

## **Appendix B**

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### **Transcripts from Scoping Meetings**

**PUBLIC SCOPING MEETING  
EDWARDS AIR FORCE BASE  
25 OCTOBER 2000**

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11 PUBLIC SCOPING MEETING  
12 FOR THE ENVIRONMENTAL IMPACT  
13 STATEMENT FOR THE WEST COAST  
14 INTRODUCTION OF THE MV-22 AIRCRAFT  
15 LANCASTER, CALIFORNIA  
16 WEDNESDAY OCTOBER 25TH, 2000  
17 6:00 P.M. to 10:00 P.M.

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REPORTED BY: PATRICIA Y. SCHULER, RPR, CSR NO. 11949

1 STEVE MALICOT: My name is Steve Malicot. I  
2 am the president and CEO of Lancaster Chamber of  
3 Commerce. I am representing over 800 businesses in  
4 the Antelope Valley. Our business community sees a  
5 great need and benefit for this project to come to the  
6 Edwards Air Force Base. It would help support our  
7 economic growth. The business community is prepared  
8 and capable of supporting the arrival of this project  
9 and are eager to get involved and support wherever  
10 they can.  
11 I am also the retired senior enlisted  
12 adviser on Edwards Air Force Base, and the Air Force  
13 Flight Test Center. I retired from there two years  
14 ago, but I know the base well enough to know that the  
15 base is very capable of supporting a contingency of  
16 approximately 2500 active duty military along with the  
17 families of about 5000 total. That is the figure that  
18 I have heard. But the base facilities, housing,  
19 commissary, BX, are more than capable of supporting a  
20 contingency that large coming out there. I think it  
21 would be a welcomed benefit to the Air Force Flight  
22 Test Center.  
23 As a citizen and retired Air Force, it has  
24 my full support and again as the President and CEO of  
25 the Lancaster Chamber of Commerce supporting over 850  
26 members. It has the full support of the Lancaster  
27 Chamber of Commerce. We welcome any comments or  
28 support that we might be able to provide in order to  
1 help facilitate the transfer of the project in favor  
2 of the flight test center.  
3 DON MABEN: I am the field representative  
4 for Kern County Second District Supervisor

5 Steve Perez, in whose district most of Edwards lies.  
6 And his office is in support of having the Marine Corp  
7 return to Eastern Kern County since they had a great  
8 presence there from 1942 to 1959 and we want them  
9 back.

10 JAMES CHARLES: My name is James Charles. I  
11 am the immediate past president of the Antelope Valley  
12 Board of Trade. My point would be that although many  
13 businesses would like the military and its projects in  
14 their area because of the business advantage, what I  
15 want to tell you is the advantage to the military of  
16 bringing that project here and as much of it as they  
17 can.

18 There is no other place of which I am aware  
19 that has the public support never mind the businesses.  
20 They may make their arguments. The public supports  
21 everything that flies. This Valley loves stuff that  
22 flies and the people that fly them. And so when  
23 there's problems, as there always is ups and downs  
24 between any installation and the people around them,  
25 the military will not find a place that has more  
26 public support than right here in the Antelope Valley.  
27 There are good business reasons and  
28 everybody's going to tell you what is in their

1 interest. I am saying what is in the military's  
2 interest. That's to be at a place where everybody  
3 loves you, wants you, not just the business but the  
4 people.

5 ALLEN BAUMANN: My name is Allen A. Baumann.  
6 I am the chairman of the Military Affairs Committee  
7 for the Palmdale Chamber of Commerce. The community  
8 of Palmdale and specifically the Chamber is in  
9 absolute support of Edwards becoming the stationing  
10 base for the Osprey. We understand that there would  
11 have to be some construction done. We are aware of  
12 that. It would be a boom to our economy. We believe  
13 that the inner service funds transfer could be  
14 accomplished with little or no problem.  
15 There's about 20,000 square miles of air  
16 space between here and Pendleton with little or no  
17 civilian inhabitants in that area; very, very few. So  
18 it makes optimum use of the environment. There would  
19 be minimal impact to human beings, if there is any at  
20 all anyway.

21 I am a retired Army officer and joint forces  
22 is important to the success of our military  
23 operations. The Marines have already proven with the  
24 squadrons they have at Edwards that the joint activity  
25 does work. We believe in the Palmdale community that  
26 more joint operations are just completely better for  
27 everybody. And we see Edwards as a flagship for  
28 testing for the Air Force.

1 Consequently, there is certainly enough  
2 talent in both blue collar and professional in this  
3 community and the Antelope Valley as a whole to  
4 support all that activity.

5 We have very highly qualified people that  
6 travel down below, and it would be a boom to them to  
7 be able to just work in this area as well. We  
8 recognize that there would be about 2500 military full  
9 time and about 5000 family members. That would be a  
10 boost to our economy.  
11 Being retired military there is no base  
12 anyplace near here except for Irwin, which is a long  
13 ways away for me to do commissary shopping, BX and the  
14 other type of things that are part of my retirement.  
15 And so I personally have an interest in the success of  
16 the Osprey being positioned here at Edwards.  
17 The community supports the activities at  
18 Edwards. For example, the Joint Military Affairs  
19 Committee, which there are five chambers, we have a  
20 meeting once a month with representatives from the  
21 Military Affairs Committees of these five chambers.  
22 We know that the community support is absolutely in  
23 favor of having the Osprey.  
24 We do a monthly spouses tour where the Joint  
25 Military Affairs Committee, with the help of the local  
26 car dealers, get a van. Sometimes we need two vans.  
27 We go to Edwards, we pick up the spouses, and we spend  
28 from 8:00 in the morning till about 3:30, 4 o'clock in  
1 the afternoon. We take the spouses on the tour of  
2 Rosamond, Lancaster, Quartz Hill and Palmdale and then  
3 we treat them to a free luncheon. It has been  
4 extremely successful both from the merchant's  
5 standpoint and from the spouses'.  
6 So we are also working on putting in a  
7 skateboard park so that the children of the families  
8 at Edwards can have something to do. That has been  
9 sponsored by our Military Affairs Committee. We just  
10 really believe that we have the past experience.  
11 As you know, the Skunkworks of Lockheed is  
12 here. Of course, Boeing and Lockheed built their F-22  
13 prototypes which flew yesterday. And, of course,  
14 Edwards is known throughout the world because  
15 yesterday the shuttle landed here. So you talk about  
16 perfect weather, we always have it. If it isn't right  
17 at this moment, give us a few moments and it will be  
18 exactly right. So we believe it fits the purpose and  
19 the need of the Marines. And we want the Marines at  
20 Edwards. That is about all I have to say.  
21 BOB JOHNSTONE: My name is Bob Johnstone. I  
22 work for the aerospace office in Lancaster. I am very  
23 supportive of this. I worked 18 years as a long range  
24 planner at Edwards, and I believe that this mission is  
25 very compatible with the existing Marines out there at  
26 Edwards. And I think there is plenty of airspace and  
27 plenty of room and lots of area for them to do their  
28 job without any noise complaints or without any  
1 interference with the general public or any airline  
2 interferences. So I think it is a very good mix, very  
3 good match. We would love to have them.  
4 LARRY ADAMS: My name is Larry Adams. I am  
5 the mayor of California City, California, which is the

6 city that is in closest proximity to Edwards Air Force  
7 Base. I would just like to say that the City of  
8 California City and the people therein support the  
9 MV-22 peripheral selection criterion process and that  
10 we support having this facility and this MV-22 at  
11 Edwards. We love Edwards. We will love it a lot more  
12 when there's a lot of people working there that have  
13 good jobs.

14 LEONA BULL: I think the MV-22 would be an  
15 important and necessary addition to our military  
16 presence in the nation. And I think that the  
17 Antelope Valley welcomes new projects with open arms.  
18 It is not unfamiliar to look up in the sky and have  
19 somebody comment when they see a plane go over and I  
20 know it sounds corny but they like to say that is the  
21 sound of freedom and it is the sound of jobs.  
22 This community is very supportive of the  
23 aerospace industry, and we have got a workforce here  
24 beyond compare. We have got excellent environment  
25 quality that -- we have special air districting  
26 qualities that I think would be beneficial to the  
27 program. I mentioned that we already have an  
28 experienced workforce.

1 And more importantly we have a very  
2 accepting and welcoming community for the military  
3 force.

4 STEVEN CONTRERAS: My name is  
5 Steven Contreras. I am the Director of Corporate and  
6 Community Education for Antelope Valley College. The  
7 college is prepared to provide for the educational  
8 needs of all the Marines and their families if and  
9 when they are assigned here. The college has programs  
10 in place both academic and technical to provide for  
11 any educational need or concern. The college also has  
12 linkages with the local high schools and can provide  
13 assistance for secondary and primary education.

14 TOM CRAFT: My name is Tom G. Craft. I am a  
15 retired Navy captain. I now live here in the Antelope  
16 Valley. I previously was the president and CEO of the  
17 Federal Credit Union out of Edwards Air Force Base for  
18 13 years. I am now the chairman of the local chapter  
19 of the American Red Cross. It is a local chapter. It  
20 has some 600 volunteers. We are heavily involved in  
21 services to military families. We currently provide  
22 verification of the emergency leave and assistance to  
23 military personnel going on emergency leave in the way  
24 of funding and airline tickets.

25 We provide those services now to the Marines  
26 at Edwards as well as the Air Force and would do the  
27 same for the new Marines coming in. We also have  
28 experience with the Military Affairs Committee and the

1 Lancaster Chamber of Commerce for new families  
2 arriving at Edwards. We provide tours of our  
3 restaurants, shopping centers, housing areas, schools  
4 for all new arriving families to get them familiarized

5 and comfortable with the area. We are a military town  
6 and have always been a military town. There is a  
7 history of the Marine Corp here in the Antelope  
8 Valley. Back during the second World War the Marines  
9 had a large base at Mojave in Mojave, Marine Corp  
10 Station in Mojave during the second world war. The  
11 base is still there. We now use it as an airport. We  
12 would just be delighted to have the Marines come and  
13 join us and we would do everything we can to make them  
14 efficient, effective and ready to protect us against  
15 the bad guys.

16 BENJAMIN GONZALEZ: My name is  
17 Benjamin Gonzalez. I am for it. I think economically  
18 it will be an enhancement to the community. There  
19 will be more commerce, more business. I don't know if  
20 they are going to need to build new sites to put the  
21 aircraft like hangars and where they are going to be  
22 at.

23 There is some desert animals that need to be  
24 looked at because they are becoming extinct. Some of  
25 them are the desert tortoises and some other fowl,  
26 birds. But other than that, I think it is good for  
27 the community to have the MV-22 for economic purposes.  
28 That's what I think.

1 TOM WEIL: My name is Tom Weil, City of  
2 California City. I am the airport manager there. I  
3 think out of the five choices that are being currently  
4 looked at by SAIC and the Marine Corp that Edwards  
5 makes the most sense for several reasons.  
6 One, obviously is the infrastructure that is  
7 already in place. The facilities are there where they  
8 are not creating a burden to the taxpayer as far as  
9 relocating them to other areas.

10 Two, we have the capability of consolidating  
11 all nine squadrons to one location. So for logistics  
12 that makes sense.

13 Three, we have already demonstrated the  
14 ability to do a joint operation, joint command  
15 atmosphere with both NASA, the Army, and now the  
16 Marines are currently here with us. There has been no  
17 problems with the integration of any of those both for  
18 quality of life or operational issues.

19 Four, you have the community support and  
20 infrastructure within the Antelope Valley that is  
21 military oriented aviation oriented. I think you will  
22 not find another location that demonstrates this much  
23 support. In the communities you have adequate  
24 education facilities. You have adequate housing,  
25 affordable housing, and you have adequate labor force.  
26 Environmental issues is another big key here  
27 that I think would be positive for relocation here.  
28 We don't have the noise factors. The recent decision

1 by the EPA to make the East Kern region a separate  
2 planning area obviously plays a big factor. We  
3 probably now will have the cleanest air in southern

4 California to work with which makes sense also coming  
5 here in that aspect. I think that would be one of the  
6 key issues there; the noise, the air.  
7 We also have the safety issues. That's  
8 another big concern. I know the Osprey -- the testing  
9 environment, a lot of people have looked at the issues  
10 of safety before. We have the largest military  
11 operating areas in the southwest located within miles  
12 of the Edwards facility.  
13 So I would think as far as the public is  
14 concerned for safety, Edwards would be the ideal place  
15 to come. That will wrap it up. Thanks.

16 ALIS KLAUSEN: My name is Alis Clausen. I  
17 am with the Antelope Valley Board of Trade and also a  
18 local resident. Some of the things that I think  
19 should attract this program here is I understand that  
20 the program is already being tested here. So many of  
21 the environmental concerns that might have once been a  
22 concern have already been mitigated.  
23 As with many of the experimental programs as  
24 well as the active programs at Edwards Air Force there  
25 is an extremely good environmental plan in place.  
26 There are people who know how to cope with all of the  
27 environmental challenges that any new aircraft or  
28 group of people can bring. So that infrastructure to

1 handle the environmental concerns is already in place.  
2 Edwards has a very long history of being  
3 able to handle large groups of people, to handle  
4 taking care of themselves environmentally whether it  
5 is for their own waste hauling, whether it is for  
6 their own water quality, and they have worked very  
7 hard in the environment to make sure that what happens  
8 at the base does not affect the community at large.  
9 They are very good environmental neighbors. As I have  
10 heard other people comment we also are very accepting  
11 of the noise levels that the additional aircraft can  
12 cause. If anything, we are pleased to say come be in  
13 my backyard rather than not in my backyard as a  
14 community. And that includes all of the communities  
15 of East Kern and North Los Angeles County. For  
16 hundreds of miles around this base people like  
17 aircraft and the people who work on them.  
18 We also have the infrastructure in place and  
19 it could actually help our environment to have  
20 additional employees at Edwards rather than commuting  
21 to other places. And we have bus services and other  
22 types or rapid transit and car pooling in place that  
23 would help to mitigate any increased trips that might  
24 be experienced for supporting the project and the  
25 people.  
26 We also have the infrastructure for the  
27 families, shopping, housing, schools, lots of people  
28 who like people in the military and are welcoming.

