



## QUARTERLY REPORT

### SUMMER 2012

Spring is here and the workload is consistently increasing supporting several initiatives. The Southern Maryland Navy Alliance (SMNA) continues to work with Navy leadership, Department of Defense, county government, local industry and Alliance members ensuring that the Patuxent River Complex remains strong and continues to support the various Programs.

One of our initiatives is to secure the Patuxent River Complex as a principle site for Unmanned Air System (UAS) test site. The Federal Aviation Administration (FAA) is in the process of developing a request for proposal to set up six government-sanctioned test ranges and research centers around the country to provide ranges for unmanned craft under different geographic and climate conditions. The current status is the FAA, via the Federal Register, is seeking public input to assist them in the development of the UAS test site requirements. The Mid Atlantic UAS Steering Committee is currently in the process of addressing these questions. The Mid Atlantic UAS Steering Committee was developed to coordinate the different organizations that include the Southern Maryland Navy Alliance, local Navy Leadership, the Hampton Roads Military & Federal Facilities Alliance; Wallops Island Flight Facility on the Eastern Shore; NASA Langley Research Center and the National Institute of Aerospace.

The Alliance continues to monitor and brief Senior Navy Officials, Senator Mikulski, Senator Cardin and Congressman Hoyer's offices, Office of the Deputy Secretary of Defense Installations & Environment and local county government on the encroachment issues specifically, Wind Turbines in-shore and off-shore and the effect to the Atlantic Test Range (ATR). We want to ensure everyone involved understands the potential negative impacts that Wind Turbines could have to the range radar capabilities. Our goal continues to be one that supports renewable energy sources that can be engineered and installed with minimal adverse impact to the mission of the Patuxent River Complex.

Encroachment is still an important issue in which the Alliance continues to be involved. In support of future flight operations at Webster Field a member of the Alliance, Mr. Keith Fairfax, has been working with the Board of County Commissioners and the Navy reviewing the Webster Field Air Installations Compatible Use Zones (AICUZ) study to possibly include the addition of an Accident Potential Zone (APZ). This would support present and future operations at that location.

We are predicting a Based Realignment and Closure (BRAC) process in 2015. We are starting to meet with local Navy and county leadership in the preparation of a BRAC 2015. Southern Maryland prospered in the BRAC of 1995 with the increase in the number of organizations, programs and capabilities moved to the Naval Air Station Patuxent River. In preparation of BRAC 2015 we need to exploit our state of the art facilities and professional workforce that supports numerous aircraft and non-aircraft programs. As I mentioned in the last news letter it is our intention to exploit our assets, mitigate the threats and expand the opportunities. We as a community need to continue to support the Navy's mission in Southern Maryland.

We have a full agenda and as a community we will have to work through these initiatives as we have done in the past. This is a TEAM effort and I appreciate all the support we have from the community and our membership.

Respectively Submitted,

Ed Sierra  
President

## SOUTHERN MARYLAND NAVY ALLIANCE 20TH ANNIVERSARY

By Keith Fairfax, Senior VP ▲

As I look back at the formal beginning of this community start-up in 1992, many thoughts go through my mind including the many conversations I had with Maryland Senator J. Frank Raley and Delegate John Bohanan. In fact, the genesis started with then Congressman Roy Dyson and a select group of political, business, banking, real estate and defense contractors along with advice from the Professional Business Council.

There were two camps requiring many discussions of the needs of St. Mary's County. The first group was led by Larry Schadegg who wanted a substantial improvement in K-12 education and technology infusion into every aspect of the Department of Defense (DoD)/Navy business here. This group is now the Patuxent Partnership. The other group was focused on the political aspects of maintaining the DoD/Navy mission at the Patuxent River Complex (including Naval Air Station Patuxent River and Webster Field in St. Inigoes.) The Southern Maryland Navy Alliance (SMNA) was born from this second group and its first President was State Senator J. Frank Raley. Both groups have since grown to be vital civic organizations.

It is hard for me to conceive where the Patuxent River Complex and St. Mary's County would be without J. Frank's leadership and strategic vision. Senator Raley, representing St. Mary's County in 1957, laid the ground work for the future economic rise in our county. In 1968, gambling was outlawed in St. Mary's County and the financial community began to look at the county in a totally different and most positive way.

In 1981 Congressman Steny Hoyer became our representative for the 5th District beginning a partnership with our community resulting in an unbelievable force field. As we faced Base Closure and Realignment Commission (BRAC) action in 1991 with the Naval Electronics Systems Engineering

Activity (NESEA) at St. Inigoes targeted for closure, SMNA was able to provide the Pentagon and national leaders with vital information that called attention to the value of NESEA and its importance to the Naval Air Systems Command (NAVAIR.) NESEA was taken off the BRAC closure list.

