

1777 LU

1778 HO

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:

- 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: aetca7cp.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: MARY L. WOOD

Organization/Affiliation: _____

Address: * _____

City, State, Zip Code _____

Comments: *I fully support bringing the F35A planes to our local base. I do not have a problem with, and actually enjoy the noise from our F16 planes while I hear the F16 planes routinely during their training flights. I can not imagine the F35A planes will be any louder. If they happen to be louder than 30 db. Thank you!*

GE-3

March 4, 2012

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

Madam and Sir,

First, thank you for mailing me a hard copy of the Draft EIS. I am requesting that a hard copy of the Final F-35A Basing EIS be mailed to me at the address below

NP-7

Ellen Kazor
 [Redacted]

Also I am requesting that any other correspondence released to the public be made available to me either through the address listed above or through my e-mail address

I expect that my comments contained in this letter will made part of the permanent record and that they will be included in the Final F-35A Basing EIS.

NP-8

NEPA EIS protocol requires that "the agency (in this case, the Air Force) must analyze the full range of direct, indirect and cumulative effects of the preferred alternative, if any, and of the reasonable alternative identified in the draft EIS."

My comments are directed environmental impacts of the F-35A in general and to the proposed basing of the F-35A at Holloman AFB, NM, in particular, identified as an alternative site in the Draft EIS.

Specific pages and tables referred to in my comments are cited by the use of brackets ().

1. Please explain how the information and data contained in the Draft EIS are reliable and valid, if according to the Draft EIS

"The F-35A is a new weapons system. Information from the existing operation is **unavailable.**" (Pg. 2-18)

Flight crews and maintenance personnel are **still learning** about the aircraft's capabilities and limitations (pg. HO- 87) and

"For the environmental analysis, the F-35 operations were **modeled**" (pg. 2-18) and in calculating noise impacts "all results presented in this EIS are **estimates**" (pg. 3-10)

NP-13

2. Why were "modeled" F-35A data used for the environmental analysis when data specific to the F-35A exists regarding the environmental impact the F-35A has on

NO-42

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.

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June 2012

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communities and the environment (e.g. Elgin AFB) ?	NO-42 cont'd
3. Table HO-2.2-3 pg. HO 14 shows that the F-35A will be flying at minimum altitudes of 100 feet AGL and 500 feet AGL.	
A table in the Elgin AFB EIS shows that A-weighted Sound Exposure Levels (SEL) would be 133dB at 300 feet AGL and 129 dB at 500 feet AGL.	
Why was the SEL data from the Elgin EIS not used or cited in the F-35A Training Basing Draft Environmental Impact Statement especially since communities and human and animal populations living under MTR's will be subjected to more than 133dB's ?	NO-43
4. "The potential effects of aircraft flying along MTR's is of particular concern because of the maximum overflight noise levels that can exceed 115dB, with rapid increase in noise levels exceeding 30dB per second" (Appendix B- pg. B-24)	
and	
as per section 2.8 (pg. 2-63) " Avoiding, minimizing or reducing potential impacts had been a priority guiding the development of the F-35A training alternatives..."	
and	
that the EPA "...identified DNL of 55dB as "...requisite to protect public health and welfare with an adequate margin of safety." (Pg. B-10 and B-17)	DO-26
and	
that "Areas exposed to DNL above dB are generally not considered suitable for residential use." (Pg. B-10)	
and	
at least two letters submitted during scoping from the Weed/Mahill area recommended that the Sacramento Mountains not be used as training sites.	
Why has no consideration been given to modifying the MTR's and prohibiting the F-35A from flying at altitudes that are detrimental to human and animal populations given that the dB's generated in the MTR's are a "particular concern" ?	
5. As per page P-6 in the Draft EIS, "...the Air Force correlated the environmental issues raised in scoping with potentially affected locations and environmental resources"	
Why have potential socioeconomic impacts of the F-35A been focused only on Alamogordo? (Pg HO-169) when other communities, in addition to Alamogordo, will be significantly impacted by the F-35A ?	SO-19
What methodologies were used to determine the specific environmental impacts the F-35A would have on communities in the Sacramento Mountains ?	GE-15
What pages in the draft EIS address the F-35 and the specific environmental social, health, and economic impacts the F-35A would have on Weed, Mayhill, Pinon, and Sacramento	
	2/7

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N.M. ? <u>These concerns were raised during the scoping period. Why are these concerns not addressed in the Draft EIS ?</u>	GE-15 cont'd
6. As per page P-6 in the Draft EIS "...the Air Force determined the possible interaction of these project elements with the environmental resources at potentially affected locations."	
What methodology did the Air Force use to determine the interactions of the project elements (e.g. flying at 500 feet AGL and the 129dB that will be generated at these flight altitudes) in the MTR's in which Weed, Pinon, Mayhill, Sacramento and Pinon NM are located, and the potential social, health, and economic impacts the F-35A SPECIFICALLY will have on the Sacramento Mountains ?	
On what page of the Draft EIS can this information be found?	
7. As per page P-6 in the Draft EIS "...the Air Force assessed whether and how , and to what degree environmental resources may be affected"	GE-15
How was this assessment conducted to specifically address the Sacramento Mountains which are located under MTR's ?	
Based on the assessment, to what degree will the environmental resources of the Sacramento Mountains be affected by the F-35A since our communities are located under MTR's ?	
On what page in the Draft EIS can this assessment be found ?	
8. As per page P-6 in the Draft EIS "...the Air Force identified SPECIFIC MANAGEMENT ACTIONS (my highlight) and mitigations to reduce where possible, impacts on the environmental resources." (Note: Section 2.8.2 of the Draft EIS is a general statement regarding mitigation)	
If the F-35A is based at Holloman AFB and residents of the Sacramento Mountains will be exposed to low-level flights and accompanying dB levels exceeding 133dB, what are the SPECIFIC MANAGEMENT ACTIONS and mitigation measures regarding noise reduction and noise monitoring economic losses to Sacramento Mountain community businesses injuries and deaths related to low-level fly overs to both human and livestock noise attenuation measures for our schools and home schooled children a specific fire management plan loss of property values forest fires emergency evacuations ?	DO-27
	3/7

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<i>These issues were brought up by the community during the scoping process.</i>	
On what pages in the Draft EIS were these management actions addressed?	DO-27 cont'd
9. On page 2-2, Table 2-1, Section “Elements Affecting Airspace and Ranges”, training activities would occur in MOA’s, MTR’s ATCAA’s and Restricted Areas to include air to ground ranges that emphasize the multi-role capabilities of the F-35A.	
These capabilities include the Multi-Mission Active Electronically Scanned Array (AESAR) Radar that will engage air and ground targets at long range, Electro-Optical Targeting Systems (EOTS) for air to air and air to surface targeting and the Distributed Aperture System (DAS).	
Was an environmental assessment completed regarding the environmental impacts air-to-air and air to surface targeting would have when the AESA Radar and the EOTS and DAS are employed in training ?	
Where would the air to air and the air to surface practices be conducted ?	
What are the results of this assessment?	
Where, in the Draft EIS, can these results be found ?	
Was an environmental assessment completed to determine the impact the DAS will have on the electrical infrastructure of communities, businesses, and astronomy sites located in the Sacramento Mountains ?	DO-28
What methodology was used to determine the impact the DAS will have the electrical infrastructures of communities, business, and astronomy sites located in the Sacramento Mountains ?	
What are the results of this assessment ?	
Where, in the Draft, EIS can these results be found ?	
Was an environmental assessment completed to determine the impact the AESA Radar would have on various communication systems (e.g. satellite , Wi-Fi etc) used by communities in the Sacramento Mountains ? Our communities rely on these systems.	
What methodology was used to determine the impact the AESA Radar would have on various communication systems (e.g. satellite, Wi-Fi etc.) used in the Sacramento Mountain communities? Our communities rely on these systems.	
What are the results of this assessment ?	
Where, in the Draft EIS, can these results be found?	
4/7	

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10. Noise metrics “...it is common for environmental noise analysis to include other metrics (in addition to the DNL) of illustrative purposes. A general indication of the noise environment can be presented by noting the maximum sound levels which occur...” (Pg. B-10)	
“Use of other metrics as supplements to the DNL had been endorsed by the Federal agencies.” (Pg B-10).	
The DNL, which is the only metric used for the F-35A in this Draft EIS (and the metric has been modeled in this Draft EIS), does not reflect what is actually happening on the ground at a particular point in time.	
Given the Federal agencies endorse the use of other metrics to supplement the DNL, why is the DNL the only metric used for the F-35A ?	NO-24
What is the Lmax (Maximum Sound Level) for the F-35A ?	
What is the SEL (Sound Exposure Level) for the F-35A ?	
What is the L max for the F-35A at 100 feet AGL, 500 feet AGL, 1000 feet AGL etc?	
What is the SEL for the F-35A at 100 feet AGL, 500 feet AGL, 1000AGL etc?	
How can noise metrics at the alternative basing sites be compared if these noise metrics are not available ?	
11. Maps Since the Sacramento Mountains are under MTR’s and will be significantly impacted by the F-35A overflights, why do the Noise Contour maps not show the Sacramento Mountains?	DO-3
Figure HO- 2.2-1 “Airspace and Ranges for the F-35A Beddown at Holloman AFB, NM” does not show the location of any Sacramento Mountain communities nor does it provide any easily recognizable landmarks of the Weed, Mayhill, Pinon, and Sacramento areas.	
What are the true over flight paths of the F-35A in the Sacramento Mountains specific to identifying the boundaries with landmarks and canyons that residents of the Sacramento Mountains can recognize readily ?	DO-23
12. The Draft EIS recognizes that “...individual aircraft noise levels are increasing with the introduction of new aircraft...” (pg. B-24).	NO-26
Why are references /studies used to support the Draft EIS <u>not</u> reflective of the fact that	
5/7	

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new aircraft are producing higher noise levels?

Where are the references/studies found specifically citing environmental impact of the F-35A ?

Why are studies from other countries (e.g. Germany) regarding the noise created specifically by the F-35A not cited in the Draft EIS ?

How can outdated studies (many from the 1970's 1980's and even 1960's) be used to support the Draft EIS since, as recognized in the Draft EIS (pg. B-24), a whole new noise environment and paradigm is created with the F-35A ?

13. Re the " Sonic Boom " section:
"Overall, studies of the wildlife and domestic animals have demonstrated that behavioral responses are of short duration and rarely result in injury of negative population effects (Krausman et al. 1998; Weisenberger et al. 1996) (pg HO-103)

Since the 1998 Krausman study concerns mountain sheep and the 1996 Weisenberger study concerns simulated noise on captured mule deer and mountain sheep, and no studies are cited regrading domestic animals, does this not invalidate the conclusion made in the above statement ?

Does this poor application of research/science not raise a question as to what other false and misleading statements are found in this Draft EIS ?

Do these questions beg yet another question as to the reliability and validity of all data and statements contained in the Draft EIS?

How can this document be credible if such examples, as cited above, are presented as fact in the Draft EIS ?

14. In summary since
- a. data regarding the F-35S is unavailable, modeled, and is based on estimates (as per the Draft EIS)
 - b. data concerning noise metrics of the F-35A are incomplete, missing, and excluded
 - c. since the environmental impact assessment was not comprehensive, i.e. does not include the Sacramento Mountain communities that are located under MTR's and that will be significantly impacted by the F-35A
 - d. current and applicable studies regarding the F-35A are **not** cited.
 - e. outdated literature, much of which is over 40 years old, is cited to support environmental impacts and new noise paradigm of the F-35A and
 - g. examples are found where literature is incorrectly used to support the environmental impacts of the F-35A
- then

what independent third parties (other then NEPA) will evaluate all data, assessments,

NO-26
cont'd

BI-5

NO-25

NP-15

c/h

1778 HO

assertions, methodologies, literature citations, etc. and the application of data and literature etc. to insure that the Final EIS will be a valid and reliable document ?

Explain how the Draft EIS, in it's current form, can withstand the scrutinies of an independent third party review.

15. Conflict of Interest

Why were conflict of interest disclosures not found for each document preparer listed in the Draft EIS ?

During the scoping period, I requested that "Conflict of Interest" disclosures be made of everyone associated with the EIS. None were found in the Draft EIS. Why ?

In the Final EIS, I expect that "Conflict of Interest" disclosures be made by all persons and parties associated with the Final EIS. Those persons and parties include but are not limited to contractors, authors, researchers, writers, reviewers, analysts. Again, during the scoping period, I requested that these disclosures be made.

As a citizen whose health, home and safety will be negatively impacted by overflights of the F-35 over my home and property, and as a tax paying citizen, I expect that my government will address all of my concerns and questions in the Final EIS.

Please remember my request for a mailing of a hard copy of the Final F-35A Basing EIS be sent to my home address and that any other correspondence released to the public be either mailed to my home address or e-mailed.

Thank you.

Sincerely,

Ellen Kazor

e-mail: [redacted]

NP-15
cont'd

NP-16

NP-8

NP-7

7/7

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



1779 LU

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Name: Raymond Hagan
Organization/Affiliation: _____
Address: _____
City, State, Zip Code: _____

Comments: The noise of the existing air craft is not pleasant to hear the least for residents - it is supposed to be a retirement community with peace we know that doesn't exist and quiet which is a road to catch them. I am retiring in two years and was thinking of buying a home there. At present I am living with my mother. The noise of several aircraft impacts her health.

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1779 LU

Truthfully, I thought she was exaggerating the daytime noise - of course I also hear the planes returning to Luke at night, but I wake in the daytime and hear no planes when I'm home on the weekends. I really thought my mother was exaggerating - but I was home sick for about a week and found the noise of the planes as she said. I couldn't believe that the noise would be the same - coming and returning. It seems very different to me now. The game really hit both times. I should these F 35 A planes use this route. I will not buy my retirement house in Sun City. I'll try to make mother move but she is set in her ways and she is too old to make a change. She has changed though, father was as she no longer enjoys her house and yard.

Please understand noise is disturbing + upsetting and retirement should be peaceful after the hustle and bustle of our working years. Thank you for your cooperation.
Raymond Hagan

NO-8

NO-29

NO-18

Final
June 2012

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



1780 LU

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Name: Mike and Phyllis Anderson Hartwick

Organization/Affiliation: _____

Address: * _____

City, State, Zip Code: _____

Comments: _____

Just a note to express our support for the F-35 jets at Luke AFB.

When we moved to AZ in 2007, we found great housing in Goodyear. We live very near the AFB and love to watch the planes take off and land. Yes they are loud, but we do not mind as we know that our Service Men and Women are learning important skills. We feel that the training provided at Luke AFB is very essential to the safety of our Nation.

GE-3

Phyllis' father was a pilot trainee at Luke in January 1952, when his P51 Mustang crashed, and he died as a result of his injuries. We recently moved Phyllis' mother to an Assisted Living home in Sun City area from Louisiana. She always asks if Luke AFB is still here. We assure her that it is.

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.

1781 TU

Dear Sirs,

I am writing in regards to the proposed basing of the F-35A Pilot Training Center in Tucson, Arizona. After looking over the Environmental Impact Statement I find I am in opposition of the F-35A aircraft being based out of Tucson. 8000 people would be directly affected by this training facility at the Tucson National Guard Air Base, more than any other location. Too many residents will have adverse quality of life issues. Not only would they not be able to sell their homes in the future, their property values will plummet even more than they already have. I would fear for the safety of residents on landings and takeoff as well. Tucson has had 2 jets crash in our city so we do know it can happen. I also believe the noise level would be too disruptive to our schools and to residents on the south and west side of our city. The F-35A should be based where the least amount of people would be affected.

GE-4
 NO-11
 NO-36
 SO-1
 SA-1
 EJ-2
 GE-1

Thank You,

Best Regards,

Peggy Williams

Tucson, Arizona resident

1782 BO

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



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Name: David B. Hill
Organization/Affiliation: _____
Address: * _____
City, State, Zip Code: _____
Comments: _____

Thank you for the opportunity to provide written a comment regarding the F-35 training basing in Boise. It seems to me that over the past 10 or 15 years we have changed dramatically as a nation. In the past when we went to war we all sacrificed. We had a draft to ensure that all able bodied men served, we raised taxes to pay for the war, and we rationed food, materials and gas in order to divert resources to our troops. Now we don't do any of those things. We rely on a volunteer army to defend us, we consume more goods and services than we produce, and we borrow money from other countries rather than raise taxes to pay the bill. Last night at the F-35 basing community meeting held at the Boise Holiday Inn convention center I saw further evidence of this. People were not interested in our National welfare; they were concerned only with the noise that the planes will create and the possible decrease in property values.

I live directly across from the airport on the other side of I-84 and I am directly impacted by airplane noise - both civilian and military. Of course I don't like the noise but to me it is a minor inconvenience.

I believe that we should be looking for a training base that will best suit the needs of the mission. That would include base facilities and access to a suitable training range. I don't care if that base is in Arizona, New Mexico or Idaho. The noise associated with that base would certainly be an inconvenience to those of us who live nearby but that should not be the primary consideration. If a pilot was killed, or an enemy attack was successful because the pilot did not have the best possible training, it would not be an inconvenience, but a disaster shared by the entire country.

GE-3

Respectfully submitted,
David B Hill

1783 BO

United States Air Force Scoping Meeting Comment Form F-35A Training Environmental Impact Statement



Please record your comments on this form to let the U.S. Air Force know what environmental factors you want considered in the development of the F-35A Training Environmental Impact Statement (EIS). You may submit your comments by:

- 1) Depositing this form at the Comment Table before you leave tonight.
- 2) Mailing this form to:

Mr. David Martin
HQ AETC/A7CPP
266 F Street West, Bldg 901
Randolph AFB, TX 78150-4319
FAX: (210) 652-4266

All comments must be postmarked or received no later than April 5, 2010, to be considered in the Draft EIS.

Public comments are requested pursuant to the National Environmental Policy Act (NEPA), 42 USC 4321, et seq. All written comments received during the comment period will be considered during Draft EIS preparation. Your provision of private address information with your comment is voluntary. Your private address information will not be released in the Draft 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 Draft EIS distribution. Failure to provide such information will result in your name not being included on the distribution list.

Name: Marc Clark
Organization/Affiliation: Boise City resident
Address: _____
City, State, Zip Code: _____
Comments: _____

I am completely opposed to the use of Gowen Field airport in The Capital City of Boise Idaho, as a base for the Air Force F35A training. GE-4

The excessive noise generated by the aircraft is the problem. NO-1

The disturbing sound level and just the general "roar" are not confined to the impact area. The sound carries for tens of miles and lasts minutes on end. NO-8

The current A-10's that fly out of Gowen Field are as loud and aggressive as any Military planes should be in the proximity of our city. Please remember that this is a civilian community and the Capital City of our State, not a military base. NO-36

I do not foresee any benefit coming to The City of Boise from this endeavor. To the contrary, I am assured a loss of quality of life by the constant long term noise disturbance. SO-21

The job creation will be minimal and civilian contracts will be short term and limited. NO-3

I work, and when I come home; I would like some peace and quit. NO-36

I cannot afford (nor do I want) to be forced to leave my home in Boise in order to enjoy some relatively quiet time. Let us maintain our community's quality of life and desirability as a destination by keeping it free of excessive and overburdening noise that travels far and wide in this topographic environment. GE-4

NO - to the F35A at Gowen Field, Boise Idaho GE-4

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

Final
June 2012

David Martin
Air Force Contractor
Randolph AFB

3-1-12 1784 LU

SARA TRAUM

Dear Mr. Martin,

(in Sierra Vista, AZ) have just learned of the meeting that happened to ask for public input on replacing the F16 jets that come to our area with the new much louder F35's.

NO-8

I have been greatly disturbed by air traffic in the last few years, before which if one plane flew overhead in a year that was all we had.

Now it's become a real stressor. Researching the effects of noise on human beings, mentally, physically & emotionally reveals what I have been feeling - great distress & harm to my health.

NO-6

Jets usually come here during sleep hours after midnight. They shock me out of my sleep. They go by overhead, sometimes 2 times per night.

NO-3

The thought of an even louder jet causes me great distress. I can't imagine going through that.

NO-1

"Noise pollution" is a real hazard. I am very impressed that you recognize its importance & actually asked for public input. It is my guess that most people were not aware of the meeting & those that were, have no idea what a disturbance the F35's will cause.

NP-14

I beg you NOT to allow F35's in our area.

GE-4

I also wonder why, in making new aircraft the US Army isn't working toward quieter engines.

NO-20

Thank you for your time & concern.
Sincerely,
Sara Traum

Please RSVP.

1785 BO

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Name: Harold E. PINSON

Organization/Affiliation: USN Retired

Address: [Redacted]

City, State, Zip Code: [Redacted]

Comments: I would like the bulk of the planes at Mtn. Home, ID AFB and the left over at

GE-12

The Draft F-35 Environmental Impact Study for the Boise, Luke, Tucson, and Holloman Air Force the Guard here in Boise.

NP-13

- 1. There are no definitive DB loudness boundary maps, studies or numbers published for the F-35. Perform them if you have not done so, or publish them if you have them. As the off-site loudness has been shown to cause hearing damage, it is essential that the area maps show DB magnitudes at all sensitive locations. These measures or estimates already exist since they are required to develop the DNL measures which are listed for all sensitive locations. NO-4
NO-5
- 2. Over 10,000 residents will find their homes reclassified as "Not Suitable for Residential Use" if the F-35s are brought in. This will result in millions of dollars of lost property value. It is essential that a full house by house appraisal and valuation be done. Who is responsible to do this? SO-1
SO-2
- 3. Over 1,000 residents will be exposed to very high noise levels due to the unusually close proximity of residential houses to the runways. 1,400 afterburner take offs will occur annually. It is essential that a full noise study be done of the afterburner noise situation. NO-11
NO-4

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.

Final
June 2012

1785 BO

4. 4 schools and 13-day care centers will be in very high DNL and noise magnitude areas. What mitigations will be done to avoid deteriorating learning levels? This must be studied in depth. EJ-1

5. The world health organization states that DNL levels of 50 and above can cause health and mental problems. It is essential that the EIS include boundary maps for 50DNL, 55 DNL, and 60 DNL. NO-6

6. Several thousand residents will be exposed to DNL and sound magnitudes above the 65 DNL. Multi DNL boundary maps and studies are needed for 70 DNL, 75 DNL, 80 DNL, 85 DNL, and > 85 DNL. Also, what mitigations will be used to avoid the severe health, mental, and financial impacts. NO-4
NO-6

7. In order for individual homeowners to understand their options, a residence by residence list of all properties and any and all Avigation Easements that encumber each property is required. SO-2

8. Present clarification of the "No Action Alternative." Does this mean all four locations will continue to be candidates for basing F-35s as additional planes become available? DO-1
DO-2

9. What are the next steps in the bed down process after the final EIS? Will actions be taken to reconcile the airspace and land use conflicts that are identified in the EIS? Will Joint Use Land Studies be authorized? Will zoning ordinances in conflicted areas be enforced. Will rezoning occur? Will a program be initiated to move residences out of the 65DNL, 70 DNL, 75 DNL, 80 DNL, 85 DNL, and > 85 DNL areas identified in the EIS? NP-1
LU-1
SO-3

10. Will the Air Force bring several F-35s to Boise to conduct a typical daily training routine of 50 sorties. Take off 5 times under full afterburner. Take off and land at night 5 times. Measure the loudness. Let the residents of all of the Boise Valley hear the future for themselves. If the Air Force is unwilling to do this, please list the reasons why. GE-2
NO-7

11. The EIS states that the F-35s I Boise will contribute over 250 tons of Carbon Monoxide to the area around the Boise Airport. This is over 250% more than allowed by EPA rules. The Air Force mitigation is to request an exemption from the rule. This does nothing to address the CO impact. Analysis of the health impacts on residents, especially children is required, as are the financial impacts of Boise becoming EPA non compliant on Air Quality standards. AQ-3


HAROLD E. PINSON


1786 TU




Public Hearing Comment Form

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

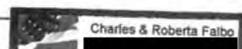
Please use this sheet to provide your comments on the Draft EIS. If your comment refers to a specific page or section of the EIS, please identify that location. You may submit your comments in any of the following ways:

- 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: _____

Organization/Affiliation:  _____

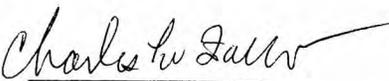
Address:*  _____

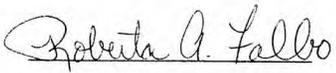
February 27, 2012

Roberta and I would like to add a few comments regarding the basing of the F-35A at Davis Monthan Air Force Base in Tucson, Arizona. We strongly SUPPORT the F-35A coming to our community. We are private citizens, that has great admiration, respect, and love of all aspects of Our Military. We feel that this move will help further protect our nation, and Davis Monthan needs to be part of the mission. GE-10

By basing the F-35A in Tucson, this will have a great economic impact to a community that needs a shot in the arm regarding our economy. Primarily the move is necessary for National Security, and secondarily for our economy.

Roberta and I fell that a little noise from the F-35A is the great sound of FREEDOM. Thank You


 Charles M. Falbo


 Roberta A. Falbo

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.

United States Air Force
Scoping Meeting Comment Form
F-35A Training
Environmental Impact Statement



1787 BO

Please record your comments on this form to let the U.S. Air Force know what environmental factors you want considered in the development of the F-35A Training Environmental Impact Statement (EIS). You may submit your comments by:

- 1) Depositing this form at the Comment Table before you leave tonight.
- 2) Mailing this form to:
Mr. David Martin
HQ AETC/A7CPP
266 F Street West, Bldg 901
Randolph AFB, TX 78150-4319
FAX: (210) 652-4266

All comments must be postmarked or received no later than April 5, 2010, to be considered in the Draft EIS.

Public comments are requested pursuant to the National Environmental Policy Act (NEPA), 42 USC 4321, et seq. All written comments received during the comment period will be considered during Draft EIS preparation. Your provision of private address information with your comment is voluntary. Your private address information will not be released in the Draft 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 Draft EIS distribution. Failure to provide such information will result in your name not being included on the distribution list.

Name: Kurt Christensen _____
 Organization/Affiliation: None _____
 Address: * _____
 City, State, Zip Code: _____

Comments:

I live in the F-35 impact zone across the freeway from Gowen Field in Boise. I currently hear and feel aircraft take off's and fly over's on a daily basis. I have been woken up and had my sleep disturbed because of the airport noise, as well as, my house shaken by low altitude helicopter fly over's throughout the day. When the F16 training mission was temporarily stationed at Gowen Field last summer, the noise level went up dramatically. I have read the environmental impact reports of the F-35 and understand that the noise and pollution levels in my neighborhood would increase at least four fold. This is unacceptable. I knew when I moved into this neighborhood that I should expect some noise from the airport, but an increase documented by the F35's impact reports would have a severely negative impact on the quality of my life and the fragile property value of my home.

NO-8
 NO-1
 NO-36
 SO-1

I come from an Airforce family dating back to WWII, and greatly appreciate and admire the work of our armed forces, however, please do not station the F-35 at Gowen Field in Boise.

GE-4

Sincerely,

Kurt Christensen

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

1788 BO

the city of Boise, should have NOT even issued Residential permits. If they were going to allow something like this in the future. The few will fight. opposed to F-35 G.A.

GE-13
 GE-14
 GE-4

2/27/2012

1788 BO

To: Who can help me in any way with the problem stated below. 11/22/09

From: Gary W. Aiken

Mailing address:

On Thursday 11/19/09 the first aircraft of the day flew over my house at approximately 7am. I had a landscape project that I was working on in the yard all day. By 6pm I estimate that over 100 aircraft had flown DIRECTLY over the top of my house. The last I heard was laying in my bed at 11:15pm.

The main point that I want to make, is that this many aircraft in one 24hr period of time is beyond the tolerance level.

Every type of aircraft: Commercial Jets, Twin Propeller, Single Propeller, Helicopters fly DIRECTLY over the top of my house. Also two groups of Military Jets, that day. By late afternoon the day had become very stressful just because of trying to ignore all of these very loud, but different noises. This day was not an isolated incident. It seems to be more of the normal, rather than the exception lately.

I know that my house is in direct line with the runway. But not all of these aircraft have to line up so early with the runway, particularly the smaller ones.

I just want you all to know that I like airplanes. A friend of mine who has a small single propeller, took me for a short flight over the Owyhee's this last Saturday, yesterday.

I believe that the amount of aircraft that fly DIRECTLY over the top of my house can be reduced, with some creative traffic control. It does make a difference in decibel, if they are not right over the top of my house.

THIS LETTER IS TO BE NOTARIZED AND FILED AS A NOISE COMPLAINT.

State of IDAHO County of ADA
Subscribed and sworn before me on 11/23/09
(Date)

T. B. [Signature]
(Notary Signature)



1789 LU

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:

- 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: Solores Spicer
Organization/Affiliation: N/A Retired Dep. (USAF)
Address: *
City, State, Zip Code:

Comments: I surely hope the F-35A comes to Luke AFB, Az. The base is a good place for training. I believe Luke AFB has adequate installation facilities, military airspace, auxiliary airfields and military ground ranges. Luke AFB has been training pilots for many many years, and I hope Luke AFB can train pilots for many many years to come. Az has the weather - fitting to train pilots - lots of sunshine. Plus, the planes can fly over my house - love the sound of freedom. Let freedom ring in Az.

Thankyou, Solores Spicer

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.

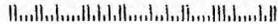
*Provide your mailing address to receive future notices about the F-35A Training Basing EIS.

1790 TU

NO F-35I

Dr. C. Edelsky

HQ AETCA/A7CPP
Attn: David Martin, AF Contractor
& Kim Fornof
266 F St. West, Bldg. 901
Randolph AFB 78150-4319



NO F-35 Basing or Training Flights in TUCSON!

Our densely populated metro area would be adversely impacted.

EXCESSIVE NOISE & VIBRATIONS:

- Diminish quality of life - NO-36
- Threaten fragile ecosystem - BI-2
- Reduce outdoor enjoyment of parks, sporting events - IU-3
- Disrupt classes and activities at schools, colleges, universities - EJ-2
- Damage tourist industry - SO-7
- Damage building structures - NO-12
- Damage hearing of residents - NO-6
- Harm student concentration - EJ-2
- Harm pets, Zoo & wildlife - BI-5
- Reduce property values - SO-1

HEALTH, SAFETY AND ENVIRONMENTAL CONCERNS:

Utilizing completely new technology, with no history of safety records, would endanger the safety of residents, especially when pilots (many foreign) would undergo training in single-engine, single-piloted aircraft with live ordnance, and could fly off course. Proximity to civil air traffic would increase air crash risks.] SA-1 SA-7 AM-2

A higher percentage of low-income and minority residents would be affected.] EJ-4
Disproportionate, detrimental impacts would constitute environmental injustice.] AQ-1/NO-6
Increases in air pollution and noise would create negative health effects for all.]

PLEASE SCHEDULE FLY-OVERS BEFORE MAKING BASING DECISION!!!] GE-2

1791 TU

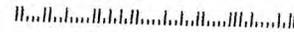
NO F-35I

Ms Linda Abrams

HQ AETCA/A7CPP
Attn: David Martin, AF Contractor
& Kim Fornof
266 F St. West, Bldg. 901
Randolph AFB, Tx. 78150-4319

NO F-35 Basing or Training Flights in TUCSON!

tucsonforward.com



To: David Martin, Kim Fornof, My family and I
2-26-12
object to the noise, vibration, and other negative environmental factors caused by the flights over our home from Davis-Monthan. Please Stop!
Sincerely, Linda Abrams

NO-8

1792 HO

March 5, 2012

F-35A Training Basing Environmental Impact Statement
ATTN David Martin, Air Force Contractor, and Kim Fornof
HQ AETC/7CPP
266 F Street West, building 901
Randolph AFB, TX 78150-4319

Dear Mr. Martin and Ms Fornof:

As I write this, I have experienced **seven sonic booms** this morning. My dogs are cowering at my feet and my horses are running wildly around. Hope they stay away from the barbed wire fence. The pictures at the Weed, NM Post Office were shaking and one fell off the wall. I note that in announcing the F-22 flight training schedule from Holloman AFB, they stated that they choose to fly over remote areas - like the Sacramento Mountains. I guess that is because no one/thing, or animal is affected by sonic booms in "remote areas." Since the residents of Alamogordo want \$\$\$\$ from the F-35A, I suggest you alter the flight routes to fly 100-500 feet over White Sands Boulevard - people in residential areas apparently aren't concerned about sonic booms. Perhaps flight routes should be modified to minimize impact regardless of where they fly.] **NO-29**

On the technical side, I totally support ALL the comments made in Ellen Kazor's analysis of the Draft Environmental Impact Statement - flawed document that it is. Most people, probably including you, haven't read it. At 1,158 pages it is no easy task. When the local community asked for an extension of due dates for comments, you took two weeks to respond to an eight-line, one-page letter. By extrapolation, at your review rate, we should be given nearly 38 years to respond.] **NP-13**
] **NP-12**

What I have learned from this process is that the decision about the F-35A has probably already been made, and now the Air Force is just checking off the various boxes, ignoring the concern of citizens, to say they complied with the process. Your job satisfaction must be at an all-time high.] **NP-2**

The fact that 85 citizens showed up at the Weed, NM F-35 public hearing, 5 in Roswell, NM and 40 in Alamogordo, NM demonstrates that the Air Force really didn't get the word out about the meetings but "went through the process" as required. Very disappointing to realize that this is the way our government works.] **NP-14**

Most Sincerely,

Tom Ward

Tom Ward


1793 HO

March 5, 2012

F-35A Training Environmental Impact Statement (EIS)
ATTN: Mr David Martin, AETC NEPA Program Manager
HQ AETC/A7CPP
266 F Street West Building 901
Randolph AFB, TX 78150-4319

Re: Scoping Comments on Proposed F-35A Training at Holloman AFB

Mr Martin,

During the scoping period for the Draft F-35A EIS , I submitted a letter to you dated March 14, 2010, listing my questions and expressing my concerns.] **NP-3**

It is unfortunate that this second letter has many of the original questions I posed in my letter of March 14th, 2010. This is because my questions were not taken seriously and were not adequately addressed. **Why is that ?**

I expect this time that you will provide adequate answers to my questions.] **NP-8**

I expect that my questions and comments contained in this letter will made part of the public record and that they will be included in the Final F-35A Basing EIS.

While all of my questions posed to you in my original letter were important, the most important one is quoted to you directly from my original letter.

" I know that training of the military is very important and necessary. However, why does the proposed training have to include a flight path over the Weed area? The military has enough room at White Sands and McGregor. Why not have the training occur only in those areas?"] **DO-4**

and
"...while I recognize that training is an important for our military, the Sacramento Mountains is not the place to train. I recommend that an alternative site be used for the F-35 training. I recommend that a less populated and less environmentally sensitive area be used."] **DO-25**

Why was this alternative not considered or addressed in the DRAFT EIS ?

The NEPA Guidelines state "The lead agency must, "objectively evaluate all reasonable alternatives, and for alternatives which were eliminated from detailed study, briefly discuss the reasons for their having been eliminated."

Therefore, as REQUIRED by NEPA, I expect my recommended alternative of NOT training over the Sacramento Mountains be objectively evaluated as part of the Final EIS.

1793 HO

Since the government has so much land, why can't private landowners be left alone? DO-4

Why not use the government air space in Arizona and Nevada?

If we own the land why don't we own the air space above the land?

What right does the Air Force have to fly over private property?

The Air Force has no business flying at 500 feet above homes and private property. Why does the Air Force not use COMMON SENSE !???

If humans can go deaf due to the dB levels created by the F-35A, what about the animals that live here with us? Their lives depend on hearing. BI-5

Why does the Air Force have to create sonic booms when flying?

What good do sonic booms do other than making noise and causing damage? NO-15

I have lived in my house for decades and never had a crack in my walls. Since the F-22's have been flying over my home, I now have cracks in my walls. NO-12

What damage will the F-35A cause to my home.

Will my property values be down graded because of the noise made by the F-35A? SO-1

What compensation would the Air Force provide should damage occur to my property because of F-35A activity? SO-11

How will I be compensated if I want to sell my property and my property values go down because of the impact of the F-35 activity?

Sonic booms are of special concern especially when they occur suddenly. People in our communities are working with free ranging beef cattle, shoe horses and ride horses as part of their jobs. Inexperienced recreational horse riders use the Lincoln National Forest for recreational riding.

Why does the Air Force not understand that sudden, loud sonic and focused booms will cause accidents, injuries and perhaps even death to people that are working with these animals? BI-1

Why does the Air Force not understand that sudden, loud sonic and focused booms will cause injuries, accidents and perhaps even death to the animals that we work with?

What compensation would the Air Force provide should I have an accident, injury, or experience death caused by activity of the F-35?

2/4

1793 HO

Will a third party investigate any/all claims of accidents, injuries, property damage and death caused by the F-35 A activities? DO-18

What studies have been done with the F-35A regrading the impact it will have on livestock and pets? BI-5

What studies have been done regrading the impact on property values in areas where the F-35A trains? SO-1

If these studies were done, did an independent third party evaluate the studies?

Shortly after the Public Hearing in Weed, NM (February 7, 2012) I was listening to a television news report . It was a station from Albuquerque , NM. The report inferred that the Air Force will do what it wants. PN-1

How many Environmental Impact Statements have been submitted by the Air Force for evaluation by NEPA? GE-13

How many of those have been rejected by NEPA?

There are numerous recreational camps in the Sacramento Mountains that provide a wilderness experience for children and city people. The campers do not expect sonic booms, military jets flying at low levels or noise levels that can do them harm (e.g. hearing loss). The camps also employ a number of local residents. SO-7

What studies have been done concerning the economic impact on recreational camps in the flight/training paths of the F-35A?

The Sacramento Mountains are heavily forested and have been in severe drought for a number of years. Beetle kill and lack of rain has caused an extreme fire danger situation. I understand that as part of the F-35A training flares will be used.

What responsibility will the Air Force have in the event a "mishap" occurs with a flare resulting in a forest fire? DO-18

What responsibility will the Air Force take in the event of loss of property, livestock, and/or pets do to a forest fire?

What responsibility will the Air Force take in the event of loss of a human life due to a forest fire caused by a flare?

I am requesting that any correspondence released to the public be made available to me at my address listed below.

3/4

1793 HO

Please send a hard copy of the Final EIS to my address listed below. NP-7

Thank you.

Sincerely,

Mrs. Pansy G. Northrip

4/4

1794 BO

From: Eric and Elena [REDACTED]
Sent: Friday, March 09, 2012 4:37 PM
To: AETC/A7P Workflow
Subject: Boise Airport proposed area for F-35a training center

To whom it may concern,

I live in the proposed area that will be considered the NSFRU and I am a bit concerned with how this will affect my home and resale opportunities? The Boise Airport is surrounded by homes and businesses that will be affected by this new training center program. I am not anti government or Military I support my military with every effort I have and to see that so many people will be affected by this is baffling. It does not make sense to put a training facility smack in the middle of a city that is barely big in itself.

Not only will the residence suffer but so will the kids at schools. How can we keep encouraging education when everyday there is going to be a noise disruption from the F-35a's flying over (50 times per day). That is an extraordinary amount of noise to deal with. Not to mention the many moms that stay home with their children who nap or the sleep disturbances that will occur at night when the bulk of the flying takes place. Individuals that lose sleep perform lower on many things, including work, driving, and general health decreases. If you cannot see the long term effects that this will put on a community then the proposal should be reevaluated. Why isn't Mountain Home AFB not a contender? It seems much more logical than the Boise Airport/Gowen Field.

Sincerely
Elena Becker
Boise resident

1795 BO

1795 BO

-----Original Message-----

From: prvs=1413b6599e=kimberly.fornof@us.af.mil [mailto:prvs=1413b6599e=kimberly.fornof@us.af.mil] On Behalf Of FORNOF, KIMBERLY J GS-13 USAF AETC AETC/A7CPP
Sent: Wednesday, March 14, 2012 5:44 PM
To: Baxter, Rachel D.; Dischner, David M.
Subject: FW: F-35 DEIS Comments

-----Original Message-----

From: KEN PIDJEON [mailto:]
Sent: Wednesday, March 14, 2012 1:20 PM
To: AETC/A7P Workflow
Subject: F-35 DEIS Comments

Please find attached my comments concerning the F-35 Training Basing DEIS. NP-8

I wish them to be made part of the record.

Thank you.

Kenneth L Pidjeon

F – 35A Training Basing Draft Environmental Impact Statement Comments
Kenneth L Pidjeon
March 14, 2012

As first choice, I support basing the F – 35A training aircraft at Luke Air Force Base – the preferred alternative named in the DEIS. Luke is an active duty Air Force Base. Basing of the training aircraft there would make up for the loss of aircraft at that Base in recent years as per the DEIS.

GE-1

As a second choice, I support the basing the F – 35A training aircraft at Holloman Air Force Base. Holloman is an active duty Air Force Base. Basing of the training aircraft there would make up for the loss of aircraft at that Base in recent years as per DEIS.

I do not support the basing of any F – 35A training aircraft at Boise AGS (Gowen Field) for the following reasons:

GE-4

1) The DEIS addresses only positive impacts of the basing and fails to address any negative aspects, particularly property values, of basing F-35A aircraft at Boise AGS.

SO-13

2) The Table BO 3.12-2 indicates approximately 10,000 people in the Boise area would be affected by noise levels greater than 65 dB. This is more than 4 % of the population of Boise City based on 2010 Census numbers.

NO-11

3) The DEIS fails to address specific remediation measures for this population.

4) The DEIS fails to make any financial estimate of the negative impact a NSFRU designation would have on property values even though the DEIS itself says the effect could range from negligible to an approximate 40% decrease in property values based on the 65 dB criteria.

SO-13

5) Since current assessed values are available from the Ada County Assessor for the effected properties why did the DEIS not make: 1) an estimate of the total current assessed value of these properties; 2) an estimate of the decrease in property values using both of the methodologies noted in the DEIS?

6) “F-35A flight paths would be very close to West Junior High School. F-35A aircraft are expected to fly almost directly over West Junior High School, and noise levels would be high (approximately 98 dB) despite the relatively low engine power setting used for maneuvering in the traffic pattern.” Page BO-20, DEIS.

Based on the above statement, if F-35A aircraft fly directly over West Jr High would they not also fly directly over, or almost over, the Parkcrest subdivision (about 600 ft - 200 meters - to the northwest of West), Creekwood subdivision (approximately ½ mile - 800 meters - to the east of West and near ID No. 13), and Frank Church High School (approximately 900 ft - 300 meters - east of West)? The DEIS is silent about what effects that level of noise (approximately 98 dB), or a similar level of noise, would have on these schools and subdivisions plus the Professional Technical Education building (Vo Tech School) located approximately 750 ft (250 meters) to the northeast of West and the Boise School District Administration building approximately ¼ mile (400 meters) to the northeast of West. How does the Air Force plan to mitigate this noise issue in this area?

EJ-1

1795 BO

7) ID No 7 and 16 shown in tables on pages BO-26 and 27 and in text on page BO-28 are not correct. Both are schools in the Boise School District. 1 retired from the Boise School District. I know where schools are located. Point ID No. 7 shown on the NAIP imagery (pages BO-23 through BO-24) is West Jr. High (WJH) and is correct on the imagery. Point ID No. 16 shown on the NAIP imagery (pages BO-23 through BO-24) is Frank Church High School (FCHS) and is correct on the imagery. FCHS is listed as ID No. 7 in the tables on pages BO-26 and 27. WJH is listed as ID No. 16 in the tables on pages BO-26 and 27. In short, the ID Numbers (at a minimum) are flip flopped in the tables. Perhaps other information for those locations also has been flip flopped. Besides providing erroneous information to the public, what effect did this mislabeling have on the computation of any numbers, statistics, or other information in the DEIS? NO-51

8) Assignment of 72 F-35A aircraft to Boise AGS basically increases the number of aircraft assigned to Boise AGS four fold over current levels. The DEIS notes potential problems with air pollution, air traffic congestion, and noise as a result of stationing that many aircraft at Boise AGS. AQ-11AM-2
NO-1

9) “Operational increases resulting from any of the three scenarios would be within the *higher levels* (my emphasis) previously projected for this airport in the Airport Master Plan and Noise Compatibility Study.” Page BO-15, DEIS. Why do Treasure Valley (Boise) residents need to see an increase that is in the *higher levels* of aircraft operations at Boise Airport as a result of basing 72 F-35A aircraft at Boise AGS? DO-32

10) The annual increase in emissions from Scenario B3 would exceed the applicable CO general conformity *de minimis* threshold. Page BO-46, DEIS. Why do Treasure Valley (Boise) residents need to experience an increase in CO emissions as a result of basing 72 F-35A aircraft at Boise AGS? AQ-3

11) (Scenario B3) would increase annual NOX emissions within the Boise AGS airspace units by about 335 tons per year, which would exceed the NOX PSD threshold of 250 tons per year. Page BO-48, DEIS. Why do Treasure Valley (Boise) residents need to experience an increase in NOX emissions as a result of basing 72 F-35A aircraft at Boise AGS? AQ-10

12) Due to the presence of pristine Class I areas within the project region, F-35A emissions that occur within airspace units have the potential to impair visibility within these areas. Page BO-50, DEIS. Why do Treasure Valley (Boise) residents need to see a decrease in pristine Class I areas as a result of basing 72 F-35A aircraft at Boise AGS? AQ-10

General Comments

2006 NAIP Imagery was used on pages BO-23 through BO-24. 2009 NAIP Imagery has been available since at least the summer of 2010, if not earlier. Why was 2006 NAIP used instead of 2009 NAIP? NAIP 2009 Imagery was used on pages BO-35 through BO-37. If it could be used on those pages why could it not have been used on other pages? Using outdated NAIP Imagery presents a less than current picture of the effects of the noise contour lines. NO-51

The DEIS (page C-2) says “...the new Boise Air Terminal opened at its current location in 1939 on what was then undeveloped benchland *9 miles* (my emphasis) south of the city.” The FAA Nation Flight Data Center lists Boise Air Terminal / Gowen Field as being located *3 miles* (my emphasis) from downtown Boise. Boise Air Terminal / Gowen Field has been located in the same place since 1939. Please explain the discrepancy between the two mileage numbers. Which is correct? If the 9 mile figure is not correct what effect did this have on the computation of any numbers, statistics, or evaluation of cultural resource information? CU-6

Kenneth L. Pidjeon Page 2 of 2

1796 BO

From: [REDACTED]
 Sent: Monday, March 05, 2012 9:40 PM
 To: AETC/A7P Workflow
 Subject: Yes
 Importance: High

My father how served in the army and I was a peace officer both of us believe in bring the F35 to Boise.
GE-3

*Charles F Platt
 Barry E Platt*

F-35A Training Basing Environmental Impact Statement

1797 BO

From: Jesse Holmes [REDACTED]
Sent: Sunday, March 04, 2012 7:20 PM
To: AETC/A7P Workflow
Subject: We want the F-35!

I just wanted to say that Boise badly wants the F-35 to come to our town. We are proud of our local military and would be proud to have our community further support our country's defense!] GE-3

Jesse Holmes
[REDACTED]

1798 TU

From: Cathy Motley [REDACTED]
Sent: Monday, March 12, 2012 7:03 PM
To: AETC/A7P Workflow
Subject: We support the basing of F-35 aircraft at Tucson International Airport

My husband and I wholeheartedly support the basing of F-35 aircraft at TIA. We stand behind the proposed basing of F-35A Lightning II aircraft here and every time we hear the sound we will shout God Bless the USA.] GE-3

Bill and Cathy Motley
Vail, Arizona

1799 BO

From: [REDACTED]
Sent: Sunday, March 04, 2012 1:06 PM
To: AETC/A7P Workflow
Cc: [REDACTED]

Subject: We Oppose the F-35A Training Base at Gowen Field Idaho

March 1, 2012

Subject: **We Oppose the F-35A Training Base at Gowen Field Idaho**]GE-4

Good Day,

Based on the Air Force's Environmental Impact Statement, (EIS), 72 F-35A aircraft operating out of Boise would expose 6,958 acres of property to so much noise that the area would be designated by FAA regulations "Not Suitable For Residential Use".]SO-1

This affects over 10000 residents of the City of Boise and Ada County. It adversely affects our health,our quality of life and property values.]NO-11
]NO-6
]SO-1

My wife and I live in this area of impact and we believe that Gowan Field is not suitable for a training base due to the following:

- **Noise Pollution.** 10000 residents will be subjected to Noise in excess of 65 dB DNL. this creates a large area that according to the FAA is "Not suitable for Residential Use". This affects our health and our quality of life.]NO-11
]SO-1
]NO-6
]NO-36
- This could have a negative effect on nearby industries such as Micron Technology. If the increase in noise affects the quality of their products due to increased vibration, they could pull out of Boise.]SO-18
- The **Noise** level would affect the learning ability of students at Hillcrest and Owyhee elementary schools as well as West Junior High and Frank Church High school.]EJ-2
- **Noise** due to 1400 night training missions/year would affect the health of the 10000 people within the affected area by interrupting their sleep.]NO-3
- **Air Pollution.** The Boise valley already has borderline Air Quality. The addition of the large number of F-35A jets will have an adverse effect on our air quality, particularly for those adjacent to Gowen field. Also of concern would be the dumping of aviation fuel in the atmosphere.]AQ-1
]SA-9
- **Property values** for those close to the airport will go down, both for residential and commercial property, due to the increased Noise and air pollution.]SO-1

If Gowen Field was going to be an Air Force Base, residential and commercial development should have been Banned from the time that it was established in 1938. By allowing residential development and commercial operation so close to the airport, you limit your options without taking your neighbors into consideration.]GE-13

With Mtn Home Air Force base just 40 miles away and with all of the facilities they have as a full Air Force Base, why wouldn't this be the sight for both an operational and a training base?]GE-12

Thank you for the opportunity to respond,

David Crawforth
[REDACTED]

1800 TU

From: Gary Hunter [REDACTED]
Sent: Friday, March 02, 2012 4:38 PM
To: AETC/A7P Workflow
Subject: Volume II of F-35A Training Basing EIS

Mr. Martin,

Some time ago, I requested a printed copy of the Draft F-35A Training Basing EIS. I have received Volume I, but have not received Volume II.]NP-6

Included in the printed copy of Volume I is a CD that contains Volume II. However, while studying the complex and technical information of Volume II, I find that a printed version is necessary so I can highlight important points, write notes in the margins, and add tabs for my own reference.]NP-6

I'll appreciate your providing a printed copy of Volume II. As you know, the deadline for comments is less than two weeks away, so please ensure I receive the copy as quickly as possible.

My mailing address is:

Gary Hunter
[REDACTED]

I thank you for your assistance.

Gary Hunter

1801 BO

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

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

Comments by: Joel A. Price



Submitted by email and a duplicate copy by general mail on March 6, 2012

Comments:

As a U.S.A.F. veteran serving during the Viet Nam era, I support a community friendly and environmentally safe strategy for maintaining a response ready military. However, after reviewing your F-35A Training Basing Environmental Impact Statement, I respectfully submit my comments in opposition to the proposed basing of an F-35A Pilot Training Center (PTC) at the Boise Air Terminal Airport Air Guard Station.

GE-4

In your initial Purpose/Need Statement you emphasize that "F-35A war-fighting missions can only be accomplished by properly trained pilots and personnel with adequate base facilities, military airspace, and military ground ranges to support the training." Simply based on your initially stated purpose and need, I adamantly question your rationale for even considering the Boise Air Terminal Airport Air Guard Station as having "adequate base facilities" and "military airspace." Recognizing that we currently have the 190th Fighter Squadron (190 FS) operating and maintaining 18 Primary Aircraft Authorized (PAA) A-10 Thunderbolt II aircraft based at the Boise Air Terminal, this can in NO REASONABLE way be compared to your proposed selection of Boise, Idaho for operating and maintaining an F-35A (PTC). Our home is in the direct flight pattern of the A-10's. Their noise level and the volume of air traffic have been community friendly, contrary to the Federal Aviation Administration and U.S. Department of Defense report regarding the noise level of F-35A aircraft; identifying residential use as being incompatible with annual noise levels above 65dB DNL.

DO-32

NO-1

Additionally, your F-35A EIS confirms that over 10,000 residents from Maple Grove Street to the Columbia Village housing development, all within 5 miles of the airport will have their homes reclassified as "Not Suitable for Residential Use" once the proposed 72 F-35A's begin operations; flying a projected 14,000 sorties annually. 1,400 of these sorties have been reported to be with full afterburner and another 1,400 will be at night. Gauging from the heavily concentrated noise levels that we currently experience from occasional F-16/F-18 activities it is understandable why our homes would be declared "Not Suitable for Residential Use," once the F-35A (PTC) becomes operational.

SO-1

When we purchased our home 22 years ago, we did so with the full understanding that we were within the "general" flight pattern of commercial, private, and some limited military air traffic. With the exception of occasional F-16/F-18 flight operations, being within this noise contour has not imposed upon our rural-like quality of life. However, having an F-35A (PTC) based at the Boise Air Terminal Airport Air Guard Station would be significantly more intrusive. As retirees it will also pose a direct threat to our financial well-being by generating a significant devaluation of our property value.

1801 BO

Furthermore, the collective impact upon our immediate and surrounding communities would be devastating; schools, childcare centers, the obvious dangers of combining a commercial, private airport with a supersonic F-35A "training" facility, potential pilot error or mechanical malfunction, substantial property value devaluation, a disincentive for business/corporate office development, a disincentive for future housing development, degradation in recreational environments, poor air quality; the increased magnitude of daily flight activities in combination with winter weather inversions.

EJ-1
AM-2
SA-1
SO-1
LU-3
AQ-1

Whether it is an initial basing scenario of 24 aircraft or the final of three increments of 24; totaling 72 A-35A's, the USAF proposal to establish an F-35A (PTC) at the Boise Air Terminal Airport Air Guard Station is illogical, unscientific, extreme, and unjust to the "CITY" population of Boise, Idaho.

GE-1

Evaluating the obvious negative impacts to Boise as compared to the existing "AIR FORCE BASES "(Luke AFB/Holloman AFB); two of the four proposed A-35A training sites, it is evident that our community is completely incompatible with the U.S.A.F.'s defined A-35A training mission.

Thank you for this opportunity of public comment. Also, thank you for your much valued service.

Sincerely,
Joel A. and Susannah L. Price

1802 BO

From: Gary R [REDACTED]
Sent: Saturday, March 10, 2012 4:48 PM
To: AETC/A7P Workflow

I live in the sound zone of Gowen Field at Boise, Idaho. I am in favor of any type of aircraft that can be used at Gowen Field. Gowen Field is on property that has been an airfield since the 1940's. Aircraft noise can be expected and should be expected.] GE-3

Sent from my Samsung Replenish

1803 BO

From: [REDACTED]
Sent: Tuesday, March 06, 2012 4:51 PM
To: AETC/A7P Workflow
Subject: The F-35's

Dear Mr Martin.

I think it is a great idea to bring the F-35's to Gowen field Here in Boise. I know there are some that don't want them because they make some noise. But that noise to me is my protection of my freedom. My thoughts are, of the ones that don't want them here are unpatriotic. So BRING THEM ON. I live about 1 mile off the end of gowen's run way.] GE-3

Bob Currin

1804 TU

From: Robert Kane [REDACTED]
Sent: Monday, March 12, 2012 8:41 PM
To: AETC/A7P Workflow
Subject: Support for the F-35

Gentlemen,

Although some of the folks who live in the Tucson Starr Pass neighborhood are opposed to your program, I and many others are NOT. We welcome you if you plan to fly out of one of the nearby airports. First of all we believe it is the patriotic thing to do, to support the services that defend our country. Secondly, we believe that it would also be good for the Tucson economy, but that is not the prime motive for our support. We wish you the best of luck going forward.

GE-3

God Bless All Of You

R. A. Kane, ex-USCG

Sent from my iPad

1805 TU

From: [REDACTED]
Sent: Monday, March 12, 2012 9:43 PM
To: AETC/A7P Workflow
Cc: [REDACTED]
Subject: SUPPORT for F-35 coming to Tucson

I am sending this message to you in support of having the F-35 based in Tucson. We live in Starr Pass, which is pretty much under the approach path coming from the West. F-16s, commercial aircraft, A-10s, and an occasional C-130 aircraft come over or nearly over our house. I understand the F-35 will have somewhat noisier engines but I believe it is more important to have the economic impact of the F-35 here with a bit more noise than to not have the F-35 impact here. I am not an unbiased citizen in that I worked for the Air Force Research Laboratory and its predecessor labs for 30 years and have been around AF bases all my life (Dad was a WW II B-17 pilot and a career AF officer) and I firmly believe in maintaining a strong Air Force.

GE-3

Bottom line: I fully support the F-35 coming here and, as someone who lives more or less under the approach path and being very familiar with AF aircraft, I understand the probable "environmental impact" of the aircraft.

Regards

Harry and MarjorieTask
Starr Pass residents
Tucson, AZ

1806 BO

From: KEN PIDJEON [REDACTED]
Sent: Monday, March 05, 2012 1:44 AM
To: AETC/A7P Workflow
Subject: Request for Information - Boise, ID AGS DEIS

This is a request for an ESRI shapefile (or similar format) of the noise contour lines and the Boise Airport lines show on pages BO-22, 23, and 24 of the DEIS for Gowen Field AGS, Boise, Idaho. It is also a request for the supporting files to the shapefile.

I am also requesting, if available, an ESRI shapefile (or similar format) of the locations numbered 1 through 17 (Page BO-24) which are noted in Table BO 3.2-3. Noise Levels at Representative Noise-Sensitive Locations, Baseline Conditions and F-35A Beddown Scenarios (pages BO-26 & 27). If these locations are not available in a shapefile format please provide the geographic coordinates of these locations.

If possible, please email the information requested to the above email address.

If the files cannot be emailed please send them to: [REDACTED]

My telephone number is [REDACTED] if there are questions about this request.

Thank you.

Kenneth L Pidjeon

NP-23

1807 TU

From: Susan Banner [REDACTED]
Sent: Monday, March 12, 2012 3:15 PM
To: AETC/A7P Workflow
Subject: RE: F- 35 Draft EIS Tucson, Arizona

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

Dear Mr. Martin:

I attended several scoping meetings in the November, 2011 in Tucson plus the two Draft EIS meetings held recently (February 22 & 23, 2012) at the Holiday Inn on Palo Verde and the Jewish Community Center on E. River Rd. in Tucson. I have also read the pertinent (to our well being) parts of that enormous document.

It is clear that the EIS is not nearly ready. This document appears to be full of errors in estimating the potential noise level of this plane and the damage it could cause to a much broader area of Tucson than the one outlined. Many speakers attempted to explain this from personal experience with the current F-16's.

This is the only area in the Air Force's selection of potential air bases that sits on top of a major metropolitan area. It is unconscionable for you to even consider this as an appropriate site.

Tucson itself, its people, must in the final analysis, be the judges of how loud is going to be too loud for human habitation. When you are able to get one of these planes safely in the air, it surely must be possible at the speed capabilities they "supposedly" possess, to fly one here from Elgin or wherever they are available.

Luke Air Force Base and the people in that part of Arizona appear to be happy with the decision to base there. Placing more than one of these places in a state dependent on tourist dollars would be folly for everyone here in the end. We are happy that the Luke citizenry is happy so it must be clear to you now that Tucson is not the same situation. We are not happy. Thousands of us are not happy.

The current Draft itself states that "*Subsonic & supersonic aircraft noise would increase potentially reducing recreational user's environment and enjoyment of the natural setting.*" "*Noise associated with training activities would present a disproportionately high and adverse environmental impact on low-income populations in the vicinity of Tucson AGS.*" Surely this is contrary to NEPA regulations.

Although the draft suggests mitigation it does not suggest how it would be possible to sound proof all of the homes and surroundings in Tucson so that there is no negative impact.

Nothing is mentioned in the Draft about cumulative effects. No attempt is made to identify and analyze the impact of basing when added to already existing military activity. What about non-military aircraft activity, commercial activity, the buildings and employees and customers at Tucson International Airport?

There are no safety statistics for this plane; there is only supposition on the Air Force's part as to the risk. In a very few minutes online I counted more than 25 military plane "accidents" in 2011, many during training exercises. The night before the final meeting 7 marines died in a "training accident" near the Arizona border. Accidents occurring over unoccupied land or sea would be one sort of sorrow; accidents occurring in a heavily occupied city would be unforgivable if it happened even once.

I beg you to correct, amend, extend this EIS and in the end see how impossible it is to ever consider Tucson, AZ as a destination for this mission.

Respectfully,

Susan Banner
[REDACTED]

NO-2

GE-1

GE-2

SO-7

NP-27

NO-20

CM-2

SA-12

Final
 June 2012

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



1808 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: 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: Frank + Susan Billock

Organization/Affiliation: _____

Address:* _____

City, State, Zip Code: _____

Comments:

We live next to DMAFB. We like being next to an airbase. Frank served in the military, as did both of our fathers.

Frank works at the airport + likes the sound of freedom taking off and flying overhead. Aircraft noise has never bothered us.

We fully support F-35A aircraft coming to Tucson both to train to protect us in war, and to contribute to our economy.

BRING 'Em IN!!

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.

1809 BO

From: CJ Finis
 Sent: Monday, February 27, 2012 5:24 PM
 To: AETC/A7P Workflow
 Subject: Public Comment on Proposed F-35 Training Center

I am most decidedly against even the minimal proposal for 24 planes.] GE-4

First, the Boise City valley is uniquely unsuitable for such increased air pollution both in CO2 emissions (which the EIS doesn't address - though, as expected, are quite high) and particulate matter (which I question the low levels estimated in the EIS but in absence of raw data I can't comment further). We have too many low air quality days as it is to say nothing of the potential increase in inversions.

AQ-1

Studies following the 3-day airplane grounding post 9/11 demonstrate the high impact of flight traffic relative to both global dimming and global warming and that doesn't take into account the likelihood that on a per plane basis the impact of an F-35 would be greater. These objections alone are sufficient to reject this as an appropriate site for and F-35 training program and they don't even take into account the effects of a dramatic increase in ozone or the noise pollution (which if the previous week's F-16 are any indication are highly unacceptable - and we, presumably [according to EIS data], live in an area in which the nose should fall below 65db.

NO-1

In addition, while the EIS mentions bird/plane collisions it doesn't really address the overall impact (from noise, visibility reduction and pollutants) on the proximal area which is habitat for many birds of prey that will undoubtedly be adversely effected.

BI-3

An site more remote to a population area and where the pollutants would have a greater opportunity for wider dispersal, though not ideal, would be better than the accumulation in a populated valley location such as Boise.

GE-1

Thank you for the opportunity to comment but please, take your F-35s elsewhere.] GE-4

Sincerely,

Carla J Finis

Final
June 2012

1810 BO

From: Maya Rodriguez [REDACTED]
Sent: Monday, March 12, 2012 2:58 PM
To: AETC/A7P Workflow; [REDACTED] Jesse Holwell
Subject: Proposal
Attachments: luke-air-force-base-noise-study-0414.pdf

To Whom It May Concern:

In regards to the proposal for an F-35A Pilot Training Base at the Boise Airport/Gowen Field:

As a homeOWNER for the last 8 years in the Sunrise Rim Neighborhood, I have seen property values fall due to the economy alone. Introducing a pilot training base into the mix is disastrous for those of us who take pride in our neighborhood and our city. Making our neighborhood "NOT SUITABLE FOR RESIDENTIAL USE," would be a death sentence for some of us who have worked so hard to maintain a lifestyle and home, pay our bills on time, and take pride in the place we call HOME.] SO-1

I agree that this proposed project has caused us to be very concerned for our health, quality of life, property values, and long-term negative impact of the citizens of Boise.] NO-6 NO-36 SO-1

As a Registered Nurse, I feel that our health would be greatly, negatively affected with this proposal, not only due to noise pollution, but to air pollution, a great lack of sleep, for which is extremely important for overall health, and increased hearing loss. These health threats should not be taken lightly, as any physician would agree.] NO-6

I enjoy time not only in my home, but outside of my home as well. I enjoy the Boise area, and its parks, and to be able to find peace and serenity in the places I call home. It seems as though this type of enjoyment would not occur in the face of this proposal, which would inevitably cause me to move out of the area to a more suitable living environment. With the proposal, it seems my quality of life would greatly diminish, not only because of noise pollution, but once again, fear for my overall health, overall safety. The probability for an accident to occur increases greatly with this sort of operation. My quality of life would diminish, and as a young 32 year old, thinking about starting a family with my husband, it would be impossible to do here in my current home, if the Air Force training center was established.] NO-36 SA-1 NO-36

Overall, the domino effect would yield negative results for the citizens of Boise, especially those DIRECTLY affected by this proposal. I am very concerned for my health, overall well-being, mental, physical, emotional, and economical state if something of this caliber passes proposal. I can't imagine living here in my home or near by where such noise could affect my life. I would be forced to move out of Boise all together. We Love Our Home and City, please take note of all these negative impacts on the PEOPLE.] NO-6

I've attached a research article done on Luke AFB in California and the information can and should be taken into consideration.] SO-31

Miss Maya

Our greatest glory is not in never failing, but in rising up every time we fail.
- Ralph Waldo Emerson

1810 BO

AN EVALUATION OF THE POTENTIAL LOSS IN WEST VALLEY HOME VALUES FROM LOCATING F-35 AT LUKE AIR FORCE BASE

Timothy D. Hogan, Ph.D.

Luke Air Force Base has been a major pilot-training base for almost 70 years. When it began operations in 1941, the lands surrounding the base and/or under its flight paths were undeveloped desert or scantily-populated agricultural land far from populated areas. But with the rapid growth of the Phoenix Metropolitan Area in the post-World War II era, development has expanded into areas surrounding the base threatening the viability of its operations.

Since Luke AFB is perceived as a major contributor to the economies of the state of Arizona and the Phoenix area,¹ the state and the West Valley communities around Luke AFB have taken steps to regulate land use in the vicinity of the air base and its flight paths to minimize the safety and noise issues associated with its operations.

State laws and planning/zoning actions by local jurisdictions have preserved the viability of Luke AFB's current mission as the largest F-16 training base, and thereby allowed the continued flow of economic benefits from base operations. It should be recognized, however, that these land use restrictions also have negative economic effects that are concentrated on property owners, the business sector, and the local governments in the surrounding communities. More generally, these negative effects also impact the wider economy and partially offset the positive benefits of Luke AFB operations.

The U.S. Air Force is planning to begin replacing the F-16 with the new F-35 within the next few years and to phase out the F-16 over the next decade. Luke AFB is being considered as a site for an F-35 training base. If it becomes a training base for F-35 pilots, it is anticipated that the scale of training operations would largely remain the same. However, results of testing by both the Air Force and independent experts indicate that the noise levels of the F-35 are much higher than the F-16.

1810 BO

If aircraft noise associated with F-35 training operations is significantly higher than current noise levels in areas surrounding the base and its flight paths, the adverse effects resulting from base operations would also escalate. Focusing only on the economic effects, the higher noise levels would have negative effects on property values in the affected areas, and the existing land use plans would need to be modified to reflect the higher noise levels. Both of these would result in losses in property values and have adverse effects on the economies of the surrounding communities.

Measurements of Aircraft Noise Levels

Aside from safety issues associated with aircraft crashes and other types of accidents, noise is the largest burden placed on surrounding areas by the military operations at Luke AFB. Loud noises can be very annoying and, if at a high enough level and/or sufficient frequency, can cause health problems. But while most agree that excessive noise is bothersome, it is a subjective issue. Noises from different sources vary by intensity, duration, frequency, and time of day at which the noise occurs. How different people evaluate the level of annoyance and/or the disruption associated with particular types of noises can be affected by all these and many other factors. In an effort to take at least some of these factors into account, a number of alternative measures of noise level have been developed.

The decibel or dB is the most fundamental measure of noise level. It measures only the intensity or "loudness" of noise. It has largely been supplanted by the "A weighted" decibel or dBA, which accounts for the fact that humans do not hear high or low frequencies as well as middle frequency sounds. The "sound exposure level" or SEL is a noise measurement that accounts for both the intensity and the duration of a single noise event. In some instances, as for example comparisons of the relative noise levels of an F-16 versus an F-35, the noise levels are typically reported in terms of either dBAs or SELs.

1810 BO

Aircraft noise as it relates the noise levels around airports is usually defined in terms of a more complex measure, the day/night average sound level - denoted either as DNL or Ldn. This is a measure of total aircraft-generated noise averaged over a 24-hour period, with a penalty for nighttime noise. DNL measures are typically calculated from data collected from alternative locations surrounding an airport over a period of time. The latest published DNL data for Luke AFB was calculated by the Air Force from data collected in 2001.²

Conventionally these calculated DNL measures are represented in terms of DNL noise contours that show the areas surrounding an airport in which the DNL is equal to or higher than a particular value. Figure 1 shows a set of such contours for the area surrounding Luke AFB.³

The Federal Aviation Administration identifies a DNL level of 65 as the upper limit of acceptable aircraft-generated noise levels. The Environmental Protection Agency on the other hand defines the threshold level at 55+.

There are ongoing debates on the relative strengths/weaknesses of the alternate measures. But it is important to remember that all these metrics are alternative approaches to measuring the level of noise. They do not directly measure the level of annoyance caused by the noise. In particular, since noise levels around airports are usually described in terms of DNL noise contours, it should be noted that the DNL measure has been criticized for understating the practical effects of noise and its annoyance (FAA WebPages 1999).

Noise Levels and Current Land Use Restrictions

In Arizona, noise-based constraints on land use are regulated by state law and local zoning ordinances. State law requires disclosure to property owners/buyers that property is in the vicinity of a military airport with the potential for accidents and high noise levels. All political subdivisions in the vicinity of a military airport are required to

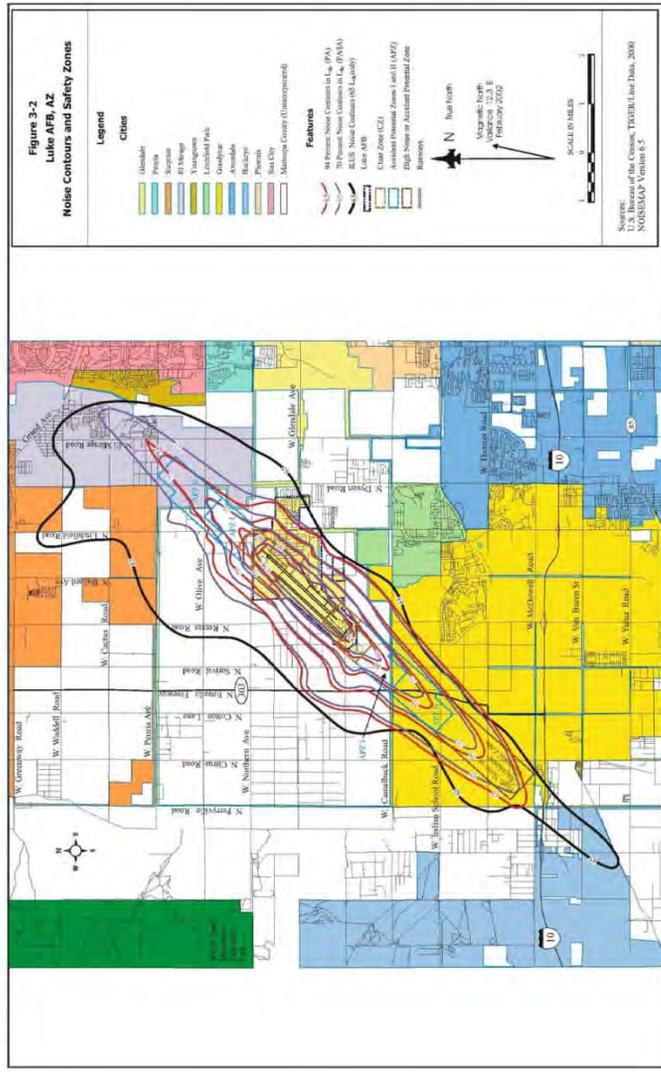


Figure 1: JLUS and AICUZ Noise Contours

adopt land use plans and enforce zoning regulations that assure development compatible with the high noise and accident potential associated with military airport operations. Land use compatibility requirements related to noise levels defined in terms of DNL-based noise contours are specified by state law. These land use constraints are based on the noise contours from the 1988 Joint Land Use Study (JLUS).

