



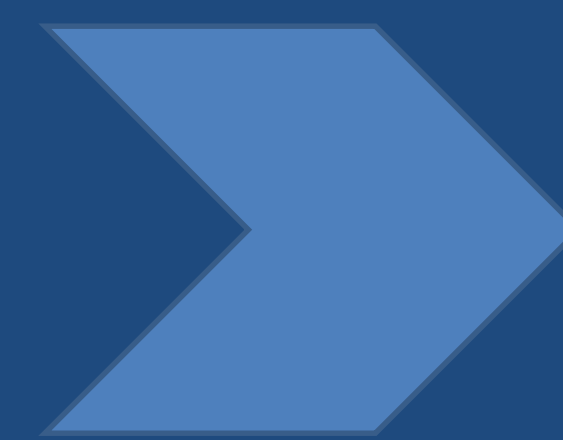
WELCOME

Open House Public Meeting for the

Transition from C-2A to CMV-22B Aircraft at
Naval Air Station North Island, CA and
Naval Station Norfolk, VA



C-2A



V-22

Please provide comments on the Draft Environmental Assessment



Project Overview

Proposed Action

Transition C-2A Greyhound to new Navy V-22 Osprey at existing West Coast and East Coast logistics support centers:

- Replace 27 aging C-2A aircraft with 38 Navy V-22 aircraft
- Establish a Navy V-22 training squadron for pilots and aircrew
- Establish a maintenance school for maintenance personnel
- Construct, renovate, and maintain facilities to accommodate Navy V-22 squadron aircraft and personnel
- Make adjustments to personnel levels (increases or decreases)
- Conduct Navy V-22 flight training operations

When

A 10-year period beginning in 2018 with facility renovations and personnel actions with the first aircraft deliveries in 2020

Navy V-22 Logistics Mission

- Delivery of cargo, mail, and passengers between shore installations and aircraft carriers at sea.
- Multi-mission capability to perform vertical and short take-offs and landings to remote locations and ships.

Purpose and Need

- Provide facilities and functions for the transition from aging C-2A to Navy V-22 aircraft to meet updated operational requirements
 - carries more weight a longer distance
 - requires more aircraft
- Older C-2A reaching the end of its service life
 - reduced availability
- Support the Navy’s defense requirements under Title 10 U.S.C. Section 5062

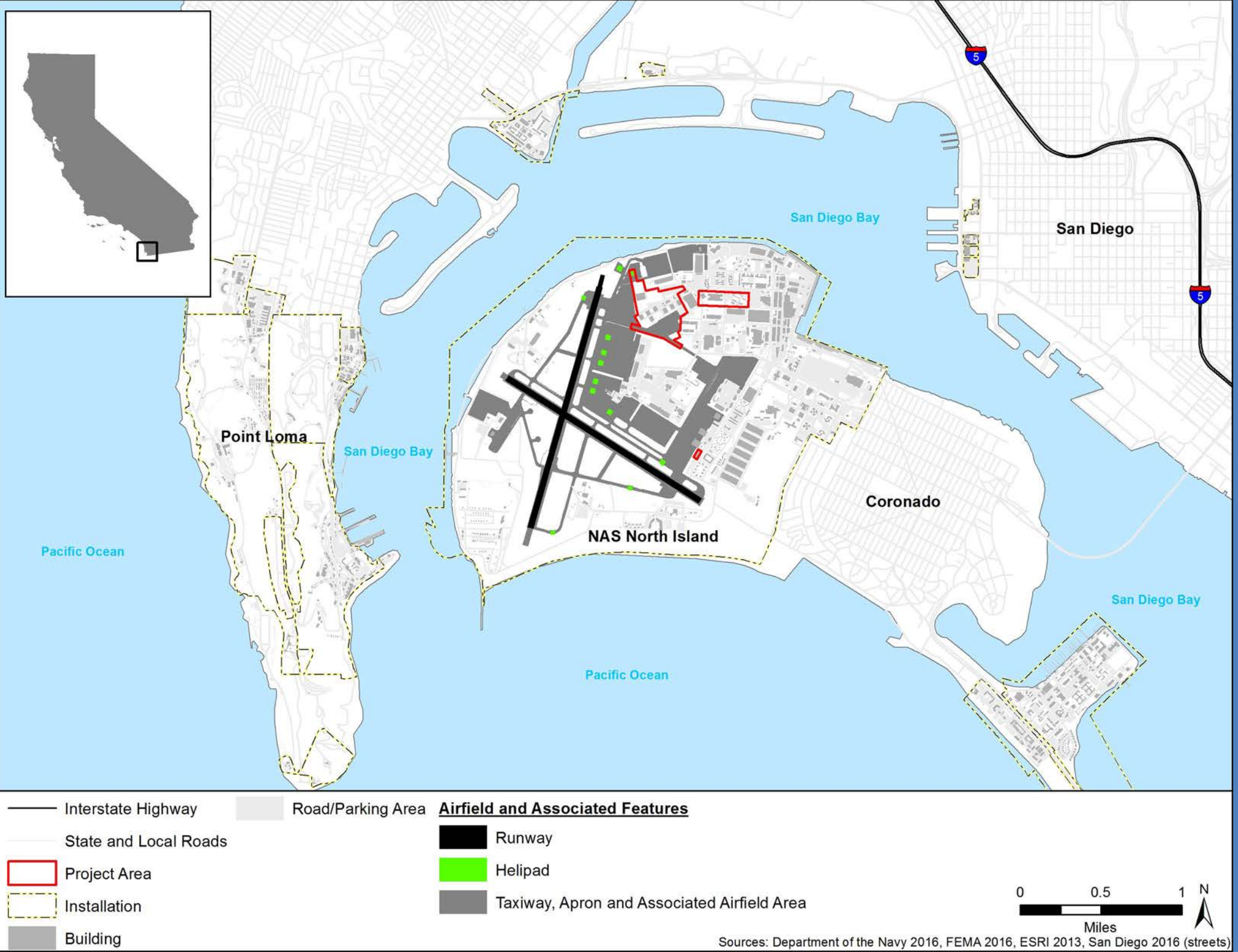
10 United States Code Section 5062: “The Navy shall be organized, trained, and equipped primarily for prompt and sustained combat incident to operations at sea. It is responsible for the preparation of naval forces necessary for the effective prosecution of war except as otherwise assigned and, in accordance with integrated joint mobilization plans, for the expansion of the peacetime components of the Navy to meet the needs of war.”



