Antelope Valley.

No. 10: Personnel of the 146th TAW were instructed not to make any recommendations to their staff with respect to relocation of the unit. Investigations have not been successful in verifying whether or not the specific referenced remark was made.