One result of BRAC 1991 was the movement of personnel from Naval Air Warfare Center (NAWC) Warminster, PA (formerly Naval Air Development Center [NADC]) to St. Mary's County which required a total team effort of St. Mary's County Government, the Tri-County Council (another group J. Frank initiated in 1957,) the St. Mary's County Chamber of Commerce, SMNA and the government team at Naval Air Station Patuxent River. It is estimated that 60-70% of the highly skilled Research and Development (R&D) scientists and engineers moved here from Warminster. At the same time, a Military Construction (MILCON) project, The Becker Materials Laboratory, was transferred to the Patuxent River Complex from Warminster; the first of many new structures to be built here as a result of BRAC 1991.

The decision to move NAVAIR from Crystal City, VA to Patuxent River was a result of BRAC 1993. SMNA started major initiatives to prepare Southern Maryland for the growth. First, a working group was formed to establish a Higher Education Center in St. Mary's County. SMNA members worked with Governor Schaefer, the Southern Maryland Delegation and St. Mary's County Commissioners. That first initiative was realized when building the Southern Maryland Higher Education Center was funded by the legislature and approved by the Governor in 1993.

The second initiative of SMNA was the formation of a tri-county infrastructure advisory committee to inform Governor Glendenning of the need for schools, roads and other infrastructure to meet the requirements for the BRAC 1993 relocations to our area. Expanded roads and new schools have been built and improvement is still on-going today.

The third initiative was led by the second SMNA President, Jack Lynch. Mr. Lynch was asked by Governor Glendenning to lead a search committee to find a federal

facilities coordinator for Maryland's Department of Business & Economic Development. Under Jack's leadership, the committee recommended BGEN Michael Hayes, USMC (ret.) who was appointed by Governor Glendenning and later reconfirmed by Governors Ehrlich and O'Malley. General Hayes has proven to be a superb leader and administrator. Patuxent River and the entire State of Maryland has benefited greatly from his work.

Begun in 1993, the Southern Maryland Navy 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. SMNA advocates new and on-going programs in Department of Defense Authorization and Appropriations legislation that support the Patuxent River Complex. From FY1993 through FY2009 congressional interest items of \$150 million funded programs that provided new or improved capabilities for the Navy in Southern Maryland. Programs selected had to meet specific criteria: 1. Was it important to the Navy? 2. Did the program enhance Patuxent River Complex capabilities? 3. Did the program provide new job opportunities for Southern Maryland? Only with the continued support of Congressman Hoyer, Senators Mikulski, Cardin and Sarbanes were we successful. Their excellent staffs provide the leadership and continuing support fundamental to the years of success for this program.

Every Military Alliance formed to date in Maryland and some in Virginia have received advice and support from SMNA. We have successfully worked with four Governors, six St. Mary's County Boards of Commissioners, six Southern Maryland Delegations and three United States Senators. We have been fortunate to develop partnerships with the military and civilian leadership at Patuxent River Complex to ensure their mission is accomplished. Butch Long, yours truly, Todd Morgan and Ed Sierra continued on the path set by J. Frank Raley and Jack Lynch. The current Executive Vice President, Glen Ives, will take the SMNA helm in the fall of 2012. We have many challenges ahead of us as we continue our mission to prepare our community for the future. ●

## NAVAL AVIATION TEST AND EVALUATION - FULL SPEED AHEAD!

By VADM Brent Bennit, USN (Ret.) ▲

With Spring in full swing here in Southern Maryland, it's a good time to 'take stock' of several of the major Naval Aviation programs that are well into the Developmental Test and Evaluation (DT&E) phase of their respective acquisition cycles. This DT&E effort is designed to discover, document and research corrective alternatives for the deficiencies that are inherent in any new system - especially in the very complex systems that make up the modern, 'cutting-edge' naval air force of the future.

**JSF** - Flight testing of the F-35 Lightning II (Joint Strike Fighter) continues at an ever-accelerating pace, with eight test aircraft supporting a 'full' flight schedule every day. On the basis of the highly successful initial shipboard trials of the F-35B 'short take-off and vertical landing' test aircraft for the Marine Corps that took place last fall on the USS Wasp and the continued success in developing engineering solutions for several other previously identified deficiencies, the 'B' aircraft has now been removed from the 'Probationary Status' that had been imposed by the Secretary of Defense. This puts all three variants of the Lightning II on solid footing and ahead of the demanding flight test schedule imposed by the program's master test plan.

For the foreseeable future, the Lightning II test schedule will focus on the expansion of the flight envelopes for both the 'B' variant and for the 'carrier suitable' 'C' model; on preparations for weapons integration and release testing; and on flight and mission software performance. The successful launch of the F-35C from the Electro-Magnetic Aircraft Launch System (EMALS) at the end of 2011 was yet another critical milestone on the road to full carrier suitability clearance for the Navy variant of this '5th Generation', stealth strike fighter.