- Residential – DNL less than 65⁴
- Schools – DNL less than 65
- Commercial/retail trade – most less than DNL 80⁵
- Industrial – DNL less than 85⁵
- Government – DNL less than 80⁵
- Medical/cultural/non-profit organizations (inc. churches) – DNL less than 75⁵
- Parks/playgrounds/spectator sports – DNL less than 75
- Golf courses/water sports/riding stables – DNL less than 80⁵

The development potential of approximately 33,000 acres in the West Valley communities surrounding Luke AFB has been constrained by these regulations (Luke Forward Campaign 2009). Some incompatible development occurred before these restrictions took effect. A 2002 study compared existing land uses against the compatibility criteria established by state law. The majority of inconsistent uses were residential uses totaling 182 acres (Arizona Military Regional Compatibility Project 2003).

The Impact of Aircraft Noise on Property Values

The negative effect of airport/aircraft noise on property values is a well-researched/documented issue. There are dozens of published studies on the topic, all of which come to the conclusion that property under or nearby the flight corridors of airports experiences diminution in market value.

1810 BO

One of the most important studies was conducted for the Federal Aviation Administration in 1994. The results indicated a consistent negative impact of aircraft noise on residential property values. For the area surrounding the Los Angeles International Airport (LAX), in the case of moderately-priced homes, it found a 1.1 percent loss in market values per dBA above a “quiet threshold.” For the John F. Kennedy Airport (JFK) in New York, the loss in market value for moderately-priced homes was estimated at 0.5 percent per dBA. (Bell 2001).

Studies of the environs of LAX, Ontario, and John Wayne airports in southern California estimated the negative impact of values of single-family residences ranging from 15 to 43 percent – averaging a 27 percent loss in market value. The studies also included analysis of the impact on non-residential property and found significant negative effects on commercial space.⁶

A 2004 study that synthesized the results from 33 studies of airports in Canada and the United States over the 1969-1997 period estimated a range for the loss in residential property values of 0.5 to 0.7 percent per dB for levels up to 75 dB. The study indicated that the noise discount would be substantially higher for areas that are affected by noise levels higher than 75 dB (Nelson 2004). These statistics imply that the value of a moderately-priced home located within the 65 DNL noise contour would be about 9 percent lower than an equivalent home located in a neighborhood not affected by aircraft noise.

The analyses of the Southern California airports found more severe effects of aircraft noise on property values. The 1.1 percent loss in value per dB estimate from the LAX study would imply that the loss in value of a home within the 65 DNL contour would be almost twice as large at about 17 percent.⁷

1810 BO

Negative Economic Effects of Existing Noise Levels

Impact on Property Values

A substantial portion of land zoned for residential use in El Mirage, and some areas zoned for residential use in Surprise and Buckeye are located within the JLUS 65 DNL. The values of existing homes in these areas are substantially lower than they would otherwise because of their location in the vicinity of Luke AFB and subject to high levels of aircraft noise. Based upon the results of the studies cited above, estimates of the magnitude of lost value would range from 9 – 17 percent. In dollar terms, this would mean that the value of a home located within the 65 DNL noise contour otherwise valued at \$150,000 would be worth \$14,000 to \$26,000 less than an equivalent home without aircraft noise.

Impact on Potential Development

Most of the land area of the City of El Mirage lies within the JLUS 65 DNL land contour and is thus subject to these noise-based land use restrictions. The southwest corner of the city lies within the JLUS 75 DNL contour and is therefore subject to noise-attenuation requirements and additional constraints on some non-residential land uses. Similarly, most of the northwestern portion of Goodyear and some of the southeast portion of Surprise and the northeast portion of Buckeye lie within the JLUS 65 DNL land contour.

The noise-based land use restrictions limit the development potential of the property in these areas. If these restrictions were not in place, it is possible that these properties would have been developed for higher-valued uses – increasing the wealth of the property owners, the level of economic activity in the area, and government revenues. Even if the properties are not yet developed, potential for their development in the future (which does not now exist) would tend to increase their market value and property tax

1810 BO

revenues due to higher assessed values. Thus, the existence of these land use constraints depresses the market value of properties subject to the regulations.

Higher Noise Levels Associated with the F-35

Testing by both the Air Force and independent experts shows that the F-35 is much louder than the F-16 that currently flies out of Luke AFB.

Tests at Eglin AFB in Florida (the first base picked as a training site for F-35 pilots) compared the F-35 to the F-15, which it would replace at that base. Other testing shows that the level of noise produced by the F-15 is slightly louder than the F-16. The test results indicated that the noise level of an F-35 on take-off was 9 dB (SEL) louder – about twice as loud - compared with the F-15. The comparison is even worse on landings. During approach, noise from an F-35 was 19 dB higher – about 4 times as loud - than an F-15 (U.S. Air Force 2008).

Other tests reported in the Eglin AFB *Environmental Impact Statement* provide direct comparisons between the F-35 and the F-16 in terms of noise levels under the flight path at various altitudes. For example, at 1,000 ft. (an altitude typical for flight paths over EI Mirage) the noise level of the F-35 was 21 dB higher than that of the F-16 – about four times louder (U.S. Air Force 2008). Independent tests conducted at Eglin AFB in 2009 found noise levels on landing/approach for the F-35 to be 15-16 dB louder than the F-16 (U.S. Air Force 2008).

The size of the area surrounding Eglin AFB subject to high noise levels from the F-35 is also much larger than that associated with the F-15. Although the pattern of settlement around Eglin AFB is much different than Luke AFB, the test results for Eglin AFB indicated that the number of people exposed to sound levels of 75 dB or more would rise dramatically – from 142 to 2,174 (Rolfesen 2008). DNL noise contours plotted for the area surrounding Eglin AFB also expand drastically based upon the noise levels of the F-35 compared to those based on the mix of existing aircraft without the F-35. The

1810 BO

distance from the runway to the 65 DNL contour along the typical flight path grows from 4.8 miles to 8.4 miles and distances to the sides of the flight paths also greatly expand (U.S. Air Force 2008).

Impact of the F-35 on Luke AFB Noise Contours

As part of the 2003 *Luke AFB Air Installation Compatible Use Study*, an updated set of noise contours was prepared using 2001 flight data based upon changes in flight operations - the most important being a change in the predominant direction of departure so that 70 to 94 percent of departures would be to the southwest (U.S. Air Force 2003). These updated AICUZ noise contours generally are smaller than the 1988 JLUS contours and more accurately reflect noise levels produced by current F-16 operations. To the north and northeast of Luke AFB, the 65 DNL contour extends into four residential areas in EI Mirage. A recreational vehicle community is also within the contour. Churches and public schools lie within the 65 DNL contour. To the west, some small areas of residential development are located within the noise contours. To the south, the 65 DLN contour extends to the intersection of W McDowell Rd and N Perryville Rd. Impacted land areas are generally used for agricultural purposes, but some residential and commercial properties, plus part of the state correctional facility lie within the contour.

Because the 1988 JLUS noise are not based on the noise levels associated with current flight operations at Luke AFB, at the present time some areas where the actual noise levels from current operations are below the 65 DNL threshold are still within the JLUS 65 DNL noise contour. This may lead to an incorrect impression about the true intensity of noise levels measured at 65 DNL. This will no longer be the case with the F-35.

An official set of noise contours for the vicinity of Luke AFB based on F-35 noise levels has not been developed. However, an estimated 65 DNL noise contour map for F-35 operations has been prepared by Dr. Wayne Lundberg, an aircraft noise expert, and presented at the 2009 National Defense Industrial Association Conference. It shows

clearly that the area adversely affected by F-35 noise will be much larger than that based on existing noise levels. The 65 DNL contour for F-35 operations covers all of El Mirage and Youngtown, a large swath through the middle of Sun City, eastern portions of Surprise, a corner of Litchfield Park, and large portions of Goodyear, Buckeye, and some unincorporated areas of the County (Lundberg 2009). A copy of Lundberg's map is presented as Figure 2.

Negative Economic Effects of the F-35's Higher Noise Levels

Impacts on Property Values

Evidence from testing indicates that the noise levels associated with the F-35 compared with the F-16 are anywhere from about 10 to 20+ dB higher. Using the lower bound of an increase of 10 dB would imply a loss in value in the 6 - 11 percent range for homes in the areas affected by the higher noise levels, while a 20 dB increase would imply losses in value in the 12 - 22 percent range. Losses of these magnitudes would be equivalent to dollar losses of \$9,000 to \$33,000 for a \$150,000 home.

Because of the higher noise levels associated with the F-35, the area significantly impacted by aircraft noise will be much larger than was the case with the F-16, and more residential areas with many more homes will be affected. As described in the previous section, virtually all of El Mirage, Youngtown and substantial areas in Sun City, Surprise, Litchfield Park, Goodyear, Buckeye, and unincorporated Maricopa County will become subject to aircraft noise levels high enough to affect property values.

Thus, the higher noise levels would result in declines in the market value of residential properties of hundreds of millions of dollars in these West Valley communities. The case of El Mirage offers the clearest example, since virtually all of its residential areas would be covered by the F-35's 65 DNL noise contour. Residential property owners in that city alone could suffer overall losses in the \$200 million range, based on the mid-point of the percentage losses in market values cited above.⁸

Figure 2: Lundberg 65 DNL Noise Contour Map



Red: F-35 / Green: Current Operations

1810 BO

Impact on Potential Development

The current noise-based land use restrictions are based on the 1988 JLUS noise contours. The results from Eglin AFB imply that DNL noise contours for the vicinity of Luke AFB based on F-35 operations could well be larger than the JLUS contours. If this is the case, more areas will become subject to land use restrictions, and the development constraints on some properties may be strengthened.

These noise-based land use restrictions will limit the development potential of property in previously unaffected areas. If larger areas of the environs of Luke AFB become subject to noise-based land use restrictions, the negative impacts of these constraints on the wealth of area property owners, the economic vitality of the region, and government revenues will be even larger than the current situation.

END NOTES

1. The latest economic analysis of the economic impact of the base estimated that its operations contribute \$2.17 billion in overall economic activity and support 22,000 jobs in the Arizona economy (The Maquire Company 2008). While \$2.17 billion is an impressively large number, it should be noted that it represents less than 0.5% of total state economic activity.
2. The DNL measure does not provide a good indication of “single event” noise. For example, 50 noise events with a sound intensity of 98 dBA over a 24-hour period is equivalent to a 65 DNL. For this reason, how to interpret DNL values is controversial, and the measure is criticized for understating the effects of noise (Bell 2001).
3. The map depicts both the JLUS 65 contour on which the current land use constraints are based, and the updated AICUZ contours based on current F-16 operations.
4. Some very low density agriculture-related/rural residential is allowed in areas subject to DNL up to 79-84.

1810 BO

5. Indoor noise-reduction measures required in area subject to noise levels above 69 DNL.
6. From studies conducted by Randall Bell as cited in Bales (2002).
7. The estimate of a 9 percent loss in value is based upon the results from Nelson (2004) taking the mid-point of his estimated range of 0.5-0.7 percent loss per dB and assuming an increase in noise level of 15 dB. This figure is based on the difference between 50 and 65 dB. The LAX study found the noise level in neighborhood not subject to airport noise was about 50 dB.

$$(0.6 \text{ percent loss in value per dB}) \times (15 \text{ dB louder noise level}) = 9 \text{ percent loss}$$

Similarly, the estimate of a 17 percent loss in value was calculated using the 1.1 percent loss per dB figure from the LAX study and assumed the same 15 dB difference in noise level.

8. According to 2009 property tax records (Maricopa County Assessor 2009), full cash value of residential property (including both owner-occupied and rental properties) in El Mirage totaled more than \$1.4 billion. The mid-point of the estimated loss in market value from the studies cited would be 14 percent (the range was 6 to 22 percent), which would imply a decline in the total value of residential property of about \$200 million.

1810 BO

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1810 BO

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1811 BO

From: Barb Alm [REDACTED]
Sent: Sunday, March 11, 2012 5:05 PM
To: AETC/A7P Workflow
Subject: proposal to house F-35 fighter jets at Boise's Gowen field

Am sending this note to let you know that I am against having the fighter jets here in Boise. I object to the noise.] GE-4

Sincerely,
Barb Alm

[REDACTED]

1812 BO

From: William Clark [REDACTED]
Sent: Sunday, March 04, 2012 2:18 PM
To: AETC/A7P Workflow
Subject: Potential F35 Fighter Jet Deployment at Gowen Field

Dear Sir:

Concerning the potential F35 Fighter Jet Deployment at Gowen Field:

We live very near Gowen Field and we have no problem with the eventual F35 Fighter Jet Deployment there.] GE-3

We just wanted to let you know that as near neighbors to the area, we are in favor of the jet deployment here.

Thanks for your time and consideration.

Bill and Mary Clark

William H. Clark

[REDACTED]

1813 TU

From: mari broenen [REDACTED]
Sent: Sunday, March 04, 2012 6:36 PM
To: AETC/A7P Workflow
Subject: Opposition to the F-35 in Tucson

I am writing to express my very strong opposition to the Air Force bringing the F-35 to Tucson.] GE-4

I will do so by way of a story.

On a recent weekday morning I was leaving the Ross store as a young boy about 4-years old was walking up to the entrance with his mother as an F-16 was flying overhead. The noise from this jet was nearly intolerable. While the nearby adults looked up and cringed, the little boy clasped his hands over his ears and screamed, "Oh, Mommy, it hurts! It hurts! Make it stop!" All his mother could do was to quickly cup her hands over her son's hands and ears and rush him indoors.] NO-8

When the noise from the F-16s that currently fly in this highly populated area is already deafening, I can't help but ask: Why the louder F-35s should be allowed in Tucson? How can you justify bringing something so terrifying and dangerous to a metropolitan area? There are rural locations for the F-35 where it would not harm the people it is supposed to protect, why can't it go to one of those?] GE-1

Dr. Mari Broenen
[REDACTED]

1814 TU

From: Kathleen Williamson, Esq. [REDACTED]
Sent: Tuesday, March 06, 2012 6:14 PM
To: AETC/A7P Workflow
Subject: Opposition to Proposed F35 Pilot Training in Tucson and EIS letter to Martin and Fornof

Importance: High

Kathleen G. Williamson, J.D., LL.M., Ph.D.
[REDACTED]

March 6, 2012

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

Dear Mr. Martin and Ms. Fornof

RE: Tucson/ Proposed Pilot Training Center and Basing of F-35 Aircraft EIS.

This letter is to oppose the installation of F35s in the Tucson area and to oppose training pilots to fly F35s in this area.] GE-4

The Environmental Impact Statement (www.F-35ATrainingEIS.com) is flawed in critical ways. Importantly, the F35 has not been safety tested yet. Hence, any EIS claims about its safety for flying, especially for training new domestic or foreign pilots over a metropolitan densely populated such as Tucson, are wrong and recklessly premature. Furthermore, the cumulative effects of adding the F35 to our airspace in a town that already has more air and noise pollution from combined ground and military and commercial traffic than it can currently endure are not adequately accounted for in the EIS, thereby making the EIS critically incomplete and inaccurate. Further points in opposition include:] SA-12] CM-2

(1) ANG jets including OSB jets currently fly over midtown on arrival, when directed to by air traffic control, and otherwise. This fact is one that all who reside in the central city have observed and was admitted by ANG personnel during the Q & A prior to the public meeting at the JCC on Feb 23, 2012. The "noise contours" that surround the "flight path" in the DEIS does not include the actual flight path of the F35 and therefore is inaccurate. Additionally, the DEIS states that the F35 will need to transit to DMAFB to load weapons and to take depart. The DEIS states that the DM flight line, facilities and airspace will be used. This means that the flight path DMAFB currently uses for departures and arrivals over midtown of A10, C130 and the rest will be used by the F35 when needed. Once again the "noise contours" that surround the "flight path" in the DEIS also do not include the actual flight path and therefore is inaccurate. Both of these situations mean that the F35 will not fly exclusively along the flight path ANG claims but will be far more extensive and will invade the central city. As such regardless of the claims of the DEIS, the F35 (loaded with weapons or not) will fly over midtown and the central city, the most densely populated areas of Tucson.] DO-23] NO-35

1814 TU

Moreover, the DEIS does not address any of the environmental impacts associated with the actual flight path that the F35 will take over midtown and, as such, is totally deficient. The DEIS must be withdrawn or be supplemented with a new DEIS which fully assesses the environmental impacts of flying the F35 over the central city and redraw the flight path. Further the DEIS must reassess this together with the cumulative affect on the entire urban area of Tucson. DO-23
NP-13
CM-2

(2) Noises estimates for the F35 keep changing and are truly unknown. The DEIS noise estimates are based on speculation predicated on unreliable "modeling ". The DEIS does not disclose the methodology, raw data, or scientific bases for any of the estimates so that the public can engage their own experts to scrutinize the DEIS noise estimates. Moreover to the extent estimates are included, in addition to their speculative nature, they are diluted and intentionally minimized by averaging them over a 24 hour period. To avoid speculation and to allow residents to hear the F35 in real time a flyover is essential as Sen. McCain and former Rep. Gabrielle Giffords demanded. Further this plane has no safety record! NO-42
NO-7

(3) Concerning the significant issue of environmental justice and protection of children, the F35 will disproportionately expose low income and minority populations to noise in excess of 65dB DNL, which is noise that DOD and the FAA have classified as not compatible for residential use. Notably absent from the DEIS is any specific plan for mitigation. We live both indoors and outdoors and our properties encompass both. The DEIS is deficient in not unambiguously stating that nothing short of condemnation of all the properties under the actual flight path will truly mitigate the environmental impact of the F35. EJ-4

(4)The DEIS is required to conduct an assessment of the entire cumulative impact of the F35. This has not been done. Simply consider the facts that TIA's commercial business is scheduled to grow and DM's flight operations are expanding. The DEIS does not assess the cumulative impacts of these circumstances, the noise, air pollution, congested airspace, productivity losses of those who live under or adjacent to the flight path and alike. CM-2

(5) ANG does not have a track record of abiding by NEPA and thus it should not be regarded as having any credibility in claiming its fidelity to operating the F35 within the dictates of the law, along any flight path and consistent with the DEIS. ANG and DM commenced operating Operation Snowbird (OSB) in 1975 and an Environmental Assessment (EA) of OSB was conducted in 1978.Despite substantial and significant changes over time, specifically from 1988-1992, that dramatically changed the program and under law required a new EA or an EIS, DM and ANG ignored the law and refused to conduct any environmental assessment. It was not until 2008 when members of our community discovered this violation and pressed them to do so, DM and ANG commenced an EA the results of which have not yet been completed. NP-19

6) The EIS fails to adequately study levels of pollution from flight fumes and fuel which exist now, what would be added by the F35 program, and what the cumulative effects would be. This type of study needs to be conducted especially concerning the minority and lower income areas that would be most radically effected by overhead flights. AQ-1
EJ-4

7) Noise reduction programs are invalid. We live in Tucson for the climate; in order to have our time spent outdoors as well as to enjoy living with our windows and doors open for at least half of the days of each year. Furthermore, Mr. Huckleberry's (Pima County) representation that Pima County would contribute \$25 million toward noise reduction is invalid. That money does not exist. It is merely reckless puffery by an official and does not carry the democratic mandate or support of the local electorate of Pima County. NO-18

1814 TU

I have lived in Tucson since 1986 and have personally been harmed by the current and increasing levels of military flights that we endure as a result of the TIA ANG training programs for F16s and also by the DM Operation Snowbird and other programs. University classes and business activities are constantly being paused while we wait for military aircraft to fly overhead. We have already endured two fatal military crashes in the downtown/central area of the city. The majority of the people who live in the central Tucson area are adamantly opposed to any increases in danger, pollution, and noise levels, especially what the F35 would bring in terms of being 2-4x louder than the F16s. NO-8
SA-2
AQ-1
NO-1

**Please act responsibly for the American people.
Act responsibly. No F35s over Tucson.** GE-4

Respectfully,

Kathleen G. Williamson

Betty L. Bagley

1815 BO

Via Email: aetc.a7cp.inbox@us.af.mil

March 9, 2012

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

RE: United States Air Force Public Hearing Comment – F-35A Training Base, Boise, ID

I am a resident of the Hillcrest neighborhood near Gowen Field in Boise, Idaho, and I am opposed to basing F-35A aircraft at Gowen Field for the following reasons:

GE-4

The Primary functions of the Defense Department and Air Force are to protect and save our American quality of life and property values. Locating the F-35As at Gowen will defeat the first function by imposing extremely loud noise on the 10,119 residents in the vicinity of the flight patterns forcing them to change their lifestyle to withstand the noise. Further, the FAA declaration that 6958 acres in the vicinity will be declared "unfit for residential use" will disadvantage homeowners by making their homes hard to sell and decrease the assessed valuation on most of the taxing districts in Boise, Meridian and all of Ada County, requiring all of the taxpayers in those taxing districts to make up the tax shortage year after year.

NO-36

SO-1

I am strongly opposed to the potential noise impact on our community, and believe it is up to the Air Force to avoid disrupting our lifestyles and diminishing our property values and tax base by keeping the F-35As out of Gowen Field. There are better locations for the F-35As to be based that are not so disruptive to our way of life and property values and the Air Force should make use of those locations.

NO-36

SO-1

GE-1

Betty L. Bagley

Frederick R. Bagley

1816 BO

Via Email: aetc.a7cp.inbox@us.af.mil

March 9, 2012

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

RE: United States Air Force Public Hearing Comment – F-35A Training Base, Boise, ID

I write this as a WWII vet and strong supporter of our armed services, however, I am opposed to basing F-35A aircraft at Gowen Field in Boise, Idaho for the following reasons.

GE-4

The Primary functions of the Defense Department and Air Force are to protect and save our American quality of life and property values. Locating the F-35As at Gowen will defeat the first function by imposing extremely loud noise on the 10,119 residents in the vicinity of the flight patterns forcing them to change their lifestyle to withstand the noise. Further, the FAA declaration that 6958 acres in the vicinity will be declared "unfit for residential use" will disadvantage homeowners by making their homes hard to sell and decrease the assessed valuation on most of the taxing districts in Boise, Meridian and all of Ada County, requiring all of the taxpayers in those taxing districts to make up the tax shortage year after year.

NO-36

SO-1

I am strongly opposed to the potential noise impact on our community, and believe it is up to the Air Force to avoid disrupting our lifestyles and diminishing our property values and tax base by keeping the F-35As out of Gowen Field. There are better locations for the F-35As to be based that are not so disruptive to our way of life and property values and the Air Force should make use of those locations.

NO-36
SO-1

GE-1

Frederick R. Bagley

1817 TU

From: Jim Campbell [REDACTED]
Sent: Monday, March 12, 2012 10:53 PM
To: AETC/A7P Workflow
Subject: F-35 unqualified support

Please add me to the list of supporters of the F-35 in Tucson. Nothing like the sound of freedom in the air.] **GE-3**

Jim
.....
Jim Campbell
[REDACTED]

1818 TU

From: Dave Olsen [REDACTED]
Sent: Monday, March 12, 2012 11:58 PM
To: AETC/A7P Workflow
Subject: Tucson needs F-35

Southern Arizona has the ideal climate, land, airspace, ranges and facilities needed to train pilots in the F-35.] **GE-3**

Since 1956, the 162nd Fighter Wing has enjoyed unwavering community support in Tucson. Our Citizen Airmen have built a world premier fighter training unit. This vital mission is of tremendous value to national defense, the state of Arizona and the Southern Arizona community.

1819 BO

1820 TU

From: Betty & Dean Chatburn [REDACTED]
Sent: Tuesday, March 13, 2012 9:44 AM
To: AETC/A7P Workflow
Subject: F35 in Boise Idaho

From: Bill Bracco [REDACTED]
Sent: Tuesday, March 13, 2012 10:58 AM
To: AETC/A7P Workflow
Subject: Support for F.35

Gentlemen,
While I feel the training mission of the F35's in Idaho would be excellent for the economy of Idaho, I do not feel that these planes should be stationed in Boise, Idaho. Because of the topography of our valley, no matter which way these F35's take off it will affect every person in the valley with the noise they create at take off and landing.

GE-4
NO-38

We have been told there will be several take-off and landings each day, not just one, but several. My home lies directly under the flight pattern that the F35's would use on a daily basis; the noise level created by the afterburners would make my neighborhood totally unlivable. We would not be able to sell our house if even one F35 went over when a prospective buyer was looking at it.

SO-1

If you want to move the F35's to Idaho, wouldn't it make more sense to move them to Mountain Home Air Base rather than to basically create a new airbase within a cosmopolitan city? My vote, yes I want these planes in Idaho, but please use strategic planning and base them at Mountain Home.

GE-12

Thank you for your consideration of my comments.

Betty Chatburn
[REDACTED]

Southern Arizona has the ideal climate, land, airspace, ranges and facilities needed to train pilots in the F-35.

Since 1956, the 162nd Fighter Wing has enjoyed unwavering community support in Tucson. Our Citizen Airmen have built a world premier fighter training unit. This vital mission is of tremendous value to national defense, the state of Arizona and the Southern Arizona

GE-3

I fully support the F-35 in Tucson!

William M. Bracco, Jr.
MAJ, USAR
Retired

[REDACTED]

1821 BO

From: RICHARD SCHOONVELD [REDACTED]
Sent: Tuesday, March 13, 2012 11:18 AM
To: AETC/A7P Workflow
Subject: Regarding F-35s in Boise

I would like to give a face to the many young families that would be affected in Boise if the F-35s were to be based here. We lived next to Hill AFB for two years (2008-2010) and after that experience agreed that under no circumstances would we ever buy a home in such close proximity to a base, especially while raising young children. Now we are potentially facing the same issues after buying a home in currently family friendly Columbia Village, one of the more affordable neighborhoods in east Boise.

Our children would be awakened and screaming multiple times per night when night missions were conducted at Hill and the jets would buzz the house and cause the light fixtures to shake. When my children played at the park behind the house, I would run to cover their ears from the literally deafening noise. I have come to understand that the F-35 is even louder than the F-16s that we tried to shield our children from at Hill.] NO-1

We were fortunate in 2010 to be able to move back to my hometown of Boise and then to buy a home the summer of 2011. We have joked that after living by Hill AFB we can barely hear the commercial jets that occasionally fly over our new home. However, the threat of F-35s eventually flying over our home is no laughing matter. Unlike other prospective sites, "we," the neighborhood, were here first.

We purchased a house here in order to enjoy outdoor activities, send our children to wonderful Trailwind Elementary (located in a high decibel area should the F-35 come) and build equity in our home. All of these pursuits could be ruined by this foolish proposal. It would be difficult for us and the 10,000 homeowners with homes classified as "unsuitable for residential use" to recover our home values and build the equity necessary for our families to have a viable financial future. I am also appalled to speak to neighbors who are ill-informed, if at all, regarding this potential program that could affect so many of us.] SO-1

Please do not let this program find a home in Boise, ID, which currently enjoys an unparalleled quality of life.] GE-4

Sincerely,
Jamie Schoonveld
[REDACTED]

1822 TU

From: Marisa [REDACTED]
Sent: Tuesday, March 13, 2012 1:02 AM
To: AETC/A7P Workflow
Subject: Proposal to base F-35s in Tucson

To: David Martin, Air Force Contractor and Kim Fornof

The purpose of my email is to state my strong opposition to basing the F-35's at Tucson International Airport or Davis-Montham Air Force base in Tucson, AZ.] GE-4

Allowing these jets to be based in Tucson, a high density metropolitan area, would be devastating to my family and hundreds of thousands of other citizens in my community who live, work, and go to school near the flight path. The negative impact of noise pollution and emissions alone are intolerable in a highly populated region like Tucson. It would have an extreme negative impact on our health, quality of life, along with property values and it would be extremely unhealthy for our children. Many studies have shown the unhealthy effects of the noise alone.] NO-11
] NO-1
] AQ-1
] NO-6
] SO-1
] EJ-2

Even today, it is impossible to have a conversation in my yard - or at my son's nearby preschool - when F-15 jets fly overhead. In fact, my house shakes when they fly by, which during the winter and spring is as much as every 10 minutes! All the children can do is cover their ears and my baby cries because the noise is so startling.] NO-8

Please: ANY ECONOMIC GAIN DOES NOT COMPENSATE FOR THE HEALTH AND QUALITY OF LIFE OF THE CITIZENS OF TUCSON AND OF OUR CHILDREN!

In the strongest way, I oppose the basing of F-35's in Tucson.] GE-4

Thank you for your consideration of this very important matter.

Marisa Samuelson
[REDACTED]

Sent from my iPhone

1823 TU

From: Steve Johnston [REDACTED]
Sent: Monday, March 12, 2012 1:39 PM
To: AETC/A7P Workflow
Subject: No to stationing F-35 at Tucson

Steve Johnston
[REDACTED]

Friends,

I lived under the flight path of the A-10s for several years in the center of Tucson (6th Street and Tucson Blvd) and found the noise to be unbearable. We moved to the edge of the Tucson Mountains. Now, if the F-35s are stationed here, they will be louder miles away than the A-10s were a 1000 feet above us before. [NO-8] [NO-1]

Do not ruin the habitability of our valley by stationing these noise monsters in our midst. [GE-4]

Thank you for your attention.
Steve Johnston

1824 BO

From: Denzil [REDACTED]
Sent: Tuesday, March 13, 2012 1:11 AM
To: AETC/A7P Workflow
Subject: No To F-35's in Boise

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](#) Tel. [210-652-1961](#)

I would like to state my family's opposition to having 72 f-35's based here at the Boise airport. We live directly in the path of the west side airport runway approach. [GE-4]

I am all for supporting the military, but the Boise airport is not the right place for so many fighter jets with all of the surrounding neighborhoods that would be found in the path of the noise pollution. The high number of the jets and the number of flights they would be flying both day and night are simply not compatible with having so many schools and neighborhoods in close proximity. It would significantly decrease the value of the homes in the surrounding neighborhoods. [NO-37] [SO-1]

If the F-35's could only take off and land from the east end of the runways, it may not be as bad, but my understanding is that that would not be the case. [NO-29]

Please consider other locations that are better suited for these flights. [GE-1]

Sincerely,

Denzil Rogers
Concerned Boise Resident

1825 LU

From: Charla Henney [REDACTED]
Sent: Friday, March 02, 2012 11:45 AM
To: AETC/A7P Workflow
Subject: Noise level of F35

I was glad to see an email address posted in the newspaper. I've been concerned for years about the noise level from jets flying over my neighborhood, but I haven't been able to find anyone to write to.

I live in a small neighborhood (200 or so acres) south of Charleston Bridge. The noise levels from the current jets are unacceptable. If I'm indoors it's not too bad, except when they are flying night missions. I tend to go to bed early, but when the jets are flying after dark, there's no point in going to bed until they're done. Even inside the house, with earplugs, they keep waking me up.

NO-8

When I'm outdoors working in the yard or hiking, if the jets are just flying over, the noise isn't too bad. It's no worse than living a few miles from an airport. Sometimes the jets do something with their engines that makes them MUCH louder. I don't know what it is, since I am not a pilot. When they make their engines loud, I can't carry on a conversation for several minutes after they've flown over. I can see them in the air, 10+ miles away, over the fort, and still can't be heard over their noise. Sometimes they fly too low, and all the windows in the house rattle with the noise of their passing.

I don't understand how you can claim that the much louder F35 jets won't affect people in housing on post. They'll affect me, and I live miles from post. The noise level from the current jets is already unacceptable. I would hate to have an F35 roaring over my house.

NO-1

Charla Henney
[REDACTED]

1826 TU

From: Michael Ames [REDACTED]
Sent: Monday, March 12, 2012 6:17 PM
To: AETC/A7P Workflow
Subject: noise from airplanes

We have far too much noise from airplanes in Tucson as it is. We don't need more.] GE-4

Michael Ames
[REDACTED]

1827 XX

From: Patricia Arida [REDACTED]
Sent: Monday, March 12, 2012 11:14 PM
To: AETC/A7P Workflow
Subject: Military

I greatly support all military positions!!! Patty Arida. [REDACTED] GE-3

1828 TU

From: [REDACTED]
Sent: Sunday, March 04, 2012 7:37 PM
To: AETC/A7P Workflow
Subject: No F-35's in Tucson

Good afternoon,

My Sunday prayers today include a plea to keep F-35's out of Tucson. [REDACTED] GE-4

These noisy instruments of death contribute to decreased quality of life on many levels. Money would be better invested in social programs that train our young to grow gardens, install windmills and/or solar panels, repair bicycles, mentor kids, or a myriad of other life-affirming endeavors. For a world your grandchildren would like to inherit, choose to create corn, beans and squash, instead of drones, bombs and guns. [REDACTED] GE-13

Peace is cheaper, healthier, more fun, and more sustainable than ever-escalating warfare.

No F-35's, please. It sours society in way too many ways, internally as well as externally. [REDACTED] GE-4

Thank you,
Mary DeCamp, MA
Retired Instructor
[REDACTED]

1829 TU



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

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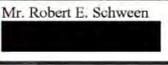
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David Martin, Air Force Contractor, and Kim Fornof
HQ AETC/A7CPP
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Fax: 210-652-5649
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Name: _____

Organization/Affiliation: _____

Address:*  Mr. Robert E. Schween  _____

City, State, Zip Code: _____

Comments:

We love the AF and the F-35. Noise pollution is a joke.

Outlaw Harleys and we'd have a much quieter life.

This is another instance of the EPA wasting taxpayer money on marginal or non-issues.

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.

1830 BO

From: Larry Zitelli 
Sent: Friday, March 09, 2012 8:30 PM
To: AETC/A7P Workflow
Subject: Boise and f 35a's

I live near the airport in Boise and have for 25 years, long before there was a reason to think my house and property could be become not suitable for residential use. Imagine that happening to you and all your family and friends. Other bases and forts near large population bases have equipment and supplies and people and carry out the armed forces business without making sure a horrendous impact on the quality of life of the residents who love where they live and never could imagine their precious possessions being not fit for residential use. How does the possibility of this even happen when there are bases that are not near large populations that could take these noise jets. I am not non anti military by any means. I am just thinking the wise thing is to put these jets AWAY FROM A LARGE POPULATION AREA. That way you do not make people anti military, you protect peoples' quality of life, and the noise doesn't do much to harm sage brush, desert terrain and wild animals

Sally Zitelli


Sent from my iPad

SO-1
GE-1

Final
June 2012

GE-3

1831 BO

From: [Redacted]
Sent: Tuesday, March 13, 2012 10:11 AM
To: AETC/A7P Workflow
Cc: [Redacted]
Subject: Boise EIS Comment

Bill Heyer
[Redacted]
[Redacted]

Comments:

Hello, I am writing this comment form to oppose the use of F-35 aircraft at the Boise Airport.

GE-4

1. I am very concerned with the noise level of these aircraft. The Boise Airport is close to residential areas as well as our Elementary School (Owyhee Elementary). I have serious concerns that the noise of these aircraft will create a strong negative impact on the quality of life for me as well as my children.

NO-36

2. Early in the F-35 process I received a postcard to sign and return in support of the F-35 for our community. It only cited job creation and benefits of the project and did not mention the negative impact on environmental quality. I did sign and return this postcard, however **now that I am aware of the environmental impact I would like to rescind my support.**

GE-4

Thank you,
Bill Heyer
[Redacted]

1832 TU

From: Frank and Selma Frey [Redacted]
Sent: Monday, March 12, 2012 10:56 PM
To: AETC/A7P Workflow
Subject: The F-35 and Tucson

To Whom etc.

This citizen of Tucson would be thrilled to have the F-35 at TIA. GE-3

Frank W. Frey
[Redacted]

1833 BO

From: [REDACTED]
Sent: Wednesday, March 07, 2012 11:11 PM
To: AETC/A7P Workflow
Subject: No to F35A in Boise

The F35A which is being considered to land and take off will be too loud for the surrounding air space. You see I live in that air space and am frequently disgruntled by the failure of airport leaders to provide oversight on training planes that land and take off leaving the windows in my house sounding like they are going to break. The F35A is even louder and does not belong here flying over schools, public homes, or the like. If the government/military wants to do this then they need to purchase the homes impacted by what they already have added on the military airstrip to later be owned by the city.

NO-1
NO-8
NO-37
SO-3

Expand Mountain home where it is already a military zone and keep commercial planes on our runways. The value of our home has already DROPPED to an all time low. Please let us continue to enjoy the American dream. Gowan Field is the wrong choice unless you plan to purchase all the homes on the bluff which experience more than we already should be. We had no input when the new military landing strip came...it was a done deal for the city. Give us a voice or buy our property at a fair replacement price!

GE-12
SO-3

Jackie Bonn

[REDACTED]

1834 BO

From: Patricia E Chitty [REDACTED]
Sent: Sunday, March 04, 2012 4:59 PM
To: AETC/A7P Workflow
Subject: F-35's

I would like to comment on the possibility of the F35's coming here. I live in Boise on [REDACTED] in Lakewood. We could hear the planes clearly every time they started up. It was especially bad at night. We retire early as we are in our seventies. We ended up closing the window in the bedroom and we could still hear clearly. We have never had this problem. Once in awhile a small plane will fly a little low but it is a rarity and this kind of noise was not involved. We do not have the best hearing in the world. Pity the people who do.

NO-8

I am still astounded that you would even consider this for a heavily populated area. It is not fair to the people who live here and it is certainly a blight on the environment which this State already ignores. This State can find some other acceptable way to lure jobs and money. Take the planes someplace where the noise, pollution and hazardous materials will not affect a large population. There are such places. I cannot understand why you would even consider a place so near a city. You would not do it anywhere where the Congressmen and women had clout and used good sense. Unfortunately ours do not. Still, the Air Force should be able to figure this out on its own.

DO-32
GE-1
DO-32

In summary: Please do not bring those planes to Boise. You will only end up with complaints and hostility. Patricia E. Chitty Boise, Idaho

GE-4

Pat

1835 BO

From: [Redacted]
Sent: Friday, March 02, 2012 9:35 PM
To: AETC/A7P Workflow
Subject: 1/2

I live within the sound range of Gowen field in Boise, ID, and I am firmly in favor of any type of aircraft for Gowen.
If people

GE-3

From: [Redacted]
Sent: Friday, March 02, 2012 9:35 PM
To: AETC/A7P Workflow
Subject: 2/2

buy property near any airfield noise is expected. Gary Roberts, Boise ID

1836 BO

From: Sue Soper [Redacted]
Sent: Sunday, March 11, 2012 2:55 PM
To: AETC/A7P Workflow
Subject: Gowen Field and fighter jets

Hello!
Wednesday, March 7, 2012, I attended a meeting here in Boise, Idaho that was organized by Senator Elliot Werk. At the meeting were three gentlemen representing the Air Force. There were a number of other people present who had more invested in the "yea or nay" of the location of the fighter jets. I just listened.

GE-3

Although I own and occupy a house near the Boise Airport / Gowen Field, I am in favor of having the jets located here for training. It is human nature to always want to have and enjoy only the benefits of life, but unfortunately, there are negatives to life, too. It seems that the objectors want to have the amenities of a free country, including freedom from noise, diesel fumes, inexperienced pilots, etc., but they don't want to go live in the Gobi Desert, where those absences can be found. The objectors may also be getting themselves all riled up for nothing - they may have too much time on their hands.

Bring the F-35A Training Center to Boise. I have a house I can sell an airforce family!
Susan

1837 TU

From: Freeman, Jonathan [REDACTED]
Sent: Tuesday, March 13, 2012 11:41 AM
To: AETC/A7P Workflow
Subject: In support of F-35 training at Tucson

Dear Sirs,
I am writing to register my strong support for the potential F-35 training mission.
I believe that the F-35 group would find Tucson an excellent site to accomplish their tasks.
The climate is superb. The land and airspace are plentiful as well as the existing ranges and facilities.
In addition, I personally would love to see the F-35 in the Tucson skies – a striking and beautiful example of our country's power and military might.

GE-3

Jonathan Freeman
Tucson, AZ
[REDACTED]

1838 BO

From: svonflue [REDACTED]
Sent: Tuesday, March 13, 2012 2:17 PM
To: AETC/A7P Workflow
Subject: Jets

I am a high income treasure valley resident. I will consider moving if they bring the jets here. They need to go to a low population area.

GE-1

Sent from my iPhone

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



1839 LU

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Name: Mark and Sheryll Schuster

Organization/Affiliation: Goodyear, AZ resident

Address*: [Redacted]

City, State, Zip Code: [Redacted]

Comments: We live in Goodyear, AZ approximately 3 miles south of Luke AFB. We are very much in support of our Air Force neighbors and hereby endorse the continuation of flight training at Luke AFB for the F-35A.

GE-3

Mark Schuster

4-5-12

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.

1840 TU

From: Thomas Costaras [Redacted]
 Sent: Monday, March 12, 2012 7:26 PM
 To: AETC/A7P Workflow
 Subject: Bring The F-35 To Tucson

Dear Sir or Madam,

I wholeheartedly support the Air Force's F-35 fighter plane for our Tucson community.

- 1. The plane will maintain and possibly create needed jobs in our community
- 2. The plane will keep our Nation strong well into the future and will provide Tucson with the pride that it has held for the Air Force for the past 70 years.
- 3. The plane has proven that it is safe.
- 4. Air Base strategy will keep the plane's noise to a minimum, as it has performed in the past, with no additional adverse pollutants released to the surrounding air.

GE-3

Please bring the F-35 to Tucson where it can be appreciated with honor.

Respectfully,

Thomas Costaras

[Redacted Signature]

1841 BO

From: [REDACTED]
Sent: Tuesday, March 13, 2012 3:10 PM
To: AETC/A7P Workflow
Subject: Opposition to F35 in Boise, ID

I am unwilling to agree to stationing any F35 aircraft in Boise, and will passionately work to insure that F35 noise pollution does not ruin what's left of our quality of life.

GE-4
NO-36

Brian Moore

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



1842 TU

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Name: John Fina
Organization/Affiliation: Republican
Address:* [REDACTED]
City, State, Zip Code: [REDACTED]

Comments: AIR FORCE BASES ARE FIGHTING TO GET OPPORTUNITY
SUCH AS THIS. WE SHOULD BE ALSO. THERE
IS NO QUESTION TUCCIN NEEDS AND WILL
BENEFIT ECONOMICALLY FROM THIS !!
WE WOULD BE FOOLS NOT TO EMBRACE
THIS OPPORTUNITY FOR ECONOMIC SUSTENANCE.

GE-3

Please print - Additional space is provided on the back.
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Final
June 2012

United States Air Force
Public Hearing Comment Form
F-35A Training Basing
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1843 TU

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Name: M. Diaz
 Organization/Affiliation: _____
 Address:* _____
 City, State, Zip Code: _____
 Comments: _____

I AM IN FULL SUPPORT FOR THE F-35 TRAINING HERE IN TUCSON AND THINK THAT AS CITIZENS, WE ALL SHOULD BE PROND TO ASST THE DEVELOPMENT OF OUR MILITARY DEFENSES ON A LOCAL AND NATIONAL LEVEL. IN ADDITION TO THAT, THE ~~LEAVE~~ ~~CASH FLOW~~ COMING INTO THE CITY BY THE APPROVAL OF THIS PROGRAM WOULD BE A WELCOMED BOOST TO THE LOCAL ECONOMY, ESPECIALLY DURING THESE CHALLENGING TIMES. AS A FATHER OF TWO SERVICEMEN, I BELIEVE IT'S CRUCIAL THAT THESE BRAVE MEN AND WOMEN REALIZE THAT WE SUPPORT THEM IN EVERY POSSIBLE WAY! IT'S A BENEFIT TO ALL OF US AND IT MAKES AMERICA WHAT IT IS TODAY!

GE-3

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1844 TU

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Name: cris lundin
 Organization/Affiliation: _____
 Address:* _____
 City, State, Zip Code: _____
 Comments: _____

I think Tucson is a great place to host F-35A training. Having jets fly over Tucson daily is something that makes Tucson unique and I enjoy watching them fly by. A little bit of noise is a small price to pay to ensure the freedom of this country.

GE-3

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1845 TU

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Name: Danny Roth
Organization/Affiliation: _____
Address:* _____
City, State, Zip Code: _____

Comments: I am in support to bring F35 to Tucson. I have no reservations of any noise issues. This is a great opportunity for Tucson.

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.

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



1846 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: Cari Passmore
Organization/Affiliation: _____
Address:* _____
City, State, Zip Code: _____

Comments: I support the draft EIS. I am not concerned about the noise or environment. Please bring the F-35A to TUGSDI, AZ.

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.

Final
June 2012

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



1847 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.
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Name: Mary Steele

Organization/Affiliation: _____

Address: * _____

City, State, Zip Code: _____

Comments: Our family fully supports the Air National Guard facility to become the training base for the F-35A pilots. The economic gains far eclipse any of the perceived problems, including increase of noise activity in and around Tucson. Our area and weather makes this the perfect place to make this their training base and we are hopeful that we will be successful in becoming the new home base for training these pilots.

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.

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



1848 TU

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- 2) Provide oral comments to the court reporter during the open house session or public hearing.
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David Martin, Air Force Contractor, and Kim Fornof
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Name: Shifali Zimmer

Organization/Affiliation: Military Spouse

Address: * _____

City, State, Zip Code: _____

Comments: I am in full support of the F-35. We have the finest pilots in the world and the most dedicated base in the country. I am not concerned with the noise or environmental issues. I am proud to see jets in the air. Those jets mean security, freedom, pride, and respect - I am proud to be an American and proud to be an Air Force wife.

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.

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



1849 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
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Fax: 210-652-6649
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Name: MIKE BERNSTEIN
Organization/Affiliation: FRIEND OF MILITARY MEMBERS
Address:* [REDACTED]
City, State, Zip Code: [REDACTED]

Comments: I HAVE NO CONCERNS FOR ANY NEGATIVE CONSEQUENCES OF ENVIRONMENTAL OR NOISE RELATED ISSUES. I THINK AND STRONGLY BELIEVE THIS WILL BE A HEALTHY POSITIVE ADDITION TO THE LOCAL ECONOMY AND MORAL.

GE-3

02/21/12

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.

1850 BO

From: Thane Barrett [REDACTED]
Sent: Tuesday, March 13, 2012 3:33 PM
To: AETC/A7P Workflow
Subject: Comment on F35 Joint Strike Fighter

Hello,

I would like to share my comments on the proposal of stationing the new F35's in the Boise area. I am totally in favor it for these reasons:

- 1) It could help the local economy by providing jobs, sales at local stores and other trickle down economic benefits.
- 2) It would give the Boise area a higher profile in the nation.
- 3) It would remind us of the US Military, Freedom, those soldiers serving our country, etc.

GE-3

For those opposed to the potential noise, I would like them to be reminded of the peace we enjoy while our soldiers are serving in much less peaceful places and sacrificing for us so that we can still enjoy peace in the USA.

Regards,

Thane Barrett
Boise Resident

[REDACTED]

Final
June 2012

1851 TU

From: BARBARA ALVA [REDACTED]
Sent: Tuesday, March 13, 2012 10:28 AM
To: AETC/A7P Workflow
Subject: Bring the F-35 to Tucson!

To whom it may concern,

I am a long time resident of Tucson, a nurse at the University of Arizona Medical Center, a wife and Mom. I want to voice my support of the F-35. I hope it comes to Tucson.] GE-3

Thank you so much,

Barbara Alva Mayer

1852 BO

From: Stites, Kathy [REDACTED]
Sent: Tuesday, March 13, 2012 10:46 AM
To: AETC/A7P Workflow
Subject: Boise EIS Comment

Comments:

I am concerned with the noise level of the F-35 aircraft. The Boise Airport is too close to residential areas] NO-37 well as Owyhee Elementary School. I have serious concerns that the noise of these aircraft will have a] NO-36 negative impact on the quality of life for Boiseans.

One major question that has not been answered in any of these meetings with Air Force is, "Why can't these be tested at this location before making a decision to place them here?". It seems the most logical. Allegations and assumptions are being made on both sides of the issue. Why not put them to rest with a test? The question begs to be asked and answered, yet no response is available. The refusal to respond only fuels the opposition's stance.] GE-2

If the Air Force's own report indicates that some residential areas would then be determined to be "Not Suitable", what is left to ask? How will the Air Force deal with all of these displaced homeowners? What about the school and businesses in the area?] SO-3

The proponents argue that there will be an increase in jobs. To what end? An additional Burger King worker to handle the lunch rush? Do these types of jobs qualify the loss of homes and displaced families and businesses? The high tech, higher paying jobs will be absorbed by the Air Force's personnel, not Boiseans.] SO-21

Until a suitable test will conclude that the impact to the area is not significant, the decision to place the training base in Boise is wrong.] GE-4

Sincerely,
Kathy Stites

[REDACTED]

1853 TU

From: [REDACTED]
Sent: Monday, March 12, 2012 7:37 PM
To: AETC/A7P Workflow
Subject: opposition to F-35 in Tucson, Arizona

To: David Martin, Air Force Contractor and Kim Fornof.

The purpose of my correspondence is to state my opposition to basing the F-35's at Tucson International Airport or David Montham Air Force base in Tucson, AZ. Having these crafts in particular would be devastating to us and hundreds of thousands of other citizens who live, work and go to school near the flight path. The negative impact of noise pollution and emissions alone are intolerable in a highly populated region like Tucson. It would have an extreme negative impact on our health, quality of life along with property values and it would be extremely unhealthy for our children. Many studies have shown the unhealthy effects of the noise alone. Even today, it is impossible to have a conversation and our children cry and cover their ears when F-15 fly overhead. THE ECONOMIC IMPACT DOES NOT COMPENSATE FOR THE HEALTH AND QUALITY OF LIFE OF THE CITIZENS OF TUCSON AND OUR CHILDREN!!!

GE-4
NO-37
AQ-1
NO-6
NO-36
SO-1
EJ-2
NO-8

In the strongest way, I oppose the basing of F-35's in Tucson. GE-4

Martin Samuelson
[REDACTED]

1854 BO

From: linda caufield [REDACTED]
Sent: Tuesday, March 06, 2012 8:07 PM
To: AETC/A7P Workflow
Subject: NO F-35's in BOISE Please!

Mr. Martin and Kim Fornof:

Hello My Elected Representatives:

With just days to go before a crucial decision is made on the future of this city as we know it, I implore you to reject the notion of bringing the F-35's to my fair city. This issue has gotten way too little in the way of publicity or opportunities for public discussion. I would ask that you take all necessary steps to make the citizens aware of the very serious impact of the F-35's, including a few "demo days" - I challenge you to bring a fleet of F-35's to town for a week and let us listen first hand to what we're signing up for! We can talk about decibel levels and listen to audios/videos, but, in all fairness, I don't believe it's too much to ask for a sample of the real deal when so much is at stake. I'm convinced that just because folks who read about the F-35's in the paper or listen to the news stories about them on TV or radio, or those that never heard of F-35's before, and don't go to the trouble to protest, would do a double take and get interested very quickly once they actually had the experience of hearing a few fly over. Let us decide based on REAL noise, the truth!

GE-4
NP-14
GE-2

I'm not going to address the military implications of the F-35. I know there are other turn-key sites available that do not turn a city like Boise into a flight training center. My concern is for my city. I'm love and appreciate my city and the quality of life that I and all citizens enjoy here. I know, as I'm sure you do, that we can't have it both ways -you cannot DESTROY the quality of life in Boise AND also HAVE the quality of life we enjoy.

GE-1
NO-36

Thank you-
Linda Caufield

[REDACTED]

Linda

1855 BO

From: Karena Youtz [REDACTED]
Sent: Tuesday, March 13, 2012 2:43 PM
To: AETC/A7P Workflow
Subject: No F-35s in Boise Idaho

Dear US Air Force,

Please fulfill the F-35 mission someplace other than Boise, Idaho. [REDACTED] **GE-1**

The noise and shaking of houses will dramatically lower property values of homes in the south of town. All have already lost a dramatic amount of value due to the housing bubble. Please do not reduce property values further. **SO-1**

The job of the Air Force can be accomplished without diminishing the value of homes in Boise, Idaho. [REDACTED]

Thank you,

Karena Youtz
Boise, ID

1856 BO

From: John Harkin [REDACTED]
Sent: Tuesday, March 13, 2012 12:10 PM
To: AETC/A7P Workflow
Subject: Opposed to F-35 Training Base in Boise, Idaho

Hello Mr. David Martin and Air Force,

We as a family are opposed to the F-35 Air Force in Boise, ID. We are the 3rd most populous metropolitan area in the North West. This training base will destroy our property values due to noise in the valley. In addition our kids schools will be located in the NSFRU area making that an even larger cost to this learning of our kids. We live just over head the Military Approach so our impact will be greater than most of the people in the surrounding area. See image below with the location of our house. **GE-4**
SO-1
EJ-2

Copied from the TACAN approach to runway 10



In the study, the practice approaches were not mentioned and this poses a larger area where we will be disrupted than what was reported putting our home and schools in the NSFRU. The disruption of our living is huge. In addition we have an Air Force Base just 30 minutes to our east designed just for this purpose. Please don't continue to entertain Boise as a training base for these aircraft. **DO-23**
GE-12
GE-4
Sincerely, John Harkin and Family
Address: [REDACTED]

1857 TU

From: Deana Pos [REDACTED]
Sent: Monday, March 12, 2012 10:37 PM
To: AETC/A7P Workflow
Subject: National Guard in Tucson as a candidate for F-35 training

Tucson needs this badly!

Tucson, and the greater Southern Arizona community, wholeheartedly supports the basing of F-35 aircraft at Tucson International Airport. The next-generation fighter technology this aircraft represents not only guarantees a stronger, more capable fighting force for our Nation's defense, and the best equipment for our servicemembers, it represents the future of our region's aerospace defense industry.

- Tucson International Airport was selected as a candidate for its rare access to airspace for military training. The Barry Goldwater range in southwest Arizona, the state's largest, consists of 2.7 million acres of desert. Overhead are 57,000 cubic miles of airspace where fighter pilots can practice air-to-air maneuvers and engage simulated battlefield targets on the ground.
- Tucson enjoys year-round flying weather. Fighter pilots learning to fly in Arizona have the benefit of clear skies which allows for fewer cancelled training missions due to weather. Cancelled training due to weather can set a pilot back in his or her training schedule and can increase time in training and related costs.
- The 162nd Fighter Wing is the 37th largest employer in Southern Arizona and employs more than 1,450 Tucsonans: about 1,000 of those are full time jobs - more local workers than employed by Home Depot stores, U.S. Customs and Border Protection or American Airlines. In these challenging economic times we will secure the future of those jobs for the long term. One of our greatest industries is our aerospace defense industry. All Tucson industries should be protected to best of our abilities.
- The 162nd Fighter Wing has an annual economic impact of \$280 million in the region according to a 2008 Arizona Department of Commerce study.
- The F-35, if based at TIA, would require between \$176 and \$188 million in construction projects at the airport which would bring a 2-to-3 year stimulus for Tucson's construction industry and create between 1,815 and 2,089 jobs.
- The Draft EIS states that F-35 training would result in a net reduction of pollutant emissions when compared to the current F-16 training mission. It also states there would also be no anticipated increase in safety risks associated with aircraft mishaps, and impacts on wildlife, vegetation, historic properties, and recreation areas range from none to minimal.
- The Arizona Air National Guard has safely flown six different type of single-seat, single-engine fighters from Tucson International Airport since 1956 with little-to-no impact on residents. This is a source of pride for the Guard and it's a tradition that our Airmen are prepared to continue.

GE-3

1857 TU

- Southern Arizona's Aerospace Defense industry is one of the largest in the Nation making Tucson a city uniquely suited to support F-35 aircraft at the airport.
- The aerospace and defense industry leads as a major contributor to the regional economy. The industry generates between \$5 and \$6 billion in revenues annually from more than 200 companies. Southern Arizona is highly desirable as a location for growth and retention of aerospace/defense. Most importantly, this industry provides high-wage jobs for our residents. The average salary of an aerospace/defense worker in Southern Arizona is \$60,000.
- TREO's (Tucson Regional Economic Opportunities) Economic Blueprint provided an outlook on industry clusters found within the region. This study found that the Aerospace Vehicles and Defense Industry is highly represented in the region, accounting for over 6.2 percent of the national cluster's total employment. That ranks the region fifth among the top 100 U.S. metropolitan areas.
- Southern Arizona also accounts for 2.3 percent of the entire U.S. Aerospace Product and Parts Manufacturing industry. It offers one of the highest concentrations of aerospace-defense workers in the country; one in five jobs in the region is tied to the sector. Aviation and aerospace technology is one of Southern Arizona's most substantial economic pillars.
- Tucson International Airport is an economic engine, with an estimated 17,000 people employed in the vicinity of the airport, generating a payroll of \$800 million. At least another 10,000 people work in the area around the airport. With over 8,000 acres of property, Tucson International Airport is also one of the largest landowners in the area. Employers at Tucson International Airport account for over \$3.5 billion in economic impact to Southern Arizona.

GE-3
cont'd

1858 LU

From: [Redacted]
Sent: Sunday, March 11, 2012 11:00 PM
To: AETC/A7P Workflow
Subject: comments on LAFB Draft EIS

Name: Richard P. Ransberger
Organization/Affiliation: USAF Retired M/Sgt.
Address: [Redacted]
City, State, Zip Code: [Redacted]

Comments: Luke AFB is the perfect installation to train the next generation of F-35A aircraft pilots. It has done an outstanding job of preparing the current F-16 pilots from around the world. It presently conducts F-16 training activities in various types of assigned airspace, military operations areas, military training routes, air traffic controlled assigned air space and restricted areas associated with air to ground ranges. Luke AFB already has auxiliary airfields available in addition it is using existing training air space and ranges which permit flare countermeasures, supersonic flight and the use of munitions. With all these favorable assets, not mention our great Arizona weather, I know Luke AFB will be chosen to provide the excellent training to our new F-35A fighter pilots!

GE-3

1859 XX

From: Gary Hunter [Redacted]
Sent: Monday, March 05, 2012 4:13 PM
To: AETC/A7P Workflow
Subject: DEIS Comment Period

Mr. Martin and Ms. Fornoff,

I must ask that the comment period for the F-35A Training DEIS be extended by 45 days beyond the March 14 deadline. The DEIS is lengthy and quite technical, and it requires substantial time and effort to understand the methodology and conclusions.

NP-12

Your granting an extension will help ensure that the comments the Air Force receives from interested citizens will be appropriate, well-informed, and useful to the Air Force.

To the best of my knowledge, those citizens who requested printed copies of the DEIS have not yet received printed copies of Volume 2. This impedes our efforts to understand the DEIS, and is a further reason I'm compelled to request an extension of time.

NP-6

I'll appreciate a prompt response to this message.

I appreciate your cooperation.

Gary Hunter

1860 TU

From: Paul Rosado [REDACTED]
Sent: Monday, March 12, 2012 10:34 PM
To: AETC/A7P Workflow
Subject: Comments on Environmental Impact of F35 at Davis Monthan Air Force Base, Tucson AZ

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

I oppose military flight operations over the metropolitan Tucson area. Military Flight Operations from Davis Monthan Air Force Base is not good Land & Airspace Use for a metropolitan area of almost a million people because of noise and safety concerns. Military Flight Operations creates significant external obsolescence in the neighborhoods in proximity to Davis Monthan Air Force Base. GE-17

Paul Rosado
[REDACTED]

1861 LU

From: JOHN & SUE PALLIASER [REDACTED]
Sent: Sunday, March 11, 2012 7:42 PM
To: AETC/A7P Workflow
Subject: Comments on F-35A Training Basing Environmental Impact Statement

Dear Sirs:

I attended the public meeting on the F-35, EIS on February 14 in the El Mirage School and was surprised that the speakers had little concern about the impact upon the local environment. As a homeowner under the takeoff flight paths from Luke, my concern is the possible increase of sound levels from the current "just acceptable" levels to something that would make our quality of life less than acceptable. NO-36

The average sound levels quoted in the handouts at the meeting are, to me, a quite meaningless statistic; it would be the peak sound levels and their duration and frequency that concerns me. The F-16 seems to invariably take off using after burners and then makes a climbing turn to the left, putting us in direct line with exhaust nozzles which extends the high noise level's time period. In my discussions with the Air Force representatives at the meeting, they did indicate that the F-35 would not normally need to use after burners on take-off. This may well keep noise pollution down to acceptable levels. NO-50
DO-33

However, I would request that training methods be carefully examined in order to minimize the noise impact on the communities lying below the take-off flight paths. I give the following examples:-

- (1) One jet taking off is almost unnoticeable, but six can be unbearable particularly if it occurs too frequently, say within 30 minutes. NO-29
- (2) Do the jets always need to perform climbing turns immediately above us?
- (3) Are high speed passes over the base really necessary?
- (4) Formation flying also seems to me to be an antiquated procedure in this missile age.
- (5) I assume that "state of the art" aircraft are accompanied with "state of the art" simulators so that a lot of the training can take place on the ground. GE-16

I believe that the Luke Air Base is clearly the best location in the world for pilot training which is why I choose to spend 5 months a year living here and I must add that I enjoy watching the jets flying in our vicinity. Please try to minimize the impact of jet noise on our community.

Yours sincerely

John R. Palliaser, P.Eng.
[REDACTED]

1862 BO

From: [REDACTED]
Sent: Saturday, March 03, 2012 1:27 PM
To: AETC/A7P Workflow
Subject: Comments on Gowen Field, Boise, ID, F-35 Possible Basing

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

Dear Mr. Martin and Ms. Fornot:

We live at [REDACTED] in Boise Idaho. This location is located directly northeast of Gowen Field and is in line of sight due to being located on a Mesa – Warm Springs Mesa. A little over two weeks ago it dawned on us that there was a very significant increase in airport noise as well as numerous circling aircraft. After several days, low level and very loud jet traffic became nearly incessant and was very unwelcome. We can hear the airport – sometimes somewhat loudly when the environmental conditions are right - but normal commercial traffic is intermittent and expected. We called the office of the Mayor to inquire about this increase in traffic and by return call were told “it was the Air Force flying training patterns, they just told us this was happening, and they are not providing any real information to us”. This seemed very odd. Now we know about the planning going on, so now it makes sense.

As an ex-Air Force service member and wife, and as a retired civil engineer with extensive work experience on Air Force installations in Massachusetts, Florida, Okinawa, Thailand, Alaska, Montana, and at Mt. Home AFB in Idaho, plus other places in between, I have a good idea of the level of noise from Air Force jet flights – particularly fighter type jets. From the information below in quotes I see that of the three locations now under review, two are Air Force bases and not civilian/commercial/air guard airports surrounded on three sides by a city like Boise.

Three places under consideration (highlights by me) – information from other newspapers or sources, quote:

“ Other potential locations for a new F-35 Pilot Training Center include the Boise Air Terminal Airport Air Guard Station, also known as Gowen Field, Idaho; Holloman Air Force Base, N.M.; and Luke Air Force Base, Ariz.

The Air Force's Preferred Alternative is to base 72 F-35A training aircraft at Luke Air Force Base.

However, no decisions regarding the proposal will be made until after the environmental impact analysis process is complete.

“These hearings gave the public three venues at which to interact with Air Force and Air Guard representatives and provide oral comments about the draft that will be address and included in the Final EIS,” said David Martin, the Air Education and Training Command’s F-35A Training EIS project manager.” End quote.

1862 BO

So, I just have to ask this question: Why not Mt. Home AFB at Mt. Home Idaho? I believe it is contiguous to an active bomb and gunnery range as well as a flight training and emitter training range. For example here is a recent clip from Mt. Home’s newspaper (highlights by me):

““The Marines are very excited to train in this environment,” Boorstein said.

Many of their missions involved flights over the Mountain Home Range Complex south of the city (Mt. Home, ID). Others required the Osprey crews to fly to designated landing strips at higher altitudes in the Sawtooth Forest. These mountain missions allowed the Marine unit to practice the same skills they’ll need when flying into rugged terrain when they deploy to Afghanistan. Southern Idaho’s mountainous terrain and desert climate “is giving our guys a really good workout that’s not available at Miramar,” Boorstein said. “This is something we need to train for.” In addition, the Air Force base here is home to one of the nation’s largest collection of threat emitters -- a network of mobile and stationary sites that can replicate air defense capabilities used by countries around the world. “It’s a very comprehensive capability that’s almost as good as it gets” compared to actual combat, the colonel said. Best of all, that intensive training opportunity is just a five-minute flight from the base.

Our thoughts are that Gowen Field is not an appropriate location for a fighter squadron that specializes in “training”. Fundamentally, from our perspective it makes way, way too much noise, and there are other alternatives where that noise would not be intrusive. We suggest the Air Force train from Mt. Home AFB, or the other two Air Force bases noted above. Boise is a small city and Gowen Field is contiguous to both commercial and residential areas; it is not an appropriate location for jet training.

Sincerely,

Mike and Carolyn Lavey

[REDACTED]

1863 BO

From: Micheal A Chitty [REDACTED]
Sent: Sunday, March 04, 2012 6:25 PM
To: AETC/A7P Workflow
Subject: DO NOT BRING F-35s TO BOISE

Living through your practice run of F35s from Gowen Field, Boise, ID a couple of weeks ago certainly woke me up! The practice runs ran into the night and even though my wife and I do not hear all that well and we closed the window, the excessive noise still kept us awake. Being in our 70s, we need all the uninterrupted sleep we can get. Your F-35 practice runs made this impossible. [NO-8]

I can't imagine anyone in their right mind wanting to buy homes in the "noise zone" from these planes. Our home is in the Lakewood Subdivision and the excessive noise of 14,000 flights a year will definitely have a negative impact on the value of our property. Has there been given any consideration at the city, county, state, federal, or military level about compensation for the financial loss that your F-35 proposal will inflict upon those of us in the flight pattern and excessive noise area? I seriously doubt it. [SO-1] [SO-11]

The area east, west and north of Gowen Field is densely populated; therefore Gowen Field is a lousy choice to establish a training base for the huge planes. The idea of placing a "training" unit in this particular area is totally ludicrous. There are schools, daycare centers, assisted living centers, and major retail centers in this area. [GE-1]

Gowen Field is a very bad choice and I have no idea who in a leadership position representing the citizens of south Boise could possibly have thought otherwise.

With all the desert and open space in southwest Idaho and southeast Oregon, I am sure you could find someplace where there would be minimal impact to dense populations of people. [GE-1]

The idea of pilots "learning to fly F-35s over a densely populated area is a very poorly thought out plan and should be changed. [SA-7]

WE DO NOT WANT ANY F-35s STATIONED AT GOWEN FIELD. [GE-4]

Micheal A. Chitty
[REDACTED]

1864 BO

From: RICK&LORETTA CUMMINS [REDACTED]
Sent: Friday, March 02, 2012 5:35 PM
To: AETC/A7P Workflow
Cc: [REDACTED]
Subject: COMMENTS AGAINST BAASING F-35 IN BOISE EIS

I am opposed to basing the f-35 at Gowen Field, Boise, ID. This plane has no business being based in a urban enviroment. I live West of the airport one mile past Maplegrove Road, which according to your map is just outside the residential impact zone. For the record when the training was taking place here two summers ago with the f-15 you could not talk, hear on the telephone, or hear the tv when these craft were flying in the vinity. It is my understanding that the f-35 is much noisier. [GE-4] [NO-8] [NO-1]

No place in your packet of information does the air force give the decible levels as directly measured from this aircraft. I cannot believe that the military has not gathered that information. You measure everything else. I would like to see a comparison of the f-35 to the f-15 and the a-10. This would help. [NO-7]

The EIS measures decibels on a day/night average over a 24 hour day. This is misleading in that it does not tell the reader how loud any one incident would be. This is akin to saying that being shot with a bullet traveling 3000feet/per/second will not hurt you over a 24 hour period as the average speed is only 28.8 feet/per/second during a 24 hour period. [NO-50]

Loss of quality of life in the Boise Valley was not given enough credence in the EIS. This plane could be one of the largest negative impacts on the valley from a livability stand point that we have seen. It touts jobs but does not truely lay out impacts. [NO-36]

Last comment on EIS The air force ask us to comment without ever seeing hearing or feeling the effects of this plane. I guess it would be like telling me that I should buy a YUGO CAR site unseen based on the salesman's word. [GE-2]

I do think this plane could be based at Mountain Home AFB. It may be practicle to move the Boise Air National Guard wing to that location and joint base these fighter with the guard and regular air force. [GE-12]

Richard Cummins
[REDACTED]

1865 BO

From: Steve Lipus [REDACTED]
 Sent: Monday, March 12, 2012 3:02 PM
 To: AETC/A7P Workflow
 Subject: Comment to F-35A Training Basing EIS
 Attachments: F-35A Training Basing EIS comment.doc

Please see the attached comments. Thank you.

1865 BO



March 12, 2012

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

Thank you for the opportunity to comment on the EIS for basing F-35A Training at Gowen Field (Boise AGS), Boise, ID. I'm sending you this email to express my **opposition to this alternative**. An urban area as large Boise and the Treasure Valley is an inappropriate location for the resulting noise, pollution, and increased safety hazards this project would bring.

GE-4
 NO-37
 AQ-1
 SA-1

The three things that concerned me most from reading the Environmental Impact Statement were the projected 1) noise levels, 2) number of people impacted by extreme noise level increases, and 3) carbon monoxide and nitrogen oxide emissions exceeding the applicable thresholds. I have the following concerns:

- 1) Noise levels projected for the Boise location were high enough to be stated as factors (of 4, 8, and 11) rather than as percentages at other proposed locations. In addition, studying locations with windows closed presumes that people will be indoors all of the time, when in fact, people live in the Treasure Valley for all of the outdoor activities it offers. I am more concerned with recurring high decibel individual incidents that will occur. The "average sound levels" (DNL) do not portray the actual high individual noise peaks, sonic booms, use of afterburners, etc. that we will experience. We try to minimize the use of air conditioning during the summer months by keeping windows open during the cooler parts of the day as recommended as an energy conservation method. Increased noise levels will cause us to increase the use of air conditioning in peak usage periods due to the need of keeping windows shut more often.
- 2) The high-noise area includes 10,000+ people, and that doesn't count those of us who live just barely outside those boundaries. That is a tremendous number of people to impact with speech, sleep, hearing interference, and decreased property values. Our home values have drastically declined due to the current economic downturn. This added factor of increased noise levels, which would cause the FAA to designate most of the community that we live in southeast Boise as "Not suitable for Residential Use", is unacceptable.

NO-1
 NO-18
 NO-50
 NO-18
 NO-11
 NO-3
 SO-1

1865 BO

3) Carbon monoxide and nitrogen oxide emissions exceeding the applicable threshold will add to the air quality alerts and inversions in the Treasure Valley that already occur too frequently and present health hazards to at-risk residents. As we currently struggle with the episodes of poor air quality issues, it's unacceptable that the Air Force would merely apply one or more of the criteria under Title 40 of the Code of Federal Regulations Section 93. 158(a) to address these increased emissions. AQ-11

The projected increase in temporary jobs and economic impact to the community do not offset the issues of noise and the resulting loss of home value, number of impacted people, and worsened air quality in the Treasure Valley.

While I support the need for adequate training accommodations for the F-35A for our nation's defense, the Boise Air Terminal Airport Air Guard Station (AGS) is not a suitable location for this mission. GE-1

It appears that among all alternatives analyzed, the Air Force's preferred location at Luke AFB for 72 F-35A aircraft makes the most sense. And where the narrowing process determined that the bed down scenarios with 24 or 48 aircraft would not be cost effective, the use of Luke AFB should strongly be considered for the full contingent of 144 F-35A as the location to meet the nation's full training base capability.

Respectfully,
Steve Lipus

1866 TU

From: Thomas Zlaket [REDACTED]
Sent: Tuesday, March 13, 2012 3:15 PM
To: AETC/A7P Workflow
Subject: F-35

Ladies and Gentlemen:

It is difficult to imagine a more suitable training site for the F-35 than Tucson, Arizona, and more specifically, the Tucson International Airport. GE-3

The airspace is relatively uncluttered, the airport operates at a level well below its capacity, the weather is magnificent, training ranges are easily accessible, and urban encroachment is minimal. All of these things are quite easily demonstrated by the long-standing, highly successful Air Force experience at Davis Monthan Air Force Base, and the Air National Guard 162nd Fighter Wing's extensive history at Tucson International Airport.

