

A1093 TU

p.140 "Some degree of damage to glass and plaster should thus be expected whenever there are sonic booms, but usually at the low rates noted above. In general, structural damage from sonic booms should be expected only for overpressures above 10 psf."

NO-12

Will Tucson homes experience overpressures above 10 psf?

p.142 "Because of the potential for increased fragility of structural components of historical buildings and other historical sites, aircraft noise may affect such sites more severely than newer, modern structures."

CU-2

Is this much of an effect in Tucson?

p.143 "Noise generation mechanisms are complex and, in practical models, the noise sources must be based on measured data."

NO-49

In the EIS, please include the measured data upon which the noise models were based, or specify where they are in the document.

p.177 "Tucson's aviation history began with the establishment of the Nation's first municipally owned airfield in 1919 on what is now the Tucson Rodeo Grounds."

GE-13

What year was DMAFB established in its current location? What year were the flight paths established? This seems like very relevant information to include in the EIS.

Finally, back to Vol I:

p. 767 "The F-35A would employ similar departure, closed patterns, and landing procedures as currently used by Tucson AGS aircraft."

Please comment on the likely frequency of flights in and out of Davis Monthan AFB?  
Would they fly the same flight path at the same elevation?

DO-30

p. 780 "Live munitions are not stored at Tucson AGS; therefore, for live-fire operations, aircraft must transit to Davis-Monthan AFB for weapons loading and takeoff. Davis-Monthan AFB has a single runway..."

The above statement is very disturbing. Will current flight paths be used. Will the F35 fly at the same elevation as current planes. If so, to what dB levels will the F35 expose homes to that they fly directly over?

This is a very long document. I appear to be about out of time. I have included comments for the Executive Summary, Vol II and Vol I before page 790. If I have more time I may continue with comments for Vol I after p.790, but I doubt that I will have the time. Please forgive the typos and formatting problems of which I'm sure there are many. Thank you for allowing me to comment on the DEIS.

Sincerely,

Elisabeth McFarlane  
[Redacted]

Cc: [info@TucsonForward.com](mailto:info@TucsonForward.com)

A1094 HO

**From:** Jeff Duncan [Redacted]  
**Sent:** Tuesday, March 13, 2012 3:01 PM  
**To:** AETC/A7P Workflow  
**Subject:** Emailing: 2nd EIS responses EK  
**Attachments:** 2nd EIS responses EK.doc

RE: Comments on F-35A Training Basing Environmental Impact Statement - Draft

March 13, 2012

Mr Martin and Ms. Fornof

Attached is my second letter regarding my questions, concerns and comments regarding the Draft F35A EIS.

I expect that my questions and concerns from both letters submitted to you will be addressed in the Final EIS and that my letters will become part of the public record. NP-8

A hard copy of this letter was mailed today, certified with return receipt.

Ellen Kazor  
Weed, NM

Final  
June 2012

**A1094 HO**

March 10, 2012

F-35A Training Environmental Impact Statement (EIS)

ATTN: David Martin, Air Force Contractor & Kim Fornof  
 HQ AETC/A7Cp  
 266 F Street West, Bldg 901  
 Randolph, AFB, TX 78150-4319

Sir and Madam,

The purpose of the F-35 Training Basing EIS is to provide thorough assessment or “hard look” of the potential environmental impacts the F-35 will have on the environment.

The Hallmarks of a “hard look” are a thorough investigation into the environmental impacts and forthright acknowledgment of potential environmental harm. “ *(National Audubon Society v. Dept of Navy; Federal Court Citation #05-1405;35 ELR 20183 ;4<sup>th</sup> Circuit, Sept 7, 2005)*

This Draft EIS does not investigate or acknowledge the environmental impacts and potential environmental harms the F-35 will have on the citizens of the New Mexico Sacramento Mountain or the communities of Weed, Mayhill, Pinon and Sacramento NM that are located under MTR’s. NP-13  
SO-20

Furthermore, the Draft EIS is not forthright in stating in the environmental impacts the F-35A would have on our communities. DO-77

During the scoping period for the F-35A, residents of the Weed, Mayhill, Pinon and Sacramento communities submitted both written and oral comments, questions, concerns and requests that an assessment / investigation be done addressing the specific environmental impacts the F-35A would have on our communities. None of these concerns are addressed in the Draft EIS. NP-3

Therefore, since our input and requests have not been addressed in the Draft, meaningful public involvement regarding our questions and request for an environmental assessment of our communities has been ignored.

Public involvement and addressing our concerns are requirements of the NEPA process.

Since this document will serve as the EIS for any potential future basings of the F-35A at any of the alternatives listed it is incumbent upon the Air Force to conduct and present the results of a thorough, valid and reliable environmental assessment of ALL communities that are located under Military Training Routes (MTR’s). DO-77

**A1094 HO**

**Effects/Impacts**

CEQ NEPA Regulation Section 1508.8 categorizes effects/impacts as direct, indirect, short term long and cumulative .

The communities of the Sacramento Mountains including Weed, Sacramento, Pinon, and Mayhill lie directly under MTR’s. The communities will be subjected to low-level of the F-35A. The low-level altitudes are shown in the Draft EIS as 100feet AGL and 500feet (pg. HO-14).

**What will be the direct, indirect, short term, long term and cumulative environmental impacts of the F-35 flying at minimum altitudes of 100 feet AGL and 500 AGL feet at an airspeed of 500 knots ?** DO-77

**Why are the direct, indirect, and cumulative environmental impacts of the F-35A NOT addressed in the Draft EIS as they relate to Sacramento Mountains ?**

**Mitigation Measures**

As per sec. 2.8 of the Draft EIS  
 “ Avoiding, minimizing, or reducing impacts have been a priority guiding the development of the F-35A basing alternatives and aircraft number scenarios” (pg. 2-63)

**Explain how this statement is supported in the Draft EIS since a thorough assessment has not been done of the direct, indirect and cumulative impacts the F-35A would have on the Sacramento Mountain communities of Weed, Mayhill, Sacramento and Pinon since these communities lie under F-35A MTR’s.** NP-33

Five mitigation measures are listed on page 2-63 of the Draft EIS.

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 it’s 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 impacts or providing substitute resources or environments

**Would not it be in the best interest of everyone and more cost effective to employ the first measure listed ?** NP-50

At least two letters submitted during the scoping period, one of which was mine, presented the alternative of Not Flying Over the Sacramento Mountains. If the White Sands Missile Range could be better scheduled and managed then this would be possible. GE-1

A1094 HO	A1094 HO
<p>The NEPA Guidelines require that “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’”.</p>	<p><b>With regard to the Sacramento Mountains, where in the Draft EIS is post-decision monitoring and mitigation addressed that is required in an EMS ?</b></p>
DO-25	DO-79
<p><b>Why was the alternative of <u>Not Flying Over the Sacramento Mountains</u> not discussed since it was presented during the scoping period?</b></p>	<p><b>Who were the community members of Weed, Sacramento, Mayhill, and Pinon NM that were involved in the development of the EMS for the Sacramento Mountains ?</b></p>
GE-11	DO-80
<p>As for rectifying the damaged incurred by the F-35A through repairing, rehabilitating or restoring the affected environment and/or through compensation, is well known that the success rate of citizens submitting claims to the military is dismal. A majority of claims are denied. The claims process is a long and difficult. Roadblocks are thrown up to deter claimants.</p>	<p><b>Will members from Weed, Sacramento, Mayhill and Pinon be included in post-decision monitoring and mitigation ?</b></p>
EJ-3	NP-51
<p>A majority of citizens do not have the resources to defend themselves against large agencies, corporations or harmful acts of it’s military.</p>	<p><b>How will the assertions/assumptions/statements found in the Final EIS of “no impact” and “minimal impact” be tested and evaluated and re-addressed should these statements prove false ?</b></p>
DO-18 EJ-3	NP-51
<p><b>Knowing these facts, please explain how seeking compensation for incurred damages is a reasonable mitigation measure knowing that a majority of citizens can not afford the costs associated with “seeking compensation”?</b></p>	<p><b>What if the EIS is WRONG ? Explain the recourse do citizens have ?</b></p>
<p><b>Environmental Management Systems (EMS)</b></p>	<p>I asked similar questions in my letter submitted during scoping.</p>
<p>As per Executive Order (EO13423) and a subsequent memorandum issued from the Office of Management and Budget and CEQ “ all agencies (are directed) to adopt an Environmental Management System.”</p>	<p><b>Scoping/Assessment Issues</b></p>
<p>As per NEPA Guidelines EMS’s are used by agencies to establish procedures that will help them comply with specific requirements of environmental laws and regulations.</p>	<p>The scoping process is designed to define issues to be addressed in DEPTH in the analysis that will be included in the EIS (NEPA Guidelines, pg 13).</p>
DO-78	NP-13
<p>The National Environmental Policy Act Sec. 101 [42 USC ; 4331] states Federal plans (in this case the Air Force’s basing of the F-35A),functions, and programs are to be designed so as to</p>	<p>As per NEPA, the scoping period is designed to</p> <ol style="list-style-type: none"> <li>1. Identifying the significant issues to be analyzed in EIS</li> <li>2. Identify any related EAs or EISs</li> <li>3. Identify gaps in data and informational needs</li> <li>4. Identify other environmental review and consultation requirements so they can be intergrated with the EIS</li> </ol>
<p>“ assure for ALL (my highlight) Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings”</p> <p style="text-align: center;">and</p>	<p>The Draft EIS has failed to meet these requirements.</p>
<p>“attain the widest range of beneficial uses of the environment <b>without degradation, risk to health or safety, or other undesirable and unintended consequences</b>” (my highlight)</p>	<p><b>1. There is no assessment of the environmental impacts the F35A would have on the communities in the Sacramento mountains that are located under the MTR’s of the F-35A .</b></p>
<p><b>Since no environmental assessment has been completed for Sacramento Mountain communities that lie under the F-35A’s MTR’s explain how an EMS plan specific to the needs of our mountains be designed?</b></p>	DO-77
<p><b>Please site the pages in the Draft EIS where the EMS plan can be found regrading the Sacramento Mountains .</b></p>	<p><b>With regards to the Sacramento Mountains communities of Weed, Mayhill, Sacramento, and Pinon,</b></p> <p><b>Why was this assessment not done ?</b></p>
	NO-42
	<p><b>Why were the significant F-35A environmental impact issues not identified, analyzed and included in the Draft EIS?</b></p>
	<p>2. Data is available regrading the F-35 in the Elgin AFB.</p>
	<p>The Draft EIS only cites descriptive information about the number of F-35's bedded at Elgin. No</p>

<b>A1094 HO</b>	
other data from the Elgin EIS were referred to in the Draft EIS.	NO-42 NO-43
Of particular note are F-35A SEL noise metrics found in the Elgin EIS.	
<b>Why is this data not cited in this Draft EIS?</b>	NP-13
3. Numerous gaps and in data and informational needs are found.	
<b>Given that Federal agencies endorse the use of other metrics to supplement the DNL, why is the use of DNL averages used when describing the dB levels that communities will experience under the F- 35A MTR's</b>	NO-24 NO-50
DNL does NOT reflect dB levels or over pressures created by the F-35A that an adult, child, animal or a home would experience at a particular point in time.	
DNL does not reflect what is truly happening on the ground.	NO-13
<b>What are the Lmax levels of the F-35A at all flight levels starting at 100 feet AGL up to 5,000 feet AGL using 100 foot increments at an air speed of 500 knots?</b>	
The Elgin AFB EIS shows a table of SEL's for the F-35A as 133dB@300 ft AGL, 129dB@ 500feetAGL , 121dB@ 1,000AGL, 112dB@ 2,000feet AGL, 99dB @ 5,000feet AGL, 87dB@ 10,000feet AGL and 74dB@20,000feet AGL	NO-112 NO-115
<b>Why is this data not included in the Draft EIS ?</b>	
<b>What is the maximum level of dB that won't affect public health and welfare ?</b>	DO-28
<b>What is the maximum rate of increase in dB/second that will not effect public health?</b>	
<b>What is the maximum level of dB required to make land under the MTR's suitable for residential use?</b>	NP-29
<b>What is the minimal altitude AGL the F-35A must fly so as to meet the to meet these dB and dB/second levels?</b>	
<b>Where are the assessments evaluating the environmental impacts the AESA Radar, EOTS and DAS systems will have on the electrical infrastructure and communications systems (e.g, satellite, WiFi etc.) of the homes, communities, businesses, astronomy sites located in the Sacramento Mountains?</b>	NP-29
<b>What methodologies were used in these assessments ?</b>	
Literature and research data are available regrading the F-35A. Numerous sources are available for this information including but not limited to other countries and industry.	

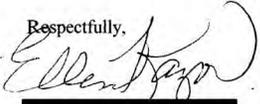
<b>A1094 HO</b>	
<b>Why have no literature or research findings been cited specifically relating to the F-35A ? Why have no F-35A studies and data from other countries been used in this Draft EIS ?</b>	NP-29 cont'd
Since DOD recognizes that new noise metrics and new noise paradigms are created with the F-35A (pg/ B-24)  and  the Draft EIS states that potential effects of aircraft flying along MTR'S is of a particular concern because of maximum overflight noise levels that can exceed 115dB, with rapid increases in noise levels exceeding 30dB per second (pg. B-24)  and  since data is available regarding the F- 35A	NO-26
<b>why is outdated data, much of it over 30 years old used to support statements and suppositions regarding the environmental impacts of the F-35A ?</b>	
4. Specifically regrading this Draft EIS ,  <b>where are the environmental reviews and consultations found regarding the environmental impacts that will be made specifically by the F-35A ?</b>	NP-15
<b>Have these reviews and consultations been evaluated by independent third parties ?</b>	
<b>On what pages of the Draft EIS are the disclosures regarding conflict of interest all/ anyone involved in these consultations and reviews ?</b>	NP-16
<b>If independent third party reviews and conflict of interest disclosures are not found in the Draft EIS please explain why ?</b>	
<b>Will this information be found in the Final EIS ? If not, why not?</b>	NP-15 NP-16
<b>Mental Health Issues</b>	
Our communities are under F-22 MTR's. The sonic and focused booms created do not in the least equate to the "sound of thunder"as depicted in the F-22 EIS.  What we experience is earth shattering, fear creating episodes. The F-22 EIS WAS WRONG.  Given that the F-35 will be flying low-levels and creating sudden, unexpected noise levels exceeding 115dB and that those noise levels will increase 30dB /sec and that there will be multiple, unexpected exposures by multiple aircraft,	NO-6
<b>explain how this scenario will not create mental health problems for the human</b>	

A1094 HO	
populations ( including children, elderly, medically compromised and veterans with PTSD) that live under the low-level F-35A MTR's.	NO-6 cont'd
What studies have been done showing the psychological impacts of low -level flights of the F-35A over humans at various low-level altitudes?	NO-115
What studies have been done regrading the psychological impacts low-level flying F-35A would have on rural residents whose noise environment is significantly lower than the noise environments urban or suburban populations?	
If studies cannot be cited then are not the populations under these low-level F-35A MTR's being exposed to harmful, unsafe situations without their informed consent ?	
Explain why this is legal.	
<b>Social Injustice and Environmental Injustice</b>	
The Elgin AFB EIS presents a table of SEL's for the F-35A as	
133dB@300 ft AGL, 129dB@ 500feetAGL , 121dB@ 1,000AGL, 112dB@ 2,000feet AGL, 99dB @ 5,000feet AGL, 87dB@ 10,000feet AGL and 74dB@20,000feet AGL.	
On page HO-14 Table HO-2.2-3 <i>Projected F-35A MTR Use at Holloman AFB Under all F-35A Scenarios</i> , the F-35A will be flying at minimum altitudes of 100 to 500 feet AGL	
The Draft EIS states that potential effects of aircraft flying along MTR's is of a particular concern because of maximum overflight noise levels that can exceed 115dB, with rapid increases in noise levels exceeding 30dB per second . (pg. B-24).	
Numerous studies have been cited in the Draft EIS and in letters submitted to you from members of our Sacramento Mountain communities regrading the physiological damage that can occur to adults and children when dB levels begin to approach 115dB.	
Pg HO - 187-188 states that noise levels will increase substantially under the F-35A scenarios. It is further stated that Military Training Route IR-134/195 overlies a disproportionately minority and low-income populations as compared to the county as a whole and these minority and low-income groups will experience disproportionately high and adverse impacts from the F-35A training.	
<b>Given that Air Force acknowledges that</b>	
1. the F-35A will be flying at altitude levels as low as 100 feet AGL and 500 feet AGL 2. the F-35A will generate dB levels that will produce harmful physiological effects 3. low income and minority populations that lie under the F-35A MTR's and that the Air Force knows that low-income and minority groups do not have the resources	EJ-3 EJ-4

A1094 HO	
to pursue legal action	EJ-3 EJ-4 cont'd
explain how flying the F-35's over these populated MTR's does not constitute social and environmental injustice?	
The National Environmental Policy Act Sec 101 is a <b>LAW</b> and <b>STANDARD</b> that is designed to	
“ assure for <b>ALL</b> (my highlight) Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings”	
and	
“attain the widest range of beneficial uses of the environment <b>without degradation, risk to health or safety, or other undesirable and unintended consequences</b> ” (my highlight)	
Explain how F-35A's flying at low-levels over ANY populated MTR, creating dB that exceed levels acceptable for human habitation, that are recognized as producing health and safety risks, and degrade to the environment is not <b>ILLEGAL</b> and does not <b>VIOLATE NATIONAL ENVIRONMENTAL STANDARDS ?</b>	NP-27
<b>In summary</b>	
This Draft does not identify the environmental impacts associated with the F-35A that should be avoided in order to protect the health, safety and welfare of the communities of Weed, Mayhill, Sacramento, and Pinon NM. It does not meet legal requirements.	NP-13 DO-77 NP-27
<b>Solutions:</b>	
1. Fully and thoroughly investigate, assess, and acknowledge the environmental impacts the F-35A will have when flying over the communities of Weed, Mayhill ,Sacramento and Pinon NM.	DO-77
2. Produce findings that are valid and reliable	
3. Present these findings as Appendix to the Draft EIS	
4. Include in the Appendix the methodologies used in the assessment.	
6. Provide adequate amount of time for public review and comments.	NP-12
7. Incorporate findings from the Appendix and public comments into the Final EIS.	NP-8 DO-77
As a citizen whose health, home, safety and welfare will be negatively impacted by overflights of the F-35 over my home and property, and as a tax paying citizen, I expect my government will address all of my concerns and questions in the Final EIS.	NP-8
I am also requesting that a <b>HARD COPY</b> of the Final EIS and all appendices be mailed to the address below. I also expect that any other correspondence released to the public regrading this EIS be either mailed to my home address or e-mailed.	NP-7 NP-24

A1094 HO

Respectfully,



Ref: Council on Environmental Quality Executive Office of the President. December 2007.  
Citizen's Guide to the NEPA *Having Your Voice Heard*.

9/9

A1095 XX

**From:** leon baron [redacted]  
**Sent:** Wednesday, March 14, 2012 11:43 AM  
**To:** AETC/A7P Workflow  
**Subject:** f35a

It is inconceivable that the U.S. AF would want to locate 72 F35a fighter planes at a city airport.  NO-37  
DRAWBACKS,  
1.noise  NO-1  
2.air pollution  AQ-1  
3.decrease in land and property values  SO-1  
4. discouraging business  EJ-1  
5. impact on schools in the area  EJ-2  
The placement of the F35a should be in areas that have the least impact on least number of people.  GE-1

A proud American

Leon Baron

A1096 TU

**From:** Dan Starr [REDACTED]  
**Sent:** Tuesday, March 13, 2012 10:36 AM  
**To:** AETC/A7P Workflow

Friends,

As an email address was provided, I decided to use it.

My name is Dan Starr and I'm a native Tucsonan. I fully support having the new fighters based at Tucson International. I grew up hearing the sound of planes both training and flying missions and I have never once objected to that sound. I know that this sound thing is just a cover for those who hate a strong American military. Living here in Tucson it's easy to know this. However, this guy, someone who has spent his life here tells you to "bring it on." So many newbies come to our town and then decide to change the way we do things that we even created a word for it - NIMBY which means Not In My Back Yard. NIMBYs are the reason we don't have more freeways, as they get to vote and did so back in the early 70's. They voted against freeways. NIMBYs are why there is a need for this comment. GE-3

Enough said. Bring the F-35s and use them to train. I, and a bunch of my fellow "real" Tucsonans will cheer! GE-3

**Dan , the Keyboard Man**  
*Helping older folks enjoy  
making their favorite music  
on inexpensive keyboards  
(since 1987)*

A1097 TU

**From:** jack hartmann [REDACTED]  
**Sent:** Tuesday, March 13, 2012 1:23 PM  
**To:** AETC/A7P Workflow  
**Subject:** Tucson F-35

Sirs,

I was an IP at the Tucson Ang for over 20 yrs. I managed to snag (argue with the FAA) the old Willy MOAs for the Tucson ANG. I called them the "Outlaw" and "Jackal" MOAs. (My callsign was "Jackal"). I also tried to help Willy from being closed by BRAC. Columbus AFB, Miss won out over Willy because it took them less flying time to graduate a student!

Sounds reasonable, right? Columbus has their MOAs right next to the field whereas Willy pilots had to "drive" up to 80nm to get to the furthest MOA (Willy 4). It made no difference that the flying weather at Columbus was dogs\*\*t and they sent their students up into the pattern and got a "counter".

If you want to use the same argument about MOA distance, then Tucson beats Luke hands down. The best MOAs/ATCAAs for BVR are the Sells/Ruby MOA/ATCAAs and the Outlaw/Jackal/Rustler MOA/ATCAAs. All are capped at FL510. Tucson is much closer to these MOAs than Luke. The Gladden MOA is too small for BVR Air-to-Air and is capped at FL330. This won't last long as PHX TRACON is complaining the departures to the west can't reach 330 in time. (weather deviations). Bagdad MOA/ATCAA is useless and capped at FL280. The

A1097 TU

Outlaw/Jackal/Rustler area is NEVER requested by airlines as the area is "blocked" by the White Sands restricted area. (I flew w/airlines for 31 years).

Hope this background info helps,

Jack Hartmann

Col, USAF, Ret



A1098 BO

From: Susan Dietz [REDACTED]  
Sent: Wednesday, March 14, 2012 3:02 PM  
To: AETC/A7P Workflow  
Subject: F35's Invade Boise

Susan Dietz  
[REDACTED]

David Martin  
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-8

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/](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.

NO-1

I am amazed at the number of homes that will be joining the NOT Suitable for Residential Use area. The 4 schools and the Recreational areas in South Boise that will be impacted by the noise produced by these aircraft is appalling. We did not plan to raise our children and grandchildren in this polluted environment. I am afraid that I will have to move and lose my standard of living as my home will have little value.

LU-6

EJ-1

NO-1

NO-36

SO-1

Please do not bring the F-35's to Boise.

GE-4

Sincerely,  
Susan Dietz

A1099 BO

From: Eva Hrubec [REDACTED]  
Sent: Wednesday, March 14, 2012 6:01 PM  
To: AETC/A7P Workflow  
Subject: F-35A

Eva Hrubec  
[REDACTED]

To whom it may concern,

I feel compelled to write my opinion in regarding the possibility of the F-35's coming to Boise, ID. I am against it and do not wish it to be here. I have lived here my whole life and while I am excited to have growth, I think it important that the growth that will not negate the reasons I continue to live here. I am in a fortunate position that allows me to live anywhere, but love Boise, and would move immediately if the F-35's came; due to the noise. I have researched your previous noise reduction tactics and do not agree with them and am sure if others read more they too would be moved to disagree. My best regards to anyone who has to make the final decision, but please do not have them based in Boise, Idaho.

GE-4

Best regards,  
Eva Hrubec

A1100 HO

March 10, 2012

Mr. Horst Greczmiel  
Associate Director for NEPA Oversight  
Council on Environmental Quality  
722 Jackson Place, NW  
Washington, DC 20503

RE: Flawed process; USAF "F-35A Training Basing Draft Environmental Impact Statement"

Mr. Greczmiel,

I have been involved with the NEPA process several times over the past decade. A couple of years ago I acted as Ecology Director for the local Boy Scout Camp and I also was the Merit Badge Councilor for Environmental Science. I really enjoyed working with the (some very bright) kids. The group enjoyed the fictitious EA that we wrote.

I am an engineer (BSEE), and have worked as a manager in the Paper Industry. I am a private pilot, Amateur Radio operator and volunteer fire fighter. Currently I am a small business owner.

The USAF F-35A EIS process has not gone well. By following the NEPA process the USAF would be in a win/win situation with the best environmental outcome and the best possible public involvement. Unfortunately they seem to have an outcome preordained and seem to be in a hurry to pick that outcome. I have tried to work with the USAF (meetings, telephone calls, request for extension, etc.) but feel those efforts have been unsuccessful, actually ignored. PN-1 NP-2

The pattern of rushing and disregarding the process shows in the earlier USAF Environmental Assessment "Transforming the 49th Fighter Wing's Combat Capability" (August 2006) which, incredibly, resulted in a FONSI. This proposal added hundreds of square miles of supersonic flight area and lowered the supersonic level by almost 10,000' (from 30,000' to 23,000'). This supersonic area includes several communities. Just on the surface a FONSI in this case makes a farce of the NEPA process. The USAF went ahead and self certified the FONSI. That FONSI leads into this latest EIS, the F-35A.

