



FRESH AND SALTWATER SPORTS
ON CHOCTAWHATCHEE BAY



CITY OF VALPARAISO
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VALPARAISO, FLORIDA 32580

HOME OF
EGLIN AIR FORCE BASE

March 9, 2009

The Honorable Kevin W. Billings
Acting Assistant Secretary
(Installations, Environment and Logistics)
1665 Air Force Pentagon
Washington, DC 20330-1665

Dear Secretary Billings,

I would like to share some information with you garnered from local sources. Bay County, which is located about 45 miles to our east is in the process of building a new international airport. They have a contract price below \$100M on a new 10,000 foot runway, with ILS, taxiway and aprons (please find enclosed a brief summary of the project as Attachment 1).

Now, you're probably asking what this has to do with the United States Air force. As the BRAC process for Eglin has unfolded and the effects on the City of Valparaiso have been identified, we've given some thought as to the implications of a new Eglin runway that would shift the noise burden away from our City as well as Eglin Main itself. Pursuant to that thought, also attached are rudimentary sketches of two scenarios that we believe may be worthy of further consideration. Attachment 2 exhibit depicts the possible location and orientation of a new N/S runway. Attachment 3 depicts an extension to the south of runway 01/19. With similar economies of scale to the new Bay county airport runway we feel that a new runway on Eglin could be constructed for less than \$100M. The cost of the runway 01/19 addition would be far less, but would also have much less mitigating effects. While our main objective is to mitigate the noise impacts on Valparaiso, it is clearly beyond our expertise to construct noise contours for the proposed configurations. However, we do think that superimposing the contours the Air force previously prepared for the existing runway (Attachment 4) around a re-oriented or extended runway may give a conceptual representation for preliminary evaluation purposes.

The additional N/S runway proposed in Attachment 2 constitutes a win-win resolution of the F-35 noise issue for both the Air force and the City of Valparaiso and appears to be cost effective even at 100 million. F-35 undesirable high noise levels would be reduced over both Eglin main and eliminated over Valparaiso; thus requiring less federal dollars

"Home of the World's Largest Air Force Installation, Eglin Air Force Base, Florida"

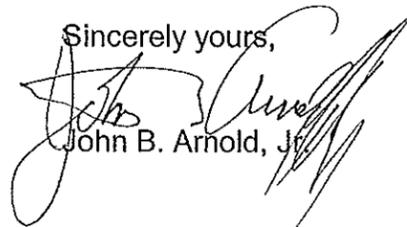
for noise reduction construction or relocation of impacted facilities on Eglin and no funding for noise reduction construction or payment for land value losses due to required rezoning in Valparaiso.

I am confident that the Air force is considering many ways to mitigate any negative effects caused by the pending arrival of the new F-35 and it is probably unnecessary we even consider sending suggestions like this to you. However, as the Mayor of Valparaiso, it is my duty to ensure that the concerns of our residents are being adequately addressed. It is due to these concerns and unanswered questions that our commission decided to pursue litigation. The public outside our City believes the Air Force has addressed our concerns. And quite frankly, the proposed operational limitations the Air force has agreed to in the Record of Decision are encouraging. However, we would still like to see what effect those operational changes have on future actual noise levels Valparaiso will experience and if successful, will they be incorporated into the Supplemental EIS and the final Record of Decision?

Contrary to public opinion and as previously stated I support the new F-35 program and the expansion of Eglin's mission and as I have said in the past, Valparaiso looks forward to earning the moniker of "Fighter Town USA." But as stated above, my first duty is to assure my constituents' concerns are adequately addressed. For Eglin to fulfill its intended mission and the City to survive, it is imperative that we work together to get the questions answered that so greatly impact our residents and the City.

In closing, let me reiterate that it is neither our intention to negatively impact Eglin's mission nor is it our goal to treat the legal process as a monetary windfall for the City as some have suggested. Our only objectives are to continue to provide quality of life for our residents, assist them in preserving the value of their investments and be a good neighbor. We look forward to your response and a cooperative resolution to the concerns of both the Air force and Valparaiso so the litigation will be unnecessary.

Sincerely yours,



John B. Arnold, Jr.