1 Basically we just enjoy having the military in our  
2 community, welcome them. And rather than thinking

3 they are a problem, we think they are an asset.  
4 P. DALE WARE: My name is P. Dale Ware. I  
5 am retired but I am also a part-time teacher at the  
6 Antelope Valley Adult School and I work part time for  
7 the Antelope Valley Journal. I formally owned  
8 KOKX Radio in this area. I co-owned it. I didn't own  
9 it. I co-owned it. I was a manager of KUTY Radio.  
10 We had two stations. I retired about three years ago,  
11 and I am doing this part time and teaching part time.  
12 I am also involved with the Antelope Valley  
13 Board of Trade. I am a director on the Antelope  
14 Valley Board of Trade and former president. I believe  
15 that this particular aircraft and the support that we  
16 can offer in the Antelope Valley is outstanding. I  
17 think we have all of the elements here that would make  
18 it desirable to bring the MV-22 to the Antelope Valley  
19 including great air, lots of space, a supportive  
20 community.  
21 We are the aerospace valley. This is a  
22 place where people love airplanes and love to support  
23 our military. We need this aircraft here to help the  
24 economy. So while we feel we have something to offer  
25 and bring to the table to the services and to the  
26 people in the country, we also feel that it is a win  
27 win situation for both groups.  
28 I think that because we are geared to a

1 military-type economy that we probably should be at  
2 the top of the list or at least one of the final  
3 contenders for this contract.

4 J. P. BRADY: My name is J.P. Brady. I am  
5 with the Aerospace Office, Incorporated, City of  
6 Lancaster, California. What I want to talk about is  
7 Edwards Air Force, the base, and the encroachment  
8 issues that don't exist on Edwards. Edwards is truly  
9 a national asset. It is irreplaceable. The kind of  
10 work that the Air Force needs to do can't be done  
11 anyplace because of the vast two dry lake beds and a  
12 series of lake beds between Edwards and Nellis Air  
13 Force Base and Utah Testing and Training Ranges.  
14 These provide emergency landing strips all  
15 along the way for large or small aircraft if they had  
16 problems at testing. Same thing would apply to the  
17 Marines and the MV-22s as well. These are all  
18 identified. The pilots know where they are. They use  
19 them in case of emergency.  
20 Edwards is 300,000 plus acres. They have  
21 20,000 square miles of restricted airspace. It is the  
22 largest piece of DOD restricted airspace in the  
23 nation. This is also a national asset. It is managed  
24 by the Army, the Navy, and the Air Force. The  
25 commanders of Edwards, China Lake Naval Air Station  
26 and Fort Irwin manage that airspace for the Under  
27 Secretary Of the Defense for testing and evaluation.  
28 When you add in the ranges that China Lake

1 has and the ranges Fort Irwin have and the ranges that

2 are right next door, there is another 12,000 square  
3 miles of restricted airspace at Nellis Air Force Base.  
4 Put all that together in a big complex along with the  
5 Nellis ranges. And none of those bases I mentioned  
6 will be closed, Edwards Air Force specifically. We  
7 did a DOD study, a DOD sponsored study. The City of  
8 Lancaster ran that for Edwards Air Force Base. It was  
9 a JLU, joint land use study. We blocked off a  
10 two-mile buffer zone properly zoned around the base  
11 grounds to protect it from encroachment.  
12 We have an agreement with all the cities  
13 around there to have a first right of refusal on  
14 land use. Anything that would potentially encroach on  
15 the base we can have first right of refusal on, or the  
16 base does. So Edwards is a must keep base. It is not  
17 going anywhere. DOD needs to make the maximum use of  
18 the already underutilized facilities. And China Lake  
19 and Edwards are underutilized facilities at this point  
20 in time.  
21 This is a place to do consolidations if you  
22 have got to do consolidation and realignments. So  
23 Edwards Air Force Base in the next BRAC series will be  
24 a recipient rather than a donor when it comes to the  
25 base realignment and closure.  
26 LARRY GROOMS: My name is Larry Grooms. I  
27 am president and CEO of the greater Antelope Valley  
28 Economic Alliance. I wanted to talk this evening

1 briefly about workforce that we have available here in  
2 the Antelope Valley to support this basing proposal  
3 and also to talk a little bit about the quality of  
4 life that we offer, which is important for attracting  
5 both skilled technical people and for making a  
6 comfortable environment for the military party on  
7 base.  
8 Being within a 60-mile distance of downtown  
9 Los Angeles, we of course have all the attractions and  
10 amenities that most people would want to have. We  
11 have a four-season climate. We have locally within a  
12 half-hour drive of Edwards Air Force Base world class  
13 theatre facilities for live stage performances and  
14 concerts. We have Southern California's only semi-pro  
15 baseball team, the JetHawks at the hangar. That is  
16 Lancaster Municipal Stadium, which was built  
17 exclusively for them.  
18 We have climate controlled indoor mall  
19 shopping. We have the most affordable housing in  
20 Southern California, which is a big attraction. And  
21 that brings me to workforce. And one of the reasons  
22 we have such a workforce is because we do have this  
23 affordable housing.  
24 Our organization estimates that about 60,000  
25 people a day now commute into the Los Angeles basin  
26 from the Antelope Valley for employment. Our surveys  
27 have shown that many of those commuters who are, for  
28 the most part, skilled people would work here in the

1 Antelope Valley if the opportunity presented himself.  
2 We are in a word, house rich and job poor. Our  
3 unemployment rates in the valley are consistently  
4 higher than in the rest of Southern California. That  
5 has been due in part to consolidations and cutbacks in  
6 defense related industries on which we have long  
7 relied. The Antelope Valley, we believe, possesses  
8 all the elements that will be necessary to support the  
9 MV-22 units at Edwards Air Force Base.

10 DAVID MYERS: My name is David Myers. I am  
11 the North County Regional Manager for the Los Angeles  
12 County Economic Development Corporation. With respect  
13 to the MV-22, first of all I am a proponent, a strong  
14 proponent as I think the Marines would find throughout  
15 the Antelope Valley. The aviation history in the  
16 Antelope Valley is well documented. The population of  
17 the Antelope Valley is very supportive of aviation in  
18 general and the military more specifically.  
19 A great number of people who live here in  
20 the Antelope Valley have a military background or have  
21 had family members that have served in the Armed  
22 Forces. You don't generally tend to get complaints  
23 particularly around Edwards about noise  
24 considerations, flight considerations, things like  
25 that that you might find in other areas that are more  
26 congested.  
27 There is no development pressure at Edwards.  
28 That is to say there is nothing encroaching upon

1 Edwards Air Force Base from the standpoint of housing  
2 or other issues. There is also existing Marine  
3 detachment at Edwards Air Force Base, a helicopter  
4 detachment that would make the compatibility of the  
5 MV-22, I think, enhanced.  
6 Infrastructure is in place. Edwards Air  
7 Force Base signed an agreement with the Antelope  
8 Valley, East Kern Water Agency a couple of years ago  
9 for a trunk line to come to the base. That is  
10 probably one of the biggest water trunk lines. They  
11 have treatment facilities for sanitation. They have  
12 street curbs, gutters, lights, things like that, not  
13 only to support the facility that will be required for  
14 the MV-22, but also for the dependents, the Marine  
15 personnel stationed there, et cetera.  
16 Edwards offers, I think, a permanent site,  
17 certainly a permanent site. Compared to some of the  
18 other areas Edwards is not going anywhere. It is not  
19 going to phase out and whatnot. It allows the Marines  
20 to make long-term plans. It also offers, I think, a  
21 fairly high quality of life. The livability issue at  
22 Edwards is quite high. Just talking to the Marines  
23 that are out there over weekend at the Edwards Air  
24 Force Base open house, which was just this past  
25 Saturday, the Marines out there really enjoy serving  
26 at Edwards. They enjoy living at Edwards. They enjoy  
27 the amenities that the area offers.  
28 From a tremendous amount of recreation in

1 the nearby Sierra Nevadas and the San Gabriel  
2 Mountains to all of the urban and rural amenities that  
3 can be found in the Palmdale, Lancaster area, the  
4 proximity to Los Angeles. The proximity obviously to  
5 Camp Pendleton is important. There is a number of  
6 ways to access Edwards Air Force Base from the Camp  
7 Pendleton area. There are several routes that can be  
8 utilized.

9 More to the point that I think started to  
10 say is that we have a community that wants to see the  
11 Marines and wants to support the mission of the MV-22  
12 and the detachments that will be out here. And that  
13 is something that I think will have -- well, not  
14 necessarily an environment impact. It certainly  
15 speaks to the lack of environment issues. That isn't  
16 to say that there are no environmental issues. I am  
17 sure there are. But I think you will find a community  
18 that is supportive of the Marines and will want to see  
19 that continue. And that is really all I have to say.

20 MARK CAMPBELL: My name is Mark Campbell. I  
21 am pleased to see that they are thinking about it this  
22 early. I think both Edwards and Plant 42 would be  
23 good locations because of the Valley's commitment to  
24 aerospace because of our history. Edwards is probably  
25 a better location because it is not surrounded by as  
26 much development.

27 Plus, since you already have an existing  
28 facility there, locating the program there shouldn't

1 have any significant impacts on natural and cultural  
2 resources, which are my primary concern especially  
3 with cultural resources. It seems like a location  
4 like Edwards is free of a lot of the concerns or  
5 potential impacts that you might have someplace.

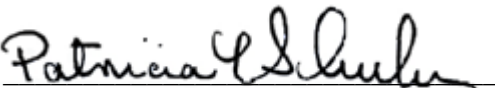
6 Especially if they were to try to locate it in a base,  
7 you know, more urban area. That's all I have to say.

8  
9 (The public forum concluded at 10:00 p.m.)  
10

1 I, PATRICIA SCHULER, RPR, Certified Shorthand Reporter  
2 for the State of California do hereby certify:

3  
4 That the foregoing proceedings were reported by me  
5 stenographically and later transcribed into  
6 typewriting under my direction; that the foregoing is  
7 a true record of the proceeding taken at that time.

8  
9 IN WITNESS WHEREOF, I have subscribed my name this  
10 1st day of November, 2000, at San Diego, California.

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14 PATRICIA Y. SCHULER

RPR, CSR No. 11949

**PUBLIC SCOPING MEETING  
NAVAL AIR FACILITY EL CENTRO  
1 NOVEMBER 2000**

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REPORTED BY: PATRICIA Y. SCHULER, RPR, CSR NO. 11949

1 ED SNIVELY: My name is Ed Snively. I am a  
2 real estate broker here in El Centro. We want you  
3 down here very much. It is a great place for the men.  
4 As far as housing goes, our average median housing in  
5 El Centro is \$125,000. FHA, VA programs, Cal-Vet  
6 programs are all available. We have three major  
7 housing developments that are starting at the first of  
8 the year which will add even more housing.  
9 There is also housing in Brawley and  
10 Holtville and in Calexico which they can take  
11 advantage of. Schools are excellent. There are two  
12 high schools in El Centro with great sports programs  
13 and recreation for families. And one thing that is  
14 important is if you draw a 500-mile circle around  
15 El Centro you are right in the middle of the economic  
16 and recreation wealth of Southern California taking in  
17 Los Angeles south, Las Vegas south and Phoenix back  
18 west, our own Imperial Valley and then the huge  
19 Mexicali Valley in Baja, California, which is only  
20 15 minutes from El Centro where they have a million  
21 people. There are now 181 multi-national companies  
22 that sit right across the border in Mexico that  
23 represent all different types of manufacturing around  
24 the world, and they impact our economy over here a  
25 great deal by coming across.  
26 The upper level management people live in  
27 El Centro and Calexico. And then the jobs that they  
28 provide for the people of Mexico are also significant,  
1 approximately 50,000 jobs.  
2 We have a new port of entry. Back to more  
3 particularly the base. We have got excellent

4 relations with the naval facility and Captain Crane, a  
5 tremendous captain out there with the winter home of  
6 the Blue Angels. And as I say, you will find us  
7 standing with open arms to welcome you. We have a  
8 very active Chamber of Commerce, very active city  
9 council, pro-military and you couldn't find a better  
10 place to bring your families. We would love to have  
11 you.

12 DAVID RHEUARK: My name is David Rheuark. I  
13 got home, I changed clothes, picked the paper up, read  
14 the paper, found this thing, got in the car and came  
15 over here to say yes. And I guess if I had to talk to  
16 somebody about it I would say that there is a lot of  
17 things I haven't seen and that is why I am in favor.  
18 I haven't seen any environmental problems come out of  
19 MCAS El Toro. I haven't seen any environmental  
20 problems come out of the helicopter facility. I  
21 haven't seen any environmental problems come out of  
22 the naval air facility here. So in my mind they are  
23 good neighbors. In my mind it would be good for the  
24 economy.

25 I also spent four years in the Marines so I  
26 like the Marine Corp. So I think this is a real  
27 positive way for this base to go. I think it is a  
28 real positive move for the Marine Corp as well because

1 they have out here what they call a severe clear,  
2 which means a lot of good weather, a lot of flying  
3 days close to the ranges. That is pretty much the sum  
4 total of my comment.

5 RANDY TAYLOR: My name is Randy Taylor. I  
6 live right in back of the north side of the Navy base.  
7 I have a big concern about the amount of noise  
8 generated from the aircraft there. It is already what  
9 I consider intolerable. Additional aircraft would  
10 only make it worse, because we have been there for  
11 years. And I mean 50, 60 years that the family has  
12 been there, have more or less adjusted to the noise  
13 during the day. It is the nighttime activity that is  
14 most upsetting. After dark planes continue to fly.  
15 Noises continue to be made and of course before  
16 sunrise. That is about it. If they can prevent the  
17 noise or keep the flights during waking hours or  
18 discontinue the flights during sleeping hours, I don't  
19 have a problem.

20 (The public forum concluded at 9:47 p.m.)

1 I, PATRICIA SCHULER, RPR, Certified Shorthand Reporter  
2 for the State of California do hereby certify:

3  
4 That the foregoing proceedings were reported by me  
5 stenographically and later transcribed into  
6 typewriting under my direction; that the foregoing is  
7 a true record of the proceeding taken at that time.

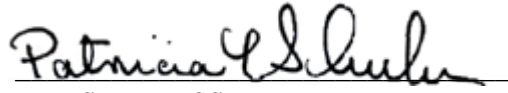
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9 IN WITNESS WHEREOF, I have subscribed my name this  
10 1st day of November, 2000, at San Diego, California.

11

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A handwritten signature in cursive script, reading "Patricia Y. Schuler", written over a horizontal line.