It seems to me that more and more EA result in FONSI. This trend does no one a service. Not the agency (who may pick a bad alternative) not the public and not our environment. If you have sway in this trend I suggest you address the problem before the NEPA is reduced to a sham.

Enough generalities. After the 2006 FONSI for the F-22 I became more invoked with EAs in my area (Weed, Pinon, Mayhill, NM). I discovered the USAF EA F-35 plan and made a point to send in scoping comments. The idea I had was to be able to compare alternatives in important areas. Areas unique to my geographic area as well as those surrounding the new, noisy fifth generation F-35 aircraft. I wanted some data and analysis to allow me (and the USAF) to make an informed evaluation of the alternatives. I also hoped to see a range of possible alternatives. I wanted information about impacts to the community I live in.

I am attaching my scoping comments as sent to David Martin, Air Force Contractor, and Kim Fornof, HQ AETC/A7CPP, 266 F Street West, Bldg. 901, Randolph AFB, TX 78150. This is the official USAF contact for the F-35. My comments were timely and sent certified mail. They were largely ignored. NP-3

When the Draft EIS was released I was stunned. The document lacked data (noise at low altitudes is one example of many omissions, after a similar EIS for the F-35 at Eglin AFB the noise became an issue - complete with lawsuits). As you probably know the F-35A can be a dangerously noisy aircraft. Hearing loss can result from one low altitude pass, so noise data is important. There was almost no actual data (noise or otherwise) in the Draft EIS! Much of the information that is in it, is "cut and paste" from other previous EIS, some 30 years old!. Some data presented was misleading to the point of obscuring the actual environmental impact. Rather than cover all the missing data and disingenuous statements in this letter I have attached a copy of my submitted comments to the Draft EIS (These were sent in timely, and by certified mail to the NO-24 NO-48 NP-13

See comment #1412

A1100 HO

correct USAF contact.). These comments detail the lack of data and analysis. The Draft EIS is so bad that there is no way to compare the alternatives. There is not enough data. Further, the alternatives suggested during scoping by the public such as using White Sands Missile Range (especially on weekends) was not included in the Draft EIS, nor any reasons given for exclusion. NP-29 DO-4

It is a mystery why so little information about the critical environment under the low level flight airspace was provided.

I came away feeling that this EIS was not legitimate, that it fails to follow the letter and the spirit of NEPA.

I think that this EIS could be "fixed" with a little effort by the USAF. If you've read my submitted comments you know the problems. All that is needed is more data. Critical is the noise data (as recommended by DOD but left out of this EIS). Especially important is the peak levels for this aircraft at the 100' AGL allowed in the training airspace. Also missing is the flare debris quantities. And so on. NP-13 NO-4 NO-13 DO-14

The reasons for excluding our suggestions for scoping should be given. NP-3

Once the data is provided then an analysis of the impact to people, animals, historic structures, etc can be done. Finally we could look at alternatives with an informed view. NP-13

I want to reiterate that the NEPA process seems to be slipping. The USAF is just paying it lip service in this EIS (as well as the 2006 FONSI). I wonder why they bother. As I said earlier, the NEPA done right helps everyone, including the USAF, but only if it is followed.

Even my Boy Scouts got it.

The rural communities and the residents that are affected by the low level flight proposed in the EIS (Weed, Pinion, and Mayhill) differ in their concerns from the residents and cities next to the AFB. The USAF has addressed the city / AFB environment but not the rural areas (in any of the alternatives). Historically this has been the pattern. The NEPA process for this EIS has become factious. Talk of lawyers and law suits abounds. Meetings feature shouting, angry citizens. I suggest that the USAF enlist help in the process from an outside agency. Perhaps we could share the EIS process. By copying the USAF contact (Mr. Martin) on this letter I am requesting the USAF work with myself, the CEQ and the local rural groups to improve this EIS. Perhaps we can as an informed group find a reasonable alternative for the F-35A. DO-25

Sincerely,

*Walt Cuffman*  
Walt Cuffman

[Redacted signature block]

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

Ellen Athas, Senior Counsel, CEQ

A1101 TU

From: Gordon Weir [Redacted]  
Sent: Tuesday, March 13, 2012 8:32 PM  
To: AETC/A7P Workflow  
Subject: F35A Based in Tucson

David Martin & Kim Fornof,

I would like to add my support to have the F35A based at the Tucson AGS location with the T3 Scenario. I live in the current flight path for the A10's and F16's; I appreciate what they represent to our freedom and defense capabilities. There will also be a positive economic impact for Tucson with additional personal for both operations and support. GE-3

Thank you,

Gordon Weir

[Redacted signature block]

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



A1102 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 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](mailto:aetc.a7cp.inbox@us.af.mil)

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Name: Louis Mindes

Organization/Affiliation: Veteran, citizen of Tucson Az

Address: [Redacted]

City, State, Zip Code: [Redacted]

Comments: Thanks for taking the time to collect input. My parents moved to Tucson back in 1963. Davis Monathan has always been central to this community. Tucson makes the perfect location for the F-35a. Climate, access, existing facilities, and a history of patriots.

Please pay no attention to the NIMBY's asking the F-35a be stationed elsewhere. These self centered individuals bask in our freedom and have no idea where it came from. Some hear the jets and hear noise. I hear out aircraft and to me, it is the sound of freedom.

The F-35 would make the perfect compliment to Tucson. This vital mission is of tremendous value to national defense, the state of Arizona and the Southern Arizona community.

Pick Tucson, Pick Tucson, Pick Tucson, Pick Tucson.

Digitally signed by Louis  
DN: cn=Louis, o=Mindes,  
ou=A,  
email=  
Date: 2012.03.12  
16:06:43 -0700

\*\*\*Please print – Additional space is provided on the back.\*\*\*  
Visit [www.F-35ATrainingEIS.com](http://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.

A1103 TU

From: Richard White [Redacted]  
Sent: Wednesday, March 14, 2012 6:28 PM  
To: AETC/A7P Workflow  
Subject: F35A Training at Dais-Monathan AFB in Tucson

Davis-Monathan AFB in Tucson offers the best location the entire country for the F35A Training and I urge you to make sure this training takes place at D-M. Thank you. GE-10

Richard K. White (private citizen)  
[Redacted]

Final  
June 2012

A1104 BO

From: Janice Ribelin [REDACTED]  
Sent: Wednesday, March 14, 2012 8:49 PM  
To: AETC/A7P Workflow  
Subject: F35A Training Center

Last week I was in Boise, ID to look for a home to retire in. I found several homes to fit my needs that are under construction which was exciting. I was excited until I found out that the homes are located in an area that would be re-classified as not suitable for residential use!!!!

SO-1

You can count on the fact that I would change my mind about the purchase of the home in Boise if you did locate the training center in Gowen Field. In fact I would think that anyone considering moving to Boise would have to consider the impact of the F-35 noise on the quality of life. If it causes residential areas to be re-classified as not suitable, you best consider the impact on not only those that currently live there but those of us who were attracted to Boise as a place to enjoy living with quality of life.

NO-36

Please find a different location for this training center!

respectfully,

Janice Ribelin  
Flagstaff, AZ

A1105 LU

From: Gerry Roach [REDACTED]  
Sent: Wednesday, March 07, 2012 9:29 PM  
To: AETC/A7P Workflow  
Subject: F35A

Sir:

I live in the flight path of the Luke AFB in the city of El Mirage,AZ.

Upon the descent of the planes they fly directly over my home at a low altitude with the wheels down and the sound of the whine of moving the flaps etc. I assume.

I have no problems with this noise for the few seconds that it lasts, and am grateful for the pilots learning to fly them to protect us.

I would urge your office to replace the F16s here with the F35s, I noticed no difference in the noise levels when they were being tried out here, I had to look up as always to see the plane, I only noticed the difference with the twin tails.

GE-3

The young people in this area need the monies that the base brings in to raise families ,to be able to enjoy a decent life.

I am retired, have lived a good 75 years, spent 3 years in the Marine Corps 1954 to 1957, lived in this area of Buckeye , and the base for 23 years.

Thank You for your service as well as all those serving today!!

Semper Fi !

Gerald Roach

A1106 TU

**From:** Jane Herron [REDACTED]  
**Sent:** Monday, March 12, 2012 7:29 PM  
**To:** AETC/A7P Workflow  
**Subject:** F35A

Any noise from these aircrafts is the "sound of freedom". Those who oppose the bringing of the F35A to Tucson need to realize that. I so hope Tucson is chose as the training base. ] GE-3

A1107 BO

**From:** leon baron [REDACTED]  
**Sent:** Wednesday, March 14, 2012 12:02 PM  
**To:** AETC/A7P Workflow  
**Subject:** F35a

New to Boise.  
The surreal experience of the fly over late in the evening of F35a coming nonstop at 3 to 5 minute intervals for more than 2 hours was the same feeling as being in a war zone. Frightening! The house shook. The air pollution into our Boise area is incomprehensible. ] NO-8  
PLEASE reconsider. We live in Hidden Springs area not to far from Gowen Field, therefore the F35 placement would have a profoundly poor effect on our lives. ] GE-4  
A Proud American  
Sherry Burchfield

A1108 BO

**From:** Owen Pipal [REDACTED]  
**Sent:** Tuesday, March 13, 2012 5:43 PM  
**To:** AETC/A7P Workflow  
**Subject:** F35A's and Boise Idaho

I am a homeowner within 8 blocks of the Boise Airport runways. I have served on active duty and am aware of aircraft noise. When we purchased our home in 1968 (built 1965), we endured noise from the F4's and for the past few years, have enjoyed the quiet A10 noise. Occasionally, an F15 flies out of Boise and we are aware of the extreme noise of the F15 but it last only a minute and they do not make daily or multiple flights.

The F35's are much louder than the F15's and with a training facility there will be on going flight operations. Our fear is that our quiet home life will be destroyed and our property values reduced to nothing. There are 4 public schools near the airport. How distracting is this noise going to be for the teachers and students? To alleviate this fear, and that of our neighbors, why doesn't the Air Force bring an F35 to Boise to spend a few days showing the city how quiet the planes are?

NO-1  
NO-36  
SO-1  
EJ-2  
GE-2

As it is now, we oppose the F35 training operations in Boise, ID. These planes need to be stationed away from urban areas.

GE-1

Yours truly,

Owen and Katherine Pipal  
[REDACTED]

A1109 BO

**From:** Diane Sower [REDACTED]  
**Sent:** Wednesday, March 14, 2012 6:04 AM  
**To:** AETC/A7P Workflow  
**Subject:** F35's at Gowen Field in Idaho

I live in the area that will be directly affected by these fighter jets. My property value will decrease, and I don't want the noise. It's not necessary for the Air Force to take over residential areas, and trust me, we will create enough national heat over this to make it unnecessary.

SO-1  
NO-1  
GE-4

A1110 LU

**From:** [REDACTED]  
**Sent:** Wednesday, March 14, 2012 8:50 PM  
**To:** AETC/A7P Workflow  
**Subject:** F35's descent over Riverview Elementary School in El Mirage, AZ

**From:**  
Janis Richardson, Citizen  
[REDACTED]

**To:** David Martin, Air Force Contractor, and Kim Fornof  
HQ AETC/A7CPP  
266 F Street West, Bldg. 901  
Randolph AFB, TX 78150-4319  
Email: aetc.a7ep.inbox@us.af.mil

**Subject:** F35's descent over Riverview Elementary School in El Mirage, AZ

As long as the problems exist with the Noise Level on descent of the F35's, these jets should not be allowed to descend over any Elementary school in our country. Currently, the Air Force plans to allow these jets to descend over Riverview Elementary School in El Mirage, Arizona and the community surrounding the school without addressing the need to retrofit the school or the homes in this community. The Air Force has mapped this area in the blue/aquamarine color zone that places the noise level in Zone 11, an extremely loud, unacceptable level to expose our children or other citizens. [EJ-1 NO-1]

Exposing children to noise levels this high will lead to hearing problems within one to two years. No one should want children to live out their lives with hearing problems because the Air Force has not resolved the NOISE problems surrounding this jet. Yet it appears from latest reports in the local news that the Air Force plans to start test runs in our area. [EJ-2]

Is it fair to place any community in this dilemma? [GE-4]

Thank you for your time,  
J. Richardson

A1111 LU

**From:** azni10gale [REDACTED]  
**Sent:** Monday, March 12, 2012 10:52 PM  
**To:** AETC/A7P Workflow  
**Subject:** F35s-/Luke AFB in Arizona

During my 22+ years in the Army Air Corps/US Air Force, I never visited Luke AFB. I frequently visit Luke, and subscribe to the base paper, so I'm aware of their activities. It is a well organized and disciplined base. The personnel that I have encountered during my visits appear to enjoy their time there. Luke always ranks high during inspections.

Luke AFB is the ideal domicile for the F-35 fighter jet. In the 22 years I have lived here, Luke has been host to the F-15 & F-16 fighters and has an excellent operational record. This speaks well to both the operation of the aircraft as well as the expertise of those maintaining the aircraft. Luke's close proximity to the Goldwater Bombing and Gunnery Range, as well as auxiliary air fields, reduces flying time, this in turn adds to the longevity of the aircraft. Southern AZ has ideal weather for flying and has been the choice for flight training since WWII. Luke's leaders have developed flight patterns to reduce noise. The Air Force cannot find a better location to base the F-35 fighter aircraft. [GE-3]

MSGT Robert R Sternecker USAF Retired  
[REDACTED]

A1112 BO

From: Jayson Arrington [REDACTED]  
Sent: Tuesday, March 13, 2012 2:47 PM  
To: AETC/A7P Workflow  
Subject: F35s

To whom it may concern:

My family and I live in a neighborhood close to the Boise airport. For the record, I wanted to express that I do not feel like the F35s are a good fit in Boise. I have read both sides of the discussion and I believe that the Boise area is not suitable to house the F35s. I realized when we purchased our home that it was close to the airport and we would obviously have "airport noise", which we are used to and have no problems with. From what I've read though the F35s are much louder than what we are used to now. I have young children, there's 3 elementary schools close to our home, our church, banks, stores, restaurants; this is such a residential neighborhood in this area and it doesn't seem appropriate to have loud jets flying over this area on a regular basis. I know that the F35s represent freedom but I've read that there are other bases in the country that would be more suitable for the F35s and would love to know that freedom and quality of life could be equally balanced in this choice.

GE-1

NO-1

NO-37

GE-1

I appreciate the opportunity to express my opinion.

Thank you,  
Megan J. Arrington

A1113 TU

From: [REDACTED]  
Sent: Monday, March 12, 2012 11:19 PM  
To: AETC/A7P Workflow  
Subject: F-35: Training

I would just like to say the Air Guard is a good neighbor that does alot for our community in Tucson. Therefore I am hoping that they will prime for the F 35 training. You will not find a more professional organization with a better safety record than the 162nd T F Wing. Dale Fisher

GE-3

[REDACTED]

A1114 TU

**From:** [REDACTED]  
**Sent:** Monday, March 12, 2012 8:29 PM  
**To:** AETC/A7P Workflow  
**Subject:** F-35

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. ] GE-3

A1115 TU

**From:** william swendner [REDACTED]  
**Sent:** Monday, March 12, 2012 7:46 PM  
**To:** AETC/A7P Workflow  
**Subject:** F-35 @ AZ Air National Guard TIA

IN GOD WE TRUST

The AZ National Guard Unit at TIA is the ideal spot for an F-35 training unit. They already have the facilities and experience to conduct such training as they have been providing F-16 training for the past several years. The weather is ideal for flying training and the air-to-air and air-to-ground ranges are already available and handy. Bring the f-35 to TIA!! ] GE-3

A1116 TU

**From:** Mona Udstuen [REDACTED]  
**Sent:** Monday, March 12, 2012 12:34 PM  
**To:** AETC/A7P Workflow  
**Subject:** F-35 aircraft

To all those concerned:

For the health and safety of Tucson residents and for the good of all living things in and adjacent to Tucson, please give serious consideration to abandoning plans to base a proposed number of F-35 fighter bombers at Tucson International Airport. By far, the net benefit is outweighed by the detriment to our community and damage to the environment [GE-1]

Mona and Duane Udstuen

A1117 TU

**From:** David Preston [REDACTED]  
**Sent:** Monday, March 12, 2012 7:13 PM  
**To:** AETC/A7P Workflow  
**Subject:** F-35 and the 162nd Fighter Wing

Dear David and Kim:

I love the fact that we have the 162<sup>nd</sup> here in Tucson and feel it is a great fit. We are blessed with ideal climate, land, airspace and the facilities to continue training current and future pilots for the Air Force. This mission is vital to Tucson and Southern Arizona and I look forward to being able to look upward for many years to come. [GE-3]

Sincerely,

David Preston, CPA

A1118 BO

**From:** RAY KANE [REDACTED]  
**Sent:** Sunday, March 04, 2012 8:37 PM  
**To:** AETC/A7P Workflow  
**Subject:** F-35 at Gowen Field, Boise, ID.

The F-35 is welcome! I live six miles off the northwest end of the runways and have enjoyed the sight and sounds of the various aircraft stationed there since my childhood in the early 40's. The B-24's are my first memories followed by: P-51's, F-86's, F-89's, F-102's, F-4's, C130's and A10's. We get a treat from time to time with F-15 Strike Eagles and Marine FA-18's, bring on the F-35'S! PEOPLE WHO BUY HOUSES NEXT TO AN AIRFIELD AND THEN BITCH ABOUT THE NOISE ARE PROBABLY NOT THE SHARPEST TACKS IN THE BOX, NOW ARE THEY?!

GE-3

Sincerely,  
Ray Kane  
LTC, USA Ret.

PS: Twenty year Army helicopter pilot.

A1119 TU

**From:** Leila Duncan [REDACTED]  
**Sent:** Monday, March 12, 2012 1:34 PM  
**To:** AETC/A7P Workflow  
**Subject:** F-35 Base

To Whom it May Concern,

I write to express my concern regarding the plan to base the F-35 fighter at Tucson International Airport. In consideration of the negative impact on health and quality of life of all citizens in the area I respectfully request that this plan be scrapped. Please cease the consideration of Tucson as a base for these fighters!

NO-6  
NO-36  
GE-4

Sincerely,

Christopher Duncan

A1120 BO

From: S E [REDACTED]  
Sent: Monday, March 12, 2012 11:47 PM  
To: AETC/A7P Workflow  
Subject: F-35 coming to Boise

To whom it may concern,

Please do not station any F-35 jets in Boise, Idaho. I know the quality of life in Boise would be reduced with the additional noise and pollution generated by these F-35 jets. We already have too much noise since the airport is just a few miles from downtown Boise. These new jets will be noisier than any that have landed here recently. [GE-4 NO-36 NO-1 AQ-1]

Already Boise has air pollution alerts every winter when we get smog/fog with no sun for days. Then in the hot months of summer we get more inversions. Almost every August and September we have huge forest fires north of Boise because our Federal Government will not allow much logging on Federal lands except to thin and cut the small trees. We have to breathe the Federal smoke and soon we will be breathing more jet fumes. [AQ-1]

Stephanie and Charles Ensign  
[REDACTED]

A1121 TU

From: Carol Stoner [REDACTED]  
Sent: Saturday, March 10, 2012 9:55 PM  
To: AETC/A7P Workflow  
Subject: F-35 comment

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

Dear Mr. Martin:

Thank you for the opportunity to comment on the Draft EIS for the proposed F-35 Training Center at the Tucson Air National Guard Station in Tucson, AZ.

I do not think the F-35 is appropriate for Tucson. I think the whole D-M base should be moved to a more appropriate location. I think the draft states that 8,000 residents would have their homes declared "not suitable for residential use", plus 407 homes already declared "unsuitable for residential use" because of the Operation Snowbird expansion. Nobody wants to live in a WAR zone, and have a home they can't sell that is worthless. No one wants to purchase a home, only to find yourself owning a home with no resale value that nobody wants to buy because of the noise and pollution from a Military base. I personally don't want to live anymore in a Military flight path, it has disrupted my health, my heart rhythm is affected and my sleep has been affected. [GE-1 SO-1 NO-6 NO-3]

For live ordinances, the F-35 would have to go to D-M, and then fly the same flight paths as D-M/ANG/does now? None of that is clear or the safety of the F-35. I am told the F-35 is twice as loud as the F-16, this is certainly not appropriate for a city like Tucson. Two people have already died as a result of a D-M plane crash in 1978, that is two too many. Something should have been done then to move the base to a safer location away from the city. I just can't imagine how those parents must have felt losing two daughters that way, and those two girls were only being innocent citizens doing what normal teenagers do. [SA-13 NO-1 SA-2]

I think the safety factor is not there, this is a new aircraft and the noise factor, air quality, and health quality is in question here. There are much more appropriate [SA-1 NO-1 AQ-1 NO-6]

A1121 TU

places for Military training and D-M is in the middle of a city and not appropriate at all. The f-35 would have to go to D-M for live ordinances, not safe at all in a city. Please consider putting training pilots, and all Military Operations in a more appropriate location away from residential homes.

GE-1

Thank you  
Sincerely,

Carol Stoner

[Redacted]

A1122 BO

From: Barbara Martin-Sparrow [Redacted]  
Sent: Thursday, March 15, 2012 1:00 AM  
To: AETC/A7P Workflow  
Subject: F-35 comments

Barbara Martin-Sparrow and Roger Sparrow

[Redacted]

send mail to:

[Redacted]

We are writing this letter to say that we are vehemently opposed to the stationing of F-35's at the Boise Airport. We went to meetings about this issue two years ago. They took place at the Borah Neighborhood Association. We were thoroughly disgusted at the US Air Force representatives tried to cajole the audience into believing that we were not going to be hurt by the use of the F-35's in Boise. At the present time, both our houses have cracks in them from the jets and their vibrations. There have been times we cannot hear each other when a jet is going off. Our dog is always scared from the sound and the vibrations. Lately there have been jets taking off for training, and supposedly they are not as loud as the F35's will be if stationed here. The noise has been terrible inside both houses and we have new ceiling cracks. I actually was talking on the phone and could not hear the speaker because of the sound.

NO-8

Information released says that both of the houses will be in an area of Boise that will be "Not Suitable for Residential Use" (NSFRU) if we are assigned these jets in Boise. We won't be able to sell either house for the full amount with this designation.

SO-1

We understood that this issue went away 2 years ago. It was announced in the paper that we were no longer being considered and that the Air Force was only considering 2 other bases where they already had jets stationed. Those two towns were hoping for the F-35's. Boise does not want them according to our Mayor. We understood this to be a dead issue.

We are frustrated that the issue has come up again. For us the houses are already being affected by the jets in practice sessions, and bothering our peace and quiet. We can plant trees to lessen the noise from street traffic. Planting trees will not help airplane traffic noise.

NO-8

I am most concerned about those who cannot comment on the noise issue. If the noise bothers us we can wear earplugs around our house. We won't hear our birds or wind chimes or other lovely environmental sounds. But what do we do for the babies-- their hearing can be damaged by the plane noise. And what of any outdoor pets, or wild animals. How can we put earplugs on the babies or horses or squirrels in our neighborhood. And what of the young children. Will they have to decide between playing outside or wearing earplugs? Will they hear any cars coming when they go out to cross the street?

NO-36

EJ-2

BI-5

EJ-6

SA-23

I find the selfishness of forcing us to accept the F-35's unbelievable when other air bases want to accept them. Please just go away and let us have what little peace and quiet that we can have now. Sincerely, The Boise Sparrow Family.

GE-1

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



A1123 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:

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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](mailto:aetc.a7cp.inbox@us.af.mil)

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Name: ROD PAGE  
 Organization/Affiliation: CITIZEN  
 Address\*: [REDACTED]  
 City, State, Zip Code: [REDACTED]

Comments: TUCSON HAS ~~HAD~~ NEEDS THE ECONOMIC  
IMPACT THE F-35 TRAINING PROGRAM WOULD PROVIDE.  

- THE F-35 PROGRAM WILL BENEFIT THE U of A  
WITH EXCHANGE OF TECHNOLOGY
- TUCSON HAS 2 OTHER MILITARY BASES  
THAT WOULD BENEFIT FROM THE F-35
- THE 162 FIGHTER WING HAS THE SYSTEMS  
TO SUPPORT THE F-35
- THE MAJORITY OF THE CITIZENS SUPPORT  
THE F-35 COMING TO TUCSON
- THE MILITARY PROVIDES BADLY NEED JOBS  
IN THIS AREA.

GE-3

\*\*\*Please print – Additional space is provided on the back.\*\*\*

Visit [www.F-35ATrainingEIS.com](http://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.

A1124 BO

From: SHIRLEY PICK [REDACTED]  
 Sent: Thursday, March 08, 2012 8:38 PM  
 To: AETC/A7P Workflow  
 Subject: F-35 deployment to Gowen Field, Boise, ID

Just wanted to put my 2 cents' worth in! I love airplanes - always have. We always watch the military jets go overhead here - F-15's and 16's. We do actually stop and watch them and try to make meaning of the contrails they leave. We do live near the airport here - also lived very close to Hobby Airport and Ellington Field in Houston, TX for many years - and never had a problem with the noise factor. I think the F-35's being here will certainly help the economy in this area and they are certainly a necessary part of our country's defense. I am all for having them based here! Thank you for asking my opinion! God bless you guys!

