

United States Air Force
Public Hearing Comment Form
F-35A Training Basing
Environmental Impact Statement (EIS)



1286 LU

Please use this sheet to provide your comments on the Draft EIS. If your comment refers to a specific page or section of the EIS, please identify that location. You may submit your comments in any of the following ways:

- 1) Turn in this form at the comment table before you leave tonight.
- 2) Provide oral comments to the court reporter during the open house session or public hearing.
- 2) Mail, fax or email comments to:

David Martin, Air Force Contractor, and Kim Fornof
HQ AETC/A7CPP
266 F Street West, Bldg. 901
Randolph AFB, TX 78150-4319
Fax: 210-652-5649
Email: aetc.a7cp.inbox@us.af.mil

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Name: SAM CHESTNUT

Organization/Affiliation: _____

Address: * _____

City, State, Zip Code: _____

Comments: I've lived on the west side of Phoenix for over 50 years and know that we are the last to get recognized for anything. When Willie's closed down they didn't want the noise - sent to the west side.

Why is there so much support around here - all the goodness ~~example~~ PX, medical treatment from retirees.

Why is the air force still building these fighters when a drone will do the same or better job. No other country can afford to build these except maybe Russia. These 35's will be outdated within 10 years.

The drone seems to be doing a good job - shooting the bad guys out of the pickups and off their drones. I put your money on the drones.

PN-5

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Name: CHRISTOPHER MONEYPENNY

Organization/Affiliation: _____

Address: * _____

City, State, Zip Code: _____

Comments: _____

I SUPPORT ANY AND ALL TRAINING FOR THIS PURPOSE AND ULTIMATELY FOR OUR COUNTRY (USA) I WOULD BE VERY PLEASED AND HAPPY ABOUT THIS INSTALLATION OF THE F35A AT LUKE AIR BASE HEREIN AZ.

GE-3

THANK YOU
[Signature]

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Name: ROGER + SUSAN LEWIS

Organization/Affiliation: _____

Address: * _____

City, State, Zip Code: _____

Comments: WE APPRECIATE YOUR SERVICE
+ WELCOME THE F35s TO LUKE AFB
THANKS YOU !!

GE-3

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Name: Barbara Cullum

Organization/Affiliation: Concerned Citizen

Address: * _____

City, State, Zip Code: _____

Comments: I believe I will be a safer person if Luke
Air Force Base stays in Arizona. I
would be very grateful if I been thought
there are not threats to the safety of people
all over the United States and the threat
will only escalate in the future. I
appreciate the jet noise to me it is
the sound of freedom gasp citizens
and I thank the brave men and women
who are willing to give their lives to
protect the citizens of our world.

GE-3

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Name: Kay Cuhlin
Organization/Affiliation: _____
Address: * _____
City, State, Zip Code: _____

Comments: I AM 100% IN FAVOR OF THE F-35A PROGRAM COMING TO LUKE AFB. TO USE THIS PROGRAM WOULD BE A TRAVISTY. THE ADVANTAGES FAR OUT WEIGH ANY REAL OR IMAGINED DOWN SIDE.

GE-3

IF THERE IS ANY THING WE CAN DO IN THE FUTURE TO HELP PROMOTE A POSITIVE DECISION, PLEASE CONTACT US.

PEOPLE WHO COMPLAIN ABOUT NOISE KNEW THE BASE WAS THERE LONG BEFORE THE RESIDENTIAL HOUSING. THEIR COMPLAINTS SHOULD BE TAKEN WITH A GRAIN OF SALT.

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Name: William & Janet Albert
Organization/Affiliation: Homeowner
Address: * _____
City, State, Zip Code: _____

Comments: We support the F-35A coming to Luke for training. We enjoy watching the planes fly and think that this is a great place to train because of the weather.

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Name: Lowell T. Danielson

Organization/Affiliation: _____

Address: * _____

City, State, Zip Code: _____

Comments:

Noise is not a problem. I like having Luke Air Force base in our neighborhood. I am 100% in favor of having the F-35's at Luke and strongly encourage you to make it happen.

GE-3

Lowell T. Danielson

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Name: Lowell T. Danielson

Organization/Affiliation: _____

Address: * _____

City, State, Zip Code: _____

Comments:

I am in favor of the F-35's training at Goodyear

GE-3

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Name: Myla Marovich
 Organization/Affiliation: _____
 Address:* _____
 City, State, Zip Code: _____

Comments: I am a native of Arizona. I have never known a time when Arizona did not have military presence. I purchased a home four blocks away from Luke just in November 2011. I was just concerned about the noise three months ago at the time of purchase. I am not concerned about the noise from an F35A now. As a Dreaming Summit resident I support the opportunities to have the F35A at Luke AFB - Thanks

GE-3

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Name: Daniel Marovich
 Organization/Affiliation: _____
 Address:* _____
 City, State, Zip Code: _____

Comments: I have been a resident of AZ since 1993. I have been a west valley resident since 1999. We purchased a home in Litchfield Park in November of 2011. Part of my reason for selecting the house we bought (and we had plenty of options) was the proximity of Luke Air Force Base. I fully support our military, our Air Force, Luke Air Force Base, and yes the F35. I would like to thank our service men & women past and present.

GE-3

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Name: Stephen Shockey
Organization/Affiliation: SRP Employee / Retired ARMY/NG & Reserves
Address: [REDACTED]
City, State, Zip Code: [REDACTED]

Comments: I am in full support of the F-35A program. Would like to see the training at Luke AFB.

GE-3

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Name: Thomas Hillmer
Organization/Affiliation: PRIVATE CITIZEN
Address: [REDACTED]
City, State, Zip Code: [REDACTED]

Comments: I AM AN ENVIRONMENTAL CONSULTANT BY PROFESSION AND HAVE REVIEWED THE EIS AND FOUND IT TO BE VERY COMPLETE AND ADEQUATE. I PAID SPECIAL ATTENTION TO THE AREAS OF WASTE MANAGEMENT, WET LANDS, RESOURCE RECOVERY + REUSE, AIR QUALITY, AND WILDLIFE HABITAT. I FOUND THE REVIEW ADEQUATE AND THAT IT SHOWED LITTLE IMPACT ON THE LOCAL ENVIRONMENT. THE AREA OF CONCERN FOR MOST PEOPLE IS, OF COURSE, NOISE POLLUTION. AFTER REVIEWING THE DATA, I FEEL THAT THE F-35 MISSION SHOULD GO FORWARD AT THE L-3 OR L-4 SCENARIO AS THOSE WOULD BE THE BEST CHOICE FOR OUR COMMUNITY, BOTH FINANCIALLY + ENVIRONMENTALLY. AT THESE SCENARIOS, ONLY 4 ADDITIONAL RESIDENTIAL ACRES WILL BE IMPACTED AT THE 65-69 DB LEVEL.

GE-8

GE-3

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I WOULD ALSO LIKE TO COMMEND LUKE AFB FOR YOUR CURRENT ENVIRONMENTAL ASSESSMENT ASSESSMENT CONCERNING THE INSTALLATION OF A SOLAR ARRAY TO HELP OFF-SET YOUR ELECTRICAL USAGE.

THANK YOU,

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Name: John Mullen

Organization/Affiliation: _____

Address:* _____

City, State, Zip Code: _____

Comments: A more fair comparison for noise contours would be the F-4, based here in the 70's/early 80's - when the F-4 was based here, noise complaints were many at first, followed by traffic pattern adjustments, planning and zoning adjustments - to the point that most communities were accepting of the necessary training mission fulfilled by who - I remember cities and citizens bending over backward to accommodate with a quiet & take attitude, to find a compromise solution to support personal lifestyles and national defense requirements. I flew for F-4 here back then, and our role for all missions required us to be sensitive to noise in the immediate area - and we were!! That, too, will be followed by present & future operations - you can count on it! I think you'll find the F-4 was much noisier than the F-35 will be.

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213-1 Hutchfield Park

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Final
June 2012

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cont'd

And we lived and adapted at that time. I also believe
 what ever adjustments need to be made for the F-35 will
 be done wherever feasible. We, in the communities,
 will work hand in hand with the Air Force in order
 to support the mission - whether citizens, organizations,
 towns, cities, or communities throughout the area.
 God Bless the USA - And WLU AFB

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Name: Grant Hochmann

Organization/Affiliation: Retired AF Pilot

Address: [Redacted]

City, State, Zip Code: [Redacted]

Comments: Lake AFB is the best location for the F-35A.

Obvious reasons are the weather and range availability of the Goldwater Range.

Perhaps less obvious but important to the training of F-35 pilots from other nations is the proximity of a large modern metropolis. This provides an excellent environment for the "foreign students" to better assimilate with cultures that reflect their own. I doubt whether Mt Home, Boise, or Holloman has this cultural diversity. Training of foreign troops enhances our's bottom line.

Lastly, I fear that putting such a large and important mission at civilian airfields is inviting trouble when it comes to

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Visit www.F-35ATrainingEIS.com for project information or to download a copy of the Draft EIS.

*Provide your mailing address to receive future notices about the F-35A Training Basing EIS. 2113 Litchfield Park

GE-3

1299 LU

competing for access and airspace in and around the civilian air-space. I was an Air Force Liaison / Rep to the FAA for several years and observed the fact that military requirements "buted heads" with civilian aviation needs, the military lost almost every time.

GE-3
cont'd

1300 LU

**United States Air Force
Public Hearing Comment Form
F-35A Training Basing
Environmental Impact Statement (EIS)**



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 HQ AETC/A7CPP
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Name: RAY BAUMBACH

Organization/Affiliation: _____

Address:* _____

City, State, Zip Code: _____

Comments: The Phoenix Valley is expanding rapidly. It has already reached saturation on the NE, E, S, and SE. The West Valley is about the only direction possible for growth.

We are very concerned about the reasoning for expanding a base that is now situated in the highly populated area of the West Valley. Not only will this expansion increase the air pollution, noise pollution, but also increase the possibility of a serious air accident that would kill many people and destroy many homes and possibly commercial buildings as well. I am positive there are other sites not as populated that are just as suited for accommodation for the F-35 without near the impact. Glendale I am sure was represented by many of their residents that are -

DO-19
AQ-1
NO-1
SA-1
GE-1

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Final
June 2012

1300 LU

for the F-35's. But the planes do not take off or land (flight paths) over Ellendale. Sure they are for the new jets since they gain financially, most, by the new jets coming to Luke.

Most of the speakers talked about the noise pollution, but did not speak of the air pollution created by these jets. What kind of anti pollution devices do these jets have. I know that during the 9-11 crisis when they shut down the airports across the nation, our air pollution was the best that I can remember since living in this Valley. I realize that Luke was still active during this crisis time. But sky harbor was shut down and the air cleared right up during this span that commercial jets were not allowed to fly. The cars they claim are causing most of the air pollution did not cease to operate at this time yet the air was as pure as I have seen it.

AQ-2

As for impact on the community, as far as financially, I'm sure it will affect us. But not as much as people think. I think even more people would choose the west Valley to live in if Luke Air Force base was not located here.

I know for sure the noise of the present jets flying S W out of Luke make enough noise that it does affect conversation while golfing at Pebble Creek on the sunny hill.

NO-8

Thanks for letting me vent my feelings. Please if you can answer my questions on air pollution coming out of these jets, I would be greatly appreciative.

Sincerely,
Ray Bawolach

[Redacted signature]

1301 LU

As a resident in Litchfield Park for many years I have concerns about the possibility of More Low Noise from a more powerful jet as the F-35's. Too many residents that live right by this base to make this the right fit for the US Air force - way too much liability. Please consider other options - perhaps Tucson.

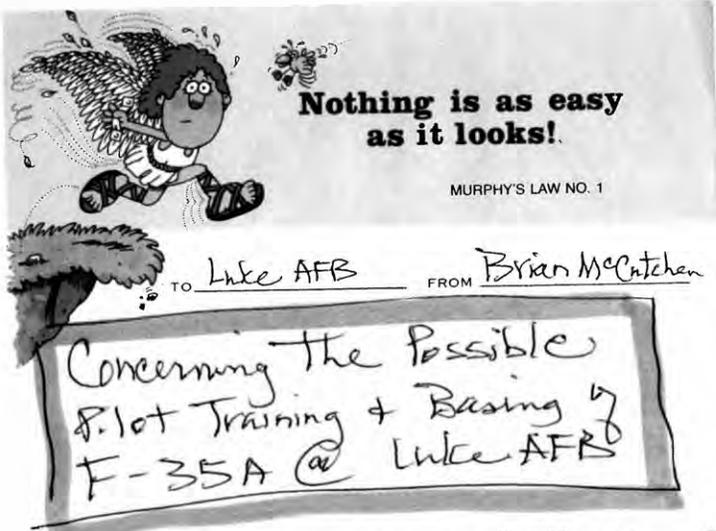
NO-1

NO-11

GE-1

2/13-Litchfield Park

Sue and Bill Peters



1302 LU

It is very uncertain how noisy these F-35 aircraft are compared to F-16. The flight area is extremely populated w/ families & young children. It is a high risk to take if a jet went down. It would seem other areas under consideration might be more appropriate & less populated. Over the year more & more housing developments have cropped up in & around Luke. The higher noise could be detrimental to housing values.

I VOTE (NO) !
 Sincerely,
 Brian McCutchen

2/13-Litchfield Park

Form PP-201 ©The Drawing Board Inc., Box 503, Dallas, Texas

NO-34

NO-11

SA-1

SO-1

GE-4

1303 LU

February 11, 2012

Dear Sirs:

I live in a subdivision of homes with around 200 homes within a four mile radius of Luke AFB. I have objections to this proposal of the F-35 training being so close by at Luke AFB. Here are my reasons why:

GE-4

- 1) Increased noise day and night
- 2) Pollution
- 3) Safety concerns about crashes
- 4) Costs of these planes
- 5) Costs to upgrading Luke
- 6) Property values going down
- 7) Children and animals (decibels on their sensitive hearing)
- 8) A very populated area with many subdivisions within five miles of Luke (this is not a barren area of farmland anymore)

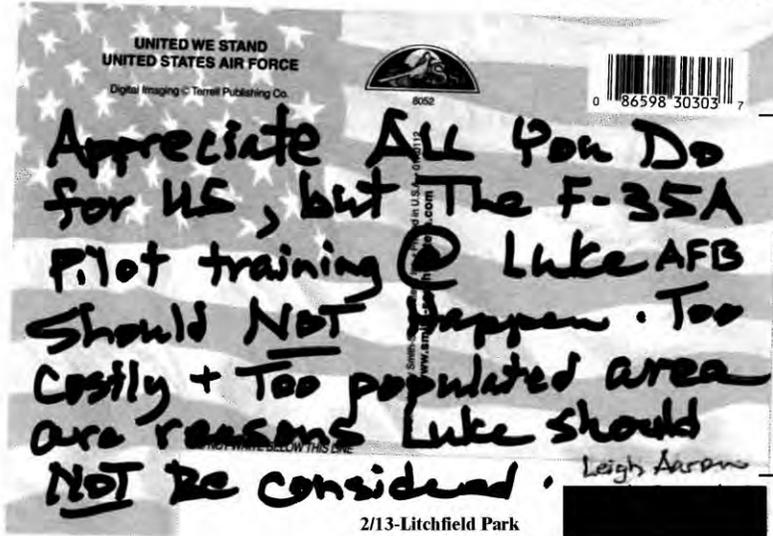
NO-1
 AQ-1
 SA-4
 DO-5
 DO-20
 SO-1
 EJ-2
 BI-5
 NO-11

Sincerely,



2/13-Litchfield Park

1304 LU



GE-1

1305 LU

February 11, 2012

Sirs:

I AM COMPLETELY OPPOSED TO THIS. I am very concerned that the F-35 is 95 decibels as opposed to the F-16 which is 86 decibels. From what I have read 95 decibels is an unsafe level of sound for humans. What about all the pets that have even more sensitive hearing and children who are living in this area.

GE-4
 NO-6
 BI-5
 EJ-2

We were fine with the F-16s flying in our area. I love and support our military and "love" the sound of freedom but this is taking it to a level that is unacceptable. In an economy when our country is almost bankrupt we propose to spend millions of dollars to "retrofit" an older air base to accept a new plane that also costs billions(?) of dollars to produce.

DO-5
 DO-20

The biggest concern is the damage this WILL do to our property values and quality of life. Everyone keeps saying that Luke AFB provides BILLIONS in economic impact to the west valley but I have never seen anywhere where this info is broken down. Other than the number of people stationed at the base and what they spend while living here I would like to know how Luke affects the west valley with that much impact financially.

SO-1
 SO-16

I see no reason why the same money to retrofit this base could be used to outfit a base closer to Gila Bend or split this with Tucson International Airport Air Guard as well. Thanks for your time in considering this.

DO-20

Sincerely,

Mitchel Dukatt

Luke Air Force

2/13-Litchfield Park

Final
June 2012

1306 LU

February 13, 2012

Mr. David Martin
HQ AETC/A7PP
266 F Street West
Randolph AFB, TX 78150-4319

Ref: Luke Air Force Base – Environmental Impact Statement (EIS) January 2012

Dear Mr. Martin:

Upon receiving the F35A Training Basing Environmental Impact Statement Draft Executive Summary and further reviewing the data on line (January 2012) concludes that the preferred alternative for Luke Air Force Base is Scenario L3 (72 Aircraft). Even with this scenario it demonstrates that Area No.3 (location No. 5), which includes Palm Valley Phase V, demonstrates an increase noise level. Currently our home windows rattle and conversation comes to a halt with the current mission of the F16.

NO-1
NO-8

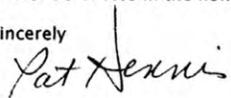
With the increase noise level with the F35A (Scenario L3) I request a mitigation of the home through the following methods:

1. Sound Proof Window over a dual pane window
2. Home Insulation Cellulose Fiber (Walls and Attic)
3. Vents: Baffle roof, Attic and Chimney treatment

NO-20

There are other known noise mitigation measures that can be explored to insure DBL of 55 or less in the home during normal operation of Scenario L3.

Sincerely



Pat Dennis



2/13-Litchfield Park, AZ

1307 LU

How can we as Americans Love and Honor our Service men and women and look to them for our freedom and protections and then turn our backs on them. It's wrong on so many levels. They are and icon of the West Valley.

When they fly overhead I pray for them and all our service people for the great job they are doing and their sacrifices. One minute we thank them for their service and then we try to pull the rug from under them.

GE-3

I thank God that our protection is so close to home. They need our support. They are experts in their field and if they need the F35's then they should have them.

Please do not let the complaints or fears of others about noise or air quality stand in the way of our great freedom. We need to pull together as Americans and offer our support for Luke Air Force.

Thanks for listening.

Bonnie Eichstedt



2/15 - Sun City, AZ

United States Air Force
Public Hearing Comment Form
F-35A Training Basing
Environmental Impact Statement (EIS)



1308 LU

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Name: AK PATTERSON

Organization/Affiliation: _____

Address:* _____

City, State, Zip Code: _____

Comments: _____

I FULLY SUPPORT ALL EFFORTS TO WELCOME THE F-35s TO LUKE AF BASE. ANY NOISE FROM PILOT TRAINING IS PERFECTLY ACCEPTABLE. WHEN WE BOUGHT OUR HOME WE WERE ADVISED OF THE NOISE AND WE SIGNED OFF AND ACCEPTED THAT CONDITION. ANY NOISE FOR F-35 TRAINING WOULD BE INCIDENTAL TO THE NOISE OF FOREIGN COUNTRY AIRCRAFT IN COMING.

GE-3

Visit www.F-35ATrainingEIS.com for project information or to download a copy of the Draft EIS.
 *Provide your mailing address to receive future notices about the F-35A Training Basing EIS.
BRING THE F-35s TO LUKE!!
2115-SUN CITY, AZ

United States Air Force
Public Hearing Comment Form
F-35A Training Basing
Environmental Impact Statement (EIS)



1309 LU

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Name: RUSSELL DENISON

Organization/Affiliation: _____

Address:* _____

City, State, Zip Code: SUN CITY, AZ _____

Comments: LET'S DO IT. L3 OR BETTER.

GE-3

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2115 Sun City, AZ

United States Air Force Public Hearing Comment Form F-35A Training Basing Environmental Impact Statement (EIS)



1310 LU

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Name: Gwynne Denison

Organization/Affiliation: _____

Address: * _____

City, State, Zip Code: _____

Comments:

I want to ride in this aircraft. Where can we sign up? It sounds like all of the tests have been run and adequately explained. Let's build 144!

GE-3

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United States Air Force Public Hearing Comment Form F-35A Training Basing Environmental Impact Statement (EIS)



1311 LU

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Name: MARGARET STODDARD

Organization/Affiliation: None ^{9AS} Naval Air Vt WNH & Retired Defense Employee

Address: * _____

City, State, Zip Code: _____

Comments: I AM IN FAVOR OF THE F35 BEING STATIONED AT LUKE AFB. I HAVE BEEN SUPPORTIVE OF THE F16'S TRAINING ALL THESE YEARS FOR THE FOLLOWING REASONS:

- EXCELLENT AIR SPACE
- AVAILABLE LAND TO BUILD MORE FACILITIES FOR TRAINING PROGRAM
- GOOD ACCOMMODATIONS FOR THE SERVICE PEOPLE
- GOOD FOR THE ECONOMY OF THE WEST VALLEY
- SINCE WE HAVE NO MANUFACTURING BASE + NO TECHNOLOGY FIRMS - THE LUKE AFB BRING ECONOMIC STABILITY TO THE AREA
- WHEN THE LAST OF THE F-16 SQUADRONS LEAVE THIS AREA ~~WE~~ WE WILL HAVE LUKE BECOME A GHOST BASE SUCH AS MARCH AFB/CAHIE BECAME, THE CITY OF RIVERSIDE CA HAS TO BEG SMALL BUSINESSES TO LEASE SPACE AND THAT TOOK YEARS.

GE-3

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Needs comment on with a little more - the thing about it working along and on night!

Final
June 2012

United States Air Force
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1312 LU

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Name: Betty Kallusser
 Organization/Affiliation: Military dependant
 Address:* [Redacted]
 City, State, Zip Code: [Redacted]

Comments: I as a citizen of Sun City, AZ
support the F35 at Luke AFB.
I am a dependant of a career
Marine, and need the bases services
I don't mind the extra noise it's
the sound of Freedom.
A huge part of the west valley's
economy is dependant on Luke AFB

GE-3

Sincerely
Betty Kallusser

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Name: ORIN & PAETIA STAGER
 Organization/Affiliation: _____
 Address:* [Redacted]
 City, State, Zip Code: [Redacted]

Comments: We need all the protection we can get
We don't have to share the plane, they own our house.

GE-3

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1314 LU

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Name: Andrew Cepon
 Organization/Affiliation: Resident of Surprise, AZ.
 Address:* [REDACTED]
 City, State, Zip Code: [REDACTED]

Comments: 100% Supportive of our military in general, and Luke Air Force base in particular. As an eight year resident of Surprise any inconvenience (sound) may cause is acceptable to me and my family. WE WELCOME IT! the F-16 is woven into the fabric of my community as will the F-35 when you approve its mission at LukeAFB in Glendale.

GE-3

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1315 LU

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Name: IVAN DALE
 Organization/Affiliation: Resident
 Address:* [REDACTED]
 City, State, Zip Code: [REDACTED]

Comments: I could only reiterate what all those in FAVOR have said in the comment period

GE-3

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1316 LU

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Name: Robert S. Frankenson
Organization/Affiliation: Sun City 2 Home Retired HIV Food Svc
Address: [Redacted]
City, State, Zip Code: [Redacted]

Comments: Please to see and hear them
My wife and I are happy to see that F 35 will
be here.

GE-3

RLH

Please print - Additional space is provided on the back.

Visit www.F-35ATrainingEIS.com for project information or to download a copy of the Draft EIS.

*Provide your mailing address to receive future notices about the F-35A Training Basing EIS. 2/15 - Sun City, AZ

United States Air Force
Public Hearing Comment Form
F-35A Training Basing
Environmental Impact Statement (EIS)



1317 LU

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David Martin, Air Force Contractor, and Kim Fornof
HQ AETC/A7CPP
266 F Street West, Bldg. 901
Randolph AFB, TX 78150-4319
Fax: 210-652-5649
Email: aetc.a7cp.inbox@us.af.mil

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Name: CLARIBEL & WAYNE PARKER
Organization/Affiliation: [Redacted]
Address: [Redacted]
City, State, Zip Code: [Redacted]

Comments: WE BOTH STRONGLY FAVOR THE CONTINUATION OF
LUKE TRAINING AT ITS PRESENT LOCATION. IT WOULD BE
A TREMENDOUS LOSS TO THIS LOCATION IF IT WERE
TO MOVE.

GE-3

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1318 LU

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Name: Dolores Witherspoon
 Organization/Affiliation: Homeowner
 Address: [REDACTED]
 City, State, Zip Code: [REDACTED]

Comments: While I am not in the direct flight path of Luke, I do have occasion to be there. When I hear the jets, the noise is short term + quickly goes. I also marvel at the American ingenuity that has carried on the mission of the Wright Brothers. Now, the whistles of the trains on Grand Avenue are annoying as they keep going during the night. However, I do not want the operation of trains discontinued because that noise is soon gone as well. Bring on the F-35As!

