

SOUTHERN MARYLAND NAVY ALLIANCE



Quarterly Report

WINTER 2010

The much anticipated and long awaited first F-35B Joint Strike Fighter (JSF) (BF-1) landed at Patuxent River on November 15, 2009. Against a clear blue sky and escorted by two F-18 aircraft from VX-23, the JSF is the largest ever Department of Defense (DoD) aviation acquisition program and represents another significant milestone at Patuxent River for a new era of test and evaluation which will continue for many years to come. Additional JSF test aircraft are expected to arrive soon.

The new year promises the base and region tremendous opportunities not just due to the arrival of the JSF, but future aircraft programs expected to begin testing at Patuxent River in 2010 including the H-53K, the E-2D, P-8 aircraft and various unmanned systems.

This fall we had the opportunity to attend a major land use planning conference hosted by the DoD Office of Economic Adjustment. Attended by over 700 representatives from various bases and communities nationwide, this presented an opportunity to examine Patuxent River and St. Inigoes in relation to how other areas of the nation are dealing with land use and compatibility issues. St. Mary's County was lauded as the first county in the nation to impose stringent Aircraft Installation and Compatibility Use Zones (AICUZ) around its bases. We learned that while we have been way ahead of the nation in some aspects, the competition to protect and gain missions is increasing as our nation's economic conditions continue to press. St. Mary's County, the Tri-County area and Maryland have been indeed very fortunate yet; we cannot rest on our past laurels and must continue to

be proactive in supporting a diversified approach to our business base.

Diligence continues to be our watchword as far as encroachment issues are concerned. The major issues we now address are land and sea alternative energy concepts and wind turbines. Let me state unequivocally, the Southern Maryland Navy Alliance is fully supportive of alternative energy solutions as they relate not only to the Navy, but the region and State. However, as these alternatives can be beneficial we must not underestimate their effects on our Atlantic and Chesapeake test ranges. Placement of wind turbines can significantly impact the ability to conduct test and evaluation. We are making every effort to include ourselves in the conversation. In the end, we strongly believe that this can be a win - win for all parties concerned.

Our other initiatives have resulted in an additional \$12.5M being appropriated in the upcoming 2010 Defense Bill in support of projects for NAWCAD. These initiatives provide a baseline to expand its overall capabilities and enhance Patuxent River as a Center of Excellence for our nation. We wish to thank Congressman Hoyer, Senators Mikulski and Cardin for their support.

As always, if you have any questions or concerns, please do not hesitate to contact us. Wishing you all a healthy and prosperous New Year.

Respectfully,

Todd Morgan, President

Encroachment Update from Patuxent River

♦ Air Installation Compatibility Use Zone (AICUZ)

By R. Keith Fairfax, Jr.,
Senior Vice President

The AICUZ Studies for the Naval Air Station Patuxent River, Maryland and Webster Outlying Field, St. Inigoes were approved in a letter from the Chief of Naval Operations (CNO) dated September 21, 2009.

The approved AICUZ studies, which supersede the previous 1976 AICUZ and the 1979 update, provide recommendations for compatible land use development in the vicinity of NAS Patuxent River and Webster Outlying Field, St. Inigoes.

The AICUZ studies analyze aircraft noise and safety based on current and projected operational conditions using the latest methodology for describing aircraft noise exposure. In addition, the studies present an accurate description of the Accident Potential Zones (APZ's) that surround the installations. No changes were made to the APZ2 outside the boundaries of NAS Patuxent River.

As a result of this approval, the Joint Land Use Study (JLUS) process can

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THE SOUTHERN MARYLAND NAVY ALLIANCE EXISTS TO PROTECT AND ENHANCE
NAVAL AVIATION AND THE MILITARY ECONOMIC BASE IN OUR REGION.