GE-3

A1125 TU

**From:** Dave Devine [REDACTED]  
**Sent:** Monday, March 12, 2012 12:34 PM  
**To:** AETC/A7P Workflow  
**Subject:** F-35 EIS Comment

Dear Mr. Martin:

My comments on the draft EIS for the F-35A Training Basing would be:

1. On page TU-23 of the draft document, it states that with windows open, the "percentage of people awakened by aircraft noise at least once per night range from 3 to 36 percent at the locations studied under baseline conditions." However, at the public hearing I attended on the draft EIS, I believe the statement was made by an Air Force representative that 8-10% of the population affected would have their sleep disturbed. These two statements need to be reconciled in the final EIS. **NO-3**

In addition, given that the F-35A is considerably louder than the F-16, it can be assumed the baseline figures would increase. I did not see estimates them for the three F-35A scenarios listed in the draft EIS. However and believe they should be added if they are not in the document somewhere. I also believe an estimate of the total number of people that would be affected by this nighttime disturbance should be included in the final EIS document. Additionally, since many people in Tucson use swamp cooling in the summertime, which improves with open windows, I believe this factor should be acknowledged in the final document. **DO-55**

Finally on this point, I believe the final EIS should include an analysis of the environmental impacts of having no F-35A flights in Tucson between 10 p.m and 7 a.m. While this may not meet Air Force requirements, it would substantially reduce the noise impacts on Tucson residents; **NO-3**

2. The noise levels for the F-35A were projected using NOISEMAP Version 7.3. While this may be Air Force procedure, I believe before the final EIS is prepared, the computer model should be verified by actual flights of the F-35A into TIA; **NO-29**

3. Finally, I have been told by an Air Force representative that the cost of the EIS process is \$4.5 million. Since the Air Force decided in July, 2010 for training purposes to base the F-35A at Luke Air Force Base, I believe the draft EIS should only have been prepared for that facility and the balance of the taxpayers money being spent on this process saved. **NO-7**

Thank you for including these comments into the draft EIS. **DO-62**

David Devine

[REDACTED]

A1126 TU

**From:** Alan Adler [REDACTED]  
**Sent:** Tuesday, March 13, 2012 11:03 AM  
**To:** AETC/A7P Workflow  
**Subject:** F-35 EIS Comment

To whom This May Concern,

My wife and I live at [REDACTED] and are already suffering with helicopters flying into the UMC hospital. While we can see the necessity for such flights, it is a stressor on our lives. WE DO NOT WANT ANY MORE NOISE POLLUTION. We oppose the current plan to bringmore F-35's to the Tucson area. **NO-8**  
-- Alan & Albert Adler **NO-1**  
**GE-4**

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



A1127 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](mailto: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: Krista DeWalt  
 Organization/Affiliation: NA  
 Address:\* [REDACTED]  
 City, State, Zip Code: [REDACTED]

Comments: I think the benefits of bringing the training base to Tucson dwarf the negative aspects of the plan. Tucson frankly needs any incoming financial support we can get. We need jobs. The environmental consequences are completely acceptable when considering the benefits to our city.

GE-3

\*\*\*Please print – Additional space is provided on the back.\*\*\*

Visit [www.F-35ATrainingEIS.com](http://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.

A1128 TU

From: Thérèse de Vet [REDACTED]  
 Sent: Monday, March 12, 2012 10:40 PM  
 To: AETC/A7P Workflow  
 Subject: F-35 EIS Comment

Dear Sirs and/or Madam:

I write to protest the skimpy EIS that has barely been presented to the people of Tucson; many issues are not taken into consideration. I am sure you have heard many complaints about the 'future' noise: already it is difficult to hear or speak at times when aircraft fly over. I live downtown, but teach at the U of A. Even in basement classrooms the noise of the current airplanes can be heard, and interferes with teaching.

NP-13

NO-8

I mention also the danger of having such expensive - and failing - airplanes flying over a populated area. The problems with its construction are no longer a secret, and its failures are well-known. God forbid one of them were to fall on a campus building full of students.

SA-1

An issue I have not seen addressed as much is the pollution of the air: it is well-known that people who live near airports suffer greater incidence of cancer and other similar illnesses.

AQ-1

And did I mention the cost??? Hair-raising. But you know that already. Please reconsider, and invest all this money in schools (for instance). I'm sure that would be better for the country.

GE-4

Sincerely,

Therese de Vet  
[REDACTED]

A1129 BO

**From:** David Breithaupt [REDACTED]  
**Sent:** Tuesday, March 13, 2012 11:59 PM  
**To:** AETC/A7P Workflow  
**Subject:** F-35 EIS Comments - Boise

Good Day!

I live directly under the flight path of Gowen Field - about 1/4 mile north of the intersection of I-84 and I-184. In a nutshell: Bring them here!

I am former Navy (Chief Petty Officer [E-7], Electronic Warfare). One of the ways I can support the current members of the service is to provide a place for them to train, and Boise is at least as good (much better, in my opinion) as anyplace else in the country. These squadrons have to go somewhere. I would be pleased and proud to welcome the F-35s over my home.

For the Ada County region, I cannot see a downside of having the F-35s here. Civilian jobs (both short-term and permanent), increased military presence, revenue increase, and more in exchange for the privilege of being able to serve the military in some small way. What could be better? Bombers in Mountain Home and fighters in Boise. A great 1-2 punch right here in my own back yard!

GE-3

Seventy-two planes? Send twice that many and I would welcome each pilot, plane captain, and support person.

So I say bring them all here and welcome home.

Did I mention the increase in civilian jobs?

Thank you for all you do!

David

David L. Breithaupt, Ph.D.

Office: [REDACTED]

It is a capital mistake to theorize before one has data. Insensibly, one begins to twist facts to suit theories, instead of theories to suit facts.  
-- Sherlock Holmes (*A Scandal in Bohemia*)

A1130 TU

**From:** Mike Ingram [REDACTED]  
**Sent:** Wednesday, March 14, 2012 7:25 PM  
**To:** AETC/A7P Workflow  
**Subject:** F-35 EIS Comments

Mr David Martin

I would like to comment regarding the EIS package for the F-35.

The EIS does not do a very good job of describing the impacts on the Tucson community if the F-35 were based at TIA, or if it were flown in and out of DMAFB, and does not describe how you intend to mitigate the noise pollution to an acceptable level.

NP-13  
NP-33

At the very least the EIS needs to be redone. However, it is appropriate to make some comments on the F-35 program in general.

Apparently the contractor has produced an aircraft that is 4 times louder than anything else in the inventory. If this is anywhere close to the actual engineering noise data, then this aircraft is simply not acceptable to be flown in the air over the metropolitan Tucson area.

NO-1

Should such flights be implemented, rest assured, the Tucson community will arise and will call for the removal of the aircraft, and the closure of whatever flight activities use it. This could probably result in the closure of the TIA activity and/or the DMAFB activity, but regardless of the job loss, this level of noise pollution is just unacceptable. Period.

GE-4

No F-35 in Tucson.

Thank you

Mike Ingram

A1131 TU

**From:** Joan Hall [REDACTED]  
**Sent:** Monday, March 12, 2012 1:41 PM  
**To:** AETC/A7P Workflow  
**Subject:** F-35 EIS Tucson

**David Martin, Air Force Contractor, and Kim Fornof**

Dear Sirs,

I oppose having the F-35s based in Tucson, due to the noise that they will make. [REDACTED] GE-4

Thank you,

Joan Hall  
[REDACTED]

A1132 BO

**From:** Diane Sower [REDACTED]  
**Sent:** Friday, March 02, 2012 10:12 AM  
**To:** AETC/A7P Workflow  
**Subject:** F-35 EIS

No matter how many meetings are held in our area, the people who live close to Gowen field and the airport clearly will be impacted for the worse by such a move. Sound will change significantly, and you know you will be moving these aircraft to a residential area, when you have options to move them elsewhere. I don't want my property value to decrease because of this either.

NO-1  
GE-1  
SO-1

A1133 TU

From: [REDACTED]  
Sent: Monday, March 12, 2012 10:12 PM  
To: AETC/A7P Workflow  
Subject: F-35 Fits Tucson just perfectly

**Please ignore the naysayers. Let's bring this latest technology to the facilities offered by Davis-Monthan and associated training facilities/**

GE-10

**It is a blessing and a reassurance to hear the sound of freedom produced by this plane.**

**Here is a copy of my letter to the editor of the AZdailystar in response to some poor soul who had to momentarily interrupt his telephone call. Anyone want to take a bet as to how many times he has been deployed?**

**H.W. Paul  
USN(Ret.)**

[REDACTED]

response to a letter to the editor, AZdailystar 03/12/12

"

Poor Stuart is appalled at the local support for the F-35. I am appalled at his ignorance of the freedoms provided by this and other new technologies for our troops. I ask poor old Stuart in all reality which he deems most important: a briefly interrupted phone call, or the best training facilities for our servicemen?

In his lament there is no mention or awareness that perhaps the entire Davis-Monthan facility could be at jeopardy in this coming decision, nor the hundreds of lost jobs.

This attitude about things military has been immortalized in Rudyard Kipling's poem "Tommy". I suggest he read it.

"

A1134 BO

From: Dale Cavanaugh [REDACTED]  
Sent: Wednesday, March 14, 2012 1:11 PM  
To: AETC/A7P Workflow  
Subject: F-35 in Boise Idaho

Name: Dale Cavanaugh  
Organization/Affiliation: Retired school teacher

Address: [REDACTED]

City, State, Zip Code: [REDACTED]

Comments: Concerning the US Air Force bringing the F-35 training program to Boise Idaho.

I am absolutely in favor of the US Air Force. My dad was in the Air Force in WWII and flew missions in France and Germany.

I am absolutely NOT in favor of the Air Force doing their F-35 training at an airport site that will affect a major residential area and affect many schools, businesses and homes.

GE-1

It only seems logical that there is a site available to do this training in an area that will not cause this impact.

Thank you for making the right decision.  
Dale Cavanaugh

A1135 BO

**From:** Marilyn Frazier  
**Sent:** Tuesday, March 13, 2012 10:40 AM  
**To:** AETC/A7P Workflow  
**Subject:** F-35 in Boise

Dear Sir,

I do not know if your group is really serious about bringing F-35's to Boise Idaho and if you are, think again. It is a terrible idea and you probably and hopefully know the reasons. Please let me know if you want to repeat what you have already heard about the thousands of reasons not to have F-35's here in the middle of our small city of less than 200,000 people who enjoy their hearing. How much does all this cost trying to find a place to put the airplanes? How much are you spending in Boise?

GE-1  
NO-6

VOTE NO TO F-35'S IN BOISE GE-4

Are you going to reply to my questions or who do I ask? NP-8

Marilyn Frazier  
Boise, Idaho

A1136 BO

**From:** Debbie Moore  
**Sent:** Tuesday, March 13, 2012 2:44 PM  
**To:** AETC/A7P Workflow  
**Subject:** F-35 in Boise

Hello David & Kim,

After attending the first go around of meetings about the F- 35 in Boise, I have spent time researching this on my own. I do not support this at all. Living outside both the current area Not Suitable for Residential Use and the projected new area we find we are already deeply affected by the F-15s when they are in town. Good luck trying to enjoy open windows during their flights. Children cover their ears and often cry in fright when they are out playing or trying to sleep. Pets often bolt and are frightened. If you are outside having a conversation, all speaking must stop until the noise is over because there is no way you can hear to continue. Nerves are frazzled. I can not imagine what the F-35 would do.

GE-4

NO-8

NO-1

Thank you for the opportunity to express my thoughts to you about this issue in my town, that will effect many aspects of our every day life.

NO-36

Debbie Moore

A1137 TU

**From:** maggie samuelson [REDACTED]  
**Sent:** Monday, March 12, 2012 5:00 PM  
**To:** AETC/A7P Workflow  
**Subject:** F-35 in Tucson, Arizona

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

The purpose of our correspondence is to show opposition to the F-35's been based either at Tucson International Airport of David Montham Air Force base in Tucson. Having these type of craft in the Tucson area would be devastating to us that reside here, the noise pollution, emissions from the crafts and possible accidents cannot be tolerated in a highly populated region as ours. It would destroy our quality of life along with property values and it would be unhealthy for our children, we have the study done in Sweden that shows how aircraft pollution raises blood pressure and leads to cardio-vascular disease.

GE-4  
NO-1  
AQ-1  
SA-1  
NO-36  
SO-1  
NO-6

I strongly oppose it. GE-4

Maggie Samuelson  
[REDACTED]

A1138 TU

ATTN: Mr. David Martin, AETC NEPA Program Manager  
HQ AETC/A7CPP  
266 F Street West, Bldg 901  
Randolph AFB, TX 78150-4319

Re: Alternatives  
F-35A Training DEIS  
Tucson International Airport Air Guard Station

Dear Mr. Martin,

In defining the purpose of the National Environmental Policy Act, the Code of Federal Regulations [40 CFR § 1500.2] states

Federal agencies shall to the fullest extent possible . . .

(e) Use the NEPA process to identify and assess the reasonable alternatives to proposed actions that will avoid or minimize adverse effects of these actions upon the quality of the human environment.

(f) Use all practicable means, consistent with the requirements of the Act and other essential considerations of national policy, to restore and enhance the quality of the human environment and avoid or minimize any possible adverse effects of their actions upon the quality of the human environment.

DO-65

The DEIS fails to comply with this.

For Tucson International Airport, the DEIS offers four alternatives. The Air Force has recognized from the beginning that three of the alternatives are unrealistic. The DEIS provides only one viable alternative for TIA.

Page 7 of the DEIS Executive Summary states

The No Action Alternative for this Draft EIS means that an F-35A training beddown would not take place. No F-35A personnel changes or construction would be performed, and no F-35A training activities would be conducted at any of the locations [Boise, Holloman, Luke, and Tucson].

DO-40

As soon as the first F-35A is bedded at any of the locations, the No Action Alternative is vitiated for all four locations. In effect, Tucson does not have a No Action Alternative. This was apparent to the Air Force even as it established the parameters for the alternatives.

<b>A1138 TU</b>	
<p>Two alternatives are the beddown of one or two F-35A squadrons at Tucson. However, page 2-7 of the DEIS states, “the alternative narrowing process . . . determined that beddown scenarios with 24 or 48 aircraft would not be cost effective.”</p> <p>Because this was decided during the alternative narrowing process, the Air Force knew even before it began compiling the DEIS that the alternatives of one or two squadrons were unrealistic.</p> <p>From the beginning, the Air Force has structured the DEIS so it provides only one viable alternative for Tucson: beddown of three squadrons at TIA.</p> <p>The Preferred Alternative would beddown three squadrons at Luke AFB. However, the DEIS makes it clear that this is only the start. Page 1-2 states, “the total training requirements for the Air Force could necessitate that up to 15 or more F-35A training squadrons be established.”</p> <p>Given this, the DEIS anticipates about 15 training squadrons of F-35As will be bedded. With a maximum of six squadrons at Luke, three at Holloman, and three at Boise, another base will be required for the last three squadrons. The only alternative is Tucson.</p> <p>This confirms that the DEIS provides only a single alternative for Tucson: three squadrons of F-35As.</p> <p>During the scoping process, citizens identified several “reasonable alternatives” (to use the phrase of 40 CFR § 1500.2). The Air Force has ignored those reasonable alternatives.</p> <p>Alternatives identified during the scoping process include Libby Airfield in Sierra Vista, Gila Bend Auxiliary Airfield in Gila Bend, Pinal Air Park in Marana, and new construction of a facility at a location that does not currently have an airfield.</p> <p>None of these alternatives has adequate facilities to accommodate three F-35A training squadrons. Neither does TIA. All alternatives—including TIA—will require substantial modification prior to beddown.</p> <p>The Code of Federal Regulations requires the Air Force to seriously consider these alternatives. Subsection 40 CFR 1502.14, which identifies itself as “the heart of the environmental impact statement,” declares, “agencies shall . . . rigorously explore and objectively evaluate all reasonable alternatives.”</p> <p>The DEIS has failed to do this.</p>	<p><b>DO-9</b></p> <p><b>DO-65</b></p> <p><b>DO-66</b></p>

<b>A1138 TU</b>	
<p>Evaluation of TIA, Libby, Gila Bend, and Pinal must include, among other parameters, the following:</p> <ul style="list-style-type: none"> <li>◆ Will the location provide access to the Barry M. Goldwater Range?</li> <li>◆ Will the location provide favorable weather for flying?</li> <li>◆ Will the location provide economic benefits to nearby communities?</li> <li>◆ Will the location require F-35As to fly over urban or residential areas?</li> <li>◆ Will the location impact civilian populations with noise?</li> <li>◆ Will the location have crash zones or other safety considerations that affect civilian populations?</li> <li>◆ Will the location have potential conflicts between F-35As and commercial or private aircraft that use the same or nearby runways?</li> <li>◆ Will the location have potential conflicts between F-35As and military aircraft from nearby bases or runways?</li> <li>◆ Will the location provide maximum opportunity for pilots to train at all times of the day and night, at all throttle settings, and with a variety of approach and departure routes?</li> <li>◆ What will the location require for noise mitigation?</li> <li>◆ What will be the location’s life-cycle cost for infrastructure, including—but not limited to—upgraded runways and taxiways, maintenance facilities for F-35As, ordnance storage and handling, upgraded guidance and other electronics installations, facilities for crews and other personnel?</li> <li>◆ Will the location be suitable for other activities of the 162<sup>nd</sup> Fighter Wing—such as Operation Snowbird and Operation Freebird—which can mutually benefit with the F-35As by sharing the facilities’ costs?</li> <li>◆ Will the location be suitable for later beddown of operational F-35As, which can mutually benefit with the training F-35As by sharing the facilities’ costs?</li> <li>◆ Will the location have room to expand in the future by increasing runway length, constructing additional runways, and building supplemental facilities?</li> </ul>	<p><b>DO-66</b></p>

**A1138 TU**

- ◆ Will the location become increasingly vulnerable to urban encroachment in the future?
- ◆ Will F-35A training become compromised, as the number of daily commercial and private flights at the same location increases in the future?

The Air Force should give particular consideration to Libby Airfield. The DEIS has already evaluated it for use as an auxiliary airfield for F-35As. At Libby, all DNL noise contours for the F-35As “are contained entirely within the boundaries of Fort Huachuca and Sierra Vista Municipal Airport,” the DEIS notes. No off-installation residents are affected; no private property is affected; no daycare centers, schools, medical facilities or religious facilities are affected.

This is a stark contrast to the F-35A noise impacts on Tucson. **GE-4**

Sincerely,

Karen Fisher  
Resident of Midtown Tucson

**DO-66**

**A1139 TU**

ATTN: Mr. David Martin, AETC NEPA Program Manager  
HQ AETC/A7CPP  
266 F Street West, Bldg 901  
Randolph AFB, TX 78150-4319

Re: Errata Sheet for DEIS  
F-35A Training DEIS  
Tucson International Airport Air Guard Station

Dear Mr. Martin,

The Errata Sheet for the F-35A Training DEIS has revised some values in Table TU-3.2-2 of the DEIS. This raises questions that the Final EIS must answer.

- 1) What is the reason for decreasing engine power from 55% ETR to 40% ETR during arrivals? **NO-21**
- 2) Will F-35A pilots use 40% ETR power for the full length of all arrivals?
- 3) The F-35A is still in its development and testing phase. Given that, is the Air Force certain that 40% ETR power is absolutely safe for F-35A arrivals over a heavily populated residential area?
- 4) Because the pilots will be in training, they will be inexperienced in the operation of F-35As. Is the Air Force certain that 40% ETR power is appropriate for inexperienced pilots as they practice arrivals over a heavily populated residential area? **SA-28**
- 5) The purpose for bedding F-35As at TIA is to provide training for new pilots. Presumably, the Air Force will expect the pilots to develop a range of skills that will be effective in widely varied circumstances. How will the decrease of arrival engine power from 55% ETR to 40% ETR affect the pilots’ training?
- 6) What is the reason for decreasing engine power from 50% ETR to 40% ETR for closed pattern flights?
- 7) Will F-35A pilots use 40% ETR power for the full length of all closed pattern flights?
- 8) The F-35A is still in its development and testing phase. Given that, is the Air Force certain that 40% ETR power is absolutely safe for F-35A closed pattern flights over a heavily populated residential area?

A1139 TU

9) Because the pilots will be in training, they will be inexperienced in the operation of F-35As. Is the Air Force certain that 40% ETR power is appropriate for inexperienced pilots as they practice closed pattern flights over a heavily populated residential area?

SA-28

10) The purpose for bedding F-35As at TIA is to provide training for new pilots. Presumably, the Air Force will expect the pilots to develop a range of skills that will be effective in widely varied circumstances. How will the decrease of engine power from 50% ETR to 40% ETR affect the pilots' training?

11) Is Noisemap accurate when predicting SEL at engine power in the range of 40% ETR?

NO-49

12) Is it possible that the F-35A's SEL is identical with and without afterburner (with an increase of only 107 feet in slant distance)?

Sincerely,

Jane Powers  
Resident of Tucson

A1140 TU

ATTN: Mr. David Martin, AETC NEPA Program Manager  
HQ AETC/A7CPP  
266 F Street West, Bldg 901  
Randolph AFB, TX 78150-4319

Re: Economic Impacts  
F-35A Training DEIS  
Tucson International Airport Air Guard Station

Dear Mr. Martin,

The DEIS fails almost entirely to analyze one of the most profound impacts that F-35As will have upon Tucson. That is the economic impact.

Table TU-2.1-3 shows the F-35As will bring a net increase of 351 personnel plus their dependents to Tucson. Page TU-113 states that jobs created by construction of F-35A facilities "would constitute less than 1 percent of the total employment in Pima County," and "Construction expenditures and the jobs created would be temporary."

SO-13

The DEIS provides no quantitative analysis of this. It calculates no dollar amount that the personnel and their dependents will add annually to Tucson's economy. It calculates no dollar amount that the temporary construction jobs and expenditures will add to the economy. Further, the DEIS does not calculate the dollar amounts of the supply contracts that operation and maintenance of F-35As and their facilities will bring to our economy.

The DEIS fails entirely to analyze the negative aspects of the impacts of the F-35As upon Tucson's economy.

The 162<sup>nd</sup> Fighter Wing, under which the F-35As will be bedded, annually contributes \$127 million in direct economic impacts to the local economy. (Boosters of the 162<sup>nd</sup> cite the figure of \$280 million. This is the sum of direct, indirect, and induced impacts. For economists, that figure is useless for comparing one sector of the economy against another.)

In contrast, according to the U.S. Department of Commerce, Tucson's leisure and hospitality businesses contribute \$1.5 billion in direct economic impacts to our economy each year.

The leisure and hospitality businesses will suffer when visitors must endure the noise of F-35As disturbing the tranquility of the area's restaurants, resorts, hotels, motels, RV parks, golf courses, and surrounding attractions such as Saguaro National Park, Tucson Mountain Park, Old Tucson, and Arizona-Sonora Desert Museum.

SO-7

A ten percent loss in the revenues of the leisure and hospitality businesses will exceed the entire direct economic impact of the 162<sup>nd</sup>.

**A1140 TU**

The DEIS fails to consider the potential impacts on the leisure and hospitality businesses, and it fails to quantify the losses those businesses will suffer. SO-7

The local economy depends upon the many people who move from the northern states to Tucson during their retirement years. The noise of F-35As will disturb many retirees, and will damage Tucson’s reputation as a great place to retire. The DEIS fails to consider this, and it fails to quantify the dollar loss that will result from the reduced influx of retirees. SO-40

The DEIS gives no consideration to the loss of property values, except to make a vague statement that “The noise generated by the F-35A could have an adverse impact on property values” (page TU-116). SO-1

The DEIS cites only two studies that address the impacts of aircraft noise on property values (page B-43). It concludes that analysis of the impacts is difficult. SO-33

Difficulty does not absolve the Air Force from preparing a complete and comprehensive EIS. Without a complete EIS, an informed decision is impossible. Quantified losses of property values are essential to a complete EIS, and essential to an informed decision. SO-1

Concurrent with loss of property values is the loss of property-tax revenues. The DEIS must quantify this loss. SO-1

The DEIS must also quantify other economic impacts, such as the cost of closing or moving schools and other public facilities. (Recent past examples include the closure of Julia Keen Elementary and the \$7 million relocation of Vail Academy and High School due to concerns over aircraft noise and safety.) SO-40

Additional economic impacts, which the DEIS must quantify, include the high cost to taxpayers of acquiring land around TIA for use as a buffer zone against urban encroachment. Taxpayers pay for these land acquisitions through programs such as Arizona’s Military Installation Fund and Pima County’s bond funds. SO-40

The DEIS does not address the costs to mitigate noise in homes, schools, and other structures within the 65 dB DNL contour. These costs must be quantified. SO-32

A dollar analysis of the impacts of F-35A noise upon every aspect of Tucson’s economy is essential. Without it, the Air Force cannot make an informed decision about the beddown of F-35As in Tucson. SO-13

Sincerely,

Mort Womack  
Resident of Tucson

**A1141 TU**

ATTN: Mr. David Martin, AETC NEPA Program Manager  
 HQ AETC/A7CPP  
 266 F Street West, Bldg 901  
 Randolph AFB, TX 78150-4319

Re: Reliance on DNL and FICON Curve  
 F-35A Training DEIS  
 Tucson International Airport Air Guard Station

Dear Mr. Martin,

Page 3-6 of the DEIS states, “findings substantiate the claim that community annoyance in response to aircraft noise is predicted quite reliably using DNL.” Further, Page B-8 states, “DNL correlates well with the annoyance.”

