F-35 Operational Basing

Public Hearing Comment Sheet

Draft Environmental Impact Statement (EIS)

Location: Burlington, VT
Date: May 28, 2012

Thank you for providing your comments on the F-35 Operational Basing Draft EIS. Please note, comments will be published in the Final EIS. The name, city, and state locations of persons making comments will appear in the Final EIS. Specific street address information of commenters and meeting attendees will not be printed in the Final EIS, but will be used to create a mailing list for the document.

Increased noise from F-35s will impact an elementary school Chamberlain School in South Burlington, and many more houses near the airport in South Burlington. These children and families will pay a price in sacrificing quality of life that it should not be necessary to pay. EJ-2 LU-1 NS-45

You do have an alternate, more rural site in Utah. Please choose it. I know construction costs in Utah are projected to be cheaper than those here, but please recognize that those savings would come at a human cost - a human cost that, in my opinion, would be immoral to impose. GO-1

Please Print

Name: Judith Yarnall

Address:

Do you wish to be sent a CD of the F-35 Operational Basing Final EIS?

Yes____ **No** ✓

Please place this form in the box indicated at the hearing, give it to one of the Air Force Representatives, or mail by June 1, 2012, to:
Mr. Nick Germanos, HQ ACC/A7PS
129 Andrews St., Suite 337
Langley AFB, VA 23665-2769
If additional space is required, attach additional pages as needed.

Joe Randazzo

Mr. Nicholas Germanos
HQ ACC/A7PS
129 Andrews Street, Suite 337
Langley AFB, VA 23665-2769

May 26, 2012

Dear Mr. Germanos:

Although I feel that this is an exercise in futility, I will submit my material in opposition to basing the F-35 in Burlington, Vermont. Enclosed are various handouts and letters that I have sent on the issue. The latest will appear as a Burlington Free Press Op Ed in a few days. I have been outspoken against this aircraft for two main reasons. The first is that the Burlington metropolitan area has the highest population density in the state of Vermont. It makes no sense to base the loudest fighter jet that the Air Force has in this area. The second objection is to the plane itself. I could overlook the noise factor if we were getting F22As or the new F15 Silent Eagle. With a repaired oxygen delivery system and new avionics the F22A is a superior plane in every way. PI-3

Lockheed Martin can only build the F22A for domestic use. They plan on selling the F-35 to many countries. Do the math. 2,300 aircraft X 120 million a pop. You can see why they lobbied Secretary Gates and President Obama to drop the F22A program. This was extremely unwise. I wrote a letter to all 100 U.S. senators explaining my position, and why the F-35 is out of date before it is even built. It is included in this packet.

I must make a strong objection to not bringing the actual aircraft here for us to measure. A little about my background: I'm a U.S. Navy vet and served on the U.S.S. Essex aircraft carrier. I retired from Homeland Security (ICE) and have a secret clearance from the government. I hold the highest radio license that the U.S. can give, the Extra Class. I have designed a built my own antenna systems and have sophisticated Extech sound measuring equipment. My own measurements for the F-16, at the places where the Air Force has listed it's F-35 computer simulations, are much higher than they are claiming for the F-35. Nowhere in the EIS study is there mention of a wingman. Yet, adding a second aircraft automatically adds 6 dB, which is nearly doubling the perceived sound. PI-4 NS-10 NS-34

The F-16 (depending on engine) has about 24,000 lbs. of thrust. The F-35 has 40,000 lbs. of thrust, with the Pratt Whitney engine. More thrust equals more noise. There is no way the Air Force can claim otherwise, and in fact, your own EIS study confirms that over six thousand people will be subjected to noise levels greater than 65 dB. NS-35

Please place me in your firmly opposed category. GO-1

Best wishes,

Joe Randazzo

Joe Randazzo

(This piece is an Op Ed for the Burlington Free Press, to be printed)
South Burlington City Council got it right. 589 words

Sometimes you find courage in small places. It was evident at City Hall in South Burlington on Monday, May 22, when the City Council took a position opposing deployment of the F-35 at the Burlington International Airport. The Air Force has been duplicitous from the beginning. Nowhere in their EIS study do they provide sound levels for two aircraft flying together, yet a wingman is always present during training flights. A second aircraft adds 6 dB to the apparent sound levels, nearly doubling them. By the Air Force's own admission, in section BR4-77 of the EIS report, 6,675 people will be affected by noise greater than 65 dB. NS-34

There are serious concerns regarding the Air Force's projected sound measurements of the F-35. The EIS study claims that an F-16, flying at 1,000 feet, generates 101 dB of sound. It also claims that the F-35 flying at 1,000 feet, generates 118 dB of sound. Their own calculations confirm that this is more than twice the perceived sound levels. If their study is even slightly in error, such as adding the additional sound from a second aircraft, or wingman, the levels could be considerably higher. This would expand the 65 dB zone that they drew on their map. More homes may have to be demolished. LU-3

The Air Force will not provide actual F-35 flyovers so we can hear and measure these aircraft. They are using computer simulations that are totally inaccurate, and that weigh the results in favor of deployment. This is unacceptable. Asking them to study themselves is like asking a Ford salesperson if a Ford truck is as good as a Chevy. There is a built-in conflict of interest. Either bring the F-35s up here and fly over so we can measure you, or fly away. PI-4 NS-25

Unfortunately, we are not finding courage in high places. All our business leaders, our Governor, and our congressional delegation are for basing the F-35 because of the money brought into the economy. First of all, they are failing to see the reduced taxes, plummeting property values, and lost revenue of 6,675 displaced people. I've got news for all of you. The health of our children, whose hearing will be permanently damaged, and the tranquility of our community, are more important than your financial bottom line. How can Senators Leahy, Sanders, and Congressman Welch be against the wars in Afghanistan and Iraq, and still support this F-35 boondoggle? Do they intend to keep their heads down and tell people what they want to hear in an election year? Would our leaders rejoice if a company moved into South Burlington adding hundreds of jobs building bombs and land mines? PI-3 SO-1/SO-4 NS-3

This military pork-barreling is forever condemning the United States into perpetual war. We can not afford peace because our economy will come to a grinding halt. This is a pact with the Devil. We need good jobs, high-paying non-defense technical and manufacturing jobs rebuilding our infrastructure. I thought Vermont would be a bastion against the military/industrial complex, but I see that we're really no different than Texas. One word of protest from our congressional delegation could make all the difference as to whether or not we will have a peaceful community. We are a small New England city, not a military base. It makes no sense basing the loudest plane the Air Force has in a metropolitan area with the highest population density in Vermont. Bravo to the South Burlington City Council. As for our Governor and congressional delegation, you no longer have this family's vote. GO-1

Joe Randazzo

(This letter sent to Senators Collins and Snowe of Maine)
Dear Senator Collins,

I know you are having hearings concerning flyovers of the F-35 aircraft into the State of Maine. They are based here in my city of South Burlington, Vermont. Last night our City Council voted against deployment of the F-35 at the Burlington International Airport. We will forward our findings to Mr. Nicholas Germanos at Langley AFB in Virginia. He is collecting data pro and con for F-35 deployment.

I am a U.S. Navy vet and retired from Homeland Security (ICE) and have a secret clearance. I also have the highest license the government can give for a radio operator, the Extra Class. I have designed antenna systems and have sophisticated sound testing equipment.

Using this equipment, I measured sound levels from our existing F-16 aircraft that are higher than the levels proposed in the Air Force EIS study for the F-35. Yet the F-35 has 40,000 pounds of thrust, compared to 23,700 for the F-16. More thrust equals more noise. They refuse to allow measurements of the actual aircraft, and are not bringing them to Vermont. They are instead using computer simulations for sounds levels. Even by their own study (which is suspect due to a built-in conflict of interest) 1,366 homes will have to be torn down, and families displaced if 24 of these aircraft are brought into Vermont. Our congressional delegation is beginning to question the deployment. There is always a knee-jerk response when military pork-barreling is the issue. The lost taxes, revenue, and hardships of the people who live in the destroyed neighborhoods, must be weighed against the money brought in by the Air National Guard. It's a bad deal.

NS-35
PI-4
NS-10
LU-3
SO-1/SO-4

What does this mean for Maine that will get none of the financial benefits? I can assure you that the supersonic flyovers will be at volumes two and one-half times the present levels of the F-16. Db scales are not linear, they are logarithmic. To double the perceived sound level from 100 dB you do not need 200 db. An increase of only 10 dB doubles the perceived loudness. The F-16 at 1,000 feet measures 101 db. The F-35 measures 118 dB. Nowhere in their EIS study do they mention that every training flight also includes a wingman. Two aircraft together increase the sound levels by 6 dB, again, nearly doubling the noise. So the actual figure at 1,000 feet for an F-35 is 124 dB. This is loud enough to cause permanent hearing damage.

NS-34
NS-3

It makes no sense to base the loudest plane the Air Force has, and fly over New England communities that are densely populated. Flights should be from military-only bases, and super-sonic flights should be over the ocean, not over quiet country villages in the State of Maine. Please let me know if I can provide any support material that will help you make a decision. I urge you to object to these flyovers. Please do what our own congressional delegation is hesitant to do, tell the Air Force to isolate these aircraft.

AA-1

Thanks very much for listening.

Joe Randazzo, South Burlington, Vermont

PI-2

SAY NO TO THE DEAF-35

JOE RANDAZZO

DEAF 35

I am against deployment of the F-35 in South Burlington for the following reasons. GO-1

1- Excessive noise is intrusive and dangerous for our citizens.

2- Flights of military aircraft over civilian neighborhoods is a recipe for disaster. I'm a Navy vet who was stationed on the aircraft carrier U.S.S. Essex, and I know when a plane is doing "touch and go's." This is when it lands on a surface and immediately takes off again without stopping. In the last year I've witnessed several large C130 and tanker aircraft doing this maneuver at the airport. SA-1

When I called the Air National Guard to inquire, I was told that the C130 had taken off for Florida. THREE TIMES? The spokesperson did not tell me the truth. On two separate occasions I phoned the Guard and was not told the truth. Why should we believe the Air Force now? I photographed the plane as it flew directly over my neighborhood and placed it and a letter in The Other Paper. Simply put, military training operations of this type, and F-35 practice runs, should not occur out of civilian airports and fly over schools and homes.

3- Will the loss of Air National Guard jobs hurt our local economy? If a company making land mines were to move into a South Burlington industrial park, would we rejoice if they added 500 jobs? These jobs would be war-related, and would be directly responsible for the death and destruction of human beings. Please read President Eisenhower's message about the military/industrial complex. He warned us against developing a sustained war economy. By all means let us add jobs, but good technical jobs of a non-military nature.

4- Does opposing the F-35 brand a citizen as un-American? In other words, if you love liberty, must you love the F-35? This is blatantly not true. President Eisenhower, one of the greatest generals in American history, objected to the military/industrial complex. Would you call him un-American?

4- Affordable housing is at a premium. As a former Development Review Board member, I can say with certainty that affordable housing is desperately needed in South Burlington. The noise from the F-35 will cause hundreds of homes to be torn down. We will have made the choice to turn a civilian environment into a military camp. The noise from the F-35 will be LU-3

loud enough to affect the hearing of elementary school children. Should we tear down the schools as well? Is this the kind of city we want to live in?

EJ-2

Joe Randazzo

PI-2

Military-Industrial Complex Speech, Dwight D. Eisenhower, 1961

A vital element in keeping the peace is our military establishment. Our arms must be mighty, ready for instant action, so that no potential aggressor may be tempted to risk his own destruction.

Our military organization today bears little relation to that known by any of my predecessors in peacetime, or indeed by the fighting men of World War II or Korea.

Until the latest of our world conflicts, the United States had no armaments industry. American makers of plowshares could, with time and as required, make swords as well. But now we can no longer risk emergency improvisation of national defense; we have been compelled to create a permanent armaments industry of vast proportions. Added to this, three and a half million men and women are directly engaged in the defense establishment. We annually spend on military security more than the net income of all United States corporations.

This conjunction of an immense military establishment and a large arms industry is new in the American experience. The total influence -- economic, political, even spiritual -- is felt in every city, every State house, every office of the Federal government. We recognize the imperative need for this development. Yet we must not fail to comprehend its grave implications. Our toil, resources and livelihood are all involved; so is the very structure of our society.

In the councils of government, we must guard against the acquisition of unwarranted influence, whether sought or unsought, by the military/industrial complex. The potential for the disastrous rise of misplaced power exists and will persist.

We must never let the weight of this combination endanger our liberties or democratic processes. We should take nothing for granted. Only an alert and knowledgeable citizenry can compel the proper meshing of the huge industrial and military machinery of defense with our peaceful methods and goals, so that security and liberty may prosper together.

UNACCEPTABLE SOUND LEVELS

This piece is about noise, and the F-35 jet fighter. I've explored the subject in great detail from dozens of sources and have come up with some interesting facts.

First, my background: I hold the highest license the U.S. Government can give for a radio operator, the Extra Class. I have designed antennas for both voice and code broadcasts. The key measurement of the efficiency of any antenna system is the Decibel (dB). It is the same exact scale that is used to measure noise levels.
dB is NOT an absolute level! It is a logarithmic, not a linear scale. It *is* a way of *comparing* levels.

For example, if you have a radio transmitter and it runs 5 watts output, and you double your power to 10 watts output, that represents a 3-dB increase.
And, if you have a 100 watt transmitter, and you double its power to 200 watts output, that represents a 3-dB increase, as well.
If you had a 1000 watt rig, and you dropped its power to 500W, that would be a 3-dB decrease in power.
Just to complicate the picture, for voltages---not power levels---doubling or halving causes a 6-dB change. This doubling is what also occurs for sound levels.

This fact is important. All you need is a 6 decibel rise in sound level to have TWICE the apparent loudness.

Here's a brief explanation of what we're looking at with the F-35:

Analyses of jet engine noise indicates that the frequency spectrum varies from the low frequency roar of the exhaust wake to the high frequencies from the compressor and from the turbulent mixing of the jet exhaust and air close to the exhaust nozzle. Also, on turbofan engines, an appreciable whine is carried rearward by the secondary airflow and is heard behind the engine. All of these sounds fall into the 1000 to 4000 KHZ range.

Because of the way human beings naturally compress sounds, frequencies between 1,000 and 4,000 cycles per second (Hertz) **appear three times louder to us** than those above or below this range; and sounds in the higher frequencies tend to be directional and radiate as beams from a source. Also, high frequency sounds attenuate or lose power in air much more quickly than sounds in the low frequencies. The F-35's low frequency roar will carry a great distance and damage hearing. The scale below gives a good example of common sounds and their decibel levels:

Decibels DB	Degree	Sound source
225	Deafening	12" cannon at 12 feet in front and below
195	Deafening	Saturn rocket
180	Deafening	Aircraft at takeoff
160	Deafening	Ram jet
156	**Deafening**	**Two F-35s on patrol at 500 feet from ground**
150	Deafening	Turbo jet
140	Deafening	Artillery fire

130	Deafening	Hydraulic press, pneumatic rock drill

Threshold of pain. Decibels at or above 130 cause immediate ear damage.

120	Deafening	Riveter, chipper, thunder, fireworks
110	Deafening	Close to train
100	Very loud	Passing truck, lawn mower, chain saw
90	Very loud	Noisy factory, truck without muffler

Decibels at or above 90 cause ear damage with frequent listening.

80	Loud	Noisy office, alarm clock, police whistle
70	Loud	Average stereo, normal street noise
60	Moderate	Conversational speech
50	Moderate	Normal office noise, babbling brook
40	Faint	Average residence, normal private office
30	Faint	Quiet conversation
20	Very faint	Whisper, ticking of watch
10	Very faint	Threshold of adult good hearing
0		Threshold of youthful hearing

The following fact is sourced from Bill Gunstons' *The Development of Jet and Turbine Aero Engines* by PSL Press, 1995:

The noise level generated by a jet engine is not directly proportional to exhaust gas velocity, twice the thrust does not mean twice the noise. It is much worse; it's an 8th power equation. An engine that switches its afterburner on changing the exhaust velocity from 2000ft/sec to 3000ft/sec will be almost 26 times louder.

As you have often seen, the F-16 aircraft that leave the South Burlington airport often take off, land, and travel in pairs. It is standard procedure for a pilot to have a "wing man." **Two aircraft placed close to each other will increase the sound level of a single aircraft by 6-dB more. As we have seen in the above study, this will DOUBLE the sound level. Two F-35s out on patrol have not been measured for sound levels on the ground and as yet there is no data. No one from the Air Force has as yet commented on two aircraft on patrol.**

Be assured that the F-35s will follow the same patterns as the F-16. I've seen as many as four jet aircraft turning and landing at the airport. What remains for us to do is to verify the dB level of two F-35s flying together, and verify and insert a single F-35 measured from the ground at 500 and 1,000 feet.

This is a letter sent by me to all 100 U.S. senators.

Dear Senator _____

I'm not a professional lobbyist, but a Navy vet who retired from ICE (Immigrations and Customs Enforcement) in Homeland Security.

I strongly urge you to reject funding for the projected F35 aircraft, and develop instead a new generation of F22A Raptors. All the F22A needs is a new avionics package. It is superior in EVERY way to the F35. Due to intense lobbying by Lockheed-Martin, funds for the F22A were cancelled by Secretary Gates and President Obama. This is a huge mistake. In a few years our country will be at great risk.

By law, the F22A Raptor can be built only for domestic use. The F35, on the other hand may be exported to ANY country. Let's do the math here. Current costs for the F35 run at approximately 125 million dollars per plane. This will no doubt rise in the near future. Lockheed plans to build 2,400 of these aircraft, a great many of them for export, 125 million dollars x 2,400 aircraft. It's easy to see why Lockheed doesn't want to build the F22A. The F22A flies faster, higher, has a greater payload, greater range, and is a vastly superior air-to-air combat jet than the F35, but cannot be sold in those huge numbers to other countries. With a new avionics package, the F22A will be unbeatable for another generation.

Please check out these two links. They are by one of the best military think-tanks in the world, Air Power Australia, NOTAM. This first link gives an impartial assessment of the F35 in comparison with the F22A.

http://www.ausairpower.net/APA-NOTAM-030309-1.html

The second link is most interesting because the authors give a marvelous assessment of world events, instability, and the reasons why they have chosen a naval version of the F22A as the ONLY option for America. Unfortunately, the F35 is out of date before it is even deployed.

http://www.ausairpower.net/APA-NOTAM-230209-1.html

The Chinese have studied an American fighter jet downed during the Balkans War, and have copied much of its design. They have built a stealth fighter that is superior to the F35. Unfortunately, the F35 has almost the exact capability (except for more advanced avionics) as the F105 Thunderchief that we used in Vietnam. The F105 was the only aircraft withdrawn due to attrition. Nearly half of them were shot down by the North Vietnamese.

Simply put, America should NEVER have cancelled the F22A in favor of building the F35. A carrier-based F22A should be rushed into development, or the once unbeatable American Navy will be of little use in future high-intensity conflicts.

In the 1982 Falklands war, Argentina inflicted considerable damage to the British fleet with their Exocet missiles. They only had about one dozen to use. Had they had more, the British losses would have been much higher. The *USS Stark* was nearly sunk with a strike of two Exocet missiles fired from Iraq. Please check this link for more details on the Exocet.

http://en.wikipedia.org/wiki/Exocet

The era of large, impervious navies consisting of aircraft carrier battle groups is rapidly drawing to a close, unless the onboard aircraft can neutralize all threats. Large naval ships can be attacked with a new generation of aircraft and missiles that have a much longer reach than the Exocet that was used in the Falklands War.

It is imperative that the aircraft on American carriers be superior to the attackers. Hostile aircraft must be intercepted and destroyed before they get our fleet in shooting range. The projected use of the F35 for this purpose gives the overwhelming advantage to the Russian and Chinese built planes, and makes our entire fleet vulnerable.

I strenuously ask you to introduce or support legislation to make the F22A Raptor the mainstay of our jet fleet and to develop a ship-based Raptor. We could amend the law by making it legal to sell the F22A to friendly governments like Australia, Canada, and Great Britain. The cost per plane will decrease if more are approved by Congress.

We run the risk, or rather we will see the certainty, that our Navy will be obsolete within a decade of we don't act on this. Money for the F22A will be money WELL spent.

Thanks for everything that you do for your country.

Best wishes,

Joe Randazzo

F-35 JSF: Cold War Anachronism

Without a Mission

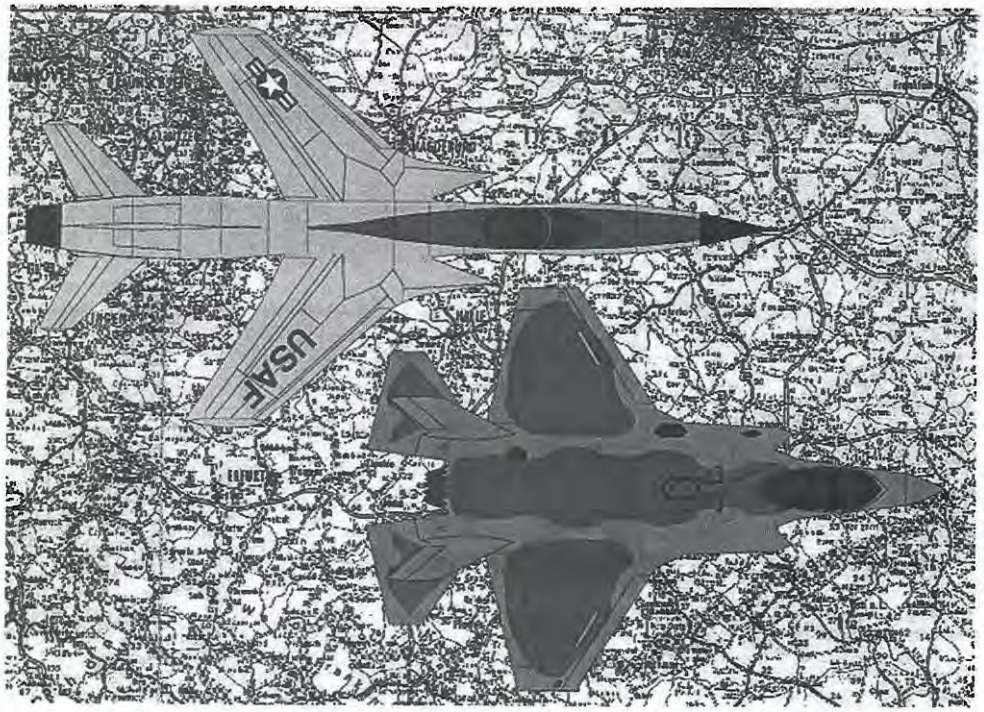
Air Power Australia - Australia's Independent Defence Think Tank

Air Power Australia NOTAM
3rd March, 2009

Dr Carlo Kopp, SMAIAA, MIEEE, PEng

Contacts: Peter Goon, Mob: 0419-806-476; Carlo Kopp, Mob: 0437-478-224

Designed around a non-existent Cold War era large scale battlefield air interdiction role, the F-35 Joint Strike Fighter is a Cold War anachronism without a mission. It is almost identical in size, weight and runway requirements to the Cold War era F-105D Thunderchief, also designed for much the same role.



The Obama Administration's stated intent to "reform our defense budget so that we're not paying for Cold War-era weapons systems we don't use" raises a good number of serious questions. First and foremost is that of what constitutes a Cold War era weapon system, and how one measures the use of such.

The President's statement has been interpreted by a number of observers as targeting the F-22 Raptor, but the Administration remains tight lipped on their future plans or lack thereof for the F-22 program.

The two decades since the collapse of the Soviet Union and Warsaw Pact have seen profound geostrategic changes. These include the emergence of the "Arc" or "Belt of Instability" spanning Africa though Asia and into the South West Pacific. The Global War On Terror, sparked by the 9-11 attacks, has many of its deeper roots in the social and political meltdown across much of the developing world.

These same two decades have seen the industrialization of Asia, and the rise of China, with a concurrent creeping arms race across Asia, which in numbers of advanced weapon systems procured, deployed and planned for, rivals the Warsaw Pact military spending surge of the 1980s, the surge which bankrupted the Soviets. Asia's newfound wealth and mostly robust economies will see this arms race continue, albeit more slowly as the global economic downturn bites.

These two major trends are paralleled by lesser trends, or processes. One of these is the increasing toxicity in the relationships between Russia and its Eastern European neighbours, all but one of whom have thrown their lot in with NATO. Another trend has been the unilateral disarmament of European NATO nations; most unwilling to maintain investments in modern military systems.

Finally, there is the ongoing and festering problem of Iran, hostile to the West and its values, and clearly intending to capitalize on its energy wealth to become an influential and assertive regional power. Iran has been deeply implicated in problems observed in the Palestinian Territories, Lebanon, Iraq and Afghanistan.

These geostrategic trends have arisen concurrently with a deep technological paradigm change across the former Soviet military industrial complex, now scattered across Russia and Russian aligned former Soviet republics. Having absorbed and integrated much of the high technology now available in the globalised technology market, Russian military products now match or outperform US and EU products in most areas, other than niche technologies like stealth and active array radars. Russia has found a lucrative and secure market niche in nations that are being embargoed by the West.

What kind of military environment will the West, particularly the US, have to face over the coming decades?

There is little doubt that the US will have to confront two fundamentally different types of warfighting "style" in the post 2010 era.

The first will be the "Low Intensity" insurgency type of conflict encountered in Iraq and Afghanistan, and likely to be a feature of other failed nation states across the belt of instability. Such conflicts will be manpower intensive, demand a lot of Intelligence, Surveillance Reconnaissance capability, and impose often challenging logistical demands.

The second type of conflict will be modern high technology "High Intensity" war, in which an opponent deploys the latest in Russian and Chinese built high technology weapons. Nations in

such conflicts are likely to emulate modern US operational and tactical doctrine, or Russian and Chinese adaptations thereof. Contract Russian or Chinese military trained personnel will often fill gaps in indigenous skills sets at all levels.

High intensity conflicts over the coming decades will mostly involve opponents armed with Russian and Chinese built weapons, covering the full spectrum of military capabilities.

By far the best selling products supplied by Russia's industry are what are termed "anti-access weapons", built specifically to keep US and Coalition expeditionary forces out of a theatre of operations.

In the naval domain, these weapons are primarily supersonic sea skimming anti-shipping missiles, delivered by quiet modern submarines, or high performance long range fighters like the Sukhoi designed Flanker series. The aim of these weapons is to inflict unsustainable losses on naval surface fleets and amphibious transports.

In the domain of air power, the central pillar of US military strength in recent times, anti-access weapons include long range Flanker fighters, AWACS aircraft, aerial refuelling tankers, short range Surface to Air Missile systems designed to kill smart bombs, HARM anti-radar missiles, and cruise missiles in flight, and long range Surface to Air Missile systems, supported by powerful jammer resistant radars, intended to kill all but the stealthiest of US combat aircraft.

An Integrated Air Defence System built up from such weapons will be impenetrable to all US aircraft other than the B-2A, the F-22A Raptor and the planned Next Generation Bomber ("2018 Bomber/QDR Bomber"). The strategic consequence of this is that prior to 2025, when the Next Generation Bomber is planned to be fully fielded, America's ability to use air power in well defended areas will be determined almost wholly by the number of F-22s it builds and deploys.

Standard techno-strategic analysis shows that around 700 F-22s are needed – and "strategic reality" has no respect for "political reality" in this equation.

If one is to perform a "triage" on the current US fighter force structure, to determine which of the primary weapon systems currently in use or inherited from the Cold War are viable in the military environment of the coming two decades, some realities are unavoidable.

The US Navy's F/A-18A-D Hornets and F/A-18E/F Super Hornets are simply non viable in high intensity conflict and are only safely usable for low intensity conflict. The new EA-18G Growler cannot survive against the new Russian SA-21 missile system, and will be challenged by the SA-20 Gargoyle now being exported to Iran and China. Without new and highly stealthy combat aircraft such as proposed robotic UCAVs and the proposed navalised "F/A-22N Sea Raptor" the US Navy carrier fleet is unusable in high intensity conflicts.

The Air Force fighter fleet faces similar challenges. The Cold War F-15C and F-15E fleets are not survivable against the latest Russian missile systems, and at best offer parity against the latest variants of the Flanker fighter. The F-16C, numerically most important in the US fighter fleet, is even less viable.

The F-35 Joint Strike Fighter was intended by the Bush Administration Pentagon to be the new

high technology fighter to replace most of the US Air Force, Navy and Marine Corps fleets. In performing triage on the force structure, the F-35 demands especially close scrutiny, since there will be enormous political pressure placed on the Obama Administration to keep this dysfunctional program alive.

Notwithstanding the deluge of often attractive marketing material produced to promote the F-35 to US and foreign customers, this aircraft is an anachronism which was conceived around a number of ideas central to the Cold War era. The F-35 is a specialized ground attack fighter, designed for Cold War era missions, yet built using today's technology base.

The original rationale for the F-35 grew out of the experience of Desert Storm, in which Coalition F-16s, A-10s and F/A-18s pounded Saddam's large tank armies in Kuwait and Southern Iraq, and out of a series of late Cold War studies on battlefield strike fighters to replace the A-10 and A-7, then intended to wipe out Soviet tank armies in the Fulda Gap. These were the fundamental influences that shaped the performance, size, payload and stealth specifications of the F-35 Joint Strike Fighter during the mid 1990s.

For instance, a "wishlist" feature inherited from this period is the complex and technically risky Distributed Aperture System, intended to provide the pilot with spherical night vision coverage around the aircraft. The Navy and Marines, wanting a significant autonomous strike capability, sought sophisticated electro-optical targeting capability, and a high resolution imaging radar, adding weight, complexity and cost.

As a result, the F-35 is an aircraft almost identical in size, weight and range/payload performance to the early 1960s F-105 Thunderchief, used extensively in the meat grinder bombing campaigns over North Vietnam. Much like the F-105, the F-35A CTOL variant demands long runways, lots of tanker support, and lots of protective fighter escorts to keep it alive, when confronted by opposing fighters and modern long range air defence missiles.

While the F-35 was being developed, the world around it changed. The Cold War and Desert Storm style of conflict is likely never to be seen again – large tank armies of the Soviet variety lost their appeal after Coalition air forces annihilated Saddam's forces in 1991.

The style of mobile medium and short range battlefield Surface to Air Missile system that the F-35's stealth was designed to defeat has also declined in popularity, as the tank armies these weapons were designed to protect withered away. High mobility long range Surface to Air Missile systems with much more powerful radars became the preferred product in this market.

Ground forces adapted to overwhelming air power by shifting to concealment, dispersal, and away from the exposed massed land force formations of the Cold War era. The result is that strike aircraft may orbit for hours, waiting for targets to emerge so they can pounce on them and destroy them with precision weapons. This style of combat favours aircraft much larger than the F-35, that can carry much more fuel and greater weapon payload.

So the F-35 has been bypassed by the evolution of air defence weapons, now much more potent than the Cold War era systems it was designed to defeat. Concurrently, its utility has declined, as the kind of battlefield targets it was built to hunt have become an increasingly less favoured force element. The latest generation of smart bombs, such as the JDAM and Small Diameter Bomb, already provide the precision strike capabilities planned for the JSF to US heavy bombers such as the B-52H, B-1B and B-2A, as well as the F-22A. The F-22A, in fact, carries

the same internal payload of eight Small Diameter Bombs as intended for the F-35 yet, unlike the F-35, the Raptor can concurrently carry four Air-to-Air missiles, internally.

The F-35 is, in basic force structure planning terms, simply redundant. There is nothing it can do which cannot be done better by the much more survivable and lethal F-22A Raptor in higher threat environments, or cheaper by any number of legacy aircraft in lower threat environments.

From a force structure triage perspective, the F-35 falls into the same category as the US fleet of legacy fighters, including the F/A-18E/F Super Hornet. Unlike the legacy fighters, the F-35 is becoming about as expensive as an F-22A Raptor in quantity, but much less survivable and lethal than the F-22A.

One US military strategist recently observed to this author that the "F-35 is not survivable enough for high intensity conflict, and too expensive and overbuilt for low intensity conflict". As he put it: "what is more important to the strategic future of the United States – procuring many more vital F-22 Raptors, deploying stealthy UCAVs, replacing 1950s technology aerial refuelling tankers, and 1950s technology heavy bombers, OR sinking the very same funds into the F-35 Joint Strike Fighter for no strategic return on investment, with the very real risk that the F-35 will be later and more expensive than planned for?"

The Joint Strike Fighter Program is demonstrably the best case study of everything that is not working properly in the US military procurement bureaucracy. Incoming "acquisition czar" Dr Ashton Carter might consider studying this program very carefully, as there is much to be learned from it which will be vital in preventing future catastrophes of this kind.

These are the hard strategic and budgetary realities that America and its allies must now deal with. This coming year will demonstrate whether the Obama Administration's efforts to restore integrity and intellectual rigour into the US military procurement machinery have been successful or not. If the F-35 Joint Strike Fighter, a redundant Cold War anachronism, survives this coming year, it will be clear that the reform process is not working.

F-35 Operational Basing

Public Hearing Comment Sheet

Draft Environmental Impact Statement (EIS)

Location: Burlington, Vermont
Date: 5/28/12

Thank you for providing your comments on the F-35 Operational Basing Draft EIS. Please note, comments will be published in the Final EIS. The name, city, and state locations of persons making comments will appear in the Final EIS. Specific street address information of commenters and meeting attendees will not be printed in the Final EIS, but will be used to create a mailing list for the document.

I am a full-time faculty member at Champlain College. The noise level of the planes currently training is too high to conduct class or have conversation during take-off and maneuvers in the vicinity of the College. While I appreciate the great work and best intentions of the military, I also sence that Burlington is at the tipping point in terms of being populous and busy enough that makes it incompatible with the intense level of training these pilots need. Additionally, the many arguments made ~~that~~ the EIS hearing regarding the jobs at stake should not be part of this consideration. We do not maintain a military to create jobs, but to protect us from our enemies. Job should be created as a function of real productivity. LU-1

Please Print

over please

Name: DAVID LUSTGARTEN

Address:

Do you wish to be sent a CD of the F-35 Operational Basing Final EIS?

Yes____ No X

Please place this form in the box indicated at the hearing, give it to one of the Air Force Representatives, or mail by June 1, 2012, to:
Mr. Nick Germanos, HQ ACC/A7PS
129 Andrews St., Suite 337
Langley AFB, VA 23665-2769
If additional space is required, attach additional pages as needed.

In summary, while it is certainly possible to 'tolerate' a few moments of noise each day in the interest of defending our nation, we should also be deeply concerned about each additional compromise to our environment. For the sum total of all such compromise brings us closer to the point where we have totally wrecked the place that we love, that we call home, and that so many thousands of lives have been sacrificed to preserve.

6-1-2012

MR. Nicholas Germanos

NO - NO - NO to the F-35A being based at Burlington, Vermont airport. It is unscionable to even contemplate such a ridiculous, selfish, harmful decision to come to pristine Vermont, when other choices are available, that DO NOT have such drastic negative consequences. Shame on you people for pushing Burlington, Vermont as a F-35 Base. I will pray for you, that common sense will prevail and you will provide Ms. Ferguson with ALL the negative facts, and she will see how selfish a decision to come to Burlington would have been. GO elsewhere. GO-1

1) the Burlington, Vermont runway is not long enough PA-17
2) the DEIS lacked a full alternative analysis PA-18
3) the increased noise impacts were underestimated NS-25
4) the 6 common air pollutants and their negative, adverse effect on our air quality were underestimated AQ-3
5) we will have SMOG here within 3 years of a beddown due to high concentrations of ozone. AQ-4
6) the benzene pollution will be extreme AQ-5
7) Section 176 of the (CAA) - F-35 will exceed di-minimus activity (NAAQS) for pollutants AQ-6
8) chose Burlington before DEIS was even published illegal and lacked credibility! PI-3

9) DEIS was very weak on noise levels, which the EPA has critized as misleading. "Noise Spikes" are over 100-108 decibels. NS-36

10) DEIS lacks credibility on CZ - clear zone, APZ - Accident Potential Zone and AICUZ, very poor and weak information to downplay the facts given to the public. SA-6

11) DEIS fails to address the drastic Environmental Justice aspects that will "hammer" the city of Winooski. EJ-3

12) DEIS fails the test for (NEPA) - "first and foremost the Health and Welfare of the citizens who could be effected need to be addressed" --- You blantantly disregarded (NEPA) --- PI-15

13) DEIS fails to inform public about "Single-Event" Noise levels, which will exceed 121 db's --- NS-36

14) DEIS fails to inform public about CZ - Crash Zones! SA-6

15) DEIS fails to address the Nitrite Oxide that the F-35A will pump into our clean air. AQ-3

16) DEIS fails to address the negative effects of the F-35A regarding (Speech interference, sleep disturbance, and common annoyance. NS-37

17) Fidell and Silvati have critized and showed the shortcomings of AF noise maps as lacking in depth analysis. It is intentionally done. NS-38

18) Miedema and Vos contradict all AF noise related data as "lacking critical thinking."

19) DEIS does not generate info for WORST CASE Scenarios --- Noise Levels --- Pollution Levels NS-43 AQ-7

20) DEIS fails to address the environmental degradation

21) DEIS fails to address land use planning LU-18

22) Stop crowing about the number of complaints or negative letters, FICON says that [complaints are NOT an adequate indicator to the full effects and extent of noise on a community.

23) DEIS fails to address the Key factors for Community noise exposure.
1) types of aircraft
2) type of engines
3) # of tak-offs / landings
4) times of day

NS-39

24) DEIS excludes the use of sound metrics for
A) Sound Exposure Levels (SEL)
B) Equivalent Sound Level (L eq)
C) Time - Above (TA) a specified sound level
D) Number of Events Above (NA) a specified sound level.

NS-40

25) DEIS omits data on magnitude and duration of noise

NS-5

26) DEIS fails to show the difference between day and night contributions to the DNL

26) DEIS fails to compare the 15 hour DAY average sound level (DL) and a 9 hour night average (NL) with the DNL, which would show a 5-10 decibel greater than the A-weighted for a single aircraft event. This is done intentionally to mis-lead the public.

NS-41

27) DEIS fails to show the number of events above a threshold level; the events during a specific period of time:
such as 7:00 a.m to 11:00 p.m
or the school day - 8:00 to 3:30 p.m.

NS-42

The Burlington, VT. DEIS fails miserably in using proper METRICS in order to provide the public with the HIGHEST level of transparency possible regarding these damaging noise levels. This DEIS is weak on facts and glosses over and omits very important information. I believe it is done on purpose to mislead the public and would not hold up to scrutiny by an independent review. I give it an F

NO - NO - NO to the F-35A being based at Burlington Vermont airport. You should be ashamed of this smoke and mirrors DEIS.

MARK A. Dickinson

cc. Sanders
cc. EPA
cc. Wylie labs
cc. Ferguson

Mr. Nicholas Germanos, HQ ACC/A7PS
129 Andrews St., Suite 332
Langley AFB, Va. 23665 2769

Dear Mr. Germanos,

My name is Norman Rapoport and I live in Williston, Vermont.

I am writing to you because I have concerns regarding the potential installation of new F-35A National Guard jets at the Burlington, Vermont International Airport.

My residence is located 1 ¼ miles from the southeast end of the main runway. It is directly under the flight path used by the National Guard planes either leaving or approaching the airport.

My concerns are:

1. When approaching the runway during high-speed low-pass exercises, existing F-16 jets are so close to the ground (when passing over my house,) that I can actually see the pilot in the plane's cockpit. The noise these existing planes make when doing this exercise is already deafening. If the new jets replacing the F16's are much louder, (as they are reported to be,) my sanity and way of life will be far more affected. NS-7

2. Presently, with existing National Guard jets going over my house during low passes, my windows shake. With the reported higher noise intensity coming from the proposed new jets, I am concerned that my house might sustain window or contents damage created by the increased noise and pressure from the exhaust of the new jets. NS-4

3. Noise from the end of the runway from existing jets leaving the airport is very annoying and somewhat deafening, in particular if jet afterburners are used in takeoff. I fear what this takeoff noise will be with the use of the proposed new jets. NS-3

Therefore, it is obvious that I do not support the potential installation of new F-35A National Guard jets at the Burlington Vermont International Airport. GO-1
I hope that my concerns are considered in making a decision to not locate the new jets at this National Guard facility.

Sincerely,
Norman Rapoport
Norman Rapoport

5-6-12

GO-2

ATTENTION NICK GERMANOS,

I AM WRITING WITH GREAT CONCERN ABOUT THE 'FLYOVERS'. WE LIVE IN A REMOTE AREA PURPOSELY FOR THE PEACE AND QUIET. ALSO FOR THE WILDLIFE.

I DO NOT EXAGGERATE WHEN I SAY I HAVE SEEN THE PILOT IN ONE OF THESE PLANES.

THE 'FLYOVERS' ARE SO LOUD MY DOG AND CAT SEEK SHELTER. I ALSO EXPERIENCE ANXIETY SO I CAN IMAGINE WHAT THE WILDLIFE FEEL. THE INVASION DESTROYS THE TRANQUILLITY SO MANY SEEK HERE.

PLEASE BE ADVISED IT IS VERY DISRUPTIVE AND ANNOYING.

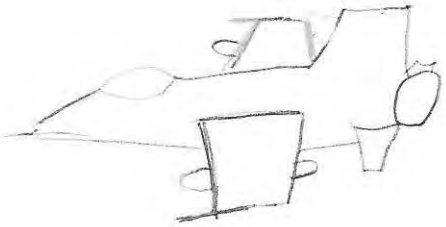
THANK YOU FOR YOUR CONCERN.

SINCERELY JOANIE KWATZ

GS-1

Dear Vermont and united states air force,
This is for the F-35 coming to Vermont!
We should be honord that we have a air force base and the air force picked Vermont to have the F-35's here! I'm in second grade at Rick Marcotte central school and we learn to respect and thank our Military. Our air force in Vermont deserves to have F-35's because our Green Mountain Boys are the best! I love to watch them fly and I love to hear them fly!!
Please bring the F-35's to Vemont!!

Sincerely
Kimberly Hurer
☆ Future Air Force Pilot ☆



Kimberly Hurer

-Parent
Faruk Hurer

June 4, 2012

Kurt Flynn

Nicholas Germanos
HQ ACC/A7PS
129 Andrews Street, Suite 337,
Langley Air Force Base, VA 23665-2769

Subject: Comments on Draft Environmental Impact Statement, F-35A Operational Basing

Dear Mr. Gremanos,

Thank you for the opportunity to comment on the Draft Environmental Impact Statement, F-35A Operational Basing. Please accept the following comments and do not hesitate to contact me if you would like to discuss the comments.

Sincerely,

Kurt Flynn

Comments and Questions

The DEIS provides a lot of good information about the impacts of the beddown at the individual bases. However, the DEIS does not appear to provide the required analysis of impacts of the action alternative or the required comparison of impacts. Therefore, the following clarification is requested.

1. As required by the National Environmental Policy Act (NEPA) and the Council on Environmental Quality's (CEQ) NEPA regulations, the DEIS is supposed to analyze the direct and indirect impacts of the action alternative. However, the DEIS only analyzes the impacts the impacts of six sub-alternatives.[1] Please describe how the DEIS's analysis of direct and indirect impacts meets the NEPA and CEQ requirement to analyze the impacts of the alternative. PA-18

2. The DEIS provides six independent cumulative impacts. Conducting six separate cumulative impacts for the same alternative is contrary to the NEPA and CEQ requirement to analyze the cumulative impacts of the entire alternative. Please describe how the DEIS meets the analysis of cumulative as required by NEPA and CEQ. CU-1

3. The DEIS compares the impacts of parts of the same alternative. As required by NEPA and CEQ the DEIS is required to compare the impacts between the alternatives, not compare the impacts of subparts of the same alternative. Please describe how the DEIS meets the comparison of impacts as required by NEPA and CEQ . PA-19

[1] Hill AFB and Burlington AGS, two of the bases considered under the action alternative, are identified as the "preferred alternatives". As stated by the DEIS description of the proposed action, these bases are part of the same alternative and should not be considered separate alternatives. PA-19

Joanna Reese

Nick Germanos
HQ/A7PS
129 Andrews Street
Suite 337
Langley Air Force Base, VA 23665

June 1, 2012

Dear Mr. Germanos,

I am writing about the recent Air Force proposal to add a new fighter jet to the Burlington Air National Guard Station, and Condors Scotty, 1 and 2.

Let it be known for the record that the Environmental Impact Statement should include the following negative impacts for Maine:

- Current flight rules do not offer protection for unpopulated or under-populated areas, or areas devoid of structures (such as Mt. Blue State Park, Rangeley Lake State Park, American Indian Reservations, the Appalachian Trail, ski areas and animal habitat.) AA-6

- The jets will conduct operations "below 5.000 feet AGL 5% of the time." Any percentage of time when operations are conducted by this new, louder jet at below 5.000 feet AGL is unacceptable since it will interfere with quality of place, sense of peace, and life in Maine as it is currently known and appreciated. AA-7

- These new, F-35 jets will increase noise, and would change land use patterns by residents, tourists, investors, businesses, and animals, since the quiet associated with this region is the reason people and wildlife choose to live and visit it. SO-14 SO-7 SO-4

- Finally, this new aircraft enables 'strike aviation' and helps eliminate 'area denial threats,' which at this time are unnecessary to maintaining national security. PI-12

Thank you for adding my comment to the record, and working with citizens to find a solution to keeping Maine peaceful and quiet.

Sincerely,

Joanna Reese

HQ ACC/A7PS
129 Andrews Street, Suite 337,
Langley Air Force Base
Virginia 23665-2769
ATTN: Mr. Nick Germanos

Dear Mr. Germanos,

I am writing this letter in protest of your proposal to send military training flights across western Maine from Burlington. I urge you to reconsider this effort to fly F-35s above the trees and mountains of my beautiful and quiet backyard in Madrid Township. GO-2

While we may be few in numbers, we are great in our quest for the solitude and quiet that this region provides for residents and visitors. Your draft proposal does not take into account the devastating affect these flights will have on our sense of place, our wildlife, our tourism-based economic well-being and our region's long and unique history. BR-3 SO-14

This sham of a public hearing did not provide the people of western Maine time to assemble, nor does it allow for adequate discourse about the impact these flights will have our fragile communities. PI-8

I, along with my neighbors, say that the actions of the Air National Guard are not acceptable and respectively submit my request that the Air Force abandon their efforts to seek a flight path above the western mountains of Maine.

Sincerely,

Caroline King

Caroline King

cc: Representative Mike Michaud and Senator Susan Collins

M211

Arthur M. & Linda B. Kingdon

June 4, 2012

Langley Air Force Base
ATTN: Nick Germanos
Virginia, 23665-2769

Dear Mr. Germanos,

We are writing to you because we are unable to attend the public hearing which the Air Force scheduled for Tuesday, June 5th, in Maine concerning a proposal to fly F35 jets over Western Maine air space. We strongly oppose such a change without considerable study and review.

1. The hearing was scheduled without adequate notice or time. If the Air Force really welcomes public comment, then a deliberate scheduling of a hearing in our state would be important. The fact that this hearing was scheduled in a rushed afterthought following letters to the Air Force from both of our U.S. senators is disturbing. PI-8
2. There have been extensive safety concerns already raised by citizens of Maine in at least two public hearings on the F15 & F16 lower elevation limits proposal by the Western Massachusetts National Guard. We cannot see how the Air Force has addressed these concerns and indeed F35's added to the mix would clearly exacerbate those concerns. SA-7
3. There is already on the record opposition to the F15 & F16 flight change proposal by our congressional delegation and by our current Governor. It seems to us that this opposition extends naturally to the Air Force proposal since the F35 is even a much louder airplane. The Air Force should give serious weight to the opposition from well-informed public figures, users of local airports and the nearly unanimous opposition voiced in every public hearing we are aware of to date. PI-3
4. The area in Maine which we are talking about includes many small rural communities, Maine's only federally designated wilderness, an area including four ski resorts, hundreds of acres of lakes with lakefront wildlife and tourism, 47,700 acres of Native American controlled land and 144 miles of the Appalachian Trail. It also includes our summer home, a place we value for its quiet and its wildlife including bald eagles.
5. The Air Force proposal would be more palatable to homeowners, environmentalists and small business owners if you were only operating above 10,000 but if there is any chance whatsoever that an F35 squadron could come over at a level of 500 feet, that represents tremendous issues for the environment, for our economy, for aviation safety, and for the health of area residents. We experience low overflights in the early 90's and do not want a repetition of the frightening and damaging loud airplanes. AA-7

GO-1

We strongly oppose the Air Force proposal for these reasons.

Sincerely,

Arthur M. Kingdon

Linda B. Kingdon

6/3/12

M212

EXPENDABLE

I live on Williston Rd in the F-16 decibel range already deemed unlivable.

I am expendable.

I have listened with alarm to the dramatic increase in military noise pollution since 9/11.

I am expendable.

I am 71. I own my home, my only asset, and have owned it since 1982.

I am expendable.

I savor the songs of the birds and the smell of my garden.

I am expendable.

I have educated young children here for 25 years. They depend on their ears to master sounds which enable them to read. NS-3

We are expendable.

I am a neighbor of long-term South Burlington residents who raised outstanding children in this ill-fated area.

We are expendable.

I am a neighbor of young families with small children, who moved here to raise them with high standards.

we are expendable.

you impeil us.
Buyouts are finished. LU-3
our property is worthless. SO-1
we cannot leave.
you can go someplace else with the F-35's. GO-1
you can go where you will not destroy quality of life in an existing community. NS-45
you can go where you are welcome by residents, not just businesses.
you can go where you will not erase the value of life.
why do you linger?

Anne Burnes

United States Department of the Interior

BUREAU OF LAND MANAGEMENT
Boise District Office
3948 Development Avenue
Boise, Idaho 83705
http://www.id.blm.gov/offices

TAKE PRIDE IN AMERICA

In Reply Refer To: 1610

Date: May 31, 2012

Mr. Nick Germanos
F-35 A EIS Project Manager
HQ ACC/A7PS
129 Andrews Street, Suite 102 (RM 337)
Hampton, VA 23665-2769

The Boise District Bureau of Land Management (BLM) reviewed the F-35A Operational Basing Environmental Impact Statement (EIS) and provides the following comments regarding the analysis.

The analysis of the proposed action for Mountain Home AFB states that: "*persons on the ground would perceive an increase in noise under ACC Scenarios 2 and 3 in Owyhee and Jarbidge. Such increases would likely add to the percentage of the population annoyed by aircraft noise. Persons recreating in special land use areas, such as wilderness areas, may consider additional noise especially intrusive. A noticeable increase in sonic booms in the Jarbidge and Owyhee airspaces would add to this annoyance and sense of intrusion.*" Although people would feel a sense of intrusion from sonic booms, the DEIS states that there are no effects anticipated to the greater sage grouse from the proposed change in subsonic and supersonic operations. It also states that although the total number of supersonic flights and sonic booms occurring would increase from baseline, studies of supersonic noise on birds and mammals indicate that animals tend to habituate to sonic booms and long term effects are not adverse. This statement contradicts recent research by Blickley et al. 2012 on noise effects at sage grouse leks that suggests that intermittent noise has a greater effect at lek attendance than continuous noise (see attached Blickley et al. 2012). BR-9

Furthermore, the noise effects analysis in Appendix C and the environmental consequences chapters are silent on sage grouse. Therefore, the effects analysis for sage grouse does not adequately address this important resource concern because the potential effects from overflights are unknown. Given the grouse's current situation and the potential for listing under the Endangered Species Act, a thoroughly robust noise analysis that discloses the effects of basing the F-35 A at Mountain Home on sage grouse should be completed before a decision is made. BR-5

If you have any questions, please contact Jonathan Beck, Boise District Planning and Environmental Coordinator, at 208-384-3305.