14

PATRICIA Y. SCHULER  
RPR, CSR No. 11949

**PUBLIC SCOPING MEETING  
MARINE CORPS AIR STATION YUMA  
2 NOVEMBER 2000**

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9 PUBLIC SCOPING MEETING  
10 FOR THE ENVIRONMENTAL IMPACT  
11 STATEMENT FOR THE WEST COAST  
12 INTRODUCTION OF THE MV-22 AIRCRAFT  
13 YUMA, ARIZONA  
14 THURSDAY, NOVEMBER 2, 2000  
15 6:00 P.M. to 9:00 P.M.

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REPORTED BY: PATRICIA Y. SCHULER, RPR, CSR NO. 11949

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MARILYN YOUNG: My name is Marilyn Young. I am the mayor of Yuma. I would just like to have it go on the record that we will be happy to have this kind of mission here in Yuma. We will do whatever we can to accommodate and it make it move faster if possible. We have an excellent relationship with the military in this community, we really do. We would be happy to have you here.

JOHN GROSS: My name is John Gross. I am the executive director of the Yuma metropolitan planning organization. Our organization is responsible for the air quality analysis for the Yuma area. The Yuma area right now is considered to be non-attainment for PM-10. However, I am here to tell you that since we are responsible for the analysis of the air quality, we do an annual report. That annual report shows that we have not had a violation of the PM-10 standard for eight years. And, in fact, the Yuma area would no longer be considered to be non-attainment except that there is not sufficient personnel at the State Department of Environmental Quality to do the necessary reports to make us an attainment area. In our analysis as far as MCS is concerned, any increased squadrons or flights would not affect air quality of our area. I think that covers it.

SHARON WHITE: I disagree with bringing the Osprey to Yuma. The reasons being that we have too

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much congestion in our small facility already. And I don't agree with bringing it because of its bad safety record. I would not want it flying over my grandchildren's home.

GARY MEACHAM: My name is Gary Meacham. I

6 do support it 100 percent. Any planes that are around  
7 practicing are practicing to protect us. I don't see  
8 what the big problem is. I think they ought to do it  
9 100 percent.

10 RAY MORGAN: My name is Ray Morgan. I am a  
11 sergeant major retired. I think that the Osprey ought  
12 to come to Yuma for many reasons. We have government  
13 housing built within the city limits, which has made a  
14 tremendous effect on the political atmosphere of Yuma.  
15 The weather, you can't beat it. I came back to Yuma  
16 only for one reason, so I could play golf all year  
17 round. And that is what I do. We have 360 days of  
18 sunshine every year. No place else in the world can  
19 say that. The facilities are here and everything they  
20 need is here and this is where it ought to be. I work  
21 for General Davis who is a proponent of the Osprey.  
22 He worked hard to get it. I would love to see it come  
23 here.

24 LORNA BROOKS: I am in full support of  
25 anything that the Marine base wants to do. By all  
26 means bring in more helicopters. I think we need  
27 buffer zones around the Marine base. Keep the  
28 developers out, away from the Marine base. Don't

1 endanger it. That should about cover it. That is  
2 basically what is in my letter.

3 AL KRIEGER: My name is Al Krieger. I own  
4 property directly under the flight path on County 13  
5 3540 East County 13. And I am 100 percent for  
6 bringing the Osprey here absolutely. I think it is a  
7 safe aircraft. And Yuma and the community and the  
8 Marine base have the best relationship of any city and  
9 base that I know of. The base has all the facilities  
10 necessary.


11 The State of Arizona has the best weather,  
12 the best range, aircraft range, Barry Goldwater Range,  
13 and the Chocolate Mountains. I just can't say enough  
14 good things about it. I hope they come here. Yuma  
15 can handle the noise, which is minimal, and we support  
16 everything that the base does and the base has room to  
17 grow and so bring them here.

18 (The public forum concluded at 9:00 p.m.)

1 I, PATRICIA SCHULER, RPR, Certified Shorthand Reporter  
2 for the State of California do hereby certify:

3  
4 That the foregoing proceedings were reported by me  
5 stenographically and later transcribed into  
6 typewriting under my direction; that the foregoing is  
7 a true record of the proceeding taken at that time.

8  
9 IN WITNESS WHEREOF, I have subscribed my name this  
10 2nd day of November, 2000, at San Diego, California.

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**PUBLIC SCOPING MEETING  
MARINE CORPS AIR STATION MIRAMAR  
6 NOVEMBER 2000**

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10 PUBLIC SCOPING MEETING  
11 FOR THE ENVIRONMENTAL IMPACT  
12 STATEMENT FOR THE WEST COAST  
13 INTRODUCTION OF THE MV-22 AIRCRAFT  
14 DEL MAR, CALIFORNIA  
15 MONDAY, NOVEMBER 6TH, 2000  
16 6:00 P.M. to 10:00 P.M.

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REPORTED BY: PATRICIA Y. SCHULER, RPR, CSR NO. 11949

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LOU ADAMO: My name is Lou Adamo. I am a resident of the First District of San Diego with a mailing address in Del Mar. I live close to the so-called beach route that is now supposed to be seldom flown by the CH-46s. I am very concerned about how these aircraft compare in terms of the noise they make at the ground compared to the CH-46s. And I am concerned about their air pollution characteristics compared to the planes they may be replacing. And we don't seem to have answers to those questions available here tonight. And that is why I am asking you to record the questions. My address is 12967 Caminito del Pasaje, Del Mar, 92014. My phone (858)755-3798.

RICK FERLITO: My name is Rick Ferlito. I understand the need for defense. However, I think it is a bad idea to base these in a heavily populated Metropolitan area like San Diego. There is obviously other choices that don't have the density of population. That won't affect as many people with reference to flying over and noise and environmental impact overall. So my vote is against having the Ospreys here. And, in fact, the CH-53s and the other helicopters really shouldn't be based at Miramar either.

PAT DUNLAP: My name is Pat Dunlap. And I wanted to put down that I want an impact study because I think the last one they had a lot of

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misrepresentation information in there. And I think this time we would like to have the honest truth about the noise level, the impact that it is going to have on us. And also they are not flying over the correct

5 flight path. They are flying over our homes. And I  
6 would hate to see that they have to wait until what  
7 the Marines did in Italy killing all those people on  
8 the chair lifts because they were flying under the  
9 chair lift things. And they were denying that they  
10 were doing it. And then when they finally hit it --  
11 the chair carries for the skiers, that is when they  
12 realized that they finally got these guys and that  
13 they are lying.  
14 And I think the local people, the Marines  
15 lie to us every day because when I call and tell them  
16 they are flying over my house, they tell me, no, they  
17 are not, ma'am. They are flying the Sea Wolf  
18 Corridor, which is their correct flight plan. I can  
19 look over out my bedroom window and they are right  
20 over me.  
21 So they are just very dishonest and it's  
22 corrupt. And I just think the worst thing we did in  
23 San Diego was let the Marines move into NAS Miramar.  
24 The Navy was very cooperative. But the Marines, they  
25 are lying. And I really wouldn't trust this impact  
26 study.  
27 And I think we should band together in our  
28 neighborhood and start getting legal fees now to start

1 suing them because I just don't think they will be  
2 honest. They weren't in the last impact study and the  
3 lawsuit proved that, they settled. And they still  
4 come over and fly over our homes. It is a terrible  
5 situation. They are very dishonest. And I don't  
6 think there is any honor in the Marine Corp anymore.  
7 That is my personal opinion. I am sure they  
8 will strike everything. It is very frustrating when  
9 they lie to you right to your face and tell you you  
10 are crazy. That is my thing. That is what I came  
11 down for. I am sure it will be nothing.

12 JOYCE TAVROW: My name is Joyce Tavrow. We  
13 have some concerns since we are living now under the  
14 helicopters that fly from Miramar. We live in Rancho  
15 Bernardo. I have the same concerns about the Osprey  
16 that I had about the helicopters. I am concerned  
17 about what kind of noise the Osprey makes in relation  
18 to jets or helicopters that we currently have flying  
19 overhead.

20 I am concerned about what kind of pollution  
21 emissions come out of the Osprey in relation to what  
22 we see coming out of the helicopters and so forth. I  
23 am very concerned about the safety issues. I am very  
24 concerned that we are taking a brand new airplane --  
25 aircraft I guess you call it, and we are going to be  
26 training people to fly the aircraft. There have  
27 obviously been three serious mishaps since the Osprey  
28 was developed.

1 I don't feel that it is appropriate to have  
2 untrained pilots in new aircraft even transiting over  
3 heavily populated areas. It just seems to me that

4 this is not the place for them to be. My address  
5 16429 Ramada Drive, San Diego, 92128.  
6 JIM CRONIN: My name is Jim Cronin. I live  
7 in Torrey Hills, the new subdivision called  
8 St. Augustine. The reason I came here today was just  
9 to voice my opinions and concerns. I know this  
10 meeting is about the helicopters. And it is really  
11 hard for me personally to comment on what is my  
12 feeling about basing the helicopters at Miramar or not  
13 basing them at Miramar when, No. 1, I don't know how  
14 loud they are.  
15 No. 2, I don't know where they intend to fly  
16 them, what times they intend to fly them or how high  
17 they are going to fly or where they are going to fly  
18 you know, that sort of thing. So I am going to  
19 reserve my comments on that until I learn a little bit  
20 more about it.  
21 But what I am here to voice my concerns  
22 about is the jet noise. And it seems to me that there  
23 has got to be a way for those jets to get off the  
24 ground and out over the ocean and from there turn to  
25 go wherever they have got to go to where they don't  
26 have to fly over neighborhoods.  
27 An example is straight down Genesee out over  
28 the Torrey Pines Golf Course and you are out over the

1 ocean. You are not going over one residential area if  
2 you did that. So I just cannot for the life of me  
3 understand why. And it isn't once in a while. It is  
4 from 7:30 in the morning until sometimes 10:00 o'clock  
5 at night just jet after jet after jet. And I mean I  
6 think I am starting to go crazy from it as a result of  
7 it. My nerves are frazzled. I can't rest. I come  
8 home from a hard day of work I just want a little  
9 peace and quiet.  
10 Now, if there was no other way for the jets  
11 to do that, I could understand. Okay. I chose the  
12 neighborhood. But on the other hand, I was told that  
13 the reason that the jets were flying north was because  
14 the Mission Valley vector was out of order and they  
15 were now flying off the Julian vector.  
16 Well, now I am told that that vector has  
17 been fixed but they continue to fly north after  
18 takeoff and fly right over my house. I wish they  
19 would stop. I wish there was another solution. And I  
20 am quite sure there is. And when I talk to the  
21 Marines that are here tonight I plan on asking them,  
22 you know, if there is a solution and can it be  
23 implemented.  
24 I wish that Miramar was used for the  
25 physical training of men and that they would reserve  
26 the tens of thousands of acres of unoccupied and  
27 unused land at Camp Pendleton for flying loud jets and  
28 helicopters.

1 HARLEY HAAG: My name is Harley Haag. In  
2 looking at what I have seen here I think the most

3 logical location is Camp Pendleton for the simple  
4 reason that it is an existing large, large facility  
5 with lots of land and would probably have very little  
6 impact on the private sector, the noise and safety  
7 issues.

8 DON DAVIS: My name is Don Davis. We live  
9 in the quiet beach community Solana Beach. We have  
10 lived there since 1985 -- the '70s. They are very  
11 quiet towns until the Marines moved down to Miramar.  
12 Now, we have helicopters anywhere from five to 50  
13 flights a day going up and down the coast. And it is  
14 noisy. The quality of life in our town has been  
15 effectively ruined. Our primary concern is that the  
16 Marines fly these aircraft whenever they choose to fly  
17 further out to sea and that the commanding officer of  
18 the base tell his pilots to stay away from the coast.  
19 Our primary concern is noise. That's it.

20 LESA DAVIS: My name is Lesa Davis. I have  
21 been a resident of Solana Beach since 1976. And when  
22 the Marines moved into Miramar, it was a noticeable  
23 change in the quality of our life. It was  
24 unbelievably noisy to the point that you would feel it  
25 through our body. It is not just coming you hear in  
26 your ears. You feel it in your spine, your body, your  
27 everything. It is at the point where my husband and I  
28 are considering moving out of San Diego County. And,

1 of course, we can't agree on where so it is causing  
2 problems in the marriage.  
3 The biggest concern is noise. If they were  
4 quieter and they are also safe then, fine. We really  
5 think that the Marines who I think have a very  
6 important role in our national safety and everything,  
7 but they need to be better neighbors. They have to  
8 understand that there are other people involved.  
9 As far as I can tell, they have had a very  
10 nasty attitude towards people who have voiced their  
11 concerns about their effect on their quality of life.  
12 And I think it would be really great for them to  
13 recognize that what they are protecting is our quality  
14 of life. And through their protecting it supposedly  
15 here, they are ruining it.

16 DON DAVIS: I would like to add one other  
17 thing. Basically our position, I think, or my  
18 position is that the Marines in their helicopters or  
19 the MV-22 do not belong in the middle of a major  
20 metropolitan area where no matter which direction they  
21 go they have to fly over homes, businesses, schools  
22 endangering everybody. They should move them  
23 somewhere else, to Pendleton or somewhere where they  
24 can fly over wilderness areas to get to  
25 Camp Pendleton.