Those statements flatly contradict Department of Defense findings, and DoD policy.

A DoD publication titled “Community Annoyance Caused By Noise From Military Aircraft Operations” (2009) states on page 10

Given that the individual percent highly annoyed data points that went into the synthesis of the Schultz Curve ranged from about 5% to over 70% at DNL 65 dB, and that recent research indicates that the percent of people highly annoyed by aircraft noise may be higher than previously thought, caution should be exercised when interpreting synthesized data from different studies and any assumptions that the level of annoyance in any particular community near a military facility will closely match the average annoyance shown by the original or the updated Schultz Curve.

In other words, DNL cannot accurately predict high annoyance. This is because the Schultz Curve and its successor, the FICON Curve, are based on widely disparate sets of data. (The example above cites an often-used point on the curves’ X-axis—65 dB DNL—and notes the annoyance data at that point range from 5% to 70% on the Y-axis.) Further, high annoyance for aircraft noise may be greater than the curves predict. The curves and DNL therefore should not be used to predict annoyance.

The statements on DEIS pages 3-6 and B-8 are only two of many examples throughout the DEIS that violate this DoD finding.

Page 10 of the DoD’s “Community Annoyance” publication states

it is inadvisable to predict that a specific percentage of the population affected by your operations will be highly annoyed at a given DNL.

A1141 TU

Table 3-1 of the DEIS violates this. The table displays—to the tenth of a percentage point—the percentage of people who are highly annoyed at various specific DNL levels.

The Air Force has long used DNL, and its associated Schultz and FICON Curves, to evaluate aircraft noise. In fact, the use of DNL is mandated.

However, the DoD’s “Community Annoyance” publication makes it clear that DNL and the curves are very unreliable. Page 7 states

As shown in Figure 2 [the FICON Curve], the large scatter among the data drawn from the various surveys reflects the low correlation coefficients for individuals’ reactions. Thus, considerable uncertainty is associated with the equation representing the relationship between %HA [percent highly annoyed] and DNL.

Page 10 of the same publication states

there remains significant controversy over the use of the dose-response annoyance curve first developed by Schultz, and later updated by others. . . . there is an extraordinary amount of scatter in the data. . . .

The Air Force cannot make an informed decision about beddown of F-35As in an urban environment when the DEIS relies—even in part—on data and methodology that DoD and acoustics experts find questionable. DoD’s “Community Annoyance” clearly establishes the questionable nature of the Schultz and FICON curves.

The FICON Curve was developed by the Air Force, and was based upon data that were specific to general transportation noise. The Air Force indiscriminately combined data from aircraft, highway, and rail noise. This was wrong. The DoD’s “Community Noise” states on page 6

Additional research found separate, non-identical curves for aircraft, road traffic, and railway noise. The additional research suggests that the percentage of people highly annoyed by aircraft noise alone may be higher than previously thought, and higher than the truck and rail noise curves.

Page 10 of “Community Noise” adds

Recent research tends to support the idea that the dose-response curves are different for aircraft, road and rail noise sources.

Despite DoD’s recognition that the FICON Curve is deeply flawed for analysis of aircraft noise, DoD continues as a matter of policy to use the curve.

NO-26  
cont’d

A1141 TU

Air Force decisionmakers cannot make an informed decision about beddown of F-35As in an urban environment when the EIS relies upon flawed data—especially when the flawed data is incorporated into the EIS as a matter of DoD policy.

NO-13

To ensure an informed decision, this EIS must develop a dose-response curve that is specific to aircraft noise. This can be easily done by utilizing the aircraft-specific data the Air Force has already used for the FICON Curve. (Because military aircraft have different noise spectrums than commercial and general aviation craft, data specific only to military aircraft should be used.)

NO-26

The DEIS provides some analysis using other noise metrics, in addition to DNL. However, it relies primarily on DNL analysis; note, for example, the DNL contour maps in each section of Chapter 4 and the total absence of contour maps based on other metrics. This primary reliance on DNL metrics ignores a basic fact cited by DoD’s “Operational Noise Manual” (2005): “To assess the impact of this transitory noise” of aircraft passing overhead, the Sound Exposure Level (SEL) “is the best measurement of the annoyance response” (page 4-7).

Though the use of DNL is mandated for this EIS, the document’s analysis of noise impacts must be based primarily on single-event SEL. This is critical for the Air Force’s decisionmakers, so they will have the relevant and realistic information they will need to make an informed decision about beddown of F-35As in Tucson.

NO-24

Sincerely,

Dick Barber  
Resident of Tucson

A1142 TU

ATTN: Mr. David Martin, AETC NEPA Program Manager  
HQ AETC/A7CPP  
266 F Street West, Bldg 901  
Randolph AFB, TX 78150-4319

Re: Deceptive Statements  
F-35A Training DEIS  
Tucson International Airport Air Guard Station

Dear Mr. Martin,

The DEIS makes some very deceptive statements about the perceived loudness of decibel levels.

On page TU-26, the DEIS claims

DNL increases at locations analyzed would range from 1 to 4 dB under Scenario T1, 3 to 6 dB under Scenario 2, and 4 to 8 dB under Scenario T3. To put these increases in perspective, an increase in instantaneous sound level of between 3 and 10 dB is typically described as “noticeable,” and an increase in instantaneous sound level of between 10 and 20 dB is typically described as “more than twice as loud.”

Here, the DEIS makes a direct comparison of DNL to “an increase in instantaneous sound level.”

The Air Force knows absolutely that DNL and “an increase in instantaneous sound level” are two entirely different metrics that cannot be compared to each other.

Even the Air Force’s characterization of “an increase in instantaneous sound level” is very deceptive.

An increase “of between 3 and 10 dB is typically described as ‘noticeable,’” the paragraph claims. In fact, the Air Force knows that a 3 dB increase is commonly regarded as “noticeable.” An increase of 10 decibels is commonly regarded as “twice as loud.” The Air Force is dishonest to claim that 10 dB is merely “noticeable.”

Similarly, the paragraph claims an increase “of between 10 and 20 decibels is typically described as ‘more than twice as loud.’” In fact, the Air Force knows that 20 decibels is commonly regarded as “four times as loud.” The Air Force is dishonest to claim that 20 decibels is merely “more than twice as loud.”

The deception does not end with that paragraph.

NO-50

A1142 TU

With Table TU 3.10-4, the Air Force implies that the F-35A noise level at Mission Manner Park will be largely inconsequential:

The 65 dB DNL noise contour crosses the northeast corner of the park; more than 90 percent of the park remains under < 65 dB DNL conditions.

The implication, of course, is that, so long as citizens stay away from the northeast corner of the park, they will avoid the noise impacts of F-35As.

The Air Force wants us to believe that, while 65 dB DNL may be noisy, 64.9 dB DNL is perfectly suitable for outdoor recreation.

The statement about Mission Manner Park is indicative of a much larger problem with the DEIS. It ignores F-35A noise impacts below 65 dB DNL.

Page 3-35 of the DEIS states, “The EPA has identified a DNL of 55 dB to be a level protective of the public health and welfare.” It adds, “The FAA and DOD have identified residential use as incompatible with annual noise levels above 65 dB DNL.”

For the area of Tucson that lies between incompatible residential use and “a level protective of the public health and welfare,” the DEIS completely fails to analyze the F-35A noise impacts. These impacts can be consequential for the city’s residents, properties, and public facilities, especially as DNL approaches 65 dB. For the Air Force, though, those impacts do not exist.

At the very least, each DNL contour map should include a 55 dB contour, so residents can determine whether they live within or without the area that is “protective of the public health and welfare.” Further, the Air Force should acknowledge all impacts outside the area that is incompatible with residential use.

Sincerely,

Jan Mosier  
Resident of midtown Tucson

LU-36

NO-4

SO-24

NO-4

A1143 TU

ATTN: Mr. David Martin, AETC NEPA Program Manager  
HQ AETC/A7CPP  
266 F Street West, Bldg 901  
Randolph AFB, TX 78150-4319

Re: DEIS Appendix B  
F-35A Training DEIS  
Tucson International Airport Air Guard Station

Dear Mr. Martin,

Appendix B is a critical part of the EIS. It summarizes the extant studies of the impacts of noise, which are necessary to understand the specific impacts that F-35A noise will have upon the citizens of Tucson.

Much of the information of Appendix B is outdated, and therefore is often misleading or erroneous. NO-26

Appendix B was created largely by cutting and pasting large bodies of text, tables, and figures that are commonly available on the Internet. None of the information in Appendix B is specific to the F-35A, and little of it is specific to aircraft noise. NO-52

Most of the cited references are twenty or thirty years old. Some date to a half-century ago (see citations on page B-32, for example).

Appendix B almost completely ignores the research that has been conducted during the past two decades.

The shortcomings of Appendix B are too numerous to list. Two examples of many:

Table B-2, which could have been one of the most important contributions to the EIS, compares the SELs at various altitudes of four USAF fighter aircraft and one bomber. Missing from Table B-2 is the F-35A, which is the subject of this EIS. NO-26

Appendix B cites outdated studies to claim that “DNL correlates well with the annoyance” (page B-8). The entire EIS relies on this claim. Appendix B ignores DoD’s own recent finding: “To assess the impact of this transitory noise [of an aircraft’s overflight], the Sound Exposure Level, or SEL, is the best measure of the annoyance response” (DoD “Operational Noise Manual,” 2005). [Emphasis added.]

Appendix B contains so much outdated information and erroneous conclusions that the Air Force cannot rely on it—or on the rest of the EIS, which itself relies on Appendix B. The Air Force cannot make an informed decision unless the EIS is completely rewritten.

Sincerely,

Barbara Hall  
Resident of Tucson

A1144 TU

ATTN: Mr. David Martin, AETC NEPA Program Manager  
HQ AETC/A7CPP  
266 F Street West, Bldg 901  
Randolph AFB, TX 78150-4319

Re: Pilot Training  
F-35A Training DEIS  
Tucson International Airport Air Guard Station

Dear Mr. Martin,

The DEIS fails to consider a major impact that is very important to the Air Force.

If F-35As are bedded at Tucson International Airport, the pilots will face substantial operating restrictions. This will adversely impact their training.

At TIA, the pilots will share flight paths, runways, and other facilities with commercial and general aviation aircraft. In addition, they will share airspace with military aircraft of the adjacent Davis-Monthan AFB. Concern for safety will place restrictions on their operations.

The pilots will operate in the urban environment that encroaches TIA. Concern about noise will place additional restrictions on their operations.

Restrictions on the pilots’ operations include

- Limited number of annual operations
- Power settings limited to 40% ETR for arrivals and closed patterns
- Limited flight paths
- Minimal night flights
- Minimal afterburner use
- No touch-and-go or other syllabus exercises

As encroachment increases, and as commercial, general aviation, and other military traffic increases in the future, the restrictions will likely become more severe during the decades of F-35A beddown at TIA.

So the Air Force can make an informed decision about the beddown of F-35As at TIA, the EIS must include a comprehensive analysis of the impacts that current and future restrictions will impose on the pilots’ training.

Sincerely,

Chloe Fisher  
Resident of Tucson

DO-42

<p style="text-align: right;"><b>A1145 TU</b></p> <p>ATTN: Mr. David Martin, AETC NEPA Program Manager                  HQ AETC/A7CPP                  266 F Street West, Bldg 901                  Randolph AFB, TX 78150-4319</p> <p>Re: Property Values                  F-35A Training DEIS                  Tucson International Airport Air Guard Station</p> <p>Dear Mr. Martin,</p> <p>The DEIS provides no quantitative analysis of the impacts of F-35A noise upon property values. In fact, it addresses property values only briefly and incompletely.</p> <p>The DEIS acknowledges that “The noise generated by the F-35A could have an adverse impact on property values” (page TU-115). But, to justify its failure to adequately analyze property values, the DEIS cites a study that found “it was difficult to quantify that impact” (page 3-35).</p> <p>The Air Force cannot be excused from quantifying an impact simply because it is difficult to quantify. This is especially true for an impact—such as impaired property values—that can have a profound effect on many individuals, and on the community as a whole.</p> <p>For Tucson, the DEIS addresses property values only in two paragraphs in Chapter 3, and in another short paragraph in Chapter 4. (These same paragraphs are repeated elsewhere in the DEIS.)</p> <p>In contrast, the DEIS dedicates seven paragraphs to the analysis of noise impacts upon marine mammals.</p> <p>The nearest marine mammals are 150 miles from Tucson, along the coast of mainland Mexico. They are even further from the three other bases covered by the DEIS.</p> <p>The nearest manatees, which live more than 800 miles from Tucson, are afforded a full third of the analysis that property values receive in the DEIS.</p> <p>In its very brief analysis of property values, the DEIS cites only two studies. It ignores all other studies, including two that were specified by at least one Tucson citizen during the EIS scoping phase.</p> <p>One of the two studies, completed in 1994 by the Federal Aviation Administration and consultant Booz-Allen &amp; Hamilton, developed a methodology for evaluating the impact of aircraft noise on housing values. The study demonstrated that in moderately priced</p>	<p style="text-align: right;"><b>A1145 TU</b></p> <p>neighborhoods in the vicinity of Los Angeles International Airport, noise diminished property values by 18.6 percent, or 1.33 percent per decibel.</p> <p>The second study, prepared for the Orange County Board of Supervisors, showed the loss of property value averaged 27.4 percent in the vicinity of the three California airports that were analyzed.</p> <p>Despite the request of the Tucson citizen, the DEIS ignores both of these studies.</p> <p>According to the DEIS, one of the two studies it recognizes has concluded that property values are more heavily affected by other factors, such as location and quality of housing, than by aircraft noise.</p> <p>The DEIS, and the study it cites, fail to recognize that noise and other major factors—such as location and quality of housing—are inextricably linked.</p> <p>Many potential home-buyers shun locations that are in the vicinity of airports, because airports are known to be noisy environments. As a result, the property values in a given neighborhood are impaired not just by aircraft noise, but by the neighborhood’s location near an airport.</p> <p>Noise not only directly affects property values; it also affects the desirability of a location.</p> <p>This principal has been vividly demonstrated many times during the past few years, during the debate between pro-F35 factions and pro-neighborhood factions here in Tucson. Pro-F35 factions repeatedly ask, “If you don’t like aircraft noise, why did you buy a house there?” And “If you don’t like aircraft noise, just move.”</p> <p>Their comments encompass not just noise, but also location.</p> <p>A second major factor that the DEIS recognizes—quality of housing—is also affected by aircraft noise. Generally, developers do not construct costly homes in areas of aircraft noise, because they know they will not attract affluent buyers. Instead, housing in noisy areas attracts buyers and tenants who lack the means to live in more pleasant surroundings. Further, the residents’ financial situations or their low pride-of-ownership contributes to the deterioration of the housing stock.</p> <p>Noise not only directly affects property values; it also affects the quality of housing.</p> <p>The DEIS states that one of its two cited studies had concluded that regression analysis “was not able to predict the impact of aircraft noise on the property values” (page 3-35).</p> <p>Regression analysis ensures that, when an analyst examines property values, he does not—to use a cliché—compare apples to oranges. He compares apples to apples by holding all variables (such as location and quality of housing) constant, and tracking</p>
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**SO-33**  
cont'd

**SO-1**

**SO-33**

**SO-33**  
cont'd

**SO-1**

**A1145 TU**

property values as they fluctuate with the fluctuation of a single variable (such as aircraft noise).

To continue the analogy, regression analysis in this case compares rotten apples to rotten apples. It compares noise-affected neighborhoods, which generally have poor housing quality and undesirable locations because of their proximity to aircraft noise, to similar undesirable neighborhoods that are not affected by noise. But regression analysis fails to consider why the noise-affected neighborhoods have become rotten apples.

In short, the DEIS and regression analysis both fail to recognize that aircraft noise affects not just property values. It also affects other variables that in turn affect property values.

Economists commonly use before-and-after studies to determine economic effects. Before-and-after studies are the only effective method to analyze the impacts of aircraft noise on property values. For appropriate neighborhoods across the country, such studies can compare property values prior to a significant increase in aircraft noise versus after the significant increase.

The DEIS fails to quantify the impacts of aircraft noise upon property values. Even using the minimal discount of 0.5 to 0.6 percent per decibel that the DEIS suggests, the total dollar loss of property value—and of property-tax revenues—will be substantial for Tucson and for Pima County. Other studies, which the DEIS ignores, substantiate much higher discounts. Before-and-after studies will provide the most accurate basis for calculating the actual dollar losses that Tucson’s residential and commercial properties will suffer from the noise of F-35As.

The DEIS will remain grossly deficient in its analysis of property values unless it provides a comprehensive review of the literature on aircraft noise and property values, unless it provides before-and-after studies of aircraft noise and property values, unless it provides a quantitative dollar analysis of changes in property values and in property tax revenues that will follow from the noise of F-35As.

Unless each of these deficiencies is remedied, the Air Force decisionmakers will be unable to make an informed decision about bedding F-35As in the urban environment of Tucson.

Sincerely,

Ralph Marble  
Resident of Tucson

SO-1 cont'd

SO-23

SO-1  
SO-33  
SO-23

SO-1  
SO-23

**A1146 TU**

ATTN: Mr. David Martin, AETC NEPA Program Manager  
HQ AETC/A7CPP  
266 F Street West, Bldg 901  
Randolph AFB, TX 78150-4319

Re: Safety  
F-35A Training DEIS  
Tucson International Airport Air Guard Station

Dear Mr. Martin,

Because F-35As will operate in an urban environment at TIA, their safety is a major concern.

The DEIS fails almost completely to address the operational safety of the F-35A at TIA, and devotes only a single paragraph to the subject. That paragraph implies that safety of the immature aircraft is a concern, but states the mishap rate is expected to drop as the aircraft becomes more mature.

DoD recently released a report that summarizes the progress of the three F-35 variants during 2011. The report acknowledges major problems with the aircraft, ranging from structural failures to unreliable software. The F-35s “demonstrated low reliability” and “the mean flight hours between critical failures were measured to be 2.65 hours for the F-35A” (page 35).

For an aircraft that will be flying at low altitudes over Tucson’s densely populated areas, this is not reassuring.

The DEIS assures the residents of Tucson that the F-35A will become “more operationally mature.” The DoD report is not optimistic, though. It states that the F-35s’ problems have “created schedule pressure to start training activities with a less mature aircraft system than planned” (page 36).

Beyond the safety of the aircraft itself, the DEIS must analyze the impacts of the F-35A as it mixes with other aircraft over Tucson. TIA is used by various military craft, including those of Operation Snowbird and Operation Freebird. More importantly, TIA accommodates numerous takeoffs and landings of commercial aircraft each day, and of private aircraft. The numbers of those flights are expected to increase substantially during the decades that the F-35A will be bedded at TIA. Davis-Monthan AFB, whose runway is less than five miles from the TIA runway, flies substantial numbers of military aircraft of various types.

The DEIS fails to consider any of this.

SA-1  
SA-12

AM-2

AM-4

**A1146 TU**

Because the F-35As at TIA will be used for training, their pilots will be inexperienced with the aircraft. Above the roofs of residential neighborhoods, the pilots will learn how to take off and land with F-35As. And even after the F-35As become operationally mature, they will be much more complex to pilot than the 162<sup>nd</sup> FW's current F-16s are. SA-7

The DEIS fails to consider this.

For Table TU-23, the Errata Sheet shows the F-35As will operate at only 40% ETR power during arrivals and closed patterns at TIA. This will create additional risks, especially with inexperienced F-35A pilots. SA-28

The DEIS fails to consider this.

Unless the DEIS quantifies the deaths, injuries, and property damage that will result from F-35A accidents in the vicinity of TIA, the Air Force cannot make an informed decision about beddown of the F-35As in the urban environment of Tucson. NP-29

Sincerely,

Mary Caldwell  
Resident of Tucson

**A1147 TU**

ATTN: Mr. David Martin, AETC NEPA Program Manager  
HQ AETC/A7CPP  
266 F Street West, Bldg 901  
Randolph AFB, TX 78150-4319

Re: Sound Exposure Level (SEL)  
F-35A Training DEIS  
Tucson International Airport Air Guard Station

Dear Mr. Martin,

When the impact of noise is studied, aircraft noise is usually averaged into the other noises of an environment. The average includes all noise that occurs day and night over a period of 365 days.

This long-term average does not accurately portray the impact of high-decibel noise of brief duration. The residents of midtown Tucson are not bothered by the yearlong noise average; instead, they are disturbed by the short, sharp noise of aircraft that fly over their homes.

Perhaps your neighbor's dog barks loudly for a few brief periods each day, and for a few days each week. You are not disturbed by the yearlong average of noise. Instead, you are disturbed by the dog's terse, loud barks.

Reflecting this, local noise ordinances throughout the U.S. address the short-term levels of bothersome noise. When an officer cites an individual for a loud stereo or a mufferless vehicle, the officer does not consider the effect of the stereo or the vehicle upon the yearlong noise average of the neighborhood. Instead, he considers only the immediate, short-term decibel level of the offending source. NO-50

The Joint Land Use Study, prepared with the assistance of the Department of Defense for Davis-Monthan AFB, the City of Tucson, and Pima County, agrees. Its paragraph 5.1.1 states, in part, "Aircraft noise can be experienced as particularly annoying because its *sudden onset* may startle people [emphasis added] . . ."

The paragraph adds, "Under such circumstances, even relatively moderate noise increases can be perceived as an annoyance."

Table 3.2-2 of the DEIS Errata Sheet shows that when an F-35A flies a closed pattern over Tucson's Ocotillo Elementary School, its SEL will be 96 dB. If the surrounding residential neighborhood has a normal noise level, the noise climbs from 55 dB to 96 dB. Because of the logarithmic nature of decibels, this 41-decibel increase is perceived by the neighborhood's residents as an increase in the noise by a factor of *sixteen* times.

A1147 TU

A1148 TU

This sixteen-fold increase occurs in a matter of seconds. Such a sharp increase is not adequately portrayed by an averaging of sound levels over 24 hours and 365 days.

DoD requires the DNL metric to be used in noise analysis. However, it does not restrict the use of additional metrics. On the contrary, DoD encourages the use of other metrics in noise analysis. See, for example, DoD’s publications, *Using Supplemental Noise Metrics and Analysis Tools* (2009) and DoD’s *Operational Noise Manual* (2005).

*Operational Noise Manual* states, “To assess the impact of this transitory noise [of an aircraft], the Sound Exposure Level, or SEL, is the best measure of the annoyance response” (page 4-7). [Emphasis added.]

DNL contour maps are necessary to delineate neighborhoods that, because of aircraft noise, will become incompatible with residential use. However, contour maps of SEL and TA (Time Above a specified decibel level) are far more useful in describing the noise impacts that residents will experience. *Using Supplemental Noise Metrics and Analysis Tools* describes the usefulness of SEL and TA contour maps, and provides examples of the maps.

The DEIS analysis is based primarily on DNL. To better assess the noise impacts that Tucson’s residents will experience, the DEIS must instead focus its primary noise analysis on SEL.

Without a comprehensive single-event SEL analysis of F-35A noise impacts, the Air Force cannot make an informed decision about beddown of F-35As in Tucson.

Sincerely,

Linda Marble  
Resident of Tucson

NO-50  
cont'd

ATTN: Mr. David Martin, AETC NEPA Program Manager  
HQ AETC/A7CPP  
266 F Street West, Bldg 901  
Randolph AFB, TX 78150-4319

Re: Impacts on Students  
F-35A Training DEIS  
Tucson International Airport Air Guard Station

Dear Mr. Martin,

The DEIS analysis of the impacts of F-35A noise upon students is deficient.

Page B-18 of the DEIS cites ANSI standards: “When the noisiest hour [in a classroom] is dominated by sources such as aircraft, the limits for most classrooms are an hourly average A-weighted sound level of 40 dB, and the A-weighted sound level must not exceed 40 dB for more than 10 percent of the hour.”

Table TU 3.2-3 of the DEIS shows outdoor  $L_{eq(SD)}$  for five schools. This is an average over the entire school day. The table fails to show  $L_{eq}$  for the noisiest hour, which is critical for determining compliance with the ANSI standard.

Further, the table fails to show indoor  $L_{eq}$ . Without indoor  $L_{eq}$ , the DEIS evaluation of noise impacts upon students is meaningless.

To determine whether the sound level exceeds the ANSI maximum of 40 dB for ten percent of the noisiest hour, the DEIS must provide a TA analysis, as described by the Department of Defense publication, “Using Supplemental Noise Metrics and Analysis Tools” (2009). The DEIS fails to do this.