Sincerely,

Meagan M. Conry
Boise District

CC:Blickley, etal. 2012

Conservation Biology

M213

PI-2

Contributed Paper

Experimental Evidence for the Effects of Chronic Anthropogenic Noise on Abundance of Greater Sage-Grouse at Leks

JESSICA L. BLICKLEY,*† DIANE BLACKWOOD,*‡ AND GAIL L. PATRICELLI*

*Department of Evolution and Ecology and Graduate Group in Ecology, 2320 Storer Hall, One Shields Avenue, University of California, Davis, CA 95616, U.S.A.

‡Florida Fish and Wildlife Conservation Commission, Fish and Wildlife Research Institute, St. Petersburg, FL, U.S.A.

Abstract: *Increasing evidence suggests that chronic noise from human activities negatively affects wild animals, but most studies have failed to separate the effects of chronic noise from confounding factors, such as habitat fragmentation. We played back recorded continuous and intermittent anthropogenic sounds associated with natural gas drilling and roads at leks of Greater Sage-Grouse (*Centrocercus urophasianus*). For 3 breeding seasons, we monitored sage grouse abundance at leks with and without noise. Peak male attendance (i.e., abundance) at leks experimentally treated with noise from natural gas drilling and roads decreased 29% and 73%, respectively, relative to paired controls. Decreases in abundance at leks treated with noise occurred in the first year of the study and continued throughout the experiment. Noise playback did not have a cumulative effect over time on peak male attendance. There was limited evidence for an effect of noise playback on peak female attendance at leks or male attendance the year after the experiment ended. Our results suggest that sage-grouse avoid leks with anthropogenic noise and that intermittent noise has a greater effect on attendance than continuous noise. Our results highlight the threat of anthropogenic noise to population viability for this and other sensitive species.*

Keywords: chronic noise, energy development, *Centrocercus urophasianus*, roads

Evidencia Experimental de los Efectos de Ruido Antropogénico Crónico sobre la Abundancia de *Centrocercus urophasianus* en Leks

Resumen: *El incremento de evidencias sugiere que el ruido crónico de actividades humanas afecta negativamente a los animales silvestres, pero la mayoría de los estudios no separan los efectos del ruido crónico de los factores de confusión, como la fragmentación del hábitat. Reprodujimos sonidos antropogénicos intermitentes y continuos asociados con la perforación de pozos de gas natural y caminos en leks de* Centrocercus urophasianus. *Durante 3 épocas reproductivas, monitoreamos la abundancia de* C. urophasianus *e leks con y sin ruido. La abundancia máxima de machos (i.e., abundancia) en leks tratados con ruido de la perforación de pozos de gas natural y caminos decreció 29% y 73% respectivamente en relación con los controles pareados. La disminución en abundancia en leks tratados con ruido ocurrió en el primer año del estudio y continuó a lo largo del experimento. La reproducción de ruido no tuvo efecto acumulativo en el tiempo sobre la abundancia máxima de machos. Hubo evidencia limitada para un efecto de la reproducción de ruido sobre la abundancia máxima de hembras en los leks o sobre la asistencia de machos el año después de que concluyó el experimento. Nuestros resultados sugieren que* C. urophasianus *evita leks con ruido anropogénico y que el ruido intermitente tiene un mayor efecto sobre la asistencia que el ruido continuo. Nuestros*

†*Address for correspondence: J. Blickley, Department of Evolution and Ecology, 2320 Storer Hall, One Shields Ave, Davis, CA 95616, USA, email jlblickley@ucdavis.edu*

Paper submitted October 19, 2010; revised manuscript accepted November 20, 2011.

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DOI: 10.1111/j.1523-1739.2012.01840.x

resultados resaltan amenaza del ruido antropogénico para la viabilidad poblacional de esta y otras especies sensibles.

Palabras Clave: *Centrocercus urophasianus*, desarrollo energético, ruido crónico, caminos

Introduction

Noise associated with human activity is widespread and expanding rapidly in aquatic and terrestrial environments, even across areas that are otherwise relatively unaffected by humans, but there is still much to learn about its effects on animals (Barber et al. 2009). Effects of noise on behavior of some marine organisms are well-documented (Richardson 1995). In terrestrial systems, the effects of noise have been studied less, but include behavioral change, physiological stress, and the masking of communication signals and predator sounds (Slabbekoorn & Ripmeester 2008; Barber et al. 2009). These effects of noise on individual animals may lead to population decreases if survival and reproduction of individuals in noisy habitats are lower than survival and reproduction of individuals in similar but quiet habitats (Patricelli & Blickley 2006; Warren et al. 2006; Slabbekoorn & Ripmeester 2008). Population declines may also result if animals avoid noisy areas, which may cause a decrease in the area available for foraging and reproduction.

There is evidence of variation among species in their sensitivity to noise. Noise sensitivity may also differ with the type of noise, which varies in amplitude, frequency, temporal pattern, and duration (Barber et al. 2009). Duration may be particularly critical; most anthropogenic noise is chronic and the effects of chronic noise may differ substantially from those of short-term noise in both severity and response type. For example, brief noise exposure may cause elevated heart rate and a startle response, whereas chronic noise may induce physiological stress and alter social interactions. Therefore, when assessing habitat quality for a given species, it is critical to understand the potential effects of the full spectrum of anthropogenic noise present in the species' range.

The effects of noise on wild animals are difficult to study because noise is typically accompanied by other environmental changes. Infrastructure that produces noise may be associated with fragmentation of land cover, visual disturbance, discharge of chemicals, or increased human activity. Each of these factors may affect the physiology, behavior, and spatial distribution of animals, which increases the difficulty of isolating the effects of the noise.

Controlled studies of noise effects on wild animals in terrestrial systems thus far have focused largely on birds. Recent studies have compared avian species richness, occupancy, and nesting success near natural gas wells operating with and without noise-producing compressors. In these studies, spatial variation in noise was used to control for confounding visual changes due to infrastructure (Habib et al. 2007; Bayne et al. 2008; Francis et al. 2009). Results of these studies show that continuous noise affects density and occupancy of a range of bird species and leads to decreases or increases in abundance of some species and has no effect on other species (Bayne et al. 2008; Francis et al. 2009; Francis et al. 2011). Results of these studies also show that noise affects demographic processes, such as reproduction, by reducing the pairing or nesting success of individuals (Habib et al. 2007; Francis et al. 2009).

Although these studies in areas near natural gas wells controlled for the effects of most types of disturbance besides noise, they could not address the effect of noise on naïve individuals in areas without natural gas wells and compressors. Furthermore, there have been no controlled experiments that address the effects of chronic but intermittent noise, such as traffic, which may be more difficult for species to habituate. Road noise may have large negative effects because it is widespread (affecting an estimated 20% of the United States) (Forman 2000) and observational studies indicate that noise may contribute to decreases in abundance of many species near roads (e.g., Forman & Deblinger 2000).

Noise playback experiments offer a way to isolate noise effects on populations from effects of other disturbances and to compare directly the effects of noise from different sources. Playback experiments have been used to study short-term behavioral responses to noise, such as effects of noise on calling rate of amphibians (Sun & Narins 2005; Lengagne 2008), heart rate of ungulates (Weisenberger et al. 1996), diving and foraging behavior of cetaceans (Tyack et al. 2011), and song structure of birds (Leonard & Horn 2008), but have not been used to study effects of chronic noise on wild animals because producing long-term noise over extensive areas is challenging. We conducted a playback experiment intended to isolate and quantify the effects of chronic noise on wild animals. We focused on the effects of noise from natural gas drilling on Greater Sage-Grouse (*Centrocercus urophasianus*).

Greater Sage-Grouse occur in the western United States and Canada and have long been a focus of sexual selection studies (Wiley 1973; Gibson 1989; Gibson 1996). Greater Sage-Grouse populations are decreasing in density and number across the species' range, largely due to extensive habitat loss (Connelly et al. 2004; Garton et al. 2010). The species is listed as endangered under Canada's

Species at Risk Act and is a candidate species for listing under the U.S. Endangered Species Act. Deep natural gas and coal-bed methane development have been expanded rapidly across the species' range since 2000 and substantial evidence suggests that these processes may contribute to observed decreases in the number of Greater Sage-Grouse (Holloran 2005; Walker et al. 2007; Holloran et al. 2010). Many factors associated with deep natural gas and coal-bed methane development are thought to lead to these decreases, including habitat loss, increased occurrence of West Nile Virus, and altered fire regimes due to the expansion of nonnative invasive species (Naugle et al. 2004; Walker et al. 2007; Copeland et al. 2009).

The noise created by energy development may also affect sage grouse by disrupting behavior, causing physiological stress, or masking biologically important sounds. During the breeding season (February–May), male sage grouse gather on communal breeding grounds called leks. Male attendance (number of male birds on the lek) at sage grouse leks downwind of deep natural gas development decreases up to 50% per year compared with attendance at other leks, which suggests noise or aerial spread of chemical pollution as factors contributing to these decreases (Holloran 2005).

We sought to test the hypothesis that lek attendance by male and female sage grouse is negatively affected by both chronic intermittent and continuous noise from energy development. To do so, we conducted a noise playback experiment in a population that is relatively unaffected by human activity. Over 3 breeding seasons (late February to early May), we played noise recorded from natural gas drilling rigs and traffic on gas-field access roads at sage grouse leks and compared attendance patterns on these leks to those on nearby control leks.

We conducted our experiment at leks because lekking sage grouse are highly concentrated in a predictable area, which makes them good subjects for a playback experiment. More importantly, sage grouse may be particularly responsive to noise during the breeding season, when energetic demands and predation risk are high (Vehrencamp et al. 1989; Boyko et al. 2004). Additionally, noise may mask sexual communication on the lek. Lekking males produce a complex visual and acoustic display (Supporting Information) and females use the acoustic component of the display to find lekking males and select a mate (Gibson 1989; Gibson 1996; Patricelli & Krakauer 2010). Furthermore, lek attendance is commonly used as a metric of relative abundance of sage grouse at the local and population level (Connelly et al. 2003; Holloran 2005; Walker et al. 2007). We used counts of lek attendance (lek counts) to assess local abundance relative to noise versus control treatments.

Methods

Study Site and Lek Monitoring

Our study area included 16 leks (Table 1 & Supporting Information) on public land in Fremont County, Wyoming, U.S.A. (42° 50′, 108° 29′). Dominant vegetation in this region is big sagebrush (*Artemisia tridentata wyomingensis*) with a grass and forb understory. The primary land use is cattle ranching, and there are low levels of recreation and natural gas development.

We paired leks on the basis of similarity in previous male attendance and geographic location (Table 2 & Supporting Information). Within a pair, one lek was

Table 1. Pairing, treatment type, location, and baseline attendance for leks used in noise playback experiment.

Lek	*Pair*	*Pair noise type*	*Noise or control*	*Years of playback*	*Baseline attendance**
Gustin	A	drilling	control	3	26
Preacher Reservoir	A	drilling	noise	3	49
North Sand Gulch	B	road	control	3	32
Lander Valley	B	road	noise	3	67
East Twin Creek	C	drilling	control	3	44
Coal Mine Gulch	C	drilling	noise	3	83
East Carr Springs	D	road	control	3	67
Carr Springs	D	road	noise	3	92
Powerline	E	drilling	control	2	49
Conant Creek North	E	drilling	noise	2	44
Monument	F	road	control	2	53
Government Slide Draw	F	road	noise	2	55
Nebo	G	drilling	control	2	18
Arrowhead West	G	drilling	noise	2	24
Onion Flats 1	H	road	control	2	41
Ballenger Draw	H	road	noise	2	38

**Baseline attendance is the average peak male attendance value (annual maximum number of males observed averaged across years) for that lek from 2002 to 2005.*

Table 2. Mixed-effect candidate models used to assess change in peak attendance of male Greater Sage-Grouse at leks from pre-experiment baseline attendance during the natural gas drilling noise playback (2006–2008) and after the experiment (2009).

Model (year)[a]	K[b]	ΔAIC_c[c]	w_i[d]
Male experiment (2006–2008)			
treatment×type+season[e]	9	0	0.64
treatment×type[e]	7	1.8	0.26
treatment+experiment year	6	6.1	0.03
treatment+season	7	6.8	0.02
treatment	5	7.3	0.02
treatment×experiment year	7	8.0	0.01
treatment×type+treatment×season+experiment year	12	8.6	<0.01
treatment×type+treatment×season	11	9.9	<0.01
treatment×type+treatment×season+treatment×experiment year	13	10.0	<0.01
treatment+type	6	10.4	<0.01
treatment×season	9	16.2	<0.01
null- random effects only	4	57.0	<0.01
Male after experiment (2009)			
null, random effects only[e]	3	0.0	0.84
treatment	4	3.3	0.16

[a]*All models contain pair as a random effect, and experiment (2006–2008) models also include year as a random effect. Covariates: treatment, lek treatment (noise or control) assigned to individual leks within a pair; type, pair noise treatment type (road or drilling assigned to pair); season, time of year (early [late February to 1 week prior to peak female attendance for that lek; female peak ranged from 15 March to 6 April], mid [1 week before and after female peak], and late [starting 1 week after female peak]); experiment year, years of experimental noise exposure.*
[b]*Number of parameters in the model.*
[c]*Difference in AIC_c (Akaike's information criterion for small sample size) values from the model with lowest AIC_c.*
[d]*Akaike weight.*
[e]*Model with substantial support ($\Delta AIC_c < 2$).*

randomly assigned to receive experimental noise treatment and the other lek was designated a control. We randomly assigned the experimental leks to receive playback of either drilling or road noise. In 2006, we counted attendance at 8 leks (2 treated with drilling noise, 2 treated with road noise, and 4 control). In both 2007 and 2008, we included an additional 8 leks for a total of 16 leks (4 treated with drilling noise, 4 treated with road noise, and 8 controls).

Throughout the breeding season, we counted males and females on leks with a spotting scope from a nearby point selected to maximize our visibility of the lek. We visited paired leks sequentially on the same days between 05:00 and 09:00, alternating the order in which each member of the pair was visited. We visited lek pairs every day during the breeding season in 2006 and, after expanding our sample size in 2007, every 2–4 days in 2007 and 2008. Peak estimates of male attendance from >4 visits are a highly repeatable measure of abundance at individual leks (Garton et al. 2010), so the lower frequency of visits in 2007 and 2008 was unlikely to have a substantial effect on estimates of peak male attendance. At a minimum, we conducted 2 counts per visit at 10- to 15-min intervals. The annual peak attendance was the highest daily attendance value at each lek for the season for males or females. For males we also calculated the peak attendance in 3 nonoverlapping date ranges: early (late February to 1 week prior to peak female attendance for that lek; female peak ranged from 15 March to 6 April), mid (1 week before and after female peak), and late (starting 1 week after female peak).

Noise Introduction

We recorded noise used for playback near natural gas drilling sites and gas-field access roads in a region of extensive deep natural gas development in Sublette County, Wyoming (Pinedale Anticline Gas Field and Jonah Gas Field). We recorded drilling noise in 2006 within 50 m of the source on a digital recorder (model PMD670, 44.1 kHz/16 bit; Marantz, Mahwah, New Jersey) with a shotgun microphone (model K6 with an ME60 capsule; Sennheiser, Old Lyme, Connecticut). We recorded road noise in 2005 with a handheld computer (iPAQ h5550 Pocket PC, 44.1 KHz/16 bit; Hewlett Packard, Palo Alto, California) and omnidirectional microphone (model K6 with an ME62 capsule; Sennheiser). Drilling noise is relatively continuous and road noise is intermittent (Supporting Information). Both types of noise are predominantly low frequency (<2 kHz).

We played noise on experimental leks from 2 to 4 rock-shaped outdoor speakers (300 W Outdoor Rock Speakers; TIC Corporation, City of Industry, California) hooked to a car amplifier (Xtant1.1; Xtant Technologies, Phoenix, Arizona) and an MP3 player (Sansa m240; SanDisk, Milpitas, California). The playback system was powered with 12 V batteries that we changed every 1–3 days when no birds were present. We placed the speakers

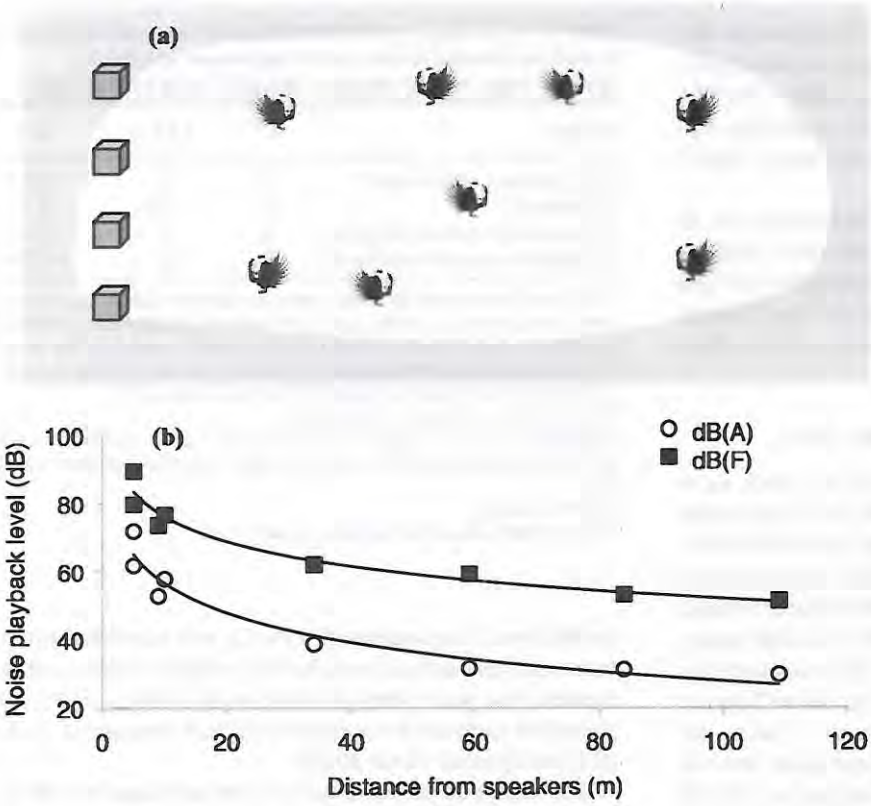

Figure 1. (a) Placement of speakers (on noise-treated leks) or dummy speakers (on control leks) (boxes) at Greater Sage-Grouse leks. (b) Mean maximum noise level (unweighted decibels, dB[F], and A-weighted decibels, dB[A], measured in Lmax [highest root-mean-square sound pressure level within the measurement period]) at Greater Sage-Grouse leks measured on transects at 25-m intervals from the line of speakers on a typical lek treated with road noise. Playback levels of natural gas drilling noise (measured in Leq) followed the same pattern. Ambient levels of noise at control leks ranged from 30 to 35 dB(A).

in a straight line across one end of the lek (Fig. 1a). In 2006 we placed 3 speakers at leks treated with drilling noise and 2 speakers at leks treated with road noise. In 2007 and 2008, we increased the number of speakers, placing 4 at each noise-treated lek to increase the area in which noise was present on the lek. At control leks, we placed dummy speakers of similar size and color to playback speakers (68-L plastic tubs). Within each lek pair, dummy and real speakers were placed in similar configurations. To control for playback-related disturbance, the leks in each pair were visited an equal number of times during the morning for counts of birds and in the afternoon for battery changes.

We played drilling noise and road noise on leks at 70 dB(F) sound pressure level (unweighted decibels) measured 16 m directly in front of the speakers (Fig. 1 & Supporting Information). This is similar to noise levels measured approximately 400 m from drilling rigs and main access roads in Pinedale (J. L. Blickley and G. L. Patricelli, unpublished data). Four hundred meters (0.25 miles) is the minimum surface disturbance buffer around leks at this location (BLM 2008). We calibrated and measured noise playback levels with a hand-held meter that provides sound-pressure levels (System 824; Larson-Davis, Depew, New York) when wind was <9.65 k/h. On drilling-noise-treated leks, where noise was continuous, we calibrated the noise playback level by measuring the average sound level (Leq [equivalent continuous sound level]) over 30 s. On leks treated with road noise, where the amplitude of the noise varied during playback to simulate the passing of vehicles, we calibrated the playback level by measuring the maximum sound level (Lmax [highest root-mean-square sound pressure level within the measurement period]).

For leks treated with drilling noise, recordings from 3 drilling sites were spliced into a 13-min mp3 file that played on continuous repeat. On leks treated with road noise, we randomly interspersed mp3 recordings of 56 semitrailers and 61 light trucks with 170 thirty-second silent files to simulate average levels of traffic on an access road (Holloran 2005). Noise playback on experimental leks continued throughout April in 2006, from mid February or early March through late April in 2007, and from late February through late April in 2008. We played back noise on leks 24 hours/day because noise from deep natural gas drilling and vehicular traffic is present at all times. This experimental protocol was reviewed and approved by the Animal Care and Use Committee at University of California, Davis (protocol 16435).

To measure noise levels across experimental leks, we measured the average amplitude (15 s Leq) of white-noise played at 1–5 points along transects that extended across the lek at 25-m intervals roughly parallel to the line of speakers. We calibrated white-noise measurements by measuring the noise level of both the white noise and either a representative clip of drilling noise or a semitrailer

10 m directly in front of each speaker. To minimize disturbance, we took propagation measurements during the day. Daytime ambient noise levels are typically 5–10 dBA higher than those in the early morning (J. L. Blickley and G. L. Patricelli, unpublished data) and are likely higher than those heard by birds at a lek.

After the experiment, we counted individuals on all leks 2–6 times from 1 March through 30 April 2009. In 2009 we continued to play noise on 2 experimental leks as part of a related experiment, so we did not include these lek pairs in our analysis of postexperiment male attendance at a lek.

Response Variables and Baseline Attendance Levels

Sage grouse leks are highly variable in size and, even within pairs, our leks varied up to 50% in size. To facilitate comparison of changes in attendance on leks of different sizes, we calculated the attendance relative to attendance levels before treatment (i.e., baseline attendance levels). We obtained male baseline abundance from the Wyoming Game and Fish Department. We used the standard lek-count protocol (Connelly et al. 2003) to count birds at leks approximately 3 times/breeding season. Due to the small number of counts in pre-experiment years, we calculated male baseline attendance by averaging the annual peak male attendance at each individual lek over 4 years (2002–2005). We assessed changes in early-, mid-, and late-season peak male attendance from this 4-year baseline attendance. Female attendance was highly variable throughout the season with a short (1–3 day) peak in attendance at each lek. Due to the limited number of annual counts, female counts from 2002 to 2005 were not reliable estimates of peak female attendance and could not be used as baseline attendance levels. Because we introduced noise to experimental leks after the peak in female attendance in 2006, we used maximum female counts from 2006 as a baseline for each of the 8 leks monitored that year. We assessed changes in annual peak female attendance from this 1-year baseline attendance. The 8 leks added to the experiment in 2007 were not included in statistical analyses of female attendance due to the lack of a baseline.

Statistical Analyses

We used an information-theoretic approach to evaluate the support for alternative candidate models (Table 2). All candidate models were linear mixed-effect models that assessed the relation between covariates and the proportional difference in annual and within-season peak attendance and baseline attendance (both males and female) (Tables 2 & 3). We ranked models on the basis of differences in Akaike's information criterion for small sample sizes (ΔAIC_c) (Burnham & Anderson 2002). Akaike weights (w_i) were computed for each model on the basis of ΔAIC_c scores. We calculated model-averaged variable coefficients, unconditional 95% CI, and variable importance (weight across models) for variables contained in models that were strongly supported ($\Delta AIC_c < 2$). All statistical analyses were performed in R (version 2.12.1) (R Development Team 2010).

Table 3. Mixed-effect candidate models used to assess change in peak annual attendance of female Greater Sage-Grouse at leks from pre-experiment baseline attendance in 2006 during noise playback.

Model[a]	K[b]	ΔAIC_c[c]	w_i[d]
Null, random effects only[e]	4	0	0.71
Treatment[e]	5	1.9	0.27
Treatment+experiment year	6	8	0.01
Treatment×experiment year	7	14	<0.001

[a] *All models contained pair and year as random effects. Due to the small sample size (4 pairs), pair type variable (road versus drilling) was not included in the model set. Covariates: treatment, lek treatment (noise or control assigned to individual leks within a pair); experiment year, years of experimental noise exposure.*
[b] *Number of parameters in the model.*
[c] *Difference in AIC_c (Akaike's information criterion for small sample size) values from the most strongly supported (lowest AICc) model.*
[d] *Akaike weight.*
[e] *Model with substantial support ($\Delta AIC_c < 2$).*

The detection probability for males and females is likely to vary across a season and among leks (Walsh et al. 2004). We sought to minimize sources of error and maximize detection by conducting frequent counts from locations with a clear view of the lek and by implementing a paired treatment design (each noise lek is compared with a similar control lek, monitored by the same observer on the same days). To ensure that detection probability did not differ among noise and control leks, we corrected our data for detection probability. First, we used detection error rates, estimated as difference between the maximum count and the count immediately before or after the maximum count within a day (for both males and females), and then we applied the bounded-count method (for males only; Walsh et al. 2004). With the multiple-count estimator, estimates of detection between noise and control leks did not differ (males: $t = 1.02$, df $= 6$, $p = 0.35$; females: $t = 0.21$, df $= 3$, $p = 0.84$). We analyzed both corrected and uncorrected counts and found that neither correction qualitatively changed our results; therefore, results are presented for uncorrected counts.

Results

Male Attendance

Peak male attendance at both types of noise leks decreased more than attendance at paired control leks, but the decreases varied by noise type. In the most strongly supported models of the candidate set ($w_i = 0.90$, all

Table 4. Model-averaged parameter direction and effect sizes and variable importance for all variables present in strongly supported models ($\Delta AIC_c < 2$ in Table 2) of changes in peak attendance of male greater sage-grouse at leks from baseline attendance during experimental noise playback.

Variable	*Percent effect size (SE)*	*Variable importance**
Intercept	31 (22)	1.0
Treatment, noise	−29 (7)	0.91
Type, road	33 (22)	0.91
Treatment, noise*type, road	−40 (10)	0.91
Season, mid	18 (6)	0.66
Season, late	23 (6)	

* *Variable importance is the summed weight of all models containing that variable.*

other models $\Delta AIC_c > 6.1$) (Table 2), there was an interaction of the effects of experimental treatment (control versus noise) and noise type (drilling versus road) on annual peak male attendance. At leks treated with road noise, decreases in annual peak male attendance were greater (73%), relative to paired controls, than at drilling noise leks (29%). As indicated by the effect size for the main effect of pair type, attendance at control leks paired with road noise leks was 33% greater relative to the baseline than control leks paired with drilling noise leks (Table 4). However, changes in attendance were compared within a pair to control for such differences. Male attendance increased over the course of a season, with 18% and 23% increases in peak male attendance in mid and late season from the early-season peaks, but seasonal increases were similar across noise and control leks (Table 4 & Fig. 2b).

There was no evidence that the effect of noise on attendance changed as years of exposure to noise increased. The models with substantial support did not contain a main effect of years of exposure or an interaction of years of exposure and treatment type (control versus noise) (Table 2). In spite of decreases in attendance throughout the experiment, peak male attendance exceeded baseline attendance on all leks in 2006, 13 leks in 2007, and 11 leks in 2008 (Table 4 & Fig. 2c). There was an increase in sage grouse abundance regionally in 2006 (Fig. 3).

After the experiment (2009), attendance at leks we experimentally exposed to drilling and road noise was lower relative to paired controls (Table 2). The model that included the treatment variable showed an effect size of −30% (across road and drilling noise leks) but had only moderate support ($\Delta AIC_c = 3.3$) relative to the null model.

Female Attendance

Peak female attendance at leks treated with noise in 2007 and 2008 decreased from the 2006 baseline, relative to control leks (Table 3). The most strongly supported model in the set was the null model; however, the model that included noise treatment was highly supported ($\Delta AIC_c < 2$). The effect size of noise treatment on female attendance was −48% (10% SE), which is similar to the effect of noise on male attendance averaged across both noise types (51%).

Discussion

Results of previous studies show abundance of Greater Sage-Grouse decreases when natural gas and coal-bed methane fields are developed (Holloran 2005; Walker et al. 2007; Doherty et al. 2008). Our results suggest that chronic noise may contribute to these decreases. Peak male attendance relative to the baseline was lower on noise leks than paired control leks, and the decrease was larger at road noise leks (73% decrease in abundance compared with paired controls) than drilling noise leks (29%; Fig. 3). These decreases were immediate and sustained. The effects of noise occurred in the first year of the study and were observed throughout the experiment, although patterns of male attendance within a season were similar at noise and control leks. Differences in male attendance between noise and control leks in the year after the experiment were not supported in the top models, which suggests attendance rebounded after noise ceased. However, the sample size for this analysis was small, and the effect size (30% average decreases in male attendance for both noise types) suggests a residual effect of noise.

There are 2 mechanisms by which noise may reduce male attendance. First, males on noise leks may have had higher mortality than males on control leks. Noise playback was not loud enough to cause direct injury to individuals, but mortality could be increased indirectly by noise playback if the sounds of predators (coyotes [*Canis latrans*] or Golden Eagles [*Aquila chrysaetos*]) were masked by noise. However, on-lek predation events were rare. We observed ≤1 predation event per lek per season during the experiment (observations of sage-grouse carcasses or feathers at a lek [J. L. Blickley, personal observation]). The cumulative effect of rare predation events would lead to a gradual decrease in attendance, rather than the rapid and sustained decrease we observed. Furthermore, experimental noise was likely too localized to substantially affect off-lek predation because noise levels decreased exponentially as distance to the speakers increased (Fig. 1b). To date, increased predation risk of adults due to anthropogenic noise has not been demonstrated in any species, but some species increase vigilance when exposed to noise, leaving less time for feeding, displaying, and other important behaviors (Quinn et al. 2006; Rabin et al. 2006). Noise may also affect off-lek mortality indirectly. For example, noise-stressed males may be more susceptible to disease due to a suppressed

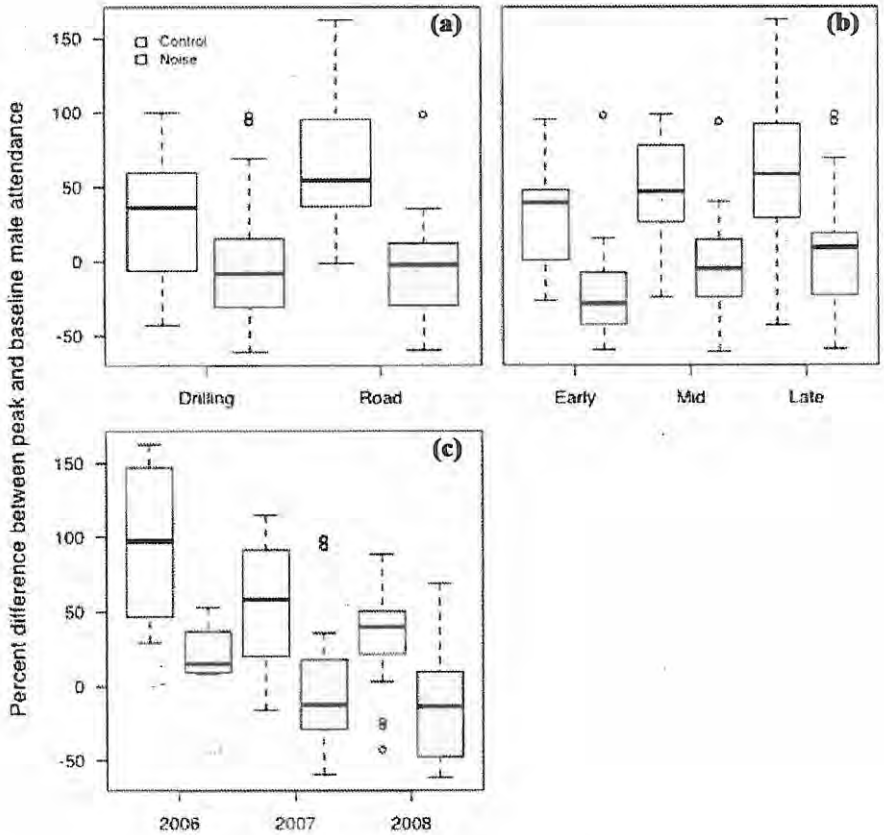

Figure 2. Percent difference between baseline attendance (i.e., abundance before experiments) of male Greater Sage-Grouse and (a) peak male attendance on control leks and leks treated with noise from natural gas drilling and road noise, (b) peak male attendance in the early (late February to 1 week prior to peak female attendance for that lek), mid (1 week before and after female peak [female peak ranged from 15 March to 6 April]), and late (starting 1 week after female peak) breeding season; on control leks and leks treated with noise, and (c) peak male attendance at control leks and leks treated with noise in experimental years 2006, 2007, and 2008 in Fremont County, Wyoming (U.S.A.) (horizontal lines, median value; box ends, upper and lower quartiles, whiskers, maximum and minimum values). Data are observed values, not model output.

immune response (Jankowski et al. 2010). Although long-term stress from noise is unlikely to be the primary cause of the rapid decreases in attendance we observed here, it may have been a contributing factor over the course of the experiment. Furthermore, in areas of dense industrial development, where noise is widespread, noise effects on mortality may be more likely.

Alternatively, noise may lower male attendance through displacement, which would occur if adult or juvenile males avoid leks with anthropogenic noise. Such behavioral shifts are consistent with the rapid decreases in attendance we observed. Adult male sage grouse typically exhibit high lek fidelity (Schroeder & Robb 2003) and visit leks regularly throughout the season, whereas juvenile males visit multiple leks and their attendance peaks late in the season (Kaiser 2006). If juveniles or adults avoid noise by visiting noisy leks less frequently or moving to quieter leks, overall attendance on noisy leks could be reduced. We could not reliably differentiate between juveniles and adults, so we do not know the relative proportion of adults and juveniles observed. Consistent with displacement due to noise avoidance, radio-collared juvenile males avoid leks near deep natural gas developments in Pinedale, Wyoming, which has resulted in decreases in attendance at leks in close proximity to development and increased attendance at nearby leks with less human activity (Kaiser 2006; Holloran et al. 2010). Reduced recruitment of juvenile males is unlikely to be the only driver of the patterns we observed because we did not observe larger decreases in lek attendance on noise-treated leks later in the season, when juvenile attendance peaks. Rather, we found immediate decreases in attendance early in the season when playback began (Fig. 2b), at which time there are few juveniles on the lek. This

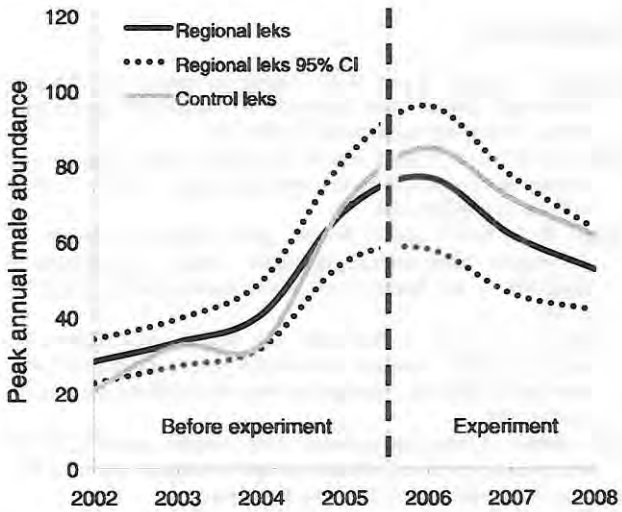

Figure 3. Maximum abundance of male Greater Sage-Grouse from 2002 to 2008 at control leks (n = 8) (no anthropogenic sound played) and other leks in the region that were not part of the experiment (regional leks) (n = 38).

is consistent with both adult and juvenile noise avoidance. We did not find evidence for a cumulative negative effect of noise on lek attendance, although cumulative effects may have been masked by regional population declines after 2006, a year of unusually high abundance (Fig. 3).

Female attendance at leks treated with noise was lower than that on control leks; however, the null model and the model that included noise treatment were both highly supported, providing only moderate support for the effects on noise on attendance. For this model, the overall estimated effect of noise on female attendance (−48%) was similar to that of the effect of noise on male attendance. Due to the high variability of female daily maximum attendance throughout the season and small sample size for this analysis (female attendance data available for only 4 of the 8 lek pairs), our statistical power to detect differences in female attendance was limited and effect sizes may not be representative of actual noise effects.

Our results suggest that males and possibly females avoid leks exposed to anthropogenic noise. A potential cause of avoidance is the masking of communication. Masked communication is hypothesized to cause decreases in abundance of some animal species in urban and other noisy areas. For example, bird species with low-frequency vocalizations are more likely to have low abundance or be absent from natural gas developments, roads, and urban areas than species with high-frequency vocalizations, which suggests that masking is the mechanism associated with differences in abundance (Rheindt 2003; Francis et al. 2009; Hu & Cardoso 2010). Sage-grouse may be particularly vulnerable to masked communication because their low-frequency vocalizations are likely to be masked by most sources of anthropogenic noise, including the noises we played in our experiment (Supporting Information). This may be particularly important for females if they cannot use acoustic cues to find leks or assess displaying males in noisy areas.

Alternatively, individuals may avoid noisy sites if noise is annoying or stressful, particularly if this noise is associated with danger (Wright et al. 2007). Intermittent road noise was associated with lower relative lek attendance than continuous drilling noise, in spite of the overall higher mean noise levels and greater masking potential at leks treated with drilling noise (Supporting Information). Due to the presence of roads in our study area, sage grouse may have associated road noise with potentially dangerous vehicular traffic and thus avoided traffic-noise leks more than drilling-noise leks. Alternatively, the pattern of decrease may indicate that an irregular noise is more disturbing to sage grouse than a relatively continuous noise. Regardless, our results suggest that average noise level alone is not a good predictor of the effects of noise (Slabbekoorn & Ripmeester 2008) and that species can respond differently to different types of noise.

Our results cannot be used to estimate the quantitative contribution of noise alone to observed decreases in Greater Sage-Grouse abundance at energy development sites because our experimental design may have led us to underestimate or overestimate the magnitude of these effects. Decreases in abundance due to noise could be overestimated in our study if adults and juveniles are displaced from noise leks and move to nearby control leks, which would have increased the difference in abundance between paired leks. Similar displacement occurs in areas of energy development, but over a much larger extent than is likely to have occurred in response to localized playbacks in our experiment (Holloran et al. 2010).

In contrast, we could have underestimated noise effects if there were synergistic effects of noise and other disturbances associated with energy development. For example, birds with increased stress levels due to poor forage quality may have lower tolerance for noise-induced stress, or vice versa. Noise in our experiment was localized to the immediate lek area and only played during the breeding season, so we cannot quantify the effects of noise on wintering, nesting, or foraging birds. Noise at energy development sites is less seasonal and more widespread than noise introduced in this study and may thus affect birds at all life stages and have a potentially greater effect on lek attendance. Leks do not represent discrete populations; therefore, local decreases in lek attendance do not necessarily reflect population-level decreases in abundance. However, at large energy development sites, similar displacement of Greater Sage-Grouse away from the ubiquitous noise may result in population-level declines due to spatially exten-

sive changes in land use or increases in dispersal-related and density-dependent sources of mortality (Aldridge & Boyce 2007). Enforcement and refinement of existing seasonal restrictions on human activity could potentially reduce these effects.

We focused on the effect of noise associated with deep natural gas and coal-bed methane development on sage grouse, but our results may increase broader understanding of the effects of noise on animals. Both intermittent and constant noise from energy development affected sage grouse. Other noise sources with similar frequency range and temporal pattern, such as wind turbines, oil-drilling rigs, and mines, may have comparable effects. Similar effects may also be associated with highways, off-road vehicles, and urbanization so that the potential for noise to have an effect is large.

We believe that noise should be investigated as one potential cause of population declines in other lekking North American grouse species that are exposed to similar anthropogenic development. Populations of many bird (van der Zande et al. 1980; Rheindt 2003; Ingelfinger & Anderson 2004) and mammal (Forman & Deblinger 2000; Sawyer et al. 2009) species have been shown to decrease in abundance in response to road, urban, and energy development, and noise produced by these activities may contribute to these decreases. Our results also demonstrate that wild animals may respond differently to chronic intermittent and continuous noise, a comparison that should be expanded to other species. Additionally, we think these results highlight that experimental noise playbacks may be useful in assessing the response of wild animals to chronic noise (Blickley & Patricelli 2010).

Acknowledgments

We thank A. Krakauer, T. Rinkes, S. Oberlie, S. Harter, T. Christiansen, W. Elsberry, our many excellent field assistants, and reviewers. Funding was provided by the University of California, Davis, U.S. Bureau of Land Management, U.S. National Fish & Wildlife Foundation, Wyoming Sage-Grouse Conservation Fund, and the Wyoming Community Foundation Tom Thorne Sage-Grouse Conservation Fund.

Supporting Information

Spectrograms and power spectrums of drilling noise, road noise and male sage-grouse vocal display (Appendix S1), map of experimental and control leks (Appendix S2), and noise playback levels on experimental leks (Appendix S3) are available online. The authors are solely responsible for the content and functionality of these materials. Queries (other than absence of the material) should be directed to the corresponding author.

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Dear Sir,

Please do not send F35's to South Burlington. The area you are considering is residential. Our beautiful, peaceful neighborhoods of family homes and schools would be very adversely affected by the noise. GO-2 EJ-2

Here in Vermont we value the serenity of our homes. Please do not destroy the quality of life we work so hard to maintain, and do not lower our property values by NS-45 SO-1

sending the F 35's.
We love our homes,
and are heartbroken
to think you might
ruin our neighbor-
hoods. LU-1

Sincerely,

Elizabeth R Sabens

Germanos, Nicholas M Civ USAF HQ ACC/A7PS

From:
Sent: Wednesday, June 13, 2012 9:51 AM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7PS
Subject: opposed to F35 basing in Vermont

I would like to express my opposition to the F35 being based in Burlington VT airport. GO-1

I have lived in Winooski Vt. for 8 years in what I consider an affordable and livable city. We were planning on staying here much longer but am having many doubts because of the recent stir of the possible reception of the F35 at the ANG base in South Burlington , VT.

I humbly implore you to reconsider alternative sites. I understand in Utah there is not a hint of opposition there. Even consider the former Air Force base in Plattsburgh NY , as they are equipped with a longer runway and more airspace than the Burlington VT site. PA-5

Please consider too how the property values of the surrounding airport communities will be affected, as the information per the USAF has provided concerning the noise factor, pollution from the F35s , and how it will affect the future stability of these communities . SO-1

As loud as the F 16s are, I just can't imagine the doubling of noise from the F35s, directly affecting highly dense populations around the airport, in particular Winooski and South Burlington Vermont. Winooski is just one square mile with the densest population of all the towns in the state of Vt.

Thank you for the opportunity that you have given to express my views on these F35s. I will hope that you will consider the impact it will have on the livability of our beautiful area.

Sincerely,

Charles Letourneau

Germanos, Nicholas M Civ USAF HQ ACC/A7PS

From: Janet Kane
Sent: Wednesday, June 13, 2012 8:25 AM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7PS
Subject: F-35s in Burlington AGS

As a Winooski, VT resident (a small city separated from Burlington by a river) I am adamantly opposed to bringing the F-35s to Burlington AGS. The noise level will be at 65 decibels or greater in most of the city. Since I'm under the existing flight path in all likelihood my neighborhood will become unlivable. I am appalled that we have no say in what happens in the airspace above our town. GO-1 LU-1

I've lived in Winooski long enough to consider it my hometown (20 years). Over the years I developed long-lasting, close relationships with fellow Winooski friends and neighbors. For 16 years I have run a volunteer beautification program that tries to enhance lives for all Winooski residents by planting flowers and shrubs around the city. On a personal level I have put enormous amounts of time, energy and money into landscaping and restoring 2 lovely old bungalows to their original, classy selves. A few years ago I started my own business, which I run out of my house. In short, my investment in Winooski has been large, like so many other citizens who build neighborhoods by maintaining their homes, looking out for each other, swapping plants, lending a hand and mourning when someone on the street dies. It is a good life, in keeping with the American dream.

That quality of life will surely degenerate and perhaps slip away altogether with the arrival of the F35s. No one will want to buy my house that lies directly under the flight path. No one will want to visit and sit in my gardens or on my front porch when it's already impossible to be outside when the F16s fly over. Life as I currently enjoy will be completely dictated by the military planes. I may as well live in Afghanistan. NS-45

Noise wrecks communities. It's bad enough to hear the constant blare of sirens, incessant lawnmowers and F16s that seem to be flying with more frequency. To downplay the effect of the unbearable noise that the F35s will bring ("it's only 6 minutes a day") from people who don't sit under the F16s is just another way for politicians and wealthy, not-in-my-backyard people to force poor, insignificant Winooski to sacrifice its quality of life that we've been working so hard to capture and maintain. Apparently this varied population of native residents, newcomers and immigrants doesn't rank high enough on the importance scale to matter. NS-13

Our property values will plummet. Who would want to live here?

I bristle when I hear the specious arguments about being unpatriotic. My reasons for opposing the F35s have nothing to do with patriotism. I also don't accept the responsibility for possible closure of the air base, as this threat smacks of bullying scare tactics. And I am equally annoyed when I read opinions telling me to move if I don't like it. Why should I give up my home that I love and have labored mightily over? Moreover, who would buy it? It's easy to tell someone to put-up & shut-up or move when the consequences of a political decision made elsewhere don't affect your home, neighborhood and life.

I urge the Air Force to reject Burlington AGS as a site for F-35. They will destroy the quality of our lives in this most urban city in VT. They also will destroy our property values. SO-1

Germanos, Nicholas M Civ USAF HQ ACC/A7PS

From: Sheehey-Jones, Johanna M.
Sent: Tuesday, June 12, 2012 4:57 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7PS
Subject: Opposition to F35 in Burlington, Vermont

Dear Mr. Germanos,

Please add my voice to those in opposition to the placement of the F35's in Burlington, Vermont. I live in Winooski, and my husband and I raised our children here and work hard to make our home, our street and our community a place of respite and solace. We are not the "not in my backyard" type of naysayers that you might suspect of someone making this plea. In Winooski we have a large and vibrant population of immigrants and refugees, and my husband and I volunteer at a home in Winooski where prisoners just out of jail transition to their new place in society. Please do not allow our community to be destroyed by deeming it "not suitable for residential use". GO-1 LU-1

Thank you for your thoughtful consideration.

Johanna

Johanna Sheehey-Jones, RN, BSN

Clinical Analyst

Germanos, Nicholas M Civ USAF HQ ACC/A7PS

From: Gilmond, Julie [
Sent: Tuesday, June 12, 2012 4:07 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7PS
Subject: F-35s in Vermont

Dear Mr. Nick Germanos,

Please choose to NOT station the F-35s in Vermont. I am a resident of Winooski, Vermont, which is in the South Burlington Airport flight path. My house, and most of our city, will be within the new F-35's 65 dB DNL noise area. This will have devastating affects on our community, as the vast majority of our city will be classified as "not considered suitable for residential use." The financial impact of housing the F-35s in our area will devastate our community. Please bed down the F-35s in a location that affects fewer local residents. |GO-1 |LU-1 |SO-1

Thank you for considering how your decision will impact us,

Julie Gilmond

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Germanos, Nicholas M Civ USAF HQ ACC/A7PS

From: bridget ahrens
Sent: Tuesday, June 12, 2012 1:50 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7PS
Subject: F35 project and VT

I am a homeowner in Winooski VT. My home is within the area that would have a 65 decibel day/night average if the F35 program should move forward in this site. According to what I've read, that would make my home "unsuitable for residential use" and make it ineligible for federal loan programs if I were to try to sell or refinance. Apparently, there are about 1300 residences that would be affected in this way. LU-1

I also own a small business that happens to be a music business. Clearly, noise as I might expect from the Air Force description will make it necessary for me to move this as well. SO-4

I find it unreasonable that my personal residence and my community should be damaged in this way. I strongly object to this project. GO-1

Bridget Ahrens

Germanos, Nicholas M Civ USAF HQ ACC/A7PS

From: Kala Boyce
Sent: Tuesday, June 12, 2012 11:28 AM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7PS
Subject: F-35's in Vermont

Dear Mr. Nick Germanos,

I am writing to ask you to please not choose VT as the site for the F-35's. While I am not opposed to the F-35's being based in VT in an abstract sense, practically, there is simply no space for such an aircraft. I understand that you are looking at sites out West as well, where there is less population density. It seems to me that it would be best to choose a site that would have the least negative impact on the local populace. It is true there are strong and powerful voices in our state who are in support of the F-35's coming here. However, there are many more low income and minority citizens who have been sidelined in this decision making process. GO-1 EJ-5

My family bought a home in Winooski 1 and ½ years ago. This is a town with an extremely high percentage of low income folks and struggling schools. Our town is already impacted by being in the flight path and we contend daily with a large amount of noise. This is the house we could afford. Vermont is expensive, and while perhaps we could have made the choice to move away, our friends and my husband's family reside here. We're working hard to engage with our community and help make Winooski a decent place to live, despite the fact that we aren't wealthy. The impact of the F-35's on our community will be extremely detrimental and moral is very low among my friends and neighbors here. We may not always have the loudest voices in this conversation. Many of us are working full time and raising children, which takes up the bulk of our time and energy. Please don't add this noise burden to our already marginal community. EJ-1 EJ-2

Thank you for your consideration,

Kala Gillim

Germanos, Nicholas M Civ USAF HQ ACC/A7PS

From: Ann-Elise Johnson
Sent: Monday, June 11, 2012 11:02 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7PS
Subject: No F35s in Winooski, VT!

Dear Mr Germanos,

My family and I live in our dream home in Winooski, VT. We love our home, and have created beautiful gardens. This Spring, we put up a fence to help keep our two small children within our yard. Eight years ago, I helped establish a community garden behind the town pool, where there are about 15 plots available to residents. I donated fruit trees for the community to share, and there is a generous annual harvest of plums.

Our downtown has been transformed during the time we have lived here. The number of restaurants and businesses has grown exponentially. There are luxury condos on the river, and a boardwalk was built along the river. The community college and a dorm are now downtown, providing plenty of people to frequent the businesses. LU-2

There is a lot of positive momentum happening in Winooski, finally. For about forty years previous, the downtown was a large, sprawling parking lot and a strip mall that has been torn down and placed with dense housing and businesses. We have a farmer's market every week in the summer.

Winooski is unique because it is the most densely populated city in Vermont. It is only one square mile, but there are over 6,000 people who live here. It is tight and walkable and everybody knows their neighbors not necessarily because they have a lot in common, but because the houses are close, and people like to be outside. It is an engaging community, and exciting, because there have been so many positive developments recently.