GE-3

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1319 LU

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Name: ROGER MILES
 Organization/Affiliation: URS CORPORATION
 Address: [REDACTED]
 City, State, Zip Code: [REDACTED]

Comments: I HAVE REVIEWED THE NOISE CONTOUR MAP FOR LUKE AFB CONTAINED IN THE EIS. THE 65 DB LINES FOR THE F-35A COVERS A LITTLE MORE AREA THAN THE EXISTING 65 DB LINE, HOWEVER BOTH 65 DB LINES ARE WITHIN THE 1983 F-15 65 DB THAT ARE USED FOR DEVELOPMENT PLANNING. THE F-35A SHOULD NOT AFFECT THE CURRENT DEVELOPMENT SITUATION. THE BASE WAS HERE LONG BEFORE DEVELOPMENT BEGAN ENCROACHING ON LUKE. THE BARRY GOLDWATER RANGE LOCATION MAKES LUKE A IDEAL LOCATION FOR THE F-35A TRAINING MISSION. I FULLY SUPPORT BASING F-35A AT LUKE AFB.

NO-10

GE-3

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Name: Janet LeBlanc

Organization/Affiliation: _____

Address:* _____

City, State, Zip Code: _____

Comments:

I am in full support of F-35A coming to Luke. GE-3

Let freedom Ring!

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1321 LU

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Name: LARRY LeBlanc

Organization/Affiliation: SELF

Address:* _____

City, State, Zip Code: _____

Comments:

We completely support the F-35 program.

I thank God that we have the opportunity

to enjoy such a choice to cause our

Freedom. GE-3

Support Our Troops.

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Name: Edward J. Battani

Organization/Affiliation: _____

Address:* _____

City, State, Zip Code: _____

Comments:

F-35 at Luke AFB An ideal Training Facility For the Training of Fighter Pilots. For the USA as a Leader in the World To have Top Level Pilots & Planes, Luke AFB is a must. Economically a Real Boost To the people that live in the Area. We Need the F-35 At Luke AFB.

GE-3

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Name: Leslie & Dilores Kombrink

Organization/Affiliation: _____

Address:* _____

City, State, Zip Code: _____

Comments:

When first arriving I filled out this form with a very short comment. We feel so strongly about basing the F-35 at Luke. It is imperative for not only Metro Phoenix but for all U.S. We personally enjoy seeing the planes & hearing them. It is not & should not be an objection to anyone. It should make everyone feel safe and grateful. Please make Luke the choice for the F-35's.

GE-3

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Name: Dolores Krombink & Leslie

Organization/Affiliation: _____

Address: * _____

City, State, Zip Code: _____

Comments: Please, Please, Please keep the base - Luke here!

GE-3

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1324 LU

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Name: JIM EDLUND

Organization/Affiliation: N/A

Address: * _____

City, State, Zip Code: _____

Comments: Welcome F35A, God Bless all our military. ~~WW~~ Can not wait USNAb (retired)

GE-3

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Name: Carolyn Knowlton
Organization/Affiliation: 78th Fighter Group Ass'n Duxford, England
Address*: [Redacted]
City, State, Zip Code: [Redacted]

Comments: I welcome the F-35A aircraft to Arizona
We need the field kept open as it serves
the community and our country. GE-3
Thank you
Carolyn Knowlton

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Name: FRED NIEDERMAYER
Organization/Affiliation: [Redacted]
Address*: [Redacted]
City, State, Zip Code: [Redacted]

Comments: I fully support the F-35A training
for Luke Air Force Base. GE-3
The impact study supports the safety
of our community.

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Name: ROBERT J. Smith CMSGT (RET)
Organization/Affiliation: USAF
Address: * [REDACTED]
City, State, Zip Code: [REDACTED]

Comments: We completely support this change!
"Bring them on!"

GE-3

R. Smith Mary E. Smith

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Name: CAROL MANOW
Organization/Affiliation: _____
Address: * _____
City, State, Zip Code: SUN CITY WEST AZ [REDACTED]

Comments: AGREE THAT THE F-35A TRAINING
SHOULD BE HERE AT LUKE AIR FORCE
BASE

GE-3

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Name: Bob ABOLICH
Organization/Affiliation: _____
Address: * _____
City, State, Zip Code: _____

Comments: The addition of the F35 Training will be good for the community as well as the safety of our Country

GE-3

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Name: Tom Joy
Organization/Affiliation: _____
Address: * _____
City, State, Zip Code: _____

Comments: In full support of the F-35A Training be held at Luke Air Force Base Bring on the F35!

GE-3

Please print - Additional space is provided on the back.

Visit www.F-35ATrainingEIS.com for project information or to download a copy of the Draft EIS.

*Provide your mailing address to receive future notices about the F-35A Training Basing EIS. 2/15 - Sun City, AZ

United States Air Force
Public Hearing Comment Form
F-35A Training Basing
Environmental Impact Statement (EIS)



1331 LU

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- 2) Mail, fax or email comments to:

David Martin, Air Force Contractor, and Kim Fornof
 HQ AETC/A7CPP
 266 F Street West, Bldg. 901
 Randolph AFB, TX 78150-4319
 Fax: 210-652-5649
 Email: aetc.a7cp.inbox@us.af.mil

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Name: DAVE SCHLEH

Organization/Affiliation: _____

Address:* _____

City, State, Zip Code: _____

Comments: _____

TURN ON THE NOISE. DON'T LET
 THESE COMPLAINERS WHO CHOSE TO LIVE
 HERE PERAIL THE PLANE. THE AIR
 BASE WAS HERE LONG BEFORE THEY WARR.

GE-3

Please print - Additional space is provided on the back

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Public Hearing Comment Form
F-35A Training Basing
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1332 LU

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Name: CATHI SCHLEH

Organization/Affiliation: SUN CITY

Address:* _____

City, State, Zip Code: _____

Comments: _____

I AM ABSOLUTELY THRILLED THAT THE
 F-35A MAY BE COMING TO LUKE AFB.
 I LOVE THE SOUND, THE SIGHT AND
 THE FACT THAT THE MILITARY IS HERE
 AND TRAINING HERE. I AM SO PROUD TO BE
 AN AMERICAN AND PROUD TO BE A
 MILITARY MOM (USMC). THANK YOU FOR
 YOUR SERVICE AND SACRIFICE.
 BE SAFE!

GE-3

Please print - Additional space is provided on the back

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*Provide your mailing address to receive future notices about the F-35A Training Basing EIS. 2/15 - Sun City, AZ

1335 LU

United States Air Force Public Hearing Comment Form F-35A Training Basing Environmental Impact Statement (EIS)



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Name: Raymond A. MILLS

Organization/Affiliation: VFW - A.L. - AUHOF

Address: [Redacted]

City, State, Zip Code: [Redacted]

Comments: I moved here 2 years ago and never been disturbed by air craft noise. Some time a Hiko came to the hospital and get my attention. when a fighter goes over all I can say is Thank God. AS YOU SEE, I AM IN FAVOR OF THE F35 MOVING INTO LCKA-

GE-3

Please print - Additional space is provided on the back.

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*Provide your mailing address to receive future notices about the F-35A Training Basing EIS. 2/15 - Sun City, AZ

1336 LU

United States Air Force Public Hearing Comment Form F-35A Training Basing Environmental Impact Statement (EIS)



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Name: [Redacted]

Organization/Affiliation: [Redacted]

Address: [Redacted]

City, State, Zip Code: [Redacted]

Comments: I would like to see the F-35 come to take. I would certainly help with the economy and bring jobs and money to the area.

GE-3

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United States Air Force
Public Hearing Comment Form
F-35A Training Basing
Environmental Impact Statement (EIS)



1337 LU

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Name: GEORGE WELSH, COLLETTE WELSH
 Organization/Affiliation: ENGINEERS CLUB OF WEST VALLEY, WWTF CLUB
 Address: * [REDACTED]
 City, State, Zip Code: [REDACTED]

Comments: F-35s AT LUKE - BEST, AZ
WEATHER, FIGHTER TRAINING BASE
DEFEND USA

GE-3

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United States Air Force
Public Hearing Comment Form
F-35A Training Basing
Environmental Impact Statement (EIS)



1338 LU

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Name: ROBERT + PATRICIA RUPERS
 Organization/Affiliation: _____
 Address: * [REDACTED]
 City, State, Zip Code: [REDACTED]

Comments: When we purchased our home 13 yrs ago it was because of its proximity to Luke AFB. Its were told of the railroad + Luke. So people upon purchasing are forewarned of the "noise." Its best Luke will always be here. Its feel protected!!

GE-3

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1339 LU

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Name: Shellis J. Miller
 Organization/Affiliation: _____
 Address: * _____
 City, State, Zip Code: _____

Comments: We need to keep Luke. We need to keep both planes the 16 + 35's. Our City can use a boost in our economy. Saving the A.F. personnel + families. What a Welcome we can give them. The people that complain about our planes + base they can move. This base has been here before I was born. I as a citizen feels honored that the base is here.

GE-3

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F-35A Training Basing
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1340 LU

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Name: Crystal Rojas
 Organization/Affiliation: none
 Address: * _____
 City, State, Zip Code: _____

Comments: I am for the F35A Training at Luke AFB. Thank you for your service.

GE-3

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**United States Air Force
Public Hearing Comment Form
F-35A Training Basing
Environmental Impact Statement (EIS)**



1341 LU

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Name: Susan Mauch
 Organization/Affiliation: Husband - Retired
 Address*: [REDACTED]
 City, State, Zip Code: [REDACTED]
 Comments:

I have been in the state of Arizona for 12 yrs. Goodyear & Sun City area. Although the noise was somewhat shocking at first it does not bother me or my husband now. We both feel alot safer with the fly-boys up there. Driving down Mother's index the jets are landing is a beautiful sight. The financial benefit for the area is wonderful. Boo! to all those aipid.

GE-3

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F-35A Training Basing
Environmental Impact Statement (EIS)**



1342 LU

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Name: SMSGT STEPHEN & SYLVIA POLACEK RET USAF
 Organization/Affiliation: 58TH CONTRACTING DIV LUKE (RET)
 Address*: [REDACTED]
 City, State, Zip Code: [REDACTED]
 Comments:

WE HIGHLY SUPPORT THE CONTINUED PRODUCTION OF THIS JOINT SERVICES FIGHTER. ALSO, WE FEEL THAT LUKE AFB WOULD BE SELECTED FOR THE TRAINING OF THIS FIGHTER WOULD BE FINANCIALLY A BIG FACTOR FOR THE ECONOMICS OF ARIZONA - ESPECIALLY FOR THE SMALL TOWN'S, CITIES WITHIN THE AREA OF THE BASE. OUR NEIGHBOR'S INCLUDING OUTSALVAJ ARE NOT BOTHERED BY THE PRESENT F16 FLIGHTS OVER OUR HOMES. MOST FEEL THAT EVEN IF THE F35 DECIDERS ARE A LITTLE HIGHER, THE SACRIFICE IS WELL WORTH IT. (WE ALL FEEL THAT IT IS THE SOUND OF FREEDOM, SECURITY AND WELL BEING FOR OUR COUNTRY). "KEEP THEM FLYING"

GE-3

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1343 LU

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Name: Major Jacques B. Lovine Jr USMC Retired

Organization/Affiliation: USMC

Address: [Redacted]

City, State, Zip Code: [Redacted]

Comments: fully support bring this airfield to this Air Station at huke. GE-3

Additional space for comments (mostly blank with a diagonal line).

Please print - Additional space is provided on the back.

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1344 LU

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Name: 64 year old 41 MILLS

Organization/Affiliation: DFW AL AHOFF

Address: [Redacted]

City, State, Zip Code: [Redacted]

Comments: [Redacted]

I HAVE BEEN TOLD THAT HIS
ARRIVAL WILL NOT START WITH
THE PLUCK TO OUR FLAG
I WAS AWAY 2 -
OUR FLAG WARD RESPECT. NP-11

Additional space for comments (mostly blank).

Please print - Additional space is provided on the back.

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1345 LU

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Name: STEPHEN L. FRIBLEY

Organization/Affiliation: _____

Address:* _____

City, State, Zip Code: _____

Comments: I AM IN FULL UNRESTRICTED SUPPORT OF
THE F-35A TRAINING BASING BEING CITED
AT LUKE AIR FORCE BASE, ARIZONA!

GE-3

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1346 LU

January 29, 2012

David Martin, Air Force Contractor, & Kim Fornof
HQ AETC/A7CPP
266 E Street West, Bldg. 901
Randolph AFB, TX 78150-4319

RE: F-35A Training Center at Luke AFB

In response to the public comment requested on the basing of the F-35A Training Center for Luke AFB, we submit the following.

We have lived in Sun City West, Arizona for 12 years and although we experience the noise of the fighter jets from Luke AFB, we consider this to be the sound of freedom.

GE-3

We therefore totally support the location of the new F-35A Training Center at Luke AFB in Glendale, Arizona. It is with great American pride that we give our stamp of approval.

Should you need further comment or we can be of further assistance, please feel free to contact us at:

James & Dianne Cochran



Sincerely yours,

James & Dianne Cochran

2/15 - Sun City, AZ

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1347 LU

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Name: David Sinclair
 Organization/Affiliation: _____
 Address: * _____
 City, State, Zip Code: _____

Comments: The importance of the F35 to the future defense of the USA cannot be overstated. That the young men and women who will fly & maintain this weapon system be properly trained should be a given. Luke AFB is the best site for this training, partly due to its history of training pilots in earlier aircraft and also due to its location.

The economic impact of Luke on the west valley in particular, and greater Phoenix in general, is enormous. The moving of this base would decimate the economies of all towns in the west valley. Why NINBY folks need to change their back yard's location.

Please print - Additional space is provided on the back.

Visit www.F-35ATrainingEIS.com for project information or to download a copy of the Draft EIS.

*Provide your mailing address to receive future notices about the F-35A Training Basing EIS.

2/15 - Sun City, AZ

GE-3

United States Air Force
Public Hearing Comment Form
F-35A Training Basing
Environmental Impact Statement (EIS)



1348 LU

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David Martin, Air Force Contractor, and Kim Fornof
 HQ AETC/A7CPP
 266 F Street West, Bldg. 901
 Randolph AFB, TX 78150-4319
 Fax: 210-652-5649
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Name: Duane Asp
 Organization/Affiliation: NA
 Address: * _____
 City, State, Zip Code: _____

Comments: When the F12's fly over our area - there is TOO much noise - you can not converse with another - you can't hear the TV

NO-8

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2/15 - Sun City, AZ

1349 TU

From: [REDACTED]
Sent: Thursday, February 23, 2012 7:55 PM
To: AETC/A7P Workflow
Subject: (no subject)

Sir,

I think it would be wonderful if the F-35's were stationed in the Air National Guard unit in Tucson, Az. I would love to hear them flying overhead on their training missions over Ft. Huachuca, Az.] GE-3

Mike Trivitt

1350 LU

United States Air Force Public Hearing Comment Form F-35A Training Basing Environmental Impact Statement (EIS)



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Name: Robert Lambert
Organization/Affiliation: Sun City Resident
Address: [REDACTED]
City, State, Zip Code: [REDACTED]

Comments: The Air Force needs to be stationed @ Luke!
The noise is the sound of Freedom! All people in the
Area know w/ht: The Air Force base and it's location. Most
if not all residents were issued a sign off sheet that
they were knowledgeable of Air Force planes flight patterns and
possible noise. If they don't like the noise they should
move. Bring these planes home and lets get these guys
trained. We'll need em soon!

GE-3

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*Provide your mailing address to receive future notices about the F-35A Training Basing EIS. 2115-Sun City, AZ

Final
June 2012

United States Air Force
Public Hearing Comment Form
F-35A Training Basing
Environmental Impact Statement (EIS)



1351 LU

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Name: Jean Johnson

Organization/Affiliation: _____

Address:* _____

City, State, Zip Code: _____

Comments:

There a lot of concern about the noise - Personally I do understand that it may affect some people. However I'm not one of them. The planes fly very near our home & I feel so blessed every time I see or hear them fly. The noise only re-opens for me that these men & women are here to protect our freedom. So we may need to stop a conversation for a few seconds - So what!!! To me we owe these men & women our complete support. As for the new planes - Yes, bring them to Luke Base - I for one will thank God for them every day & say a prayer for those who fly them. We'd support them coming here - yes, yes, yes -

Jean Johnson

GE-3

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United States Air Force
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1352 LU

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Name: JOSEPH & LOIS SYKORA

Organization/Affiliation: _____

Address:* _____

City, State, Zip Code: _____

Comments:

We are in FULL SUPPORT OF THE F-35A's coming to Luke Air Force Base. So what if it is noisy - IT'S THE SOUND OF FREEDOM !!!

GOD'S BLESSINGS

GE-3

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Name: S. Roman

Organization/Affiliation: _____

Address: * _____

City, State, Zip Code: _____

Comments: We want the F-35 at Luke's Air Force Base GE-3

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United States Air Force Public Hearing Comment Form F-35A Training Basing Environmental Impact Statement (EIS)



1354 LU

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Name: ROMAN PASS

Organization/Affiliation: _____

Address: * _____

City, State, Zip Code: _____

Comments: I can't imagine anyone objecting the base was here before most of the people why did you buy your house in the first place. GE-3

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United States Air Force
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F-35A Training Basing
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1355 LU

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Name: Shirley Assink

Organization/Affiliation: _____

Address: * _____

City, State, Zip Code: _____

Comments: We want the New Jets at Luke for our safety for those who dont like the base-MOVE

GE-3

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United States Air Force
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1356 LU

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Name: Tom & Judy Bowen

Organization/Affiliation: _____

Address: * _____

City, State, Zip Code: _____

Comments: We are totally in favor of the F-35s at Luke. The F-16s come right over our house & we are not bothered at all. We feel it is certainly the "soul of freedom".

GE-3

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Name: FRANK LANCISI
 Organization/Affiliation: RET AIR FORCE 269RS
 Address:* [REDACTED]
 City, State, Zip Code: [REDACTED]

Comments: I HOPE LUKE GETS THE F-35'S AS BEING RETIRED OUT HERE FOR MANY YEARS, WE JUST LOVE NOT ONLY THE SOUND BUT THE FUN WE HAVE AT THE BASE. I CANNOT EXPLAIN WHY ANYONE WOULD NOT ACCEPT THE F-35'S. NOT ONLY ARE THEY THE SOUND OF FREEDOM THERE OUR NEXT DEFENSE FOR OUR COUNTRY.
THANK YOU,
Frank Lancisi

GE-3

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Name: MARTIN S. LOWEN
 Organization/Affiliation: CAPT, USAF RET.
 Address:* [REDACTED]
 City, State, Zip Code: [REDACTED]

Comments: I RETIRED FROM LUKE AFB IN JUNE 1980 THE F-16's FROM LUKE FLY RIGHT OVER MY HOUSE (I AM IN FLIGHT PATH). AS FAR AS I AM CONCERNED THE NOISE OF THE JETS IS "THE SOUND OF PEACE"
I HOPE LUKE GETS THE F-35 AS THE F-16's ARE AGING & NEED TO BE REPLACED.

GE-3

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Name: AGILBERTO SALAZAR

Organization/Affiliation: _____

Address: * _____

City, State, Zip Code: _____

Comments: I am in support of the F-35 coming to Luke AFB. This Base has been here for decades with the most recent AC being F-16. I do not believe the F-35 noise or other characteristics will differ dramatically from one AC to another. Residents who object to Luke getting new AC & equipment sign a document when they purchase their home that they agree to such as these are necessary to maintain the combat readiness.

GE-3

I thank you for calling me to provide your comments.

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Name: KATHLEEN SALAZAR

Organization/Affiliation: _____

Address: * _____

City, State, Zip Code: _____

Comments: I feel the F-35A should be brought to LUKE AFB. IT is obvious the US should be allowed to train it's military personnel on superior & technologically advanced aircraft to allow it to fulfill any and all missions. Economical, environmental (etc) impact should be secondary to the overall military needs of this country. Anyone within the airspace of Luke AFB should be/is aware of the jet fighters and the training of the pilots. all of us had to sign disclosure statements when purchasing homes. we are honored that Luke AFB is considered as a training site for the F35-A !!!

GE-3

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Name: George Coxe

Organization/Affiliation: _____

Address: * _____

City, State, Zip Code: _____

Comments: I would like to add my strong support for Luke Air Force Base and the stationing of the new jets there. This is important training base for our Air Force as well as our local economy.

GE-3

Thank you
George Coxe

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Name: JOSEPH D. ZOOK

Organization/Affiliation: SELF: PILOT US MARINE CORPS WWII

Address: * _____

City, State, Zip Code: _____

Comments: PLEASE MODIFY LANDING PATTERNS TO REDUCE NOISE

NO-29

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Joe Zook

1362 LU

WSJ 4-1-10

A Radical Cockpit Upgrade Southwest Fliers Will Feel

By SCOTT MCCARTNEY

Next week Southwest Airlines Co. changes the way it flies, a major milestone in the push to modernize the nation's air-travel system. For passengers, the last 20 minutes of a flight may feel more graceful as planes glide in without revving up engines repeatedly.

On April 6, the airline will change out the cockpit software in two-thirds of its fleet, giving pilots different instruments and a new look to displays. The radical upgrade, which took three years of preparation and required retraining 6,000 pilots, will enable Southwest to fly precise satellite-based navigation approaches to airports. That should save fuel, cut noise and reduce delays.

"On April 6th we fly one way. On the 6th, another way," said Jeff Martin, Southwest's senior director of flight operations.

That flip-the-switch change pushes airlines closer to a modern air-traffic-control system. Using more-precise approaches to airports called Required Navigation Performance (RNP) routes, airplanes can shorten their flights. The paths laid out in the sky that planes use into and out of airports will be much narrower, removing overlap between different airports in congested cities.

Without the new technology, planes flying into Chicago's Midway Airport, for example, may have to wait for an opening in the line of planes taking off nearby from Chicago's O'Hare airport when winds are from the south because the routes overlap. Now, most of Southwest's planes won't have to wait. The same "decoupling" is planned for New York, Houston, Dallas and other major airline chokepoints.

"That's a huge step," said FAA Administrator Randolph Babbitt.

Only a handful of airports have RNP procedures in place, but about 20 that Southwest flies to will have them by the end of the year. For passengers, RNP will be a different experience. Instead of lining up miles away from an airport to land and then stair-stepping down by descending and then powering up engines to level off over and over, airplanes will glide at idle almost all the way to touchdown. The descent will be continuous and quieter. Some turns will be tight close to airports. It will feel like the plane is swooping in at the last few minutes of flight instead of long, drawn-out approaches.

Southwest is not the first airline to start flying RNP approaches—Alaska Air Group Inc.'s Alaska Airlines pioneered the technology, and several airlines have it turned on in some of their newest planes.

But Southwest is the biggest. The Dallas-based carrier, which operates more flights than any other carrier world-wide, is the first to commit to "Next Generation" technology fleet-wide, paying for cockpit upgrades itself. Airlines have been pushing Congress and the White House for federal funding to pay for new equipment required for the modernized air-traffic-control system; the issue is still undecided in Washington.

With RNP, planes use satellite-based navigation. Please turn to the next page

1,334,735
Number of phone calls the Census Bureau had received as of Sunday with questions regarding the 2010 count.



final stretch
America
all, \$14.5 billion
k record for
turn to page D3

2/15 - Sun City, AZ

United States Air Force Public Hearing Comment Form F-35A Training Basing Environmental Impact Statement (EIS)



1363 LU

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- 2) Mail, fax or email comments to:

David Martin, Air Force Contractor, and Kim Fornof
 HQ AETC/A7CPP
 266 F Street West, Bldg. 901
 Randolph AFB, TX 78150-4319
 Fax: 210-852-5649
 Email: aetc.a7cp.inbox@us.af.mil

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Name: Lawrence McGarry

Organization/Affiliation: USN (Ret)

Address: * [Redacted]

City, State, Zip Code: [Redacted]

Comments: I Fully support the basing of the F35 at Luke AFB

GE-3

Please print - Additional space is provided on the back

Visit www.F-35ATrainingEIS.com for project information or to download a copy of the Draft EIS.

*Provide your mailing address to receive future notices about the F-35A Training Basing EIS. 2115 - Sun City, AZ

Final
June 2012

United States Air Force Public Hearing Comment Form F-35A Training Basing Environmental Impact Statement (EIS)



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Name: Deborah Newcomb
Organization/Affiliation: _____
Address: * _____
City, State, Zip Code: _____

Comments: I appreciate receiving the information. IT appears the environmental impact on the area around Luke would be minimal. Hopefully, Luke will be selected. God bless the sound of Freedom

GE-3

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United States Air Force Public Hearing Comment Form F-35A Training Basing Environmental Impact Statement (EIS)



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Name: ED POHLAND
Organization/Affiliation: _____
Address: * _____
City, State, Zip Code: _____

Comments: ANY INCREASE IN NOISE LEVEL SHOULD PROBABLY BE THE LEAST CONSIDERATION. FOLKS HERE COMPLAIN ABOUT THE RAILROAD TRAINS GOING THROUGH TOWN.

GE-3

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Name: JOSEPH KELLY
Organization/Affiliation: _____
Address: * _____
City, State, Zip Code: _____

Comments: I feel Duke is a very important asset to the west Valley. I hope it will continue to be with the F-35 training.

GE-3

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F-35A Training Basing
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Name: DAVID GARCIA
Organization/Affiliation: WAL - MART
Address: * _____
City, State, Zip Code: _____

Comments: I AM PROUD TO HEAR THE ROAR OF THE JETS PASS OVER MY HOME! GOD BLESS FOR THOSE THAT DON'T, THEY SHOULD MOVE. TO HELP WITH NOISE MAYBE A LITTLE LESS THROTTLE AND FLY A LITTLE HIGHER

GE-3

NO-29

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Name: TEDDIE DUMBAULD
Organization/Affiliation: RETIRED
Address*: IS AM CURRENTLY RECEIVING INFO VIA EMAIL
City, State, Zip Code: _____

Comments: I SUPPORT THIS PROJECT - VITAL TO OUR FUTURE !!