♦ **Status of FY 2010 Congressional Interest Items for Patuxent River**

By Robert Russell, Congressional Interest Committee Chair

The President has signed the Department of Defense (DoD) Appropriations Bill for Fiscal Year 2010. Four Southern Maryland Navy Alliance Fiscal Year 2010 Congressional Initiatives, totaling \$12.5 million, added to the President's Request are included in the DoD Appropriations Act for Fiscal Year 2010 as follows:

NAE Interoperability with Carrier Strike and Expeditionary Group Forces - \$5.0 M will continue the upgrade of the Surface/Aviation Interoperability Laboratory (SAIL) at NAWCAD, Patuxent River with Ship Self Defense System (SSDS). These enhanced tools for SAIL will improve the Navy's interoperability testing and evaluation of ship and aircraft systems and emerging command and control system technologies. This enhanced capability will support interoperability of surface combatants, Carrier Strike Groups (CSG) and Expeditionary Group Forces. The upgrades will also support integration, engineering and interoperability evaluations for Maritime Domain Awareness (MDA) systems. MDA systems involve defense, other federal, state, and local agencies, as well as the various components (aircraft, ships, and soldier/sailors) of the CSG in concert with its transformation to a network-centric force.

Joint Mission Battlespace to Support Net-Ready KPP and Joint Interoperability RDT&E - \$2.0 M is for procurement and integration of the C4ISR systems (tactical data links, command and control, and communications) that will create a joint battle space environment to test, analyze and determine whether the

Key Performance Parameters (KPP) for net-readiness and interoperability have been met. The DoD is transforming its war fighting capabilities to meet our adversary's changes in threats and tactics by developing net-centric operational capabilities for an interoperable Joint Ground, Air and Maritime Force. Developmental and operational testing must adapt to the requirements of these complex operational networked scenarios.

Multi-Mission Helicopter Avionics Mission Systems Test Bed - \$1.5 M will establish a Multi-Mission Helicopter (MMH) Avionics Mission Systems Test Bed at the SAIL Facility, NAWCAD, Patuxent River. In 2012, the MMH will deploy with the new Ku Band data link system that is the primary link between the Cruisers and Destroyers and the helicopter. There is not now, however, an asset capable of providing interoperability certifications for these systems. Failure to test these systems end-to-end between air and ship platforms prior to deployment would present a major risk to fleet operations. With the establishment of the Test Bed, minimal flight hours are expended; tests are not restricted due to aircraft endurance; the need for ships to get underway is eliminated; test objectives can be satisfied; and, substantial flight and ship operating costs are minimized for each test program.

Improved Capabilities for Irregular Warfare - \$4.0 M will integrate new technology across the spectrum of Irregular Warfare (IW) vehicles and platforms to provide war fighters supporting IW mission areas with access to the common operational picture and air-ground-sea user platform interoperability. Unique military constraints apply to the transfer, reuse and accessibility of information for these forces. IW forces are typically the "first in and last out" of any hostile environment, and Special Operations and Riverine war

fighting platforms traditionally are hampered by size, weight and power constraints. It is critical that Irregular Warfare (IW) forces have full access to common operational picture data and full tactical communications to forestall fratricide and accomplish their assigned missions.

The Southern Maryland Navy Alliance advocates new and ongoing programs in Department of Defense Authorization and Appropriations legislation that support Patuxent River and St. Inigoes. Liaison with Navy points of contact, key Members of Congress and their staff, and our Navy Alliance Washington representatives has enabled us to obtain funding for key programs and activities. The Alliance especially wishes to express its appreciation to Majority Leader Hoyer, Senator Mikulski, and Senator Cardin. The excellent staffs of these offices provide the leadership and continuing support that are fundamental to this entire effort.

Begun in FY 1993, the Alliance's Congressional Interest Item Program focuses on projects with high productivity returns on investment that strengthen the capability of the Patuxent River Complex to execute its mission in a more efficient, effective manner. These investments enhance Naval Aviation's contribution to our national defense and significantly affect our local economy.