The proposed F-35s would destroy our town. More than half of our city would be deemed unfit for residential use. I live here! My children live here! We have been working and working to pay for this house that we love in this wonderful community, and it would be worthless if the F-35s were placed at the Burlington airport. How can people be expected to live in a community deemed unfit for residential use? What is the expectation about where they would go? LU-1 SO-1

Another reason that Winooski is unique is that it is heavily populated by recently resettled refugees. I care about all of my neighbors. This population is vulnerable and cannot be resettled in areas where there is not access to public transportation, jobs and members of their refugee community. EJ-3

Vermont is unique from other parts of the country because we care about our community, it's aesthetics, it's livability, it's human scale, the personal interactions between neighbors, and the sense of self that familiar and comforting places can afford. To displace 3,000+ residents is a crime. I do not believe in the viability of the suburbs. But when you take a perfectly functioning urban area and deem more than half of it unfit for residential use, where are the 3,000+ people supposed to go? What happens to the school and town infrastructure without the tax base to support it? How much revenue will be lost from businesses and farmer's markets abandoned due to noise and lack of the currently stable customer base? LU-3 SO-4

There is no logic to choosing Burlington, VT as a preferred location for the F-35s. The environmental, social, and economic impacts would be devastating. Our community would be destroyed. I would have nowhere to call home. Please do not place the F-35s here. GO-1

Sincerely,
Ann-Elise Johnson

Germanos, Nicholas M Civ USAF HQ ACC/A7PS

From: Jen LiMarzi
Sent: Monday, June 11, 2012 7:53 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7PS
Cc: mobrien@winooskivt.org
Subject: Feedback regarding EIS for F35s at Burlington Airport

Dear Mr. Germanos:

I'm writing to voice my concerns and opposition regarding the potential stationing of the F-35 jets at the Burlington Airport. GO-1

My husband and I purchased our home in the Cascades building in the newly revitalized downtown area of Winooski, Vermont in 2010. Not only do we live in Winooski, but I work from home making my investment in the area even stronger.

Like many newer residents of Winooski, we purchased our home to be a part of a revitalized community and to invest in a town that was experiencing a renaissance of sorts and considered an up and coming neighborhood. While we were well aware of the proximity to the airport and that the F-16 planes use this area as a flight path, those issues did not concern us as they did not pose any threat to our home value or health. Unlike the F-16s, from what we are able to glean from the environmental impact statement it appears the F-35 planes would greatly threaten both of these aspects of our lives. LU-2

We moved to Winooski from New York City, having lived for years watching planes take off and land from LaGuardia and happily dealing with just about everything "in our backyard." We didn't move to Winooski looking for the quiet and tranquility that might be available in a more rural part of the state. We invested in Winooski because it was a place we wanted to call home and a bustling community on the verge of a rebirth.

Given some of the discussions on our community message boards and e-mail lists, I'm sure you are receiving feedback that may blur the lines between genuine concerns, politics, and emotion. I want to assure you that my opposition to stationing the F-35s in Burlington has nothing to do with patriotism, opinions about the military, or a general "not in my backyard" sentiment. I'm simply concerned that should the F-35s be stationed here my home will decline in value and my ability to work and live in Winooski would be negatively affected. SO-1 SO-4

It appears that there are many other sites under consideration that could potentially serve as a home base for the F-35s and not cause as much impact on such a densely populated area. I would urge you to consider these areas first as the Burlington city area is the largest city in the state - and if it's rendered unsafe to live in the area you would be affecting not only the residents of Burlington and Winooski, but the entire state and economic well-being of Vermont.

Sincerely,

Jen LiMarzi

Germanos, Nicholas M Civ USAF HQ ACC/A7PS

From: Rachel Foxx
Sent: Monday, June 11, 2012 5:32 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7PS
Subject: F35A in Vermont

Dear Mr. Germanos,

I am writing in opposition to the F35A being placed at the Vermont Air National Guard base. GO-1
From what I have learned about these jets is that they will be 2-4 times louder than the current F16 that is in this area, a decibel that is loud enough to condemn the entire city of Winooski "incompatible for residential housing," a phrase that comes from the governments Environmental Impact Statement. LU-1

I moved to Winooski with my family 4 years ago. We bought our house with the knowledge that we were in the flight path of the airport. We bought our house with the expectation that over time we would build equity, and the house would eventually be worth more than what we paid for it. If the F35 is moved into this area, that will not be true for us, or for thousands of our neighbors. SO-1

I'm concerned about the impact on our children. There is current research being done on noise, that says that it may be possible that loud noises will effect our immune systems, our coping mechanisms, our overall health. But more importantly, there are definite studies that say beyond a reasonable doubt, being exposed to loud noises over time, no matter how long they last, will have a permanent negative impact on our hearing. I don't want my daughter and my nephew to grow up in a neighborhood that will eventually damage their hearing, and I don't think my neighbors do either. NS-8 NS-3

I understand that the other areas under consideration for these jets are far less urban, where dozens of houses will be effected, and not hundreds. Please consider our families, and not the Governments check book, when you think about where these jets will be placed. Would you want to live in Winooski with your family if these jets were here? Considering the information that the government has given us, these jets belong in a rural area, not Vermont's most densely populated area.

Thank you for your time.
Sincerely,

Rachel Foxx, RN, IBCLC

--
"We have a secret in this culture, and it's not that birth is painful. It's that women are strong" ~Laura Stavoe Harm~

Mr. Nicholas Germanos, HQ ACC/A7PS
129 Andrews St., Suite 332
Langley AFB, VA 23665 2769

June 7, 2012

Paul McClatchey

Dear Mr. Germanos,

This letter addresses the EIS relating to the bedding down of the F-35 aircraft at Burlington International Airport.

I reside in South Burlington on Juniper Drive within probably a 1/2 mile from where the F-35s would takeoff. Juniper Drive is a quiet circular secondary road populated by the Quarry Ridge Town homes. I have lots of neighbors to share environmental impacts with.

I will describe just one of the environmental impacts I share from the currently based older aircraft, the F-16. When I'm sitting in my living room listening to my radio or watching Tv I cannot hear the broadcasts during the deafening roar of the F16s during takeoffs. Is this really a big deal for me not to hear my TV or radio for the duration of takeoffs? Occasionally missing part of a regular program is probably not a really big deal. However, the repeated and ongoing F-16 takeoff roars over time make you realize they are much more consequential than an interrupted broadcast . Increasing the deafening roar even further by F35s is just not acceptable. NS-7

The truly sad personal impact this greater noise and environmental pollution would have on the surrounding neighborhoods would be tragic. The loss in property values with the inability of home owning families to sell or even get a fair selling price makes it scary to think about what these family neighborhoods would look like over time with the inevitable spreading deterioration and outright abandonment of homes. Not a pleasant picture for airport arriving and departing passengers or others passing through the greater Burlington area. SO-1 SO-4

The Burlington area is noted for providing a good quality of life relatively free of urban noise and pollution. It makes no sense to bed down a newer and much louder military aircraft so close to this populated area. NS-45

I wish the F35s well but in an area much more suitable for their deployment and mission. GO-1

Sincerely
Paul McClatchey
Paul McClatchey,

F-35 Operational Basing
Public Hearing Comment Sheet
Draft Environmental Impact Statement (EIS)

Location: South Burlington, VT
Date: June 7, 2012

I am opposed to the current proposal for basing F35-A planes in South Burlington (BTV airport). GO-1

The EIS indicates an "unavoidable" increase in the number of people affected by noise, including a disproportionate increased impact on minority and low-income people. EJ-3

Would the Air Force consider using a quieter engine in this plane? What is the relative possibility that this would occur. NS-11

Thank you.
Loretta Marriott

Loretta Marriott

Robert Mann

June 10th, 2012

Via Certified Mail
To: Mr. Nicholas Germanos, HQ ACC/A7PS
129 Andrews St., Suite 332
Langley AFB, VA 23665 2769

Dear Mr. Germanos,

For the record, I want it to be known that I (with my spouse) STRONGLY OPPOSE the beddown of the F-35 fighter plane in the Metropolitan Burlington and adjoining South Burlington area. This is insane! Our quality of life and environment is already deteriorating from the many overflights of the F-16s when they thunder overhead. GO-1 NS-45

I suspect that the powers mostly pushing the F-35 to be bedded down here are the ego-driven top brass of the Vermont Air National Guard. It is certainly not our local government nor the vast majority of the citizens here, and this issue is raising a huge black eye for the image of the US Air Force here PI-3

Who is the enemy??? Canada???
We KNOW who the enemy is, where they are, and how to get them. NOT with prohibitively expensive and already obsolete F-35s, but with DRONES.
So, please keep your jet-jockey noiseboys away from us. We don't feel "protected" by them. Instead, we feel enslaved.....by the huge and mostly unnecessary military budget we taxpayers are burdened with year after year. PI-12

As a Korean War veteran, I fully agree with President Eisenhower, who warned us that our real and insidious enemy is the out-of-control military-industrial complex.

Thank you for taking your time to read this.

Sincerely,

Robert W. Mann Jr.

RobertW. Mann, Jr.

Antje E. Mann

Antje E. Mann

Adam & Angela Bergeron

June 8, 2012

Mr. Nicholas Germanos, HQ ACC/A7PS
129 Andrews St., Suite 332
Langley AFB, VA 23665-2769

RE: Opposition To F-35A at Burlington International Airport

Dear Mr. Germanos:

I am writing to voice my firm opposition to the proposed "bed down" of the F-35A at Burlington International Airport in South Burlington, Vermont. GO-1

I am a resident of South Burlington along with my wife (Angie) and three year-old son (Grady). We live in the western portion of the neighborhood referred to as the Chamberlin District, a fair distance from runways used by the Vermont Air National Guard, but we appear to be within the 65db line as drawn in the EIS if the F-35 is based at BIA.

Frankly, I am scared. We poured every last penny we had into a down payment for our home. We do not have savings. Our savings is in the equity in our home. I am 33 years old. My family and my home is what I have. Here is a picture of my home taken this past winter:

We bought this home largely because it is within walking distance to Chamberlin Elementary School. Our son Grady is supposed to start kindergarten there in two years. Here is Grady playing in the yard on a beautiful summer evening (June 7, 2012):

According to the EIS, the proposed basing of F-35s at BIA jeopardizes both our home and our school. Both locations will be deemed incompatible for their purposes. LU-1 EJ-2

But it's much more than the vague data in the EIS. The current F-16s are exceptionally loud. When an F-16 takes off, the windows rattle, conversation must stop, our son will wake up from a deep sleep, and our dog will cower under the dining room table. At Chamberlin School, I have witnessed the noise from the F-16s cause young children to stop in their tracks and cover their ears. (In comparison, rarely do we ever notice the regular commercial and private air traffic.)

Undisputedly, the F-35A will be substantially louder than the current F-16. No one needs extensive data and studies to appreciate that the F-35A is not a good fit for BIA.

The neighborhoods surrounding BIA, including mine, are well established communities of all types of folks. Our street is filled with young families just starting out (like us) and retired people who have lived here for 50+ years. Are the same types of neighborhoods in jeopardy at the other proposed locations?

The EIS itself states that ***not*** basing the F-35A in our community would be the "environmentally preferable alternative." Doesn't that say it all? Please give consideration to the lives and well-being of the residents surrounding BIA. PA-7

Sincerely,

F-35 Operational Basing

Public Hearing Comment Sheet

Draft Environmental Impact Statement (EIS)

Location: Burlington International Airport
Date: June 4, 2012

Thank you for providing your comments on the F-35 Operational Basing Draft EIS. Please note, comments will be published in the Final EIS. The name, city, and state locations of persons making comments will appear in the Final EIS. Specific street address information of commenters and meeting attendees will not be printed in the Final EIS, but will be used to create a mailing list for the document.

I am very concerned about the increase in noise pollution which will impact South Burlington, Winooski, + Burlington several local neighborhoods are no longer going to be sustainable. LU-1

I am concerned about the potential increase of air pollution AQ-1

I am concerned about the increased amount of fossil fuels it will take to fuel these jets. It seems inconceivable that we continue to support economically and politically any venture that is so incompatible with the current state of our economy and global warming AQ-9 AQ-9

Plus - why aren't we investing in Peace-time and environmentally sustainable activities ???

Please Print

Name: Joanne Hunt

Address:

Do you wish to be sent a CD of the F-35 Operational Basing Final EIS?

Yes____ **No** ✓

Please place this form in the box indicated at the hearing, give it to one of the Air Force Representatives, or mail by June 1, 2012, to:
Mr. Nick Germanos, HQ ACC/A7PS
129 Andrews St., Suite 337
Langley AFB, VA 23665-2769
If additional space is required, attach additional pages as needed.

F-35 Operational Basing

Public Hearing Comment Sheet

Draft Environmental Impact Statement (EIS)

Location: S Burlington, VT

Date: 5/14/12

GS-1

Thank you for providing your comments on the F-35 Operational Basing Draft EIS. Please note, comments will be published in the Final EIS. The name, city, and state locations of persons making comments will appear in the Final EIS. Specific street address information of commenters and meeting attendees will not be printed in the Final EIS, but will be used to create a mailing list for the document.

I fully support the F-35's comming to Vermont based out of the Vermont Air National Guard in Burlington.

Please Print

Name: CAROL TOURANGEAU

Address:

Do you wish to be sent a CD of the F-35 Operational Basing Final EIS?

Yes ✓ No ____

Please place this form in the box indicated at the hearing, give it to one of the Air Force Representatives, or mail by June 1, 2012, to:
Mr. Nick Germanos, HQ ACC/A7PS
129 Andrews St., Suite 337
Langley AFB, VA 23665-2769
If additional space is required, attach additional pages as needed.

May 9, 2012

Name: Rachel Williams

Address:

Mr. Nick Germanos, HQ ACC/A7PS

129 Andrews St., Suite337

Langley AFB, VA 23665-2769

GS-1

Mr. Germanos,

It is my distinct pleasure to write you in support of the F-35 program and the possibility of the Vermont Air National Guard 158th FW being selected as one of the distinctive and outstanding units to fly the F-35. The F-35 will give the women and men of the the Vermont Air National Guard the opportunity to continue this long standing tradition and duty to the citizens of the United States of America and the Great State of Vermont. I look forward to the outcome of the Environmental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

Respectfully,

Rachel Williams

The sound of military jets is the sound of freedom!

FROM: Lt.Col. Robert L. Walsh USMC (Ret.)

TO: Mr. Nick Germanos, HQ ACC/A7PS
129 Andrews St., Suite 337
Langley AFB, VA 23665-2769

DATE: 9 June 12

SUBJ: F-35

Enclosure: (1) Ltr. To Sen. Leahy dtd 9June 12
(2) Col. Rosanne Greco USAF (Ret.) article of 7Jum12 *The Other Paper*

1. This letter is a follow-up to my letter of May 8, 2012 opposing assignment of the F-35 to the Vermont Air National Guard. GO-1

2. Enclosure (1) is a copy of a letter I sent to Vermont Sen. Patrick Leahy. I sent a similar letter to the other members of the Vermont Congressional delegation, Sen. Bernie Sanders and Rep. Peter Welch

3. Enclosure (2) is a copy of an article by Col. Rosanne Greco that appeared in our local paper

Robert L. Walsh
Lt.Col. USMC (Ret.)

9 June 2012

Senator Patrick Leahy
437 Russell Senate Building
U.S. Senate
Washington, D.C.

Dear Senator Leahy,

I am writing to request you reconsider your support for basing the F-35 in South Burlington. Attached is a copy of a letter from Col Rosenne Greco, USAF (Ret.), Chair of the South Burlington City Council. This letter, published in *The Other Paper,* discusses not only the noise problems, but also economic and standard of living issues.

The Air Force study of the impact of the F-35 on northern Vermont and specifically the South Burlington and Chittenden County communities is alarming. In presenting their case the Air Force National Guard (AFNG) has praised the operational capabilities of the aircraft, advanced the argument of "national security" and used scare tactics including threats of job loss and base closure should the F-35 be assigned elsewhere. Opponents of the F-35 are chided for lacking patriotism.

The South Burlington City Council has formally voted to oppose the F-35. The City of Winooski is evaluating the economic impact of the F-35 on their redeveloped city center. The issue of jobs is far more complex than the loss of jobs at the AFNG. What hasn't been addressed is the number of jobs that may be lost when businesses leave or fail to come to this area because of the noise and related deterioration of quality of life. SO-4 NS-45

The existing noise problems at the Burlington International Airport have already resulted in problems of drugs and vagrancy in the blighted neighborhoods adjacent to the airport. For several years South Burlington has struggled with quality of life issues relating to the airport. Individuals are now faced with new, serious, life-changing concerns including loss of property values, inability to sell homes, and retirement plans. Adding the F-35 to the problem will only exacerbate a bad situation. SO-1

The AFNG is located at a facility suitable for a variety of missions, transportation, refueling, reconnaissance, intelligence, communications, drones, etc. It appears that little consideration has been given to assigning an alternate mission to the AFNG. It is not without precedent. The mission of the Air Force unit in Syracuse, New York was changed last year. Similarly, the Vermont Army Guard's mission was changed to Infantry prior to being assigned a combat role in the War on Terror.

(Encl (1))

I urge you to reconsider the advisability of supporting the F-35.

Sincerely,

Robert L. Walsh
Lt. Col. USMC (Ret.)

Page 2 • June 7, 2012 • www.otherpapervt.com • The Other Paper

VIEW POINT

Why I changed my mind about basing the F-35A in South Burlington

Rosanne Greco
City Council Chair

I'm writing this on Memorial Day. I don't normally sit around thinking about my military career; but I am today. That's because I recently took a position some see as disrespectful of the military. I opposed basing the F-35A in South Burlington. This is why.

Initially, I supported basing the F-35A here; and thought those opposing it were overly sensitive. Noise doesn't bother me, as I spent almost three decades living close to military flightlines. Regardless, my personal feelings about noise were irrelevant, as I didn't live near the airport. In my naïveté, I thought it was only about a few minutes of noise.

Then I started listening to the residents most affected by the airport, and researching — including reading the Draft Environmental Impact Statement (DEIS) —and driving around the airport neighborhoods.

Here's what I learned: the actual jet noise isn't the real issue; it is the consequences of that noise. Noise is destroying residents' pocketbooks, their homes, their lifestyles, and their neighborhoods. Noise is resulting in the loss of affordable housing. Noise is leading to slum conditions in once vibrant communities.

Noise is causing the demolition of homes. For example, 1,578 homes are *currently* in the noise contour area. So far, 200 South Burlington homes have been identified for purchase and demolition. 1,366 *more* homes, for a total of 2,944 homes, would be in this noise area if the F-35As were based here. And, the FAA home buy-out money is not guaranteed; nor is the airport under any obligation to purchase homes. In fact, last week, the airport said they were *not* going to purchase any more homes.

Noise is stopping people from selling homes. Sellers in the noise area must disclose to prospective buyers and lessees that their homes have been designated by the government as "not considered suitable for residential use." Potential buyers won't qualify for federally guaranteed loans, program assistance, subsidies, or housing insurance.

The environmental impact extends beyond noise to many other areas. The DEIS states our area would be negatively affected in the following categories: Noise, Safety, Climate Change, Air Quality, Socioeconomics, Land Use, Environmental Justice and the Protection of Children, and Transportation. Because of word limits, I have space to address only two more categories.

Safety projections for the F-35A are based on the F-22A, which was operationally deployed in 2002. However the F-22 is now experiencing significant safety issues, so much so, that ANG pilots are refusing to fly them. Moreover, new aircraft normally have more crashes than mature aircraft. And crashes are more prone to happen on take-offs and landings.

The F-35A requires significant amounts of fossil fuel and natural resources, such as water. Fossil fuel supplies will dwindle and eventually be depleted. Predictions from a U.S. climate report, cited by the DEIS, state that the Northeast could face droughts and scarcity of water supplies in coming years. Water is essential for maintenance of the aircraft — and people. Decisions will have to be made on who gets the fuel and the water.

My responsibility is to the residents of South Burlington. My job is to look out for their general welfare, to represent them, and to speak on their behalf.

My decision is not about patriotism, or support for the ANG. Ultimately, it is about the people who live near the airport. It's about the loss of their homes, their neighborhoods, their communities, and their way of life. The F-16s and the airport have already resulted in the loss of neighborhoods. The F-35A will result in the loss of even more neighborhoods.

We are being asked to comment on the environmental impact of basing the F-35A in South Burlington. Without a doubt, the basing has a significant negative environmental impact on our area. The DEIS states on page 2-29, that *not* basing the F-35A here "would be the environmentally preferable alternative." I agree.

Rosanne Greco is a retired Air Force Colonel, who spent over 22 years on active duty. She is currently the Chair of the South Burlington City Council.

ENCL (2)

TO: Nick Dermanos
Project Manager

We live about fourteen miles southeast of the Burlington, Vermont international airport. We can hear the engines of the F-16s roaring before they take off. We can then hear the F-16s flying around Chittenden county and far beyond. The noise of these planes is much too loud! It is inconceivable to think of stationing jets at the airport that make even more noise. These jets should not be placed in an urban environment. They should be in the desert or some equally less inhabited area. G0-2

Have there been any impact studies of the F-35 on areas outside of Chittenden county? PI-16

Humans are not the only species affected by the noise and air pollution of these jets. Other land animals, winged creatures and marine life must be adversely impacted as well. Have there been any environmental impact studies done on other species? BR-3 PI-16

People talk about creating jobs. We can create jobs by producing products that people can actually use. Products that enhance peoples' lives and create a better world for all living things. Have there been any studies done to compare how many jobs would be created producing products for civilian purposes?

The one hundred million dollar price tag is reason enough to oppose these weapons. There are so many basic human and environmental needs that are not being met. Why is it we have billions and trillions of dollars for making war and war machines? Have there been any studies done to show how many children could be fed, clothed, housed, educated or provided health care for with the same amount of money this country would spend on just one F-35? PI-12

What is the purpose of an F-35? The cold war is long over, we certainly do not need them to protect this country from crazy people with box cutters. The Third World countries we attack do not stand a chance against the massive weapons we have now. The United States spends more on the military than all other countries combined. PI-12

The United States will sell these weapons to other countries. We sell more weapons than any other country. This is one way to create enemies and it is a terrible legacy to leave our children and generations to come.

Sincerely,
Charles & Ann Parent

F-35 Operational Basing
Community Comments
Draft Environmental Impact Statement (EIS)

Location: South Burlington, VT
Date: June 8, 2012

Mr. Nicholas Germanos, HQ ACC/A7PS
129 Andrews St., Suite 332
Langley AFB, VA 23665-2769

Mr. Germanos,

I am opposed to the current proposal for basing F35-A planes in South Burlington (BTV airport). GO-1

The EIS states "The F-35A is a new type of aircraft; historical trends show that mishap rates of all types decrease the longer an aircraft is operational and as flight crews and maintenance personnel learn more about the aircraft's capabilities and limitations."

Clearly, a crash at the end of the runway would be tragic in this densely populated neighborhood. SA-1

Also of concern, Lake Champlain is vital to our state's reputation as a beautiful place to visit, live and work.

If an F-35 plane is in trouble and needs to dump fuel, what is the maximum amount of fuel that would be dumped in Lake Champlain, or over Lake Champlain's Four Brothers Islands? SA-4

Thank you.
Loretta Marriott

LMarriott

FLORIDA DEPARTMENT of STATE

RICK SCOTT
Governor

KEN DETZNER
Secretary of State

June 6, 2012

Mr. Nick Germanos
F-35A EIS Project Manager
HQ ACC/A7PS
129 Andrews Street, Suite 102 (Rm 337)
Hampton, Virginia 23665-2769

RE: DHR Project File Number: 2012-2102-B
Requested Additional Information for the Draft Environmental Impact Statement for the F-35A Operational Wing Beddown - Jacksonville Air Guard Station at Jacksonville International Airport
Jacksonville, Duval County

Dear Mr. Germanos:

This office reviewed the requested information for the referenced project for possible impact to historic properties listed, or eligible for listing, on the *National Register of Historic Places.* The review was conducted in accordance with Section 106 of the *National Historic Preservation Act of 1966*, as amended, *36 CFR Part 800: Protection of Historic Properties* and the *National Environmental Policy Act of 1969,* as amended.

We note that a previous cultural resource survey (*Cultural Resources Survey and Evaluation Report of the Jacksonville Air National Guard Base)* was conducted in 2011 that included the project area.

Twenty-eight (28) buildings were evaluated and determined not to appear to meet the criteria for listing on the *National Register* and our office concurred. Therefore, no historic properties will be affected by this undertaking.

If you have any questions concerning our comments, please contact Scott Edwards, Historic Preservationist, by electronic mail *scott.edwards@dos.myflorida.com*, or at 850.245.6333 or 800.847.7278.

Sincerely,

Laura A. Kammerer

Laura A. Kammerer
Deputy State Historic Preservation Officer
For Review and Compliance

VIVA FLORIDA 500.

DIVISION OF HISTORICAL RESOURCES
R. A. Gray Building • 500 South Bronough Street • Tallahassee, Florida 32399-0250
Telephone: 850.245.6300 • Facsimile: 850.245.6436 • www.flheritage.com
Commemorating 500 years of Florida history **www.fla500.com**

VIVA FLORIDA 500.

May 9, 2012

Name: Theodore C Beaudoin

Address:

Mr. Nick Germanos, HQ ACC/A7PS

129 Andrews St., Suite337

Langley AFB, VA 23665-2769

GS-1

Mr. Germanos,

It is my distinct pleasure to write you in support of the F-35 program and the possibility of the Vermont Air National Guard 158th FW being selected as one of the distinctive and outstanding units to fly the F-35. The F-35 will give the women and men of the the Vermont Air National Guard the opportunity to continue this long standing tradition and duty to the citizens of the United States of America and the Great State of Vermont. I look forward to the outcome of the Environmental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

Respectfully,

Theodore C Beaudoin

Langley Air Force Base
ATTN: Nick Germanos,
Virginia 23665-2769

GO-2

RE: AIR NATIONAL GUARD HEARING ON JUNE 5, 2012

Dear Sir,

Currently a resident in Farmington, I've lived in western Maine for thirty-one years: twenty-eight of those years in the Rangeley area. During that time, I feel fortunate to have lived part of that time on the most amazingly and usually peaceful Saddleback Lake.

While in the Rangeley area, I experienced Patriot Cruise Missiles quietly zoom past over the treetops above, witnessed training exercises with helicopters and accompanying jet fighters in the woods surrounding me (actually waving at the pilots of those jets a few hundred feet above me, while standing on the dock at water's edge), gun fire for days at a time as the Navy conducted training exercises at nearby Redington Survival Training Facility, and was deafened by the sound of the low level flights that occur regularly on the lakes (Mooselookmeguntic, in particular) surrounding the Rangeley Region. At times, I imagined this noise was a bit like living in a war zone, minus the tragedy, death and destruction. It was an awesome experience in some ways but frightening in many others. It is NOT, however, something I wish for all of Western Maine!

Flight trainings conducted in the Condor zone are loud enough already…I have a hard time imagining it 4x's louder thanks to F-35 proposal. It is not something appropriate in a pristine part of Maine that is already economically challenged and trying to bring itself back to life by promoting peace and tranquility. We have much to protect here, a quiet corner of the State where people and animals thrive. We have an environment very dependent on others coming to enjoy what we enjoy on a daily basis. Let's not destroy it. We're having a hard enough time surviving as it is!

Sincerely,

Nancy E. Teel

Kim Hier

HQ ACC/A7PS
Attn: Mr. Nick Germanos
129 Andrews St. Suite 337
Langley Air Force Base, VA 23665-2769

June 08, 2012

Dear Mr. Germanos,

I am writing to express my opposition to locating the F35s in South Burlington, Vermont. The quality of life in this community will surely be affected by the increase in noise level as well as the declining property values. There is a large portion of the city that would be designated as "not compatible for residential use", and it will become difficult for people to sell their homes and to maintain their current property values. I am very concerned about the future of Winooski, and urge you to not put the F35s in South Burlington.

GO-1
NS-45
SO-1
LU-1

Sincerely,

Kim Hier

June 7 2012

Dear Nick Germanos

Please do not put the new F-35 fighter planes in Burlington Vermont. GO-1

We are a small rural state, Burlington is our biggest city. Those F-16s I hear now are painfully deafening when they pull manouvers over my camp in Eden Mills far from Burlington — it would be not acceptable to do that over established residential neighborhoods — it's unacceptable to do it over chickens cows bears forests bikers + campers too. BR-3

It doesn't make us feel safer to have war planes flying over our heads and hurting our ears. We don't need "jobs" that bad. NS-3

we are not the wide open spaces - please don't send the loud planes here.

Karen Jackson

M239

June 8, 2012

Dear Mr. Geronanos,

I wrote you a comment letter last Summer regarding the F-35 Environmental Impact Study for the Burlington Airport location. Besides the points I made against bringing the planes here: being a residential area, added noise, property value decline & displacement of owners forced to sell & giving up years of neighborhood ties, services plus elderly who do not want and/or can't move, I have additional concerns. GO-1 LU-1 LU-3

I am very worried about the value of my investment in my house. I had planned to make improvements to my property but feel now I should not make those financial investments only to be forced to sell or be bought out by the airport for less than that on the open market due to the adverse affects of the noise. I would not recoup my investment. The prospects of selling my house for what it is worth are looking grim. With this concept, in 5+ years we could have "blight" in these neighborhoods. These homes may may be just buildings to you, but they are homes to us. SO-1

Another point is, most people have 1 or more pets. How is the added noise level going to affect them? NS-44

I hope you have done an accurate & honest Study because it is going to affect the quality of life of a lot of people and financial loss. Frankly it is unfair & irresponsible to choose the So. Burlington & surrounding neighborhoods location for the F-35's. NS-45 PA-4

I am enclosing a letter to the So. Burlington Other Paper by Burlington City Council Chair, Rosanne Greco. It supports my fears!

Lucy Boyajian

VIEW POINT

Why I changed my mind about basing the F-35A in South Burlington

Rosanne Greco
City Council Chair

I'm writing this on Memorial Day. I don't normally sit around thinking about my military career; but I am today. That's because I recently took a position some see as disrespectful of the military. I opposed basing the F-35A in South Burlington. This is why.

Initially, I supported basing the F-35A here; and thought those opposing it were overly sensitive. Noise doesn't bother me, as I spent almost three decades living close to military flightlines. Regardless, my personal feelings about noise were irrelevant, as I didn't live near the airport. In my naïveté, I thought it was only about a few minutes of noise.

Then I started listening to the residents most affected by the airport, and researching — including reading the Draft Environmental Impact Statement (DEIS) —and driving around the airport neighborhoods.

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Noise is causing the demolition of homes. For example, 1,578 homes are *currently* in the noise contour area. So far, 200 South Burlington homes have been identified for purchase and demolition. 1,366 *more* homes, for a total of 2,944 homes, would be in this noise area if the F-35As were based here. And, the FAA home buy-out money is not guaranteed; nor is the airport under any obligation to purchase homes. In fact, last week, the airport said they were *not* going to purchase any more homes.

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Rosanne Greco is a retired Air Force Colonel, who spent over 29 years on active duty. She is currently the Chair of the South Burlington City Council.

Germanos, Nicholas M Civ USAF HQ ACC/A7PS

From: Matthew Brand |
Sent: Thursday, June 14, 2012 12:14 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7PS
Subject: Military Jets

Mr. Germanos,

I am writing to express my deep concern over the impact of the F-35A jets in Vermont. I am a Vermont resident of 19 years, father of a 12 year old daughter, homeowner, and business owner.

The current jets that are being used by the military create a tremendous amount of noise. This noise is disruptive to the communities which reside under the flight paths of the jets. I live in one, on the Northeast corner of Burlington by the Ohavi Zedek Synagogue, and I also work in one, at the Chace Mill. I am often frustrated at the amount of noise that the jets produce, and I see the frustrations of many others when the jets fly over.

After reading the letter from the South Burlington Council Members to you, I am extremely concerned. The use of newer, louder jets is a terrible idea. The people of Burlington and Winooski DO NOT want these jets flying over our houses and communities. They are disruptively noisy, and they have potentially dangerous implications for the health of our children. NS-8

We cannot take actions for the military that will endanger our children. EJ-2

Please consider the people and communities of Vermont. Please do not allow these new jets to reside in Vermont.

Thank you,

Matt

Germanos, Nicholas M Civ USAF HQ ACC/A7PS

From: Anne MacLeod
Sent: Saturday, June 16, 2012 8:54 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7PS
Subject: Burlington and F35 Quick Questions
Attachments: IMG_0811.JPG

Hi, Nick,

1) We are working with a graphic designer who is super cautious about reprinting information from the DEIS. I think he is being overly cautious, as the information is public, correct Anyone can quote from it, as long as they quote accurately? PI-17

2) In the initial (and only) scoring, were the 10 points allotted to environmental impact 10 out of 100 or 10 out of 50, or something else? I already asked you this, but received no answer. Surely people have a right to know what that proportion was. (Is.) Because clearly the DEIS comments do not count for much of anything, in the big picture, beyond meeting Federal requirements. PA-3 PI-3

3) Exactly what happens between the DEIS and the EIS? What is the Air Force permitted to retract, change, adapt? Exactly what happens and when? PI-18

I just saw on the Winooski City (all 7,000 of us!) website that e-mails to you do not go on the record. You kindly assured me otherwise. This feels very, very bad. I understand VtANG told our mayor that e-mails did not count. That's just been re-broadcast to people - anew. Do you think we should get an extension? I do. Talk about obfuscation. If the USAF and VtANGE cannot communicate clearly on something so basic, what is our fate? PI-19 PI-7

Meanwhile, hours and hours and hours of people's free time have been spent, trying to decipher what the "reader-friendly" report says. Then they write a letter, because "emails don't count." PI-1

How much would it cost to fly the bomber up here? Even people who are relatively inclined to accept the project are clamoring for that, saying "What? Would you buy a car without a test drive?" I think somebody forgot to notice: these are Vermonters. We have only begun to fight. PI-4

Forgive me, but I am exhausted from doing this archaeology (I am untrained). Does the DEIS even mention the impact on the military veterans who are housed right down the hill from me (I'm in the Zone, not quite clear whether they are since there are no street names on the maps - pretty hard to comprehend in this day and age.) They won't find constant reminders of war, and sudden sounds, jarring or upsetting, will they? Nobody is likely to commit suicide, or anything, right? Because that wouldn't be very patriotic of us to lay that stress on them. By Us, I mean you: the Air Force. NS-21

I am sorry but I am so incensed by this massive cover-up/bullying/barbarity upon a nation that is broke due to what the public acknowledges were unnecessary wars that I can barely keep it together. But all anybody is focused on - thanks to the subterfuge - is the environmental impact. As if that counts for ANYthing in the grand scheme of things. The worst thing is: I totally get why we are hated. I've seen a Palestinian family, so poor there is literally not a single toy in the house. I've heard Israeli soldiers laughing and jeering at an elderly Palestinian woman crossing the street in front of their jeep, her vegetables in a basket atop her head. Shameful. And our tax dollars - yours and mine - help pay for that. I had to walk down a street in Arab East Jerusalem the day the Abu Ghraib photos came out . I felt safe, knowing that those people - unlike us - can distinguish

between individual citizens and the powers that be. No wonder people hate us, all around the world. It was not always thus. And now we get to buy trillion dollar weapons systems to "keep us safe".

Anne
This is my garden. But it's really not much until a batch of F16s fly straight overhead. Maybe that is why I am not in out there at this very moment, writing to you instead?

IMG_0811.JPG

PI-2

Germanos, Nicholas M Civ USAF HQ ACC/A7PS

From: Dryden, Larry H Civ USAF HQ ACC/A7PS
Sent: Monday, June 18, 2012 7:38 AM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7PS
Subject: FW: F35A Deployment in VT - a resident's opinion

-----Original Message-----
From: _____
Sent: Saturday, June 16, 2012 6:16 PM
To: ACC/A7PS Sustainable Installations
Subject: F35A Deployment in VT - a resident's opinion

Dear Mr. Germanos;

I am writing concerning the proposal to bed down F35A's at the Burlington International Airport in South Burlington, VT. Vermont is proud of its Air National Guard personnel who have served us so bravely, both in military actions and during recent weather crises that have ravaged parts of our country. They also provide local emergency support, responding with critical life-saving equipment when called upon by our police and medical responders. Their performance is second to none, and this may in part be responsible for the consideration of basing the F35A in Vermont.

A Flawed Plan -
However, the plan to utilize the runway facilities at the Burlington Airport is seriously flawed. I cannot support the deployment of the F35A at this location. I have lived in the City of Winooski for a number of years. As you know, this city is presently directly under the flight path of the F16. The F16 fly-overs are tremendously loud, and barely within tolerable limits, especially if one is outside. A study of the 65db DNL noise contour map shows that the City of Winooski will be drastically affected by the increased noise of the F35A. The level of noise may increase from twice to nearly four times. The negative health impacts are obvious to those who have lived and cheerfully tolerated the F16. GO-1 NS-8
This alone is serious situation. However, the deleterious affects are unfortunately not so localized. This 65db contour affects four municipalities within the most densely populated area of Vermont. In fact, it is roughly equivalent to making a decision to build a limited-access highway through the very heart of Vermont's largest residential area. This includes the destruction of hundreds to possibly several thousand homes, and the neighborhoods that they encompass. LU-3

Vermont's Agricultural Future -
The deployment of this military hardware is particularly disturbing when we look at the direction that the State of Vermont is moving in the agricultural area. Our farms are finding new life in the providing of fresh, local and uncontaminated food to the local population, as well as neighboring states. This is becoming a source of vital economic growth, employment and represents a re-birth of self-sufficiency in an uncertain world.
The increased exhaust pollutants of the new F35A, deposited widely throughout the area during daily training runs, will fall liberally on our farms and fields. This daily contamination of our critical food-sources will not go unnoticed. AQ-8

Future Calamity in the Making -
If the introduction of the F35A is forced upon the State of Vermont, this will not be the final word. The Burlington area is a tourist playground.
A huge factor in Burlington's economic success is this tourist activity and the dollars that are spent here. The large increases in noise and air pollution levels will affect a wide AQ-1

SO-14

area, not just those denoted by the DNL dB map. As the reality of the F35A's disruption of the local economic base hits home, both in agricultural impact and the loss of the tourist dollar, the impact will be heard. It will be heard loudly and it will be heard insistently.

The military should not be lulled by the quiet compliance of our Congressmen and our local politicians. As politicians, they cannot express their true opinions, in any case. As history demonstrates, the citizens of the State of Vermont are not strangers to the vibrant and public expression of their heart-felt opinions. This particular issue will not be an exception.

The F35A warplane was not designed to be permanently based out of a densely populated residential area. The result of an insistence on deploying it in this way will only reflect negatively on its design and possibly cause question on its cost effectiveness. This will not be beneficial to Vermont, or to the organizations that support the F35's deployment.

I hope that this information is useful as the site selection process continues.

Respectfully,

Jake Yanulavich

Germanos, Nicholas M Civ USAF HQ ACC/A7PS

From: Dryden, Larry H Civ USAF HQ ACC/A7PS
Sent: Monday, June 18, 2012 7:38 AM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7PS
Subject: FW: Please Don't Deploy F-35 Jets to BTV

-----Original Message-----
From: Mike Caha
Sent: Saturday, June 16, 2012 11:21 AM
To: ACC/A7PS Sustainable Installations
Subject: Please Don't Deploy F-35 Jets to BTV

GO-1

Dear Mr. Nicholas Germanos:

As a citizen of Essex, VT I am writing today to express my urgent concern regarding the possible deployment of F-35 Jets to the BTV airport in Burlington, VT. Adding military jets to our small town airport would have a significantly detrimental effect on the quality of life for many thousands of local residents. Further our tourism industry would suffer, and our traditional way of life would be obstructed. Vermont is a quiet, rural state and it is inconceivable to me that our government would disregard our traditional values by adding military jets to the Burlington airport.

NS-45
SO-14

- Mike

--
Mike Caha |

Germanos, Nicholas M Civ USAF HQ ACC/A7PS

From: Dryden, Larry H Civ USAF HQ ACC/A7PS
Sent: Monday, June 18, 2012 7:38 AM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7PS
Subject: FW: Please Don't Deploy F-35 Jets to Burlington Vermont

-----Original Message-----
From: Matt Joseph
Sent: Saturday, June 16, 2012 10:46 AM
To: ACC/A7PS Sustainable Installations
Subject: Please Don't Deploy F-35 Jets to Burlington Vermont GO-1

Dear Mr. Nicholas Germanos:

As a citizen of Essex, VT I am writing today to express my urgent concern regarding the possible deployment of F-35 Jets to the BTV airport in Burlington, VT. Adding military jets to our small town airport would have a significantly detrimental effect on the quality of life for many thousands of local residents. Further our tourism industry would suffer, and our traditional way of life would be obstructed. Vermont is a quiet, rural state and it is inconceivable to me that our government would disregard our traditional values by adding military jets to the Burlington airport. NS-45 SO-14

I urge you to immediately suspend all plans to deploy F-35 jets and any other military jets to Vermont.

Regards,

Matthew Joseph

Germanos, Nicholas M Civ USAF HQ ACC/A7PS

From: Dryden, Larry H Civ USAF HQ ACC/A7PS
Sent: Monday, June 18, 2012 7:39 AM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7PS
Subject: FW: Burlington and F-35 don't mix!

-----Original Message-----
From: harold skorstad
Sent: Saturday, June 16, 2012 8:46 AM
To: ACC/A7PS Sustainable Installations
Subject: Burlington and F-35 don't mix!

Mr. Germanos,

I am writing you as a concerned citizen of South Burlington, one who's family live in close proximity to the air guard in the Country Club Estates. Which I will extend to you a personal invitation to visit so you can hear for yourself, b=just how loud the F-16 is, let alone the proposed F-35 being based here. Incidentally, if you haven't guessed, I'm 100% in opposition of! GO-2

On one hand I understand and agree that the VANG provide a wonderful service, protecting our homeland from foreign invasion, etc. But I don't believe Vermont is the right choice due to the heavy residential population that will be adversely affected. Vermont, as you know, prides itself on beauty, outdoor living, clean air, and everything that comes with that. And in case you didn't know, tourism is our largest industry. That's worth repeating isn't it? SO-14

So why would we want to jeopardize it by bringing in these 4-5 times louder, noisier jets? As it is, there are many homes currently above the 65 db level and that is because of the F-16. How many more homes will be within that zone if the AF brings in the F-35? LU-1

You'd never know it, but our neighborhood is very quiet most of the time. But when those jets after burners kick in watch out! One can hardly hear oneself think, and forget about having a friendly conversation with a neighbor. When we purchased this house on Country Club Drive East, over 12 years ago, it was a different world and when 9/11 happened, it changed everything. Because we live so close to the airport there is no escaping the reality of living with the aftermath and increased activities at VANG. If I could go back in time and buy elsewhere, I would in a minute. Especially knowing what I know now, but didn't then. Basically I am pleading to the AF good sense to find another site to base the F-35 other than in my back yard. Should they chose Burlington I am fairly certain that no one will want to buy our house with all the noise. And our investment will likely be worth nothing at that point. SO-1

We know that there are other more suitable sites. And would strongly encourage you to consider those instead, which according to the EIS, will have far less impact environmentally.

Thank you

Harold Skorstad

Germanos, Nicholas M Civ USAF HQ ACC/A7PS

From: Dryden, Larry H Civ USAF HQ ACC/A7PS
Sent: Monday, June 18, 2012 7:39 AM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7PS
Subject: FW: opposed to F35 in Vermont, reluctantly

-----Original Message-----
From: jeffrey thomas
Sent: Friday, June 15, 2012 9:49 PM
To: ACC/A7PS Sustainable Installations
Subject: opposed to F35 in Vermont, reluctantly

GO-2

Hello Mr. Germanos,

I am writing in opposition to the F35 being deployed to Vermont.

I wanted to support the F35s coming to Vermont. I really did. I proudly fly our flag on all the patriotic holidays. I know the F35s mean a lot of money to my state's tiny, fragile economy. But I live in Winooski, directly on the flight path. On approach I can see the F16 pilot's helmeted heads in the cockpit.

The F16s on take off are already extremely loud in my home. If the windows are open and I'm on the phone, the person at the other end asks "my god, what's happened?!?" Conversation stops until they've passed. Windows closed, the F16s are loud enough to awake someone sleeping during the day. They are twice as loud as any commercial aircraft.

The F35s are significantly louder. Or so I read.

My town is struggling to pull off a renascence after decades of, frankly, serious struggle. I'm a 44 year old professional with a very well paying job and I chose to come to this gritty, spunky town. A town where neighbors take pride in knowing their neighbors, but don't have benefit of the silver-spoon-in-mouth that other communities (Burlington, Charlotte, Shelburne) in Chittenden County enjoy. People like me won't move to Winooski in the future. It will become a place solely for the poor, for new immigrants to America -- or maybe the deaf. And no one will live here longer than they have to.

I don't know why the military designed a plane incompatible with anything but rural air bases. But they did. Please recommend these F35s be based somewhere where a community will not be devastated by their presence.

Sincerely,
- Jeffrey

Jeffrey Thomas

Germanos, Nicholas M Civ USAF HQ ACC/A7PS

From: Dryden, Larry H Civ USAF HQ ACC/A7PS
Sent: Monday, June 18, 2012 7:39 AM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7PS
Subject: FW: F35s at BIA

-----Original Message-----
From: Paula Miller |
Sent: Friday, June 15, 2012 6:40 PM
To: ACC/A7PS Sustainable Installations
Subject: F35s at BIA

Dear Mr. Germanos,

Locating the F35s here in South Burlington will dramatically and negatively impact the quality of life of those of us who reside in the vicinity of the BIA and under its associated flight paths. The F35s will ruin the quality of life in my neighborhood, which has already been adversely affected by how the airport buyout has been handled. If the F35s come here, my peaceful neighborhood will become unlivable, and my home will become unmarketable, without a significant loss on my part. NS-45 SO-1 LU-1

Is basing the F35s at BIA really the best choice for ALL concerned? The neighbors of Hill AFB want the F35s and are already used to a large Air Force presence. The BIA is smack in the middle of several small, relatively peaceful middle-class neighborhoods. Please, let us keep our communities, our peace and quiet, and the equity we have accrued in our homes over the years. GO-1

Thank you for your consideration.
Paula Miller

Sincerely,
Paula Miller

--
Paula

Germanos, Nicholas M Civ USAF HQ ACC/A7PS

From: Britta Fenniman
Sent: Sunday, June 17, 2012 10:37 AM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7PS
Subject: F-35s will destroy our quality of life.

Dear Mr. Germanos,

I am opposed to the basing of F-35s in Burlington. My fiancee and I live in Winooski, within what the Air Force itself has designated as the +65dB DNL zone. If the F-35s arrive, my house will be labeled by the Air Force as "unsuitable for residential use." GO-1 LU-1

This designation, which encompasses both my neighborhood and the entire Winooski downtown, could significantly alter our real estate values and the local economy. 200 jobs added by the F-35s will not make up for the depreciation of an entire city. Furthermore, our hopes of ever selling our house and moving up in life would be seriously compromised as we will need to disclose that our house is "unsuitable for residential use." Who would want to buy it? Please put yourself in our shoes and consider what that would be like. SO-1 SO-4

My fiancee and I are not rich. Together, we make under $60k a year. Our house is our only investment. Can you give me any assurances that my property value will not decrease?

Thank you,

Britta Fenniman

Germanos, Nicholas M Civ USAF HQ ACC/A7PS

From: Jeffrey Tonn
Sent: Sunday, June 17, 2012 10:39 AM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7PS
Subject: F-35s will destroy our community.

Dear Mr. Germanos,

I am opposed to the basing of F-35s in Burlington. My fiancee and I live in Winooski, within what the Air Force itself has designated as the +65dB DNL zone. If the F-35s arrive, my house will be labeled by the Air Force as "unsuitable for residential use." GO-1 LU-1

This designation, which encompasses both my neighborhood and the entire Winooski downtown, could significantly alter our real estate values and the local economy. 200 jobs added by the F-35s will not make up for the depreciation of an entire city. Furthermore, our hopes of ever selling our house and moving up in life would be seriously compromised as we will need to disclose that our house is "unsuitable for residential use." Who would want to buy it? Please put yourself in our shoes and consider what that would be like. SO-1 SO-4

My fiancee and I are not rich. Together, we make under $60k a year. Our house is our only investment. Can you give me any assurances that my property value will not decrease?

Thank you,

Jeffrey Tonn

Mr. Nick Germanos,
F-35A EIS Project Manager,
HQ ACC/A7PS,
129 Andrews Street, Suite 102 (Rm 337)
Hampton VA 23665-2769

GO-2

June 17, 2012

Dear Mr. Germanos,

I am writing to comment on the proposal to base F-35 fighter jets at the Burlington, VT airport. I am a resident of Burlington and a retired professor at St. Michael's College in Colchester. As a Burlington resident, I am keenly and regularly aware of the noise caused by the F-16 fighters that are currently based in our area. This is the most tangible environmental impact and it is a noxious one. When the F-16s fly over the city, the noise is very loud and inescapable. According to the information from public hearings, the F-35s would be considerably louder. At St. Michael's, the afterburner sound from the planes would stop classes for the 30 seconds or so (it seemed longer) that it lasted. There was no talking over it.

I am opposed to the idea of basing F-35s at BTV. The noise factor alone, creating a nuisance in a densely populated area, is reason enough to find a different base. Basing the planes in Burlington is a bad idea.

We are told, by proponents of the F-35s, that the noise of the planes is "the sound of freedom" and that we are just NIMBYs who won't pay the price of our own security. I don't, in fact, believe that more advanced weapons systems enhance the security of the United States. True security, in the era of terrorist attacks, is based on justice and generosity, not on every more deadly killing machines. As a nation that spends more on its military than all the countries of the world combined, are we really safer? I don't believe so. Was our huge military expenditure able to prevent the attacks of September 11, 2001? Do targeted assassinations by drones ultimately keep the enemies of our country from launching attacks? For me, the answer is a clear NO. The billions of dollars spent developing and building the F-35 could have been used much more wisely to enhance our real security.

PI-12

Please note that I believe the F-35s have no place in our city. I would urge the Air Force to base them elsewhere or to dismantle and rethink the entire thrust of its armaments programs.

Yours truly,

Andrew Simon

To:

Mr. Nicholas Germanos, HQ ACC/A7PS, 129 Andrews St., Suite 332, Langley AFB, VA 23665-2769.

A statement by Burlington, Vermont Friends Meeting concerning the F-35 aircraft

proposed to be stationed at the Burlington International Airport.

As members of the Religious Society of Friends (Quakers) we join with other Vermonters in opposing the stationing of a fleet of F-35s at Burlington International Airport (BIA). GO-1

As Quakers, we aspire to be good stewards of the world's resources. The proposed roll out of 2443 of these gigantic military machines is a flagrant waste of resources. Rare metals such as zirconium and titanium are essential in its construction, yet scientists estimate that peak production of these metals is already past. The predictable metal scarcity that is looming will affect our entire industrial civilization. We support a path toward managed austerity of the world's resources. This path does not include the shockingly wasteful F-35.

As Quakers, we are historically opposed to war. This multirole fighter is being developed to perform ground attack, reconnaissance, and air defense missions with stealth capability. The construction of these killing machines is part of an aggressive military posture that will undermine the peaceful reconciliation of conflict. They are not built to defend Vermonters.