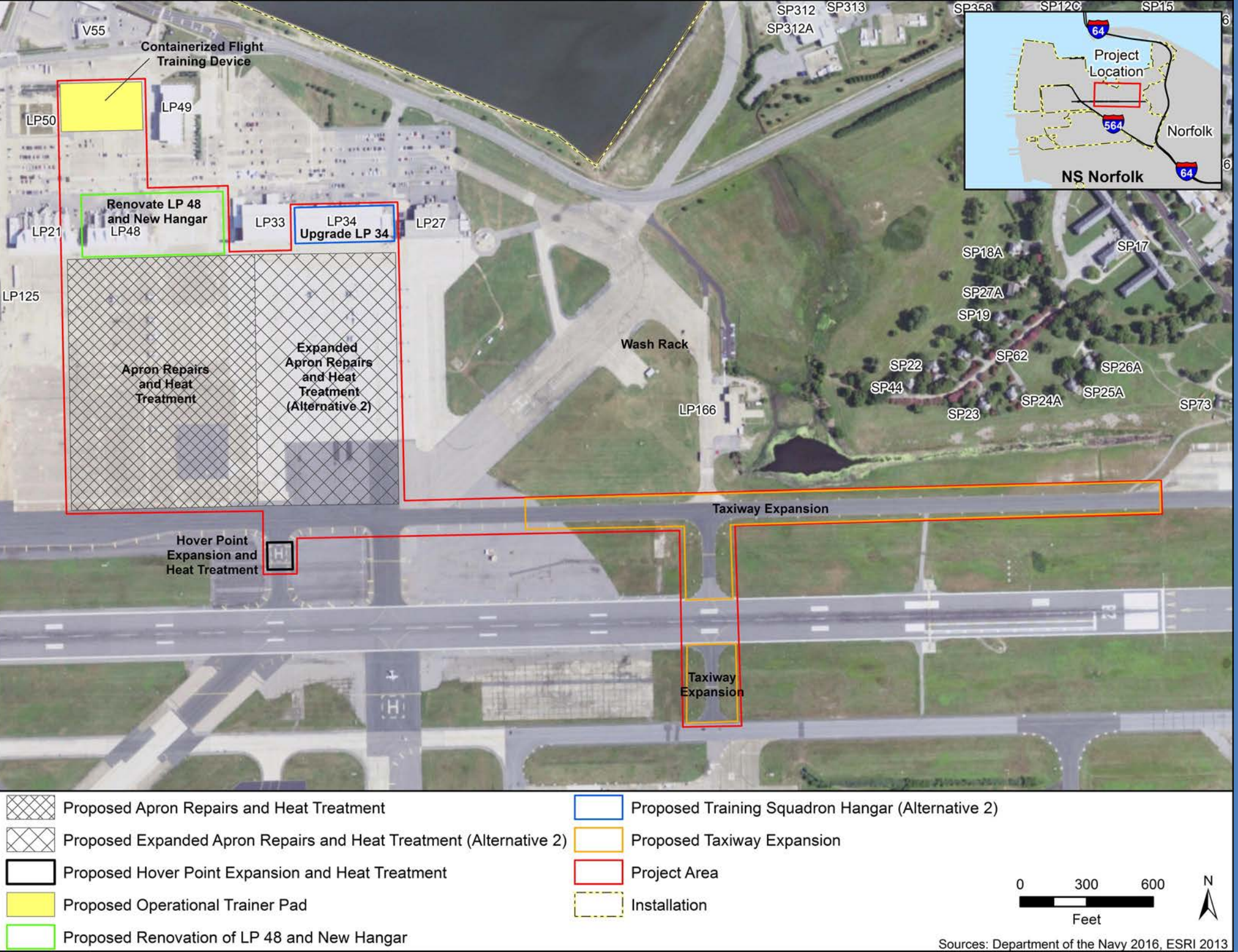
Navy V-22
Photo Credit: Bell-Boeing

Location

- Logistics support centers: Naval Air Station North Island, CA & Naval Station Norfolk, VA
- Flight training occurs at home base airfields, in national airspace, and at secondary airfields



NAS North Island General Project Area



NS Norfolk General Project Area



Aircraft Transition

The Navy will replace aging C-2A aircraft with Navy V-22 aircraft at both NAS North Island and NS Norfolk under Alternative 1 and Alternative 2

Establish Training Squadron

The Navy will establish a Navy V-22 Fleet Training Squadron, requiring:

- Increase of 5 aircraft
- Increase of 180 personnel
- Increase of 5,700 annual aircraft operations
- Proposed facilities include aircraft hangar, additional aircraft parking, and flight training device

Alternative 1

Training Squadron and Maintenance School at NAS North Island

Alternative 2

Training Squadron and Maintenance School at NS Norfolk

No Action Alternative

The proposed action would not occur. Baseline for measuring the environmental consequences of Alternative 1 and Alternative 2

Alternatives

Summary of Alternative 1 and Alternative 2

	NAS North Island		NS Norfolk	
	Alternative 1	Alternative 2	Alternative 1	Alternative 2
Navy C-2A Squadrons	-	-	-	-
Navy V-22 Fleet Squadron	1	1	1	1
Navy V-22 Training Squadron	1	-	-	1
Total Aircraft (Change*)	23 (+13)	18 (+8)	15 (-2)	20 (+3)
Personnel (Change*)	731 (+341)	551 (+161)	455 (-126)	635 (+54)
Facility Construction/Renovation (square feet)	156,000	102,220	62,153	96,100
Pavement Renovation/Expansion (acres)	35	24	24	36
Total Annual Aircraft Operations (Percent Change*)	+14%	+7%	0%	+8.5%
*Change from No Action Alternative				