4 Enclosures

Attachment 1 Bay County Runway Construction Cost Overview
Attachment 2 Alternate Runway Configuration Noise Contours
Attachment 3 Runway 01/19 Extension Noise Contours
Attachment 4 Noise contours of existing 01/19

Cc: Colonel Bruce McClintock, Eglin AFB with attachments
Representative Jeff Miller with attachments

ATTACHMENT 1

CONSTRUCTION COST OVERVIEW FOR NEW BAY COUNTY INTERNATIONAL AIRPORT

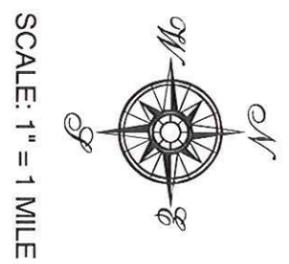
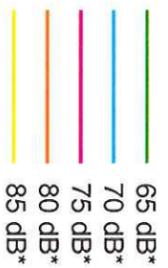
Primary Runway 16-34

- Runway Length – Originally planned 8,400 ft (to be constructed at 10,000 ft)
- Width – 150 ft
- Shoulder Width – 25 ft
- Design Aircraft – Boeing 767
- Typical Runway Pavement Section -
 - 15 in Portland Cement Concrete (P.C.C.), on
 - 4 in asphalt base course, on
 - 6 in subbase stabilization course, on
 - compacted subgrade (approximately 84" depth)
- Taxiways – full length
- Typical Taxiway Pavement Section -
 - 5 in bituminous surface course, on
 - 8 in base course, on
 - 8 in subbase stabilization course, on
 - compacted subgrade (approximately 84" depth)

Construction Cost

- Runway 16-34 (Primary Runway) - \$94,351,683 (actual bid), to include:
 - Base Bid consisting of:
 - Site Clearing (1,088 ac)
 - Primary/Rough Grading of entire site, less crosswind runway
 - Site Primary Drainage Improvements, less crosswind runway
 - Runway 16-34 (primary runway), without pavement section
 - Asphalt taxiway system supporting Runway 16-34
 - Airfield lighting and signage improvements and airfield electrical vault
 - Vehicular access roads
 - Bid Alternate 2:
 - P.C.C. Pavement Section for Primary Runway
 - Bid Alternate 7:
 - Primary Runway Touchdown zone and centerline light cans
- Runway 16-34 Extension - \$4,500,000 (estimated), to include:
 - 1,600 ft extension (to 10,000 ft)
- Navigational Aids - \$2,200,000 (estimated) to include:
 - Localizer antenna
 - Glide slope antenna
 - Category I Instrument Landing System (ILS)
 - Medium-intensity approach lighting system with runway alignment indicator (Runway 16 end)

ATTACHMENT-2 POSSIBLE ALTERNATIVE RUNWAY CONFIGURATION RUNWAY ROTATED APPROXIMATELY 25° FROM CURRENT ORIENTATION



SCALE: 1" = 1 MILE

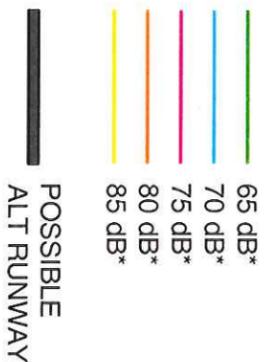
POSSIBLE
ALT RUNWAY

* ORIGINAL ALTERNATIVE 1 NOISE CONTOURS MANUALLY MODIFIED TO APPROXIMATE THE GENERAL EFFECT OF THE "POSSIBLE ALTERNATE RUNWAY" SHOWN ABOVE. NO COMPUTER MODELING HAS BEEN PERFORMED FOR THIS SCENARIO.