GE-3

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United States Air Force Public Hearing Comment Form F-35A Training Basing Environmental Impact Statement (EIS)



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Name: Joan & Bob Hawkes
Organization/Affiliation: Private Citizens & Residents
Address*: _____
City, State, Zip Code: _____

Comments: We are very proud of our city's promotion to Luke. We never see the F-16's overhead as a distraction - Instead we always wave and say a little prayer for the pilots - We thank God for the Air Force and their service to us. WE UNDERSTAND AND ARE GLAD THEY ARE THERE FOR OUR SAFETY.

GE-3

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Name: Grace Mayhew
 Organization/Affiliation: Sun City resident / US citizen
 Address:* [Redacted]
 City, State, Zip Code: [Redacted]

Comments: I fully support all training and Luke Air Force Base in general. GE-3

We owe you all a tremendous debt.

Thank you,

Grace Mayhew

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Name: JAY P. NISKEY
 Organization/Affiliation: RESIDENT - SUN CITY AZ
 Address:* [Redacted]
 City, State, Zip Code: [Redacted]

Comments: IT IS IMPERATIVE THAT LUKE AFB CONTINUE WITH THE EXCELLENT TRAINING PROVIDED OUR FIGHTER PILOTS AS HAS BEEN ACCOMPLISHED SO WELL IN THE PAST, WITH THE F-16 AND OTHER AF AIRCRAFT. GE-3

THE TRAINING OF GROUND CREWS ON THE F-35 GOES HAND IN HAND WITH THE PILOT TRAINING.

WITH NOISE LEVELS EXPECTED TO BE ONLY SLIGHTLY HIGHER WITH THE F-35, COMPARED TO THE F-16, AS THE ONLY POSSIBLE OBJECTION I BELIEVE HAS BEEN STATED, THE ECONOMIC VALUE OF THE F-35 TO THIS AIR BASE AREA AND ADJACENT COMMUNITIES FAR OUTWEIGHS THE SLIGHT INCREASE IN NOISE LEVEL. NO-9

I LOOK FORWARD TO THE LUKE AFB BEING HOME TO THE F-35!! GE-3

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Name: JAMES BRASHER

Organization/Affiliation: COLLEGE USA; MEMBER BOARD of Directors, RCSC, SUN CITY, AZ

Address: * [REDACTED]

City, State, Zip Code: [REDACTED]

Comments:

As 12-year residents of Sun City, we fully support
basing the F-35A at Luke AFB.
We expect no negative effects on our environment,
Luke AFB is a positive influence in our community, and
we do not want it to lose its active training mission.
Thank you for today's information sessions.
Luke AFB with the F-35A is the best weapon
for our country's security!

GE-3

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Name: HAL NORRIS

Organization/Affiliation: -

Address: * [REDACTED]

City, State, Zip Code: [REDACTED]

Comments:

1) ADDITIONAL NOISE FROM AIRCRAFT IS
OK WITH ME. IT'S A LOT LESS NOISE THAN
THAT FROM ENEMY FIRE!
2) MANY RESIDENTS IN THIS AREA HAVE
MILITARY BENEFITS WHICH WE USE AT LUKE
AFB BASE. WE WOULD HATE TO SEE THE
BASE CLOSE DOWN
3) I'm a WW II NAVY VETERAN.

GE-3

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Name: Orlando R. Anderson

Organization/Affiliation: _____

Address: * _____

City, State, Zip Code: _____

Comments: Great Project for the U.S., B2 + T-Phantom 7014
Economic advantages are tremendous for area -
One has saved your part for the project & mission!

GE-3

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Name: DALE LEHRER

Organization/Affiliation: Resident Sun City

Address: * _____

City, State, Zip Code: _____

Comments: _____

I am Not in favor of expanding
the F-35A to Luke Air Force Base
I think the area around the air
force base has become so populated since
the base started. I think the ~~the~~
current jets are very loud. In
my yard you have to stop speaking
and wait for them to pass. I do
not complain about this because
the base has been here longer than me.
However, the F-35A jets will be
bigger & louder. I think it is to
much for such a densely populated area.

GE-1

NO-8

GE-1

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1375 LU

My husband is a Veteran, and we enjoy the base, but this may be to much.

Thank you,
Dale Lehrer

1376 LU

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F-35A Training Basing
Environmental Impact Statement (EIS)



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- 2) Mail, fax or email comments to:

David Martin, Air Force Contractor, and Kim Fornof
HQ AETC/A7CPP
266 F Street West, Bldg. 901
Randolph AFB, TX 78150-4319
Fax: 210-652-5649
Email: aetc.a7cp.inbox@us.af.mil

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Name: ALAN WARREN 15 FEB 2012

Organization/Affiliation: NONE

Address: [REDACTED]

City, State, Zip Code: [REDACTED]

Comments: Having gone through Primary and Basic Flying Training in 1958-1959 I can appreciate the benefit of consistently good flying Wx. I therefore and for a variety of reasons hope Wx is affected.

GE-3

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Final
June 2012

United States Air Force
Public Hearing Comment Form
F-35A Training Basing
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1377 LU

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Name: Lena Yousling

Organization/Affiliation: AF

Address: [Redacted]

City, State, Zip Code: [Redacted]

Comments: In favor of keeping Luke as a Training Base - F-35A -

GE-3

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Name: DAW WOLF

Organization/Affiliation: SELF

Address: [Redacted]

City, State, Zip Code: [Redacted]

Comments: THEY SHOULD DO SOUND TESTING ON F-16 PRESENTLY FLYING AT LOCATION IN SUN CITY UNDER THEIR LANDING PATHS.

NO-7

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Name: MRS. MARVIN FLOYD
 Organization/Affiliation: _____
 Address: * _____
 City, State, Zip Code: _____

Comments: We are looking forward to Luke AFB being selected for F-35A training base. We believe the sound of the A1C flying over head is a sound of freedom. I am the wife of a retired Air Force MSgt, and gladly look forward to hearing the F-35A in the sky over this part of AZ.

GE-3

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Name: David Kallenbach
 Organization/Affiliation: _____
 Address: * _____
 City, State, Zip Code: _____

Comments: It seems to me the biggest reason people have against the F-35 is the noise it will make - I am concerned about the quietness we will have if we lose the 'sound of freedom'. I chose to live in this area, knowing there would be noise from the jets - It makes me feel ~~safe~~ SAFE. My prayers are for the Air Force to continue its presence at Luke and accept the F-35 training with open arms -

GE-3

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Name: Lucky MAR

Organization/Affiliation: _____

Address: * _____

City, State, Zip Code: _____

Comments: I am just a patriotic or the most

person or military etc.
I am concerned about the noise level. I have
lost a tenant due to the noise. If the level
of noise exceeds the F-16 then I believe
Wiley Post area to be much better
sited for a training area.

However cost can't drop any lower and people
who say they would move if the F-35s don't
come here would never be able to sell
this homes anyway.

GE-1

SO-1

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Name: Donald Page

Organization/Affiliation: _____

Address: * _____

City, State, Zip Code: _____

Comments: _____

Environmentally, I feel that this desert for
the F-35A is the best location possible. Noise
factor for the F35A. I do not mind the noise
because it is a reminder to me, that our
nation is ready with a powerful defense.
Economically Luke Air Force Base and the
F35A is a powerful support for our regional
economy.

GE-3

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Name: LORNA Nicmantsverdriet
Organization/Affiliation: Dependant wife USAF Ret.
Address: [REDACTED]
City, State, Zip Code: [REDACTED]

Comments: Having been connected with AF since 1959, I love the sound of the planes. More than the commitment to the freedom of our country, military personnel & families contribute so much to our community: schools, businesses, hospitals etc. If you think the housing crisis has impacted AZ, wait to see what a cutback at Luke will do. We have been witnesses to base cutbacks, and closures and the devastation lasts for years. We need Luke AFB, and in these days of military cutbacks, & we need it more than ever. As the planes fly by, I say "Thank you for your service."

GE-3

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Name: MORM GANE
Organization/Affiliation: Luke Retiree Activities Office
Address: [REDACTED]
City, State, Zip Code: [REDACTED]

Comments: As an usaf retiree I fully support the addition of the F-35 to Luke AFB. I firmly believe that this country's strength must be maintained. By providing a stable training environment Luke only enhances that endeavor.

GE-3

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Name: Bill KRAMENBERG
Organization/Affiliation: _____
Address: * _____
City, State, Zip Code: _____

Comments: The base doesn't produce any noise like the trains going thru the valley.
The impact Luke has on the valley and it's economy is by far more positive than negative.
We need the jobs it generates.

GE-3

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Name: Elizabeth Haught
Organization/Affiliation: USAF
Address: * _____
City, State, Zip Code: _____

Comments: We fully support the USAF and would like to see the F-35A to be based at Luke AFB. The majority of the community is fully supportive of Luke AFB.

GE-3

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Name: ESTHER KNIPPER
Organization/Affiliation: _____
Address: * _____
City, State, Zip Code: _____

Comments: I and my family, totally support the Luke AFB - We are hoping the decision is made to keep Luke open as an F35 training base. I cannot imagine the economical impact closing this base will cause. We welcome the military population here, they are always treated with the respect due to our military men & women. I hope you take into account the morale of our communities that surround Luke, many are retired military & have so much pride in showing & admiring Luke AFB personnel.

GE-3

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Name: TRICIA LEWIS
Organization/Affiliation: _____
Address: * _____
City, State, Zip Code: _____

Comments: Involving the public in Air Force changes is a fine occurrence. This is one of the venues left for citizens to be informed and to express their concerns.

NP-9

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Name: JEROME E BINDER
 Organization/Affiliation: _____
 Address: * _____
 City, State, Zip Code: _____

Comments: I WOULD WELCOME THE BASING OF THE F-35A TRAINING AT LUKE AFB. I AM A FORMER AIR FORCE MEMBER (8 YEARS IN THE AF AS A STAFFSGU) AND 31 YEARS AS A CIVIL SERVANT WORKING WITH THE AIR FORCE WITH MAKING TRAINING FORMS FOR ALL TYPES OF AIRCRAFT. RESPECT THE TRAINING AS NECESSARY TO THE FREEDOM OF OUR COUNTRY AND A PLUS FOR THE LOCAL ECONOMY.

GE-3

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Name: Margaret Logan-Gibson
 Organization/Affiliation: _____
 Address: * _____
 City, State, Zip Code: _____

Comments: I welcome the training of the F-35 here at Luke. The noise doesn't bother me.

GE-3

Please print – Additional space is provided on the back.

Visit www.F-35ATrainingEIS.com for project information or to download a copy of the Draft EIS.

*Provide your mailing address to receive future notices about the F-35A Training Basing EIS. 2/15 - Sun City, AZ

United States Air Force Public Hearing Comment Form F-35A Training Basing Environmental Impact Statement (EIS)



1391 LU

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- 2) Mail, fax or email comments to:

David Martin, Air Force Contractor, and Kim Fornof
HQ AETC/A7CPP
266 F Street West, Bldg. 901
Randolph AFB, TX 78150-4319
Fax: 210-652-5649
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Name: JOHN DRAIKE

Organization/Affiliation: _____

Address: * _____

City, State, Zip Code: _____

Comments: MY HOME IS LOCATED UNDER THE LANDING APPROACH TO LUKE AFB. WHILE I HEAR THE JETS COMING IN FOR LANDING I AM NOT BOTHERED BY THE NOISE. IN FACT I AM PLEASED THAT I LIVE NEAR A PILOT TRAINING FACILITY AS THIS PROVIDES ESSENTIAL PILOT TRAINING TO HELP DEFEND THIS GREAT COUNTRY. ANY INCREASE IN NOISE FROM THE F-35A OVER THE F-16 WILL NOT BOTHER ME ONE BIT

GE-3

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Name: Wes Assink

Organization/Affiliation: _____

Address: * _____

City, State, Zip Code: _____

Comments: IN FAVOR OF THE NEW JETS

GE-3

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Name: William Eisert

Organization/Affiliation: _____

Address:* _____

City, State, Zip Code: _____

Comments: We need the F-35A as a strategic aircraft for our military to perform properly

Lake AFB also is best suited for training purposes given its geographic location & ideal weather conditions.

We happen to live within the pattern area & are willing to live with the noise associated with this aircraft.

Just get the robotics trained in study of the usage ASAP

SHOULD HAVE PUT THIS AT TOP OF PAGE 2

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GE-3

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Name: HERB R. TINNEY

Organization/Affiliation: _____

Address:* _____

City, State, Zip Code: _____

Comments: Well the time has come to discuss the arrival of the F-35A. It is about time that they vote on who will get them. Hope that Lake is the first choice they will pick. I am a military retired individual and I think that the sound is just the sound of Freedom.

Yes I know that there are people who say not in my back yard or neighborhood. Most of those people have never served our country and are not very patriotic.

The future is the F-35A, and this Area needs them. The longest it will have on this Area if we don't get them, loss of jobs and monetary value. People think the noise will be gone, they have something coming, Lake will be turned into a residential bumper strip or just like Williams. This Planes will fly any kind of Day or Night.

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GE-3

1394 LU

Many of the retired servicemen will move from this area if Luke closes, and no one will move in. It will be a billion and billion Dollar loss to this city and State.

GE-3
cont'd

So my final thought is let them Fly at Luke, and not send the F 35A to some where else.

1395 LU

United States Air Force
Public Hearing Comment Form
F-35A Training Basing
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Name: DALE CARON
Organization/Affiliation: SUN CITY RETIREE
Address:*
City, State, Zip Code: [REDACTED]

Comments: We welcome the F35 training at Luke AFB. We're glad to have Luke here now as we see security happening every day. A little noise reminds us of our great USAF.

GE-3

Welcome F35a!

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1396 LU

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Name: CLIFFORD BURMEISTER
 Organization/Affiliation: _____
 Address: * _____
 City, State, Zip Code: _____

Comments: I AM IN FULL SUPPORT OF HAVING F35 TRAINING AT LUKE AFB. THOSE PEOPLE WHO ARE OBJECTING TO THE NOISE DID NOT FULLY INVESTIGATE THE SURROUNDINGS BEFORE THEY PURCHASED. LUKE WAS HERE BEFORE ANY OF US. I LIVED 3 BLOCKS FROM THE END OF A NAVAL AIR STA. RUNWAY AND NEVER WAS OVERLY AFFECTED BY NOISE OR FLIGHTS.

GE-3

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1397 LU

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Name: Charles E. Schuler, Sr
 Organization/Affiliation: Sun City AZ
 Address: * _____
 City, State, Zip Code: _____

Comments: I am ex Air force with the 832nd FIS at Hamilton AFB, Calif. We had the F104A Starfighter. I was on the flight line and P. Patch a good part of the time. Yes, the noise level was high with that aircraft which took off with full AB everytime, and the Freedom we have and the security we have is very well worth the noise level made at various times. The noise is not a steady thing, only periodic during take off and landing. YES, MY WIFE AND I ARE VERY DEFINITELY IN FAVOR OF THE F35 at LUKE AFB. GOD BLESS AMERICA.

GE-3

Please print - Additional space is provided on the back

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1398 LU

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Name: JOSEPH T. WEBER, JR.

Organization/Affiliation: _____

Address: * _____

City, State, Zip Code: _____

Comments: LUKE AFB IS THE BEST PLACE TO PUT THE F-35'S. IT HAS ALL OF THE NECESSARY FACILITIES ON BASE, PLUS IT IS CLOSE TO THE BARRY GOLDWATER FIRING RANGE. AS FOR ANY INCREASED SOUND LEVELS, I FOR ONE, WILL BE GLAD TO HEAR THEM. IT MEANS THE AIR FORCE IS NEARBY PROTECTING US BY TRAINING PILOTS TO FLY.

GE-3

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1399 LU

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Name: KAREN NELSON

Organization/Affiliation: _____

Address: * _____

City, State, Zip Code: _____

Comments: I FEEL LUKE AFB IS AN ASSET TO ALL ITS SURROUNDING COMMUNITIES. TO ESTABLISH A TRAINING CENTER FOR THE F35'S AT THIS LOCATION WOULD SECURE ITS EXISTENCE FOR YEARS TO COME. GOD BLESS ALL THE MEN AND WOMEN WHO SERVE AND THOSE WHO ARE INVOLVED IN THEIR TRAINING TO PROVIDE THEM THE SKILLS NEEDED TO BE SUCCESSFUL AND BE SAFE. Thank You all!

GE-3

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1400 LU

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Name: DENNIS NELSON

Organization/Affiliation: _____

Address: * _____

City, State, Zip Code: _____

Comments: IN REGARDS TO HAVING LUKE A.F.B. AS A TRAINING BASE FOR THE NEW F-35A'S I WOULD LIKE TO SAY YES TO THAT WHEN OUR MEN AND WOMAN FLY OVER IN THE 16's I'M PROUD TO STOP WHAT EVER I'M DOING OR SAYING, LOOK UP AND SAY "THANK GOD THERE OURS". PLEASE BRING THEM ON.

GE-3

THANK YOU FOR THIS OPPORTUNITY TO VOICE MY OPINION.

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Name: PEDRO DENGA

Organization/Affiliation: N/A

Address: * _____

City, State, Zip Code: _____

Comments: I am very strong supporting F-35A Training Program in Luke Air Force Base in Arizona.

GE-3

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1402 LU

Dorene Pemberton



February 15, 2012

David Martin, Air Force Contractor
Kim Fomof
HQ/AETC/A7CPP
266 F Street West - Bldg. 901
Randolph AFB, TX 78150-4319

FAX: 210-652-5649

RE: F-35 at Luke A.F.B. (Arizona)

Gentlemen:

I am very excited to see the F-35 come to Luke AFB and support it 100%. As a daughter of a veteran Air Force Master Sergeant, this will bring a greater sense of safety having the F-35 at Luke AFB. I only wish my dad was alive to witness this - he would have been very proud and humbled. My brother was also stationed at Luke AFB for a while until he retired.

GE-3

Please add my vote to continue on with the process of having the F-35 at Luke.

Thank you.

Sincerely,

Dorene A. Pemberton

1403 LU

EXECUTIVE SUMMARY

Comments on the Proposed Pilot Training Center and Basing of
F-35A Training Aircraft DEIS

Specifically: Luke Aux-1

Submitted by:

Randy Gross



1403 LU	Executive Summary
	<p>Following is an Executive Summary of the recommendations made in “Comments on the Proposed Pilot Training Center and Basing of F-35A Training Aircraft DEIS--Specifically: Luke Aux-1, Submitted by: Randy Gross.”</p> <p>It should be noted that these comments address impacts at Luke Aux-1 only.</p> <p><u>The EIS should document how many acres of privately owned property is within the CZs and APZs of Aux-1 and identify its zoned use and General Plan recommended use.</u></p> <p><u>The EIS needs to give the reader a better description of how often aircraft are approaching and departing Aux-1 during the time periods when Aux-1 is actually used.</u></p> <p><u>The EIS needs to describe in a more detailed fashion the present and future impact of Aux-1 on property values and population. This would include the blight effect of a vacant base and how existing zoning could impact population growth within the 65+ and 80+ (NIPTS) noise contours. CZs and APZs.</u></p> <p><u>The EIS should fully outline the challenges associated with Aux-1 in one section of the Final EIS so that decision makers have a better grasp of the impacts associated with this airfield. Currently Aux-1 information is incomplete and sprinkled throughout the EIS making it difficult to get a handle on Aux-1 related issues.</u></p> <p><u>The impacts of Aux-1 should be addressed in the EIS with proper mitigation measures. The three mitigation measures</u></p>
LU-5	}
AM-1	}
GE-13	}
NP-10	}
NO-8	}

1403 LU	<p><u>suggested in these comments should be reviewed as part of the EIS finalization. The EIS should clearly state the reasons why it is important for Aux-1 airfield be used only for its airspace while impacting 6,000 acres-- as opposed to using other options for training.</u></p>
NO-8 cont'd	}
DO-22	}

1403 LU

Comments on the Proposed Pilot Training Center and Basing of F-35A Training Aircraft DEIS

Specifically: Luke Aux-1

Submitted by:

Randy Gross



1403 LU

The following comments refer specifically to Luke Aux-1.

Location

Pg. LU-98 states: "Aux-1 is situated near Wittman, Arizona, approximately 13 miles north of Luke AFB." Aux-1 is actually located in the City of Surprise, Arizona and the text should reflect this.

GE-9

APZs And CZs

The chart on pg. 2-38 under Luke AFB, second bullet point, and the text on pg. LU-88 state: "Aux-1 does not have an active runway. APZs and Clear Zones have been established, which could address any potential issues related to aircraft accidents at Aux-1."

This statement does not sufficiently address the hazards associated with currently zoned property in the APZs and Clear Zones at Aux-1.

These problems were outlined in my comments submitted in the scoping process and are repeated below:

GE-13

"CLEAR ZONE IMPACTS

The properties I own (503-81-005S, 503-81-005Q, 503-81-023H), along with other private properties in the general vicinity, lie within the Luke Aux-1 Clear Zone and Accident Potential Zones. (Copies of property locations, Aux-1 CZs and APZs are included at end of submittal).

According to the FAA Policy and Procedures Memorandum— Airports Division, Runway Protection Zone and Airport Object Clearing Policy:

1403 LU

“Approach Protection Zones were originally established to define land area underneath aircraft approach paths in which control by the airport operator was highly desirable to prevent the creation of airport hazards. Subsequently, clear zones beyond runway ends were established to preclude obstructions potentially hazardous to aircraft and to control building construction as a protection for people on the ground.”

FAA Runway Protection Zone Policy, Federal Register, Friday, August 4, 1989 states that the FAA will resist or oppose objects or activities in the vicinity of an airport that conflict with an airport’s planning or design, or recommendation to protect the public’s investment in the national airport system.”

FAA Order 5100.38A, paragraph 602b. (1) states that “the sponsor should be strongly encouraged to acquire fee title to all land within the runway protection zone, with first priority given to land within the object free area. Structures or activities located on this land must be removed unless excepted by the regional Airports Division manager or needed for air navigation aids.”

FAA Order 5100.38A, Appendix 9-Special Condition 12.a. states, “Acquisition of Fee Title to Runway Protection Zone. The sponsor agrees to prevent the erection or creation of any structure or place of public assembly in the runway protection zone, as depicted on the Exhibit “A”....Any existing structures or uses within the runway protection zone will be cleared or discontinued unless approved by the FAA.”

Despite the above dictums to restrict and prevent development in the Clear and Accident Protection Zones, and the strong encouragement to acquire land in these zones, none of the

GE-13
cont'd

1403 LU

private land in these zones have been acquired and these properties have existing zoning entitlements.

These properties have R-43 zoning that entitles the landowner to build one home per acre. In addition, Surprise General Plan 2020 outlines the recommended uses for land with this zoning:

‘Airport Preservation (0-2 DU/AC)

The Airport Preservation designation refers to appropriate areas where service uses, proving grounds, warehouse, business park, and/or manufacturing-type industrial uses are allowed. These uses are encouraged within the F-16 high noise impact area. This designation also allows for incidental supportive commercial use, and single-family residential uses having a density range of 0 to 2 dwelling units per acre outside of the F-16 65 ldn sound boundaries. All future residential development within this category inside the high noise impact area shall be in compliance with A.R.S. section 28-8481. The overall intent of this designation is to maximize intensity of land uses and to locate those land uses in areas that are compatible with operations at Luke Auxiliary Airfield # 1. ‘

The zoned uses and the recommended uses outlined above are potentially contradictory to FAA guidelines for runway protection zones.

The EIS should evaluate the Clear Zone and Accident Potential Zone impacts of F-35A fighters (proposed action)... “

It is important for the EIS to reflect the problems posed by residentially zoned property that is also recommended by the Surprise General Plan to be built as business and industrial usages that is located inside the APZs and CZs of Aux-1. The DEIS states the APZs and CZs “could address any potential

GE-13
cont'd

LU-5

1403 LU

issues.” However these issues have never been addressed and there are no plans of which I am aware to address these problems. The EIS needs to underscore these issues so that proper mitigation measures can be addressed in the Final EIS and implemented by the U.S. Air Force/DOD. The EIS should document how many acres of privately owned property is within the CZs and APZs of Aux-1 and identify its zoned use and General Plan recommended use. This information is important for decision makers to know when looking at future use of Aux-1 and potential mitigation actions.

LU-5
cont'd

NOISE

The discussion of noise impact on populations is incomplete and potentially misleading as it uses the metric of ≥ 65 dbDNL and ≥ 80 dbDNL (hearing loss) for parameters. The reader should be informed that the dbDNL metric assumes operations are spread out over a 24 hour period, 7 days a week, 365 days a year. This 24 hour/7 day -a -week/365 day assumption is especially inaccurate when it describes operations at Aux-1. Aux-1 is used only during certain times of the year for training and operations are limited to certain days of the week and hours of the day. In addition, every approach and departure occurs consecutively as there is no landing or take-off from this field as the runway is not operational. In other words, operations are concentrated during certain time periods. The EIS should denote when these periods occur and what the average number of operations would be during the times Aux-1 is actually used.

NO-24

The EIS might analyze the health effects of the noise using NIOSH daily noise dose and 8 hour TWA standards. In any case,

1403 LU

the EIS needs to give the reader a better description of how often aircraft are approaching and departing Aux-1 during the time periods when Aux-1 is actually used.

AM-1

PROPERTY VALUES

The EIS has two paragraphs on property values on pg. 3-35. The lead sentence states “there are a number of factors that affect property values that makes predicting impacts difficult.” The paragraph then lists a number of factors impacting property values including noise from military aircraft, as well as local market conditions. The next paragraph then refers to a study that “supports the idea that the potential for an adverse impact on property values as a result of aircraft noise exists...”