As Quakers, we value frugality: Yet the US government is projecting to spend an estimated $397 billion for development and procurement of these aircraft, of which 18 or 24 are proposed to be stationed at BIA. The lifecycle (50 year) cost for one plane is estimated to be $618 million. Faced with these outrageous figures, we can't help but recall the statement by former president Dwight D. Eisenhower: "Every gun that is made, every warship launched, every rocket fired signifies, in the final sense, a theft from those who hunger and are not fed, those who are cold and are not clothed…." Given our country's current economic situation, we consider the construction of these weapons to be morally and economically destructive to our wellbeing. PI-12

In addition, we mourn the human skills, the brilliant minds of engineers, mechanics, and software designers wasted on building this weapon of destruction, when those engineers and mechanics and designers are urgently needed to develop alternative energy sources, find a solution to desertification, desalinate water, reverse global warming and help resolve the multitude of problems our fragile and precious planet is facing.

As Quakers, we sit in silence in our meetings for worship. Our Burlington meeting is near the flight path for airplanes landing and taking off at Burlington International Airport. We dread the possible future roar of the F-35 into our worship and community space. CR-4

In conclusion, we join with many Vermonters to protest this militarization of our community. We consider it an assault on our values as a state.

Anne Liske, Clerk, Burlington Friends Meeting Anne Liske

HQ ACC/A7PS
129 Andrews Street
Suite 337
Langley Air Force Base
Virginia 23665-2769
attn: Mr. Nick Germanos

GO-2

Dear Mr. Germanos,

I am a resident of Winooski, Vermont and am writing to you to express my strong opposition to the idea of housing F-35s at Burlington airport. There is no question that the noise produced by the F-35s would have a very serious, probably devastating impact on the quality of life in Winooski. This is the most densely populated residential area in the state of Vermont. It makes no sense and is very unwise to cause such damage to our community when there are better options available elsewhere.

NS-45

It is my intention to join with my neighbors to oppose this assault on our community.

Sincerely,

Richard T Joseph

GS-1

To Whom It May Concern, june 11.2012

I wanted to send you a note and let you know not only do I think having the pilots train over our home will not be an inconvenience but we would be be honored! We have lived and raised our family along the Bear River Road in Newry Maine for over 20 years. Once in a while the jets will fly by and we make a point to go out and look in the sky to see for ourselves and feel nothing but pride. If this area is good for these brave men & women to train than they are more than welcome to fly over the James household as many times as they need to day or night.

Thank you for your time -

Sincerely,

Heidi, Rob, Lindsay & Ty James

June 12, 2012

HQ ACC/A7PS
129 Andrews Street
Suite 337
Langley Air Force Base
Virginia 23665-2769

Dear Mr. Nick Germanos:

I am a fourth generation Vermonter and Winooski resident who is strongly opposed to the F-35 fighter jets coming to Vermont. GO-1

Winooski is a vibrant community that now is in jeopardy of losing everything it has worked for. It is my understanding that the noise these fighter jets create will cause the federal government to deem Winooski incompatible with residential use. It is also my understanding that homeowners will not be able to get homeowners insurance and prospective buyers will not be able to get federally funded loans for properties in these 'incompatible' areas. Being a realtor, I know what this will do to home values in Winooski. LU-1 SO-1

I am open to suggestions and alternatives to the problem. Why won't the Federal government purchase the homes in the 'incompatible' areas? If the federal government is going to decimate an entire city, the residents in that city should be compensated. Isn't that what eminent domain is all about? SO-9

Thank you for your time. Please take into consideration I am a Vermonter who is absolutely opposed to the F-35 jets coming to our State. I'm quite confident there are other areas of our country where communities would be happy to have the F-35's. You are wasting your time here.

Regards,

Norah Kell

Norah Kell

To: Mayor Miro Weinberger
Senator Patrick Leahy
Senator Bernard Sanders
Representative Peter Welch
Governor Peter Shumlin
Mr. Nick Germanos, Langley AFB Virginia

I am writing to express my disapproval for the proposed bed down of the F35A stealth bombers at the Burlington Airport. GO-1

This proposal is inappropriate and short sighted given that these stealth bombers would be placed in the most densely and diverse populated area in the state. To support the Air Force's proposal would jeopardize the high quality of life so many of us experience here and would threaten the tourism industry which so many of Vermont's citizens depend on for their livelihood. This proposal flies in the face of all current municipal, educational, institutional, and healthcare investments. NS-45/ SO-14

While Vermonter's are very proud of the Vermont Air National Guard, that does not mean we are an appropriate site for the F35s.

Currently, schools and businesses are disrupted when the F16s fly over. A doubling of this noise will make it impossible for people to be in the 65db contour, where the FAA has deemed it "incompatible with residential use". The 65db contour will encompass one half of the city of Winooski, a greater portion of South Burlington and the noise will have an increased negative impact on those living, working or visiting Burlington and Williston. LU-1

The Burlington Airport has already purchased houses adjacent to the airport to mitigate current conditions. Buying out half of our metro area for the F35 is unacceptable, even if it were proposed. But the Burlington Airport spokesperson has publicly stated that no more buyouts will occur, no matter what new areas are affected by the increased noise contours. LU-3

Our Vermont economy is largely based on urban agriculture and natural resources, not the military. In fact funding—federal and state—has been focused on planning for more density and reinvestment in precisely the zones now threatened by this program.

We urge you to vote no on this proposal; it is simply not worth the financial or moral cost to Vermont and its citizens.

Signed:

12 FRANKLIN ST, WINOOSKI, VT 05404

Name Address City, State, Zip Phone/Email

To: Mayor Miro Weinberger
Senator Patrick Leahy
Senator Bernard Sanders
Representative Peter Welch
Governor Peter Shumlin
Mr. Nick Germanos, Langley AFB Virginia

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Our Vermont economy is largely based on urban agriculture and natural resources, not the military. In fact funding—federal and state—has been focused on planning for more density and reinvestment in precisely the zones now threatened by this program.

We urge you to vote no on this proposal; it is simply not worth the financial or moral cost to Vermont and its citizens.

Signed:

Doris ducharme

Name Address City, State, Zip Phone/~~Email~~

June 12, 2012
Vermont Information Processing, Inc.
402 Watertower Circle
Colchester, VT 05446

Mr. Nicholas Germanos
HQ ACC/A7PS
1129 Andrews Street, Suite 337
Langley AFB, VA 23665-2769

GS-1

Dear Mr. Germanos,

Vermont Information Processing, Inc. is a Colchester, Vermont based computer software company. We employ 170 people, with 110 of them at our main offices at 402 Watertower Circle in Colchester. We're near Exit 16 off Interstate 89, near the flight path for commercial airliners and the Vermont Air National Guard aircraft.

We're very much in favor of the placement of the F-35s in Vermont. We find the current F-16s to be no bother to us, and we expect that the upgrade to the F-35 will continue along in the same vein.

VIP (Vermont Information Processing) has a national client base so the Burlington airport is our access to our customers and our market. Simply put, without that airport, we're out of business. So, we support anything that enhances the airport.

To summarize, we're completely in favor of the F-35 addition to the Vermont Air National Guard unit.

Very truly your,

Howard Aiken
Chairman

June 11, 2012

GO-1

Dear Sirs,

I am writing in regards to the F 35A training missions. I do not approve of them, especially in Condor I & II over <u>most</u> of Western Maine.

I feel this would have a very large negative effect on many things.

If some states would welcome the F 35A and think it would be a "boost" to their economy etc., By all means go there.

Sincerely,
Lois Seamon (age 87)

Mr. Nicholas Germanos
HQ ACC/A7PS
129 Andrews Street, Suite 337
Langley AFB, VA 23665-2769

5/14/2012

GS-1

Dear Mr. Germanos,

This letter is written in support of basing F-35s at the Vermont Air National Guard (VTANG) in So. Burlington, Vermont. The Vermont Air National Guard has been a proud part of our Vermont heritage since 1946 and plays a significant role as a major employer and for providing economic stimulus to Northwestern Vermont.

These benefits include:

- Air National Guard employees – 400 full-time & 700 part-time
- Payroll - **$53M annually**

In addition to economic benefits, Air Guard members play a very positive role in the region with their contributions to local schools, local boards and volunteer organizations that are a great part of the fabric of our Vermont communities.

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We strongly support the Vermont Air National Guard and welcome the F-35s to Vermont to continue the very proud tradition that the Air Guard began in 1946. We look forward to continuing this tradition for many decades to come.

Best Regards,

Name: Hanyo Herder Jr.

Company:

Address:

Signed:

Mr. Nicholas Germanos
HQ ACC/A7PS
129 Andrews Street, Suite 337
Langley AFB, VA 23665-2769

5/14/2012

GS-1

Dear Mr. Germanos,

This letter is written in support of basing F-35s at the Vermont Air National Guard (VTANG) in So. Burlington, Vermont. The Vermont Air National Guard has been a proud part of our Vermont heritage since 1946 and plays a significant role as a major employer and for providing economic stimulus to Northwestern Vermont.

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Best Regards,

Name: Eric Ross

Company:

Address:

Signed:

Mr. Nicholas Germanos
HQ ACC/A7PS
129 Andrews Street, Suite 337
Langley AFB, VA 23665-2769

5/14/2012

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Best Regards,

Name: Christopher C. Day

Company:

Address:

Signed:

Mr. Nicholas Germanos
HQ ACC/A7PS
129 Andrews Street, Suite 337
Langley AFB, VA 23665-2769

5/14/2012

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Best Regards,

Name: Kelly Ross

Company:

Address:

Signed: Kelly Ross

Mr. Nicholas Germanos
HQ ACC/A7PS
129 Andrews Street, Suite 337
Langley AFB, VA 23665-2769

5/14/2012

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Best Regards,

Name: FRANK KINI

Company:

Address:

Signed:

Mr. Nicholas Germanos
HQ ACC/A7PS
129 Andrews Street, Suite 337
Langley AFB, VA 23665-2769

5/14/2012

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Best Regards,

Name: Tara E. Trapasso

Company:

Address:

Signed:

Mr. Nicholas Germanos
HQ ACC/A7PS
129 Andrews Street, Suite 337
Langley AFB, VA 23665-2769

5/14/2012

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Best Regards,

Name: Samuel D. Trapasso

Company:

Address:

Signed:

Mr. Nicholas Germanos
HQ ACC/A7PS
129 Andrews Street, Suite 337
Langley AFB, VA 23665-2769

5/14/2012

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Best Regards,

Name: John Skuda

Company:

Address:

Signed:

Mr. Nicholas Germanos
HQ ACC/A7PS
129 Andrews Street, Suite 337
Langley AFB, VA 23665-2769

5/14/2012

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Best Regards,

Name: Kyle Hill

Company:

Address:

Signed:

Mr. Nicholas Germanos
HQ ACC/A7PS
129 Andrews Street, Suite 337
Langley AFB, VA 23665-2769

5/14/2012

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Best Regards,

Name: William R Cox

Company:

Address:

Signed:

Mr. Nicholas Germanos
HQ ACC/A7PS
129 Andrews Street, Suite 337
Langley AFB, VA 23665-2769

5/14/2012

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Best Regards,

Name: Jon Villanti

Company:

Address:

Signed: Jon Villanti

June 15, 2012

Dear Mr. Germanos,

There are many of us who do not want the F35's based in Burlington. GO-1

The noise levels are one factor.

The other factor is our community being designated as "Incompatible With Residential Use" LU-1

and it's accompanying;

1. Disclosing to buyers we are in this area
2. Potential buyers restricted from Federal loans, subsidies & insurance. SO-18

Please don't do this to us.

Susan Letourneau

To:

Mr. Nick Germanos,

HQ ACC/ A7PS

129 Andrews St., Suite 337

Langley AFB, VA 23665-2769

GO-2

Dear Sir,

I am a busy man as I assume are you so I will keep this brief.

Please locate the F-35 jets somewhere other than South Burlington Vermont. The excessive noise generated from these jets will be detrimental to the city of Winooski. We have plenty of our own problems, and are trying very hard to make Winooski a safe, healthy and viable place to live.

Thank You

Erik Townsend

June 14, 2012

Dear Mr. Mark Germanos -

GO-2

I am writing in regards to the decision of where to base the F-35 jets.

My family and I feel that they are not compatible with the relatively urban area of Chittenden county.

The F-16s, which are currently based here, are loud enough to wake my baby when she is sleeping inside (on a low fly by), and startling enough that my older two children, as toddlers, would run to me crying when the jets flew overhead as we played outside.

It is hard to imagine a jet that is louder than the ones we have now; I hope we will not have to experience it.

Please base the jets somewhere where they will not affect so many families in a negative way. There must be other bases that are more suitable (and perhaps where the citizens are more receptive).

Thank you for your time -

Molly Robin Abbott

M273

JUNO
Email on the Web

Print Message | Close

From : peter garritano
To :
Subject : f35
Date : Mon, Jun 11, 2012 10:05 PM

After attending the Sham F-35 Environmental impact report/ National Guard pep rally I have come to the conclusion that the basic problem is that the people of the military live in a separate reality from me. The reality of those in the military is on display daily; actually force fed through TV, news, and other media. We love them because they are our boys; they defend our constitution, keep us safe, and protect democracy and freedom around the world. The presence of fighter jets in Burlington is also a daily audible reminder of your reality. PI-8

The reality that I share with many people I know and millions of others in the U.S. and around the world is quite different. We are not afraid of Al Qaeda, or the Taliban. We think our military destroys democracies, freedom and the environment. . We curse fighter jets when they fly over head and get pissed off at the sight of someone in uniform. We are not proud to be Americans mainly because of the horrors our military has inflicted on the world in the past 50 years .We often apologize for these American war crimes when traveling abroad.

We go to the same stores as you, eat at the same restaurants, and our kids attend school together. The F-35 project is another attempt of bullying by the world's largest group of bullies at the Pentagon. If you really want to destroy our environment, our economy, and our democracy by giving Lockheed Martin more money to buy more politicians than put your damn planes out in the middle of nowhere. We don't want to be part of the culture of racism, sexism, and violence promoted by the military. GO-1

Thank You

Peter Garritano

5 Diet Pills that Work
2012's Top 5 Weight Loss Pills. Updated Consumer Ratings. Free Report.

Nicholas Germanos
HQ ACC/A7PS, 129 Andrews St.
Suite 332
Langley AFB, VA
23665-2769

June 14, 2012

Dear Mr Germanos,

I live adjacent to the airport. I knew prior to moving in that it had the potential to be loud. What I did NOT know until after moving in was the airport also housed the F-16's. I quickly learned to tune out the commercial aircraft, but not unless you are deaf can you tune out an F-16. I purchased my home in September of 2001. Right after 9/11, so it was a joyful, proud sound to hear them.

To quote the Burlington Free Press/Guard Commander Dubie: "He called the F-35A a 'pathway to the future' for the VTANG and said the new plane will add to the security of America". Of course it will, but America consists of more than just Vermont. Given the option, WHY base the F 35 in the most densely populated area in the entire state?

Would it be unreasonable just to keep the helicopters based here? It is a great base, but the helicopters are the ones who came to the aide of those in need after Irene, not the F-16's.

I'm not necessarily "opposed" to the F-35A being based at VTANG. What I AM opposed to is the loss that has already occurred in my neighborhood and the potential loss of my home. A home my husband and I purchased thinking it was where we were going to grow old and gray. We have put a substantial amount of money into our home and our yard. Even with the generous buyout program we would never get our money's worth when considering homes in the area. We would be looking at doubling our mortgage in order to have a home comparable to ours when considering square footage. We started our family late and are not at all looking to "downsize". We also cannot, nor want to be burdened by doubling our mortgage. We are on track to be mortgage free when we retire.

I do not want to be among the hundreds that have already been uprooted. I want to keep my home and not fear the area around me changing from residential to commercial. Nor do I want my home to become unsellable to the next generation. LU-3 SO-1

VTANG is a highly regarded facility, but I don't think that alone should be a deciding factor. To put the F-35A in the most populated area of the state to me, does not make good sense. Nor does it make sense to bring them knowing ahead of time that it would uproot hundreds of more families. There was no sound study when the F-16 arrived. Now there is a sound study and knowing that information up front doesn't make for a good, responsible, or rationale decision to bring the F-35A to VTANG.

As a former night shift worker it was very difficult to sleep during the day. Having an infant it was very disruptive during nap time.

I can see both sides of the argument, but I really feel that people whose lives would be impacted the most by the noise study and/or the buyout program should be the ones considered with priority. I understand it would uproot hundreds of VTANG families, but what about the hundreds already uprooted and the hundreds more if the F-35A comes here. LU-1

It is an honor to be considered and it may be prestigious now, but how prestigious is it going to be if one of these F-35's should have an accident in the most densely populated area of the state. Especially when there are other less populated areas in the country that are also being considered for housing these new planes. SA-1

Respectfully,

Verity Lattrelle

June 14, 2012

attn: Mr. Nick Germanos
HQ ACC/A7PS
129 Andrews Street
Suite 337
Langley Air Force Base
Virginia 23665-2769

RE: F-35's in South Burlington, Vermont

Dear Mr. Germanos,

I am writing to express my opposition to the proposed beddown of F-35s in Burlington, Vermont. I am a resident of the neighboring community of Winooski and will be directly affected by noise from these planes and their daily view. The noise will have a negative impact on property values in my community and drastically reduce my quality of life. Considering the fact that there are several alternative locations to South Burlington under consideration by the Air Force, which do not have the residential population density that Winooski, South Burlington and Williston, Vermont have, I strongly encourage you to choose one of the alternative locations. I do not feel that any benefits the F-35 program would bring to our region outweigh the negative impacts it will have.

GO-1
SO-1
NS-45

Sincerely,

Charles Knight

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
WASHINGTON, D.C. 20460

JUN 14 2012

OFFICE OF
ENFORCEMENT AND
COMPLIANCE ASSURANCE

Mr. Nicholas Germanos,
F-35A Operational Basing EIS Project Manager
HQ ACC/A7PS
129 Andrews Street, Suite 337
Langley AFB, VA 23665-2769

GS-4

Dear Mr. Germanos:

In accordance with our responsibilities under Section 309 of the Clean Air Act and the National Environmental Policy Act (NEPA), the Environmental Protection Agency (EPA) has reviewed the U.S. Air Force's draft Environmental Impact Statement (EIS) on the F-35A Operational Basing (CEQ No. 20120098).

The Air Force proposes to beddown new F-35A aircraft at one or more locations throughout the contiguous U.S. from 2015 to 2020. The Air Force identified Hill Air Force Base and Burlington Air Guard Station as the preferred alternatives for the initial operational beddown.

EPA believes that the draft EIS provides an adequate discussion of the potential environmental impacts and we have not identified any potential environmental impacts requiring substantive changes. EPA has rated the draft EIS as LO – "Lack of Objections." A summary of EPA's rating is enclosed.

We appreciate the opportunity to review the draft EIS. The staff contact for the review is Candi Schaedle and she can be reached at (202) 564-6121.

Sincerely,

Susan E. Bromm

Susan E. Bromm
Director
Office of Federal Activities

Enclosure

SUMMARY OF RATING DEFINITIONS AND FOLLOW UP ACTION*

Environmental Impact of the Action

LO-Lack of Objections
The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

EC-Environmental Concerns
The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impacts. EPA would like to work with the lead agency to reduce these impacts.

EO-Environmental Objections
The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

EU-Environmentally Unsatisfactory
The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected at the final EIS sate, this proposal will be recommended for referral to the CEQ.

Adequacy of the Impact Statement

Category 1-Adequate
The EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alterative and those of the alternatives reasonably available to the project or action. No further analysis or data collecting is necessary, but the reviewer may suggest the addition of clarifying language or information.

Category 2-Insufficient Information
The draft EIS does not contain sufficient information for the EPA to fully assess the environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

Category 3-Inadequate
EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

*From EPA Manual 1640 Policy and Procedures for the Review of the Federal Actions Impacting the Environment

14 June 2012

Mr. Nick Germanos
HQ ACC/A7PS
129 Andrews St., Suite 337
Langley AFB, VA 23665-2769

Dear Mr. Germanos,

My wife and I are writing to protest the planned stationing of F-35 fighter planes at the South Burlingon Air National Guard station in Vermont. GO-1

This military decision bothers us for a number of reasons. The two most important are:

1) The environmental drawbacks as outlined in the EIS seem unreasonable for a populated area. Noise and pollution are only two concerns. Another is the significant and inevitable drop in property value (and the loss of federal loan guarantees) that will affect those living in areas where the volume of noise will increase dramatically. SO-1/ SO-18 Supporters of the F-35s repeatedly point to the jobs that could be lost should the planes be stationed elsewhere and to the jobs that could be created should enough planes be stationed here. We are not convinced that preserving or creating (some 200) jobs clearly outweighs the loss in equity for homeowners and the potential lost business for entrepreneurs in downtown Winooski, a town that is developing into a vibrant social and cultural center. SO-4

2) The purpose of these planes is to kill and destroy. Again, supporters of the F-35s state that jobs will be lost or created based on whether these planes come to South Burlington. Yet these jobs are related to mainting machines whose purpose is to kill and destroy. To us, this is an unacceptable form of employment. If the government of the United States wishes to create jobs to help Americans, it should be creating jobs that benefit society in general, not simply paying people to foster killing and destruction.

As new residents of Winooski, my wife and I are concerned about the impact the F-35s will have on us personally and do not want them stationed in South Burlington. But we do not want them stationed in Utah or Florida either; in fact, we do not want them to be built. We prefer that the money slated for their production be used to create more humane employment, if in fact job-creation is a sincere goal of the United States and its Air Force. PI-12

Sincerely,

Anis Memon
Teresa Moschin

Stop The F35 Peaceful Protest June 14

EILEEN ANDREOLI

At The Winooski Rotary... Please come to the Stopthe F35 peaceful protest on Thursday, June 14 at 5:00 pm in the Winooski Rotaryto oppose the "bed down" of the F35 stealth bombers in Vermont. GO-1

Bring your friends andfamily! Let's help call attention tothis critical issue facing our community. We hope people from Winooski and the other townsand cities that will be affected will come to create a visible display of ourstance against these bombers. Theenvironmental and economic impact to our communities is simply not worth theterrible cost of having our homes, schools and churches deemed,"incompatible for residential use" due to the increased decibels andnoise 2-4x higher than the F16s (per the USAF Environmental Impact Statement.) LU-1

We have made protest signs for your use, or you can bring your own. Thank youso much for helping to raise your voices and raise awareness about the F35bombers.

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Winooski Real Estate & The F-35's

IGOR ZBITNOFF

Hi - I just joined FPF. I took a look at this and came up with a "back of the envelope" estimate of what we could expect to happen to real estate values in Winooski if F-35's are based here.

http://f35insouthburlington.blogspot.com/2012/03/economist-summarily-destroys-usaf-draft.html and □"Regarding Nelson (2003) the Air Force states, "The result of the study supports the idea that the potential for an adverse impact on property values as a result of aircraft noise exists and estimates that the value of a specific property could be discounted

between 0.5 and 0.6 percent per decibel when compared to a similar property that is not affected by aircraft"".

Here's what this means for Winooski: I'd estimate that 3/4 of the Winooski properties are within the 65 DB range. With all due respect to the map included in the EIS its fuzziness makes a more precise estimate difficult for me. Also I don't think that being just outside the 65 DB line protects one from real estate value degradation. Inside the line using their numbers there would be at least a 33% reduction in real estate value. Since inside the line there will likely be even more intense sound levels than 65 DB, the 33% number is probably low. I'd say a good estimate is 40%. The real estate in Winooski is worth about a half a billion dollars. So take 3/4 x 40% of 1/2 a billion dollars, and you have a $150 M degedation of real estate value in Winooski. Or 30% for the community. And I think that's low. SO-17 SO-1

So I'd estimate that, if you want to hear the F-35's on a regular basis, one of the prices you would pay is a 30 - 40% loss in value of your Winooski real estate.

GO-1

Stop The F35s From Coming To Vt!

COURTNEY COPP

I just wanted to let people know that a friend of mine created a facebook page called "Stop the F35s from coming to VT." Perhaps other pages currently exist. Nonetheless, I think those opposed to the F35s should use social media in any way possible as a means to unite, share information, and create a plan of action.

I have learned so much about this issue as a result of this wonderful forum. With each informative post I've read, I've become increasingly impassioned.

I grew up in Burlington, and moved back to the area after nine years in New York City. The sense of community here, and the vibrancy that Winooski embodies made it the perfect place for myself and my boyfriend to begin our VT life together. There is a uniqueness to this place, and such potential for growth in all areas.

May we all come together to create positive, powerful energy. And may we do this for ourselves, our children, our wildlife, our ecosystems, and for the future of this community.

"Be the change that you wish to see in the world." -Ghandi

F-35

AJ LECLAIR

GS-1

If the F-35s do not come to Vermont, Vermonters will have a choice to make when the F-16s get retired. Retire with them, or move to another base and get qualified on the new planes. So, in a sense, jobs will be lost. Especially if the AIr Guard base has to close.

The F-16s will be retired when they reach the end of their life cycle of flying hours. If you remember when one of the Air Guard F-16s reach a milestone for flight hours, it was retired and now sits at the air guard base. That was credited to the maintenance crews for keeping the plane in tip top shape. If i recall right, I believe that the F-16s have a flight time of around 8000 hours. The one that the Air Guard retired had just over 10000 flight hours.

The F-16C, which is what our Air Guard is flying now, were planes that were transferred to Vermont from another base that received and upgrade in planes. Only the Air Guard would be able to say what they have for flight hours left to fly.

So, if the F-35s don't come, and once the F-16s get retired, the noise of the Air Force planes will stop, but so will the money and jobs that they provide.

Having the F-35s come to Vermont will just about guarantee that the Air Guard will continue to operate and provide Jobs and economical support to the community.

So is a little more noise going to bother people that much, that you are willing to let jobs be lost and finanicial support that goes with it.

I would like to know how many people complained when the Navy flew in with the F-18s to do some training with our Air Guard. The F-18 is a dual turbine engine and is louder that the F-16. Did that really bother anyone?

And with the F-35 being the new Gen 4 fighter, if you look at the specs of it, it is a faster and more manuverable aircraft. So, take offs and landings, shouldn't be as long as what the current F-16s are.

IN

F35 And Winooski Coucil

SUE ANN OBRIEN

THANK YOU Nacy Fitzgerald for the simple message showing that the council of Winooski, way back in May, has been taking care of the F35 problem http://onioncity.com (3rd bullet down on the home page) People need to stop panicing and stirring things up.

IN

More On F-35

TERRY ZIGMUND

All of the posts about the F-35 are great and it is so amazing to see our community come together on this issue! PLEASE, I am urging you, send a copy of your post to: □Senator Sanders □Senator Leahey □Congressman Welch □Governor Shumlin □Mayor O'Brien □and most importantly □Nick Germanos, HQACC/A7ps □129 Andrew St., Suite 337 □Langley AFB, VA 23665-2769

EVERY voice counts, speak now while they can still hear you!

A Letter To Our Elected Officials Concerning The F-35

MARK TOMASE

If anyone is interested, below is a copy of the letter I'm sending to our elected officials with regard to the F-35 coming to Vermont:

I'm contacting you today from Dion Street in Winooski, where my wife and I purchased our first home in 2009.

Like many first-time buyers, we have happily poured the majority of our limited resources into our little slice of the American dream. And living in Winooski has been great. We can grab the bus right at the end of the street, and we routinely take walks downtown to have dinner at Pho Pasteur, Tiny Thai, or whatever new place has popped up. We are proud to be residents of "the Brooklyn of Vermont."

When I first heard of the F-35's potentially coming to Burlington, I didn't think much of it. We're used to military planes flying around after all. I was shocked to see the map of the updated noise contour that will be created by the F-35. Our house, along with roughly half the town of Winooski, will be designated as "incompatible with residential use." LU-1

This isn't about being annoyed by the noise. It is about rendering half of the real estate in Winooski unsellable. As you must be aware, we would be required to disclose our property's "incompatibility with residential use" to prospective buyers. Do you think we would have invested our life savings in the property if it bore this designation back in 2009? Of course not. This situation has been keeping me awake at night, since every likely scenario resulting from the F-35 coming to town ends badly for home owners within the >65dB noise contour. And there are thousands of us. SO-1 SO-18

Let's say the noise ends up being intolerable, as some are predicting. We could sell our house at a significant loss, or walk away from our mortgage and declare bankruptcy. It is not hyperbole when I say either of these options would result in the loss of our life savings.

Or maybe we would decide to try to live with the noise. Many will likely still choose to leave Winooski, resulting in an increase in vacant homes. Imagine the most densely packed neighborhoods in a state plagued by a drug problem, largely vacant. This is how slums are born. Which would leave us back at option 1, and the loss of everything we have. SO-4

Forgive me for my pessimistic outlook. I might feel differently if the US Air Force hadn't delayed the release of the environmental impact statement while arrangements to accommodate the F-35 at Burlington airport were being quietly made in the background. I understand that the world of politics is never as black and white as it seems, but I cannot fathom how anyone with the true values of Vermont in mind could ever support a proposal to disenfranchise thousands of people. PI-3

Please help us keep the F-35 out of Burlington. We are many. We vote. We have family and friends who vote. And we are not being quiet about this. GO-1

F-35s

DONNA PAPARIELLO

Not one person has asked why they Air Force isn't going to fly groups of the F35s over this area for a week or so, so all of us who live and work here can hear exactly how they sound. You wouldn't buy a new car without test driving it, or a pair of shoes without trying them on, so it would make sense that would be a way for all of us, including local Air Force officials to see what exactly how the planes will sound. There are a lot of scary scenarios being thrown out there, but are they true? Nobody knows because we need to hear them to see for ourselves. PI-4

More on F-35s

JAMES PIETTE

In response to the post about the effect on real estate values. I think you really have to look at the CHANGE in noise levels associated with the F-35s to calculate the effect on property values. I haven't reviewed the source, but I think it's unfair to use 0.5% x 65dB and come up with a 33% decrease in property values. It's not like current property values are based on the noise level being 0. If using this formula, I'd say it's more like a change from say 50-55dB to 65-70dB, call it a 15dB rise in noise levels, so somewhere around a 10% decrease in property values. That's of course ignoring the effect from the levels being above what is considered an acceptable threshold, and that the maximum noise is 4x the current F-16s. On a related note, it's interesting to think that if the F-16s were to be retired and not replaced, there would be a reduction in noise levels and a therefore an increase in property values in Winooski. SO-1

Someone I was talking with pointed out to me that the F-35s are going to be based somewhere, and not everyone can say 'not in my backyard.' I understand and agree with this point of view. I also understand there is a risk of losing jobs if the F-16s are retired and not replaced with other aircraft. However, given the expansion at the army national guard area of the airport, it's difficult to believe they would not find a way to expand and utilize the space and the people as the F-16s are retired. I can fully understand why there are many Vermonters who support bringing the F-35 here, but I find it difficult to believe that any property owners in Winooski support it. The risk is just too high. GO-1

GS-1

F35 Protest

JOHN ROYER

Wouldn't one notice from the protest organizers be sufficient?

This FPF is really becoming obnoxious for some of us who are NOT against having the F35s based here.

Our Servicemen and Women NEED training and the F35s NEED a home.

So, what are you saying? Not in my backyard...go fly over some other of our fellow-Americans' homes? That's the old community spirit!

Now, can we get back to discussing smelly cats and suspicious looking security system salespeople? And how about that damn traffic circle? :-)

No Way To Create Jobs

RICHARD JOSEPH

Those who argue the economic case for the F-35 miss several key points. The United States Air Force F-35a Operational Basin Environmental Impact Statement is perfectly clear in stating that most of Winooski would be in a zone designated as "unsuitable for residential use." When you consider the economic and human costs of rendering Winooski unsuitable for residential use, the gain is jobs is trivial. The arguments in favor of F-35 are made by people who don't understand or do not want to understand the issues. LU-1

You don't create jobs by destroying communities.

GO-1

On The F-35 Issue - Make Noise, Get Noticed

JEFFREY TONN

I just want to point out the following quote from Adjutant General Michael Dubie at his press conference regarding the F-35s, today:

"If there are any homes that will be bought in the future, it will be decided by the City of South Burlington and the FAA."

Notice, there is no mention of Winooski. I'm assuming it was an innocent oversight on Dubie's part, but it is still revealing: Winooski has lacked visibility on this issue.

This is why the city council needs to make itself heard and come out against this thing - just like South Burlington.

Let's take a strong stand and not be overlooked. On this issue, it appears that the squeaky wheel gets the grease.

F-35 Impact On Home Mortgage And Home Equity

IAIN FLETCHER

Has any one done the math on the effect on home equity holders if the F-35 comes here. If as predicted the home values are reduced by up to 30% how will the banks react when your home has little or no equity to back the loan. also some new and "early" home owners would find teir mortgage "under water" in other words the house is worth less than the mortgage, then the loan would have to be re assesed UP! SO-1

This is not considering the homes which will have to be abandond due to noise the estimate I beleive is more than 2,000 in the Burlington Winooski area. Where will the 2,000 plus workers live and work. Lets do the math on the impact again SO-4

GO-1

F-35

TERRY ZIGMUND

A great rally yesterday opposing the f-35, check out the photo on Seven Days' facebook page (https://www.facebook.com/sevendaysvt). You still have a few days to let your voice be heard, PLEASE call your elected officials and tell them you oppose the proposed bed down of the f-35 in south burlington, ask them to call you back and explain how this is good for Vermont and Winooski.....it only takes 5 minutes Senator Sanders (802) 862-0697 Senator Leahey (802) 863-2525 Congressman Welch (802)652-2450 Governor Shumlin (802) 828-3333 Do it NOW, do it AGAIN on Monday, keep doing it until you get a call back! Ask your friends to do it, post it on facebook....

General Dubie's Remarks

IGOR ZBITNOFF

I read today's account of General Dubie's press conference yesterday. After reading it I was suddenly reminded of Colin Powell in his February of 2003 address to the UN asserting the presence of weapons of mass destruction in Iraq and insisting on the need to go to war in Iraq to eliminate these weapons of mass destruction. Colin Powell had a "you can trust me" image that many Americans bought into. But the intelligence was wrong! And the result was a messy war with unanticipated consequences, many of which were detrimental both to the United States and the people of Iraq. Now General Dubie is assuring us that F-35's based in Burlington is all good. No particular attention to objections raised by for example the exhaustive 17 page critique of the Environmental Impact Statement approved by the South Burlington City Council. Just a lot of "you can trust me" platitudes. In the meanwhile our community of Winooski will become the Love Canal of noise devastion, and this is dismissed as "hyperole and misinformation" without reference to any facts. SO-4

As far as I can tell making Winooski the Love Canal of sound devastation ("Areas exposed (most of Winooski) to Decibel Noise Levels (DNL) above 65 dB are generally not considered suitable for residential use." page C-14 of DEIS) has negative economic consequences that outweigh any of the putative positive economic gains of basing the F-35's in Burlington. SO-1 SO-3

I urge our politicians -Senator Sanders, Senator Leahy, Congressman Welch, Governor

Shumlin, Mayor Weinberger, and others not to follow blindly General Dubie's public relations whitewash. I also urge the Burlington and Winooski City Council to join South Burlington in saying YES to communities like our Winooski and NO to the F-35's in Burlington. GO-1

More on F-35s

DAVID RYAN

Thank you FPF for finally including ALL of Winooski in your posts. The forum has taken on a whole new personality.

Regarding a couple of posts in the 6/16 forum: □Donna Papariello made an excellent suggestion that we have a test run to actually hear the 35's. I suggest that we not be warned in advance just to see how many actually notice a difference. PI-4

Aurora Whisper's listed issues that might be of greater concern than a brief spike in jet volume. Like she said, these are as important to property values, if not more so. Like a new stop sign or speed bump, we learn to deal with these annoying inconveniences. Perhaps there is a creative sound engineer out there who can create a means to divert or muffle the plane noise as they fly over. SO-1 NS-11

I recently heard a rumor that the AF was willing to pay the communities a substantial sum for the inconvenience. Is this a fact? SO-9

IN

More on F-35s

MICHAEL DABBS

Not In My Backyard... I would like to make a few quick points regarding the idea that opposing the f35 Burlington bed down means placing the problem on another community. This issue as a whole is relatively new for me and I have been researching and studying everything I can get my hands on to understand the situation. I am striving to form an educated opinion based on facts and not the biased views of others (whatever side they may be on).

That said, the environmental impact study clearly indicates that Burlington will have the most negative impact of all locations under consideration. There actually appear to be cases where there is no impact or possibly even an improvement to quality of life of the local neighborhoods. I would assume that has something to do with the size of the current fleet in those areas or the distance between the base and the closest residential neighborhood.

I urge everyone to become educated on the proposal at hand. At least attempt to understand the perspectives of both sides based on facts not biased opinion. The only facts we have to work with are those presented by the air force itself. Their figures regarding noise levels and property values are reason for anyone in this community to take notice. I have read the numbers and I am truly terrified for what that could mean for Winooski. I am not attempting to be an expert here, rather I am pleading to our local council and state government to demand more of the experts. One of the biggest issues here is that the information is unclear and incomplete at best. How can we blindly support a proposal without requesting further data.

I honestly hope for nothing more than to be proven wrong.

Winooski Unity

SUSAN LETOURNEAU

In the past week and a half as I've talked to and listened to long-time Winooski residents and neighbors about the F35 issue, I had the realization that this is a debate that's cropped up periodically in Winooski for decades: for the planes, against the planes, sounds of freedom or sounds of annoyance. Each side takes their old familiar position. This is nothing new for them.

But this time it's different. This time there's an extra factor added in and that's the designation by the federal government of most of Winooski as "Incompatible with Residential Use." LU-1

The Free Press reprinted Col. Greco's letter in today's Paper (Sunday). You can also see it on-line at: stopthef35.com. (scroll down the left hand side of the home page) She spells out very clearly the meaning of this designation and...to date...not one single public official has refuted it.

To tackle the many problems Winooski has (and, yes, I agree with much of Ms. Whisper's letter) we need young families and couples in owner occupied homes with a commitment to Winooski. If we lose HUD loans to first-time home buyers, we lose these young families and couples. SO-18

I hate noise. I hate the thought of these new even noisier planes. But what has me upset is not the noise, but the "designation". I'm not sure how Winooski could rebound from this.

I would hope that we can all put these past historical debates behind us and work together to prevent this stigma being added to our name. They're dividing us at a time when we should be united.

One More Voice On F-35s

THEODORE REGULA

My question is, why is a plane with an astronomical pricetag with todays technological know how be so noisy? Why is a STEALTH fighter bomber so noisey? Won't need sophisticated radar to detect it.If the Air Force is willing to compensate affected communities, why not put that money towards engine developement? Why not avoid all this hassle and base the plane at an existing Air Force base? Why not base the plane at the former Plattsburgh Air Force base? I am all for supporting our brave men an women who serve our country, but basing the F35's here feels bad in my gut and I hope not my ears.

NS-11

PA-5

GO-1

Theodore Regula

Facts On F-35s

KATHERINE KIRBY

I want to thank Michael Dabbs for clarifying on the important comparison of residential impact at the 6 possible F-35 bed-down sites. I intended to respond with some of the same data, which comes from the Air Force F-35 Operational Basing Environmental Impact Statement. The Executive Summary can be found at: http://www.accplanning.org/

The entire report is very long, so you should start with the 3rd link, which is the Executive Summary....from the Air Force. Please read the sections about the impact on Burlington, and please look at the comparison charts and details at the end of the document.

At least half of the bed-down sites are already full-fledged air force bases or other runway sites that are far enough from residential areas that they have no negative impact on residents. Only ONE other possible bed-down site has a negative impact on residential communities or homeowners, and that impact is much less than it would be in Vermont. The rest of the sites, as Michael pointed out, have either a neutral or a DECREASED impact on residential homes.

If we want to talk about what is the SAME across possible bed-down sites, that would be the creation or loss of jobs, though the numbers obviously vary. Where planes are housed, there will be job creation. Where they are not, there might be future job loss. In the case of VERMONT, one bed-down options creates NO NEW JOBS. Only the 2nd option would create 266 new jobs. Would these be jobs for Vermonters? Or jobs for Air Force personnel brought in from elsewhere? This seems unclear. SO-5

What is DIFFERENT among the 6 sites is the impact on already existing neighborhoods. Those other possible bed-down sites do NOT require that a state like Vermont allow the Air Force to put these VERY loud bomber planes DIRECTLY IN THE CENTER OF THE MOST POPULATED AREA OF THE ENTIRE STATE. That is what is being asked of Vermont right now! Come enjoy our great skiing and beautiful mountains and foliage, but you might not want to spend too much time in Burlington, because the airport 5 minutes outside our most polulated city houses bomber plans so loud that at least 50% of Winooski is now "not compatible with residential life." This is not a fight for just Winooski or South Burlington. It's a fight for the Burlington area, and frankly, our state. SO-14 LU-1

If the Air Force were asking to put these planes elsewhere in the state, I would not have an issue with that. In other cities, the airport is located 30 or more miles outside of the largest city. That is just not true for us. The problem, for me, is that these war planes will be flying over Burlington, and the towns and cities that directly support Burlington are being harmed. GO-1

I hope people will think about whether a town like Shelburne or Essex would stand by while more than 50% of their residential homes were made "not compatible with residential use" by the Air Force and our own Vermont Senators/Governor/Representative. Please notice that, if the flight path were any different (there is a map of the impact zone in the Executive Summary), it would include either parts of St. Michael's College or parts of Burlington. Instead,

it harms only small parts of South Burlington and 3/4 of Winooski. Why is Winooski expendable?

IN

Petition Update

JANE BEARDEN

Thanks for all the signatures so far - 86 as of right now! We have printed out and delivered copies to Leahy, Sanders and Welch. They will be mailed on Monday the 18th to the Air Force, but any signatures we get after that will be sent on Wednesday at 4:30pm, so it is not too late. To sign, go to www.winooskiaction.org. There are maps and addresses in case you want to send your own letter as well.

The signatures will also be presented at the Winooski City Council meeting Monday night.

Thanks for all of your powerful comments!

M300

IN

F 35 And City Council Meeting

TERRY ZIGMUND
WEST ST

The f-35 is on the agenda for monday's city council meeting (june 18). Please come and make your presence and concerns known.... 6pm at Winooski City Hall

Council Meeting June 18

JEAN SAY
BERNARD ST.

There is a council meeting in Winooski tonight at 6 pm. Anyone going to express concerns? If not, what about a petition to mayor of Winooski. This is a very serious matter and one that will effect anyone who lives here. Once they are here, we cannot then decide it will damage our childrens hearing or lower our property value.

SO-1
NS-3

F-35s

GO-1

M302

TRAVIS SMITH
PARK ST.

I've enjoyed reading the ongoing debate on F-35's and hearing everyone's opinions. Like many, I'm going to be writing our leaders and Mr. Germanos stating that I do not wish to see the F-35 come to VT. The potential issues for Winooski residents have been well chronicled and I share many of those concerns.

My point in writing here is to present a different angle. Not just to talk about what's good for Winooski, and what's good for Vermont.

Let's ask, what's the best choice for our country as a whole?

In answering this question, I'm going to use the assumption that having the F-35 is a good thing for the US. Some disagree with that, but for these purposes, I'm going to operate under the assumption that our country needs the F-35.

If you look at the EIS study, VT seems to be a poor choice when compared to the alternatives.

Let's compare the sites being considered under the same 'Scenario 1' (18 planes) and 'Scenario 2' (24 planes) as Vermont --- Jacksonville AGS, FL and McEntire JNGB, SC. I'll refer to the 'scenarios' as S1 and S2 below.

1) Cost to our government □- Cost to adapt VT facilities: $4.7 million □- Cost to adapt Jacksonville: $0.4 million □- Cost to adapt McEntire: $1.2 million

That's almost 12x more vs. Jacksonville and 3x more vs. McEntire to bring the F-35 to VT.

Why do we want to cost our government more money needlessly?

2) Impact on residential areas □- VT will have about +1200 (S1) and +1500 (S2) MORE citizens affected by the 65-70db noise. It would have around +600 (S1) and +660 (S2) MORE households subjected to this noise level. □- In both Jacksonville and McEntire...the number of citizens and households affected by 65-70db (and greater) noise ACTUALLY DECREASES for the proposed F-35 scenarios. That's right - people affected decreases! □- Note in Jacksonville, there are only 68 citizens (68!) subject to 65-70db and those numbers will go DOWN to 58 (in S2) and 29 (in S1) for the proposed F-35s. They have NO ONE subject to the db levels higher than that. □- A similar decrease happens for McEntire. They go from 428 citizens/150 households in the 65-70db range now...DOWN to 133 citizens/46 households in S1, and DOWN to 171 citizens/60 households in S2 if they get the F-35's. □- How is this possible? Looking at the EIS maps, it appears the flight paths are actually tighter for the F-35 vs. current aircraft.

The argument that Winooski residents are saying "not in my backyard" and are dumping the problem on another community is false according to the numbers in the EIS.

3) Jobs

Admittedly this is more complicated than just the raw numbers because some fear the question "will the base close"...but I have no idea if the other 2 locations would be subject to the same concern. I'll just go by the hard numbers in the EIS:

VT □- S1 = No change in # of jobs □- S2 = Increase of 266 jobs

Jacksonville □- S1 = No change in # of jobs □- S2 = Increase of 249 jobs

McEntire □- S1 = LOSS of 371 jobs □- S2 = No change in # of jobs

Don't accept the following as fact - but it's my interpretation only. It seems that to simply maintain job levels, McEntire needs to get the full 24 plane, scenario 2. Clearly, just getting the

When I look at these 3 factors, bringing the F-35 to VT: □- Costs our government more money □- Hurts quality of life for fellow Americans living near Jacksonville and McEntire since more citizens will continue to be subject to greater noise levels (vs. less if they get the F-35s) □- Potentially creates more immediate job loss at McEntire JNGB.

This is all based on my findings and interpretations after reading the EIS, nothing more. □ 'http://www.accplanning.org/documents/EISs/F-35%20Ops%20Draft%20EIS/Executive%20Summary.pdf

Looking at it this way, it seems that wanting to bring the F-35 to VT could actually be seen as the selfish choice. If you look at added costs and impact across all US military personnel/civilians...the potentially self-serving attitude of not wanting the F-35 in VT actually turns out to be what's best for the country as a whole.

When I combine that with my actual personal interests of being a relatively young home owner in Winooski and wondering if we should continue to "bed down" here ourselves for the long haul, I have to say no thank you to the F-35 despite my unwavering respect and gratitude for our service men and women.

Aurora Whisper had some good points, and Winooski has many problems. However, I wonder if Aurora considered that if anything, the F-35 may make those problems even worse?

F-35's

M303

ANN GOERING
CHASE STREET

When I think about the idea of housing the F-35's in the most densely populated corner of Vermont, where entire neighborhoods will be rendered unfit for habitation, I can't understand how anyone could really think this is a good idea. I have attended a few of the public forums and have followed the conversation online, in order to try and follow the reasoning, much of which is based on fear about losing jobs, America's leadership position in the world, and, of course, our freedom. I fail to see how destroying a wide swath of the residential, economic, educational and environmental resources across three cities will guarantee us the security we seek in an increasingly volatile world. In fact, I believe the impact of the F-35's will set us back on all counts. LU-1

In terms of job loss, one hears that the National Guard numbers will likely be reduced if the F-35's come. That may come to pass; however, Vermont will still have a National Guard, as all states do, and hopefully one that can be dedicated to homeland projects and disasters such as floods, hurricanes, terrorism and, whenever necessary, defense. Meanwhile, if we destroy the area with abominable noise and unlivable spaces, think of the jobs that will disappear as people decide they don't want to live, study, start a business or visit here. SO-4

As per American power and world leadership, are we certain that military might is the area we wish to lead in? There are certainly other ways to lead: How about being leaders in putting people first, providing excellent housing, healthcare and education for all? How about

becoming leaders in international communication and peaceful negotiation? Vermont is known for its innovative people and ideas on matters such as clean energy, environmental protection, agricultural practices, social justice, etc. Somehow, I feel much more secure knowing that people are busy thinking about how we can renew the planet and create peace than I do when I hear F-16's overhead.

As for freedom, how much of it do we gain by putting billions of dollars into war machines and by perpetuating the attitude that America is always right? A brief foray into American history reveals that the much-touted notion of "freedom" has too often been about the white and the wealthy. Colonists in search of "freedom" oppressed the natives; traders exercised the "freedom" to deal in human cargo; plantation owners defended their "freedom" to own other human beings; business owners demanded "freedom" to exploit workers. The same attitude underlies our current efforts to intimidate others around the world with ever more powerful machines. As we have seen, it takes any society a very long time to clean up the damage that results from bad decisions, misguided patriotism and misuses of power. Perhaps we could come up with a more creative and inclusive concept of "freedom", one that would help us live together as a species on a fragile planet.

I have a personal stake in stopping the F-35's. Our home is located right under the flight path, and we stand to lose our financial and sweat equity if the F-35's come. Add to that my concern for the impact this will have on the area: this beautiful place so many of us having chosen to live, to study, to recreate, to work. It will be one more barren landscape on the American map, unfit for life and unlikely to prosper. I am most concerned for the people, especially those with fewer resources who will likely be the ones left behind to inhabit the outskirts of the uninhabitable zone. SO-1

I don't think F-35's are the answer to our economic, political or social problems. It is a step in the wrong direction of human progress. Those billions of dollars could be put to so much better use, right down here on earth. GO-1

Sharon Hopper

GO-1

Please Take A Stand For Winooski's Future - Thank You!

EILEEN ANDREOLI
HOOD ST

Just wanted to write to say thank you so much to the peopleof Winooski and beyond who came to the peaceful protest in our Downtown on Thursday,June 12 against the F35 stealth bombers. The visual display of our opposition was a powerful symbol that spoke ofour defense of our City and our home values, as well as that of our neighboringcommunities. Many people are still simplynot aware about the extent of the F35 stealth bomber program's impact. The critical missions at hand are not only tovoice our protests to our elected officials, but to educate our neighbors,friends and members in the surrounding cities, towns and throughout the state withinformation taken directly from the USAF's Draft Environmental Impact Statement (DEIS).

The DEIS was a million dollar+ study which was significantlydelayed for almost two years and now is finally available to the public forreview. It paints a bleak picture of thenegative environmental and economic impact of this program which will affect Winooskiand South Burlington the most. There does not seem to be a single directbenefit to our community to be found within the study.

I have heard some say that the heavily researched andstudied data in the DEIS is flawed, and that the local units are promising tomitigate the effects of the noise somehow. But it is inappropriate and inaccurate to accept any other statistics ordocuments than the official DEIS and the data it contains. Has any of the other data that has beenpresented to our City Council for consideration been researched, documented andverified?

Regardless, the local unit's data simply does notcount. The USAF has the power to overrideany local promises that have been made to our officials. The USAF is the only entity that has thepower of authority, and therefore our City officials should only be consideringthe same documented official information contained in the DEIS that the publichas been given.

Please come to the Winooski City Council Meeting tonight at6:00 pm to voice your concerns, and to hear the Council's revised resolution andvote on whether to oppose or support the program. We urgethe Council to vote to represent the best interests of Winooski and its people. Thepromises of 266 future jobs cannot trump the inherent promises that have been madeabout our new revitalized Winooski to folks who have bought homes here, broughttheir families to live here, and started businesses here. That is the promise which our City must honorand protect.