I have lived in Tucson for more than half a century, and am convinced that the vast majority of citizens here would welcome the F-35 training mission with open arms. I sincerely hope the Air Force will give favorable consideration to this beautiful and hospitable city.

Thank you.

Thomas A. Zlaket
[REDACTED]

1867 TU

From: Gallagher, Shannon, J [REDACTED]
Sent: Tuesday, March 13, 2012 3:12 PM
To: AETC/A7P Workflow
Subject: F-35

I support the F-35A Lightning ii to Tucson.] GE-3

Shannon Gallagher

NOTICE: This e-mail (and any attachments) may contain PRIVILEGED OR CONFIDENTIAL information and is intended only for the use of the specific individual(s) to whom it is addressed. It may contain information that is privileged and confidential under state and federal law. This information may be used or disclosed only in accordance with law, and you may be subject to penalties under law for improper use or further disclosure of the information in this e-mail and its attachments. If you have received this e-mail in error, please immediately notify the person named above by reply e-mail, and then delete the original e-mail. Thank you.

1868 TU

From: Nancy Pruitt [REDACTED]
Sent: Tuesday, March 13, 2012 12:26 PM
To: AETC/A7P Workflow
Subject: F-35

Nancy Pruitt, [REDACTED]. I am the Mother of an F-16 Pilot who is at the Tucson Air Base. I spend many months out of the year with him and his family. I totally support the F-35 training program coming to Tucson. They are equipped for it and already have pilots ready to do the job. The jets flying overhead make me very proud and it only means that I am feeling very safe knowing they are doing a great job in protecting our country. Thank you for letting me have an opportunity to comment on this very important decision. Nancy Pruitt] GE-3

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This message has been scanned for viruses and dangerous content by [MailScanner](#), and is believed to be clean.

1869 XX

From: [REDACTED]
Sent: Monday, March 12, 2012 6:59 PM
To: AETC/A7P Workflow
Subject: F-35

As for input we will be happy to see them fly where ever they want, we do not object and no reason why we should after 27 years in the Air Force.] GE-3
My husband is retired from USAF. Looking forward to seeing them fly.

Most sincerely,

SCMS B.W. Mahon
Mrs. B.W. Mahon

1870 TU

From: Doctress Neutopia [REDACTED]
Sent: Tuesday, March 13, 2012 8:03 AM
To: AETC/A7P Workflow
Subject: F-35

Dear Davis Martin, A F Contractor, & Kim Fornof,

Tucson does not need another military jet coming into it's airport. Please do not allow the F-35 here.] GE-4

We already had to suffer doing the Cold War when Tucson was a military target because of the nuclear weapons they had here.

Enough is enough!

peace,
Libby Hubbard
Tucson.

1871 TU

From: KENNETH SMITH Owner [REDACTED]
Sent: Monday, March 12, 2012 9:06 PM
To: AETC/A7P Workflow
Subject: F-35

I live in Tucson, AZ and I support the F-35 coming to Tucson Air National Guard.] **GE-3**
Ken Smith

1872 TU

From: [REDACTED]
Sent: Tuesday, March 13, 2012 11:43 AM
To: AETC/A7P Workflow
Subject: F-35

I am in complete agreement with the F-35 coming to] **GE-3**
Tucson...!!

Judi Putnam

1873 TU

From: David Hopkins [REDACTED]
Sent: Monday, March 12, 2012 8:45 PM
To: AETC/A7P Workflow
Subject: F-35

You have my unqualified support for the F-35 being based in Tucson. [REDACTED] GE-3

1874 TU

From: [REDACTED]
Sent: Tuesday, March 13, 2012 10:27 AM
To: AETC/A7P Workflow
Subject: F-35

I Was A Technician With The 162nd Fighter Wing For Over 25 Year's ,You Won't Fine A Better Air Guard Unit In The Country With Such An Outstanding Safety Record. The 162nd Would Be An Excellent Place To Base The f-35 Fighter. The Flying Weather Is The Best In The World, And The Gunnery Ranges Are Close By. I Don't Think You Can Fine A More Professiona Group Of Personell That Work At The !62nd Wing. Retired Msgt Danny V. Anelli [REDACTED] GE-3

1875 XX

From: Brenda Bryson
Sent: Monday, March 12, 2012 7:51 PM
To: AETC/A7P Workflow
Subject: F-35

How do we justify the support of the loud planes that will fly over the city robing citizens of there quite and peaceful abodes that have been the sacred space to go to after a long stressful day. Can we have this matter looked at differently? Or maybe we can have the Government pay for us all to move to a more peaceful place. Brenda Bryson

NO-1

SO-11

1876 TU

From: Bonnie Brunotte
Sent: Monday, March 12, 2012 5:00 PM
To: AETC/A7P Workflow
Subject: F-35

Please, please do not send more planes over our neighborhood. We have enough conversation interrupters in the air over us as it is.

GE-4
NO-8

Bonnie Brunotte
Jefferson Park Neighborhood

1877 TU

From: [REDACTED]
Sent: Monday, March 12, 2012 11:55 PM
To: AETC/A7P Workflow
Subject: F-35

I think we deserve the F-35. As long as we ere those jets flying around, we are still free. The people that are complaining about the sound, are the ones that moved near the base. Besides the sound is not as bad as the trains going by or living near the freeway. Please get those jets here. We have lots of open space and blue skys for them to fly in. Thank You, Barry Booher, Tucson citizen & Patriot.] GE-3

1878 TU

From: Anita Valdez [REDACTED]
Sent: Monday, March 12, 2012 2:20 PM
To: AETC/A7P Workflow
Subject: F-35

To David Martin,

Just to let you know that I am opposed to having the F-35 in Tucson for it's safety and noise level in the city of Tucson.] GE-4
NO-1
SA-1

What would happen if as much money, time and energy would be used to build a Peace Project as for arsenal??] GE-13

Blessings,
Sr. Anita

1879 BO

From: Steve [REDACTED]
Sent: Friday, March 02, 2012 11:30 PM
To: AETC/A7P Workflow
Subject: F-35

Mr. David Martin,

I live in Boise Idaho and believe that the F-35 would do very well here at Gowen Field. Hope [REDACTED] my other friends will send a e-mail to you also. GE-3

Steve Claybaugh

1880 XX

From: [REDACTED]
Sent: Monday, March 12, 2012 6:49 PM
To: AETC/A7P Workflow
Subject: F-35

YES, YES, YES, BY ALL MEANS. [REDACTED] GE-3

1881 TU

From: Alex & Robin [REDACTED]
Sent: Tuesday, March 13, 2012 12:49 PM
To: AETC/A7P Workflow
Subject: F-35 YES

We would like to support the idea of the F-35 being in the Tucson area due to the positive impact on jobs and the economy. It is the natural place for it due to the year round flying weather conditions and the obvious choice. So, Yes to the F-35 in Tucson.] GE-3

Sincerely,
Alex & Robin Ocheltree

1882 TU

From: Marge [REDACTED]
Sent: Monday, March 12, 2012 7:59 PM
To: AETC/A7P Workflow
Subject: F-35 Training

Yes! Tucson wants the F-35 training here!] GE-3

Marge Humphreys

1883 TU

From: [Redacted]
Sent: Monday, March 12, 2012 6:59 PM
To: AETC/A7P Workflow
Subject: F-35 support

Please bring the F-35's to Tucson, Az. Tucson has the best location for them. [Redacted] GE-3
Cordially,
John Davenport
[Redacted]
former Titan II ICBM launch crew member, 390th SMW, SAC, Davis-Monthan AFB

1884 TU

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

RE: Proposed Pilot Training Center and Basing of F-35A Training Aircrafts EIS/

Tucson resident concerns

Dear Sirs:

A big **“NO”** to the F-35 aircraft in Tucson!!! The airplane noise in Tucson is already horrendous. Operation Snowbird and Search and Rescue aircraft are currently flying over our city. Operation Snowbird started as a two-week winter operation in 1972. And since 2000, Operation Snowbird has quietly expanded to a year-round pre-deployment combat training, including foreign and sister-service pilot training without any safety assessment, noise assessment, or public notice to the residents under the flight paths. This expansion brought in F-15s, F-16s, F-18s, Harriers, and Tornados flying at low levels over highly populated Tucson neighborhoods. I can't stress it enough- the noise from these planes is horrendous plus all these aircraft have higher accident rates than the normal DM mission aircraft (A-10s and C-130s). And the proposal to add the F-35 aircraft to Tucson is totally outrageous. How can the residences in Tucson bear an aircraft 4 times louder than the F-16 when the noise of the F-16 is so horrendous now as it is?

GE-4
NO-8

NO-1

The safety risks to our city, the increased noise and air pollution, and the economic damage suffered by the neighborhoods under the flight paths needs to be address. Julia Keen lost its school due to aircraft noise and safety in 2004 and continues to suffer greater declining property values. Other flight-path neighborhoods such as Naylor-Roberts, Arroyo Chico, Broadmoor, Sam Hughes and Blenman-Elm can expect to follow suit with an increase of noisier and less safe air traffic. Not to mention that a new charter high school is being built, as this is being written, right under the proposed F-35 flight path.

NO-1
AQ-1
SO-1
EJ-1
SA-1

I have a grandson who likes to play outside. As it is now, whenever, one of these airplanes from the Operation Snowbird and Search and Rescue program flies over our house doing their touch and goes, he puts his hands over his ears and says, **“Too, Loud!”** I totally agree with him. Davis-Monthan/Tucson International Airport Air Guard continues to have louder, faster with more frequent flights that are just too dangerous over a highly populated city like Tucson. I believe you need to look at alternative areas for these F-35 planes to fly. A highly populated city like Tucson, Arizona is not the right place to have the F-35 program. I believe that an airfield not surrounded by high-density urban development should be selected, not only, for the Operation Snowbird and Search and Rescue programs, but also especially for the proposed F-35 program. Having these programs flying over a highly populated urban city is just unreasonable, not smart, and unsafe.

NO-8

NO-37

Sincerely, Shirley Ham [Redacted]

Shirley Ham

1885 TU

From: Laurence R Cohen-Silvia Rayces [REDACTED]
Sent: Friday, March 09, 2012 10:30 AM
To: AETC/A7P Workflow
Subject: F-35 opposition
Attachments: 355th Fighter Wing Public Affairs Card.doc

I have written the attached letter about another overflight issue that relates perfectly well to this one. Please, the sky is already crowded, and yesterday, we experienced enough deafening fly-overs that made talk impossible and the quality of our lives reduced. If these aircraft are meant to defend us against enemies who want to destroy our way of life, they cannot do so by destroying the quality of our way of life. NO-8
NO-36

Laurence and Silvia

1885 TU

**OPEN HOUSE PUBLIC SCOPING MEETING
WRITTEN COMMENT FORM AND INSTRUCTIONS**

**Proposed Implementation of National Guard Bureau's Training Plan 60-1
in Support of Operation Snowbird
Davis-Monthan Air Force Base, Arizona**

Anyone wishing to provide comments, suggestions, or relevant information on the Proposed Action and alternatives may do so by leaving written comments at the registration table or by using only one of the following methods:

a) Mail to: ATTN: OSB EA COMMENT SUBMITTAL, 355th Fighter Wing Public Affairs, 3180 S. First Street, Davis-Monthan AFB, Arizona 85707.
b) Electronically at: 355wgpa@dm.af.mil. Include on subject line "OSB EA COMMENT SUBMITTAL."

Comment: *(Please print; use and attach an additional sheet if necessary)*

We were informed at the Sheraton Four Points meeting that the Environmental Assessment would focus on the following "resources to be analyzed:"

Effects on—noise, public safety, air quality, cultural resources, biological resources, hazardous matter and waste management, socio-economics, environmental justice and air space.

We reference that list in our response.

Noise—We do not know the names of the aircraft in question. We know them by their noise level. They come in loud, louder, loudest, and beyond so that we can't hear each other talk, can't hear ourselves think, and feel our old house shake. The loudest of all these aircraft goes by, and we can even see it. We just hear the terrifying noise and feel the shudder in the air. We cannot test the exact amount of stress that causes us, but we can say without exaggeration that we feel that very real stress during and after every incident. Noise does real damage to people and to objects. Frankly, we live with more than our share already. NO-1

Public Safety—The pilots that fly over metropolitan Tucson do not obey the flight corridors or height restrictions of commercial aircraft. They often do not obey the restrictions the Wing exacts on them. This holds especially true for helicopter pilots. Every over flight, sortie you call them, feels like a threat and presents an actual threat as Tucson found out some years back. AM-3

A U.S. Air Force Phantom Jet crashed into a Food Giant grocery store in Tucson on Monday, Dec. 18, 1967. Four people died.

An Air Force Jet crashed on October 26, 1978. Two people died.

Given the nature of the aircraft now in use, such a crash would cause even greater loss of life and property. These aircraft will go on sorties that will include the use of live bombs, ordinance you call them. Whatever you respond, bombs do go off when not wanted and where not wanted on a regular basis. SA-1

PLEASE NOTE: Public comment is being solicited for this Environmental Assessment in accordance with the National Environmental Policy Act (NEPA), the President's Council on Environmental Quality (CEQ) NEPA Regulations (40 CFR §§1500-1508), and 32 CFR §989, Environmental Impact Analysis Process (EIAP). The EIAP provides an opportunity for public input on Air Force decision-making, allows the public to offer inputs on alternative ways for the Air Force to accomplish what it is proposing, and solicits comments on the Air Force's analysis of environmental effects.

Providing personal information is voluntary. If you choose to not provide personal identifying information, your comments will be given the same weight and consideration as any other comments submitted. Private addresses provided will be compiled to develop the mailing list for those requesting copies of the draft EA. Only the names of the individuals making comments and specific comments will be disclosed. Personal home addresses and phone numbers will not be published in either the draft or final EA.

**OPEN HOUSE PUBLIC SCOPING MEETING
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1885 TU

**Proposed Implementation of National Guard Bureau's Training Plan 60-1
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Again, I raise the issue of stress due to the noise and constant threat of these aircraft. They are designed to terrorize the enemy on the ground. They work. In this case, are we the enemy—even on the weekends?

By the way, you repeatedly use the term "sortie." In a brief look for synonyms for sortie, I found the following:

aggression, assault, attack, barrage, battle, bloodshed, bombardment, charge, combat, fight, foray, frenzy, furor, fury, invasion, offense, onslaught, outbreak, raid, riot, siege, spasm, storm, strike, thrust, tirade, violence, war, warfare, and mission.

The word itself reflects on the idea of and the denial of any real sense of public safety.

Air Quality—Tucson suffers sufficiently from the fumes given off by aircraft including the contrails that crisscross out winter skies. Less fumes. More quality. Easy equation.

AQ-1

Socioeconomic Conditions—The Tucson housing market is sufficiently depressed without the degrading effects on that market created by the conditions these additional aircraft would deliver as your sample letter discusses. Lower house values matter to the owners. As the sample letter suggests, tourism can find itself reeling from the sky tearing sounds produced by aircraft when some tourist wants a relaxed moment of sunbathing. Next time, they will go elsewhere. Even the highly valued winter residents may object to such a condition of life and go elsewhere.

SO-1
SO-7

Cultural Resources—Any degradation of the general environment and atmospheric ambience will damage such resources.

CU-5

Hazardous Materials/Waste Management—Obviously, this is not a field of our expertise. However, these aircraft and their ordinance exist in a hazardous form even when on a runway. Increased sipping of fuel, more oppressive and very low transportation flights, and all the rest that surround the use of these aircraft will present daily problems and dangers in the present and in the future as we know due to already contaminated water from aircraft wastes in the Tucson International Airport area.

SA-9

Natural Resources and Ranges—We fail to see how exploding ordinance, an explosion by any other name makes the same destruction, will do anything but damage any natural resource involved.

BI-2

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WRITTEN COMMENT FORM AND INSTRUCTIONS**

1885 TU

**Proposed Implementation of National Guard Bureau's Training Plan 60-1
in Support of Operation Snowbird
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We can't know the rationale for such sorties in our city or on any other place. However, in times where many of our citizens suffer from the direct threats of unemployment and scarce resources, we wonder at the undoubtedly gargantuan costs of the practice sorties. We couldn't suss out the actual dollar costs per flying hour, we encountered the following quote from ABC News, March 28, 2011:

DO-3

"These airplanes cost us tens of thousands of dollars to operate per hour, and the fancier you get in terms of planes, the costs get truly astounding," said Winslow Wheeler of the Center for Defense Information.

We feel sure that computer simulations could do a great deal for practice-needy pilots, save nearly countless amounts of funding, and allow Tucson to continue with an undisturbed, safe, and productive life.

Yours respectfully,

Laurence Robert Cohen and Silvia Maria Rayces

Name and Mailing Address: *(Please print)*

Date:	October 11, 2011
Name:	Laurence Robert Cohen
Email Address:	[REDACTED]
Mailing Address:	[REDACTED]
Would you like to receive:	CD copy of the EA <input checked="" type="checkbox"/> Notice of the EA <input type="checkbox"/>

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1886 TU

From: Laurence R Cohen-Silvia Rayces [REDACTED]
Sent: Friday, March 09, 2012 10:30 AM
To: AETC/A7P Workflow
Subject: F-35 opposition
Attachments: 355th Fighter Wing Public Affairs Card.doc

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NO-36

Laurence and Silvia

1886 TU

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Noise—We do not know the names of the aircraft in question. We know them by their noise level. They come in loud, louder, loudest, and beyond so that we can't hear each other talk, can't hear ourselves think, and feel our old house shake. The loudest of all these aircraft goes by, and we can even see it. We just hear the terrifying noise and feel the shudder in the air. We cannot test the exact amount of stress that causes us, but we can say without exaggeration that we feel that very real stress during and after every incident. Noise does real damage to people and to objects. Frankly, we live with more than our share already. NO-1

Public Safety—The pilots that fly over metropolitan Tucson do not obey the flight corridors or height restrictions of commercial aircraft. They often do not obey the restrictions the Wing exacts on them. This holds especially true for helicopter pilots. Every over flight, sortie you call them, feels like a threat and presents an actual threat as Tucson found out some years back. AM-3

A U.S. Air Force Phantom Jet crashed into a Food Giant grocery store in Tucson on Monday, Dec. 18, 1967. Four people died.

An Air Force Jet crashed on October 26, 1978. Two people died.

Given the nature of the aircraft now in use, such a crash would cause even greater loss of life and property. These aircraft will go on sorties that will include the use of live bombs, ordinance you call them. Whatever you respond, bombs do go off when not wanted and where not wanted on a regular basis. SA-1

PLEASE NOTE: Public comment is being solicited for this Environmental Assessment in accordance with the National Environmental Policy Act (NEPA), the President's Council on Environmental Quality (CEQ) NEPA Regulations (40 CFR §§1500-1508), and 32 CFR §989, Environmental Impact Analysis Process (EIAP). The EIAP provides an opportunity for public input on Air Force decision-making, allows the public to offer inputs on alternative ways for the Air Force to accomplish what it is proposing, and solicits comments on the Air Force's analysis of environmental effects.

Providing personal information is voluntary. If you choose to not provide personal identifying information, your comments will be given the same weight and consideration as any other comments submitted. Private addresses provided will be compiled to develop the mailing list for those requesting copies of the draft EA. Only the names of the individuals making comments and specific comments will be disclosed. Personal home addresses and phone numbers will not be published in either the draft or final EA.

OPEN HOUSE PUBLIC SCOPING MEETING
WRITTEN COMMENT FORM AND INSTRUCTIONS

1886 TU

Proposed Implementation of National Guard Bureau's Training Plan 60-1
in Support of Operation Snowbird
Davis-Monthan Air Force Base, Arizona

Again, I raise the issue of stress due to the noise and constant threat of these aircraft. They are designed to terrorize the enemy on the ground. They work. In this case, are we the enemy—even on the weekends?

By the way, you repeatedly use the term "sortie." In a brief look for synonyms for sortie, I found the following:

aggression, assault, attack, barrage, battle, bloodshed, bombardment, charge, combat, fight, foray, frenzy, furor, fury, invasion, offense, onslaught, outbreak, raid, riot, siege, spasm, storm, strike, thrust, tirade, violence, war, warfare, and mission.

The word itself reflects on the idea of and the denial of any real sense of public safety.

Air Quality—Tucson suffers sufficiently from the fumes given off by aircraft including the contrails that crisscross out winter skies. Less fumes. More quality. Easy equation.

AQ-1

Socioeconomic Conditions—The Tucson housing market is sufficiently depressed without the degrading effects on that market created by the conditions these additional aircraft would deliver as your sample letter discusses. Lower house values matter to the owners. As the sample letter suggests, tourism can find itself reeling from the sky tearing sounds produced by aircraft when some tourist wants a relaxed moment of sunbathing. Next time, they will go elsewhere. Even the highly valued winter residents may object to such a condition of life and go elsewhere.

SO-1
SO-7

Cultural Resources—Any degradation of the general environment and atmospheric ambience will damage such resources.

CU-5

Hazardous Materials/Waste Management—Obviously, this is not a field of our expertise. However, these aircraft and their ordinance exist in a hazardous form even when on a runway. Increased sipping of fuel, more oppressive and very low transportation flights, and all the rest that surround the use of these aircraft will present daily problems and dangers in the present and in the future as we know due to already contaminated water from aircraft wastes in the Tucson International Airport area.

SA-9

Natural Resources and Ranges—We fail to see how exploding ordinance, an explosion by any other name makes the same destruction, will do anything but damage any natural resource involved.

BI-2

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OPEN HOUSE PUBLIC SCOPING MEETING
WRITTEN COMMENT FORM AND INSTRUCTIONS

1886 TU

Proposed Implementation of National Guard Bureau's Training Plan 60-1
in Support of Operation Snowbird
Davis-Monthan Air Force Base, Arizona

We can't know the rationale for such sorties in our city or on any other place. However, in times where many of our citizens suffer from the direct threats of unemployment and scarce resources, we wonder at the undoubtedly gargantuan costs of the practice sorties. We couldn't suss out the actual dollar costs per flying hour, we encountered the following quote from ABC News, March 28, 2011:

DO-3

"These airplanes cost us tens of thousands of dollars to operate per hour, and the fancier you get in terms of planes, the costs get truly astounding," said Winslow Wheeler of the Center for Defense Information.

We feel sure that computer simulations could do a great deal for practice-needy pilots, save nearly countless amounts of funding, and allow Tucson to continue with an undisturbed, safe, and productive life.

Yours respectfully,

Laurence Robert Cohen and Silvia Maria Rayces
[REDACTED]

Name and Mailing Address: *(Please print)*

Date:	October 11, 2011
Name:	Laurence Robert Cohen
Email Address:	[REDACTED]
Mailing Address:	[REDACTED]
Would you like to receive:	CD copy of the EA <input checked="" type="checkbox"/> Notice of the EA <input type="checkbox"/>

PLEASE NOTE: Public comment is being solicited for this Environmental Assessment in accordance with the National Environmental Policy Act (NEPA), the President's Council on Environmental Quality (CEQ) NEPA Regulations (40 CFR §§1500-1508), and 32 CFR §989, Environmental Impact Analysis Process (EIAP). The EIAP provides an opportunity for public input on Air Force decision-making, allows the public to offer inputs on alternative ways for the Air Force to accomplish what it is proposing, and solicits comments on the Air Force's analysis of environmental effects.

Providing personal information is voluntary. If you choose to not provide personal identifying information, your comments will be given the same weight and consideration as any other comments submitted. Private addresses provided will be compiled to develop the mailing list for those requesting copies of the draft EA. Only the names of the individuals making comments and specific comments will be disclosed. Personal home addresses and phone numbers will not be published in either the draft or final EA.

1887 BO

From: kristi mcentee [REDACTED]
Sent: Monday, March 12, 2012 4:48 PM
To: AETC/A7P Workflow
Subject: F-35's

I have always been a supporter of our military.....HOWEVER; I live in Southeast Boise, Lakewood to be specific. When we first built here in 1982 and then when I purchased my home in 2003, I never, ever anticipated there would be military jets (NOISY ONES AT THAT) flying along the perimeter of my neighborhood. We have schools in our locale, offices, and a very large amount of homes. These jets flying out of Gowen Field will lower our property values tremendously and be an irritating disturbance to say the least. I hope all of our concerns will be weighed heavily and the F-35's flying out of another base.

NO-37

SO-1

GE-1

Thank you...Kristi McEntee

1888 BO

From: Dr. Samuel M Fassig [REDACTED]
Sent: Friday, March 09, 2012 8:59 AM
To: AETC/A7P Workflow
Subject: F-35's

Importance: High

TO: David Martin, Air Force contractor, and Kim Fornof,
HQ AETC/A7CPP,
266 F St. W., Bldg. 901
Randolph AFB, TX 78150-4319

I wanted to go on record as being in favor of the F-35's being based at Gowen Field here in Boise, Idaho or at Mountain Home Air Force Base. I have heard the same arguments against jet aircraft when we lived in Denver. As with Denver the new airport (DIA) was there first, then came the subdivisions. And now noise complaints.

GE-3

Most folks who live in Boise voiced opinions like this in the local paper to those protesting - *You bought property near an airport/military base, if you don't like the noise, MOVE. I just don't understand the idiocy of people who buy or build in close proximity to anything potentially offensive to them, then have the nerve to whine about the problem and expect to be coddled. In the case of opposition leader Monty Mericle; I do find it curious that someone bothered by noise would live within sight of an interstate highway and the airport. It would seem they would have taken notice and not expect the resale of the house to be highly profitable.*

As a Vietnam Combat Veteran I would much rather see and hear the "sound of freedom" than be without it. The F-4s have gone and Gowen Field now houses quieter aircraft such as the A-10s and C-130 tankers. Over the past five years or so, neighbors have gotten used to less noise from military aircraft. I support the F-35 program and the Air Force regardless of where they put it. But I do believe Idaho would be a great area and with flights throughout the state, I am sure observations of forest fires would be relayed to the Forest Service and BLM which have their fire fighting resource center in Boise. Could be some cost saving synergistic missions to the benefit of all.

GE-3

SA-19

Thank you for considering basing the F-35's in Boise or Mountain Home.

Sincerely
sf

Samuel M. Fassig DVM, MA
certified OD/Systems Design

*Marge Luther, Don't regret growing older,
it is a privilege denied to many.*

1889 BO

From: Maria Eschen [REDACTED]
Sent: Monday, March 12, 2012 5:39 PM
To: AETC/A7P Workflow
Subject: F-35A Training EIS

Dear David Martin and Kim Fornof,

I, my husband, and our son's family (including two preschoolers) live close enough to the Gowan Field proposed site to be seriously concerned with ANY further increase in the noise level coming from the airport/Gowan area.

We urge the "No Action" alternative for Boise, not only because of the obscene cost of the F-35 expansion [REDACTED] GE-19 project (USA Today says it equals half of the Pentagon's annual budget! and AARP says the expense of 7 of these planes could fund a hand-held tablet for every first grader!), but because of the health effects of the noise expected (the Boise Guardian quotes [AIR FORCE TIMES](#)— that noise levels of the F-35s are **double** those of the F-15s which were here this past summer from the Oregon Air Guard—and their roaring noises hurt our ears!). [REDACTED] NO-6 NO-1 NO-8

Please know that this grandmother, working in the garden or playing in the backyard sandbox with the kids or taking them in the bike trailer, does not want to have to stop and cover their ears or take them inside to protect their precious hearing. As the EIS says, the impact to those living close will be very detrimental to the schools, homes, and businesses in the path. It is no wonder the people of Tucson are so upset the siting might be in their backyards. They want to send the project to Idaho, where we supposedly want it. BUT NOT US! [REDACTED] NO-6 GE-1

WE OBJECT! This project is incompatible with our urban area and the lifestyle and beauty of our Boise River environment, where we have lived for 33 years. [REDACTED] GE-4

Sincerely,

Maria Eschen, PhD



1890 TU

From: Cirelli, John [REDACTED]
Sent: Tuesday, March 13, 2012 11:43 AM
To: AETC/A7P Workflow
Subject: F-35A

I support the F-35A to be based here in Tucson [REDACTED] GE-3

1891 BO

From: Tom Lorentz [REDACTED]
Sent: Tuesday, March 13, 2012 2:50 PM
To: AETC/A7P Workflow
Subject: F-35's at Boise ID

The plan to base F-35s in Boise ID lacks good sense. Training over empty spaces of desert/forest or oceans seems to make a lot of sense to me. These jets really don't fit into a metropolitan area due to the excessive noise.

NO-37

We do not live in the flight zone, but we can hear noise from the Boise airport, but that is minor compared to military jets. We lived in Great Falls, MT for 20 years, with Malmstrom AFB on one end of the town and the Air National Guard on the other side near our home. They flew (F-14's & F-18's) a few times a week, and were very noisy, shaking the house. I could hear them from the center of town inside of the Target store.

NO-8

Housing prices have already been devastated in this area without homeowners being expected to shoulder this additional burden. We are retired and don't wish to have to move over this.

SO-1

Thanks,

Tom & Linda Lorentz
[REDACTED]

1892 LU

From: MICHAEL RUSSELL [REDACTED]
Sent: Friday, March 02, 2012 4:23 PM
To: AETC/A7P Workflow
Subject: F-35s

Dear Sirs-

I have homes in Sierra Vista and Tucson. I have lived in the area since 1995. Seeing the existing aircraft at both locations is a source of pride for me as an American. I have not heard anything negative about the planes in Sierra Vista. I know residents would consider seeing them an honor. We are a military town and highly support anything that is necessary. I would also not be bothered by them in Tucson - neither would my young-adult children that live in Tucson. We have always been fascinated by the planes in both locations. Having lived in places around the US where there are noise activities by the military, I can assure you that people get used to the noise rather quickly.

GE-3

Quite frankly, the only problem I will have is wanting to stop and watch them every time they fly by!

Michael T. Russell
[REDACTED]

1893 BO

From: Patty Nichols [REDACTED]
Sent: Tuesday, March 13, 2012 12:38 PM
To: AETC/A7P Workflow
Subject: F-35's

Dear Sir:

I am writing to express my opposition to having F-35 fighter jets located at Gowen Field or anywhere in the Boise, Idaho or Mountain Home, Idaho area. I am also opposed to the Air Force conducting F-35 training missions here, if even for the short term. An urban area is no place for a fast and booming fighter jet. The noise will be intolerable, the pollution unacceptable, the decline in the value of our homes unconscionable and the effect on our physical and mental health immeasurable.] GE-4
] NO-1
] AQ-1
] SO-1
] NO-6

I live in north Ada County and recently when the F-16s were conducting training missions here the noise was constant and intolerable and I live north of the city! I understand that the F-35s are at least as noisy, if not noisier than the F-16s!] NO-8

I am a patriotic citizen of the US and my family has fought for our country beginning in the Revolutionary War, but basing the F-35's in the Boise area is wrong!] GE-4

Thank You,

Patty Nichols
Boise, Idaho

1894 TU

From: [REDACTED]
Sent: Monday, March 12, 2012 8:42 PM
To: AETC/A7P Workflow
Subject: f35

as a airforce retireeand being the father of an active duty member of the 162 ces squadron.iam for the f 35 to be based in tucson especially with the militarys commitment in the middle east there training in southen arizona is crucial with the area being alike both weather and terrain you have my vote. m/sgt patrick j kenny ret] GE-3

1895 TU

1896 BO

From: Coral Bowman [REDACTED]
Sent: Tuesday, March 13, 2012 11:48 PM
To: AETC/A7P Workflow
Subject: Re: F35s in Tucson

From: JANET QUALLS [REDACTED]
Sent: Wednesday, March 14, 2012 11:32 AM
To: AETC/A7P Workflow
Cc: mayor@cityofboise.org, citycouncil@cityofboise.org
Subject: Keep the F-35A out of Boise

Thank you for the opportunity to comment:

Placing the F-35s in Tucson is not in good alignment with the mission and the communities needs. Tucson is a large metropolitan area, with air bases (DM and TIA) that are now encompassed by the city, especially homes and residences.] **GE-4**

After speaking with a DM airman, I'm even more convinced of the folly of those who would bring it here (who probably live up north, in Oro Valley or not even in Tucson and hence would not feel and hear the impact.)

On a recent weekend, there was continued low flight by a series of jets (and a plane) in preparation for an airshow. The airman said the large jet was an F-22, that was comparably loud to the F-35. This jet was deafening -- window rattling, ear splitting noise as it flew over Park Mall. He then referenced the A-10, which he said was a quiet plane. When they fly over a school I teach at on Wednesdays, as they prepare to land at DM, we must stop talking until they have passed.] **NO-8**

I understand the F-35s will be based at TIA. This is unfair to the communities in the southwest who will bear the brunt... the communities which tend to be lower income, and thus are often targeted as the "recipients" or things the rest of us (especially those in gated communities) don't want. In The Oxford medical journal ([Volume 68, Issue](#), Pp. 243-257) I found the following statement: "In children, chronic aircraft noise exposure impairs reading comprehension and long-term memory and may be associated with raised blood pressure." Just what our community does not need, further impairment for children already disadvantaged by socio-economic status impacts.] **EJ-4**
] **EJ-2**

I knew I was living near DM, and that was revealed in my contract when I bought my home just south of Park Mall. I didn't know that I'd have the potential to be living in a nightmare.

Bringing the F35s to Tucson certainly would have me reconsider my commitment to continuing to live in Tucson. Please place this plane in a community where it can be isolated from damaging impacts to so many. Yuma? The desert in California, Nevada or Utah. I don't question the necessity of the jet or the training, but the misguided thinking that would have this seem like the only option to keep jobs or the base in Tucson. Not so.] **GE-1**

Thank you,
Coral Bowman
Teacher, TUSD
[REDACTED]

I am not writing this email in a vacuum or armed with disinformation. I attended the Public Hearing in Boise, asked what I thought were appropriate questions & listened carefully to the informative responses, and I did additional research on the F-35A following the meeting.

Without going through the litany of reasons to oppose this training base in Boise, suffice it to say that Idaho's capitol city is no proper home for the F-35A. Simply stated, there are other, more appropriate, locations available and up for consideration. I sincerely hope this email is moot and that responsible decisions are being made by my government which will summarily remove Boise from consideration for the F-35A Training Base.] **GE-1**

On behalf of over 10,000 residents whose homes are located in the identified "NSRU" area, as well as the local businesses, hotels & restaurants, schools and daycare centers also located within this immediate area, along with the the thousands of other homes & businesses located adjacent to the NSRU area] **SO-1**
] **SO-18**

keep the F-35A Training Base out of Boise.] **GE-4**

1897 BO

From: Yvonne McFarland [REDACTED]
Sent: Wednesday, March 14, 2012 11:42 AM
To: AETC/A7P Workflow
Cc: mayor@cityofboise.org
Subject: Gowen Field and F-35A's

I am writing on behalf of myself and my husband. Boise has been my home for forty years. Born and raised. We moved to the Sunrise Rim Neighborhood in 1999. Recently a sound wall was constructed along the freeway to help reduce the noise in our neighborhood and surrounding areas. This has helped tremendously. Families are able to enjoy the outdoors with not so much freeway distraction. We were very shocked when we learned that there was a possibility of bringing F-35A's to Gowen Field. With the airport as our close neighbor, we receive enough air traffic noise as is. Not only would our quality of life change but so would roughly 6,900 acres of property and 10,000 residents around us. Included in this are schools, daycares, parks and other public venues that are too many to mention.

NO-8
NO-36
SO-18

Please reconsider your proposal to bringing ANY F-35A's to our area. We DO NOT want to be labeled "NOT SUITABLE FOR RESIDENTIAL USE".

GE-4
SO-1

We support our troops and their training but feel that this is more suited for an existing Air Force Base.

Sincerely,
Yvonne and Scott McFarland
Sunrise Rim Neighborhood
[REDACTED]

1898 BO

From: w/mjon [REDACTED]
Sent: Wednesday, March 14, 2012 2:19 PM
To: AETC/A7P Workflow
Subject: F 72

U.S. Military.

We understand the essential need for proper military preparedness, and appreciate what the Military is doing to preserve our freedom. However, to displace thousands people in Boise is ridiculous when the Mountain Home Air Force Base and other bases located throughout the open west seems to be available.

SO-3
GE-12

Consider what it would mean to be vacated from your home, when proper planning could avoid effecting so many people.

SO-3

Yes, we own a retirement home, and there are many assisted living facilities in the proposed impact area.

Please choose another site for these planes.

GE-1

A.D. Luke and Wilma Jones

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Click Here!

1899 BO

From: wlmjon [REDACTED]
Sent: Wednesday, March 14, 2012 2:19 PM
To: AETC/A7P Workflow
Subject: F 72

U.S. Military.

We understand the essential need for proper military preparedness, and appreciate what the Military is doing to preserve our freedom. However, to displace thousands people in Boise is ridiculous when the Mountain Home Air Force Base and other bases located throughout the open west seems to be available.] SO-3
] GE-12

Consider what it would mean to be vacated from your home, when proper planning could avoid effecting so many people.] SO-3

Yes, we own a retirement home, and there are many assisted living facilities in the proposed impact area.

Please choose another site for these planes.] GE-1

A.D. Luke and Wilma Jones

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[Click Here!](#)

1900 TU

Jean de Jong
[REDACTED]

March 12, 2012

HQ AETCA/A7CPP
David Martin, AF Contractor & Kim Fornof
266 F St. West, Bldg.901
Randolph AFB TX 78150-4319

Attn: David Martin,

I am writing this letter in response to an invitation for public input into the DEIS regarding the replacement of the TIA stationed Air National Guard F-16s with the F-35.

As a small business and homeowner in midtown Tucson who lives under the DM flight path (though not in the 2004 adopted 'notional' overlay 'incompatible with residential use' noise contours) I am very concerned about the negative impact that repeated exposure to the F-35 will have on my family's health, the integrity of our property and its value and the economic, safety and health impact to my neighbors, U of A faculty and students, and businesses both near TIA and in midtown Tucson.] NO-6
] SO-1
] SA-1
] SO-18

It seems absolutely irrational to me that the AF is replacing all its fighter jets with an outrageously expensive, ear-deafeningly loud, vibrationally devastating, single-engine, still in the test stage, one-size fits all jet. And furthermore, it is beyond insane that the AF which has planted so many of its bases adjacent to Cities across this country is expecting to fly these jets on a regular basis over Tucson AZ (one-million population) and a University with a day time population of 50,000.] NO-1
] SA-1
] NO-37

The EIS is intended to protect the citizens, animals and environments of this country from abuse of power by, in this case, the military (to get what it wants regardless of the harm it causes to thousands of people). This DEIS is so poorly done that it seems that its intention is in fact to allow physical and economic harm to the citizens of this community.] NP-13

The F-35 is totally inappropriate for this location, and the DEIS which as it has presently been completed seemingly to slide this jet into operation at TIA and DM should be given an F grade and thrown out.

Below I have listed many of the glaring shortcomings of the Draft EIS. Please address each one.

Final
June 2012

			1900 TU
	1		
SAFETY			
<ul style="list-style-type: none"> F-35 is the loudest, most powerful single engine jet. It is still in the development phase (they keep discovering new problems that need to be ironed out.) and so the F-35 has no known crash or safety record and won't have one for years to come. However, the A-7 a single engine fighter plane, an ancestor to the F-35 had a mishap rate of 5.71 or six major crashes for every 100,000 flying hours. One of those crashes in 1978 just missing U of A and Mansfeld Middle School killed two women and injured several others. The F-16, another single engine jet has just a slightly better mishap rate to the A-7 (Tucson Monthly October 1998). 			
According to the Draft EIS the projected annual F-35A airfield operations of 72 aircraft are 37,480. Therefore, if the F-35A were comparable to the A-7 we could expect a major Class A crash every 3 years and in fact the rate would be higher initially because as the AF itself states "the mishap rate for for specific aircraft peaks early in the model's service..." (Tucson Monthly October 1998).			SA-12
The Draft EIS states: "As the F-35A becomes more operationally mature, the aircraft mishap rate is expected to become comparable with similar sized aircraft with a similar mission". The problem here is that this Draft EIS is responsible for providing specific data now, not in the future and it cannot because this plane is still new, in development and there is no other plane at present of a similar size or mission (perhaps only the F-22 comes close).			
THERE IS SIGNIFICANT MISSING INFORMATION ABOUT SAFETY IMPACTS IN THIS DEIS What are the increased safety risks and how will these increased risks effect the people and animals under the flight paths of these jets? And what will the Air Force do to mitigate these negative impacts? What is the safety impact of having foreign pilots flying the newest most powerful jets over civilian populations?			
NOISE			
Here is a noise comparative based on an actual overflight. The AF sponsored measures of relative loudness of the F-35 and the F16-p229 include:			
	F-35	F-16-pw-229	F-35 is
Elgin EIS	121	97	24db

			1900 TU
	2		
It has been reported that at 122db the human ear can only be exposed cumulatively in 24 hours to 4 seconds of exposure before permanent hearing loss occurs.			NO-48
Why is the AF claiming it doesn't have actual over flight noise levels for the F-35 and why were the noise levels 'corrected' after the DEIS was released? Where did they get these new noise levels from?			NO-42 NO-21
VIBRATIONAL FORCE			
<ul style="list-style-type: none"> The F-16 has 23,000 lbs of thrust. The F-35 has 40,000 lbs of thrust – that is 71 % more than the F-16. This fact alone would indicate that the F-35 is much louder, having a much greater impact on hearing and the structures of hearing than the F-16. It also indicates that the F-35 has a greater impact on physical structures. The DEIS has no study identifying the residential and business structures impacted by the F-35 vibrational forces, nor does it analyze the safety and economic impact to schools, including the U of A, Churches, businesses (Raytheon) in the flight path of TIA and DM when the vibrational force of these jets crack and weakens these structures. What is the impact of this increased vibrational force on sensitive equipment housed, operated and/or stored by businesses and institutions exposed to the F-35 overflight and the vibrational force of these jets? 			NO-12
THERE IS SIGNIFICANT MISSING INFORMATION ABOUT NOISE and ENERGY IMPACTS IN THIS DEIS			NO-4
The DEIS doesn't tell us how it came up with its noise data and then they changed it. First the AF came out saying the F-35A would be 4 times as loud as the F-16C when landing and then they said oops...its only going to be twice as loud as the F-16C. Based on what?			NO-21
They say in their over 1,000 page document that it isn't economical to base 24 or 48 F-35s at an installation and then they turn around and use these numbers as alternatives for TIA. The 72 F-35s will bring 8,000 new residents into the 'incompatible with residential use' overlay zoning impacting a higher percentage of low income and minorities than other alternatives.			DO-9 SO-1 EJ-4
How could homeowners living under the over flight of these jets protect their hearing and the hearing of their children?			NO-6 EJ-2

<p style="text-align: center;">3</p> <p style="text-align: right;">1900 TU</p> <p>Many homes in the area use swamp cooling during the summer. It is effective and more affordable in this desert climate. Windows must be left open for this system to work well. Many homes are also not well insulated. They offer no protection from jet noise.</p> <p>How will workers for the international flights at TIA protect themselves from the damaging noise and power of the F-35?</p> <p>Will 40,000 of thrust power damage TIA structures, local homes, schools, public buildings?</p> <p>OTHER CONCERNS NOT ADDRESSED IN THE DRAFT EIS</p> <ul style="list-style-type: none"> • The safety of having 72 military jets with no safety history stationed and flying out of a growing International Airport • The fact that TIA and DM are less than the required 5 mile distance from each other • The impact of National Guard F-35 flights on midtown Tucson. The F-35s have to fly into DM to load up on live ordinance on route to Barry Goldwater. What is the noise and safety impact to Tucsonans? Including an assessment of overhead noise when the jets are landing at DM as well as the noise and pollution that is made when the jets line up at DM in the morning with NW winds blowing into the heart of the City to take –off for their daily practice. The constant noise can go on steadily for an hour or more at a time, with peak noises recorded at well into the 80db level (recorded from the Broadmoor neighborhood). And these are not even F-35s at 40,000lbs of thrust. • What is the health impact of the JP-8 fuel when the fumes and exhaust are inhaled? JP-8 fuel is a known carcinogen? • Will the increased 8000+ people impacted by the F-35 around TIA be informed about their change in safety and security? • How many schools, day cares, churches, places where people meet and greet be negatively impacted by the arrival of the F-35? And what will be done about this negative impact? 	<p style="text-align: center;">4</p> <p style="text-align: right;">1900 TU</p> <ul style="list-style-type: none"> • Since a large number of people living near TIA are poor and many are Hispanic have notices gone out to them in Spanish? • Why is the Public Hearing nearest to TIA taking place on the eve of Ash Wednesday and the beginning of Rodeo holidays in Tucson? Many people are Catholic and will be observing Ash Wednesday? • What about the impact of these jets on local wildlife- pronghorn? • What will the impact be to Tourist Industry - \$1billion annually from birding interests, central Tucson hotels? Small business – massage etc. those that depend on quiet and quality of life? <p>PROBLEMS WITH THE DRAFT EIS ITSELF</p> <ul style="list-style-type: none"> • There is no ‘NO ACTION’ alternative given. Given that the National Guard is interacting with an International Airport and that it has to fly into DM to load up on munitions and DM is already having a serious problem with encroachment (the DM is ¼ surrounded by City) why would a NO ACTION alternative not be considered? • There is no mention of the inclusion of F-35s in Operation Snowbird an operation which is presently being challenged by the local population because it didn’t comply with regulatory processes when it significantly changed its operations around 2000. • The AF in this DEIS doesn’t seem to make any effort to analyze the cumulative effects that the TIA F-35s overflights generate • The DEIS does not adequately address the impacts of F-35 noise on students. Table TU 3.2-3 shows that every school the DEIS analyzed will have interior noise levels greater than 50 dB Lmax, which will make conversation difficult or impossible. The DEIS provides no evaluations of what this will do to students’ learning, though numerous studies show significant negative impacts. Further, the Department of Defense’s <i>Operational Noise Manual</i> notes that “For school children, the American National National Standards Institute (ANSI) has recommended a . . . limit of 35 dBA.” That’s much less than the noise level the DEIS uses.
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	5	1900 TU
	<ul style="list-style-type: none"> The DEIS shows the 65 dB DNL contours, but does not address the significance of those contours. Arizona Revised Statutes place substantial legal restrictions on the properties within those contours, but the DEIS says nothing about this. 	LU-11
	<ul style="list-style-type: none"> The DEIS does not adequately address the impacts of F-35 noise on property values. It cites two studies that minimize the impacts. Other studies, which the DEIS ignores, show much greater impacts; they establish that aircraft noise can reduce property values by more than 25%. The DEIS provides no estimate of the dollar loss of Tucson’s property values, and it provides no estimate of the dollar loss of property-tax revenues. 	SO-1 SO-33 SO-1
	<ul style="list-style-type: none"> The DEIS does not address the impacts of F-35s on Tucson’s economy. It admits that construction jobs resulting from the F-35s “would constitute less than 1 percent of the total employment in Pima County,” and “construction expenditures and the jobs created would be temporary.” It also admits that, because the F-35s would displace the current F-16s at TIA, the net increase in pilots and support personnel would be small. However, it says nothing about the loss that F-35 noise would impose on Tucson’s leisure and hospitality businesses, which bring \$1.4 billion annually to our local economy. 	SO-13
	<ul style="list-style-type: none"> The DEIS does not address the impacts that F-35 noise will have on the livability of our residential neighborhoods, or the quality of life of our residents. 	SO-1 NO-36
	<ul style="list-style-type: none"> The DEIS ignores the impacts of F-35 noise as the aircraft use the airspace of Davis-Monthan AFB. 	NO-59
	<ul style="list-style-type: none"> The DEIS uses computer models to determine F-35 noise over Tucson. The models yield theoretical numbers that are lower than the actual decibel levels of F-35s. Despite requests by Sen. McCain, Rep. Giffords, and an editorial in the Arizona Daily Star, the Air Force refuses to conduct demonstration flights of F-35s over Tucson. 	NO-50 GE-2
	<ul style="list-style-type: none"> The DEIS fails to analyze the impacts of noise created when two or more F-35s fly in formation or in close proximity to one another. 	NO-39
	<ul style="list-style-type: none"> The DEIS fails to consider alternative sites that are close to Tucson and are accessible to the Barry M. Goldwater Range. NEPA requires every EIS to include “alternatives to the proposed action.” Alternative sites might include the Libby Airfield in Sierra Vista, the Gila Bend Auxiliary Airfield in Gila Bend, the Pinal Air Park in Marana, and others. 	DO-32

	6	1900 TU
	<ul style="list-style-type: none"> The DEIS mentions the “surprise effect”—the reaction of individuals to a sudden and drastic increase of noise. When noise levels increase abruptly by sixteen-fold (as when noise jumps from 50 dB to 90 dB), individuals are startled and disturbed. The DEIS tries to minimize this impact; in almost all cases, it describes decibel levels in terms of a broad average that encompasses twenty-four hours per day for an entire year. This broad average is not representative of sudden noise impacts upon individuals. 	NO-50
	<ul style="list-style-type: none"> The DEIS states, “The EPA has identified a DNL of 55 dB to be a level protective of the public health and welfare.” However, the DEIS provides no 	NO-4
	<ul style="list-style-type: none"> 55 dB contours, and it totally ignores the neighborhoods that will fall between 55 and 65 dB DNL. 	NO-4
	<ul style="list-style-type: none"> The DEIS ignores the limitations upon the training of pilots who would fly into and out of TIA, which is surrounded by urban development. The pilots will be restricted in their hours of operation, in the flight paths, in the power settings at takeoff and landing, in the number of operations permitted per year. The pilots’ training will suffer. 	DO-42
	<ul style="list-style-type: none"> The DEIS ignores the fact that urban encroachment will increasingly impact TIA operations in the future, and will increasingly restrict flight operations of the F-35s. 	DO-42
	<p>I appreciate your taking the time to read and thoroughly address all of these issues. I look forward to receiving your response.</p>	
	Yours truly,	
	Jean de Jong	
	cc.	
	The Honorable Michael B. Donley Secretary of the US Air Force 1670 Air Force Pentagon Washington, D.C. 20330-1670	
	Mayor Jonathan Rothchild, mayor1@tucsonaz.gov, (520) 791-4201 Ward 1 Council Member Regina Romero, ward1@tucsonaz.gov, (520) 791-4040	

1900 TU

Ward 2 Council Member Paul Cunningham, ward2@tucsonaz.gov, (520) 791-4687
Ward 3 Council Member Karin Uhlich, ward3@tucsonaz.gov, (520) 791-4711
Ward 4 Council Member Shirley Scott, ward4@tucsonaz.gov, (520) 791-3199
Ward 5 Council Member Richard Fimbres, ward5@tucsonaz.gov, (520) 791-4231
Ward 6 Council Member Steve Kozachik, ward6@tucsonaz.gov, (520) 791-4601

Ann Day, District 130 W. Congress 11th Floor Tucson, AZ 85701

Ramón Valadez, Chairman, District 2 130 West Congress, 11th Floor
Tucson, Arizona 85701

Sharon Bronson, District 3 130 W. Congress, 11th floor
Tucson, Arizona 85701

Ray Carroll, District 4 130 W. Congress 11th Floor
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Richard Elías, District 5 130 W. Congress ~ 11th Floor
Tucson, AZ 85701

The Honorable Raul Grijalva
Tucson District Office
810 E. 22nd St. Suite 102
Tucson, Az 85713

The Honorable Gabrielle Giffords
U.S. House of Representatives
1728 Longworth House Office Building
Washington, D.C 20515

The Honorable Jon Kyl
6840 N. Oracle Rd., Suite 150
Tucson, Az. 85704

The Honorable John McCain
Senator of Arizona
407 W. Congress St., Suite 103
Tucson, Az 85701

Robert Medler
Manager, Government Affairs
Tucson Metropolitan Chamber of Commerce
465 W. St. Mary's Rd.

1901 BO

From: SUSAN NORTON [REDACTED]
Sent: Wednesday, March 14, 2012 9:06 AM
To: AETC/A7P Workflow
Subject: Proposed Pilot Training Center and Basing of F-35A Training Aircraft EIS

Dear Mr. Martin,

I am opposed to basing a pilot training center and F-35A Training Aircraft over and near Boise, Idaho. Like air and water pollution, noise pollution does not improve the quality of life. My position is not unpatriotic as some are asserting. You need to site the training elsewhere and not over an urban area where it will affect people in their homes, schools, yards, parks, and neighborhoods. I spent a summer in 2001 attending school in New York City and even though I love the city I couldn't wait to get back to home and yard and greenbelt and some peace and quiet. Life is stressful enough without frequent loud noises. Please locate the training center for pilots and the base for the F-35A aircraft in an area away from our city. Many of us live here for the quality of life we find in Boise, and noise does not improve anyone's life. Thank you for your consideration. Sue Norton

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



1902 BO

1902 BO

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 Fornoff
 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: DEBBIE CAVANAUGH
 Organization/Affiliation: RESIDENT, BOISE, ID
 Address: *
 City, State, Zip Code:

Comments:
I have grave concerns about the proposed installation of 72 F-35's at Gowen Field in Boise, ID. I reside in the "New Area that would be designated 'NOT SUITABLE FOR RESIDENTIAL USE.' My home was built in 1968. At that time, the builders were certainly aware of the proximity of the subdivision to the then Boise Municipal Airport as well as to Gowen Field Air National Guard Base. At the time we purchased our home, June 1990, we too were aware of the noise levels + air activity over our home. However, had we been given any indication that our residential area would be compromised SO-1

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.

not only in peaceful liveability, but also in potential property devaluation, we would never had purchased the home.

Further, I am a school teacher in the Boise School District. My school WEST-VR HIGH is ALSO located in the NEW AREA to be designated as UNSAFE/NOT SUITABLE.

So between work and home, I will have no escape from the impact of the 72 F-35's

My quality of life, my property valuation, and my peaceful living conditions will be very negatively impacted.

I sincerely request that the choice of GOWEN FIELD in BOISE as a training site for 72 F-35's be eliminated as a viable choice.

Debbie Cavanaugh 3/14/12

SO-1 cont'd

EJ-2

NO-36 SO-1

GE-4

Final
June 2012

1903 BO

From: Taylor, Wes [REDACTED]
Sent: Wednesday, March 14, 2012 9:57 AM
To: AETC/A7P Workflow
Cc: westaylor7100@msn.com
Subject: Boise Gowen Field F-35A Comments

Dear Sirs,

Reading up on the facts of the F-35A's impact on the residents of Boise, Idaho I do not believe the USAF is using common and practical sense by considering Gowen Field over Mountain Home Air Force Base which is 37 miles East of Boise. Several reasons why are:

- 1) Your own study claims that 3,000 to 10,000 Boise residents will be affected by the 65 decibel rating vs. 5 in Mountain Home. GE-12
- 2) The cost to the taxpayers for all the different impact studies ie,vegetation, wildlife etc plus the cost of the housing, hangars, offices, everything associated with this training would be a total waste of taxpayer dollars when all the above is already in place at Mountain Home Air Force Base. Will the USA borrow money from China to pay for this training endeavor? Why does the Air Force want to replicate something that already exists 37 miles East of Boise? NO-11
- 3) Why does the Air Force want to damage the taxpayers quality of life by devaluing their property to the point of being declared "unfit for residential use"? Affecting our health (hearing), stress levels and let's not forget the affects on our pets. DO-20

NO-36
SO-1
NO-6
BI-5

These are just 3 reasons why it is imperative for the USAF use common sense in being frugal with the taxpayer's money, value our citizens right to quality of life and put the F-35A's training where it is practical.

Regards,

Wes & Diana Taylor
[REDACTED]
[REDACTED]

1904 BO

From: Ron Haberman [REDACTED]
Sent: Wednesday, March 14, 2012 12:06 PM
To: AETC/A7P Workflow
Subject: Boise Idaho Draft EIS

F-35A Environmental Impact Statement, Boise Idaho

My wife and I have lived in Boise, Idaho near the airport, and Gowen Field since 1973. We have seen many different military planes, and most have not been that objectionable.

We are strongly opposed, however, to the proposal of the F-35A coming to this municipal airport. We believe the noise factor was not fully studied in the EIS, and it is totally lacking in scope. GE-4
NO-4

Our city will be assaulted with noise and pollution for a long, long time should this aircraft be stationed in the great city of Boise. We live next to a municipal airport, and not a U.S. Air force military base. There are also four schools in the impact area. NO-1

I did not see any real compensation being mentioned in the report. We feel our property values would plunge to near zero. The houses that many thousands of people live in, will not be saleable and there will be no real options for the property owners. SO-1

For these reasons we are against this proposal.

Respectfully

Ronald and Althea Haberman

1905 HO

From: Carole Crews [REDACTED]
Sent: Wednesday, March 14, 2012 5:31 PM
To: aetc.a7cp.inbox@us.af.mil.
Subject: F-35 flyovers

To whom it may concern:

We are very distressed here in the fragile adobe village of Taos, NM to think that the Air Force wants to fly training missions over our land. Too much money is spent on weapons of war and it is totally unnecessary and downright evil to perpetuate doom on innocent people anywhere in the world.

GE-4

The time has come for a peaceful world, or we will not have a world worth living in at all.

GE-13

Stop war-making activities and put that money into wind and solar energy and the production of electric cars.

We do not need fighter jets or drones. If we stop war-making activities and weapons manufacturing, the world will stop hating us and we will have no enemies.

It is time for peace.

Thank you,

Carole Crews

[REDACTED]
[REDACTED]
[REDACTED]

1906 TU

From: Mary Nelson [REDACTED]
Sent: Wednesday, March 14, 2012 4:06 PM
To: AETC/A7P Workflow
Subject: F-35 in Tucson

I live at [REDACTED]. My last name is Nelson. My husband and I are very concerned over information we received indicating our home will lose value and may in fact be uninhabitable if the F35 is brought to Tucson International Airport. This is in addition top the health concerns raised for children, and adults too, living in the flight path. What happens to our hearing? What assurances do you offer in terms of health affects and my property value? How will the peole of Tucson be taken care of when we live close to TIA and the new fighter planes? I have grave concerns with bringing the F - #% to TIA.

SO-1

NO-6

EJ-2

SO-1

SO-11

Thank you

1907 BO

From: Marc [REDACTED]
Sent: Wednesday, March 14, 2012 1:18 AM
To: AETC/A7P Workflow
Subject: Bring them on

Grew up with near Gowen 30 years ago with much louder birds then these, Phatoms I think. Anyway, I take pride in knowing they are here and the people that support them.

GE-3

If they are worried about noise they should take away the "green" buses. Those are the noisiest vehicles out there. :). So 2 voting citizens living on the bench are all in. Bring on the noisy birds we love them.

1908 BO

From: Jan Kirkhart [REDACTED]
Sent: Wednesday, March 14, 2012 2:45 PM
To: AETC/A7P Workflow
Subject: Boise, ID is NOT the place for hte F-35 Training facility

Hello,

As a resident of Boise for 23 years, I am writing to voice my opposition to the proposal to bring F-35 training to Boise. GE-4

We have lived in Columbia Village, within 2 miles of Gowan Field, for over 20 years. Columbia Village is the largest subdivision in the state. Columbia Village was developed by JR Simplot a founder of Micron Technology as well as local millionaire and entrepreneur who has left a legacy on the Treasure Valley in Southeastern Idaho always working to improve the quality of life for Idahoans. It is also the home of 2 schools, 2 churches, a senior care facility, and the Simplot Sports Complex where thousands of families and children play soccer and baseball every year. A portion of Columbia Village, including the Sports Complex, and our home would be located directly in the area designated as "not suitable for residential use". I am very concerned for not only my families' quality of life, but the negative impact this would have on the entire Treasure Valley, and beyond. SO-1 NO-36

The EIS is full of gaps and the economic impact has not been studied. I attended the February 28th hearing. Afterwards it became clearer to me that the well-paying jobs will be military jobs, NOT ones for our residents, let alone our sons and daughters. Additionally, goods and supplies purchased on base are not subject to State and Local Tax. The majority of those stationed here would (likely) live on base and not purchase homes. The (small) percentage who do buy, will not necessarily (or even likely) buy them in Boise. SO-21 SO-34

There are many issues of concern that surround this proposal. The one getting the most attention is, of course, the noise. Additionally I have concerns surrounding air quality from emissions and maintaining of property values. We already have issues EPA over managing the quality of our air. The area of impact includes the homes of over 10,000 people. If property values in the area of impact drop as much as has been shared, this has the potential to create a huge ripple effect driving values down throughout the entire Treasure Valley. The negative impact of the presence of the F-35s will downgrade our quality of life and could cause business to reconsider plans to relocate and expand adding the jobs that we all know are so important to our future. AQ-1 SO-1 NO-36 SO-18

It's entirely probable that this could not be for the benefit of, but rather at the expense of, Boise.

Thank you.
Janet Kirkhart
[REDACTED]

Final
June 2012

1909 BO

From: Teresa Lipus [redacted]
Sent: Sunday, March 11, 2012 1:33 PM
To: AETC/A7P Workflow
Subject: Comment on basing F-35A Training at Gowen Field

Dear David Martin and Kim Fornof:

Thank you for the opportunity to comment on basing F-35A Training at Gowen Field. I'm sending you this email to express my opposition to this proposal. An urban area such as large as Boise and the Treasure Valley is an inappropriate location for the resulting noise, pollution, and increased safety hazards this project would bring.

GE-4
NO-37
AQ-1
SA-1

The three things that concerned me most from reading the Environmental Impact Statement were the projected 1) noise levels, 2) number of people impacted by extreme noise level increases, and 3) carbon monoxide emissions exceeding the applicable threshold. I have the following concerns:

- 1) Noise levels projected for the Boise location were high enough to be stated as factors (of 4, 8, and 11) rather than as percentages like the other proposed locations. In addition, studying locations with windows closed presumes that people will be indoors all of the time, when in fact, people live in the Treasure Valley for all of the outdoor activities it offers.
2) The high-noise area includes 10,000+ people, and that doesn't count those of us who live just outside those boundaries. That is a tremendous number of people to impact with speech, sleep, and hearing interference for 40 years.
3) Carbon monoxide emissions exceeding the applicable threshold will add to the air quality alerts and inversions in the Treasure Valley that already occur too frequently and present health hazards to at-risk residents. As we struggle with the episodes of poor air quality issues, it's unacceptable that the Air Force would merely apply one or more of the criteria under Title 40 of the Code of Federal Regulations Section 93. 158(a) to address the carbon monoxide increase.

NO-1
NO-8

NO-11
NO-3

AQ-11

The projected increase in temporary jobs and economic impact to the community do not offset the issues of noise and the resulting loss of home value, number of impacted people, and worsened air quality in the Treasure Valley.

SO-13

Respectfully,
Teresa Lipus
[redacted]

1910 TU

From: Joost van Haren [redacted]
Sent: Wednesday, March 14, 2012 7:02 PM
To: AETC/A7P Workflow
Subject: citizen comment re F-35 in Tucson

David Martin and Kim Fornof
U.S. Air Force
HQ AETC/A7CPP
266 F Street West
Building 901
Randolf AFB, TX 78150-4319

14 March 2012

Dear Mr. Martin and Ms. Fornof:

I am wriing regarding the proposed pilot training center and basing of F-35A training aircraft in Tucson, Arizona.

I am a Tucson resident, a mother of two young children, an assistant research professor at the University of Arizona. I have lived with my family in Central Tucson for 16 years.

I strongly oppose the basing of the F-35 aircraft near Tucson for the following reasons: GE-4

(1) The F-35 aircraft flying over Tucson will cause intolerable noise pollution for Tucson citizens. Already the military aircraft flying over Tucson cause severe noise pollution for us. I call my elderly mother in the Netherlands on a weekly basis and we frequently must wait for the military airplanes to pass overhead because their massive sound makes conversation impossible. I also spend a lot of time outdoors with my children and we often cannot hear each other talking face-to-face because of the roar of military aircraft.

NO-8

(2) The F-35 aircraft flying over Tucson will increase air pollution for Tucson citizens. Already Tucson has air pollution problems due to our arid climate, dust storms and exhaust from motor vehicles. While my own children do not suffer particularly from allergies, our family knows many children and elderly folks who do. Keeping the air as clean as possible is a top priority for Tucson citizens.

AQ-1

(3) The F-35 aircraft flying over Tucson will increase safety risks for Tucson citizens. People here still talk about the tragic accident that happened in the 1960s when an Air Force jet crashed into 6th Street in central Tucson. My children attend public elementary school one block from where that crash happened. It does not make sense to train pilots on a new aircraft so close to a densely populated urban area.

SA-1

For these reasons, I strongly oppose the basing of F-35 aircraft near Tucson. GE-4

Please consider my comments in your Environmental Impact Statement. NP-8

Sincerely,

Joost van Haren
[redacted]

1911 BO

From: Alyson Heyer [REDACTED]
Sent: Wednesday, March 14, 2012 6:18 PM
To: AETC/A7P Workflow
Subject: Boise EIS Comment

Alyson Heyer
[REDACTED]

Comments:

Hello, I am writing this comment form to **oppose** the use of F-35 aircraft at the Boise Airport. [GE-4]

I am very concerned with the noise level of these aircrafts. The Boise Airport is close to residential areas as well as our Elementary School (Owyhee Elementary). I have serious concerns that the noise of these aircrafts will create a strong negative impact on the quality of life for me as well as my children. Currently as a military jet takes off from the Boise airport it registers the full volume on our baby monitor. I am told that the F-35 aircraft would even be louder than that. [NO-1
NO-36
EJ-2]

Thank you,
Alyson Heyer
[REDACTED]

The contents of this e-mail and any attachments are intended solely for the use of the named addressee(s) and may contain confidential and/or privileged information. Any unauthorized use, copying, disclosure, or distribution of the contents of this e-mail or attachments is strictly prohibited and may be unlawful. If you are not the intended recipient, please notify the sender immediately and destroy all copies of the communication and any attachments.

1912 TU

[REDACTED]
March 14, 2012

Mr. David Martin
Air Force Contractor
Ms. Kim Fornof
HQ AETC/A7CPP
266 F Street West
Building 901
Randolph Air Force Base
Texas 78150-4319

aetc.a7cp.inbox@us.af.mil

Dear Mr. Martin and Ms. Fornof,

I have read through the Draft Environmental Impact Statement (EIS) on the basing of the F-35 Joint Strike Fighter with particular attention to Tucson, Arizona, the place where I live, in the hope of coming to some understanding of the impact this very loud airplane would have on the health and safety of my family, friends and neighbors. Such documents are by their nature complex, However, I have come to the conclusion that no one, friend or foe of the F-35 basing or neutral arbiters like the United States Air Force or the Environmental Protection Agency can conclude much of anything based on this Draft. It is so fundamentally lacking in basic information and has sufficiently many internal contradictions that it leaves its readers with more questions than answers. Some of the paucity of information is based on the fact that the Drafters of this document could not possibly describe the impact of a plane that has such a scant track record. Other missing information exhibits shortcomings in describing how a plane of this nature would impact many aspects of the day-to-day life of an unusual place, namely Tucson, Arizona. [NP-13]

Here are my concerns:

- The Draft EIS is silent on the unique aspects of the Tucson environment on the noise generated by the F-35 and its impact on people, especially children. What standards are being used to assess noise? How are they compatible with best health care research on the impact of noise? How do they take into account the special aspects of the Tucson valley with its mountainous perimeter, its desert ground and its high temperatures? How does it take into account the Tucson lifestyle with people and notably school children spending much more time out of doors than at other Air Force locations? Which schools are in the flight path and how many students attend these schools? How can schools be mitigated or students relocated? How much would it cost? [NO-4
NO-38
NO-18
EJ-1]
- The Draft EIS does not properly take into account the cumulative impact of noise. Tucson has an international airport, a railroad, an interstate highway, and military. [CM-2]

1

		1912 TU
	<p>police and hospital helicopters. In addition, Tucson is the host of Davis-Montham (D-M) Air Force Base. Its mission includes A-10 straight-wing jet aircraft and C-130 four-engine turboprop military transport aircraft. At present, D-M is undergoing an Environmental Assessment of its Operation Snowbird. Thus, I call on the Drafters to assess the cumulative aspects of noise taking into account all present operations and reasonably anticipated future operations. This should include but not be limited to future increases in train and car traffic, commercial airport use, and increases at D-M, particularly the possible use of D-M for F-35 aircraft.</p>	CM-2 cont'd
	<ul style="list-style-type: none"> Due to the choice of TIA, a commercial airport, for the basing of the Joint Strike Fighter, ordnance must be stored at Davis-Montham Air Force Base. As a consequence, the F-35 must fly from TIA to D-M both to load and to unload ordnance before it can bed down at TIA for the day. The Draft EIS does mention this complication in operations. However, the impact of this complication is not adequately described. Where in the DEIS are the flight paths between TIA and D-M? What is their impact on noise, vibration, and safety? What is the extent of inefficiency in operations compromised? Have alternative basing, e.g., Gila Bend, been assessed as an alternative to TIA? I call on a thorough analysis of the flights over the city and a comparison of the choice of TIA to alternative basing sites. 	DO-23 NO-59 SA-13 DO-32
	<ul style="list-style-type: none"> F-16 jet fighter flights routinely set off car alarms. The Tucson area has a variety of highly technological and scientific endeavors, notably the region's two largest employers, University of Arizona and Raytheon Missile Systems, along with many small manufacturers that comprise the "Optics Valley". The institutions and businesses maintain a large amount of sensitive scientific instrumentation and technical equipment. I call on the Drafters of the EIS to investigate the impact on the F-35 on the use of this equipment. One F-35 flight with its very strong vibrational noise can spoil an experiment or protocol using equipment sensitive to vibration. This investigation, at a minimum, should be based on thorough research on its impact with high-level officials – the Vice President for Research or the Provost at the University of Arizona and the Chief Operating Officer at Raytheon Missile Systems – and with a random sample of small manufacturers. 	NO-61
	<ul style="list-style-type: none"> Residents of Arizona are subject to a variety of zoning ordinances and property protections. Notably, the Joint Vicinity Box and the zoning overlay in midtown Tucson restrict property use to allow for increased Air Force operations. These laws created the horrific "incompatible for residential use" designation for home in the 65 dB zones. On the other hand, "Private Property Rights Protection Act," which resulted from the 2006 ballot initiative Arizona Proposition 207 and has been codified at Arizona Revised Statutes section 12-1134, provides that "[i]f the existing rights to use, divide, sell or possess private real property are reduced by...any land use law enacted after the date the property is transferred to the owner and such action reduces the fair market value of the property the owner is entitled to just compensation[.]" How do these statutes impact the property owners of Arizona, including most importantly, the 8 thousand residents in the high noise zone northwest of TIA? What government entity is responsible for making just compensation? 	LU-11
	2	

		1912 TU
	<ul style="list-style-type: none"> With the 1978 crash of the A7D Corsair jet in the vicinity of Mansfield Middle School and the University of Arizona, the Air Force conceded in 1980 that Tucson, as an urban center, provided too strong a risk to host unstable single engine jets. The mission was changed to the double engine A-10 and the four-engine C-130. In addition, the 162nd Fighter Wing of the Air National Guard was transferred to Tucson International Airport (TIA). What is the Air Force's obligation to the contents of the 1980 letter? How can the conclusions of that letter be reconciled with the basing of the F-35 in Tucson? 	SA-20
	<ul style="list-style-type: none"> At one point in the Draft EIS, we find that basing of 24 or 48 aircraft at TIA is not financially feasible. Yet the central analysis of the environmental impact considers on the basing of 24, 28, or 72 airplanes. Why does it make sense to make an environmental assessment in one part of the Draft EIS based on scenarios that are rendered moot by an analysis in another part of the Draft EIS? In addition, I am calling for "no change in mission" to be added to the list of alternatives for two reasons. The first is that we cannot really understand the changes that having the F-35 would bring to Tucson unless we have a solid baseline for measuring impact. Secondly, the repeated delays in schedule that have been experienced by F-35 leaves its ultimate use in doubt and so the current F-16 mission at TIA may be viable for more years than the life of this EIS. 	DO-9 DO-1
	<ul style="list-style-type: none"> One of the major drivers of the Pima County economy is associated to health and leisure activities – birders, hikers, spa goers, golfers, and a variety of winter visitors. Tucson is no longer a spring training site for Major League Baseball. Recently, Major League Soccer and both Japanese and Korean Professional Baseball expressed interest in moving spring training operations to Pima County. The Draft EIS takes a wholly inadequately approach in its investigation of the impacts of stationing the F-35 at TIA and its impact on the leisure and tourism industry. I am particularly concerned with the impact on hosting of major trade and professional organizations at downtown Tucson sites. Such sites provide the amenities of a city and easy access to the University of Arizona. I call on a thorough analysis of the negative impacts in these areas to the basing of the F-35 in Tucson. 	SO-18
	<ul style="list-style-type: none"> The Draft EIS describes the impact on minority groups. In the areas impacted by the F-35, these groups often have Spanish as their only language. Remarkably, the Draft EIS does not have Spanish translation, the notices for public input were not prepared in Spanish, the moderators at the public meetings for this Draft EIS did not offer translation into Spanish, did not have any materials in Spanish on site and did not offer Spanish speakers at the poster board presentations that preceded the public input period. Ironically, the input meeting nearer to the International Airport took place on Ash Wednesday, a day for practicing Catholics of fasting, abstinence from meat, repentance and contemplation of one's transgressions. I call on the Air Force to begin anew in its Draft EIS including from the onset those who are most impacted by the basing of the F-35 in their first language and in a manner that respects their culture and traditions. 	EJ-5 NP-28 EJ-5
	3	

1912 TU

- The report cannot be solely written inside the walls of the Pentagon or from the offices of consultants, but rather by having a vigorous research plan in the field. I call on an Environmental Impact Statement on the basing of the F-35 be adequately sourced consistent according to current standards of scholarship that documents in a transparent manner the information gathered for the report. Further, a credible Statement needs to show a vigorous evaluation of data from information collected in the Tucson area.