♦ **SMECO Serves NAS Patuxent River**

by Tom Dennison, Public and Media Relations Manager, SMECO

The U.S. Navy presence in Southern Maryland is a vital part of the nation's defense, supporting the aviation



George Young, SMECO Project Manager for Patuxent River Operations and Construction, watches while SMECO Linemen Jeff Mayor and Larry Hayden take a transformer at Webster Field offline for an oil change.

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operations of the Navy and Marine Corps by researching, developing, testing, and evaluating aircraft. A project team of Southern Maryland Electric Cooperative (SMECO) employees is working to ensure that the Navy can count on reliable electric service at its facilities here.

In August the Cooperative took over the electric distribution systems at Naval Air Station Patuxent River and its two satellite facilities, Webster Field in St. Inigoes and the Recreation Annex in Solomon's. The contract with the Navy gives SMECO ownership of the systems for 50 years, with the requirement that the Cooperative will install distribution meters and make significant capital improvements in compliance with the Navy contract, along with general improvements.

During the next five years, SMECO will make safety improvements to the Navy systems. This includes replacing utility poles and distribution lines, replacing and installing tie lines at Patuxent River's four substations, and converting the Patuxent River distribution voltage from 4 kV to 13 kV. With the assistance of private contractors, SMECO will also upgrade 17 interior utility vaults

to national safety and utility-grade standards.

SMECO expects the three facilities to need at least 1,100 distribution meters, which will be installed over the next two years. Some of these

are replacements of the Navy's meters, which are different from SMECO's, and some are new installations for buildings that currently have no meters. For decades SMECO has billed the Navy for electric use as measured by a few transmission meters. Once our distribution meters are in place, the Navy will receive a monthly invoice that lists the usage for each meter.

"This is a win-win project for the SMECO and the Navy," said Austin J. Slater, Jr., SMECO's president and CEO. "This is an agreement that has been many years in the making. We've always been proud to have Pax River as our largest customer-member."

The naval facilities use a substantial amount of power throughout the year. For 2008, Patuxent River, Webster Field and the Solomons Recreation Center used 194,611 megawatt-hours of energy, almost six percent of SMECO's entire customer base.

SMECO has a dedicated project team to lead its efforts on base. In addition to the core project team, this project affects many areas of all departments, including billing, metering, information technology and customer service. Right now, any reports of outages go to a centralized service desk at Patuxent

River, which contacts SMECO.

Eventually these reports will go straight to SMECO's Call Center, which handles all other outage-related calls throughout the service territory.

Ken Capps, SMECO's Vice President of Engineering and Operations, said, "The Navy will get the depth of our Co-op's expertise. We're looking forward to fortifying the naval air station's capabilities and keeping it competitive with the other military facilities that vie for contracts, funding and military responsibilities."

SMECO will have a minimum of two crews on site during the next five years, a one-acre site to use for its base of operations, and office space in the public works department at Patuxent River.

Ensuring reliable electric service for the Navy is also vital for SMECO and its customer-members, since the service area's economic prosperity depends heavily on the bases. "We have been welcomed by the Navy community," Slater said. "It is truly an honor to be associated with this facility because of the tremendous work they do and for the impact it has on our local economy.

♦ F-35 Joint Strike Fighter Arrives at Pax River

by Brent Bennett, Vice President, Chairman Joint Strike Fighter Committee

It's Here!!

On an otherwise quiet Sunday afternoon in November the development of the F-35 "Lightning II" Joint Strike Fighter (JSF) 'stealthily' entered its next major phase of testing, and Patuxent River Naval Air Warfare Center, Aircraft Division took its place

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that served as the home for the developmental testing of the Super Hornet not too many years ago.