This analysis does not begin to touch on the devaluation of the property surrounding Aux-1 due to the following:

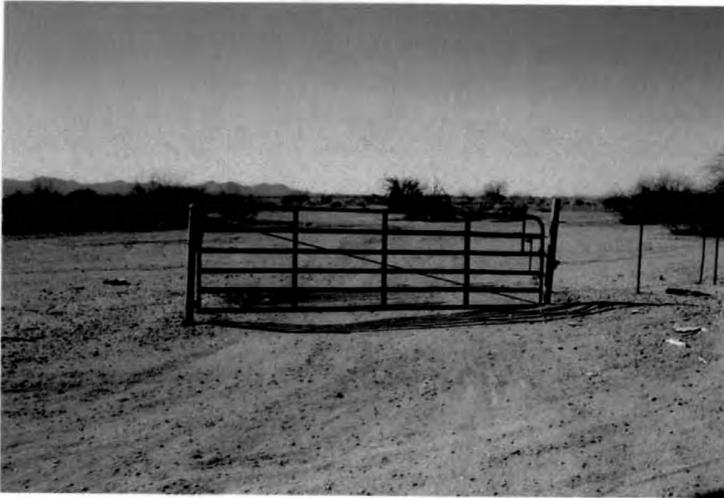
- The airfield is not functional and the runway is inoperable because of disrepair.
- There is no activity at the airbase making it in effect a vacant industrial property. The property itself is unkempt and the U.S. Government/U.S. Air Force has allowed it to deteriorate to a state of disrepair and blight.
- The only use of the property is the airspace above it that is used for practice approaches and departures that cause loud noise impacts during concentrated times of the day/year.

GE-13

The literature is full of studies that show the devaluation of property due to abandoned/vacant properties. The total lack of use of the installation degrades the surrounding property and contributes no economic benefit that could occur from a military installation that actually has personnel that use the base.

1403 LU

In order to help illustrate the negative impacts of this unstaffed base with a non-functional runway, following are pictures of the Aux-1 entrance and surrounding property:



Dirt Road Leading to Aux-1; Rusty Gate Entrance

1403 LU



Triple Padlocked and Chained Aux-1 Entrance Gate



Barbed Wire Fence Surrounding Aux-1

1403 LU



Trash Outside Luke-Aux-1 Entrance Gate

1403 LU

As one can see from the pictures, the road leading to Aux-1 is unpaved. The gate to Aux-1 is rusty and the fence is barbed wire. The fence is locked with a chain and three padlocks. Trash is sprawled around the entrance to Aux-1 and has been there for a long period of time.

Immediately surrounding this vacant base is property where dbDNL noise levels range from 65+ to 85+ because of the noise from military jets approaching and departing over AUX-1. Many of the properties adjacent to and near AUX-1 will experience expanded dbDNL noise contours under all scenarios. Under scenarios L3-L6 (the most likely scenarios) the acres exposed to dbDNL 75+ expands (Table pgs. LU-58-59). In addition, the noise impacts can be more intense than the contours indicate because aircraft operations are concentrated during certain times of the year/days of the week/times of day.

The EIS states: “ The noise generated by the F-35A could have an adverse impact on property values for those properties that would be newly exposed to noise levels above 65 dB DNL and especially for properties newly exposed to noise levels above 75 dB DNL, which the EPA considers incompatible with residential use. This potential adverse impact on property values may be considered a significant impact on those residents newly affected by noise levels above 75 dB DNL. “ (pg. LU-189)

The above paragraph from the EIS alludes to the adverse impact on property values because of expanded noise contours. It does not fully describe the on-going devaluation due to Aux-1 being vacant and existing and proposed noise

GE-13

1403 LU

levels. These problems need to be properly evaluated by the EIS for three reasons:

1) The noise and devaluation problems will continue at Aux-1 if the F-35A beds down at Luke and will become more problematic as growth and development surrounds Aux-1. The problems need to be properly described in the EIS so that mitigation measures can be considered for these problems.

2) The No Action Alternative is defined as "...an F-35A training base would not take place. No F-35A personnel changes or construction would be performed and no F-35A training activities would be conducted." (pg. 2-24)

Under the No Action Alternative the F-35A would not bed down at Luke and F-16 activity would eventually be limited and/or curtailed at Luke AFB as the F-16 is replaced by the F-35A. Thus under the No Action Alternative, the problems associated with an empty airbase and aircraft noise would eventually disappear as the F-16 is phased out and Aux-1 is turned over to other owners and/or uses.

The No Action Alternative should show how the problems associated with Aux-1 diminish/disappear if the F-35A does not bed down at Luke.

3) Aux-1- caused devaluations of the property because of its vacancy/property blight and airspace use may rise to the level of an inverse condemnation that could result in legal and economic liability.

A vacant Aux-1 airbase, coupled with military aircraft training over the airbase, causes significant deterioration of property values over the 3,000 -5,000 +acres inside the 65 dbDNL noise

GE-13
cont'd

1403 LU

contours (Scenarios L1-L6)—especially on residentially zoned property. The vacancy of the 756 -acre Aux-1 base and use of the Aux-1 airspace for training is not the highest and best use of the ground property. Up to 6,000 + acres are impacted by Aux-1.

Before the EIS is finalized, it needs to describe in a more detailed fashion the present and future impact of Aux-1 on property values and population. This would include the blight effect of a vacant base and how existing zoning could impact population growth within the 65+ and 80+ (NIPTS) noise contours, CZs and APZs.

GE-13
cont'd

Cumulative Impacts

There are a number of negative impacts caused by existing operations at Luke Aux-1 that have not been addressed that will continue under the scenario where the F-35A beds down at Luke AFB. Many of these negative impacts will increase especially as "Aux-1 is surrounded by rapidly growing communities. The combination (sic) of growth increases the potential for encroachment." Pg. LU-214.

The EIS states "Continuing coordination between Aux-1 and local communities on joint land use compatibility issues *could* (emphasis added) limit the potential for future encroachment that could negatively impact operations at the airfield or quality of life in surrounding areas." Pg. LU-214.

The EIS does not state what type of coordination could limit potential encroachment. It is difficult to see what type of coordination could limit encroachment unless there are new mitigation measures introduced.

LU-5

<p style="text-align: right; margin-bottom: 0;">1403 LU</p> <p>The reasons why existing coordination measures will not stop encroachment or limit existing and future negative impacts are:</p> <ol style="list-style-type: none"> 1) There is no “coordination between Aux-1 and local communities” because there is no Aux-1 with which to coordinate. Aux-1 is vacant without any personnel. Coordination <i>could</i> occur between Luke AFB and local communities concerning Aux-1 but there does not appear to be any designated Aux-1 personnel to tend to Aux-1 matters—including upkeep of the base. 2) Almost all of the property in the 65+ dbDnl contour is already zoned R-1-43 which allows single family residences (detached) or two family dwellings. Because this property already has approved zoning, the City of Surprise cannot deny an application for residential in this area if it meets residential guidelines for R-1-43. R-1-43 calls for homes to be built on one-acre lots. Because there are 3,000-5,000+ acres in the 65dbDNL contour (depending on the Scenario) there could be 3,000-5,000 +new homes built in this contour. 3) There are many acres of private property in the CZs and APZs. These properties can be developed as residential or potentially be rezoned as industrial. Either way, structures should not be allowed in CZs and APZs, yet landowners cannot be stopped from developing these properties under existing zoning/General Plan guidelines. <p>A listing of Aux-1 challenges include:</p> <ul style="list-style-type: none"> • <u>No functional runways causing a potential safety problem.</u> Because the runways are not functional, aircraft cannot land on the runways if difficulties occur during the 	<p style="margin-bottom: 0;">LU-5 cont'd</p> <p style="margin-bottom: 0;">SA-14</p>
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<p style="text-align: right; margin-bottom: 0;">1403 LU</p> <p>approach and departure training. Aircraft in approach and departure patterns do not have a large degree of maneuverability when engaged in this training and the pilots are relatively inexperienced. If a safety problem occurs, aircraft do not have a runway on which to land.</p> <ul style="list-style-type: none"> • <u>Special Status Wildlife.</u> Two special status bird species have been recorded on Aux-1. Burrowing owls, primarily year-round residents in Arizona, are known to be present, and ferruginous hawks use Aux-1 for winter foraging (Air Force 2006b). (pg. LU-108). Special status species are those that are formally listed as endangered or threatened by the federal government (e.g. U.S. Fish and Wildlife Service), pursuant to the Federal Endangered Species Act. Some airports have special programs to monitor and protect special status species. If either of these species became a critically endangered species, measures would have to be implemented to protect them. • <u>Private Property Located in APZs and CZs.</u> Many acres of private property exist in the APZs and CZs and these properties can be developed as residential and industrial. To optimize safety, there should be no development in these areas. • <u>Noise.</u> There are current residents living in the 65 and 80+ db DNL noise contours. The residents in the 80 +db DNL noise contours are subject to Noise-Induced Permanent Threshold Shift (NIPTS). The number of residents in these zones will increase if the F-35A uses Aux-1 for training because of the aircraft noise level and the fact that the surrounding property is in a growth area zoned for residential. The Aux-1 associated noise devalues property and causes health and hearing issues. • <u>Property Devaluation.</u> Property values are impacted by both the vacant, unkempt condition of Aux-1 and aircraft noise caused by training over and near Aux-1. 	<p style="margin-bottom: 0;">SA-14 cont'd</p> <p style="margin-bottom: 0;">BI-6</p> <p style="margin-bottom: 0;">LU-5</p> <p style="margin-bottom: 0;">NO-1</p> <p style="margin-bottom: 0;">GE-13</p>
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1403 LU

- **Population Growth, and Zoning.** The problems with noise, property devaluation, CZs and APZs will be exacerbated because of the large property acreage surrounding Aux-1 that is zoned residential in an area that is in the path of growth.

GE-13
cont'd

The EIS should fully outline the challenges associated with Aux-1 in one section of the Final EIS so that decision makers have a better grasp of the impacts associated with this airfield. Currently Aux-1 information is incomplete and sprinkled throughout the EIS making it difficult to get a handle on Aux-1 related issues.

NP-10

Potential Mitigation Measures

Luke AFB is and should be the preferred base for the bed down of the F-35A. Because of the advantageous nature of locating the F-35A at Luke, it becomes critical that attention be given to addressing the impacts caused by Aux-1.

Following are three mitigation options that could address the Aux-1 impacts and therefore should be examined as part of the Final EIS:

1. Shift the approach and departure practice procedures over Aux-1 to another base. These procedures do not use the runways for landing and take-off and only occur at Aux-1 during certain times of the year. An obvious option for these practice sorties would be Gila Bend AFAF. As the draft EIS states: "No major changes are expected in activities or land use around Gila Bend AFAF." (pg. LU-214). This contrasts sharply

DO-22

1403 LU

with Aux-1 where: "The combination (sic) of growth increases the potential for encroachment." Pg. LU-214.

Other airbases could be considered for the Aux-1 sorties, including Luke AFB, Tucson International Airport Air Guard Station, Davis Monthan AFB or Laguna/Yuma Army Airfield. There are also a number of Ajo AF Aux fields that have been used by Luke AFB. Fort Huachuca also has a number of Aux airfields.

DO-22
cont'd

In addition, the use of Aux-1 for training missions shows the mission can be practiced without the use of a functional runway. This might allow the practice sorties to be conducted in an area like the Goldwater Air Force Range with runways outlined in the desert—resulting in minimal noise impact as there is no one living on this range with 57,000 cubic miles of airspace.

If Aux-1 was decommissioned the base could be transferred to civilian use potentially resulting in some cost savings to the military, potential revenue generation and a higher and better use of the property.

2. Acquire fee title to private property located in the Aux-1 CZs and APZs. As FAA Order 5100.38A, paragraph 602b. (1) states: "the sponsor should be strongly encouraged to acquire fee title to all land within the runway protection zone, with first priority given to land within the object free area." This would eliminate the problem of structures being built in CZs and APZs as development encroaches upon Aux-1.

GE-13

3. Develop a committee comprised of Luke AFB, the City of Surprise and landowners in the Aux-1 65dbDNL noise contour to coordinate planning, growth, development and zoning. This

1403 LU

committee could develop a plan that would guide future growth to minimize conflicts with Aux-1.

GE-13
cont'd

Mitigation options 2 and 3 presuppose that the Department of Defense and U.S. Air Force consider Aux-1 important enough to continue operations. What is missing in the EIS is an explanation of why Aux-1 is considered important enough for the U.S. Air Force to continue using only the airspace above it to the detriment of more than 6,000 acres below it. If the U.S. Air Force plans on "reopening" Aux-1 in the future it should state its plan. If it does not plan on using the Aux-1 base, it should demonstrate why it would create a hardship for the sorties using the airspace above Aux-1 to train elsewhere.

DO-22

GE-13

The impacts of Aux-1 should be addressed in the EIS with proper mitigation measures. The three mitigation measures suggested in these comments should be reviewed as part of the EIS finalization. The EIS should clearly state the reasons why it is important for Aux-1 airfield be used only for its airspace while impacting 6,000 acres-- as opposed to using other options for training.

NP-8

DO-22

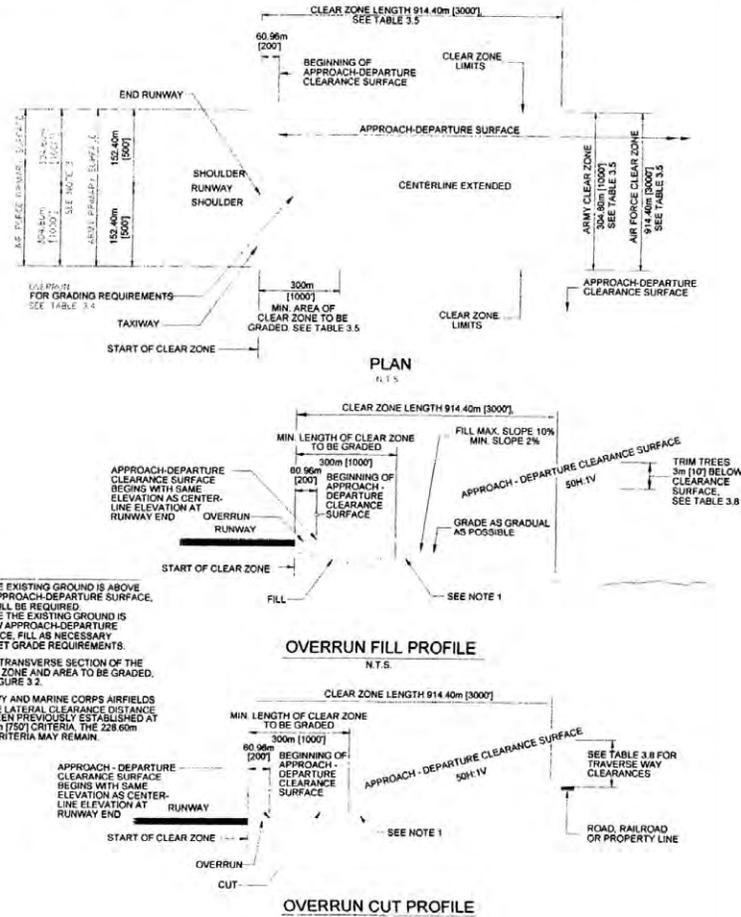
1403 LU

Luke Aux-1 Clear Zone and Accident Potential Zone Exhibits

Chapter 3

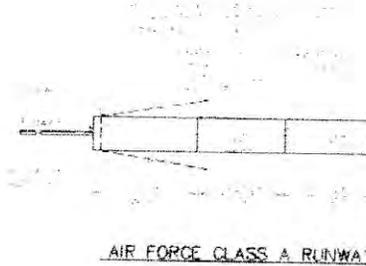
1403 LU
UFC 3-260-01
22 Sep 06 Draft

Figure 3.13. Class B Army and Air Force Runway End and Clear Zone Details.



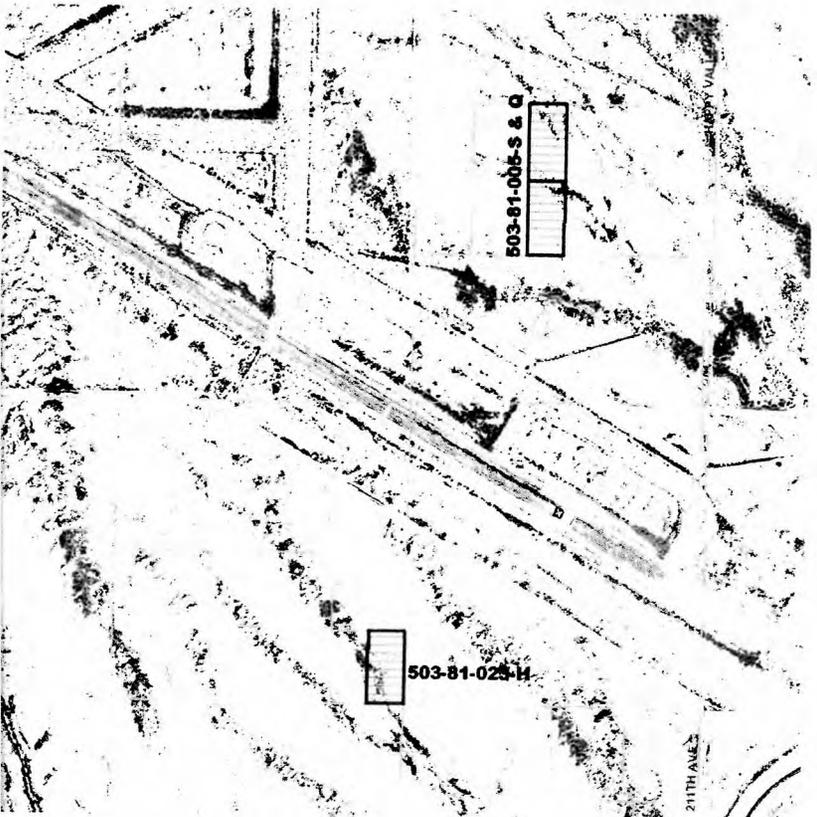
Chapter 3

Figure 3.5. Air Force Clear Zone and Accident Potential Zone Guidelines.

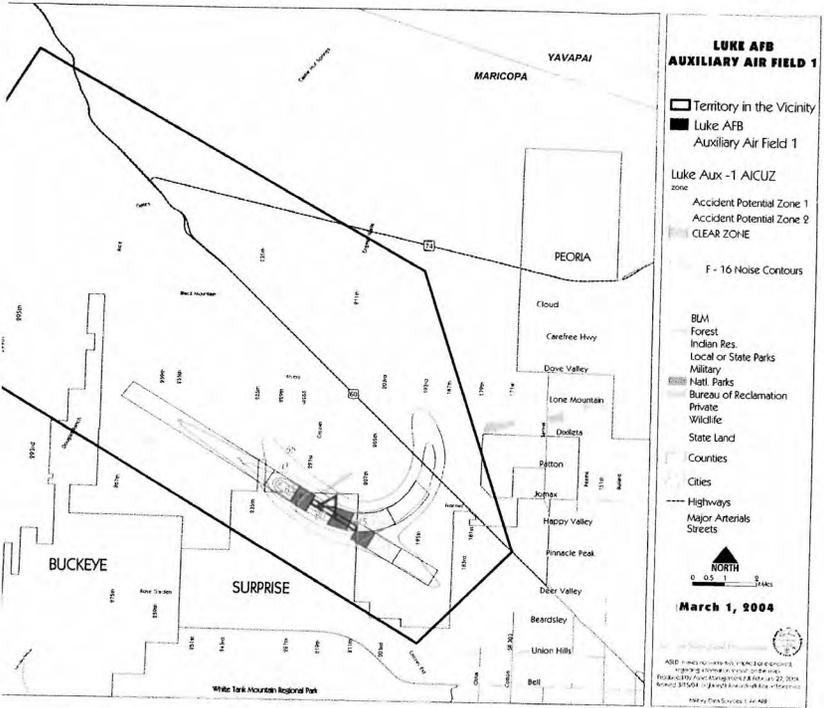


NOTES

1403 LU



1403 LU



United States Air Force
Public Hearing Comment Form
F-35A Training Basing
Environmental Impact Statement (EIS)



1404 LU

Please use this sheet to provide your comments on the Draft EIS. If your comment refers to a specific page or section of the EIS, please identify that location. You may submit your comments in any of the following ways:

- 1) Turn in this form at the comment table before you leave tonight.
- 2) Provide oral comments to the court reporter during the open house session or public hearing.

2) Mail, fax or email comments to:

David Martin, Air Force Contractor, and Kim Fornof
HQ AETC/A7CPP
266 F Street West, Bldg. 901
Randolph AFB, TX 78150-4319
Fax: 210-652-5649
Email: aetc.a7cp.inbox@us.af.mil

All comments on the Draft EIS must be postmarked or received by March 14, 2012, to ensure they become part of the official record. All comments will be addressed in the Final EIS.

Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for the Final EIS distribution. Failure to provide such information will result in your name not being included on the distribution list.

Name: TINA NORWALK

Organization/Affiliation: _____

Address: * _____

City, State, Zip Code: _____

Comments: _____

Having considered the available information I am confident the environmental impact to the surrounding area will be insignificant.

Luke Air Force Base is the best location for the Pilot Training Center.

*Sincerely,
Tina Norwalk*

Please print - Additional space is provided on the back.

Visit www.F-35ATrainingEIS.com for project information or to download a copy of the Draft EIS.

*Provide your mailing address to receive future notices about the F-35A Training Basing EIS.

1405 LU



02/13/2012

Attn: David Martin, A.F. Contractor & Kim Fornof

Over the years Goodyear, Glendale, Litchfield Park, Litchfield, Pebble Creek, and neighboring communities in Arizona have developed good relationships with Luke Air Force Base. The people of these towns support the location of the F-35 fighter aircraft at Luke. Some of the people living in these areas even donate their time and talent to the base.

Having the influx of the F-35 to Luke is very important to the local and state economy. Many ex-military personnel live near Luke Air Force Base and enjoy retired life with Luke as their next door neighbor.

Please award the F-35 training mission to Luke.

I thank you for giving this matter your kind attention.

*Yours truly,
Thomas A. Drueker, DAD*

GE-3

GE-3

1406 LU


David Martin & Kim Farnoff
 We are of positive thinking re: placing F35A training base @ Luke Air Force Base -
 We would support a vote to establish the training facility @ Luke Air Force Base
 Thank you
 James Moore
 John Conner
 Sun City residents
 [Redacted]
 S.C. Gf

GE-3

Mr. John Carroll
 [Redacted]
 PHOENIX AZ 850
 13 FEB 2012 PM 10 L
 [Redacted]
 David Martin Air Force Contractor
 Kim Farnoff
 HQ AETC/A7CPP
 Randolph AFB - Texas 78150-4319
 266 F Street West - Bldg 901
 [Barcode]

1407 HO

Comments on the F-35A Training
 Environmental Impact Statement
 February 10, 2012

To: David Martin & Colonel David DeMartino
 HQ AETC/A7CPP
 266 F Street West, Bldg. 901
 Randolph AFB, Texas 78105-4319

From: John L. Conner

[Redacted]
 [Redacted]

Based on review of the F-35A Training Basing Draft EIS and presentation meeting by the US Air Force held in Weed, New Mexico on February 7, 2012, I offer the following comments:

- The documents supporting studies do not topography reflect the terrain of the Sacramento mountains of south central New Mexico, therefore are not valid. You can't compare decibel levels studied in level terrain versus steep mountainous canyon terrain. Appropriate research needs to be conducted.
- Air Force Release no. 12-01-08 (Jan. 20, 2012) states that "the purpose of the proposal is to train pilots and personnel to safely and effectively operate F-35A aircraft". The Sacramento Mountains which is heavily

NO-38

SA-3

Final
June 2012

1407 HO

populated and is scattered with ownership of private properties is not or should not be a training location for low flying aircraft. Since the beginning of the first aerial training flights approximately 30 years ago the population in the Sacramento Mountains has significantly increased many times. It is no longer feasible to train over this area due to safety concerns for our citizens and the potential for catastrophic fire.

SA-3
cont'd

• The 500 foot training level is not an option due to decibel levels far exceeding health standards. Safety is also a negative factor and virtually ignored.

NO-6

SA-3

• Suggest that all low flying training (500-1000 ft.) be conducted on the White Sands Missile Range. Again, there are public safety and fire concerns to be considered that have virtually been ignored in the Draft EIS.

DO-4

• Night flight training will have an extreme impact on people and their ability to sleep. The EIS does not adequately address this. Your own studies demonstrate negative psychological effects on people.

NO-3

• Fire and flares. This is unacceptable due to historic extreme fire conditions of the Sacramento Mountains. Fires have resulted in costing the taxpayers and the federal government millions of dollars over the past few years. Cost benefit should be considered and properly evaluated.

SO-8

• Impact studies referenced in the draft EIS pertaining to effects on domestic livestock are not in any way applicable to range cattle of the Sacramento Mountains due to terrain. The 1983 study was relating to dairy cattle and I assume the 1994 study was either dairy or standing cattle in feed lots. Based on the 1983 study if you had 2 head of cattle out of 10 lost by abortion, then 100 head would result in a financial loss of approximately \$11,000. annually to a livestock producer based on current market values.

BI-5

SO-17

1407 HO

The 1994 study indicates a potential loss of 3 out of 5 aborted. Again based on 100 head, this would result in an annual loss of \$66,000. to a producer.

SO-17
cont'd

- Tort claims based on livestock and domestic losses have proven to be historically lengthy in resolution with the military. There must be a special expedient method developed to resolve claims if the military training is to continue over the Sacramento Mountains.
- The EIS should have evaluated an alternative to utilize other less populated mountainous terrain (forests, military res., etc.) for low flying training. As previously mentioned as an example, white Sands Missile Range has a considerable amount of desirable mountainous terrain.