26 DEVIN STANDARD: My name is Devin M.  
27 Standard. My concerns with this particular aircraft  
28 are what I feel is the inherent design flaw, the air

1 worthiness of this supposed military aircraft upon the

2 loss of one engine. Now, there is supposedly a system  
3 of transferring power from engine to engine. But I  
4 believe that the aerodynamics of this will make the  
5 flight operations extremely difficult if one engine  
6 becomes damaged and inoperable. So the flight  
7 characteristics being unmanageable, unstable and  
8 inherently dangerous if they are forced to operate  
9 with fewer than two engines working perfectly.  
10 Also, because of the complicated nature of  
11 the gear box workings and all of the rotational parts  
12 that the testing of this particular aircraft in this  
13 area might be less than optimal or less than  
14 desirable. Particularly, I live very close to the  
15 Miramar Air Station. We have got plenty of jets  
16 overhead all the time and as well as some choppers,  
17 but they are a known quantity. People know fairly  
18 well how to handle these machines already because you  
19 have your best pilots handling them.  
20 But these new machines, whether they react  
21 the way that aircraft traditionally have reacted in  
22 moments of uncertain weather, that is another issue.  
23 The population of the area has grown such  
24 that if they drop a few of these there are going to be  
25 some fairly significant problems or there is the  
26 potential for fairly substantial problems.  
27 So to wrap it all up it is basically the  
28 complex mechanical designs of this which I believe is

1 inherently unairworthy in under less than optimum  
2 conditions.  
3 LARRY PARIS: My name is Larry Paris. I am  
4 with the Rancho Santa Fe Association. We have some  
5 concerns about the possible flights out of Miramar so  
6 we ask that the EIS consider the following: Noise  
7 generation of operations affecting the community of  
8 Rancho Santa Fe, disclosure of preferred corridors,  
9 secondary corridors and training corridors and the  
10 respective altitude flight times, average volumes and  
11 peak volumes, flight corridors where pilots can fly  
12 using visual flight rules, disclosure of operational  
13 characters of the aircraft including safety and  
14 mechanical reliability, air pollution impacts. We  
15 also request a noise map indicating decibel levels  
16 under different operational characteristics. Thank  
17 you.  
18 FAYE DETSKY-WEIL: My name is  
19 Fay Detsky-Weil. I am on the Torrey Pines Community  
20 Planning Board. I also live in the Del Mar area west  
21 of I5. I am sort of here both as a resident and a  
22 planning board member. Some of my concerns are the  
23 same. I know people are going to be asking me all  
24 sort of questions and giving input. So I want to  
25 express some of the concerns I have heard from other  
26 people as well as my own.  
27 One of the concerns currently has been the  
28 route taken by the current helicopters. There have

1 been problems with cutting the corners and sightseeing  
2 or for one reason or other not following the route  
3 that they are supposed to. So there is a concern as  
4 to whether these aircraft would follow the same route,  
5 same pattern. The bottom line is we want to keep them  
6 away from the residents as much as possible.  
7 Currently the fairway route is used for the  
8 helicopters and that is supposed to take them away  
9 from the residents in the Del Mar area, and then they  
10 cut across and go up the beach but they stay far  
11 enough out to sea so as not to impact the residents.  
12 So the question is what route are these new aircraft  
13 going to follow and how high are they going to fly?  
14 And, of course the noises is another  
15 concern. In terms of the noise, they sound like they  
16 are almost twice as fast as these helicopters. Does  
17 the speed necessarily mean that they would be quieter.  
18 So that is something they have to consider. Are the  
19 numbers going to be the same? Are they going to fly  
20 as many of the new aircraft as they have been the old  
21 helicopters? Right now our area is getting most of  
22 the helicopters as opposed to other routes in the  
23 San Diego area. So will there be a fair distribution  
24 of routes or use of the helicopters using different  
25 routes. Right now I think we get 90 percent of the  
26 helicopters that come out this way via the Sea Wolf  
27 Corridor. So I think residents would want to see a  
28 fair distribution in the use of the different

1 corridors.  
2 Pollution is another concern. I don't know  
3 if these put out more pollution, less pollution. The  
4 fact that they are newer may mean that they may have  
5 less of an impact. But I am sure you are going to  
6 look at all these issues, but that is a concern.  
7 Right now when they fly out to the ocean  
8 using the Sea Wolf Corridor, they fly over some very  
9 sensitive areas in terms of the Los Penasquitos  
10 Reserve and the Lagoon Canyons, Carmel Mountain. They  
11 are sensitive areas. So pollution is a very concern  
12 not just for those areas but also for the people that  
13 live here.  
14 Now one of the concerns of having these  
15 aircraft here is safety issues, pilot error or  
16 whatever the reasons. There have been some issues  
17 related to safety. I don't know how that fits in with  
18 an EIS, but I just thought I would mention the  
19 different concerns that I have heard. Also, keeping  
20 the pilots flying the routes they are supposed to fly  
21 and not going off and sightseeing and cutting corners,  
22 and that there should be some penalties when they  
23 don't follow the procedures and follow orders.  
24 Another concern is what happens to Miramar  
25 if we don't get the Osprey here? Will that mean  
26 Miramar closes? So there is some concern about what  
27 the impact would be if the Ospreys don't come. So  
28 there is impacts either way whether we get them or we

1 don't get them.  
2 Another concern would be traffic. My  
3 understanding is that the same pilots we have now will  
4 be trained to fly these machines. And if that is  
5 true, I wouldn't expect there would be a huge impact,  
6 probably the same traffic concerns. Since we  
7 currently have four squadrons, what is the impact if  
8 they decide to have more than four here at Miramar.  
9 Can we handle more than that? What is the impact of  
10 traffic pollution, all that, the same issues,  
11 pollution. That is probably enough. In terms of  
12 exercises, would there be more exercises with the new  
13 machines than what we currently have? And what is the  
14 impact on the area. I think that is enough.  
15 BOB HARVEY: My name is Bob Harvey. What I  
16 would like to know is how loud it is compared to the  
17 other hardware they have like the CH-53 and CH-46  
18 helicopters both on take off and flight. Actually,  
19 I've been told by one of the representatives here that  
20 they don't know. And I must say, to make a statement  
21 this sounds very strange in view of the fact that the  
22 Osprey, I believe, has been in flight for what, ten  
23 years or more, something like that. Any chance of  
24 these machines, the MV-22, replacing the CH-53. The  
25 other thing just as a comment is that I would like to  
26 see an environmental impact report on the noise levels  
27 and several different measures of noise levels of this  
28 machine not just air weighted, but sea weighted.

1 JOHN WILKS: My name is John Wilks. And I'm  
2 a member of the executive committee for the San Diego  
3 Chapter of the Sierra Club. I also chair the Air  
4 Quality Subcommittee of our Conservation Committee.  
5 And the purpose for my attending tonight is to gather  
6 information, which I've done, and to make a written  
7 statement, which I've done. And to acquire background  
8 knowledge on the project.  
9 My first concern is there were 15 bases that  
10 were considered and five were found to be finalists.  
11 But the specific reasons for disqualifying the ten  
12 were not provided. My next issue is if many of the  
13 other ten bases are not acceptable for this program,  
14 do they need to be kept in the inventory of the  
15 Department of Defense or are they, in fact, candidates  
16 for the next round of the base closure?  
17 Now, with respect to San Diego, we are very  
18 concerned about the already congested military,  
19 commercial and private air corridors. San Diego is in  
20 the process of trying to expand Lindberg Field and  
21 find a suitable cargo base for commercial activities.  
22 Concurrently, the Mexican concessionaires  
23 are on an expansion program of the Rodriguez  
24 International Airport in Tijuana. So the question  
25 becomes if we add additional turbo prop planes, then  
26 what are we going to do to compensate? For example,  
27 is the Marine Corp willing to ground its helicopters

28 other than the replacement helicopters?

1 For example the AH-1 Cobra, UH-1 Huey and  
2 the other transportation and tactical helicopters. In  
3 addition to the basing of the planes aircraft, we're  
4 concerned about the impact of the movement between the  
5 Southern California bases, which will necessarily be  
6 through the coastal zone of California and must be  
7 permitted under the California Coastal Act by the  
8 Coastal Commission.

9 And our final concern is what training may  
10 go on specifically the map of the earth terrain flying  
11 in our back country. Probably the Sierra Club is the  
12 most interested in the latter. Because it disturbs --  
13 potentially disturbs the habitat of both plant and  
14 animals. So we will follow the process, attend the  
15 programs and try to contribute responsibly, but I want  
16 to make the powers aware of the fact that we are going  
17 to continue to study this and we look forward to their  
18 cooperation.

19 GUY RAVAD: My name is Guy Ravad. I want to  
20 make sure that the noise study when performed issues  
21 comparisons to existing aircraft like the 46 and 53  
22 that are flying now, comparisons measuring noise  
23 levels at different distances away from the older  
24 aircraft so that the residents can know what to expect  
25 in comparison to the newer aircraft. And I hope that  
26 the noise studies will reflect site specific measuring  
27 stations in each of our neighborhoods and give us the  
28 results in relationship to the existing aircraft like

1 the 46 and the 53.

2 SUSAN HATHAWAY: My name is Susan Hathaway.  
3 I live in University City. And I very much support  
4 the MV-22 being stationed at Miramar and in support of  
5 all their activities. It's a remarkable aircraft. It  
6 will do remarkable things. And I'm glad it's coming.

7 DAVE ABRAMS: My name is Dave Abrams. I'm  
8 with the Fairbanks Ranch Association. I just have  
9 some questions to be addressed in the analysis.  
10 Question No. 1. What will be the proposed  
11 flight corridors into and out of Miramar? And I know  
12 it is not necessarily being Miramar, but if it was  
13 Miramar and is that under IFR and VFR conditions.  
14 No. 2. How, if at all, will these corridors  
15 differ from the current helicopter and fixed wing  
16 corridors?

17 No. 3. What are the climb profiles? That  
18 is, how fast do they get higher of the OV-22? And  
19 where are the single event noise measurements?

20 No. 4. How do the items in No. 3 above  
21 compare with the F-18 C/D, the KC-130, the CH-46, and  
22 the CH-53 and the UH-1J aircraft as they are currently  
23 operating out of Miramar?

24 No. 5. Where will the Osprey be when  
25 transitions from vertical to horizontal flights and  
26 horizontal to vertical flight? That's a big item.

27 This is the most dangerous regime of flight for this  
28 yet truly untested technology. And it's operational

1 use.

2 No. 6. Will only "Category 2", that is  
3 experienced secondary types, be transitioning to the  
4 Osprey as was the case with the introduction of the  
5 Harrier Jet back in the 1970s? Or will the new jet  
6 aviators be assigned to it as a pilot in command  
7 during their first tour?  
8 Specifically, we should clearly state the  
9 transition of Miramar from Navy to Marine usage with  
10 the change in complement of aircraft based there has  
11 had a greater adverse impact from a noise perspective  
12 on surrounding communities than ever was expected or  
13 advertised.

14 We are very concerned about, No. 1, the  
15 safety of the Osprey as a vertical takeoff/transition  
16 to horizontal flight aircraft.

17 No. 2 the new sources of noise of this  
18 aircraft, particularly if it does not fly the  
19 corridors of the CH-46 it will be replacing and  
20 instead flies the present fixed wing corridors that is  
21 the C-Hole or Julian, but has a decreased climb rate  
22 than jets. This would mean more new noise sources  
23 perhaps. We want to go on position early on as  
24 opposed to anything that makes things worse than the  
25 status quo in any way, noise level, areas, et cetera,  
26 and adopt a stringent show me attitude. So I think  
27 that concludes my observations here.

28 GEORGE McNEIL: My name is George McNeil.

1 My concerns are about the Osprey itself. And I'm not  
2 getting that information here this evening. At what  
3 point does a plane transfer from helicopter to a  
4 horizontal plane? Do they do that immediately upon  
5 takeoff, or do they fly over homes or out of a base as  
6 a helicopter, or do they fly out of the base as a  
7 plane?

8 My other concern is I see the helicopter  
9 it's replacing, they list that on the board, but I  
10 don't know whether the Osprey is noisier than that  
11 helicopter or less noisier? The concerns are about  
12 noise and safety.

13 LEE LANG: My name is Lee Lang. I live in  
14 Rancho Bernardo. Where I live is not close to I-15.  
15 I adamantly object to the helicopters, six of them at  
16 a time, flying over my house all day long  
17 starting on Sunday day at 7:00 in the morning or two  
18 heavy ones, real low, waking me up at 7:00 on Sunday  
19 morning. And the safety factor is mostly in my mind.  
20 We have so many schools and the kids can't study with  
21 those helicopters flying so low with all that noise.  
22 We have a hospital. It's too close. Now  
23 they even fly over that hospital. That is not I-15.  
24 I think they should fly over the ocean. I think that  
25 the heavily occupied neighborhoods -- that's not the

26 what's the word -- densely populated neighborhoods is  
27 not where these helicopters should be training. If  
28 one pilot makes a mistake and they crash, the fire and

1 the deaths that they cause, who is going to take the  
2 blame for that? You're going to say, "Oh, I'm sorry.  
3 The pilot made a mistake." Like that humongous  
4 airplane crash we just had. And so I think they  
5 should go to March where there is nobody or to  
6 Pendleton where there is lots of empty land and not in  
7 the middle of heavily populated areas.

8 ROBBIE ELLIOTT: My name is Robbie Elliott.  
9 I'm concerned regarding the impact on the sensitive  
10 wildlife area in the lagoon in this area. And, of  
11 course, the noise factor. I'm concerned that the  
12 aircraft will not abide by the routes over Torrey  
13 Pines Golf Course because currently our aircraft  
14 regularly deviate from their appointed courses.  
15 There are always "legitimate machines," the  
16 traffic patterns of incoming and outgoing aircraft.  
17 So these are always "valid" reasons that these  
18 aircraft have to deviate from their routes. But that  
19 means that these aircraft are then flying in a very  
20 sensitive area.  
21 It's near homes. It's in the north end of  
22 the lagoon. So that's over wildlife. But more  
23 importantly, it's dangerously close to the businesses  
24 and homes in that area. My greatest concern about the  
25 Osprey is that it's unproven and new. It's untested.  
26 And to make us be the guinea pigs for such an event is  
27 ethically not correct.  
28 It's a much more complicated aircraft than

1 the jets that we have now. So the risk factors are  
2 very great and any mishap either by pilot error or  
3 mechanical failure could cause devastation to people,  
4 buildings, et cetera. And there's a lot of natural  
5 preserve area in here so, therefore, if something  
6 crashed it could be, you know, a fire hazard, as well  
7 as loss of human life.  
8 So I feel that to bring in these aircraft  
9 into such a densely populated area, and furthermore an  
10 area that is projected to grow by double in the next  
11 20 years, seems to be foolhardy. I think that the  
12 Marines should consider a more open space area and one  
13 that affords the opportunities to deviate from their  
14 appointed routes without jeopardizing the population.  
15 And, of course, I have no idea what the  
16 pollution factor is. That is a concern to me as well.  
17 Flying too low. Again, that's noise factor that we  
18 continue to deal with. Thank you.

19  
20 (The public forum concluded at 10:00 p.m.)

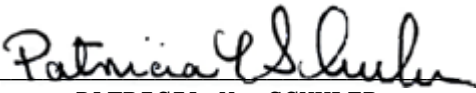
1 I, PATRICIA SCHULER, RPR, Certified Shorthand Reporter  
2 for the State of California do hereby certify:

3

4 That the foregoing proceedings were reported by me  
5 stenographically and later transcribed into  
6 typewriting under my direction; that the foregoing is  
7 a true record of the proceeding taken at that time.