One last thought: Oneof the most striking images from the protest last week was the number of youngfolks with their small children that were concerned enough about the future ofWinooski to stand up in public in opposition of the F35 program. OurCity leaders have often wondered – what can we do to keep these young familieshere in our community? The answer to this is by passing a resolution tonight tooppose the F35 stealth bombers.

IN

F35As in Winooski

EILEEN ANDREOLI
HOOD ST

At the City Council meeting on Monday evening 6/4, our Winooski City Council will present the information that Mayor Mike O'Brien and City Manager Katherine Decarreau have gathered from their meetings with the VT Air National Guard as well as representatives from Senators Leahy, Sanders and Rep. Welch's offices about the United States Air Force F35A stealth fighter/bombers that is under consideration to be based here in Vermont. These F35A stealth fighters/bombers and will have an enormous negative impact on the environmental and economic health of our City.

So far they have heard feedback from the proponents about the reasons why those folk think it would be a good idea. I would hope there has also been research regarding the opposition's viewpoints? It is critical that all sides of this debate be considered because the future of Winooski's revitalization and economic prosperity at stake.

I encourage the City Council and all Winooski residents to take a few moments to research the information presented by those opposed to the F35s by visiting stopthef35.com and f35insouthburlington.blogspot.com

In addition, the South Burlington City Council meeting last week included a powerful segment regarding the debate that I hope our Winooski City Council and all residents will watch as a point of information before Monday's meeting. That meeting can be seen on Channel 17's clickable agenda at http://www.cctv.org/watch-tv/programs/south-burlington-city-council-part-1-11

Thanks for your efforts to present a balance and informed discussion to this debate.

GS-1

Supporting F35s

AJ LECLAIR
GEORGE STREET

I usually don't get involved in a lot of this. But I can no longer hold my comments to myself anymore.

I am so tired of everyone saying how we need to stop the F35A from coming to Vermont.

You all should be ashamed of yourselves. They only people you are thinking about is yourselves. You are not even considering the men and women of the Air National Guard. If these planes do not come t Vermont, that Air base will close. And with it, goes hundreds if not thousands of jobs and countless money that is pumped into our local economy.

The airport has been there longer than most people, and what else would you expect living near an airport? Noise is only temporary. It last for a few seconds and they are gone. If you can't live with that, then move somewhere else where you don't have to listen to it. But to those of you that say you can't deal with the noise, do you complain about the Fire Trucks that go by

with their sirens blaring? Probably not, due to it only last a few short seconds. It is the same with the Fighter Jets. I am will to bet that no one even noticed a difference in noise levels when the F-35's made their initial appearance in VT. Unless you look up at the planes, you won't even notice a difference. My house is directly in the flight path of the airport, and not once have I complained about the noise. Every time those jets takes off, to me that is the sound of freedom. Those men and women put their lives on the line for us. They chose that career. If you can't stand behind them and support them with everything that they have accomplished, then get out of the way or enlist and then you may have a right to complain. But I'd be willing to bet that you would probably change your mind and support the Air Guard and the F-35's being based here. NS-2

To the men and women of all our armed services, to you I say Thank you from the bottom of my heart. I look forward to having the F-35's located here in VT. This is such an honor and credit to our Air National Guard.

Stop The F-35 Organizing And Planning Meeting June 7

EILEEN ANDREOLI
HOOD ST

Out of five other possible locations, the USAF is considering Burlington VT as a bed down site for either 18 or 24 F35A stealth fighter/bomber planes. Besides being more polluting and carrying up to 3x the jet fuel of the current F16s, they will be up to twice as loud as the F16s!

In addition, because of the increased noise levels, the F35A will render half of Winooski as "incompatable for residential use". This will encompass 3 schools, 5 churches - and our entire beautiful newly revitalized Downtown! LU-1 LU-2 EJ-2

What will this mean for Winooski? This program will bring devaluation of our homes and community and a negative impact to our local economy, as well as environmental damage to our population through noise and air pollution. These bombers simply don't belong in Winooski or Vermont and we need your help to protest this attack against our people, our homes and the quality of our lives. SO-1/SO-4 AQ-1/NS-8 GO-1

The next two events planned in Winooski this week to protest the F35A bed down in Vermont are:

"Stop the F-35 Organizing and Planning Meeting" If you don't want the F-35A based at the Burlington Airport, please join in and help defeat this wrong-headed plan. We will begin by updating everyone on the gains we have made in the last couple weeks, next steps, and break into city working groups. Lots for everyone to do. What: Stop the F-35 Coalition Meeting When: Thursday, June 7 @ 6:30 to 8:00 Where: 45 Main St., Winooski (on the East side of the traffic circle downtown)

On Sunday June 10, there will be a "Petitioning and Flyering" at the Winooski Farmers Market Start: 06/10/2012 10:30 What: Gathering petition signatures and outreach. Where: Winooski Farmers Market When: Sunday, June 10, beginning at 10:30 am Who: Everyone who has an hour or two to gather signatures and pass out flyers

Please contact me if you can't attend but would still like to help our opposition efforts. We are organizing a door-to-door campaign to bring awareness to our community and collect signatures against the program. For more information please visit www.stopthef35.com or www.F35insouthburlington.blogspot.com Thank you for your support and help.

IN

F-35A City Council Resolution

KATHERINE R. DECARREAU, CITY MANAGER
WEST ALLEN ST

Hello -

At our meeting last evening, the City Council adopted a resolution regarding our position on the F 35 A Environmental Impact Statement (EIS). Keep in mind, that the Air Force has asked for comments on the published EIS and not on the community's opinion on whether the F35A should be based in Burlington. You can read the resolution on the front page of the website at www.winooskivt.org.

The City will be preparing a set of questions for the Air Force to include with our Resolution when we submit our formal comments.

Anyone can comment on the EIS, so please use the address below to be heard. Please understand that the City is not in a position to act on your comments, so if you do want to be heard, we strongly encourage you to use the address below by June 20.

The address is:

Mr. Nick Germonos, HQ ACC/A7PS 129 Andrews Street, Suite 337 Langley AFB, VA 23665-2769

More on F35s

JEAN SZILVA
LAFOUNTAIN ST

The "sound of freedom" is more dangerous than you think. We worry way too much about very unlikely occurrences that are dramatic than we do about sure bets that harm us but more subtly and over a long period of time. Loud noises harm us. Fact. Your children won't learn as well which will affect them adversely for the rest of their lives. All of us (children included) have higher blood pressure which is likely to shorten our lives. Loud noises adversely affects behavior which affects our communities. EJ-2 NS-8

http://www.chchearing.org/noise-center-home/facts-noise/airport-noise
http://www.fican.org/pdf/Effects_aircraft.pdf http://bit.ly/oem-bmj-com
http://www.ncbi.nlm.nih.gov/pmc/articles/PMC1740783/

A five decibel level increase in sound is clearly discernible.

The F 35 program is embroiled in controversy over cost and quality of product.

So, do we have to train our military? Of course. Do we have to train military jet pilots over urban areas where the environmental and health impacts are maximal? Of course not. So let's share factual information and leave the slogans at home. Unfortunately, I cannot attend Monday's meeting but someone should ask if our current facility is purely training (do they have any missiles) or not. Remember that every 10 decibel increase reflects a doubling of loudness. Ask how they are measuring the sound. Last I asked, they had no figures for peak sound. If you kill the hair cells in your inner ear, they will not grow back. Hearing loss from noise is cumulative. GO-1 SA-2 NS-7 NS-3

M310

F-35 comments from Front Porch Forum.....

IN

JACOB BEAUREGARD
E SPRING ST

Re: Find The Cost Of Freedom

"The f-35 is projected to burn about 12,000 to 80,000 lbs per hour of fuel, which would equate to between 0.5 and 3.4 gallons per second."

I made me curious to look that up to see if that's really the case.

I went to the Wikipedia article: http://en.wikipedia.org/wiki/Lockheed_Martin_F-35_Lightning_II

I've found some interesting things.

13,300 lb (6,030 kg) to 19,600 lb (8,890 kg) fuel 900 nmi (1,670 km) to 1,400 nmi (2,520 km) range

900 nmi / 13,300 lb = 0.0676691729 nmi / lb 1,400 nmi / 19,600 lb = 0.0714285714 nmi / lb

I'm don't know the density of the fuel it uses, but if someone cares to contribute, we can compare it with the fuel efficiency of other aircraft here:
http://en.wikipedia.org/wiki/Fuel_efficiency_in_transportation#Aircraft

I don't think aircraft fuel consumption is really comparable to car fuel consumption, because planes fly, and that's something that justifiably would require more fuel than a car. That's why I'm thinking it might be more productive to compare it with other aircraft.

Also, I'm guessing 80,000, if anything, is probably not ideal conditions for the aircraft if it's burning fuel faster than it can move 900 nmi. Maybe it could move 900 nmi in a short amount

of time, because its top speed is 1,200 mph. Of course, I'm not familiar with aviation terminology, so I don't know what the exact aviation definition for range is, but I assume it means how far it can go on full fuel.

Unfortunately, I haven't looked up the differences between car fuel, aircraft fuel, and how many lbs of aircraft fuel are in a gallon, so I can't actually tell anyone a mpg figure right now.

Another interesting thing I've found is controversy about its cost.

Quoting Wikipedia: "The United States is projected to spend an estimated US$323 billion for development and procurement on the F-35 program, making it the most expensive defense program ever."

Citation: "Pentagon's F-35 Fighter Under Fire in Congress." PBS. Retrieved 22 August 2010. Available: http://www.pbs.org/newshour/bb/military/jan-june10/defense_04-21.html

IN

More on F-35's

STEVE ALLEN
EAST SPRING STREET

Neighbors

Regarding the F-35's, the following quotes from today's Burlington Free Press caught my eye:

"In the 18-plane scenario, noise that rises to or above the level that the Federal Aviation Administration has determined to be "incompatible" with residential use would extend to 289 more acres and 938 additional housing units. In Scenario 2, with 24 planes, the increased noise would extend to 672 more acres and 1,366 more housing units.

"Nick Germanos, the civilian environmental program manager for the F-35 at Langley Air Force Base in Virginia, said an increase of 10 decibels means a doubling of sound."

The impact of the F-35's on the City of Winooski will be very significant. The City Council is discussing the issue tonight. Whether for or against the proposal it would be great to let your Councilor know what you think.

More on F-35's

HORACE SHAW
HOOD ST

F-35 Decrease In Operations And DNL Zones Vs. Take Off Event Impact (SEL)

Three issues re the F35's:

First I just wanted to point out a formatting problem in Councilor Robinson's email. The decrease in operations projected by the Air Force EIS ranges from 0.7% to 2.3%. When I first read her email it looked like a 7% to 2.3% decrease in operations because there is no zero preceding the decimal point and the decimal point is at the end of the line above the 7, not just before it on same line.

Second, Today's Free Press story on the hearing tonight in South Burlington contained this interesting piece of information: an increase of 10 decibels is equivalent to a doubling of the sound level (since the decibel measurement scale is a logarithmic scale, not linear).

If I understand this correctly, the EIS indicates that the effective sound impact(SEL) of a typical F35 takeoff will be 118 db, compared to 101 db for the F16. So it appears to me that the sound impact of an F35 takeoff will be almost four times as much.

Three: It seems to me that the impact we'll feel the most is the sound of the individual flights taking off and landing, as opposed to the average sound level over a 24 hour period, which seems to be what the 65db DNL (day-night level) measures. Unfortunately the EIS doesn't seem to include maps of individual flight sound impacts. NS-36

I'd be happy to have someone more knowledgeable that me correct me if this is incorrect. Frankly, I haven't made up my mind whether I support or oppose this proposal.

Horace Shaw -- Hood St., one block from the projected 65db zone

GO-1

More On F-35s

TERRY ZIGMUND
WEST ST

Yes, we should be ashamed of ourselves, spending so much money on stealth bombers, designed exclusively to KILL PEOPLE and devastate cities and towns. We send our young people overseas to fight a war and when they return home we don't take care of them, yes, shameful!

We waste our resources making these killing machines, we pollute the planet flying them around practicing, yes, shameful!

I know people who served in the military who are against the f-35, I know people who work for the government providing mental health services to military personnel who are against f-35. Not everyone thinks this is a good idea.

The VTANG isn't going away, Dubie just got promoted to a big job, if VTANG was in jeopardy of being abolished do you really think they would have picked Dubie for such an important job?

I didn't buy a house next to the airport, I bought a house 3 miles from the airport, I have completely renovated my house, replaced the windows, replaced my water heater, replaced my furnace; I don't want to move!

Why are these stealth bombers being based in the most populated area of VT?

Germanos, Nicholas M Civ USAF HQ ACC/A7PS

From: Dan Higgins
Sent: Monday, June 18, 2012 7:33 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7PS
Subject: response to F-35 Draft Environmental Impact Statement
Attachments: F-35 responses FPF.doc; ATT00001..htm

Mr. Nicholas Germanos
HQ ACC/A7PS
129 Andrews St., Suite 337
Langley AFB, VA 23665-2769

Ms. Kathleen Ferguson
Deputy Assistant Secretary of the Air Force for Installations - SAF-IEI
1665 Air Force Pentagon
Washington, DC 20330-1665 June 18, 2012

Mr. Germanos & Ms. Ferguson:
I have been told that you are contact people for responses to the Draft Environmental Impact Statement regarding deployment of F-35 stealth bombers in South Burlington, Vermont.
As a resident of Winooski, Vermont, one of the most seriously impacted communities by the F-35s, I am opposed to having Vermont chosen as a site for their bed down. The conversation in the community is running 19 to 1 in opposition to the plan. GO-1
In case you have not seen it, I am attaching residents' comments from the past weeks on the local Front Porch Forum. While I do not expect you will read all 55 page, a sampling will give a good sense of community concerns. PI-2
Thank you for your consideration. Dan Higgins

Germanos, Nicholas M Civ USAF HQ ACC/A7PS

From: morgan.daybell@gmail.com on behalf of Vermont Progressive Party [info@progressiveparty.org]
Sent: Monday, June 18, 2012 1:45 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7PS
Subject: Draft EIS Feedback; F-35A Basing

June 18, 2012

Ms. Kathleen Ferguson
Deputy Assistant Secretary of the Air Force for Installations - SAF-IEI
1665 Air Force Pentagon
Washington, DC 20330-1665

Dear Ms. Ferguson-

The Vermont Progressive Party adopted the following resolution in May of 2010:

We oppose the installation of F-35 fighter jets at the Vermont Air National Guard base in South Burlington. The health, safety, and quality of life of all Vermonters will be harmed by these fighter jets. Our environment will be degraded. Removal of more rows of affordable houses near the airport will likely be required. GO-1 NS-8/ SA-1 LU-3 NS-45

Each F-35 is projected to cost $112 million in today's dollars, 50% more than original estimates. The total cost for the 18-22 planes will be over $2 billion. Our Vermont State budget is in desperate need of this money for health care, education, jobs, roads, bridges, environment, and human services. These planes are enormously powerful weapons built to advance U.S. occupations and wars thousands of miles from Vermont. In town meetings Vermonters voted overwhelmingly that the best way to support our soldiers is to bring each and every one of them home now. These planes are counter to those votes, and they will not benefit Vermont. We say to the Federal Government: cancel the F-35, and send the money to Vermont instead. PI-12

The concerns we voiced then have been confirmed in the Environmental Impact Statement.

In an area that already suffers from a lack of affordable housing, we cannot take an additional 1366 homes out of the housing stock. Add to that the loss of property value for those just outside the 65 dB zone, and the disproportionate impact of these effects in low-income and minority populations. The noise levels are simply unacceptable to the residents of greater Burlington. LU-1 SO-1 EJ-3

Regards,

Martha Abbott

Chair, Vermont Progressive Party

cc: Nicholas Germanos (by e-mail)

Representative Peter Welch

Senator Patrick Leahy

Senator Bernie Sanders

M316

HQ ACC/A7PS
129 Andrews Street, Suite 337
Langley Air Force Base, Virginia 23665-2769
ATTN: Mr. Nick Germanos

Re: the EIS for the F-35s to be located in the Air National Guard area at Burlington Intl. Airport in S. Burlington, VT. June 1, 2012

My husband and I live on the west side of Centennial Woods in Burlington CoHousing. When the F-16s of the Air National Guard warm up with that loud roar after 8 A.M it can be heard over much of central Burlington. We heard it when we lived on Peru Street. We hear it even more loudly here off of East Avenue. Then when the F-16s take off from the Burlington Airport we hear them also very loudly, especially during the warmer months when we have our windows open or are working outside. I have been at a concert on the Red Stone campus in Burlington when the F-16s take off in their night flights, and the music is drowned out for the minutes it takes the planes to pass over.

Then here come the F-35s possibility. This jet is far over budget and far behind schedule. Each and every U.S taxpayer is paying the huge bill for these planes. According to the EIS the plane is going to be much louder than its predecessor planes. Imagine the change in the decreased quality of life in our homes and environment. My husband and I wonder why, in our technological world, the new jets planes could not be made less loud than the previous planes NS-45 NS-11

The U.S. Air Force says if the F-35s are not stationed here, maybe drones would be the replacement. Are not drones the way of the future? Our Air National Guard needs to learn how to use them. They seem to be used in our war zones, and certainly could be used to guard our shores. The F-35s seem to be a jet plane type of the past. PI-12

Many of our politicians are supporting the F-35s to be stationed in the Air National Guard because of the jobs they create. Can we not have other jobs than ones supporting the war machine?

Barbara Nolfi

cc: Senator Leahy
Senator Sanders
Rep. Welch
Burlington City Council

HQ ACC/A7PS
129 Andrews Street
Suite 337
Langley Air Force Base
Virginia 23665-2769
attn: Mr. Nick Germanos

Dear Mr. Germanos,

I am writing to you regarding the planned bedding of F-35s at Burlington International Airport.

I am very concerned about this plan and the economic and environmental impact it will have on my community and home. Specifically, I live in Winooski, Vermont where according to the study released by the United States Air Force examining the impact of the F-35s, there will be repercussions including our neighborhoods and homes becoming "incompatible with residential use." LU-1

I am appalled that a government I believe so deeply in and support through my paying of taxes would completely disregard my wellbeing and my economic interests. There are many of us who have planted roots in Winooski who see the imposition of these aircraft on our community as a total disregard for our lives and property. It is alarming that the citizens of South Burlington, Vermont through their government rejected the coming of the F35s and yet the project seems to be coming anyway.

There appears to be no concern for the wellbeing and democratic rights of this area's citizens. It appears that the Vermont Congressional delegation has given its blessing without regard for the impact on its constituents.

I understand that you have expressed your openness to hearing the views of Vermonters. Here are mine. Please so not bring these planes to my community. I am concerned for our children and our property values. EJ-2 SO-1

It is an affront to democracy in Vermont that our Congressional delegation has supported this project which would seem to prove the point that low income and even middle income people do not have equal rights today.

I thank you for your time and invitation to share our thoughts.

Best Regards,

Cavan Chasan

HQ ACC/A7PS
129 Andrews Street
Suite 337
Langley Air Force Base
Virginia 23665-2769
attn: Mr. Nick Germanos

Re: Opposed to basing F-35 jets at Burlington International airport.

Dear Mr. Germanos.

I am writing to vigorously oppose the plan to base the F-35 Fighter jets at the Burlington, Vt. airport. GO-1

Winooski is the most densely populated city in the state of Vermont. Here's what the environmental impact study for this proposed basing relates:

This area would be affected by "noise, safety, climate change, air quality, socioeconomics, land use, environmental justice and the protection of children and transportation." And, sellers in the noise area must disclose to prospective buyers and lessees that their homes have been designated by the government as "not considered suitable for residential use." Potential buyers won't qualify for federally guaranteed loans, program assistance, subsidies or housing insurance. The airport and the government have stated they have no plans to buy homes in the affected area. It seems clear from my own research that noise at the level contemplated by this basing for a very large part of Winooski is high enough to potentially damage human hearing permanently, even with short exposure SO-18 NS-3

How can you and our congressional delegation be seriously considering this? This decision would cause serious and irreparable harm to thousands of homeowners, and to Winooski's new downtown, which, ironically, has been nurtured by much federal assistance. LU-2

Please reconsider this location and the potential economic and health damage to thousands of residents. No other site under consideration entails anything like this level of harm, nor promises this steadily growing drumbeat of opposition.

Thank you.

Tom Buckley

Vice-chair, Chittenden County Transportation Authority
Current member and former chair, Chittenden County Regional Planning Commission

PS: These are my views, not necessarily those of the above organizations.

CC: Winooski Mayor Michael O'Brien, Senator Bernie Sanders, Senator Pat Leahy, Representative Peter Welsh, Vt. Representative Clem Bissonette

Janet Kane Farrell

13June2012
HQ ACC/A7PS
129 Andrews Street
Suite 337
Langley Air Force Base
Virginia 23665-2769
attn: Mr. Nick Germanos

Re: F-35s in Burlington, VT

As a Winooski, VT resident (a small city separated from Burlington by a river) I am adamantly opposed to bringing the F-35s to Burlington AGS. The noise level will be at 65 decibels or greater in most of the city. Since I'm under the existing flight path in all likelihood my neighborhood will become unlivable. I am appalled that we have no say in what happens in the airspace above our town. GO-1 LU-1

I've lived in Winooski long enough to consider it my hometown (20 years). Over the years I developed long-lasting, close relationships with fellow Winooski friends and neighbors. For 16 years I have been run a volunteer beautification program that tries to enhance lives for all Winooski residents by planting flowers and shrubs around the city. On a personal level I have put enormous amounts of time, energy and money into landscaping and restoring 2 lovely old bungalows to their original, classy selves. A few years ago I started my own business, which I run out of my house. In short, my investment in Winooski has been large, like so many other citizens who build neighborhoods by maintaining their homes, looking out for each other, swapping plants, lending a hand and mourning when someone on the street dies. It is a good life, in keeping with the American dream.

That quality of life will surely degenerate and perhaps slip away altogether with the arrival of the F35s. No one will want to buy my house that lies directly under the flight path. No one will want to visit and sit in my gardens or on my front porch when it's already impossible to be outside when the F16s fly over. Life as I currently enjoy will be completely dictated by the military planes. I may as well live in Afghanistan. NS-45

Noise wrecks communities. It's bad enough to hear the constant blare of sirens, incessant lawnmowers and F16s that seem to be flying with more frequency. To

downplay the effect of the unbearable noise that the F35s will bring ("it's only 6 minutes a day") from people who don't sit under the F16s is just another way for politicians and wealthy, not-in-my-backyard people to force poor, insignificant Winooski to sacrifice its quality of life that we've been working so hard to capture and maintain. Apparently this varied population of native residents, newcomers and immigrants doesn't rank high enough on the importance scale to matter.

Our property values will plummet. Who would want to live here? SO-1

I bristle when I hear the specious arguments about being unpatriotic. My reasons for opposing the F35s have nothing to do with patriotism. I also don't accept the responsibility for possible closure of the air base, as this threat smacks of bullying scare tactics. And I am equally annoyed when I read opinions telling me to move if I don't like it. Why should I give up my home that I love and have labored mightily over? Moreover, who would buy it? It's easy to tell someone to put-up & shut-up or move when the consequences of a political decision made elsewhere don't affect your home, neighborhood and life. PI-3

I urge the Air Force to reject Burlington AGS as a site for F-35. They will destroy the quality of our lives in this most urban city in VT. They also will destroy our property values.

Janet Kane Farrell

Janet Kane Farrell
13 June 2013

2 OF 2

M320

June 13, 2018

Susannah and Andreas Eriksson

Attn. Mr. Nicholas Germanos, HQ ACC/A7PS
129 Andrews St., Suite 332
Langley AFB, VA 23665 - 2769

We are writing to you to sincerely request that you not place the F35 bed down in South Burlington Vermont. We are staunching against this due to the findings of the Environmental Impact study. If the F35's are housed in South Burlington, our home and our children's elementary school will now be over the 65 decibel range, even in scenario one- the smaller bed down. GO-1 LU-1 EJ-2

We feel our whole economic present and future has been ripped apart The bed down will place our home in the over 65 decibel range. A home that we have sacrificed so much to purchase and sacrifice each month to pay the mortgage and fix the roof and do other needed repairs. Now multiply us by over one thousand families. These are the families that bought their homes that were not in the over 65 decibel range and now through no fault of their own will own houses that will be in the over 65 decibel range due to the F35's jets. This will have to be disclosed to perspective buyers of our homes, and the Fed Gov't will not give HUD loans buyers of homes in the over than 65 decibel ranges. What will happen to these over two thousand people when it comes time for them to sell their homes? People have to relocate for new jobs, a family member dies, there are many reasons people have to move. Will we be able to move and have enough equity to purchase elsewhere or will two thousand lives be destroyed? The sheer number, two thousand affected residents, over one thousand homes should be a huge red flag to stop the bed down here. SO-18

We are not anti military, we are not anti military jets. But it does not make any sense to place these jets in a residential area where over 1,000 homes will be impacted There were other locations that did not impact as many civilian residences. Please select one of those.

Thank you for your consideration

Susannah Eriksson

Andreas Eriksson

June 10, 2012

HQ Acc/A7PS
Attn: Mr. Nick Germanos
129 Andrews St. Suite 337
Langley Air Force Base, VA 23665-2769

Dear Mr. Germanos,

I am writing to voice my concern over the possible location of the F35 planes in South Burlington Vermont. I live in Winooski Vermont, and my community will be greatly affected by the F35s.

The noise from these planes will be unacceptable and be a threat to the health of our hearing. Property values are sure to decline due the noise, and it will be difficult to sell our homes. NS-3 SO-1

Please count me as opposed to the F35s in South Burlington, Vermont. GO-1
Thank you.

Roland Brousseau

Roland Brousseau

June 10, 2012

HQ Acc/A7PS
Attn: Mr. Nick Germanos
129 Andrews St. Suite 337
Langley Air Force Base, VA 23665-2769

Dear Mr. Germanos,

I do not want the F35's to be based in Vermont. I live in the City of Winooski and I am concerned about the increase in noise level and it's long term affect on our hearing, well being in general and on our property values. The decibel level will at times be dangerous. Over time our hearing will be damaged. Many of our homes will be difficult to sell because of noise being so much louder than the F16s are currently. GO-1 NS-3 SO-1

Thank you.
Sincerely,

Janice Brousseau

Mr. Nicholas Germanos, HQ ACC/A7PS
129 Andrews St., Suite 332
Langley AFB, VA 23665-2769

6/12/12

GO-1

I oppose basing the Air Force F-35A planes in South Burlington, VT (BTV).

The Air Force EIS is quite clear that South Burlington, VT is not the preferred location from an environmental perspective.

There are better alternatives for the Air Force and for South Burlington.

I live in one of the airport neighborhoods. I like my neighbors. We share joys, sorrows, and laugh together. We share tools, newspapers, magazines, ladders, eggs, you name it. We watch each others houses, water plants and bring in the mail.

We support each other in keeping healthy, (you will see us out walking, running, bicycling, etc). We respond when someone needs help or is not well.

Our community is multigenerational, ages, less than 1 to well over 90. The oldest keeps near-by lawns looking good with his riding mower. We are international, learning from the collective wisdom and errors of different cultures, including sharing ethnic foods and providing support for PTSD. We are straight, gay, dark, white and everything in between.

We look good! Our neighborhood has mature maples, oaks, flowering trees and shrubs framing pleasant open spaces with flower gardens.

Yes, I could move. I have 2 other houses, but this is a great neighborhood!

The Air Force doesn't know all this and yet they conclude, from an environmental perspective, that South Burlington, VT is not a suitable location for basing the F-35A. It is quite clear!

Thank you for your consideration.
Loretta Marriott

L Marriott

Janice and Ephraim Schwartz

June 13, 2012
Attn. Mr. Nicholas Germanos, HQ ACC/A7PS
129 Andrews St., Suite 332
Langley AFB, VA 23665 - 2769

We are homeowners in South Burlington Vermont and we implore you not to base the F35's here. The Environmental Impact Study conducted by the Air Force says it all. It does not make any sense to fly F35's over a densely populated residential area. Even our local elementary school will be affected. The school will now be in the over 65 decibel range along with thousands of other homes that were previously not affected. This is insanity. GO-1 EJ-2

I could tell you that our community is made of hard working teachers, plumbers, nurses, fireman and retirees and that this whole affair has left us in limbo and has sickened us. We are proud Americans who have always supported our government. We do not own affluent homes but we worked so hard to purchase them and have put so much money into fixing and maintaining them. For the Air Force to come in and knowingly place over one thousand homes in the over 65 decibel range when they were not previously in that range is insanity and we have to write to you in the hopes that common sense will prevail. LU-1

You are putting the lives of over 2000 residents in environmental and economic jeopardy. I understand the importance of your mission. I am not against the military or the F35's. Please just select another, more suitable, state to fly the F35's. One that would not negatively impact as many of the homes, schools, churches and people of the state. It is not a question of not in my backyard, it is the question of selecting the correct backyard and South Burlington is not it. SO-1

Thank you.

Janice Schwartz

Ephraim Schwartz

Mr. Nicholas Germanos
HQ ACC/A7PS
1129 Andrews Street, Suite 337
Langley AFB, VA 23665-2769

GS-1

Mr Germanos

I am writing to you today in support of the Bed Down of the F35 in Burlington Vermont. While I am not a resident of the affected areas at this time, I have been. I have also lived in Vermont all of my life, other than my military service in the 80's. I remember the F4's flying around and as a kid, and even though there were moments that they can get loud, I never once though of it as a bad thing. There are many issues around the proposed Bed Down of the F35, but none more simple than the fact that the best equipment should go to the best units. VTANG is one of those units according to the Air Force. Based on the EIS it appears that the overall exposure to high noise levels would be equal or less than residents currently experience due to the lower number of take offs, this is a good thing. The safety of our nation must take priority over petty concerns that are unfounded based on the facts contained in the EIS.

The EIS also I believe correctly concludes that there would be little or no negative impacts to species currently listed as endangered, or at risk. There also appears to be only positive impacts to things such as air pollution, income for the region, jobs both short and long term, as well as the security of our nation.

While I applaud the South Burlington Council for posing questions to you, many of them seem to be nit-pick items, that have just as much relevance without the F35 in regards to noise. Such as off shift workers of which I was for 10 years, and in that time many communities adopted noise ordinances none of which addressed "day sleepers". Even when a day sleeper asked they were told things such as "most people sleep during the day" or "we have to do whats best for the Majority". In fact South Burlington's own noise ordinance uses the following hour schemes for when the various noises are not allowed.
between the hours of 10:00 p.m. and 7:00 a.m.
between the hours of 9:00 p.m. and 7:00 a.m.,
between the hours of 8:00 p.m. and 6:00 a.m.,

No where in their own documentation do they show prior concern for that group of people. I could continue to pick apart the arguments they offer, and gladly will if you wish me too. As a native Vermonter, I have always believed that if you build or move in next to a farm, you should not complain about the smell, it was there before you were, I feel the same about noise from an airport, the flight paths have changed very little over the years.

Thank You for your time.
William G Sprano Jr

F-35 Operational Basing

Public Hearing Comment Sheet

Draft Environmental Impact Statement (EIS)

Location: So. Burlington, Vt

Date: May, 2012

Thank you for providing your comments on the F-35 Operational Basing Draft EIS. Please note, comments will be published in the Final EIS. The name, city, and state locations of persons making comments will appear in the Final EIS. Specific street address information of commenters and meeting attendees will not be printed in the Final EIS, but will be used to create a mailing list for the document.

1. The footprint of the archaeological site behind the airport is larger than what was surveyed. It extends west across the road into the treeline at the foot of the hill. CR-11

2. American Bald Eagle pair feeds on ducks at the junction of Muddy Brook and the Winooski river in February, when ~~it is~~ below the falls is the only open water available to the ducks BR-11

3. 4, 5, 6, 7, 8 see attached.

Please Print

Name: Linus Leavens

Address:

Do you wish to be sent a CD of the F-35 Operational Basing Final EIS?

Yes ✓ **No** ____

Please place this form in the box indicated at the hearing, give it to one of the Air Force Representatives, or mail by June 1, 2012, to:
Mr. Nick Germanos, HQ ACC/A7PS
129 Andrews St., Suite 337
Langley AFB, VA 23665-2769
If additional space is required, attach additional pages as needed.

The Draft EIS hearing in So. Burlington was like going to a school budget meeting where there were 25 citizens, & 200 teachers showed up sent there by the union!

3 I never got a chance to speak, even after 3 hours, because the USAF front-loaded the list of speakers with their own people making comments **not pertaining to the actual facts in the preliminary EIS**. The USAF, public officials, & representatives of government got to speak before any of the actual citizens of So. Burlington. Lt Col Caputo had his own wife testify, and her photo appeared on the front page of the Burlington Free Press. Bullshit! One commentator even tellingly referred to the Draft EIS as the Economic Impact Statement. PI-8

4 It is clear that the hearing officer violated the law in how the meeting was conducted. The rules for EIS hearings state in "A3.5.2.:

"The primary duties of the hearing officer are to make sure that the hearing is orderly, is recorded, and that interested parties have a reasonable opportunity to speak. The presiding officer should direct the speakers' attention to the purpose of the hearing, which is **to consider the environmental impacts of the proposed project.**" That clearly did not happen. I expect there to be actual legal action taken in this regard. PI-8

5 The real concerns of the Chamberlin neighborhood have been marginalized or ignored by our elected representatives Leahy, Shumlin, Sanders, & Welsh, who have all prematurely proclaimed F-35's to be a great thing for Vermont before this preliminary EIS even came out, let alone be subjected to objective review. PI-3

6 Table 6.7 in the executive summary clearly shows the F-35 to be 3x to 4x louder than the current F-16's (SEL 17 greater dBl and Lmax 26 dBl greater on takeoffs, landings, & touch & goes). dBA is a log scale, and an increase of 5 dBA is percieved by the human ear to be twice as loud. It's actually a lot more than twice the sound pressure, which doubles about every three dBA, and by a factor of 10 every 10 decibels. NS-46

7 The 65 dBA day night noise limit noise contour map in the Executive Summary (on page ES-10) compares fewer F-35 flights to a greater number of current F-16 flights. It would be revealing and useful to compare the contours using equal numbers of flights. There is NO guarantee that the number of flights 5 to 10 years down the line will not increase. NS-47

8 The effect of low frequency noise produced by the F-35's is not adequately addressed. By using dBA as a measurement, you minimize the impact of farther traveling low frequency noise produced by the F-35, because dBA is an equation filters out the effect of lower frequencies NS-48

9 The issues of real estate devaluation, loss of affordable housing (250 single family homes so far), and the commercial re-development of buy-out generated "green space" are not adequately addressed. The draft EIS for So. Burlington clearly states on page BR4-88 "In coordination with the City of So. Burlington, the airport is continuing its land acquisition SO-19

program for homes located within the 65 dBL dnl noise contour. 20 homes are included in this year's program; homes purchased by the airport are demolished & returned to "green space." The EPA defines "green space" as agricultural use (growing crops, pastureland), recreational use (golf courses, ballfields, open space), and ecological use (wildlife sanctuaries, nature preserves, wetlands). SO-19

There is a huge disconnect between returning land to "green space" and what the City of Burlington plans for the property. They want to build restaurants, hotels, & casinos. The So. Burlington Development Review Board can't duck for cover behind a smokescreen of disconnectivity.

10 The issues of noise mitigation applications vs direct buy-outs- efforts like improved windows, soundproof insulation, & physical noise barriers like earthern berms & concrete sound deflectors are not addressed. All we get are flattened homes, parking garages, and a 1000 yard long tar paper tiki shack. NS-11

This potential hardware change is not at all like the "Sound of Freedom", with outlying homeowners loosing real property value without just compensation, & the Vermont Air National Guard is hardly behaving like the Green Mountain Boys they like to compare themselves to. They are acting more like the Yorkers that Ethan Allen fought against. This is like taking the mufflers off all the cars & trucks on the Interstate in the name of national security!

Linus Leavens

United States Department of the Interior

FISH AND WILDLIFE SERVICE
300 Westgate Center Drive
Hadley, MA 01035-9589

In Reply Refer To:
FWS/Region 5/NWRS

JUN - 9 2012

Mr. Nicholas Germanos
HQ ACC/A7PS
129 Andrews Street, Suite 332
Langley AFB, Virginia 23665-2769

Re: Draft Environmental Impact Statement – United States Air Force F-35A Operational Basing.

Dear Mr. Germanos:

The U.S. Fish and Wildlife Service (Service), Region 5, National Wildlife Refuge System, has reviewed the draft Environmental Impact Statement (EIS) entitled "F-35A Operational Basing", which assesses the impacts of "basing" the F-35A at six military bases across the country and their training operations in Military Operations Areas (MOA). One of those military bases, Burlington Air Guard Station (AGS), is located in Region 5 and the Yankee and Condor MOA's overlay two National Wildlife Refuges (NWR), the Silvio O. Conte National Fish and Wildlife Refuge (NFWR), Pondicherry Division, and the Umbagog NWR, respectively.

This letter provides comments relating to potential impacts to the Umbagog NWR, and the Pondicherry Division of Silvio O. Conte NFWR. Comments pursuant to Section 7 of the Endangered Species Act, as amended (16 U.S.C. 1531-1543), and the Fish and Wildlife Coordination Act, as amended (16 U.S.C. 661-667d), or other comments from the U.S. Fish and Wildlife Service Ecological Services Division will be provided under separate cover.

The Service recognizes the need for the type of training described in the draft EIS and the valuable services provided by the Air Force and the Air National Guard. However, the Service established each refuge for specific purposes and training over these refuges has the potential to impact their missions. The Service looks forward to working with you to identify effective ways to accomplish both of our missions, while protecting wildlife resources. We recognize that the draft EIS identifies replacing legacy F-16 aircraft with the F-35A and that the F-35A will spend a larger percentage of its time training at higher altitudes than the F-16. Training at higher altitudes will have fewer impacts to the mission of each NWR when compared to low level overflights. We thank you for the opportunity to review the document and provide the following information and recommendations.

The mission of the Service is "[w]orking with others to conserve, protect, and enhance fish, wildlife, and plants and their habitats for the continuing benefit of the American people." The National Wildlife Refuge System's mission, as established by the National Wildlife Refuge Improvement Act of 1997, is "…to administer a national network of lands and waters for the conservation, management, and where appropriate, restoration of the fish, wildlife, and plant resources and their habitats within the United States for the benefit of present and future generations of Americans."

Umbagog NWR was established for four purposes under the following authorities:
(1) "...the conservation of the wetlands of the Nation in order to maintain the public benefits they provide and to help fulfill international obligations contained in various migratory bird treaties and conventions..." (Emergency Wetlands Resources Act of 1986, 16 U.S.C. 3901(b));
(2) "...for use as an inviolate sanctuary, or for any other management purpose, for migratory birds." (Migratory Bird Conservation Act, 16 U.S.C. 715d);
(3) "...for the development, advancement, management, conservation, and protection of fish and wildlife resources..." (Fish and Wildlife Act of 1956; 16 U.S.C. 742f(a)(4)); and
(4) "...for the benefit of the United States Fish and Wildlife Service, in performing its activities and services. Such acceptance may be subject to the terms of any restrictive or affirmative covenant, or condition of servitude..." (Fish and Wildlife Act; 16 U.S.C. 742f(b)(1)).

Silvio O. Conte NFWR, Pondicherry Division was established for the following purposes:
(1) "...to conserve, protect and enhance the Connecticut River populations of Atlantic salmon, American shad, river herring, shortnose sturgeon, bald eagles, peregrine falcons, osprey, black ducks, and other native species of plants fish and wildlife;"
(2) "...to conserve, protect and enhance the natural diversity and abundance of plant, fish and wildlife species and the ecosystem upon which these species depend within the refuge;"
(3) "...to protect species listed as endangered or threatened, or identified as candidates for listing, pursuant to the Endangered Species Act of 1973 as amended (16 U.S. 1531 et seq.);"
(4) "...to restore and maintain the chemical, physical and biological integrity of wetland and other waters within the refuge;"
(5) "...to fulfill the international treaty obligations of the United States relating to fish and wildlife and wetlands;" and
(6) "...to provide opportunities for scientific research, environmental education, and fish and wildlife oriented recreation and access to the extent compatible with the other purposes stated in this section."

The operations as proposed could negatively impact both NWRs and the purposes for which they were established. Umbagog NWR and the Service have already provided comments on the draft EIS titled "Modification of Condor 1 and Condor 2 Military Operations Area" in relation to impacts of overflights on Umbagog NWR. Umbagog NWR and Service comments in response to the draft Environmental Assessment (EA) and subsequent draft EIS were provided on July 16, 2007, and December 21, 2009, respectively. Impacts of low level training to Umbagog NWR were described in those comments and remain relevant for the training component of this draft EIS. We were disappointed to see that Umbagog NWR was misrepresented throughout the draft EIS as "Lake Umbagog National Wilderness Reserve." We were further disappointed that the current Umbagog NWR boundary was omitted from Figures BR2.2-1 and Figure BR3.2-4. On figure BR3.10-4, where Umbagog NWR is portrayed as "Lake Umbagog NWR," an old, out-of-date boundary line was used. We feel that it is imperative that you consider the impacts to the entire Umbagog NWR boundary area and we are disappointed that the information we had provided to the Air National Guard in response to the draft EIS for the proposed modification of the Condor MOA was not used in the development of this draft EIS. We would be happy to provide you with our boundary shape file and more accurate acreage figure for Table BR3.10-4 since the acres you report there for Federal land are significantly low. The total potential impact to Umbagog NWR is approximately 12,186 acres. LU-45

Discussions in section BR 3.10.2 regarding the Yankee Laser MOA should also include the Silvio O. Conte NFWR, Pondicherry Division (6,405 acres). LU-29

Both of the NWRs were established because of their significant value to wildlife, particularly wetland-dependant wildlife and migratory birds. Wildlife are particularly diverse and abundant on the NWRs. For this reason, and many others, we believe different standards should be applied for overflight operations over NWRs than the surrounding landscape. This is important not only to protect wildlife, but also to ensure visitors who come to enjoy the wildlife continue to have high quality experiences. We are disappointed that in BR 3.10.22, no discussion of impacts of low-level jets on visitors to the refuges exists. FAA Order 1050.1e provides for stricter FAA noise standards over national wildlife refuges. On page BR4-70, you acknowledge that "the FAA and DoD have identified and published avoidance criteria for specific aviation-related or noise sensitive areas such as National Parks and Wilderness Areas." The FAA's aeronautical charts include NWRs in that statement by stating that "all aircraft are requested to stay 2,000 foot above the surface of the following: ....National Wildlife Refuges....administered by the U.S. Fish and Wildlife Service..." We request that training of all military aircraft stay a minimum of 2,000 feet above ground level (AGL) over NWRs to reduce impacts to the mission of the refuge and the public's enjoyment of the refuge. Further, we request that you identify Umbagog NWR and Pondicherry Division on all charts or other navigational aids used by your pilots to assist them in avoiding the refuge. We observe military aircraft performing low level flights over Umbagog NWR several times each year. These aircraft are well below 2,000 feet AGL and are usually seen outside of the MOA, flying over portions of the refuge in New Hampshire and Lake Umbagog itself. We further request that you provide us with a phone number that we can call to notify appropriate authorities when this occurs.

LU-30

AA-9

A greater number of species of concern are known to be present on both of the NWRs than are acknowledged in the draft EIS, and may be impacted by the proposed actions. The Umbagog NWR supports one of the largest populations of common loons and ospreys in New Hampshire. Umbagog NWR also supports large numbers of waterfowl and has been identified in the North American Waterfowl Management Plan (2004) as a waterfowl 'focus area', indicating its importance from a regional standpoint. Species of concern such as the American black duck and ring-necked duck commonly breed here. Four bald eagle nests are located on or near the refuge. Juvenile bald eagles are also commonly observed and eagles are also known to winter on the refuge. The Umbagog NWR has recently confirmed occurrences of other species of concern including: spruce grouse, pied-billed grebe, rusty blackbird, three-toed woodpecker, and American marten. Peregrine falcons forage in the area and are known to nest near the NWRs. Golden eagles have been observed foraging within 10 miles of the refuge boundary in recent years. Although not a "species of concern," white-tailed deer are near the northern limit of their range here and are dependent on deer wintering areas to get through harsh New Hampshire and Maine winters. The NWRs include several large deer wintering areas that play a critical role in deer over-winter survival. Deer are particularly vulnerable to any disturbance that causes them to expend additional energy during the winter. These deer wintering areas have assumed even greater importance as the industrial timberlands surrounding the refuge have been harvested and managed for non-wildlife values.

BR-13

The list of species potentially impacted by this action on page BR4-53 is woefully inadequate and includes a species that doesn't occur in the east and a species that doesn't occur on this continent. *Xerus erthropus,* listed in BR 3.6.2.1, is an African species, and the badger is only found in the western and central United States. The poor quality of this section does not lend confidence to the analysis of the wildlife impacts described in the draft EIS.

BR-14

Section BR 3.6.2.1 lists common species, but Umbagog NWR and the Pondicherry Division are important for a large number of migratory birds (both nesting & migration habitat) and both include designated National Natural Landmarks and Important Bird Areas. The Pondicherry Division also includes a

BR-15

National Recreation Trail. There are 129 bird species that nest at Pondicherry and 103 bird species that nest at Umbagog NWR. BR-15

Section BR 2.6.2.1 should include New Hampshire in the list of states associated with Burlington AGS training airspace. BR-16

Although the draft EIS cites studies that found no significant impact of overflights to wildlife, the vast majority of wildlife disturbance studies, including those that have found "no significant impacts" have also included the caveat that wildlife response to disturbance is extremely variable. Responses vary with the age, sex, and prior experience of the animal, time of day, season, reproductive condition, topography, weather, type of aircraft, behavior of the aircraft, and a host of other factors. As a result, different studies have come up with very different results. Most studies conclude that disturbance impacts are best evaluated through species and site-specific research.

Moreover, low elevation air traffic over the refuges is infrequent and wildlife in the area are not exposed to enough flights to assume that wildlife will readily "habituate" without suffering any long term adverse effects. In fact, some studies have found that in certain circumstances bald eagles are slow to habituate to disturbance (Fraser et al. 1985). BR 3.6.2.2 states "As the area is currently used by legacy aircraft, wildlife should be habituated to the noise." This probably isn't true for the Pondicherry Division (Jefferson & Whitefield, New Hampshire) because most air traffic is associated with a small regional airport adjacent to the refuge. We are not aware of existing low level jet flights in the vicinity of Pondicherry and the current limited volume of prop planes using the Mt. Washington Regional Airport does not appear to be a substantive impact to wildlife. However, low-level jet flights would be a substantial change and cause for concern, particularly for migratory nesting birds. Most nesting birds at Umbagog NWR and the Pondicherry Division travel thousands of miles to winter habitats and are generally short-lived. It is not valid to conclude that nesting birds in any particular year are habituated to jet aircraft noise that occurred in previous years. The ability of wildlife to habituate may be further compounded as it appears that disturbance will occur at unpredictable intervals and locations when training is no longer confined to the Military Training Routes (MTRs). The randomness increases the potential to "startle" wildlife and the result could be significant for certain species at a specific location, such as a nesting bald eagle. Waterfowl also appear to be particularly sensitive to aircraft disturbance and have been found to not readily habituate. At least one study found that disturbances might cause energetic losses in waterfowl (Davis and Wisley, 1974 *In* Knight and Gutzwiller, 1995). In addition, the disturbance distances relied upon in the EIS are based on ground disturbances. The combination of noise with the visual stimulus of a large jet aircraft approaching an animal may cause greater disturbances. Given these uncertainties, and the lack of more specific information on the sensitivity to aircraft disturbance to many of the refuge's species, we believe a stricter noise standard and increased buffer are appropriate over the refuge. BR-17

Section BR 3.6.2.2 states that most of the flights (95%) will be above 5,000 feet. These should pose no issues for the refuge; however, we would be concerned if the remaining 5% will be below 2,000 feet. AA-9

The environmental consequences section only discusses bird strikes and concludes that there will be no impacts to migratory birds. Discussion of the potential impacts to nesting migratory birds from low flying jet aircraft noise is missing. BR-18

In the description of the Condor Scotty Airspace on page BR4-62, the MOA is described as a single unit with a floor of 7,000 feet AGL. It does not acknowledge the low elevation flight corridors (MTRs) (VR-840/1/2) that have a training floor that is considerably lower. Training in these MTRs over Umbagog LU-31

NWR would have a potential impact of 3,133 acres and the total potential impact of training in the Condor Scotty MOA to Umbagog NWR is estimated to be 12,186 acres. On the same page, the draft EIS lists management plans that apply to areas under the Condor Scotty MOA. The Umbagog NWR's Comprehensive Conservation Plan (CCP) is a publically reviewed EIS that was signed into effect in January 2009. We request that you add the Umbagog NWR CCP to the list of plans this action could potentially impact. LU-31 LU-32

For all of these reasons, the Service respectfully requests that the Air Force and the Burlington Air National Guard enact and respect the 2,000 foot AGL buffer area for Umbagog NWR and Pondicherry Division, similar to those afforded to other wilderness and wildlife refuge areas. We further request that you update all figures with our accurate boundary lines, acreage, and names. We look forward to working cooperatively with you. If you have any questions regarding the Service's comments relating to the Umbagog NWR, please contact Mr. Paul Casey, Refuge Manager, at (603) 482-3415 x151. If you have any questions relating to the Silvio O. Conte NFWR, Pondicherry Division, please contact Mr. Barry Parrish at (413) 548-8002 x113.

Sincerely,

Acting

Scott Kahan
Regional Chief
National Wildlife Refuge System

Citations:

Davis and Wisely (1974) cites in Bowles, A.E. 1995. Responses of wildlife to noise. *In* Wildlife and Recreationists: coexistence through management and research. R.L. Knight and K.J. Gutzwiller, eds. Island Press, Wash. D.C. 372 pp.