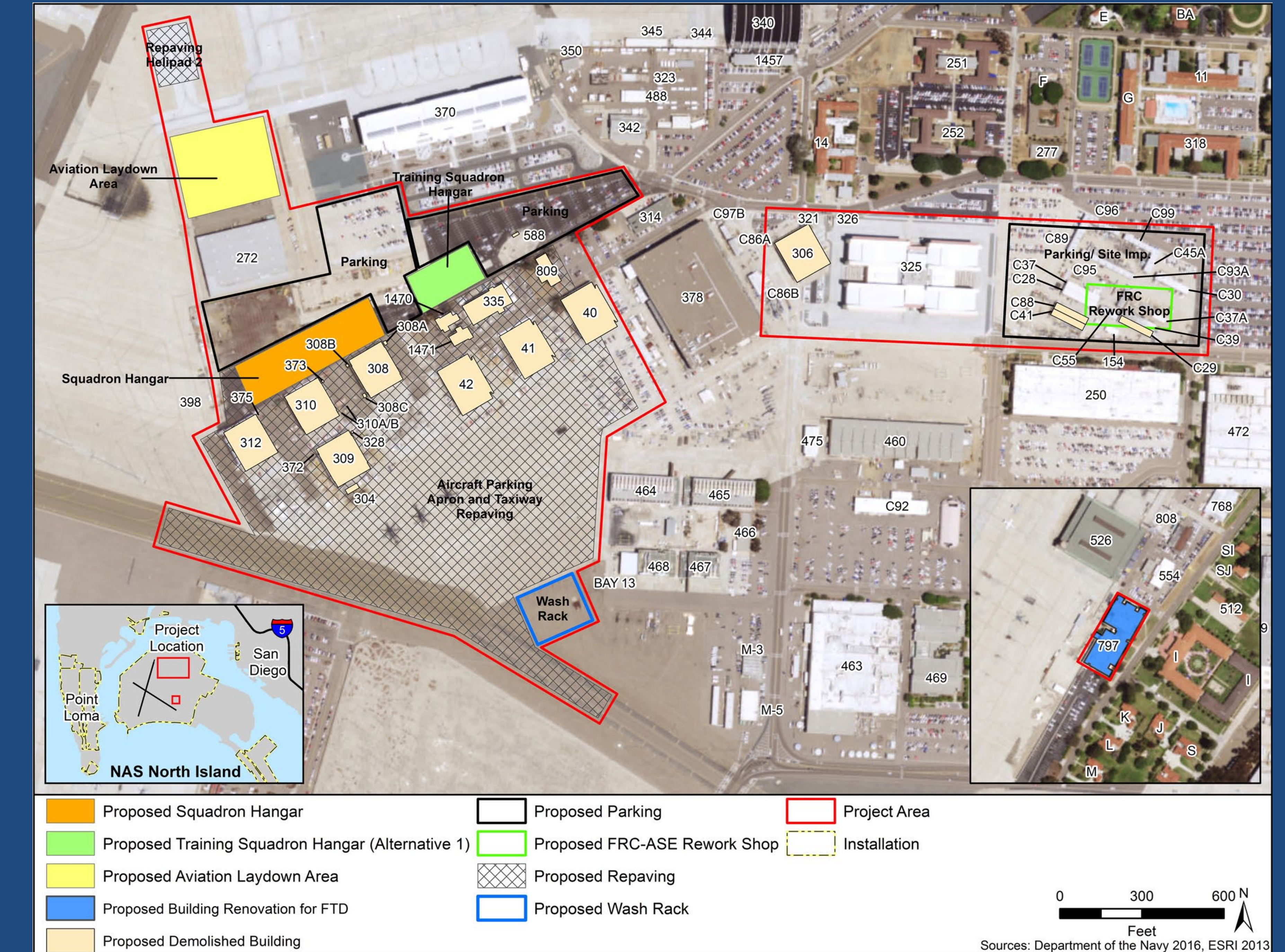
Photo credit: U.S. Navy

C-2A

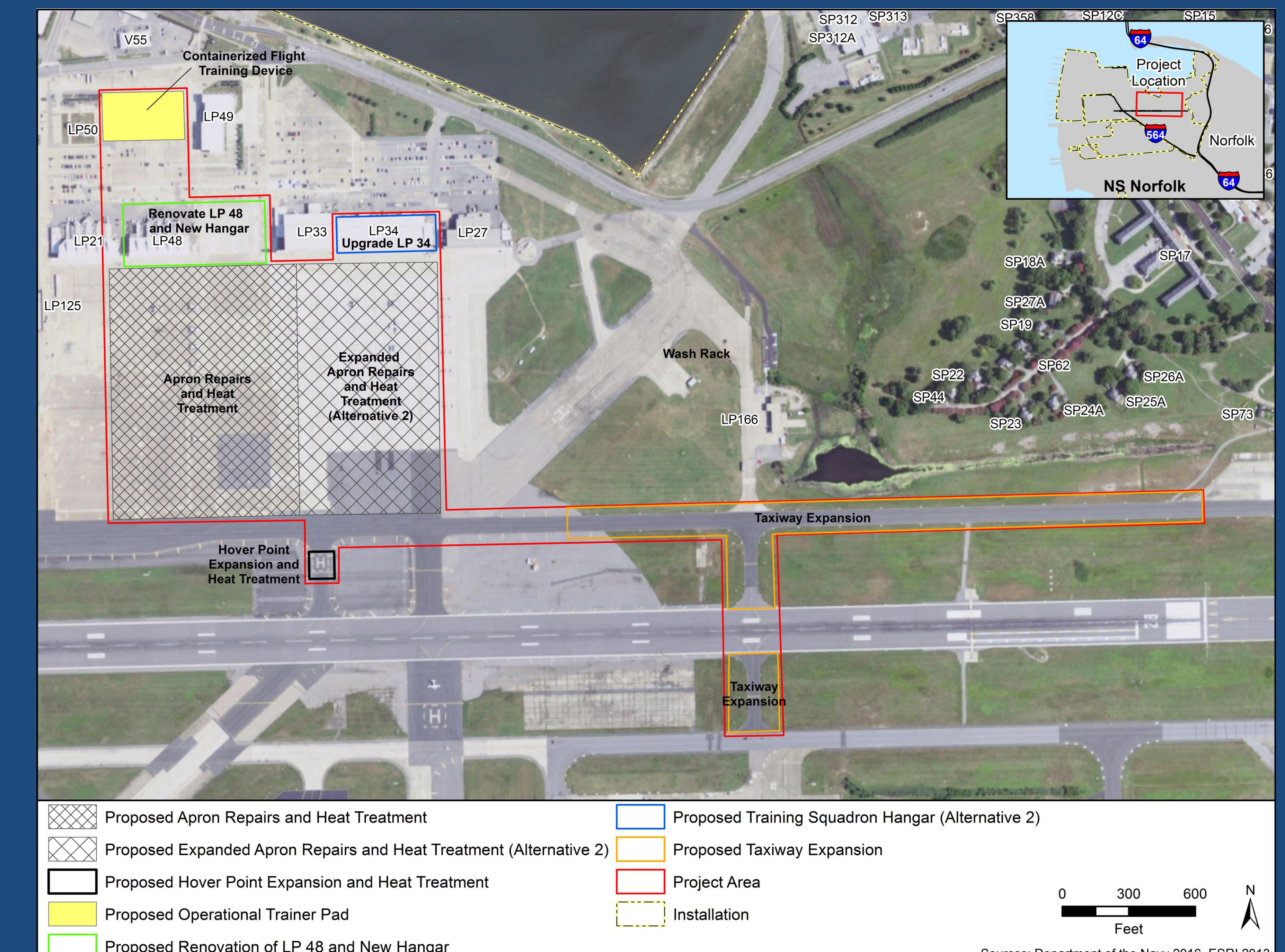


Photo credit: Wyatt L. Anthony

V-22



NAS North Island Proposed Facilities



NS Norfolk Proposed Facilities

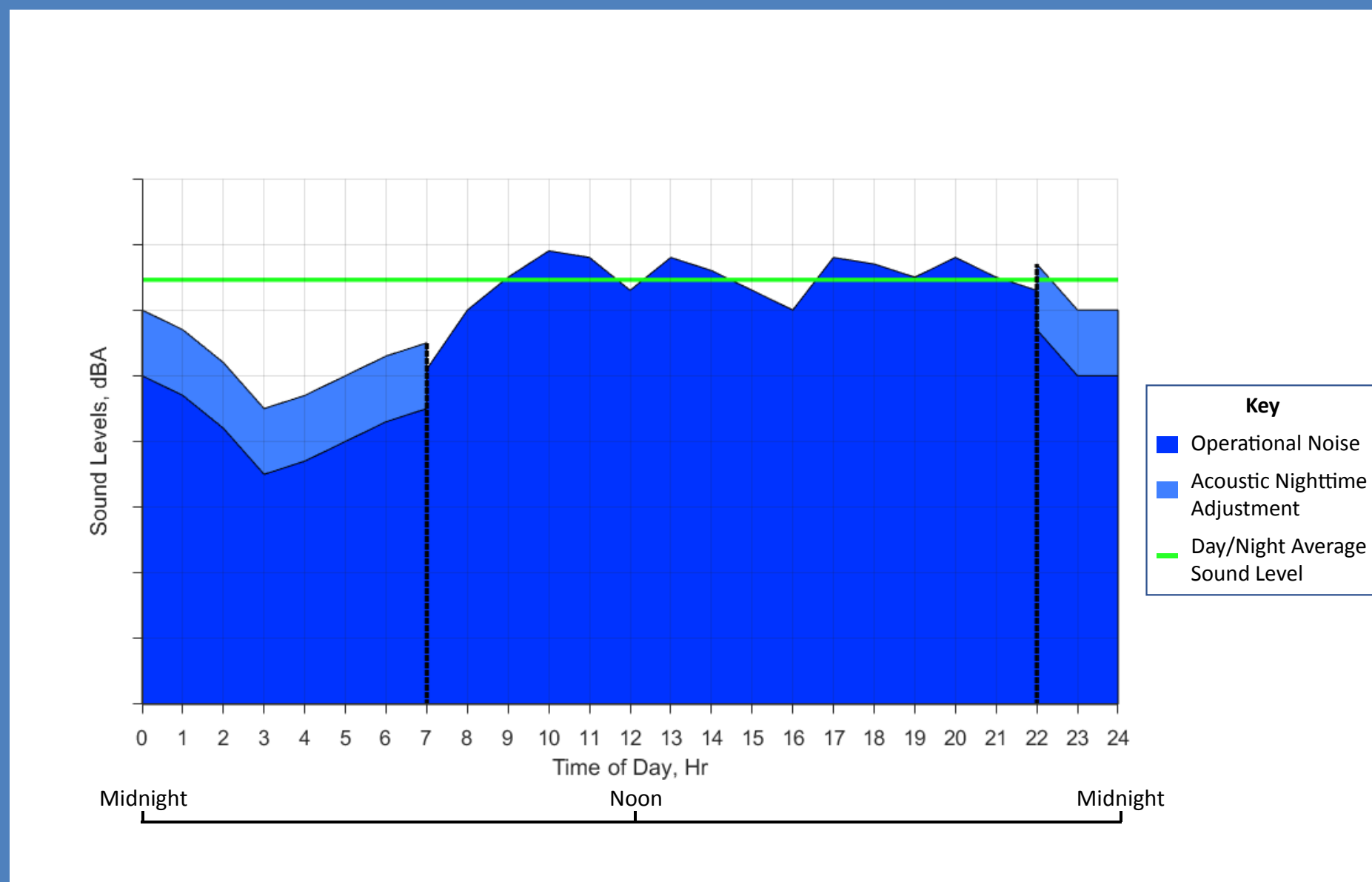


How the Navy Assesses Noise

Quantifying Noise

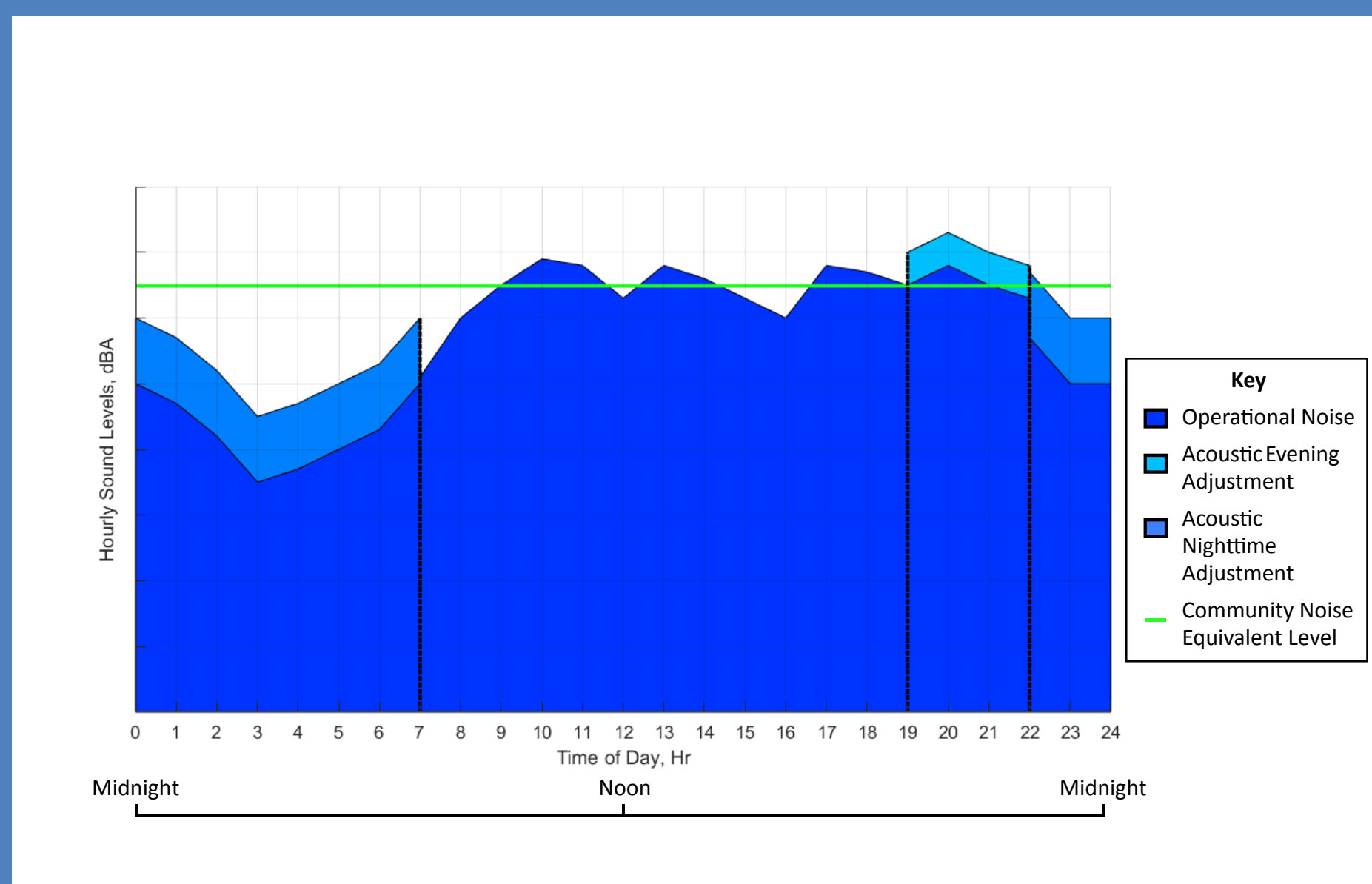