**E-2D** - The successful developmental test

program for the E-2D Advanced Hawkeye that has been underway at Patuxent River for the past few years cleared the way for the commencement of Initial Operational Test and Evaluation being led by Air Test and Evaluation Squadron One (VX-1) here at Patuxent River. The team of professionals at VX-1 is putting the E-2D through a full range of operationally focused tests to verify the 'operational effectiveness and suitability' of this entirely new and extremely capable Airborne Early Warning and Command and Control weapons system. NAS Norfolk, Virginia is the site for the initial fleet standup of the Advanced Hawkeye.

**P-8A** - Developmental testing of the P-8A Poseidon aircraft continues at VX-20 - again here at Patuxent River. The test team is meeting a very demanding schedule of air vehicle and weapons system test requirements that are pointed toward delivering an Initial Operational Capability (IOC) to the Fleet in 2013. This new aircraft and weapons system will ultimately replace the Fleet's aging P-3 aircraft and form the 'manned' element of the Navy's new and upgraded Maritime Patrol and Reconnaissance (MPR) Team. The fleet's training capability for this new system is standing up at NAS Jacksonville, Fla.

**BAMS** - The 'unmanned' element of our MPR Team is the MQ-4C Broad Area Maritime Surveillance UAS or 'BAMS'. BAMS is an improvement on the Air Force Global Hawk aircraft that is outfitted with a suite of sensors and communications equipment optimized for the maritime environment. BAMS 'DEMONSTRATOR' aircraft are currently deployed in support



of fleet operations and the first production test vehicle will fly later this year. When the Navy's combined P-8 and BAMS forces are fully operational, the nation's Intelligence, Surveillance and Reconnaissance (ISR), Anti-Submarine Warfare and Anti-Surface Warfare capabilities will be dramatically improved.

In addition to the ongoing testing of these four major systems, the "Pax Pros" are focused on the testing of two rotary wing Unmanned Air Systems (UAS), the MQ-8 'Fire Scout' and an unmanned variant of the K-MAX logistics helicopter. These test programs, coupled with ongoing tests of modifications and upgrades for the F/A-18 'family' of aircraft; the MH-60 R's and S's; the currently serving Presidential Helicopters (VH-3 and VH-60); and the UH-1Y and the AH-1Z keep the base 'humming' at an intense level of activity and will do so for years to come. The future of Naval Aviation is full of challenge, excitement and great promise. ●



Capt. Jaime Engdahl, U.S. Navy, gives presentation to County Commissioners at joint meeting at PAX NAS on February 1, 2012. Photo courtesy of St. Mary's County Government.

## ST. MARY'S COUNTY PRIORITIZES NAVY SUPPORT

By Keith Fairfax, Senior VP

St. Mary's County Commissioners are continuing a long history of community support for the Navy mission, focusing on transportation, encroachment and development issues that will enhance the county's role as host to Naval Air Station (NAS) Patuxent River.

The county's draft FY 2013 budget includes the acceleration of funding for FDR Boulevard, a neighborhood connector designed to take pressure off Maryland Route 235, the main access to the NAS. The remaining sections of FDR Boulevard from Maryland Route 4 to Pegg Run Road will be totally county-funded, a significant commitment of county resources in difficult economic times.

In addition, the county's draft FY 2013 budget will allow the increase of some 4-5 Law Enforcement Officers to be present in Lexington Park. Could there be a police station/public service facility far behind?

The BOCC continues the bi-annual meeting with the Commanding Officer of NAS to foster communication between our largest employer, US Navy, and our County Commissioners.

In recent years, the county took major steps to strengthen the encroachment

protections of the AICUZ around NAS Patuxent River, eliminating all residential development from the APZ-2 zone, a requirement above and beyond the normal Navy standards. Given the test and evaluation mission of the Patuxent River Complex, this provides extra assurance that encroachment issues will not create any interference.

Today, the County is evaluating establishment of a protected zone around Webster Field, in order to provide maximum flexibility for future use of Webster Field for a variety of aviation-related purposes. Creation of this new zone will require careful analysis jointly with the Navy, as well as consultation with affected property owners. However, the county's comprehensive plan firmly commits to its importance.

Our own County Commissioner Todd Morgan is currently President of the Tri County Council and as such has started the Joint Land Use Study (JLUS) process. This process is a joint venture with the three Southern Maryland Counties, counties on Maryland's Eastern Shore and in Virginia's Northern Neck in cooperation with the Department of Defense. The mission of this group is to review and recommend land uses in and around Southern Maryland to protect our Department of Defense facilities that include the evaluation of the possible installation of Wind Turbines.

The completion of dual lanes and upgrade of Chancellors Run Road this

## SOUTHERN MARYLAND NAVY ALLIANCE



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**Danita Boonchaisri**, *Calvert County*

**Deb Stone**

year is the last of the ten-year infrastructure plan projects started as a result of BRAC 1995.

Finally, a final draft of the Lexington Park Development District Master Plan will shortly be presented for approval. The work thus far has involved significant consultation with both the Navy and defense contractors. It focuses on the future development of the land around NAS Patuxent River, so the county has worked hard to incorporate a strong vision of future community support for the Navy and its workforce.