Fraser, J.D., L.D. Frenzel, and J.E. Mathisen (1985) The impact of human activities on breeding bald eagles in north-central Minnesota. J. Wild. Manag.: 49(3): 582-592

Germanos, Nicholas M Civ USAF HQ ACC/A7PS

From: Dryden, Larry H Civ USAF HQ ACC/A7PS
Sent: Wednesday, June 20, 2012 1:16 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7PS
Subject: FW: F-35s..NO,NO,NO

-----Original Message-----
From:
Sent: Tuesday, June 19, 2012 9:22 PM
To: ACC/A7PS Sustainable Installations
Subject: F-35s..NO,NO,NO

To whom it may Concern:
What are the costs to our community? There are costs associated with the presence of the F-35. These costs will be borne, not only by the residents and property owners in the flight path of the F-35s, but also by the citizens of the Valley. This will negatively impact the tax revenues used to support schools, police, and other vital services. Hotel, restaurants and other businesses in the flight path will suffer. The politicians and military personnel who claim that the F-35s bring only ecomonic benefit are neglecting to consider these costs. Are there other, more suitable locations for the F-35s? Over 200 military air bases were considered, and among those there are many that are remote and not at urban airports surrounded by thousands of homes. It is the politicians who are trying to lure the Air Force to the urban areas without understanding the negative consequences that will result.Why can't the F-35s be stationed in Mountain Home? The military has placed orders for 2,400 of the F-35s. They are very specific about requiring stationing of the F-35s at both operating air bases and National Guard/Reserves Air bases. Mountain Home is an operational base and has been eliminated from consideration. Gowen Field is a National Guard air base and is in direct competition with only Tucson.....our school board recently voted negatively concerning this issue because of the noise issue...home owners in my area are worried about the detrimental effect of property values since the government itself has deemed this area would be not recommended for safe habitation...Winooski is struggling as it is and doesn't need to be turned into a giant rental area because everyone who owns homes is going to want to leave...it is widely known that rental areas are not known for' pride of place' and Winooski will become a slum..I don't think this is an exaggeration, as it has happened in many other communities...Sincerely, GCWiatt, Winooski, Vermont

SO-1
SO-4
SO-3
GO-1
LU-1

Germanos, Nicholas M Civ USAF HQ ACC/A7PS

From:
Sent: Wednesday, June 20, 2012 1:38 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7PS
Subject: RE: F-35s

GO-1

Dear General Germanos,

I am from Burlington, Vermont. Please do not base any F-35s in Burlington, Vermont. May I suggest that the F-35s be based in a red state where the F-35s will not run into so much oppsition. Burlington, Vermont is too blue for the F-35s.

Most Respectfully,

Gayle Neave

M330

Cornelius Cowles

June 18, 2012

Mr. Nicholas Germanos, F-35A EIS Project Manager
HQ ACC/A7PS
129 Andrews Street, Suite 332
Langley AFB, VA 23665-2769

VIA FAX: 757-764-1975

RE: Opposition to F-35's at VT Air National Guard Base in South Burlington

Dear Mr. Germanos:

I write to express my strong opposition to the proposed basing of F-35 aircraft at the VT Air National Guard Base in South Burlington (the "VTANG Base"). The VTANG Base is in the core of Vermont's most populous county, with over 150,000 people living in the county alone. GO-1

The draft Environmental Impact Statement ("EIS") has made clear that noise levels will further rise beyond the already ear-splitting levels emitted by the F-16s. The F-16 noise has terrified and terrorized our toddler daughter on multiple occasions, including frequently waking her from afternoon naps. I cannot imagine the impact on human health & development from even greater noise. NS-8/EJ-2

In addition, the EIS shows that the geographic area deemed incompatible with residential use will significantly expand, further encompassing densely occupied residential and urban neighborhoods in Winooski, South Burlington and Williston. LU-1 It seems absolutely unconscionable that the US Air Force, charged with defending our country & citizens, would harm those same citizens by literally depriving them of the value of their homes. SO-1

I also share the grave concerns expressed by the South Burlington City Council regarding the safety of basing experimental aircraft in such a densely populated area. There have already been accidents with the F-16's, including the dropping of fuel tanks into Lake Champlain, a critical cultural, economic and natural resource. An accident that results in the loss of civilian life in the densely packed neighborhoods surrounding Burlington International Airport would be beyond tragic. SA-1

I am grateful for the service of our men and women in uniform and for their contributions to the defense of the nation. I am also thankful the Air Force is planning so far ahead, consistent with the requirements of the National Environmental Policy Act. I strongly urge the Air Force to select a more appropriate location to base the F-35. It does not belong in South Burlington. Many thanks for your consideration.

Sincere regards,

Cornelius Cowles

Germanos, Nicholas M Civ USAF HQ ACC/A7PS

From: elliot lajza
Sent: Tuesday, June 19, 2012 9:55 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7PS
Subject: STOP THE F-35

GO-1

Vermont says no to war, we don't want or need your noisy, polluting, death spewing planes. Please take them elsewhere.

POMERLEAU
REAL ESTATE

GS-1

June 19, 2012

Mr. Nicholas Germanos, HQ ACC/A7PS
129 Andrews St., Suite 332
Langley AFB, VA 23665-2769

RE: F-35's - Vermont Air National Guard

Dear Mr. Germanos,

Please let me join the chorus of supporters in Vermont to applaud the Air Force efforts to provide F- 35's to our Vermont Air National Guard. I have lived here all my life and have always enjoyed the Cultural/Economic/Security of the Guard and its mission at the Burlington International Airport.

There are a hundred reasons why it would be great to have our Guard honored with the new F- 35's. They have all been stated, just adding my voice!!

Thank you for this consideration.

Best,

Ernie Pomerleau, President
Pomerleau Real Estate

69 College Street Burlington, VT 05401 p 802.863.8210 f 802.863.8219
www.VermontRealEstate.com

Andrea Couture

June 13, 2012

Mr. Nick Germanos, HQ ACC/A7PS
129 Andrews Street, Suite 337
Langley AFB, VA 23665-2769

RE: F-35 Operational Basing in Burlington, Vermont

Dear Mr. Germanos,

I strongly disagree with having the F-35's based in Burlington, Vermont. I own a house in Winooski which is located on a typically quite city street with most of the homes being built in the early 1900's. The street while quiet from the aspect of car traffic noise is located directly in the flight pattern for the Burlington International Airport. When passenger and commercial jets and or commercial jets fly over the windows rattle and the whole house shakes. GO-1

I worry about my property value, quality of life and pollution the proposed F-35's will bring if they were to be based in Burlington. SO-1/NS-45/ AQ-1

Please select a location that is more remote for the F-35's to be based; please don't destroy our quality of life.

Andrea Couture
Concerned Home Owner
Andrea Couture

F-35 Operational Basing
Public Hearing Comment Sheet
Draft Environmental Impact Statement (EIS)

Location: Winooski, Vermont
Date: 6-13-2012

Thank you for providing your comments on the F-35 Operational Basing Draft EIS. Please note, comments will be published in the Final EIS. The name, city, and state locations of persons making comments will appear in the Final EIS. Specific street address information of commenters and meeting attendees will not be printed in the Final EIS, but will be used to create a mailing list for the document.

See attached

Please Print

Name: Andrea Couture
Address:

Do you wish to be sent a CD of the F-35 Operational Basing Final EIS?

Yes X No____

Please place this form in the box indicated at the hearing, give it to one of the Air Force Representatives, or mail by June 1, 2012, to:
Mr. Nick Germanos, HQ ACC/A7PS
129 Andrews St., Suite 337
Langley AFB, VA 23665-2769
If additional space is required, attach additional pages as needed.

Mr. Nick Germano's telephone: (757) 764-9334

M334

Andrea Couture

From:

Sent: Monday, June 11, 2012 12:59 PM

To:

Subject: F-35

I am going to post the following comments;

The Environmental Impact Statement (EIS) states that the average flying days per year would be 260 and further states that the basing would involve 5,486 operations per year under Scenario 1 (average of 21 per day); and 7,296 operations per year (average of 28 per day) under Scenario 2.

The Federal Aviation Administration (FAA) has determined that noise levels which exceed 65 db are "incompatible with residential use". LU-1

The EIS states that 5,632 people in 2,516 households reside within the 65-85 db DNL zone under Scenario 1 and 6,675 people in 2,944 households resides within the 65-85 db DNL zone under Scenario 2.

The EIS states that the noise generated by the F-35's is 7 to 17 db greater than the F-16's which is 1.6 to 3.2 times louder.

There is a large body of evidence demonstrating that real estate values decline as a result of increased noise levels. SO-1

There are 1,578 existing housing units and up to 1,366 additional housing units (the majority in Winooski) which would be located within the 65-85 db zone.

The loss in value for property owners could exceed hundreds of millions of dollars.

The decline in real estate values will result in correspondingly reduced grand lists for the communities affected and the potential loss of millions of dollars in local and state property tax revenues. SO-1

There is no evidence that there would be a change in Air National Guard operations if Burlington is not selected for the F-35 basing. PA-16

The economic cost of the proposed F-35 basing greatly exceeds any marginal benefit they would provide.

The Winooski City Council should request, in the strongest terms, that the Air Force withdraw Burlington from consideration as a potential site for the basing of the F-35's. GO-1

F-35 Operational Basing

Public Hearing Comment Sheet

Draft Environmental Impact Statement (EIS)

Location: 8 WOODLAND PL. S. BURLINGTON VT.
Date: JUNE 13 2012

Thank you for providing your comments on the F-35 Operational Basing Draft EIS. Please note, comments will be published in the Final EIS. The name, city, and state locations of persons making comments will appear in the Final EIS. Specific street address information of commenters and meeting attendees will not be printed in the Final EIS, but will be used to create a mailing list for the document.

SEE ATTACHED LETTER

Please Print

Name: FRANKLIN CROVIER

Address: _

_

Do you wish to be sent a CD of the F-35 Operational Basing Final EIS?

Yes X **No** ____

Please place this form in the box indicated at the hearing, give it to one of the Air Force Representatives, or mail by June 1, 2012, to:
Mr. Nick Germanos, HQ ACC/A7PS
129 Andrews St., Suite 337
Langley AFB, VA 23665-2769
If additional space is required, attach additional pages as needed.

6/11/12

Mr. Germanos:

I'm writing to express my opposition to bringing the F35As to Vermont. GO-1

I am a single woman, approaching 70, and my home is in the area deemed to be "unfit for residential habitation" by the DEIS. My home is virtually my only asset. If I can't sell it, I'm in trouble. SO-1

My town, Winooski, is a densely packed residential community, unfit to be near a base of F35s. Thank you.

Ada Mason

M336

May 14, 2012

Name:

Address:

Mr. Nick Germanos, HQ ACC/A7PS
129 Andrews St., Suite 337
Langley AFB, VA 23665-2769

GS-1

Mr. Germanos,

It is my disctict pleasure to write you in avid support of the Vermont Air National Guards selection as a "preferred alternative" location for the F-35 Lightning II. I am a proud American citizen and supporter of the service that the men and women of the Guard provide for our nation, state and community. The Vermont Air National Guard has been a neighbor for 66 years and contributes significantly to the economic vitality and emergency response capability of our state. I firmly believe that the dedicated and patriotic people of the state of Vermont and it's surrounding states are truely in a unique position to contribute to the needs of the nation and I look forward to the outcome of the Enviromental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

Respectfully,

Dear Sir,

13 JUNE 2012

GS-1

THE choice to put the F-35 in Burlington is wise. THE Unit has a Long Rich history of support in whatever mission the Country has needed it to do. But the biggest advantage to bases the F-35 in Burlington is the line of defense it provides NYC.

NYC is a target and always will be has long as we fight terror throughout the world. On September 12, 13, 14 2001 Aircraft took off around the clock and NOT one concern about NOISE. The out pouring of support from the community was second to NONE. EVERYONE was behind the base.

I feel NOT putting the F-35 in Burlington ~~[illegible]~~ will leave a big void on the East coast. One that others bases could not fill quickly if something were to happen. During the cold war Russian Bombers would fly into our Airspace Just to see if they could. when they would fly to Cuba, much to theer suprise the F-16's from Vermont would let them know they were out of line.

I know the good that can come from putting An F-35 Airframe in Vermont. I know the Leadership that is in place And they are certainly one of the Best. Thanks for reading,

F-35 Operational Basing

Public Hearing Comment Sheet

Draft Environmental Impact Statement (EIS)

Location: UMF - Lincoln Auditorium Farmington Me

Date: 5 June 2012

Thank you for providing your comments on the F-35 Operational Basing Draft EIS. Please note, comments will be published in the Final EIS. The name, city, and state locations of persons making comments will appear in the Final EIS. Specific street address information of commenters and meeting attendees will not be printed in the Final EIS, but will be used to create a mailing list for the document.

Although we were relieved to hear that the F35 jet will not be making "low level" (500 ft) flights over Western Maine (the Condor area), we are seriously concerned about the proposed flight level of 7000 ft ASL. This is obviously less than 3000 ft above our 2 tallest peaks, Sugarloaf + Saddleback. Both of these areas are major tourist/recreational centers for camping, hiking, fishing, hunting, + skiing (both Alpine + Cross-Country). The noise level + "startle effect" of one - or several - F35 planes at 3000 ft has not been evaluated in the EIS. We strongly feel that the proposed flight level of these loud jets should be a minimum of 7000 ft above ground level. We are obviously concerned about the environmental impact of loud jet flight on our farm animals (we are NS-61 BR-10

see overside →

Please Print

Name: Emery Goff Carhart + Bill Carhart

Address: _

_

Do you wish to be sent a CD of the F-35 Operational Basing Final EIS?

Yes ✓ **No** ____

Please place this form in the box indicated at the hearing, give it to one of the Air Force Representatives, or mail by June 1, 2012, to:
Mr. Nick Germanos, HQ ACC/A7PS
129 Andrews St., Suite 337
Langley AFB, VA 23665-2769
If additional space is required, attach additional pages as needed.

heavily agricultural here in Western Maine), our vast population of large + small wild animals, our vital tourist industry, + the peace + quiet we ALL treasure here. If you can find some other place more apropriate to train the Air National Guard, PLEASE DO. BR-10 SO-14 GO-1

M339 FRANKLIN CREVIER

MR. NICK GERMANOS

My letter to you is to Register my very Strong Desire Not To Have F-35 Fighter Aircraft in any quantity stationed here at our Local commercial Airport. GO-1

My Reasons for this opinion are as follows

① For the past 38 years I have been a South Burlington Resident at this Location which is within a one mile Radius of Burlington Airport. I have accepted and Tolerated all the past N.G. aircraft and their Noise Levels. However I cannot Accept a Doubling of the F 16 Noise Level. Please give me some Peace and Quiet for my Final Retirement years.

② For the 100 million (App) Dollars the New Airplane will cost, No one has shown me that it is worth the cost for what we are Receiving. An updated and Refurbished F16 would serve the N. Guard just a well. PI-12

③ Your EIS Report should never have been written & Authored By the people who want the Airplane Placed here. In many areas I find considerable Misleading information PI-26

over

which ALL FAVORS AN EXCEPTABLE REPORT. PI-26

(4) YOUR PUBLIC HEARING AT SOUTH BURLINGTON HIGH SCHOOL WAS VERY BIASED. ALL People Government + Political who were in favor for Economic Reasons were given the opportunity to speak First. Why DID you Do This then had to be interupted to change your ways! PI-8

(5) The F-35 GUN ARMAMENT IS NOT ADEQUATE FOR A multiy purpose Fighter such as This one is surposed To Be. A SINGLE BARREL GHAIN GUN will not cut the MUSTARD, its a wast Take it out ADD Replace it with a missile. PI-12

(6) YOUR LOCAL P.R. NATIONAL GUARD MAN MR GOODROW SAYS F-35 After Burners will not Be Needed for Take offs. Yet A.F. Reps at a city council Meeting stated F35's would use After Burners 90% of their Takeoffs? PI-27

(7) F-35 IS A SUPERSONIC AIRPLANE we will Now Be Exsposed to Sonic Boom Noise. AA-1

(8) THIS IS A New Military Aircraft it should see its First 10 years use only at Military AIRBASES for safety Reasons. SA-11

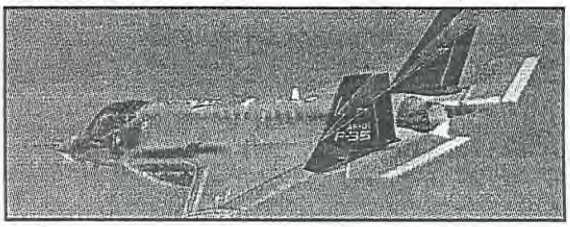
PI-2

Paid Advertisement

Letter to the Editor:

The Importance of the F-35 Aircraft Selection for Burlington

We, the undersigned are writing this letter to provide more insight into the importance of the decision involving choosing Burlington for site selection by the U.S. Air Force for locating a squadron of F-35s to replace the aging F-16s. Most of the discussion to date has been centered on the sound emitting from these aircraft with less consideration given to the massive economic impact and benefit that selecting the Vermont Air National Guard (VTANG) would mean for Vermont.



Consider these points:

1. The F-35 takes 30 seconds to depart. Normally 6 aircraft take off at 9:00 am (3 minutes total time) and 6 aircraft take off at 2:00 pm (3 minutes total time). That results in a total of 6 minutes per day out of a 24 hour cycle that the maximum sound is generated. Most people are working or otherwise occupied during these periods. These are not normal sleeping periods of time.

2. Burlington International Airport- VTANG operates 4,029 flights per year out of a total for the Airport of 77,618 flights or 5% of the total.

3. The F-35 would allow for less pattern work (takeoff, landing, low approaches) operations resulting in a reduction of 2,613 operations per year and a reduction in noise during the periods eliminated.

4. The U. S. Air Force assessed 205 defense installations and ranked them with respect to needs, capacity, cost and military judgment. Six locations were identified and 2 were chosen as "preferred", Burlington and Hill AFB, Utah.

5. The F-35 is a fifth generation aircraft and the centerpiece of our future defense capability.

6. Some of our allied countries will also be using the F-35 and will share the costs going forward.

7. The F-16 is a fourth generation aircraft and according to the Air Force Chief of Staff, General Norton Schwartz "will become increasingly less useful against modern air defense systems".

8. According to the U. S. Air Force, the F-35 is better than any other air-to-ground aircraft in the world and 2nd only to the F-22 in the air-to-air defense.

9. The F-35s would secure the future of VTANG for the next 4-5 decades.

The economic impact and benefits are considered in the following points:

1. VTANG employs 400 full-time and 700 part-time guard members and a total payroll exceeding $ 50 million.

2. The replacement of the F-16s with 18 F-35s will result in retaining the present job levels. If the number of F-35s is increased to 24 for Burlington, then 266 additional jobs will be created at VTANG, a significant boost in the payroll here.

3. During drill weekends alone, local contractors enjoy $ 327,000 of annual purchases of services by VTANG.

4. Construction contracts secured by VTANG from local companies are in multiple millions of dollars each year.

5. Burlington International Airport (BTV) receives $ 2.5 million per year in crash/rescue service from VTANG saving local residents those costs.

6. If the F-35 does not come to Burlington, a significant number of the 400 fulltime jobs and 700 part-time jobs could be lost.

7. The future of VTANG is very closely tied to the F-35. If the F-35s do not replace the F-16s the worst case is the base would close.

8. More than 600 of the 1100 VTANG members live in the surrounding neighborhoods of the Burlington Airport and are responsible citizens in their communities.

9. The 1100 members of VTANG are essential to the security of our nation and vital to the emergency response service for the Vermont citizens during events such as the recent Hurricane Irene.

10. Drill Weekends (one per month) provide $ 27,000 per drill weekend to hotel, food and services providers locally.

11. Mission Training Center- 8-10 pilots, 2-3 weeks per month generate $ 50,000 per month in airfare, hotel, food and rental car purchases.

12. Lockheed Martin indicates additional jobs supported and payroll impact from the F-35s would result in 173 direct jobs, 485 indirect jobs, $ 24,747,374 direct dollars and $ 27,222,114 indirect dollars, all in Vermont.

We need to focus on the big picture in considering the prospects of the U.S. Air Force selecting Burlington for the next F-35 installation. The time has come for the silent majority, who might not participate in a public hearing, to speak up and voice their opinions. The discussion has focused on the decibel level generated by the F-35 versus the F-16; however, one might suggest that it would be difficult for many of our citizens to discern the difference. More importantly the flights generate the higher decibels for only 6 minutes per day and during working hours for most citizens. The economic benefits are enormous and the risk of losing any or all of the present economic benefits are considerable and in these economic times not worth taking the risk. We need to enthusiastically support the effort to bring the F-35s to Burlington and help solidify our economy.

Guard and can be verified with them.
Signed,

Gary Farrell	Michael Rozzi	Brenda Farrell	Mark Connors	Edith Hurer
Roger Stone	Paul Morriseau	Brent Farrell	Kerrin Connors	Kimberly Hurer
William Truex	Jan Rozendaal	Ernie Pomerleau	Vince Gonillo	Rashide Hurer
Tony Cairns	Gary Warner	Jeremy Everitt	Christina Gonillo	Feyyaz Hurer
David Holton	Doug Nedde	Bob Stannard	Karen Maklad	Robert Peel
James Pizzagalli	Robert Cain	Robert Preuss	Carl Maklad	Laurie Farr
Angelo Pizzagalli	Doug Wacek	Barbara Stafford	Philip Bovia	Bill Dennison
Remo Pizzagalli	Mike Simoneau	Benjamin Hardie	Jessica Groeling	Deb Dennison
Pat Robins	Charles Brush	Al Guyette	Phil Groeling	Julie Borman
Pam Mackenzie	Jim Crook	William Colley	John Rahill	John Shattuck
Richard Corley	Evan Langfeldt	Mark Farrell	Cathy Rahill	Henry Harder
Richard Tarrant	William Post	Joseph Colantoni	Kirt Hoff	Louise Diamond
Scott Boardman	Bill Savage	Michael O'Neill	Kimberly Hoff	TJ Jackman
Jack DuBrul	Dan Feeney	J.Larry Williams	Gay Godfrey	Linda Jackman
Richard Asch	Amy Feeney	John J. Veilleux	Justin Moreland	Jason Porter
Nancy Chalmers	David Bradbury	Adam Knudsen	Jimmy Parker	Gayla Cross
Jack Chalmers	James Lampman	Lindsay Pittard	David Baczewski	Michele St.
Rick Milliken	Jane Farrell	William Riley	Rebecca Baczewski	Germain
Chris Terrien	Brad Ferland	Henry Tufo	Steve Lambrecht	Jamie Bachinski
Robert Cooper	Jim Reuschel	Howard Aiken	Lanie Edson	Craig Austin
Bob Beach	Gene Cenci	Gabrielle Meunier	Matthew Edson	Jeremy King
Dennis Curran	Frank Cioffi	Gary Taddeo	Mia Edson	Joe Gonillo
James Farrell	Bob Snyder	Stanley Turner	Dan Rissacher	Lee Brown
Chris Cain	Brian Cavanagh	David J Farrell	Lisa Godin	Tony Esposito
Scott Baldwin	Curtis Reuschel	David M Farrell	Norm Robinson	
James Mogan	Dick Reed	Lucille McClure	Faruk Hurer	

P-00030371

Note: All signers confirmed by e-mail.

Germanos, Nicholas M Civ USAF HQ ACC/A7PS

From: Ambrose, Anne B Civ USAF HQ ACC/A7PS
Sent: Wednesday, June 20, 2012 3:40 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7PS
Subject: FW: please stop the f-35

V/R
Anne B. Ambrose, LEED AP BD+C
NCIDQ Certified #007699
Command Interior Designer
HQ ACC/A7PS, Sustainable Installations
(757) 764-6290
DSN 574-6290

-----Original Message-
From: amelie thurston
Sent: Wednesday, June 20, 2012 3:37 PM
To: ACC/A7PS Sustainable Installations
Subject: please stop the f-35

To Nick Germanos,

I am writing to express my deep concern regarding the potential placement of the F-35 Joint Strike FIghters at the Air Force Base in South Burlington VT. I have read the draft of the EIS. I have learned of the proposed decreases in residential property value. I have heard the horrifying classification "unsuitable for residential use" that my home would fall into. I have been told that any potential buyer of my home would not be able to qualify for a federally backed mortgage. None of the information I have obtained has been reassuring. LU-1 SO-18
I already live in the flight path of the F-16's in Winooski. While it is true that they are loud and intrusive, it is a noise that I have gotten used to. And to be honest, I am sure that I could learn to live with the increased noise pollution caused by the F-35's. What I cannot learn to live with is owning a home that is worth only a fraction of the mortgage that I owe on it and that I will never be able to resell. I can also not learn to live with watching a community compromised of low-mid income families already struggling to stay above water financially, be forced into a position of lost real estate value in neighborhoods deemed unsuitable for residential use. The citizens of South Burlington and Winooski should not have to sacrifice not only our quality of life, but more importantly, our only shot at financial stability in a time of economic hardship. SO-1 EJ-3 NS-45
As a single mother who works full time as an RN at Fletcher Allen Health Care and struggles monthly already, it honestly gives me strong anxiety every day to think about what it could mean for me and my daughter if the F-35"s come into my neighborhood. How would I survive financially if I loose the only asset that I have? My home is the only slice of reassurance I have in a very unstable economic climate. I have worked hard to get where I am. If the F-35's come to South Burlington, I see everything I have worked so hard for being ripped out from underneath me. The financial ruin of one family is wrong. 1,500 homes would be affected. Entire communities would be devastated.
There must be a more appropriate location to place your planes. I strongly urge you to find that place, and let my community continue to develop, perhaps even flourish, in it's own humble way. GO-1

Thank you for your time.

Sincerely,

Amelie Thurston

Germanos, Nicholas M Civ USAF HQ ACC/A7PS

From:
Sent: Wednesday, June 20, 2012 3:12 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7PS
Cc:
Subject: F-35 basing at Burlington International Airport (BIA) Guard Station in South Burlington, VT - Comment

June 20, 2012

15 Clymer Street, #2

Burlington, VT 05401

Ms. Kathleen Ferguson
Deputy Assistant Secretary of the Air Force for Installations – SAF-IEI
1665 Air Force Pentagon
Washington, DC 20330-1665

Dear Ms. Ferguson;

I write you to express my objection to the basing of the F-35 Joint Strike Fighter at Burlington International Airport (BIA) Guard Station in South Burlington, VT. To be sure, my concern is rooted in what is commonly referred to as a 'not-in-my-backyard' point of view, but that does not mean my concerns are without merit. GO-1

First, while I understand and respect that the basing of both current and future military aircraft in BIA brings significant economic value to the region, on balance, I expect the F-35 basing and attending decline in affordable real estate for a large portion of adjacent communities will be a net economic drain on the region. According to the latest US Census, the mean home value in Chittenden County, VT is $254,700, versus the national mean of $188,400. Taking even more housing units out of stock as a result of being designated "incompatible with residential use" will decrease housing supply and force real estate prices even higher. Affordable housing is a particularly important issue in this area which, of course, directly affects the overall health of our economy. Policies and decisions that make this situation worse are unwanted and unwelcome. SO-1 SO-3 LU-1

Second, as you are aware, the F-35 Joint Strike Fighter is a weapons system with a questionable history, mission, and future; it's placement in BIA, to my strategic thinking, also seems questionable. If I am being asked to make sacrifices in the overall health and wellbeing of my community, I want to see more national security cost-effectiveness. The JSF is a less than optimal tool to defend the metropolitan areas of the Eastern United States. If I am being asked to deal with the increased noise, I would rather see basing of the F-22 PI-12

or F-18 Super Hornet which are planes better suited to the interception-type missions flown during 9/11. What is a 'Strike Fighter,' a bomber, going to strike (bomb) within its range from BIA in the US? PI-12

If basing the F-35 in South Burlington, VT is about trying to find a place to put a lost weapons system with a questionable future (considering its cost and place in our defense posture), better to cancel to project, adapt those developed technologies to other existent airframes, and move on. The F-35 JSF is a lousy plane, and BIA is a lousy place to put it – from so many perspectives. Thank you for your attention to this matter. GO-1

Sincerely,

David A. Casey

Germanos, Nicholas M Civ USAF HQ ACC/A7PS

From: Horace Shaw
Sent: Wednesday, June 20, 2012 3:04 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7PS
Subject: F35A Draft Environmental Impact Statement

Nick Germanos, HQACC/A7ps
129 Andrew St., Suite 337
Langley AFB, VA 23665-2769

Dear Mr. Germanos:

I would like to highlight several issues with the F35A Draft Environmental Impact Statement (DEIS) which I feel make the DEIS substantially inadequate in assessing the impacts of basing the planes in South Burlington, Vermont. These issues need to be resolved before any decision is made on where to base these planes.

1. The noise impact zones depicted in the DEIS, i.e. 65db DNL, 70db DNL, etc., are apparently the products of a computer noise modeling program. Such modeling programs are subject to a variety of uncertainty factors. Normally these factors result in a range of error for a model's predicted results. There is no indication of the range of error associated with the noise contours. The DEIS should include the model's range of error, such as plus or minus 50 feet, 100 feet etc. NS-28

2. The maps of the DNL noise zones are inadequate. With today's geographic information technology, there is no excuse for maps of these zones which do not allow easy identification of specific locations within the zones, i.e. the location of one's street and house. These maps should be redone with this appropriate level of detail and resolution. The maps should also indicate the zones of uncertainty surrounding the noise contours, as referred to in issue #1 above. NS-60

3. The Vermont Air National Guard has stated that it has a number of noise mitigation strategies available to decrease the noise impact around Burlington International Airport and extending into South Burlington, Burlington, Williston, and Winooski. These mitigation strategies should be specifically considered in the DEIS, and their effects on the noise contours made clear. Making basing decisions without this information is decision-making founded on ignorance. NS-11

4. The weakest part of the DEIS is the socio-economic effects of basing the planes in South Burlington, or at any of the alternative sites. The Executive Summary of the DEIS includes questions submitted during the scoping process and the location in the DEIS of information responding to these questions. In particular, this question: "How will noise from the F-35A affect property values and the economy?" refers readers to "Section 3.11.1.2 for all bases." There is no paragraph or section 3.11.1.2 in the full version of the DEIS. The second paragraph of Section 3.11.1 includes no references to property values. The second section of Section 3.11.1 discusses Land Use Compatibility Guidelines in general and again does not mention property values. SO-21

Property values are not discussed until Appendix C, page C-47. In that discussion four studies are considered. One, a Newman and Beattie review of other studies (1985), found "decreases in property values usually range from 0.5 to 2 percent per dB increase of cumulative noise exposure." A second study, Fidell et al. (1996), states that "homes near the AFB were much older, smaller, and in poorer condition than homes elsewhere" and that, therefore, "differences in sale prices between homes with and without aircraft noise were frequently due to factors other than noise itself." SO-22

These studies obviously conflict with each other and do not lead to a reasonable conclusion that property values are unaffected by noise at levels of 65db DNL or higher. SO-22

In addition, the conclusions of the second study are not applicable in many cases for the South Burlington basing scenarios. Many of the homes in the high DNL noise areas are in fact newer, of average or larger size, and are in good condition. In the case of Winooski, many are being improved with home owner investment since Winooski is viewed as an accessible location to Burlington's services and an area where property values are already more reasonable than in much of Chittenden County. In fact some properties within the 70db DNL zone in Winooski are marketed as high grade or luxury condominiums. The downtown area of Winooski has also been the recipient of millions of dollars in investment as a redeveloped urban commercial and retail area, with additional investment being sought. What are the likely effects on attracting additional investment of the location in a high DNL zone? SO-23 LU-2

Furthermore, many studies have consistently supported the conclusion that property values are adversely affected by airport noise impacts compared to similar areas which are not impact by noise. One paper summarizing noise impacts on property values is: "AN EVALUATION OF THE POTENTIAL LOSS IN WEST VALLEY HOME VALUES FROM LOCATING F-35 AT LUKE AIR FORCE BASE", Timothy D. Hogan, Ph.D . Dr. Hogan is a Professor Emeritus of Economics at the University of Arizona, was director of L. William Seidman Research Institute, and studied the economy of Arizona for 30 years. Professor Hogan found significant impacts on property values would result from the basing of F35's at Luke Air Force Base. The same kinds of impacts can be expected around Burlington International Airport. This paper can be found at this internet address: http://www.scribd.com/doc/80924321/When-the-F-35-Comes-to-Town-Property-Values-Will-Take-a-Beating. <http://www.scribd.com/doc/80924321/When-the-F-35-Comes-to-Town-Property-Values-Will-Take-a-Beating> SO-24

For these reasons discussions in the DEIS of impacts on property values are completely inadequate and need to be revised.

I look forward to publication of a Final EIS which addresses these concerns.

A hard copy of this email will be sent to you via U.S. mail.

Sincerely yours,

Horace Shaw

PI-4

F-35 Operational Basing
Public Hearing Comment Sheet
Draft Environmental Impact Statement (EIS)

Location: SO. BURLINGTON, VT 05403
Date: MAY 23, 2012

Thank you for providing your comments on the F-35 Operational Basing Draft EIS. Please note, comments will be published in the Final EIS. The name, city, and state locations of persons making comments will appear in the Final EIS. Specific street address information of commenters and meeting attendees will not be printed in the Final EIS, but will be used to create a mailing list for the document.

We would like to see and hear at least one or more F.35's Take off, Fly over and land at the Burlington Airport.

This would let us know how debilitating the noise will be for us and the Chamberlin School nearby.

Please Print

Name: Mr+Mrs MAURICE SEGUIN

Address:

Do you wish to be sent a CD of the F-35 Operational Basing Final EIS?

Yes ✓ No ____

Please place this form in the box indicated at the hearing, give it to one of the Air Force Representatives, or mail by June 1, 2012, to:
Mr. Nick Germanos, HQ ACC/A7PS
129 Andrews St., Suite 337
Langley AFB, VA 23665-2769
If additional space is required, attach additional pages as needed.

To: Mayor Miro Weinberger
Senator Patrick Leahy
Senator Bernard Sanders
Representative Peter Welch
Governor Peter Shumlin
Mr. Nick Germanos, Langley AFB Virginia

I am writing to express my disapproval for the proposed bed down of the F35A stealth bombers at the Burlington Airport.

This proposal is inappropriate and short sighted given that these stealth bombers would be placed in the most densely and diverse populated area in the state. To support the Air Force's proposal would jeopardize the high quality of life so many of us experience here and would threaten the tourism industry which so many of Vermont's citizens depend on for their livelihood. This proposal flies in the face of all current municipal, educational, institutional, and healthcare investments.

While Vermonter's are very proud of the Vermont Air National Guard, that does not mean we are an appropriate site for the F35s.

Currently, schools and businesses are disrupted when the F16s fly over. A doubling of this noise will make it impossible for people to be in the 65db contour, where the FAA has deemed it "incompatible with residential use". The 65db contour will encompass one half of the city of Winooski, a greater portion of South Burlington and the noise will have an increased negative impact on those living, working or visiting Burlington and Williston.

The Burlington Airport has already purchased houses adjacent to the airport to mitigate current conditions. Buying out half of our metro area for the F35 is unacceptable, even if it were proposed. But the Burlington Airport spokesperson has publicly stated that no more buyouts will occur, no matter what new areas are affected by the increased noise contours.

Our Vermont economy is largely based on urban agriculture and natural resources, not the military. In fact funding—federal and state—has been focused on planning for more density and reinvestment in precisely the zones now threatened by this program.

We urge you to vote no on this proposal; it is simply not worth the financial or moral cost to Vermont and its citizens.

Signed:

Jane M. Jeanette

Name Address City, State, Zip Phone/Email

Evan and Erin Meenan

June 14, 2012

United States Air Force
Langley Air Force Base
Attn: Nick Germanos
HQ ACC/A7PS
129 Andrews Street, Suite 337
Hampton, VA 23665

Re: Public Comment to F-35 Proposal for Burlington, VT.

Mr. Germanos,

We are writing to offer our comments to the current F-35 proposal for Burlington, VT. It is our understanding that the public comment period expires on June 20, 2012 and that you are the person to whom we should direct our comments. If this is incorrect, please notify us as soon as possible. You may reach us at the above address, epmeenan@gmail.com, or (802) 310-2247.

We recently reviewed the Air Force's F-35 Executive Summary and Environmental Impact Statement ("EIS"). According to these documents, locating F-35 aircraft in Burlington, VT would drastically and unduly impact the residential, educational, and religious character of Winooski, VT.

Specifically, according to footnote 11a of the EIS, residential use is discouraged for any area falling within 65-69 dB and strongly discouraged for any area falling within 70-74 dB. At present, almost none of Winooski's residential areas fall within these decibel ranges. *See* EIS Figure BR3.2-1, enclosed herewith. However, under the current F-35 proposal, almost 70 percent of Winooski, including several residential neighborhoods, schools, and places of worship, would fall within these decibel ranges. *See* EIS Figures BR3.2-2 and BR3.2-3, enclosed herewith. For some unexplained reason, these last two EIS Figures do not pinpoint these residential neighborhoods even though they indicate such neighborhoods would be marked with an orange circle. Most importantly, as explained in Section C2.7 of the EIS, homes in within these affected residential neighborhoods may no longer be eligible for federally guaranteed home loans or HUD, FHA, and VA program assistance, subsidies, or insurance. LU-1 NS-59 SO-18

The EIS provides no justification for why approximately 70 percent of an entire city should be affected in this manner. For these reasons, I oppose the current F-35 proposal for Burlington, VT and have encouraged my federal, state, and local representatives to do the same. GO-1

Sincerely,

Evan Meenan

Cc: Senator Sanders
1 Church St., 2nd Floor
Burlington, VT 05401

Senator Leahy
P.O. Box 933
Montpelier, VT 05602

Representative Welch
30 Main St., Suite 350
Burlington, VT 05401

Governor Shumlin
109 State St., Pavilion
Montpelier, VT 05609

Mayor Michael O'Brien
60 Lapointe St.
Winooski, VT 05404

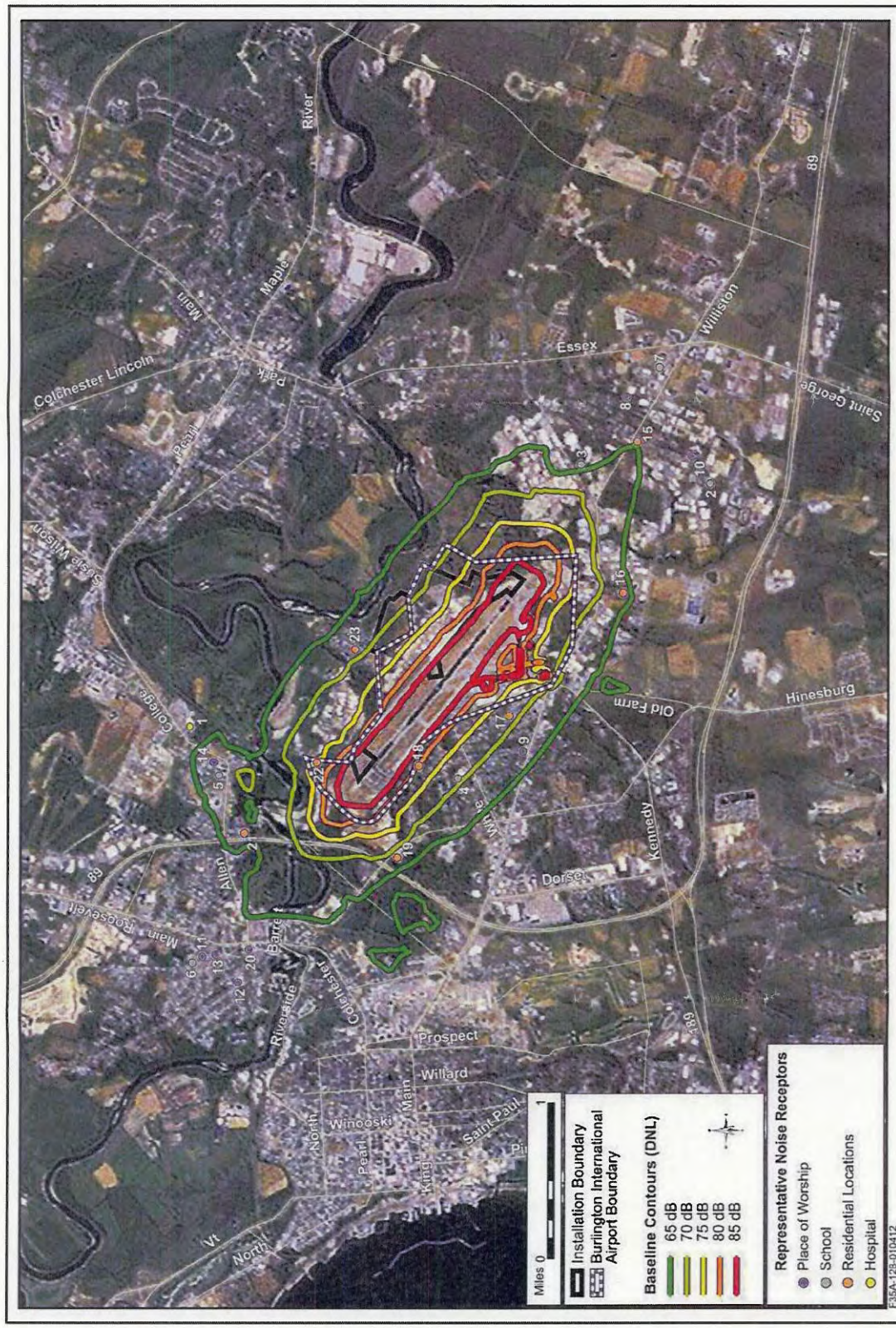


Figure BR3.2-1. Baseline Noise Conditions at Burlington AGS

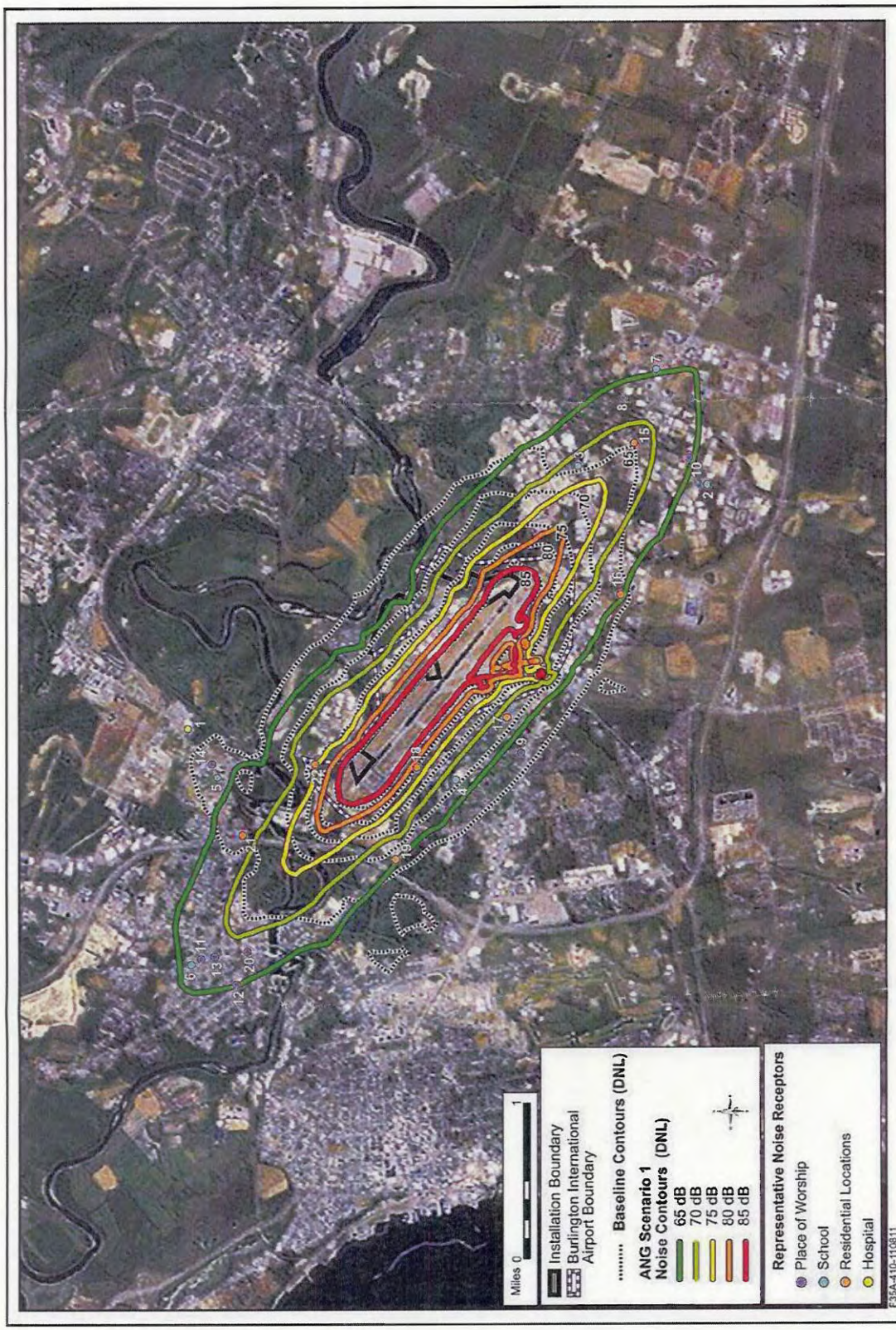


Figure BR3.2-2. ANG Scenario 1 Proposed Noise Contour Bands at Burlington AGS

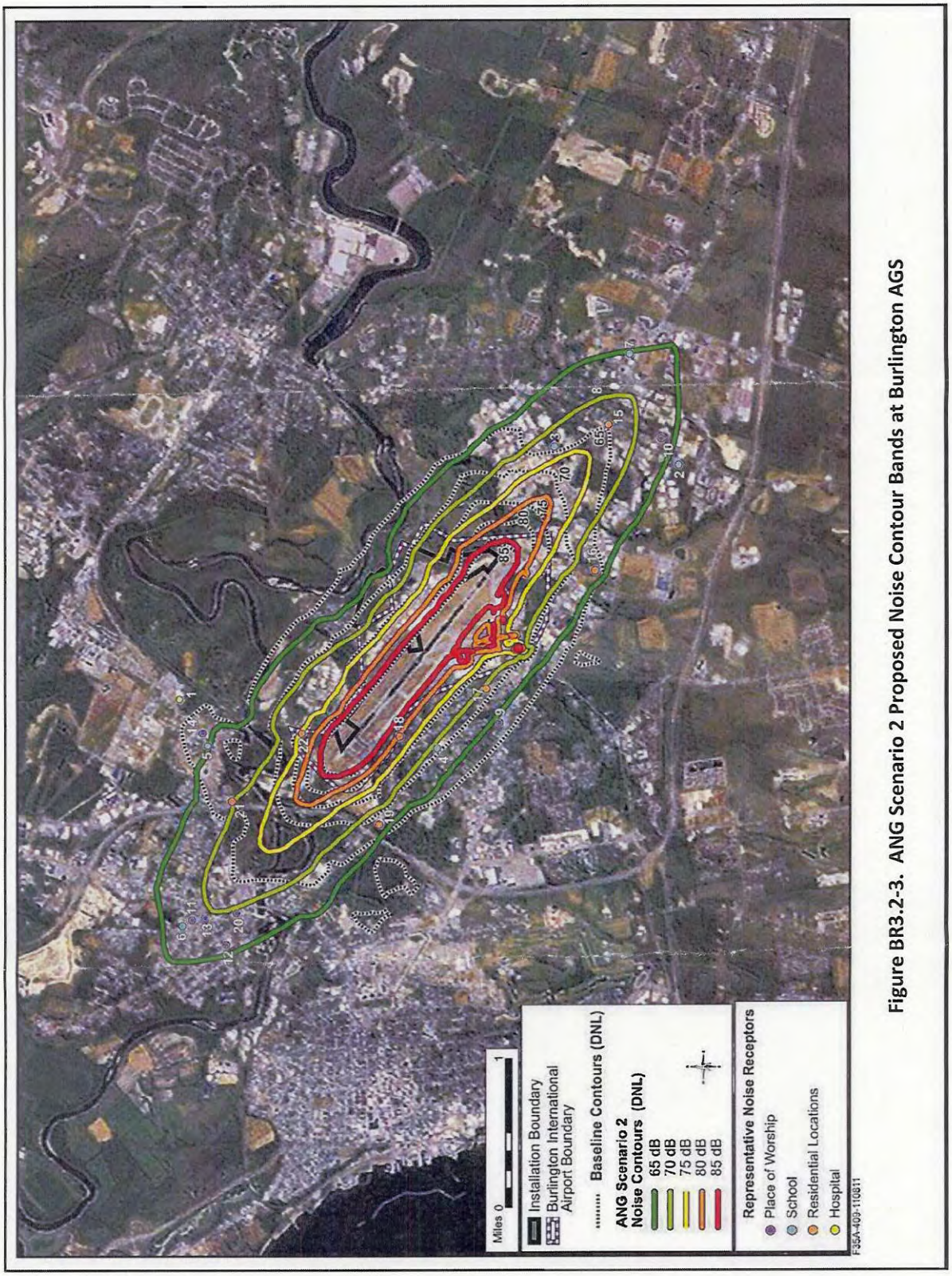


Figure BR3.2-3. ANG Scenario 2 Proposed Noise Contour Bands at Burlington AGS

southburlington
VERMONT

June 11, 2012

Mr. Nicholas Germanos, HQ ACC/A&PS
129 Andrews St., Suite 332
Langley AFB, VA 23665-2269

Re: South Burlington, Vermont, City Council F-35A Basing Response

Dear Mr. Germanos:

First and foremost, the members of the South Burlington City Council want to be absolutely clear that we express our very strong support for and appreciation of the men and women of VTANG for their service in defense of the nation, their dedication and their, and their families', sacrifices on behalf of all of us.

For the reasons cited below, on Monday, May 21, 2012, the South Burlington City Council voted 4-1 (Greco, Dooley, Engels, Riehle – aye and Mackenzie – no), to oppose the bed-down of the F-35A at the Burlington, Vermont Air Guard Station. GO-1

City Councilors have an obligation to question developments, including military developments, that may impact our communities and we have an equal obligation to offer comments about such matters. As Councilors our primary concern is about the impacts on our environment and community and not on the mission of the military. While economic development is an important consideration we question the notion that there should be economic development at any cost.

As elected representatives of our community we have many questions and concerns, not the least of which are safety issues related to a new aircraft being used in the heavily populated areas adjacent to Burlington International Airport.

The United States Air Force F-35A Draft Operational Basing Environmental Impact Statement (DEIS) dated March 2012, shows that Burlington Air National Guard (ANG) is *not* the preferred basing for the F-35A. It states that taking no action (that is not basing the F-35A) "would be the environmentally preferable alternative." (page 2-29)

Because "the actual number and configuration of aircraft eventually based will be determined by national security factors extant at the time of delivery...." (page 2-25) the South Burlington City Council is basing our assessment on the environmental impact of Scenario 2.

The DEIS cites "potential adverse environmental consequences, burdens on the resource, or issues with the resource" for Land Use, Socioeconomics, Community Facilities & Public Services, and Transportation. It additionally cites "unavoidable adverse environmental impact" on Noise, Land Use, and Environmental Justice. (page ES-62)

The data presented in the DEIS detailed a negative impact on the lives of our residents in the areas of: Noise, Air Quality, Safety, Land Use, Socioeconomics, Environmental Justice/Protection of Children, Community Facilities and Public Services, Ground Traffic and Transportation, Climate Change, Cumulative Effects and Irreversible Commitment of Resources. We will address each area individually.

1. Noise

"Under both scenarios, the overall area affected by noise levels of 65 decibel (dB) Day-Night Average Sound Level (DNL) or greater would increase as would residential land use subject to noise levels 65 to 85 dB DNL. Some residential areas would be newly subject to noise above 65 dB DNL." (ES-10) Under baseline conditions (NOTE: It is unclear which baseline conditions are being used for this assessment.) 1,963 acres are affected currently. Basing the F-35A would increase this by 672 to a total of 2,635 acres. 296 additional acres would be included within the 65 to 85 dB DNL. (Table BR3.10-2, page BR4-61) Under baseline conditions, 3,812 people are affected. Basing the F-35A would increase this by 2,863 more people for a total of 6,675 people. Under baseline conditions, 1,578 households are currently affected. Basing the F-35A would increase this by 1,366 households for a total of 2,944 households. (Table 6-6, page ES-11)

The Part 150 2011 Forecast Condition Map contours currently include 1,856 acres as being affected. This would increase under F-35A basing to 2,635 acres. Residential acreage would increase from 103 to 667 acres. (page BR4-62).