With BF-1 'on deck' at Patuxent River, the test program will now

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in the soon to be growing array of major test sites for the Lightning II. The F-35 Program, which represents the future of manned, strike/fighter aviation for the Navy, Marine Corps and Air Force, completed the first ferry flight of its production representative aircraft from Fort Worth, Texas on 15 November. This ferry flight of the first Short Takeoff and Vertical Landing (STOVL) variant, designated BF-1, marked the first bed-down of an F-35 away from its manufacturing site at Lockheed Martin's facility and the beginning of the extensive developmental flight test program which will lead to the Marine Corps Initial Operational Capability (IOC) in 2012. BF-1 arrived "Code 1" and was 'bedded down' in the hangar

be focused on what is called the 'burn down' to first vertical landing (VL). This will entail testing of the aircraft and its propulsion/lift systems in decreasing altitudes and speeds until the test and engineering team 'approves' BF-1 for its first VL test event. If the 'burn down' goes well, we should see the first VL in early 2010. Once the initial VL capability is 'cleared', testing of the STOVL variant should proceed to expand the envelop for further vertical flight operations.

The second STOVL test aircraft, BF-2, arrived in Patuxent River on 29 December, using inflight refueling to support the trip from Ft. Worth. This aircraft will support the expansion of conventional flight mode envelop for not only the STOVL variant but also gather useful data for the Conventional Takeoff and Land (CTOL) and the US Navy Carrier (CV) variant. Ultimately, five F-35B aircraft will support testing that is targeted at meeting the IOC requirement for the Marine Corps and Initial Operational Test and Evaluation (IOT&E).

The second major Department of the Navy JSF milestone for 2010 will be the delivery of the

first CV test aircraft to Patuxent River. This aircraft will make its first flight in the coming months and is designated CF-1. While much of the testing for the Marine Corps' variant will focus on STOVL operations, much of the focus for the naval variant will be on catapult launches and arrested landings. The current test plans call for three naval variants to undergo testing in Southern Maryland, to support IOC for the Navy in Fiscal Year 2014.

The JSF Integrated Test Force (ITF) here at Patuxent River is gearing up for a very busy next few years. With over 300 test and evaluation professionals on the team and new members joining nearly every day, we are witnessing a rapid build up to an intense testing period that will pave the way for the next 40 years of military aviation history, not only for the United States, but also for the eight partner countries and numerous FMS countries that are also considering Lightning II for their future.

Congratulations to the JSF Program Office, Lockheed Martin, its subcontractors, and the Naval Air Warfare Center Team for their achievements in 2009. We look forward to seeing the JSF in 'routine' flight test operations in 2010.

♦ **Expanded E-2 Advanced Hawkeye Test and Evaluation Facility**

by Robert Russell, Board of Directors and Tara Wagner, Wyle Communications Specialist for PMA-231

The year 2009 served to be a successful year for the Hawkeye/Greyhound community.

Over the past year, the E-2D Advanced Hawkeye reached a Milestone C decision



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in May, low rate initial production (LRIP) lot I and II decision in June, arrival of two E-2D Advanced Hawkeye System Development and Demonstration (SD&D) aircraft over the summer and celebrated the opening of a new test facility at Naval Air Station Patuxent River, MD in the fall. The Milestone C decision follows the E-2D Advanced Hawkeye's completion of an operational assessment fall of 2008 to verify the aircraft's systems capability, suitability and design will be fully responsive to the future needs of the carrier air strike group.

The E-2D Advanced Hawkeye is the Navy's replacement for the E-2C as the E-2 enters its fifth decade of service next year. The E-2D features state-of-the-art radar with a two-generation leap in capability and upgraded aircraft systems that allow the aircraft the ability to work in the littoral and over-land. Beyond the battle group, the E-2D's command and control capability makes it a multi-mission platform through its ability to coordinate concurrent missions that may arise during a single flight to include: airborne strike, land force support, rescue operations, managing a reliable communications network between widely dispersed nodes, and support for drug interdiction operations. The use of the new glass cockpit and tactical fourth operator display allows the five-person crew more flexibility in fulfilling these diverse missions.

Since the E-2D's arrival at Patuxent River in June 2009, both SD&D E-2D aircraft have been conducting shore-based carrier suitability testing to evaluate the systems' ability to operate during catapult launches and arrested landings.