GE-11

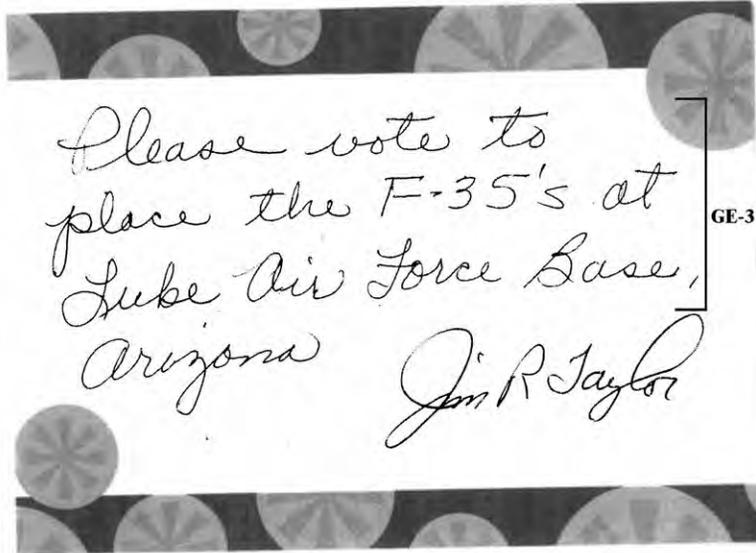
GE-1

In summary, I respectfully request that you consider my input into the draft EIS. If you have questions please feel to contact me at [REDACTED]

Respectfully Submitted,

John L. Conner
Rancher and Concerned Citizen of the Sacramento Mountains

1408 LU



Jim R. Taylor



HQ AETC/A7CPP
ATTN: David Martin, Air Force Contractor
266 F St. West, Bldg. 901
Randolph AFB, TX 78150-

1409 LU

David A. Rabert



- 1 – You have to close some military bases, it only makes sense!
- 2 – It's a republican State, not democratic
- 3 – It's a money issue, why spend billions in a Republican State, Gov., and representatives?
- 4 – No more finger waving admonishments in the Presidents face!
- 5 – John McCain a Republican sits on the Armed services committee, same as that great democrat Harry Reid of Nevada and Nellis AFB
- 6 – How are you going to explain a plane crash in a city, located in the middle of millions? SA-7
- 7 – What, F-35 training can only and fly in good weather? DO-21
- 8 – People don't want it, city gov'ts. don't want it, they want the money not the hassle with it!
- 9 – Why open the democratic party to more dissent?
- 10 – Phoenix wants another airport, give it to the city for commercial use!
- 11 – Sound of freedom? Now there's a catch phrase! How about my Uncle Carl was at Nomandy on D-Day, My Uncle Bob was near Stuttgart, Germany 5 years later, I spent 31 months in Berlin, I joined up in 1956. That is the sound of freedom, not an F-35 in training! Not to minimize the AF and the F-35, but over a city this size? Money, money, and more money, is that all you can think of? GE-1

1410 TU

February 10, 2012

David Martin
Air Force Contractor
HQ AETC/A7CPP
266 F Street West, Bldg. 901
Randolph AFB, TX 78150-4319

Dear Mr. Martin:

The US Air Force and Arizona National Guard should not be allowed to establish a training center for the F-35A directly adjacent to the Tucson Municipal (commercial) Airport. As you well know, the F-35 is a new, untested (and so far, seriously trouble-prone) aircraft.

SA-1

The Tucson Municipal Airport is surrounded by long-established homes, businesses, and public schools. In recent years, the Air Guard has quietly built a training facility immediately adjacent to it where F-16s land and take off on the same runways as commercial flights, endangering not only activity at the municipal airport and its environs, but also seriously devaluing the surrounding metropolitan area.

SO-1

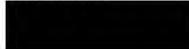
Already, central Tucson's neighborhoods are threatened and quality of life issues weigh heavily on residents, and the University of Arizona, as well as the central city itself, by aggressive military activities at Davis Monthan, where, as I understand it, the F-35 will need to land in order to load live ordnance bombs.

Enough is enough--there are other, safer, and far more appropriate training sites for this expensive new aircraft (once it actually has the proven ability to fly safely).

SA-1

Sincerely,

Susan Pitt



cc: President Barack Obama
White House
1600 Pennsylvania
Washington, DC 20500

1411 TU

United States Air Force Public Hearing Comment Form F-35A Training Basing Environmental Impact Statement (EIS)



Please use this sheet to provide your comments on the Draft EIS. If your comment refers to a specific page or section of the EIS, please identify that location. You may submit your comments in any of the following ways:

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David Martin, Air Force Contractor, and Kim Fornof
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Email: aetc.a7cp.inbox@us.af.mil

All comments on the Draft EIS must be postmarked or received by March 14, 2012, to ensure they become part of the official record. All comments will be addressed in the Final EIS.

Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for the Final EIS distribution. Failure to provide such information will result in your name not being included on the distribution list.

Name: JAMES AND LOUISE THOMPSON

Organization/Affiliation: _____

Address: * _____

City, State, Zip Code: _____

Comments: IN OUR OPINION DAVIS-MONTHAN AFB. IS AN IDEAL PLACE FOR F-35A TRAINING. TUCSON HAS A LONG HISTORY OF SUPPORT FOR AVIATION AND SUPPORT FOR THE AIR FORCE AND DAVIS-MONTHAN. THE WEATHER HERE IS IDEAL FOR FLYING WITH VERY LITTLE RAIN, HARDLY NO SNOW AND PLENTY OF SUNSHINE.

GE-10

THERE ARE SOME GOOD FOLKS THAT OBJECT TO THE NOISE, BUT WE THINK THE SOUND OF AIRPLANES IN TRAINING EQUATES TO THE SOUND OF FREEDOM. WE ALSO THINK WE ARE IN THE MAJORITY HERE IN TUCSON.

THANKS FOR YOUR SERVICE

James Thompson, Jr.

Please print – Additional space is provided on the back.

Visit www.F-35ATrainingEIS.com for project information or to download a copy of the Draft EIS.

*Provide your mailing address to receive future notices about the F-35A Training Basing EIS.

1412 HO

February 14, 2012

F-35A Training Environmental Impact Statement (EIS)
 ATTN: Mr. David Martin, Air Force Contractor, & Kim Fornof
 HQ AETC/A7CPP
 266 F Street West, Bldg 901
 Randolph AFB, TX 78150-4319

RE: Comments on the F-35 Draft EIS; incomplete information, making informed consideration of alternatives impossible.

Madam and Sir,

Notes:

I want to receive copies of the EIS and any other correspondence released to the public. You failed to send a copy of the Draft EIS to me. Please don't repeat this failure with the Final EIS. Further I expect that my comments be made part of the permanent record and that they will be included in the Final EIS.

Review of previous USAF EIS reveals that Air Force responses to comments are often brief to the point of absurdity. This marginalization of stakeholder's comments hinders evaluation of alternatives and hinders the effectiveness of the NEPA process. Please answer every comment I am making fully. I have many comments. The Draft EIS is over 1,000 pages, my comments, less than 25 pages.

Summary:

This Draft EIS (DEIS) is so inadequate that it precludes meaningful analysis. The DEIS fails to include information on reasonably foreseeable significant adverse impacts. The USAF has failed to gather and consider detailed information concerning significant environmental impacts from the extreme noise levels present in the F-35 and impacting the environment at low altitudes and high speeds such as found in the Military Training Routes. They have failed to gather and consider data describing the low frequency spectrum that impacts damage to structures (including Historic). The DEIS fails to provide correct information about either subsonic noise levels or supersonic noise levels (and focused booms). The DEIS fails to provide correct information about flare use and hazards. Some information provided in the EIS is false or misleading, to the point of falsehood. The DEIS fails to consider the risks to infants and children in the area under the SUA and MTRs and has failed to include such information in the applicable chapter of the DEIS. The USAF has failed to state clearly why this information about risks to infants and children was not included. These failures (and others) in the DEIS make a reasoned choice among the alternatives impossible.

One example, of many, is the failure of the DEIS to characterize the adverse environmental effects in the areas below the Military Training Routes (MTRs). This area is significant, perhaps as much as 30% of the total land area encompassed by the DEIS. The DEIS characterizes this flight space as "narrow corridors" which is incorrect and gives the reader a false impression of the environmental impact. Many of the adverse effects in this MTR environment cannot be avoided should the proposal be implemented. The F-35 aircraft is noisy, with some peak levels approaching immediate hearing damage (at the altitudes and flight regimes used in the MTRs) (see Table 7-10 and other references below). Yet the DEIS provides no metric for the important peak noise (Lmax or SEL or SELr) for the the land area below the MTRs. Rather the DEIS characterizes the MTR environment with a single (average) metric. Accepted practice, and guideline from the Department of Defense, is to use three noise-measuring techniques, or metrics for a critical environment: first, a measure of the highest sound level occurring during an individual aircraft overflight (single event); second, a combination of the maximum level of that single event with its duration; and third, a description of the noise environment based on the cumulative flight activity. The DEIS fails to provide this critical information, information that is needed to properly assess noise impact below the MTRs. This makes comparison between the various alternatives impossible.

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NP-8

NO-4

SA-8

EJ-2

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A second example involves the failure of the DEIS to correctly characterize the adverse environmental effects from sonic booms in the areas below the Special Use Airspace (SUA). This area is also significant, perhaps as much as another 30% of the total land area encompassed by the DEIS. In this area DEIS fails to correctly characterize the effects of sonic booms and focused sonic booms. In fact the DEIS understates effects. The DEIS also fails to characterize the adverse effects of flares in the SUAs.

While the Courts have held that the USAF is entitled to rely on their own experts, these experts' decisions must not be arbitrary and capricious. The DEIS presents just this kind of analysis: arbitrary and capricious.

Correctly following the NEPA process ensures that important effects will not be overlooked or underestimated only to discover after resources have been committed that serious issues confront stakeholders.

Body:

The DEIS as presented reflects a poor performance by the USAF. So little actual data for noise is presented that this "Impact Statement" is a joke. No meaningful selection of alternatives is possible in the vacuum of noise information alone. The USAF must have their decision already made, based on some other criteria, and this DEIS is just window dressing.

In addition to missing / false information, some of the "facts" presented in the DEIS are faulty, using obsolete or questionable data and antiquated analysis tools. The USAF is using the same methodology year after year and in this DEIS it has failed to present a true picture of the environmental impact from this ultra-noisy, fifth generation aircraft. The most egregious of many faults, is the use of only averages for the MTR noise measurement (and no other measures). This is an example of not following long accepted practice and must be an intentional ploy to understate the severe impact to the environment for peak noise under the MTRs. The proper way to present environmental noise impact in this important MTR area, as approved by the DOD, is stated in a Wyle report:

"As used in environmental noise analysis, a metric refers to the unit or quantity that quantitatively measures the effect of noise on the environment. To quantify these effects, the Department of Defense and the Federal Aviation Administration use three noise-measuring techniques, or metrics: first, a measure of the highest sound level occurring during an individual aircraft overflight (single event); second, a combination of the maximum level of that single event with its duration; and third, a description of the noise environment based on the cumulative flight and engine maintenance activity."
www.wyle.com/PDFs/archive/NoiseBasicsNoiseEffects.pdf

The Draft EIS fails to provide data or analysis for highest sound levels at the critical MTR floors. Why? Shouldn't the Draft EIS follow accepted practice and DOD guidelines? This environmental area (below MTR) is one where studies have shown a possibility of permanent hearing loss in both adults and children, by just a single flyover. Isn't this significant to the USAF? The levels indicated also may damage structures (including Historic).

The DEIS is disingenuous. Sound levels that are presented as fact are in fact modeled estimates. The estimates keep changing from one USAF report to another. Sudden changes in numbers after a law suit are suspicious to this commenter. Besides the gross lack of subsonic noise data for the MTRs, the SUA supersonic flight environmental impact is seriously mis-characterized by the reporting of only estimated, average, filtered metrics and no analysis of focused sonic booms.

The first few USAF EISs 30 years ago formed the path that later ones followed; over and over and over. Progress has been made in analysis and modeling since the USAF began environmental assessments those many years ago, yet this Draft EIS is written using much the same methodology and much of the same data as those from the 1980s. When the NEPA process started January 1, 1970, Al Gore had not invented the Internet and the most commonly available computer was the size of a small room and had the calculating power of my cell phone. In those days the USAF flew aircraft such as C-119, B-36, Convair B-58, F-102 and the F-104. These simple aircraft have given way to much more complex ones. We now consider a futuristic fifth-generation jet fighter with a single

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huge, 40,000 pound thrust engine and a stealthy airframe. We fly this plane at extremes of altitude and speed not considered in 1970. Making a sound impact study, scientifically, in the 1970s was cutting edge technology and involved many compromises. The computers weren't fast enough and the science not understood, indeed the sonic boom mathematics was not solved until 30 years later. A lot of Environmental Impact analysis had to rely on empirical information. There was no way to model or analyze the actual environment. Unfortunately, this Draft EIS still follows the 30 year old methodology, and it leaves out important data. While aircraft are faster and nosier the Draft EIS remains solidly in the last century. Today we see the legacy of the pre-computer age in many parts of the F-35 Draft EIS. The analysis and data are so poor that informed consideration of the alternatives is just not possible. It is arbitrary and capricious of the USAF to use it when they have better information. The data and analysis presented does not represent the actual environment in the SUA and MTRs. Costs for new methods are the same as the 1980's methods, results are better. Why not use them?

NO-26

Aircraft included for analysis in the DEIS include F-16C, F-22, F-35A ("Other Military" mentioned). Of these the F-35A stands out as the newest and the least tested. Here is a list (along with a couple of comparison aircraft):

F-15	First flight	27 July 1972	Thrust w/ AB 25,000 lbf ea (comparison to aircraft sited in Draft EIS)
Tornado GR4	First flight	14 Aug 1974	Thrust w/ AB 17,270 lbf ea (comparison to aircraft sited in Draft EIS)
F-16	First flight	2 Feb 1974	Thrust w/ AB 28,600 lbf
F-22	First flight	7 Sep 1997	Thrust w/ AB 35,000+ ea
F-35	First flight	15 Dec 2006	Thrust w/ AB 43,000 (the most powerful fighter engine in the world)

NO-1

Note the "First flight" of the airframe dates and note the thrust. While aircraft have had engine upgrades over the years the F-35A is still the most powerful single engine aircraft in the world. It is easily also the nosiest.

The F-35A has a single, large, engine with very high thrust. It uses an airframe optimized for stealth, not aerodynamics making it still noisier in flight. Noise is a problem with its design and considerable debate surrounds the F-35A and its noise profile, including several law suits. The Valparaiso, Florida law suit over misinformation / missing information about its noise levels (settled but not complied with) is one. Kathleen Ferguson, Deputy Assistant Secretary of Air Force for installations, said in a written statement in 2008 concerning the F-35 noise:

"We are diligently exploring methods to mitigate the impact."

The Air Force has issued several sets of noise numbers. One preliminary environmental study showed an F-35's single engine would generate more noise than the two engines of an F-15 (which is noisy). An Environmental Assessment released by the Air Force on Oct. 10, 2011 found that:

"At military takeoff power, noise from the F-35 is about 9 decibels higher — or twice as loud — than an F-15C at military takeoff power," and

The F-35 is even louder coming in for a landing (USAF).

"During approach, noise from the F-35 is about 19 decibels higher than noise from an F-15C," the report said. *"This corresponds to the F-35 being about four times as loud as the F-15C"* when it lands. Note that the F-15 is noisier than the F-16 used at Holloman.

NO-30

More USAF studies in 2008 show the F-35 to produce 148 dB in the near field (50'). The Military Training Routes (MTR) airspace in this Draft EIS have a floor of 100' AGL (with the F-35 claimed to use a 500' AGL). This same 2008 USAF study shows an average, filtered sound level of 121 dBA at 1,000' AGL with an airspeed of only 160 kts . Yet another number for sound comes from this Draft EIS, Page HO-46 purports to show estimated noise for the F-35 at 1,000' AGL and 475 kts to be 120 dB SELr (Table HO 3.2-5). Note that SELr is supposed to be a number adjusted upward to account for rapid increases in sound, yet it is lower than the 2008 base (Why?). Note that the adjustment amount is not listed nor the rate factor. Which of the many numbers is correct? What are the measurement conditions? Are the numbers actual or guessed/ modeled? Have the numbers been changed arbitrarily to placate the public (or maybe to satisfy Ms. Ferguson, see her quote above)? I believe that the Draft

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EIS noise "numbers" are massaged estimates, changed to fit USAF needs. Why not use real numbers and show the reader? Note that numerous studies show that permanent hearing damage occurs, immediately, at 140 dB (USAF). Recent studies in the MTR airspace regime show hearing loss at only 115 dB for young children (German Study 1999, "Exposure and Effect Indicators of Environmental Noise", www.dflid.de/Downloads/UsingPaper.pdf). Structural damage starts at 130 dB (unfiltered) (USAF). The threshold of pain is between 120 and 130 dB (numerous studies). The F-35 exceeds most of these measures in the environment below the MTRs (whichever USAF number you choose to believe).

NO-30 cont'd

NO-6

NO-12

NO-6

Australian, Norwegian, Dutch (and others) officials are facing problems from basing F-35 due to public noise concerns, including law suits. The Germans no longer allow flight below 1,000 AGL in Germany due to hearing loss and annoyance considerations (which is why Holloman hosts the German Air Force so they may fly over rural Otero County, NM).

The F-35A is so noisy, and it's close air support mission often flown so close to the ground, that it deserves to be handled with exceptional care with respect to MTR environmental impact. Data and analysis methods should be verified to correctly model this new aircraft yet they have not been. If the methods do not match real world results then a reasoned choice among alternatives cannot be made and the DEIS is a farce.

Some modern analysis tools have been applied to the DEIS (for example BooMap). Yet the available information and the assumptions used were not presented to us in the DEIS (Why not?). The information that affects comparison of alternatives, such as peak noise (Lmax, SEL or SELr) at 500' (for the land below the MTRs) for example is not available to us. Many noise levels are being presented in dBA, a measurement of sound level that has been adjusted mathematically by using a "filter" equation and often used in annoyance measurement. Using dBA tends to de-value the low frequency sound levels that can damage structures (including Historical structures). The F-35's large engine produces more low frequency sound than say the smaller F-16 engine. Low frequency sound carries farther distances and affects structures more (USAF). Showing all the data would allow us to make comparisons between the alternatives but this DEIS fails to show us this data. We cannot compare alternatives.

NO-4

The Draft EIS seems fixed on the 1970s measurement of annoyance using filtered metrics. Annoyance is one metric of the environment. DNL is a valid metric. But it is not the only measure and may not even be the most important measurement of environmental impact for this high performance aircraft. Why not provide all the information including other metrics such as the unfiltered levels? The maximum levels? The cost is miniscule, the environmental consequences are great. The information is useful. Without information how can anyone make an informed choice among the alternatives?

NO-24

The Draft EIS fails to provide information about low frequency noise and makes incorrect, disingenuous assumptions based on no information, for example on page 3-9 of the Draft EIS the USAF states (I have added emphasis):

"Sound levels at damaging frequencies (e.g., 30 hertz for window breakage or 15 to 25 hertz for whole-house response) produced by most military aircraft are rarely above 130 dB."

"Most military aircraft" are not the untested F-35. The USAF has no data. The assumption is false. Including this statement in the DEIS amounts to a lie. The statement should be removed. USAF tests (see below) show significant low frequency noise with F-35 operations.

NO-31

The reader should keep in mind that:

"subsonic aircraft noise lasting more than 1 second above a sound level of 130 dB is potentially damaging to structural components (CHABA 1977 and DEIS)".

Please note the low frequencies mentioned in the quote above, plus also note the filtering used in the Draft EIS for metrics such as dBA, which filters out these frequencies. Note the caveat *"produced by most military aircraft are rarely above 130 dB."* The Draft EIS provides no data to show the F-35 noise levels at the "30 hertz for

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window breakage or 15 to 25 hertz for whole-house response" frequencies. The statement above is without basis. There is evidence (see the following) showing that there is in fact significant low frequency noise from the F-35. The quoted USAF statement above, is generic and not true, and leaves the reader with a false impression about the environmental consequences to structures from F-35 operations. Why was this statement included? A more accurate statement would be that the F-35 produces significant noise in the low frequency spectrum and may damage structures. This is the opposite of what was said in the Draft EIS.

NO-31 cont'd

We need data on F-35 noise. The data must be for the F-35 aircraft and operation parameters proposed in this EIS, not mystery data derived from a statistical program or a USAF dream. Where is the actual peak filtered/unfiltered noise data for the F-35?

Page HO-41 then states (I have added emphasis):

*"F-35A noise levels are **not expected** to exceed 130 dB at any off-installation location. Therefore, noise associated with subsonic F-35A aircraft operations is **not expected** to result in any damage to structures."*

NO-30

Again the conclusion is reached without facts, just pulled out of the air. In fact the statement is untrue. If you look at other USAF noise data such as Table 7-10 (from a previous USAF F-35 EIS and shown below) a different picture emerges. This table shows a noise level of 133 to 129 dBA (with low frequencies filtered out) for the F-35 in MTR (300' - 500' AGL, 500 kts) conditions. The USAF quoted statement above is misleading and should be removed from the Draft EIS. Noise levels will most certainly exceed 130 dB unfiltered, perhaps 136 dB (unfiltered). Depending on atmospheric conditions it may exceed this 130 dB number significantly.

NO-24

The only indication of maximum noise in the DEIS is shown on page HO-46. It purports to show estimated noise for the F-35 at 1,000' AGL and 475 kts to be 120 dB SELr. This 1,000' AGL altitude fails to address MTRs with their 100' (500') AGL floors. The SELr metric used is a derived number with no basis given. Peak noise metrics such as Lmax are not divulged. Airspace rules in MTR allow flight to 100' AGL (not 1,000' AGL given on HO-46) and FARs allow flight within 500' of a person or structure. Further, the MTR rules allow flight speeds just below the sound barrier (650 kts) not the 475 kts shown. Again no actual noise numbers are presented for the F-35 in this MTR regimen. As the Draft EIS states SELr is a mathematically derived (averaged, with a limited frequency range) number. It will not properly model the sound spectrum of the ultra large engine of the F-35 (for either structural damage issues nor for human factors issues). It does not address the very rapid increase in sound level (greater than 80 dB/s, (USAF)) for the MTR airspace. Further, no information is provided about assumptions made by the USAF in deriving this number.

NO-4

The USAF has access to current study information for the MTR noise environment from Germany. The USAF has used this data in past reports. This information and data is for modern aircraft flown at the 100' to 500' levels planned for the F-35 in the MTRs. It is specific to the critical MTR environment that we are concerned with. The authors of the study are recognized researchers. They are quoted and their studies used by the USAF, USMC and the US Navy. Why has the USAF failed to use this up to date information in the DEIS? This is arbitrary and capricious of the USAF. According to the USAF it is the only study targeted specifically at the MTR environment. Yet they fail to use it, Why? From USAF Report dated 1989:

"The Ising ad Michalak study is the only research to date which specifically addresses low altitude, high speed flight aircraft noise." USAF

(FEASIBILITY OF EPIDEMIOLOGIC RESEARCH ON NONAUDITORY HEALTH EFFECTS OF RESIDENTIAL AIRCRAFT NOISE EXPOSURE, Noise and Sonic Boom Impact Technology, Human Systems Division, Air Force Systems Command, Brooks Air Force Base, TX 78235-500, www.dtic.mil/dtic/tr/fulltext/u2/a219862.pdf)

NO-26

By not providing information and using misleading data the USAF is arbitrary and capricious, in violation of NEPA. Here is a snippet from a study by Ising and his team of researchers that was left out of this DEIS. A study

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that indicates the gross impact to the land below the MTR (MTR is known as a MLAF in Germany) and to the impact of the proposed environment on children:

"In another study of 115 test subjects between 18 and 50 years old, temporary threshold shifts were measured after laboratory exposure to military low-altitude flight (MLAF)(MTR) noise (Ising, et al. 1999).

According to the authors, the results indicate that repeated exposure to MLAF 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." - Wyle 2008

NO-26 cont'd

Note the rapid noise increase mentioned. Under the rural MTRs in this DEIS increase rates of 100 dB/s are likely (using USAF numbers).

The 1999 Study cited above states (www.dfid.de/Downloads/IsingPaper.pdf)(I have added emphasis):

*"3.8 Inner ear damage
Noise can cause inner ear damage either by acute overload or by chronic high exposure, which leads to metabolic exhaustion. Examples for the first mechanism is impulsive noise of toy pistols, fire crackers etc. and military low altitude flight (MLAF) (MTR) noise. MLAF (MTR) noise is a danger for the inner ear if Lmax exceeds 115 dB(A) and/or the level increase exceeds 60 dB/s. In Germany, the percentage of inner ear pain in 12-17 year olds caused by MLAF noise in area with 150 m and 75 m military flights were 0.7% and 1.1% respectively. Children with inner ear pain after MLAF (MTR) noise had significantly elevated hearing thresholds as compared with controls (Ising et Rebentisch, 1993). The percentage of convulsions in babies after extreme MLAF noise exposure reported by parents from 75 m areas was found to be 0.17%. Six years later these children were found to have permanent hearing threshold shifts at high frequencies" ("Exposure and Effect Indicators of Environmental Noise", www.dfid.de/Downloads/IsingPaper.pdf)*

EJ-2

Please take note of the permanent hearing damage found in young children with an Lmax of only 115 dBA. Note convulsions in babies. Note the rate of increase need only be 60 dB/s. Note that the lowest bogus USAF numbers provided in this DEIS show 120+ dBA. The areas below the MTRs have major environmental impacts from the alternatives yet the USAF has ignored the impact to this environment. No data is presented in the Draft EIS to compare alternatives concerning MTR maximum noise levels. Why?

The MTR noise Impacts are knowingly grossly understated by the USAF in the Draft EIS.