Day-Night Average Sound Level (DNL) - [NS Norfolk only]

- Used to determine long-term community response to aircraft noise and land-use compatibility
- A 24-hour cumulative noise exposure metric
- A 10-decible (dB) adjustment is added to noise events occurring between 10 PM and 7 AM



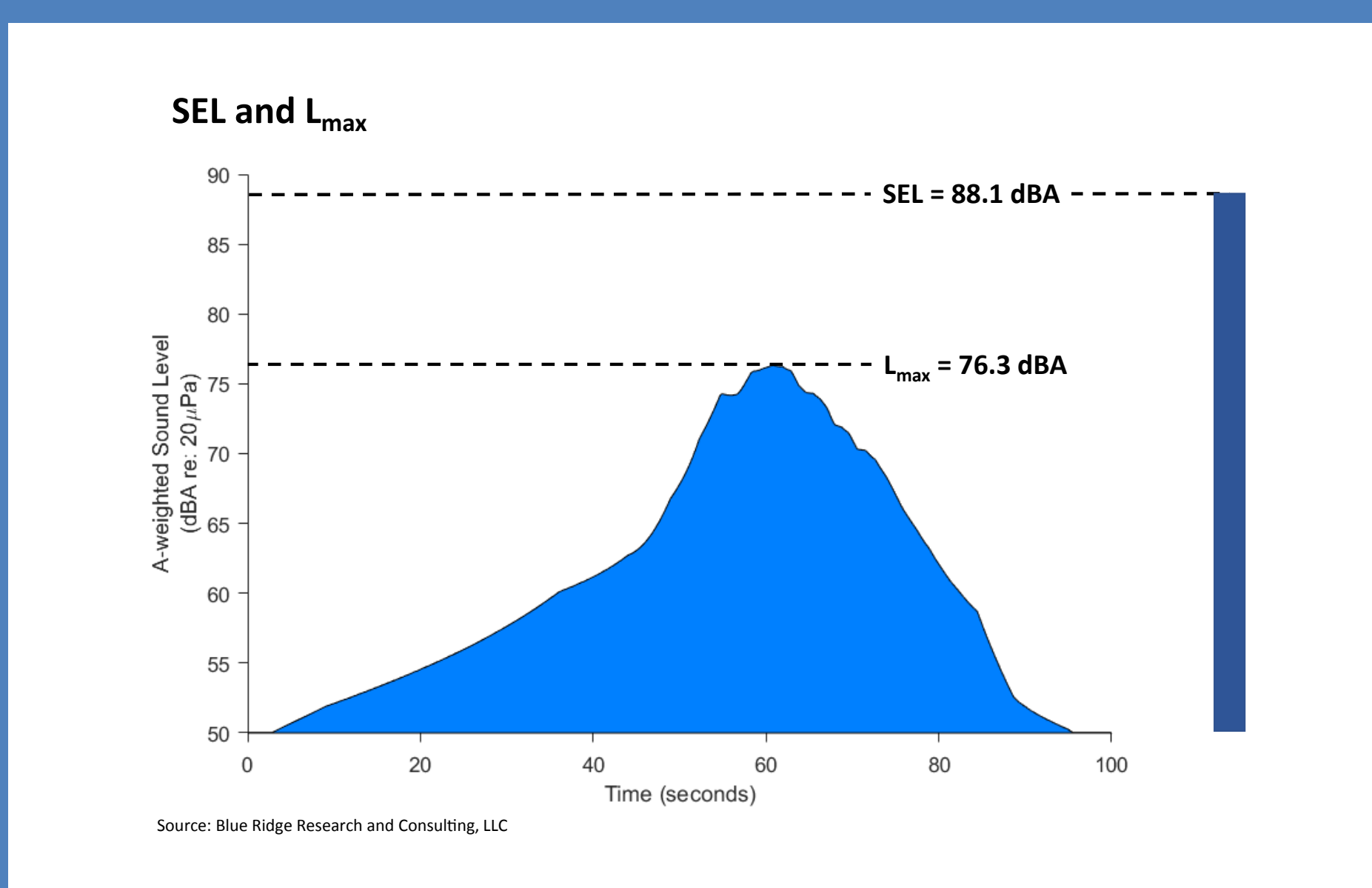
Community Noise Equivalent Level (CNEL) - [NAS North Island only]