Cutting the ribbon to officially inaugurate the facility from left to right: NAS Patuxent River Commanding Officer Capt. Andy Macyko, Maryland State Senator Roy Dyson, Tactical Aircraft Program Executive Officer Lisa Nyalko, Dick Myers (representing U.S. Sen. Barbara Mikulski), U.S. House of Representatives Majority Leader Congressman Steny Hoyer, Hawkeye/Greyhound program manager (PMA-231) Captain Shane Cahagan, VX-20 Commanding Officer Commander John Lemmon and Naval Facilities Command Commander Captain Hugh Hemstreet.

To facilitate integrated test teams, or ITTs, for the C-2A Greyhound, E-2C Hawkeye and E-2D Advanced Hawkeye, a 32,000-square-foot building was built to house 180 people responsible for the developmental test and evaluation of all modifications and future technologies for each platform. The ITTs are currently engaged in every stage of the platforms' life cycle from SD&D of the Advanced Hawkeye, weapons system modifications to the E-2C Hawkeye, and hardware modifications of the Greyhound, as well as providing direct support to the Fleet.

U.S. House Representative and House Majority Leader Steny Hoyer delivered the keynote speech to over 150 guests during the Hawkeye/Greyhound Test and Evaluation Facility ribbon cutting ceremony on September 18, 2009. "This investment in bricks and mortar is for our people, the most important asset we have here at Pax." said Hoyer. "Because we all know that no matter how well we build the aircraft carrier, no matter how well we build the aircraft, no matter how

well we build the building, ultimately it is the personnel that make a difference. It is the men and women in uniform and in civilian clothes that make the difference."

◆ First Navy Test Pilot Flies P-8A Poseidon

Submitted by Maritime Patrol and Reconnaissance Aircraft Program Office (PMA-290)

When a new Navy aircraft takes to the skies it is always a proud moment for any aircraft program. For the actual pilot behind the controls, it is an even greater feeling.

Lt. Roger Stanton had the privilege of being the first Navy test pilot to fly the P-8A Poseidon in October.

"It felt awesome," Stanton said. "The first time you fly a new airplane it's just

a great experience. This is what test pilots are trained to do, so getting this rare opportunity was really amazing.”

Stanton, along with Boeing pilot Doug Benjamin, flew the first Poseidon, designated T1, over the Puget Sound in Washington, kicking off the formal Navy flight test program.

“It was a good day - a really good day,” Stanton said. “All the training I received was great. We rehearsed the flight profile many times so we came into the flight very well prepared, but it was still fun.”

Stanton began T1 flight preparation in 2008 with Boeing 737 training in Seattle, consisting of classroom courses, computer-based training and a mixture of commercial 737 simulators as well as time in an actual 737 aircraft. He also spent approximately 250 hours in the Weapon System Integration Lab (WSIL), located in Kent, Washington.

The WSIL is a non-motion based simulator designed to help the test team integrate aircraft and mission systems, as well as, test aircraft components.

“For the baseline P-8, it certainly flies like a 737,” he said. “They did a nice job of building the airplane. The interesting flying for the P-8 really will come when we have to emulate the P-3 mission – high bank angle, low altitude, autopilot integrated into our mission with missiles on the wings. It will get interesting.”

That type of flying will come later in the test program. T1 actually made three flights in October, prior to undergoing more instrumentation installation in the factory. The first flight was to check the airworthiness, or how well the modified 737 aircraft flies with all the test instrumentation.

The second two flights practiced instrument approaches with a visual



P-8A Poseidon test aircraft, T3, flies over the Northern Cascades of Puget Sound, Wash. during a recent Boeing system flight check. (Photo by Erik Hiledrandt, courtesy The Boeing Company)

restrictive device. Stanton said one of the things the Navy closely monitors is whether or not the pilots are capable of safely flying the plane if they can't look out the window for visual reference.