NO-24

Why not show us all the actual noise numbers, including unfiltered maximums? Why not show us numbers at the MTRs floor and at the max speed (100' AGL and 500' AGL and 650 kts)? Our houses are at this 500' spot. Our families ride horses under these MTRs with their 100' AGL floors and almost Mach 1 speed limits. The old measure of average, filtered noise as calculated by the USAF for the past 30 years "may" show less than 65 dB, over a year, averaged but what is the peak, instantaneous noise for me riding my horse under the MTR when a pair of F-35 fly over me at 500' and 600 kts? Annoyance is only one metric. Where are the measures for structural damage and for immediate hearing loss, for peak noise? We are overflow while riding, working and walking under the MTRs. We are overflow at the 100' AGL number and air speeds are in the higher levels. Where is this data? How can we compare the various alternatives without data? Without data it is just guesswork by the USAF when selecting alternatives; A sham.

This EIS is disingenuous guesswork of the worst, most irresponsible kind.

Other recent US Military studies show more flawed USAF methodology. The 2009 US Navy report (Naval Research Advisory Committee Report on Jet Engine Noise Reduction) is concerned with jet noise (Their F-35 is a different version, but the Navy criticisms are methodology based. Aircraft type is not a factor) states it well:

"Current mathematical models do not accurately predict noise levels."

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and needed changes:

"Update existing noise models to account for non-linear noise propagation and thrust vectoring affects, as recommended by the Air Force Working Integrated Product Team (WIPT)."

and on the weighted averages used by the USAF (note MTR floor is 100' AGL):

"Each part of the human body has a different resonant frequency, and received noise has both a frequency and pressure level component. Although humans hear primarily between 80 Hz to 6000 Hz, engine generated near-field acoustic pressure levels are non-linear and comprised of frequencies below 10 Hz to above 10,000 Hz. It must be noted that the impact on the human body when exposed to this wide spectrum of frequencies and pressure levels is not well understood." (near-field is 50' floor of the MTRs are 100')

and concerning the accuracy / repeatability of F-35 noise tests:

"The Panel raises this concern because there have been two instances in which later measurements were made of both the F-35 and the F/A-18E/F, and differences of 4 dB and 2 dB, respectively, were measured. This shows that a single test, while an indicator of noise levels, cannot be construed as the true level. This variation could be caused by (at least) several contributing factors such as: test set up and execution, microphone placement, type, calibration, weather conditions, engine variability, etc."

and on low frequency noise (such as that produced by the F-35:

"Finally, there are areas of human response to noise for which there is a compelling need for more research and understanding. The impact of high-intensity, low-frequency sound (i.e., below 500 Hz), is not well understood. Studies in the 1960s focused entirely on subjective responses to low-frequency sound in a non-pure-tone environment, and of necessity, did not consider harmonic resonance features, or long-term effects on any organ. Likewise, the impact of long-term noise exposure on cognition – the ability to process, objective data – is not documented."

and:

"Those who have stood near an F-22 or F-35 at high power levels report uncomfortable sensations and believe their internal organs are moving, such as could be caused by low frequency noise."

for the F-35:

"However, the noise power, watts per square meter, not just dB, generated by the F-35A is two times greater than that generated by the F/A-18 E/F."

The F-35A is very close (by USAF numbers) to the 130 dB number for structural damage, and beyond the threshold of pain (according to the Draft EIS and many other sources) when flow in the MTRs flight regimen. The most recent (and only according to the USAF) study of modern aircraft flying in MTR regime shows that the F-35 is a danger to the environment below. Let me repeat:

"MLAF (MTR) noise is a danger to the inner ear if Lmax exceeds 115 dB(A) and/or the level increase exceeds 60 dB/s."

"Children with inner ear pain after MLAF (MTR) noise had significantly elevated hearing thresholds as compared with controls (Ising et Rebentisch, 1993). The percentage of convulsions in babies after extreme MLAF noise exposure reported by parents from 75 m areas was found to be 0.17%. Six years later these children were found to have permanent hearing threshold shifts at high frequencies" - Ising ("Exposure and Effect Indicators of Environmental Noise", www.dfid.de/Downloads/IsingPaper.pdf)

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The peak noise levels at take-off / landing are not revealed to us by the USAF in the Draft EIS nor is the full effect of low frequency noise. Peak noise in SUA is not revealed (see US Army comments below on the importance of peak noise). Why is this information not presented? NEPA requires "detailed information concerning significant environmental impacts". Where is this data?

NO-24

For supersonic operations the Draft F-35 EIS provides disingenuous information, fails to include readily available information, and fails to use proper modeling tools. For example, CABoom is cited for Table HO 3.2-6 and this table purportedly shows sonic boom peak over pressures for direct overflight of F-16C, F-22, and F-35A at Mach 1.2. CABoom is a simplified boom prediction program for steady flight in the standard atmosphere, based on the method of H.W. Carlson. Key is the word "simplified". It dates from 1978.

The analysis program is dated, but worse the whole model used by the USAF is flawed. How? Well, in fact the F-35A does not fly in "straight and level flight" often. In fact it will be frequently maneuvering during training. What happens when it maneuvers? For sure not what is shown in Table HO 3.2-6. That table presents a false picture. It does not represent actual environmental conditions. It obscures significant environmental impacts. The use of this table in the Draft EIS, knowing it presents a false picture of true flight operations, borders on abuse by the USAF. The single sentence "Maneuvers can also affect boom amplitude, increasing or decreasing overpressures relative to those shown in Table HO 3.2-6" (HO-47) fails to change the overall impression by the USAF that the table is valid. This is disingenuous of the USAF.

Table HO 3.2-6 paints a false picture of the ground level environment (except to the limited extent of steady state flight). Why was it included? Why not include the higher "focused boom" pounds per square foot (psf) numbers? These numbers would be more reflective of the significant environmental consequences for the various alternatives and would help to make comparisons between them.

In the Draft EIS and noted in small print in the foot notes of Table HO 3.2-6 is:

"Note: Over pressures presented reflect straight and level flight at constant speed; aircraft maneuvers may generate localized "focus booms" with over pressures of 2 to 5 times the magnitude of the steady state sonic booms."

NO-25

So, according to this Draft EIS when maneuvering the F-35 will actually generate sonic boom pressures 2 to 5 times greater than shown in Table HO 3.2-6. That multiplier (2X - 5X) is significant (just imagine that this is your bank account we are discussing). Focused booms are limited in size but large in pressure.

Supersonic Transports were banned (in the USA and elsewhere, over land areas) partially due to the focused boom caused during acceleration up to Mach speed. This is a big deal, it cost SST builders and us tax payers billions of dollars. The booms caused a huge public outcry when tests were conducted by the USAF. Yet this focused boom ("superboom") problem is buried in a table footnote by the USAF; Why?

So why is this over pressure from a focused sonic boom significant? Why should it have been considered in the DEIS? After all it affects a small area? Two points, first, recent NASA studies show that the true range of overpressure is 2X to 10X times (not 2 to 5 times as alleged by the DEIS). Even the USAF gives higher numbers elsewhere in their literature (2X - 8X). Here are a couple of citations (there are many more available):

"When a supersonic aircraft accelerates to its cruise speed, a focusing effect occurs that makes the sonic boom five to 10 times louder than its normal cruise sonic boom over a small region," - Edward Haering, NASA's Dryden Flight Research Center, CA, May 27, 2011

"... Although the focused sonic booms have the potential to be five to eight times greater than normal sonic booms, . . ." - Federal Register Volume 66, Number 53 (Monday, March 19, 2001) NOAA & USAF

Focused sonic booms may be of much greater intensity than unfocused booms and are typically generated by fighter aircraft in "dogfight" maneuvers. - AFESC TR 88-14, NERC-88/29, June 1988, EFFECTS OF AIRCRAFT NOISE AND SONIC BOOMS ON DOMESTIC ANIMALS AND WILDLIFE: A

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LITERATURE SYNTHESIS	
<p>The second point is, that this over pressure on the ground is not estimated, nor charted, nor talked about in the DEIS. It is a significant event to the environment below the aircraft (under the supersonic SUA). Yet no analysis by alternative is available. Some of the land impacted in the Holloman alternatives belong to private owners, some to Native Americans, some to the Military and some to the USFS.</p> <p>Volume 2 of the Draft F-35 EIS provides Table B-6. "Possible Damage to Structures From Sonic Booms". This table shows that practically all parts of a structure will sustain some damage if sonic boom overpressure exceeds 10 Pounds Per Square Foot (psf). Indeed the Table goes no higher in psf - 10 psf is the maximum that the USAF shows.</p> <p>The USAF in the Draft EIS won't show us data, so let's do the math ourselves and see how big the impact to the environment is; From Table HO 3.2-6, an F-35A at 10,000' AGL the straight and level sonic boom impact on the ground is 5.4 psf. Now let's have that F-35 do real world training: turn, accelerate, etc., that is, conduct normal maneuvers. The base overpressure is 5.4 psf, using the low Draft EIS USAF multiplier of 2X, the pressure experienced by a structure or a person on the ground will be 10.8 psf. Looking at Table B-6. "Possible Damage to Structures From Sonic Booms" we see that damage will likely occur at this level (and this is the lowest possible multiplier - X2).</p> <p>Now let's take the higher possibility. At a 5X multiplier the overpressure will be 27 psf. Table B-6 does not go this high, but presumably damage would be severe to any structures and other environmental areas (wildlife, cattle, horses, historic structure, etc. we don't know, there is no analysis).</p> <p>Now taking the NASA high number of 10X, the over pressure would be 54 psf. WOW a BIG number, big damage! Please see my comments on sonic booms as weapons (below).</p> <p>These focused sonic booms are major environmental events on the ground, whether it is 10+ or 50+ psf.</p> <p>This is not news to the USAF. They have the tools to show us the likely high damage areas. They know about focused booms. Here is a news snippet from 1965 over 40 years ago:</p> <p><i>"An aviation authority has warned that pilots will not be able to avoid occasional "superbangs" perhaps five to ten times more powerful than usual. The authority, B.K.O. Lundberg, director general of the Aeronautical Research Institute of Sweden, says, "Thus, if the average intensity is allowed to be 1.5 pounds per square foot, booms will frequently damage buildings, break windows and shock people.""</i> -- LOOK / AUGUST 27, 1965</p> <p>The Draft EIS provides copious data, and analyzes the environment around Holloman AFB and other airbases in minute detail, with no less than thirteen (13) color, detailed maps showing noise impacts, yet the lands under the SUAs / MTRs lack any detail data whatsoever. The SUA / MTR airspace overlays more land area than these airport areas yet there is less information. Why? Where is the data for focused booms / peak noise for the MTRs / SUA?</p> <p>The legacy (old 1970 - 1990 based) methods used by the USAF in the Draft EIS show data for the land below the SUA that is misleading; the "average filtered" number in dB is low (62 dB CDNL according to the Draft EIS), and the booms per year average daily "only" one or two. These measurement numbers paint a false "rosy" picture of the environment under the sonic SUA. In fact the math we did above shows a real possibility for severe (over 10 psf) focused sonic booms (the same kind that got Supersonic Transports (SST) banned in the USA). Yet the Draft EIS is largely silent about environmental measurements / impact; Why? The USAF now has modeling programs that correctly model focused sonic booms (BOOMap, etc.). The cost for modeling is low, why not provide us information? It takes only one 25 psf boom to cause significant damage on the ground and not just to structures. The cost to show accurate environmental consequences is minimal. None of this is addressed by the DEIS. No information is provided.</p>	<p>NO-25 cont'd</p> <p>NO-24</p> <p>NO-26</p>
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<p>The USAF assumes (if the assumptions are different, what are they? No information is provided. Why not?), in this Draft EIS, that all airspace is flown over equally, and thus an average (noise level, booms, pollution, etc.) is representative of the impact on the ground below. Twenty years ago perhaps this simplification was needed, as tools were not available to simulate actual usage patterns. Nowadays we have the tools, and the information is available. Here is information that the USAF chooses not to present in this Draft EIS;</p> <p><i>"...Near the MOA edges, examination of radar track data has shown that the operations decrease at a linear rate (Lucas and Calamia 1994). This means that as pilots come within one to two miles of the edge of an airspace boundary, they turn back into the airspace to avoid accidentally going outside the agreed-to airspace boundaries." -- USAF</i></p> <p>Why not use actual track data, rather than simplified averages (NOISEMAP) or the even less accurate uniform coverage assumption? The USAF knows that the "average" assumption is false.</p> <p>Figure B-10. "Supersonic Flight Tracks in Supersonic Air Combat Training Airspace" shows clearly, again, that flight paths are not uniform over the SUA and that some underlying areas receive noise/pollution over and over while others receive none. An "average number" would not be meaningful for environmental analysis yet the USAF still uses them to describe noise in the environment below. MTRs for example, are very uneven in flight patterns due to factors such as structures being used as markers (or waypoints), or navigation aid intersection reuse, prominent landmarks, etc. the same land is overflow over and over. Using an "average number" does not reflect actual patterns on the ground and understates the environmental impact. The variations in noise for example, across the land below the SUA, are extreme and the "average numbers" presented by the USAF make a farce of the NEPA process.</p> <p>I reiterate; The use of Table HO 3.2-6, by the USAF in this Draft EIS, knowing it presents a false picture of true flight operations, borders on fraud by the USAF. The single sentence "Maneuvers can also affect boom amplitude, increasing or decreasing overpressures relative to those shown in Table HO 3.2-6" fails to change the overall impression that the table is valid and pressure levels are going to be around a maximum of 5.4 psf for normal F-35 training operations.</p> <p>How can we tell which alternatives and airspace management, minimizes environmental damage due to focused sonic booms? Based on what measurements? Where are the data and analysis that let us compare alternatives for the Special Use Airspace (SUA) where supersonic training is allowed? The data is readily available at minimal cost to the USAF yet not provided in the Draft EIS. The Public and the USAF need to see this information to make an informed consideration of alternatives. Where is it?</p> <p>The misrepresentation of information is for the SUA / MTRs, areas remote to Holloman and Alamogordo. The people and environment that are affected are rural and poor (as stated in the EIS). Notice too that the misrepresentation underplays the impact to the environment since the DEIS leads the reader to believe that the sonic boom pressures are in the 5 psf range rather than the peak possibility of 50 psf. Also notice that the EIS provides no less than thirteen (13) color, detailed maps showing noise impact for the vicinity of airport operations and zero (0) maps for impact under SUA / MTRs. The land below much SUA / MTRs is owned by Private stakeholders, Tribes as well as various governmental agencies. There is little data from the USAF for the SUA despite the fact that the area below the sonic SUA may experience a higher psf impact than the areas documented by the nice color maps.</p> <p>Not mentioned in the Draft EIS is the use of sonic booms as a weapon. This interest by the military shows the significant impact on the land below the SUA and the USAF's awareness of the impact. Both the USAF and the Israeli Air Force have investigated using sonic booms as weapons. The Israeli Air Force has used them in Gaza (03 November 2005 - http://www.independent.co.uk/news/world/middle-east/palestinians-terrorised-by-sonic-boom-flights-513697.html). Sonic booms are proven effective against undefended civilian populations where the random noise causes a variety of adverse reactions (just as it will on the undefended civilian population below the SUA and MTRs in the DEIS). Israel was investigated for war crimes for this use of sonic booms. In 2008 DARPA commissioned "Acoustic Mission Planning" software to allow booms to be used against an enemy force.</p>	<p>NO-26 cont'd</p> <p>NO-24</p> <p>NO-25</p>
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Subsonic noise methodology is also flawed. Data presented is disingenuous at best with more complete data presented in other, previous USAF EIS. In the Draft EIS the MTRs are characterized as (HO-178):

"Six low-level MTRs would be used by the F-35A as primary use airspace, as shown in Tables HO 2.2-3 and HO 2.2-4; however, these airspace units represent only narrow corridors of airspace, which overlie only small portions of remote counties. No socioeconomic impacts are expected from the F-35A using these MTRs."

The statement "narrow corridors of airspace, which overlie only small portions of remote counties" is not factually correct. These are wide areas encompassing large areas of New Mexico and Texas. Some parts of the MTRs are 20 miles wide. This is NOT a "small portion". In addition, the USAF may fly at 100' and at 650 kts (at sound levels exceeding the pain threshold) in these areas. The quoted USAF statement above is disingenuous and provides false information to the reader. By doing so it underplays the impacts to the environment (including socioeconomic impacts). This is counter to the intent (and rules) of NEPA. Please correct the lie. Give widths for the MTRs, give total area for the MTRs compared to airport areas and SUA. Show the actual picture of environmental impact.

SO-14

Data on noise is contradictory and "estimated" by someone, somehow (no real data). As an example:

Page HO-46 purports to show estimated noise for the F-35 at 1,000' AGL and 475 kts to be 120 dB SELr.

Another 2008 USAF study shows an average, filtered sound level of 121 dBA at 1,000' AGL with an airspeed of only 160 kts ("Joint Communications Release JSF Program Office & Lockheed Martin, Subject: F-35 Acoustics Based on Edwards Air Force Base Acoustics Tests", Date: April 2009)

NO-30

Another 2008 USAF EIS shows a SEL of 121 dBA at 1,000 AGL and an airspeed of 500 kts. (Eglin AFB EIS Table 7-10 (see below)

Note that the estimated SELr in the DEIS is lower than the SEL number during testing at Edwards. The Eglin data is different yet. Which is the truth? Why? How can this be? How can we believe any of this data? How much is faked to get a specific out come?

As I pointed out above the USAF historically assumes that all airspace is flown over equally, and thus an "average noise" is representative of the impact on the ground below. In 1970 or even 1990 perhaps this simplification was needed, as tools were not available to simulate actual usage patterns and the noise at ground level did not approach the threshold of damage to human hearing. Times have changed.

The USAF uses modeling programs such as NOISEMAP or MR_NMAP (Lucas and Calamia, 1996). The idea is to model noise in the special use airspace. MR_NMAP uses two primary noise models to calculate the noise exposure: track operations and area operations. Track operations are for operations that have a well-defined flight track (such as MTRs with narrow tracks (NOTE: these are not the MTR around Holloman with their 20 mile widths), aerial refueling, and target bombing tracks). Area operations are for activities that do not have well defined tracks but occur within a defined area (such as air-to-air combat within a MOA).

NO-26

These USAF programs are not available to the public. They are open to abuse and can easily present an incorrect picture of the environment. For example the floor of an MTR may be raised from 100' AGL to 500' AGL or even 1,000' and the average-filtered noise levels on the ground will change dramatically. Further, by using uniform flight coverage assumptions (see the quote above) rather than the more difficult actual flight patterns, average-filtered noise level will be many times less than the actual noise. For the F-35 this could be a disaster in the environment below the MTRs. Why? Because the peak values will damage hearing or cause pain. Averages don't show this problem. In the Draft EIS the USAF fails to divulge the parameters they used in the analysis. Why? Did they use the MTR floors at the FAA listed height of 100' AGL or at some higher number? How high? How about assumptions on flight paths? Did they just average over the large widths of these Holloman MTRs or did they use the routes actually flow? Were the assumptions the same for Luke, Tucson and Boise or different? If

NO-24

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different what were they? For us to understand the few numbers presented we need to know the assumptions made by the USAF across all the alternatives. Recall that the F-35 generates around 130 dBA (filtered) at 500' and 500 kts. There is significant environmental impact.

Average numbers are reflective of the environment only in cases where there is relatively limited variation in values. Read any statistics book for proof (or see the DOD suggested practices or read my Army quote, both below). As the variance goes up the average is less meaningful. At the extreme it is practically meaningless. That is why the DOD recommends the use of three noise-measuring metrics: a measure of the highest sound level occurring during an individual aircraft overflight, a combination of the maximum level of that single event with its duration and a description of the noise environment based on the cumulative flight activity. Yet the Draft relies heavily on average numbers with no other metric supplied for the 100' to 500' MTRs. Recently (2006) the US Military (Army) conducted an investigation on how to improve noise measurement and its effects on people. They had comments that summarize the problems with average numbers as used by the USAF in this DEIS, especially as they are used under the SUA / MTRs, where noise levels vary greatly. The USAF has had this information since 2006. I'll let the Army illustrate the problem with the USAF DEIS numbers:

NO-24 cont'd

"Long-term-average noise level does not adequately guide land use. As an example, 100 events of 142 dB peak pressure level yield an annualized CDNL of 62 dB, which is supposedly suitable for all land uses. However, a peak level of 142 dB is so loud that it would almost certainly cause a strong negative public reaction, and in fact exceeds the 140 dB threshold for human hearing damage (Military Standard [MIL-STD]-1474D; Occupational Safety and Health Administration [OSHA] 1983)." - US Army, 2007 "An Investigation of Community Attitudes Toward Blast Noise", Engineer Research and Development Center, Construction Engineering Research Laboratory, 2902 Newmark Dr., Champaign, IL 61822-1076

The threshold of pain is between 120 and 130 dB. Yet this pain metric information is missing from the SUA / MTR analysis. Why? Is the pain threshold not significant data for comparing alternatives? How do the various alternatives compare with respect to pain on the population beneath the MTRs? How many people are expected to experience pain each year in the Holloman alternative? The Boise Alternative? How about in Arizona. Where is the data? This aircraft is different than others in the DEIS, it is noisy to the point of pain in the MTRs.

NO-33

Why does Table B-1. "Representative Maximum Sound Levels" (Lmax) fail to show the sound levels for the F-35A? Are actual measurement numbers not available?? How is informed consideration of alternatives possible without data? Lmax numbers are critical to understanding the environmental impact of the F-35 and critical to comparison of alternatives!

NO-24

Why does Table B-2. "Representative Sound Exposure Levels" (SEL) fail to show the sound levels for the F-35A? Are actual measurement numbers not available?? How is informed consideration of alternatives possible without data?

The USAF has presented more complete F-35 noise numbers in other USAF documents and has chosen to keep them out of this Draft EIS. Here is Table 7-10 from a 2008, Environmental Impact Statement (Eglin Air Force Base, Florida):

NO-30

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Table 7-10. A-Weighted Sound Exposure Levels (SEL) for the JSF and Other Aircraft

Aircraft Type	Airspeed	Power Setting ²	Altitude in Feet Above Ground Level ¹						
			300	500	1,000	2,000	5,000	10,000	20,000
F-15C	520	81% NC	116	112	107	101	90	80	65
F-35	500	Est% ETR*	133	129	121	112	99	87	74
F-16A	500	84% NC	106	102	97	90	80	69	56
F-18C/D	500	92% N2	118	114	108	101	89	77	62

ETR = engine thrust request, F-16 engine is PW-229; RPM = revolutions per minute, %NC = percent core RPM; %N2 = percent RPM at engine location #2

* estimated data ("Est") based on differential of F-16 on takeoff versus airspace conditions and ratioed to F-35 measured takeoff values

¹ Level flight, steady high-speed conditions. Used standard acoustical conditions (70°F and 59 percent relative humidity).

² Power setting metrics vary from engine to engine.

The noise for the F-35 in this data is different yet from other USAF information; at 300' AGL it is 133 dBA average, filtered SEL. At 500' it is 129 dBA. Recall the floor of the Holloman MTR is 100' AGL and the threshold of pain is 120 dB - 130 dB. Let me again insert the most recent study for hearing damage impacts to the areas under MTR; The 1999 Study (www.dffd.de/Downloads/IsingPaper.pdf) which states:

"3.8 Inner ear damage

Noise can cause inner ear damage either by acute overload or by chronic high exposure, which leads to metabolic exhaustion. Examples for the first mechanism is impulsive noise of toy pistols, fire crackers etc. and military low altitude flight (MLAF) noise. MLAF (MTR) noise is a danger for the inner ear if Lmax exceeds 115 dB(A) and/or the level increase exceeds 60 dB/s. In Germany, the percentage of inner ear pain in 12-17 year olds caused by MLAF noise in area with 150 m and 75 m military flights were 0.7% and 1.1% respectively. **Children with inner ear pain after MLAF (MTR) noise had significantly elevated hearing thresholds as compared with controls (Ising et Rebentisch, 1993). The percentage of convulsions in babies after extreme MLAF noise exposure reported by parents from 75 m areas was found to be 0.17%. Six years later these children were found to have permanent hearing threshold shifts at high frequencies"**

The powerful engine of the F-35 presents new hazards. Old studies are inadequate and old methods of analysis work poorly. Old noise data for other aircraft will not project in models correctly for this aircraft / engine. From a single flyover this airplane may cause permanent hearing damage in children and pain to anyone below it. The 130 dB quoted may damage structures. Why is this data and analysis of maximum noise excluded from the Draft EIS? Shouldn't these high noise numbers trigger a more robust data collection and analysis over the SUA / MTR? Instead it looks to have triggered a cover up of the facts. Where is this data and analysis? I just see broad assurances and "average filtered" numbers - estimated numbers at that. This Draft EIS is a bad joke. Both the spirit and the rules of NEPA should be followed. This work is beneath the USAF.

The DEIS provides very little information on a large portion (50% +/-) of the total land area affected. This is the area underlying the SUAs. This includes the Military Training Routes (MTR).

The Draft EIS fails to divulge MTR widths. Why? MTRs allow flight at 100' AGL, at just below the speed of sound. MTRs are used primarily for low-level navigational flight training and transitions from one airspace to another. Page 2-20 of the Draft EIS states that (I added emphasis):

"F-35A low-level flight training on an MTR is generally at 500 feet above ground level."

No peak sound metrics, no discussion of effects on the ground to the environment, no discussion of MTR use for transitions rather than training (which increases the flights in the MTR). These MTR routes cover vast areas both

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NO-26

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on the ground and in the air with perhaps 1,800 flights a year for just the F-35. This activity is not minor. Why do we have no peak data? How many people under the MTRs are affected in each alternative? To what extent? Why is the 100' / 500' AGL peak noise level not provided in the Draft EIS?