8  
9 IN WITNESS WHEREOF, I have subscribed my name this  
10 6th day of November, 2000, at San Diego, California.

11  
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13



14 PATRICIA Y. SCHULER  
RPR, CSR No. 11949

**PUBLIC SCOPING MEETING  
MARINE CORPS AIR STATION CAMP PENDLETON  
7 NOVEMBER 2000**

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10 PUBLIC SCOPING MEETING  
11 FOR THE ENVIRONMENTAL IMPACT  
12 STATEMENT FOR THE WEST COAST  
13 INTRODUCTION OF THE MV-22 AIRCRAFT  
14 SAN CLEMENTE, CALIFORNIA  
15 TUESDAY, NOVEMBER 7TH, 2000  
16 6:00 P.M. to 10:00 P.M.

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REPORTED BY: PATRICIA Y. SCHULER, RPR, CSR NO. 11949

1 MORGAN SANBORN: My name is Morgan Sanborn.  
2 I basically object to the format of this EIS public  
3 scoping meeting. I think it is important to have a  
4 oral presentation as well as the opportunity for the  
5 public to respond and comment orally. The information  
6 displayed doesn't do a thing for me as far as  
7 understanding or commenting on any environmental  
8 issues.  
9 I know that "noise" is a major issue with  
10 the retired community in San Clemente. The amount of  
11 noise for the Osprey 22 was not even addressed in the  
12 displays. I personally object to the many complaints  
13 of the old folks here about the helicopter noise. We  
14 should all be thankful that the Marines are combat  
15 ready and ready to go to war in an instant if called.  
16 Something as minor as noise should not be a  
17 deciding issue. I had hoped to make these comments to  
18 the assembled attendees but the format does not allow  
19 that.  
20 Environmental impact statements are a very  
21 difficult and bureaucratic task which, among other  
22 things, must be politically correct. As an example  
23 when Moses was leading the Jews out of Egypt and he  
24 came to the Red Sea he looked up and said "Dear lord,  
25 please part the sea so my people can pass." The lord  
26 answered, "I will make you a deal, Moses. I will part  
27 the sea if you write the environmental impact study."  
28 The last statement I want to say is

1 basically this particular presentation did nothing at  
2 all for me in understanding what the real issues are.  
3 WILLIAM BORERS: My name is William Borers.

4 I think a much better site would be in the El Centro  
5 or the Yuma area. They welcome it. You can have all  
6 your aircraft at those locations. It would boost  
7 their economy. You would need additional housing,  
8 cleaners, liquor stores, the list goes on and on and  
9 on.

10 On the other hand, we would love to get rid  
11 of the existing helicopters. I live in the high end  
12 neighborhood. It has been very nice there. And with  
13 the latest helicopter activity since they shut down  
14 the one base in Irvine, the increase in helicopter  
15 traffic has been terrible. The emission and the smoke  
16 and the noise are just absolutely terrible. So I  
17 would love to see all the helicopters gone at  
18 Camp Pendleton, and I would welcome to see it go to  
19 Yuma or El Centro where they welcome it.

20 LINDA BORERS: My name is Linda Borers. The  
21 increase in helicopter noise activity that's been  
22 happening lately has been very disturbing. We have a  
23 home that we live in right now that is starting to  
24 experience more and more noise traffic. If they  
25 decide to put the Osprey over there where they are  
26 building the HOLF landing field, it is going to make  
27 it much more psychologically disturbing to those  
28 people that are living in that area. We are not happy

1 with listening to it going until 10:00 o'clock at  
2 night. As it is it is affecting us environmentally  
3 through noise, the pollution that it is putting off.  
4 The constant vibration of the house is disturbing. It  
5 wakes me up at nighttime.

6 I just know that if they put it right along  
7 our border, the San Clemente border, it is going to  
8 get worse. It is not going to get better. And I am  
9 very concerned about that. I am here today because  
10 there is already an issue of noise, sound, pollution  
11 and vibrations and I find it very disturbing. My hope  
12 is that they may make the decision not to put it along  
13 the San Clemente border to disrupt our town.

14 MORGAN SANBORN: The bottom line is I think  
15 the Marines can simply do what is the best for the  
16 operation of these airplanes and not be so concerned  
17 about noise. That is the bottom line, I think. Do  
18 what is best for the Corp.

19 JIM NOBLE: My name is Jim Noble. What was  
20 the purpose of this meeting tonight? The six  
21 gentlemen that I talked to that were wearing the  
22 badges couldn't answer any of the questions. They  
23 didn't know how loud the MV-22 is, how did it compare  
24 with the CH-46, they didn't know. Why are they making  
25 a presentation when nobody can answer the questions.  
26 That's all.

27 MARY FREEDMAN: My name is Mary Freedman. I  
28 have concerns because I have read articles about this

1 particular plane. It has maintenance problems and  
2 undiagnosed problems with the plane literally falling

3 from the sky. That concerns me. I understand it puts  
4 out a lot of pollution. That concerns me. I am  
5 within two miles and in visual contact with the runway  
6 they are placing here in San Clemente that I feel is  
7 much too close to homes built in the area.

8 I have concerns about my property value  
9 because of the noise and pollution that all this  
10 traffic is going to create. I don't think it is  
11 appropriate for them to put something this close to  
12 residential communities when there is a hell of a lot  
13 of open land area that could be utilized for this  
14 purpose that wouldn't be disturbing residents of a  
15 small community, a sleepy little town like  
16 San Clemente. I guess I have covered most of my  
17 issues. Thank you very much.

18 BOB THOMPSON: My name is Bob Thompson.  
19 First of all, I just want to let you know where I am  
20 coming from. I am an ex-Marine. I love the Marine  
21 Corp. I love the young kids that serve in the Marine  
22 Corp. Right now the Marine Corp has lost its  
23 credibility after the HOLF situation in which they  
24 have had a sub rosa environmental assessment report  
25 which really was a false report.  
26 First of all, one of the things in the  
27 environmental assessment was that was a false computer  
28 simulation for the noise footprint of the helicopters

1 around the HOLF site. This computer simulation had  
2 nothing to do with helicopters.  
3 In addition, the noise study left out the  
4 noise created as the helicopters transit the canyon  
5 going to the HOLF site. In addition, a letter from  
6 the commandant stated that our city officials were  
7 fully aware of the choice for the HOLF site. This is  
8 not true. This is not true. The Marines had a number  
9 of HOLF sites and the city manager said to not pick  
10 the site in the bean field. He was then told that not  
11 to worry about the rest of the sites in San Mateo  
12 Canyon because they wouldn't build it in the canyon.  
13 As it ends up the Marine Corp is building  
14 the HOLF site in San Mateo Canyon. This does not  
15 sound like our city was fully informed but that they  
16 were mislead, duped by the Marine Corp.  
17 In a meeting at Pendleton about a year ago I  
18 asked the question whether the Osprey was going to be  
19 stationed at the HOLF site. I was told that there was  
20 no plans to station the Osprey there. Guess what, the  
21 Marine Corp is going to station the Osprey at  
22 Camp Pendleton, probably around the HOLF site. The  
23 reason I say this is they are putting in two  
24 four-thousand foot runways there which the helicopters  
25 do not need.  
26 On top of this the Marines are now holding  
27 this meeting on election day, which greatly reduces  
28 the crowd. As a result many people who already have

1 plans cannot attend this meeting.

2 Right now our city council has been  
3 unresponsive to our concerns about the HOLF site and  
4 the helicopter noise. In fact, I talked to them in an  
5 open meeting and told them that the Osprey was coming  
6 to Camp Pendleton. They were unresponsive. As a  
7 result, this has created a smoldering hostility in the  
8 city toward the city council. Right now we are having  
9 an election where we are trying to remove some of the  
10 people who are involved in this HOLF fiasco before  
11 they do any more harm.

12 I can assure you that the next people that  
13 get elected are very familiar with environmental  
14 impact reports and probably know more or as much about  
15 it as anybody. And I anticipate that they will  
16 require the Marine Corp to follow the Federal laws and  
17 regulations.

18 In view of my above comments and the  
19 statement of the past facts, you can see why the  
20 Marine Corp has lost credibility among many of the  
21 citizens of San Clemente. Thank you.

22 DAVID FREEDMAN: My name is David Freedman.  
23 My main concerns are noise and pollution. Right now  
24 they measure noise by the high frequency noise. The  
25 low frequency noise is much more prominent, feeling  
26 noise. You can actually feel the low frequency noise  
27 as a sub woofer boom, boom, boom in the wall.  
28 Or another scenario would be if you are next

1 to a car, you have your windows rolled up, your air  
2 conditioner on and your stereo on and somebody pulls  
3 up next to you and their stereo is on with a big sub  
4 woofer in their car, it shakes your car, and that is  
5 part of what we are feeling as well as hearing is the  
6 speed of the rotors creating a lot of additional  
7 vibrations as well as loud noises.

8 The main concern is there's many other areas  
9 that they could bring the home base for the new plane  
10 which are away from heavily populated areas which  
11 would be much more suited for it. That is about it.

12 LOIS ARBERG: My name is Lois Arberg. I am  
13 a council member here in San Clemente, council woman.  
14 My comment is the city of San Clemente must be  
15 protected from aircraft flying low and in a pattern  
16 over the city. The noise and pollution are a definite  
17 concern. And the HOLF pad and the heavy duty landing  
18 pad are too close to San Clemente. Efforts to  
19 minimize noise and pollution to San Clemente must  
20 involve flight patterns from the ocean below the city  
21 to the pads and out again.

22 CAROL DAVIES: My name is Carol Davies. I  
23 am sorry more people aren't here tonight. It is  
24 because it is election night. I know that they are  
25 upset about this. My questions would be what are the  
26 plans to mitigate the noise and what are the plans to  
27 mitigate the safety of the Osprey because there has  
28 been two wrecks or accidents in the last year and a

1 half. It doesn't appear to be a safe vehicle. How  
2 can they assure that there won't be an accident which  
3 could either involve the nuclear power plant or TRW or  
4 homes of the many residents who live nearby. How will  
5 they mitigate fire as there was a major fire in the  
6 '70s caused by the Marines, which was my  
7 understanding. I guess that pretty well covers it.  
8 I do feel that it is insane to place  
9 aircraft of this size next to an area of many homes  
10 where there are safety as well as noise issues when  
11 there are other places that would be more appropriate  
12 and there wouldn't be the danger of loss of life.  
13 DON KUNZE: My name is Don Kunze. It says  
14 it is going to replace all the west coast Third and  
15 Fourth Marine Corp aircraft. How many is that? It  
16 says seven squadrons split between Miramar and the  
17 Marine Corp Air Station. Which is which? How many  
18 are there? Again, it says replacement of and  
19 renovation of facilities. What does that mean? It  
20 says within 200 nautical miles. Why don't we station  
21 it out on San Clemente Island.  
22 What does this do with regards to making the  
23 north end of the base off limits to the foothill  
24 transportation corridor? Does it make it less  
25 desirable to have a route put across the base? And I  
26 guess that is it. I guess one other thing is when it  
27 says hangars, hangars would be where? How close to  
28 San Clemente city limits will they be built, if they

1 are going to be built?

2 MAUREEN WALKER: My name is Maureen Walker.  
3 Our greatest concern is the level of noise generated  
4 by the addition of the MV-22 in addition to the  
5 existing noise conditions at the HOLF and HLZ. Any  
6 studies is done in the EIS will be done by noise map  
7 and the rotorcraft model, whatever it is called.  
8 These computer programs do not take into  
9 account existing terrain. And at this point, there is  
10 no way to include existing terrain. Therefore, the  
11 study will be flawed no matter what. The studies are  
12 guaranteed to show no noise impact over 65 decibels  
13 because the amplification of the sound by bouncing off  
14 the valley walls will never be included.  
15 I am also concerned that the potential for  
16 crashes of the MV-22 is great. We had a fire in the  
17 valley two months ago that burned for over one day and  
18 could not be put out by the Marines who had the  
19 additional help of the San Clemente and San Diego Fire  
20 Departments.  
21 There was no way of controlling nor  
22 containing the fire and it burned out on its own  
23 accord. If an MV-22 crashes in the valley, what will  
24 happen to any fire that occurs?  
25 BRAD MALAMUD: My name is Brad Malamud. I  
26 am a citizen of San Clemente. I live on the south  
27 ridge facing the San Mateo Valley portion of Camp  
28 Pendleton. We are concerned in particular that the

1 EIS will not take into consideration cumulative noise  
2 impacts. This was confirmed tonight in your meeting  
3 for a number of reasons. First, Larry Rannals stated  
4 that there is no limit to flight operations in the  
5 valley that are not HOLF related.  
6 We have also been told that, unless actually  
7 approved, the toll road will not be considered for  
8 cumulative noise impacts. Given that there is an  
9 unlimited number of potential helicopter operations  
10 and noise which are non-MV-22 and toll road noise and  
11 given that no software takes into consideration the  
12 ground contours in the valley, definitionally the  
13 sound studies will be flawed and will severely  
14 understate any potential noise impacts.  
15 I want to address now where these MV-22s  
16 should be housed. Commandant Jones has indicated that  
17 the noise impacts on citizens should be minimized.  
18 Yuma for one and the citizens in that area have  
19 actually expressed a desire to have the MV-22s housed  
20 there. We think this should be one of the major  
21 criteria for where these operations take place.

22 We also believe that one of the major  
23 criterions should be the sound impact on citizens and  
24 it is not even one of the stated criteria for deciding  
25 the flight paths of these MV-22s.  
26 Finally, we are concerned that if these  
27 impacts do exist and if the EIS concludes that some  
28 operation must take place in the valley near our

1 homes, that the EIS specifically limit the time and  
2 frequency of the operations and that actual compliance  
3 rather than substantial compliance be the criterion  
4 used.

5 MAUREEN WALKER: When the HOLF was put in  
6 the citizens of San Clemente were told that there  
7 would be no noise impact. This is not true. There  
8 are often many direct flyovers by CH-46s and Cobras.  
9 When we call Camp Pendleton to complain we are often  
10 laughed at or transferred many times. When calls are  
11 indeed logged, there is no subsequent changes in  
12 flight patterns, and we are still experiencing direct  
13 flyovers as low as 100 feet. These flyovers rattle  
14 our windows and cause our children to cry in fear.  
15 This is not an exaggeration. We are told there is no  
16 noise impact. What kind of impact will we not have  
17 with the MV-22s?