Initial testing of T1 is being conducted in Seattle. It will transfer to Patuxent River in early 2010, where flight and operational testing will be completed by the integrated test team (ITT).

The Poseidon ITT, comprised of Navy test squadrons -- Air Test and Evaluation Squadron 20 and Air Test and Evaluation Squadron 1 -- and Boeing, will spend the next 36 months flying and evaluating three aircraft, designated T1, T2 and T3. The evaluation will include extensive mission systems testing, operational effectiveness and ability to carry out the anti-submarine warfare, anti-surface warfare and intelligence, surveillance and reconnaissance operations in accordance with Naval Air Systems Command requirements.

Stanton said the maritime patrol and reconnaissance community needs a new aircraft and needs it badly. He said the Fleet needs an airframe that's capable of meeting the requirements set forth by the Navy and that support the maritime strategy.

“Our job here is to test that capability on the Poseidon,” he said. “As an operational P-3 pilot, I am fully aware of the challenges facing the Maritime Patrol and Reconnaissance Aircraft (MPRA) community as they try and execute their high demand mission with a dwindling number of aging assets. Testing the P-8 and getting it to the MPRA community as soon as possible will help alleviate some of those challenges.”

◆ **Navy, Academic Institutions Announce Engineering Education and Research Program in Southern Maryland**

Aerospace, Mechanical Engineering Are Key to Developing Increased High Tech Employment

A partnership of naval and higher education organizations — the Naval Air Warfare Center Aircraft Division (NAWCAD), the College of Southern Maryland (CSM), the Southern Maryland Higher Education

Center (SMHEC) and the A. James Clark School of Engineering at the University of Maryland in College Park — will undertake a program to explore joint education and research efforts and establish four-year aerospace and mechanical engineering bachelor of science degree programs in Southern Maryland, in proximity to NAWCAD.

No such degrees are available in the region at present. The partnership seeks to increase the number of people in Southern Maryland prepared to provide advanced engineering skills to the Naval Air Station (NAS) Patuxent River and companies that work with it. Efforts are planned to publicize the educational opportunity to area high school students as well, in what is termed a “STEM project” (promoting science, technology, engineering and mathematics as career options for young people).

The program will entail a multi-year initiative encompassing education and research activities, starting in the fall of 2009.

The educational component of the program will enable qualified College of Southern Maryland (CSM) students to take Clark School classes in three ways: by attending classes televised by the Clark School and presented at SMHEC, by attending classes offered by Clark School adjunct faculty at SMHEC and by attending classes at the Clark School in College Park.

The research component of the program will address the technical needs of NAWCAD, including avionics, rotorcraft, air vehicles and unmanned systems, propulsion and power, manufacturing, and human systems. The research will advance the state of knowledge in particular areas of direct interest to the Navy.

Benefits to Students in the BSME/BSAE Programs at SMHEC

Students enrolling in the UMD/SMHEC Bachelor’s Completion program in BSME or BSAE program will receive Tuition Assistance of up to \$4,500 a semester, and book reimbursement for up to \$400 a semester for up to a total of six semesters. They will be then responsible to work for NAS Patuxent River 3 months for each month benefits are received. These students also will be automatically accepted into the NAS Patuxent River Co-op program of planned and progressive career-related student employment integrating academic studies and on-the-job work experience. This will apply for summer and other vacations, and for part-time work if desired all year for 16 hours/week. Salary plus full federal benefits for summer and holiday break employment for junior year and senior year students is listed as \$12.11 to \$15.75 per hour. To begin students must be accepted to the University of MD aerospace or mechanical engineering programs at SMHEC. For NAWCAD support submit your name and resume on-line for management review at <http://www.navair.navy.mil/jobs>. Click “career opportunities” then click “post your resume: all others” or click “post your resume: entry level engineering and science.” Automatic acknowledgement will follow. The PAX program manager is Marjory Holcomb at 301-757-4119 or Linda Sievers at 301-757-4116.