How can we make an informed consideration of alternatives when most of the land area affected by F-35 training activities is without any significant noise data about the impact to the environment?

Contrast the lack of data for the huge land areas of SUA & MTRs against the vast data for the small amount of land area around Holloman AFB itself. The Draft EIS provides no less than thirteen (13) full color, detailed maps showing noise impacts for the vicinity of airports and zero (0) maps for impact under SUA / MTR. The SUA have more area affected yet have no detailed information about peak noise. Why?

Noise in the vicinity of Holloman (cities in general) as noted in the Draft EIS have a high background noise level. This makes the variances and rate of level (dB) increase in data relativity small. The environment below the SUA, away from the cities (Holloman, Alamogordo) is more problematic, the noise levels are very low normally, often below 30 dBA (USAF). Average numbers such as Ldnmr (onset rate-adjusted day-night average sound level) should be backed up with measures of standard deviation and maximum / minimums and the rate of level increase should be addressed (hearing damage cited above) at the least. We need this data for the alternatives.

In HO 3.2.2.2 "Airspace Environmental Consequences" the Draft EIS states:

"F-35A being somewhat louder than the other aircraft that currently use the airspace."

This statement by the USAF is false by their own analysis. The F-35A is an aircraft that at best has high noise levels. Table HO 3.2-5 purports to show comparisons of noise between aircraft at 1,000' AGL. The noise for the F-35A is a guess (to quote the Draft EIS);

"The noise levels for the F-35A operating at high speeds were based on an empirical curve fit from the noise data contained in the NoiseFile database for these high-speed operations."

Actual levels may be higher than shown (see USAF Table 7-10 above). The USAF Table shows the F-35A to be more than twice as loud as any other aircraft flown at the altitudes/regimes planned for the F-35A. Again, stating that the F-35 is "somewhat louder" is misrepresentation to a fault. Why say it? Why not state that the F-35 is significantly louder than the aircraft it replaces? That would be a truthful statement. It does not help the analysis to mislead (lie) to the reader.

The 2007 Army report illustrates the problem of careless statistic use - averages in particular. It shows the fallacy of just using CDNL or even using the better metric Ldnmr. I'll let the Army close this part of my comments with yet another illustration of the flawed USAF methods:

"Another difficulty is that impact assessment results depend strongly on the selection of the time period over which the noise is averaged. The method ignores any effect of the timing of noise events; there is no difference between 10,000 noise events spread over 1 year or all occurring in 1 day. An underlying assumption behind this method is the "equal energy hypothesis," which states that the noise is accounted for by averaging the total SE over the assessment period, regardless of the magnitude of any individual noise event. This means, for example, that the effect of 1000 events of a given sound exposure level (SEL) is taken to be the same as that of 1 event containing 1000 times as much sound exposure (30 dB greater SEL)." - Same Army Report 2006 as above

USAF - please furnish complete metrics for MTR / SUA noise, both sonic and subsonic, peak and average, filtered and unfiltered. Please let us compare the alternatives by utilizing more than average filtered numbers. Please include data for sound peak noise including those peak numbers at the floor of the MTRs. Please include real, actual data not guesses. Please furnish this data for each alternative so we can make an informed review. Please give us your assumptions.

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NO-24

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Chaff has been excluded in the Draft EIS. Will chaff be added later after the F-35 has been based somewhere? If yes, is this an attempt to bypass the NEPA process so chaff may be slid in under the radar? If chaff is not used will other electronic countermeasures be used? If yes do these have any potential to disrupt civilian communications, networks, satellite etc. infrastructure? The DEIS alternatives have large variances in communications infrastructure. Electronic interference in one alternative has much larger impact than in another. We need data to understand the impacts and then to compare alternatives. In scoping we asked for this information (impact to communications infrastructure). No data has been furnished.

DO-13

Flares: The DEIS fails to discuss several environmental issues surrounding the planned use of flares. The failure to include data and analysis is significant and affects our ability to make reasoned choice among alternatives.

As described in Chapter 2, Section 2.4.5, and in Section HO 2.2.2, the F-35A would use MJU-61/B defensive flares. The Draft EIS provides no information on the total weight of this flare. Page 2-23 states that:

"After a flare is deployed, residual materials fall to the ground."

and misleading partial flare debris weights are given. The statement sounds so innocent. If only a few thousand were being planned perhaps the measurements for pounds dumped onto the ground would not be important (at least for USAF installations). But the plan is to dump between 26,400 - 132,000 flares each year for perhaps 30 years. This represents a lot of "residual material" to "fall to the ground". But where is the information on this?

DO-14

Since the USAF has not provided us any data on "residual material" weight, I found some information from another military source. The total weight listed for the MJU-61/B defensive flare is 195 grams with 120 g of explosive. Assuming all the explosive burns we are left with about 75 g of "residual material" dumped on the ground (ignoring duds) for every flare used. This estimated weight will be somewhat high because not all will be dumped, but it gives an estimate (since the USAF has failed to provide one). So for 26,400 flares (lowest amount called for) this would be 0.165 pounds for each flare x 26,400 flares = 4,356 pounds of "residual material" dumped on private / public/ military land each year. Note that Congress, USAF, our President, the USPS, etc. use ten years as a suitable period to look over for comparisons, so for a 10 year period the dumped materials would equal 43,560 pounds (for the lowest flare use). For the highest use the number is 217,800 pounds dumped. In tons this is 21.8 tons and 109 tons dumped.

The Draft EIS does not show us the correct information (or any information), it shows us no data at all. Why not?

The dumped material will fall upon Private, Tribal, County and federally owned land.

What is dumped? The USAF states in the Draft EIS that it will be; plastic, nylon, silicone foam, 17 inch graphite fabric. I believe that the USAF position on this dumped material is (paraphrasing) (from other USAF EIS) "It's not that bad just ignore the stuff" or "It's only 2 ounces per square furlong so who cares?". This "analysis" may work for their land holdings or even for the USFS but most private land owners take pride in keeping trash off their land. Those with cattle and horses try to keep items such as plastic, nylon, silicone foam, 17 inch graphite fabric away from their livestock as it can prove fatal to them when ingested. Otero County has regulations against dumping. A citizen dumping 109 tons of plastic on County land would be prosecuted. What are the actual numbers for the dumped trash so we can compare alternatives? How long will this material remain in the environment? Why have the numbers not been provided? This dumping is a significant environmental issue.

DO-15

While the USAF failed to address flare debris in the DEIS, they have addressed it internally (and then they failed to reported it to us in the DEIS). A USAF report about flares states;

"Other concerns include risks of injury from dud flares, which can be severe but have a low probability of occurrence. There is also some concern that dud flares qualify as a hazardous waste. Initiator cartridges used with some flares still contain chromium and, in some cases lead, which are hazardous air pollutants under the Clean Air Act. Potential impacts on biological resources are primarily related to fire, but there is

DO-14

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some concern that burning flares might impair the vision of some animals. Although litter from flare debris is less than with chaff use, it may be a concern in certain pristine areas." -- "TECHNICAL REPORTS ON CHAFF AND FLARES, REPORT NO. 1, REVIEW OF AVAILABLE DATA", U.S. Air Force, Headquarters Air Combat Command, Langley Air Force Base, Virginia

DO-14

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None of these, known, USAF concern areas were addressed (or even mentioned) in the Draft EIS. Why not? How can we make a reasoned choice among alternatives with hidden data and no analysis?

As mentioned above in the noise area of my comments, the USAF often uses "average numbers" to describe the environmental impact to land below a SUA. The logic goes; The SUA is flown over uniformly and therefore stuff dumped in the air by the USAF aircraft must uniformly cover the ground. This simplistic analysis is quick, easy, and presents the lowest possible level of environment damage. It is almost certainly incorrect. Aircraft in training tend to follow relatively fixed corridors. The pilots use the best grid coordinates or the best landmark, or best navigational aides etc. They try to avoid SUA edges since flying out of bounds is not good. In other words human factors make a sham of the "average number" logic. The USAF knows that this is true (see USAF information below) and they know that the average number data is flawed, yet they often use the flawed data anyway as it puts the best face on the environmental impact. The "likely" flight tracks are readily available and it would be easy to show the locations of the areas that are overflow often (and those that are not). From this data we could see the environmental impact from dumping 100 tons of trash on the ground in a small area, and we could evaluate the various alternatives. It would let us see where the 200,000 pounds of trash is likely to be dumped. The old USAF answer has often been given in "ounces per acre average" which is a poor measure and does not reflect the damage to the environment. The data for actual airspace use is cheap to acquire (even cell phone and big trucks have GPS tracking these days) and easy to analyze. Why isn't it offered? Is 200,000 pounds of plastic trash too small an amount?

To repeat the USAF information (left out of the Draft EIS) about land coverage;

"...Near the MOA edges, examination of radar track data has shown that the operations decrease at a linear rate (Lucas and Calamia 1994). This means that as pilots come within one to two miles of the edge of an airspace boundary, they turn back into the airspace to avoid accidentally going outside the agreed-to airspace boundaries."

DO-15

The Draft EIS falsely presents a picture of an inconsequential environmental impact from flares. The Draft EIS quickly transitions from flare debris in general to dangers from falling 0.33 oz. fare pieces without addressing the magnitude of debris. How can such a major area be ignored by "accident"? Again an "error" is made by the USAF and that error understates an important environmental issue. Because we have no data we cannot compare alternatives, nor look at mitigation. The long term use of a large number of flares over public and private land has environmental consequences that should not be glossed over as was done in the Draft EIS.

The USAF in the Draft EIS asserts (page HO-90) that the flare failure rate (based on range clean up, no details for this study given) is 0.01 percent. In other studies the USAF (2001) has discussed these same flares, presenting different numbers. For example (from USAF on MJU-61/B defensive flares):

"The estimated one percent malfunction rate for defensive training flares is based on typical malfunctions."

and again

"While the possibility of a dud flare cannot be discounted, such failures are rare (less than 1 percent)."

SA-10

Other sources suggest that the failure rate is less than 1% and more than zero (The Quality Control in manufacturing flares mandates a reliability of 99 percent (assuming a confidence level of 95 percent)). So while the 0.01 percent failure rate stated in the Draft EIS falls within the range indicated it portrays a higher reliability than other sources in the USAF. The Draft EIS data comes from "range cleanup" rather than a proper study. The number used in the Draft EIS is very low and strains credibility. I suggest that the USAF planners review this

1412 HO

number further and provide information to show it is a valid number.

Let's look at consequences of mis-information about flare reliability. Taking a more reasonable number of 0.3 percent failure rate (still a low rate) changes the scope of environmental consequences for flare use. For example assuming a 0.3 percent failure rate, the use of 26,400 flares would result in 80 failures a year, for 132,000 flares there are 396 failures. Using our ten year period the numbers are 800 to 3,960 failed flares. These failed flares increase the risk of fire and of potential fatal injuries from falling dud flares and dud flares on the ground.

The Draft EIS fails to discuss dud flares dangers (whether for 8 or 800 flares they pose a risk). The Draft EIS provides the generic (paraphrasing) "call someone if your kids find one" kind of advice. This is an unfortunate "oversight" (?) by the USAF. Again the USAF has better information, they just failed to report it to us in the DEIS. A USAF report about flares states;

"A dud flare on the ground has a hazard potential and should only be handled by trained explosive ordnance disposal personnel. While the component could be ignited, it is improbable that it would spontaneously ignite, or ignite under subtle stimulus such as stepping on it. Normally, the material would only respond to an external heat source of sufficient temperature to cause combustion." and *"A program of education of the public and, especially, children was noted as desirable by the public during scoping."* -- ("TECHNICAL REPORTS ON CHAFF AND FLARES, TECHNICAL REPORT NO. 6, FLARE FIRE RISK ASSESSMENT", U.S. Air Force, Headquarters Air Combat Command Langley Air Force Base, Virginia)

In the DEIS this environmental impact and the safety issues surrounding flares seem to be understated. Why? If flares are explosive devices should this not be stated in the Draft EIS? Should education for children be mentioned? Flares are to be deployed over private holdings and public lands, at least in some alternatives. What about firefighter safety during wildfires in the areas below the SUA? How can we make a reasoned choice among the alternatives with hidden data and no analysis?

Flares cause fires. The draft EIS states:

"Flare Use. As described in Chapter 2, Section 2.4.5, and in Section HO 2.2.2, the F-35A would use MJU-61/B defensive flares. These flares are similar to the flare types used by legacy aircraft such as the F-16s. Flares would only be used in airspace units approved for flare use and within authorized altitudes. For Holloman AFB, the standard minimum altitude for flares is 2,000 feet AGL. Flares typically burn out in approximately 500 feet, so altitude restrictions in SUA are established to ensure flare burnout before a flare reaches the ground or water under the training airspace. Holloman AFB does restrict flare use during high or extreme fire danger to minimize the risk of wildland fires."

And Page HO-104

"Risks of starting a fire remain extremely small as long as the minimum altitude for flare deployment remains designated above 2,000 feet AGL and restrictions on flare use in extreme fire conditions continue to be established by a Command or base to reduce fire risks further. Flare use would be restricted to any authorized airspace where flare use is currently permitted. Restricting flare use to authorized airspace and altitudes reduces the potential for wildland fire ignition and spread. Periodic wildland fire is a regular occurrence in arid grassland ecosystems, and the vegetation and wildlife species are well-adapted to periodic fire, having mechanisms to escape and survive fire and to regenerate after fire. It is unlikely that flare use associated with the F-35A training would appreciably increase the incidence of wildland fires given measures in effect to reduce the potential for fire from flare use; therefore, impacts on vegetation and wildlife would be less than significant. Additional details on flares are presented in Chapter 2, Section 2.4.5."

Other USAF reports on flares and their use show the above statement is largely false (see below).

Page 17 of 23

SA-10
cont'd

SA-11

DO-16

1412 HO

The Draft EIS fails to mention how many days a year are likely to have restricted flare use and how this will affect the training mission (and the listed Alternatives) for the F-35. How will the lost days affect the mission?

The claim in the Draft EIS is: *"Holloman AFB does restrict flare use during high or extreme fire danger to minimize the risk of wildland fires."* Why is the analysis of lost training opportunity due to extreme fire danger not provided? The mountains (not the "arid grassland" mentioned above) of southern New Mexico where the SUA is located have experienced months of extreme drought over the course of the last ten years. There is detailed data available to show this. If the Draft EIS is not disingenuous when it claims, *"Holloman AFB does restrict flare use"* then this restriction will have a significant impact on operations at Holloman. For us to compare the various alternatives in the Draft EIS we need to see the data and the analysis. Why has this not been furnished? If the statement is not true or if Holloman only limits flare use under the very worst conditions we need to know that as well. How often does Holloman restrict flare use historically? Has it ever restricted flare use? Who decides when there is "high or extreme fire danger"? Is it the USFS or the County or the NOAA or the USAF Base Commander that decides? Who establishes the criteria for "extreme fire danger"? New Mexico has experienced huge losses due to wildfire over the past decade. The answers to the above questions will allow us to compare alternatives. Some alternatives may not have many fire hazards. Yet the Draft EIS provides no data and no analysis. Why not? Surely "up time" for range training with flares affects all the F-35 numbers. Down time due to "high or extreme fire danger" should be analyzed. How do we compare Tucson, Luke or Boise against Holloman? Are fires in the forests of New Mexico not important to the USAF? How can we make a reasoned choice among alternatives with hidden data and no analysis?

The Draft EIS is misleading, disingenuous, about fire risks it states:

"For Holloman AFB, the standard minimum altitude for flares is 2,000 feet AGL. Flares typically burn out in approximately 500 feet, so altitude restrictions in SUA are established to ensure flare burnout before a flare reaches the ground or water under the training airspace."

This leads a reasonable person to conclude that the 2,000' AGL altitude for flare release is adequate to prevent flare fires on the ground. But is this true? Is altitude the most important factor? The Draft EIS implies that it is. Does the USAF have better data that they choose not to share with us?

Yes the USAF has more complete information available from past studies. It has chosen to not use that information in the Draft EIS (Why?). It has again failed to include information. By omission they present an incorrect picture of fire risks from flares and understate the environmental consequences. The comprehensive flare study titled: "TECHNICAL REPORTS ON CHAFF AND FLARES, FLARE FIRE RISK ASSESSMENT, JANUARY 1995, Updated 1998, U.S. Air Force, Headquarters Air Combat Command, Langley Air Force Base, Virginia" states (emphasis added):

" . . . Raising the minimum release altitude, another common operating procedure currently employed, appears to be more limited in its effectiveness in reducing fire risk."

and

" . . . dispensing of flares are established to reduce the probability of unplanned ignitions. However, there are several reasons that a self-protection flare could reach the ground while burning:

- The flare could be released at too low an altitude with inadequate surface clearance.
- The flare could descend unexpectedly rapidly due to vertical shear or wind burst.
- The flare could burn at an unexpectedly slow rate due to manufacture error.
- The igniter could malfunction, causing the flare to ignite late in the air or fall to the ground as a dud and ignite later.
- The flare could land on a dead tree top while still burning."

The above USAF report concludes, counter to the Draft EIS, that flare use can cause fires in the vegetation below and that the altitude of flare release is limited in effectiveness for fire prevention. How is it that the Draft EIS fails to discuss this? In fact the Draft EIS states the opposite. The Draft EIS fails to present this information and its impact. Which USAF statement is false? Fires are likely below the SUA for the various EIS Alternatives.

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DO-16
cont'd

DO-17

1412 HO

How can reasoned selection of alternatives be made with poor, incomplete or false information? Fires impact the environment. Much of the land under the Holloman SUA is private or Tribal. Much of the land is choked with fuels, ripe for wildfire (not just grassland as suggested by the Draft EIS). Some of the alternatives have a much different susceptibility to wildfires than others. Data and analysis is needed to understand alternatives. How do we compare Tucson, Luke or Boise against Holloman with respect to fires? We have no data. We have no analysis.

The Draft EIS does not state that there will be no fires, it just underplays the possibility. Indeed USAF studies indicate that fire is a real possibility (see alternative USAF January 1995 Report above where flare fires are discussed in detail). The Draft EIS fails to discuss response to wildfire. How will fires affect resources in the areas under the SUA? No discussion is provided, no data provided to measure the, in my view, inevitable wildfire environmental damage (air quality, erosion, wildlife, structure loss, etc.). Because there is no data, we cannot evaluate alternatives or mitigation. The Draft EIS seems to state "Just let it burn. The animals can find a way out."

"Periodic wildland fire is a regular occurrence in arid grassland ecosystems, and the vegetation and wildlife species are well-adapted to periodic fire, having mechanisms to escape and survive fire and to regenerate after fire." --DEIS

Fire from flares is caused by many factors not just altitude of release or flare failure rate (as suggested in the Draft EIS). For example, from the USAF report, wind shifts that cause a flare to fall rapidly, or undesirable parts of a flare burning, bringing fire to the ground. The fire risk is well understood and real yet the Draft EIS fails to address fire in any meaningful way. Where are the plans for firefighting. Who fights the fires? Is it the USAF plan to let the County Fire Departments or Tribe do the firefighting? Our just let the fire burn as suggested in the DEIS statement above? Will the USAF provide support to these departments? Where is the assessment of the fire risk below the operating airspace? Where is the comparison information for alternatives? Why hasn't data been made public in the Draft EIS? What resources will be available for wildfire suppression under the SUAs? What time table for response to flare caused wildfire (hours, days, minutes)? How about losses to the public, who pays and how? Are there any plans for wildfire at all?

The USAF has poor history with flares and fires. The USAF "management controls" proposed in the Draft EIS have not been completely effective in flare fire prevention. Some recent examples showing the need to plan for fires include:

Pinelands Fire burned 18,000 acres, destroying four homes, damaging 53 - *"Pilot error, a lack of communication among key Air Force personnel and dangerous dry weather conditions all led to the massive fire in May that consumed thousands of acres in the South Jersey Pinelands, an Air Force Accident Investigation Board said today."* *"The board confirmed the quickly spreading fire was sparked on May 15 by a flare or flares dropped from F-16 Air Force Fighter jet on a "show of force" training maneuver over the Warren Grove Gunnery Range in Ocean County."*

http://blog.nj.com/ledgerupdates/2007/07/report_pilot_error_caused_pine.html

"WASHINGTON - Pilot error, a lack of communication among key Air Force personnel and dangerous dry weather conditions all led to the massive fire in May that consumed thousands of acres in the South Jersey Pinelands, an Air Force Accident Investigation Board said today. . . ."

"LAS VEGAS- Nellis Air Force Base, Nev., officials have begun an investigation of how flares from a B-1B bomber landed near a home in Lincoln County and why the incident wasn't investigated for almost two years."

<http://www.airforcetimes.com/legacy/new/1-292925-1651773.php>

<http://www.8newsnow.com/story/5559485/fire-in-las-vegas-sky-caused-by-military-flare>

DO-17
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1412 HO

Damage Claims: The Draft EIS refers frequently to utilization of USAF procedures for recoup of losses from F-35 activities. The Draft EIS indicates that this procedure is available to anyone to mitigate losses. Alternatives are based upon this assumption that claims may be used when damages occur. For example on page HO-48;

"If a person feels that his or her property has been damaged by sonic booms caused by aircraft based at Holloman AFB, he or she should contact the Holloman AFB Public Affairs Office to initiate a claim." and on page HO-41 *"Any claims from Air Force-related damage would begin by contacting the Holloman AFB Public Affairs Office with details of the claim. The Air Force would then investigate to establish the exact nature and extent of any damage."*

By including the USAF claim process in the Draft EIS the USAF indicates that this is a valid part of the Draft EIS and is part of the consideration of alternatives. Further the claims process is supplemental to many areas such as losses from fire or sonic boom damage (just file a claim the USAF implies). However, the Draft EIS does not indicate cost information for alternatives, or numbers projected for claims. Nor how well the process has worked in the past for the various alternatives. Nor how the process is monitored for Environmental Justice or any justice for that matter. The Draft EIS provides no data for evaluation of the EIS Alternatives and the Claims Process.

The implication of the statements such as the one on page HO-48 is that the USAF will fully and fairly compensate for losses. This is not true (based on historical data) and creates a false impression for the reader. Further since no data is presented we cannot compare the alternatives in the DEIS.

The records available from the USAF show a different picture than that implied in the Draft EIS. The data available shows that actual payments for claims are less than 15% of the total amount claimed. Or 85% of the claim amounts are not deemed legitimate. That is a good number to save the USAF money. For example, from 1959 to 1970 (only data available to the public), the Air Force paid only \$1.7 million dollars in structural damage claims out of \$30.6 million dollars in total claimed, a paltry 6% (or 94% of the claims were rejected!). Furthermore, the Air Force paid only \$128,000.00 in claims against actual claims of \$900,000.00 for animal damage, or 14% (86% of the claims were rejected!). Of claims against damage to chickens, horses, and cattle, only \$21,500.00 against \$144,000.00 in claims, or 6.7%.

How can a reject rate of 85 to 90% be considered as an available remedy to losses by the public? Worse is the impact on the poor and minorities. Why don't we have data from the USAF?

The NEPA in part is concerned with an agency's "disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations in the United States". In my view the USAF "claim system" is ripe for disproportionately high discrimination against low-income and minorities. They are the group most affected by the red tape and high court costs. Note that the area below MTR IR-134/195 is one of the areas "disproportionately" affected. The DEIS states:

"... however, noise levels would increase substantially under the F-35A scenarios as compared to baseline conditions. IR-134/195 is estimated to overlie disproportionately minority and low-income populations as compared to the counties as a whole included beneath the MTR. With an increase in noise levels from 49 dB DNL_{nr} under baseline conditions up to as high as 56 dB DNL_{nr} under Scenario H5, disproportionately high and adverse impacts on minority and low-income populations may be expected from F-35A training on IR-134/195."

The USAF has refused to show that it is not discriminating in its claims processing by releasing current data (I have asked). We must assume that current data would be similar to that above or worse. We must assume that current data would show discrimination against these populations (otherwise why keep is secret?). In addition, the claims process is lengthy (the USAF time lines for responses is long, months), the applicant must complete a complex form. After a long wait the claim is often denied. The USAF then notifies the claimant that they are denied but that they may file suit against the USAF in Federal Court. The claimant has no arbitrator or recourse save spending a great deal of money on the Federal Courts.

DO-18

DO-18

EJ-3

1412 HO

Effectively this process eliminates low-income and many minorities from the claim process. The USAF knows this (data is available to them since the 1970s) and uses the process to limit their costs. I ask that the USAF produce information showing that the claims process is more than a sham. The data for each of the DEIS alternatives might show the system is working and provide a comparison between the alternatives. Until the USAF process is shown by performance numbers to be more than just empty words it should be removed from consideration in the alternatives. Without information or data it is not a valid part of the Draft EIS. By including it a false picture is portrayed of the environmental impact of the various alternatives, especially for those unable to utilize the courts. The USAF operates the claims process in secret, no public oversight, and with no watch dog (except the USAF itself) to insure fairness. With the data and analysis of claims history we could see the environmental and cost impacts in each alternative. This could be a significant factor in alternative comparisons. The costs for claims could be significant and should be compared.

EJ-3
cont'd

In talking about the claims process, in response to my comments, please don't use the standard USAF answer from other EISs:

NP-8

"Each claim will be considered fully and fair settlements made where there is reason to believe that the Air Force caused or contributed to the loss or damage."

That answer is not responsive to the question asked.

The safety risk analysis in the EIS is not based on facts. The F-35 is a brand new aircraft, incorporating new technologies, with no historical safety data records. It should be noted that this aircraft is currently undergoing operational readiness testing and evaluation. Major issues have been found in its engines, software systems, landing gear, etc., which have caused an unexpected three year delay in operational readiness and production. The Draft EIS simply guesses/assumes that operational readiness will be achieved, and makes the statement that history shows that mishap rates of all types of aircraft will decrease the longer the aircraft is operational, as flight crews and maintenance personnel learn more about the aircraft's capabilities and limitations. It then somehow concludes:

SA-12

"there would be no anticipated increase in safety risks associated with aircraft mishaps."