18 If the MV-22s are housed in the San Mateo  
19 Valley or if they fly missions to and from the HOLF,  
20 will there be any recourse if they fly in excess of  
21 the number of flights proposed? We have no belief  
22 that any recourse will be available to us once the  
23 MV-22s are housed at Pendleton.

24 BRAD MALAMUD: I think it is a fair  
25 statement that the EA for the HOLF was flawed. We see  
26 that from today's meeting that there is no substantial

27 reason to believe that the EIS for this operation will  
28 be any different. The same software will be used to

1 determine the noise impacts. From the perspective of  
2 citizens, the key criteria are safety and  
3 environmental impacts on our cities and our citizens.  
4 Yet, this isn't a major criteria in the EIS process.  
5 What we want to see in the EIS is a  
6 comparison with respect to each of the five  
7 designated sights on impacts to both civilian and  
8 military personnel including the cost of relocating  
9 military personnel when a valid site exists for the  
10 MV-22 operations because it is unfair to require  
11 citizens to move to avoid these impacts.  
12 I am also concerned that by setting three  
13 primary criteria, the Marines eliminated 29 Palms from  
14 consideration. Yet, 29 Palms potentially is the best  
15 site for housing and operations of the MV-22. A fair  
16 and reasonable EIS would perform the analysis first  
17 using 29 Palms rather than eliminating from any  
18 consideration that location.

19 MAUREEN WALKER: This is Maureen Walker  
20 again. In the EA for the HOLF a key site was  
21 discarded because it would affect the noise levels and  
22 living conditions of 400 enlisted Marines. The final  
23 location of the HOLF in the rear of the San Mateo  
24 Valley affected far more than 400 private citizens of  
25 San Clemente, but this was never a concern in the EA.  
26 We have no faith that the EIS will include any  
27 environmental impact upon the citizens of San Clemente  
28 as history has shown that only the environmental

1 impacts upon the enlisted men matters.

2 BRAD MALAMUD: Part of the concerns that are  
3 not addressed is the fact that although the Osprey is  
4 replacing the CH-46s the only reason the CH-46s are  
5 located in and around Marine Corp base Camp Pendleton  
6 is because of the closure of bases over the last few  
7 years.

8 We question the decision to relocate the  
9 CH-46 in the first place to Camp Pendleton and to  
10 Miramar. The EIS should address alternative locations  
11 rather than except as a given that the CH-46s should  
12 be located where they presently are located.

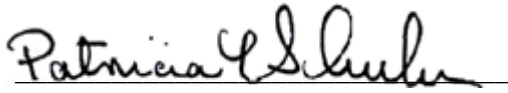
13  
14 (The public forum concluded at 10:00 p.m.)

1 I, PATRICIA SCHULER, RPR, Certified Shorthand Reporter  
2 for the State of California do hereby certify:

3  
4 That the foregoing proceedings were reported by me  
5 stenographically and later transcribed into  
6 typewriting under my direction; that the foregoing is  
7 a true record of the proceeding taken at that time.

8  
9 IN WITNESS WHEREOF, I have subscribed my name this  
10 6th day of November, 2000, at San Diego, California.

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A handwritten signature in cursive script that reads "Patricia Y. Schuler". The signature is written in black ink and is positioned above a horizontal line.

14

PATRICIA Y. SCHULER  
RPR, CSR No. 11949

**PUBLIC SCOPING MEETING  
MARINE CORPS AIR STATION MIRAMAR  
8 NOVEMBER 2000**

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11 PUBLIC SCOPING MEETING  
12 FOR THE ENVIRONMENTAL IMPACT  
13 STATEMENT FOR THE WEST COAST  
14 INTRODUCTION OF THE MV-22 AIRCRAFT  
15 MIRA MESA, CALIFORNIA  
16 WEDNESDAY, NOVEMBER 8TH, 2000  
17 6:00 P.M. to 10:00 P.M.

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REPORTED BY: PATRICIA Y. SCHULER, RPR, CSR NO. 11949

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FREDERICK RAYMOND: My name is  
Frederick Raymond. The concerns that I have is first  
safety. I have had one of their helicopters make an  
emergency landing within a hundred yards of my house  
in the Rancho Penasquitos Canyon. That has happened  
once already. And they have not done anything about  
alleviating these aircraft flying over residential  
areas. They have landed in the canyon, which is  
environmentally -- well, they have the problems with  
the gnat catcher.  
Additionally, there is a safety issue of  
mixing slow approaching aircraft with high speed  
aircraft over residential areas going into an airport  
with one major runway. As an ex-air traffic  
controller, I can tell you that the problem is not  
easy especially since the fighter aircraft use 360  
overhead for their approach, which can easily wipe out  
a slow approaching aircraft. That is the safety  
issue.  
The altitudes that the aircraft should fly  
over residential areas, is it going to be a helicopter  
altitude or is it at aircraft altitude when it flies  
over residential areas? Helicopters can fly over  
1500 feet and aircraft have to be at least 2000. Are  
these aircraft going to be flying VFR or IFR? The  
concern of flying over residential areas located  
between two canyons put the residential area in an  
extreme hazardous condition if there is an emergency

1  
2

for this aircraft to land. It cannot land in either  
canyon. It is going to have to land somewhere in the

3 residential area.  
4 The departure and arrival routes have not  
5 been suggested or published or been around for the  
6 people to use. The present aircraft violate  
7 FAA regulations and the present administration of the  
8 Miramar airport ignores these problems already. If  
9 they ignore the problems now, what are they going to  
10 do if they have this other aircraft there?  
11 Pollution. This concern has been around.  
12 Since this is a prop aircraft and it will be flying  
13 slow over residential areas, what kind of pollution is  
14 it going to leave over the residential area? The  
15 thing is are these aircraft going to follow FAA  
16 regulations or are they going to ignore them like the  
17 present aircraft? That is the big thing.  
18 Are they going to be flying in formation or  
19 individual aircraft? No one knows what the situation  
20 is going to be. When flying in formation, the noise  
21 increases exponentially and the prop wash from one  
22 aircraft can affect the flight characteristics of the  
23 other aircraft if they are flying in formation. That  
24 is what caused the crash back east. They can look it  
25 up.  
26 My personal thing is there are many places  
27 where these people can practice their flying. They do  
28 not need to fly over a large residential city. That

1 is about it on the concerns. I would like to be  
2 involved since I am ex-air traffic controller in their  
3 departure and arrival routings.

4 I am very concerned about the natural and  
5 cultural habitat of Penasquitos Canyon wildlife and  
6 animals. As it is these animals are mainly endangered  
7 species and any departures to the north would be  
8 flying in this area.

9 RICHARD BELZER: My name is Richard Belzer.  
10 Question No. 1, I am trying to understand what the  
11 noise level is from this particular aircraft and how  
12 it relates to the noise experienced with the CH-46.  
13 They have not been able to answer that question.  
14 Question No. 2, if this aircraft is based at  
15 Miramar on flights to Pendleton, will it be flying at  
16 the same altitudes that the current CH-46 fly at or  
17 will it fly at a higher altitude?

18 No. 3, with the fact that there has been  
19 three accidents with the prototypes, what assurances  
20 do we have for its safety and reliability flying over  
21 populated areas? I think those are my main concerns.

22 CAROLYN SEXTON: My name is Carolyn Sexton.  
23 My main question is about the noise impact and is  
24 there a Doppler report that I can review or look at or  
25 read or can be sent to me? I have asked the question  
26 to seven people here tonight and no one has the  
27 answer. But my impression is that information should  
28 be available in the configurations of the airplane.

1 The Doppler report should be something that everyone

2 should have an awareness of. My focus and my concern  
3 is community impact for the elderly and the children  
4 who might be impacted by noise at untoured hours.  
5 FRANK BRUNNER: My name is Frank Brunner.  
6 Our concerns are we live in Rancho Bernardo in an  
7 elevated portion of the town called Bernardo Heights.  
8 We are about a thousand feet above sea level, very  
9 close to Highway 15. Our concerns are that there has  
10 been a tremendous increase in the noise level of  
11 aircraft primarily the helicopters since they arrived  
12 here. We are concerned with the aging of these  
13 helicopters coupled with the introduction of the  
14 Osprey. If they bring it here, it would be very  
15 detrimental to our community as well as to our  
16 personal lives. We are retired and we invested quite  
17 of bit of money in having a nice house and a place to  
18 stay for the rest of our lives. And we feel that the  
19 Marine Corp has not paid any attention to the interest  
20 of the civilian population because they are allowing  
21 all the helicopters to fly up and down the highways.  
22 What I mean by that is that if they are  
23 training these pilots so well for combat, certainly in  
24 combat you don't have highways to follow. We are  
25 wondering why they don't deviate from their policy of  
26 flying along Highway 15, which is where we live, and  
27 follow some of the other routes which have been  
28 suggested to them where there is a considerably less

1 population such as east of Highway 15 over towards  
2 Highway 67 or even through the La Jolla Valley.  
3 On a different topic I would like to mention  
4 that in conjunction with these environmental impact  
5 meetings, that they please try to accommodate having a  
6 better facility in the following ways: For instance  
7 your signs outside this evening in Mira Mesa have no  
8 lights, I have no way of knowing where this building  
9 was. Even though we live close by, I have never been  
10 to this school before.  
11 I think also if they have a meeting with a  
12 large number of meeting that they will next year, they  
13 need to think of such things as the size of the  
14 auditorium and have adequate parking for the people to  
15 come because it was a disaster in Escondido last year.  
16 Over 900 people show up and there wasn't even standing  
17 room for many of the people.  
18 The comments that I am concerned about is  
19 that in speaking with the Marine Corp representatives  
20 that are here this evening, they are confident about  
21 bringing the Osprey squadrons possibly to Pendleton  
22 and to Miramar. However, as they are explaining, they  
23 will have to phase them in slowly because they don't  
24 have that many manufactured yet, and they are just  
25 beginning to spread out their squadrons from  
26 North Carolina where they are based at the present  
27 time.  
28 My concern is by the time they have these

1 squadrons based here in San Diego, the existing  
2 helicopters will be so old they will be extremely  
3 hazardous to us. That is a big concern to us. Those  
4 were the primary things.

5 FLO BRUNNER: My name is Flo Brunner. I  
6 just spoke to the Col. McDaniel. I had a nice chat  
7 with him. I am the angry housewife. I am very much  
8 opposed to what we have now and more opposed to these  
9 Ospreys coming down. I'm sick and tired of having to  
10 replace the rain gutter on my home from the nails  
11 popping from the vibration of the helicopters. I am  
12 sick and tired of not being able to talk on the  
13 telephone when they go over our house, I can't hear  
14 the TV. My dogs bark incessantly.  
15 I play the piano and the organ as a hobby.  
16 I have to stop especially when two go over it. And  
17 they are low. They are not flying at the required  
18 height. And when I have guests we have to stop  
19 talking. The summer time of course it is worse. I  
20 feel the Marines don't give a damn about the public.  
21 It is either the Marine way or the wrong way. They  
22 don't give a damn. I have made over 250 telephone  
23 calls complaining. I have all the fellows' names that  
24 I have called. I always start out by saying, "Now, I  
25 am not mad at you." When I call sometimes, I am  
26 really angry. And I said this. I have no use for  
27 Bowden. I think he is a complete horse's ass. You  
28 can put that down. I have written to Jones and told

1 Jones that. And that's how I feel about it.  
2 When they had that meeting in Escondido, as  
3 my husband said, it was ridiculous. They didn't  
4 answer the questions. This guy was very pompous and  
5 just was just telling us about the plans. He had  
6 about as much personality as a dead mackerel. That is  
7 who the Marines sent down to answer the questions of  
8 close to a thousand people that were there.  
9 And also the danger is if one of these  
10 things crack up, they don't give a damn where they  
11 crack up or whether it is going to be a school or  
12 whether it is going to be where there is a retirement  
13 home. That is what is going to happen. This is a  
14 densely populated area along Highway 15. And whatever  
15 group of people pick they are just -- well, what can I  
16 say, they are bastards. They really are. And I wish  
17 them nothing but the worst. I don't dislike them. I  
18 despise them for what they are doing to our way of  
19 living. Is there anything else that I can tell you  
20 about that besides that I hate them? And I think  
21 Bowden -- he was interviewed some months ago, and his  
22 answers were all lies. I made a copy of it and I sent  
23 it to General Jones in Washington, DC saying what an  
24 idiot this guy is. I wonder how his wife can stand  
25 him. If you have to live with a guy like that, holy  
26 mackerel. It just must be terrible unless she is as  
27 bad as he is, I don't know.  
28 The Marines in general when you call are

1 very pleasant. I have had a couple unpleasant  
2 experiences where they hung up on me because they  
3 didn't like that I called General Bowden a jerk. And  
4 say right back, I say, don't you dare hang up on me  
5 again. If you do, I want you to transfer me to your  
6 superior. But out of 250 calls, two, you can't  
7 complain about that. A lot of people have had a lot  
8 more. The phone rings and rings and they don't  
9 answer. I haven't personally run into that. If the  
10 line is busy, I call back in a few minutes.  
11 Now, this is what we have with these old  
12 helicopters we have here now. When we get the Osprey,  
13 it is going to be the same thing. And I think it  
14 might even be worse. And I think it must be stopped.  
15 They should either move it to another base or change  
16 the route completely.  
17 But frankly I think they are just doing this  
18 as a PR thing. They are not going to do a damn thing.  
19 They are going to do what they want to do. They are  
20 hoping that they can wear the public down. A lot of  
21 people have stopped calling because they feel they are  
22 wasting their time and spinning the wheels. The  
23 marines aren't doing anything and it is a shame.  
24 I think there are a lot of nice men in the  
25 Marines. I am sure it is just those few that are on  
26 the top that don't know what the hell they are doing.  
27 I think that pretty much tells how I feel, don't you  
28 think so?