Page 29 of the DEIS states, “Actual outdoor-to-indoor noise level reduction varies from school to school and between locations within individual schools.” Because the DEIS fails to determine the actual outdoor-to-indoor reduction in the various classrooms, its analysis of F-35A noise impacts upon students is nothing more than speculation.

In short, the DEIS analysis of noise impacts upon students fails to include critical metrics that are specified by ANSI and by DoD’s “Using Supplemental Noise Metrics.” Of the statistics the DEIS does include, their basis is speculation.

For the students who will be impacted by the noise—and for a community that depends upon an educated workforce—the long-term effects will be unfortunate.

NO-95

<p style="text-align: right;"><b>A1148 TU</b></p> <p>Section B.2.5.5 of the DEIS summarizes some of the literature that describes the impacts of noise upon the learning abilities of students. The survey is incomplete; still, Section B.2.5.5 leaves no doubt that the impacts will be consequential.</p> <p>The DEIS mischaracterizes some of the studies that it cites. Take the example of Hygge et al (2002), which the DEIS cites on page B-28. The July/August, 2011, issue of <i>Monitor on Psychology</i> describes this study as “one of the most compelling studies in the field of noise pollution.” But the DEIS dismisses this study in a single sentence—a sentence that acknowledges only one finding of the study. The DEIS twists that finding into a half-truth.</p> <p><i>Monitor on Psychology</i> summarizes the study:</p> <p style="padding-left: 40px;">Six months before and 12 and 18 months after the [Munich] airport closed and moved to a distant location, researchers . . . administered tests of reading, memory, attention and hearing to third- and fourth-graders who lived and attended school near the two airport sites. They found that the reading comprehension skills and long-term memory of children near the old airport improved once air traffic moved to the new airport, while the performance of children near the new airport declined.</p> <p>This study demonstrated an unequivocal link between aircraft noise and students’ performance. The DEIS ignores this. Instead, it uses the study to conclude only one thing:</p> <p style="padding-left: 40px;">Although children living near the old Munich airport scored lower in standardized reading and long-term memory tests than a control group, their performance on the same tests were equal to that of the control group once the airport was closed.</p> <p>The DEIS is wrong. The study does not conclude that students’ skills at the closed airport have recovered sufficiently to equal those of a control group. Instead, the study found only that the skills “improved.”</p> <p>Even if the students’ skills had recovered enough to equal those of a control group, their academic level would remain behind that of the control group, because they had been impaired during the years they were exposed to aircraft noise.</p> <p>The DEIS ignores this basic fact.</p> <p>Further, the DEIS ignores the fact that only some skills improved. The students’ speech perception—their abilities to understand their teachers, classmates, parents, and others—did not improve. <i>Monitor on Psychology</i> describes this:</p>	<p style="text-align: right;"><b>A1148 TU</b></p> <p>After the old airport closed . . . [the students’] speech perception remained impaired, says Evans, [one of the authors of the study and] a professor of human ecology at Cornell University.</p> <p>“We think one thing that might be going on is that children who are exposed to noise develop a stress response of ignoring the noise, but not only do they ignore the noise, there’s evidence they also ignore speech,” Evans says. “So not only are they ignoring the stimuli that are harmful, but they’re also ignoring stimuli that they need to pay attention to.”</p> <p>Even if the Air Force could find a study that would support its claim that students’ skills recover fully after aircraft noise is removed from their neighborhoods, that claim would be irrelevant. When the F-35As are bedded at TIA, they will remain for decades. Students in the surrounding neighborhoods will be impacted by F-35A noise during their entire academic careers. Their poor academic performance will handicap them for the rest of their lives.</p> <p>Does the Air Force not care about this?</p> <p>Among the findings that the DEIS ignores is this from the Department of Defense. DoD’s <i>Operational Noise Manual</i> (2005) states on page 3-20:</p> <p style="padding-left: 40px;">There is some evidence that high levels of noise in classrooms can even lead to physiological changes in children. According to Evans (1993), the three principal areas of impact are cardiovascular, cognitive, and personal control. . . . In the short term, the children can cope, but in the long term, they have lower motivation, lower reading scores, and less patience for solving difficult problems.</p> <p>In a comprehensive publication titled <i>Community Noise</i> (edited by Berglund and Lindvall; 1995), the World Health Organization compiled the results of more than nine hundred separate studies on the effects of noise upon humans. <i>Community Noise</i> determined that students affected by aircraft noise have greater difficulty learning to read. The affected students also have greater difficulty processing information.</p> <p>DOD’s <i>Operational Noise Manual</i> lists those students who are most susceptible to the impacts of noise:</p> <ul style="list-style-type: none"> <li>• The youngest</li> <li>• Those with English as a second language</li> <li>• Any child suffering from a hearing deficiency (including short term hearing loss from middle ear infections)</li> <li>• Children starting with below average academic skills</li> <li>• Children with Attention Deficit Disorder (ADD)</li> </ul>
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**NO-95**  
cont'd

**NO-95**  
cont'd

A1148 TU

DEIS Table TU 3.12-2 shows that, of the Tucson residents who will be most impacted by F-35A noise, 88.2 percent are minorities. In Tucson, most minorities are Hispanic. For many of those, English is a second language. As noted directly above, *Operational Noise Manual* states that students with English as a second language are among those who are most susceptible to the impacts of noise.

Page B-28 of the DEIS states

There is increasing awareness that chronic exposure to high aircraft noise levels may impair learning. 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.* [Emphasis added.]

Daycare centers and schools are already located in the proposed F-35A high-impact area. The Air Force has only one choice to ensure these daycare centers and schools will not be located near the source of F-35A noise: Do not beddown the F-35As at TIA.

NO-95  
cont'd

GE-4

Sincerely,

Linda Phelan  
Retired teacher and resident of Tucson

A1149 TU

ATTN: Mr. David Martin, AETC NEPA Program Manager  
HQ AETC/A7CPP  
266 F Street West, Bldg 901  
Randolph AFB, TX 78150-4319

Re: Mental and Physical Health  
F-35A Training DEIS  
Tucson International Airport Air Guard Station

Dear Mr. Martin,

Pages B-16 and B-26 of the DEIS both state

In summary, there is no scientific basis for a claim that potential health effects exist for aircraft time-average sound levels below 75 dB.

The DEIS reaches this conclusion by citing outdated studies, most of which are two or three decades—or more—old. The most recent study cited by the DEIS (Rosenlund et al. 2001) flatly contradicts the conclusion of pages B-16 and B-26.

The Air Force has an obligation to undertake a broad review of more recent studies that covers the impacts of aircraft noise on health.

Following are just a few examples of more recent studies.

Hegge et al (2002) conducted a longitudinal study of children when the Munich airport was moved from one location to another. *Monitor on Psychology* (July/August 2011) describes this study as

one of the most compelling studies in the field of noise pollution.

One of the leaders of the study, Gary W. Evans, PhD, concluded

This study is among the strongest, probably the most definitive proof that noise—even at levels that do not produce any hearing damage—causes stress and is harmful to humans. [Emphasis added.]

The Air Force chose to ignore this study.

*Monitor on Psychology* summarizes some of the results of the study:

Munich students near the working airports had significantly higher levels of the stress hormones adrenaline and cortisol and markedly higher blood pressure readings than children in quieter neighborhoods. Evidence suggests

NO-96

**A1149 TU**

that elevated blood pressure in childhood predicts higher blood pressure later in life, and higher levels of stress hormones are linked to several life-threatening adult illnesses, including high blood pressure, elevated cholesterol and other lipids, and heart disease.

*Monitor on Psychology* also cites a report released in 2011 by the World Health Organization and the European Commission’s Joint Research Centre. The report analyzed a number of epidemiological studies. *Monitor on Psychology* describes the report’s findings:

A steady exposure to “noise pollution,” the report concludes, may lead to higher blood pressure and fatal heart attacks. . . .

The report also confirmed what several psychologists have known for decades: Chronic noise impairs a child’s development and may have a lifelong effect on educational attainment and overall health. Numerous studies now show that children exposed to households or classrooms near airplane flight paths, railways or highways are slower in their development of cognitive and language skills and have lower reading scores.

“There is overwhelming evidence that exposure to environmental noise has adverse effects on the health of the population,” the report concludes, citing children as particularly vulnerable to the effects of chronic urban and suburban racket.

*Monitor on Psychology* notes that noise can impact not just physical health, but mental health as well. Quoting psychologist Arline Bronzaft, PhD, an environmental noise researcher and advisor to four New York City mayors on noise policy:

Noise is a psychological phenomenon. While the ear picks up the sound waves and sends it to the temporal lobe for interpretation, it’s the higher senses of the brain that determine whether that sound is unwanted, unpleasant or disturbing, and that’s why psychologists need to be heavily involved in this issue.

In a comprehensive publication titled *Community Noise* (edited by Berglund and Lindvall; 1995), the World Health Organization compiled the results of more than nine hundred separate studies of the effects of noise upon humans. *Community Noise* found that health effects include:

- Increase in blood pressure and vasoconstriction, which can lead to eventual hypertension and other cardiovascular disorders.
- Elevated levels of chemicals such as catecholamines, which cause cardiac arrhythmias, platelet aggregation, increased lipid metabolism, and damage to arterial linings.
- Higher risk of angina pectoris.

**NO-96  
cont'd**

**A1149 TU**

- Alteration of normal sleep patterns at night, which results in increased fatigue, changes in mood, and decreased performance during the day.
- Irritability, instability, argumentativeness, anxiety, nervousness, insomnia.
- Nausea, headache, loss of appetite, reduction in sexual drive.

Children are even more sensitive to the health effects of noise than adults are, according to the findings of *Community Noise*.

Even the Department of Defense agrees. DoD’s *Operational Noise Manual* (2005) states on page 3-20 that noise can

lead to physiological changes in children . . . the three principal areas of impact are cardiovascular, cognitive, and personal control. Children chronically exposed to noise may suffer from increased cardiovascular activity and this increased activity may reflect direct sympathetic arousal and/or efforts to cope with the interfering effects of noise.

*Monitor on Psychology* states

New noise research in the United States has been scarce . . . since nearly 30 years ago federal funding for noise pollution research was cut after the U.S. Environmental Protection Agency’s Office of Noise Abatement and Control was eliminated.

Because of this, researchers do not yet understand the full range of impacts of noise upon health. Absent a complete understanding, the Air Force has an obligation to take a conservative approach when deciding whether to jeopardize the mental and physical health of thousands of Tucson residents.

A conservative approach is especially warranted when the health of children may be impacted even more heavily than adults.

Unless the Air Force can clearly demonstrate that the noise of F-35As will cause no harm to the mental and physical health of adults and children, it will be grossly negligent if it beds F-35As at TIA.

Sincerely,

Cheryl Houser  
Registered Nurse (Ret.) and resident of Tucson

**NO-96  
cont'd**

A1150 TU

ATTN: Mr. David Martin, AETC NEPA Program Manager  
HQ AETC/A7CPP  
266 F Street West, Bldg 901  
Randolph AFB, TX 78150-4319

Re: Informed Decision  
F-35A Training DEIS  
Tucson International Airport Air Guard Station

Dear Mr. Martin,

The Air Force is required to make an informed decision about the alternatives presented in this DEIS.

Page 69 of the Executive Summary states

Because the F-35A is a new aircraft that is under development, some data normally used to predict noise, air quality, and safety conditions cannot be obtained at this time.

Page 3-10 of the DEIS states

all results presented in this EIS are estimates.

Page 2-7 of the DEIS states the beddown of F-35As is

not currently ripe for decisionmaking.

The Air Force cannot make an informed decision based on the information contained in this EIS.

Sincerely,

Melanie Mosier  
Resident of Tucson

NP-29

A1151 TU

ATTN: Mr. David Martin, AETC NEPA Program Manager  
HQ AETC/A7CPP  
266 F Street West, Bldg 901  
Randolph AFB, TX 78150-4319

Re: Infrequent Flyovers  
F-35A Training DEIS  
Tucson International Airport Air Guard Station

Dear Mr. Martin,

The DEIS fails to address the impacts of noise when F-35As approach and depart Davis-Monthan AFB to load live munitions. It also fails to address the impacts of noise when F-35As use DMAFB airspace for training and other purposes. Further, it fails to address the impacts of noise when F-35As are directed by ATC to fly outside the designated 162<sup>nd</sup> FW flight paths, as the F-16s of the 162<sup>nd</sup> are now sometimes directed. NO-59  
NO-62

A DMAFB representative has stated that these impacts are exempt from the EIS, because the F-35As are regarded as “transitory” when they use DMAFB airspace. This is true, according to the DMAFB representative, even when the F-35As use the DMAFB airspace as part of their training syllabus.

In fact, if F-35As were not bedded with the 162<sup>nd</sup> FW, then residents of Tucson would not suffer the impacts created by their noise as they fly in DMAFB airspace, and in other local airspace that is not a designated 162<sup>nd</sup> flight path. NO-59  
NO-62

The Air Force has limited its analysis of impacts to the designated flight paths for the 162<sup>nd</sup>. This is wrong. The EIS must cover *all* impacts.

The Air Force might argue, as it incorrectly argues in the Airspace sections of the DEIS, that infrequent use of any given flight path will increase its year-long DNL only slightly. Therefore, the Air Force might argue, if potential impacts are based solely on the slight increase in DNL, the impacts could be construed to be negligible.

However, basing potential impacts solely—or even partly—on DNL is misleading. It is also contrary to DoD’s own guidelines. NO-50

DoD’s “Operational Noise Manual” (2005) is explicit about this. It states, “To assess the impact of this transitory noise” of aircraft passing overhead, the Sound Exposure Level (SEL) “is the best measurement of the annoyance response” (page 4-7).

Residents are not annoyed by slight increases in DNL. They *are* annoyed by sudden and dramatic increases in the decibel level, as will be the case when F-35As use airspace only occasionally.

A1151 TU

Here's one specific example: On February 3, 2010, four F-18s landed at Davis-Monthan AFB, adjacent to Tucson. The F-18s' noise was so loud that it made the local newscasts that evening, and was featured on a front-page story in the next morning's *Arizona Daily Star*.

With the headline "Military Jets' Noise Hits Nerve," the front-page article said the F-18s "descended upon the city at midday Tuesday, halting conversations, setting off car alarms and sparking complaint calls to the *Arizona Daily Star*." (DMAFB had shut down its own complaint line just before the F-18s arrived.)

The article quoted a midtown resident as saying, "Normally, I'm not too bothered by aircraft noise, but this shook the windows. If you were talking to someone right next to you, you'd have to shout to communicate." Another resident was quoted as saying, "It was insanely loud, almost unbearable. You had to cover your ears. . . . I like to be a gracious host to the military, but this was not acceptable."

What was the effect of the F-18s upon Tucson's year-long DNL? It was negligible.

When the F-35As approach DMAFB to load live munitions and for other training, they will use the same flight paths that the four F-18s did on that day two years ago. And the F-35As will be three times as loud as the F-18s were. (According to Table E-2 of the F-35A EIS for Eglin AFB, the F-18E/F is 97 dB SEL at 2,000 feet AGL, while the F-35 is 112 dB SEL at 2,000 feet AGL.)

As the F-35As use DMAFB's straight-in approach, they will fly directly over the University of Arizona campus and its 38,000 students. The F-35As will fly directly or nearly directly over schools, medical facilities, and residential neighborhoods.

Everybody will be hit by very high sound exposures levels. The levels will be three times as loud as the SEL that those F-18s brought to Tucson two years ago.

The Air Force is grossly negligent in its failure to analyze the impacts of F35As as they fly outside the designated 162<sup>nd</sup> flight paths.

Sincerely,

Andy Mosier  
Resident of Tucson

NO-8

NO-50

NO-1

NO-62

A1152 TU

ATTN: Mr. David Martin, AETC NEPA Program Manager  
HQ AETC/A7CPP  
266 F Street West, Bldg 901  
Randolph AFB, TX 78150-4319

Re: Noise Analysis  
F-35A Training DEIS  
Tucson International Airport Air Guard Station

Dear Mr. Martin,

Of all the impacts that F-35As will have on the residents of Tucson, noise is the greatest. Many residents are quite concerned about this, and had expected the DEIS would provide a full explanation of the method used to generate the decibel levels shown in the DEIS.

The DEIS fails to provide a transparent explanation.

This is of particular concern, because the Air Force—despite the requests of Tucson citizens, Senator John McCain, then-Congresswoman Gabrielle Giffords, and the *Arizona Daily Star* editorial board—has generated its information through computer modeling and not through actual measurements of F-35A noise as they fly TIA's closed pattern, arrival, and departure flight paths.

To describe the computer modeling and its input data used for TIA, the DEIS provides only two paragraphs (pages B-47 & B-48), and two additional sentences (pages TU-20 & TU-23).

The DEIS states that baseline decibel levels were generated with an FAA model, while decibel levels for the beddown scenarios were generated with a combination of the FAA model and DoD's NOISEMAP (pages TU-20 & TU-23).

This raises fundamental questions about the validity of comparing decibel levels of the baseline against the decibel levels of any beddown scenario.

A PowerPoint presentation, prepared by the Department of Defense for the 2011 Sustaining Military Readiness Conference in Nashville, Tennessee, states

Primary drivers of the accuracy of the NOISEMAP calculation is the input data.

NO-7

NO-4

NO-49

**A1152 TU**

Pages B-47 and B-48 of the DEIS imply that data from NOISEFILE is input to NOISEMAP. The DEIS provides no other information about the NOISEMAP input, and it provides only a vague description of data contained in NOISEFILE. Totally absent from the DEIS are quantified inputs, and an explanation of how the quantities were measured in the real world.

In short, the DEIS provides no information about the “primary drivers of the accuracy of the NOISEMAP calculation.”

The DoD PowerPoint presentation states

Users control the accuracy & reliability of the output by the level of detail used to describe the operational environment. The two most important data points are flight tracks and flight details. These dominate the shape & extent of the noise contours around the runway; the more detail included in their description the more accurate the contours. The next most important factor is how the operations are distributed among the flight tracks.

The DEIS provides no information about these details, which are critical inputs to NOISEMAP.

Because the F-35A training syllabus remains incomplete even now, the Air Force may have known little about two of the most critical factors—“flight details” and “how the operations are distributed among the flight tracks”—at the time data were input to NOISEMAP.

The DEIS provides no information about its confidence in the accuracy of these two critical factors at the time of data input.

The DoD PowerPoint presentation continues

Topography is important [to NOISEMAP inputs] if the surrounding area has significant ground changes or water surfaces around the airfield.

The DEIS provides no information on the input of data covering the Tucson Mountains, which lie directly west and northwest of TIA, or of data covering the Catalina Mountains and the Rincon Mountains, which also closely surround Tucson.

Page B-47 of the DEIS states

NOISEFILE data includes SEL and  $L_{Amax}$  as a function of speed and power settings for aircraft in straight flight.

The DEIS fails to evaluate the applicability of this straight-flight data to TIA’s closed pattern, arrival, and departure flight paths. Further, the DEIS provides no assurance that

**NO-49**  
cont'd

**NO-38**

**NO-49**

**A1152 TU**

the NOISEFILE power settings extend down to the F-35A’s 40% ETR, the setting which that aircraft will use for closed-pattern flights and arrivals (Errata Sheet Table 3.2-2).

Recordings made at Eglin AFB in April, 2009, show that the frequency spectrum of the F-35A is quite different from that of the F-16. While the spectrum of the F-16 is relatively uniform through all frequencies, the F-35A spectrum has a large bulge through the middle frequencies.

The DEIS does not mention this bulge in the F-35A frequency spectrum. It does not explain how NOISEFILE and NOISEMAP manage the bulge. Most importantly, it does not address the possibility that, at a given decibel level, the frequency spectrum of the F-35A may be more (or perhaps less) annoying to individuals than that of the F-16.

The bulge falls in the same part of the frequency spectrum as human speech does. The DEIS provides no analysis of the effects of the bulge upon speech interference.

Notes accompanying DEIS Tables B-1 and B-2 indicate their data were generated “using Noisemap 6/7 and Maximum Omega10 Result as the defaults.”

These notes imply NOISEMAP has more than one Result setting. The DEIS does not specify which setting was used, and it does not explain the relative merits of different settings for calculating F-35A decibel levels in the vicinity of TIA.

Table 3.2-2 could have presented some of the most important and useful information in the DEIS. However, its usefulness is very limited because its data cover only a single location—Ocotillo Elementary School. Ocotillo is nearly a mile and a half from the straight-in arrival/departure path.

Table 3.2-2 fails to cover a variety of locations—including locations beneath the straight-in path.

The severity of many impacts—impacts on health, schools, property values, neighborhood livability—are determined by decibel levels. Without a full and transparent explanation of the method used to generate decibel levels, the accuracy of those decibel levels—and therefore, the credibility of the impacts—cannot be evaluated.

With questions of accuracy unresolved, the Air Force cannot make an informed decision about beddown of F-35As in the urban environment of Tucson.

Sincerely,

Gary Hunter  
Resident of Tucson

**NO-49**  
cont'd

**NO-4**

<b>A1153 TU</b>	<b>A1153 TU</b>
<p>ATTN: Mr. David Martin, AETC NEPA Program Manager                      HQ AETC/A7CPP                      266 F Street West, Bldg 901                      Randolph AFB, TX 78150-4319</p> <p>Re: Measurement of Noise                      F-35A Training DEIS                      Tucson International Airport Air Guard Station</p> <p>Dear Mr. Martin,</p> <p>Unlike the F-35A Environmental Impact Statements for Eglin AFB and Nellis AFB, the EIS covering Tucson does not use actual noise measurements of F-35As. Instead, it uses theoretical decibel levels that were generated by a computer model.</p> <p>A comparison of the F-35As’ actual decibel levels of the Eglin and Nellis EISs vs. the F-35As’ theoretical decibel levels of Tucson’s EIS raises substantial questions. Actual measurements will resolve those questions.</p> <p>Computer models cannot properly predict the effects of wind, humidity, occasional low cloud cover, and nearby mountain ranges that are unique to this city. The Air Force has acknowledged the shortcomings of computer modeling; its disclaimers include statements such as “Acoustic levels experienced by the public depend on a number of conditions,” and “Acoustical impact is highly dependent on local environmental conditions.”</p> <p>Table TU 3.2-2 of the DEIS recognizes the shortcomings of computer modeling. The Table notes, “Actual individual overflight noise levels vary from the noise levels listed because of variations in aircraft configuration, flight track, altitude, and atmospheric conditions.”</p> <p>Despite some media attention, many residents of Tucson remain unaware that the Air Force intends to beddown F-35As in our city. Other residents are aware of the Air Force proposal, but they do not know whether—or to what degree—the noise of the F-35As will affect them. (Reading technical analyses of theoretical decibel levels in the DEIS does not help them.) By bringing F-35As to Tucson for actual noise measurements, all of our city’s residents will have an opportunity to learn exactly how the noise of F-35As will impact their lives.</p> <p>If Tucson’s residents are not afforded the opportunity to experience the impacts of F-35As during the EIS process, and if the F-35As later prove to be disturbing when they are bedded at TIA, then Tucsonans will be angry; the Air Force’s reputation as a good neighbor will be badly damaged; and lawsuits against the Air Force may be the ultimate outcome.</p>	<p>In a February 2, 2010, letter to the Honorable Michael B. Donley, Secretary of the Air Force, and to General Norton A. Schwartz, Chief of Staff of the Air Force, then-Congresswoman Gabrielle Giffords (who was a member of the House Armed Services Committee) urged the Air Force to perform “Real time fly-over measurements in Tucson.” Senator John McCain, ranking member of the Senate Armed Services Committee, has also asked the Air Force to perform flyovers of the F-35A. In addition, Tucson Mayor Jonathon Rothschild supports F-35A flyovers.</p> <p>Tucson’s daily newspaper, the Arizona Daily <i>Star</i>, stated in a February 14, 2010, editorial, “The only way to answer the [noise] question—and it does require an answer—is for the Air Force to bring an F-35 to Tucson and have the test pilot spend a week flying in and out of TIA. . . . It is unreasonable to ask Tucsonans to support bringing F-35s to our community without the benefit of really knowing what we’re supporting and how it would affect daily life for a million people. We need to hear the jet for ourselves.”</p> <p>The Air Force may believe it can accurately analyze the impacts of F-35A noise through computer modeling. But if the analysis understates the impacts, the Air Force will be vulnerable to legal challenges. The Department of Defense, in its <i>Operational Noise Manual</i> (2005), provides a cautionary story (page 3-42). The <i>Manual</i> cites a Massachusetts lawsuit, in which the court agreed with the Air Force’s assertion that its EIS had made a good-faith effort to estimate the noise of aircraft. The court ruled, however, that a good-faith effort was not sufficient. That effort had underestimated the actual noise, so the court awarded substantial damages to 42 families.</p> <p>To ensure the Air Force’s final decision will withstand legal challenges, the noise of F-35As must be carefully measured and analyzed as they fly TIA’s arrival and departure paths and closed pattern.</p> <p>Sincerely,</p> <p>Don Powers                      Resident of Tucson</p>
<p><b>NO-7</b></p> <p><b>NO-40</b></p> <p><b>GE-2</b></p>	<p><b>GE-2 cont’d</b></p> <p><b>GE-14</b></p> <p><b>NO-7</b></p>

A1154 TU

ATTN: Mr. David Martin, AETC NEPA Program Manager  
HQ AETC/A7CPP  
266 F Street West, Bldg 901  
Randolph AFB, TX 78150-4319

Re: Noise Models  
F-35A Training DEIS  
Tucson International Airport Air Guard Station

Dear Mr. Martin,

Page TU-20 of the DEIS states

The baseline noise contours . . . reflect aircraft operations for the current level of operations at Tucson AGS and were generated using the FAA's Integrated Noise Model.