- Used to determine long-term community response to aircraft noise and land-use compatibility in California
- A 24-hour cumulative noise exposure metric
- A 10-dB adjustment is added to noise events occurring between 10 PM and 7 AM
- A 5-dB adjustment is added to noise events occurring between 7 PM and 10 PM



Sound Exposure Level (SEL) - [NS Norfolk & NAS North Island]

- Represents the total noise energy of a single event, such as flyover, as if it occurred in one second
- Used to assess the potential for sleep disturbance



Noise Modeling

Computer Model

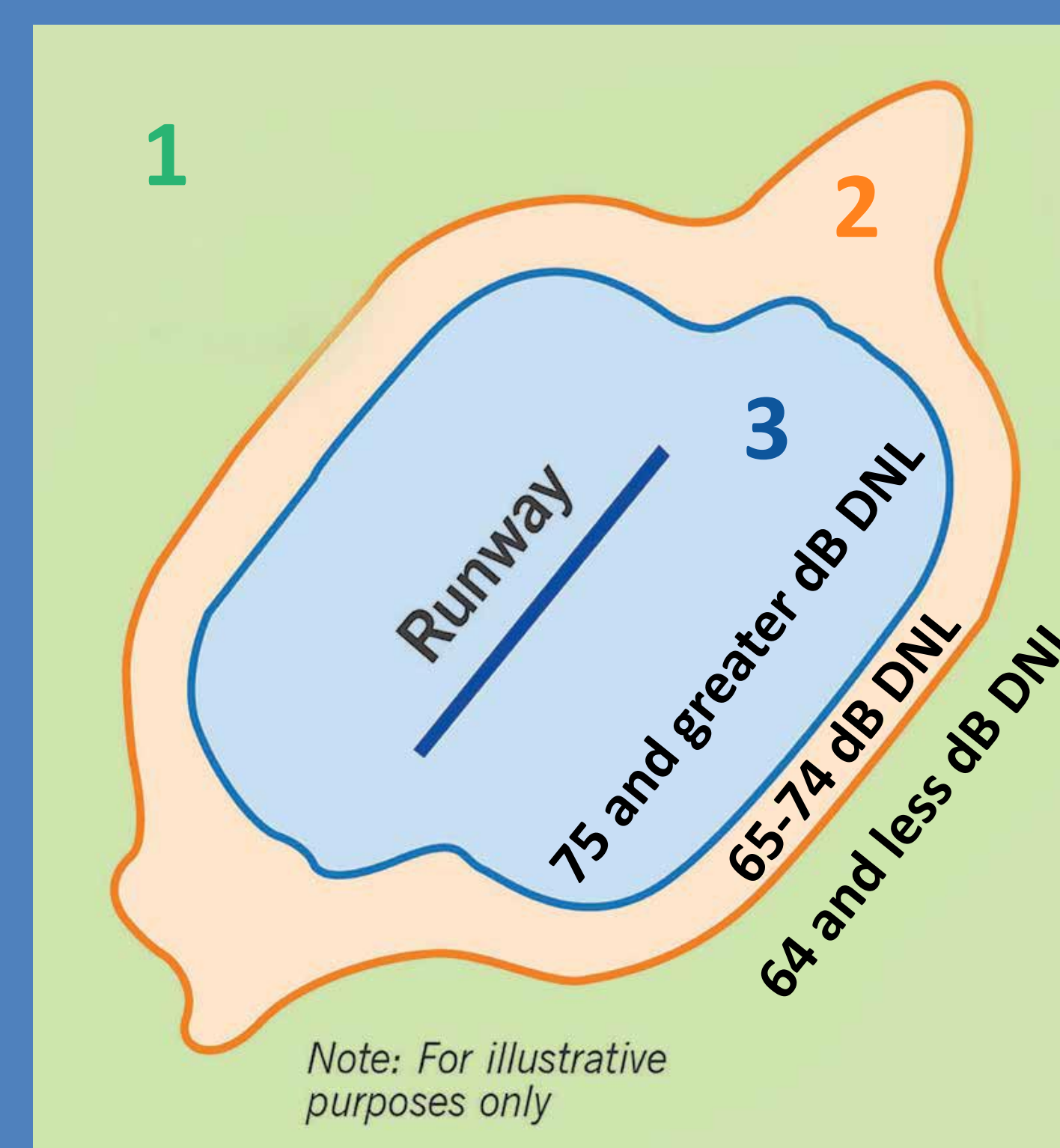
- The model uses actual aircraft noise measurements

Input data includes:

- Aircraft type
- Number of operations
- Flight tracks
- Power settings
- Aircraft speed
- Terrain
- Temperature
- Altitude
- Relative humidity
- Engine maintenance testing

Noise contours are generated and presented on a map

Noise Zone Illustration



1. Less than 65 dB DNL/CNEL is generally considered compatible for most uses

2. 65-75 dB DNL/CNEL noise zone is an area where some land use controls are needed

3. 75 and greater dB DNL/CNEL noise zone requires the greatest degree of land use controls

Noise Assessment

- Analyzed CNEL noise contours for areas surrounding NAS North Island
- Analyzed DNL noise contours for areas surrounding NS Norfolk
- Studied multiple points of interest for additional analysis during the following scenarios:
 - Sleep disturbance
 - Maximum sound level