NP-13

I have heard that a variety of bodies including several neighborhood associations have been contacting you to let you know that they find the information necessary to make an informed decision is lacking in this Draft EIS. Above all, I call on the Air Force to show that it can be an agency that has the highest standards of information gathering, democratic input, and information reporting. It is the foundational activity for a government who represents a nation that you are charged with protecting.

Respectfully yours,

Dr. Joseph C. Watkins

1913 TU

From: C Tanz [REDACTED] on behalf of Chris Tanz [REDACTED]
Sent: Wednesday, March 14, 2012 8:47 PM
To: AETC/A7P Workflow
Subject: Draft EIS Statement: "F35A Training Basing"

Dear Mr. Martin and Mr./Ms.? Fornof,

Thank you for the opportunity to provide input and raise questions about the Draft Environmental Impact Statement: "F35A Training Basing" pertaining to the ANG base in Tucson.

My parents came to the US as immigrants. I grew up under the influence of their deep sense of gratitude for the contribution of the US military in helping free Poland from Nazi occupation.

I came to Tucson in 1975 to join the faculty of the University of Arizona. I was teaching a class on the day in 1978 when an A-7 crashed just south of campus - barely missing buildings with college students and middle school students in them, and killing two women in a car on the street next to Mansfield School and injuring others. This shocking event awakened me to the risks inherent in conducting military pilot training over a major population center, and made me realize how crucial it is to select missions properly for a base located in a metropolitan area.

I am writing to voice my concern about the possibility that F-35 fighter plane training might be based at the Air National Guard Station at Tucson International Airport and to raise questions about the DEIS. The concerns encompass noise, safety, land use impacts, health impacts, and more, that are not adequately addressed in the DEIS.

SAFETY

The Executive Summary, (p. 28) states "The F-35A is a relatively new type of aircraft; historical trends show that mishap rates of all aircraft types decrease the longer an aircraft is operational as flight crews and maintenance personnel learn more about the aircraft's capabilities and limitations. As the F-35A becomes more operationally mature, the aircraft mishap rate is expected [italics mine] to become comparable with a similarly sized aircraft with a similar mission." What kind of time frame is being discussed here for "operational maturity"? NEPA law requires and the public is entitled to clearer statements than these vague, probabilistic remarks. Shouldn't uncertainties about safety all be worked out before a plane is brought to population centers?

SA-12
SA-16

What are the special safety issues involved in training pilots for a single-engine, single-seat aircraft? What proportion of training flights would require a trainer to fly along in a separate aircraft since they cannot fly in the same plane with the trainee?

NOISE

How does the noise level of the F-35 compare with that of other military aircraft?
It is unnerving to get the DEIS with the statement that the F-35 is 22dB louder than the F-16C on arrival (this is an essential comparison) (p.10), and then to get a long list of revisions including the statement that it's only 9dB louder. It is hard for the public to have any confidence in these data. Please explain the errors and the revisions. Some Air Force data (from the Eglin, Florida EIS) show the F-35 to be 24dB louder.

NO-34
NO-21

The noise data are apparently based on computer modeling. And much of the data represents noise averaging

NO-50

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June 2012

	1913 TU
over a 24-hr period. This does not adequately represent how people will experience F-35 overflights.	NO-50 cont'd
All of this points up the need for the public to hear actual fly-overs comparing planes currently based at ANG with the planned F-35 under identical conditions. Fair, impartial noise measurements must be made under realistic conditions: during cruising, takeoff and landing, as well as running touch-and-go's. The aircraft should carry their normal fuel loads and operate at their normal altitude, speed, and power settings for military operations (not cosmetically more acceptable lower settings).	NO-7
The "noise contour" map presented in the Draft EIS shows that the area affected by severe noise is up to 6 times as large as the current baseline area (8534 acres as opposed to the "baseline" of 407 acres). (Executive Summary, p. 56-7) This is a major increase. But at public meetings people reported severe noise impacts from current flights far outside the acknowledged 65 dB noise contours (eg. Tucson Mountains area). The DEIS needs to address these actual complaints.	NO-69
Table 57 (p.71) states that "events with potential to interfere with speech" would increase up to 172% "at locations studied with windows closed". Faculty at the University of Arizona already complain about noise impacts on classrooms. What will be the effects on teaching and learning at the University and other educational institutions if "speech interference events" are tripled? Tucson International Airport and Davis-Monthan form a tight triangle with the University of Arizona.	EJ-2
The DEIS does not discuss the compounded noise impacts of F-35 trainees flying with an accompanying trainer flight.	NO-39
IMPACTS ON MINORITIES AND LOW-INCOME POPULATIONS	
By the admission of the Air Force, "The F-35 aircraft scenarios would present a disproportionately high and adverse impact on low-income populations. " And on ethnic minorities. (Executive Summary, p. 81) It's good that the Air Force has taken note of this fact. But how does the Air Force plan to handle it? How does the Air Force factor information pertaining to environmental (in)justice into its decisions?	EJ-4
The very problem arises because of the base's location in a large metropolitan area. Training operations for this noisy, single-engine aircraft should be located further away from large civilian populations.	NO-37
IMPACT ON LAND USE	
Local regulations identify some residential areas under the flight path as "incompatible with residential use". The EIS should include an analysis of how changes in the type of aircraft flown and changes in flight patterns will interact with local regulations to affect land use. This is only one of the issues of " cumulative impact " that is overlooked in the DEIS.	LU-1
What will the impact of noise and vibrations be on high-tech research facilities such as the BioPark being developed at Kino and 36th St. by the University of Arizona and being actively promoted by the city and the wider economic community?	NO-61
HEALTH IMPACTS	
The World Health Organization reports that "Noise causes or contributes to not only annoyance and sleep disturbance but also heart attacks, learning disabilities and tinnitus. Preliminary results of a multinational pilot project estimating the environmental burden of disease (EBD) in Europe have shown that the EBD for noise is second in magnitude only to that from air pollution." Were these results taken into account in the preparation of the DEIS?	NO-6

	1913 TU
COMBINATION OF MILITARY AND CIVILIAN AIRFLIGHTS AT TIA	
By the AF's own admission, "Under Scenario T3, the projected annual military airfield operations would exceed the maximum number allowed as per agreement with the Tucson Airport Authority. " (Executive Summary, p. 71) What is the nature of the agreement? What are the factors that go into determining the maximum number of military airfield operations at a civilian airport? What concerns are represented by the restrictions?	AM-10
TUCSON INTERNATIONAL AIRPORT AND DAVIS-MONTHAN	
The F-35 would carry live ordnance. There are no facilities for live munition storage at the Air National Guard Station. "Therefore, for live-fire exercises, the [planes] transit to Davis-Monthan AFB for weapons loading." (p. 2-7, Section 2.3.4 of the full EIS) The DEIS does not provide information about routes that will be flown between TIA and Davis-Monthan. Please provide this information.	DO-30
The fact that planes will have to transfer from one airport to the other for weapons loading will double the number of take-offs and landings in the metropolitan area whenever live ordnance is involved. The DEIS does not address this possibility. The F-35 would be better based at a facility that does provide munitions storage and doesn't require transfer.	SA-13
CONTRADICTIONS IN THE DEIS	
The DEIS contradicts itself about whether one base will be chosen (p.4) or more (up to all 4) (p. 10). This is misleading to the public.	
"...U.S. Air Force (Air Force) proposal to base a Pilot Training Center (PTC) with F-35A Lightning II aircraft at one of four bases ". p.4	DO-31
"The ROD will identify which location or locations have been selected by the Air Force decisionmakers, how many F-35A training aircraft would be bedded down at the selected location or locations ". p.10	
I am looking forward to your response to my questions and those of other members of the community.	
Chris Tanz	

1914 BO

From: James and Catherine Chertudi [REDACTED]
Sent: Wednesday, March 14, 2012 11:31 PM
To: AETC/A7P Workflow
Subject: DRAFT EIS

Thank you for the opportunity to comment. We have several concerns. First, as residents of the Surprise Valley Subdivision, we have experienced frequent loud, overhead aircraft which can be very disruptive and potentially harmful to our health, especially in the summer months when we spend more time outside. The Boise Airport noise study conducted several years ago does not reflect the level of noise frequently found in our neighborhood and the airport information was not even used in the model. The model relied on older data and was not "ground truthed" to current conditions and those that could actually occur with the F-35s. Additionally the subdivision borders the Boise River and the Barber Pool Wildlife Preserve. The potential impacts on this wildlife area should be evaluated and we should not allow any impact on the wildlife in the preserve.

[] **NO-8**
 [] **NO-70**
 [] **BI-5**

Second, the study does not accurately assess the impact on property values. Our home has already declined in value during this recession by nearly \$100,000. We cannot afford further erosion of our investment. Additionally, a further reduction of property values results in the loss of property tax revenues to the city and school district. These entities are struggling to maintain services in the current economy and cannot tolerate the continued reduction of property values and thus tax revenues from thousands of high quality properties in southeast Boise. The loss of property taxes cannot and will not be offset by any potential revenues projected from increased employment.

[] **SO-1**

We are proud native Idahoans and believe in the value of the military. Surely there are better locations for these aircraft that will not impact thousands of residential properties. As a community of about 200,000, an impact on more than 10,000 people represents a significant community impact. Since Southeast Boise represents about 26% of the city's population - the impact of the F-35s is an important issue in the site decision.

[] **GE-1**
 [] **NO-11**

Thank you again for the opportunity to comment. Catherine and Jim Chertudi, [REDACTED]

1915 TU

Pat Birnie
 [REDACTED]

March 14 2012

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

Re: Opposition to F-35A basing or training at ANG/TIA

To Mr. Martin and Ms Fornoff:

As a resident of the Tucson greater metropolitan area, I am opposed to the basing of the F-35A fighter plane at ANG/TIA at any level, and equally opposed to the F-35A fighter plane being brought to ANG/TIA or Davis Monthan AFB for just training exercises (as could happen under the Operation Snowbird program).

[] **GE-4**

Therefore I urge the Air force to choose the "No Action" option offered in the DEIS.

[] **GE-19**

I have read the DEIS, and find that the information given in it only exacerbates my opposition. When the designers complete the mechanical modifications still being made, will there be another DEIS presented to the public, in which the safety evaluations can be more accurate? I put no faith in the assurances given in this DEIS regarding the safety of this unfinished, incomplete and untested F-35A.

[] **SA-12**

Of particular concern to me is the shared use of the runways at Tucson International Airport. When training flights are launched, mixed in with civilian air traffic, I worry that mechanical failures (which could happen with a new, untested technology of the new F-335A) could put civilian air traffic at great risk.

[] **AM-2**

My objections are many, but primarily concern the excessive noise levels that would be imposed on the dense population of the greater Tucson metropolitan area. This noise would reduce the quality of life for us all, and particularly:

[] **NO-1**
 [] **NO-36**

Reduce property values, especially near the runways, but generally for the whole metropolitan area;

[] **SO-1**

Harm the tourist industry, a large segment of the local economy, or cause our large population of annual winter residents to re-locate somewhere else, to quiet, calm surroundings;

[] **SO-7**

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June 2012

1915 TU

Distract schools and colleges by disrupting students' concentration as well as harm their outdoor activities, and potentially harm students' hearing if those schools or colleges are near the runways; [EJ-2 EJ-6]

Make outdoor activities in parks or major sporting events unbearable, possibly harming zoo animals' hearing and making zoo outings less attractive for residents' enjoyment; [LU-3 BI-5]

Harm life for our pets and wildlife at the lower level flights necessary for take-off and landings, and for those supersonic training flights at Barry Goldwater Range or over Sells, will those sonic booms (slightly more intense than previous fighter jet flights, according to page 72 of the Tucson portion of the DEIS) damage hearing of wildlife...or humans....at ground level? Does the pilot experience these sonic booms? How do they affect his/her hearing? [BI-5 NO-71]

The DEIS gave assurances that use of training with flares (or possibly the need for fuel dumps) presented no fire hazard to the ground below. With Climate Change presenting new challenges, and the Southwest becoming drier each year, I hope there is a wide margin of safety in their assurances. [SA-4 SA-9]

The DEIS gave statistics on the composition of the population living near TIA, and gave proof that the minority population (Hispanics) would receive greater harm from the noise and possible safety risks. How much weight is given to this adverse effect, in terms of environmental justice considerations? The same applies to the Sells community which is subject to lower flights, and also more supersonic flights than most other training locations. [EJ-4]

The DEIS also gives some discussion to the potential Cumulative Impacts in the last three pages of the Tucson-specific section. This section is very important to call attention to the possible higher degree of noise impact resulting from overlapping training air space in case the F-35B (Marine version of the F-35A Air Force version) is based in Yuma. [CM-2]

In summary: I strongly oppose the basing and training of pilots for the F-35A at ANG/TIA in Tucson. I wish to register my opinion that this DEIS is premature since there are still design changes being made in the mechanics of the F-35A. I request that a new DEIS be studied when the mechanical parts of the F-35A are completed and fully tested. I urge the Air Force to follow the No Action Option. [GE-4 NP-13 GE-19]

Sincerely,

Pat Birnie

1916 TU

From: [Redacted]
Sent: Wednesday, March 14, 2012 1:36 PM
To: AETC/A7P Workflow
Subject: Support

To whom it may concern,

I am in full support of the F-35 coming to Tucson. [GE-3]

Thank you,
Richard Giachetti, Architect

[Redacted]

1917 TU

From: [REDACTED]
Sent: Tuesday, March 13, 2012 9:20 PM
To: AETC/A7P Workflow
Subject: Support of the F-35A

We have already proven that we are the ideal place for training pilots in this aircraft. We have the climate, we have the field, we have local support we are accustomed to seeing the planes in the sky and to the noise.] GE-3

Please bring them to Tucson.

Suzette McPhail
[REDACTED]

Sister of F-4 pilot MIA, Col. Robert L. Standerwick

1918 BO

From: Jay Anderson [REDACTED]
Sent: Tuesday, March 13, 2012 5:07 PM
To: AETC/A7P Workflow
Subject: Opposition to F-35 training @ Gowen Field

Absolutely No! We support the military and feel it is very important. But considering Gowen Field in Boise, Idaho or even Mountain Home for the F-35 training, would cause much harm and detriment to the surrounding community.] GE-4

Gowen Field is in the midst of homes, schools, and businesses. The noise level alone would be unbearable if even blockaded indoors! As a teacher, I know that loud and continuous noise mesmerizes one's brain and would make it impossible to have the schools able to stay open. Also hearing loss would be incredible as studies have shown.] NO-1
] EI-2
] NO-6

It would destroy our home values and any quality of life living here still. There would be no way we could move elsewhere, nor would we want to.] SO-1
] NO-36

In our study of this matter, we have been informed that there are other areas being considered that are much more suited for the F-35 training. These are places that are out away from the community more.] GE-1

Please do not destroy our quality of life and our community when there are far more suited choices available.
Thank you----Linda Anderson

1919 BO

From: [redacted]
Sent: Wednesday, March 14, 2012 8:28 PM
To: AETC/A7P Workflow
Subject: Proposed F-35 beddown and EIS Comments

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

Dear Mr. Martin:

We are writing in support of the preferred alternative, *i.e.*, to base the F-35s at Luke AFB. From environmental, operational and cost-effectiveness perspectives it makes the most sense. The Holloman and Tucson alternatives appear to be the next most favorable in terms of tradeoffs from the existing situation, although the water issues at Holloman may tilt the favorability of F-35 beddown toward Tucson. Boise is the least suitable alternative, for a variety of reasons, including that we live two miles west of the Boise Airport, almost literally on the centerline of runway 10R/28L. Although we clearly we have a personal interest in identifying Boise as the least suitable location for the F-35s, particularly as they would affect our health and economics, our previous experience with the current A-10s, and before them the C-130s, has been positive and we would support these or aircraft with similar noise profiles for Air Guard mission updates.

GE-1

The noise from overflights of fast movers such as F-15s and F-16s is at times physically painful, particularly on 28L takeoffs and when conducting instrument low approaches with attendant go-arounds. Although we cannot know for certain the discomfort experienced by domestic animals that cannot cover or otherwise protect their ears and hearing (dogs, cats, horses, cattle, others), it is reasonable to expect that substantial discomfort, if not hearing damage, is taking place. If members of the general public were actively subjecting their domestic animals to such noise, it would likely be considered cruelty to animals. Our sleeping is also periodically disrupted when fighter aircraft conduct late evening landings and takeoffs.

NO-6

BI-5

NO-3

Since the purpose of an EIS is to also evaluate new proposed alternatives, please consider the following with respect to any further consideration of Boise for the F-35s, to be either analyzed or rejected, as appropriate, for the final EIS.

- The proposal is to bed the f-35s at Mountain Home AFB and construct from Boise AGS or other location proximate to the Boise Airport high-speed rail transportation primarily paralleling I-84 to the first I-84 Mountain Home exit, then paralleling Sunset Strip, then turning west paralleling W. 6th S. St., then south to MHAFB. Air Guard personnel living in Boise would thus be provided with rapid transportation to MHAFB, with some perhaps choosing to live in Mountain Home, rather than Boise. If such transportation were to be accessible to the general public, economic benefits could accrue to both Mountain Home and Boise residents. Some additional facilities would likely need to be constructed at MHAFB, perhaps including an additional runway.

GE-12

Thank you for the opportunity to comment.

Sincerely,

Mark & Kathie Hilliard
Boise, Idaho

1920 BO

From: Mark Bonnelycke [redacted]
Sent: Wednesday, March 14, 2012 6:49 PM
To: AETC/A7P Workflow
Subject: re F35s in Boise, ID

Hi!

Please don't station the F35 training center at Gowen Field in Boise, ID. The airport is in a large metropolitan area, and the noise from the jets will have a very negative impact on the quality of life in Boise.

GE-1
NO-36

Thanks,

Mark Bonnelycke
Eagle, ID

1921 XX

From: Wayne Lundberg [REDACTED]
Sent: Wednesday, March 14, 2012 5:00 PM
To: AETC/A7P Workflow
Subject: USAF F-35A Training Basing Draft EIS COMMENT
Attachments: AETC F-35A Tng EIS Draft Comment.doc

Dear Mr Martin and Ms Fornof,

This letter is a Public Comment in regard to the USAF F-35A Training Basing Draft EIS, dated 20 Jan.

I am quite certain that the USAF has made significant efforts to beddown as many F-35A aircraft as possible within the constraints of available and compatible land uses. It is well-known that Federal Acquisition Regulation Part 150 Compatible Land Uses and thus Air Installation Compatible Use Zones limit the annual noise energy produced by USAF flight operations. This limitation conflicts with DoD training missions. So one finds that the USAF provides extremely limited, unsubstantiated, information to the public in regard to noise estimation methods, which is quite evident in Appendix B.3. Although the predicted DNL contours are the basis for ALL Noise Effects, the information quality is much poorer (1-2 pages vs. 31 pages in Appendix B.2).

NO-4

The integrity of noise prediction method's capability to provide accurate DNL contours is thus paramount. Please note that NO Department of Defense report exists which demonstrates the integrity of NoiseMap predictions*. So the public is left to "let the fox guard the henhouse" - all the more worrisome when the USAF has thus far refused, or failed, to publish, for public or peer review, the scientific basis of its methods. The public is rightly concerned with the noise exposures that residential and public use buildings will experience - since it affects their land values and possibly habitability. In some cases, 25-30 dB of sound insulation may be required. It seems the USAF has little motivation toward scientific integrity, in spite of its motto "integrity first."

That changed with two policy memos, both of which affect this EIS. Per DoD memo 16 June 2009, the Potential Hearing Loss must be considered as part of NEPA EIS documents. The potential for hearing loss is significant for employees working near the flight line, many of whom have not been included in a hearing protection program. IF the PHL contour extends off the installation, members of the public may also have their hearing affected by high noise levels. The extent of DNL contours thus greatly affects building designs and people. But how can anyone be sure the DNL contours in this or any EIS are accurate??

NO-7

On 17 Dec 2010, the Director of the Office of Science and Technology Policy signed a federal policy on Scientific Integrity. This requires that the public be given SUBSTANTIALLY more information on the NoiseMap methodology (among other things, including peer review of its methods). Also, under the existing Information Quality Act, the information in this and future versions of an EIS must be substantiated with scientific studies and peer-reviewed results. The current 'obscure government report' approach to noise model-building will end. Be sure to take steps toward that purpose in the revised EIS!

*The only DoD technical report ever published in an effort to validate the NoiseMap methodology failed to do so. AL-TR-1997-0097 "Analysis of Measured Environmental Noise Levels: an Assessment of the Effects of Airbase Operational Model Variables on Predicted Noise Exposure Levels" is available to the public from the National Technical Information Service with Accession Document Number AD 244805.

1921 XX

It concludes that the greatest source of underpredicted Noise Levels stems from poor modeling of aircraft operations' via BaseOps Representative Profiles. Since this EIS provides little information on how these NoiseMap inputs were developed, nor does it document them thoroughly, there is little reason to accept the accuracy of the DNL contours provided therein.

NO-72
cont'd

As a concerned party, you AND the public should be aware that AL-TR-1997-0097 recommends "...that concerned airbase environmental officers understand the impact which modeled operational parameters have on noise predictions and that they apply the Nominal Flight Profile methodology in noise sensitive situations_."

There IS a means by which the public can enforce the EIS model of flight profiles. It is relatively simple to collect flight operations information from viewing and conducting photographic altimetry of the actual flights. If/when the F-35A training operations (or any other military aircraft) are actually limited to that represented by the BaseOps model of flight operations used in NoiseMap, the public may have a much greater confidence in the DNL contours in this EIS.

NO-73

This approach assumes that the scientific integrity of each individual aircraft noise generation and propagation is also accurate. However, a little bit of progress on that subject has been made as documented in American Institute of Aeronautics and Astronautics (AIAA) conference publications. The public can and must reasonable demand the summary of that information pursuant to the Information Quality Act.

This Comment does, therefore, demand substantive improvement of Appendix B.3 discussion and vastly improved quality of information be provided thereby, as it is relevant to the integrity of DoD/USAF noise prediction methodology.

NO-72

//signed//

Wayne R. Lundberg, Ph.D.
Aeroacoustic Consulting Engineer
[REDACTED]

1921 XX

Wayne
AeroacousticsR. Lundberg, Ph.D.
Consulting EngineerDavid Martin, Air Force Contractor, and Kim Fornof
HQ AETC/A7CPP
266 F Street West, Bldg. 901
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Email: aetc.a7cp.inbox@us.af.mil

14 March 2012

Dear Mr Martin and Ms Fornof,

This letter is a Public Comment in regard to the USAF F-35A Training Basing Draft EIS, dated 20 Jan.

I am quite certain that the USAF has made significant efforts to beddown as many F-35A aircraft as possible within the constraints of available and compatible land uses. It is well-known that Federal Acquisition Regulation Part 150 Compatible Land Uses and thus Air Installation Compatible Use Zones limit the annual noise energy produced by USAF flight operations. This limitation conflicts with DoD training missions. So one finds that the USAF provides extremely limited, unsubstantiated, information to the public in regard to noise estimation methods, which is quite evident in Appendix B.3. Although the predicted DNL contours are the basis for ALL Noise Effects, the information quality is much poorer (1-2 pages vs. 31 pages in Appendix B.2).

The integrity of noise prediction method's capability to provide accurate DNL contours is thus paramount. Please note that NO Department of Defense report exists which demonstrates the integrity of NoiseMap predictions*. So the public is left to "let the fox guard the henhouse" – all the more worrisome when the USAF has thus far refused, or failed, to publish, for public or peer review, the scientific basis of its methods. The public is rightly concerned with the noise exposures that residential and public use buildings will experience – since it affects their land values and possibly habitability. In some cases, 25-30 dB of sound insulation may be required. It seems the USAF has little motivation toward scientific integrity, in spite of its motto "integrity first."

That changed with two policy memos, both of which affect this EIS. Per DoD memo 16 June 2009, he Potential Hearing Loss must be considered as part of NEPA EIS documents. The potential for hearing loss is significant for employees working near the flight line, many of whom have not been included in a hearing protection program. If the PHL contour extends off the installation, members of the public may also have their hearing affected by high noise levels. The extent of DNL contours thus greatly affects building designs and people. But how can anyone be sure the DNL contours in this or any EIS are *accurate*??

On 17 Dec 2010, the Director of the Office of Science and Technology Policy signed a federal policy on Scientific Integrity. This requires that the public be given SUBSTANTIALLY more information on the NoiseMap methodology (among other things, including peer review of its methods). Also, under the existing Information Quality Act, the information in this and future versions of an EIS must be substantiated

1921 XX

with scientific studies and peer-reviewed results. The current 'obscure government report' approach to noise model-building will end. Be sure to take steps toward that purpose in the revised EIS!

*The only DoD technical report ever published in an effort to validate the NoiseMap methodology failed to do so. AL-TR-1997-0097 "Analysis of Measured Environmental Noise Levels: an Assessment of the Effects of Airbase Operational Model Variables on Predicted Noise Exposure Levels" is available to the public from the National Technical Information Service with Accession Document Number AD 244805. It concludes that the greatest source of underpredicted Noise Levels stems from poor modeling of aircraft operations' via BaseOps Representative Profiles. Since this EIS provides little information on how these NoiseMap inputs were developed, nor does it document them thoroughly, there is little reason to accept the accuracy of the DNL contours provided therein.

As a concerned party, you AND the public should be aware that AL-TR-1997-0097 recommends "...that concerned airbase environmental officers understand the impact which modeled operational parameters have on noise predictions and that they _apply the Nominal Flight Profile methodology in noise sensitive situations_"

There IS a means by which the public can _enforce_ the EIS model of flight profiles. It is relatively simple to collect flight operations information from viewing and conducting photographic altimetry of the actual flights. If/when the F-35A training operations (or any other military aircraft) are actually limited to that represented by the BaseOps model of flight operations used in NoiseMap, the public may have a much greater confidence in the DNL contours in this EIS.

This approach assumes that the scientific integrity of each individual aircraft noise generation and propagation is also accurate. However, a little bit of progress on that subject has been made as documented in American Institute of Aeronautics and Astronautics (AIAA) conference publications. The public can and must reasonable demand the summary of that information pursuant to the Information Quality Act.

This Comment does, therefore, demand substantive improvement of Appendix B.3 discussion and vastly improved quality of information be provided thereby, as it is relevant to the integrity of DoD/USAF noise prediction methodology.

Wayne R. Lundberg, Ph.D.

1922 TU

From: Jim Taylor [REDACTED]
Sent: Wednesday, March 14, 2012 11:11 PM
To: AETC/A7P Workflow
Subject: Support for F-35 Operations at the Tucson Air National Guard Station

I'd like to add my strong support for F-35 operations in the Arizona Air National Guard's 162nd Fighter Wing from the Tucson Air National Guard Station at Tucson International Airport. The ideal climate of Southern Arizona and the fantastic airspace and ranges provided at the Barry Goldwater Air Force Range make Tucson a natural selection for F-35 training. Additionally, the unparalleled expertise of the 162nd Fighter Wing in the fighter training business make it the premiere choice as the next Air Force F-35 training facility.

GE-3

We in the Tucson community have always been extremely supportive of our Air National Guardsmen, and the addition of the F-35 will ensure this vital facility continues to turn out the best trained fighter pilots in the world! There is no other base currently being considered that compares to Tucson when you review training experience, range access, and safety record. Tucson should be the first choice for F-35 training!

James Taylor
[REDACTED]

1923 BO

From: Shane Miller [REDACTED]
Sent: Wednesday, March 14, 2012 8:02 PM
To: AETC/A7P Workflow
Subject: Regarding Proposed F-35 Pilot Training Center at Gowen Field (HQ AETC/A7CPP)

HQ AETC/A7CPP
266 F Street West, Bldg. 901
Randolph Air Force Base Texas 78150-4319
Attn: Mr. David Martin, Air Force Contractor and Kim Fornof

My wife and my decision to move to Boise from Arizona was partially based on the city's commitment to quality of life, indoors and outdoors. We purchased our home in a quiet neighborhood where we could raise a family. I go to work early and take afternoon naps most days. When the F-15's came for training a few summers ago, it became very difficult to get the rest I needed each day. Not getting the proper amount of rest not only affected me and my family but also affected my ability to do my job well. Every aspect of our lives were changed by the F-15 noise. We were unable to have conversations in our backyard or even inside our home without having to pause for 30+ seconds to wait for the F-15's to go overhead. Our windows would actually rattle as the plane passed by. Enjoying the outdoors and our home in Boise was compromised. Dealing with a summer of F-15's was difficult, a lifetime of F-35's would be impossible to handle. My family loves Boise and we do not want to move, but bringing F-35's to Gowen Field would destroy the positive aspect of the town that drew us here in the first place. To say we are not at all excited about the possibility of F-35 planes getting stationed at Gowen Field would be an understatement.

NO-8

NO-36

The city council was encouraged to accept the F-35 planes for economic reasons. Their decision may not have included the effect that the loud F-35's were to really have on the economy. Home values that have already dropped will drop drastically all around the Treasure Valley. Ever try to sell a home when you have to take a break for the noise of the planes overhead? Not a good sales point! The Maple Grove Elementary grade school behind us will be affected when teachers have to pause while planes pass overhead. We do not want our son's teacher to be planning her curriculum around the F-35's flight plans. The surrounding neighbors that bought in the area because it was close to the schools and in quiet neighborhoods will find the "quiet" changed to "NOISY" if the F-35 planes are stationed nearby. Desirable neighborhoods will be reclassified to "Not suitable for Residential Use" due to noisy F-35 planes. Even the houses that are not reclassified will still be affected by the noise.

SO-1

EJ-2

SO-1

We have an 18 month old son that needs his naps and uninterrupted sleep at night. The thought of even louder planes passing overhead while he is trying to sleep or play in the yard is not good and the potential for hearing loss due to the loud overhead noise is deeply concerning for a parent. I hope that you would reconsider the location to station these planes to Mountain Home. This Air force base is an hour away and not in such close proximity to neighborhoods and schools.

EJ-2

EJ-6

GE-12

Sincerely,

Shane Miller
[REDACTED]

1924 BO

From: kathy pidjeon [redacted]
Sent: Thursday, March 15, 2012 1:49 AM
To: AETC/A7P Workflow
Subject: Public Comment: F-35A Training Basing EIS

Name: Kathy Pidjeon
Organization/Affiliation: U.S. citizen, Boise resident, former U.S. Army dependent wife
City, State Zip Code: Boise, ID 83706

Comments Based On:
Reading U.S. Air Force informational materials, the F-35A Training Basing Environmental Impact Statement: Draft Executive Summary and certain sections of the F-35A Training Basing EIS Draft; attending the Open House Information and Presentation/Formal Comment Sessions at the Public Hearing held on February 27, 2012 in Boise, Idaho; talking with those subject matter experts; reading news articles and Letters to the Editor in The Idaho Statesman; reviewing the Save Our Valley website; and, discussing the EIS with several Boise residents, including some military and former military personnel.

Comments:
I understand and accept that premier strike aircraft are vital to our nation, its citizens and military forces. I support the U.S. Air Force's training and operations missions and concur that Luke Air Force Base is the optimal location for the F-35A Pilot Training Center. Federal defense monies should be applied wisely and in ways that maximize benefits for the greatest number of citizens and minimize negative impacts. The Luke AFB location best fulfills those objectives. As shown in the EIS, there are dozens of criteria to consider in a "site location" decision. While many criteria were judged to have a similar impact on each alternative location, there were several major differentiators: construction costs and disturbed land, mission personnel requirements, noise and socioeconomic factors. [Comparisons were made between Scenarios 1 (24 aircraft), 2 (48) and 3 (72) and, for Holloman, without the F-16 mission.][Cited tables are in the Executive Summary.]

- Under Scenario 3, estimated renovation and construction costs are significantly less at Luke - Table 31 vs. Tables 46, 3 and 15.
Under all three scenarios, less area would be disturbed at Luke - Table 31 vs. Tables 46, 3 and 15.
Under two of the three scenarios, fewer training mission personnel are required at Luke - Table 32 vs. Tables 16, 47 and 4.
Under all three scenarios, significantly fewer people would experience noise >65 dB DNL at Luke - Table 32 vs. Tables 18, 49 and 6.

The Treasure Valley's economy could use an injection of new consumers, temporary construction jobs and more permanent employment, however, Luke AFB is the optimal location and better fit.

For the record, I live just a few blocks from the >65 dB DNL contour - which means that the value of my home, just like those within that contour, would be negatively impacted under Scenario B3 and, most likely, also under B1 and B2. Sound is a sequence of waves. According to the EIS, about 10,119 people would fall within the >65 dB DNL area. That's about five percent of Boise's population - 1 in every 20 individuals! And more than 300 Boiseans are expected to incur loss of hearing vs. a maximum of five individuals at Luke [Page 2-28, Draft EIS]. Forcibly downgrading the homes of over 10,000 individuals to "incompatible/unsuitable for residential use" and adversely impacting property values when there are more fiscally and environmentally sound alternatives is unconscionable.

SO-1
NO-1
NO-6
SO-1
GE-1

1925 TU

From: Catherine Williams [redacted]
Sent: Wednesday, March 14, 2012 7:28 PM
To: AETC/A7P Workflow
Subject: F-35A Training Basing EIS

I am strongly opposed to bringing the F-35A to Tucson. At our home in central Tucson we already experience noisy Air Force overflights, to the extent of interfering with conversations and drowning out broadcast media. As the F-35A has 71% more thrust than the F-16, it is obviously a much louder aircraft.

GE-4
NO-8
NO-1

The DEIS is missing significant information about noise. It uses computer models to determine F-35 noise over Tucson, but the theoretical results are lower than the actual F-35 decibel levels. Despite requests for demonstration flights by elected officials, the Air Force has refused to conduct them. Also the DEIS describes decibel levels in terms of an average over 24 hours a day for a whole year, this is completely unrealistic, as it does not represent the impact of sudden loud noise.

NO-4
GE-2
NO-50

Studies which the DEIS have ignored show that F-35A noise can reduce property values by more than 25%. There is no estimate provided of the dollar loss of property-tax revenues. Also the impact on Tucson's economy is not addressed, including the \$1.4 billion brought in by the tourism industry.

SO-1
SO-7

Tucson is a densely populated urban community and is not, for both noise and safety reasons, a suitable location for this loud, powerful jet. Furthermore, urban encroachment will have an increasing impact on TIA operations and would increasingly restrict flight operations of the F-35A.

GE-1
DO-42

Thank you for consideration of my comments.

Mrs. Catherine Williams

[redacted]

1926 TU

From: Daniel D. Stringham
Sent: Wednesday, March 14, 2012 12:28 PM
To: AETC/A7P Workflow
Cc: f35tucson@yahoo.com
Subject: Yes to F-35 in Tucson!
Attachments: Yes to the F-35A in Tucson.pdf

I want the F-35 Training base in Tucson, Arizona! GE-3

1926 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:

- 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 Fornoff
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: DANIEL D. STRINGHAM
Organization/Affiliation:
Address:
City, State, Zip Code:

Comments: I AM IN FAVOR TUCSON HOSTING THE F-35A TRAINING BASING GE-3

I AM NOT A NIMBY

I BELIEVE FREEDOM HAS A COST

I WANT THE BASE TO TRAIN FOR OUR FUTURE PROTECTION IN TUCSON.

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.

Final
June 2012

1927 TU

From: Rob Roberts [REDACTED]
Sent: Wednesday, March 14, 2012 10:52 PM
To: AETC/A7P Workflow
Subject: Tucson F-35 Support

I've lived in the Tucson area for over 25 years. My friends and family and I appreciate the Tucson Air National Guard based at Tucson International Airport. Along with their Air Force partners at Davis-Monthan, these people and their planes help protect our freedom. They are some of the best and brightest in our community, and we very much appreciate and support their mission. We like the 'sound of freedom' and definitely do not consider it an issue.

Southern Arizona has the climate, wide open spaces, and infrastructure to support the F-35. And we value the contribution these planes and the people who support them make to our community.] GE-3

I urge you to station the F-35 at Tucson.

Sincerely,
Mr. Robin Roberts

[REDACTED]

1928 TU

From: Kay McLoughlin [REDACTED]
Sent: Tuesday, March 13, 2012 12:06 PM
To: AETC/A7P Workflow
Subject: Support the F-35 Training in Tucson at Air Natl Guard

I live in the flight path and am totally in support of the training mission of F-35 pilots at the Air National Guard,] GE-3
Tucson.

1929 BO

From: VELMA QUALLS [REDACTED]
Sent: Wednesday, March 14, 2012 12:12 PM
To: AETC/A7P Workflow
Subject: No F-35A program in Boise

I am an elderly resident living in Boise, Idaho. I hoped to enjoy the remainder of my days in peace & quiet . . . and on good days, with fresh air. If the F-35A comes to Boise, our beautiful and quiet city will no longer be the same. It will not be good. [REDACTED] NO-36

I am not "anti-military." I am a former Marine. My husband was a Marine and an Air Force officer. We lived on military bases both here and abroad, and I know what it is like to be around military aircraft. None of that really matters right now. What does matter, is that the F-35A is a very, very noisy aircraft and it does not belong within minutes of our capitol city. I know that over 10,000 homes belonging to Boise residents will immediately be re-classified as unsuitable for residential use. What about all those people? What about all those businesses and hotels around the airport? It makes no sense, simple as that. [REDACTED] NO-37
[REDACTED] SO-1
[REDACTED] SO-18

I do not like the notion of having the F-35A Training Base in Boise. I oppose this program and urge you, the Air Force, to concentrate on other locations that do not put so many residents and businesses at risk. [REDACTED] GE-1

Thank you.

Velma

1930 TU

From: SJ Miles [REDACTED]
Sent: Wednesday, March 14, 2012 6:32 PM
To: AETC/A7P Workflow
Subject: Support for the F-35 in Tucson

David Martin and Kim Fornof,

As a native Tucsonan (1946), with ties to the military, I sincerely encourage you to use the Arizona Air National Guard/Tucson International Airport as a training mission for the F-35. Tucson offers great weather, land, airspace, ranges and facilities needed for the training mission. You also have the support of a patriotic community. I know I am safer when I see and hear the military airplanes in the sky above me. Thank you. [REDACTED] GE-3

Sylvia Jo Miles

1931 TU

From: Peggy Flyntz [redacted]
Sent: Wednesday, March 14, 2012 5:28 PM
To: AETC/A7P Workflow
Subject: Many Reasons to Oppose Assigning the F-35 to Tucson, AZ

TO: David Martin, Air Force Contractor, and Kim Fornof

From all that I have heard and read about the option of bringing the F-35 to Tucson International Airport, I feel firmly opposed to the project. That said, the F-35 isn't ready for an EIS and not enough information is given so that the public can intelligently comment. GE-4
NP-13

From an historical perspective, however, having personally witnessed from a roof on the Civil Engineering Bldg on the Campus the crash of military aircraft in 1978 at the University of Arizona, I see no reason to risk such problems in the future with military aircraft flying over populated areas of Tucson. And there have been other accidents of this kind as well. The Cumulative Impact of urban flights from both D-M and TIA is important. UA
SA-1
CM-2

Among the other legitimate reasons to oppose such a loud-noise addition to our environment is the impact of that volume of sound on the neighborhoods that would be most affected, as usual, low-income and minority populations. In addition to the physical and health consequences, the negative impact on property values in those areas and others affected by the noise is substantial. Tourism will also suffer, and tourism comprises a large percentage of Tucson's economy. EJ-4
NO-6
SO-1
SO-7

Though some jobs will certainly result from bringing this enterprise to Tucson, it is my understanding that the economic benefits of OSB have never been reliably determined. It must be assumed it is insignificant when compared to that contributed by tourists, visitors, the University and other segments of the economy that may be adversely affected by OSB flyovers. GE-13

In summary, I request that my email opposition to the assignment of the F-35 to Tucson be part of the public record. In considering such a project, I want OSB to comply with Federal law. I want the Federal government to conduct a full EIS which completely assesses OSB flight operations in and over our community in relation to the 1975 OSB program and the 1978 EA. I also want the EIS to explore relocating OSB to a location more conducive with its current and future missions, which may include the F-35. The safety record of the F-35 is unknown, and it is by far the noisiest fighter plane ever produced. GE-4
GE-13
SA-1
NO-1

Thank you for accepting public comment.

Margaret Flyntz
[redacted]

1932 BO

From: gilwright [redacted]
Sent: Tuesday, March 13, 2012 5:12 PM
To: AETC/A7P Workflow
Subject: No F-35A at Gowen Field, Boise ID

I am a 78 year-old, retired, life-long, resident of Boise, Idaho, and I am asking that you please do not locate the F-35A aircraft at the Gowen Field Base in Boise. GE-4

There are many prudent, valid, reasons for not assigning the F-35A's here – all of which I'm sure you have already heard. I agree with the reasons expressed at the public hearings for not selecting Gowen Field, and I ask you to please consider Luke AFB, or another suitable location for this aircraft. GE-1

Thank you.
Gil Wright

[redacted]

1933 BO

From: JAN and BOB RAEDER [REDACTED]
Sent: Tuesday, March 06, 2012 1:06 PM
To: AETC/A7P Workflow
Subject: F-35A

To Whom It May Concern:

The Air Force's F-35As are not welcome in my back yard in Boise, Idaho. As your own environmental impact statement alludes, my home would become "not suitable for residential use" if these planes were stationed at Gowen Field. My home is one-half mile north of Gowen Field.

GE-4
SO-1

Again, you are not welcome at my house.

Sincerely,

Bob Raeder

1934 BO

From: Peggy Harlan [REDACTED]
Sent: Monday, March 12, 2012 6:23 PM
To: AETC/A7P Workflow
Subject: F-35A Training Site

Importance: High

Dear Mr. Martin and Ms. Fornof,

I am writing this email to state my strong objection to the proposed Pilot Training Center and Basing of F-35A Training Aircraft at Gowen Field in Boise, Idaho.

GE-4
NO-36

After reading all of the information about the tremendous impact that the F-35A aircraft will have on the quality of life due to the extreme noise level they produce I feel that it is NOT appropriate to even consider basing this training site at Gowen Field.

Gowen Field is directly adjacent to numerous residential housing developments not to mention several public schools. I live quite close to Gowen Field and the noise level of the current F-15's and F-16's effects my personal quality of life already. When they take off it is almost impossible to carry on a phone conversation within my house with all of the doors and windows closed!! The vibration created by their taking off causes my house to actually shake and has resulted in dishes moving and at time breaking. I can't even imagine the devastating effect the F-35A aircraft would have nor do I want to!

NO-8

As a former teacher, I know how difficult it is to keep the undivided attention of students during classroom instruction. The tremendous noise that would be created by the F-35A aircraft would make it absolutely impossible to conduct quality instruction in a classroom!

NO-1

If the area in which I live is deemed "Not suitable for Residential Use" this would have a great impact on the property value of my home as well.

EJ-2

My health is also a major consideration since it is documented that a person could experience a loss of hearing due to the extreme noise created by these aircraft.

SO-1

I feel that the US government has exercised very POOR judgment in even considering Gowen Field as a possibility for a training center for the F-35A aircraft. These centers need to be developed in a remote area that will NOT affect citizens' quality of life and learning!!

NO-6

GE-1
NO-36
EJ-2

Respectfully,

Peggy Harlan
[REDACTED]

1935 BO

From: Tom Waters [REDACTED]
Sent: Wednesday, March 14, 2012 3:11 AM
To: AETC/A7P Workflow
Subject: Regarding F-35 Aircraft Stationing at Gowen Field Boise Idaho

HU-RAAA! Bring it on! I love the sound of Freedom! I live somewhat off the west end of the airport. Yes these babies are loud. I love it.

How can my property value be further lowered after the financial debacle brought on by the fiscal irresponsible of the past.

To all the folks who are concerned about the noise . . . SUCK IT UP!

HU-RAA!

Errol Waters

GE-3

1936 LU

From: Rebecca Tillotson [REDACTED]
Sent: Monday, March 05, 2012 11:53 AM
To: AETC/A7P Workflow
Subject: Luke

I have been a resident of Arizona since 1966 and now live in Buckeye. The jets fly over my house just about every day. I enjoy seeing them and glad that Luke is in my back yard. In these economic times, it would be a disaster for us to lose the base. We can not afford to lose jobs and the tax money to the area and the state.

I still do not understand how developers were allowed to built houses that close to the base. People that bought the houses should have been conscious of the noise factor and made better decisions.

I pray that Luke stays in our future forever. The community needs the prosperity and the stability of the base.

Thanks,
Rebecca A. Tillotson
Buckeye

GE-3

1937 LU

From: Cathy Morrell
Sent: Monday, March 12, 2012 1:07 PM
To: AETC/A7P Workflow
Subject: Luke Air Training

Dear Sirs,

I am a 15 year resident of the Sun City area. Luke has been an important part of my life. I volunteer my time by sewing clothes for the young families at Luke. We appreciate their dedication to our safety. I hear the noise of the airplanes daily and say a prayer of thanks for these planes and the pilots. The noise is not a problem to the environment here. The dogs even ignore the sounds. The wildlife, rabbits, birds, coyotes, etc. have not been disturbed. I can see no impact on the desert areas. We have the open land and the open skies to support the F-35. Everyone who bought a home within this sound corridor was made aware of the fact. Our cities have been diligent to provide support for the continuing training of the F-35. I and my neighbors also support your bringing the F-35 to Luke.

Thank you for listening.

Sincerely,
 Catherine Morrell

GE-3

1938 TU

PLEASE
PLACE
STAMP

NO F-35I

Hutchins

HQ AETCA/A7CPP
 Attn: David Martin, AF Contractor
 & Kim Fornof
 266 F St. West, Bldg. 901
 Randolph AFB 78150-4319



NO F-35 Basing or Training Flights in TUCSON!

Our densely populated metro area would be adversely impacted.

EXCESSIVE NOISE & VIBRATIONS:

<input checked="" type="checkbox"/> Diminish quality of life	<input type="checkbox"/> NO-36	<input type="checkbox"/> Damage tourist industry
<input checked="" type="checkbox"/> Threaten fragile ecosystem	<input type="checkbox"/> BI-2	<input checked="" type="checkbox"/> Damage building structures
<input checked="" type="checkbox"/> Reduce outdoor enjoyment of parks, sporting events	<input type="checkbox"/> LU-3	<input type="checkbox"/> Damage hearing of residents
<input checked="" type="checkbox"/> Disrupt classes and activities at schools, colleges, universities	<input type="checkbox"/> EJ-2	<input checked="" type="checkbox"/> Harm student concentration
		<input type="checkbox"/> Harm pets, Zoo & wildlife
		<input type="checkbox"/> Reduce property values

HEALTH, SAFETY AND ENVIRONMENTAL CONCERNS:

Utilizing completely new technology, with no history of safety records, would endanger the safety of residents, especially when pilots (many foreign) would undergo training in single-engine, single-piloted aircraft with live ordnance, and could fly off course. Proximity to civil air traffic would increase air crash risks.

A higher percentage of low-income and minority residents would be affected. Disproportionate, detrimental impacts would constitute environmental injustice. Increases in air pollution and noise would create negative health effects for all.

PLEASE SCHEDULE FLY-OVERS BEFORE MAKING BASING DECISION!!!!

Richard Hutchins

SA-12
SA-13
SA-16
AM-2
EJ-4
GE-2

1939 TU

From: Byron Taradena [REDACTED]
Sent: Tuesday, March 13, 2012 11:08 AM
To: AETC/A7P Workflow
Subject: I support the F-35A coming to Tucson

I support the F-35A coming to Tucson [REDACTED] GE-3
Byron Taradena

1940 TU

From: [REDACTED]
Sent: Tuesday, March 13, 2012 12:14 AM
To: AETC/A7P Workflow
Cc: [REDACTED]
Subject: I Support the F-35 Coming to Tucson!

To David Martin and Kim Fornoff:

I am writing to add my voice to those who want to welcome F-35 pilot training to Tucson and greater Southern Arizona. I am proud that Tucson is home to both USAF and AANG bases, and that our community values the presence of both the bases and their personnel here.

We have positive citizens, consistently terrific weather, access to plentiful range and airspace, and the land and facilities from which to build and expand so as to support the 162nd Fighter Wing in this exciting new mission. I hope we will see and hear the F-35 and its air and ground crews before long in the communities and airspace of Southern Arizona!

Thank you for your consideration.

Margaret Anne Knight
Tucson, Arizona
(proud daughter of the late Lt. Col. William T. Knight, USAF Ret.,
combat pilot WWII and Korea, combat veteran Vietnam)

GE-3

1941 TU

NO F-35!
Joe Watkins
[Redacted]

PLEASE
PLACE
STAMP

HQ AETCA/A7CPP
Attn: David Martin, AF Contractor
& Kim Fornof
266 F St. West, Bldg. 901
Randolph AFB, Tx. 78150-4319

NO F-35 Basing or Training Flights in TUCSON!



I do not see anywhere in the Draft EIS an analysis of the cumulative effects of noise. It seems to me that a fair analysis of the impact of noise must include any reasonable change in future air plane use, notably the increase in noise from the activities at Davis-Monthan notably operation Snowbird and at Tucson International Airport.

CM-2

1942 TU

From: [Redacted]
Sent: Monday, March 12, 2012 8:25 PM
To: AETC/A7P Workflow
Subject: LETTER TO MARTIN AND FORNOF IN OPPOSITION TO F35 IN TUCSON

MINNETTE BURGES
Attorney at Law
[Redacted]

March 13, 2012

SENT BY EMAIL aetc.a7cp.inbox@us.af.mil
David Martin, Air Force Contractor
Kim Fornof, HQ AETC/A7CPP
266 F. Street West, Building 901
Randolph AFB, TX 78150 - 4319

RE: Proposed Basing and Pilot Training for the F-35 in Tucson
F-35 Environmental Impact Statement

Dear Mr. Martin and Ms. Fornof:

By this letter I submit my formal opposition to the following:

- 1. installation of F-35 Aircraft in the Tucson area; and
- 2. training of pilots to fly the F-35 aircraft in skies above the Tucson Area; and
- 3. the inadequacy of the Environmental Impact Statement (EIS) submitted regarding the proposed F-35 installation and pilot training in the Tucson area.

GE-4
NP-13

First, the Environmental Impact Statement (hereinafter "EIS") submitted in connection with the F-35 installation and pilot training in the Tucson area is critically flawed and has been issued before complete and thorough testing and evaluation has been completed. The document does not serve the purposes for which it is intended as it is not complete and is premature. Statements contained throughout the document are not supported by data, and the document is unreliable. To pursue the installation and pilot training of the F-35 in the Tucson area based on the EIS would be an act of recklessness in failing to demand a comprehensive study complete with fully supporting data and information. A valid and meaningful decision to base the F-35 in Tucson and to train pilots to fly the F-35 over the Tucson area cannot be made based on the flawed and incomplete information presented in the EIS.

NP-13
NP-29

Final
June 2012

1942 TU

The F-35 has not yet been safety tested. There is insufficient evidence that training new domestic or foreign pilots over a densely populated metropolitan area such as Tucson, Arizona is safe, and any decision to allow the installation and flight training in Tucson would be recklessly premature.

SA-12

The F-35 has not yet been noise tested in the area. There is insufficient evidence that adding F-35 flights to the already congested airspace over Tucson would be appropriate given the increased noise the cumulative addition of this aircraft's flights would add.

NO-7

Neither the safety concerns nor the noise pollution issue are adequately addressed or raised in the EIS.

SA-12
NO-4

Furthermore, I make the additional points in opposition to basing the F-35 and training F-35 pilots in Tucson:

1. The "noise contours" that surround the "flight path" in the EIS do not include the actual flight path of the F-35 rendering this information inaccurate at best;

NO-40

2. The EIS states that the F-35 will need to transit to DMAFB to load weapons and depart; the EIS further states that the DMAFB flight line, facilities and airspace will be used for these purposes. This translates to the fact that the flight current DMAFB flight path for departures and arrivals over midtown Tucson of A10, C130 and the other aircraft will be used by the F-35 when needed.

NO-59

3. Both of these situations demonstrate that the F-35 will not fly exclusively along the flight path the Air National Guard (ANG) claims but will be significantly greater and will invade the central city air space and fly over midtown Tucson, the most densely populated area of Tucson area.

4. The EIS does not address environmental impacts associated with the actual flight path the F-35 will take over midtown Tucson, and as such, is deficient. A supplemented or revised EIS must fully assess the environmental impact of the F-35 over Tucson.

NO-74

5. The EIS fails to adequately study levels of pollution from flight fumes and fuels, when considered in a cumulative context.

AQ-14

6. The EIS fails to adequately present issues related to noise pollution, and refers to a \$25 million contribution by Pima County to address noise pollution issues, a sum that is not designated and is not authorized for this purpose.

NO-74

7. The EIS is required to conduct an assessment of the entire cumulative impact of the F35. This simply has not been accomplished in any meaningful manner.

CM-2

8. The F-35 will disproportionately expose low income and minority populations to noise in excess of 65dB DNL, a level which both the DOD and FAA have classified as not compatible for residential use. A mitigation plan is not offered and is notably missing from the EIS.

EJ-4

I am a native of Tucson, Arizona and have witnessed the ever increasing aircraft activity in our skies. Our town currently endures significant harm, risk and pollution as the result of the TIA ANG training programs for F16s and by the DMAFB Operation Snowbird and other flight

NO-8

1942 TU

programs. Classrooms and business activities are often and consistently paused while we wait for military aircraft to pass overhead. Our citizens have witnessed two fatal military crashes in the downtown/central area of the city. The majority of the population of central Tucson are adamantly opposed to any increases in the danger, pollution and noise levels of the F-35.

NO-8
cont'd
SA-2
SA-1
AQ-1
NO-1

I request that the F-35 not be based in Tucson and that F-35 pilot training not take place in the skies over Tucson. To allow this outcome would be irresponsible in these circumstances described above.

GE-1

Thank you for your consideration for *No F-35s Over Tucson*.

Respectfully,

MINNETTE BURGESS ESQ

1943 BO

From: Christine Loucks [REDACTED]
Sent: Monday, March 12, 2012 1:07 PM
To: AETC/A7P Workflow
Subject: Gowen Field, Boise, ID: F-35

RE: Gowen Field, Boise ID: F-35 mission

I do not support the location of F-35s in Boise, Idaho. I live close enough to the airport that my life has been negatively impacted by the training done at Gowen Field with current military aircraft. During the summer, I was awakened in the morning by the sound of jets, and I could hear them during the evening when I was home. I can only imagine how noisy an F-35 would be relative to the existing jets.

GE-4
NO-8
NO-1

If the planes are located in Idaho, the best location is the Mountain Home Air Force Base.

GE-12

Thank you the opportunity to respond.

Christine Loucks

1944 BO

From: Caroline Morris [REDACTED]
Sent: Monday, March 12, 2012 8:05 PM
To: AETC/A7P Workflow
Cc: [REDACTED]
Subject: F-35A EIS Comment

Dear David Martin and Kim Fornof:

I submit this comment concerning the Environmental Impact Statement for the US Air Force F-35A Joint Strike Fighter jets (F-35 below), as they relate to Boise, Idaho.

I oppose basing F-35s in Boise, Idaho. The project's potential noise pollution is an environmental cost far exceeding purported benefits.

GE-4
NO-1

Two years ago we moved to the Boise area from Washington, DC. I had lived in National Airport's flight path for 40 years. Its airplane noise rarely stopped, even at night, and became worse annually. The so-called "quiet" jets still were horrible. We savored trips to remote areas without constant air traffic.

I also spent weekends during 2000-01 in Virginia Beach, VA, which is adjacent to a busy naval air base. The fighter jets' ear-splitting noise far exceeds the sound levels of commercial jets. While the jets usually would fly over the ocean, their takeoffs and landings were particularly loud. I would never live permanently in such a disturbing location.

It is a pleasure to be outdoors in Idaho and seldom hear airplanes, quite contrary to Idaho Congressman Mike Simpson's claim of overwhelming Idahoan support for F-35s. I live NW of the Boise Airport about 10 miles, where we rarely are bothered by air traffic.

NO-18

I was skiing last week at Bogus Basin, our local ski area 15 miles north of Boise. As I moved along woodland trails, the only sound I heard was my skis gliding on the snow. It was lovely. I hope this quiet continues for a long time. My stress level is its calmest in Idaho since I was a child. Unfortunately, the valuable soothing effect created by freedom from extreme noise pollution is hard to quantify in dollars.

NO-18

I urge the Air Force to remove Boise's Air National Guard Base at Gowen Field as an alternative location for basing F-35A training or operational aircraft. Other identified sites have superior base facilities and more suitable military air space and ground ranges to support the training.

GE-1

Caroline Morris
[REDACTED]

1945 BO

March 14, 2012

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

Mr. Martin and Ms. Fornof:

The following are my comments on the draft EIS for the F-35A training project. My comments are for the Gowen Field Boise, Idaho site.

The appendices present specific information on several specific areas of concern and then most of the information is repeated in the 4 specific site chapters. You could eliminate 100's of pages by referencing the information in the appropriate appendix.

The sound maps are terrible and sufficient detail such as street names need to be included. I could not find my street on the map as the resolution was so poor nothing was comprehensible when I downloaded the map on my computer. **DO-3**

At the meeting I asked two (2) gentlemen about the accuracy of the sound maps that were generated by a computer program. They could not answer my question and I do not believe that the 65 DB line does not have some give or take. Usually this type of sound model has some degree of accuracy please provide it and show the expanded and contracted lines on the map. Plus or minus 5 or 10 percent seems reasonable. **NO-4**

In your report you suggest the EPA level to protect residents is 65 DB put in fact the EPA is very clear the level of 55 DB is necessary to protect public health. Please correct this document.

With respect to sleep the EPA clearly states that 45 DB is necessary to protect sleep interference. I am a light sleeper and being within the 65 DB zone the F-35a landing and taking off will definitely interfere with my sleep and I object to being awoken 1 to 4 times per night by these aircraft. Being sleep deprived leads to many other health issues which this study fails to address! **NO-3**

This study does not address impacts to pets mainly dogs and cats. Another short coming as I assure you neither will adapt to these loud noises. **BI-5**

A sound map should be provided showing the projected highest anticipated noise levels not just an average. **NO-13**

The sound model needs to be verified with a series of on the ground test. Collected sound data should be collected using sound scientific principles and be reproducible. Model verification is a must! **NO-7**

1945 BO

Section BO 2.2.3 identifies 19 specific agency concerns and there is no reply or answers to these concerns. If there are responses somewhere in the chapter please identify where they can be found after each concern. **NP-3**

The economic costs for Boise does not include the individual cost of decreased home value nor the annual lost revenue due to decreased property values to the city of Boise, the County of Ada and the Boise school District. In all reality you are probably looking at 100 million dollars or more in losses. **SO-1**

This project will cause hearing losses to some 340 people (+or_) and noise will negatively impact approximately 10,000 residents. I find this totally unacceptable. **NO-6 NO-11**

I believe the Boise airport completed a noise study a few years ago why wasn't this data presented in this study? It would be nice to see how their information compares to your model please do so. **NO-75**

The report discusses how land is zoned by using the specific land coding such as A1A B/C which doesn't mean much and should clearly state the land is zoned residential etc. not a bunch of letters to require the reader to look up the code. Please make this change it will add value to this section. **LU-14**

This report considers four (4) possible sites for the initial training for future F35 pilots. It appears to me that the Holloman Air Force base is the best site even though the base upgrade cost appears to be more. This cost is insignificant (0.0002%) compared to the trillion dollar cost of building all of these F-35's. From an environmental impact stand point it appears there are less impacts and thus this is where the training should occur. **GE-1**

Looking at the data presented this training should Never be located at Gowen field Boise, Idaho. **GE-4**

Please explain why a sound wall is necessary to protect those living along the interstate from highway noise around 85 DB and nothing is needed to protect these same individuals from the noise of the F-35. **NO-20**

Would not this project be considered a "taking" under environmental law to all those impacted some 10,000 people. **SO-10**

In addition I would like to point out that when my subdivision was built it was issued a conditional land use permit and stated that it was compatible with other land uses. I believe your project at Gowen Field violates my conditional land use permit and thus should be eliminated from consideration as a training site for F-35's. **LU-15**

Sincerely

Richard G. Rogers and Judy S. Rogers



1946 BO

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

March 2, 2012

Dear Mr. Martin:

Proposed Action:
I attended the public hearing on March 27th and I am writing today to comment on the Draft EIS of the proposed sighting of F-35A aircraft at the Boise Air Guard Station (AGS) in Boise, Idaho. I live approximately 1.17 miles nearly due west of the end of the current runway and within the B3 (red) scenario of the 65 db DNL contour map. As such I am very aware of all air traffic in and out of that Boise facility. The basis for my comments today will primarily be the noise impact being imposed.

When I purchase my home 12 years ago I made cautious consideration the impact this air field/air port would have on my family and our quality of living there if I purchased the property. After an informed understanding of what that would be and any occasional variation due to summer training we said yes and bought our lovely home where we now reside. Up until now (or the summer of 2011) we have had no reason to think otherwise.

As you know the requirements for air traffic in and out of this and most military and commercial air ports are governed by the Federal Aviation Administration (FAA) and in this situation Boise City (City). They impose rules, regulations and ordinances that govern how air traffic is to operate during take-off and landings. Up until now all of the civilian (private), commercial and military aircraft have, to our understanding, been complying with those rules and we have not had any reason to grumble about the noise issue that activity has in this area.

As you know if the F-35A aircraft is sighted here that will change forever. The noise issue will increase dramatically from what currently exists now. It may be the loudest military aircraft that has ever made its home here. Being designated as a training base there will be multiple take-offs and landings every day. They will use the flight privileges and flight patterns now exiting (used by the 124th Fighter Wing for the A-10's) and that will be 500 feet directly over my house. From a sensible standpoint my family and I could not endure this bombardment of sound on a daily basis.

Please don't misunderstand how I feel about our military neighbors. I am very supportive and pleased that we have the most sophisticated and powerful air force in the world and the F-35A aircraft exemplifies that superiority. I am a veteran myself and welcome their presence whenever and where they are needed. But we have to be smart in our decision making and to locate the F-35A, in my opinion; at the Boise AG S is not being good neighbors due to the scope of the mission for them being sighted there. Their approach and landing patterns are not compatible with residential living.

Please let me give you our experience of last summer when the F-15A's were temporarily brought to the Boise AGS from the Mt. Home Air Force Base (AFB) because their runway was being resurfaced. They were here for six weeks and they flew flight patterns as I have discussed already, in the same flight patterns the F-35A's will use if located here. As you know they are a loud aircraft. When the F-15A's would bank over our house (at 500') engines in up toddle (when taking off or landing) pictures on our walls would rattle, china in our china cabinet would clatter and our

NO-1

NO-37

NO-8

1946 BO

dogs would howl and bark because the noise either scared them, hurt their ears or both. If I would be outside, and I'm outside a lot, I would have to put my hands over my ears due to the loudness of their roar. That was the F-15A and as you know the F-35A is even much louder. Now, you tell me, should I be happy about your proposal. In all honesty the answer to that question is an emphatic NO!

One last objection to the proposed action is that if the Boise AGS is selected there is no doubt my property values will decline. I have spent a good portion of my treasure and 12 years so far of my life to develop my property from what it was to what it is now. I live in a very desirable neighborhood and the location is suburb compared to others not only nearby but anywhere in southwest Boise. Shopping, schools, and fire stations are nearby and access to transportation corridors are readily available making getting anywhere relatively easy.

By introducing the F-35A's to this area my property will not be as highly desirable making selling it more difficult. My wife and I can not sustain such a blow to our net worth since the sale of our property is what we are counting on for our care into the future. Although we are both senior citizens now our elder years will not be so rosy if our property investment is further compromised. Therefore, for these reasons I must object to the sighting of the F-35A at the Boise AGS.

Alternative Action:
I have reviewed the alternative actions being considered. However, there is one that needs to get consideration that I don't believe has gotten much attention. That is, if Idaho is the preferred location move the entire operation to Mt. Home AFB. I can see you wanting to choose Idaho, and I hope you do, because of the infrastructure already in-place, the ideal weather patterns for year-round training purposes, the terrain available having desirable characteristics similar to real life scenarios, live-fire ranges already available with little need to modify them, and a location that is military friendly and welcoming for their families. My point is you can have all this if based out of the Mt. Home air base, not just that of the Boise AGS.

This would also take the objectionable noise out of a highly residential neighborhood and move it out into a barren landscape where little or no issues would arise due to noise impacts. The military infrastructure is already in-place at Mt. Home to handle this kind of operation and that community has always desired to have more military activity there. It is not that far from the metropolitan area of Boise and the Treasure Valley. Many military families travel to Boise all the time to shop and my son (air force retired) travels to Mt. Home AFB to take advantage of base privileges.

Summation:
I want to thank you for the opportunity to comment on the F-35A Training Base Draft EIS. It is my desire you reconsider placement of that training base at the Boise AGS and instead move it to Mt. Home AFB 45 miles away and make your final EIS decision for it to be at Mt. Home. Please keep me informed of progress on this matter and to the final decision made.

Sincerely
Mike Austin


NO-8 cont'd

NO-1

SO-1

GE-12

GE-12

NP-7

1947 BO

From: Susan Bistline [REDACTED]
 Sent: Tuesday, March 13, 2012 5:22 PM
 To: AETC/A7P Workflow
 Subject: F-35A comment

This is to be included in your decision process for the potential Gowen Field training center for the F-35A's. NP-8

This Valley has become quite urban and has a high volume of air traffic presently. The current training air traffic is very disruptive. Not only are current noise levels too much, but other air flight is disrupted when the jets are doing maneuvers. NO-8
AM-2
 I strongly oppose the addition of the F-35's to Gowen Field. This training is not compatible with this Valley. GE-4

Thank you for your consideration.

Sincerely,
 Susan Bistline
 [REDACTED]

1948 BO

“Fact and Impacts: The F 35-A in Boise”

I am writing as a recently retired and new resident of Idaho, my wife’s home state, and Boise. Having spent a forty year career in local government assessment and taxation I am familiar with studies and impact statements, facts and figures. My career experience continues as I survey the dynamics surrounding my new home which is four blocks west of the Boise Airport parking garage.

My rural upbringing with its emphasis on horse sense melds well with my education in Business and economics. My interpretation of the F-35A impact in Boise is enhanced by 25 years in an Alaska jurisdiction where the echoes of 737’s bounced between islands and off mountain walls and where summer float planes clawed the sky while screaming for altitude.

- Sound is carried at the whim of atmospheric conditions. A couple of lines drawn on a map are a deceptive generality.
- A better illustration would be to show lines analogous to topographic lines which would demonstrate the range and intensity of where the sound will travel. This would encompass a far greater portion of Boise and Ada County than now shown.
- Such a map should correlate to the Bell Curve. The center (highest and most dense part) of the curve would be the airport compound with the most intense sound. As the curve receded it would illustrate the *intensity* of sound as it spread throughout the city/county areas.
- A second Bell curve would illustrate the *frequency* of those sounds. The two curves would reasonably be correlated.
- Walking daily thorough my neighborhood which is currently inside the projected “*Not suitable for residential use*” (NSFR use) boundary, I notice considerable noise. It extends down to the next bench below the New York canal. This noise is at the edge, if not outside of the projected NSFR use boundary.
- My take on the current map is that an appropriate second boundary would extend from the projected NSFR use line down to Franklin Road, across Vista Avenue and south easterly along Boise Avenue. That area would be

NO-76

LU-16

1948 BO

something like “*Disturbing for Residential Use.*” A third boundary would extend from this boundary to the Boise River and would perhaps be labeled “*Irritating for Residential Use.*” From the Boise River to the Foot Hills the designation would be something like “*Often Annoying for residential use.*”

LU-16
cont'd

- In addition to the schools, parks and daycares within the projected NSFR use boundary are offices that employ several hundred people. If this area is unsuitable for residential use, how can it be suitable for professional office use? (The same would apply to the “disturbing” and “irritating” and “often annoying” designated areas.)

SO-35

- Also within the NSFR use area are four freeway interchanges and numerous motels and travel facilities. I have noticed that establishments therein host many repeat clients. In fact, I was one when I was considering relocating to Boise. What would be the impact of repeat customers taking their business outside the current jurisdiction or potential customers bypassing the area completely?

SO-18

- When I arrived in Boise last spring the most mentioned and cited event in Boise was the Shakespeare Festival. If the Shakespeare Festival complex and such sites as the Hillcrest Golf Course are affected, the far reaching impacts are overwhelmingly omitted.

LU-3

- Sunset magazine, March 2012, lists the “Fittest towns of the West.” Boise is included in this small and prestigious listing. I wonder how the F-35A echoes bouncing off Table Rock, which is mentioned in the article and which I can see from my living room, will affect this rating. How many other locations are at risk?

NO-36

It seems to me the F 35-A scenario would put Boise on a different course; the current desirability of Boise will be compromised.

GE-4

Dennis Finegan
 [REDACTED]
 [REDACTED]
 [REDACTED]

1949 BO

From: Leopardstripes [REDACTED]
Sent: Wednesday, March 14, 2012 5:42 PM
To: AETC/A7P Workflow
Subject: F-35's in Boise, ID

My name is Heather Rodman, and I am a resident of Boise. My address is [REDACTED]. I am writing to you today to give my opinion regarding the stationing of the F-35's at Gowen Field. My family and I are against their being stationed in Boise, as most of our lives are conducted in an area of town that would be affected by the noise, including my childrens' school, my place of work, and our home, as well. We appreciate that you have conducted a computer-generated model of the impacts of the noise, but disagree with your basic findings- this town is situated in a valley, and sound is strongly affected by it. We do not believe that this would be a positive change to our living environment, nor to the quality of our sleep or our property values. Thank you for accepting public comment on this matter.

GE-4
NO-1
NO-38
NO-36
NO-3
SO-1

Sincerely,

Heather Rodman
 [REDACTED]

1950 TU

From: Stefan Walz [REDACTED]
Sent: Sunday, March 04, 2012 3:26 PM
To: AETC/A7P Workflow
Subject: F-353-A Comment from Tucson, Arizona

Dear David Martin & Kim Fornof,

I support the F-35s coming to Tucson and hope to see these planes flying overhead soon. I attended all 3 public hearings for the Tucson area and was disgusted by the professional protester tactics of the opposition. They frequently misquoted not only information from the Air Force's Draft EIS, but from other sources as well. GE-3

The public hearings in Tucson were supposed to be a chance for the public to learn more and speak about the Draft EIS, but they really became a sound board for naysayers to rant about everything from lack of bottled water at the venue to jet noise. This should be a clue to Air Force officials that this small handful of people are nothing more than complainers—and will continue to complain about something whether or not Tucson is selected to house the F-35s.