Page TU-23 of the DEIS states

Noise impacts under each of the beddown scenarios were modeled using DoD's NOISEMAP Version 7.3 for military aircraft and the FAA's Integrated Noise Model for civilian aircraft noise.

For the baseline, FAA's model determined the noise levels of both civilian and military (primarily F-16) aircraft.

For the beddown scenarios, FAA's model determined the noise levels of civilian aircraft; DoD's model determined the noise levels of military aircraft (primarily F-35As).

Throughout its analysis of the F-35A noise impacts on Tucson, the DEIS compares baseline noise levels—determined by a single model—against the proposed alternatives—determined in part by one model and in part by another model.

Because the baseline noise levels were determined by one method and the alternative noise levels were determined by a different method, the levels cannot be compared to each other. Such a comparison is meaningless.

Even if DoD's model had been used to determine the baseline noise levels of civilian aircraft, the baseline levels could not be compared against the alternative levels.

Noise levels can be compared to one another only if all are determined by a single method.

The DEIS noise analysis is fundamentally flawed.

The Air Force cannot make an informed decision about beddown of F-35As at TIA.

Sincerely,

Ed Caldwell  
Resident of Tucson

NO-97

A1155 TU

March 13, 2012

Mary Louise Waller  
[REDACTED]

Nanette Warner and B. Robert Crago  
[REDACTED]

Kathy and Ted Kline  
[REDACTED]

Mr. David Martin, AF Contractor  
And Ms. Kim Fornuf  
HQ AETC/A7PP  
@66 F Street West, Bldg.901  
Randolph AFB, TX 78150-4319

Re: Comments on the F35A Draft EIS and Request for 45 day extension of time for public comment

Dear Mr. Martin and Ms. Fornuf:

We live in the Aldea Linda neighborhood, which is situated less than a mile north of Davis Monthan Air Force Base in Tucson, running east off of Swan Road. We are one and one-half miles east of Colonia Solana Historic Neighborhood, which has also filed a comment. Aldea Linda is a unique historic neighborhood. All the houses are located on lots that are 1 ½ acres in size, which is unique in the city of Tucson. We have active deed restrictions, which have been renewed and not allowed to expire since the neighborhoods inception in the early 1940s. The neighborhood was originally developed by Sam Goddard, one of Arizona's Governor and was home to Terry Goddard, the former mayor of Phoenix and Arizona Attorney General. Mr. Goddard wanted this neighborhood to remain a special place in perpetuity.

We are home to two houses of worship: The Unitarian-Universalist Church and the Wat Buddametta Buddhist temple. The Unitarian Church operates a day preschool weekdays, in addition to Sunday services and hosting many community events throughout the week. The Temple has daily meditation sessions open to the public as well as classes in Tai Chi and Buddhist studies. A number of monks live at the Temple. Noisy aircraft like F-35As are disturbing to these religious centers.

[ ] NO-5

A1155 TU

Comments regarding F-35A  
March 13, 2012  
Page 2 of 2

Aldea Linda Neighborhood has unique undisturbed, natural desert vegetation and is home to many desert animals, including javelina, coyotes, raccoon, bobcat, rabbits, squirrels, several varieties of hawks and falcons, great horned owls, hummingbirds, songbirds and many reptiles.

Because of the vast desert vegetation in our neighborhood, our temperatures in our neighborhood can be 10 degrees cooler than the air temperature at the road. All of us enjoy time outside in our yards and walking on our one-half mile lane (Calle Jabali). Many people visit this neighborhood just to walk because it is so pleasant.

The Wallers have continuously occupied their homes in Aldea Linda since 1959, Warner and Crago since 1989 and Klins since 1998.

While we all knew of the D-M Base when we located our families here, we have great concern about housing F-35As in Tucson. We are in the flight path for D-M and the planes now using the base are at the limits of tolerability. At the current time, if planes are flying overhead and you are outside, you must stop conversations until the planes have passed. The noise levels that will be experienced with the F-35s will make conversations in our homes difficult and make it intolerable to be outside of our houses or to enjoy the outdoors. Although the planes will initially be bedded down at Tucson International Airport, they will be equipped with weaponry at D-M.

NO-8

NO-1

We join in the comments filed by the Colonia Solana Neighborhood Association. The area around D-M is highly urbanized and not appropriate for aircraft like the F-35As.

GE-4

We therefore object to the F-35As being based in Tucson, AZ.

Sincerely,

*Mary Louise Waller by MLE with permission*  
Mary Louise Waller

*Nanette Warner*  
Nanette Warner and B. Robert Crago

*Kathy and Ted Kline by MLE with permission*  
Kathy Kline and Ted Kline

A1156 TU

March 13, 2012

Mary Louise Waller  
[Redacted]

Nanette Warner and B. Robert Crago  
[Redacted]

Kathy and Ted Kline  
[Redacted]

Mr. David Martin, AF Contractor  
And Ms. Kim Fornuf  
HQ AETC/A7PP  
@66 F Street West, Bldg.901  
Randolph AFB, TX 78150-4319

Re: Comments on the F35A Draft EIS and Request for 45 day extension of time for public comment

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We are home to two houses of worship: The Unitarian-Universalist Church and the Wat Buddametta Buddhist temple. The Unitarian Church operates a day preschool weekdays, in addition to Sunday services and hosting many community events throughout the week. The Temple has daily mediation sessions open to the public as well as classes in Tai Chi and Buddhist studies. A number of monks live at the Temple. Noisy aircraft like F-35As are disturbing to these religious centers.

NO-5

A1156 TU

Comments regarding F-35A  
March 13, 2012  
Page 2 of 2

Aldea Linda Neighborhood has unique undisturbed, natural desert vegetation and is home to many desert animals, including javelina, coyotes, raccoon, bobcat, rabbits, squirrels, several varieties of hawks and falcons, great horned owls, hummingbirds, songbirds and many reptiles.

Because of the vast desert vegetation in our neighborhood, our temperatures in our neighborhood can be 10 degrees cooler than the air temperature at the road. All of us enjoy time outside in our yards and walking on our one-half mile lane (Calle Jabali). Many people visit this neighborhood just to walk because it is so pleasant.

The Wallers have continuously occupied their homes in Aldea Linda since 1959, Warner and Crago since 1989 and Klins since 1998.

While we all knew of the D-M Base when we located our families here, we have great concern about housing F-35As in Tucson. We are in the flight path for D-M and the planes now using the base are at the limits of tolerability. At the current time, if planes are flying overhead and you are outside, you must stop conversations until the planes have passed. The noise levels that will be experienced with the F-35s will make conversations in our homes difficult and make it intolerable to be outside of our houses or to enjoy the outdoors. Although the planes will initially be bedded down at Tucson International Airport, they will be equipped with weaponry at D-M. NO-8  
NO-1

We join in the comments filed by the Colonia Solana Neighborhood Association. The area around D-M is highly urbanized and not appropriate for aircraft like the F-35As. GE-4

We therefore object to the F-35As being based in Tucson, AZ.

Sincerely,

*Mary Louise Waller by MLE with permission*  
Mary Louise Waller

*Nanette Warner*  
Nanette Warner and B. Robert Crago

*Kathy and Ted Kline by MLE with permission*  
Kathy Kline and Ted Kline

A1157 TU

March 13, 2012

Mary Louise Waller  
[Redacted]

Nanette Warner and B. Robert Crago  
[Redacted]

Kathy and Ted Kline  
[Redacted]

Mr. David Martin, AF Contractor  
And Ms. Kim Fornuf  
HQ AETC/A7PP  
@66 F Street West, Bldg.901  
Randolph AFB, TX 78150-4319

Re: Comments on the F35A Draft EIS and Request for 45 day extension of time for public comment

Dear Mr. Martin and Ms. Fornuf:

We live in the Aldea Linda neighborhood, which is situated less than a mile north of Davis Monthan Air Force Base in Tucson, running east off of Swan Road. We are one and one-half miles east of Colonia Solana Historic Neighborhood, which has also filed a comment. Aldea Linda is a unique historic neighborhood. All the houses are located on lots that are 1 1/2 acres to 5 acres in size, which is unique in the city of Tucson. We have active deed restrictions, which have been renewed and not allowed to expire since the neighborhoods inception in the early 1940s. The neighborhood was originally developed by Sam Goddard, one of Arizona's Governor and was home to Terry Goddard, the former mayor of Phoenix and Arizona Attorney General. Mr. Goddard wanted this neighborhood to remain a special place in perpetuity.

We are home to two houses of worship: The Unitarian-Universalist Church and the Wat Buddametta Buddhist temple. The Unitarian Church operates a day preschool weekdays, in addition to Sunday services and hosting many community events throughout the week. The Temple has daily mediation sessions open to the public as well as classes in Tai Chi and Buddhist studies. A number of monks live at the Temple. Noisy aircraft like F-35As are disturbing to these religious centers. NO-5

A1157 TU

Comments regarding F-35A  
March 13, 2012  
Page 2 of 2

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Mary Louise Waller by MLC with permission  
Mary Louise Waller

Nanette Warner  
Nanette Warner and B. Robert Crago

Kathy and Ted Kline by MLC with permission  
Kathy Kline and Ted Kline

A1158 TU

March 13, 2012

Mary Louise Waller

Nanette Warner and B. Robert Crago

Kathy and Ted Kline

Mr. David Martin, AF Contractor  
And Ms. Kim Fornuf  
HQ AETC/A7PP  
@66 F Street West, Bldg.901  
Randolph AFB, TX 78150-4319

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NO-5

A1158 TU

Comments regarding F-35A  
March 13, 2012  
Page 2 of 2

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Mary Louise Waller by MLE with permission  
Mary Louise Waller

Nanette Warner  
Nanette Warner and B. Robert Crago

Kathy and Ted Kline by MLE with permission  
Kathy Kline and Ted Kline

A1159 HO

2-7-12  
8:30 AM

Just in case I can't make it, I hope someone will read my letter.

I am over 600 feet higher than Weed, I live on a mountain top. This means if you are flying just over Weed, you are flying below me! I have already seen this happen. Once I was out side and saw a jet flying down in Little Lewis it ~~was~~ right by me, and the pilot waved at me, I waved back about 75 yards away! My mother was sitting in her chair in the house, with the door open, and she said, look, look, there is a plane just over your reloading truck! That was 50 yards away, or less! Now we have respect for who you are, and what you may have to do in the near future. I was in the Service at Fort Carson Col. and we were in Yakima, Washinton on a manover and a jet crashed while we were out there, it didnt hit a

Final  
June 2012

A1159 HO

mountain, it crashed in a valley! I also know of a jet that crashed last year near Hope, New Mexico. I watched the news and never saw anything about it?

A jet just came over at 8:00 a.m. and my dog starts to shake it takes about 20 min for it to calm down, because of the sonic booms it hears, are expect to hear. I have seen jets fly low in Perk Canyon after dark below the mountain tops, heading back towards Holloman, when it went over a house in Perk Canyon it would have been less than 200 ft above the houses. Look at it this way if you and your family lived out here in Uteed would your family and pets want you to fly over them? I bet not, so have some respect for us.

Thank you,  
Jerrill Puryear

NO-15  
NO-16

A1159 HO

I would just like to say, your sonic booms have knocked my pictures off the wall, and I have to re-align my deer horns and you have to wonder if your guns are still on target? Now we know what's going on above ground, but what's going on below ground?? you probably never thought of it. Your answer is probably who cares??

Well here is what I look to see happen if it hasnt already it will ~~change~~ change to course of the water sooner or later, and some wells will go dry. Your sonic booms shake the whole ground, if you didnt know, its just according to where you were when it happened. and water is worth more than gasoline.

Hope you listening,  
Jerrill Puryear

NO-15

SW-2

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



A1160 HO

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: Alvaree Stewart

Organization/Affiliation: \_\_\_\_\_

Address: \* \_\_\_\_\_

City, State, Zip Code: \_\_\_\_\_

Comments: Have any studies been done on the effect sonic booms have on cattle? If so please furnish this info to me.

BI-5

\*\*\*Please print – Additional space is provided on the back.\*\*\*

Visit [www.F-35ATrainingEIS.com](http://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.

A1161 HO

March 3, 2012

F-35A Training Environmental Impact Statement (EIS)  
 HQ AETC/A7CPP  
 266 F Street West, Bldg 901  
 Randolph AFB, TX 78150-4319

RE: Comments on the F-35 Draft EIS

David Martin and Kim Fornof.

I am resubmitting my 02/23/10 letter titled "Re: Scoping Comments on Proposed Base Expansion: F35 Holloman AFB, New Mexico" for the following reasons.

- The concerns I addressed in 2010 were not adequately addressed
- There is not any acknowledgement in the Draft document or otherwise that I submitted comments

I never received a copy of the Draft EIS or a notice of where to find it on line. NP-6  
 I am hoping that this time you will acknowledge and address my concerns. NP-8

As a former Air Force pilot and combat veteran, I am embarrassed by the Draft. It glosses over the concerns about noise and its potential impact on daily life. It does not address the environmental effects of F-35A engine and design-generated noise under the Military Training Routes (MTRs). The production of this aircraft has been riddled with controversy and delays. The Air Force has had years of flight-testing in which to collect the required data necessary and generate REAL information on the adverse effects of noise on the environment. The F-35 A is not "most military aircraft". This is the noisiest aircraft in the inventory. I hate to say this, but it appears that you were given an outcome to achieve and the blanks were filled in order to reach that required conclusion. The cost to implement this program at Holloman is over 1/4 billion dollars. The funds necessary to do additional noise testing are tiny in comparison.

NO-24  
NO-42  
PN-1

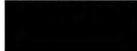
I request the following information:

- Adverse environmental noise statistics based on actual collected flight data, not estimates based on models, and not average levels but instead the highest noise levels during aircraft over-flight.
- Specific information on the adverse environmental impact of noise under MTRs, including low altitude flights.
- A topographic map with the MTRs overlaid.

NO-24  
NO-42  
DO-3

You state, "The vast majority of the airspace ROI consists of rural areas in which noise levels would be below 45 dB. In those areas where military aircraft noise levels would be less than 45 dB ... military aircraft noise could be noticed but would not add appreciably to overall noise levels." This throwaway statement personifies the treatment of noise found within the entire study. It says to me that you are not taking our concerns seriously.

Russell B. Wright



A1161 HO

Date: 02/23/2010

F-35A Training Environmental Impact Statement (EIS)  
ATTN: Mr. David Martin, AETC NEPA Program Manager  
HQ AETC/A7CPP  
266 F Street West, Bldg 901  
Randolph AFB, TX 78150-4319  
FAX: (210) 652-4266  
PHONE: (210) 652-1961

Re: Scoping Comments on Proposed Base Expansion: F35 Holloman AFB, New Mexico

A confirmation of receipt is requested.

Dear Mr. David Martin:

**Introduction:**

My wife and I purchased land in the Sacramento Mountains in 1997. We fell in love with this quiet, serene mountain setting. In 1999 we left the high stress of our occupations (attorney and Vice President of a University) and built our dream under the New Mexico skies. We moved into our home in 2000. In 2001 we opened RavenWind LLC, a Bed and Breakfast and a Spa. Since then we have also opened RavenWind Guest House. In 2006 we began to offer 4 and 7-day Retreats. For reference please see our websites at [www.ravenwindranch.com](http://www.ravenwindranch.com) and [www.ravenwindretreat.net](http://www.ravenwindretreat.net). We also provide discounts and services to US Military Service personnel returning from extended stays in Iraq and Afghanistan. As a point of information, I was an Air Force pilot during the Vietnam Conflict and served TDY to Southeast Asia in 1972, flying air-refueling support over South Vietnam.

We have recently learned that the USAF is studying the feasibility of stationing the F-35 at Holloman AFB. Unfortunately, we did not receive adequate notice about the initial EIS scoping open house. We hope that you will consider providing another opportunity for the Sacramento Mountain communities to attend a local open house. The residents of Weed, Sacramento and Pinon are at least 45 minutes from Cloudcroft and 60 minutes from Alamogordo. If you really wish to receive input from these communities you should schedule another meeting in Weed, NM.

These mountains are adjacent to one of the largest communities of United States Service personnel in the United States. Fort Bliss and Holloman AFB regularly deploy personnel throughout the world and most often for long deployments to Iraq and Afghanistan. RavenWind LLC supports military personnel who return from these war zones before and after long and multiple deployments. We provide a quiet, supportive, peaceful place where they can reunite with their families. They come to the mountains for help in transitioning back to family and stateside life. We are just one of many organizations in the Sacramento Mountains that provide this service. We offer packages and discounts to them. Various military groups come to the services provided in these mountains to resolve the deep issues that accompany deployment and return. These groups include Chaplains who bring couples for R&R and help in coping with the problems that accompany these long deployments and returning from a war zone.

Just imagine your emotional reactions after spending 16 months in combat in Afghanistan and coming to the mountains to regain what you have lost and then to have your peaceful sojourn interrupted by multiple sonic booms or the noise of low flying aircraft.

We have invested our life savings and our lives in helping others, including your military personnel, cope with this crazy world they are thrown into. We cannot afford to sell and move. Even if we could, we are now in a perfect location to help those soldiers from whom our nation asks so much.

When developing the draft Environmental Impact Statement (EIS), the USAF must recognize that the proposed expansion cannot be mitigated in terms of visual resources, safety, biological resources, air pollution, traffic, noise, or impact on our water and our quality of life.

A1161 HO

I have many serious concerns and questions regarding the proposed expansion of the USAF base into Weed.

**Scoping comments:**

- 1. Aesthetics/Visual Resources:** The Weed, Sacramento and Pinon areas of the Sacramento Mountains are unique in their long vistas, 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 a permanent basis? And how will these changes impact the recovery of military personnel who come here because of the scenic serenity with their families for R&R?
- 2. Airspace/Air Traffic:** The USAF has already allowed too many over flights in Weed, Sacramento and Pinon causing a disruption to wildlife, cattle, sheep and horse herds and peace and quiet. In addition, over flights pose the danger of a crash on the civilian population. The draft EIS should fully describe the total number of over flights, type of aircraft, times of day and night, flight patterns, noise pollution, and impacts on wildlife and how crashes will be handled. The EIS should discuss how these over flights will impact the recovery of military personnel and their families who come here from war zones.
- 3. Biological Resources:** Weed is home to a number of threatened and endangered species, species of special concern, sensitive species, and native vegetation. What impact will the proposed expansion have on the plants and animals as well as the natural systems that support them? What impacts will the alternatives have on the change in water systems, soil stabilization and wildlife corridors?  
  
The Sacramento Mountains are also the home of extensive cattle and sheep ranches. What will be the impact of the proposed expansion upon the animals, personnel and profitability of these ranches?
- 4. Cultural Resources:** There are significant cultural resources contained in all of the proposed areas that must be inventoried and protected with consultation with educational institutions, researchers and relevant American Indian tribes. The draft EIS should also discuss all future potential activities that may disturb cultural resources and what studies will be conducted to determine these impacts. These resources bring tourists. These tourists support this region. It should also investigate the impact on the flow of tourists that are so important to this mountain economy.
- 5. Educational Resources:** The dry air and lack of light pollution has brought a large number of private and public astronomical research facilities to the Sacramento Mountains. What impact will the proposed expansion have on these programs?
- 6. Environmental Justice:** Weed, Sacramento and Pinon are low-income communities 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 community as a whole? What have been the environmental and economic impacts on other communities near similar military facilities throughout the country?
- 7. Hazardous Materials/Hazardous Wastes:** The draft EIS should include a comprehensive study of the impacts of any hazardous materials or hazardous wastes on the public health and environment in all of the alternatives. This should include a "cradle to grave" analysis and an epidemiological study of the current population to establish a base line for future studies. The draft should explore all avenues of hazardous materials migration from points of origin. What has been the USAF track record regarding compliance with clean-up standards for hazardous materials and waste since the beginning of operations?
- 8. Land Use:** The impacts of all of the proposed alternatives must be analyzed within a comprehensive look at all other proposed developments in the area including energy projects, mining and other resource extraction and ground and surface water use.
- 9. Mining/Minerals:** What impacts will the proposed expansion have on access to mining and mineral extraction? What mining and/or mineral extraction will occur as a result of the expansion?

A1161 HO

10. **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 draft EIS must discuss all potential for noise associated with the proposed alternatives and its impacts on public health, quality of life and wildlife. Also what impact will these over flights have on tourism, including that of military service personnel?
11. **Public Health and Safety:** Besides concerns about public safety as regards hazardous materials and wastes, the draft EIS must analyze all potential impacts including potential accidents. For example, what is the effect of a loud over flight and/or sonic boom on a person on horseback or on a person working near cows or other livestock? What is the affect of a loud sonic boom on an individual's stress level? I know of incidents here within the past 18 months where a person working outdoors has been stunned into a confused and semi-conscious state by a loud sonic boom; another person has been reduced to trembling and tears by repeated sonic booms; others have been so frightened that they ran from room to room or to the outdoors looking for an explosion to explain the noise. We all know that stress can cause physical illness and mental and emotional changes. What are all the possible adverse health effects of the proposed expansion? Finally, what will the effect of the additional vehicles, personnel and armaments have on the public safety?
12. **Public Services:** What impacts will the proposed expansion alternatives have on all public services and how will this affect access by the resident communities? What will the USAF do to mitigate impacts on public services?
13. **Recreation:** As stated throughout this document, 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?
14. **Socioeconomics:** Local real estate agents have reported that the potential for the USAF operations expansion over Weed has already had an adverse impact on property values. How will the over flights expansion affect my property values and the real estate market in Weed? What socioeconomic impacts have other base expansions had on other surrounding communities? How will training exercises impact tourism?
15. **Utilities and Infrastructure** (including alternative energy production): How will the proposed alternatives impact existing utilities and infrastructure, and what new utilities will be constructed? What impact will the proposal have on air quality and water usage? Will this impact the view shed and wildlife habitat and corridors?
16. **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.
17. **Property Damage:** We all know that loud, focused sonic booms can cause property damage. The USAF has a process in place to compensate those who have suffered property damage from such events. What is the potential for increased property damage due to the proposed alternatives? What measures will be put in place to immediately remediate damage caused by the proposed alternatives: for example, if windows in a home are shattered, is the USAF prepared to send repair teams to the site within a few hours of the event? If not, is the USAF prepared to house persons displaced by such damage? What is the increased potential for such damage due to the proposed alternatives?
18. **Wildfire:** What is the potential for forest fire due to the use of flares and/or plane crashes and/or any other activity accompanying the proposed alternative? Will the use of flares be limited to low fire danger periods? Will the USAF monitor fire danger conditions in the Sacramento Mountains before initiating activities that have accompanying fire danger risk? Obviously, wildfire affects personal property, water sources, utilities and infrastructure, property values, recreation, public services, public health and safety land use, biological resources, local economic resources and visual and aesthetic resources. Therefore,

A1161 HO

the EIS must address the wildfire risk in all these contexts.

**Conclusion:** People live here in the remote Sacramento Mountain communities because it is quiet and serene. The people who live in these mountain communities value the healthy mountain lifestyle. Most have invested everything they have in their homes, ranches and businesses, and cannot afford to move because of the unhealthy, unpleasant, and damaging incursion of unanticipated increases in military activity.

Individuals and families visit here and support this economy for the same reason. They have noise and stress at home in the cities. They come here to get away from it. Service personnel come for the same reason. They have returned from or are about to experience, stresses most of us cannot fathom. They bring their families in order to reconnect in a quiet, and even spiritual, setting. It is well known that the alarm and resulting stress that accompany loud, low-flying war planes and sonic booms, especially when encountered in a setting that was particularly chosen because those incursions are expected to be absent, will have adverse effects on these military personnel. They deserve better.

As this process moves forward, it is important that the USAF make itself accessible to Weed and Pinon residents, distribute materials as required and come out to meet with the community so that we can develop a constructive dialogue.

In addition, maps should be distributed by the USAF showing the proposed alternatives.

I expect to be notified at every step in the National Environmental Policy Act (NEPA) process and that my comments will be fully addressed in the draft Environmental Impact Statement (EIS). I would like my comments/communication incorporated into the administrative record. Please find my contact information below.

In conclusion, I recommend that the USAF extend the scoping period for 90 days; meet with all affected communities including Weed; and produce and distribute accurate maps of the proposed alternatives.

I look forward to hearing from you regarding this very important matter.

Sincerely,



Russell B. Wright

Elaine S. Wright



A1162 HO

February 5, 2012

F-35A Training Environmental Impact Statement (EIS)  
 ATTN: Mr. David Martin, AETC NEPA Program Manager  
 HQ AETC/A7C  
 266 F Street West, Bldg 901  
 Randolph AFB, TX 78150-4319

Questions and issues of concern not adequately addressed in the Draft EIS.

Dear Mr. David Martin:

I have been a landowner for the past 11 years and have spent much of my life's savings creating a retreat business and a green burial ground within 9 miles of Weed NM. This was my choice because it was peaceful, beautiful and an ideal place for a retreat location.