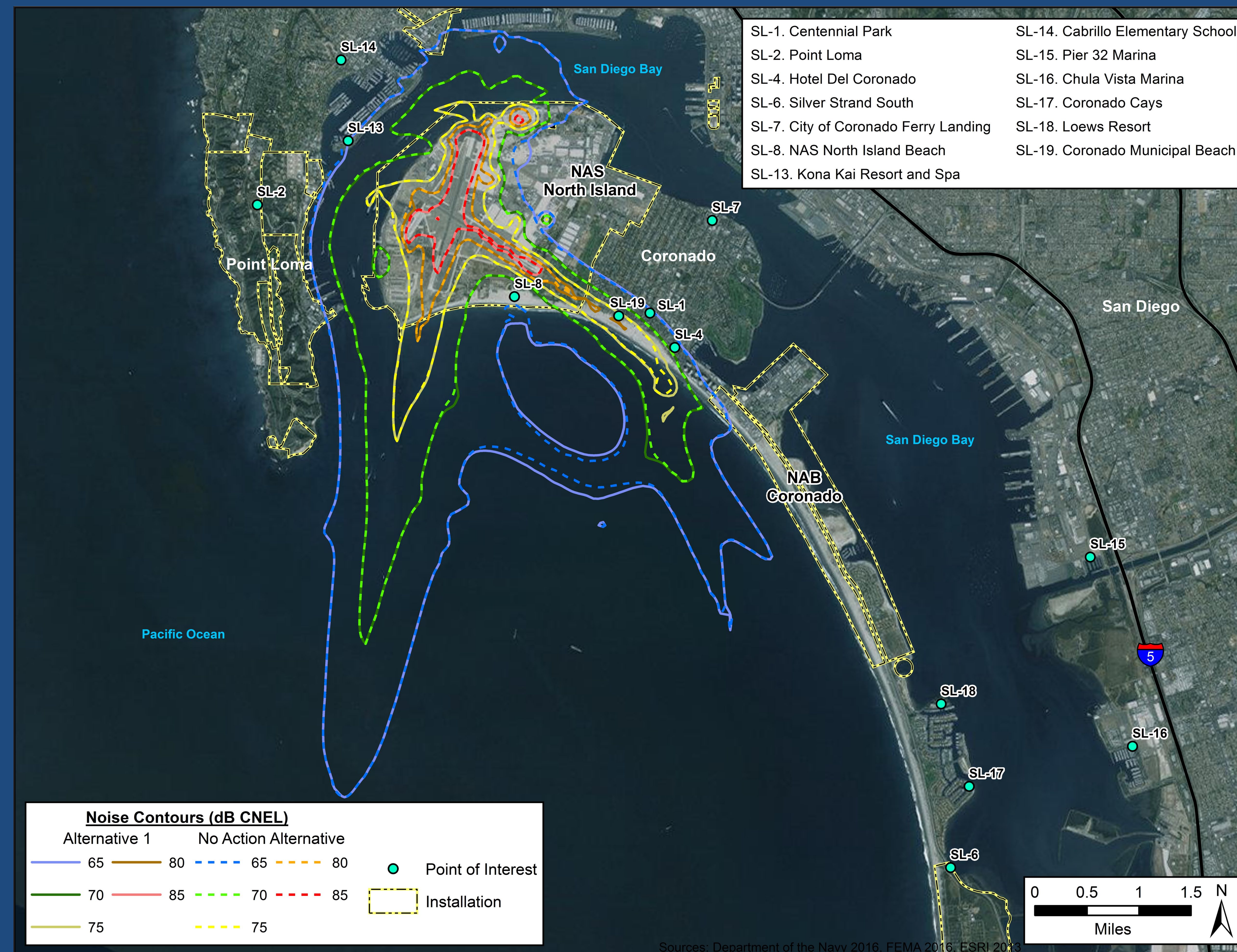
Changes in Noise Levels

- + 3 dB: Barely perceptible
- + 5 dB: Quite noticeable
- + 10 dB: Perceived as twice as loud

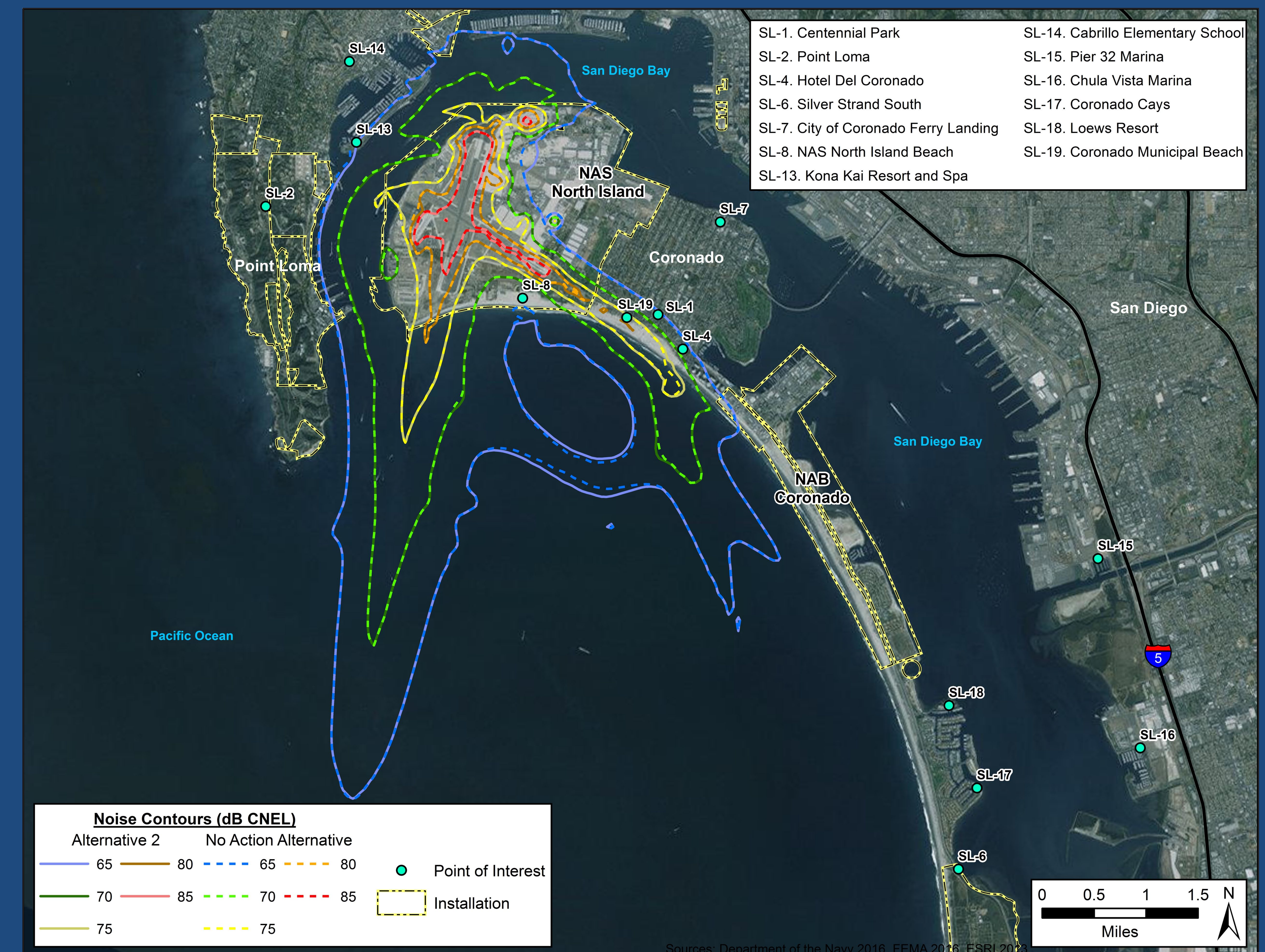


Aircraft Noise Assessment – NAS North Island

- No perceptible difference in noise levels in surrounding community
- Small increase in number of flight operations
- No change to Naval Base Coronado AICUZ Program land use compatibility recommendations