The 162nd Fighter Wing is the 37th largest employer in Tucson, and the F-35 mission would help to secure their future economic impact on the city. This unit has third- and fourth-generation Guardsmen and, more importantly, they closely reflect the demographics of Tucson. Tucson has been a military town since 1925 when the Davis-Monthan Landing Field was first established. The encroachment that has occurred around both D-M and the Air Guard Station at the Tucson International Airport is exactly that—the buildup around the bases to support the men and women who serve on the bases.

I appreciate the fact that the Air Force went to such great lengths to create the Draft EIS and compile the information to put forth to the public. The general public in Tucson supports the Air Force, the Air National Guard, and especially the 162nd Fighter Wing. To house the F-35 Joint Strike Fighter in Tucson would be such an honor. To lose this opportunity because of a few outspoken professional protesters would be a travesty. GE-3

Sincerely,

Stefan Walz
Tucson Resident

1951 BO

From: Frank Wolf [REDACTED]
Sent: Tuesday, March 13, 2012 7:41 PM
To: AETC/A7P Workflow
Subject: F 35 planes for Boise,Id.

The noise problem for the people isn't worth the jobs they will bring to Boise. Thank GE-4
You, Frank Wolf

1952 BO

From: Carmen French
Sent: Wednesday, March 14, 2012 5:47 PM
To: AETC/A7P Workflow
Subject: F-35s in Boise, ID

To: David Martin and Kim Fornof
Randolph AFB, TX

Dear Sir and Madam,

I am a resident of Boise, ID and live within the projected impact zone of the proposed F-35 pilot training center housed at Gowen Field.

I say DONT BRING THE F-35 to my neighborhood! GE-4

Here's why:

1) This has been an established Residential area for many years. And when it was built, there was never any consideration of a future super jet to be housed here. If such a plan (even in the future) was in place, our homes would not have been built. Not to mention our several schools, churches and parks.

2) Having the F-35s here would lower my quality of life and diminish my ability to 'pursue happiness' in my own home and neighborhoods due to the sound pollution alone. NO-36

3) This project only *presumes* a \$26 million boon to our economy here. But that is an assumption the Air Force cannot make. It is like counting chickens before they are hatched. Where is the information on what it would do to my home value? With a determination of "not suitable for residential living", how would I even be able to sell my home to relocate to a place suitable for living again? Who would be paying me what my home is worth now, not AFTER the F35 was brought in? SO-1 SO-11

4) There are other places more suitable to housing this aircraft. Mountain Home AFB is just a short trip east of Boise. The terrain is barren of residential establishments and already has several runways which could be used for the planes (since an additional one would be built even further south of the current strips at the Boise/Gowen site, which would enlarge the impact zone even more). GE-12

5) I have children who attend school in the impact zone. I go to church, visit the parks, and live in the impact zone, as do more than the 13,000 residents the AF EIS claim are in the 'impact zone'. NO-11

6) Mayor Dave Bieter is in support of this project. He doesn't live HERE. Governor Otter--doesn't live HERE, Lt. Governor--he too doesn't live HERE. It should not be their choice.

If the Air Force would really like the community to know what we would be getting, then bring those jets here for a week, run the training missions they would normally run **day and night**, then let **US, the citizens who would be most detrimentally affected by it**, decide if we want it in our front and back yards, in our leisure activities and our worship services. GE-2

I honor the military. I have family members who have served in several branches of the military. I fly my flag 365 days a year. I love this country. BUT, there are better places for the F-35 than right here in Boise, ID.

Thank you,

Carmen French

1

1953 BO

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

J.L. & Nina M. Cornwell

[REDACTED]

We would like to make two comments about the Draft EIS.

First the Draft EIS mentions that the aircraft mishap rate is expected to become comparable with similarly sized aircraft." See page 2-36. The way I read that statement is that the Air Force is saying they don't know if the F-35A is a safe airplane. That certainly seems to make sense with a new model that has accumulated few flight hours. SA-12

Basing the F-35A at Boise would mean that the airplane would accumulate those flight hours at a field where both ends are aligned with residential neighborhoods. To this add the fact that many pilots flying the airplanes will be trainees and some number of them will have few hours in the airplane and you have a recipe for a disaster on the ground. SA-7

In BO 3.4.2.2 is a statement that "This would not result in any increase in safety associated with aircraft mishaps or any increase in the risks of occurrence of those mishaps." The statement is simply wrong. Safety performance is reported or calculated in events per 100,000 hours so an increase in flight hours does result in an increased risk of a mishap unless there is a zero rate of mishaps per flight hour. SA-12

As noted earlier the safety record of the F-35A is not yet established, and would be expected to be lower at least initially than the well proven A-10. If only one group of 24 F-35A's came to Boise the 18 existing A-10 aircraft would remain. The logical result of this would be a more than doubled risk of a mishap involving a military aircraft at Boise even if the F-35A had a safety record as good as the A-10. The safety analysis in the Draft EIS is flawed or misstated.

Our second comment has to do with the noise that would accompany this aircraft. The F-35A according to the Draft EIS is exactly what Air Force personnel represented it to be at the public meetings in Boise, a very loud airplane. If a full complement of 72 airplanes came to Boise over 10,000 residents and more than 10 square miles of area would be subjected to noise at the 65 dB DNL. The report states that this would be expected to cause more than 300 individuals to suffer hearing loss. NO-1 NO-11

We have lived under the Boise airport traffic pattern near Maple Grove Road and Targee for several years. The current air traffic is no particular bother and with the exception of the F-15s that spent a summer here from Oregon a couple years ago, airplane noise rarely interrupts anything but outdoor telephone conversation. This would change drastically if the F-35A was

1953 BO

based at Boise. I estimate that we occasionally have A-10s pass directly over our house at less than 1000 ft. At that distance while they are loud they pass quickly and the noise level is not uncomfortable. From Table BO3.2-1 it appears that the F-35A would produce noise levels of 20 to 30 dB greater than the A-10 if I interpret the data correctly that corresponds to 4 to eight times louder than the A-10s. The date from that table is also for an airplane nearly a mile away (4700 feet) on take off. The houses across the street will be "not suitable for residential use" and if the F-35A used the Boise airport at altitudes similar to the current military and commercial flights I suspect that the foot print of the "not suitable for residential use" will be much larger than the simulation indicates.

NO-1

SO-1

Missing from the Draft EIS down loaded March 12, 2012 is the section BO 2.8.4, this is mentioned on page 10 of the Executive Summary as addressing how damage claims for noise impacts would be addressed. On page 3-35 there is mention of a study that estimates property could lose 0.5 to 0.6 percent value per dB. That seems to be potentially a huge issue related to the environmental (noise) impact of basing F-35As at Boise. The Draft EIS is incomplete without some discussion of how claims would be handled and that discussion should be open for public comment.

SO-11

DO-18

Where noise levels as a result if voluntary government action reduce the value of property or in some extreme case cause residences to become "not suitable for residential use" it would seem that the effect of the environmental impact is a taking of the property and compensation would be required in compliance with the United States Constitution. This should be addressed and the public should be allowed to comment before the EIS is made final.

SO-10

NP-34

Finally, it appears from the Draft EIS that about 2500 jobs, many temporary construction jobs would result from an F-35A training base at Boise. The result of the F-35A training base for about 10,000 residents would be the effective loss of the ability to use and enjoy their homes due to increased noise together with the increased risk of an aircraft mishap. Trading 2500 jobs, many temporary, the long term harm to over 10,000 residents from the environmental impact of an F-35A training base seems like a very poor bargain.

SO-13

There are plenty areas near Boise a field for the F-35A could be built. The best scenario would be a new joint field to replace the current Boise airport located away from downtown before the commercial or military use increases to a point it has to be relocated. Consider what Denver went through to move a downtown airport. I'm sure the cost of such a solution would exceed the roughly \$200,000,000.00 that a training base at the present airport would cost. It also could be a solid long term investment, have access to all the local and regional military practice ranges and would fit well with the community for decades. To bad this type option isn't considered by the Draft EIS rather than the simple minded approach of take one of these or do nothing and train no F-35A pilots.

GE-1

Thank you for your consideration

/s/ J. L. Cornwell

/s/ Nina M. Cornwell

1954 LU

From: Nora [redacted]
Sent: Wednesday, March 14, 2012 2:06 PM
To: AETC/A7P Workflow
Subject: No to F-35 at Luke AFB- Please read

TO: David Martin

Air Force Contractor
HQ AETC/A7CPP
266 F Street West, BLDG 901
Randolph AFB, TX 78150

From: Nora Hodges
[redacted]

March 14, 2012

Dear Mr. Martin,

I am writing to express my opposition to the F-35 being awarded to Luke AFB in Arizona. I have several reasons, personal and practical and because of the corruption in this state that has caused the public illusion that most people in the Phoenix Metro Area support the F-35.

GE-4

First the personal effect on me and my neighborhood west of the Aux I area. When our Sub-division was built over 8 years ago it was with no restrictions, and with the full permission of Luke AFB. We have a copy of a letter stating so. In fact prior to this, AUX I was even shown as closed on maps. We had no restrictions on our property which is zoned R-43, one house per acre. The State of Arizona then decided to put the Accident Protection Zone over our area, restricting future building and even repairs to property in this area with no compensation for our loss of rights or property value. I can't even enclose in my garage or patio, or get a permit to rebuild my home if there is a fire. This was all done by the Corrupt Sate of Arizona in the name of saving LUKE from BRACH at the time. Most State Congress men didn't even know what they were voting on as it was tacked onto the end of a "Road Improvement" Bill to sneak it through. We don't mind the F-16s flying over us, we knew they were out here when we built our home, but we had no restrictions and full use of our property. There have been a lot of battles over the years on this issue. Our county rep. Max Wilson even offered Luke AFB to move to Aux I to undeveloped county land further west of here. From some reason the Luke Rep. said they couldn't move it, even though our then Governor Janet Napolitano told the BRACH commission that Arizona had plenty of free air space to offer. We have since come to learn that the real reason is that several state and national officials are part of a coalition that owns land west of here that is earmarked for the future Cana/Mex Highway. They want to be able to expand and develop onto what is now vacant County or State Land for their financial gain in the future when this highway is expanded. These corrupt officials are planning to benefit off the backs of thousands of common land owners in the area of AUX I. If you look at the map in your January 2012 draft, page LU-152 that shows the noise contours, you could see that if the flight path could be straighten out to more of a East- West path it would minimize the impact on several EXISTING HOMES on the north west end of the noise contour lines (where we live). I am sure the state, in collusion with Mr. Rusty Mitchell would not make that change as well as there are plans for several Hi-Density housing

GE-13

NO-29

GE-13

1954 LU

developments south and west of here in the communities of north Surprise and Buckey. Existing home impact should have more weight than future planned development when it comes to decisions! **Bottom line - This State is Corrupt in its actions to lure the F-35 to Arizona** GE-13 cont'd

I am fine with the F-16s that fly over my house, even though they fly very low. We can handle that noise, but the F-35 will be too loud, ruin my child's and our hearing, and ruin my home- cracks and windows breaking. NO-1
We are in a nice sub-division; there are many 1 acre plus custom and semi-custom homes. Also many of us are older and sunk a lot of our life savings into our property. Many of us are too old to take a loss and start over. NO-6
It is not right to ask this of us to take this hit, for the benefit of the Air Force, Public Officials benefit, or even for the "greater good" of the community. I am aware of people in other areas of the country that were affected by the F-22 and received as little as \$200.00 for their property, they lost hundreds of thousands of dollars and their homes and this is not right. We don't want to make money off of the Air Force, we just want to be able to live in our home with out any damages to us. NO-12
SO-1
SO-11

Most of the public support for LUKE being awarded the F-35 is being fabricated by the Arizona Republic. Our corrupt state newspaper. They will not state any of the negative facts or comments sent in on this issue. They are the propaganda machine for Gannet- who is part of the same Corporation as Lockheed Martin, that is actually building the F-35 and stand to gain from it. *What a conflict of interest.* GE-13

This Air Craft doesn't belong in a Major Metropolitan Area. Phoenix is one of the largest cities in the country. The Base is no longer miles west of the area where people live. It will soon be in the middle of it. My Sons school (not near our home) is in the city of Glendale at the loop 101 and 75th Ave. When the planes fly over the area there during the day (they are flying much higher than at my house) the teachers have to stop talking as it is too loud for the kids to hear. What will the F-35 do to the kid's ears there or any where else in the west valley? NO-37
EJ-2

Most of the support you are getting is from the Sun City Communities. Trust me from having worked with them over the years, they may support you now, but once the F-35 noise starts **they will turn on you.** Most of them really only want Luke for their Prescriptions and Base shopping, as there are many retired military people in this area. GE-13

There are other locations that you are looking at that I feel are better suited for this plane. They have enough infrastructure, but not too large of population and plenty of air space. When you get the complaints from them you won't have near as much of a problem to deal with. It will make the compensation to effected people when you are sued much easier to deal with. GE-1

As far as the economic impact to the west valley in the Phoenix Area, I think the numbers are greatly exaggerated. There are many financial generators in the west valley besides Luke. In addition, if Luke does close I know that there are alternate uses for the space. I just look at the Aurora Colorado area and how it has recovered to a state of being better now then before their bases were closed!

Please do not believe all you hear that the area supports Luke AFB getting the F-35. Again most of the opposition voices have been stomped out or worn out! GE-4

PLEASE DO NOT AWARD THE F-35 TO LUKE AIR FORCE BASE!

Thank You for your time and consideration to my concerns,
Nora Hodges
[REDACTED]

1955 BO

From: Julie Metts [REDACTED]
Sent: Monday, March 05, 2012 6:43 PM
To: AETC/A7P Workflow
Subject: F-35's coming to Gowen Field

March 5, 2012
David Martin, Air Force contractor and Kim Fornof, HQ AETC/A7CPP

YES, my husband and I both feel that the F-35's should come to Gowen Field, in Boise, Idaho!! When we hear the planes fly over we both think of our freedom and how thankful we are that those planes are up in the sky! If the noise really bothers someone they can move!!! GE-3
Thank you!
Julie and Joseph L. Metts
Boise, Idaho

1956 BO

From: gehrkefamily [REDACTED]
Sent: Sunday, March 11, 2012 6:15 PM
To: AETC/A7P Workflow
Subject: F-35s at Gowen Field

I am opposed to locating F-35s at Gowen Field. The increase in aircraft noise over Boise is unacceptable.] GE-4
] NO-1

Craig Gehrke
[REDACTED]

1957 BO

From: Elizabeth Frisby [REDACTED]
Sent: Wednesday, March 14, 2012 12:54 PM
To: AETC/A7P Workflow
Cc: a7cp.inbox@us.af.mil
Subject: F-35s at Boise Airport

To David Martin and Kim Fornof:

We live in Boise, in the Sunrise Rim neighborhood, and are members of the Sunrise Rim Neighborhood Association. We are strongly opposed to any additional military aviation activity at the Boise Airport. This airport is a regional hub with growing commercial aviation activity, and is very close to the city (about four miles from the city center). Based on the EIS, the area designated "Not Suitable for Residential Use" would include the homes of over 10,000 people, including ours. Surely the vast majority of these folks would oppose this change if asked. Mountain Home AFB is essentially within commuting distance of Boise, and is a much more suitable location for such activity.] GE-4
] SO-1
] GE-12

Bob and Betty Frisby
[REDACTED]

1958 TU

From: [REDACTED]
Sent: Tuesday, March 13, 2012 10:22 PM
To: AETC/A7P Workflow
Subject: F-35--Arizona

To whom it may concern: My family and I are wholly in favor of the F-35 program, and a sound development of the airplane. Testing and deployment of this craft in Arizona, and particularly in Tucson, makes sense from all aspects. Robert E. Lundquist, Tucson, Az. [REDACTED] GE-3
NAME: Robert E. Lundquist
Address: [REDACTED]
COMMENT: See above.

1959 TU

NO F-35! TUUCSON AZ 857
Shirley Womack
[REDACTED]



HQ AETCA/A7CPP
Attn: David Martin, AF Contractor
& Kim Fornof
266 F St. West, Bldg. 901
Randolph AFB, Tx. 78150-4319

NO F-35 Basing or Training Flights in TUCSON!

tucsonforward.com


Tucson Forward

|||||

I am writing you to express my concern as an early childhood educator. Bringing F-35s to Tucson will severely hinder our young citizen's hearing and brain development and therefore preventing them from learning and experiencing life at their fullest potential. If you care at all about these young children who will help shape the world to be a better place, please DO NOT bring them to the Tucson community. EJ-2
Shirley GE-4

1960 TU

From: Rich Rodgers [REDACTED]
Sent: Sunday, March 04, 2012 7:03 AM
To: AETC/A7P Workflow
Subject: F-35A training mission at Davis Monthan AFB

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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 - 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
 Email:
 Fax: 210-652-5649
aetc.a7cp.inbox@us.af.mil

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Name: Richard and Susan Rodgers
 Organization/Affiliation: Residents of Tucson
 Address:* [REDACTED]
 City, State, Zip Code: [REDACTED]

Comments: We fully support the mission of housing the F-35A Fighter training mission at Davis Monthan AFB. We live in the Colonia Solana subdivision which is very near the approach for planes landing at DM. We have lived in this home for over 28 years. When we first moved in F-4 Phantoms were flying and they were VERY loud. We understand the need to train pilots so that our air force will be able to protect and defend our Country.

GE-10

1961 BO

From: Jon Curd [REDACTED]
Sent: Tuesday, March 13, 2012 8:49 PM
To: AETC/A7P Workflow
Subject: F-35A's based in Boise

I'm writing to voice our opposition to basing the F-35A's in Boise at Gowen Field. Even though we totally support our military and the necessary training required to keep our pilots trained and efficient at piloting the F-35A's, we don't believe it is in the best interest of the Boise community or the Air Force to base them at Gowen Field. We live over a mile outside the identified impact area (5 mile & Overland). When the F-4's were based here in the 1990's we were forced to cover our ears when the jets flew overhead at our home and they would wake us from a sound sleep when they flew in/out at night. The same currently exists when the occasional F-15's utilize Gowen Field. The F-35A is much louder than the F-4's and F-15's and would not only cause hearing damage, but significantly impact the quality of life in Boise, which is very highly regarded by the residents here. Basing 73 of the F-35A fleet in Boise (a 5-fold increase in the number of aircraft currently stationed at Gowen) would result in potential sorties many times an hour, causing noise so detrimental to life in Boise that it would completely overshadow the benefits of increased jobs/employment here in the Treasure Valley. If Gowen Field was the only option for the F-35A's, that would be different, but there are much more viable options out there for the Air Force. Long live the sound of freedom in America, but let the F-35A's operate in a place much more suitable than Boise, Idaho. Thanks for your consideration,

GE-4

NO-8

NO-1

NO-36

GE-1

Sincerely, Jon & Sue Curd

[REDACTED]

1962 BO

From: Bruce Stettler [REDACTED]
Sent: Tuesday, March 13, 2012 11:16 PM
To: AETC/A7P Workflow
Subject: f-35a

As a resident of Boise living with in 2 miles of the airport I am against any further noise encroachment to my home and family. I do not sell my well being for so called monetary gains to the Boise area. [REDACTED] NO-1
Bruce Stettler [REDACTED] GE-4

[REDACTED]

1

1963 TU

From: s lashing [REDACTED]
Sent: Wednesday, March 14, 2012 11:45 AM
To: AETC/A7P Workflow
Subject: F-35A Training EIS

David Martin, Air Force Contractor
HQAETC/A7CPP
266 F St West, Bldg 901
Randolph AFB, TX 78150-4319

Let me be clear in praise of all the Air Force does and means to the Tucson, Az community. Secondly, let me just say I never thought I would be writing a NIMBY letter, but I am. I love watching the precision of the F-16s as they fly over my house. I enjoy the air show from my back yard but the F-35 is LOUD and the whine of the engines is seriously penetrating. I must say that I agree with Senator McCain, Luke Air Base is in a much less populated area and Tucson still gets to enjoy the benefits of keeping you close and I can love the F-35's and have them close but not in my back yard or over my house. [REDACTED] NO-1
[REDACTED] GE-1

ps I have talked with my neighbors in the Barrio and we all feel the same way.

Sharon A. Lashing

[REDACTED]
Barrio Centro Neighborhood Association- member
Owner of 4 properties in the flight path of 2 airports

1

1964 BO

From: Brenda Tornga
Sent: Monday, March 12, 2012 11:36 PM
To: AETC/A7P Workflow
Subject: F-35A Training Environmental Impact Statement Comments

Name: Brenda Brill Tornga
Organization/Affiliation: Boise citizen
Address:
City, State, Zip Code:
Comments:

I have lived at my home for 26+years. We have one more year of payments and our house will be paid for. We live near the airport and have not had any real problems with noise. But that would change with the addition of the F-35As in Boise.

What really concerns me is the inept evaluation that has been done and labeled as an Environmental Impact Study. No where in this document did it give a dollar value to the fact that it would designate 6,958 acres as "not suitable for residential use." There are currently roughly more than 10,000 residents in this area. And there is no dollar value associated with this? How can anything of this magnitude be evaluated without assessing a monetary value to the impacts? NP-13 SO-1

I am seriously hoping that this has already been decided and that the F-35As are going to the Luke Air Force Base in Arizona. I cannot believe that any analysis could be so poorly done, especially by the government for such a huge project. NP-13

Again, I am totally against have my neighborhood, and basically my city, destroyed by the noise of these jets. Looking at the other bases, there are much better places that would have less impact and would be greeted with greater enthusiasm than here in Boise. GE-1

I am aware that you might be getting some positive comments for our government officials. They are just as misinformed or uninformed as those that did the EIS for Gowen Field. They have not yet heard from us, but they will.

Brenda Brill Tornga

1965 BO

From:
Sent: Sunday, March 04, 2012 7:33 PM
To: AETC/A7P Workflow
Subject: F-35A Training EIS Comments Boise ID

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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: Don Bradley

Organization/Affiliation: Boise Resident Airport Area

Address:*

City, State, Zip Code: Boise, ID,

Comments: I am against the basing of F-35A jets at Gowen Field in Boise ID. According to the Federal Government's agency the Federal Aviation Administration (FAA) the noise levels of the F-35A will exceed the "Not Suitable For Residential Use" (NSFRU). Don't you two federal groups talk to each other and respect existing law? I not only do not want the training center for the F-35A, I want the F-35A removed from any involvement basing in Boise, ID. SO-1 GE-4

1966 BO

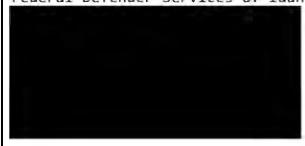
From: Nancy Hernandez [REDACTED]
Sent: Wednesday, March 14, 2012 12:06 PM
To: AETC/A7P Workflow
Subject: F-35A Training Comment
Attachments: Comment Page.pdf

Mr. Martin and Ms. Fornof,

While you have allowed citizens to provide you with their comments on the F-35A training bases, I do hope you are actually taking the comments seriously! NP-8

(See attached file: Comment Page.pdf)

Nancy Hernandez
Paralegal
Federal Defender Services of Idaho



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



1966 BO

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Name: Don and Nancy Feeney

Organization/Affiliation: _____

Address: * [REDACTED]

City, State, Zip Code: [REDACTED]

Comments: As some one who is no going to live in an area that is basically being classified as "Not Suitable for Residential Use" please explain to me how I am going to sell a house that should not be lived in nor is any one going to want to live in it based on all the noise? In addition, with the housing market already being in a slump this will also lower the value of my property even more, thus making even that more difficult to sell the home and putting me in the negative on it, which I can not afford. Is the Air Force going to make that difference up? What are you, the United States Air Force, going to do

SO-1

SO-11

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.

Final
June 2012

1966 BO

1967 XX

to help the people who live in the flight path
of these jets and whose homes you've now
reduced to nothing.

SO-11
cont'd

From: MICAH RANDALL [REDACTED]
Sent: Monday, March 05, 2012 12:22 PM
To: AETC/A7P Workflow
Subject: F-35A Training comment

Dear David Martin,
My office is within the new proposed impact zone and my home is just outside of that area. I know from hearing current [REDACTED] NO-8
planes take off and land that my home will be impacted by the noise no matter what a report says. I would like to
express my disapproval with such a project in a highly populated area with little concern obviously for those who are on [REDACTED] NO-57
the ground. We already have problems enough with the noise levels as planes fly over our office and we have to wait for
them to pass. I would like to ask for reconsideration in locating this F-35A Training program. [REDACTED] GE-4

Sincerely,

Micah L. Randall

1968 TU

From: [REDACTED]
Sent: Monday, March 12, 2012 9:07 PM
To: AETC/A7P Workflow
Subject: F-35A Training Basing

Dear Mr. Martin,

I'm writing to tell you I am very favorable towards having the F-35A training mission here in Tucson, AZ. Our city is very much a friendly community to the Air Force. The weather provides one of the best flying environments in the country, which would enhance safety margins in flight. Lots of open space around Tucson provides good flying conditions. Our community is very proud of the 162nd Fighter Wing and would love to see the F-35A here. Please add the names of my wife and me to your list of those in favor of the F-35A in Tucson. We would look forward to seeing and hearing the F-35A in the blue skies over Tucson.

GE-3

Our best regards to you in your work for our country,

Arnold and Joyce Simonsen
[REDACTED]

1969 TU

From: Allan Resnick [REDACTED]
Sent: Tuesday, March 13, 2012 1:33 PM
To: AETC/A7P Workflow
Subject: F-35A Training basing in Tucson ,AZ

As a resident of Tucson, I wish to express my support for basing the F35A training base at Davis Montham Air Base both because of the positive economic impact it would have on Tucson and Southeastern Arizona but also because of Tucson (and southern Arizona's) geographic and demographic advantages for such mission. The weather, large unpopulated areas of this state, long standing military presence, significant public support and existing facilities makes Tucson ideal for the F35 A. Moreover, does not everyone in the nation have an obligation to not only support but welcome our military in the advancement of its mission of protecting our country? Do not allow the relatively few naysayers to dissuade you from making the best decision not only for Tucson but for the Air Force. Bring the F35 here!
Allan Resnick
[REDACTED]

GE-10

1970 BO

From: Clayball32 [cl...]
Sent: Sunday, March 11, 2012 7:01 PM
To: AETC/A7P Workflow
Subject: F-35A Training Basing EIS COMMENT

David Martin, Air Force Contractor, and Kim Fornof,

Name: David Baker
Organization/Affiliation: none
Address: [REDACTED]

Comments:

I oppose placement of a F-35A Training base at Gowen field in Boise. I believe that the impacts (primarily noise) far outweigh the potential economic benefits to the community of Boise. I've lived in a community with an air training facility and have experienced first-hand the interruptions to life that air traffic noise can bring. My household currently houses 4 (myself, my wife and two kids). I believe that the quality of life for Boise residents near the airport would decrease significantly and that an urban airport such as Gowen field is not a suitable location for the F-35A. [GE-4 NO-36 NO-37]

I live outside of the zone that is estimated to be not suitable for residential use, but not by far. If F-35A training was established in Boise, would homes within the zone designated as 'not suitable for residential use' qualify for noise mitigation measures? Would homes outside of the zone qualify for any noise mitigation? [NO-20]

David Baker
[REDACTED]

1971 BO

From: Jessica Fusek Pazdan [REDACTED]
Sent: Tuesday, March 13, 2012 10:58 PM
To: AETC/A7P Workflow; a7cp.inbox@us.af.mil
Cc: [REDACTED]
Subject: Comments on F-35A Jet Draft EIS

Attention:

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

I am writing in regard to the draft EIS and the possibility of bringing the F-35A jets to Boise. This issue really caused me concern after the Boise area recently had visiting jets from the Mountain Home Air Force Base in February 2012. The noise from these jets was so loud and disturbing that I became incredibly concerned about the thought of bringing the F-35 to the Boise area. After doing some of my own research, I attended the Air Force information session in Boise on February 28th. There were many reasons that people gave for being opposed to this project for the Boise area. I agree with all of these reasons, including, but not limited to: [NO-8 NO-1]

- Excessive noise and it's effect on the quality of life, home values, schools, day cares, wildlife, just to name a few. [NO-1 NO-36 SO-1 EJ-2 BI-5 SA-1 AM-2]
- Safety and sharing air space near a metropolitan area with commercial air traffic.
- Noise and the fact that it would make an even larger area of Boise "Not Suitable for Residential Use" per FAA regulations regarding noise levels.
- Negative economic impact due to decreased home values and decreased productivity (due to noise).

Several years ago I moved to Boise after careful consideration regarding quality of life in several places. This is where I plan to raise my children and see my grandchildren grow up. Although I don't even live very close to the airport this issue and the noise have and will have a negative affect on me. It causes me great concern that Boise was ever even considered as a location for the F-35A jets. It seems to me that Mountain Home Air Force Base would make a lot more sense. [NO-36 GE-12]

Finally, if this is truly something that the Air Force is concerned about receiving feedback on then I highly recommend that the F-35 be brought to the Boise area for a trial run. This would give people the opportunity to hear the jets and determine for themselves if this is really something that we can live with. [GE-2]

Thank you for your time and attention.

Best regards,

Jessica Pazdan

1972 BO

From: Cj Hopingardner [REDACTED]
Sent: Saturday, March 03, 2012 3:13 PM
To: AETC/A7P Workflow
Subject: Comments on Draft EIS for F-35A Training Base at Gowen Field

Dear Sir or Madam,

After reviewing the U.S. Air Force draft EIS regarding a proposed F-35A Aircraft Training Base at Gowen Field in Boise, Idaho, I am extremely worried about how much the quality of life for those who live in Idaho will suffer. In addition to the noise pollution issues which are extremely significant, I am also very concerned about the pollution and air quality issues that will affect all of Ada County and parts of our wilderness areas. [NO-36, NO-1, AQ-1]

Certain scenarios in the draft EIS (which are using 2009 estimated numbers and don't reflect true current conditions) increase emissions of air pollutants up to and sometimes exceeding Ada County's current PSD and conformity thresholds established by NAAQS. In the Treasure Valley we already have issues with air quality (intensified by wild fires in the summer and inversions in the winter) that we work very hard to control. The addition of the F-35A training base would only exacerbate and accelerate the problems. [AQ-3, AQ-10]

The draft EIS states, "For Boise AGS, the main effect of climate change to consider is increased temperatures ... This report predicts that in the future, higher temperatures in the northwest region (1) will increase droughts and wildfires and (2) will reduce springtime snow packs, summer stream flows, and water supplies." This is not what Idaho needs. [AQ-18]

In addition, the projected F-35A training routes and areas "are either in close proximity to or overlie pristine Class I areas, including the (1) Jarbidge Wilderness Area, (2) Sawtooth Wilderness Area, (3) Hells Canyon Wilderness Area, and (4) Selway-Bitterroot Wilderness Area." The people of Idaho love and truly enjoy our wilderness areas and they are considered an important part of the Idaho way of life. When I'm camping in the Sawtooths or rafting in Hells Canyon, the last thing I want to see when I look up is "brown-colored haze" or "plume blight." I'd rather see an eagle flying in the clear blue sky or and millions of stars late at night. The draft EIS states the visibility impairment would only occur during the colder months of the year (winter) and in the warmer months of the year (summer) and considers these "inconsequential air quality impacts." I find their depiction of visibility impairment in our wilderness areas very consequential and unacceptable. [AQ-10]

There does not appear to be adequate information, if any, in the draft EIS as to how the Air Force would attempt to mitigate these occurrences. It just states "Additional measures would be needed to mitigate these occurrences." [AQ-19]

Therefore, I respectfully submit that Boise's Gowen Field is not a suitable location for an F-35A training base and, as such, should be removed altogether from the list of prospective sites. [GE-4]

Sincerely,

Caralea Hopingardner
[REDACTED]

1973 BO

From: Elaine Sturm [REDACTED]
Sent: Tuesday, March 13, 2012 11:09 AM
To: AETC/A7P Workflow
Subject: comments

I pray for daily and support our military and understand the necessities of good training. However, if there is any other site that is more remote to use the training for F-35A pilots I would greatly appreciate that. We cannot just pick up and leave our home because of noise, such as the many barking dogs that are in close proximity to our home. Adding more noise will only add more daily stress to my retired law enforcement husband who suffers many disabilities from his former occupation. I love seeing our jets and hearing the engines is comforting, but adding to it would most definitely affect our health. [GE-1, NO-58]

Thanks for listening.

Elaine Sturm
Meridian, Idaho

1974 TU

1975 TU

From: Corbett Sponcel [REDACTED]
Sent: Tuesday, March 13, 2012 10:06 AM
To: AETC/A7P Workflow
Subject: Draft EIS

From: Carl O'Kelley [REDACTED]
Sent: Sunday, March 11, 2012 12:38 PM
To: AETC/A7P Workflow
Subject: Do not bring F-35s to Tucson

- Tucson, and the greater Southern Arizona community, wholeheartedly supports the basing of F-35 aircraft at Tucson International Airport. The next-generation fighter technology this aircraft represents not only guarantees a stronger, more capable fighting force for our Nation's defense, and the best equipment for our servicemembers, it represents the future of our region's aerospace defense industry. GE-3

We have experienced the sonic force of F-16s at distances of over a mile, and it amounts to physical injury of human ears, not merely "noise". The more powerful F-35s will be even more harmful. NO-8 NO-1

Do not bring F-35s to Tucson! GE-4

Carl O'Kelley Jr.

Corbett Sponcel
 [REDACTED]

1976 BO

From: Quinten Homer [REDACTED]
Sent: Tuesday, March 13, 2012 12:24 AM
To: AETC/A7P Workflow
Subject: DEIS

To Whom It May Concern:

We are very concerned by the fact that our lives could be so negatively impacted if the F-35's were allowed to come into Boise. It is difficult to understand the necessity of having flight patterns over the populated area when there is so much desert land between Boise and Mountain Home. We are sure that the fly-overs in the desert area would not have the negative impact that it will if the fly-overs are over populated areas as now proposed. We hope you will accept our input to use other areas rather than Boise.

Kathallene & Quinten Homer

[NO-36]
 [NO-37]
 [GE-12]
 [GE-1]

1

1977 TU

From: MARTHA ORTIZ Owner [REDACTED]
Sent: Wednesday, March 14, 2012 7:21 PM
To: AETC/A7P Workflow
Cc: [REDACTED]
Subject: Draft EIS comment submittal

I believe this draft EIS inadequately addresses public concerns. The use of statistical averages doesn't provide useful information regarding actual ground level decibel readings or disruptions experienced by residents. Nor does it account for the many factors which can increase noise levels to potentially harmful levels, such as: weather conditions, surrounding structures and terrain, presence of multiple aircraft, use of afterburners, or pilot error or contingencies. Increased duration and long term exposure to noise are also factors which contribute to hearing loss and children and infants have a greater physiological vulnerability to this. Without further evidence, I'm not reassured by the statement that this risk is not "considered to be significant" (p. 71). Noise induced physiological stress and sleep disturbances are not adequately accounted for. For example, many Tucson residents rely on evaporative cooling and cannot keep windows closed for many months of the year (p. 71).

There is no mention of the dangers to drivers, pedestrians or outdoor workers who cannot hear audible warning signals such as sirens, crossing signals, heavy equipment or approaching traffic. Increased duration of disruptions to personal, business or classroom communications are not addressed. Nor is the potential economic deficit from decreased tourism and student enrollment or discouraged business or residential influx (p. 59).

The draft contains little exploration of risk for structural damage or loss of property values (p. 79), or the inherent dangers of largely untested, single engine (no backup in case of engine failure) jets flown by "english as a second language" trainees over a populous area. It does suggest that this risk will improve with increased flight time and experience (p. 58), but since new trainees will be continually brought in, I don't see how this mitigates the situation.

Basically, I feel this draft study fails to provide a real picture of the ramifications of the basing proposal for residents to make informed decisions about it and I believe, if implemented, it may open the door to many expensive lawsuits which taxpayers can ill afford.

I understand the importance of the Air Force in our democracy. My father and grandfather both served honorably as AF servicemen. But I have to agree with the many retired AF officers as well as health experts and business owners who feel this plan is unfeasible for a city like Tucson, especially since there are many reasonable alternatives available.

Thank you,
 Quintin Ortiz
 [REDACTED]

[NP-13]
 [NO-50]
 [NO-38]
 [NO-39]
 [NO-6]
 [EJ-2]
 [NO-3]
 [SA-23]
 [EJ-2]
 [SO-4]
 [SO-18]
 [NO-12]
 [SO-1]
 [SA-16]
 [SA-17]
 [NP-29]
 [GE-1]

1

1978 BO

From: Richard Schoonveld
Sent: Tuesday, March 13, 2012 9:52 AM
To: AETC/A7P Workflow
Subject: Draft EIS - Boise / Gowen Field

I am shocked that Boise is being considered as a base for the F-35 training mission. My family has lived by a base with several squadrons of F-16's and we know what it is going to be like if Boise gets chosen. The noise will impact everyone in the valley, pollution will rise, housing values will decrease, people will move, and we may get a few jobs. [GE-1 NO-1 SO-1]

What I hope is that the Air Force knows better than to listen to our politicians in Idaho who want this training mission in Boise. How does it make sense to retrofit Gowen field at an expense of at least \$167 million when there are already suitable bases with the exact same training mission for the jets the F-35 is going to replace? The F-35 is already projected to be way over budget, doesn't it make sense that one of the cost saving measures would be to base the training mission at the least expensive site? [DO-20]

In the end I am one of the residents who will live in the "Unsuitable for Residential Use" and will not take this lightly. I will not let my house lose 17-24% of its value without a fight. Base the training mission at Luke AFB, let that base continue to serve this country by providing the best fighter pilots in the world. [SO-1 GE-1]

Richard Schoonveld
[Redacted]

1979 TU

From: Daniel Regier
Sent: Tuesday, March 13, 2012 11:11 PM
To: AETC/A7P Workflow
Subject: Concern over F-35s in Tucson

Dear David Martin and Kim Fornof

I wish to express my grave concern over the possibility of the F-35 fighter coming to Tucson.

First, I am concerned about safety. We live not far from the site of the 1978 fighter crash and I have no desire for our lives, our home, or our neighbors to fall victim to another "equipment failure". With such a short safety record, I am astonished that the craft is being considered for such a populated area. [SA-1]

Second, I am concerned about noise. We, near Davis Montham, recently endured the yearly air show training week. For us, that week is marked by deafening noise that interrupts conversation, phone calls, presentations, radio and television, etc. To know that even louder planes could be flying over our city disheartens me. [NO-1]

Third, I am concerned about property values. Tucson has seen a depressed real estate market even as the rest of the country has begun to recover. And yet, I fear that a loud and unproven jet overhead will only make things worse for the housing market. If given the choice between living in a city with the F-35s flying overhead or a city without the F-35s, I would never choose to subject myself to the safety or noise concerns. I very much doubt that anyone else would, either, which begs the question: If my wife and I ever choose to leave our neighborhood or this city, will our home price be negatively impacted by the F-35? Would you buy our home if you knew F-35s would be overhead? [SO-1]

Fourth, I am concerned that a decision to bring F-35s to Tucson will most positively impact the rich (which I have no problem with), but most negatively impact the poor (with which I have a huge problem). From what I have read, the people most in favor for the F-35 are those who live the furthest from it. From my work, I know that those in the immediate approach near Tucson International Airport tend to be some of the poorest neighborhoods in town. If this decision is to be one of conscience and not just one of contracts, the decision would be made by those who stand to lose the most, not by those who stand to gain the most. [EJ-4]

Sincerely,
Daniel Regier
[Redacted]

1980 TU

From: Sky Crosby
Sent: Thursday, March 15, 2012 12:08 AM
To: AETC/A7P Workflow
Subject: Comments Re: the F-35 Training Basing Environmental Impact Statement Tucson

Comments regarding the F-35 Training Basing Environmental Impact Statement by William Crosby, Tucson Home Owner

Considering the basing of the F-35A at Tucson International Air Guard Station (TIA)

The TIA DEIS does not include Davis -Monthan Air Force Base (DM) as an operational location in addition to TIA.

The F35A DEIS fails to recognize the cumulative impact of operating in the air spaces of both TIA and DM, affecting a much larger number of people than the eight thousand estimated in the TIA DEIS. NO-59

If the F-35 were to beddown at TIA, they would have to fly in and out of DM to access live ordinance, therefore impacting the DM flight corridor IN ADDITION TO the TIA corridor

The DEIS falls short of addressing the concerns of Tucson residents who have submitted testimony for years to the Tucson City Council and Davis-Monthan AFB (DM) regarding noise and safety concerns about the over-flights of the city by military aircraft, whether people are living or working directly under the flight path, or elsewhere in residential central Tucson. NO-37

It is unfortunate that the city and DM have developed in a manner which now places the main runway on the border of residential neighborhoods in the city, and in a direction over the central city. Nevertheless, this is the situation and we are trying to address the concerns and suffering of those affected.

I have serious concerns for the health and well being of those living and working around DM and the Air National Guard at Tucson International Airport (TIA). NO-6

Since the late 1970s when there was a moderate program of fighter aircraft, mainly A-10s which were chosen to beddown here for their low-noise impact, (which was acceptable to most people concerned with the noise). But more recently use of much louder aircraft and the extended duration of the Snow Bird Program has increased the noise to excessive levels.

The Military/Community Relations Committee (MCRC) 2004 in response to the JLUS Joint Land Use Study, and The Military/Community Compatibility Committee (MC3) met for several years attempting to address the concerns of all parties. DM eventually offered to fly 500 feet higher in the landing and practice patterns over the city, and to reroute helicopter traffic over the railroad lines. This seemed to address the noise problem, but the newer type planes used now are up to four times louder and not always flying higher, and the net effect is the presence of these planes overall is a much louder experience, with little meaningful action from DM. NO-8

Planes approaching TIA and DM in a landing pattern often use short bursts of power to maintain altitude. Spikes of extreme noise can occur well above normal or safe levels. It's the spikes as well as the sustained levels which can be dangerous to our health . NO-6

There is no way to protect everyone from F-35 noise around TIA and DM..

1

1980 TU

The soundproofing for houses near DM that has already been done will not be able to attenuate the noise from the F-35.

As a sound recordist, I am aware that the force of sound can change dramatically relative to the architectural configuration of any given space. Temperature, humidity and other environmental conditions can concentrate sound to extreme levels. In the 1960s experiments demonstrated that a sound laser could shatter a wooden chair into splinters at ten feet.

Long Term Annoyance and 'Persistent Noise Anxiety':
 The emotional toll from noise disturbance can be long term, with serious effects on the wellbeing of people affected. I personally suffer from what I have recognized over the years as 'persistent noise anxiety', which is recognized by the military in: NO-6

The OPERATIONAL NOISE MANUAL:
 An Orientation for Department of Defense Facilities November 2005 U.S. Army Center for Health Promotion and Preventive Medicine (USACHPPM) to be found at <http://www.stoptheplanes.com/DoDNoiseManaulFinalREV.pdf>

2.2.2.4 Adding the Onset Rate Penalty:
 "In recommending the DNL (Day-Night Average Sound Level) for general use, the EPA also recommended that environmental planners use the 365 day, annual average DNL. For people living along flight routes, the annual average DNL underestimated their annoyance. For this reason, USAF developed a special version for assessing noise in flight routes called the LDN_m that adds penalties for the sudden increase in noise (onset) and sporadic nature of the sounds. The "m" in LDN_m is used to define the intermittent nature of aircraft operations along routes and in ranges (usually averaged over a monthly period) and it accounts for the normal time it takes for people to build up long-term annoyance. The "r" accounts for the added annoyance from the "surprise factor" of the high onset rates. " NO-50

Cumulative impacts of multiple stress factors can trigger physical and mental stress, and be a serious challenge to wellbeing:
 1. long-term multiple event annoyance NO-6
 2. being awakened from normal sleep, not getting enough sleep. Fatigue buildup NO-3
 3. concern for the health and wellbeing of one's self, their family and pets BI-5
 4. concern for student attention and learning abilities EJ-2
 5. concern for declining property values, worry about the future value SO-1
 6. concern about the possibility of an extreme sound event

There is no way to mitigate multiple stress factors, and address the long term threat to human health. What is at stake are many aspects of the quality of life for Tucson workers, residents and visitors. NO-6
 Passengers arriving at TIA are often exposed to surprisingly loud noise in the terminals from F-16s operating on the airport runways which could affect their desire to return here, impacting the local economy. NO-36
SO-7

It is irresponsible to consider basing the F-35 anywhere in or near the metropolitan areas of the city of Tucson. GE-1

2

1981 BO

From: Doug Terry (dterry) [REDACTED]
Sent: Wednesday, March 14, 2012 9:49 AM
To: AETC/A7P Workflow
Subject: Comments on F-35A in Boise

My name is Douglas W. Terry, my address is [REDACTED], my email is [REDACTED]. I would like to voice my approval of the plan to bring the F35A program to Boise.]GE-3

Thank you,
 Douglas W. Terry

1

1982 BO

From: Rich Kaylor [REDACTED]
Sent: Wednesday, March 14, 2012 9:07 PM
To: AETC/A7P Workflow
Subject: Don't base the F-34A Fighter Planes at Gowen Field
Attachments: Letter to Editor.doc

Don't base the F-34A Fighter Planes at Gowen Field]GE-4

F-35As THEY'RE BACK!!

Or, at least people are back trying to force us to believe that basing 72 F-35A Aircraft at Gowen Field is a good idea.

Below are some quotes from the F-35A Training Basing Environmental Impact Statement – Draft Executive Summary <http://www.f-35atrainingeis.com>

“Residential use as incompatible with annual noise levels above 65 dB DNL” “Population Affected – 10,119.”

“Between 1 and 2 schools would be affected by noise levels >65 dB DNL”

“Between 3 and 13 child care centers would be affected by noise levels >65 dB DNL”

“Noise generated by F-35A flight operations has the potential to adversely impact property values for those properties and residents newly exposed to noise levels >65 dB DNL.”

“Increased numbers of overflights would increase the potential for recreational participants to experience the noise and startle effects from training aircraft.”

“**Sleep Disturbance:** Cumulative average percentage of persons awakened at least once per night among all locations studied with windows closed would increase by 31%.”

“**Potential Hearing Loss:** Off-installation/airport residents affected by noise levels at which the risk of hearing loss in considered to be significant would increase from 0 to 313.”

“Quantities of hazardous materials and wastes would increase.”

Attend a public meeting: Friday February 27th from 5 till 8 at the Capital City Veterans of Foreign Wars Post 63, 8931 W. Ardene St, Boise, or Saturday February 28th from 5 till 8 at the Boise Hotel and Conference Center at 3300 Vista, Boise.

Email comments by March 14, 2012 to aetc.a7cp.inbox@us.af.mil

Learn more at <http://www.saveourvalleynow.org> See a map of property “Not Suitable For Residential Use” and schools affected.

Visit <http://boiseguardian.com/2012/01/22/draft-environmental-statement-paints-dark-picture-for-f-35-fighters-in-boise/>

1

1983 BO

From: Yvonne Schmidt [REDACTED]
Sent: Tuesday, March 13, 2012 7:53 PM
To: AETC/A7P Workflow
Subject: Comment regarding future training center at Gowen Field of the 72 -F-35A fighter jets

I am a resident of Ada County on the South Cole and Desert Street intersection. I have concerns about the 72-F-35 fighter jets coming to Boise's Gowen Field. Below I have outlined my concerns:

1. Residential use is incompatible with the noise levels effecting 10,119 persons. [NO-11]
2. Noise generated by the 72 F-35A fighter jets have greater than 65 db DNL and could create hearing loss from 0 to 313. There would be at least 13 child care centers effected. [NO-6
EJ-2]
3. The homes of 10,119 persons would be classified as unsuitable for residential use. [SO-1]
4. With night training - consider the "Sleep Disturbance" issue. [NO-3]
5. Quantities of hazardous materials and waste would increase. [HW-1]

Please add my name to the Opposition of the future training center at Gowen Field. [GE-4]

Thank you,

Mrs Yvonne Schmidt
[REDACTED]

1

1984 BO

From: Kevin Merrell [REDACTED]
Sent: Tuesday, March 13, 2012 11:49 PM
To: AETC/A7P Workflow
Subject: Comment on the F-35A DEIS

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

Gentlemen,

Noise
The main concern citizens of Boise have with the F-35 is its remarkable noise—twice as loud as the F-15 and F-16 on takeoff and four times as loud on landing. The F-35 is eight times as loud as the A-10s currently stationed at Gowen Field. There is no way to effectively separate Boise from the effects of these powerful aircraft. From a human standpoint aircraft this loud are better suited to the wide open spaces surrounding air bases. [NO-1
NO-37]

Chemical pollutants
Another concern is the tons of pollutants the F-35s would dump into our atmosphere—this in a valley where winter inversions even without the F-35s leave our air quality close to the danger level where we incur penalties from the federal government. Where noise pollution is more localized, air pollutants tend to disperse across the entire valley. [AQ-1]

Excessive number of flights
A related concern is the number of sorties the F-35 training base would involve—14,000 per year or 50 per day, including some at night and some using afterburners. Psychologists tell us that the level of stress we experience has to do with how often we're exposed to the stressors. Fifty sorties per day would leave home bound citizens with nowhere to escape the thunder of the jets. [NO-6]

Negative impacts ignored
In his expert report on the F-35 Draft Environmental Impact Statement, economist, Dr. Kevin E. Cahill, criticized the DEIS for assuming no negative impacts from bringing 72 F-35s to the Boise airport. Unintended consequences are a part of life. There is a real possibility that the F-35 would negatively impact our community and the DEIS egregiously ignores that reality. [SO-13]

Home values and property taxes negatively impacted
Studies by economist, Timothy Hogan, PhD, found that the value of homes in Tuscon, Arizona beneath the F-35 flight path would be depressed an average of 25% with some as high as 40%. Dr. Hogan calculated that the cumulative impact on the community of El Mirage which lies entirely in the flight path would be \$200 million in lost taxes and lost future development as businesses left the area and new businesses avoided the area. There is no need for a progressive community like Boise to go down a similar path of self destruction. [SO-1
SO-31]

Unsubstantiated positive impacts
Proponents of bringing the F-35 to Boise are quick to trumpet the potential benefit of the construction jobs needed to prepare Gowen Field for 72 new jets. They point to the potential ripple effect on the local economy of 72 pilots, their trainers, their mechanics and their families all purchasing goods and services in Boise. The [SO-13]

1

1984 BO

figure of a billions dollar boost to the local economy is dangled in front of the public without any evidence in the DEIS to back it up. Economist, Kevin E. Cahill, PhD, is highly critical of the IMPLAN modeling of the socioeconomic impact of the F-35 in Boise lacking any reference to the F-35 or to any jet fighter whatsoever. To many of us this looks like smoke and mirrors. SO-13 cont'd

Lack of actual noise data
 There is a glaring lack of hard data in the impact statement on how much noise the F-35 would produce over Boise. Instead, the DEIS offers a straw man in the form of a 65 Day Night Level (DNL) noise contour map modeled in software and based on the average of ordinary noise during 24 hours and the 50 daily F-35 sorties. Sixty-five decibels is the level of ordinary conversation and offering that figure as an average obscures the extremely high noise levels produced by the F-35. Until we see actual L(max) data for Boise we'll have little reason to believe the DEIS noise claims. NO-24
NO-13

Truncated noise data
 Dr. Cahill astutely points out that the Air Force truncates the data used in the 65 dB DNL noise contour map. Instead of measuring the impact of noise gradually diminishing, the DEIS suggests that outside of the 65 dB DNL contour there is no negative impact. Common sense tells us that no one would be able to tell the difference between 65 dB and 64.9 dB, yet the DEIS implies that beyond the 65 dB contour there is no cause for concern. SO-24

Straw man noise contours
 The DEIS states that for reasons of cost effectiveness only three squadrons of F-35s (72 aircraft) would be based in Boise. Disingenuously the DEIS shows two additional scenarios of lesser numbers of jets on the noise contour map as well as discusses the scenarios of lesser numbers, again obscuring their true intent. This straw man solution has confused a number of citizens here in Boise. Smells like obfuscation. DO-9

Quality of life
 Boise's rare honor of being chosen repeatedly as one of the great places to live in this country would be a thing of the past if an F-35 training base were established here. Noise and air pollution would effectively drive many current residents and potential residents away from our community. There is no need for a progressive community like Boise to sacrifice its quality of life on the altar of military expediency. NO-36

Threat to Micron Technology
 Boise's largest employer, Micron Technology, sits within the 65 dB DNL noise contour at the east end of the runway, potentially opening up the microchip maker to harmful vibrations from F-35s flying overhead. Manufacturing Micron's memory chip products depends on being able to accurately position imaging masks to tolerances on an atomic scale. Vibration from the jets could impact the yield of expensive memory wafers. NO-61

Not the sound of freedom
 One of the striking patterns observed in the local online forums and at the public hearings on the F-35 in Boise has been the number of veterans—including those in from the Air Force—who steadfastly maintain their loyalty to the military yet oppose basing the F-35 in Boise. Sadly, a number of these gentlemen are opposed to the F-35 in part because they experienced hearing loss while in the military and now they're very sensitive to loud noise. Boosters of the F-35 coming to Boise sometimes invoke the phrase, "the sound of freedom" when referring to the noise of jets as if we should somehow suck it up and graciously suffer the noise of the F-35. When I hear this phrase I reflect on a different viewpoint, however, that of the sound of our freedom leaving. If the experience of Valparaiso, Florida is any indication, that will be our experience if 72 F-35s are based at the Boise airport. GE-1

Please consider extending the EIS for Boise and ultimately basing 72 F-35s somewhere besides at the Boise municipal airport.

Sincerely, 2
 Kevin Merrell

1985 TU

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

Name: Lee Stanfield
Address: [REDACTED]
Ph: [REDACTED]
Email: [REDACTED]

Comments:

This DEIS is premature: It lacks much essential information... information that it is required to provide. NP-13

The F-35 has no safety record yet because it is too new, and flaws are arising which require major changes. Flying this still experimental aircraft over a city of one million people should not even be considered. We have already had a previous single-engine, single-piloted A-7 crash next to the Mansfeld Middle School and the U.A. killing 2 U.A. students in 1978. SA-12
SA-2

This DEIS should be scrapped and a new one begun only after there is sufficient amount of time for the F-35 to actually accumulate a track record to determine the safety risk. NP-13

In addition, the new EIS must be done by a new subcontractor.... one with a record of :

- 1) true independence (ie. lack of bias for the AF)
- 2) use of APPROPRIATE tools and methods
- 3) transparency and clarity of explanations regarding procedures, methods, & tools
- 4) COMPREHENSIVE coverage of ALL issues required by NEPA (including the CUMULATIVE impact)

NP-32

This DEIS does not address the impact on the already existing Operation Snowbird, nor the combined impact of these on CM-3

	1985 TU
Tucson, esp. midtown tucson.	CM-3 cont'd
This DEIS does not address the cumulative effects that NEPA law requires it to address. For instance, it does not address the fact that TIA already has a large noise impact which will become worse in the future, due to its own plans for expansion. What will the effects be of adding the F-35 to that already existing and proposed future noise?	CM-2
This DEIS ignores the fact that urban encroachment will increasingly impact TIA operations in the future, and will increasingly restrict flight operations of the F-35s.	DO-42
It does not address the limitations upon the training of pilots who would fly into and out of TIA, surrounded by urban development. There will be restrictions on hours of operation, flight paths, power settings at takeoff and landing, the number of operations permitted per year, etc. Thus the pilots' training will suffer.	DO-42
It does not address the negative impacts of the F-35s on Tucson's economy. It admits that the construction jobs it would create would be temporary, and yet it does not mention the impact on our number one industry here.... tourism/hospitality (which brings \$1.4 billion into our economy annually). The presence of numerous loud aircraft in our skies will definitely have a negative effect on those who come here specifically for our peaceful, quiet, desert atmosphere. Has any measurement been done on how many tourists and winter-only "snowbird" residents will stop coming here if the F-35 is based here?	SO-7
It does not take into account the fact that Tucson residents have much more of an outdoor lifestyle than most communities, and how the F-35 basing plan will affect that.	LU-3
It does not analyze the impact of noise created when 2 or more F-35s fly in formation or in close proximity.	NO-39

	1985 TU
It does not address the impacts of the F-35 noise & risks when they fly from TIA into DM to pick up live ordinance.	NO-59
This DEIS mentions the "surprise effect" of noise on individuals, but then completely ignores it by using a totally inappropriate method of measuring the noise on the ground. It describes decibel levels in terms of a broad average encompassing 24 hours a day (including all quiet time) for an entire year.	NO-50
It uses computer simulations to determine the expected noise impact on Tucson residents. These models yield theoretical numbers that are lower than the actual decibel levels of the real F-35 aircraft.	NO-4
In fact, it has now issued an amendment to its noise data, without any explanation as to why it first stated the F-35 A would be 4 time louder than the F-46 C, but now says it will be only twice as loud. How so?	NO-21
This DEIS states that basing 24 or 48 F-35s here is not economically feasible, yet it uses these numbers as supposed "alternatives" for the TIA basing.	DO-9
It fails to consider alternative sites that are close to Tucson, and very accessible to the Barry Goldwater Range.... sites such as Gila Bend, Pinal, Libby, and others located in much less densely populated areas than Tucson (a city of 1 Million).	DO-32
Requests for demonstrative fly-overs have been made by Sen. McCain, Rep. Giffords, and an Az. Daily Star editorial, yet the Air Force still refuses to conduct them. If the noise is so "insignificant" then why the refusal to simply do demonstration flyovers for about 3 days?	GE-2
It states that bringing 72 F-35s to TIA will result in bringing 8,127 new residents into the zone designated to be "unsuitable for residential use", and also admits that this action will affect a higher percentage of low income and minorities in Tucson, in	SO-1 EJ-4

	1985 TU
comparison to the basing plans for other sites being considered. Since this is discriminatory, and not acceptable under NEPA, why is Tucson still being considered?	EJ-4 cont'd
At 122 db the human ear can be exposed for only 4 seconds cumulatively in 24 hours before permanent hearing damage occurs. Yet, the AF-sponsored comparative measures of the F-35 vs the F-16 show that the F-35 reaches 121 to 123 db (as measured in the Elgin EIS and by the AF/Lockheed).	NO-48
What will be the effects on the workers at the TIA International area?	NO-44
TIA and DM are less than the required 5 miles apart. What consideration is being given to this?	AM-4
What is the health impact of the JP-8 fuel when fuel and exhaust are inhaled (JP-8 fuel is a known carcinogen)?	SA-9
Will the 40,000 lbs of thrust power, damage TIA structures, local homes, schools, & other public buildings?	NO-12
This DEIS does not address the fact that the Arizona Revised Statutes places substantial legal restrictions on the properties within the 65 db contours. How will the residents in these areas be fairly compensated, when the DEIS does not even address the dollar amounts of their losses?	LU-11
For those residents living in areas that will have to be declared "unsuitable for residential use" how will they be fairly compensated for the loss of the safe use of their homes and the subsequent inability to sell them?	SO-1 SO-11
The EPA has identified a DNL of 55 db and below, as being protective of public health and welfare. Yet this DEIS does not even provide 55 db contours, and completely ignores neighborhoods that fall between 55 & 65 db DNL.	NO-4
It does not adequately address the impact of the F-35 noise on	EJ-1
	4.

	1985 TU
students. The DOD "Operational Noise Manual" states that American National Standards Institute recommends a limit of 35 db for school children. So what about schools of all sorts (and residents with students) that are located in a zone receiving over 35 db. In this DEIS, every school assessed is expected to experience noise above 50 db.	EJ-1 cont'd
How many schools, day care centers, churches, & other places where people meet and greet, would be affected by the F-35s?	NO-5
No Spanish language notices regarding this DEIS went out to the large Hispanic group of residents living near TIA.	EJ-5
What will be the impact of these jets on local wildlife, such as the pronghorn?	BI-5
What will be the impact of these jets on animals in the zoo?	
	5.

1986 BO

From: [REDACTED]
Sent: Wednesday, March 14, 2012 1:17 PM
To: AETC/A7P Workflow
Subject: Comments re: Impact of Proposed F-35A Training Base in Boise, ID

TO:

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

FROM:

O. E. McDaniel
[REDACTED]

Mailing Address:
[REDACTED]

RE: Impact of proposed F-35A Training Base on local neighborhoods adjacent to the Boise Airport/Gowen Field complex in Boise, ID.

I own a home at [REDACTED] which falls within the area of possible impact named above. I purchased my home in May of 1981 and intend to live in it until my last breath. Therefore, along with other members of the Sunrise Rim Neighborhood Association, I am opposed to the severe impact that would be created by the installation of a training base for F-35A aircraft. This impact would negatively and appreciably affect noise and pollution levels, property values and near, intermediate and long-term economic considerations [both residential and business]. It would also significantly lower the quality of city services, such as the education of our area's youth. GE-4
NO-1
AQ-1
SO-1
SO-18

These items and more would surely be grossly affected if the F-35A training base were to become an unfortunate reality here in south Boise. Therefore, please do **NOT** consider this area appropriate for such an installation. Rather, place the installation in an area where local inhabitants [e.g. deer and antelope] can easily migrate if they so choose. EJ-2
GE-1

Respectively submitted,

O. E. McDaniel

1987 TU

From: John Duchnowski [REDACTED]
Sent: Wednesday, March 14, 2012 4:46 PM
To: AETC/A7P Workflow
Subject: comments on Draft EIS for basing F-35's at Tucson AGS
Attachments: Tucson_AGS_F35_DEIS_Comments_and_opposition.pdf

Dear David Martin,

Please find in the attached PDF file my comments on the Draft EIS for basing F-35's at Tucson AGS. Thank you for your important work.

Sincerely,
John Duchnowski

1987 TU

David Martin, Air Force Contractor and Kim Fornoff
HA AETC/A7CPP
266 F Street West, Building 901
Randolph AFB 78150-4319

Re: DEIS comments and objection to basing F-35 at Tucson AGS and TIA

Dear David Martin,

This letter is to provide my comments on the DEIS and inform you of my strong objection to basing of the F-35 Joint Strike Fighters at Tucson AGS and Tucson International Airport. The Tucson metropolitan area is home to approximately one million people and in my opinion it is not suitable for basing an extremely loud, dangerous, and untested jet fighter.

You have probably already received many complaints about the inadequacies of the current Draft Environmental Impact Statement for basing the F-35's at Tucson AGS. It is my opinion that the DEIS does not provide enough information to the public and certainly not enough information for the Air Force to make an intelligent decision. I will not repeat all of them here, but will concentrate on the following:

Noise

The F-35 is purported to be four times louder than the F-16's currently operating at TIA. The noise levels quoted appear to be day and night time averages, which are very misleading and as such peak noise levels should be presented and compared to current aircraft.

1. The noise levels presented in the DEIS were based on simulations. We all know that simulations can be very inaccurate. They should be based on actual data collected by F-35's flying in common formations over and at various locations in Tucson and Pima county. The public should be allowed to hear for themselves what a formation of F-35's will sound like as they fly over their homes and businesses before any approval is made.
2. What are the peak noise levels and what psychological and physical effects will these have on humans and other animals?
3. What are the peak noise levels when the jets fly in groups like they most likely will? What will be the effect of those increased noise levels?
4. The DEIS deals only with flights in the vicinity of TIA. What will be the effects of flights and noise along all flight paths even those more distant from TIA in both Tucson and Pima county
5. One TIA flight path passes over the JW Marriott Starr Pass Luxury Resort. This world-class resort boasts being in a "Healing desert...a nurturing and tranquil environment". What will the noise and pollution effects be on this and other resorts, bed and breakfasts, health/therapy based businesses and other businesses that depend on eco-tourism?

GE-4
NO-37

NP-29

NO-1
NO-50

NO-7
GE-2

NO-13
NO-6
BI-5
NO-30

NO-40

SO-7

1987 TU

6. What will be the effects of additional noise and pollution on the Federally Endangered Cactus Ferruginous Pygmy-Owl which lives in protected areas under some of the current flight paths, such as the Tucson Mountains?
7. What are the cumulative effects of the noise and pollution from these planes and additional planes added to Davis-Monthan Air Force Base, Tucson International Airport, and Operation Snowbird? It should be noted that Operation Snowbird is currently undergoing an Environmental Assessment, especially since Operation Snowbird is being used as part of the baseline in the DEIS.

BI-6

CM-3

Economic Impact

The DEIS makes little mention of the negative financial repercussions of the F-35 being based at TIA.

1. What economic effects will the F-35 will have on home-based businesses such as, but not limited to, consultants, telecommuters, bed-and-breakfasts, counselors, massage therapists, and others whose work environments require quiet environments. Both positive, if any, and negative effects must be quantified and presented.
2. Tucson and Pima county are home to many places of natural beauty, resorts, spas, and historic locations. Basing the F-35 at TIA will harm all leisure and hospitality businesses and those that depend on eco-tourism which add \$1.4 billion annually to our local economy. The DEIS must provide a quantitative economic analysis of this.
3. The DEIS ignored any studies that indicate that increased noise levels can reduce property values up to 25%. This is a clear bias in the DEIS and a full unbiased analysis that includes all studies should be presented. The effect on property values near the base as well as along all flight paths must be presented.
4. What effects will the F-35 noise and pollution have on people both physically and psychologically, and what will be the estimated health care costs associated with those be? Again this analysis should be provided for those near the bases as well as near flight paths.
5. What will the economic impact be on lowered property values and property taxes?
6. Tucson and Pima county are also popular retirement destinations. The F-35 being based here will lower the overall quality of life and many people will choose not to move here due to increased noise levels. What will the economic impact of this be on the community, including the economic impact on the Health industry.
7. What will the financial impacts of potential lawsuits filed against the Air Force, City of Tucson, and Pima County by businesses and individuals negatively impacted by basing the F-35 at TIA?

SO-18
SO-13

SO-7

SO-33

NO-6

SO-1

NO-36
SO-1
SO-18

SO-36

1987 TU

Mitigation
The DEIS makes no mention of efforts to mitigate damage, discomfort, decrease in property values, and financial loss incurred by residents of Pima county and Tucson. This should be explicitly listed and explained. It should be clear what type of mitigation is available, how well it will work, and whether they only work while people are indoors or if they are effective outdoors as well. I believe this is Federal requirement for an DEIS. Also what penalties will be levied on the Air Force, Air Guard, and TIA if mitigation rules are not followed, or mitigation attempts fail? How will this be enforced and what compensation will be paid to those that are adversely effected? NP-33

The Environmental Impact Statement must answer all of these questions and correct all flaws in order for the Air Force to make an informed decision about the beddown of F-35's at the Tucson AGS and Tucson International Airport. After a corrected and adequately prepared DEIS is written, I request that the community and leaders be given an opportunity to review and comment on it again before a final DEIS is created. NP-29
NP-34

Sincerely,
John Duchnowski

CC: Senator Jon Kyl
Senator John McCain
Congressman Raul Grijalva
Mayor Jonathon Rothschild

1988 TU

From: Sharyn Chesser [REDACTED]
Sent: Monday, March 12, 2012 11:56 PM
To: AETC/A7P Workflow
Subject: F-35 in Tucson

I wish to go on record as someone who believes having the F-35 training mission at TIA Tucson, Arizona and the area in general. We have an ideal location and weather for the training. Thank you for working hard to bring this critical training to Tucson. I am proud of the work and possibility for the future. GE-3

Sincerely,
Sharyn V. Chesser, RN M.Ed.
Resident of Tucson since 1968

1

1989 TU

From: Peg Davis [REDACTED]
Sent: Wednesday, March 07, 2012 5:30 PM
To: AETC/A7P Workflow
Subject: F-35 in Tucson: No, thanks

Please keep F-35 training programs away from Tucson. Neither Davis-Monthan nor Tucson International Airport is an appropriate home. This plane is too noisy to fly over the Tucson metropolitan area, and with only one engine, is too dangerous. After the Air Force crash next to an elementary school in Tucson in the 1970's, the Air Force promised to keep these planes away from the UA campus. They've already broken that, but at least they could avoid further raising our risk.

GE-4
NO-1
SA-16
SA-20

Keep the F-35 away from Tucson! GE-4

Peg Davis

1990 TU

From: Michael Coppola [REDACTED]
Sent: Tuesday, March 13, 2012 1:22 PM
To: AETC/A7P Workflow
Subject: F-35A Lightning II aircraft

Importance: High

Me & my wife support having the F-35 in Tucson GE-3

michael & laurie coppola

1991 TU

From: Deanna Crosby [REDACTED]
Sent: Thursday, March 15, 2012 1:11 AM
To: AETC/A7P Workflow
Subject: F-35A in Tucson

The F-35 training base should come to Tucson. The Air Force has a long strong cooperative history here in Tucson which has been a benefit to both the AF and Tucson community. [REDACTED] GE-3

Regards,

John Crosby
[REDACTED]

1992 BO

From: Damon DeJulis [REDACTED]
Sent: Tuesday, March 13, 2012 12:45 PM
To: AETC/A7P Workflow
Subject: F-35A potential stationing at Gowen Field in Boise, ID

To whom it may concern,

My name is Damon DeJulis, I am an Idaho native and a resident of Boise for 34 of my 35 years.

I am old enough to remember the Phantom F-4 jets taking off and landing with a lot of noise, so much noise that as kids we covered our ears when they flew over.

As a tax payer now, I feel that the F-35 jets would be better placed at a base that isn't either in the middle of a city or very near one. I understand that our pilots need the training to keep their skills sharp, however, their jets do not need to be stationed in the middle of a city in order for them to get their training and practice. [REDACTED] GE-1

I am not anti Air Force and I am not anti military, I just feel that from past experience with the F-4 jets that these F-35 jets are just too loud to be stationed in a city. [REDACTED] NO-37

Thank you for your time and consideration,
-Damon DeJulis

1993 BO

Re: F-35As May come to Boise, Id

I read your environmental report and found that if this were to happen, 10,119 people would be living in uninhabitable homes – unbelievable! The report said 2 schools would be affected. The enclosed map from the Boise School District shows 2 High Schools, 1 Junior High school, 3 High Schools & 10 Elementary Schools would lie within 2 plus miles of the Airport. Boise is an urban area that is continuing to grow. F-35As & urban areas are not compatible, not a fit! I belonged to the Air Guard & my grandson is at the AF Academy, so I have high esteem for the Air Force. Please don't do this to our city.

SO-1
EJ-1
GE-1

Sincerely,
Barton H. Ballantyne

1993 BO

CENTRAL SERVICES

Art Cottage.....	8051 W. Salt Creek Ct.....	83709.....
Facilities & Operations.....	400 W. Fort St.....	83702.....
Food Service.....	8169 W. Victory Rd.....	83709.....
Instructional Media Center.....	320 W. Fort St.....	83702.....
Just For Kids.....	8169 W. Victory Rd.....	83709.....
Special Education.....	8169 W. Victory Rd.....	83709.....
Student Records.....	8169 W. Victory Rd.....	83709.....
Transportation.....	8169 W. Victory Rd.....	83709.....