*I AM VERY CONCERNED ABOUT THE VIABILITY OF MY BUSINESS AND MY LIFE STYLE. In 2010 sonic booms took place over my ranch. They shook the walls so badly small items fell off their places and we had to discontinue our retreat activities. Those guests said they would not return because of the tremendous disruptions to their peace of mind the booms caused. My fear is that these exercises will totally ruin my retreat business. People come here to escape the noise and stress. If I could get information that was not vague, misleading and generalities, perhaps I would not be so concerned.* [NO-8 SO-18]

Review of the USAF Draft EIS reveals that Air Force responses to comments are often brief to the point of absurdity. This marginalization of stakeholders comments hinders evaluation of alternatives and hinders the effectiveness of the NEPA process. Please answer every comment I am making fully. The Draft EIS is over 1,000 pages, my comments, less than 5 pages. [NP-3 NP-8]

An important issue not addressed in the draft EIS is a list of the business in the Weed, Sacramento, Pinon, Mayhill, Cloudcroft area whose businesses are the retreats and youth camps. *I request the Final EIS list, classify as to type of business, identify the fly zone and SEL levels each business will be exposed to and assess the impact of the F-35 noise levels on these businesses. Could you be sure that the routes are clearly defined with the locations of the businesses in the Sacramento Mountains? Also, could you do this same investigation on the other 3 considered locations? How can an assessment of the best location for the placement of this training base that would be the least disruptive to people, wild life, and businesses be made without a comparison of facts and information as to the number and types of businesses and environments that would be disrupted in each the 4 locations under consideration as required by NEPA process?* [SO-14 NP-29]

I have many other serious concerns and questions regarding the proposed expansion of the USAF base into the Sacramento Mountains that you didn't address or include in the draft EIS.

**1. Aesthetics/Visual Resources:**  
 Weed is unique in its long vistas, limited light and air pollution, and beautiful, undisturbed landscape. Currently we are exposed to less than 25 Dbs of noise. What impacts will the proposed expansion have on the aesthetic and visual resources within the view shed of Weed on either temporary or permanent basis? **How does this assessment compare in all four** [BI-22]

A1162 HO

**proposed location?**

**2. 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. ***We request that the Final EIS fully describe the total number of over flights, type of aircraft, and times of day and night, flight patterns, noise pollution, and impacts on wildlife and how crashes will be handled. What assurances do we have that in the event of a forest fire caused by the F-35 training missions that the USAF will assist the community in controlling the fire and protecting the homes and out buildings in the Sacramento Mountains. With the fuel loads and drought conditions in the Sacramento Mountains, a fire started by a flare or an aircraft crash would be potentially catastrophic. What financial remunerations will be established by the USAF to cover the cost of fighting and losses occurred from a forest fire in the drought stricken Sacramento Mountains? How do the three other area compare to us in fire danger and cost to fight and reimburse losses to land and home owners of a fire started by the USAF.*** [DO-23 SA-24 SO-8]

**3. Biological Resources:** Weed is home to a number of threatened and endangered species, species of special concerns and sensitive species plus native vegetation. I request that the Final EIS assess with experts the following issues of concern to the residents in this area: ***What impact will the proposed over flights have on the plants and animals as well as the natural ecosystems that support them? What impacts will the alternatives have on the change in water systems, soil stabilization and wildlife corridors? How do these issues compare with the other 3 resources of the proposed locations?*** [BI-2 BI-5 SW-2]

**4. Cultural Resources:** There are significant cultural resources contained in all of the proposed areas that must be inventoried and protected with consultation with educational institutions, researchers and relevant American Indian tribes. ***I request that the Final EIS discuss all future potential activities that may disturb cultural resources and conduct studies to determine these impacts before a location is decided upon? How does these cultural resources and the impact of basing the F-35 compare with all 4 proposed locations?*** [CU-5]

**5. Environmental Justice:** Weed is a 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 community as a whole? What have been the environmental and economic impacts on other communities near similar military facilities throughout the country? ***I request the Final EIS address with professional studies the economical impact on all 4 possible locations.*** [EJ-4]

**6. Hazardous Materials/Hazardous Wastes:** The EIS should include a comprehensive study of the impacts of any hazardous materials or hazardous wastes on the public health and environment in all of the alternatives. This should include a "cradle to grave" analysis and an epidemiological study of the current population to establish a base line for future studies. The draft should explore all avenues of hazardous materials migration from points of origin. ***What has been the USAF's track record regarding compliance with clean-up standards for hazardous materials and waste since the beginning of operations? Will a comprehensive study of the impact of Hazardous materials or waste on the environment and public health of the people and animals in our areas as well as comparisons of the 4 possible base locations be included in the Final EIS? This is an area of great concern to me.*** [HW-2]

**7. Land Use:** The impacts of all of the proposed alternatives must be analyzed within a [LU-4]

**Final**  
**June 2012**

A1162 HO	
comprehensive look at all other proposed developments in the area including energy projects, mining and other resource extraction and ground and surface water use. <b>What effect will the F-35 have on the Otero Mesa and other wilderness areas?</b>	LU-4 cont'd
<p>8. 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 and the numerous home based businesses. <b>Will this Final EIS discuss all potential for noise associated with the proposed alternatives and its impacts on public health, quality of life and wildlife? Will we be given charts showing the impact to Weed, Sacramento, Plonon, Cloudcroft, and Mayhill of noise at different approved levels of flights over these areas? Since we have many youth camps, will the noise levels be held below those decibel levels that is reported, if exceeded, may damage children's hearing? How will the noise affect children out of doors with no shelter?</b></p> <p><b>I saw no studies of the effects to the many youth camps and retreats in the proposed area as businesses as well as the youth attending these camps. Do the people who will decide on the location of the proposed base realize that 10,000+ children attend camps and retreats in the Sacramento Mountains each summer? I request that the Final EIS address the issue of youths' exposures to the noise levels of both high and low approved altitudes.</b></p> <p><b>Please address in the final EIS if noise levels of the F-35 in canyons in mountains has been measured and the impact determined on adults, youth, wild life, the endangered species—especially the spotted owl. Canyons echo sound differently than flat surfaces. Has any information been considered as to the differences between canyons and relatively flat terrain? As required by the NEPA process, the same information for all proposed locations is needed to compare the locations. I request that we see the comparisons of the 4 possible locations pertaining to these important issues associated with noise in the Final EIS.</b></p> <p>The NEPA process provides for special evaluation of health risks to children. The Draft EIS fails to address the effects of peak noise below the SUA and MTR on children (per the NEPA process). HO 3.12.2.2 Airspace Environmental Consequences for example does not address the peak noise metric, nor the rate of level increase (dB/s) that have shown in studies to affect children disproportionately. This lack of data or analysis is difficult to understand. The USAF in the Draft EIS admits that the F-35 will exceed the threshold for affecting children (and that minorities will be disproportionately affected (under IR-134/195)) but they fail to give us an analysis. Where is the data and comparison for the alternatives? How does Holloman compare against the others? How many children under each alternative will be injured? Do the other alternative locations have 10,000+ children at youth camps that are in the proposed fly zone? How many children will be effected in each proposed fly zone locations of the other locations under consideration?</p>	NO-6 NO-36 BI-5 NO-29 EJ-6  SO-18 EJ-6  NO-38  EJ-2 EJ-6
<p>9. Public Health and Safety: Besides concerns about public safety as regards hazardous materials and wastes, the draft EIS did not analyze all potential impacts including potential accidents. <b>What impact will the addition of vehicles, personnel and armaments have on the public safety?</b></p>	SA-29
<p>10. Public Services, utilities, and infrastructures: <b>Holloman AFB currently does not have adequate housing for the 21,000 personnel it employs. Alamogordo's rental</b></p>	

A1162 HO	
<p><b>housing is 98% occupied according to the real estate companies in Alamogordo. Currently the diminished water supply is an issue for Alamogordo, Las Cruces, El Paso, and Juarez, Mexlco due to an ongoing drought. 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 impacts 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. This year is reported to be the worst in 10 years for drought. Could you address these issues in your final EIS and include a comparison of the other three locations with Otero County as required by the NEPA Process?</b></p> <p><b>The draft EIS did not address how will the proposed additional personnel and families will impact the cities and the public services supplied currently. What impacts will the proposed expansion alternatives have on air quality, water usage, and on available utilities and how will this affect access by the resident communities? What will the USAF do to mitigate impacts on public services? The Final EIS needs to provide information on all 4 locations to be able to compare the effects on the near by resident communities for these alternative possible bases in keeping with NEPA process. I request this information be included in the Final EIS.</b></p>	IN-2  AQ-1 IN-2
<p>11. 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. <b>I request that an economic impact study be performed to determine the effect to hunting and tourism in the Sacramento Mountain area since these two areas are responsible for a large portion of the income for the area and the State of New Mexico since this is an important omission in the current Draft EIS as well as the other 3 proposed areas discussed in this EIS.</b></p>	SO-7
<p>12. Socioeconomics: Local real estate agents have reported that the potential for the USAF operations expansion over Weed has already had an adverse impact on property values. <b>How will the over flights expansion affect my property values and the real estate market in Weed/Sacramento area? What socioeconomic impacts have other base expansions had on other surrounding communities? What will the impact be on the socioeconomics of the other communities associated with the other 3 locations under consideration for the F-35 Training areas?</b></p>	SO-1 SO-44
<p><b>In addition, will maps be distributed by the USAF showing the proposed alternatives AND WHAT AREAS within a hundred miles of WEED/SACRAMENTO WILL BE AFFECTED by this use of our airspace? It is critical for us to see where you plan to fly and the ground noise produced at different levels of flight before we can adequately discuss our concerns relating to the locating of the F-35 training facilities at Holloman. Also in keeping with the NEPA process, this information is important in comparing the 4 various locations and the USAF making an intelligent informed decision as to the impact to each proposed location. As discussed before, the difference between relatively flat terrain and the topography of a mountainous region with altitudes of 12,500' to 4300' with numerous canyons is very different. It is crucial for comparisons of the 4 potential base locations to know how the F-35s noise will be impacted by the various terrains in the mountainous areas compared to the flatter terrains.</b></p>	DO-3 NO-24 NO-38
<p>I expect to be notified at every step in the National Environmental Policy Act (NEPA) process and that my comments will be fully addressed in the Final Environmental Impact Statement (EIS). <b>I would like</b></p>	NP-8

**A1162 HO**

**my comments and questions incorporated into the administrative record. Please find my contact information below.** NP-8 cont'd

In conclusion, I request that the USAF produce and distribute of accurate maps of the proposed alternatives AND AFFECTED AREAS. For many of us this is our entire life's work and the homes that we planned to live in the rest of our lives. We don't have an option of moving in many cases. Which is what we may be looking at if you proceed with using the airspace over our homes and businesses. For you this is just a job-work as usual. For us it is our very lives and serenity. This is what we have spent a lifetime working for. For us it is very serious. DO-3

**I insist that these issues and concerns I have submitted in this document to you and that I will submit at the meeting to be held in Weed on 2/7/2012 be address to me personally and incorporated into the administrative record and in the final EIS.** NP-8

Sincerely,

*Sandra D. Hunt*  
 Sandra D. Hunt



**A1163 HO**

March 3, 2012

ATTN: Mr. David Martin, Air Force Contractor,  
 & Kim Fomof  
 HQ AETC/A7CPP  
 266 F Street West, Bldg 901  
 RandolphAFB, TX 78150-4319

RE: Comments on the F-35 Draft EIS

Dear Mr. Martin and Ms. Fomof,

I sent 6 pages of questions to you in 2010. I have proof that you received my comments before the comment period closed for the Draft EIS. There is no acknowledgment in the Draft EIS of my comments. I did not receive a copy of the Draft EIS. I did receive a postcard announcing a meeting in Weed, New Mexico about a week before the meeting. I was able to make time during that week to look at the Draft EIS on line, although I did not have time to study it in depth, and I certainly had neither the time, nor the funds, to print it out on my home printer. That turned out to be OK, since even a brief perusal of the Draft EIS exposed it as an inadequate document: carelessly crafted, incomplete, obviously "cut and paste" and totally unworthy of the seriousness of the issues you are required, by law, to have addressed. NP-3 NP-6 NP-13

I am only one individual citizen in a small rural community. But I expect to be taken seriously by my government when I express my concerns about health, safety, quality of life and economic issues that the F-35A poses to me and to my community.

I expect to receive a copy of the EIS and any other correspondence released to the public. I expect that my comments will be made part of the permanent record and that they will be included in the Final EIS. If I am mistaken in either of these expectations, please respond to this letter, in writing, now, with an explanation of how and why I am mistaken. NP-7 NP-8

**A) Number and Footprint of Flights**

1. Please state the anticipated total number of flights the F35A is expected to fly over the Sacramento, Weed, Pinon and Mayhill communities, how they will be distributed (over a week and over a 24 hour period), types of aircraft, times of day and night, and flight patterns. DO-23
2. What is the anticipated footprint for the F35A flights and will it include the communities surrounding Sacramento, Weed, Mayhill and Pinon? The map in the Draft EIS does not have these communities on it. Please provide a map with these communities clearly indicated. DO-3

A1163 HO

- 3. What would it entail for the USAF to adjust its flight patterns so that F35A missions could be flown over the millions of acres already owned by the Federal Government between the Texas border and I-40 down the middle of the state where nobody lives, rather than over populated areas?
- 4. When the government used the power of eminent domain and took the land that created White Sands Missile Range from private citizens in the 1940s, we assume that the military need was genuine and that USA citizens were ultimately well served by this action. White Sands Missile Range is controlled by the Dept. of Defense. The USAF is also a DOD function. What prevents the USAF from using the huge White Sands range for flights when there are no missile tests scheduled? While coordination might be difficult, it is not impossible. If it is impossible, please explain, in detail, why this is so.

DO-4

B) Noise

- 1. The F35A is noisier than other aircraft. What is the peak decibel level (all frequencies) of the F35A at all altitudes at which it will fly, and at takeoff and landing; what is the projected increased noise footprint over the Sacramento, Weed, Pinon and Mayhill communities, and what populations will be affected? In your answer, please state what sonic boom widths (measured on the ground beneath the plane) are assumed. Please discuss focused sonic booms in your answer. There appears to be no discussion of focused sonic booms from flights of the F35A in the Draft EIS.
- 2. How many low level flights (please define "low level"), how many sonic booms and how many focused sonic booms per 24 hour period and per week do you anticipate over the Sacramento, Weed, Pinon and Mayhill communities when the F35A is fully deployed? How many times per week do you anticipate nighttime events will occur that could disturb sleeping residents?
- 3. What noise abatement measures will be taken re: the F-35A, to ensure that the quiet environment we historically enjoy in the Sacramento, Weed, Pinon and Mayhill communities will not be destroyed? How does the USAF plan to monitor noise levels in the Sacramento, Weed, Pinon and Mayhill communities before and after the F35A is deployed?
- 4. The Draft EIS summarizes some studies of known and suspected effects of noise on human and natural populations. The studies are generally old and largely irrelevant to the very noisy F35A. Nonetheless, some effects are acknowledged in the studies. Given the increased noise levels that will result from overflights by the F35A, how does the USAF plan to monitor these known and suspected effects on human populations including the elderly, infants, children, other susceptible human populations (e.g., military combat veterans and persons with PTSD) and animal populations, including livestock and wildlife? For example, what are the pressures needed to crack and then break the eggs of one of our endangered species: the Mexican Spotted Owl? And what other effects on other endangered species--say the checkered butterfly found only in the Sacramento Mountains of southern New Mexico? Regarding the studies you have cited any any others that you will cite in the Final EIS, what independent third parties have evaluated the studies? Disclose all conflicts of interest of all those involved in the studies including but not limited to the authors, researchers, analysts, writers and reviewers.

NO-26  
NO-24  
NO-25

NO-20

NO-20  
NO-58

BI-5

NP-15  
NP-16

A1163 HO

- 5. What is the potential for accidents resulting from low level flights, sonic booms and focused sonic booms of the F35A, including but not limited to: horseback riders, persons working with horses and other livestock on the ground, drivers of vehicles and heavy equipment including farm equipment? How does the USAF plan to investigate and compensate for losses to life, limb and property due to accidents from such sudden noise intrusions? How many such accidents has the USAF been made aware of in the past, and how where the victims compensated? Will independent third party evaluators be involved in determining compensation?
- 6. Many of the residents of the Sacramento Mountains make their living in agriculture and ranching. Along with tourism, it is the major basis for the local economy. What are the known and suspected effects on livestock health, including reproduction, of noise at the decibel levels and frequency that is expected from full deployment of the F35A? Please include in your answer effects on poultry, goats, sheep, cows and horses. What independent third parties have evaluated the studies? Disclose all conflicts of interest of all those involved in the studies including but not limited to the authors, researchers, analysts, writers and reviewers.
- 7. What are the known and suspected effects on human physiology, stress responses and overall health and welfare of human populations, of the noise levels expected from low-level flights, sonic booms and focused sonic booms? What is the basis for your answer, including all third party and US government studies? Please put your answer in the context of quiet rural areas, rather than noisier urban settings. What independent third parties have evaluated the studies? Disclose all conflicts of interest of all those involved in the studies including but not limited to the authors, researchers, analysts, writers and reviewers.
- 8. Many active duty personnel retreat to the Sacramento Mountains for R&R. Some of our local businesses offer discounted services to military personnel returning from combat. We have many veterans living here in the serene and quiet mountains. Some of those veterans suffer from PTSD, and one has said that his health is being negatively affected by the more frequent sonic booms since the F22 has begun flying over our communities. If and when the F35A is fully deployed, what effects do you anticipate the effects of increased noise levels from low level flights, sonic booms and focused sonic booms will be on military personnel who are suffering from PTSD, or who are recovering from recent combat deployments? If those military personnel can no longer rely on the peace and serenity of the Sacramento Mountains as a retreat from stress, what will the resulting effects on the local economy be? What independent third parties have evaluated your answer? Disclose all conflicts of interest of all those involved in developing the answer including but not limited to the authors, researchers, analysts, writers and reviewers. We all know that loud, focused sonic booms can cause property damage. The USAF has a process in place to compensate those who have suffered property damage from such events. What is the potential for increased property damage due to the F35A flights? What measures will be put in place to immediately remediate damage caused by F35A flights: for example, if windows in a home are shattered, is the USAF prepared to send repair teams to the site within a few hours of the event? If not, is the USAF prepared to house persons displaced by such damage? Will any third parties be involved in determining compensation?

BI-1  
SA-23  
DO-18

BI-5

NO-6

NO-58

SO-7

NO-12

DO-18

A1163 HO	
NO-12	9. Regarding the F35A, how often do you anticipate a sonic boom event with associated pressure wave and duration such that window breakage could occur? Please give probabilities of various expected frequencies of various events (measured in lbs/ft <sup>2</sup> pressure and duration in milliseconds) around the threshold of what is needed to break window glass panes of various types. What independent third party has evaluated your analysis?
GE-23	10. Many years ago, supersonic commercial flights were prohibited over US airspace because of sonic booms. What is your understanding of the reasons for this prohibition, and why do you think it should be permissible for the military to conduct supersonic flights over populated areas?
SW-2	11. Water is a scarce and precious resource in the Sacramento Mountains and the Sacramento Mountain watershed is known to be the source of water for all the surrounding basins, including the Tularosa Basin where Holloman AFB is located. What are all the known and suspected effects of frequent sonic booms, including focused sonic booms, on aquifers, springs, water tables and water quality? For example, one local resident reported silting in his well after a sonic boom. Please disclose all other reports of effects of sonic booms on water sources. What is the basis for your response, including all US Government and third party studies?
	<b>C) Astronomy</b>
SO-15	1. The dry air and lack of light pollution has brought a large number of private and public astronomical research facilities to the Sacramento Mountains. What impact will the proposed expansion have on these programs?
	<b>D) Economy</b>
SO-1 SO-44 NO-36	1. Weed, Sacramento and Pinon are low-income communities with limited services and a significant number of retired and disabled persons who have either lived here all their lives, or who have moved here specifically for the quiet and peaceful quality of life here, and who cannot afford to move. What would be the potential adverse economic impacts on rural Sacramento Mountain residents and the community as a whole of the proposed expansion? Please discuss in your answer the known and alleged environmental and economic impacts on other communities near similar military facilities throughout the country. What independent third parties have evaluated your answer? Disclose all conflicts of interest of all those involved in developing the answer including but not limited to the authors, researchers, analysts, writers and reviewers.
SO-7 SO-18	2. What are the anticipated impacts of F35A operations over the Sacramento Mountains on the local economy including but not limited to tourism, hunting, ranching, farming, real estate values, and how does the USAF propose to mitigate such harm if and when it occurs. What is the basis for your answer, and what independent third parties have evaluated your answer? Disclose all conflicts of interest of all those involved in developing the answer, including but not limited to the authors, researchers, analysts, writers and reviewers.

A1163 HO	
	<b>E) Fire, Accidents, Hazardous Materials</b>
SA-1	1. The F35A has not yet been fully tested. How does this increase the chance of a crash and if there is a crash, what resources will the USAF have in place in the Sacramento Mountains to deal with the resulting property destruction by fire, including wildfire, the resulting hazardous materials situation, and the possible resulting injury and death to humans, livestock and wildlife?
DO-13	2. Apparently the USAF does not anticipate releasing chaff over private and public lands of the Sacramento Mountains. What might change this decision? And if the decision is changed, what are all the possible effects on human health, livestock and wildlife welfare, and soil, water and air quality of the release of chaff, and what is the basis for your answer, including all third party studies and US government studies. What independent third parties have evaluated the studies? Disclose all conflicts of interest of all those involved in the studies including but not limited to the authors, researchers, analysts, writers and reviewers.
SA-9	3. How much fuel dumping does the USAF anticipate will result when the F35A is fully deployed and what are the effects of such fuel dumping on public safety, including but not limited to long and short term effects on human health, livestock and wildlife health and welfare, wild and cultivated vegetation, and soil, air and water quality? What independent third parties have evaluated the studies? Disclose all conflicts of interest of all those involved in the studies including but not limited to the authors, researchers, analysts, writers and reviewers.
HW-2	4. Please identify all of the hazardous substances that will be generated and/or released as a result of F35A flight missions, including but not limited to contrails, fuels, fuel exhaust, munitions, flares, chaff, directed radiation and laser beams and what is the impact of exposure to these substances on humans (including infant and elderly and sensitive populations), livestock, wildlife and plant populations as well as on air, soil and water quality? Does the USAF have a plan to manage hazardous waste that is generated away from the AF base, i.e., on private and public lands in the Sacramento Mountains?
DO-69	5. Will the deployment of the F35A involve the use of live ammunition over populated areas and if so how will it be used, what kinds of live ammunition will be used, what will be the targets of this ammunition, and how frequently will live ammunition be used over these areas?
SA-4	6. Wildfire affects personal property, water sources, utilities and infrastructure, property values, recreation, public services, public health and safety land use, biological resources, local economic resources and visual and aesthetic resources. What is the potential for forest fire due to the use of flares and/or plane crashes and/or any other activity accompanying the deployment of the F35A? Will, for example, flights and the use of flares be limited to low fire danger periods? Will the USAF monitor fire danger conditions in the Sacramento Mountains before initiating activities that have accompanying fire danger risk? What is the Air Force's plan should a flare or other flight activity cause a forest fire? Who will be the "first responders" should a USAF activity cause a forest fire? Will the USAF fund and staff fire protection personnel and equipment in the mountains, and if so, where and what resources will be placed there? If not, why not? Who will pay for the damage caused by a forest fire started by a flare or any other USAF activity? What plan is there to remediate the effects of such fire on private and public lands? Will the USAF discuss and coordinate its plans with all of volunteer fire companies and emergency responders in the Sacramento Mountains?
SA-24	

A1163 HO

F) Compensation

1. What level of proof is required before the USAF will compensate a private citizen for damages caused by the activity of the F35A? For example, if a resident is not present to witness the actual breaking of a window by a sonic boom, but has circumstantial evidence that the sonic boom caused the window to break, will the Air Force pay for the damage? Continuing with this example, will the USAF pay for both cost of the window and the cost of labor to remove and replace the window? Furthermore, if a citizen claims damage to livestock, real property or health due to the A35A activity, what kind and degree of proof will they need in order to obtain compensation? Will a third party be involved in determining the compensation? DO-18
2. What legal recourses do civilians have should the F35A flights negatively impact the current quiet and tranquility to which we are historically accustomed? DO-63
3. One of the results of the planned increase of USAF noise/pollution from F35A operations is a loss of the remarkably peaceful and tranquil quality of life in the Sacramento Mountain communities. People live in this remote area just because it is remote, and specifically to avoid city distractions such as noise. Since the USAF plans to "take" this quality of life from these rural residents, an analysis is warranted. Does the USAF recognize the unique quality of life in the rural Sacramento Mountains and how will it measure the anticipated impacts on rural citizens (everything from effects on mental health to loss of real property value) in the specific Sacramento Mountain setting? Finally, how does the USAF propose to compensate rural residents of the Sacramento Mountains for the taking of their quality of life? NP-8

Please do not respond to these questions in a perfunctory or cursory manner. I expect that these questions and concerns will be treated seriously, and in depth. I expect to see real data, transparency, and honesty in the Final EIS. The law requires it. Our citizens, our country and our communities deserve it.