COMMENT/CONCERN: Because the contour maps do not delineate with much specificity the local roads, it is impossible to determine the actual location of the homes that will be affected.

NS-49

QUESTION/REQUEST: Why were the source materials for the maps not included? We request we be given whatever data points and/or geographic coordinates used to construct the contour lines in the Burlington area.

A. *Maximum Sound Levels and Sound Exposure Levels*

Table C-1 on page C-8 lists the representative maximum sound levels for five aircraft. And Table C-2 on page C-19 lists the representative sound exposure levels for five aircraft. However, the F-35A is not listed on either table.

NS-50

COMMENT/CONCERN: Because of lack of data, it is impossible to make an assessment as to the sound levels and exposure for the F-35A.

QUESTION: Why is the F-35A not included on these tables?

B. *Noise Impact – Community Reaction*

A DNL of 55 dB is a level "requisite to protect public health and welfare with an adequate margin of safety." (page C-14) A DNL of 75 dB "is the lowest level at which adverse healthy effects could be credible."

It is stated that the DNL "correlates well with annoyance" (page C-12); and that "DNL does not represent the sound level heard at any particular time, but rather represents the total sound exposure. DNL accounts for the sound level of individual noise events, the duration of those events, and the number of events."(page C-13) A DNL of 65 dB "is most commonly used for noise planning purposes and represents a compromise between community impact and the need for activities like aviation which do cause noise." "Areas exposed to DNL above 65 dB are generally not considered suitable for residential use."

LU-1

COMMENT/CONCERN: 2,635 acres of local land will be exposed to DNL above 65 dB.

C. *Noise Effects on Classrooms*

The DEIS cites five sources (U.S. and foreign) and their respective noise level criteria for classrooms. The noise levels (minimum acceptable in classrooms) from a low of 30 dB to a high of 55dBs. (page C-22)

COMMENT/CONCERN: The noise levels of the F-35A in the Chamberlin Elementary School would be 68/70 dB DNL.

EJ-2

D. *Noise Effects on Sleep Disturbance*

"Sleep, or the lack of quality sleep, has the potential to affect health and concentration, although the relationship between noise levels and sleep disturbance is complex and not fully understood." (page 3-9 and BR4-23) The DEIS uses USEPA criteria to evaluate sleep disturbance, and states that an outdoor DNL of 65 dB would interfere with sleep. (page C-23)

"Sleep disturbance is a concern for communities exposed to nighttime noise. The DEIS analysis uses metrics to calculate the probability of being awakened between 10:00 p.m. and 7:00 a.m., probably because the DEIS states that F-35A flights will only occur during the day (between 7:00 am and 10:00 pm), and therefore sleep will not be disturbed.

NS-51

COMMENT/CONCERN: This fails to consider and assess the impact on the many area shift-workers (first responders, firefighters, police, hospital workers, food preparers, ferry operators, etc) who sleep during the day.

QUESTION/REQUEST: Why were shift workers not considered in the assessment? We request analysis on the disruption to sleep during daytime hours as well as nighttime.

E. *Noise Effects on Hearing Loss*

Citing studies done in laboratories, the DEIS reports from these studies that "repeated exposure to military low-altitude flight noise with Lmax greater than 114 dB, especially if the noise level increases rapidly, may have the potential to cause noise induced hearing loss in humans." The DEIS then goes on to say that since airport neighbors will not remain outside 24 hours a day, this is of little concern.

NS-52

COMMENT/CONCERN: This does not take into consideration outdoor construction workers and farmers in the close vicinity.

F. *Noise on Non-auditory Health Effects*

The DEIS cites studies showing correlations between noise exposure and cardiovascular problems, birth weight, and mortality rates. Other studies cited conclude, "Intrusive noise can act as a stress-provoking stimulus." And psychological stresses from noise may cause a physiological stress reaction that could result in impaired health. Further studies suggest that noise exposure may cause hypertension and other stress-related effects in adults. (pages C-27 and C-28)

COMMENT/CONCERN: Noise may cause cardiovascular problems, birth weight, mortality rates, and physiological stress reaction that could result in impaired health for our residents.

NS-8

G. *Noise Effects on Children*

The DEIS states, "there has not been a tremendous amount of research in the area of aircraft noise effects on children. The research reviewed does suggest that environments with sustained high background noise can have variable effects, including noise effects on learning and cognitive abilities, and reports of various noise-related physiological changes." (page C-30) They then further admit, "Physiological effects in children exposed to aircraft noise and the potential for health effects have also been the focus of limited investigation." (page C-32)

COMMENT/CONCERN: Noise may affect our childrens' learning and cognitive abilities, and may result in physiological changes. EJ-2

H. *Noise Effects on Domestic Animals and Wildlife*

"Noise from aircraft operations would increase, but the wildlife in the area of Burlington IAP have become habituated to it." (ES-12) The DEIS makes an assessment on the impact of noise on animals; but also states that there is limited to no research to back up their assessments. The DEIS states at the outset and then repeats again and again "there appears to have been little concerted effort in developing quantitative comparisons of aircraft noise effects on normal auditory characteristics." (page C-32) "Behavioral effects have been relatively well described, but the larger ecological context issues, and the potential for drawing conclusions regarding effects on populations, has not been well developed." (page C-33) They cite conflicting data on the noise effects on cattle, horses, swine, and domestic fowl. They further state that studies have not been done on turkeys, wildlife, such as marine mammals, small terrestrial mammals, reptiles, amphibians, and carnivorous mammals. "The effects of overflight noise on fish, reptiles, and amphibians have been poorly studied...." (page C-45) And regarding birds, they say ".... the long-term significance of noise-related impacts is less clear." (page C-40) The effect of noise on animals is stated this way in the Summary section: "The relationships between physiological effects and how species interact with their environments have not been thoroughly studied. Therefore, the larger ecological context issues regarding physiological effects of jet noise (if any) and resulting behavioral changes are not well understood." (page C-46)

COMMENT/CONCERN: The relationships between physiological effects and how species interact with their environments have not been thoroughly studied; and the larger ecological context issues regarding physiological effects of jet noise and resulting behavioral changes are not well understood. Therefore, we are concerned about the impact on both our domestic and wild animals. BR-3 NS-44

I. *Noise Effects on Property Values*

"Property within a noise zone (or Accident Potential Zone) may be affected by the availability of federally guaranteed loans. According to the U.S. Department of Housing and Urban Development (HUD), Federal Housing Administration (FHA), and Veterans Administration (VA) guidance, sites are acceptable for program assistance, subsidy, or insurance for housing in noise zones of less than 65 dB DNL, and sites are conditionally acceptable with special approvals and noise attenuation in noise zones greater than 65 dB DNL." "...HUD, FHA, and VA recommend sound attenuation for housing in the higher noise zones and written disclosures to all prospective buyers or lessees of property within a noise zone (or Accident Potential Zone)." (page C-47) Some studies conclude, "that decreases in property values usually range from 0.5 to 2 percent per dB increase of cumulative noise exposure."

(page C-47). "Areas exposed to DNL above 65 dB are generally not considered suitable for residential use." (page C-14)

COMMENT/CONCERN: 2,944 homes will now be considered unsuitable for residential use.

QUESTIONS: Will the Air Force provide financial reimbursement for City-funded mitigation projects? Will the Air Force provide financial reimbursement to the City for the loss of tax revenue due to the loss of homes and home values? SO-1 SO-9

J. <u>*Noise Exposure*</u>

"These data indicate that the F-35A would generate generally higher noise levels than the legacy aircraft it is replacing except in afterburner take-off." "The data used for baseline civil and commercial aircraft noise conditions were derived from the updated Burlington IAP Part 150 study (HMMH 2006); baseline F-16 data were provided by Burlington AGS in 2010 and were based on actual F-16 operations." (page BR4-18)

QUESTIONS: Which baseline data was used for comparison? Since the Burlington IAP data is not the same as the ANG data, to what baseline were the noise levels of the F-35A compared? Specifically, was the noise level of 70 dB at Chamberlin School using the incorrect Burlington IAP baseline, or the actual F-16 baseline? NS-53

"About 81 percent of these proposed operations would consist of departures and arrivals; the remaining 19 percent would involve pattern work in the vicinity of the airport." "Figure BR3.2-3 shows the 65 to 85 dB DNL contour bands for Burlington AGS ANG Scenario 2. Baseline contours are also presented for comparison purposes." (page BR4-30)

COMMENT/CONCERN: It is especially concerning that 20 of the 22 representative locations near the airport would be at or above the 65 dB DNL level.

QUESTION/REQUEST: What baseline data is being used? We request coordinates so that an accurate assessment of the streets and roads inside the contour areas can be clearly identified. NS-49

K. <u>*Potential for Hearing Loss*</u>

"Potential for Hearing Loss (PHL) applies to people living in high noise environments where they can experience long-term (40 years) hearing effects. The threshold for assessing PHL is exposure to noise levels greater than 80 dB DNL." "Under baseline conditions, portions of residential areas adjacent to Burlington IAP are exposed to noise levels of 80 dB DNL and greater." (page BR4-24)

QUESTIONS: Which baseline conditions are being used for this assessment? How many residential areas will be subject to noise levels of 80 dB or greater? NS-54

2. Air Quality

"Scenario 2 would involve decreases in four of the seven pollutants. For the other categories, minor increases would result." (ES-12)

"Impacts of the proposed action can be evaluated in the context of existing local air quality, baseline emissions for the installation and in the region, and relative contribution of the proposed action to regional emissions. The state of Vermont has adopted the National Ambient Air Quality Standards (NAAQS) and no separate state standards exist; therefore, regional air quality is measured in comparison to these standards. Air quality in the Champlain Valley AQCR has been designated as either in "attainment," "unclassified/attainment", or "better than national standards" with the NAAQC for all pollutants (40 CFR 81.346); therefore, no conformity analysis is required." (page BR4-38)

AQ-10

QUESTIONS: Does this mean, in simple terms, that because our area currently has clean air, an analysis of the possible additional pollutants from the F-35A was not done? When will another assessment of air quality be done were the F-35A to be based in South Burlington?

3. Safety

"The F-35A is a new type of aircraft; historical trends show that mishap rates of all types decrease the longer an aircraft is operational and as flight crews and maintenance personnel learn more about the aircraft's capabilities and limitations...." (ES-12)

The DEIS states, "...there have not been enough flight hours to accurately depict the specific safety record for this new aircraft. Therefore, the analysis used similar fighter aircraft safety records." (page 3-29)

"RPZs (Runway Protection Zones) are rectangular zones extending outward from the ends of active runways at commercial airports and delineate those areas recognized as having the greatest risk of aircraft mishaps, most of which occur during take-off or landing. Development restrictions associated with RPZs are intended to preclude incompatible land use activities from being established in these areas. The City of Burlington, Vermont utilizes the FAA's airport land-use compatibility guidelines, and as such, the RPZs have allowed development to be compatible with airport operations." (page BR4-44). "Current land uses within the RPZs are industrial, commercial, and open space." (page BR 4-60)

QUESTIONS: Does "have allowed development to be compatible," mean that there are populated facilities within the RPZ? Are any residential homes within the RPZ? If so, what is the safety risk to the individuals living and/or working within these RPZs? SA-8

"As the F-35A becomes more operationally mature, the aircraft mishap rate is expected to become comparable with a similarly sized aircraft with a similar mission." "In order to provide a broader perspective on the potential mishap rate for a new technology like the F-35A, the following discussion refers to the mishap rates for the introduction of the F-22A (Raptor), the latest jet fighter in the DoD inventory. The F-22 was introduced in 2002.... This new technology is akin to the F-35A in that it is a new airframe with similar flight capabilities. With that in mind, it is possible that projected mishap rates for the F-35A may be comparable to the historical rates of the F-22A." (page BR4-46) Table BR3.4-1 shows 6 total Class A mishaps for the F-22A in 8 years.

QUESTIONS: To date, what are the number of Class A, Class B, Class C, and Class D mishaps for the F-22A? What is the current status regarding the safety of the F-22A? How does the fact that ANG pilots are currently refusing to fly the F-22A because of safety concerns about the aircraft, impact on the safety projections of the F-35A? SA-9

"The F-35A will have the capability to jettison fuel for emergency situations and would follow procedures similar to those currently required by legacy aircraft." (page BR4-47) The F-35A carries 18,000 pounds of fuel, compared with 7,000 pounds of fuels for the F-16. Current and projected procedures are to jettison fuel over Lake Champlain.

QUESTIONS: How will the fuel be jettisoned? Will the fuel be in self-contained pods, similar to the F-16? Will the fuel be in liquid form? Lake Champlain is the area's source for potable water. What effect would 18,000 pounds of F-35A fuel have on the water supply to the residents? SA-4

4. Land Use

According to the DEIS, guidelines produced by a Federal Interagency Committee (DoD, Transportation, Housing and Urban Development, and the Veterans Administration), state that "residential land uses normally are not compatible with outdoor DNL values above 65 dB...." (page C-15)

COMMENT/CONCERN: Table C-4 appears to be a representation of compatibility of occupancy in regards to various land uses. However, the table is confusing and seems to be contradictory. Under the residential area, in the column for 65-69 dB, the block listing "A" seems to indicate that "land use and related structures are generally compatible"; but the added note (11) to (A) says residential use "is discouraged in DNL 65-69 and strongly discouraged in DNL 70-74 dB." The table also conflicts with information in the text in other sections of the DEIS. LU-20

QUESTIONS: Is the table in error? What is this table intending to convey related to residential uses regarding DNL values above 65 dB?

Additionally, on this same table, it clearly indicates, "land use and related structures are not compatible and should be prohibited" in the "Clear Zone" and "APZ I" and "APZ II." However, commercial airports are not given APZ (Accident Protection Zone) designations. They are given Runway Protection Zone or RPZ designations. (Vol I page 3-26)

LU-21

COMMENT/CONCERN: Table C-4 on page C-16 in Volume II does not appear to represent the accident potential for commercial airports, such as the Burlington airport.

QUESTION/REQUEST: We request information applicable to our area and situation be provided.

"The Airport currently has FAA funding to acquire residential properties within the 65 DNL contour shown in the 2011 Forecast Condition Map. The baseline contours depicting current noise levels equal to or greater than 65 dB DNL extend over the cities of South Burlington, Burlington, and Winooski, Vermont." (page BR4-61) "The land use analysis compares the proposed noise contours for each scenario to: 1) baseline noise contours, which show the existing noise environment, and 2) Part 150 2011 Forecast Condition Map contours, used by the City of Burlington for planning purposes." (page BR4-62)

COMMENT/CONCERN: No accurate assessment of the specific streets and roads can be made with the maps and figures provided in the DEIS.

QUESTIONS/REQUEST: What baseline data is being used—the incorrect noise levels used by the Burlington IAP, or the actual noise levels provided by the ANG? Request coordinates or other specific data points in order to decipher/understand the contour comparison on Figure BR3.10-2 and Figure BR3.10-3.

NS-49

5. Socioeconomics

"...an additional 266 military persons would be required to support 6 more F-35A aircraft." (page BR4-6)

COMMENT/CONCERN: South Burlington has little to no affordable housing available. In fact, many affordable houses are being demolished because of current airport noise. Therefore new personnel would have to commute farther distances to their workplace. This will have an associated negative effect on traffic, road conditions, road infrastructure, and pollution.

SO-20

QUESTION/REQUEST: Will the Air Force provide financial assistance to the City to mitigate these negative effects and/or to subsidize new housing elsewhere? SO-20

Cultural Resources

The DEIS mentions, "Cultural resources are historic and traditional cultural properties that reflect our heritage and are considered important to a culture, a subculture, or a community for scientific, traditional, religious, or any other reason." (page 3-34)

COMMENT/CONCERN: Tourism is a part of the Vermont culture, and integral to our economy.

QUESTION/REQUEST: Why was the effect on tourism not considered in the DEIS? SO-14

6. Environmental Justice/Protection of Children

"As the data demonstrate, the percentage of minority populations affected under baseline conditions already exceeds the state average of 3.9. This existing issue would be slightly exacerbated under ANG Scenarios 1 and 2.... Implementation of ANG Scenario 1 or 2 would increase the percentage of low-income people above the state average." (ES-13)

COMMENT/CONCERN: DEIS used incorrect 2000 US Census data for this assessment. South Burlington's population increased from 14,879 in 2000 to 17,904 in 2010. This is a 20 percent increase, not 13 percent as indicated on page BR4-72. EJ-6

In some sections, the most recent U.S. Census 2010 data is used. In other sections 12-year-old U.S. Census data (2000) is being used, some of which is incorrect. For the analysis of environmental justice, the older data is used. This may result in a false conclusion that fewer minority and low-income communities, and children are affected.

QUESSTION/REQUEST: We request that current 2010 U.S. Census population data be used to assess impact on our population. And we request that the correct 2000 U.S. Census data be used; and that recalculations be made based on accurate Census data. EJ-7

Minority and Low-Income Populations

"The total population affected by noise levels equal to or greater than 65 dB DNL would increase by 48 percent." "When a comparison is made, the increases would be considered to affect these populations (minority and low-income populations) disproportionately...." (page BR4-77)

COMMENT/CONCERN: U.S. Census data from 2000 is being used to assess the effect on minority and low-income populations and children. Even using 12-year old data, the DEIS still shows that the total population affected increases by 48 percent. However, the U.S. Census data from 2000 being used is incorrect. The correct Census data shows that from 2000 to 2010, the population in South Burlington has increased over 20 percent. Therefore, the accuracy of the overall number of persons affected, as cited in the DEIS—6,675 is questionable. Likewise, the number of minority and low-income persons and children cited as being affected is also questionable. EJ-8

QUESTION/REQUESTS: We request accurate U.S. Census data be used. We request an updated assessment for all of these population categories. EJ-7

"Children may suffer disproportionately more environmental health and safety risks than adults because of various factors such as: children's neurological, digestive, immunological, and other bodily systems are still developing; children eat more food, drink more fluids, and breath more air in proportion to their body weight than adults; children's behavior patterns may make them more susceptible to accidents because they are less able to protect themselves; and children's size and weight may diminish their protection from standard safety features." (page 3-43)

COMMENT/CONCERN: On page BR4-75 it states, "In 2000, the number of children under the age of 18 living in the City of South Burlington was 3,415 (22 percent of the population). Chittenden County had 24 percent of the population under the age of 18 in 2000."

QUESTION/REQUEST: We request this information be re-checked to insure that updated correct Census data is being used to assess the number of children that will be affected by the basing of the F-35A. EJ-7

7. Community Facilities and Public Services

F-35A basing would result in a 24 percent increase (2,576) in population from the baseline (266 personnel and 361 dependents). (page BR 4-80)

COMMENT/CONCERN: This population increase will demand city services and natural resources, to include potable water, wastewater treatment, natural gas, electricity, solid waste management, schools, city administrative services, supporting infrastructure, etc)

QUESTION/REQUEST: Will the Air Force provide financial assistance to the City to meet these additional demands? FS-1

Environmental Consequences

"Water consumption would be expected to increase…." "Wastewater generation would be expected to increase…." "Electricity consumption would be expected to increase…." "Natural gas consumption would be expected to increase…." "Proposed increases in personnel and equipment use under ANG Scenario 2 would also contribute to an increase in solid waste generation." (pages BR 4-81 to BR 4-84) FS-1

QUESTION/REQUEST: Will the Air Force provide financial assistance to the City to meet these additional demands?

8. Ground Traffic and Transportation

"During UTA weekends, traffic would be expected to increase by 366 trips per day. The proposed increase in employment and associated travel demand would potentially increase peak period travel demand by 24 percent." (page BR 4-84)

"A 24 percent increase in personnel would add to traffic volume for ANG Scenario 2, especially on "Guard weekends." This level would exceed the primary (Level of Service) LOS threshold, but not the secondary and more critical threshold."

"LOS is a term used to qualitatively describe the operating conditions of a roadway based on factors such as speed, travel time, maneuverability, delay, and safety." A represents the best and F represents the worst. (page 3-44)

COMMENT/CONCERN: This level of traffic would exceed the primary Level of Service (LOS) threshold. TT-1

9. Cumulative Effects and Irreversible Commitment of Resources

Climate Change

"…the analysis must also assess how climate change might impact the proposed action and mission. Then it must identify what adaptation strategies could be developed in response. This is a global issue for DoD." (page BR4-42) "For Burlington AGS, adaptation issues requiring evaluation and consideration could revolve around changes in winter and summer temperatures, as well as drought and air quality conditions." "Predicted increases in average temperatures and longer, hotter summers might require the ANG to shift training and maintenance schedules to prevent excessive "wear and tear" on aircraft, equipment, and personnel." "…overall warmer temperatures may increase demand for air conditioning and power…." "Predictions from the report suggest that the Northeast could face droughts and scarcity of water supplies. Reduced availability of freshwater is likely to occur, with implications for the base and communities in the Northeast. Water is

essential for maintenance and personnel, so strategies dealing with drought would need to be implemented." (page BR4-43)

QUESTIONS/REQUESTS: Would mission profiles, training, and maintenance changes result in different flight times and patterns? If so, how would that affect the noise assessments on the local area? What priority would be given to mission requirements over the local population in terms of access to fresh water, power, and other natural resources? What strategies are envisioned to deal with drought conditions and a scarcity of fossil fuels and water? PA-26

General Concerns

BASELINE DATA

The "baseline 65 dB DNL Contour Area at Burlington AGS" (page ES-10) was unknown to the City of South Burlington until the publication of the DEIS on April 13, 2012. According to Robert McEwing of the Burlington International Airport (BIA), the existence of this alternative contour was unknown to BIA officials until only a few days before DEIS publication. BIA administers an FAA-approved and funded Part 150 Noise Compatibility Program (NCP) under which BIA purchases and removes homes located within the 65 dB DNL Contour Area established for its NCP program. The area within BIA's 65 dB DNL boundary is significantly smaller than that within the baseline 65 dB DNL Contour Area depicted in the DEIS. Since the assessments of environmental impacts are based on a larger area, the overall increase in affected areas appears artificially lower than what the BIA and city residents (and the FAA) have been using for years. NS-55

COMMENT/CONCERN: Thus, there are two 65 dB DNL boundaries—one established by the FAA and one established for the DEIS. While the latter boundary may be technically correct, it is not the boundary upon which the FAA home buy-out program is based. Making comparisons based on the baseline 65 dB DNL Contour Area contained within the DEIS greatly reduces the perceived impact on land use of the two scenarios for basing the F-35A at Burlington AGS.

REQUEST: We therefore request the DEIS be modified to include both 65 dB DNL boundaries, with an explanation of their separate sources and functions. In addition, we request that wherever the draft DEIS uses its baseline 65 dB DNL Contour Area in the determination of F-35A basing impacts in Burlington, that these same determinations be made using BIA's NCP 65 dB DNL boundary.

PRECEDENT

Where else in the country has the Air Force based high-decibel producing aircraft in which the 65 dB DNL contour area resulting from the basing added over 2800 individuals, including school-age children, low-income and minority groups to the PI-23

population residing in the contour area? How were property values and property tax revenues affected? Did the schools in the contour area remain open? Did school staff leave the school? Did the population of the municipalities affected by noise from basing the new aircraft change? If so, how? PI-23

QUESTIONS/REQUEST: Please provide detailed case studies of these locations. If there have been no comparable basing situations, please provide the Air Force's rationale for putting forth a basing proposal that would generate such unprecedented impacts on the local population. PA-4

What resources will the Air Force make available to the communities and their residents to prevent the negative impacts, whether anticipated or unanticipated, that may occur as a result of any basing of the F-35A? NS-11 NS-12

BASING IMPACTS

The following summarizes the residential land use impacts of the basing proposals at the six sites under consideration (page ES-70). These percentages represent the changes in land area affected by noise levels equal to or greater than 65 dB DNL. Note: > = increase in land area affected and < = decrease in land area affected.

	Burlington	Hill	Jacksonville	McIntire	Mountain Home	Shaw
Scen. 1	>52%	<56%	<92%	No change	No change	<86%
Scen. 2	>89%	<24%	<71%	<100%	No change	<53%
Scen. 3	NA	>7%	NA	NA	No change	<4%

COMMENT/CONCERN: As the data indicate, in only one other site and in only Scenario 3 at that site (Hill), would the basing of the F-35A at that location result in an increase in the residential land area included in the 65 dB DNL contour areas. The others are all either a decrease in the residential area affected or no change. Yet, for Burlington the result would be quite the opposite.

REQUESTS: Please identify the specific factors and their scores or weights, including the methodologies used in measuring them and the science upon which the methodologies are based, for all environmental impacts included in the DEIS for each proposed basing location and show how these measurements or weights counterbalance the dramatic and negative human impact that would result from basing the F-35A at Burlington AGS. PA-3/ PA-23

General Questions

1. Burlington AGS was selected as a "preferred" location prior to the DEIS. How was Burlington selected? In addition to mission, capability, cost, environment, and military judgment, what other (if any) criteria were used the selection process? What weights were given to each criterion? PA-4

2. According to the DEIS "Once the F-35A is operating at the selected base(s), the pilots will have either consistently flown the operational profiles defined in this DEIS or modified them to accommodate the unique qualities of the F-35A. At that time, the Air Force proposes to acquire actual F-35A acoustical data to validate the proposed impacts in an appropriate noise study under AICUZ." (page 2-43 and 2-44) What, if any, recourse does the local community have at that time, to challenge the continued basing of the F-35A, or request mitigation measures, including financial assistance, to accommodate the different impacts on the neighborhoods affected by the changes? PI-24

3. What is the probability that the F-35A mission or configuration or any other operational factors might change in the future? PA-6

4. The baseline conditions listed in the DEIS are not the same as the conditions presented to the Burlington IAP and the FAA in the past; and the baseline 65 dB DNL listed in the DEIS does not match the existing 65 dB DNL currently being used for the FAA buyout program. Will the Air Force assist in correcting this information with the FAA? NS-55

5. On page BR4-12 it states, "analysis of baseline conditions provides a benchmark that enables decision-makers to evaluate the environmental consequences of the proposed beddown alternatives at each base." Was inaccurate or incomplete data given to decision-makers? The numerical and percentage changes from baseline to F-35A were incorrect, as was the U.S. Census data. PA-24 EJ-7

6. The DEIS states that the Air Force will "Continue to work with Burlington IAP and the City of South Burlington to support purchase and relocation through the Part 150 process and to assess noise abatement measures." (page 2-45) How will this occur? Given a recent statement by the Burlington IAP that they do not intend to add more houses to the FAA buy-out program, what other measures will the Air Force take to purchase and relocate the additional houses affected by the greater noise levels of the F-35A? What action will the Air Force take to assess noise abatement measures? NS-57

7. The DEIS states, "Other unavoidable adverse impacts may be identified during public and agency review of the DEIS which cannot be mitigated to an acceptable level. If such unavoidable adverse impacts are identified, they would be detailed for decision-makers in the Final EIS and ROD." (page 2-45) What affect does detailing PA-25

the adverse impacts to decision-makers have on the decision to base the F-35A? Would the local area be informed of these unavoidable adverse impacts? What factors would be considered 'non-acceptable.' PA-25

8. Is it likely that when data from the F-35A is available, the environmental impacts will change? PA-26

9. What is the probability that the impacts will be more severe?

10. When more accurate data is available, will another DEIS be issued containing the correct data? PA-25

11. Will the public be given an opportunity to comment on the corrected data?

Errors in the DEIS

We need to highlight some significant Air Force and DEIS errors.

- The baseline data used in the DEIS differed from what has been used as "baseline" for several years by the FAA and BIA officials. The FAA based their home buy-out program on Air Force assessments of the noise level of the F-16. The Air Force assessments were wrong....by over 70 percent. NS-55
- The DEIS used incorrect 2000 US Census data for this assessment. By using incorrect data, their findings were off by at least seven percentage points. EJ-6
- The DEIS used 12-year old Census data for assessments related to the impact on children, low-income and minority populations, which may have resulted in underestimating the effect on these population categories. EJ-7 EJ-8
- F-16 aircraft configuration changes resulted in dramatic increases to the noise level. Yet no local officials were alerted to this change; and it appears that the FAA was also not informed on the noise increases. We've experienced first-hand the impact of incorrect assessments regarding the F-16, which has been operationally deployed for ten years. This does not portend well for the residents of South Burlington and neighboring areas should changes in mission profiles, training, maintenance, and aircraft configuration be made in the future to the F-35A. PA-6

Summary: An argument can be made that our comments, concerns, and questions in relation to the DEIS are moot. This is because, some or all of the environmental impacts detailed in the DEIS, may bear no resemblance to the true environmental impacts, since ....to quote from the DEIS (page ES-61) "Because the F-35A is a new aircraft that is under development, some data normally used to predict **noise, air quality, and safety conditions** (bold added) cannot be obtained at this time. The data used in this DEIS represent the best available information on the aircraft components engine, flight characteristics, training airspace, and other requirements." Nonetheless, we are dealing with the information which is

available to us and, based on the data, South Burlington is not a good choice and it should not be the preferred choice for basing the F-35s.

Conclusion: As representatives of the citizens of South Burlington, we must consider issues which are or are likely to be potentially harmful to our residents, neighborhoods and property values. This means we sometimes have to make difficult decisions, but that is our responsibility. It is a great deal easier for individuals not impacted by this issue to take the position that the F-35A basing is good for the many if not for the few. However, this is not our conclusion. We believe the following quotation, attributed to Hillel, represents our perspective:

> "If I am not for myself, who will be? If I am only for myself, what am I? If not now, when?

The four (of five) members of City Council who will sign this document believe the most compelling position for us to take is that we have to stand up for South Burlington and South Burlingtonians who will be impacted if the F-35A is based here. If we are not for South Burlington, who will be?

Respectfully submitted by the following Council Members:

Rosanne Greco, Chair

Helen Riehle, Vice-Chair

Paul Engels

Sandra Dooley

Copies to:

United States Senators Patrick Leahy and Bernie Sanders
Congressman Peter Welch
Governor Peter Shumlin
Chittenden County Senators Ashe, Baruth, Fox, Lyons, Miller and Snelling
South Burlington Representatives Head, Kupersmith, Munger and Pugh

NEW YORK STATE
Adirondack
parkagency

June 18, 2012

Mr. Nicholas Germanos
F-35 Operational Basing EIS Project Manager
HQ ACC/A7PS
129 Andrews Street, Suite 337
Langley AFB, VA 23665-2769

Dear Mr. Germanos:

On behalf of the NYS Adirondack Park Agency, I am writing to provide commentary on the Draft U.S. Air Force F-35A Operational Basing Environmental Impact Statement. In that the Agency is responsible for policy oversight of State land use management and private land use and development within the six-million-acre Adirondack Park[1], we appreciate this opportunity to comment.

It is our understanding that the existing military airspace over the Adirondack Park, which would be used for training by F-35A pilots out of Burlington Air Guard Station has only recently been restructured. The restructuring was accomplished with significant input from Agency staff to the New York Air National Guard (NYANG) and the U.S. Air Force through our participation with NYANG in New York's Low-Level Military Overflight Advisory Committee. Critical aspects for the use of airspace over the Adirondack Park and northern New York for both MOAs and MTRs were worked out in a model, cooperative process through the Committee with NYANG. The very positive result was a reshaping of the military airspace that has both modernized and significantly improved the military training opportunities for the Air National Guard and Air Force units using the region's airspace. These efforts also serve to best protect sensitive wilderness recreation areas while recognizing the military's most important, basic training needs. We thank the Vermont Air National Guard (VTANG) for holding a public forum at Tupper Lake, NY on May 16 for interested residents of the Park who may be affected by the proposed beddown at Burlington AGS of the new F-35As.

Agency staff, having participated in the above-mentioned forum and having completed our review of the draft EIS for this proposed beddown, do have concerns we wish to express, as follows:

SCOPE OF DEIS

The "Scope of Analysis," for Burlington AGS includes the Viper Complex of MOAs but omits the critical Military Training Routes (MTRs) over

LU-22

[1] See the attached document, "About the New York State Adirondack Park Agency."

P.O. Box 99 • NYS Route 86 • Ray Brook, NY 12977 • 518 891-4050 • 518 891-3938 fax • www.apa.ny.gov

the Adirondack Park that could be regularly used by VTANG pilots to train while flying over the Park to access the Viper Complex and to return to base. This is a serious omission not explained in the draft EIS in section 3.1.3 where other omissions are noted and justified. It should be noted there could be significant differences in the amount of use of these narrow MTRs - and hence potential impacts to noise sensitive areas beneath them - depending on the number of F-35As (18 or 24) ultimately based at Burlington AGS. LU-22

The analysis should be revised to include projected use of the relevant MTRs for both Scenarios 1 and 2, and to assess potential impacts the noisier F-35As may have during such use.[2] The ceilings of some MTRs are only 1,500 feet above ground level (agl) in certain sensitive land use areas in the Park (such as mountain summits in some Wilderness Areas) and therefore lower than the federal, 2,000-foot agl floor-level standard. We are therefore especially concerned about this omission of the MTRs with regard to potential noise impacts to the Silver Lake Wilderness (under VR-1801) and to the Giant Mountain-Jay Mountain-Hurricane Mountain complex of Wilderness Areas (under IR-801) that could prove to be nonconforming with their land use classifications. LU-23

SENSITIVE LAND USE AREAS

Within the section of the EIS entitled "Land Ownership and Primary Special Use Areas under Training Airspace," it states the following on pp.3-37 and 3-38:

"Sensitive land use areas, such as Wilderness Areas, Wildlife Refuges, State and National Parks, are of particular interest in this analysis . . .Management areas, special use areas, and their respective acreages are reported in both tabular and map formats. Recreational activities were considered within the context of special use areas and were not analyzed specifically. Noise compatibility analysis of special use areas would include all activities within the areas, including recreation."

However, the document fails to identify many very significant sensitive land use areas, including wilderness areas under training airspace in the Adirondacks (both MOAs and MTRs). Instead the document incorrectly identifies the "Adirondack State Park" as a two-and-a-half million acre land unit from the chart provided on page BR4-67. LU-24

In fact, the Adirondack Park is an approximately six-million acre park that is quite different from "State Parks" in New York State or any other state. Approximately half of the Adirondack Park is comprised

[2] Minimization of the need for F-16s to use afterburners to change direction was a major consideration in working with VTANG during development of the proposed (now existing) MTRs. Since the draft EIS indicates use of afterburners by F-35As causes significantly greater noise, it should be one focus of the revised analysis.

of private lands, while the other half is comprised of constitutionally protected, State-owned Forest Preserve lands designated by the National Park Service as a National Historic Landmark - the "Adirondack Forest Preserve." (See attached map.) The designation commemorates the history of New York's early efforts to conserve and protect the wild land values of the New York State Forest Preserve including protection under Article XIV of the New York State Constitution. The final EIS should recognize this in all appropriate ways, including a correction of Table BR3.10-4 and identification of the "Adirondack Forest Preserve" as a National Landmark and important element of the affected environment. LU-24

STATE-DESIGNATED WILDERNESS

Some very significant wilderness areas underlie the Viper Complex of MOAs and the MTRs. "Wilderness" in the Adirondack Park is defined by the Adirondack Park State Land Master Plan (APSLMP)[3] in terms virtually identical to those of the Federal Wilderness Act of 1964.(The public use that derives from the Wilderness classification deserves protection similar to federally protected Wilderness. Designated State Wilderness areas should continue to be protected from undue impact from aircraft use with special consideration given to noise impacts. LU-25

The final EIS should specifically identify those lands in the Park managed as Wilderness (which includes land classified Primitive and Canoe)[4] as sensitive land use areas and address potential impacts of the proposal to them. In particular, where low-level airspace over these areas will be used for training (such as in the Cranberry MOA over the Five Ponds Wilderness Area), analysis of the potential noise impacts should include use of additional metrics, beyond just the Onset-Rate Adjusted Day-Night Average Sound Level. Impact analysis using Maximum Sound Level and Sound Exposure Level metrics would be more appropriate in analyzing the "startle effect" of noise from the new F-35As on the public and wildlife. NS-56

OTHER ENVIRONMENTAL IMPACT CONSIDERATIONS

The headwaters of five major river systems are located within the Adirondack Park, along with 1,300 miles of State-designated Wild, LU-27

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[3] While the draft EIS identifies, on p.BR4-62, management plans applicable to areas under the Condor Scotty airspace unit, it fails to identify this New York State planning document for lands under the Viper Complex. This Plan, among many other things, defines Wilderness, sets forth general guidelines and criteria for its management and use (including some which address and restrict aircraft use) and directs the development of more specific, "unit management plans" for areas such as the Five Ponds Wilderness Area, which is located directly under the Cranberry MOA. It's management guidelines can only be revised through a process that includes public hearings and approval by the Governor of New York. LU-26

[4] Management guidelines and criteria of the APSLMP require Primitive and Canoe Areas to be managed, in most respects, as Wilderness Areas. LU-25

M347

Scenic and Recreational Rivers determined by the U.S. Department of Interior to be eligible for similar designation in the Federal Wild and Scenic Rivers System. Locations of these classified rivers (see attached map) were identified and taken into account during development of the proposals for the existing MTRs and they should likewise be identified and taken into account by the final EIS for this proposal. LU-27

Finally, concerning, "Threatened, Endangered, and Special-Status Species/Communities That Occur or Potentially Occur under Airspace Associated with Burlington AGS" (pp.BR4-56 to 57), it appears the draft EIS omits occurrences in the Adirondack Park of various vertebrate animal species that should be listed, such as the Timber Rattlesnake (NY Endangered), Indiana Bat (NY & Federally Endangered), and Bald Eagle (NY Threatened). A complete survey of "Occurrences of Rare, Threatened, Endangered and Special Concern Species within the Adirondack Park" can be obtained from the NYS Department of Environmental Conservation's New York Natural Heritage Program. Contact information can be found at the NYSDEC web site at the following url: www.dec.ny.gov/animals/31181.html. A listing of NYS Rare, Threatened and Endangered species, as well as a list of Species of Special Concern such as the Loon, Osprey and other species listed under Section 182 of New York's Codes, Rules and Regulations can be found at www.dec.ny.gov/animals/7494.html. BR-12

Thank you in advance for your attention to our comments.

Yours truly,

James E. Connolly
Deputy Director, Planning

LHB

JEC:WWL:lhb

Attachments: "About the New York State Adirondack Park Agency"
"State Lands within the Adirondack Park" (map)
"Wild, Scenic and Recreational Rivers within the Adirondack Park" (map)

Cc: Terry Martino, APA
Lani Ulrich, APA
Dick Booth, APA
Judy Drabicki, NYS DEC
Katherine Moser, NYS DEC
Robert Stegeman, NYS DEC
Lt. Col. Alfred Tomaselli, NYANG

About the New York State Adirondack Park Agency

The Adirondack Park Agency (APA) was created in 1971 by the New York State Legislature to develop long-range land use plans for both public and private lands within the boundary of the Park. The APA is a New York State governmental agency with an eleven-member board, and a staff consisting of 60 people. The Agency Board meets monthly to act on Park policy issues and permit applications. Agency Board meetings take place the second Thursday and Friday of each month and are open to the public.

Overview of APA Responsibilities and Mission

The APA is responsible for maintaining the protection of the forest preserve, and overseeing development proposals of the privately owned lands. The Agency prepared the State Land Master Plan, which was signed into law in 1972, followed by the Adirondack Park Land Use and Development Plan in 1973. Both plans are periodically revised to reflect the changes and current trends and conditions of the Park. The mission of the APA is to protect the public and private resources of the Park through the exercise of the powers and duties provided by law. This mission is rooted in three statutes administered by the Agency in the Park, they are:

1. The Adirondack Park Agency Act
2. The New York State Freshwater Wetlands Act and
3. The New York State Wild, Scenic, and Recreational Rivers System Act.

Overview of APA Advice and Services

The Agency provides several types of service to landowners considering new land use and development within the Park. These include:

• **Jurisdictional advice**: The Agency will provide a letter informing a landowner whether a permit is needed for a new land use and development or subdivision, or whether a variance is needed from the shoreline standards of the Agency. In many cases the letter advises that no permit or variance is needed. This determination is often helpful in completing financing and other arrangements related to new development in the Park.

• **Wetland advice**: The Agency will determine the location of regulated wetlands on a property or the need for a wetland permit.

• **Permit application**: A landowner proposing new land use or development who knows an Agency permit is required may initiate a permit application without first receiving jurisdictional advice.

• **Changes to the Park Plan map**: Agency staff will advise on criteria, boundaries, and the process for amendment of the Official map.

Adirondack Park State Land

New York State has one of the oldest land preservation programs in the United States.

Over a century ago, New Yorkers established the Forest Preserve. An act of the Legislature in 1885 declared that State-owned lands in eight Adirondack and three Catskill counties should "be forever kept as wild forest lands." Further, the land could not be sold or leased.

The Act was a notable beginning, but it was inadequate to stop those who abused the land, and the struggle to preserve the forests continued. Dams were proposed which would have flooded many of the deeper forested valleys. Finally, in 1892, the Adirondack Park was created to encompass both the Forest Preserve and private lands in the central region. The State Constitution of 1895 redefined the Forest Preserve, adding that lands shall not be cut, "nor shall the timber thereon be sold, removed, or destroyed."

APA State Land Program

The Adirondack Park State Land Master Plan (APSLMP) is the guiding document for the development and management of the State lands in the Park and can be viewed in its entirety... (APSLMP - October, 2011 edition of the Adirondack Park State Land Master Plan with updated Area Descriptions, Statistical Information and Appendices - pdf 508kb).

Primary activities frequently requiring advice of the State Land Program include:

- review of unit management plans prepared by the DEC (and the Olympic Regional Development Authority under the authority of the DEC) for their consistency with the APSLMP;
- consultation with the DEC concerning proposed State land projects, as well as review of past or ongoing State land projects and activities, for their consistency with the APSLMP;
- classification of new State land acquisitions in the Adirondack Park;
- production of the Adirondack Park State Land Map and regular updates of it to reflect new acquisitions and technical corrections;

- interpretation and periodic revision of the APSLMP.

Adirondack Park Agency Act

§ 814. State Agency Projects

1. Any state agency which intends to undertake any new land use or development within the Adirondack park, other than land use or development by the department of environmental conservation pursuant to the master plan for management of state lands, irrespective of whether the land use area wherein the project is proposed to be located is governed by an approved local land use program shall give due regard to the provisions of the plan and the shoreline restrictions and shall file a notice of such intent thereof with the agency. Such notice shall be filed at the earliest time practicable in the planning of such project, and in no event later than the submission of a formal budget request for the funding of such project or any part thereof. Such notice shall contain a description of the proposed project, together with such additional information relating thereto as the agency may determine necessary and appropriate for the purposes of this section. The state agency shall not undertake such project for a period of thirty days, or such earlier time as the agency may specify, following the filing of the notice of intent.

2. During such thirty day period, the agency may review the project to determine whether it: a. might be inconsistent with the provisions of the plan and shoreline restrictions, or b. may have an undue adverse impact upon the natural, scenic, aesthetic, ecological, wildlife, historic, recreational or open space resources of the park, taking into account the economic and social benefits to be derived from such project. In making such determination, the agency shall apply the development considerations.

3.If, on or before the conclusion of such thirty-day period, the agency determines that the project will not be inconsistent with such provisions or restrictions and will not have an undue adverse impact upon such resources, it shall report its findings to the state agency. If the agency determines, at or before the conclusion of such period, that the project might be inconsistent with such provisions or restrictions, or might have such an undue adverse impact upon such resources, it shall notify the state agency by mail, that the agency will hold public hearing on the project within thirty days of such notice and, at the same time, issue an order to the state agency not to undertake the project for up to ninety days following the commencement of such public hearing. During such ninety-day or lesser period, the agency shall further review the project and determine whether or not it will be inconsistent with such provisions or restrictions or have such undue adverse impact. On or before the conclusion of such ninety-day period, the agency shall report its findings in the manner provided above.

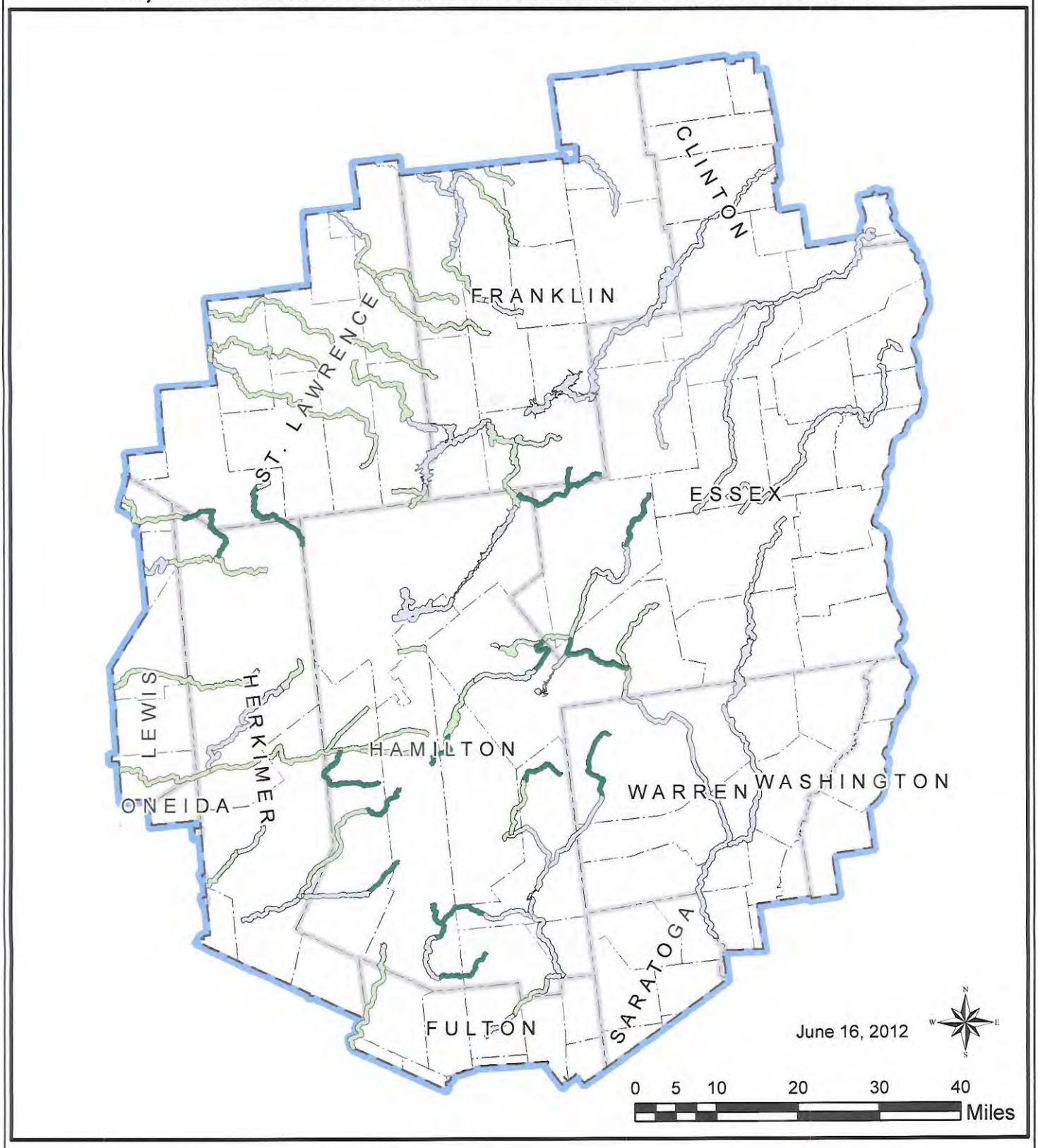
4. This section shall not apply to any emergency project which is immediately necessary for the protection of life or property as defined by the agency by rule and regulation.

5.The agency may adopt, and have authority to amend or repeal, rules and regulations, consistent with this section, to govern its procedures for the reviews authorized by this section.

§ 816. UNIT MANAGEMENT PLAN DEVELOPMENT

Section 816 of the Act directs the Department of Environmental Conservation to develop, in consultation with the Agency, individual unit management plans for each unit of land under its jurisdiction classified in the master plan. Due to the widely dispersed nature of certain wild forest areas, the Department may establish for unit management planning purposes, individual sub-units of wild forest units which because of location, physical features, ecological systems and use patterns can be managed as an individual unit. In accordance with
statutory mandate, all plans will conform to the guidelines and criteria set forth in the master plan and cannot amend the master plan itself.

Wild, Scenic and Recreational Rivers within the Adirondack Park

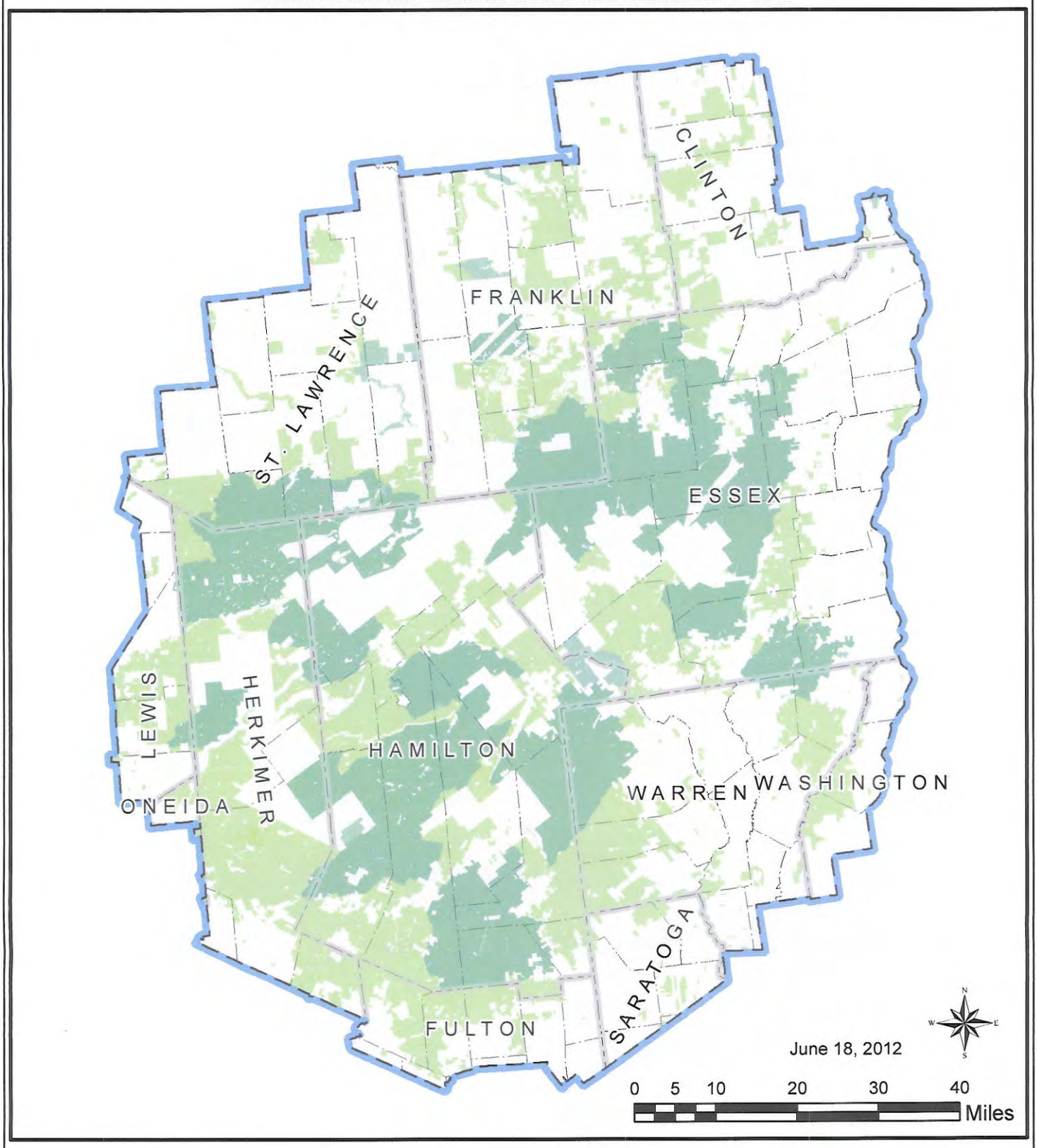


Wild, Scenic and Recreational Rivers (pursuant to New York State Wild, Scenic, and Recreational Rivers Act)

- Recreational
- Scenic
- Wild

NEW YORK STATE Adirondack parkagency

State Lands within the Adirondack Park



Legend

- Park Blueline
- **Adirondack Park State Lands Classification**
- Wilderness
- Canoe Area
- Primitive
- Wild Forest

NEW YORK STATE Adirondack parkagency

F-35 Operational Basing

Public Hearing Comment Sheet

Draft Environmental Impact Statement (EIS)

Location: Winooski, VT
Date: 6/18/12

Thank you for providing your comments on the F-35 Operational Basing Draft EIS. Please note, comments will be published in the Final EIS. The name, city, and state locations of persons making comments will appear in the Final EIS. Specific street address information of commenters and meeting attendees will not be printed in the Final EIS, but will be used to create a mailing list for the document.