How is this conclusion reached?

The Draft EIS has many pages devoted to the impact of noise on schools. All of this information is for the urban areas. The State of New Mexico recognizes that parents may teach their children at home. Below the SUA and especially the MTR there are legitimate home schools, churches, church camps (with schools), riding schools, etc.. The data for these school locations is available. In the Draft EIS I see no data or analysis for the alternatives for these schools/children. Are they excluded from the Draft EIS? If the environmental impacts to some schools are excluded while other schools are included what is the criteria for the exclusion decision. Does the exclusion of a significant portion of rural children's schools fall along income or racial lines or perhaps religious lines? Why are church schools under the MTRs not shown? In scoping we ask for information about this, so alternatives could be compared. Where is the data? How does each alternative compare with respect to the rural home/church schools?

From my scoping letter for the DEIS:

EJ-2

"Noise as low as 40 dba impacts learning in children. The JSF will exceed this limit (many times over) during normal operations (but especially at the low altitudes in SUA and MTRs). In the Southern Sacramento Mountains many children are home schooled. Many do not have air conditioning and the windows are open. There are also many low-income families. The Federal Interagency for Aviation Noise (FICAN) has conducted studies that correlate high noise levels from aircraft to disruptions of learning (FICAN, 2000). Given that children have physiological and behavioral characteristics that make them more vulnerable than adults to negative effects of noise, special consideration has to be given to analysis of noise over schools, churches, camps and over families that home school their children. The

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1412 HO

USAF has admitted that special risks to children are anticipated in the form of increased difficulty in learning at schools impacted by F-35 operations. The noise levels have the potential to interrupt speech and hinder the learning process in classrooms. For any schools, home schools or daycares under the MTRs or the MOAs, the potential for disruptions in learning due to the aircraft noise would result in special risks to children. The elevated noise levels will create many other risk factors for children."

The USAF presents no data for these issues (number of daycares, number of home schools, number of school camps, churches, etc. and the impact each will experience from F-35 operations). Why not? What are the differences in the DEIS Alternatives? The SUA and MTRs have more land area than the Holloman AFB yet they have no data. Why?

EJ-2
cont'd

The NEPA process provides for special evaluation of health risks to children. The Draft EIS fails to address the effects of peak noise below the SUA and MTR on children (per the NEPA process). HO 3.12.2.2 Airspace Environmental Consequences for example does not address the peak noise metric, nor the rate of level increase (dB/s) that have shown in studies to affect children disproportionately. This lack of data or analysis is difficult to understand. The USAF in the Draft EIS admits that the F-35 will exceed the threshold for affecting children (and that minorities will be disproportionately affected (under IR-134/195)) but they fail to give us an analysis. Where is the data and comparison for the alternatives? How does Holloman compare against the others? How many children under each alternative will be injured? Feel ear pain?

Recall that this F-35 aircraft is uniquely noisy at the altitudes flown in the MTRs, and that much of this noise is in the low frequency range, the range that affects structures, the range not reported on in the DEIS.

The analysis of vibration caused degradation of astronomical observatory operations (from flight operations as well as sonic and focused sonic booms) including physical damage to present observatories has been left out of the Draft EIS. This despite evidence of low frequency noise and sound levels of 130dB from F-35 operations and despite requests for data and analysis in the scoping process. The economic analysis does not include the loss to the community from future observatory basing in Otero County from loss in environmental quality from USAF operations. Why have these areas been left out of the alternatives comparison?

NO-31
SO-15

The same lack of analysis exists for Historic Structures such as the Blue Water Lookout which underlay MTRs and experience over 130 dB (no filtering). The USAF states that there may be impact to structures, Page 3-9 of the DEIS:

CU-15

"While certain frequencies may be of more concern than other frequencies, conservatively, only subsonic aircraft noise lasting more than 1 second above a sound level of 130 dB is potentially damaging to structural components (CHABA 1977).

And Table 7-10 in my comments above shows a filtered noise (where low frequency noise is understated by perhaps 10+ dB) level for the F-35 of 133 dBA SEL at 300' AGL and 129 dBA SEL at 500' AGL. Unfiltered noise will be significantly higher, perhaps 139 dB to 135 dB. Yet on page 3-24 of the DEIS the USAF states:

EJ-2

"Given the altitude and speed restrictions on flight training in MTRs and MOAs, historic buildings and structures beneath them also are not likely to be adversely affected. "

Again the Draft EIS understates the environmental impact. Again the statements in the DEIS are incorrect. In fact the structures (such as the historic Bluewater Lookout Complex, listed on aeronautical charts and used as a VFR checkpoint, located under IR-192/194, and on the top of a ridge therefore likely to be overflow at low altitude by aircraft) will be subjected to damaging low frequency noise at or over 130 dB (unfiltered). Why lie about it? What are the the actual unfiltered numbers for the ground areas around below the MTRs? Where are the data and analysis? We need to see how each alternative compares.

Page B-32 of the Draft EIS states:

BI-5

"Three out of 43 cattle previously exposed to low-altitude flights showed a startle response to an F/A-18

Page 22 of 23

1412 HO

aircraft flying overhead at 500 feet above ground level at 400 knots by running less than 10 meters. They resumed normal activity within one minute (Air Force 1994)."

The above quote is one of many summarizing impacts to livestock (cattle in this case). Every one of the studies cited (some are 40 years old!) use low noise levels to assess impacts. This is the worst kind of science, projecting results from a low sound environment to a high one. That is incorrect. The F-35A has a single, large, engine with very high thrust. It uses an airframe optimized for stealth, not aerodynamics making it still noisier in flight. USAF Table 7-10 shown above, summarizes noise levels for both the F-35 and the cited F/A-18:

F-35 at 500' AGL and 500 kts 129 dBA SEL
F/A-18 at 500' AGL and 500 kts 114 dBA SEL

BI-5 cont'd

The F-35 is more than three times as loud (15 dB) as the study aircraft. The F-35, unlike the cited study aircraft, reaches the threshold of pain in humans and may exceed the levels for immediate hearing damage. The other studies cited by the DEIS and purporting to show little or no impact to livestock are just as flawed (worse) as they use low noise levels not comparable to the F-35. The USAF is comparing apples to oranges. The studies do not reflect the extreme noise generated by this new aircraft. The F-35 is two to four TIMES noisier than the aircraft that the USAF is relying upon to show no or very limited impact on livestock. Why are the misleading studies used? Why mis-characterize the environmental impact? Again the DEIS understates the impact.

Note also that the socioeconomic impact to the MTRs are stated as:

"No socioeconomic impacts are expected from the F-35A using these MTRs."

This conclusion is reached based on flawed data and on lack of data. In Scoping Weed, NM area comments asked that data be provided for the socioeconomic impact under the MTRs for churches, recreational camps, ranching, horse camps, observatories and more. The F-35 is significantly noisier than previous aircraft that use these MTRs. We ask for data on the impact of the F-35 to our economy. Instead of information we get one sentence. An incorrect sentence at that. There will be an impact to these areas under the MTRs. Where is the data? We cannot look at alternatives in a vacuum of information!

SO-14

Please recall my request for copies of the EIS and any other correspondence released to the public. Further, I expect that my comments will be made part of the permanent record and that they will be included in the Final EIS.

NP-7
NP-8

Sincerely,

Walt Coffman

Walt Coffman



1412 HO

Ms. Kathleen I. Ferguson
Deputy Assistant Secretary of the Air Force for Installations
Office of the Assistant Secretary of the Air Force for Installations
Environment and Logistics, Room 4B941
Pentagon,
Washington, D.C. 20330

February 14, 2012

Subject: Flawed Information on the F-35 aircraft; USAF "F-35A Training Basing Draft Environmental Impact Statement"

Dear Ms Ferguson,

I have concerns about the quantum leap upward in noise for the USAF's new F-35. This jump is so great that serious health problems are likely for those on the ground exposed to the aircraft's noise at low altitudes. I live in such an area. The "floor" of the airspace over me is 100 feet (500' from my house).

The USAF has shown that the new F-35, with its "largest in the world engine", will cause auditory pain as it flies overhead at lower altitudes. Numbers provided by the USAF show that in addition to ear pain there will be likely hearing loss for civilians living below the low level training areas. The F-35 is the first aircraft to threaten civilians in this manner. Why? Because the F-35 aircraft is two to four times noisier than the planes that it will replace. This huge change puts the F-35 in its own league with respect to noise.

The "F-35A Training Basing Draft Environmental Impact Statement" was released for review by the USAF on January 20, 2012. This Draft EIS is over 1,200 pages, but fails to provide any information about peak noise levels in the low altitude training areas. These are the levels that have been shown to cause auditory pain and hearing loss. The pain and loss is highest in young children and babies (as reported by the USAF). Earlier studies by the Air Force show the new F-35 to produce over 130 dB, enough to cause hearing pain and loss immediately. Yet the Draft EIS lacks any of this noise data for the low altitude training areas.

National Environmental Policy Act is a tool that helps prevent catastrophic environmental problems and the costs associated from a mistake. NEPA relies on an honest gathering and reporting of information. In the Draft EIS the information about the extreme noise levels has been withheld. This makes a mockery of the NEPA process and may allow a grave mistake.

The F-35 may provide a great deal of money to selected communities. The economic benefits may be great. I believe that we need to consider health impacts too, not just military expediency or the money to be made. The purpose of NEPA is to help us find the best of several alternatives. Perhaps money can be made and the military can train and we can minimize health risks, but we need the process to be honestly followed to know if this is possible. Failure to provide essential information practically insures failure.

Please review my attached comments and then contact the USAF and remind them of the proper steps for NEPA, including the requirement to gather and consider "detailed information concerning significant environmental impacts". I consider the study showing damage to babies and young children to be significant, but apparently the USAF does not.

Sincerely,

Walt Coffman

Walt Coffman



1412 HO

President Obama
The White House
1600 Pennsylvania Avenue NW
Washington, DC 20500

February 14, 2012

Subject: Flawed Information on the F-35 aircraft; USAF "F-35A Training Basing Draft Environmental Impact Statement"

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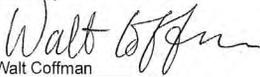
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Please review my attached comments and then contact the USAF and remind them of the proper steps for NEPA, including the requirement to gather and consider "detailed information concerning significant environmental impacts". I consider the study showing damage to babies and young children to be significant, but apparently the USAF does not.

Sincerely,


Walt Coffman



CC: Cover only; Ms. Kathleen I. Ferguson, Deputy Assistant Secretary of the Air Force for Installations, Office of the Assistant Secretary of the Air Force for Installations, Environment and Logistics, Room 4B941, Pentagon, Washington, D.C. 20330

1412 HO

The Honorable Tom Udall
102 West Hagerman St, Suite A
Carlsbad, NM 88220

February 14, 2012

Subject: Flawed Information on the F-35 aircraft; USAF "F-35A Training Basing Draft Environmental Impact Statement"

Dear Senator Udall,

I have concerns about the quantum leap upward in noise for the USAF's new F-35. This jump is so great that serious health problems are likely for those on the ground exposed to the aircraft's noise at low altitudes. I live in such an area. The "floor" of the airspace over me is 100 feet (500' from my house).

The USAF has shown that the new F-35, with its "largest in the world engine", will cause auditory pain as if flies overhead at lower altitudes. Numbers provided by the USAF show that in addition to ear pain there will be likely hearing loss for civilians living below the low level training areas. The F-35 is the first aircraft to threaten civilians in this manner. Why? Because the F-35 aircraft is two to four times noisier than the planes that it will replace. This huge change puts the F-35 in its own league with respect to noise.

The "F-35A Training Basing Draft Environmental Impact Statement" was released for review by the USAF on January 20, 2012. This Draft EIS is over 1,200 pages, but fails to provide any information about peak noise levels in the low altitude training areas. These are the levels that have been shown to cause auditory pain and hearing loss. The pain and loss is highest in young children and babies (as reported by the USAF). Earlier studies by the Air Force show the new F-35 to produce over 130 dB, enough to cause hearing pain and loss immediately. Yet the Draft EIS lacks any of this noise data for the low altitude training areas.

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CC: Cover only; Ms. Kathleen I. Ferguson, Deputy Assistant Secretary of the Air Force for Installations, Office of the Assistant Secretary of the Air Force for Installations, Environment and Logistics, Room 4B941, Pentagon, Washington, D.C. 20330

1412 HO

The Honorable Steve Pearce
1101 New York Avenue, Room 115
Alamogordo, NM 88310

February 14, 2012

Subject: Flawed Information on the F-35 aircraft; USAF "F-35A Training Basing Draft Environmental Impact Statement"; Oversight and Investigations.

Dear Mr. Pearce,

I have concerns about the quantum leap upward in noise for the USAF's new F-35. This jump is so great that serious health problems are likely for those on the ground exposed to the aircraft's noise at low altitudes. I live in such an area. The "floor" of the airspace over me is 100 feet (500' from my house).

The USAF has shown that the new F-35, with its "largest in the world engine", will cause auditory pain as if flies overhead at lower altitudes. Numbers provided by the USAF show that in addition to ear pain there will be likely hearing loss for civilians living below the low level training areas. The F-35 is the first aircraft to threaten civilians in this manner. Why? Because the F-35 aircraft is two to four times noisier than the planes that it will replace. This huge change puts the F-35 in its own league with respect to noise.

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1412 HO

Honorable Michael B. Donley
Secretary of the Air Force
1670 Air Force, Pentagon
Washington, D.C. 20330.1670

February 14, 2012

Subject: Flawed Information on the F-35 aircraft; USAF "F-35A Training Basing Draft Environmental Impact Statement"

Dear Secretary Donley,

I have concerns about the quantum leap upward in noise for the USAF's new F-35. This jump is so great that serious health problems are likely for those on the ground exposed to the aircraft's noise at low altitudes. I live in such an area. The "floor" of the airspace over me is 100 feet (500' from my house).

The USAF has shown that the new F-35, with its "largest in the world engine", will cause auditory pain as if flies overhead at lower altitudes. Numbers provided by the USAF show that in addition to ear pain there will be likely hearing loss for civilians living below the low level training areas. The F-35 is the first aircraft to threaten civilians in this manner. Why? Because the F-35 aircraft is two to four times noisier than the planes that it will replace. This huge change puts the F-35 in its own league with respect to noise.

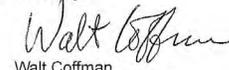
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Please review my attached comments and then contact Ms Ferguson and remind her of the proper steps for NEPA, including the requirement to gather and consider "detailed information concerning significant environmental impacts". I consider the study showing damage to babies and young children to be significant, but apparently the USAF does not.

Sincerely,


Walt Coffman



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1412 HO

The Honorable Ronny Rardin
Otero County Commission
46 KC Road
Alamogordo, NM 88310

February 14, 2012

Subject: Flawed Information on the F-35 aircraft; USAF "F-35A Training Basing Draft Environmental Impact Statement"

Dear Commissioner Rardin,

I have concerns about the quantum leap upward in noise for the USAF's new F-35. This jump is so great that serious health problems are likely for those on the ground exposed to the aircraft's noise at low altitudes. I live in such an area. The "floor" of the airspace over me is 100 feet (500' from my house).

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Walt Coffman



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1412 HO

Governor Susana Martinez
Office of the Governor
490 Old Santa Fe Trail, Room 400
Santa Fe, NM 87501

February 14, 2012

Subject: Flawed Information on the F-35 aircraft; USAF "F-35A Training Basing Draft Environmental Impact Statement"

Dear Governor Martinez,

I have concerns about the quantum leap upward in noise for the USAF's new F-35. This jump is so great that serious health problems are likely for those on the ground exposed to the aircraft's noise at low altitudes. I live in such an area. The "floor" of the airspace over me is 100 feet (500' from my house).

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Walt Coffman



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1412 HO

The Honorable Jeff Bingaman
200 East Fourth Street, Suite 300
Roswell, NM 88201

February 15, 2012

Subject: Flawed Information on the F-35 aircraft; USAF "F-35A Training Basing Draft Environmental Impact Statement"

Dear Senator Bingaman,

I have concerns about the quantum leap upward in noise for the USAF's new F-35. This jump is so great that serious health problems are likely for those on the ground exposed to the aircraft's noise at low altitudes. I live in such an area. The "floor" of the airspace over me is 100 feet (500' from my house).

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Sincerely,

Walt Coffman
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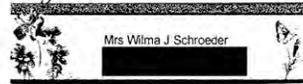
1413 LU

2-10-12

David Martin, AF Contractor
to Kim Fornaf:

Since I am unable to attend the hearings re: F-35A's, I wanted to go on record that I am one thousand percent for the F-35A Training EIS to be located at Luke Air Force Base in Arizona. Any noise created only makes me feel stupid knowing we were protested.

GE-3



Sincerely,
Wilma Schroeder
sun city #2

Final
June 2012

February 8, 2012

1414 HO

Terry & AndaRee Pierce



David Martin, Air Force Contractor, and Kim Fornof
HQ AETC/A7CPP
266 F Street West, Bldg. 901
Randolph AFB, TX 78150-4319
Fax: 210-652-5649
Email: aetc.a7cp.inbox@us.af.mil

TO WHOM IT MAY CONCERN:

As a citizen of the United States, and a resident living 6 miles north east of Pinon, New Mexico, We wish to express concern over the approval of the F-35A training in the Holloman Air Force Base area.

It is understood that there is necessary training to be conducted to maintain proficiency with pilots operation of aircraft, but after experiencing first-hand the sonic boom noises that are a part of this training and as American citizens we support the efforts of our military to keep America safe. But, it is a frightful thought to envision what some of the possibilities will be regarding the endangerment to humans, livestock, wildlife, and property damage. The last major boom in our area was approximately 4-6 weeks ago and I happened to be standing on the porch. I was so loud I jumped as did the horses in the pasture by the barn. They took off in all directions, as you know animals rely on flight before fight instincts, and luckily did not run into a barbed wire fence or incur any other obstacles. I can foresee though, a herd of elk being startled and running through fences, horses cutting themselves severely on fences and obtrusions; and even more frightful is the possibility of elderly people outside that the sudden sound and shock could literally cause a heart attack or other problems.

NO-15

BI-5

NO-6

We question the reliability of the Air Force being responsible and accountable for the possible damages that will most certainly occur if this area is to be an area of non-restricted sonic booms and fly-over missions. The government has already evoked their power of eminent domain to take thousands of ranching acres in the Alamogordo area all the way to Interstate 25 to Carrizozo. Why can't the government use the area they have already destroyed and use it for their testing? Show some respect for the citizens who support and depend on your expertise. Please be sensible about this matter and people's legitimate concerns before making a decision that cannot be recanted unless tragedies occur.

NO-17

DO-4

Most sincerely,

Terry & AndaRee Pierce

1415 LU

From: Jeanne [REDACTED]
Sent: Wednesday, February 22, 2012 11:53 AM
To: AETC/A7P Workflow
Subject: Comment on the F-35A David Martin & Kim Fornoff

I have lived in the West Valley since 1996 and have been proud to have the F-16's flying over my house. Their flight noise is music to my ears and I look forward

to the F-35's. Having been in the Valley on September 11th I remember the quiet skies with only the F 16's flying over our homes protecting us. It was a great comfort.

GE-3

Stay here, the majority of the people are delighted with Luke Air Force and their aircraft.

God Bless you all,

Widow of a retired Military Man

Jeanne Harper
Surprise, Arizona

United States Air Force
Public Hearing Comment Form
F-35A Training Basing
Environmental Impact Statement (EIS)



1416 TU

Please use this sheet to provide your comments on the Draft EIS. If your comment refers to a specific page or section of the EIS, please identify that location. You may submit your comments in any of the following ways:

- 1) Turn in this form at the comment table before you leave tonight.
- 2) Provide oral comments to the court reporter during the open house session or public hearing.
- 2) Mail, fax or email comments to:
David Martin, Air Force Contractor, and Kim Forno
HQ AETC/A7CPP
266 F Street West, Bldg. 901
Randolph AFB, TX 78150-4319
Fax: 210-652-5649
Email: aetca7cpinbox@us.af.mil

All comments on the Draft EIS must be postmarked or received by March 14, 2012, to ensure they become part of the official record. All comments will be addressed in the Final EIS.

Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for the Final EIS distribution. Failure to provide such information will result in your name not being included on the distribution list.

Name: DAVID M DARRON, SSGT

Organization/Affiliation: 162 FW

Address: [REDACTED]

City, State, Zip Code: [REDACTED]

Comments: I URGE YOU TO STRONGLY CONSIDER THE 162ND FW FOR THE F-35 PROGRAM. NO UNIT IS MORE PROFESSIONAL, OR BETTER EQUIPPED TO HANDLE THIS MISSION. FURTHER, THE CLIMATE IN TUCSON MAKES IT AN IDEAL SETTING FOR THESE HIGH G&T AIRCRAFT. TO PUT THESE AIRCRAFT IN CONDITIONS WHICH INCREASE CORROSION AND MAINTENANCE COST IS ABSURD. PLEASE ALLOW THE 162 FW CONTINUE IT'S PROUD TRADITION AND COOPERATION WITH THE FINE PEOPLE OF TUCSON.

GE-3

Warmest Regards,

David Martin

Please print – Additional space is provided on the back.

Visit www.F-35ATrainingEIS.com for project information or to download a copy of the Draft EIS.

*Provide your mailing address to receive future notices about the F-35A Training Basing EIS.

1417 TU

From: Linda [REDACTED]
 Sent: Wednesday, February 22, 2012 11:40 AM
 To: AETC/A7P Workflow
 Subject: F-35

Please do not base any of these aircraft in Tucson, AZ! We have enough noise pollution already.

GE-1
NO-8

Just put them in mothballs - NO ONE wanted these planes built and we don't want to put any more money into them.

DO-5

Thank you
L. Vance

Final
June 2012

**United States Air Force
Public Hearing Comment Form
F-35A Training Basing
Environmental Impact Statement (EIS)**



1418 TU

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Name: ANTHONY T. WISNIENSKI
 Organization/Affiliation: USA NG
 Address: [REDACTED]
 City, State, Zip Code: [REDACTED]

Comments: I Support F35A Basing Stationed in Tucson AZ. I Real Support of our Country is vital to our NATIONAL Security. Southern ARIZONA provides the AIR SPACE to Conduct TRAINING to our Forces.

GE-3

Please print – Additional space is provided on the back.

Visit www.F-35ATrainingEIS.com for project information or to download a copy of the Draft EIS.

*Provide your mailing address to receive future notices about the F-35A Training Basing EIS. 2/21- Sierra Vista

**United States Air Force
Public Hearing Comment Form
F-35A Training Basing
Environmental Impact Statement (EIS)**



1419 TU

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Name: Sheila Holland
 Organization/Affiliation: live in Sierra Vista
 Address: [REDACTED]
 City, State, Zip Code: [REDACTED]

Comments: I'm for the program having the southeast area available to libby airfield because I support our Air Force and all other branches of our military

GE-3

I lived under the flight pattern of Wash Dulles Airport in DC and lived near LAX in Los Angeles – noise pollution is not a concern to me – or my family

Please print – Additional space is provided on the back.

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United States Air Force
Public Hearing Comment Form
F-35A Training Basing
Environmental Impact Statement (EIS)



1420 TU

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Name: JAMES NEWLON
 Organization/Affiliation: General Dynamics Program Mgr + Sierra Vista resident
 Address: *
 City, State, Zip Code:

Comments: Our community should show over-whelming support to this effort. My past experience (23yrs US Army) is that US, allies, + enemy lives are saved by US technology, intelligence, and air superiority. This is due to more accurate information, more efficient use of resources, and more effective (efficient) combat operations. Civilians are less prone to injury or death. It may be odd to think of advanced combat weapons training, or operations saving lives, but it does! Look at forecast and actual combat related casualties over the past 20 years. It's truly amazing!
I believe the environmental impact for this project to be minimal, especially when factoring in how many lives are saved and how much more efficient (cost savings) advanced technology and training results.

GE-3

Please print - Additional space is provided on the back.

Visit www.F-35ATrainingEIS.com for project information or to download a copy of the Draft EIS.

*Provide your mailing address to receive future notices about the F-35A Training Basing EIS. 2/21- Sierra Vista

United States Air Force
Public Hearing Comment Form
F-35A Training Basing
Environmental Impact Statement (EIS)



1421 TU

Please use this sheet to provide your comments on the Draft EIS. If your comment refers to a specific page or section of the EIS, please identify that location. You may submit your comments in any of the following ways:

- 1) Turn in this form at the comment table before you leave tonight.
- 2) Provide oral comments to the court reporter during the open house session or public hearing.
- 2) Mail, fax or email comments to:

David Martin, Air Force Contractor, and Kim Fornof
 HQ AETC/A7CPP
 266 F Street West, Bldg. 901
 Randolph AFB, TX 78150-4319
 Fax: 210-652-5649
 Email: aetc.a7cp.inbox@us.af.mil

All comments on the Draft EIS must be postmarked or received by March 14, 2012, to ensure they become part of the official record. All comments will be addressed in the Final EIS.

Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for the Final EIS distribution. Failure to provide such information will result in your name not being included on the distribution list.

Name: George Castle
 Organization/Affiliation:
 Address: *
 City, State, Zip Code:

Comments: Arizona has uncrowded skies, fantastic weather - areas with little or no population - so it is one of the very best areas for our Air Force to train in.
We have a very long history of training pilots in Arizona - since prior to WWII. The large majority of the population is very patriotic and considers jet noise as the sound of freedom.

George Castle

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