Alternative 1 CNEL contours compared to the No Action Alternative

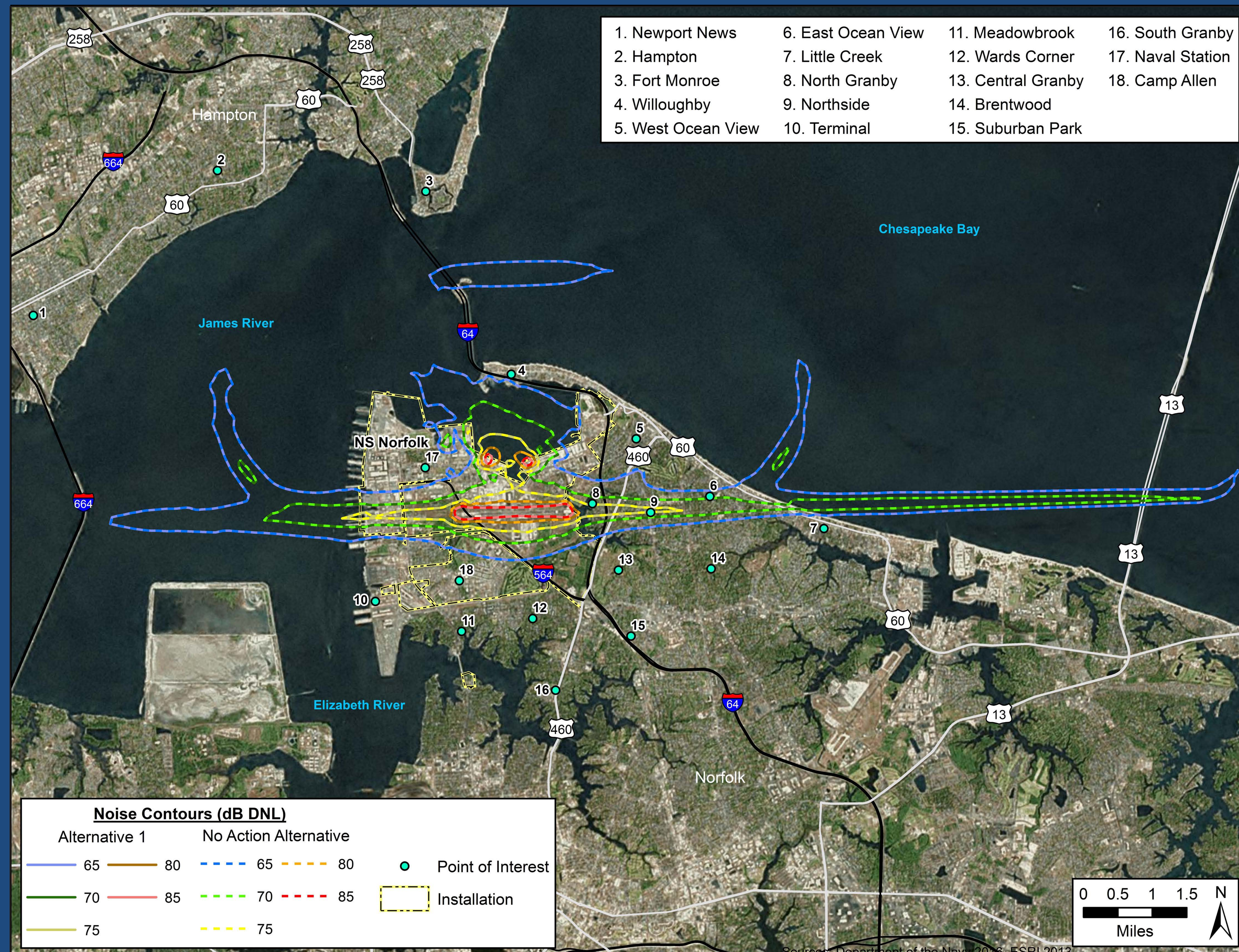


Alternative 2 CNEL contours compared to the No Action Alternative

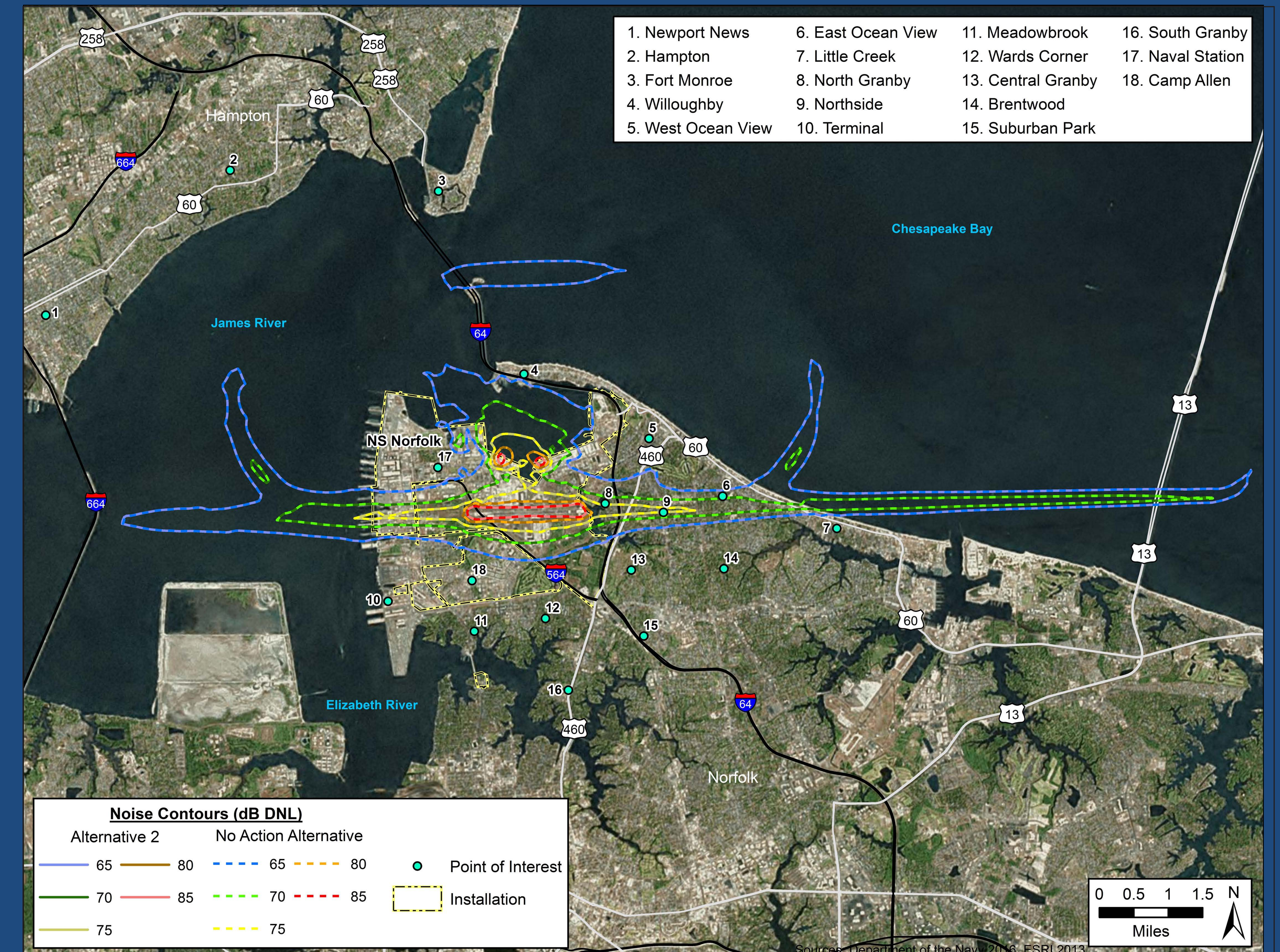


Aircraft Noise Assessment – NS Norfolk

- No perceptible difference in noise levels in surrounding community
- No or small increase in number of flight operations
- No change to NS Norfolk AICUZ Program land use compatibility recommendations