I am a homeowner and a teacher in Winooski, VT and I am extremely concerned with the potential beddown of the F-35s in South Burlington. My husband and I bought our house 5 years ago in Winooski because it is a vibrant community that we want to be a part of. The noise pollution and the health effects from the F-35s will have a devastating impact on our community's quality of life. It will jeopardize all of the efforts the City of Winooski has put into revitalizing its downtown and convincing people to move here. If Winooski's quality of life and economy are negatively affected it will certainly have an effect on Burlington, our state's largest metropolitan area. →

NS-8

NS-45

LU-2

Please Print

Name: Kirsten Kollegaard

Address:

Do you wish to be sent a CD of the F-35 Operational Basing Final EIS?

Yes____ No X

Please place this form in the box indicated at the hearing, give it to one of the Air Force Representatives, or mail by June 1, 2012, to:
Mr. Nick Germanos, HQ ACC/A7PS
129 Andrews St., Suite 337
Langley AFB, VA 23665-2769
If additional space is required, attach additional pages as needed.

Mr. Nick Germano's telephone: (757) 764-9334

for these reasons I urge the Air Force to consider housing the F-35s at another base in a less populated area. GO-1

M348

June 15, 2012

Mr. Nicholas Germanos
HQ ACC/A7PS
129 Andrew St, Suite 337
Langley AFB, VA 23665-2769

Dear Mr. Germanos,

I am writing from 8 Dion Street in Winooski, Vermont to let you know that I oppose the basing of the F-35 at the South Burlington Air National Guard Base. GO-1

For the last three years, my husband and I have been proud residents of Winooski. Our community has made great strides in just the short time we've been here, and promises to become even better with each passing year. We love our adopted neighborhood. Winooski is the one of the most, if not the most, densely populated area in the entire state. The population is made up of diverse, hard-working people who bought homes here because it is one of the few affordable areas in Chittenden County. Since my husband and I moved in, we've put countless hours and countless dollars into making this house our home.

Our home is our financial future, and we also happen to really love it. If the F-35's are based here, our house and most of the town will be newly designated "incompatible" with residential use. With that label, if we can find buyers at all, they will certainly only pay a fraction of what we've put into it. No one here is rich. No one here can afford to take that financial hit. All of the work and money that went into beautifying and modernizing Winooski's downtown area to attract business and residents would be for naught. Homeowners and businesses in Winooski stand to lose everything we've worked so hard for. LU-1 SO-1 LU-1 SO-4

If we are pushed out of our home by unbearable noise and the myriad other chronic health problems that come with it, we will have to start over with nothing. We will be forced to choose between our health and our financial well-being. Winooski would be subjected to a tremendous burden. We love our house and our neighborhood, and we don't want to have to move, however, if we did, we've been told by the Burlington Airport that no financial assistance or buyouts will be offered to those of us on the losing end of this proposal. NS-8 SO-9

When we moved here, we knew the F-16s were here and we were fine with them. They're even kind of exciting to see fly by. But this is something different. The F-35 has no safety record as it is too new. Why choose such a populated area to be the first site? Densely populated areas are not the place to test new aircraft. Due to the increased noise of the F-35, up to an additional 1366 homes not currently in the 65 decibel DNL range would become subject to that level of noise, designating them not suitable for residential use. This noise will affect nearly 3000 households, and it will disproportionately affect minorities and low income residents. Marginalizing over 6000 people in Winooski, South Burlington and Williston will have a deep impact on the area's economy. Please think about what this will mean for the future of our cities and choose a different site for the first basing. SA-1 EJ-3

Christina Trent

Christina Trent

Mr. Nicholas Germanos
HQ ACC/A7PS
1129 Andrews Street, Suite 337
Langley AFB, VA 23665-2769

GS-1

Dear Sir:

My letter is simple. I do not have or know in detail the facts about noise pollution levels or emission controls or impacts on biological resources. I only know that my son is an F-16 pilot in the Vermont Air National Guard and if the F-35 does not base at the Vermont ANG that he, as well as hundreds of others could lose their jobs.

It is true that he could probably move elsewhere to continue the career that he loves so much – a career that took him many years to achieve. He also loves the Green Mountains of Vermont and has been extremely lucky to have been able to come back home to live his dream here.

The men and women of the Vermont Air National Guard are exemplary people. They put their jobs above and beyond any other portion of their lives. They have been deployed many times and will be again next spring to fight for the freedom of everyone in this country. How can the adverse opinion of just a few people who are worried about the noise and value of their properties even compare to the loss of the air base?

The people who are complaining knew the Air Guard would be flying over their homes – they probably bought those homes for a much lower price because of that – their choice! Now they are whining that their property values will decrease because of the F-35? If I could be so lucky to have a home in the flight path of the Air Guard jets.....they are the overwhelming wonderful sound and sight of FREEDOM!

Please take into consideration the opinions of those that love these sights and sounds. Please take into consideration that the economy of Burlington, Vermont will be GREATLY affected by the loss of the jets that some people want to take away. And please take into consideration the devoted pilots who fly these jets who desperately want to stay in their Green Mountains.

Very sincerely yours,

Lanie B. Edson

Lanie B. Edson

To: Mr. Nicholas Germanos
From: Jean Hopkins, Burlington, VT
Re: F35 bombers

June 18, 2012

PI-12

Every time I hear the F16s fly over I am reminded of the horrors of war.

I am reminded of the growing disparity between the rich and the poor.

These bombers are going to cost trillions of dollars that could be spent on improving the quality of our lives instead of destroying lives.

Why can't Lockhead Martin and the Air National Guard focus on building life saving helicopters?

There are plenty of jobs and work to be done providing healthy homes, food and care for family members who are depending on us.

There is simply no space in this world for any more bombers.

I hope you will have a better job soon reading thank you letters from all of us who want to return to a healthier, peace-time economy.

Jean A. Hopkins

Jean A. Hopkins

WINOOSKI SCHOOL DISTRICT
60 NORMAND ST.
WINOOSKI, VT 05404
(802) 655-0485
FAX (802) 655-7602
www.wsdschools.org

Resolution of Vermont Air National Guard Aircraft Paths

Whereas, the Winooski School District's mission is to offer a safe and supportive educational environment that is conducive to learning for all of its students;

Whereas, the Winooski School District seeks to create conditions for its students that will maximize learning;

Whereas, research shows that excessive noise affects cognitive performance and interferes with learning;

Whereas, F-35A Vermont Air National Guard jets based at Burlington International Airport will be flown in the vicinity of the District and during school hours;

Whereas, the flight path of the current F-16 Vermont Air National Guard jets based at Burlington International Airport already have an adverse impact on the learning environment at the Winooski schools;

Whereas, it is expected that F-35A jets would follow this same flight path, and will have an adverse effect on the learning environment.

EJ-2

Now therefore, be it resolved by the Winooski School Board as follows.

"Ensure student growth through continuous improvement"

Resolved:

That the Winooski School Board opposes a flight path for F-35A jets that would impact the learning environment. Further, the Winooski School Board opposes the current flight path for F-16 jets that impact the learning environment. GO-2

Michael Decarreau, President

Jay Lambert, Secretary

Amy Booher, Member

Tori Cleiland, Member

Jennifer Corrigan, Member

June 18, 2012
Date

"Ensure student growth through continuous improvement"

David A. Kaufman

June 16, 2012 GS-1

Mr. Nicholas Germanos
HQ ACC / A7PS
1129 Andrews Street, Suite 337
Langley AFB, VA 23665-2769

Dear Mr. Germanos,

My family has lived in South Burlington, VT for 35 years and we work in the immediate area. We strongly support the basing of the F-35s at Burlington International Airport in South Burlington, Vermont. I will explain our primary reasons for supporting the F-35s.

One of the biggest concerns expressed is the noise of the aircraft. I've read that the noise may actually be somewhat less in some locations at take-off than the F-16s and that there may actually be fewer take-offs. The F-16 take-off noise has not been a concern for us. I teach at the University of Vermont, in the School of Environment and Natural Resources, so I have a reasonable understanding of diverse environmental issues. Campus is near the airport and we hear the F-16s whenever they are in action. I've never heard a colleague express any concern about the noise of the planes and in fact, I do not recall that the F-16s have been a cause for noticeable "anti-military jet" action among a campus community that responds to various issues on a regular basis. My wife's medical office is less than a block from the airport, at the junction of Kennedy Drive and Williston Road. She also hears the F-16s whenever they take flight and has no concerns about the noise level. In reality, the F-16s taking off provide a sense of pride in the U.S. military and comfort in knowing that Vermont's Green Mountain Boys are protecting the USA.

Certainly a military fighter jet has an environmental impact because it burns fossil fuel and that has a negative impact on atmospheric air quality. My understanding is that the F-35 is slightly less polluting than the F-16. The air quality impact would occur whether the F-35 is based here in Vermont or elsewhere. This concern represents the "NIMBY - not in my backyard syndrome", often present when a major project or event is proposed in or near a community, meaning the project or event is okay, as long as it is not in this location. This objection is therefore not a logical argument against the basing of the planes here in South Burlington.

Safety is a concern in any mode of transportation, but driving an automobile is statistically far more dangerous than flying an airplane! Believing that the U.S. military would only place a new fighter in service after it is deemed to be safe and able to accomplish its mission, I would suggest that the safety issue is mostly a fear tactic to support objections to the plane. While an airbase in Utah might be more in the "middle of nowhere" should a plane crash, I would suggest that it would be nothing short of ridiculous to base the F-35s two-thirds of the way across the country and then call on them to respond immediately to an East Coast situation such as 9/11! The Green Mountain Boys in their F-16s were in the NYC metro area literally in minutes; not possible from Utah! Why would the Air Force base a fighter jet so far from either coast? That would make no strategic sense!

Continued…

Housing values in the areas in immediate proximity to the airport have been cited as a substantial negative and there is merit to that concern. I would encourage the Air Force and any related entities to realistically address this concern so that peoples' home values are respected and residents in the designated impacted areas are reasonably satisfied and compensated when appropriate.

Economically, the USAF (and whichever other governmental agencies are working on the F-35 project) must be aware of the substantial number of jobs that the Vermont Air Guard supports directly or indirectly throughout the greater Burlington and Chittenden County area. Vermont's economy needs to be strong for the long-term well being of our residents. Vermont cannot afford to sacrifice jobs, or direct spending or multiplier dollars moving through the economy, both of which would definitely result from a loss of the fighter aircraft as a core to the mission of the Vermont Air National Guard.

I served five terms in the Vermont General Assembly two decades back and had the privilege of chairing the Vermont House Transportation Committee during that time. For every major (and some minor) highway project proposed, no matter the merits, there were always the vocal minority that found every reason why a project should not proceed. Arguments were often exaggerated and lacking in factual base, in opposition to project supporters who based their comments on research and facts. This is not to say we did not often receive excellent ideas for project improvements, but the point is, the naysayers were always present and will always be present when a major debate, such as the F-35s, is in progress. Their arguments should be acknowledged, concerns addressed as appropriate, but then the basing of the F-35s should be firmly placed in the superbly qualified hands of the Green Mountain Boys.

In concluding, I would agree with our very well respected AG, Michael Dubie, when he stated that the F-35A is a "pathway to the future for the Vermont Air National Guard" and said that the new plane will add to the security of America.

Thank you for your time.

Sincerely,

David Kaufman

F-35 Environmental Impact Statement Comments. June 17, 2012

The following environmental categories will have an adverse, undue, significant impact due to basing the F-35 jets in Vermont:

Noise
Air Quality |AQ-1
Safety – jet crashes |SA-1
Impacts to 4(f) Properties – both historic and public parks/ recreation
Impacts to Low Income and Minority Populations |EJ-1/EJ-3
Environmental Justice
Secondary Impacts
Cumulative Impacts |CU-1

The EIS leaves many impacts open for court challenge and repeal.

Jeff Ramsey

Germanos, Nicholas M Civ USAF HQ ACC/A7PS

From: Travis Smith
Sent: Wednesday, June 20, 2012 5:38 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7PS
Subject: F-35 in VT

Greetings Mr. Germanos,

I want to keep this short as I know you have received many letters and comments lately, but I wanted to write you and express that I do not wish to see the F-35 stationed in Burlington, VT. This is neighboring my home town of Winooski, and our small city will be subject to the 65+ db DNL, almost in its entirety. GO-1

I am a homeowner worried about my property value and hard investment that I've worked for throughout my adult life. I'm worried about our quality of life. I'm worried about the large investment in improvements this city has made being all for nothing because it is unattractive due to noise levels. SO-1 NS-45 LU-1

I appreciate the VTANG and my family has served in the military. I hold nothing but the utmost respect and appreciation, but putting these aircraft in such a densely populated area of civilians simply does not make any sense.

Thank you for your time.
-Travis Smith
Park St.
Winooski, VT

When I think about the idea of housing the F-35's in the most densely populated corner of Vermont, where entire neighborhoods will be rendered unfit for habitation, I can't understand how anyone could really think this is a good idea. I have attended a few of the public forums and have followed the conversation online, in order to try and follow the reasoning, much of which is based on fear about losing jobs, America's leadership position in the world, and, of course, our freedom. I fail to see how destroying a wide swath of the residential, economic, educational and environmental resources across three cities will guarantee us the security we seek in an increasingly volatile world. In fact, I believe the impact of the F-35's will set us back on all counts. LU-1

In terms of job loss, one hears that the National Guard numbers will likely be reduced if the F-35's come. That may come to pass; however, Vermont will still have a National Guard, as all states do, and hopefully one that can be dedicated to homeland projects and disasters such as floods, hurricanes, terrorism and, whenever necessary, defense. Meanwhile, if we destroy the area with abominable noise and unlivable spaces, think of the jobs that will disappear as people decide they don't want to live, study, start a business or visit here.

As per American power and world leadership, are we certain that military might is the area we wish to lead in? There are certainly other ways to lead: How about being leaders in putting people first, providing excellent housing, healthcare and education for all? How about becoming leaders in international communication and peaceful negotiation? Vermont is known for its innovative people and ideas on matters such as clean energy, environmental protection, agricultural practices, social justice, etc. Somehow, I feel much more secure knowing that people are busy thinking about how we can renew the planet and create peace than I do when I hear F-16's overhead.

As for freedom, how much of it do we gain by putting billions of dollars into war machines and by perpetuating the attitude that America is always right? A brief foray into American history reveals that the much-touted notion of "freedom" has too often been about the white and the wealthy. Colonists in search of "freedom" oppressed the natives; traders exercised the "freedom" to deal in human cargo; plantation owners defended their "freedom" to own other human beings; business owners demanded "freedom" to exploit workers. The same attitude underlies our current efforts to intimidate others around the world with ever more powerful machines. As we have seen, it takes any society a very long time to clean up the damage that results from bad decisions, misguided patriotism and misuses of power. Perhaps we could come up with a more creative and inclusive concept of "freedom", one that would help us live together as a species on a fragile planet. LU-1

I have a personal stake in stopping the F-35's. Our home is located right under the flight path, and we stand to lose our financial and sweat equity if the F-35's come. Add to that my concern for the impact this will have on the area: this beautiful place so many of us having chosen to live, to study, to recreate, to work. It will be one more barren landscape on the American map, unfit for life and unlikely to prosper. I am most concerned for the people, especially those with fewer resources who will likely be the ones left behind to inhabit the outskirts of the uninhabitable zone. SO-1 EJ-1

I don't think F-35's are the answer to our economic, political or social problems. It is a step in the wrong direction of human progress. Those billions of dollars could be put to so much better use, right down here on earth.

Sharon Hopper, Burlington VT

Sharon Hopper 6-18-2012

M357

May 9, 2012

Name: KEN MAHL

Address: QUALITY METAL PRODUCTS

Mr. Nick Germanos, HQ ACC/A7PS

129 Andrews St., Suite337

Langley AFB, VA 23665-2769

GS-1

Mr. Germanos,

It is my distinct pleasure to write you in support of the F-35 program and the possibility of the Vermont Air National Guard 158th FW being selected as one of the distinctive and outstanding units to fly the F-35. The F-35 will give the women and men of the the Vermont Air National Guard the opportunity to continue this long standing tradition and duty to the citizens of the United States of America and the Great State of Vermont. I look forward to the outcome of the Environmental Impact Statement and subsequent Record of Decision.

Thank you for providing me the opportunity to submit this statement.

Respectfully,

Mark Tomase

Mr. Nicholas Germanos
HQ ACC/A7PS
129 Andrews St., Suite 337
Langley AFB, VA 23665-2769

Dear Mr. Germanos,

I'm contacting you today from 8 Dion Street in Winooski, Vermont, where my wife and I purchased our first home in 2009.

Like many first-time buyers, we have happily poured the majority of our limited resources into our little slice of the American dream. And living in Winooski has been great. We can grab the bus right at the end of the street, and we routinely take walks downtown to have dinner at Pho Pasteur, Tiny Thai, or whatever new place has popped up. We are proud to be residents of "the Brooklyn of Vermont."

When I first heard of the F-35's potentially coming to Burlington, I didn't think much of it. We're used to military planes flying around after all. I was shocked, however, to see the map of the updated noise contour that will be created by the F-35. Our house, along with roughly half the town of Winooski, will be designated as "incompatible with residential use." LU-1

This isn't about being annoyed by the noise. It is about rendering half of the real estate in Winooski unsellable. As you must be aware, we would be required to disclose our property's "incompatibility with residential use" to prospective buyers. Do you think we would have invested our life savings in the property if it bore this designation back in 2009? Of course not. This situation has been keeping me awake at night, since every likely scenario resulting from the F-35 coming to town ends badly for home owners within the >65dB noise contour. And there are thousands of us. SO-1 SO-18

Let's say the noise ends up being intolerable, as some are predicting. We could sell our house at a significant loss, or walk away from our mortgage and declare bankruptcy. It is not hyperbole when I say either of these options would result in the loss of our life savings. SO-1

Or maybe we would decide to try to live with the noise. Many will likely still choose to leave Winooski, potentially resulting in an increase in vacant homes. Imagine the most densely packed neighborhoods in a state plagued by a drug problem, largely vacant. This is how slums are born. Which would leave us back at option 1, and the loss of everything we have. SO-4

Forgive me for my pessimistic outlook. I might feel differently if the US Air Force hadn't delayed the release of the environmental impact statement while arrangements to accommodate the F-35 at Burlington airport were being quietly made in the background. PI-3
And the fact that we will seemingly not have an opportunity to experience the noise until the planes are permanently stationed here begs the question: If the Air Force has nothing to hide, why not run some test flights in the area? PI-4

I can understand the appeal of replacing an aging fleet of F-16's with cutting-edge technology, and the prestige that accompanies being chosen as the first site to house F-35's. What I cannot understand is the inability of those supporting this plan to put themselves in the shoes of the thousands who will be disenfranchised by having their homes declared unlivable.

Bedding F-35's down in such a densely populated urban area does not make sense. I implore you to station them elsewhere. GO-1

Mark Tomase

Dear Mr. Germanos,

We strongly support the military but hope that the F-35A will not be located in South Burlington Vt. Our house in Winooski would be designated as unsuitable for residential use. We are not wealthy people and are afraid the value of house would fall considerably. Most of what we have worked hard for all our lives is in our house. Thank you for your consideration of our position. GO-1 LU-1 SO-1

Paul Monagle

Marie Monagle

Paul Monagle

Germanos, Nicholas M Civ USAF HQ ACC/A7PS

From: Karen Lloyd
Sent: Wednesday, June 20, 2012 5:56 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7PS
Subject: proposed F35's negative impacts on Winooski / Burlington Vermont area

Dear Mr. Nicholas Germanos,

I am writing in regards to the proposed F35As as a concerned American citizen and a resident of Winooski, Vermont.

The reality is that the F35 issue is not about patriots versus non-patriots and it seems the point is being missed. I do not always agree with the wars, but I *do* support our men and women who serve. I support our Guard staying in Vermont and I recognize their achievements. We can be patriots and still oppose the F35s being based in South Burlington. I have numerous friends AND neighbors who are in the Guard. Even my dental hygienist is in the Guard. If that is what they choose to do, I support them. We can support our Guard and still fight to maintain the integrity for our region.

I know that supporters suggest that it is just noise lasting a few seconds. Yes, it is true the duration will be brief, like with our current F16s, but SIGNIFICANTLY louder. The environmental report was commissioned by the military and they openly admit that the noise level will increase TWO - FOUR TIMES that of the current F16 jets and is loud enough to cause hearing damage in the affected residential areas, including most of Winooski, which is where I own my home. NS-3

Already with the current F16s, if I am outdoors (without the protection of home or car walls) my ears literally hurt already when the current ("2 - 3 times quieter") jets go overhead. Yesterday I was on the phone with my mom who lives in Connecticut and we had to stop talking for a few seconds. I was inside my home, not outdoors, yet the noise was loud enough to be heard by mom on the other end as a very loud noise. SHE couldn't believe how loud it was, and that will be NOTHING compared to the new jets. Yes, currently it is simply a "mild inconvenience" that we can live with (with the current F16s), but will you still say that when those few seconds of exposure to the *significantly louder* F35s would cause *PERMANENT HEARING DAMAGE*?! That means IRREVERSIBLE loss of hearing for THOUSANDS of people. That is NOT just a little noise! A little noise does not cause hearing damage as recognized by the US government and US military! NS-3

Another impact that "little extra noise" will have on my region is in property values and the housing market. It is estimated that over 1,300 additional houses will be deemed not suitable for residential purposes. Most households probably comprise families of 2 - 4 people. Over 1,300 homes affects THOUSANDS of people and many of these are located in the city of Winooski borders. That means the majority of OUR CITY would no longer be livable, including the newly revitalized downtown as stated BY GOVERNMENT STANDARDS. This is not a few silly people "complaining" - the military and US government is openly telling us that over 1,300 houses would no longer be deemed compatible or safe for residential living. Is losing thousands of households less important than MAYBE adding a couple hundred potential jobs??? It is highly likely that jobs in the 65+ decibel level would be lost, so who knows if even in scenario 2 we would even see an increase of jobs in the state of Vermont. I don't understand that logic SO-1 LU-1 LU-2 SO-5

except for those who profit over the arms industry and politicians who are elected with campaign funding from them. There isn't even a guarantee that there will be new jobs. Property values declining significantly is a near certainty as forecasted by the realtor market. SO-5

If the F35As are based here, will accredited banks continue providing federally backed mortgage loans so others can buy homes in Winooski? Regardless of fighter jets there are always people buying and selling homes. As people leave, there need to be new buyers. Property taxes are already high in Winooski - can you imagine if the resident number drastically decreased? If the noise decibel makes our city "unlivable" it could end up being a ghost town years down the road. Don't think that could happen? Drive by the airport neighborhoods and look at house after house with yellow posters in the windows. Over a hundred. Neighborhoods changed forever. Property values through the basement. The number of houses currently affected pales in comparison when you think of that on the scale of roughly 13 times more affected homes! Why choose such a densely populated area for a project such as this? The number of residences, churches, schools and businesses affected is mind-numbing. SO-18

I have lived in Winooski since 2005. I own a home here and was a renter before that. I care about our city on many levels and have been an active volunteer for the city and in my own condo neighborhood for several years. I'm sorry but I do not think it is at all selfish for me to actually care about the future of the city I live in and all its residents and businesses. Yes, I willingly purchased my home knowing there is an airport a few miles away. However, that does not make it okay to suggest that forevermore whatever new changes occur I need to blindly accept. When I was at UVM, a close friend who was a native Vermonter of many generations told me how her family's cow farm in Leicester was negatively affected by a highway being built. That land had been owned by them for many, many, many decades. How on earth were they to know that someday in the future the State would come in and say a bigger road needed to be built through their land? Their land was divided in half, making getting their cows across the field for milking has made it hazardous. I believe the same applies here. Just because someone owns in Winooski does not mean they can foresee the future's developments and are hence idiots to complain about new developmets. When I purchased, I accepted the fact that I would hear a lot of neighbors, traffic, sirens, planes and even F16s. However I did NOT envision that one day there would be a proposal for louder jets that could cause me to lose hearing and affect my home's value. Winooski is one of the only affordable areas in Chittenden County. We have a high number of new Americans, low income Vermonters and senior citizens. Moving is not an easy nor desirable option for many of us. There is also a high percentage of affordable housing in the areas projected to be severely affected, such as Winooski and South Burlington. Picking up and moving somewhere else might not be a financial option for many people. Remember too, that many of us in Winooski own homes from Champlain Housing Trust. If our home value drops below what we paid for it, we will get back nothing when we sell, making purchasing a home elsewhere difficult or impossible. EJ-1

It seems to me that the city of Winooski is the military's sacrificial lamb. OUR residential numbers FAR outnumber the potential job increase, which is estimated to be from 0 to ~200. The thing is, some of the other potential sites for the F35 only affect two dozen homes. Not thousands. Why on earth then was the most densely populated area of the entire state of Vermont chosen as a preferred site?? PA-4

There's also a question of why even have the F35s stationed ANYWHERE in our country., Lockheed Martin invested millions of dollars and many years into producing them and as a business they need to sell the product (aka F35s) in order to profit immensely instead of losing their investment. These same companies have a lot of power in Washington with their lobbyists. In fact, the F35 is projected to be the most expensive defense system ever in US history, with an estimated $323 BILLION DOLLARS spent to procure the jets. (Wow, can you imagine what national troubles be could alleviated with that kind of money?! Here we are with Social Security in danger of collapse, but our nation can somehow afford this…hmm…) PA-12

What is more important? To me, it is clearly a case of profits over people. The wool is over everyone's heads as long as everyday people think that this is about patriotism. It isn't. It is about money. Anyone who attended the meeting at South Burlington High School should have noticed the pattern of money as the reason of those in the "Pro" camp. Large corporations such as Lockheed Martin have an incredibly large amount of money to spend on lobbyists. In turn, politicians will make statements (scare tactics?) about the economy and jobs because they KNOW how strongly people feel about that when everyone is scared about the lack of jobs after a recession. The F35s are not going to add jobs to downtown Winooski, though. After millions spent on our downtown's revitalization program, we could end up losing jobs in our city as businesses there would likely be negatively affected if the F35 jets arrive in South Burlington. Who is going to want to shop in a town where if you're unlucky enough to step outside when a F35 goes overhead it could damage your hearing??? SO-4

Although many in Chittenden County would be able to hear the jets, it is primarily the cities of Winooski and South Burlington where the decibel limit is considered dangerous for our health. Along with hearing loss, there are other effects on health such as increased blood pressure, cardiovascular problems and stress hormones.Women exposed to 60db of noise are 172% more likely to suffer a stroke. For people who are veterans with Post-Traumatic Stress Syndrome, I can only imagine that the additional stress would be tremendous. NS-8 NS-21

Another concern I have is with Chittenden County's economy. Tourism is a big part of Vermont's income and much of this is linked with the environment and natural beauty of the land here. People come here BECAUSE the air is clean and it is quiet and peaceful. Hiking, camping, fishing, boating, skiing, golfing, horseback riding and other outdoor sports are very popular with many of Vermont's residents and also draws a significant number of people from out of state and Canada every year. The excessively loud noise of the F35As clashes with our state's environmental image and would surely have a noticeably negative impact on our region economically as a result. SO-14

Lastly, I'm also concerned on the effects on our environment. It would be detrimental for our air to become further polluted. Also, the military's opposition to wind projects (claiming that they interfere with radar) would be a setback to our State's efforts towards utilizing cleaner and more sustainable forms of energy. AQ-1

Yes, I willingly bought a home not far from an airport and I expected reasonable airport noise. At the same time I choose to be a patriot who can still fully hear the national anthem and keep the house I purchased. I pray it will not become condemned.

When questioning whether or not to station the F35s in South Burlington, I ask that you seriously consider the devastating impacts upon my Vermont community that would result if the new stealth bombers are put here. The F35As do not belong in South Burlington. Please GO-1

carefully look at other locations less negatively impacted as places to station the F35As. This is not simply a case of "not in my backyard." According to the EIS, the data clearly shows that the impacts from South Burlington would be far more negative than at ANY of the other sites being considered. In some of the other locations, the communities actually noticeably benefit from a reduction in noise and more job growth.

How can our government and military condemn an entire city to be "unlivable?" Please save Winooski and deny the arrival of F35As to South Burlington.

Sincerely,
Concerned Vermont Citizen, Karen J. Lloyd

F-35 Operational Basing

Public Hearing Comment Sheet

Draft Environmental Impact Statement (EIS)

Location: Winooski, VT
Date: 6/18/12

Thank you for providing your comments on the F-35 Operational Basing Draft EIS. Please note, comments will be published in the Final EIS. The name, city, and state locations of persons making comments will appear in the Final EIS. Specific street address information of commenters and meeting attendees will not be printed in the Final EIS, but will be used to create a mailing list for the document.

I am a homeowner in Winooski, VT and I am extremely concerned with the potential beddown of the F-35s in South Burlington. My wife and I bought our house 5 years ago in Winooski because it is a vibrant community that we wanted to be a part of. The noise pollution and the health effects from the F-35s will have a devasting impact on our community's quality of life. It will jeopardize all of the efforts the City of Winooski has put into revitalizing the downtown and rebuilding the economy. For these reasons I urge the Air Force to house the F-35s at another base in a less populated area.

NS-8
NS-45
LU-2
GO-1

Please Print

Name: CHRISTOPHER S. ENMAN
Address:

Do you wish to be sent a CD of the F-35 Operational Basing Final EIS?

Yes____ No X

Please place this form in the box indicated at the hearing, give it to one of the Air Force Representatives, or mail by June 1, 2012, to:
Mr. Nick Germanos, HQ ACC/A7PS
129 Andrews St., Suite 337
Langley AFB, VA 23665-2769
If additional space is required, attach additional pages as needed.

Mr. Nick Germano's telephone: (757) 764-9334

F-35 Operational Basing
Public Hearing Comment Sheet
Draft Environmental Impact Statement (EIS)

Location: BURLINGTON VT.
Date: 6/13/2012

6/13/2012

Thank you for providing your comments on the F-35 Operational Basing Draft EIS. Please note, comments will be published in the Final EIS. The name, city, and state locations of persons making comments will appear in the Final EIS. Specific street address information of commenters and meeting attendees will not be printed in the Final EIS, but will be used to create a mailing list for the document.

please see attached

Please Print

Name: LAURIE LARSON
Address:

Do you wish to be sent a CD of the F-35 Operational Basing Final EIS?
Yes____ No X, I have one already; thank you.

Please place this form in the box indicated at the hearing, give it to one of the Air Force Representatives, or mail by June 1, 2012, to:
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Comments on the DEIS from resident of Burlington, VT.

I oppose the basing of the F-35s in this site because the environmental impact statement DEIS shows an increase in maximum takeoff sound during a "military power take off" from 94 to 115 decibels, and the report notes that each additional 10 decibels represents a doubling of sound. The report says that "data indicate that the F-35A would generate generally higher noise levels than the legacy aircraft (the F-16) it is replacing except in afterburner take-off." GO-1

The F-35 sound level of 115 decibels and the F-16 sound level of 94 decibels are the peak sound levels during take off when the planes are 1000 feet above ground level assuming conditions like those at the Burlington Airport, according to the chart on page BR4-18 of the Air Force's draft EIS.

The 65 decibel level that makes a house unsuitable for residential living is an *average sound level over 24 hours* according to the EIS. The 115 decibel peak sound level of a squadron of F-35s flying over Winooski lasts only for minutes, yet it is so loud that it makes the average over 24 hours go above that 65 decibel threshold for about half the houses in Winooski. By contrast, the 94 decibel peak sound level of the current F-16s flying over Winooski also lasts for minutes but it is not loud enough to make that average sound level over 24 hours go above that 65 decibel threshold for any of the houses in Winooski. LU-1

As the Air Force draft EIS and the *Free Press* article point out, each additional 10 decibels represents a doubling of sound to the human ear. The 21 decibel difference is more than two doublings of the sound or *more than four times louder*. Anyone who has heard it flying over knows the F-16 is very loud. Four times louder than the F-16 is very very loud indeed. I live very near the so-called mapped 65dB range, and the F-16 is already too loud for me, so I can't even imagine tolerating the F-35.

Another chart, this one on page C8 of the Air Force draft EIS gives representative peak sound levels as various Air Force planes take off and reach different heights. Although the F-35 is omitted from this chart, the F-16 is included. The chart is not specific for the Burlington Airport, as is the chart on page BR4-18. Since the Air Force refuses to bring an F-35 to Burlington so we can hear for ourselves, the chart provides another way to get a sense of the sound level of an F-35 using an F-16--but flying lower. Plotting the data in this chart, the difference between the sound of an F-16 and an F-35 at the representative location is something like the difference between an F-16 on takeoff as it reaches 2500 feet and an F-16 on takeoff as it reaches 400 feet above ground level. As the 2500 feet at the representative location has a sound level equal to that at 1000 feet in Burlington, we can consider that the 400 feet at the representative location would also be substantially lower in Burlington. But even if we accept the 400 feet, it means the F-16 has to be very much closer to the ground to simulate the sound of the F-35. PI-4

While the F-35 may be acceptable for the other choices that are large military bases far from residential neighborhoods, 115 decibels is a grossly unacceptable increase in

loudness over the very loud 94 decibel baseline for the F-16 at a commercial airport surrounded by residential communities. Particularly where affordable houses are at risk this is entirely unacceptable. SO-1

According to South Burlington City Council President and retired Air Force Colonel, Rosanne Greco "Noise is causing the demolition of homes. For example, 1,578 homes are currently in the noise contour area. So far, 200 South Burlington homes have been identified for purchase and demolition. 1,366 more homes, for a total of 2,944 homes, would be in this noise area if the F-35As were based here. And, the FAA home buy-out money is not guaranteed; nor is the airport under any obligation to purchase homes. In fact, last week, the airport said they were not going to purchase any more homes." LU-3

Rosanne Gresco is a retired Air Force Colonel, who spent over 29 years on active duty. She is currently the Chair of the South Burlington City Council. Greco wrote the following Op-Ed in the Burlington Free Press regarding the South Burlington City Council's rejection of the F-35 http://www.stopthef35.com/node/94

Here is more from her analysis: "Noise is stopping people from selling homes. Sellers in the noise area must disclose to prospective buyers and lessees that their homes have been designated by the government as "not considered suitable for residential use." Potential buyers won't qualify for federally guaranteed loans, program assistance, subsidies or housing insurance. SO-18

The environmental impact extends beyond noise to many other areas. The DEIS states our area would be negatively affected in the following categories: Noise, Safety, Climate Change, Air Quality, Socioeconomics, Land Use, Environmental Justice, the Protection of Children, and Transportation.

Safety projections for the F-35A are based on the F-22A, which was operationally deployed in 2002. However the F-22 is now experiencing significant safety issues, so much so that Air National Guard pilots are refusing to fly them. Moreover, new aircraft normally have more crashes than mature aircraft. And crashes are more prone to happen on take-offs and landings. SA-1 SA-9

The F-35A requires significant amounts of fossil fuel and natural resources such as water. Fossil fuel supplies will dwindle and eventually be depleted. Predictions from a U.S. climate report, cited by the DEIS, state that the Northeast could face droughts and scarcity of water supplies in coming years. Water is essential for maintenance of the aircraft -- and people. Decisions will have to be made on who gets the fuel and the water." AQ-9

The draft EIS shows that the negative effect of basing the F-35 in South Burlington will fall disproportionately on low-income and immigrant communities in Burlington and Winooski. This is also clearly unacceptable. EJ-1

We respect the Air Guard and the Air Force but the plan to fly F35's over a densely populated residential area is not sound and they have other, more environmentally suitable places to bed down the F35's. Is destroying the lives of over 2000 US citizens worth the extra dollars you think the Air Guard will generate for Burlington? I hope you will do the morally right thing and say no. Thank you.

The FAA home buy-out money is not guaranteed, nor is the airport under any obligation to purchase homes. In fact, last month the airport said they were *not* going to purchase any more homes. NS-57

Thank your for your time. I understand that this form says that comments must be returned by 6/1, but the EIS reps here said that comments could actually be submitted until 6/20.

Laurie Larson

LUCKY-J HOLSTEINS
Division of
Ethan Allen Farms

John & Joyce Belter

6/16/12

Nicholas Germanos
H 2 ACC/ATPS
129 Andrews St. Suite 332
Langley AFB, VA 23665-2769

Dear Mr. Germanos,

I'm writing with my concerns regarding the F35's.

I own and operate Ethan Allen Farms, South Burlington, Vt which is located adjacent to the Air Guard to the north. We have 350 acres and 500 head of dairy cattle. There are 6 homes located on the farm and my home is at the corner of Country Club Dr. and NCO Dr. The current noise is a problem and some take offs cause paintings and nick nacks to fall off the walls. I think this depends on the ability of the pilots and forsee this problem getting worse with the F35's. We have been told our home is in the 75-80 average making us very non-compatable and only going to get worse. The talk regarding the F35's has already reduced the value of my property and if they are based here it will continue to drop. No one from the airport has ever approached us about our property. NS-4 LU-1 SO-1

The cattle are skiddish when the F16's are flying. The effect of the F35's on the cattle is an unknown but I have a real concern for their health and production. BR-10 NS-31

This past Spring the airport was on the farmland studying the bird population. Since there is no hunting in So. Burlington we have a natural refuse for birds. At one count there were over 3,000 Canadian geese and ducks which seem to take flight with loud noises. This should be a concern for all.

The Air Guard has removed hundred of trees that served as a noise buffer when the solar panels were installed. Additional trees were removed with the resurfacing of Air Guard Rd. Little or no consideration has been given to our neighborhood.

Those of us who will have the greatest impact from the F35's have been provided with little information. If the guard is trying to cooperate with neighbors I haven't seen it.

I am <u>NOT</u> in favor of having the F35's based in South Burlington VT. GO-1

John H. Belter Jr.

Germanos, Nicholas M Civ USAF HQ ACC/A7PS

From: [illegible]
Sent: Wednesday, June 20, 2012 7:05 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7PS
Subject: Thank you

Mr. Nick Germanos, F-35A EIS Project Manager HQ ACC/A7PS,
129 Andrews Street, Suite 102,
Hampton, VA 23665-2769

GO-1

Please do NOT bring the F35's to the Burlington- Winooski area. Your report has made it clear that they do not fit with this type of residential surroundings, and it would be a tragedy for you to ignore our concerns, and what you have outlined in your own report.

Thanking you in advance for doing the right thing and giving our concerns (which are many) the true weight they deserve.

John Gower

Germanos, Nicholas M Civ USAF HQ ACC/A7PS

From: shawn lipenski [velvetpatsy@gmail.com]
Sent: Wednesday, June 20, 2012 6:54 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7PS
Subject: Opposition to F-35's in Winooski, Vermont

Dear Sir,

As a Winooski resident, I am strongly opposed to the proposed initiative to have the F-35s in the Winooski flight path. The base in South Burlington is just a few short miles from my residence and I can't foresee handling more noise than the f-16 already puts out. GO-1

Our small city is in the middle of a revival and this project would thwart all the effort made by the citizens, taxpayers, and businesses that put their faith in our small little city. LU-2

Please consider the pleas of someone like me in small-town America.

--
Shawn Lipenski

Germanos, Nicholas M Civ USAF HQ ACC/A7PS

From: Zachary Henderson
Sent: Wednesday, June 20, 2012 7:46 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7PS
Subject: F35 aircraft in VT

Mr. Germanos-
I am writing to you today to request that another site be chosen for the F35 bed-down. I live in Winooski, VT - a city that is currently much effected by noise from the jets currently stationed there - and am incredibly concerned for my city and my family. I will not cite the global concerns that I'm sure so many others have for the economy of the city, the quality of it's air, the health of it's citizens, or the quality of life that we are all enjoying and which is improving dramatically with each coming year. Instead, I only want to plead you personally, for my family, not to choose the Burlington air force base to house these jets. My wife and I are in our early 30's and just last year we were blessed with our first child. We have a $187,000 mortgage which we took out 5 years ago to purchase a small home here in a city that is close to work for both of us and which offers reasonable home prices. If the F35s are stationed here, I worry from the bottom of my heart that this city will die. I worry that shops and restaurants will stop coming to Winooski for lack of customers willing to bear the noise, that young families are going to stop moving to Winooski for the sake of their children, that the school system will deteriorate, and that my son's health, hearing, and learning aptitude will be affected. On top of this, how will I sell my home once they arrive once it's been deemed unsuitable for residential use? My family will be stuck in a crippled city with no hope to get out with our shirts. Please, please please, from the bottom of my heart and for the sake of my son and all of the children of Winooski, help another base be chosen for the F-35s.

GO-1
AQ-1
NS-8
NS-45
SO-4
NS-3/
EJ-2
SO-1
LU-1

Sincerely,
-Zachary Henderson

Germanos, Nicholas M Civ USAF HQ ACC/A7PS

From: David Weissberger
Sent: Wednesday, June 20, 2012 8:42 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7PS
Subject: Bed-down of F-35s in So. Burlington

I write to register my opposition to the placement of the new F-35 jets at the Vermont Air National Guard base in So. Burlington. My wife and 6-week old son are also opposed to this plan. We are concerned with the impact of the increased noise levels on our family's health as well as the potentially drastic effects on the value of our recently purchased home. Winooski is a community with a great deal of potential and not a few problems. It is the densest municipality in the state and one of the poorest and would bear the brunt of the negative impacts of a decision to base these planes here. We believe some of the other potential sites in more sparsely populated locations would be a better choice for the F-35s. Please don't allow the majority of our town to be labeled "unfit for residential use"! GO-1 NS-8 SO-1 EJ-3 LU-1

Thank you for considering our opinions.

David Weissberger
Eliza Weissberger

Germanos, Nicholas M Civ USAF HQ ACC/A7PS

From: Angela Gale
Sent: Wednesday, June 20, 2012 6:16 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7PS
Subject: comment on the F-35A DEIS

Dear Mr. Nicholas Germanos,

I am writing to comment on the F-35A Draft Operational Basing Environmental Impact Statement (DEIS), ask a few questions, and make a few requests.

I strongly disapprove of the proposed basing of the F35A stealth bombers at the Burlington International Airport. I am a Winooski resident, I live in a home my husband and I purchased a number of years ago. We have been blessed with a happy healthy daughter who just turned one. I understand the Air Force is considering Burlington International Airport and Air National Guard base (ANG) as a site for the placement for 18 or 24 F-35 fighter jets (scenario 1 and 2). From reviewing the DEIS it is clear the proposed basing of the F-35 fighter jets will increase the db DNL level over that of the F16s and increase the area of land within the 65-85 db contour. Needless to say I am concerned for the health and wellbeing of my family, friends, and neighbors. GO-1

I am specifically concerned about the 65-85 db DNL zone since the Federal Aviation Administration (FAA) has determined that noise levels which exceed 65 db are "incompatible with residential use." The area in question is the most densely and diversely populated within the state. The DEIS states that 5,632 people in 2,516 households under the ANG Scenario 1 and 6,675 people in 2,944 households in ANG scenario 2 will reside within the 65-85 db DNL zone. This proposal jeopardizes homes, businesses, schools, families, and the tourist industry of the state. LU-1 SO-14

From reviewing the DEIS and the US Department of Housing and Urban Development's website I am left with serious concerns about where we will live and our quality of life. Our home will be in the 65-85 dB DNL noise zone. I believe living in our home will have long term health risks for all members of our family, particularly our daughter. Further more if our home is deemed "incompatible with residential use" what options will we have? I respectfully echo the questions asked by the Burlington City Council including: NS-45 NS-8 EJ-2

* Will buyers be able to receive federally guaranteed loans (FHA and VA) financing?

* What kind of "special approvals" will be necessary in order to receive federally guaranteed loans?

* What additional disclosures will sellers within the 65 DNL contour need to sign in order to sell their homes? SO-18

* Will my home be in an "Accident Potential Zone"? SA-6

I would like to continue by requesting that you please choose a less densely populated area to house the jets since the cost to our community and its members is too great in an urban center such as this where the airport is situated in close proximity to homes, schools and businesses. If the Air Force proceeds with the plan and base the jets in Burlington, and most of Winooski comes under the 65-85 db DNL level I request, residents be given the option of a buy out. As you know many residents do not feel this will adversely effect them, as a result I expect the number of homes who would choose this option would be few and is an reasonable request. Please give the residents whose homes become "incompatable with residential use" the option to stay in the home or have the Air Force buy the home at a fair market price. It is NS-12 NS-57 SO-9

unconscionable that unwilling residents shoulder this burden alone, particularly since this plan disproportionally effects the weakest members of our community including minorities, children, the elderly and low income families. Put quite simply this has the very real possibility of forcing the majority of the residents of Winooski into bankruptcy. EJ-3 SO-1

While those directly effected are fewer in number, than those not directly effected, they should not be disregarded. This move will have farther reach than one might expect. There is already a housing shortage in the greater Burlington area. There is a serious lack of affordable rentals and homes. Winooski has provided the larger metropolitan area with much needed housing. If this housing is compromised, destroyed or otherwise made unfit to inhabit, it will drive up prices of housing elsewhere in the state. This will further drive the cost of living in the area up and exacerbate the "brain drain" for Vermont by forcing young vibrant families out of the area. SO-4

In summary, I respectfully request the Air Force give precedence to comments received from residents of Winooski and surrounding effected areas over comments received from sources outside of the immediate local area. And, before any final decision is made, I request that the Air Force seriously consider the effect that the F-16 has already had on Winooski and South Burlington neighborhoods; and the dramatic consequences the F-35A will have on thousands of people in our small Vermont communities.

Sincerely,

Angela Gale

27 West Allen Street
Winooski, Vermont 05404

(802) 655-6410
(802) 655-6414 (fax)

City of Winooski

City Council

Mayor Michael O'Brien
Mayor@onioncity.com
Deputy Mayor Sally Tipson

Katherine R. Decarreau
City Manager
Councilor John Little
Councilor Megan Moir
Councilor Sarah Robinson

Resolution

Re: Comment on the US Air Force Proposed F35 A Bed Down Environmental Impact Statement

Whereas the United States Air Force is considering changing the current fighter jets at the Burlington International Airport from the F 16 to the F 35A in the next decade as the useful life of the F16s will come to an end, and;

Whereas the City of Winooski is directly impacted by the operations of the Vermont Air National Guard Base and as such wishes to respond to a request for comments on the Environmental Impact Statement issued by the United States Air Force, and;

Whereas the City of Winooski wishes to support the Vermont Air National Guard Base located at the Burlington International Airport, and;

Whereas Winooski recognizes the important and courageous mission of the Air Guard including critical missions after September 11, 2001, and;

Whereas Winooski recognizes the valuable impact of the Air Guard Base on the local economy, including one thousand thirty five (1,035) jobs and millions of dollars of local spending annually, and;

Whereas the City of Winooski, the State of Vermont, the Department of Housing and Urban Development, and our private partners have invested over $175 million dollars in revitalizing our downtown which, in turn, has sparked a revitalization of the entire City of Winooski as an attractive place to live and work, leaving open the possibility that property values would decline and the downtown would become less desirable under the conditions outlined in the study, and; | SO-1 | LU-2

Whereas the required Environmental Impact Statement has been released by the United States Air Force, indicating an increase in noise in Winooski both in maximum volumes during takeoffs and landings and in the average Day Night Level (DNL) resulting in "adverse unavoidable

impacts" to noise levels, which will rise to or above the level that the Federal Aviation Administration (FAA) has determined to be "incompatible" with residential use, and: LU-1

Whereas the 65 dB noise contour band in either scenario would encompass more than fifty percent (50%) of our community by the change in operations, disproportionately impacting the City including most of the low income families and people of color identified in the EIS, and; EJ-3

Whereas it is unclear as to the actual difference in decibel level between the F 16 and the F35A during take offs and landings, leaving serious concern about the potential increase in health risks related to the exposure of residents including those in a nursing home, several senior living complexes, and a school, and; NS-8 NS-6 EJ-2

Whereas the City of Winooski was informed by the Vermont National Guard and by United States Air Force staff in the initial hearings that the noise levels could be mitigated by operational changes,

Now therefore be it resolved by the Mayor and City Council of the City of Winooski, Vermont as follows:

The City formally requests that the United States Air Force:

1. Review the noise impacts of the F35A on the city of Winooski and clearly identify the potential impact on the economic health of the City of Winooski and the welfare of our citizens given the FAA's conclusion that living within the 65 db contour is incompatible with residential use, and;

2. Explain why Burlington International Air Base and the Burlington International Airport is considered a preferred location over areas that may have fewer adverse impacts, and; PA-4

3. Condition operating procedures for the F35A at the Burlington International Airport to mitigate the impact of increased noise on the city of Winooski in a manner that brings the DNL levels back to their current state and reduces the maximum noise levels of the F35A jets to the current levels of the F16 jets. NS-11

The Council formally authorizes the Mayor to meet with the Governor of the State of Vermont, members of the Congressional Delegation, and command staff at the Vermont Air National Guard Base and any other entity capable of impacting this decision to advocate for the City's position in this matter.

Resolution # 2012 – 1

Dated May 21, 2012

Introduced by

Affirmative Vote

Negative Vote

Adopted 5/21/2012

Rejected

Attest Carol J. Barrett
City Clerk

Approved Date May 21, 2012

Mayor