1 Another thing they do is I don't appreciate  
2 them flying over my home at 10:30 and 11:30 at night.  
3 And they do do that. They haven't done it in the last  
4 couple of months. They have cut back some of them  
5 were grounded, I don't know. I was in Europe. I  
6 understand they were grounded. When I wake up out a  
7 sound sleep because there's two helicopters going over  
8 and you think what is that. So, I get out of my bed  
9 and I call the base. The guy has the nerve to say to  
10 me "Does it have one propeller or two?" How the hell  
11 do I know. I have a security system. I have to turn  
12 the security off and run outside, and I still couldn't  
13 see it. A lot of times they don't have their lights  
14 on. There isn't any need for a helicopter to fly over  
15 our homes. Now, that doesn't happen every night.  
16 When it does, it is very jolting. They claim they  
17 don't do that. They just don't care. They just do  
18 what they want.  
19 I don't appreciate them doing the maneuvers  
20 over our homes. They have done that several times.  
21 It is nerve racking. I think the helicopter is in  
22 trouble and he is doing maneuvers. I call the base  
23 and they say they are doing maneuvers. That is not  
24 the place to do maneuvers over residential areas.  
25 That doesn't happen that often but it has happened and  
26 it is nerve racking.  
27 MS. MARIANNE CUSHNER: My name is

28 Marianne Cushner. My concerns are the safety of these

1 helicopters as they fly over very congested and  
2 populated areas and the noise as they fly over the  
3 very populated areas and the environmental impact as  
4 they fly over these populated routes.

5 MS. DORIS THELIN: My name is Doris Thelin.  
6 I want to know why that area, the I-15 corridor, is in  
7 consideration where there is such dense population.  
8 Why are they considering that above Camp Pendleton,  
9 Edwards Air Force Base, Yuma? It just seems like it's  
10 a no-brainer. There is such dense population there  
11 that if something should happen it would be a tragedy.  
12 And then I am concerned about the noise and  
13 also concerned about the gnat catcher. What is that  
14 going to do to the gnat catcher? I live right by the  
15 lake. The other thing to my question is why this  
16 area? But I have my reasons why. It is because these  
17 high officials certainly don't want to live in Edwards  
18 Air Force Base when they can live in La Jolla and  
19 Del Mar. Now that's my question. I think that's a  
20 very legitimate statement.

21 I'm also concerned about the environmental  
22 impact to the I-15 corridor because we have the lake  
23 there. We do have a lot of wildlife there. The noise  
24 and they're always so concerned about the gnat  
25 catcher. What's going to happen to that? We have a  
26 lot of businesses along that I-15 corridor. For  
27 instance, the Golden Door, which was built years and  
28 years ago. And it was for seclusion and quiet. That

1 is going to destroy their business if people come  
2 there for peace and quiet, it is going to destroy  
3 their business. It's going to destroy businesses. So  
4 that's my concerns.

5 MS. JODY GUTH: My name is Jody Guth. I'm  
6 just tired of them shoving these helicopters down our  
7 throats. They have many routes that they can take and  
8 they continue to take the routes over populated areas.  
9 And it really frustrates me.

10 If they have a helicopter that crashes over  
11 a school, over a shopping center, over houses, they  
12 are going to have lawsuits up the wazoo because we are  
13 here all the time yelling and bitching and complaining  
14 that we don't want them over populated areas.

15 I guess they feel the need to protect the  
16 rats and the gnat catcher versus people. And they're  
17 messed up. If they continue to fly overhead, there  
18 has been federal law that has been established that we  
19 will make them take our homes through eminent domain  
20 and we will do it. So to avoid much cost and  
21 lawsuits, it's just better that they decide to go to  
22 unpopulated areas.

23 MR. JIM ECKMANN: My name is Jim Eckmann.  
24 I'm here tonight in connection with the Osprey Scoping  
25 Meeting. I have several concerns. One of which is  
26 the paths that the aircraft are going to fly, the

27 altitudes they are going to fly, the noise that they  
28 will generate in comparison to the noise that's

1 already there. And the pollutants that the air  
2 emissions -- that the engines will generate in  
3 comparison to what's already here or what the Navy had  
4 here as far as that goes.

5 I also think that overall conceptually the  
6 decision to place additional military aircraft here  
7 beyond which the Navy had for years and years it was a  
8 huge mistake, and that this is an extremely congested  
9 airspace. I think this is the fifth busiest airspace  
10 in the United States. And to inject these mixed uses  
11 amounting to about 200,000 operations a year, flight  
12 operations a year, just doesn't make any sense at all.  
13 So from the standpoint of safety, I think  
14 the air station should be relocated to March Air Force  
15 Base or Pendleton. Something other than where it is.  
16 And I would favor any sort of part of the study that  
17 would look at that as an alternative not only to  
18 replacing the CH-46s with the Osprey, but also to  
19 rethink the whole concept of this air station. And  
20 how inadvisable, in my judgment, it is to have it here  
21 at Miramar. And I would be willing to help in anyway  
22 that I can to explore Camp Pendleton, March Air Force  
23 Base, either of those as alternatives maybe even  
24 29 Palms as operational facilities for the  
25 helicopters.

26 It's really the helicopters that seem to be  
27 driving most of the population crazy around here.  
28 Most of the complaints come from helicopters. And it

1 is the helicopters that have additionally burdened  
2 Miramar in comparison to the way it was with the Navy  
3 for years. So that's my statement and I'd appreciate  
4 any responses that the command could give or that the  
5 EIS personnel could give. Thank you.

6 MS. JACKIE LIVENHOOD: My name is  
7 Jackie Livenhood. I'm concerned about the amount of  
8 noise that, you know, these helicopters are going to  
9 be producing and also what the hours of operations are  
10 going to be? Are they going to be flying at night?  
11 And if they are going to change the flight patterns in  
12 any way because sometimes I have trouble with them now  
13 with the helicopters going over my house.  
14 It's not every day or anything like that,  
15 but I think of the areas that they are considering,  
16 this is probably the most populous area as far as  
17 residents go. Where some of the other bases like Yuma  
18 and El Centro, those are really outliers and they  
19 wouldn't impact residents at all. That's about it.

20 MS. TERI GRAHAM: My name is Teri Graham.  
21 My main concern is the noise level. I want to know  
22 how it will compare with the helicopters we already  
23 have in place. And also the air quality. And in  
24 relation to what the helicopters now are generating.  
25 So if you tell us a little more information. There is

26 not a whole lot we can do.  
27 MS. JODY GUTH: My name is Jody Guth. I  
28 feel that the military should pay close attention to

1 the environmental study and to give it importance.  
2 Because through the experience that we've seen, it  
3 doesn't matter whether we have a study or we don't  
4 have a study. And why they persist on flying over  
5 heavy populated areas even when you have an  
6 environmental impact study that says it's not good,  
7 you discount it? And they should pay high attention  
8 to the study because if you don't, then why do you  
9 even have it. It's like you're placating us.  
10 In reference to the safety of the aircraft  
11 personnel and the safety of the people on the ground,  
12 it's not logical for you to fly over heavy populated  
13 areas as opposed to flying over no populated areas.  
14 It appears that the high military personnel would  
15 rather live in the La Jolla versus Yuma or El Centro  
16 and that's more important than the safety of the  
17 people on the ground or in the air, including military  
18 because their safety is important also.  
19 And why they don't go out to March Air Force  
20 base in San Bernardino where they were wanted, is  
21 beyond me. Miramar, the people in the Miramar area,  
22 did not want them here. People in San Bernardino  
23 wanted them. Yet they came to Miramar. And now they  
24 continue to have fights on their hands.  
25 Evidently, there seems to be a problem with  
26 money for the military and whoever the power is to be  
27 complaining and bitching about getting more money in  
28 order to support the military base. It's a shame what

1 everybody has to go through because of downsizing and  
2 lack of money for military use. It also appears that  
3 it's more important to protect the cactus, little rats  
4 as opposed to the human race, they're more important  
5 than we, the people that you're flying overhead. I  
6 guess that's it.

7 MS. DORIS THELIN: My name is Doris Thelin.  
8 A year ago this August we had a community meeting in  
9 Escondido at the Center for the Arts. There were over  
10 900 people there. The place was overflowing. People  
11 were standing outside. And I deeply resent the way we  
12 were treated by this General Bowden or whatever the  
13 heck his name is, the way he treated us, it was like  
14 he was thumbing our noses at us. This is what it is.  
15 Take it whether you like it or not. That was his  
16 attitude. And, boy, people were really, really angry  
17 at him. If they have another meeting, I don't think  
18 you better send him.  
19 (The public forum concluded at 10:00 p.m.)

1 I, PATRICIA SCHULER, RPR, Certified Shorthand Reporter  
2 for the State of California do hereby certify:

3  
4 That the foregoing proceedings were reported by me

5 stenographically and later transcribed into  
6 typewriting under my direction; that the foregoing is  
7 a true record of the proceeding taken at that time.

8

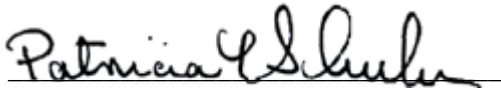
9 IN WITNESS WHEREOF, I have subscribed my name this  
10 8th day of November, 2000, at San Diego, California.

11

12

13

14

A handwritten signature in cursive script, reading "Patricia Y. Schuler", written in black ink. The signature is written over a horizontal line.

PATRICIA Y. SCHULER  
RPR, CSR No. 11949

**PUBLIC SCOPING MEETING  
MARINE CORPS AIR STATION CAMP PENDLETON  
9 NOVEMBER 2000**

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10 PUBLIC SCOPING MEETING  
11 FOR THE ENVIRONMENTAL IMPACT  
12 STATEMENT FOR THE WEST COAST  
13 INTRODUCTION OF THE MV-22 AIRCRAFT  
14 FALLBROOK, CALIFORNIA  
15 THURSDAY, NOVEMBER 9TH, 2000  
16 6:00 P.M. to 10:00 P.M.

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23 REPORTED BY: PATRICIA Y. SCHULER, RPR, CSR NO. 11949

1 JOHN KELLOGG: My name is John Kellogg. I  
2 have had property in Fallbrook since 1985. I was  
3 actively involved in the EIS for the helicopters that  
4 came down from Tustin and El Toro. I have been to  
5 countless meetings. I have written hundreds of  
6 letters in objection to the helicopter training over  
7 Fallbrook and over my house. All of this has been in  
8 vain.

9 There seems to be a light turnout here  
10 tonight. People in Fallbrook who don't think  
11 helicopter noise or that the aircraft noise from the  
12 Marine base is the sound of freedom are essentially  
13 giving up. I almost didn't come here tonight myself.  
14 If the new aircraft, the Osprey, would not  
15 train over Fallbrook, that would be a positive note.  
16 But as things stand, I am afraid it is hopeless and  
17 for many of us, only to move or go someplace else is  
18 our only option.

19 Essentially, I think our voices are lost  
20 that the civilian populous in Fallbrook has very  
21 little to do with what happens. Whatever Pendleton  
22 wants to do is going to be done. It is rather  
23 hopeless.

24 STEPHEN ROSENBAUM: My name is Stephen  
25 Rosenbaum. I live right on the supposed helicopter  
26 flight pattern on San Margarita Valley. I have no  
27 complaint about the helicopters flying the proper  
28 flight pattern in Fallbrook because I have lived in

1 California since 1984. I lived next in Irvine near El  
2 Toro and Tustin. So the helicopters have been part  
3 of my California experience forever. My complaint

4 however, is the pilots seem to be uncontrollable in  
5 that they don't fly a proper flight pattern, nor the  
6 proper path nor a correct height.  
7 Before they start bringing the Osprey to  
8 Pendleton they need to first be able to control the  
9 pilots that they will properly fly the correct height.  
10 I can sit at my house, which is at 730 feet, at my  
11 desk and look directly out of my window and  
12 helicopters are at eye level. So if they could get  
13 the pilots controlled whereby the noise will go away  
14 and the vibration will go away, many of the people  
15 here tonight or throughout will stop complaining  
16 because the noise and the vibration goes away.  
17 Secondly, they shouldn't consider an Osprey  
18 at Pendleton until they can control and get the  
19 helicopter flying right.  
20 I called and complain about the height  
21 problems or the vibration problems and it seems  
22 nothing is done. I am told many of the pilots cannot  
23 be controlled. I am sure many of the pilots are  
24 checking to see who is skinny dipping during the  
25 summer time because they fly erratic patterns right  
26 and left at the low level. So I would hope that they  
27 would give someone else the pleasure of having the  
28 Osprey other than Fallbrook or at least try and

1 control the pilots and then bring the Osprey in.  
2 ROBERT UNDERWOOD: My name is Robert  
3 Underwood. My complaint about the presence of  
4 helicopters and flying aircraft out of Camp Pendleton  
5 concerns the instances where pilots ignore altitude  
6 restrictions where they fly much lower than is  
7 appropriate. One instance is there was a helicopter  
8 that flies the valley, the Santa Margarita Valley  
9 about 500 or 600 feet altitude equal to the height of  
10 my house that is on a bluff.  
11 There are other instances of helicopters  
12 taking off from Camp Pendleton and not gaining the  
13 appropriate altitude before flying over Fallbrook. To  
14 me, this is an example of the Marine Corp and/or the  
15 pilots failing to adhere to regulations as far as  
16 limited minimum altitudes are concerned.  
17 My concern is that the pilots of the Osprey  
18 will have the same attitudes and will fail to ignore  
19 altitude restrictions and we will be faced with  
20 continuing interference in our lives with noise and  
21 vibrations in our house and ignoring regular flight  
22 patterns.  
23 I am concerned that pilots and perhaps even  
24 Marine Corp officers at the base do not pay enough  
25 attention to concerns of the citizens in Fallbrook.  
26 We had great difficulty in being able to get a  
27 response from the base when we have made our  
28 complaints. They will refer us to Miramar if it

1 happens to be Miramar helicopters and make no effort  
2 to resolve the situation out of Camp Pendleton.

3 This meeting is purporting to discuss  
4 environmental impacts. I find it unconscionable that  
5 the Marine Corp has not disseminated any information  
6 concerning the relative noise level as between the  
7 Osprey and the CH-53E.  
8 And, so we as citizens are being asked to  
9 express our views on an environmental basis, but we  
10 have nothing with which to base any judgment either in  
11 actual exposure or in any information forthcoming from  
12 the Marine Corp. I find that to be somewhat  
13 ridiculous.

14 KEITH OLSON: My name is Keith Olson. I  
15 have been a resident Fallbrook for three and a half  
16 years and I am a commercial pilot for Southwest  
17 Airlines, ex-naval aviator for seven and a half years.  
18 I was on a noise abatement study in Scottsdale,  
19 Arizona, part of the 151 study for the airport there  
20 in '96 and '97.

