



DEPARTMENT OF THE NAVY
NAVAL AIR WARFARE CENTER WEAPONS DIVISION
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CHINA LAKE, CA 93555-6100 POINT MUGU, CA 93042-5049

IN REPLY REFER TO:
5090
Ser 52F00ME/2780
June 21, 2011

Ms. Mary Nichols, Chair
California Air Resources Board
1001 I Street
Sacramento, CA 95814

Dear Chairman Nichols:

I am writing to express our support for the proposed amendments to the Ocean Going Vessel (OGV) Fuel regulation as proposed by your staff. The current regulation is providing an incentive for ships to abandon the Santa Barbara Channel and travel through the Point Mugu Sea Range, seriously jeopardizing successful completion of vital Department of Defense testing and training missions. We believe the proposed change will remove this incentive.

The Navy's mission is to organize, train, equip and maintain combat-ready naval forces capable of winning wars, deterring aggression, and maintaining freedom of the seas. This mission is mandated by Federal law (Title 10 U.S. Code Section 5062), which charges the Chief of Naval Operations (CNO) with responsibility for ensuring the readiness of the Nations' Naval forces. The Naval Air Warfare Center Weapons Division (NAWCWD), part of the Naval Air Systems Command (NAVAIR), is a multi-site organization that includes land and sea ranges and associated facilities at China Lake, Point Mugu, and San Nicolas Island, California. NAWCWD is the Navy's premier test, training, and experimentation center for weapons systems associated with air warfare, missiles and missile subsystems, aircraft weapons integration, and airborne electronic warfare systems. The NAWCWD role at Point Mugu is to provide a safe, operationally realistic, and thoroughly instrumented testing and training environment. During every United States military crises since World War II, work at China Lake and Point Mugu has played a significant role: developing and testing weapons and systems that work the first time, every time.

The Point Mugu Sea Range, managed by NAWCWD, is the cornerstone range resource of a national naval Research, Development, Acquisition, Testing, and Evaluation (RDAT&E) capability. The Sea Range is the nation's largest and most capable instrumented sea range. It is comprised of air, surface, and subsurface range areas covering 36,000 square miles of ocean area and military Special Use Airspace (SUA). The Sea Range also includes extended range areas, covering well over 200,000 square miles. As the Navy's primary sea range for test and evaluation, the Sea Range directly supports Navy and Joint systems developmental and operational programs as well as testing by other agencies such as the Missile Defense Agency (MDA) and space launch activity from nearby Vandenberg Air Force Base.

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CNO meets the Navy's training directive by establishing and executing training programs, including at-sea training and exercises. Underlying this mission-readiness preparation is access to integrated ranges, operational areas, and airspace such as the Point Mugu Sea Range. The Sea Range hosts Fleet training and tactics development, particularly large scale, major exercises, including Fleet battle experiments and full battle group Fleet exercises involving multiple aircraft, surface ships, and submarines. Any disruption of Sea Range usage has a degrading effect on numerous defense systems and required training, adds to range operation costs, and limits our capacity to support national security interests.

Since the OGV regulation became effective in July 2009, the number of ships traveling through the Sea Range has increased from an average of two per day to as many as fifteen per day (combined inbound and outbound). We have been and continue to work with the shipping industry, U.S. Coast Guard and others to mitigate impacts of this increase. We have established a protocol with the Los Angeles/Long Beach Marine Exchange to ensure ships traveling to and from those ports have timely information on range operations. Still, we are routinely requesting ships to change course or speed to avoid impacting our operations. Most ships have responded to requests to stay clear of or divert around Sea Range events. However, one major missile exercise was delayed because a ship only partially complied. Also, as shipping volume and competition for berthing spaces increases with economic recovery, we expect the chances of OGV traffic impacting range operations to increase. Thus, while we have avoided major impact to date, we believe that absent the adjustment proposed by your staff the future likelihood of major impact will continue to grow.

Exact costs from cancelled or postponed testing, training and evaluation operations are difficult to quantify. These operations are often the result of multiple years of planning, coordination, and preparation. Costs of a single cancelled operation could run into the millions. In many cases, it is infeasible to postpone planned operations due to the difficulties of coordinating multiple vessels and aircraft and securing required air space from commercial traffic. Therefore, if operations are interrupted, individual units or entire battle groups would deploy without required qualifications and a lower readiness state.

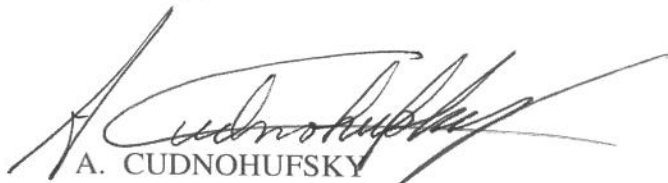
In summary, we strongly support the proposed OGV regulation change and your staff's willingness to propose a change that will hopefully protect the Point Mugu Sea Range. We don't know that ships will return to the Santa Barbara Channel if the change is approved, but we do believe the proposal removes the current incentive to leave the channel and transit the Sea Range.

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We also agree with the point made by Navy Region Southwest in encouraging you as Chair, and ARB staff to continue to work with stakeholders such as the support on other means to ensure that commercial shipping returns to the Santa Barbara Channel.

Point of contact for this is Mr. Anthony M. Parisi who can be reached at (805) 989-9209.

Sincerely,

A handwritten signature in black ink, appearing to read 'A. Cudnohufsky', written over a horizontal line.

A. CUDNOHUFSKY
Captain, U.S. Navy
By direction of the Commander

Copy to: Mr. Wade Crowfoot, Governor's Office of Planning and Research