ATTACHMENT-3 POSSIBLE ALTERNATIVE RUNWAY CONFIGURATION RUNWAY EXTENDED SOUTH ALONG EXISTING ALIGNMENT 2,000 FEET

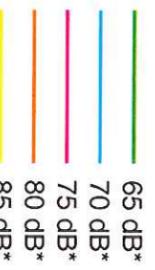
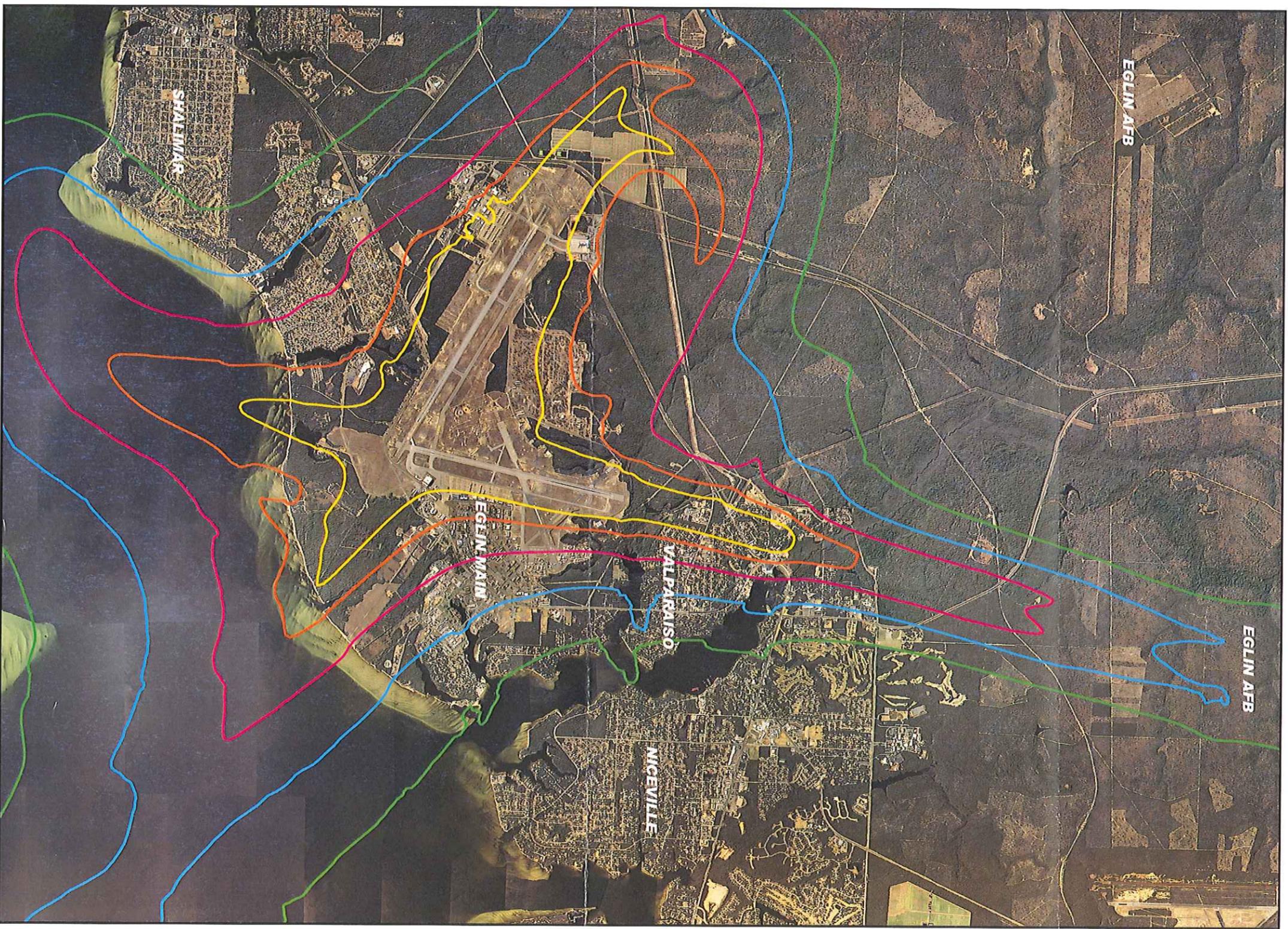


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ATTACHMENT-4 EXISTING RUNWAY CONFIGURATION



* ORIGINAL ALTERNATIVE 1 NOISE CONTOURS FROM ENVIRONMENTAL IMPACT STATEMENT (EIS).



SCALE: 1" = 1 MILE