(Rev. 8/11)

Boise School District
School Locations
School Year 2011-2012

For individual school attendance area boundary information, call (208) 854-4187

SCHOOLS
ELEMENTARY
X JUNIOR HIGH
OR HIGH SCHOOL



1994 TU

From: Susan Gallegos [REDACTED]
Sent: Tuesday, March 13, 2012 7:23 PM
To: AETC/A7P Workflow
Subject: Comment on F-35 EIS

I feel that not enough is known of the impact of the F-35 to even have completed an EIS at this time as the noise levels have yet to be tested over Tucson.] NP-13
] NO-7

Nonetheless there is a history of impact on Tucson from military aircraft going back to the crash into a grocery store in the 60s and the crash at the UA in the 70's, the failed efforts of Congressman Morris Udall in the 80's to move the ANG aircraft from Davis-Monthan to the Pinal Air Park and the again failed effort of the State and City of Tucson to move the D-M runway toward the SE.] SA-2

There is also the 1980's City of Tucson Arroyo Chico Area Plan and the 1990's D-M AICUZ which both stated that military aircraft should avoid flying over populated areas of Tucson.] AM-2
] LU-28

The present problem of urban over flights from both D-M and TIA is important. You can't separate the two air facilities. They share a divided airspace as they are less than 5 miles apart necessitating a FAA waiver. The more recent JLUS, the MC3, and the Air Force-convened MCRC all indicate that there are ongoing unresolved problems with urban military over flights.] GE-1

The F-35 should be flown in a non-urbanized area.] GE-1

Thank you
Susan Gallegos
[REDACTED]

1

1995 BO

From: Brian & Katie Cleereman [REDACTED]
Sent: Monday, March 12, 2012 8:15 PM
To: AETC/A7P Workflow
Subject: Comment on F-35 at Gowen Field

I am a resident of Boise City concerned primarily with the increase in noise levels associated with F-35 training mission proposed at Gowen Field. Gowen Field is an Air National Guard Base located extremely close to our urban/suburban area, and I don't believe this environment is conducive to a high noise level fighter training mission, vs. an existing Air Force Base such as Mountain Home AFB located further from a metropolitan area.] NO-37

I personally live 1/2 mile north of the centerline of Gowen runway 10L/28R, 2.25 miles from the "baseline 65 db" contour, and approx .25mi from Les Bois Jr. High and the LDS church on Grand Forest. Scenario B3 puts the 65 db contour two miles closer, within .25 miles of my house and these locations, however the school and the church are not included in the assessment, presumably because the 65 db contour is not simulated to overlap them, just barely missing them. Scenario B2 is approx 1.5 miles closer, and scenario B1 approx 1 mile closer. My house and these locations, despite being outside of the 65 db baseline contour, are already overflown regularly by commercial pattern, which is generally, though not always, non-disruptive due to the much quieter nature of commercial flights. These flights also do not occur between approx midnight at 5am. I am seriously concerned that the F-35 operations proposed at Gowen Field will be so much higher noise as to be disruptive;] NO-1

- due to new scope of nighttime operations
- due to widespread significantly increased noise levels below 65 db; i.e. an increase at a school/church from 50 to 64 is a significant derogatory impact, even if not rising to the 65 db criteria.] NO-3
- due to impact of overflights across the valley now being significantly increased relative to baseline operations

Accordingly I feel the "population affected" numbers are greatly under reported by drawing the 'line of impact' at 65 db. Presumably large parts of Boise not reaching the 65 db criteria will see 10-15 db increases. The numbers cited in the DEIS regarding increase in average numbers of events exceeding 50 dB Lmax (90, 147, 215% respectively) is truly astonishing and distressing. With the limited information available I strongly oppose the F-35 training mission at Gowen, and encourage the Air Force to improve impact reporting such as showing contour changes below 65 db, mapping average Lmax occurrence contours by dB, and delineating the range of possible departing/arriving flight paths F-35's will or will not avoid populated areas in their training mission. I assert that this type of information will show residents the true impact anticipated. Test sorties would also be nice to see to gauge the impact, unfortunately that was not made possible ahead of or during the comment period.] GE-4
] NO-4
] GE-2

Brian Cleereman
[REDACTED]

1

1996 BO

From: Michael Murphy [REDACTED]
Sent: Wednesday, March 14, 2012 1:35 PM
To: AETC/A7P Workflow
Subject: Boise F-35 Training EIS Comment

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

From:
Name: Michael J. Murphy
Organization/Affiliation: None
Address:* [REDACTED]
City, State, Zip Code: [REDACTED]

Comments: I am opposed to the location of the proposed F-35 training mission in the Boise area. It is simply not necessary to locate such operations in a residential area. Ample, more isolated, and unimproved facilities and training space exists nearby. } GE-1

1997 BO

From: Debbie Schley [REDACTED]
Sent: Wednesday, March 14, 2012 10:38 AM
To: AETC/A7P Workflow
Subject: F35 fighters

When I see and hear our military jets practicing overhead, it makes me smile. I am so proud to be an American. I am also grateful that there are people willing to commit the time to be one of the few who are trained and qualified to protect our freedoms. I support letting the F35 fighters come to Boise. } GE-3

Thank you
Debbie Schley

1998 LU

From: John Wood [REDACTED]
Sent: Tuesday, March 06, 2012 7:24 PM
To: AETC/A7P Workflow
Subject: F35 jets at Luck Air Fiorce Base

My name is John D Wood, Jr and I live in Peoria, Az. I wanted to say that I support basing the F-35A jets at Luck Air Force Base in Arizona. Since the base is currently the training facility for the F-16, it makes sense to continue their training mission by replacing the F-16 with the F-35.

GE-3

Sincerely,
John D. Wood Jr

1999 BO

From: Richard Barrett [REDACTED]
Sent: Tuesday, March 13, 2012 11:13 PM
To: AETC/A7P Workflow
Subject: F35 Fighter Planes

As a former member of the USMC's 1st and 2nd Marine Air Wings I am acutely aware of our need for a trained and ready air force. However, I am also acutely aware of our need for a decent environment in which to live and raise our families. Stationing the F35's in Boise is totally incompatible with the later and it doesn't really make any sense to me to place a squadron in a populated area when Luke AFB is much better suited to the training mission and it is located in an area better suited to such loud aircraft and, as I understand, it would be far less costly to place the planes at Luke AFB. I urge you to bypass Boise, Idaho in your siting deliberations.

NO-36

GE-1

Richard L. Barrett, Boise, Idaho

A1000 BO

From: [REDACTED]
Sent: Tuesday, March 13, 2012 7:53 PM
To: AETC/A7P Workflow
Subject: F-35A Training Basing Comments

Please add my name and address to those OPPOSED to the basing of F-35A Aircraft at Gowen Field, Boise, Idaho.

GE-4

I OWN my home and will reside here until I die. I have lived in the Boise Valley since September, 1970. I live in the flight pattern on the southwest end of the airport. The air traffic at present has not been annoying. The early F102's, then the "Wild Weasels," C-130's and now A-10's have not proven to be unbearable.

Basing up to 72 F-35A's here at Gowen Field would absolutely change the noise levels in and around the city. I have spent time visiting a friend who resides in Fallon, Nevada. The constant deafening noise around his home there due to the jets flying/training is terrible. I cannot imagine that level of noise being brought to Boise, Idaho,

NO-36

Will there be tests to determine the acceptance of the public to routines like take-offs with full afterburner? Will there be tests of the impact a typical daily training routine of 50 sorties has on the public? Night landings are a concern as well. Property values are said to drop in areas where noise is a factor.

GE-2

SO-1

Again,...add my name /address to those OPPOSING the plan to bring F-35A's to Boise.

GE-4

Fred Schmidt
[REDACTED]

A1001 BO

From: Bob Storm [REDACTED]
Sent: Thursday, March 08, 2012 1:56 PM
To: AETC/A7P Workflow
Subject: F-35A s COMING TO BOISE IDAHO

DAVID MARTIN, AIR FORCE CONTRACTOR, AND KIM FORNOF: PLEASE ACCEPT THIS EMAIL AS ONE MORE **OBJECTION** TO THE ADDITION OF THE F-35A TRAINING CENTER IN BOISE, IDAHO. I AM A RESIDENT IN THE "SUNRISE RIM NEIGHBORHOOD SUBDIVISION" THAT IS VERY NEAR THE BOISE MUNICIPAL AIRPORT. WE CURRENTLY HAVE MILITARY JETS USING THE RUNWAYS NEAR OUR HOME AND I AM PERSONALLY PROUD TO HEAR THEM AND WATCH THEM COME AND GO, BUT THEY ARE SMALLER PLANES WITH A MUCH LOWER AMOUNT OF NOISE THAN THE F-35A IS REPORTED TO EMIT. EVEN THE COMMERCIAL AIRLINERS DO NOT MAKE A GREAT AMOUNT OF NOISE AND ARE ONLY FLYING DURING THE DAY AND EARLY EVENING HOURS.

GE-4

NO-1

I RESPECT THE AIRFORCE EFFORTS, AND AS THE SON OF AN AIRFORCE RETIREE, I HAVE LIVED NEAR AIRFORCE BASES FOR MANY YEARS OF MY LIFE. I BELIEVE A TRAINING CENTER LIKE YOU WANT TO BRING TO BOISE IS BETTER SUITED TO AN EXISTING AIRFORCE BASE. WHY DON'T YOU PUT THESE PLANES AT MTN. HOME AIRFORCE BASE, IN IDAHO????????? WE DON'T NEED THE INCREASED AIR TRAFFIC OVER OUR CITY.

GE-1

OUR CITY'S MAYOR, AND IDAHO'S GOVERNOR ARE ONLY INTERESTED IN THE INCREASED JOB OPPORTUNITIES THAT YOUR PROPOSAL WILL BRING, BUT FROM WHAT I HAVE READ, THESE INCREASES WILL NOT COME FROM THE CIVILIAN POPULATION, SO IT WONT CREATE MORE JOBS FOR US.

SO-21

PLEASE RECONSIDER USING BOISE, IDAHO AS A TRAINING BASE FOR THE R-35A PILOTS AND LET THEM DO THEIR TRAINING OVER A DESERT AREA SOMEWHERE WHERE THERE ARE NO PEOPLE THEY CAN BOTHER.

GE-1

THANK YOU FOR YOUR PATIENCE IN READING THIS, AND PLEASE CONSIDER MY REQUEST.

BOB STORM
[REDACTED]

PH: [REDACTED]

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



A1002 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: Matthew C Evans

Organization/Affiliation: Private Citizen

Address: [Redacted]

City, State, Zip Code: [Redacted]

Comments: As a native Tucsonan and a proud employee of a local Tucson Business, I am very proud of our Local air guard Fighter wing Tucson provides ideal flying weather nearly year round is very close the Barry Goldwater range. I also look forward to the economic impact of bringing a new training program to the area.

I urge you very strongly to consider Tucson for this new program and lend my full support. I really look forward to seeing the F-35 in the skies over my home town.

Sincerely,
Matthew C Evans

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.

A1003 BO

From: Darcy James [Redacted]
Sent: Monday, March 12, 2012 11:53 AM
To: AETC/A7P Workflow
Cc: Representative, Sue Chew; Senator Elliot Werk; darcy james; brian reynolds
Subject: F-35 public comment

Mr. Martin and Ms. Fornof,
Thank you for the opportunity to comment.
I'm a resident of Boise, not far outside the lines of greatest impact that have been drawn in the F-35 EIS for Gowen Field. My daughter and grandchildren live under one of the current jet flight paths south of Boise. We know what today's generation of jets sound like.
I believe that the interface between airfields and residential neighborhoods is too immediate to accommodate any deployment of advanced military fighter jets in Boise. I oppose the current F-35 proposal.
Sincerely,
Darcy James [Redacted]

GE-1
GE-4

GE-3

Diane M. Bagley

A1004 BO

Via Email: aetc.a7cp.inbox@us.af.mil

March 9, 2012

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

RE: United States Air Force Public Hearing Comment – F-35A Training Base, Boise, ID

I am a resident of the Boise Bench near Gowen Field. I am opposed to basing F-35A aircraft at Gowen Field for the following reasons. } GE-4

The Primary functions of the Defense Department and Air Force are to protect and save our American quality of life and property values. Locating the F-35As at Gowen will defeat the first function by imposing extremely loud noise on the 10,119 residents in the vicinity of the flight patterns forcing them to change their lifestyle to withstand the noise. Further, the FAA declaration that 6958 acres in the vicinity will be declared "unfit for residential use" will disadvantage homeowners by making their homes hard to sell and decrease the assessed valuation on most of the taxing districts in Boise, Meridian and all of Ada County, requiring all of the taxpayers in those taxing districts to make up the tax shortage year after year. } NO-11
} NO-36
} SO-1

I am strongly opposed to the potential noise impact on our community, and believe it is up to the Air Force to avoid disrupting our lifestyles and diminishing our property values and tax base by keeping the F-35As out of Gowen Field. There are better locations for the F-35As to be based that are not so disruptive to our way of life and property values and the Air Force should make use of those locations. } NO-36
} SO-1
} GE-1

Diane M. Bagley

A1005 BO

From: Sharon Potter
Sent: Tuesday, March 13, 2012 5:04 P.M.
To: AETC/A7P Workflow
Subject: F-35 planes in Boise

Dear Mr. Martin and Ms. Fornof,

First, I'd like to commend your organization's improved communication efforts with residents of the Treasure Valley concerning the open meetings scheduled on this subject. It is a big improvement over a couple of years ago when everything was done pretty much in secret with the politicians until the word got out to the "common folk". I spoke to several of our elected officials at that time, and several confessed to me not knowing (or taking the time to find out) just what was involved with bringing the jets here.

So, now we're back with dealing with the issue again. I want to strongly express my opposition to bring the F-35's to Gowen Field in Boise. The idea of these planes sharing the air space and environment with the commercial airport and the densely populated Treasure Valley truly defies logic. I won't go into all the statistics concerning noise and air pollution that I'm sure you already know. } GE-4
} AQ-1
} NO-1

Please do not bring the F-35's to the Treasure Valley.

Sharon Potter

A1006 BO

From: joe hrubec [REDACTED]
Sent: Wednesday, March 14, 2012 4:46 PM
To: AETC/A7P Workflow
Subject: F-35 Training Draft EIS comment - NO F-35 Training in Boise

To whom it may concern,

I am a resident of Boise, ID and have reviewed the F-35 Training Draft EIS for Gowen field. I have been living here for over 12 years now and my wife and I are raising two daughters in a house about 5 miles north of the airport. In addition to all the outdoor activities available in the Boise area, we also enjoy the relative quiet of a mid-sized city. Occasionally we hear the A-10s or F-15s from Mountain Home doing some training at the Boise airport. This does not occur very often and the noise level is acceptable. Recently, we had the F-15s performing an exercise that lasted all day over the Boise area. The noise from this was quite noticeable, but since it was a one day (maybe two) exercise, it was acceptable. Having the F-35s operating out of Gowen Field in the numbers and frequency indicated in the EIS would be extremely undesirable. Our quality of life we enjoy now would be ruined due to the noise from the jets and the added stress that would accompany it. NO-36

I am a professional pilot and a strong supporter of our military, but I do NOT approve of the F-35 base in Boise. Please base the F-35 in a different location. GE-4
GE-1

Thanks for your consideration.

Regards,

Joe Hrubec
[REDACTED]

A1007 BO

□ □

Please record your comments on this form to let the U.S. Air Force know what environmental factors you want considered in the development of the F-35A Training Environmental Impact Statement (EIS). You may submit your comments by:

- 1) Depositing this form at the Comment Table before you leave tonight.
- 2) Mailing this form to:

Mr. David Martin
HQ AETC/A7CPP
266 F Street West, Bldg 901
Randolph AFB, TX 78150-4319
FAX: (210) 652-4266
Email: aetc.a7cp.inbox@us.af.mil

All comments on the Draft EIS must be postmarked or received no later than 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 (NEPA), 42 USC 4321, et seq. All written comments received during the comment period will be considered during Draft EIS preparation. Your provision of private address information with your comment is voluntary. Your private address information will not be released in the Draft 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 Draft EIS distribution. Failure to provide such information will result in your name not being included on the distribution list.

Name: Greg Schenk

Organization/Affiliation:

Address:* [REDACTED]

City, State, Zip Code: [REDACTED]

Comments:

I would like to see the Air Force give serious consideration to the noise pollution that will result from bringing the F-35A Training Program to Gowen Field when they develop the environmental impact statement. Gowen Field sits in very close proximity to the third largest metropolitan area in the Northwest and, consequently, a program such as this has the potential to adversely impact literally thousands of homes and tens of thousands of residents. Property values across a large area could be diminished and quality of life for many people lessened when very loud aircraft mix with heavily populated areas. DO-43
NO-11
SO-1
NO-36

Visit www.F-35ATrainingEIS.com for project information and to download a copy of this comment form.

A1008 TU

From: Jean M Davies [REDACTED]
Sent: Wednesday, March 14, 2012 4:31 PM
To: AETC/A7P Workflow
Subject: F-35 training

I was unable to attend any meeting, but do want to send my "Yes!" to F-35 training mission at Tucson International Airport. Anything Tucson can do to assist the military, is positive for our community and hopefully the U.S. My support is wholehearted!
Jean M. Davies
[REDACTED]

GE-3

A1009 TU

From: John Fortino [REDACTED]
Sent: Tuesday, March 13, 2012 12:34 PM
To: AETC/A7P Workflow
Subject: F-35

It would be a tragedy of great proportions not have the F-35 project in Tucson. A "storied" air base with credentials going back before WW2, not to mention the Job and financial impact on the community. Negative comments from people who live near the Base, should NOT even be considered. What did they expect when the moved to their location, "Total Silence"? It's the Twenty First Century.

GE-3

A1010 TU

From: [REDACTED]
Sent: Wednesday, March 14, 2012 7:38 AM
To: AETC/A7P Workflow
Subject: F-35

Dear David Martin and Kim Fornof,
We here in Tucson Arizona need the F-35's to be here at the Air National Guard. My interest in these planes is not only for the Tucson economy but our daughter and son-in-law both are in the Guard. My son-in-law works on the F-16's right now. Our town needs the F-35's to help our economy. I am a native of Tucson, Arizona, and have lived near the Air Base all of my life. No matter what the sounds are from the planes I know that these planes are here to help with our freedom as American's. Folks that do not understand this need to be reminded what this town would be like without the Guard as it is today and maybe ramped up more, or even without the air base. This town would be in an economic mess. I also work at Raytheon and I would like to keep my job also.

GE-3

Thanks,
Mary and Stewart Smith

A1011 BO

From: Sherman, Sally [REDACTED]
Sent: Thursday, March 08, 2012 8:43 AM
To: AETC/A7P Workflow
Subject: F-35A aircraft

Too much noise – locate elsewhere, please. GE-1
Sally Sherman
Boise, ID

A1012 BO

From: Ann Ryan [REDACTED]
Sent: Monday, March 12, 2012 11:23 PM
To: AETC/A7P Workflow
Subject: F-35A Base in Boise, Idaho

Attention: David Martin & Kim Fornof

I am a property owner adjoining the Hillcrest Country Club, on Roosevelt Street between Overland Road and Hillcrest Drive in Boise, Idaho, and I am OPPOSED to having a F-35A base in Boise. The volume of noise we already experience need not be expanded, in addition to the loss in property values and taxes to our community.

GE-4
NO-8
SO-1

(Signed) Ann Ryan (Mrs. Harold L. "Hal" Ryan)

[REDACTED]

A1013 TU

From: Ishop Alot [REDACTED]
Sent: Wednesday, March 14, 2012 7:07 PM
To: AETC/A7P Workflow
Subject: F-35A EIS Public Hearing Comment

Name: David Stine
Organization/Affiliation: Concerned Citizen
Address: [REDACTED]
City, State, Zip Code: [REDACTED]
Comments:

Having attended both public hearings in Tucson, it appears to me that those for the Tucson basing of the F-35 weigh the increased noise as a necessary cost, which is outweighed by the numerous advantages of basing the aircraft here. These pro-F-35 individuals presented arguments which seek acceptance of the increased noise in the name of economic gain, personal responsibility, national interest, and patriotism. On the other hand, those against predominantly cited the noise increase as the biggest reason to not base the F-35 in Tucson. Many of the pro-Less Noise individuals presented arguments which seek to refute the theory and methodology used in the EIS to quantify the noise metrics and to voice their frustration with present and future levels of jet noise. Indeed, as the EIS clearly states, "Annoyance represents the most common noise impact."

NO-65

Although participants in a normal conversation typically speak with a loudness of 60-70dB, the 65dB Noise Contours depicted in the EIS do not actually represent a jet noise level equivalent to normal speech. As the EIS explains, the 65dB line (DNL) represents a combination of the levels and durations of anticipated noise events and number of events over a 24-hour period. It also includes a 10dB penalty for sounds after 10:00pm and before 07:00am. In other words, it's the Day-Night Average Sound Level (DNL) – not an instantaneous, in-the-moment, noise level.

For an approximate instantaneous noise level, one could use the Sound Exposure Level (SEL) metric, although it does not directly represent the sound level heard at any given time. Rather, it provides a measure of the total sound exposure for an entire event, as if it were compressed into a single second. The EIS states, "SEL provides a better measure of intrusiveness of the sound than simply stating the maximum noise level reached during an over-flight event."

One can always argue against the use of these specific metrics and methodology, but none of individuals who did provided a usable alternative. Those who did not argue against these metrics attacked the numbers instead. Against the data points presented for SEL numbers in the Representative Aircraft Noise Levels Comparison Table (TU 3.2.2), some comments stated the aircraft altitudes are unrealistic. Others indicated distrust of the United States Air Force's use of estimates for a program still in development (as well as accusations of outright lies). These seemed fallacious arguments to me since a) even with more data, the EIS would still only contain estimates, and b) the EIS calculated the data points in the table based on a single location (Ocotillo Elementary School's), representative flight paths, aircraft configuration, atmospheric conditions, and engine power setting. Hence, the SEL figures are not valid for every possible flight path or simply within 8000 foot slant range of the flight path. There are a lot of variables, but not an infinite number.

The FAA classifies the airspace surrounding Tucson as type Class C. This includes the airspace from the surface to 4,000 feet above the airport elevation (6,600 feet Mean Sea Level) extending outwards five nautical miles (5.75 statute miles). It continues to extend further beyond that out to 10 nautical miles (11.5 statute miles) albeit from 1,200 feet to 4,000 feet above airport elevation. Within this airspace, pilots must establish and maintain two-way radio communications with the Tucson tower and approach control. Thus controlled airspace exists over the city of Tucson spanning a total area of 266,129 acres (314 square nautical miles). Of course, approach control does not let aircraft fly just anywhere within this airspace, especially at lower altitudes.

Additionally, a pilot varies his throttle setting depending on aircraft configuration, speed, and attitude (level, climbing, descending). Flight paths after "departure" and prior to final approach can vary a lot based on air traffic control vectoring. When departing or landing, the flight path is quite straight for at least a mile (the minimum for an overhead pattern landing). Additionally, the professional fighter pilots of the 162nd Fighter Wing have consistently demonstrated a sincere and constant awareness of the importance of noise abatement, and have complied with noise abatement procedures to mitigate the noise impact of their aircraft.

Considerations of instantaneous noise levels for one specific point on the ground would require calculations similar to those for the Ocotillo Elementary School for that specific point and specified conditions. The specified conditions would need to fairly represent the most likely situations. I believe the EIS does this. Unless we are talking a specific, individualized case, then we must use a methodology and metric which summarizes (averages) the possible flight paths, aircraft configurations, atmospheric conditions and throttle settings – in other words, the noise footprint – for the community as a whole.

A1013 TU

James Ginski's book, "Above Tucson: Then and Now" gives a vivid visual comparison of the growth in Tucson's population since the 1940's to the 1990's. It visually depicts the urban development in Tucson over a 50 year period. The photographs are fascinating to examine. The population swelled from 45,454 residents in 1950 to 212,892 residents in 1960 to over a half-million in 2012. In addition to significant housing development, one finds significant commercial development. In some locations, you can find examples where some houses were replaced with commercial buildings. Ginski's book graphically shows how technology and demographics have changed over the decades. Tucson has expanded and has filled the vacant spaces that used to exist near the Tucson AGS. Not only has the airspace gotten busier and louder, but more people have set up homes and businesses closer to the airport.

I am one of the individuals who contributed to Tucson's increase in population. When I moved to Tucson over a decade ago, I specifically chose a location away from runway departure and approach flight paths. Perhaps, I had an advantage, because I understand aviation from the inside out – and I was willing to accept a longer commute. I empathize with individuals living and working in locations which would be directly impacted by the anticipated noise increase of the F-35. I believe the EIS provides a realistic assessment of the environmental impact the F-35 will (or won't) have on the Tucson area. I am confident at least 12.3% of the local population will be highly annoyed by the F-35's noise.

But I also support our national interests and believe Arizona's unique resources makes Tucson an excellent location for quality F-35 training. I am confident there will efforts to mitigate the F-35 noise impact surrounding not just Tucson AGS, but the entire Tucson area. I am also confident a much higher percentage of individuals not just in Tucson, nor just the state of Arizona, but throughout the entire United States will benefit (in the many different ways stated by other pro-F-35 speakers) from basing the F-35 in Tucson.

GE-8
NO-66
GE-3
NO-20
GE-3

A1014 BO



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:

- 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 Fomof
 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: Becky Thomson

Organization/Affiliation:

Address: [REDACTED]

City, State, Zip Code: [REDACTED]

Comments: I'm concerned about the inadequacies of the EIS. I believe in the military but I also believe they have a responsibility to do their homework and make sure the documents reflect the facts accurately and provide all the necessary information to make an informed decision.

NP-29

Actual noise measurements need to be taken and applied rather than using a model that doesn't reflect accurate levels. I live in the area of concern and there doesn't appear to be any plans for homes that would be classified as "not sustainable for residential living". If the Govt bought out the homes, schools, and daycares, it still leaves the question of what compensation (if any) would we receive and how would that be handled.

NO-7
SO-11

Many of us have lost home values due to the recession and housing market slump and would not be able to purchase elsewhere due to the change in housing values and the decrease in home equity. Additionally, if the Government didn't "buy" out the homes that are reclassified, it would difficult if not impossible to sell and get out of the area.

SO-1

The air quality is another issue and again it doesn't appear that the report has the necessary monitoring, tests and measurements. The Boise Airport is already a marginal air quality and adding F-35s at Gowen Field would substantially increase the poor air quality.

AQ-4
AQ-1

One of the supposed positives is the additional jobs that would be brought to the area. I believe this is another item that has been overstated. Even if there are a lot of jobs initially; the majority will be construction workers and so they won't be long term jobs but only during the construction phase. Many of those workers will be

SO-21

Final
 June 2012

A1014 BO

brought in by the contractor(s) as they'll want to use employees that have already received their PIV clearances. So in fact, the only positive would be some money working its way back into the local community for a short period of time but jobs for local residents would be temporary and limited.

SO-21

Jobs created after the construction is complete will mainly be military personnel who may be reassigned from other locations—again this really doesn't help the existing unemployed individuals in the local community.

SO-21

I am vehemently opposed to the relocation of F-35's to the Boise Idaho area (Gowen Field).

GE-4

A1015 TU

From: CRAIG M REAY [REDACTED]
Sent: Monday, March 12, 2012 7:08 PM
To: AETC/A7P Workflow
Subject: F-35 Lightning Support

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

Dear David and Kim,

I am a Tucson, Az Native, 4th generation Arizonan, and proud to still call Tucson home. I am very much in support of bringing the F-35 to our community. Please add my name to the growing list of supporters!

GE-3

Thanks,

Craig Reay
[REDACTED]

A1016 TU

From: Daniel A Crutcher [REDACTED]
Sent: Tuesday, March 13, 2012 11:40 AM
To: AETC/A7P Workflow
Subject: F-35 Lightning

David Martin, Air Force Contractor, and Kim Fornof,

As as citizen of Tucson, I believe bringing the F-35 Lightning to Tucson would be a huge benefit to this city. If there are any negative impacts as a result to bringing the F-15 to Tucson, I believe the positive impacts outweigh them by a considerable margin. The additional employment, additional troops (I always like seeing these young men and women in uniform around the city) and pride of having this fine aircraft in our skies would be a boost to a city that has recently suffered economically. GE-3

Thank you for considering my comments,

Dan Crutcher

A1017 TU

From: John Gilding [REDACTED]
Sent: Tuesday, March 13, 2012 10:36 AM
To: AETC/A7P Workflow
Subject: F-35 In Tucson

As a local business professional who works in the vicinity of Tucson International Airport, I am completely in favor of basing the F-35 here. The impact of the existing ANG base on the impoverished local economy is profound, and an expansion of this facility to include the F-35 can only be a net benefit to the community. Despite the objections of the sizable anti-military contingent in this city, those of us who own homes and businesses are well aware of the positive effect on property values that both Davis Monthan and the ANG facility bring to our city, as well as the other aviation and defense-related companies located around the airport. GE-3

Sincerely,

John Gilding

A1018 TU

From: Tom Krizman [REDACTED]
Sent: Tuesday, March 13, 2012 6:41 AM
To: AETC/A7P Workflow
Subject: F-35 in Tucson

Southern Arizona also accounts for 2.3 percent of the entire U.S. Aerospace Product and Parts Manufacturing industry. It offers one of the highest concentrations of aerospace-defense workers in the country; one in five jobs in the region is tied to the sector. Aviation and aerospace technology is one of Southern Arizona's most substantial economic pillars.

- Tucson International Airport is an economic engine, with an estimated 17,000 people employed in the vicinity of the airport, generating a payroll of \$800 million. At least another 10,000 people work in the area around the airport. With over 8,000 acres of property, Tucson International Airport is also one of the largest landowners in the area. Employers at Tucson International Airport account for over \$3.5 billion in economic impact to Southern Arizona.

Please consider,

Tom Krizman

GE-3

A1019 BO

From: JACK BLEVINS [REDACTED]
Sent: Tuesday, March 13, 2012 11:52 AM
To: AETC/A7P Workflow
Subject: F-35 Training

Please be aware that I support the F-35 coming to Boise's Gowen Field if the studies done by the Air Force show it to be one of the best locations. I see that there are some in the area that are in opposition but know that people also adjust and become used to change. I like the idea of more jobs that would come and help our economy. Our pilots and maintenance crews need to be somewhere and they may as well be here in Boise. They would like the Boise area and would be welcome.

Jack Blevins

[REDACTED]

GE-3

A1020 TU

From: [REDACTED]
Sent: Tuesday, March 13, 2012 10:48 AM
To: AETC/A7P Workflow
Subject: F-35 in Tucson AZ

As a homeowner, business owner and member of the community, I fully support bringing the F-35 to Tucson, AZ. I believe that Tucson is an excellent choice as it provides superb weather and training areas. The local provides abundant amenities for the pilots and staff without the congestion of other big cities. Bringing the F-35 to Tucson is a win-win for both as it allows us to help support our troops and it helps the local economy.

GE-3

I say yes for F-35 in Tucson, AZ

Thank you,

Bryan Berlin

A1021 TU

From: Richard Oseran [REDACTED]
Sent: Wednesday, March 14, 2012 1:21 PM
To: AETC/A7P Workflow
Subject: F-35A

I went to the public hearings and studied the information about the F 35A training base possibilities. I believe that the Tucson flight pattern will impact the residences, schools, hospitals and churches and the safety and long term health of the children that attend these schools. Tucson is to densely populated for training to commence here. I support the other locations that are up for consideration. I do not support the training of the F-35A for the Tucson area. Janet Oseran

NO-5

EJ-2

GE-1

GE-4

A1022 BO

From: Linda Nicholes [redacted]
Sent: Thursday, March 15, 2012 12:25 AM
To: AETC/A7P Workflow
Subject: 72 Jets at Boise Airport

To Whom It May Concern:

The Air Force wants to station 72 jets at our local Boise Airport?

Seriously?

The City of Trees is a stunningly beautiful city; a quiet, peaceful city. Seventy-two jets roaring over Boise will change the character of the city irrevocably and forever. This huge armada of military jets will:

- Shatter Boise's silence by causing unmitigated noise pollution from which there is no escape
- Send already-compromised property values plummeting
- Discourage new business
- Hurt Boise's economy
- Adversely affect schools and the learning ability of Boise's most important resource: our young people
- Cause unnecessary stress and damage to the health and well-being of Boise's citizens
- Impact air quality

This is not right for the military, and it is absolutely horrendous for Boise.

Please stop this plan in its ill-considered tracks now!

Linda Nicholes

SO-39

NO-20
SO-1
SO-18
SO-1
EJ-2
NO-6
AQ-1

GE-4

A1023 BO

From: [redacted]
Sent: Thursday, March 15, 2012 1:21 AM
To: AETC/A7P Workflow
Subject: Draft EIS for F-35A Training Aircraft in Boise, ID

To David Martin, Air Force Contractor, and Kim Fornof,

We are Darrell L. Harris, and Marilyn J. Harris. We live at [redacted]

We have lived here since 1974, and have enjoyed many types of aircraft at Gowen Field. The F4s were the loudest and caused considerable vibration damage which I have repaired.

We also operate a child care center on the property for 18 children. The noise would be devastating to our business and would considerably lower the property value.

I love the sound of the fighter jets (it is the sound of freedom), but the F35s would have an extreme negative impact on us.

Thank you for letting us comment.

Darrell Harris

NO-12

SO-18
SO-1

GE-1

A1024 BO

From: Arnold & Carmen [REDACTED]
Sent: Tuesday, March 13, 2012 11:11 PM
To: AETC/A7P Workflow
Subject: Draft EIS Please come to Boise Idaho

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

Comments: Please bring the mission and assigned aircraft to Gowen Field, Boise, Idaho. We enjoy having Air Force personnel stationed here because they are of high moral character and contribute to our quality of life. When the jets fly over making noise, we can explain to our children the importance of national defense. The increased operations will provide jobs for Boiseans, and perhaps some Air Force personnel will enjoy living closer to home.

GE-3

Sincerely,
Arnold W. Hammari
Name: Arnold W. Hammari
Organization/Affiliation: Private Person
Address: [REDACTED]
City, State, Zip Code: [REDACTED]

A1025 BO

From: Larry Zitelli [REDACTED]
Sent: Monday, March 12, 2012 9:59 AM
To: AETC/A7P Workflow
Subject: F35- A

Larry Zitelli
[REDACTED]

I am **opposed** to having the F-35- A training in our area. Not because, I have had the ability to hear them in our community. Why is That? All information is the noise will be overwhelming and the F15's are so I assume the F35-a will be too. I have lost enough value in my property in the last years due to legislation by the federal government and can't afford additional losses due to designating the area around the airport were I live as non residential.

GE-4
NO-1
SO-1
GE-22

If there are orders for 7000 of these jets why don't we re-open one of our closed air force bases?

A1026 BO

From: Barbara Billings [REDACTED]
Sent: Wednesday, March 14, 2012 3:59 PM
To: AETC/A7P Workflow
Subject: F35 aircraft based in Boise Idaho

Please register my comments below:

As an older person whose breathing is already impacted by our usual air inversions over Boise City, I am very concerned about the additional air pollution added to our air by take-off and landings of these jets. Boise is already very close to the EPA limits for air quality. We will face limitations on new businesses and manufacturing enterprises if these limits are exceeded. We experience inversions in winter and summer.

I do not believe this has been considered in your decision making.
Barbara L. Billings

AQ-1

AQ-3

A1027 BO

From: Nick Dietz [REDACTED]
Sent: Wednesday, March 14, 2012 3:11 PM
To: AETC/A7P Workflow
Cc: Nick Dietz
Subject: F35 Boise EIS Comments

[REDACTED]
David Martin & Kim Fornof
HQ AETC/A7CPP
266 F Street West, Bldg. 901
Randolph AFB, TX 78150-4319

I just heard about the F-35 on Fox12. I am still in a sigh of relief that the F-15's are gone. I work from home and spend a majority of my day on work phone calls. The normal hum and drum of the airport is not a hindrance, but this last summer when the F-15's were in town was difficult for me. Due to the noise I would have to explain to clients that the Oregon Air Force was in town for the summer and try to avoid taking any phone calls during many loud periods of the day. The F15's were so loud that many times I would have to end calls and call clients back after the noise had subdued.

NO-3

Now, Fox12 reports that the F-35's are twice as loud!!! According to AirForceTimes.com (http://www.airforcetimes.com/news/2008/10/airforce_f35_basing_102608/), the F-35 is even louder coming in for a landing, and is Four times as loud as the F15C when it lands!!! I did not voice my concerns before, because I thought the F-15's and noise would leave in the fall and not return. Myself, and others who telecommute or run businesses from home or commercial zoned areas in South Boise will be impacted by the noise produced by these aircraft. I am afraid that I will have to move if the F-35's come to Boise. I hope the F-35's don't force me and others to resort to moving and take monetary losses in this bad housing market.

NO-1

SO-18
SO-1

Sincerely,
Nick Dietz

A1028 BO

From: Jo Ann Lloyd [REDACTED]
Sent: Wednesday, March 14, 2012 12:38 PM
To: AETC/A7P Workflow
Subject: F35 jets

I am a resident very near the airport and would like to put my two cents worth in. I do not want the fighter jets to be going off, I won't be able to even think. The airport is already noisy enough. Thank you.
Jo Ann Lloyd [REDACTED]

NO-1
GE-4

A1029 BO

From: Helen Jirik [REDACTED]
Sent: Monday, March 12, 2012 11:58 AM
To: AETC/A7P Workflow
Subject: F35 planes

To whom it may concern,

We are writing you in regard to the proposal of setting up a base for the F35 planes in Boise. We live in south Boise, and often hear air traffic from the airport and occasionally hear loud booms from the military planes training in the area. If additional planes were transferred to Boise, our concern is that this will negatively affect our neighborhoods and families. There are many subdivisions in south Boise, and the additional noise from the military planes would add to the noise we currently get from the airport and military planes flying over this area. We feel this would be especially detrimental to many young families living in south Boise, and ask that you consider another location to base the planes.

NO-1
NO-11
GE-1

Thank you for your time and consideration,

Helen and Steve Jirik

A1030 XX

From: Gary Hunter [redacted]
Sent: Monday, March 12, 2012 12:13 PM
To: AETC/A7P Workflow
Subject: Extension of DEIS Comment Period

Mr. Martin and Ms. Fornoff,

A week ago, on March 5, I requested an extension of the comment period for the F-35A training basing EIS.

An extension is necessary, because the length and technical nature of the EIS require a great deal of time for the average citizen.

Further, a high proportion of the studies cited in Volume 2 of the EIS are twenty and thirty years old. Average citizens require substantial additional time to locate, read, and summarize the relevant technical literature that has been published during the past two decades.

Has the Air Force decided whether to grant an extension?

I will appreciate the courtesy of your prompt reply.

Gary Hunter

NP-12

A1031 BO

From: Jodi Williams [redacted]
Sent: Saturday, March 10, 2012 4:05 PM
To: AETC/A7P Workflow
Subject: F35 traing base in Boise Idaho

attention: David Martin and Kim Fornof:

When the air force training base was set up at the Boise air port the residential areas had not been built up so close around the air port and there were not as many homes as there are nows. The planes were so not as fast and did not make as much noise and there were not so many.

Taking all of this into consideration this area is not a suitable area to place that kind of training facility. please put it in an underpopulated area. Placing it in Boise would not only endanger people but wildlife as well. GE-1
BL-5
NO-6
NO-11

My husband tells me the litigation that would result would be very expensive.
Yours Sincerely,

SO-36

Brian & Joan Williams

A1032 TU

From: Christy Bailey [REDACTED]
Sent: Monday, March 12, 2012 7:42 PM
To: AETC/A7P Workflow
Subject: F35 Training base in Tucson

I am for it in every way. Where I live A-10's fly over all the time. I run out to look at them and HEAR the noise they make. I am looking forward to the F35's flying over my house so that I can run out and see them too.] GE-3

Thank you,
Christy Bailey
[REDACTED]

A1033 TU

From: [REDACTED]
Sent: Wednesday, March 14, 2012 11:56 AM
To: AETC/A7P Workflow
Subject: F35 Training Mission

To: David Martin and Kim Farnof
As a resident of Tucson Az I would welcome the F35 training mission at TIA, as you know we have the 1-climate 2-land 3-air space 4- range 5- facilities that are now available for use. BRING THE F35 TO TUCSON] GE-3

JIM MATTSON
[REDACTED]

A1034 TU

From: William Davenport [REDACTED]
Sent: Thursday, March 08, 2012 5:43 AM
To: AETC/A7P Workflow
Subject: F35 Training
Attachments: Deceased great horned owl, 2026 E 3rd St.docx

Dear David Martin and Kim Fornof:

We live on the proposed flight path for the F35 Training. The plane is so noisy that we suggest that you locate the training out of our urban environment, possibly at a desert location somewhere.] GE-1

We believe that the F35 will further harm the birds in our community which are already precarious. We attach a photo of an apparently healthy great horned owl that we found dead underneath a palm in our front yard. We are often overflown by A10's and I suspect that they are involved in this and other birdlife problems.] BI-5

We think that Air Force must have a better A35 training solution than overflying our community and the university next door.] GE-1

Thank you for your time.

Yours very truly.

Bill Davenport [REDACTED]
Margaret Davenport [REDACTED]
Patricia Davenport [REDACTED]

A1034 TU



A1035 TU

From: Rebecca Spann [REDACTED]
Sent: Thursday, March 08, 2012 6:23 PM
To: AETC/A7P Workflow
Subject: F35

I think we need those planes here in Tucson.]GE-3
Rebecca A Spann

[REDACTED]

A1036 TU

From: Docstone [REDACTED]
Sent: Monday, March 12, 2012 7:05 PM
To: AETC/A7P Workflow
Subject: F35

Dear Mr Martin and Ms Farnof:

I would like to express my support for the Air National Guard forming it's training facilities in Tucson Arizona. I think it would be a significant asset to our community and would like to express my warm welcomes to the group that would make it's home here in Tucson.]GE-3

*Sincerely,
Dr. Michael Stone*

A1037 HO

March 5, 2012

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

Re: Draft Environmental Impact Statement (DEIS) Comments on Proposed bedding of the F-35A and Training at Holloman AFB (expansion)

Dear Mr. David Martin:

Sir, you failed miserably in including ANY of my comments and questions dealing with the Draft-EIS included in the document. My efforts to ensure that my written comments and questions were postmarked, and delivery certified before the required submission ending date must have been completely ignored. This MUST NOT HAPPEN AGAIN with the Final EIS!

NP-3
NP-8

I have been a resident of Weed, New Mexico for the last 5 years. This is where I have built my home. I live in Weed, NM because it is affordable and because I love the quiet, privacy, space and wild creatures of this part of the mountains. I want to live in a healthy environment with clean air and clean water. I value my life and home in Weed and I have retired here. Key for me is the relaxed, peaceful mountains where I can walk quietly and enjoy nature as well as conduct my astronomical research. I operated a non-profit astronomical scientific research observatory just outside of Weed, New Mexico just off of Highway 24. The research telescopes and instrumentation are delicate and can be impacted by ground vibrations. Also as part of the observatory I operate photometers and spectrometers and any lingering atmospheric contaminants will affect the quality of those observations and might even preclude the ability to use them for scientific data collection.

NO-36

NO-61

AQ-20

I am disappointed that the USAF has failed to provide a reasonable amount of time for residents to read and prepare comments and questions before calling the hearings in Weed, NM, that were held February, 7, 2012 or to provide the surrounding communities such as Mayhill, NM or Pinon, NM with this information or even post notices. I am not sure why we were not notified of the issuance of the Draft-EIS process.

NP-12

NP-14

When developing the draft Environmental Impact Statement (EIS), the USAF failed to recognize that in my view, the proposed F-35 basing at Holloman AFB (here after called "bedding") cannot be mitigated in terms of visual resources, safety, biological resources, air pollution, noise, or impact on our water and our quality of life. There is NO DATA for the F-35A-specific flight parameters or studies that have been conducted. How could ANYONE make an informed decision about the best alternatives, as presented? There is NOT an alternative in the Draft-EIS that has bedding at Holloman without over flights in the mountains and this is a travesty! There SHOULD be an alternative that beds the F-35A in Holloman but restricts/prevents low-level, high-speed over flights in the mountains in the expanded MTRs. Also the supersonic flights in the "Cowboy" flight areas need to be limited in altitude to flight altitudes that are below the DOD and FCC's minimum noise levels in dB not dBA or dBC to prevent hearing damage and potential hearing loss.

NP-3

NP-29

DO-23

DO-25

DO-60

Since I, and many of my neighbors, are on a limited income, I believe that the costs of moving would be unaffordable and unfair, and I am very concerned about how the F-35 expansion will affect my property value. I have noticed that the USAF often uses generalizations about noise not affecting property values. The USAF must study, specifically, property in quiet, peaceful mountains that have been turned into a high noise training area, then analyze and publish the findings for the changes in property values in constant dollars. Discussing changes in property values in an urban or non-mountainous location is not a VALID or CORRECT analysis. Weed, NM and all the surrounding mountain communities are unique in this respect and MUST be treated as such.

SO-1

SO-43

I have several concerns and questions regarding the proposed expansion F-35 operations over Weed.

Draft Environmental Impact Statement (DEIS) comments:

Aesthetics/Visual Resources:

A1037 HO

Weed is unique in its long vistas, clear skies, dark night skies, limited light and air pollution, and beautiful, undisturbed landscape. What impacts will the proposed expansion have on the aesthetic and visual resources within the view shed of Weed on either a temporary or permanent basis? How will this impact the vitally needed revenue from seasonal hunters, vacationers and travelers?

BI-22
SO-7

Airspace/Air Traffic:

The USAF has already allowed too many over flights in Weed causing a disruption to wildlife and peace and quiet. In addition, over flights pose the danger of a crash on the civilian population and possible wild fires. The EIS should fully describe the total number of over flights, how they will be distributed (over a week and over a 24 hour period), type of aircraft, times of day and night, flight patterns, noise pollution, and impacts on wildlife and how crashes will be handled and who will pay damages. What additional resources will be made available to mitigate the FIRE and EMERGENCY situations that will inevitably result? The mountains are staffed with VOLUNTEER firefighters and as such are very limited in numbers, equipment available and capabilities.

NO-8
SA-3
DO-23
BI-11
SA-24

Environmental Justice:

Weed, NM is a rural, low-income community with limited services and a significant number of retired and disabled persons who cannot afford to move. What would be the potential adverse economic impacts on Weed residents and the mountain community as a whole? I feel that this is an UNFAIR and PREJUDICIAL action aimed at the low-income and retirees in the mountains who have not the financial resources or ability to "fight back" in a court of law. That said I feel that this issue may have to be elevated to such a situation at great expense and time involvement. Realize that WE DO HAVE THE TIME to dedicate to this effort and will continue in all avenues required. What have been the environmental and economic impacts on other communities like Weed which are subjected to the pollution and noise but are many miles from the benefiting airbase? Once again I understand that the USAF has in the past used generalities to gloss over the impact on the local economy. AVERAGES that are neither meaningful nor accurate are often used to DILUTE the TRUE effects of this action. Rural Weed is not a city. It is unique. It is far from the Holloman Air Force Base with little benefit from Holloman's operations. The analysis should be specific to the area affected; Weed, NM in the Sacramento Mountains. In addition I understand that chaff, flares, lasers and electronic countermeasures will be used over the Weed area. Where will the debris land? What will the impact to the "satellite based" and wireless data communications that are often the ONLY METHOD of Internet connectivity be? WHERE IS THE DATA ON THE COUNTERMEASURES to be used? An analysis of the likely impact from chaff (based on altitude and winds) must be made and maps constructed for citizens impacted. Will some areas be saturated with debris due to local wind / topography? I ask the same for flares. Laser hazards must be addressed and made available to stakeholders. The military HAS STATED that the accuracy of data from flares and chaff is inaccurate in mountain local wind situation and that the stated minimum altitude for flare and chaff operations are not acceptable as the wind shears can down the ordinance rapidly.

SO-20
EJ-3
EJ-4
GE-14
EJ-13
SO-43
SA-25
DO-13
SA-25
SA-26
SA-25

Noise:

To date, the USAF has failed to adequately respond to the community's complaints about over flights of military aircraft. This noise has a great negative impact on our peace, quiet and quality of life. The EIS must fully evaluate and address all potential for noise associated with the proposed alternatives and its impacts on public health, quality of life and wildlife and "taking" of life quality. There is NO F-35A NOISE DATA included in the Draft-EIS that can be used to adequately evaluate this issue. WHERE are the NUMBERS? Elgin AFB has flown the F-35A and those numbers are NOT included in this document. Why not? It is not possible to evaluate and determine the best course of action for bedding the F-35A WITHOUT THIS MISSING DATA!

DO-63
NO-36
DO-63
NO-4
NO-42
NP-29

Public Health and Safety:

Besides concerns about public safety as it applies to hazardous materials and wastes, the EIS must analyze all potential impacts including potential accidents. What impact will the addition of aircraft, personnel and armaments have on the public safety? What USAF safeguards will be in place? What USAF resources will be available for fire suppression? How quickly will the USAF resources be made available in the Sacramento Mountains? What availability (time and resources) should there be? What mitigation will the USAF offer? Chaff can degrade into small particle that may cause lung damage. The USAF must study chaff deterioration over time and address the impact on animal and human health.

DO-67
SA-29
SA-24
DO-68

A1037 HO

Tons of chaff may be dumped over private land in the Weed area. Again I understand that studies to date have not addressed chaff's long term health issues. If the over flight could cause potential fire hazards then living on a ridge top with one way in and out is of serious concern to me. WHERE IS THE DATA specific to the F-35A flight operations and ordinance? Why is it not included? Words like: SA-24

"The F-35A is expected to use the Mobile Jettison Unit (MJU)-61/B training flares. It is similar to the M-206 and MJU-7/B flares currently used in the training airspace by legacy aircraft." DO-69

Is telling a falsehood at least from the documentation that I have found at various Internet and governmental sites. This is very disingenuous at best.

Relating a specific occurrence of a sonic boom impact; two summers ago I was working in my shop with a table saw when a high-energy, focused sonic boom occurred directly over my house. The event startled me to the point of nearly having a serious accident while cutting on the saw. I looked around and saw no immediate threat but then I turned my thought to my house and wife inside that is across the ridge about 100 yards. I thought that the hot water heater had exploded and ran to see what damage and injury had occurred. To my relief there was no explosion or fire involving the house and my wife was just as concerned about me in the shop thinking that it had exploded. I have since developed a condition of hypertension and required going through a cardiac catheterization procedure, the results of which are uncertain. It seems that my physical state had been altered since these events have been occurring, not that I am directly relating the two. Should events like this happen in the future I am afraid that it might have a serious affect on my heart issues. What studies have been conducted in the very recent past addressing this type of situation especially in secluded, quite rural mountain areas? What specific F-35A data has been collected, disseminated and evaluated as evidence in the damages caused by rapid-onset noise from over flights? The F-35A, in one document, is stated as generating 133 dB at elevations of 500 feet AGL and speeds of 500 knots. Table 2.2-3 tells us that we can expect flights over us at 100 feet AGL. Where is the F-35A data for the noise generated by this aircraft at this altitude under the various flight operating parameters that will be used? NO-94

Recreation:

I am very concerned that noise, including but not limited to sonic booms will reduce enjoyment of the mountains and reduce hunting and tourism. What will the USAF do to monitor and insure this does not happen? The EIS should also discuss the impact to recreation and what it will do to mitigate the community losses. Again, the USAF has in the past used generalities to gloss over the impact on the local economy. An analysis is needed for Weed's specific location in the Sacramento Mountains. There is NO DATA about the F-35A specific to these important areas of concern, WHY NOT? The Air Force has this data but refuses to provide it in detail for the various bedding alternatives. How can anyone make a knowledgeable and informed decision about the true impacts of one bedding scenario over another? This is ludicrous! NO-24

Socioeconomics:

Local real estate agents have discussed a potential for the USAF operations expansion over Weed to have an adverse impact on property values. How will the over flights expansion affect my property value and the real estate market in Weed? What socioeconomic impacts have other base expansions had on other surrounding communities? I am very concerned about how the F-35 expansion will affect my property values. I have noticed that USAF often uses generalizations about noise not affecting property values. The USAF must study, specifically, property in quiet, peaceful mountains that has been turned into a high noise training area (I understand that the F-35A will be at least three times noisier than an F-16). Then analyze the change in property values in constant dollars. Discussing changes in property values in an urban or non mountainous area is not a correct analysis, Weed, NM is unique. Actually what is needed are the REAL f-35A noise data that IS NOT INCLUDED IN THE Draft-EIS! SO-7

Another unique feature of rural Otero County is its clear skies. Numerous observatories make the Weed, NM area home. Indeed astronomy and observatories are one of Weed's growth industries. Both chaff and flare use will harm this industry. Chaff is designed to remain airborne for long periods interfering with the clear unobstructed view that is best for observations. Flares blot out an entire spectrum for observation. Observatories here are active day and night. In addition, telescopes are sensitive to vibration and any atmospheric contaminations especially in the line of sight to objects LU-27

SO-43

SO-44

SO-43

NO-61
AQ-20

A1037 HO

under study. Any analysis by the USAF must take into account vibration caused degradation of observatory operations (from flight operations as well as sonic and focused sonic booms) including physical damage to present observatories to include evaluations of any chaff deployments over or near the observatories and in line of sight of any potential astronomical objects under study. Economic analysis must include the opportunity cost to the community from future observatory basing in Otero County from loss in environmental quality from USAF operations. NO-61
AQ-20
cont'd
SO-15

Water Resources:

I am extremely concerned about the impact of the proposed alternatives on our water quality and availability. Exactly where will the USAF obtain the water it plans to use for expansion, how much water will be used and what impact will that usage have on our aquifers and access to water? What impact will flares and chaff have on water resources? What damage will occur to animals? What impact to the forest? All estimates must consider drought and other potential water shortages. In the Draft-EIS it is stated that water rationing will occur on the base and how is that acceptable in any way? If the water is NOT currently available what is the PLAN TO MITIGATE this situation? IN-2
SW-4
IN-2
IN-3

Sonic Booms and Noise:

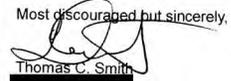
I understand that past EIS have used many misleading numbers. "Average" noise and "average" sonic boom pressures, "average" number of booms per month, do not accurately represent the impact to residents under the training area. It is unfair of the USAF to use these kind of numbers as a sole measure of noise on citizens (as an example: I have experienced eleven (11) severe sonic booms in a forty-seven (47) minute period yet the USAF F-22 EIS indicated an average of fewer than one a day). It is again unfair to compare noise level changes in the context of an urban environment when Weed, NM is rural with no noise except USAF operations. Analysis should include the maximum noise levels, account for focused sonic booms while using rural noise levels as a basis. It must include how the USAF will mitigate these issues. NO-25
SO-43
NO-45

Damages:

The USAF has (and continues) to claim responsiveness to damage claims. Weed, NM is a rural, low-income community with limited services and a significant number of retired and disabled persons who cannot afford to go to Federal Court for claims settlement. Has the USAF at Holloman acted in good faith? What percent of claims submitted are "allowed" from Holloman AFB? How does this compare to the other USAF bases? What assurances do the rural poor in our area have that the USAF will not (and has not) acted knowing we have little recourse? EI-3
GE-25

I expect to be notified in writing at every step in the National Environmental Policy Act (NEPA) process and that my comments will be fully addressed and INCORPORATED into the Environmental Impact Statement (EIS). I would like my comments/communication incorporated into the administrative record. Please find my contact information below. NP-7
NP-8

In conclusion, I recommend that the USAF extend the comment period for an additional 60 days to allow the mountain communities to read and evaluate the current Draft-EIS documentations in their entirety and produce and distribute detailed and accurate maps of the proposed alternatives to include all proposed flight operations and over flight paths with expected altitude and speed information. NP-12

Most discouraged but sincerely,

 Thomas C. Smith


cc: US Senator Jeff Bingaman
 US Senator Tom Udall
 US Congressman Steve Pearce

A1038 BO

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:

- 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: Ruan Crum / Paige Crum

Organization/Affiliation:

Address:*

City, State, Zip Code:

Comments: My wife, Paige Crum, is currently 35 weeks pregnant with our first child. We reside on Rim Acres Lane, a road that is very close to the Airport and Gowen Field in the potential New Area that would be designated Not Suitable for Residential Use. I strongly oppose having my wife and unborn baby girl subjected to increases in noise pollution. MANY of the Aircraft already stationed at Gowen Field fly directly over our residence often after takeoff. I see no reason why the new aircraft can't be assigned to Mountain Home Air Force Base with noise regulations affecting a much smaller percentage of the population there.

GE-4 NO-1

GE-1

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.

A1039 BO

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



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Name: BG Stevens

Organization/Affiliation:

Address:*

City, State, Zip Code: KOREAN WAR VET

Comments: Boise People Should Respect The Armed Forces And Not Cry Over Jet Noise On Boise Airport. They would really cry if they had to go war for the USA.

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.

03/10/2012 13:18 FAX

CANON

A1040 BO
001

Patricia Wilcomb
[Redacted]

FAX TO: 210 652 5649

March 9, 2012

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

RE: United States Air Force Public Hearing Comment - F-35A Training Base, Boise, ID

I am a resident of the Hillcrest neighborhood near Gowen Field in Boise, Idaho, and I am opposed to basing F-35A aircraft at Gowen Field for the following reasons: GE-4

The Primary functions of the Defense Department and Air Force are to protect and save our American quality of life and property values. Locating the F-35As at Gowen will defeat the first function by imposing extremely loud noise on the 10,119 residents in the vicinity of the flight patterns forcing them to change their lifestyle to withstand the noise. Further, the FAA declaration that 6958 acres in the vicinity will be declared "unfit for residential use" will disadvantage homeowners by making their homes hard to sell and decrease the assessed valuation on most of the taxing districts in Boise, Meridian and all of Ada County, requiring all of the taxpayers in those taxing districts to make up the tax shortage year after year. NO-11
NO-36
SO-1

I am strongly opposed to the potential noise impact on our community, and believe it is up to the Air Force to avoid disrupting our lifestyles and diminishing our property values and tax base by keeping the F-35As out of Gowen Field. There are better locations for the F-35As to be based that are not so disruptive to our way of life and property values and the Air Force should make use of those locations. GE-4
SO-1
GE-1

Patricia Wilcomb
Patricia Wilcomb

F-35A Comments-Pat

A1041 TU

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



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Name: Indiko PALMA

Organization/Affiliation: myself

Address*: [Redacted]

City, State, Zip Code: [Redacted]

Comments:

The noise in this area is already dealing (opel?) - from air force franchises. If I would have known this I wouldn't have moved here. NO-8

Peace & quiet is essential to quality life. The current american society is noisy enough without further help from the military. NO-36

Perhaps all these war efforts should be converted into world peace - i.e. housing, education healthcare for all - then we wouldn't need to kill each other?

Indiko Palma

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.

Final
June 2012

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



A1042 BO

A1042 BO

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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Email: aetc.a7cp.inbox@us.af.mil

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Name: JUDITH A VOTI

Organization/Affiliation: NA

Address: [REDACTED]

City, State, Zip Code: [REDACTED]

Comments: see attached

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.

March 5, 2012
Comments on the F-35A Training Base in Boise Idaho:

Early in February I heard on the evening news that there was to be Public Hearings on the Environmental Impact study that had been done on the F-35A fighter jets coming to Boise, ID. Two years ago I heard something about the possibility of this happening but then heard the decision was made that they would be going elsewhere. This was my first awareness that a "Scope" study had been done two years ago and this impact study had been done based on public concerns and now we were to hear the answers to the public concerns.

I not only went to the web site www.F-35ATrainingEIS.com for information but I emailed my Idaho Dist. 18 legislator and asked if she could put discussion of the F-35 on the agenda for her next meeting with her constituents which was later in the week. She wrote back that she had put it on the agenda and that she had also talked with someone from the Air Guard at Gowen Field who would come speak with us and answer questions. Five members from the Air Guard Station came to not only that meeting on the east side of the district but again to the meeting on the west side a few weeks later. I ended up going to both meetings for after the first meeting I had more questions and it gave me more time to study the EIS and to develop more questions. I not only read for hours on line but went to the public library to review the hard copy and spent 90 minutes making notes and then copying charts from Chapter 2 of the EIS that compared the impact on each of the four alternatives, Boise AGS, Holloman AFB, Luke AFB and Tucson AGS. These are the same charts that are on pages 70-83 of the Draft Executive Summary of the EIS that I received at the Public Hearing on February 27, 2012. It is these charts that I will discuss in my concerns about basing the F35 Training in Boise.

On page 70 and 71 of the Draft Executive Summary, it starts with Noise, the most frequent complaint I heard at the two public hearings I attended. The over 65 decibels (dB) with 72 jets would increase from the baseline number of 142 residents currently affected to 10,000 residents. Tucson would also have an increased effect but Holloman AFB and Luke AFB would decrease. Speech interference would also increase at all but Luke AFB. Sleep disturbance with awakening at least once a night is a problem in Boise and Tucson but not at Holloman or Luke. Potential Hearing Loss is only in Boise with no change at the other three.

Socioeconomics was the next most frequently discussed concern at the public meetings. Although I am all for increased jobs the Draft Executive Summary charts on page 78-79 do not discuss exactly where these jobs will come from except for temporary construction jobs but it does say the noise generated by F-35A flight operations has the potential to adversely impact property values for those 10,000 residents in the "not suitable for residential use" zone. Do temporary jobs balance permanent loss of property value with the potential of not being able to sell my home since I would not be able to tolerate the noise? I can hear my porch light go on and off and I can hear the air balloons go over my house and I am easily awakened. I will not be able to tolerate air flight training with

SO-21

SO-1

A1042 BO

constant intermittent noise. The charts state there is no impact on property values at any of the other three sites.

Another big concern mentioned at these public meetings was quality of life. Boise is a great place to enjoy the out of doors and raise children. It is safe to use our parks and we have lots of outside recreation available all year long. Our sports complex where kids fill the fields all summer will be disturbed, our outdoor Shakespeare Theatre is at the edge of the NSFRU map, enjoying picnics and cooking out of doors will be limited. What about the decrease in business at our shopping area that is within the zone? What will remain attractive to bring new business to Boise.

NO-36

SO-18

I do not believe that the majority of residents in Boise or the majority of residents in the NSFRU are really aware of what the "training" entails and our news media has not explained it for maybe they are not aware either. They are not aware this would be multiple take off and landings an hour and some at night. They are not aware of how many planes would be in the air all day or how much louder these jets are than our current air traffic noise. They do not realize it will interfere with speech, add pollution to the air and have an effect on our entire city and big portion of our state. It would still be helpful if several F-35's could come to Boise and practice their flight patterns so we could actually hear the impact rather than make assumptions.

DO-37

NO-3/AQ-1/NO-11

GE-2

In almost every area of these charts of the four alternative sites, Boise is the most affected adversely. It doesn't make sense to have to spend money to fix the problems it creates and have some issues such as property values unfixable. For these reasons I feel Boise is not the most appropriate place to station the F35A Training Base.

GE-1

Judith A. Voth

A1043 TU

Page 1 of 1

From: Stop the F35A

From: Joe Bredau [redacted]
To: aect.a7cp.inbox <aect.a7cp.inbox@us.af.mil>
Cc: joebredau [redacted]
Subject: Fwd: Stop the F35A
Date: Sun, Mar 4, 2012 10:27 am

David Martin, Air Force Contractor and Kim Fornof: Greeting from Tucson Arizona.

My name is Joseph Bredau and I live in the landing path of the Tucson International Airport, in the community of Starr Pass. I see and hear almost every airplane that lands at the airport, United, Southwest, American, Delta and a few others. The sound is loud at times, but not screaming loud like the F15's, F16's, F18's and a Mirage now and the which also use the same general areas to take off and land. By the way, if there were more Mirage flying I would have to sell my home and I am sure others would too. The F35A is louder than the F16 or the Mirage.

NO-1
SO-1

Anyway, Tucson is supposed to be a "Green" City; recycle, bike paths, low light, control of air pollution and I would expect control of sound pollution as well. Loudness drives people crazy. This is not me speaking, but the Mental Illness Advisory Board. Loudness is used in prisoner situation where they want to control people and their minds just to get information. Sound producing affects are being tested to stay off crowds in riot situations because of its controlling effect on the brain and the body. Okay, these are a stretch, but reality none the less.

GE-13

NO-6

I have no idea how loud an F16 is, but when it backs down its after burner (or whatever you call it) to come in for a landing you would think you are being attacked. The loud rumble and cracking is irrotating and unsettling. And, I am in a nice neighborhood in the Tucson Mountains. The F-35A is reported to be 35%-40% louder than the F16. I have heard the recordings.....You have to be kidding!

NO-8

NO-1

You want to fly an F35A over a cramped city of less than 1,000,000 people into a landing area that should have been moved outside the city 20 years ago and pollute the community with unreasonable and unbearable sound noise just so you can play your war games with other countries and a few weekend warriors. Forget it!

GE-4

I have attended two of the presentation for the F35A to be accepted. In both cases you had more against it than for it.

Find somewhere else to fly the F35A, not Tucson. Hollowman sounds like a nice choice. New Mexico is a nice place to visit and the F35A will be really comfortable on an Air Force Base.

GE-1

Thanks for reading this.

Joe Bredau
Patricia Bredau

[redacted]

I sent this by email, but it was not accepted. Joe Bredau

NP-40

3/4/2012

Final
June 2012

A1043 TU

The Air Force Invites You to Attend Public Hearings for the Proposed Pilot Training Center and Basing of F-35A Training Aircraft EIS

The U.S. Air Force invites you to attend public hearings to learn about and provide comments on the Draft Environmental Impact Statement (EIS) for the proposed establishment of a Pilot Training Center and associated basing of F-35A training aircraft at one or more existing Air Force or Air National Guard installations within the continental United States, Tucson International Airport Air Guard Station is one of four locations currently under consideration.

THE AIR FORCE REQUESTS YOUR INPUT!

- Attend any of the three public hearings and submit oral or written comments. Air Force representatives will be available during the open house session to provide information and answer questions related to the Draft EIS.
- Visit the project website at www.F-35ATrainingEIS.com to learn more or to download a copy of the Draft EIS.
- Visit the Copper Queen, Safford City-Graham County, San Carlos, Sierra Vista and Valencia public libraries to view a paper copy of the Draft EIS.
- Submit written 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 must be postmarked or received by March 14, 2012, for consideration in the Final EIS.

Public Hearings

Open House Information Session: 5-6 p.m. Presentation/Formal Comment Session: 6-8 p.m.

Feb. 21, 2012 Windemere Hotel & Conference Center Grand Ballroom 2047 S. Highway 92 Sierra Vista, AZ 85635	Feb. 22, 2012 Holiday Inn Hotel & Suites Tucson Airport North Ballroom 4550 S. Palo Verde Road Tucson, AZ 85714	Feb. 23, 2012 Tucson Jewish Community Center Auditorium 3800 E. River Road Tucson, AZ 85718
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A1044 BO

Charles & Francie Link

March 6, 2012

David Martin & Kim Fornof
HQ AETC/A7CPP
266 F St. W., Bldg. 901
Randolph AFB, TX 78150-4319

Re: Relocation of F-35s

Dear M. Martin & M. Fornof:

In response to the proposal to base F-35s at Gowen Field in Boise, ID . . . No! No! No!
An urban environment is no place to be flying fighter jets with such high documented noise levels. And a responsible government that wants to protect its citizens shouldn't even consider a base next to any urban developed area, regardless of its size.

GE-4
NO-37

If the strategic placement of this base indicates that Idaho is a preferred location, why not Mountain Home AFB, located miles from the nearest populated density? It stands to reason that MHAFB was established at that site primarily due to its open and expansive geography.

GE-12
GE-1

Sincerely,

Charles & Francie Link
Charles & Francie Link

Final
June 2012

A1045 LU

LeRoy Watts



March 6, 2012

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

Dear Mr. Martin and Ms. Kornof,

I am writing this letter to express my concerns about the F-35A jet coming to Luke Air Force Base, Arizona. My concerns are in two areas.

First, the noise. I have no idea about how loud the F-35A is. I have heard from twice as loud to as much as ten times as much. The same amount of noise as the F-16 is too much. It is impossible to hold a conversation on a cell phone in our back yard if a F-16 is taking off to the North. The landing of a F-16 is a nuisance, particularly late at night.

NO-1
 NO-8
 NO-3

I would suggest that as many as possible F-35As be brought to Luke and make takeoffs and landings. The noise levels could be measured and compared to the F-16.

GE-2

My second area of concern is the wisdom of flying a supersonic high powered jet aircraft with a pilot trainee over highly populated areas such is found in the Western Phoenix area. Since moving to Sun City in 1998 there have been at least 20 crashes of F-16s. It is fortunate that none of these have been a populated area.

SA-2

Thank you for your consideration of these concerns.

Sincerely,

LeRoy Watts

A1046 BO

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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- 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: aetlc.a7cp.inbox@us.af.mil

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Name: DANIEL BENAMINCO
 Organization/Affiliation: HONOR BOMBER
 Address: [REDACTED]
 City, State, Zip Code: [REDACTED]

Comments: The impact will be tremendous if allowed.

The Draft F-35 Environmental Impact Study for the Boise, Luke, Tucson, and Holloman Air Force Training sites is seriously flawed with errors, omissions, and shoddy work, and cannot be used as the basis for the Final EIS or NEPA Recorded of Decision. There are too many serious deficiencies that must be addressed first as outlined in the list below. I am requesting an indefinite stoppage/postponement of the NEPA process until the deficiencies in the Draft EIS are corrected.

NP-13

1. There are no definitive DB loudness boundary maps, studies or numbers published for the F-35s. Perform them if you have not done so, or publish them if you have them. As the off-site loudness has been shown to cause hearing damage, it is essential that the area maps show DB magnitudes at all sensitive locations. These measures or estimates already exist since they are required to develop the DNL measures which are listed for all sensitive locations.
2. Over 10,000 residents will find their homes reclassified as "Not Suitable for Residential Use" if the F-35s are brought in. This will result in millions of dollars of lost property value. It is essential that a full house by house appraisal and valuation be done. Who is responsible to do this?
3. Over 1,000 residents will be exposed to very high noise levels due to the unusually close proximity of residential houses to the runways. 1,400 afterburner take offs will occur annually. It is essential that a full noise study be done of the afterburner noise situation.

NO-4

SO-2

NO-4
 NO-5

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.

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A1046 BO

- 4. 4 schools and 13-day care centers will be in very high DNL and noise magnitude areas. What mitigations will be done to avoid deteriorating learning levels? This must be studied in depth. NO-95
EJ-1
- 5. The world health organization states that DNL levels of 50 and above can cause health and mental problems. It is essential that the EIS include boundary maps for 50DNL, 55 DNL, and 60 DNL. NO-4
- 6. Several thousand residents will be exposed to DNL and sound magnitudes above the 65 DNL. Multi DNL boundary maps and studies are needed for 70 DNL, 75 DNL, 80 DNL, 85 DNL, and > 85 DNL. Also, what mitigations will be used to avoid the severe health, mental, and financial impacts. NO-4
NO-11
NO-6
GE-20
- 7. In order for individual homeowners to understand their options, a residence by residence list of all properties and any and all Avigation Easements that encumber each property is required. SO-2
- 8. Present clarification of the "No Action Alternative." Does this mean all four locations will continue to be candidates for basing F-35s as additional planes become available? DO-1
- 9. What are the next steps in the bed down process after the final EIS? Will actions be taken to reconcile the airspace and land use conflicts that are identified in the EIS? Will Joint Use Land Studies be authorized? Will zoning ordinances in conflicted areas be enforced. Will rezoning occur? Will a program be initiated to move residences out of the 65DNL, 70 DNL, 75 DNL, 80 DNL, 85 DNL, and > 85 DNL areas identified in the EIS? NP-1
LU-1
SO-3
- 10. Will the Air Force bring several F-35s to Boise to conduct a typical daily training routine of 50 sorties. Take off 5 times under full afterburner. Take off and land at night 5 times. Measure the loudness. Let the residents of all of the Boise Valley hear the future for themselves. If the Air Force is unwilling to do this, please list the reasons why. GE-2
- 11. The EIS states that the F-35s I Boise will contribute over 250 tons of Carbon Monoxide to the area around the Boise Airport. This is over 250% more than allowed by EPA rules. The Air Force mitigation is to request an exemption from the rule. This does nothing to address the CO impact. Analysis of the health impacts on residents, especially children is required, as are the financial impacts of Boise becoming EPA non compliant on Air Quality standards. AQ-3

A1047 BO

**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
HQ AETC/A7CPP
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Fax: 210-652-5649
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Name: Dan Buerstetta

Organization/Affiliation: _____

Address: * _____

City, State, Zip Code: _____

Comments: I am Against placing the F35 program at the Boise T.D AG's location. The EIS is flawed incomplete, lacking meaningful sound analysis - DNL Does not Adequately portray the real life impact of sudden surges of sound (F-35 Flyovers) that have a profoundly negative impact on health, quality of life and property values. The EIS does not factor the negative cost of sound attenuation retrofitted to schools, 24 hour hospitals, churches and residences into the projected state and federal budgets, nor does it consider the substantially reduced tax revenues result from diminished Property Values, Nor the impact to MICRON to attenuate vibration from F-35 Flyovers Above their Vibration sensitive ^{computer} chip

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Final
June 2012

A1047 BO

Manufacturing facility. The EIS does not place a value on loss of enjoyment of the 6900 Acres negatively impacted by the F35 program. The EIS does not factor in the cost to build schools and hire teachers for the projected (upto 1715) Additional ~~at~~ students. The EIS sampled only 4 schools, All of which (under scenario B3) Failed to meet (ANSI) standards for new school construction, if more schools were sampled would they also not meet ANSI standards?