Alternative 1 DNL contours compared to the No Action Alternative



Alternative 2 DNL contours compared to the No Action Alternative



Summary of Potential Impacts – NAS North Island and NS Norfolk

Negligible impacts to the natural or human environment

Airfields and Airspace

- No change proposed to existing airspace
- Airspace management and local air traffic would not be affected by minor increase in airfield operations

Noise

- No perceptible difference in noise levels in surrounding communities
- Small change in number of flight operations
- No change to Naval Base Coronado and NS Norfolk AICUZ Program land use compatibility recommendations

Public Health and Safety

- No change to clear zones, accident potential zones, or airfield safety procedures
- No change to public or children's health and safety

Air Quality

- Emissions increase would be negligible
- Emissions would be below applicable regulatory limits



Photo credit: Brian P. Miller

Transportation

- Short-term increase in construction traffic
- Less than 1% increase in existing daily traffic

Biological Resources

- Negligible impact to habitat, wildlife, marine species, and bird/animal aircraft strike hazard potential
- NAS North Island: Not likely to adversely affect western snowy plover and California least tern. Navy consulting with U.S. Fish and Wildlife Service
- NS Norfolk: No endangered species present

Water Resources

- Minimal impacts to groundwater and surface water with minimization measures

Infrastructure

- Minor increases in utility demand. Utilities sufficient to meet additional demand



Photo credit: Sadowski



Photo credit: Sadowski

Cultural Resources

- No adverse effect to historic properties

Hazardous Materials and Waste

- Minor increase would be managed through established handling procedures

Socioeconomics

- Positive short-term economic impact
- Population increase less than 1%; no impacts to housing, childcare, or schools
- No disproportionate effects on minority or low-income populations

Coastal Zone Management

- Consistent with coastal zone policies under state coastal management programs



Photo credit: U.S. Navy



Public Involvement

Please provide your comments because we value them

National Environmental Policy Act (NEPA) Process

- Draft Environmental Assessment (EA) examines environmental effects of Navy's proposal
- Public release of the EA is not required by NEPA, but the Navy has voluntarily made it available for public review and comment review

How to get a review copy of the EA:

- Copies of the Draft EA are available at the following libraries:

San Diego Area Public Libraries:

- Imperial Beach Branch Library
- Coronado Public Library
- San Diego Central Library
- Point Loma/Hervey Branch Library

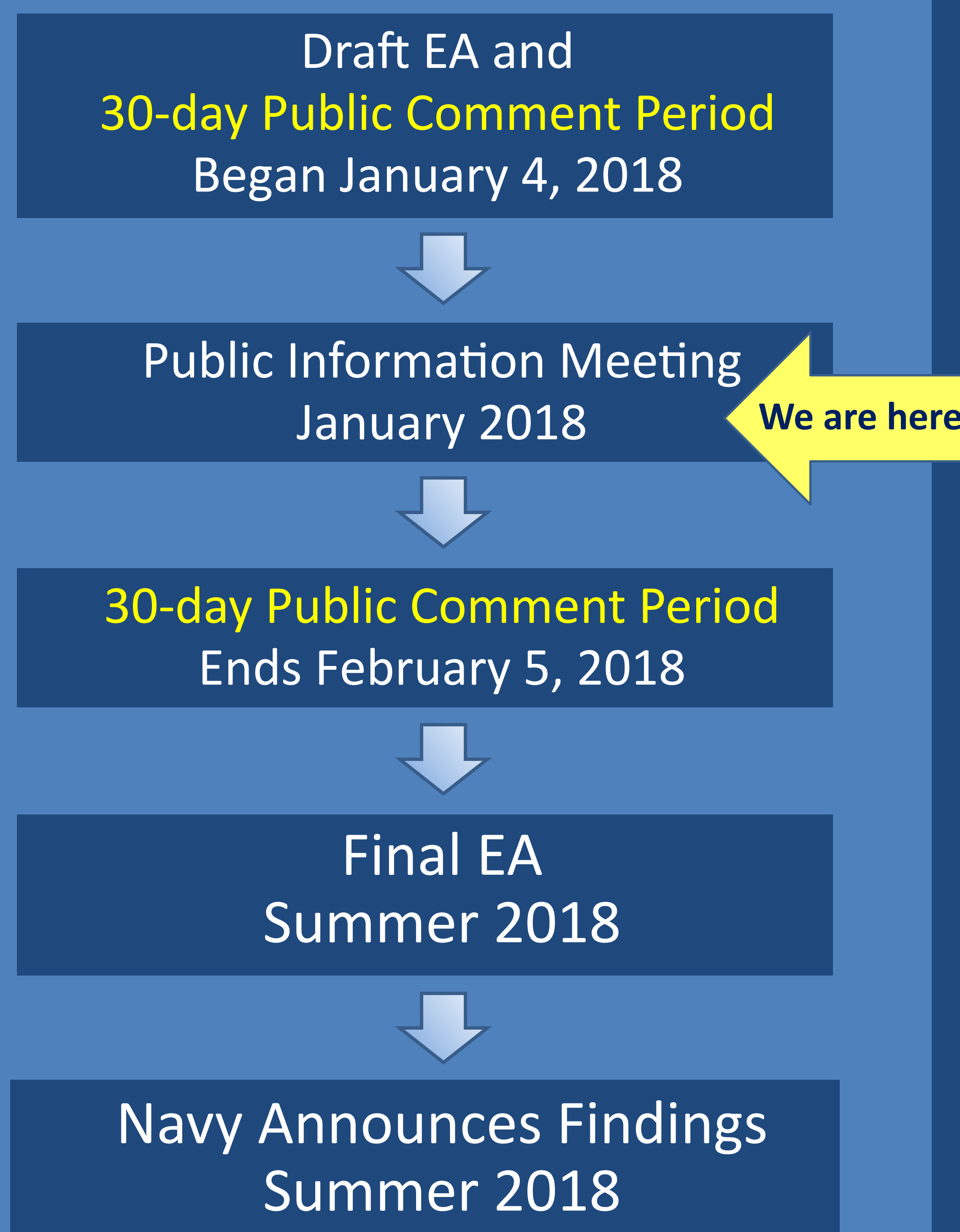
Hampton Roads Area Public Libraries:

- Mary D. Pretlow Anchor Branch Library
- Groninger Library
- Chesapeake Public Library

- The Draft EA may also be viewed on or downloaded from the Navy's website:

<http://www.afteis.com/navy-v-22>

NEPA Timeline



How to Comment

Provide your comments TODAY by:

- Filling out a comment form
- Recording a verbal comment

Provide your comments LATER by:

- Mailing your comments to:

Naval Facilities Engineering Command,
Atlantic Division
Attn: Navy V-22 EA Project Manager
(Code EV21JB)
6506 Hampton Boulevard
Norfolk, Virginia 23508

- Submitting your comments to:

<http://www.afteis.com/navy-v-22>

*Comments must be postmarked on or before
February 5, 2018 if mailed*

All comments will be considered when
preparing the Final EA

Thank you for your participation



Comments

Comments received today and throughout the public comment period are appreciated and will be considered by the Navy



Your input is important
Thank you for attending

Please
submit your
comments
here





Secondary Training Airfields - East Coast