For more information:

NAWCAD-
<http://www.navair.navy.mil/nawcad>

Southern Maryland Higher Education Center- www.smhec.org

College of Southern Maryland-
www.csmd.edu

A. James Clark School of Engineering-
www.eng.umd.edu

St. Mary’s County Perspective

By: Bob Schaller, Director, St. Mary’s County Department of Economic and Community Development

Welcome 2010 and a new decade. Overall, 2009 was a year of economic adjustment. Nationally, the economy slowed, unemployment topped 10%, and recession crept into the lives of businesses and households alike. Fortunately our strong defense technology industry helped to insulate us from the ills of the broader recession. St. Mary’s County maintained the ranking of 3rd lowest unemployment rate behind Montgomery and Howard Counties, the two most affluent counties in the state. Our tourism industry came together to help celebrate the 375th Anniversary of Maryland’s founding. This served as our local stimulus program. New construction, especially in housing, was the hardest hit sector. A few major commercial development projects continued to move forward in Lexington Park, California, and Charlotte Hall.

The County worked towards completion of the 6-year update of the Comprehensive Land Use Plan. County officials and staff maintained a strong partnership with NAS Patuxent River to prevent and mitigate encroachment, including implementation of a new ordinance on wind turbine usage for renewable energy.

As we start 2010, the economy is showing signs of recovery and promise. The roster in the 2010 Technology Handbook for St. Mary’s County has grown 3%. Major aircraft programs such as JSE, MMA, and UCAS finally arrive at Pax. Jobs will be created which will spur additional business development. Recent partnerships formed in the non-defense sector with alliances and business associations, coupled with an emphasis on increasing awareness of local business will help fortify other parts of our economy.



begin as requested in Section VI. Issues & Recommendations, Item 5 - Analyze the Merits of a JLUS, of the Southern Maryland Navy Alliance Encroachment Study Committee report date February 2007. In part it states “establish an ongoing JLUS Regional Coordinating committee including representatives from local and state (VA, MD & DE).”

♦ **Joint Land Use Study (JLUS)**

By Cindy Broyles, Board of Directors

A Joint Land Use Study (JLUS) is a cooperative land use planning effort between local government and the military installation to help better understand and incorporate the AICUZ and technical data into local planning programs. The JLUS program is a planning process designed to identify encroachment issues confronting both the civilian community and the military installation and to recommend strategies to address the issues in the context of local comprehensive general planning programs. The JLUS is conducted in a collaborative manner involving all stakeholders, including the local elected officials, planning commissioners, local military base command staff, and community. The JLUS effort can directly benefit both the jurisdiction and the installation by:

- Protecting of the health and safety of residents living or working near military installations;
- Preserving long-term land use compatibility between the installation and the surrounding community;
- Promoting comprehensive community planning;
- Encouraging a cooperative spirit between the local base command and local community officials;
- Integrating the local jurisdiction’s comprehensive plans with the installation’s plans.

The recommendations provide a policy framework to support adoption and implementation of compatible development measures designed to prevent urban encroachment; safeguard the military mission; and protect the public health, safety, and welfare. The results of the study may involve revisions to the community’s comprehensive plan and traditional land use and development controls, such as zoning, subdivision regulations, structural height restrictions and promotion of planned unit development concepts. An important ingredient of a successful JLUS is building community consensus. If the JLUS is to have positive results, the participating jurisdiction and military installation must agree to make a good faith pledge to implement development controls to achieve compatibility.

Over the next few months, we will engage with The Department of Defense’s Office of Economic Adjustment (OEA) which assists local communities in the JLUS process. OEA provides technical assistance to help with the preparation of the scope of services and grant application; technical support and guidance during the JLUS; and serves as liaison between the Military Department and the sponsoring jurisdiction if needed. Our goal is to maintain a strong and mutually beneficial relationship between the Patuxent River Complex and our surrounding civilian community and continue our heritage of being a community that proudly serves and supports the nation’s war fighters.

Todd B. Morgan

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