Under Table 2-12 Comparative Summary of Environmental Consequences Boise AGS ranks last (ie least desirable relative to the other potential F35 locations) in: Airspace control scheduling, # of persons affected by ≥ 65 dB DNL - 10,119 persons (and more realistic military traffic patterns would indicate ^{even} more), Speech Interference (dramatically greater 900%), ANSI school construction (up to double other locations), Sleep Disturbance (double the next worst location to potential hearing loss (other locations either None or a reduction, Boise AGS ^{expect an} increase. Subsonic noise (Boi AGS is worse than 3 of the 4 other locations). Supersonic noise Boise AGS would be worse than 3 of the 4 other locations. Carbon Monoxide exceeding 100 Tons/year (Boise AGS is worse than 3 of the 4 remaining sites. NOX PSD - Boise AGS is worse than 2 other locations, and would increase Boises NOX PSD over baseline. 104 Special Use Land Management areas will be negatively impacted by F35 noise - that's that anywhere from double to quadruple the number of areas affected at the non Boise locations, Increased demand for teachers relies on tax revenues when property values will plummet due to F35 noise and pollution. More law enforcement, fire fighters and medical professionals will be needed just as property taxes will generate less money to pay for such services due to F35's negative impact on property values. Boise will have over 10 times the number of child care centers affected by noise levels requiring expensive noise attenuation. but the costs are not et. h. d. i. c. \rightarrow 18 DNL

SO-7
SO-13
SO-37
GE-1
SO-38
GE-20

A1048 BO

United States Air Force
Public Hearing Comment Form
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: Connor Buerstetta

Organization/Affiliation: _____

Address: * _____

City, State, Zip Code: _____

Comments: The EIS comparative ~~study~~ summary of environmental consequences Table 2-12, Boise ranks last on 35 of the 115 categories, it more or less equals the other locations on the 80 remaining categories. This (per the is study, makes it the least desirable location, not even considering the huge cost to modify the site (more costly prep than two other locations). Pilots might not get the best training in Boise because they may have to refrain from full power takeoffs due to pollution (we are often close to non attainment states which would require pollution curbing action - to possibly reduce or eliminate afterburner takeoffs. Not a good training scenario! The same holds true for sound - pilots may have

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.

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GE-1
AQ-19
NO-29

Final
 June 2012

A1048 BO

to throttle back or change the takeoff or approach directions (necessitating an expensive southern Runway), Again throttling back, and or NO Afterburners makes for A poor training scenario.

AQ-19 NO-29 cont'd

Boise is located in a populus valley prone to trapping Air Pollution and winter Inversions are common and unhealthy, the F35 would contribute in a significant way to the pollution problem.

AQ-1

Property values of homes and even businesses would plummet when subjected to noises by your data (sound doubles w every 10 Db) and the F35 will ~~be~~ produce Double, or (quadruple with afterburners) the noise of the already too loud F15, F16's.

SO-1

NO-1

Some schools and many daycares (13) could not be sound proofed enough to remain open (per the EIS Data)

EJ-1

Please don't bring the F35's to Boise ID - EVER!

GE-4

A1049 BO

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



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Name: Sharon Larson
Organization/Affiliation:
Address:
City, State, Zip Code:

Comments: Boise is the worst site for F35 training - the other 3 locations are much better - per the EIS Table 2-12.

The unbearable noise would impact way more people at the Boise location than at any of the other locations. It would negatively impact more schools and Day Care Centers than other locations

GE-1

The noise would reduce property values affecting (negatively) more homes than other locations - as well as more schools and daycares than other locations.

Please print - Additional space is provided on the back

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A1049 BO

Costs to modify BAG (Gowen Field) is higher than other locations.

Pilots would possibly have to curtail their use of Throttle and or Afterburner to reduce noise and pollution over our city ^{which is} directly adjacent to Gowen field.

The F-35's will never be a good fit for Boise!

A1050 BO

GE-1 cont'd

AQ-19 NO-29

GE-4

March 8, 2012

Attn: David Martin and Kim Fornof
HQ AETC/A7CPP
266 F Street West
Bldg. 901
Randolph AFB, TX
78150-4319

RE: F-35 Proposal / Gowen Field, ID

To Whom It May Concern:

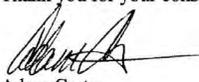
I am writing to you to express my concerns and reservations regarding the bid for the F-35 fighter jet at Gowen Field. I understand and appreciate the need for a strong and technologically advanced military, and have many friends and family members that served in the Armed Forces. That being said, the trade-offs and negative impacts Boise's citizens will face in order to accept this bid grossly outweigh the economic implications. The F-35's would greatly reduce the quality of life for thousands of families, decrease the value of their most prized asset, and place terrible burdens on the many local schools that would be affected by the detrimental increase in noise and pollution. As a Bench resident, father, and person who takes pride in his state and his home, I cannot support a move that infringes on personal freedoms while doing nothing to further protect life and liberty. It is unconscionable to think the military is considering locating the F-35 in a metropolitan area and doing measurable, irreparable harm to people and children when there are so many viable options that would not encroach on the liberties of the citizens that fund it.

NO-36
NO-11
SO-1
EJ-1

GE-4

GE-1

Thank you for your consideration,



Adam Carter
Boise Resident

Final
June 2012

A1051 BO

United States Air Force Scoping Meeting Comment Form F-35A Training Environmental Impact Statement



Please record your comments on this form to let the U.S. Air Force know what environmental factors you want considered in the development of the F-35A Training Environmental Impact Statement (EIS). You may submit your comments by:

- 1) Depositing this form at the Comment Table before you leave tonight.
2) Mailing this form to: Mr. David Martin, HQ AETC/A7CPP, 266 F Street West, Bldg 901, Randolph AFB, TX 78150-4319

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Name: Jessica Tornga
Organization/Affiliation:
Address:
City, State, Zip Code:

Comments: I am opposed to the F-35A training base in Boise ID based on the following. I live in an area of high impact within half a mile of the airport. The noise will disrupt sleep, cause hearing loss, and decrease property value. If this is implemented I expect full compensation for our property or a plan to move/build a proposed unway 1 1/2 miles south for airforce use.

GE-4
NO-3
NO-5
SO-1
SO-11
DO-35

Visit www.F-35ATrainingEIS.com for project information and to download a copy of this comment form.

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

A1052 BO

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:

- 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

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.

Name: RAGA Nielson Smith
Organization/Affiliation: Home owner Sunrise Rim Rd
Address:
City, State, Zip Code:

Comments: I went to a public hearing where comments from the public were presented; where most present were AGAINST the F-35A coming to Gowan Field. I Agreed with them!! My property is much to close to the flying area and I feel my property values will plummet, the noise prohibitive. Will you buy me new windows for my old house? My question is - why cant this project be "built" in the desert OR put at Mt. Home AirForce Base with an expansion & provision there.

GE-4
SO-1
NO-17
GE-1

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.

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



A1053 BO

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: VICKI KELLERMAN

Organization/Affiliation: _____

Address: * _____

City, State, Zip Code: _____

Comments: I STRONGLY OPPOSE LOCATING THIS FACILITY IN OR AROUND BOISE OR ANY OTHER ESTABLISHED RESIDENTIAL COMMUNITY. IT APPEARS TO HAVE IMPACTS INCONSISTENT WITH OUR EXISTING QUALITY OF LIFE. THE NOISE, IMPACT ON VISUAL RESOURCES, AND THE WILDLIFE, INCLUDING THE SNAKE RIVER BIRDS OF PREY AREA, ALL CONCERN ME.

GE-1

NO-36

BI-5

Vicki Kellerman

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.

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



A1054 BO

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.
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David Martin, Air Force Contractor, and Kim Fornof
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Name: DAVID L. SMITH

Organization/Affiliation: SUNRISE RIM RD (RESIDENT)

Address: * _____

City, State, Zip Code: _____

Comments: A GREAT AIRPLANE FOR A RURAL, ISOLATED AIR FORCE BASE SUCH AS MOUNTAIN HOME AIR FORCE BASE, IDAHO – NOT FOR BEING BASED ON THE EDGE OF IDAHO'S CAPITAL CITY. THE QUALITY OF LIFE IN BOISE WILL NOT BE ENHANCED BY THE NOISE & AIR POLLUTION FROM THE F-35

AS A SINGLE AIRMAN IN THE 1960s I LIVED ON/AND WORKED ON THE F-104C, D+G LOCKHEED STARFIGHTER. AT GEORGE AFB, CALIFORNIA IN THE MOJAVE DESERT. THE HOWLING AND SCREAMING FROM IT'S J-79 ENGINE AND AIR BYPASS FLAPS WAS VERY MILD COMPARED TO THE DECIBELS OF NOISE FROM THE F-35. WE BOISE RESIDENTS PUT UP WITH KLAMATH FALLS F-15'S 2 Summers AGO. IT WAS FOR A SHORT DEFINED PERIOD OF TIME OF 6 MONTHS

NOT DECADES

GE-1

NO-36
AQ-1

NO-1

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.

A1054 BO

A1055 HO

IN THE PAST HISTORY OF MILITARY AIRCRAFT AT BOISE, WE HAVE HAD TWIN ENGINE FIGHTERS HERE. IF + WHEN A FLAME OUT OCCURED THESE TYPE PLANES HAD POWER TO "GO AROUND". IF THE F-35 FLAMES OUT IT WILL BE CRASHING INTO COLUMBIA VILLAGE HOUSEING, MICRON COMPUTER FACTORY OR COSTCO OR WALMART KILLING MANY PEOPLE !!

SA-1

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

Name: Jack Kinsey
 Organization/Affiliation: Weed Resident
 Address: [REDACTED]
 City, State, Zip: [REDACTED]
 Comments:

It is a true shame, even having to voice opposition to the destruction of the silence in the Southern Sacramento Mountains.

GE-4

I understand and truly do appreciate the need of a military and a prepared defense. But is it required for all the citizens to be subjected to a daily noise assault. Was it ever even imagined as part of what it means to live in America? It is doubtful and for sure over reaching.

NO-1

Having read parts of the draft EIS and attend a public forum it is very disheartening how all the concerns of the many residents in this large area of the Southern Sacramento Mountains were left unaddressed. Their concerns probably never will be addressed, it seems a Blind agenda, and the people of the U.S.A. lose. But so eventually will the military complex with an angered, dis-Illusioned electorate, voting with their smaller and smaller pocket books. Whether unable or unwilling to respond to the citizens concerns in this area, it can not even be regarded as a lowly denial of facing the truths of your oppressive actions.

NO-2

Have **you** or your superior ever even spent some quality time here in the Southern Sacramento Mountains, felt the peace and tranquility? To try to understand what this environment and the people are like, that which makes it thrive? Then to destroy the very principle you are sworn to protect "peace" with sonic booms & low flights, it seems a very odd & irrational behavior. Things we will remember when we vote.

NO-16

It appears there is no common sense in these times when it comes to some branches of the government, justifying and ramming their "needs" & agenda over the very people they are to support & are employed by. Where did understanding, honor and decency go?

GE-13

On closing it must be mentioned again the potential hazards (iterated and illuminated by many already, innumerable times) of fly over's & sonic booms to human beings, livestock, property and reduced property values. It is a crime on this humanity, you can help, & it should be put to a stop **now**?

SO-1
BI-5
NO-6

A1056 TU

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

RE: Proposed Pilot Training Center and Basing of F-35A Training Aircrafts EIS/
Tucson resident concerns

Dear Sirs:

What?! There is a proposal to bring a louder airplane (the F-35) to Tucson. Are you insane!!!

Look, my family has lived in this neighborhood since 1962. The airplanes flying overhead have significantly increased over the years and they keep getting louder and faster. I would say the noise is unbearable, and has been unbearable for a long time now, with all the touch and goes (the circle patterns) the airplanes fly right over our rooftops. Also, it is quite dangerous!!! I've had it when my 3 year old son comes running into the house with his hands covering his ears and crying with fright as a roaring F-16 flies touch and goes, once again doing the circle pattern, just above our house. It was just so, so loud and so very low! It was just plain scary for both of us.

NO-8
SA-4

It's really hard to enjoy our time outside when the airplanes flying overhead sound like they're tearing up the sky. Not to mention the damage that has been done to my house with countless cracks in the drywall and foundation. Our property value has decreased and I can even smell the exhaust fumes from these airplanes. Why are these planes flying over a heavy populated city like Tucson anyways? I am totally against the Operation Snowbird program, the Search and Rescue program, and especially the proposed F-35 program flying over a highly populated city like Tucson, Arizona. I feel there are other bases or areas that can support these programs that are not in a highly populated city like Tucson. Have you thought of alternative sites for these programs? It could then be a win-win situation for everyone if these programs were located at fields with little urban development and would put citizens at low or no risk.

NO-18
NO-12
SO-1
DO-19

GE-1

Sincerely,

Judy Ham
Judy Ham



A1057 BO

March 3, 2012

David Martin/Kim Fornof
HQ AETC/A7CPP
266 F St. W. Bldg. 901
Randolph AFB, TX 78150-4319

Re: Flap over the F-35

Just to let you know many people in Idaho would love to have the F-35s up here. I think there is something so beautiful watching those jets and hearing them. They represent our freedom and I would very much support those airmen and their jets.

GE-3

My understanding is they would be training out over the desert anyway. We live outside a little town called Middleton in a agriculture community, about 25 miles from Boise. We have crop dusters come sometimes 10 feet over our house when they are spraying the fields, and also fly at night with the big lights on the planes. They are always fun to see and the kids wave at the pilots. After a couple of fly overs we don't pay any attention to them, we just hope they don't hit any phone or power lines.

Good luck to you all!
Sally Ponath
Sally Ponath

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



A1058 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 Forno
 HQ AETC/A7CPP
 266 F Street West, Bldg. 901
 Randolph AFB, TX 78150-4319
 Fax: 210-652-5649
 Email: aetca7cp.inbox@us.af.mil

All comments on the Draft EIS must be postmarked or received by March 14, 2010, 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: MARY D. BURKE

Organization/Affiliation: _____

Address:* _____

City, State, Zip Code: _____

Comments: Yes, please continue the LUKE AFTS mission by bringing in the F-35A's for training.

GE-3

I come to San City, AZ as a Navy Vet and as a widow of a retired Navy Chief to be close to LUKE for military privileges and services - ie: PX, Commissary and 56th Medical Group.

I have been near US Navy flight training since 1955 - I want to hear them.

Sincerely Mary D. Burke

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.

United States Air Force
Scoping Meeting Comment Form
F-35A Training
Environmental Impact Statement



A1059 BO

Please record your comments on this form to let the U.S. Air Force know what environmental factors you want considered in the development of the F-35A Training Environmental Impact Statement (EIS). You may submit your comments by:

- 1) Depositing this form at the Comment Table before you leave tonight.
- 2) Mailing this form to:

Mr. David Martin
 HQ AETC/A7CPP
 266 F Street West, Bldg 901
 Randolph AFB, TX 78150-4319
 FAX: (210) 652-4266

All comments must be postmarked or received no later than April 5, 2010, to be considered in the Draft EIS.

Public comments are requested pursuant to the National Environmental Policy Act (NEPA), 42 USC 4321, et seq. All written comments received during the comment period will be considered during Draft EIS preparation. Your provision of private address information with your comment is voluntary. Your private address information will not be released in the Draft 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 Draft EIS distribution. Failure to provide such information will result in your name not being included on the distribution list.

Name: Bruce H. Bergqvist

Organization/Affiliation: Homeowner in Impact Area

Address:* _____

City, State, Zip Code: _____

Comments: _____

I have lived in S.E. Boise for over 40 years in close proximity to Gowaw Field. I have never been bothered by airplane activity. In fact I totally enjoy anytime the Air Force uses Gowaw Field for training.

I totally support the concept and implementation of a F-35A wing in Boise. If any noise or activity bothered me I would choose to move, what a concept!

GE-3

Bruce Bergqvist

Visit www.F-35ATrainingEIS.com for project information and to download a copy of this comment form.

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

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



A1060 BO

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 AETCA/A7CPP
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 Fax: 210-652-5649
 Email: aetc.a7cp.inbox@us.af.mil

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Name: Barbara Schenk
 Organization/Affiliation: Resident of Boise Idaho
 Address: * [REDACTED]
 City, State, Zip Code: [REDACTED]
 Comments: _____

I live in an area that is designated as Not Suitable for Residential Use based on the Air Force's EIS for Boise Idaho. Based on my past experience with the F-15's which were assigned to Boise on a temporary basis, it is not a good idea to base F-35A Training in Boise, Idaho. In my opinion, the F-35's would make the entire valley not suitable for residential use. The F-15 noise level made it impossible to carry on a conversation in person or on the telephone. My home has interior cracks that were not there prior to the F-15's assignment in Boise. GE-4
SO-1
NO-3
NO-12

Gowen Field and the Boise airport are situated in a residential/business area and therefore not suitable for this type of training. Placing the F-35's here would severely impact our way of life. While I am as patriotic as anyone, this is not the correct location for this type of aircraft. GE-1
NO-36
GE-1

Please place the F-35A training base in another location. We don't need further losses to our home values, poorer air quality, and other negative impact from the F-35's. GE-1
SO-1

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.

A1061 TU

NO F-35!
 JENNA BLACK
 TUCSON AZ 857
 [REDACTED]
 TUCSON FORWARD



HQ AETCA/A7CPP
 Attn: David Martin, AF Contractor
 & Kim Fornof
 266 F St. West, Bldg. 901
 Randolph AFB, Tx. 78150-4319

NO F-35 Basing or Training Flights in TUCSON!



I feel there is significant Missing information about Safety impacts in this DEIS! As well as noise and energy impacts.

NP-13

A1062 TU

Mr. David Martin and Ms. Kim Fornof
Air Force Contractors
HQ AETC/A7CPP
266 F Street West, Building 901
Randolph Air Force Base, Texas 78150-4319

*Already
e-Mailed*

March 12, 2012

Dear Mr. Martin and Ms. Fornof,

Thank you for giving us the opportunity to comment on the F-35 DEIS for the AGS at Tucson International Airport (TIA).

I came to Tucson in 1947 and have seen many changes. My father was the Pima County Engineer and he paved many of the dirt roads in what was a friendly town where everyone knew each other. Unfortunately, many things have changed. One of them is that the relationship between the community and military installations has become contentious as more and louder aircraft were brought in by the Air Force. As a result of this conflict, two committees were formed to address the growing problem: The Military Community Compatibility Committee, MC3, (2005) and the Military Community Relations Committee, MCRC, (2007-present). Although endless meetings have been held, neither committee has been able to come up with any significant solutions to a situation in conflict. There is sentiment that the ongoing MCRC is simply a PR venue as little of value has come out of this committee that was convened by the Air Force. The 162nd doesn't bother to participate in the MCRC. The 162nd also doesn't seem to have a well-advertised system for the public to report noise complaints.

GE-13

Tucson is unique in that there are two military facilities in the center of the City. Tucson International Airport (TIA) and Davis-Monthan (DM) are located less than five miles apart necessitating a waiver from the FAA. Bringing the F-35 to TIA will not only negatively impact our commercial airport and the surrounding area, but it will also negatively impact the entire central city as the F-35 will periodically circle over urban Tucson when landing at D-M. In the materials provided at the scoping meetings, it was made clear that the F-35, if assigned, would be using the D-M flight path and facilities from time to time. The F-35s, if stationed at TIA, would have to fly to D-M to load live ordnance as this type of ordnance can't be stored at TIA. The EIS doesn't adequately mention the shared and separate airspace of the two air facilities. TIA is not only encroached by residences, businesses, schools, and churches, their airspace is also encroached by D-M airspace. It is possible that there may one day be an increase in commercial flights in an improved economy.

AM-4

NO-11

DO-30
NO-59
CM-6

Since two devastating crashes in Tucson, one in the late 60s. and the other in the early 70s near the University of Arizona (UA), the community and elected officials have tried to solve the problem of conflict with the community involving noise and safety concerns related to the military over flights. The plane that crashed near the UA, incinerating two sisters on the ground, was also a single engine aircraft, as is the F-35.

SA-2

One proposed solution presented in the 80s by then-Congressman Morris Udall was to move some of the aircraft from TIA and Davis-Monthan to the less encroached Pinal Air Park near Marana. This never happened. Another possible solution presented in the 90s was to move the D-M runway toward the SE. The State of Arizona and City of Tucson put up \$40M which was to be matched by the Air Force. See attached newspaper article. Sen. John McCain announced in the

A1062 TU

late 90's that costs had gone up and that the matching funds were no long available. The D-M AICUZ and the City of Tucson Arroyo Chico Area Plan both mention that military aircraft should avoid flying over populated areas, but this goes on everyday from both TIA and D-M.

SA-1

Tucson is located approximately 50 miles from the Mexican border and has a large Hispanic population. The EIS Environmental Justice section for the Tucson AGS mentions a disproportionate negative impact of the F-35 training on low-income and minority populations and yet there were no educational materials or notifications of the EIS scoping meetings or public hearings in the Spanish language.

EJ-5

The choice of location for the third public hearing was the Jewish Community Center in the lower Foothills of Tucson. The Tucson Foothills area is home to many local business people. The Foothills almost never experiences military over flights. Why was this site chosen for a public hearing on the environmental impact of basing the F-35 at TIA? Wouldn't it have been more appropriate to choose a site closer to TIA nearer the population that would be placed in the "not compatible with residential use" zone? The Tohono O'odham Indian Nation has a casino and hotel with adequate facilities which local Air Force personnel have booked in the past. This facility would be part of the high-noise zone should the F-35 come to AGS Tucson. Holding the public hearings at such a location would have presented an opportunity for those attending to experience the present noise from the aircraft at TIA.

NP-4

The DEIS doesn't clearly lay out where the F-35s would be flying. There are no maps of the ground tracks for the aircraft so that the public doesn't know if the flight path might be near their homes. There are no maps of the high accident-potential zone due to the lack of safety data on this new untried single-engine jet. This EIS could open the door to other F-35s that would be part of ANG Operation Snowbird or HLS Operation Noble Eagle; both programs include aging F-16s.

DO-23
NP-13
DO-29

The EIS doesn't tell the community how loud the plane will be in a valley surrounded by mountains. The fact that the noise data was abruptly altered makes the public suspicious. Why the noise data was changed or what the methodology used that this data was altered so significantly and abruptly isn't explained in the EIS. Will foreign pilots learning to fly be able to consistently duplicate the flight conditions used in the altered computer modeling contained in the Errata sheet?

NO-38

NO-21

SA-28

Pima County administrator, Chuck Huckelberry, wrote a letter on March 2, 2012 promising \$25M and more from yet to be approved bond funds for sound attenuation of homes near both D-M and TIA. This offer was made at the urging of local business groups, not in response to requests from those living in the impacted areas. Many of these residents would prefer fewer and less noisy military over flights. The proposed funding Mr. Huckelberry mentions would come from a bond election that has little possibility of passing in these economic times. Also, there is question of the Pima County bonding process: http://www.yourwestvalley.com/valleyandstate/article_7eca10be-693e-11e1-9ffc-001871e3ce6c.html

NO-74

When dealing with the extreme noise levels of the F-35, the possibility of any type of acceptable migration for homes and schools near the Tucson AGS is questionable. The Air Force has had difficulty developing a helmet for the F-35 pilots to protect their hearing. The Davis-Monthan Air Force Base/Tucson/Pima County Joint Land Use Study of February 2004 states on page 5-8 "Noise attenuation may mitigate the effects of the average noise exposure (as expressed in Ldn), on these uses; however, it is important to note that single-event noise levels at significantly higher decibels would not be fully mitigated."

NO-103

F-35A Training Basing Environmental Impact Statement

The EIS doesn't present reasonable alternatives for the F-35 beddown at TIA. Less encroached locations such as Pinal Air Park or Gila Bend Auxiliary Field are never seriously addressed. The Gila Bend Air Force facility is adjacent to the Barry Goldwater Range and would in the long run save on fuel costs off-setting any development funding needed for improvements. It is estimated that the cost of flying the F-35 would be in a range of \$30,000-\$35,000 per hour.

DO-66

The way the DEIS is structured it is very difficult for the public to understand and isn't adequately explained in the document or in educational materials. The concept of "filtering" isn't likely one that those who may be impacted will understand. The structure of the EIS should have been more clearly explained. It gives flexibility to the Air Force, but it could leave the public "flapping in the wind" in the future.

GE-18

Having read the F-35 Joint Strike Fighter Concurrence Quick Look Review of November 29, 2011, it is clear that this aircraft is not ready for an EIS. In addition to the flaws cited in the Concurrence document, a recent 90-minute test flight at Eglin AFB had to be terminated after 15 minutes due to concern about a fuel leak. This plane is not ready for an EIS. The present EIS needs to be terminated until such time as this new electronic single-engine aircraft is ready to fly safely over an urban area. The EIS is premature. Many have asked for a fly-over of the F-35 so that citizens can see how loud it actually is. Arizona Sen. John McCain, Former Congressman Giffords and other elected officials have asked for a fly-over. When the testing is completed and the aircraft is deemed safe, this is something that should be done prior to another EIS.

GE-2

Although a 45-day extension of the EIS comment period may be helpful, an EIS can't realistically be done until the public has more information about this aircraft and where exactly it will fly.

NP-12
NP-13

Respectfully,

Anne Gomez

Anne Gomez



- Cc: Sen. John McCain
 Sen. Jon Kyl
 Congressman Raul Grijalva
 Chairman Ramon Valadez
 Supervisor Ann Day
 Supervisor Sharon Bronson
 Supervisor Ray Carroll
 Supervisor Richard Elias
 Administrator Charles Huckleberry
 Mayor Jonathan Rothschild
 Vice Mayor Karin Ullich
 Councilmember Steve Kozachik
 Councilmember Regina Romero
 Councilmember Richard Fimbres
 Councilmember Shirley Scott
 Councilmember Paul Cunningham

A1062.TU

Friday, January 21, 1994

Tucson Citizen

5A

New D-M runway cost projected at \$42 million

Continued from 1A

accidents that occur within 10 miles of a base happen on the runway or within the zones. But there are areas 3,000 feet wide and 15,000 feet long at the ends of every runway that are the sites of more than 15 percent of all Air Force accidents, including those far away from a base.

Keen Elementary School, 3538 E. Ellington Place, and a host of homes are located in the Accident Potential Zones northwest of D-M's runway, about 1 1/4 miles from its end.

Consultants considered buying out that property, demolishing the buildings and then reselling the land for certain industrial uses deemed fit for the zones.

But that plan would have cost up to \$140 million, including \$124.5 million to buy the homes, up to \$3 million for condemnation appeals, \$3.4 million for demolition, up to \$4 million for relocating the families and \$5 million to relocate Keen Elementary.

Some of that cost would have been recovered by the resale of the land for anywhere from \$5.6 million to \$10.5 million, the study said.

But buying out the homes could take years because of legal challenges, and the neighborhood disruption would be huge, officials said.

The option local and state officials are seriously considering is to build a second runway beginning 1,000 feet west and 7,000 feet southeast of the first. The first runway would start 8,000 feet farther

to the southeast and would be extended by 4,500 feet.

The old and new runways would be a little more than 10,000 feet long. That is the average length of Air Force runways, officials said. D-M's is 3,000 feet longer than average, possibly to compensate for the extra amount of time it takes to get aloft in very hot weather.

In emergency missions, the Air Force could use all 18,000 feet of the old runway. That would help for operations like 1991's Desert Storm, consultants said.

Transport flights leaving here during the summer could carry a full load of crew members, but not a full load of fuel, because the hot air requires more runway length for takeoff.

With the extra runway, transports could have carried full complements of people and fuel with no problem, consultants said.

Building the new runway and altering the old one would cost about \$42 million, consultants estimate. That includes about \$8 million for building the runway and up to \$4 million for extending the current one.

A new control tower, fire station, lighting system and barriers would cost about \$5 million and the design would cost up to \$2 million.

The study said 362 acres to the southeast of D-M would have to be bought to make room for the new runway. Some industrial buildings and the Pima Air Museum main building and parking lot would probably have to be moved, for a cost of about \$1.5 million. East Val-

D-M runway project on hold until status of base is certain

By HEATHER NEWMAN
Citizen Staff Writer

No ground would be broken on a new Davis-Monthan Air Force Base runway until local officials were certain the base would not be closed.

The tentative construction plan for the new runway has the selection of a contractor scheduled for July 1995, the same time the next Pentagon base closure list is expected to come out.

The design would be done by then, at a cost of \$1.5 million. But if all went according to plan, construction would begin in October 1995 and finish in October 1996.

To pay for the new runway and other changes, a proposal

being considered has the state putting up \$21 million of the \$42 million total, probably from the general fund.

The other \$21 million needed would be raised by the city of Tucson and Pima County, possibly through a bond election held by the Industrial Development Authority. Each government would be responsible for paying back one-half of the bonds.

That would add up to \$1.5 million a year each for the city and the county. For the city, that would probably have to come from the general fund, officials said.

Property and sales taxes in the general fund go to pay for parks projects, police and fire departments and most other city operating expenses.

lencia Road, which curves up toward the base on its south side, would be straightened (moving it south about a quarter mile) for a cost of \$16 million.

The second-runway option is the cheapest being considered.

Other options the consultants considered, but rejected, were:

- Just buying the houses in a part of the zone where crashes were most likely to happen. That did not do enough to solve D-M's encroachment problems, officials

way to get operations to move somewhere else, officials said.

• Moving the existing runway far enough southeast to bring the encroachment zones onto D-M land. That option was rejected because of the cost of moving East Valencia Road far out of its present course, for a total cost of more than \$57 million. It also added 31 percent to the taxi time necessary for D-M planes to take off.

(The option considered now would cut taxi times by 7 percent because the end of the runway would be closer to hangars.)

Consultants were hired in 1990 using money from the city, Pima County, the Greater Tucson Economic Council, a group of business leaders and Davis-Monthan Federal Credit Union.

Including travel and expenses, consulting fees may have reached \$175,000 over the last four years, officials said. In that time, D-M escaped closure twice.

In 1991, sources said D-M was on the list of probable bases to close - just two weeks before the final list was published.

A tentative plan to pay for the new runway has the state putting up \$21 million, probably from the general fund. The other \$21 million would be raised by the city and county, possibly through a bond election held by the Industrial Development Authority.

Each government would be responsible for paying back one-half of the bonds. That would add up to \$1.5 million a year each for the city and the county.

For the city, that would proba-

bly have to come from the general fund. Property taxes in the general fund go to pay for parks projects, police and fire departments and most other city operating expenses, officials said.

But the majority of that money would not be spent until after the list of base closures has been released. The tentative construction plan for the new runway and the other changes has the selection of a contractor scheduled for July 1995, the same time the list is expected to come out.

The design would be done, at a cost of \$1.5 million, officials said. But no ground would be broken until it was sure that D-M would remain open. If all went according to plan, construction would begin in October 1995 and finish in October 1996.

Consultants examined how D-M stacked up after the 1993 cuts and suggested that fixing D-M's encroachment problem would be a big step toward fighting for the 66-year-old base's survival.

In a list of 10 similar fighter bases considered for closure then, D-M ranks eighth. It is the worst on the list in encroachment percentage, with more than 20 percent of its Accident Potential Zones overlapping residential land.

If D-M corrected its problem, it could rise to the far fourth on that list of 10, officials said. It would be behind Holloman in New Mexico, Tyndall in Florida and Mountain Home in Idaho, the study said.

The study was based on 500 factors that the Air Force uses to figure out a base closure list in 1993.

A1062.TU

Tucson Citizen

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\$42 million for D-M runway

• The proposed renovation would reduce risks at the base and possibly improve D-M's chances of avoiding the federal budget-cutting ax.

By HEATHER NEWMAN
 Citizen Staff Writer

It's a matter of economics. Buying out 2,100 houses and an elementary school northwest of Davis-Monthan Air Force Base to ease encroachment problems would cost up to \$140 million, according to a study for the city released yesterday.

That's a major reason consultants instead favor spending \$42 million for construction of a second runway at D-M to reduce the risk of a plane crashing into an area neighborhood.

If D-M is to survive the 1995 round of military base closures, its encroachment problems must be solved, officials say.

"Accident Potential Zones," which have existed here since the 1930s, became a major concern last year as the list of bases considered for closure shrank and the criteria for staying open toughened.

Encroachment is one of the factors the Air Force considers when trying to figure out which bases to close. And it is the biggest strike against Tucson in the battle to keep D-M open, sources close to the Air Force said.

That, combined with the allegation that D-M may be one of the cheaper bases to close, is keeping local officials on the offensive. They know D-M offers an estimated 15,200 total jobs and \$847 million in annual income to Arizona, including wages, spending and taxes.

D-M is the second-largest employer in Tucson, with 7,500 people on its payroll. The University of Arizona is first, with almost 10,000 positions.

The Air Force defines zones at the end of runways where accidents are statistically more likely to happen. About 75 percent of all

NEW, continued/5A

• No ground would be broken on a new Davis-Monthan Air Force Base runway until local officials were certain the base would not be closed 5A

A1062 TU

To whom it may concern:

I am concerned about the noise of the F-35 which is much louder than the F-16. The Air Force is predicting that the F-35 will be 21 decibel louder at an altitude of 1000 feet, at an altitude of 500 ft decibel louder. What will that do to our hearing? Sincerely yours,

NO-5

NO-1

NO F-35I *NO F-35I*

S. Stalla

NO F-35 Basing or Training Flights in TUCSON!

tucsonforward.com

HQ AETCA/ATCPP
 Attn: David Martin, AF Contractor
 & Kim Fornof
 266 F. St. West, Bldg. 901
 Randolph AFB, TX. 78150-4319

A1063 TU

A1064 TU

NO F-35I

Gary Stanfield
[Redacted]

HQ AETCA/A7CPP
Attn: David Martin, AF Contractor
& Kim Fornof
266 F St. West, Bldg. 901
Randolph AFB 78150-4319



NO F-35 Basing or Training Flights in TUCSON!

Our densely populated metro area would be adversely impacted.

EXCESSIVE NOISE & VIBRATIONS:

- | | |
|---|---|
| <input checked="" type="checkbox"/> Diminish quality of life NO-36 | <input type="checkbox"/> Damage tourist industry |
| <input type="checkbox"/> Threaten fragile ecosystem | <input type="checkbox"/> Damage building structures |
| <input checked="" type="checkbox"/> Reduce outdoor enjoyment of parks, sporting events LU-3 | <input type="checkbox"/> Damage hearing of residents |
| <input checked="" type="checkbox"/> Disrupt classes and activities at schools, colleges, universities EJ-2 | <input type="checkbox"/> Harm student concentration |
| | <input checked="" type="checkbox"/> Harm pets, Zoo & wildlife BI-5 |
| | <input type="checkbox"/> Reduce property values |

HEALTH, SAFETY AND ENVIRONMENTAL CONCERNS:

Utilizing completely new technology, with no history of safety records, would endanger the safety of residents, especially when pilots (many foreign) would undergo training in single-engine, single-piloted aircraft with live ordnance, and could fly off course. Proximity to civil air traffic would increase air crash risks. **SA-4**

A higher percentage of low-income and minority residents would be affected. **EJ-4**
Disproportionate, detrimental impacts would constitute environmental injustices. **AQ-1**
Increases in air pollution and noise would create negative health effects for all. **AQ-1**

PLEASE SCHEDULE FLY-OVERS BEFORE MAKING BASING DECISION **GE-2**

A1065 TU

NO F-35I

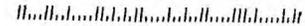
Anita Valdez
[Redacted]



HQ AETCA/A7CPP
Attn: David Martin, AF Contractor
& Kim Fornof
266 F St. West, Bldg. 901
Randolph AFB, Tx. 78150-4319

NO F-35 Basing or Training Flights in TUCSON!

tucsonforward.com



To whom it may concern:

I am concerned about the many schools, day care, churches, and places where people meet and greet who will be negatively impacted by the arrival of the F-35. What will be done about this negative impact?

**EJ-1
GE-20
NO-11**

Sincerely,
Anita

A1066 TU

NO F-35!

TUCSON AZ 857



Robin L. Reed

HQ AETCA/A7CPP
Attn: David Martin, AF Contractor
& Kim Fornof
266 F St. West, Bldg. 901
Randolph AFB, Tx. 78150-4319

NO F-35 Basing or Training Flights in TUCSON!

tucsonforward.com



IT IS UNCONSCIOUS TO
FLY THE F-35 OVER A
COMMUNITY OF 1 MILLION CITIZENS
SUBJECTING US TO INTENSE
NOISE LEVELS.
NO F-35'S

NO-11

GE-4

A1067 TU

NO F-35!

TUCSON AZ 857



HQ AETCA/A7CPP
Attn: David Martin, AF Contractor
& Kim Fornof
266 F St. West, Bldg. 901
Randolph AFB 78150-4319



NO F-35 Basing or Training Flights in TUCSON!

Our densely populated metro area would be adversely impacted.

EXCESSIVE NOISE & VIBRATIONS:

- Diminish quality of life **NO-36**
- Threaten fragile ecosystem **BI-2**
- Reduce outdoor enjoyment of parks, sporting events **LU-3**
- Disrupt classes and activities at schools, colleges, universities **EJ-2**
- Damage tourist industry **SO-7**
- Damage building structures **NO-12**
- Damage hearing of residents **NO-5**
- Harm student concentration **EJ-2**
- Harm pets, Zoo & wildlife **BI-5**
- Reduce property values **SO-1**

HEALTH, SAFETY AND ENVIRONMENTAL CONCERNS:

Utilizing completely new technology, with no history of safety records, would endanger the safety of residents, especially when pilots (many foreign) would undergo training in single-engine, single-piloted aircraft with live ordnance, and could fly off course. Proximity to civil air traffic would increase air crash risks. **SA-4**

A higher percentage of low-income and minority residents would be affected. **EJ-4**
Disproportionate, detrimental impacts would constitute environmental injustice. **AQ-1**
Increases in air pollution and noise would create negative health effects for all. **GE-4**

PLEASE SCHEDULE FLY-OVERS BEFORE MAKING BASING DECISION!!!! **GE-2**

A1068 TU

NO F-35!

Sr. Anita Valdez



HQ AETCA/A7CPP
Attn: David Martin, AF Contractor
& Kim Fornof
266 F St. West, Bldg. 901
Randolph AFB, Tx. 78150-4319

NO F-35 Basing or Training Flights in TUCSON!

tucsonforward.com



*To David Martin & Kim Fornof,
I have a concern about the
impact of the JP-8 fuel when the
fumes and exhaust are inhaled.
JP-8 fuel is know to be
carcinogen. We have enough
cancer in our country.*

SA-9

*Sincerely,
Sr. Anita Valdez*

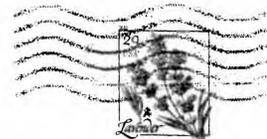
A1069 TU



Patricia T. Birnie



ON 04/28/2010 PM 4:17



*David Martin, AF Contractor
Kim Fornof
HQ AETCA/A7CPP
266 F St West, Bldg 901
Randolph AFB
TX 78150-4119*



NO F-35 Basing or Training Flights in TUCSON!
Our densely populated metro area would be adversely impacted.

EXCESSIVE NOISE & VIBRATIONS:

- Diminish quality of life NO-36
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- Damage tourist industry SO-7
- Damage building structures NO-12
- Damage hearing of residents NO-5
- Harm student concentration EJ-2
- Harm pets, Zoo & wildlife BI-5
- Reduce property values SO-1

HEALTH, SAFETY AND ENVIRONMENTAL CONCERNS:
Utilizing completely new technology, with no history of safety records, would endanger the safety of residents, especially when pilots (many foreign) would undergo training in single-engine, single-piloted aircraft with live ordnance, and could fly off course. Proximity to civil air traffic would increase air crash risks.

SA-4

A higher percentage of low-income and minority residents would be affected: EJ-4
Disproportionate, detrimental impacts would constitute environmental injustice AQ-1
Increases in air pollution and noise would create negative health effects for all

PLEASE SCHEDULE FLY-OVERS BEFORE MAKING BASING DECISION!!! GE-2
Totally Opposed, Patricia T. Birnie GE-4
address on other side

A1070 BO

Received via e-mail from Idaho Senator Werk

Dear Team 17,

My entire family, many of whom are residents in your district, are adamantly opposed to the F-35 project at Gowen. Many of us plan to write letters, I am sending mine tomorrow.] GE-4

Unfortunately I am unable to make the meetings, but will do all I can to encourage people to write letters and attend.

Please do all you can to help stop the inevitable destruction of home values and quality of life for so many Boise residents.] SO-1 NO-36 NO-11

Thank you,

Adam Carter

A1071 BO

Received via e-mail from Idaho Senator Werk

I am writing to express my opposition to having the F-35 jets at Gowen Field. I find the claims that the noise will not be an issue laughable, and the the claims that millions of dollar that will flow into the State/City to be dubious at best. I have often found that a decision that will make you money is not necessarily the right decision. I love living in Boise in my house on the bench and am all for things that will improve the City. This is not one of them.] GE-4 NO-2 NP-22 SO-1

Sincerely,
Jamie Bothwell

A1072 BO

Received via e-mail from Idaho Senator Werk

We fully support the addition of Air Force F-35's at Gowen Field. As homeowners who have been financially devastated by the economics/housing decline in Boise, the trade off of "noise" for a huge injection of jobs, services, additional spending, support, and all the trickle down that would come to our area with such a placement, is well worth it. For many years we lived 1/4 mile away from the runways of one of the busiest airports in the world. Property values never went down from "noise" even though the amount of air traffic increased significantly every year we were there. The values climbed, even beyond that which we could no longer afford. The "noise" lasts for a very short time. It seems you have painted a picture of nothing but declining values and endless noise. That is a biased, narrow forecast and surely intended as such, no surprise there. For most people, "noise" such as close-by airports, freeways, etc becomes background/secondary, and to the point of almost not noticeable(such as all the speeders that far exceed the posted speed limit 24/7 outside our house). You will find virtually every home lived in along the interstate and within the proximity of the airport. That "noisy" international airport we lived next to provided a good job for us, and thousands of others. And even today, Gowen Field provides good employment for one us,(even to the point of helping us keep our home), our adult son, and hundreds more. The addition of F-35's would do the same for many more.

GE-3

The sound of freedom has been, along with the sacrifice and service of those who choose to provide us(you and I) with that freedom, always welcome to us.

Sincerely,

Dave & Siri Christman
On the Bench
Boise, Id

A1073 BO

Received via e-mail from Idaho Senator Werk

To The Honorable Senator Elliot Werk:

A web-based comment was submitted by:

Name: MARC CLARK

Address: [REDACTED]

City/State/Zip: [REDACTED]

Phone: [REDACTED]

Email Address: [REDACTED]

Concerning: Air Force F35A training at Gowen Field

With the following comments:

I am completely opposed to the use of Gowen Field airport in The Capital city of Boise Idaho, as a base for the Air Force F35A Training. The excessive noise generated by the aircraft is the problem. The disturbing sound level and just the general "roar" are not confined to the impact area. The sound carries for tens of miles and lasts minutes on end. The current A-10's that fly out of Gowen Field are as loud and aggressive as any Military planes should be in the proximity of our city. Please remember that this is a civilian community and the Capital City of our state, not a military base. I do not foresee any benefit coming to The City of Boise from this endeavor. To the contrary, I am assured a loss of quality of life by the constant long term noise disturbance. job creation will be minimal and civilian contracts will be short term and limited. I work, and when I come home; I would like some peace and quit. I cannot afford (nor do I want) to be forced to leave my home in Boise in order to enjoy some relatively quiet time. Let us maintain our community's quality of life and desirability as a destination by keeping it free of excessive and overburdening noise that travels far and wide in this topographic environment. People and businesses will not flock to Boise to see and hear F35's ! They will come (and stay) for the serenity, outdoor opportunities, quality of life and the business environment. NO - to the F35A at Gowen Field, Boise Idaho Thank you, Marc Clark

GE-4
NO-1
NO-47
NO-8
NO-36
SO-21
NO-36
SO-1
GE-4

Final
June 2012

A1074 BO

Received via e-mail from Idaho Senator Werk

Team 17,

Thank you for asking my input on the F-35A issue. And, thank you Senator Werk for attending the public hearing on Tuesday evening.

Among the numerous testimonies at the United States Air Force public hearing on Tuesday, February 28, 2011 at least one was very compelling and can be found at <http://www.saveourvalleynow.org/>. This assessment paper from Dr. Kevin E. Cahill, PhD pointed out flaws in the USAF EIS draft which merit scrutiny. Another testimony highlighted that the USAF presented only beneficial aspects of an F-35A training base at Gowen which biased decisions in support of the proposal.

NP-44

NP-45

It appears the EIS must be more comprehensive in scope for one to make an educated decision. Until that occurs count me against an F-35A training base at Gowen Field in Boise.

NP-29

GE-4

Ron Clayton



A1075 BO

Received via e-mail from Idaho Senator Werk

We are out of town and unable to attend the meeting BUT we are in favor of the F35's to be stationed at Gowen Field and Mt. Home AFB. We live on the Bench and would welcome the sound and visual of this amazing aircraft. Also, economic impact out ways the "noise" generated by the aircraft. We find these complaints humorous at this time, because we are on a Navy base watching the Blue Angels train for the winter. Will leave after their show to see the Thunderbirds. Noise? You bet. Every morning at approximately 0800 or earlier. WE love it!!!!!! Go F35's.

GE-3

John and Cami Conners
Boise Idaho.

A1076 BO

Received via e-mail from Idaho Senator Werk

To The Honorable Senator Elliot Werk:

A web-based comment was submitted by:

Name: David Crawforth

Address: [REDACTED]

City/State/Zip: [REDACTED]

Phone: () - Ext.:

Email Address: [REDACTED]

Concerning: We Oppose the F-35A Training Base at Gowen Field Idaho GE-4

With the following comments:

March 1, 2012 Subject: We Oppose the F-35A Training Base at Gowen Field Idaho Good Day, Based on the Air Force's Environmental Impact Statement, (EIS), 72 F-35A aircraft operating out of Boise would expose 6,958 acres of property to so much noise that the area would be designated by FAA regulations "Not Suitable For Residential Use". This affects over 10000 residents of the City of Boise and Ada County. It adversely affects our health,our quality of life and property values. My wife and I live in this area of impact and we believe that Gowan Field is not suitable for a training base due to the following: Noise Pollution. 10000 residents will be subjected to Noise in excess of 65 dB DNL. this creates a large area that according to the FAA is "Not suitable for Residential Use". This affects our health and our quality of life. This could have a negative effect on nearby industries such as Micron Technology. If the increase in noise affects the quality of their products due to increased vibration, they could pull out of Boise. The Noise level would affect the learning ability of students at Hillcrest and Owyhee elementary schools as well as West Junior High and Frank Church High school. Noise due to 1400 night training missions/year would affect the health of the 10000 people within the affected area by interrupting their sleep. Air Pollution. The Boise valley already has borderline Air Quality. The addition of the large number of F-35A jets will have an adverse effect on our air quality, particularly for those adjacent to Gowen field. Also of concern would be the dumping of aviation fuel in the atmosphere. Property values for those close to the airport will go down, both for residential and commercial property, due to the increased Noise and air pollution. If Gowen Field was going to be an Air Force Base, residential and commercial development should have been Banned from the time that it was established in 1938. By allowing residential development and commercial operation.

With Mtn Home Air Force base just 40 miles away and with all of the facilities they have as a full Air Force Base, why wouldn't this be the sight for both an operational and a training base?

Thank you for the opportunity to respond.

David Crawforth [REDACTED]

GE-4
LU-6
NO-11
SO-1/NO-6/NO-36
LU-6
NO-61
SO-18
EJ-2
NO-3
AQ-1
SA-9
SO-1
DO-4

A1077 BO

Received via e-mail from Idaho Senator Werk

To The Honorable Senator Elliot Werk:

A web-based comment was submitted by:

Name: G Ellinghouse

Address: [REDACTED]

City/State/Zip: [REDACTED]

Phone: [REDACTED]

Email Address: [REDACTED]

Concerning: F-35 Disaster

With the following comments:

Dear Senator Werk,

I have never before been interested enough in politics to make my voice heard until now. I feel this is a life-changing issue for residents of the Boise Valley. After doing my research on the possibility of the F-35 aircraft base being located at Gowen Field, I can say I am completely outraged! People live in Boise for the "quality of life" here. People move here and visit here for our "quality of life". If this project is approved and comes to pass it will thoroughly destroy the quality of life here in Boise. Do you want your children breathing raw jet fuel that has not been burned off? Do you want your children awakened and frightened every hour of the night and day from deafening noise? Do you want your children suffer from hearing loss from dangerous levels of noise? Do you want your children's daycare and schools to be so noisy they can't concentrate or rest? Do you want your families sleep to be disturbed night after night? As you have probably guessed, I live and work in the area that will be deemed as "not suitable for residential use". I am a mom, a wife and a prekindergarten teacher. Furthermore, my husband is a school administrator at a school that also lies within this boundary. As you can see this is going to affect my family 24 hours a day 7 days a week. Maybe you don't live within this boundary and it won't affect you personally, but please don't be so short-sighted to support this just because it won't be happening in your backyard.

Yes, on the surface, 25,000 (supposedly) new jobs coming to our community sounds great, but let's think that through first. We do not have trained personnel in the valley to work on these aircrafts. People moving here to take these jobs will not buy in Boise because they will already be well-versed in the exorbitant noise level, air pollution and health risks associated with the f-35's. They will buy somewhere else like Caldwell. This will further add to the demise of the real estate market here in Boise, since the f-35's will have caused our property values to tank. The fact that the Air Force will buy my home that I have lived in for 10 years and is the only home my children have ever known for a mere \$14,000 is a cruel, cruel joke.

Don't let this be the end of Boise as we know and love it. I feel this has been kept quiet by the powers that be. Please help get the message out there to the people whom it will adversely affect for a long time. Don't allow this travesty to happen on your watch.

Sincerely,
Gina

NO-36
AQ-1
SA-9
SO-4
EJ-2
EJ-1
EJ-2
NO-3
DO-37
SO-27
SO-13
SO-1
SO-34
GE-4
SO-39

Final
June 2012

A1078 BO

Received via e-mail from Idaho Senator Werk

Subject: Comments on the Draft F35A EIS for Gowen Field

#####

I already feel that there is too much noise on the Bench. Have you listened about nine at night, through closed doors; pretty bad for a QUIET TIME of the day. Any thing that adds to more noise pollution here on the bench, I do not welcome. I'm not even that close to Gowen.or the freeway(though we seem to be on helicopter path)...I live near Kootenai and Orchard!

NO-8
NO-1
GE-4

A1079 BO

Received via e-mail from Idaho Senator Werk

I probably won't make either of the public meetings regarding the F-35.

I've lived within one or two miles of Gowen Field for most of the past sixty years. I can't imagine anything louder than the old F-102's. But for my my two cents, none of the airplane noise has ever bothered me.

Now, if you can do something about the loud motorcycles and car stereo's, that'd be something.

Gary

GE-13

A1082 BO

Received via e-mail from Idaho Senator Werk

To The Honorable Senator Elliot Werk:

A web-based comment was submitted by:

Name: Janet Kirkhart

Address: [REDACTED]

City/State/Zip: [REDACTED]

Phone: [REDACTED]

Email Address: [REDACTED]

Concerning: F-35 Training Base at Gowen Field

With the following comments:

Hello Senator Werk,

I sat next to you at the Air Force Hearing on Feb. 28th. It was very informative and as our local representative, I was happy to see you in attendance.

As a resident of Boise for 23 years, I am writing to voice my opposition to the proposal to bring F-35 training to Boise. [GE-4]

We have lived in Columbia Village for over 20 years. Our current home would be within the boundaries of the restricted area. I am very concerned for not only my families quality of life, but the negative impact this would have on the entire TV, and beyond. [NO-36, NO-11]

The EIS is full of gaps and the economic impact has not been studied. At the hearing it became more clear to me that the well paying jobs will be military jobs, NOT ones for our residents, let alone our sons and daughters. [NP-13, SO-21] Additionally, goods and supplies purchased on base, are not subject to State and Local Tax. The majority of those stationed here would (likely) live on base and not purchase homes. The (small) percentage who do buy, will not necessarily (or even likely) buy them in Boise. [SO-34]

It's entirely possible that this could actually be not truly for the benefit of, but at the expense of Boise.

Thank you.

A1083 BO

Received via e-mail from Idaho Senator Werk

Greetings

We have very happily lived at [REDACTED] for the past ten-plus years. Living parallel to the airport with the east-west runway, I knew what I was getting into when purchasing here. I didn't, however, count on the possibility of being directly UNDER take-off and landings. With the new F35s this is a distinct possibility. Two years ago we spent \$18,000 to triple-pane windows in our residence, the cost of more comfort and to maintain the value of our investment in our residential property, which seemed a reasonable expense. No amount of window enhancement will be able to buffer what might be going directly overhead caused by these fighter planes, which was something we couldn't have anticipated. [NO-1, NO-8]

We are curious as to why, with Mountain Home so close, and with the existing runways there, that location is not being used instead of our urban Boise location? Why not add more runways there? Surely they knew what kind of impact this would have on our community. Even in Mountain Home they have the good sense to locate their fly zone far outside of the city limits. [NO-37, DO-4]

The proposed north-south route from Gowen Field will devastate the value of our property. I have made a point of living modestly and within my means, including not overpurchasing on my home. I take care of, and pride in, my home. I like my neighborhood and most of my neighbors. I pay my bills and my taxes and vote each and every time. Boise is not a military base community. As much as we appreciate what the National Guard has done for us, this was not what we had planned for this community and neighborhood many years ago. [SO-1]

We are not, I repeat not, anti-military.

Only time will tell how the three of us who live in our home will be impacted health-wise, and by that time whatever damage there is will have already occurred. Lord only knows what will happen to the children attending school right across the street from us. [NO-6, EJ-2]

In this economy, selling and moving to a home located out of the proposed flight path is unrealistic and would be financially devastating to us. [SO-1]

We hope to make it to the hearing on Vista tomorrow evening. If we can't make it, please take note of how we feel about this issue. [GE-4]

Sincerely,

Connie, Leman and Inez Messley

A1084 BO

Received via e-mail from Idaho Senator Werk

To Whom It May Concern:

Unfortunately, I will not be able to attend any of the meetings regarding the F35's. I would, however, like to be known that I am absolutely opposed to this! The noise would be unbearable. We have enough noise pollution as it is. Whenever the military jets are in our area, our windows rattle, the sound is deafening, and even our dog is upset. Since I work at home, this would be beyond irritating. Also, I notice that when the military jets are practicing in our area, the regular airlines seem to fly right over our house. I would not have bought a house under any flight pattern and never intended to live like this. I am not only concerned about the deafening sound but also the safety of residents in our area.

GE-4
NO-1
NO-8
NO-8
NO-36
SA-1

Emilie LaMarche

[Redacted]

A1085 TU

NO F-35!

Kristine Rochon

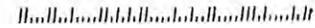
[Redacted]



HQ AETCA/A7CPP
Attn: David Martin, AF Contractor
& Kim Fornof
266 F St. West, Bldg. 901
Randolph AFB, Tx. 78150-4319

NO F-35 Basing or Training Flights in TUCSON!

tucsonforward.com



Please do Not bring the F-35A's to Arizona, or Tucson. The impact of this air craft will be measurable to the city. The F-16 already are loud and the F-35A's are much louder. The safety issues of having a relatively new plane over our city is Not one I am willing to risk having in my city and family!
Kristine Rochon

GE-4
SO-1
NO-1
SA-2

A1086 BO

Received via e-mail from Idaho Senator Werk

As a commercial pilot and a retired Navy Chief Hospital Corpsman I have both lived on, and flown from, many military bases with fighter aircraft. Boise is not the place for a training squadron of a craft with the noise levels F35A's produce. There are many reasons for not basing them here, but one that stands out is the disruption of teaching in affected elementary schools during F35A operations. I personally would like to see them based here so I could watch their operations but that shouldn't happen. MHAFB would be a much better choice for Idaho to consider.

GE-4
 BJ-2
 GE-1

Later.....

Mike Lenaghan



A1087 BO

Received via e-mail from Idaho Senator Werk

We won't be able to attend the meeting tonight, thanks to the flu- however, we've reviewed the impact statement, etc., and are not happy about the possibility that these might be stationed at Gowen. My family lives, works, and goes to school on the bench, in the area of the Randolph-Robertson neighborhood, and in looking at the impact maps. I can see that this could be bad for our kids' education, my employer's business, and for our home life, as well. Surely there are less-inhabited areas that this could be done? Aside from the impacts to the human inhabitants of this area, have they looked into the impacts on our birds of prey?

GE-4
 SO-1
 EJ-2
 NO-6
 GE-1
 BI-3

I realize that the city's government is pretty happy with this idea, judging from comments made by the mayor- however, I think that this will affect much more than just the inhabitants of this end of town. As my husband pointed out, this is a valley- sound doesn't always disperse in the predicted way. This could affect quality of life for a lot more of us than those shown on the map. I'm also thinking that this could be very, very bad for a whole range of businesses, too- Boise would not be nearly as desirable as another, quieter location for such things as conventions, national meetings, tourism, etc. This is a nice place to visit, but I don't think that it will be, if the F-35's are based from here. Bringing them in would not be as good for the local economy as is being implied, not if we're losing businesses due to the noise.

NO-11
 NO-47
 SO-18
 SO-7

Overall, I and my family are against this.

GE-4

Is there a way to fill out and submit the comment form online, or do we need to write a direct email to the address on the comment form? Thanks.

NT-40

Sincerely,

Heather and Mark Rodman, and the Rodman family

A1088 BO

Received via e-mail from Idaho Senator Werk

Dear Team,

Absolutely keep them out. The recent four days of jets flying right over the urban Boise area demonstrate that the military has no hesitation to impinge on our quality of life. I know there are a lot of people who phrase this issue as one of patriotism and tell us to just shut up. It defies logic, however, to turn a city, indeed a whole valley, that has been working to elevate itself into an attractive national center for high quality life style and business formation into a noise pit.

GE-4

NO-37

NO-36

Noise is something that a person cannot escape. A person cannot "choose" to not hear it, and these jets create sound on a level unknown to the natural world and which intrudes itself into every corner of one's life. There is no urban sound that comes close to the intensity and bone rattling, mind numbing sound of these jets.

SO-10

NO-1

Here's a thought: pornography, which conservatives so detest, has less impact on their daily life than these jets will on everyone's, because a person can easily choose to keep it out of their personal life. And while the sound may stir some to patriot spasms, unfortunately the rest of us have no choice in the matter.

Once they are here, they are here for a very long time. What recourse would we have? If they fly over the city, how can we stop it? Will they keep them over the desert and agree that Boise is a No Fly zone? Let Mountain Home have them.

SO-10

NO-29

GE-1

Please don't be wimpy on this issue!

Carl Rowe

A1089 BO

Received via e-mail from Idaho Senator Werk

Don't want the noise!!! Repeat several thousand times. GE-4
Sally Sherman

A1090 BO

Received via e-mail from Idaho Senator Werk

The F-35A will destroy any semblance of peace and quiet within my own home, and just the possibility of that kind of idiocy, basing a fighter jet right alongside and over a highly-populated valley, is purely insidious megalomania. I know we need our military, but we are NOT the enemy. Why would they (the Air Force) seek to deploy such a noise polluter smack dab in the middle of the state's largest city? I have seen the EIS and a line has been drawn that engulfs the subdivision I live in, and within that area it will be designated as "not suitable for residential living." Dear God in Heaven, overnight, over 10,000 people who live next to and within the airport corridor will lose nearly all property value, will not be able to sell for any profit, and will be forced to either walk away from their homes, or try to endure the deafening roar, INSIDE THEIR HOMES WITH DOORS AND WINDOWS SHUT, of possibly 40 sorties a day being flown! That is total insanity and shows such callous disregard for our citizens that it's hard to believe it is about to be perpetrated upon us. And sadly, this is not conjecture, it may soon be our reality. Sell now, while you can.

Jim Sower

NO-36
 NO-37
 SO-1
 LU-6
 NO-11
 NO-8



A1091 BO

Received via e-mail from Idaho Senator Werk

I am vehemently opposed to the current proposal to allow F35 Fighter Jets at Gowen Field. I am a residential property owner and small business owner/operator in the Vista/Orchard area.

GE-4

Thank you,

Stacey Sullivan



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



A1092 BO

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: Priscilla Wolfe

Organization/Affiliation: N/A

Address: * [REDACTED]

City, State, Zip Code: [REDACTED]

Comments: please see
ATTACHED

Revised

Addendum "A"

as my comments,

Please replace previous
email sent MAR 13, 2012

Thank you, Priscilla Wolfe
3/14/2012

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.

A1092 BO

ADDENDUM A--REVISED

Dear David Martin and Kim Fornof, Air Force Contractors, HQ AETC/A7CPP,

I attended the public information meeting at the Boise Hotel, on Vista Avenue, in early March, to find out for myself about these planes. I hereby submit the following reasons why the F-35 should not be based and flown over our airspace in the Boise, ID, (Treasure Valley (TV) area):

GE-4

1. One of the Air Force representatives told me that there will be night time training flights because these jets will be flown at night and the pilots need night flying skills. I was also told that these "will stop at an 'appropriate time' so that Treasure Valley residents can get their sleep." The EIS does not address THE FACT THAT AT OUR LATITUDE AND LONGITUDE, THE SUN DOESN'T SET UNTIL 10PM, and in the Summer, it isn't dark out until after 10:30 PM. If Air Force is training pilots at night, it will have to be in a very narrow window of darkness in which we are trying to sleep, with our room-darkening shades. We would be kept awake well into the morning. Personally, I have 2 sleep disorders, and the F-35 would be the cause of my early death, should they be flying in this valley. Also, you will be disturbing our huge population of "day sleepers" who live around Micron (near Gowen field), among other businesses. Also, all Air Force officers and trainers are required to keep their flight hours "current," and this would produce many additional flights each month.

DO-23
NO-3

2. I understand that the Air Force has already refused to send an F-35 for us to hear fly over the TV area, which is currently under consideration in the Draft EIS for F-35 Training Basing. All things considered, this would be the cheapest way for the residents of the TV to make an actually well-informed decision regarding the basing of this aircraft in the TV. Is something being "covered up" by "presenting models," when nothing can equal the actual experience of the Decibels produced by this aircraft? Let's get to the heart of the matter, and stop wasting money on EISs and the confusion they produce!

GE-2

NO-42

3. We already have too many accidents on Interstate-84 during rush hours, especially where the planes will be "flying over," not to mention taking off and landing at Gowen field (Boise Airport). Since there was a meeting like the one I attended in Boise, held in Marsing, ID, the following night, I assert that F-35'S FLYING NEAR OR OVER I-84 HAVE THE POTENTIAL TO DRAMATICALLY INCREASE the heavy number of fatalities we already have on I-84.

SA-31

4. If I heard right, the kind of noise the planes will generate has never been heard before. It is anticipated that the noise from one of the planes is 5 times the noise of an F-15, or according to SAIC's representative, perceived DB's (DBAs) will DOUBLE in the first part of the equation alone.

NO-1

5. An Air Force representative at the meeting also told me that the Air Force is considering using Gowen Field because it should cost less because they already own quite

SO-50

Final
June 2012

A1092 BO

A1092 BO

a bit of land here. Do us a favor and sell the land and buildings at public auction so that we can take advantage of the considerable commerce produced by the businesses that could move in, who need immediate access to general aviation services (like other cities of our size, and smaller). The money the Air Force would make in such sales would most probably generate more than enough money for them to buy (basically) uninhabited land, say, in Arizona. Also, the Air Force would not need to destroy and rebuild the existing infrastructure and buildings--but, instead, build exactly what they want out in the desert.

SO-50
cont'd

6. I live in Eagle (NW of Boise) and I was bothered by the jet noise from the F-15's when they invaded the air over the TV a week before the meeting I attended in Boise. My only consolation was that the flights were "temporary," and that I didn't have to live with them every day.

NO-1
NO-8

7. And finally, my personal opinion is: It is utter insanity to fly military jets over residential space when there are still multiple locations with ample acreage where fewer humans will be affected. The people who will tote the bill for this new installation are the local taxpayers (us) because most of the property in the Treasure Valley will be worthless due to F-35 noise.

GE-1

SO-1

(End of Addendum A)

Page 2

From: patty wolfe [REDACTED]
Sent: Wednesday, March 14, 2012 8:26 PM
To: FORNOF, KIMBERLY J GS-13 USAF AETC AETC/A7CPP
Subject: Re: Draft EIS comment due March 14, 2012

Dear Ms. Fornof,

thank you for the note that you received my comments. Unfortunately, I had to send a REVISED version of my first email dated March 13th. I sent it today, marked "REVISED". I know you're very busy, but I'm hoping you received the REVISED comments and were able to replace my original comments with them. I had to remove a paragraph with an error in the information. Instead of revising the paragraph, I just deleted it. I am sorry about that, and wouldn't be surprised if you couldn't switch them out. But if you can help me out, I would be very appreciative.

I also sent in a copy of the group comments from "saveourvalleynow.org," with my approval and signature. (It was typed onto the Air Force's comments form and the comments also flowed onto a second page.)

Again, anything you can do would be most appreciated!

Thank you very much, Priscilla (Patty) Wolfe
From: "FORNOF, KIMBERLY J GS-13 USAF AETC AETC/A7CPP" <kimberly.fornof@us.af.mil>
To: patty wolfe [REDACTED]
Sent: Wednesday, March 14, 2012 3:14 PM
Subject: RE: Draft EIS comment due March 14, 2012

Ms Wolfe,
We are in receipt of your email.

Kim Fornof
HQ AETC/A7CPP
Randolph AFB, TX
(210)652-1961
DSN 487-1961
Kimberly.Fornof@us.af.mil

-----Original Message-----
From: patty wolfe [REDACTED]
Sent: Wednesday, March 14, 2012 12:21 AM
To: AETC/A7P Workflow
Subject: Draft EIS comment due March 14, 2012

To:
David Martin, Air force Contractor, and Kim Fornof HQAETC/A7CPP
266 F. Street West, Bldg. 901

A1092 BO

Randolph AFB, TX 78150-4319
email: aetc.a7cp.inbox@us.af.mil

I want to go on record as agreeing with the comments submitted by "Save Our Valley Now.Org." Due to space limitations, I could not include a scan of their document.

I have attached a scan of my completed "Comment Form" for the F35A Training Basing EIS for Boise, Idaho. I have also included my typed comments in the body of this email for your convenience, in case you can't access the official form. My comments start with "Addendum A," BELOW), and are numbered 1-8.

Would it be convenient for your office to send me an acknowledgment of receipt of this document via return email: [redacted] <mailto:[redacted]> or by mail: Priscilla Wolfe, [redacted]. Please don't let the Priscilla and Patty confuse you. I use Priscilla for formal communications, but Patty for email addresses.

Thank you very much, Priscilla "Patty" Wolfe

ADDENDUM A

Dear David Martin and Kim Fornof, Air Force Contractors, HQ AETC/A7CPP,

I attended the public information meeting at the Boise Hotel, on Vista Avenue, in early March, to find out for myself about these planes.

I hereby submit the following reasons why the F-35 should not be based and flown over our airspace in the Boise, ID, (Treasure Valley (TV) area:

1. One of the Air Force representatives told me that there will be night time training flights because these jets will be flown at night and the pilots need night flying skills. I was also told that these "will stop at an 'appropriate time' so that Treasure Valley residents can get their sleep." The EIS does not address THE FACT THAT AT OUR LATTITUDE AND LONGITUTDE, THE SUN DOESN'T SET UNTIL 10PM, and in the Summer, it isn't dark out until after 10:30 PM. If Air Force is training pilots at night, it will have to be in a very narrow window of darkness in which we are trying to sleep, with our room-darkening shades. We would be kept awake well into the morning. Personally, I have 2 sleep disorders, and the F-35 would be the cause of my early death, should they be flying in this valley. Also, you will be disturbing our huge population of "day sleepers," at least 2,000 of them who live around Micron (the world's leading hgh quality networking and semiconductor chips) near Gowen field. Also, all Air Force officers and trainers are required to keep their flight hours "current," and this would produce many additional flights each month.

2. An Air Force representative told me that the planes will be taking off from and landing in Mountain Home, implying that the Treasure Valley will only have "fly-over" noise, with Decibels modeled at 1,000 feet. If the area will be a fly-over area, why do they need space at Gowen Field? No one has addressed the noise generated by the flight pattern the Air Force must adhere to in order to take off and land at Gowen. Certainly, the Air Force isn't going to motor everyone to Mountain Home in order to use the those facilities, but be taking off and landing at Gowen, instead. Therefore, Decibels modeled at a 1,000 ft. altitude are GROSSLY IN ERROR, and not only that, the flight pattern they will fly will be much greater than the Air Force's EIS is presenting models for. How can the Air force expect us to make an informed decision when the information presented is so poor?

3. I understand that the Air Force has already refused to send an F-35 for us to hear fly over the TV area, which is currently under consideration in the Draft EIS for F-35 Training Basing. All things considered, this would be the cheapest way for the residents of the TV to make an actually well-informed decision regarding the basing of this aircraft in the TV. Is something being "covered up" by the process of presenting models," when nothing can equal the actual experience of the Decibels produced by this aircraft? Let's get to the heart of the matter, and

A1092 BO

spend the money to fly one of the F-35A's at an advanced-scheduled time so we can make an intelligent decision about the noise ourselves.

4. We already have too many accidents on Interstate-84 during rush hours, especially where the planes will be "flying over," not to mention taking off and landing at Gowen field (Boise Airport). Since there was a meeting like the one I attended in Boise, held in Marsing, ID, the following night, I assert that F-35'S FLYING NEAR OR OVER I-84 HAVE THE POTENTIAL TO DRAMATICALLY INCREASE the heavy number of fatalities we already have on I-84.

5. If I heard right, the kind of noise the planes will generate has never been heard before. It is anticipated that the noise from one of the planes is 5 times the noise of an F-15, or according to SAIC's representative, perceived DB's (DBAs) will DOUBLE in the first part of the equation alone.

6. An Air Force representative at the meeting also told me that the Air Force is considering using Gowen Field because it should cost less because they already own quite a bit of land here. Do us a favor and sell the land and buildings at public auction so that we can take advantage of the considerable commerce produced by the businesses that could move in, who need immediate access to general aviation services (like other cities of our size, and smaller). The money the Air Force would make in such sales would most probably generate more than enough money for them to buy (basically) uninhabited land, say, in Arizona. Also, the Air Force would not need to destroy and rebuild the existing infrastructure and buildings--but, instead, build exactly what they want out in the desert.

7. I live in Eagle (NW of Boise) and I was bothered by the jet noise from the F-15's when they invaded the air over the TV a week before the meeting I attended in Boise. My only consolation was that the flights were "temporary," and that I didn't have to live with them every day.

8. And finally, my personal opinion is: It is utter insanity to fly military jets over residential space when there are still multiple locations with ample acreage where fewer humans will be impacted. The people who will tote the bill for this new installation are the local taxpayers (us) because most of the property in the Treasure Valley will be worthless due to F-35 noise.
(End of Addendum A)

Page 2

A1093 TU

March 10, 2012

Ms. Kim Fornof
Mr. David Martin
Air Force Contractor
Aetc.a7cp.inbox@us.af.mil

Dear Ms. Fornof and Mr. Martin,

I understand that you are inviting public comment on the DEIS. Enclosed are some comments. First, let me give you some background on my involvement in jet noise and safety impacts. I came to Tucson in 1985 to pursue a Ph.D. in Planetary Science, which I subsequently earned from the University of Arizona. I knew that 2004 would be extremely busy, since a spacecraft mission I was working upon “came due” so to speak at that time. Ten years of preparation all come down to a 20 minute descent on Saturn’s moon as part of the Cassini Spacecraft mission. I bought my house so I could avoid distractions and concentrate on the mission.