21 The comments that I have to make are I think  
22 the Osprey is a good airplane. I think it is a good  
23 choice to replace the CH-46. I think it will reduce  
24 the noise impact of the community, but I think the  
25 noise impact is what everyone is concerned about. And  
26 relative to the increased helicopters flights that we  
27 have in Fallbrook, I think the main concern is trying  
28 to arrange some sort of community group interacting

1 with the military at Pendleton to try to reduce the  
2 noise level within the village of Fallbrook. My  
3 suggestion would be two-fold.

4 I would have the military create some sort  
5 of liaison with the planning commission in Fallbrook  
6 and North County and come to some sort of compromise  
7 arrangement with the flight paths.

8 Also another consideration might be closing  
9 down one of the Victor airways going up the coast and  
10 allowing Pendleton to produce the GCA for precision  
11 approaches from over the water landing into Pendleton  
12 to further reduce noise impacts. Notwithstanding  
13 that, I think basically the community of Fallbrook  
14 really has a great report with the military and I  
15 would like to see that continue.

16 RON WYLIE: My name is Ron Wylie. We live  
17 in Fallbrook and have for almost 14 years. And I am  
18 familiar with the area before that. We live north of  
19 Fallbrook in the DeLuz area. Although, let me correct  
20 that, a lot of the people call it the DeLuz area but  
21 we are actually on Sandia Creek Drive, which is  
22 actually, to our way of thinking, not DeLuz at all.  
23 It is the next entirely different canyon to the east  
24 of DeLuz. Nevertheless, people often refer to it as  
25 the DeLuz area.

26 When we bought and started looking into  
27 buying our property many years ago, we actually spent  
28 quite a bit of time out there. We did work on the

1 property and investigated on what would need to be

2 done to the property and actually establishing some  
3 water lines and water service and all that kind of  
4 thing before we ever even closed escrow. So we were  
5 very familiar with the property and the Fallbrook area  
6 in general and the Pendleton operations. It is not  
7 like we just came and looked at the property one  
8 afternoon and bought it. We actually spend a lot of  
9 time and months out there before we ever even closed  
10 escrow.

11 And once we did and for the following ten  
12 years, we were very familiar and accepting of what the  
13 Fallbrook relationship and what the area out there was  
14 like as it related to Camp Pendleton and Pendleton's  
15 operations. I would say in general Fallbrook as a  
16 community is very patriotic, very supportive of the  
17 military. It's made up of a lot of ex-commercial and  
18 private pilots who many of which were also military  
19 pilots and a lot of retired other military who came to  
20 know Fallbrook as a beautiful and quiet community from  
21 their tour of duty at Camp Pendleton.

22 After that initial ten years I spoke of and  
23 about the same time that the base closure programs  
24 came into effect and El Toro was shut down, we have  
25 plagued with so much more noise, helicopter traffic  
26 and some C-130s and transports flying patterns in  
27 pairs round and round out over our area. That is  
28 entirely different than it was the first ten years.

7  
1 And we object to that.

2 And if the Osprey came to Fallbrook and  
3 added any more additional noise, we would certainly be  
4 objective of that. However, if it is, in fact, the  
5 case that the Osprey is a quieter machine as it would  
6 impact neighboring communities and certainly its  
7 operation would impact us and our property, we would  
8 probably welcome the exchange of that aircraft if it  
9 meant for every additional Osprey an old helicopter  
10 was replaced and no longer in service, that would be  
11 good news.

12 I have been involved in community planning.

13 I am an architect. I sit here on the design review  
14 board in Fallbrook and I am involved in community  
15 planning groups in San Diego for 20 or 25 years and I  
16 am very familiar with the operation of Lindbergh  
17 Field, private airports around the San Diego area and  
18 Miramar itself. I have always felt that there was no  
19 chance in "blank, blank, blank, blank," Miramar and  
20 the Navy's so called Top Gun School and the F-14s and  
21 all that, would ever be moved out of Miramar because  
22 of the relationship there with the fleet and North  
23 Island and what a perfect setup.

24 And to have some political pressures or  
25 powers that be in Washington just almost arbitrarily  
26 to decide to close certain bases and all the studies  
27 and all the blah, blah, blah, that go into supposedly  
28 supporting these decisions, I believe, are just so

1 much clouding and in a sense going through the motions  
2 to actually support which to maybe many neighboring  
3 residents almost are no better than whimsical  
4 decisions. The bottom line in much of the base  
5 closure and reorganization of military operations  
6 often, I believe, is only supported by a bottom line  
7 comment about what the dollars saved would be and  
8 military budgets and so forth. They are totally  
9 inconsiderate and do not take into account the  
10 decreased property values of the people that they  
11 impact.

12 And I think if you take either a military  
13 field or a commercial field such as Lindbergh and  
14 listen to people that start belly aching and crying  
15 about how there is so much noise from the airport and  
16 I, in fact, live around the flight path. You just  
17 need to look at the fact that Lindbergh field was  
18 there first. And just because you have decided to  
19 build your house there, that is what you in a sense  
20 sign on by investing in that property.  
21 I feel that that needs to be the position  
22 that most airports including military operate under.  
23 But then to yield to public opinion and outcry and say  
24 okay, well, I guess we won't fly out our departure  
25 pattern out over Point Loma. We will move it 10, 15,  
26 20 degrees to the north and then fly out over parts of  
27 Mission Bay and Mission Beach or Pacific Beach.  
28 Now suddenly you have affected people who

1 knowingly made a decision to invest in property that  
2 was not under the flight pattern of the original  
3 Lindbergh Field and instead invested in properties  
4 that were what they felt and existing at the time as  
5 no where near the flight pattern.  
6 And then the airport administration or some  
7 other officials decide to try and mitigate the  
8 complaints of the people in Point Loma and again  
9 almost arbitrarily without consideration of the people  
10 in Pacific Beach or Mission Beach or Mission Bay or  
11 move that flight pattern to the north and thus  
12 adversely affect their property values, their standard  
13 of living in the sense in terms of the noise that they  
14 have to deal with and perhaps even medical conditions.  
15 Well, somewhat the same thinking holds. We  
16 moved from San Diego after having lived there for 20,  
17 25 years to buy a substantial piece of acreage in this  
18 DeLuz area with the idea of how quiet it was out  
19 there. And as I said, we were very familiar with  
20 whatever Pendleton's operations and the noise and how  
21 it impacted us to hear artillery fire and live bombs  
22 dropping during the day, during the evening, perhaps  
23 during the night or sometimes even all night long  
24 meaning rat-tat-tat-tat-tat-tat-tat or the boom, boom,  
25 boom. You literally say, you know, that is the sound  
26 of freedom. And I think most of Fallbrook's attitude  
27 is to live with that and understand it and accept it.  
28 But then when the air craft patterns and

1 noise levels change either because of the air traffic  
2 routes adopted or being used in an unadopted informal  
3 manner or the type of aircraft being used changed to  
4 become helicopters going whop, whop, whop, whop, whop,  
5 whop, rattling the windows in your house, shake the  
6 walls, and china in the cabinets. And if you look  
7 outside the helicopters have not even arrived yet.  
8 And it might be literally seemingly a minute or two  
9 later before you actually see them overhead. And as  
10 they pass over, they get even louder and then the  
11 noise subsides as they pass over.  
12 This happens a lot. It happens far more  
13 than it used to. And again, I think the level of  
14 noise and disruption really increased about the time  
15 that the El Toro closed and the base closure and the  
16 Top Gun school left Miramar and the F-14s went to New  
17 Mexico. We got a lot more helicopters stationed in  
18 San Diego County in general. Some at Miramar, some at  
19 Pendleton or both.  
20 That is really my complaint. My complaint  
21 is not directly focused against the Osprey unless it  
22 meant more noise to our area. My complaint is about  
23 the existing noise and the military's, I feel, and  
24 Congress's actions which seemed to be so inconsiderate  
25 of residents and taxpayers when making these unfair  
26 decisions about changes and base uses and military  
27 operations and not giving respect to how it may affect  
28 not only property values but what goes on out at our

1 ranch.  
2 It is literally so quiet that when we have  
3 friends come from the city they stop and they listen  
4 and they say what is that noise. And we say what  
5 noise. That noise of nothing it is so quiet and I  
6 still have properties in San Diego, which I need to go  
7 down and tend to tonight even. When I am back in  
8 San Diego the sound day and night, there is just a  
9 roar of sound of the city, cars and traffic and sirens  
10 in the background. When you get out into the country  
11 it is so refreshing to hear actual silence and to have  
12 it broken up.  
13 Again, I am not complaining about artillery  
14 fire. But have it broken up by traffic patterns and  
15 aircraft that I know are unnecessary and entirely more  
16 in numbers and more disruptive than they used to be, I  
17 feel it is unfair. We made a conscious decision to  
18 buy the property where we did because it was  
19 relatively quiet and the aircraft used in that area  
20 was limited. And to have it increased, is entirely  
21 unfair.  
22 I can also respect that as larger  
23 populations of people related to the Miramar  
24 operations given the communities of Penasquitos and  
25 Mira Mesa, Rancho Santa Fe, La Jolla, Del Mar, as  
26 those people with more population and numbers or more  
27 political clout in Washington perhaps start yelling

28 and complaining about helicopter noise and increased

1 noise and operation at Miramar, would it be easy for  
2 the military to say, well, let's move that off to --  
3 how about Pendleton, North County where there is far  
4 less people and more open canyons.  
5 We live in those open canyons. We have  
6 horses there. And you put young kids on these horses  
7 in a beautiful, quiet and serene setting and all of a  
8 sudden you have a large helicopter transport go over  
9 at a ridiculously low altitude, it is not only not  
10 nice, it can actually result in a dangerous situation.  
11 And that again supports my feeling on why it is unfair  
12 and unreasonable. It shouldn't be allowed to continue  
13 let alone increase.  
14 We appreciate -- or I appreciate almost by  
15 myself here the military, the Navy and Marine and the  
16 consultants' efforts to have this meeting tonight to  
17 in a sense inform the community and have this open  
18 house to explain what they are considering as it leads  
19 up to the EIR study and whatever.  
20 However, if you look around the room, you  
21 see an awful lot of blank linoleum here with nobody  
22 sitting in any chairs and hardly anybody standing  
23 here. These meetings need to be far more advertised  
24 than they were. I appreciate having heard about it  
25 one time on a local San Diego radio station, perhaps  
26 the biggest one in town, KFMB. I have listened to  
27 this station almost round the clock almost full time  
28 for the last 48 hours because of the ridiculous

1 presidential election.

2 So to make my point in case, I have listened  
3 to the radio a lot more than I would normally and yet  
4 I didn't even hear about this meeting until about 45  
5 minutes before it was supposed to start when I was on  
6 my way to another meeting. It just worked out that I  
7 could can all of my other plans for the evening and  
8 come here and put in my two cents. Is this about two  
9 cents worth?  
10 The point being these meetings, we  
11 appreciate them but who is we. The community needs to  
12 be far better advised, advertised to, and more than  
13 just advertisements as required by law for people to  
14 put in the advertisements in the local newspaper or  
15 whatever, you know, when somebody dies or whatever.  
16 You really need to take an aggressive approach to make  
17 sure the community is notified.  
18 Talking to a couple of the spokesmen here I  
19 heard the point that, well, of course Fallbrook is not  
20 an actual city and has nobody to contact. We did  
21 contact the Chamber of Commerce. The Chamber of  
22 Commerce here in Fallbrook is not necessarily a  
23 representative of the community and their feelings I  
24 don't feel. And yet, we actually do have an elected  
25 board here in Fallbrook. And that is the Fallbrook  
26 Planning Group. I happen to be a member of the

27 Fallbrook Design Review board. And there is also a  
28 Fallbrook Village Association Committee Group and a

1 Fallbrook revitalization committee as well.  
2 So I think at least those four community  
3 groups by share of the Fallbrook Planning Group being  
4 notified and asking to have an audience perhaps with  
5 the four or five representative groups in the  
6 community would do a lot for making sure that the  
7 community is noticed quite well and that the input  
8 received by the study is good input and fair to the  
9 community.

10 Similarly I recognize that a lot of the  
11 issues that I have talked about and that I feel the  
12 consultants here and the military officials have  
13 discussed kind of become centered around the San Diego  
14 County dialog. Yet, we really sit as a locale and  
15 personally on our property -- we just located one  
16 parcel away from the Riverside, San Diego County line.  
17 And just across that county line in some of the flight  
18 paths that I would perhaps suggest as alternates would  
19 be simply to fly out of Pendleton a little further  
20 over Pendleton to the north and then over the higher  
21 mountains gaining altitude and whatever coming out  
22 towards March Air Force Base and the like and further  
23 to the north over the Temecula and Murietta areas.  
24 And if you went further to the Ortega Highway by the  
25 time you crossed out you will be well high over  
26 Murietta and I don't think anybody would almost notice  
27 any change in the flight patterns as they exist now.  
28 The point being the Temecula and Murietta

1 valley is in all sense the next San Fernando Valley.  
2 It is hundreds of thousands of people there. I don't  
3 have the exact statistics but it has grown a lot in  
4 the last ten years and will grow a lot more in the  
5 next ten years. So I think these meetings, while they  
6 may be centered here in Fallbrook, need to invite  
7 those people in Temecula and Murietta or perhaps even  
8 have meetings there.

9 At any point the proximity to this huge  
10 population of people just because they happen to sit  
11 across the county line and have Riverside County  
12 addresses they should be included in these studies.  
13 Their input should be considered as well. I think  
14 that is all I can think about to say.  
15 (The public forum concluded at 10:00 p.m.)

1 I, PATRICIA SCHULER, RPR, Certified Shorthand Reporter  
2 for the State of California do hereby certify:

3  
4 That the foregoing proceedings were reported by me  
5 stenographically and later transcribed into  
6 typewriting under my direction; that the foregoing is  
7 a true record of the proceeding taken at that time.

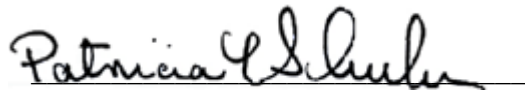
8  
9 IN WITNESS WHEREOF, I have subscribed my name this

10 9th day of November, 2000, at San Diego, California.

11

12

13

A handwritten signature in cursive script, reading "Patricia Y. Schuler", is written over a horizontal line.

14

PATRICIA Y. SCHULER

RPR, CSR No. 11949