

# **ARTICLES OF INTEREST**

# Va. releases map of broadband availability

The Associated Press

Virginia is shedding light on broadband Internet availability throughout the state with a new interactive map.

The state released the map to help policy makers, government leaders, providers and residents to identify where services are available. The map also helps to identify underserved areas in the state.

In addition, the map also allows users to search by address and view a list of providers offering services at that location.

Secretary of Technology Jim Duffey says the map will play a vital role in efforts to ensure that all Virginians have access to affordable, reliable broadband services.

"This map is a clear indication of our continued

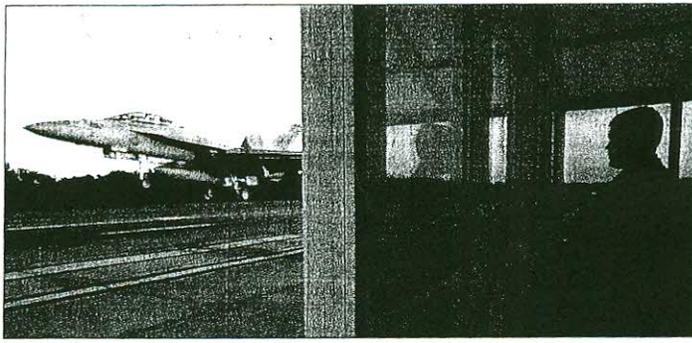
## Broadband in Virginia

The broadband availability map is at [www.wired.virginia.gov](http://www.wired.virginia.gov)

commitment to bringing affordable broadband to every citizen and insuring that our schools, libraries, hospitals, and first responders have the connectivity they need to leverage cutting edge applications to the benefit of all citizens in the commonwealth," Duffey said in a news release.

The project is part of the National Telecommunications and Information Administration Broadband Mapping Initiative.

The new map is the second one for Virginia; the first edition was released in 2009.



2007, EVA RUSSO/TIMES-DISPATCH

A lieutenant grades Navy pilots as they practice touch-and-go maneuvers at Fentress Naval Auxillary Landing Field in Chesapeake.

## Navy's Fentress airfield closing for repairs

Jet training exercises will move to Va. Beach

The Virginian-Pilot

CHESAPEAKE — Residents who live near a Navy landing field in Chesapeake will get a break from jet noise next year — but folks living near naval stations in Norfolk and Virginia Beach might want to buy earplugs, because the “sound of freedom” is about to get louder.

Starting in January, fighter jet squadrons based at Oceana Naval Air Station won't be able to use Fentress Naval Auxillary Landing Field in Chesapeake to practice touch-and-go maneuvers. The facility will shut down for at least nine months of major repairs.

Instead, pilots will simulate aircraft carrier landings at their home base in Virginia Beach, use a runway at Norfolk Naval Station and will occasionally head out of town for training.

The change will also affect E-2C Hawkeye and C-2 Greyhound squadrons based in Norfolk.

Jim Moir, a spokesman for the Navy's mid-Atlantic

southwest of Oceana, had a major upgrade. Fentress was closed for almost a year in 1987 and for a few months in 1998, according to Kelley Stirling, a spokeswoman for Oceana.

Using Oceana and Chambers Field in Norfolk for landing practice isn't optimal, Stirling said. Neither facility has runway lights installed to simulate a carrier's flight deck at night.

Additionally, pilots are required to fly higher approaching Oceana's runways — 1,000 feet above ground level, instead of the recommended 600 feet for carrier approaches — to help dull the roar of their jet engines.

The landing strip at Chambers Field on Norfolk Naval Station is even less optimal, Moir said: Its only runway equipped to handle planes requires pilots to approach from a single direction.

The change in flight patterns and noise exposure might renew debate about Oceana's long-term future and its suitability as a home base for the next generation Navy jet, the F-35 Joint Strike Fighter.

Virginia Beach officials and Navy brass alike say having a master jet base in

like to keep its fighter squadrons close to the aircraft carriers they serve. But the federal government has already been forced to pay millions to homeowners who sued over the jet noise, which they claimed devalued their property. The Navy hoped to deal with the problem by building a new landing field in rural Virginia or North Carolina, but those plans are on hold.

It's unclear whether the F-35 will be louder than Oceana's current occupants, but the temporary flight patterns will remind many Virginia Beach homeowners just how loud F/A-18 Hornets and Super Hornets are. And during the Fentress closure, air operations at Oceana won't necessarily stop by 10 p.m., as the Navy tries to do now.

Operating hours will be adjusted, Moir said, to accommodate the required training.

Cmdr. Phil Rosi, a spokesman for the Navy's Air Force Atlantic, said commanders will decide on a case-by-case basis when to send a squadron elsewhere to prepare for a carrier deployment.

Possibilities include Ma-