This strategy completely backfired. Instead, the house that I bought in 2003 which was in no noise zone when I bought it and as close to the University of Arizona as it was to Davis Monthan, was suddenly enveloped by expanding noise zones from DM due to louder jets, either already present or expected. There was significant and vociferous dissent from those most affected by this expansion of the high noise zone in the 2004 Public Hearing. All citizens who actually lived in the area opposed this noise zone expansion. The citizen arguments were articulate and long. The mission at DM was supposed to be A-10’s and C-130s, yet through Operation Snow Bird, which was supposed to have been a part year mission, Harriers, Tornados, F-18’s and other extremely loud and less safe jets had “snuck in” so to speak, and started to fly in Tucson year round. The clear consensus of the people who are subjected to jets while in their homes was that it was too loud already. After numerous crashes in town (especially the 1978 crash in town that killed two students and badly injured many more) safety/health was also a concern.

NO-8

SA-2

It is possible that you were not aware of some of the concerns that were expressed during the Public Hearings, and if so, I include some of the concerns here as relevant to the F35 coming to Tucson. At that 2004 noise zone expansion hearing, one resident stood out in my mind in particular. She was Diana Steele [REDACTED]. She had lived in Tucson for 34 years at that time in my neighborhood. She stated: “On Monday, October 18th at approximately 6:32 pm I was in my home with the doors and windows closed and the cooler on high. I heard a jet in the distance approaching for a landing. The noise became so loud that both my husband and I had to physically put our fingers in our ears to try and block the noise. The noise got louder and louder and louder. It did not calm down....if I took my fingers out of my ears it hurt so bad.

After the plane landed I had a headache and ringing in my ears for several minutes.... If this is the kind of air craft that DM plans to bring in and to fly more frequently, it is not acceptable. I have been a supporter of DM for many years. I am not a newcomer to the

A1093 TU

area or to DM. In fact, I am a 5th generation Tucsonan, my children are 6th generation Tucsonans and my grandchildren are 7th generation Tucsonans. We are not new here. This is not a complaint that I make lightly. I can not afford the approximate \$21,000 that was mentioned in a newspaper earlier this week to soundproof my home, to protect my hearing, that of my children or my grandchildren. I also can not afford to move. I also want to say again that I am not opposed to DM I am not trying to get them closed and I am not opposed to their flight pattern. What I am opposed to is the increased level of noise that these new jets coming in are going to be causing. This is becoming more than just an inconvenience or annoyance. It is now a health issue. I do not feel it is in Tucson's best interests to bring in aircraft that can cause damage to a person's hearing. Please do not extend the noise levels of these zones and do not permit an increase to the loudness of the aircraft. Thankyou”.

I was on several committees on the issue of dealing with jets that are already too loud in Tucson. We asked many times what type of jet flew over the area Northwest of DM on Monday, October 18 at ~ 6:32pm. Neighbors made a freedom of information request to find out what type of jet this was, but were asked to remove this request. However, this question was never answered. Maybe it was an F22 or maybe an F35. Whatever it was, it was much too loud.

NO-8

Another person who testified at the 2004 hearing was Elizabeth Salper ([REDACTED]): “The current noise level is already so high that when we’re outside my son covers his ears and says “momma, the planes are too loud. They hurt my ears.” What will I tell Mica if the current noise level increases by 4 times this current level? I lose at least 15 minutes a day of reading to Mica because he can not hear over the jet noise. Imagine how the increased noise level will affect 10 schools and countless pre schools and day care centers located within the proposed hi noise zone. How many children will get a double dose of jet noise? One at home and one at school. To illustrate this point further, let me quote what the Federal Interagency committee on aviation noise, FICAN, acknowledged in their 2000 report. “Research on the affect of Air Craft noise on children’s hearing suggest that aircraft noise can interfere with learning in the following areas: reading, motivation, language and speech acquisition and memory. The strongest findings to date are in the area of reading where more than 20 studies have shown that children in noise impact zones are negatively affected by aircraft. The increase in noise will affect all or our neighborhoods in the high noise zone. I strongly urge the Mayor and Council to heed its own Planning Commission and to call for an Environmental Impact Study that includes accurate monitoring of decibel levels over the affected neighborhood. This is harmful noise. These are our children.”

Another, Brook Hardy ([REDACTED]) stated: “Another point about the Environmental Impact Study. If a new study is to be conducted I think before you vote on this issue we must know that this is going to be conducted I a manner that takes into account the noise spikes and that is not based on averages and I’m not sure that we have that guarantee and know how that would be conducted or when it would be conducted. And, also, I would like to point out what a critical health issue this is. Increased missions and louder planes means more pollution. Burned jet fuel is seriously toxic, it’s carcinogenic. This is a high

A1093 TU

density population area. This is the center, the heart of the city. The environmental connection to cancer and respiratory problems is very real although very difficult to calculate, very difficult to follow. So this is a critical public health issue and I'd like you to take that into account as well.

Another, Edward O'Hannon ([REDACTED]) stated: "(I live) right in the middle of the accident potential zone number 2... (we should) hire an engineering firm for a day when the planes are at their noisiest to record the decibel level in our area. I know that the results of this test will show that DM noise far exceeds those noise conditions as laid out in the U.S. Department of Health and Human Services publication. Second thing, to retain a lawyer to start a class action suit against this council for malfeasance and issuing building permits within this area, knowing that by doing so, they were creating conditions detrimental to the health of those persons to who the building permits were given."

Another, Tom Birdsell stated: "I live in the heart of this impact region... ([REDACTED]). I did some amateur sound measurements from my house which is just North of Robison Elementary School over the past week. The average for A-10's in decibels was about 82, um, some of the other planes were up in the 95 region and there was several A-6's which they've been flying in recently, which is an obsolete intruder, I don't know why they're bringing these in but those were 100 decibels...as someone has already pointed out I think the damage point for hearing is 130.

So, I really don't see how that's compatible with people actually living and working and walking and playing outdoors.... Arizona Constitution article 17 section 2...explicitly states that no property shall be damaged or taken without just compensation first being made. As far as I can tell, no ones been talking about any compensation. However, this is clearly an issue of defacto taking and damage to property.... the City of Tucson official website has been putting out misinformation about the noise overlays. I'm not sure if anyone's aware of that. But, the Tucson city website has been putting out, um, I think it's in the power point presentation that actually you presented (apparently indicating Albert Elias) you had on the cities website current decibel65-69 noise contour extends only to the extreme northwest corner of section 21... so this means that the city has actually been misrepresenting the proposed noise contour to the public for I don't know how many months and the difference is by over a mile.

So if people go to the website in order to get the shindig on this proposal they're going to look and they're going to see the current decibel contour as the city has its deep into section 17 whereas the actual current 65 decibel contour barely even touches the southeast corner of section 16. So this is a discrepancy of a mile. And so people that have been relying on the city to provide this information accurately have accidentally been deceived and so I think it's very very important that the city takes time to correct this misinformation on the city website. I've documented it and I have backup documents so I can send them to all of you either copies of the Power Point Presentation, or of the images that show this major, us, sort of major gafaw. And I think it's really only fair that the citizens whose livings and lives and homes are being impacted by this you give them the correct information. So I really think...a hold (should) be placed on

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this until people are given the correct information, and how it'll affect their lives. Um, and if a hold is not given I think it'll reflect very poorly on the city since they're the ones that are responsible for making the noise contours look like there will be no change especially in section 17 where many of these people here are from tonight and are very concerned over it...

I'm a biologist, I have a PhD in biology and I know there are serious health effects including hypertension, and from excessive exposure to noise and I don't think anyone seriously expects the children to put on aviation style head phones where they go out to the play ground because that would be sort of, sort of ridiculous. But anyway, thank you very much."

Another, Karen Falkenstrom ([REDACTED]) stated: "We believe the current mission of DM specified A-10's and C-130's both of which are relatively quiet aircraft. The Colonel, ah Colonel Isherwood, who gave a presentation at the last study session stated that before any new planes would come to DM that an Environmental Impact study would be done, yet he also sated that there were 3 F16's and 3 AJ 60's currently at DM. We're wondering if you could point us to a copy of the Environmental Impact study that was done for those. And also, there are significant numbers of visiting jets at DM during the year. Is there an EIS required for those planes? The Colonel stated that 15-20 miles out planes are 3-4,000 feet and dropping 3 degrees towards the base. Um, via simple geometry, which I actually can do since my classroom was relatively uninterrupted as I was growing up with regards to loud noises, this translates to about 500 feet over the houses that are 2 miles from the base. Yet, in answering the question how loud planes are at typical landing heights over houses northwest of the base, the Colonel quoted 85 decibels for an A-10 at 1500'. Instead, we ask that he answer the question how loud is an A-10 at 500' or how loud is an F16 at 500' or an F-18 for that matter."

I myself at that hearing stated: "The JLUS study upon which this law is based states that we will now live in an area considered "incompatible with residential use" both in terms of noise levels and safety (JLUS, p. 5-9 and p. 3-5). A legal change is being made that will clearly devalue our property.... Increasing noise has an adverse affect on property values. Thus, a property owner in the new high noise zone should be compensated. We understand that the Constitution of the State of Arizona (Article 2, Section 17) is very strongly worded to protect property owners. If private land is even damaged for the public good, then a compensation fund must be set up to compensate people in advance of the damage....

It would be irresponsible for you to approve this zoning overlay change before having an EIS properly done, establishing a baseline by flying A-10s and C130s. Such an EIS should avoid using the average method for noise boundaries, as such averages are shown to be inadequate. Damage is done to ears by the peaks not averages. OSHA has strict requirements for noise exposure and we wonder if all the businesses in the area have been notified. Outside noise is unfixable. Many of us live in Tucson specifically to enjoy being outdoors. Kids play outdoors. No amount of sound proofing money can fix this...."

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Colonel Isherwood (LUC Public Hearing, Oct 6, 2004) pointed out that the planning that was done for Tucson was not worst case (meaning not for an F35): “a planning factor to use – we’re not trying to make it best case and we’re not trying to make it worst case. We give you again something normative middle of the road if you will.” Thus, the noise zones should be expanded again if the F35 will be coming. Anticipate even greater opposition to this zoning overlay than the last (which was significant opposition), especially since wealthier communities will be directly affected.

LU-1

Kurt Bradley (LUC Public Hearing, Oct 6, 2004) stated: By accepting the plan outline of the JLUS, the City will be sending a signal to the Pentagon that Tucsonans are willing to accept twice as many missions with planes 4x as loud and more flights at night. This is a recipe for base citizen conflict.... The land use code changes appear designed more for the radical expansion of mission at DM than about protecting the base and surrounding communities. I think the threat of closure should not be used to drive City zoning policy and I ask that the Planning commission reject this land use code amendment...”

Landowner to the Southeast (LUC Public Hearing, Oct 6, 2004): “The financial impact studies we haven’t seen are what it’s going to do to the people it affects in those areas. They were purposely left out because the numbers are staggering and scary...I just sold 5 acres of my father’s land. On the other side just outside the zone, industrial, for 10 times what I can or what the county and city have offered me inside the flight zone. Before the regulation I was getting 3-5 times more than what I could get now. That’s pretty serious. Those are serious numbers when you’re property drops from \$50,000 to \$8,600...”

Citizen (LUC Public Hearing, Oct 6, 2004): “I can’t carry on a conversation in my home with the doors and windows closed, and I’ve got double pain windows. I don’t know whether this plane coming in is as bad as what I’m afraid it’s going to be, but if it’s anything like that, then my home will be unliveable, at least for a home office.”

Albert Marsh (LUC Hearing, Oct 6, 2004): Back in the 40s or whenever Davis-Monthan was established, I don’t think there were any supersonic jets flying over the town, and I think people could coexist with the airplanes and the noise that they made because it wasn’t really that intrusive...now there are more jets and they’re louder.... there’s been this evolution of increased noise and increased impact on the citizens of Tucson. And it seems to me like there is a basic incompatibility between the Air Force’s noise and people living in this town and having a good quality of life...I know what the environmental impact is on me. It’s affecting me everyday I’m outside the house and the planes are flying over my head and it’s horrible now and it’s going to get really bad later...It’s not fair to the citizens of Tucson to be being treated this way and to going around and around about some environmental impact when everybody knows we’re being impacted. Everybody in this room knows it, and you know it too if you’ve ever stood on the ground underneath one of those things.

Steve Leal (at October 6 – LUC Public Hearing?): “It’s really to the credit of the Air Force that they have volunteered to do an EIS, but at the same time, what the

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methodology is and the noise testing that they use will determine if the EIS is valid or helpful or not.”

Many more affected neighbors also spoke out about jets already affecting them. The point of all this background testimony at Public Hearings is that the F35 does not belong anywhere in a major metropolitan center like Tucson, flying directly over people’s homes either at TIA or at Davis Monthan Air Force Base. It is too loud and not welcome based on public comment at Public Hearings.

NO-37

I should also point out that when I bought my house (which is as close to the University of Arizona as to the Air Force base) several years back there were no documents regarding the house that mentioned jets or the Air Force. One year later, it was suddenly in a zone considered incompatible with residential use both in terms of noise and safety. Planes go right overhead such that if they fall out of the sky they will fall on my house. They fly at very low elevations, about 500 feet over the houses 2 miles from the base. A neighborhood representative, Karen Falkenstrom stated, “...in answering...how loud planes are at typical landing heights over houses northwest of the base, the Colonel quoted 85 decibels for an A-10 at 1500 feet. Instead, we ask that he answer...how loud is an A-10 at 500 feet...” How many decibels will the F35 be at 500 feet? This information must be included in the EIS. Table B-1 does not include the F35. Clearly this information is **most** relevant, and should be **prominent**, not missing, from such a thick document. This DEIS is not ready for comment if it is missing such basic information. I see the F35 at 1,000 feet in table TU 3.2-5 is 120 decibels. I believe that OSHA work place requirements only allow a 4 second exposure per day at this decibel level. The OSHA standards should be included in the EIS.

**NO-48
NO-52
NO-93**

Also, this DEIS seems not to mention that TIA lacks the ability to load live ordinance. One fear is that the F35 will “sneak” into DM much as Operation Snow Bird Tornadoes, Harriers, F16 and F18’s have “snuck” into DM, all with no EIS. Also, the high noise zones should extend much further to the northwest along the flight path and must be based on actual noise measurements.

DO-30

I pointed out before the expansion of the high noise zone for DM in 2004 that my property values would go down. My property values have gone down. I requested compensation in advance, yet no one has offered me any compensation and still has not. I still have only single pain windows and a swamp cooler. Many of the people affected by the jets have only swamp coolers, and this must be reflected in the DEIS, which it currently is not. No mitigation has been offered to me, and the Air Force indicates, in the Joint Land Use Study (p.5-8), that mitigation does not work at such high decibel levels anyway (“...it is important to note that single-event noise levels at significantly higher decibels would not be fully mitigated”).

**SO-1
SO-11
NO-3
NO-20**

It was pointed out **before** the expansion that there are serious health effects from having jets overhead. In the Joint Land Use Study (p. 5-3) the Department of Defense acknowledges that noise at louder levels can cause permanent hearing loss, stress, increased blood pressure, sleep interruption, sleep deprivation and decreased ability to

**NO-6
NO-3**

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concentrate. I was diagnosed with a life threatening disease **after** the expansion. Can I prove this was due to the jets? It is impossible to prove cause and effect. I feel as though both my health and career has been significantly adversely affected from dealing with this whole issue. Perhaps the pro F35 people will benefit monetarily from the F35, but these are our homes and our very lives. Louder jets have already harmed me and my neighbors, and no one has done anything about it nor do they seem to care. One of the guiding principles of the Joint Land Use Study (p.1-4) to “Focus on fair and equitable solutions for all affected parties” has most certainly not been achieved.

NO-6 cont'd

Finally, the DEIS does not adequately address the fact that mostly low income people will be adversely affected by the F35. One of my favorite movies “A Few Good Men”. champions the idea that the Air Force should protect the weak, not harm them. The F35 should not fly directly over homes in Tucson.

EJ-4

Sincerely,

Elisabeth McFarlane
[REDACTED]

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A1093 TU

March 11, 2012

Ms. Kim Fornof
Mr. David Martin
Air Force Contractor
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Dear Ms. Fornof and Mr. Martin,

After reading over the Executive Summary, I have the following questions/concerns. The excerpts below are all from Executive Summary Table 57 of the DEIS:

“Potential Hearing Loss: No off-installation residents would be affected by noise levels at which the risk of hearing loss is considered to be significant (>80 dB DNL) under any scenario...No on-installation residents would be affected at levels > 80 dB DNL under any scenario.”

NO-2

How can the above statement be made? Does it include people underneath the flight path (of which there are thousands, since flights fly diagonally across the city in and out of Davis Month Air Force Base, and since TIA has no provision for loading live ordinance). I do not think that the above is a true statement, since there are times the F35 may need to fly in and out of DM, are there not?

“Sleep Disturbance: Cumulative average percentage of persons awakened at least once per night among all locations studied with windows closed would increase by 16% under Scenarios T1 and T2 and by 23% under Scenario T3.”

NO-3

The problem with the above statement is “with the windows closed”. Many Tucsonans, myself included, have swamp or evaporative coolers for cooling which will only operate with the windows open. This must be addressed.

“Classroom Impacts: ANSI standards for new school construction may not be met at 1, 2, and 4 of the 5 schools studied under Scenarios T1, T2, and T3, respectively.”

SO-47

What does “may not be met” in the above mean? Will they be met, or will they not? If not, in what way not? What are the implications of noncompliance?

“Speech Interference: Cumulative average events per daytime hour with potential to interfere with speech would increase by 11%, 92%, and 172% under Scenarios T1, T2, and T3, respectively, at locations studies with windows closed.”

NO-3

Again, the above analysis must be done considering open windows due to the prevalence of swamp or evaporative coolers in the affected area that require that windows are open. Even without this concern, the percent increases are alarming, especially for T3.

“Additional Annoyance: Off-installation/airport residents affected by > 65 dB DNL would increase from 407 to 1,918; 4,378; and 8,534 persons under Scenarios T1, T2, and T3,

NO-4

A1093 TU	
respectively. Off-installation/airport acres affected by >65 dB DBL would increase from 500 to 1,200; 1,942; and 2,938 under Scenarios T1, T2, and T3, respectively.”	
Thousands more residents could be affected according to the above, but the noise contours need to be extended further along the flight path. According to The Effects of Noise on Man, by Karl D. Kryter, Second Edition, 1985, Academic Press, p. 575 “...the relation between distance to an airport and LDN is quite different from that found under the main take-off flight paths.”, and, same book, p. 575 “...at a distance of only one mile to the side of an airport, the aircraft noise is negligible (LDN less than 55). However, at the end of the runway (on the flight path), an LDN of 55 dB is not reached until about 6 miles from the end of the runway.” Thus, really, more homes would be affected. This must be addressed.	NO-4 cont'd
“Subsonic Noise: DNL beneath SUAs would increase by up to 3, 6, and 8 dB under Scenarios T1, T2, and T3, respectively, but would not exceed 65 dB under any scenario. DNL beneath the primary use MTR would increase by 11, 14, and 16 dB under Scenarios T1, T2, and T3, respectively, but would not exceed 65 dB under any scenario.”	
I don't know if subsonic means “Very Low Frequency or infrasonic”, but if it does, the following applies: From The Effects of Noise on Man by Karl D. Kryter, 1970, Academic Press, p. 534 “It is conceivable that intense low frequency sound and acoustic energy at frequencies below about 20 Hz (infrasonic) could have particularly adverse effects on man. In addition to the possible stimulation of the vestibular system and pain in the ear, sound in the region of 10-75 Hz or so could cause resonant vibration in the chest, throat, and nose cavities of the body, and the resonant frequency of the eyeball is near 5 Hz.” Please address whether or not this would be a concern.	NO-106
“Supersonic Noise: CDNL would decrease beneath all primary training SUAs in which supersonic training is allowed. Average number of sonic booms per day would decrease beneath all primary training SUAs.”	NO-105
I don't understand the above statement. What is an SUA (please define – it is not in the list of acronyms on page 84 of the Executive Summary). Still, this statement implies that the number of sonic booms per day would decrease. How many sonic booms per day are there currently? I was not aware of any, but for them to decrease, I guess there must be some. Also, I'm not sure if supersonic is the same as ultrasonic or very high frequency, but if it is, the following seems disturbing: p. 536 from Kryter, The Effects of Noise on Man, 1970, “Acoustic energy in the frequency region above 20,000 Hz is called ultrasonic because it is inaudible to man. Actually, for most adults, acoustic energy above 10,000 Hz is ultrasonic...the advent of the jet engine...provided relatively common sources of high intensity ultrasonics...while there is considerable energy in the bands above 20,000 Hz, there is energy that often exceeds the damage risk values specified as tolerable, for long exposures....” Please address if the above would be a concern.	GE-27 NO-105 NO-106
“Under Scenarios T2 and T3, an additional 1,551 total acres (153 residential) and 2,430 total acres (308 residential)”...would be in an incompatible zone.	SO-11

A1093 TU	
More homes in an incompatible with residential use zone does not seem like a good idea at all. Will these people be compensated? Is it legal to knowingly affect people like this without a plan for compensation?	SO-11 cont'd
Noise generated by F35A flight operations has the potential to adversely impact property values for those properties and residents newly exposed to noise levels >65 dB DNL, and particularly for properties newly exposed to noise levels >75 dB DNL.	
Again, would this property value effect be compensated? If not, please state this fact. Again, is it legal to knowingly affect people like this without a plan for compensation?	SO-10
“Noise levels would remain below 55 dB DNL in the primary airspace units. Change in noise would be noticed and may cause annoyance, but no impacts on property values or other socioeconomic resources are expected.”	DO-30
I don't think the above is a true statement if you consider that TIA does not have live ordinance capabilities, and the F35 would then need to fly in and out of DM. This is a major concern. Also, in the 1985 version of Kryter, The Effects of Noise on Man, the following points are made:	
p. 575 “...the relation between distance to an airport and LDN is quite different from that found under the main take-off flight paths.” And, later on the same page, “...at a distance of only one mile to the side of an airport, the aircraft noise is negligible (LDN less than 55). However, at the end of the runway (on the flight path), an LDN of 55 dB is not reached until about 6 miles from the end of the runway.”	NO-4
The above statements seem to clearly imply that the noise contours should extend further along the flight path.	
“The F35A aircraft scenarios would present a disproportionately high and adverse impact on low income populations...”	
I think the above is a true statement, but will anything be done about this? This would seem to put an unfair and adverse burden on those least able to “take it”. Will anything be done for these people? If not, please state that there are no plans to compensate these people in any way. Again, is it legal to knowingly affect people like this without a plan for compensation, especially since there seems no other recourse available to them?	EJ-4 SO-10
“...between 1 and 2 schools and up to 1 child care center would be affected by noise levels >65 dB DNL.”	SO-11
Again, will these affected people be compensated in any way? If not, please state that they will not. Again, is it legal to knowingly affect people like this without a plan for compensation?	SO-10
I see no where in the DEIS the decibels for the F35 at 500 feet on landing. Yet, this is the elevation planes fly at 2 miles out from Davis Monthan Air Force Base (assuming they use the	NO-19

A1093 TU

A1093 TU

current flight path) since TIA has no live ordinance capability. This information must be included. **NO-19**
cont'd

Thank you for the chance to comment on the DEIS. This concludes my comments on the Tucson part of The Executive Summary.

Sincerely,

Elisabeth McFarlane
[REDACTED]

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March 12, 2012

Ms. Kim Fornof
Mr. David Martin
Air Force Contractor
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Dear Ms. Fornof and Mr. Martin,

The following are my specific comments on the DEIS. Page numbers refer to the DEIS unless otherwise noted. DEIS Volume One

p. 5 “At Boise AGS, Luke AFB, and Tucson AGS, noise levels generated by the F-35A in the vicinity of the main airfields would adversely impact the exposed population, subsequently resulting in potentially adverse impacts on residents, property values, and environmental justice communities, including children.”

SO-10

So, you state a knowing adverse impact on the citizens. Is this legal? Isn't this unconstitutional? I'm unaware of effective legal recourse that these people have.

p. 5. “Construction expenditures and personnel changes would generate beneficial socioeconomic impacts on the surrounding communities by generating additional jobs and income.”

SO-48

The above statement seems unsupported. Please indicate where this statement is corroborated.

p. 48, “Within that period, the Air Force actively solicited comments from the public, local governments, Federal and state agencies, and environmental groups to make sure their concerns and comments about the proposed beddown were included in the analyses.”; and p. 48 “The purpose of these meetings was to provide the public an opportunity to learn about the proposal and solicit public and agency inputs for the EIS analysis.”; and p. 49 “The Final EIS will be prepared following the public comment period and shall address comments submitted during the public comment period or presented at public hearings that address matters within the scope of the EIS.”

NP-1

I thought that the reason for public input was so that the public could help in the decision making process, not have their concerns included in a document. Public input meetings would of course include learning and include inputs for the analysis, but I would have thought that the main purpose was to consider public input in decision making, as opposed to simply being included “in the analyses”. If the purpose of the Public Input is only to make a more complete document, as opposed to influencing decision, this is an important distinction, and must be made clear in announcements that ask for public input. Please make it clear in the EIS the purpose of the Public Input. If it has no bearing on decision making, this needs to be clear.

Final
June 2012

<p>p. 49 “The Final EIS will provide the decision makers with a comprehensive review of the potential environmental consequences of selecting basing locations for F-35A training aircraft.”</p> <p>So, here is the decision making component. Perhaps a statement could be added that it is assumed that decision makers will weigh public input heavily since they are elected by the public (assuming this is true).</p> <p>p.12 “The ROD will identify which location or locations have been selected by the Air Force decision makers, how many F-35A aircraft would be bedded down at the selected location or locations, and what management actions or mitigation measures would be carried out to reduce, where possible, adverse impacts on the environment.”</p> <p>Please include what will happen if no management actions or mitigation measures are possible. Also, please mention who are the decision makers? Are these elected officials, and if so, which ones?</p>	A1093 TU	NP-1 cont'd
<p>p. 73 “Live munitions are not stored at Tucson AGS; therefore, for live-fire exercises, the 162 FW must transit to Davis-Monthan AFB for weapons loading.”</p> <p>The above point is critical. If F35’s must fly in and out of DM, then F35 jets should not be in Tucson at all. This is for two primary reasons: 1) Flights in and out of DM, I believe it has been stated, will use the current flight paths. However, this would mean that the F35 would be flying directly over homes at very low elevations. Homes 2 miles from the base along the flight path are over flown at only 500 feet on landing. The DEIS does not say how many decibels the F35 will generate on landing (Table B-1 does not include the F35). However, Table TU 3.2-5 shows the F35 at 120 dB at 1,000 feet. Obviously, the noise at 500 feet would be much too loud, especially since OSHA standards only allow something like 4 seconds per day at 120 dB. Please include the OSHA standards in the EIS.</p>	DO-30	
<p>“Initial rough order of magnitude construction cost calculations have been completed for each alternative for the construction and renovation projects projected for the F-35A beddown...and at Tucson AGS, \$175 to \$190 million.”</p> <p>Have these construction contracts already been awarded, and if so, to whom?</p>	GE-28	
<p>p.77 “...the cantonment areas at Boise AGS, Luke AFB, and Tucson AGS are heavily developed. Therefore, space is limited, making the availability of suitable and sufficient land an important criterion. In some cases, an existing structure would be demolished to allow for construction of the new structure that would be built for the F-35A beddown.”</p> <p>Would the re-built buildings be larger than the current? Otherwise, why tear down one to just put up another? This would seem to be very inefficient.</p>		

<p>p.84 “Some of the advanced training requires airspace that can accommodate the tactical maneuvers of up to eight aircraft simultaneously.”</p> <p>Would 8 F35s ever fly together over the city of Tucson?</p> <p>p.84 “Since a closed pattern operation essentially consists of a landing and a takeoff, it is considered two operations.”</p> <p>I was under the impression that DM had counted closed pattern operations as one previously, but I agree it should count as two.</p> <p>p.86 “F-35A low-level flight training on an MTR is generally at 500 feet above ground level.”</p> <p>To how many decibels would someone on the ground at the airport, say, be subjected in this case? If harmful, will the Air Force only fly where people won’t accidentally be subjected to extreme noise?</p>	A1093 TU	DO-47
<p>p.86 “Some F-35A training missions would include supersonic speeds and require approved airspace for supersonic flight operations.”</p> <p>In the Executive Summary it said that supersonic flights would be reduced. However, I’m unaware of sonic booms currently. How many are there currently?</p> <p>p.86 “While predominant F-35A training operations would occur in the airspace, ranges, and auxiliary airfields identified as primary use, the F-35A would not be limited to using only those areas. The F-35A may conduct operations in other SUA, on other ranges, and at other airfields within the nationwide SUA, Air Traffic Control Assigned Airspace, MTR, and auxiliary airfield network, which can be defined as occasional use.”</p> <p>This is a critical point. If this involves flying low over people or their homes, this is a very big problem. How occasional? This is why the F35 would appear not to fit with a major metropolitan area like Tucson.</p>	NO-19	NO-105
<p>p.88 “Occasional use airspace and ranges would generally receive only infrequent use by the F-35A.”</p> <p>Please define infrequent.</p>	NO-4	GE-1
<p>p.90 “On extremely rare occasions (estimated at approximately 0.01 percent of flares dispensed), a flare may not ignite and would fall to the earth as a dud flare. In an extremely rare occasion, where a dud flare is found, it should not be moved, the location should be identified, and the Air Force base public affairs office should be contacted and provided with the dud flare location.”</p>	DO-76	SA-5

A1093 TU	
<p>Please identify possible danger for the person finding such a dud flare, assuming they are unaware of proper procedure.</p>	SA-5 cont'd
<p>p.102 “As F-35A becomes operationally mature, the aircraft mishap rate is expected to become comparable with similarly sized aircraft with a similar mission. The Class A rate is not yet determined for the F-35A, and, as with any new aircraft, there are always elements of a new system that require testing. Resolution of issues discovered during the test and evaluation period would be accomplished before full training begins at any location.”</p>	SA-1
<p>I think several residents of Tucson have taken issue with the above statement, understandably. If initial mishap rates are unknown but expected to settle down to those of similar planes, this implies initial mishap rates are likely to be higher than current values, correct? Also, there’s no reason to expect that one plane will have the same mishap rates of a similar plane at all. It states in the Joint Land Use Study that single engine jets are inherently less safe than double engine jets like the A-10 for example.</p>	NO-4
<p>p.121 “Noise levels would remain <55 dB DNL beneath the primary use airspace. Change in noise would be noticed and may cause annoyance, but no impacts on property values or other socioeconomic resources are expected.”</p>	NO-4
<p>What about noise levels in occasional use areas? Is DM an occasional use area? This is a major concern.</p>	NO-20
<p>p.129 “(1) Avoiding the impact altogether by not taking a certain action or parts of an action (2) Minimizing the impact by limiting the degree or magnitude of the action and its implementation (3) Rectifying the impact by repairing, rehabilitating, or restoring the affected environment (4) Reducing or eliminating the impact over time by preservation and maintenance operations during the lifetime of the action (5) Compensating for the impact by replacing or providing substitute resources or environments”</p>	NO-20
<p>In terms of mitigation, and subjecting residents to harmful noise, it would appear that only option 1 below really applies, since harmful noise can’t be rectified (3) or be replaced (4); options (2) and (5) seem to imply limiting flights, which does not seem tenable. Or perhaps you could comment further?</p>	NP-1
<p>p.129 “Following the EIS Record of Decision, a Mitigation Plan will be prepared...”</p>	NP-1
<p>What if the plan is not acceptable at that point? It would be best to comment on the mitigation plan as part of the EIS.</p>	NO-107
<p>p.132 “However, impacts that cannot be mitigated could occur. Some of these impacts could be considered adverse or annoying to potentially affected individuals.”</p>	NO-107
<p>The above statement is more than a little vague. Please expand upon this.</p>	SO-10
<p>p. 132 “Such unavoidable, adverse impacts would be identified for decision makers in the Final EIS and Record of Decision.”</p>	SO-10
<p>What recourse will the adversely affected people have?</p>	SO-10

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<p>p.137 “Military aircraft noise is not federally regulated.”</p>	NO-117
<p>This is a disturbing statement. Perhaps the better way to say this is that Military aircraft noise is not regulated by anyone at all. If the Federal government doesn’t regulate it, then who does? Since noise has been used as a weapon, surely someone must regulate it? Otherwise the military could use noise against its own people, right?</p>	NO-117
<p>p.137 “The 1972 Noise Control Act (P.L. 92-574) mandated noise limits on certain categories of equipment, but military weapon systems, including planes, bombs, and artillery, were not classified as equipment as defined in this law.”</p>	NO-118
<p>What entity decided the definition of equipment? When was this definition created?</p>	NO-119
<p>p.137 “The Air Force has voluntarily agreed...”</p>	NO-119
<p>The Air Force has voluntarily agreed with whom? This makes it sound like the Air Force is separate from the Federal Government, but it’s not, is it?</p>	NO-119
<p>p.140 “Nevertheless, findings substantiate the claim that community annoyance in response to aircraft noise is predicted quite reliably using DNL.”</p>	NO-120
<p>I do not think that the above statement is true statement. For example, Kryter, 1985, The Effects of Noise on Man states: p. 132 “...the “10 dB per doubling” growth of noisiness agrees fairly well with laboratory experiments with aircraft noise up to peak indoor levels of about 80 dBA (fig 5.12(a)), but that at higher levels (fig. 5.12 (b)), the subjective noisiness or unwantedness grows at a somewhat greater rate. This finding is consistent with some attitude survey findings in communities that show a sharp increase in the rate of growth of annoyance as a function of the exposure level of aircraft noise when the level exceeds a certain high level. Also, in Kryter, same year: p. 122 “Evidence indicates (Borsky, ref. 37) that the feelings of annoyance from noise interference effects stays the same or grows with continued years of living in a noisy area even though the people have adapted to the fact that the noise is to be present.” Also, in Kryter, same year: p.142 “...the longer the duration in the buildup of the intensity of noise, the more unacceptable it is, even though the total duration and energy remains the same...a sound that increases slowly to a given peak level and then decreases rapidly is much more objectionable than one of the same total duration and maximum intensity that increases rapidly and then decreases slowly in intensity...”</p>	NO-120
<p>Also, the main point is that the main correlation with annoyance is proximity to the flight path. This point should be made strongly in the EIS.</p>	NO-65
<p>p.140 “It was assumed that each of the schools in the list of sensitive receptors maintains a “windows closed” condition and provides approximately 25 dB of noise level reduction.</p>	NO-3
<p>This is not true for Tucson. A huge percentage of people must have windows open for their cooling systems.</p>	NO-3

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<p>p.141 “Typical residential construction provides structural noise attenuation of approximately 15 dB with windows open and 25 dB with windows closed, and probabilities of awakening were calculated under both “windows open” and “windows closed” conditions.”</p> <p>Please define “typical residential construction”. Many of the homes affected are older and poorly insulated.</p>	NO-121
<p>p.142 “As per a DoD policy memorandum published in 2009, populations exposed to noise greater than 80 dB DNL are at the greatest risk of population hearing loss (Undersecretary of Defense for Acquisition Technology and Logistics 2009).”</p> <p>The above statement acknowledges that the DoD knows that hearing loss can happen with repeated exposure to high noise. What is the plan or solution for affected people?</p>	NO-6
<p>p.142 “The DoD policy directs that hearing loss risk should be assessed using the methodology described in U.S. Environmental Protection Agency (EPA)”</p> <p>The problem with the above is that the EPA conclusions are only for nonimpulsive noise. This is clearly impulsive noise, and must be considered: p. 313 Kryter, 1985, “As deduced by Johnson and maintained in the EPA documents, continuous noise at a level of 73 to 75 dBA for 8 hours per workday and a work career of 45 years (or the energy equivalent) will protect virtually the whole population from having more than 5 dB NIPTS at 4000 Hz. The EPA conclusions are based only on, and are presumably applicable to, the assessment of nonimpulsive noise. From Kryter, 1985, p. 141 “...when a sound increases in level above the threshold level for noisiness (estimated as 45 dBA indoors and 55 dBA outdoors, for brief sounds) at a rate greater than about 10 dB/sec, it is judged impulsive. Also from Kryter, 1985 p. 147 “...the impulse correction is about 5 dB greater when the...aircraft noise are heard indoors but measured outdoors...”</p>	NO-122
<p>p.142 “According to a report by Ludlow and Sixsmith, there were no significant differences in audiometric test results between military personnel who, as children, had lived in or near stations where jet operations were based, and a similar group who had no such exposure as children (Ludlow and Sixsmith 1999).”</p> <p>The above statement seems misleading. The critical issue would be to test people right under the flight path versus others, not who lived in or near stations where jet operations were based. Again, people under the flight path are the main concern!!!</p>	
<p>p.143 “Most studies attempting to clarify such health effects have found that noise exposure levels established for hearing protection will also protect against any potential non-auditory health effects, at least in workplace conditions.:</p> <p>The problem here is the phrase “at least in workplace conditions”. There are 24 hours in a day. If people are at work 8 hours a day, this leaves potentially 16 at home, which is a factor of two, and hence extremely significant.</p>	
<p>p.143 “The potential for noise to affect physiological health, such as the cardiovascular system, has been brought up; however, no unequivocal evidence exists to support such claims (Harris</p>	NO-123

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<p>1997); and p. 143 “Research studies regarding the non-auditory health effects of aircraft noise are ambiguous, at best, and often contradictory.”</p> <p>Please Identify these research studies. This is an untrue statement. For example, in Kryter, 1970, it states: p. 508 “The incidence of hypertension (arterial blood pressure) tends to be greater in workers exposed to high frequency...noise and to...broadband noise...”, and later, “...workers in ...noisy industries...suffer unusually high percentages of circulatory, digestive, metabolic, neurological, and psychiatric difficulties.</p>	NO-123 cont'd
<p>p.143 Sonic booms are commonly associated with structural damage.</p> <p>Who pays for such damage and how?</p>	NO-17
<p>p.144 “At sonic boom overpressures less than 4 pounds per square foot, damage to structures is relatively infrequent.”</p> <p>How infrequent, and are those typical sonic boom overpressures?</p>	NO-12
<p>p.144 “While qualities of the property itself, surrounding properties, and the local real estate market are clearly the primary determinants of value, ambient noise levels could also play a role in determining market value. The effect of ambient noise level on real property market value has been studied extensively, but results have been contradictory.”</p> <p>I believe the above is an untrue statement. As pointed out in Kryter, 1985, “The reason is that the commerce, even if not of local interest, is a matter of interest to people living in area not impacted by the noise. At the same time, if a noise environment (e.g., that from commercial aircraft) is protected from local government control because of interstate commerce or other reasons, the citizens whose health is affected or whose property values are reduced because of the noise may be entitled to monetary compensation. The issue then becomes who would be liable for paying any compensation that might be justified – the local government who permitted improper land use, the airport-aircraft operator, or the people engaged in commerce.” All studies that I am aware of show that property values are adversely affected, often significantly, by unwanted noise. I have many references. Please state your references that show contradictory effects. Effects of unwanted noise on property values are all negative, even if they vary in severity.</p>	SO-1
<p>p.144 “...all results presented in this EIS are estimates.”</p> <p>How estimated. This statement must be quantified, or the DEIS is fairly meaningless.</p>	NP-13
<p>p.152 “Class A mishaps are of primary concern because of their potentially catastrophic results.”</p> <p>Perhaps I missed it, but I don’t see any analysis of anticipated safety based on any data. This seems like a major oversight.</p>	SA-12
<p>p.160 “The designations contained in the FICUN land use compatibility table do not constitute a Federal determination that any use of land covered by the program is acceptable or unacceptable under Federal, state, or local law.</p>	SO-1

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<p>This sounds more like a legal distinction than anything. A residence in a zone considered “incompatible with residential use” as stated in the Joint Land Use Study seems ridiculous. Who decides was is unlivable or not?</p>	SO-1 cont'd
<p>p.160 “The responsibility for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with the local authorities.”</p>	SO-10
<p>Does this mean that local authorities are the ones that should be sued in the event of damages?</p>	
<p>p.161 “Generally, residential development is not recommended in areas experiencing noise levels of 65 dBA or greater.”</p>	SO-11
<p>What is the solution for homes that are already present? Doesn’t someone have to do something for these people?</p>	
<p>p.161 “Although discouraged, residential development is compatible within the 65–69 dBA and 70–74 dBA contours, provided noise reduction levels of 25 dB and 30 dB, respectively, are achieved.”</p>	NO-20
<p>Who pays for this noise reduction?</p>	
<p>p.161 “Implementation of the AICUZ Program is mandatory for the Military Services; community adoption of resulting land use designations is voluntary.”</p>	LU-11
<p>However, I believe that State required Tucson to comply back in 2004 for DM via state law, is this not so?</p>	
<p>p.163 “When noise levels exceed an Ldn of 65 dB, residential land uses are normally considered incompatible.”</p>	SO-11
<p>What is the plan when homes are already there? What happens then? This is an important point.</p>	
<p>p.169 “Factors directly related to the property, such as size, improvements, and location of the property, as well as current conditions in the real estate market, interest rates, and housing sales in the area, are more likely to have a direct adverse impact on property values.”</p>	SO-1
<p>The above is an incorrect statement since, for example, size can positively impact property values as opposed to having an adverse effect.</p>	
<p>p. 169 “Therefore, the regression analysis was not able to predict the impact of aircraft noise on the property values of two comparable properties.”</p>	
<p>Loss of Property Value and Property Tax Revenue Attributable to El Toro Airport Noise by Larry Bales, 2002 is a good treatment, as is “The Impact of Airport Noise on Residential Real Estate by Randall Bell in the Appraisal Journal, July 2001. Both these studies note significant losses in property value due to noise.</p>	SO-33
<p>p.169 “The result of the study supports the idea that the potential for an adverse impact on property values as a result of aircraft noise exists and estimates that the value of a specific</p>	SO-1

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<p>property could be discounted between 0.5 and 0.6 percent per decibel when compared to a similar property that is not affected by aircraft noise.”</p>	SO-33
<p>That is a significant impact, corroborated by the Bell study that found “...a loss of market value...of...21.5% for severely impacted properties. One assumes this includes residences that are incompatible with residential use.</p>	
<p>p.170 “The objectives of EO 12898 include identification of disproportionately high and adverse health and environmental effects on minority and low-income populations that could be caused by a proposed Federal action.”</p>	NP-27
<p>Is this disallowed, or no?</p>	
<p>The following relates to DEIS Vol II:</p>	
<p>p.97 “Noise analysis thus requires a combination of physical measurement of sound, physical and physiological effects, plus psycho- and socio-acoustic effects.”</p>	NO-42
<p>The above statement is from your own document. However, I’m not particularly aware of when or where you’ve actually measured sound. Perhaps you could point this out? I seem only to recall reading about models. Might this be included in the EIS?</p>	
<p>p.98 “First, if a sound’s intensity is doubled, the sound level increases by 3 dB, regardless of the initial sound level.”</p>	NO-50
<p>From Kryter, 1985, p. 141 “..(3 dB per doubling of duration) was appropriate for expressing the duration effect on the noisiness of steady-state noise, but not entirely do for intermittent noise. For the latter noise its mean energy level plus 10 times the common logarithm of the number of pulses was cited as being more appropriate. Again, the point here is intermittent noise is “special” and must be dealt with accordingly.</p>	
<p>p.98 “The threshold of human hearing is approximately 0 dB, and the threshold of discomfort or pain is around 120 dB.”</p>	NO-6 NO-20
<p>Thus, as I understand it, you will knowingly be causing pain to citizens, since the F35 is 120 dB at 1,000 ft, and some homes are overflowed at less than this elevation, especially in and out of DM, is this correct? Or will elevations or flight paths be varied? If so, please say so in the EIS.</p>	
<p>p.100 “In this environmental analysis, A-weighted sound levels are reported as dB.”</p>	
<p>In Kryter, The Effects of Noise on Man, 1985, he points out that “p. 132 “...D-weighting is generally superior to the A-weighting in the assessment of impulsive sounds.” Please comment on this distinction and explain what the results would be if the apparently more appropriate D-weighting was used. I should point out that also from Kryter, 1985, “p. 160 “Unfortunately, sound level meters integrate and average sound not on an energy basis (as apparently does the ear), but in an exponential manner...Why this is done is not explained, but it can result in meter readings that are 10 to 50 dB below the true integrated 1-sec average sound energy for impulses, depending on their spectra.” So, the point is that sound level meters tend to underestimate noise, sometimes greatly. This is an important point. Also from Kryter, 1985, “p. 161 “...the so-called “slow,” “fast,” “impulse,” and “peak” values from present day sound level meters are not, by and large, appropriate for predicting judgements of impulses, whereas in conformity with present and</p>	NO-50

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previous research, energy integrated over 1 sec is.” and, p. 141 “...(3 dB per doubling of duration) was appropriate for expressing the duration effect on the noisiness of steady-state noise, but not entirely do for intermittent noise. For the latter noise its mean energy level plus 10 times the common logarithm of the number of pulses was cited as being more appropriate. Again, impulsive noise must be dealt with in particular, and I do not think this has yet been done in the DEIS.	NO-50 cont'd
p. 101 Table B-1. Representative Maximum Sound Levels (L_{max})	
The entire point of this thick document is the F35. How can the F35 be missing from Table B-1? This is an important point.	NO-52
p. 103 “It has been well established that DNL correlates well with long-term community response to noise (Schultz 1978, Finegold et al. 1994).	
I don't think that the above is a true statement and it's made many times in the DEIS. For example, in Kryter, 1985, p. 132 “...the “10 dB per doubling” growth of noisiness agrees fairly well with laboratory experiments with aircraft noise up to peak indoor levels of about 80 dBA (fig 5.12(a)), but that at higher levels (fig. 5.12 (b)), the subjective noisiness or unwantedness grows at a somewhat greater rate. This finding is consistent with some attitude survey findings in communities that show a sharp increase in the rate of growth of annoyance as a function of the exposure level of aircraft noise when the level exceeds a certain high level.	NO-120
p.110 “11a Although local conditions may require residential use, it is discouraged in DNL 65-69 dB and strongly discouraged in DNL 70-74 dB. An evaluation should be conducted prior to approvals, indicating that a demonstrated community need for residential use would not be met if development were prohibited in these zones, and that there are no viable alternative locations.”	SO-11
But what about the homes that are already there? This is a critical issue and the DESI doesn't address this at all. It need to be clear in the EIS.	
p. 111 “The nonauditory effects of chronic noise exposure, when noise is suspected to act as one of the risk factors in the development of hypertension, cardiovascular disease, and other nervous disorders, have never been proven to occur as chronic manifestations at levels below these criteria (an average of 75 dBA for complete protection against hearing loss for an eight-hour day)” (von Gierke 1990; parenthetical wording added for clarification).”	
Again, Kryter, 1970 states “p. 508 “The incidence of hypertension (arterial blood pressure) tends to be greater in workers exposed to high frequency...noise and to...broadband noise...” and “...workers in ...noisy industries...suffer unusually high percentages of circulatory, digestive, metabolic, neurological, and psychiatric difficulties. Of course, it's always tough to prove anything. There have certainly been correlations that have been noticed, however.	NO-6
p.112 “At the International Congress (1988) on Noise as a Public Health Problem, most studies attempting to clarify such health effects did not find them at levels below the criteria protective of noise-induced hearing loss; and even above these criteria, results regarding such health effects were ambiguous.”	

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I doubt that the above statement is true. Ambiguous in what way? I believe there are strong correlations. The huge World Health Organization document leaps to mind.	
p. 112 “Consequently, it can be concluded that establishing and enforcing exposure levels protecting against noise-induced hearing loss would not only solve the noise-induced hearing loss problem but also any potential nonauditory health effects in the work place.”	NO-6 cont'd
While the statement above seems logical, it does not necessarily follow. It could be true, but it could just as well not be true.	
p.112 “Research studies regarding the nonauditory health effects of aircraft noise are ambiguous, at best, and often contradictory.”	
All such studies of which I am aware find there to be detrimental effects. The ambiguity might only be with respect to degree.	NO-123
p.112 “The committee concluded that the threshold for possible long-term health effects was a 16 hour (6:00 a.m. to 10:00 p.m.) Leq of 70 dB. Projecting this to 24 hours and applying the 10 dB nighttime penalty used with DNL, this corresponds to DNL of about 75 dB.”	NO-6
Perhaps more could be said about the conversion from Leq of 70 to a DNL of 75? This is not clear at all and needs to be better demonstrated.	
p.112 “In summary, there is no scientific basis for a claim that potential health effects exist for aircraft time-average sound levels below 75 dB.”	
I take issue with the statement above - the literature is voluminous. For example, at the 2004 Public Hearing on this issue, Tom Birdsell stated “I'm a biologist, I have a PhD in biology and I know there are serious health effects including hypertension, and from excessive exposure to noise”.	NO-123
p.113 “However, financial resources are generally not available to achieve that goal. Most agencies have identified DNL of 65 dB as a criterion which protects those most impacted by noise, and which can often be achieved on a practical basis (FICON 1992). This corresponds to about 12 percent of the exposed population being highly annoyed.”	NO-20
What is done for those people who are highly annoyed?	
p.113 “In many cases, the 65 DNL noise contour line is adopted as the threshold level above which land use restrictions are invoked.”	SO-11
What happens to the homes that pre-date the contour line? This is important and should be addressed.	
p.113 “a 1 dB increase in background sound level from 70 dB to 71 dB yields a 14 percent decrease in sentence intelligibility’.	NO-3

<p>I can only say for myself, that I spend most of my time outside, especially in Tucson in the winter and spring. I'm sure I'm not the only one who spends so much time outside in Tucson.</p>	<p>A1093 TU</p> <p>NO-18 cont'd</p>
<p>p.120 "Eldred and von Gierke also report that "several studies in the U.S., Japan, and the U.K. have confirmed the predictions that the possibility for permanent hearing loss in communities, even under the most intense commercial take-off and landing patterns, is remote." The very next statement is a large jump to: "With regard to military airbases, as individual aircraft noise levels are increasing with the introduction of new aircraft, a 2009 DoD policy directive requires that hearing loss risk be estimated for the at risk population, defined as the population exposed to DNL greater than or equal to 80 dB and higher (DoD 2009)."</p>	<p>NO-6</p>
<p>It seems that the DoD should be investigating hearing loss for 70 dB and above, not 80 dB and above. The made conclusions based on commercial aircraft that are not applicable to louder and more powerful milary aircraft.</p>	<p>NO-6</p>
<p>p.120 "This does not preclude populations outside the 80 DNL contour, i.e. at lower exposure levels, from being at some degree of risk of hearing loss. However, the analysis should be restricted to populations within this contour area..."</p>	<p>NO-6</p>
<p>The above statements make no sense. It is specifically people in the 65 dB or 70dB contour that should be being studied, although 80 is good too.</p>	<p>NO-6</p>
<p>p.120 "The exposure of workers inside the base boundary area should be considered occupational and evaluated using the appropriate DoD component regulations for occupational noise exposure."</p>	<p>NO-44</p>
<p>So, you are using different criterion to evaluate the noise effects for on base people versus off base people, correct? Perhaps you could say more about this? Which of the two criteria is more conservative?</p>	<p>NO-44</p>
<p>p.120 "With regard to military airspace activity, studies have shown conflicting results. A 1995 laboratory study measured changes in human hearing from noise representative of low-flying aircraft on Military Training Routes (MTRs) (Nixon et al. 1993). The potential effects of aircraft flying along MTRs is of particular concern because of maximum overflight noise levels can exceed 115 dB..."</p>	<p>AM-20</p>
<p>Is "Military Training Routes" the same as flight path. That is, are neighbors to the northwest of Davis Monthan Air Force Base on an MTR? How many miles does the MTR extend from the base in that case, to the northwest?</p>	<p>NO-6</p>
<p>p.120 "In another study of 115 test subjects between 18 and 50 years old in 1999, temporary threshold shifts were measured after laboratory exposure to military low-altitude flight noise (Ising et al. 1999). According to the authors, the results indicate that repeated exposure to military low-altitude flight noise with Lmax greater than 114 dB, especially if the noise level increases rapidly, may have the potential to cause noise induced hearing loss in humans."</p>	<p>NO-6</p>

<p>The above does not indicate if the hearing loss would be permanent or not, but I table TU 3.2-5 shows the F35 at 1000 feet is 120 dB. If TIA can't load live ordnance, must the fly in and out of DM? If they fly in and out of DM, will they use the same flight path they now do? Assuming they use the same flight path, at what altitude will they be flying? This point is critical. Currently, houses 2 miles from the base are over flown at 500 feet. Again, I see no where in the DEIS that states how many decibels the F35 will be at 500 feet. This information is critical.</p>	<p>A1093 TU</p> <p>NO-59</p>
<p>p.120 "Aviation and typical community noise levels near airports are not comparable to the occupational or recreational noise exposures associated with hearing loss."</p>	<p>NO-59</p>
<p>What does this statement mean? I believe it is vague, and incorrect. For example, in Kryter, 1970, p. 449 "Some housewives and husbands living near the Santa Monica Airport had a statistically significant hearing loss at 4000 Hz, but not at other frequencies, and that some of the husbands (those not exposed to noise in their work) showed no significant loss..."; and p. 449-450 "Jet noise during run-up...measured 106 dB(A) and often lasted at least 3 minutes pre run-up, five times per day. The CDR...would be 10, indicating that a 10dB hearing loss...at 4000 Hz could be expected...A CDR value of 10 would be present for the flyover noise if one assumed that the peak level would be present for 2 seconds and that there was an average of two minutes between flights and 200 flights per day. Since there was an average of only five jet take off operations per day at this particular airport...it would appear that the damage risk to hearing, and the apparent actual loss, was due almost exclusively to the jet engine run-up noise." I understand that this was not considered a hardship; however, I would certainly consider it a hardship: "p. 453 "It would appear, nevertheless, that the hearing levels of the women and men tested are in reasonable agreement with the type and degree of hearing loss to be expected from exposure to the jet aircraft run-up noise present outdoors at some homes near the Santa Monica Airport. The defense argument in this court case was that inasmuch as a committee of the American Association of Opthomologists and Otolaryngologists (510) recommends that hearing losses at frequencies above 2000 Hz, no matter how severe, not be considered as constituting hearing impairment for speech (see Chapter 4), the possible aircraft noise-induced deafness on the part of the residents near the airport was of no consequence; in my opinion, this argument is unjustifiable, particularly in this situation." And, still from Kryter, 1970 p. 459 "Damage Risk to Hearing Noise Outdoors or Indoors Where Speech Communication Requirements are modest. Noise reaching levels 80 PNdB, 67 dB(A), or 74 dB(D) at the ear will be resented. Noise present continuing at this level can eventually cause some 10dB or so of hearing loss at frequencies above 2000 Hz. It is hypothesized that somehow people sense the potential auditory fatigue effect and are naturally, whether with or without conscious knowledge of its long-term damage risk, concerned about noise above these levels regardless of any masking of speech."</p> <p>And again, from Kryter, 1985, the following is a critical point: p.575 "...at a distance of only one mile to the side of an airport, the aircraft noise is negligible (LDN less than 55). However, at the end of the runway (on the flight path), an LDN of 55 dB is not reached</p>	<p>A1093 TU</p> <p>NO-124</p>

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<p>until about 6 miles from the end of the runway.” This means that more people than you think are being exposed to more noise than you think.</p>	<p>Sure, more research is always needed, but there is already significant cause for concern.</p>
<p>p.120 “Studies of aircraft noise levels associated with civilian airport activity have not definitively correlated permanent hearing impairment with aircraft activity.”</p>	<p>p.121 “Since the CHABA report, there have been further studies that suggest that noise exposure may cause hypertension and other stress-related effects in adults. Near an airport in Stockholm, Sweden, the prevalence of hypertension was reportedly greater among nearby residents who were exposed to energy averaged noise levels exceeding 55 dB and maximum noise levels exceeding 72 dB.”; and another study “...blood pressure was raised by Lmax of 112 dB and high speed level increase (Michalak et al. 1990).” BUT “Yet another study of subjects exposed to varying levels of military aircraft or road noise found no significant relationship between noise level and blood pressure (Pulles et al. 1990).</p>
<p>So, it’s been correlated, just not “definitely correlated”, correct?</p>	<p>My question here is, what dB levels in this last study. Road noise is way way less typically that high performance jets. This last study would appear to be inappropriate to consider.</p>
<p>p.120 “It is unlikely that airport neighbors will remain outside their homes 24 hours per day, so there is little likelihood of hearing loss below an average sound level of 75 dB DNL.”</p>	<p>p.121 “Most studies of nonauditory health effects of long-term noise exposure have found that noise exposure levels established for hearing protection will also protect against any potential nonauditory health effects, at least in workplace conditions.”</p>
<p>I live in a very old house (built before jets were flown at DM). It has very little insulation. It must have open windows for the cooling system to work. You need to give a better assessment of how little protection is afforded due to being inside in this case. This is an important point.</p>	<p>The problem here is the statement “...at least in workplace conditions.” Many affected are homes. Work place conditions do not apply.</p>
<p>p.120 “Near military airbases, average noise levels above 75 dB may occur, and while new DoD policy dictates that NIPTS be evaluated, no research results to date have definitively related permanent hearing impairment to aviation noise.”</p>	<p>p.121 “The nonauditory effects of chronic noise exposure, when noise is suspected to act as one of the risk factors in the development of hypertension, cardiovascular disease, and other nervous disorders, have never been proven to occur as chronic manifestations at levels below these criteria (an average of 75 dBA for complete protection against hearing loss for an 8-hour day).”</p>
<p>I believe that this is a false statement. Please refer to the response to “p.120 “Aviation and typical community noise levels near airports are not comparable to the occupational or recreational noise exposures associated with hearing loss.” above.</p>	<p>The statement “have never been proven” may be true. Kryter, 1970, states p. 508 “The incidence of hypertension (arterial blood pressure) tends to be greater in workers exposed to high frequency...noise and to...broadband noise...” and “...workers in ...noisy industries...suffer unusually high percentages of circulatory, digestive, metabolic, neurological, and psychiatric difficulties.” Of course, it is difficult to actually prove anything. Still, I would think that many would agree that results are suggestive.</p>
<p>p.121 “The nonauditory effect of noise on humans is not as easily substantiated as the effect on hearing. Prolonged stress is known to be a contributor to a number of health disorders. Kryter and Poza (1980) state, “It is more likely that noise-related general ill-health effects are due to the psychological annoyance from the noise...than it is from the noise eliciting.”</p>	<p>p.122 “Consequently, one comes to the conclusion that establishing and enforcing exposure levels protecting against noise-induced hearing loss would not only solve the noise-induced hearing loss problem, but also any potential nonauditory health effects in the work place” (von Gierke 1990).</p>
<p>Still, the noise is the cause. Also, Kryter, 1970, states p. 459 “Damage Risk to Hearing Noise Outdoors or Indoors Where Speech Communication Requirements are modest. Noise reaching levels 80 PNdB, 67 dB(A), or 74 dB(D) at the ear will be resented. Noise present continuing at this level can eventually cause some 10dB or so of hearing loss at frequencies above 2000 Hz. It is hypothesized that somehow people sense the potential auditory fatigue effect and are naturally, whether with or without conscious knowledge of its long-term damage risk, concerned about noise above these levels regardless of any masking of speech.”</p>	<p>Again, the problem is not “in the work place”. There are many homes in the 65-69 LDn noise zone and higher.</p>
<p>p.121 “Evidence from available research reports is suggestive, but it does not provide definitive answers to the question of health effects, other than to the auditory system, of long-term exposure to noise. It seems prudent, therefore, in the absence of adequate knowledge as to whether or not noise can produce effects upon health other than damage to auditory system, either directly or mediated through stress, that insofar as feasible, an attempt should be made to obtain more critical evidence.”</p>	

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p.122 “Research studies regarding the nonauditory health effects of aircraft noise are ambiguous, at best, and often contradictory.”

I disagree with the above statement as demonstrated by my treatment above. Perhaps you could better explain the ambiguous results? Are all the studies you’re referring to looking at high jet noise levels?

p.122 “Yet, even those studies that purport to find such health effects use time-average noise levels of 75 dB and higher for their research.”

Are you saying that all studies that show ill effects from noise “use time-average noise levels of 75 dB and higher”? This is a highly suspect statement, and I would think in the information I’ve already provided above this can be shown not to be true. I would think hearing loss would be considered an ill health effect if nothing else.

p.122 “The potential for noise to affect physiological health, such as the cardiovascular system, has been speculated; however, no unequivocal evidence exists to support such claims (Harris 1997).”

I think this statement relies on the word unequivocal. Clearly there is evidence, but this document claims that the evidence is not “unequivocal”. So, there is not only the burden of proof, but the burden of unequivocal proof upon affected neighbors, is this correct? I would think that the evidence that show ill effect far outweighs evidence that does not, is that not true?

p.122 “Conclusions drawn from a review of health effect studies involving military low-altitude flight noise with its unusually high maximum levels and rapid rise in sound level have shown no increase in cardiovascular disease (Schwarze and Thompson 1993).”

The above seems to be conclusions drawn from a “review of studies”. What dB levels were studied, and are they comparable to expected F35 noise levels?

p.122 “Additional claims that are unsupported include flyover noise producing increased mortality rates and increases in cardiovascular death, aggravation of post-traumatic stress syndrome, increased stress, increases in admissions to mental hospitals, and adverse affects on pregnant women and the unborn fetus (Harris 1997).”

This is a bold statement. Much stock seems to be put on Harris 1997 (Harris, C.S. 1997. The Effects of Noise on Health. Wright-Patterson AFB, Ohio, AL/OE-TR-1997-0077). Perhaps you could say more about this study, especially the dB levels involved?

p.122 “Noise-induced performance losses are most frequently reported in studies employing noise levels in excess of 85 dB. Little change has been found in low-noise cases.”

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The main question I have here is what about the 65-85 dB range. I don’t think these would be considered low-noise cases, correct?

p.123 “● A periodic intermittent noise is more likely to disrupt performance than a steady-state continuous noise of the same level. Flyover noise, due to its intermittent nature, might be more likely to disrupt performance than a steady-state noise of equal level.
● Noise is more inclined to affect the quality than the quantity of work.
● Noise is more likely to impair the performance of tasks that place extreme demands on the worker.

I would think the above were true statements. To paraphrase, intermittent noise is more disruptive and effect the quality of work, especially for demanding tasks. Many PhDs from UofA live in the region northwest of DM for example (many spoke at the Public Hearing back in 2004).

p.123 “A review of the scientific literature indicates that there has not been a tremendous amount of research in the area of aircraft noise effects on children.”

Again, I would think the FICAN study most relevant: FICAN, acknowledged in their 2000 report. “Research on the affect of Air Craft noise on children’s hearing suggest that aircraft noise can interfere with learning in the following areas: reading, motivation, language and speech acquisition and memory. The strongest findings to date are in the area of reading where more than 20 studies have shown that children in noise impact zones are negatively affected by aircraft.” (This was from the 2004 Hearing as stated by a neighbor. I have not personally seen this reference).

p.124 “Although many factors could contribute to learning deficits in school-aged children (e.g., socioeconomic level, home environment, diet, sleep patterns), evidence exists that suggests that chronic exposure to high aircraft noise levels can impair learning.”

Based on all the evidence you give in this section, I think it would be better to replace the work “can” above to “does”, though maybe not for all children studied, it seems to for many.

p.124 “This awareness has led the WHO and a North Atlantic Treaty Organization (NATO) working group to conclude that daycare centers and schools should not be located near major sources of noise, such as highways, airports, and industrial sites (WHO 2000, NATO 2000).”

What is the plan if schools are already in locations that are currently over flown by loud military aircraft?

p.125 “Children who were chronically exposed to aircraft noise from a new airport near Munich, Germany, had modest (although significant) increases in blood pressure,

NO-6 cont'd

EJ-2

EJ-1

EJ-2

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<p>significant increases in stress hormones, and a decline in quality of life (Evans et al. 1998). Children attending noisy schools had statistically significant average systolic and diastolic blood pressure (p<0.03).”</p> <p>The above statement seems disturbing. Jets flying over kids at home or at school is known to harm them, is that right?</p> <p>p.125 “Noise-induced hearing loss was reportedly higher in children who attended a school located under a flight path near a Taiwan airport, as compared to children at another school far away (Chen et al. 1997).”</p> <p>So, the Air Force is aware of cases where children under a flight path have had their hearing damaged, and yet the Air Force is still considering bringing in one of the loudest jets to exist to fly over and across homes in Tucson, is this correct? This would seem to me to be an extremely important point. Are there plans to modify the flight paths or elevations or something?</p> <p>p.125 “Another study reported that hearing ability was reduced significantly in individuals who lived near an airport and were frequently exposed to aircraft noise (Chen and Chen 1993). In that study, noise exposure near the airport was reportedly uniform, with DNL greater than 75 dB and maximum noise levels of about 87 dB during overflights.”</p> <p>Again, this seems disturbing. The dB levels for people in Tucson under the flight path are much higher than this, as I’m sure the Air Force must be aware.</p> <p>p.125 “Conversely, several other studies that were reviewed reported no difference in hearing ability between children exposed to high levels of airport noise and children located in quieter areas (Fisch 1977, Andrus et al. 1975, Wu et al. 1995).”</p> <p>I know nothing per se of these three studies, but were they studies of high dB military jets? I might guess that they were not.</p> <p>p.130 “Studies of terrestrial mammals have shown that noise levels of 120 dBA can damage mammals’ ears, and levels of 95 dBA can cause temporary loss of hearing acuity.”</p> <p>Since man is a mammal, does this above information relate to people as well?</p> <p>p.130 “One study recommended that aircraft not be allowed to fly at altitudes below 2,000 feet above ground level over important grizzly and polar bear habitat (Dufour 1980).”</p> <p>Are there similar “not be allowed to fly at altitudes below 2,000 feet above ground level over...” people as well? Or would the military be exempt from such recommendations?</p>	<p>p.130 “Observations of caribou in Alaska exposed to fixed-wing aircraft and helicopters showed running and panic reactions occurred when overflights were at an altitude of 200 feet or less. The reactions decreased with increased altitude of overflights, and for overflights higher than 500 feet in altitude, the panic reactions stopped.”</p> <p>I think the homes NW of DM at 2 miles out are over flown at about 500 feet. Is this the elevation that the F35 would fly over these homes to get live ordnance from DM?</p> <p>p.131 “It has been proven that low-altitude overflights do induce stress in animals.”</p> <p>Does the above statement include man, since man is an animal?</p> <p>p.131 “flights at high frequencies over a long period of time may cause harmful effects. The consequences of this disturbance, while cumulative, are not additive. Aircraft disturbance may not cause obvious and serious health effects, but coupled with a harsh winter, it may have an adverse impact. Research has shown that stress induced by other types of disturbances produces long-term decreases in metabolism and hormone balances.”</p> <p>Since people are animals, I assume the above applies if you replace “coupled with a harsh winter” with “coupled with other life stressors”.</p> <p>p.131 “Escape is the typical severe response.”</p> <p>Most people can’t move their homes very easily, and it’s not clear who would pay for such a movement. It would seem that this should be discussed.</p> <p>p.132 “The continued presence of single or multiple noise sources could cause marine mammals to leave a preferred habitat. However, it does not appear likely that overflights could cause migration from suitable habitats because aircraft noise over water is mobile and would not persist over any particular area.”</p> <p>Aircraft noise is mobile, unless there’s defined flight path I guess. When was the flight path over Tucson established? There was no warning to me for my house that it was near the flight path when I bought it.</p> <p>p.132 “High-noise events (like a low-altitude aircraft overflight) may cause birds to...escape...such as flushing from perches or nests (Ellis et al. 1991). These activities impose an energy cost on the birds that, over the long term, may affect survival...”</p> <p>So, if people react the same as birds, I suppose jets could be used as a way to flush people from an area, but this might affect their survival, correct?</p> <p>p.132 “In addition, the birds may spend less time engaged in necessary activities...because they spend time in noise-avoidance activity.”</p>
EJ-2 cont’d	DO-30
NO-6	NO-6
EJ-2	SO-11
NO-6	DO-29
NO-29	NO-6

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I for one can attest to the fact that noise-avoidance activity has caused me to spend less time engaged in necessary activities. I, for one, am not happy about this.	
p.133 “Depending on the noise level, which ranged from innocuous to very loud, the birds responded by flushing from their nest cavities. When the noise source was closer and the noise level was higher, the number of flushes increased proportionately.”	NO-6 cont'd
More flushing is interesting.	
p.134 “In a literature review of raptor responses to aircraft noise, Mancini et al. found that most raptors did not show a negative response to overflights (1988). When negative responses were observed they were predominantly associated with rotor-winged aircraft or jet aircraft that were repeatedly passing within 0.5 mile of a nest.”	DO-29
Surely jets are within 0.5 mile of homes under the flight path, are they not?	
p.137 “Noise levels over the nesting colony were 85 to 100 dBA on approach and 94 to 105 dBA on takeoff...some birds flushed when a Concorde flew overhead and, when they returned, engaged in aggressive behavior.	
Are there other studies that correlate aggressive behavior which such loud noises?	BI-5
p.138 “Some reptile species tested under laboratory conditions experienced at least temporary threshold shifts or hearing loss after exposure to 95 dB for several minutes.”	
This is not encouraging.	
p.139 “Some studies showed that animals that had been previously exposed to jet aircraft noise exhibited greater degrees of alarm and disturbance to other objects creating noise...”	NO-6
Again, does this apply for man as an animal?	
p.139 “Factors directly related to the property, such as size, improvements, and location of the property, as well as current conditions in the real estate market, interest rates, and housing sales in the area are more likely to have a direct adverse impact on property values.”	SO-1
I take issue with the wording of the above statement among other things. I would think only noise or unwanted noise would of those factors be automatically adverse.	
p.139 “This study found that, while aircraft noise at these installations may have had minor impacts on property values, it was difficult to quantify that impact.”	SO-33

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Many studies (and law suits) have shown the adverse effect of such noise on property values. I have mentioned some previously.	SO-33 cont'd
p.139 “The result of the study supports the idea that the potential for an adverse impact on property values as a result of aircraft noise exists and estimates that the value of a specific property could be discounted between 0.5 and 0.6 percent per decibel when compared to a similar property that is not impacted by aircraft noise. Additional data indicates that the discount for property values as a result of noise would be higher for noise levels above 75 dB DNL.”	SO-1
This would appear to be a huge effect. Does this mean a \$100,000 home subjected to 90 dB is worth only \$45,000 relative to a \$100,000 home that is not? As I say, no way mentioned any flight path or noise when I bought my house. Surely I’m not the first person this has happened to. Has this financial impact been included in this study? Clearly such an analysis should be included.	
p.140 “An evaluation of the peak sound pressures impinging on the structure is normally sufficient to determine the possibility of damage. In general, at sound levels above 130 dB, there is the possibility of the excitation of structural component resonance. While certain frequencies (such as 30 Hz for window breakage) may be of more concern than other frequencies, conservatively, only sounds lasting more than one second above a sound level of 130 dB are potentially damaging to structural components (CHABA 1977).”	NO-12
I see in Table TU-35 that the F35 at 1,000 feet is 120 dB. Would it be more or less on landing or take off? The above information is disturbing and needs to be treated more fully in the EIS. Would the F35 on landing potentially hurt structures like the thousands of homes under the flight path that must be flown over for jets to fly into Davis Monthan currently?	
p.140 “One finding in that study is that sound levels at damaging frequencies (e.g., 30 Hz for window breakage or 15 to 25 Hz for whole-house response) are rarely above 130 dB.”	
Would this statement still be true for the F35 for Tucson?	
p.140 “Window panes may also vibrate noticeably when exposed to high levels of airborne noise, causing homeowners to fear breakage. In general, such noise-induced vibrations occur at sound levels above those considered normally incompatible with residential land use. Thus assessments of noise exposure levels for compatible land use should also be protective of noise-induced secondary vibrations.”	SO-11
What is the plan for the residences that are already in the “incompatible with residential use” zones? This should be addressed in the EIS.	