Sincerely,

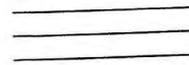
Elaine S. Wright



A1164 TU

PLEASE PLACE STAMP

**NO F-35!**



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
- Damage tourist industry
- Damage building structures
- Damage hearing of residents
- Harm student concentration
- Harm pets, Zoo & wildlife
- 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-1  
SA-16  
AM-2

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.

EJ-4  
AQ-1  
NO-6

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

A1165 TU

**NO F-35I**

*M. McBarry*



PLEASE  
PLACE  
STAMP

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!**

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- 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-6**
- Harm student concentration **EJ-2**
- Harm pets, Zoo & wildlife **BI-5**
- Reduce property values **SO-1**

*LOUDIBLY DISRUPTIVE*

**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.

*UNNECESSARY RISK TO LIFE DUE TO 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.

SA-1  
SA-16  
AM-2

EJ-4  
AQ-1  
NO-6

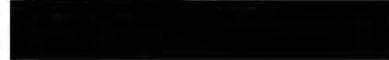
PLEASE SCHEDULE FLY-OVERS BEFORE MAKING BASING DECISION **III** GE-2

*M. McBarry* *Michael W. McBarry*

A1166 TU

**NO F-35I**

*D. Fish*



PLEASE  
PLACE  
STAMP

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



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- 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.

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.

SA-1  
SA-16  
AM-2

EJ-4  
AQ-1  
NO-6

PLEASE SCHEDULE FLY-OVERS BEFORE MAKING BASING DECISION **III** GE-2

Final  
June 2012

A1167 TU

**NO F-35I**

*J.A. Roman*



PLEASE PLACE STAMP

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



A1168 TU

**NO F-35I**

*M. Stammen*



PLEASE PLACE STAMP

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-6**
- Harm student concentration **EJ-2**
- Harm pets, Zoo & wildlife **BI-5**
- Reduce property values **SO-1**

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SA-1  
SA-16  
AM-2

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EJ-4  
AQ-1  
NO-6

PLEASE SCHEDULE FLY-OVERS BEFORE MAKING BASING DECISION **GE-2**

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SA-1  
SA-16  
AM-2

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EJ-4  
AQ-1  
NO-6

PLEASE SCHEDULE FLY-OVERS BEFORE MAKING BASING DECISION **GE-2**

A1169 TU

**NO F-35I**

*Rachel Winch*



PLEASE  
PLACE  
STAMP

HQ AETCA/A7CPP  
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**EXCESSIVE NOISE & VIBRATIONS:**

- |   |  |
|---|--|
| <input type="checkbox"/> Diminish quality of life <b>NO-36</b>  | <input type="checkbox"/> Damage tourist industry <b>SO-7</b>           |
| <input checked="" type="checkbox"/> Threaten fragile ecosystem <b>BI-2</b>  | <input type="checkbox"/> Damage building structures <b>NO-12</b>       |
| <input checked="" type="checkbox"/> Reduce outdoor enjoyment of parks, sporting events <b>LU-3</b>                | <input type="checkbox"/> Damage hearing of residents <b>NO-6</b>       |
| <input checked="" type="checkbox"/> Disrupt classes and activities at schools, colleges, universities <b>EJ-2</b> | <input type="checkbox"/> Harm student concentration <b>EJ-2</b>        |
|   | <input type="checkbox"/> Harm pets, Zoo & wildlife <b>BI-5</b>         |
|   | <input checked="" type="checkbox"/> Reduce property values <b>SO-1</b> |

**HEALTH, SAFETY AND ENVIRONMENTAL CONCERNS:**

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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. **EJ-4 AQ-1 NO-6**

PLEASE SCHEDULE FLY-OVERS BEFORE MAKING BASING DECISION **III GE-2**

A1170 TU

**NO F-35I**

*D. MASSALSK-L*



PLEASE  
PLACE  
STAMP

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



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**EXCESSIVE NOISE & VIBRATIONS:**

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Diminish quality of life <b>NO-36</b>   | <input checked="" type="checkbox"/> Damage tourist industry <b>SO-7</b>     |
| <input checked="" type="checkbox"/> Threaten fragile ecosystem <b>BI-2</b>  | <input checked="" type="checkbox"/> Damage building structures <b>NO-12</b> |
| <input checked="" type="checkbox"/> Reduce outdoor enjoyment of parks, sporting events <b>LU-3</b>                | <input checked="" type="checkbox"/> Damage hearing of residents <b>NO-6</b> |
| <input checked="" type="checkbox"/> Disrupt classes and activities at schools, colleges, universities <b>EJ-2</b> | <input checked="" type="checkbox"/> Harm student concentration <b>EJ-2</b>  |
|   | <input checked="" type="checkbox"/> Harm pets, Zoo & wildlife <b>BI-5</b>   |
|   | <input checked="" type="checkbox"/> Reduce property values <b>SO-1</b>      |

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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. **EJ-4 AQ-1 NO-6**

PLEASE SCHEDULE FLY-OVERS BEFORE MAKING BASING DECISION **III GE-2**

A1171 TU

**NO F-35I**

*David Martin*  
[Redacted]

PLEASE  
PLACE  
STAMP

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!**

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**EXCESSIVE NOISE & VIBRATIONS:**

- |  |  |
|--|--|
| <input type="checkbox"/> Diminish quality of life  | <input type="checkbox"/> Damage tourist industry     |
| <input type="checkbox"/> Threaten fragile ecosystem  | <input type="checkbox"/> Damage building structures  |
| <input type="checkbox"/> Reduce outdoor enjoyment of parks, sporting events                | <input type="checkbox"/> Damage hearing of residents |
| <input type="checkbox"/> Disrupt classes and activities at schools, colleges, universities | <input type="checkbox"/> Harm student concentration  |
|  | <input type="checkbox"/> Harm pets, Zoo & wildlife   |
|  | <input type="checkbox"/> Reduce property values      |

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SA-1  
SA-16  
AM-2

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EJ-4  
AQ-1  
NO-6

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

A1172 TU

**NO F-35I**

*B. Dickson*  
[Redacted]

PLEASE  
PLACE  
STAMP

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



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Our densely populated metro area would be adversely impacted.

**EXCESSIVE NOISE & VIBRATIONS:**

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Diminish quality of life <b>NO-36</b>                              | <input checked="" type="checkbox"/> Damage tourist industry <b>SO-7</b>     |
| <input checked="" type="checkbox"/> Threaten fragile ecosystem <b>BI-2</b>                             | <input checked="" type="checkbox"/> Damage building structures <b>NO-12</b> |
| <input checked="" type="checkbox"/> Reduce outdoor enjoyment of parks, sporting events <b>LU-3</b>     | <input checked="" type="checkbox"/> Damage hearing of residents <b>NO-6</b> |
| <input type="checkbox"/> Disrupt classes and activities at schools, colleges, universities <b>EJ-2</b> | <input checked="" type="checkbox"/> Harm student concentration <b>EJ-2</b>  |
|  | <input type="checkbox"/> Harm pets, Zoo & wildlife <b>BI-5</b>              |
|  | <input checked="" type="checkbox"/> Reduce property values <b>SO-1</b>      |

**HEALTH, SAFETY AND ENVIRONMENTAL CONCERNS:**

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SA-1  
SA-16  
AM-2

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EJ-4  
AQ-1  
NO-6

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

**NO F-35!**  
*James Purchase*  
 [Redacted]

A1173 TU  
 PLEASE PLACE STAMP

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 <b>NO-36</b>   | <input checked="" type="checkbox"/> Damage tourist industry <b>SO-7</b>     |
| <input type="checkbox"/> Threaten fragile ecosystem   | <input type="checkbox"/> Damage building structures                         |
| <input checked="" type="checkbox"/> Reduce outdoor enjoyment of parks, sporting events <b>LU-3</b>                | <input checked="" type="checkbox"/> Damage hearing of residents <b>NO-6</b> |
| <input checked="" type="checkbox"/> Disrupt classes and activities at schools, colleges, universities <b>EJ-2</b> | <input type="checkbox"/> Harm student concentration                         |
|   | <input type="checkbox"/> Harm pets, Zoo & wildlife <b>BI-5</b>              |
|   | <input checked="" type="checkbox"/> Reduce property values <b>SO-1</b>      |

**HEALTH, SAFETY AND ENVIRONMENTAL CONCERNS:**  
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**PLEASE SCHEDULE FLY-OVERS BEFORE MAKING BASING DECISION!!!** GE-2

SA-1  
 SA-16  
 AM-2  
 EJ-4  
 AQ-1  
 NO-6

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



A1174 LU

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

- 1) Turn in this form at the comment table before you leave tonight.
- 2) Provide oral comments to the court reporter during the open house session or public hearing.
- 2) Mail, fax or email comments to:  
 David Martin, Air Force Contractor, and Kim Fornof  
 HQ AETCA/A7CPP  
 266 F Street West, Bldg. 901  
 Randolph AFB, TX 78150-4319  
 Fax: 210-652-5649  
 Email: [aetc.a7cp.inbox@us.af.mil](mailto:aetc.a7cp.inbox@us.af.mil)

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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: MSGT CHARLES L. BARBER (RET)  
 Organization/Affiliation: 944 FW, AFRES, Luke AFB, AZ  
 Address: \* [Redacted]  
 City, State, Zip Code: [Redacted]

Comments: I Attended the meeting held at the Wigan Resort in Litchfield Park and was very pleased that support the community gave in support of Luke AFB becoming an F-35 Training site. At Luke we have the facilities, people and the Goldwater Range to support this mission. Some people are concerned about the noise of the F-35. Luke has trained some of the finest pilots on the F-16 and F-15 as well. The Markies from Yuma would train with us flying Harrier's. Now the Harrier is noisy but it is not a 24/7 noise. When I recently purchased a home in Avondale, some 4 miles from the base, the H.D.A. told us about the base and if we should have a concern with noise.

GE-3

\*\*\*Please print - Additional space is provided on the back.\*\*\*  
 Visit [www.F-35ATrainingEIS.com](http://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

A1174 LU

We could contact the city of Avondale. We were warned. Therefore, we shouldn't complain the county and state has purchased large parcels of land around the base to prevent encroachment and appease the community around the base.

Some say the noise will decrease property values. Did the ever think what would happen if the base closed, jobs lost and outside vendor contractors are lost. That would cause a great impact on home values. The noise has never been a issue with me. My main concern is giving our pilots the best place to train. The weather here is ideal. They can train 12 months out of the year. Luke is the perfect site for this.

GE-3

Thank you,  
MSI Cheryl Barber (ret)

A1175 BO

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



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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: SANDY ROYER

Organization/Affiliation:

Address:\*

City, State, Zip Code:

Comments: As a concerned wife, mother of two & a retired worker; I am concerned w/ my property values if the F-35 comes to Boise. The noise levels over our home would be disturbing to our hearing, quality of living & to be able to sleep would be nonexistent. Boise has a very poor noise ordinance & when you brought in the Singapore Airforce, we got a taste of the sound of the aircraft over our house @ 9:30p. I thought they were flying into our home. <sup>the planes made more than 100 decibels</sup> The revenue loss of our property should be made up from the federal government, because the repairs to our home will be an added loss. Where is the money coming from to buy these A35 @ \$80,000 x 72. The government has run out of money to China.

SO-1

NO-6  
NO-36  
NO-3

NO-8

SO-11

\*\*\*Please print - Additional space is provided on the back.\*\*\*

Visit [www.F-35ATrainingEIS.com](http://www.F-35ATrainingEIS.com) for project information or to download a copy of the Draft EIS.

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Final  
June 2012

A1175 BO

I am sure many families w/ have health issues because of these flights. I dont want F-35 here in Boise. Please consider Luke Air Force Base the objective for these aircrafts; not Boise.

NO-6

GE-1

SANDY ROYER

3-10-2012

A1176 BO

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



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Name: BRAD V. ETS

Organization/Affiliation:

Address:

City, State, Zip Code:

Comments:

I don't mind the A-10 and other military aircraft training in Boise. The military are what protects our country. I know the F-35A's are definitely louder but it will help the Air Force to have a good training base not too far from Mountain Home. I think the positives out weigh the negatives.

GE-3

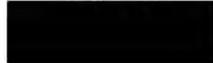
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A1177 HO

Ray Post



David Martin  
HQ AET/A7CPP  
266 F Street West Building 901  
Randolph FFB TX 78150-4319

6 March 2012

Dear Mr. Martin,

I am writing you regarding placing the F-35 aircraft at Holloman Air Force Base outside Alamogordo New Mexico. My concerns are flares will cause forest fires in the mountain areas. The draft of the EIS fails to estimate the number of fires and the cost to fight them.

SA-4  
SO-8

Another concern what is the response time to fight fires? What resources area available to fight them? What would the compensation be for property lost by the residents in the mountain communities? How long would it take to be compensated for lost buildings due to a fire cause by the F-35 aircraft?

SA-24  
SO-4

These are many questions that remain unanswered. I am very nervous about the prospect of the F-35's being placed at Holloman. The mountains are very dry, many people make the mountains their home, a Boy Scout camp, Methodist Assembly, and several other church camps are located in the mountain areas dedicated to youth.

Yours truly,

Ray Post

Copy: Senator Steve Udall; Jeff Bingham; Rep. Steve Pearce

A1178 LU

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



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Name: PATRICIA RUSH

Organization/Affiliation: Speaking up on my own behalf

Address: [Redacted]

City, State, Zip Code: [Redacted]

Comments: I TOTALLY SUPPORT LUKE AIR FORCE BASE IN THEIR quest to become THE TRAINING FACILITY FOR THE F-35A'S. I HAVE ATTENDED HEARING ON THIS MATTER AND STUDIED LITERATURE RELATING TO THE F-35A'S AND BELIEVE THEY ARE AN ASSET TO OUR COUNTRY AND TO ARIZONA. THE MEN + WOMEN AT LUKE HAVE BECOME OUR "FAMILY" AND THE SURROUNDING COMMUNITIES REACH OUT WITH SUPPORT + LOVE. I DO NOT BELIEVE THE F-35A'S WILL IMPACT THE AREA AND HOMES NEGATIVELY. THE ENVIRONMENTAL ISSUES ARE INSIGNIFICANT COMPARED TO THE BENEFITS OF THE SECURITY OF OUR COUNTRY AND THE JOBS THE BASE PROVIDES. WE TAKE GREAT PRIDE IN OUR MEN + WOMEN IN UNIFORM AND THE JOB THEY DO ON OUR BEHALF.

GE-3

Visit [www.F-35ATrainingEIS.com](http://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**



A1179 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: aetca7cp.inbox@us.af.mil

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Name: Carolyn W. Panko  
 Organization/Affiliation: Resident of Boise, Idaho; commenting as a private citizen  
 Address: [REDACTED]  
 City, State, Zip Code: [REDACTED]

Comments: I appreciate the opportunity to comment about the proposed F-35A Training proposal. Boise has for many years worked toward creating a community which values its quality of life. These community values extend to all of the residents of our city and surrounding area, including those who would be most directly impacted by the adoption of this proposed program for training purposes. The neighborhoods whose residents expect to be able to work and play and rest and enjoy a night's sleep will change dramatically, if the proposed program is put in place. The recent housing crisis in our country is showing some signs of improvement, but these affected residents could find their troubles are just starting as the value of their homes decline. Who would want to move young families into an area of almost non-stop noise? There are alternative locations for the proposed program, which do not create such a negative impact on a community. I trust that these other locations have been and will continue to be a subject of study before a final decision is made. It seems to me that the negative aspects of the proposed location in our area far outweigh the positive.

NO-36  
 NO-3  
 SO-1  
 GE-1

Thank you, again, for the opportunity to voice my opinion.

*Carolyn W. Panko*

Visit [www.F-35ATrainingEIS.com](http://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.

A1180 TU

March 9, 2012  
 Kim Crooks



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

Dear Mr. Martin and Ms. Fornof,

My family came to Tucson, Arizona in the 1930's when people still used horses as a form of transportation and the air was clean. My father a former WWII prisoner of war was stationed at Davis-Monthan Air Field at the age of 19 while in the Army Air Corps. From the time he arrived in Tucson he knew that this is the place he wanted to live once he got out of the service. My parents meet after WWII, married at Arizona Inn and made this their home near by my mother's parents in a now historic neighborhood.

I too along with my children have stayed in Tucson and live in a house built in 1929 near my grandparents home. We have stayed because we love the weather, being outside 12 months out of the year and the beautiful desert. Over the last 10 years enjoying being outside has changed do to the over flights from DM and the Air National Guard stationed at TIA. And now the Air Guard wants to bring in the F-35, a plane 4-times louder than any other plane and had an unknown history over our heavily populated city.

After reading the DEIS I am now more concerned than ever for Tucson.

1. Why is there no concern for the 8000 people that would be directly under the F-35 flight path? We all know that there is not money in the budget to mitigate thousands of homes. And how do you insulate a trailer? All of these people's homes would become "unsuitable for residential use". So why should they stay. And how much would Pima County loose in property taxes? NO-11  
SO-1
2. In the DEIS they recognize that most of these people are low-income and minorities yet there was no publicity in Spanish or DEIS meetings held in their neighborhoods. At the last DEIS meeting in Tucson I requested to see the DEIS in Spanish and was looked at like I was from another planet. EJ-5
3. Most of us that live in mid-town Tucson know that the military planes coming in and out of DM and TIA do not fly a straight line as drawn in the DEIS. We also know that they fly well below 1000 feet above our homes and businesses. We also know that the F-35 may well be part of Operation Snowbird in the future. DO-23  
CM-3
4. Why is DEIS even happening without a F-35 fly over in Tucson? How can a community say, "yes" to a plane with no history and no site based testing? GE-2

**Final**  
**June 2012**

A1180 TU

5. An area not covered in the DEIS is the effect the noise will have on our children. Just off the top of my head I can think of several dozen elementary, middle and high schools that have to endure daily flights over their rooftops and playgrounds. Not to mention the University of Arizona with 30,000+ students, faculty and staff. Not only is the roar of jets flying low overhead disruptive to teaching it can also cause sensory overloads in some children and adults.

EJ-2

All public schools are required by Federal Law to provide an education to every child in the school closest to their home. That means that every school may have children with autism, Down syndrome, ADD and ADHA, hearing impairments and/or other disabilities. In 2009 the Centers for Disease control determined that 1 in 110 children born will be diagnosed with Autism Spectrum Disorder (ASD).

EJ-2  
NO-58

People with ASD may have sensory perceptions that are disordered. This means the ordinary sights, sounds, smells, tastes and touches of everyday life that you may not even notice can be downright painful. The very environment in which they live in is often hostile. Their hearing may be hyper-acute. Their brains can't filter all input, and may become overloaded and cause meltdowns, blow-ups or tantrums. Some children with hypersensitive hearing can wear noise-cancelling headphones to block out loud sounds while others are also sensitive to anything on their heads and ears. With the number of jets flying over these schools and the university hourly would require the children to wear headphones all day long thus making learning impossible.

I do not have any of the disabilities listed above but I do know that the military planes flying low and loud over my home and business raise my blood pressure, disrupt my sleep and run my quality of life.

NO-6  
NO-3  
NO-36

You have to realize that it is not the daily average noise from one plane that will impact the community. It is the sudden loud bursts that last 4 – 10 seconds that affect our health. Also it is not just the planes but also the cumulative affect of noise that will damage our hearing.

NO-50

I suggest you read the research that has been done on noise and health. Europe is aware of it and has made many changes in their planes, military bases and communities.

Burden of Disease from Environmental Noise – World Health Organization (WHO)  
Noise Pollution Hard on Heart as Well as Ears – National Public Radio (NPR)

NO-6

Noise pollution is the second leading cause of ill health just under air pollution.

Sincerely,

*Kim Crooks*

Kim Crooks

A1181 BO

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



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- 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: Robert Wanda Dryden

Organization/Affiliation: \_\_\_\_\_

Address: \* \_\_\_\_\_

City, State, Zip Code: \_\_\_\_\_

Comments: I feel that this is going to bring many many jobs to families in Boise several 100's to the Valley so I feel a few of us need to look at the greater goal, that this will do for those families and Boise. I feel this will bring revenue to Boise in a good way.

GE-3

\*\*\*Please print – Additional space is provided on the back.\*\*\*

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



A1182 TU

A1182 TU

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Name: Catherine Fagan  
Organization/Affiliation: private citizen  
Address: [redacted]  
City, State, Zip Code: [redacted]

Comments:  
I do NOT support the establishment of a pilot training center for the F-35A (F-35 Lightning II) at Tucson International Airport. I have attended hearings regarding this issue and there are just too many concerns that remain outstanding. I am most concerned about the noise generated by these jets ("decible levels" mean little to me in practical terms) and the actual amount of time that they will be in the air in the Tucson vicinity. I fear that their presence here will dramatically and adversely effect the quality of life.

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of all Tucsonans and our tourists. While I believe our military deserves the best equipment money can buy (I do not complain about the tax dollars spent on these jets), the training must take place in a less populated area. I "vote" NO to F-35's in Tucson.

GE-1

GE-4

NO-50

NO-36

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



A1183 TU

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Name: David S. Gantz

Organization/Affiliation:

Address:\*

City, State, Zip Code:

Comments: I am opposed to the basing of F-35 aircraft at Tucson Intl Airport. Neither nor anyone I know wants to deal with fighting mess and even the best equipment many come back, it is one of the best uses of my last dollar to support our national defense. That being said, it makes no sense to me to operate these aircraft in an urban environment. The constant noise will denigrate the quality of life for tens of thousands of Tucsonians and the risk of a disasterous event is statistically small, but not acceptable with these and other viable basing alternatives.

GE-4

NO-37

NO-36

SA-1

GE-1

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



A1184 BO

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Name: Mr. & Mrs. Robert J. Pistey

Organization/Affiliation:

Address:\*

City, State, Zip Code:

Comments: We have lived on Sunjive Ave since 1976. At that time the airport administration said they were going to phase out the F-29's which they did. Since then we have had no problems and now their starting all over again.

We have young blind children who come to visit us and go to school in the affected areas. We believe the F-35A fighter jets would be an endangerment to all children in the area and everyone.

I'd like to see the Air Base would be a better place if they still feel they need to move to Lake. It is out in the desert with very few homes there if any.

EJ-2

GE-12

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

Final
June 2012

A1185 BO

[Redacted]  
March 2, 2012,

Mr. 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 Kim Fornof:

This is in reference to the F-35 program proposal for Boise Idaho.

"Not in my back yard," the famous refrain echoes. In my particular case the area designated *not suitable for residential use* would literally be in my back yard, separated by a chain link fence or two. I am very concerned that the Air Force would be considering a site that is a current commercial use airport enclosed by a residential city. If my back yard were an Air Force base or the desert land that surrounds many Air Force bases it would be fine. But to change the rules on Boise residents who purchased homes in a zoned residential area seems short sighted, when other candidate sites are strictly Air Force bases surrounded by residents who understood the circumstances of their residential purchases. Oddly, neighboring and very rural, Mountain Home Air Force base is not considered a primary site, yet would be used as an *alternate* choice. I certainly think the logic behind that is very odd.

SO-1

GE-1

GE-12

To ask residents to buy in to a project as long term and consequential as the F-35 program certainly requires a significant amount of buy in from the public, at least on the verge of 70% or more to be a jointly successful venture. Currently I don't feel the disclosure from the government is sincere enough to warrant that public buy in. Are real life flyovers scheduled for a week or more to simulate what conditions would be like? Have all homeowners who will be affected been contacted in person? NP-20

GE-2

Thank you for considering our request!

Sincerely,

Bret Seidenschwarz

A1186 TU

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



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Name: Wendy Kraeger

Organization/Affiliation: \_\_\_\_\_

Address: \* [Redacted]

City, State, Zip Code: [Redacted]

Comments: I am 100% for the Pilot Training center with the F-35A aircraft, or any other aircraft that will make america safer.

GE-3

\*\*\*Please print - Additional space is provided on the back.\*\*\*

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Mar-08-12 18:45

A1187 BO  
P.01

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



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Name: Cari & Ellen Collins

Organization/Affiliation: \_\_\_\_\_

Address: 1414 Sunrise Rim Rd.

City, State, Zip Code: Boise, Idaho 83705

Comments: We are very much opposed as we feel that it would  
hurt our schools, quality of life and also take our property  
values. This does not need to be located so close to most  
of the population in Boise. It is such a beautiful place  
to live and this would destroy it.

GE-4  
EJ-1  
NO-36  
SO-1  
GE-1

\*\*\*Please print - Additional space is provided on the back.\*\*\*

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Mar. 08 2012 11:48AM P2

A1188 LU

FROM :

FRY NO. :

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



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Name: JAMES PHILLIPS

Organization/Affiliation: RETIRED QUALITY ASSURANCE ENGINEER/QUALITY MANAGER

Address: \_\_\_\_\_

City, State, Zip Code: \_\_\_\_\_

Comments: I FULLY SUPPORT F-35A TRAINING AT LUKE AFB. THE SOUND  
OR THE VIBRATION IS THE SOUND OF FREEDOM AND PROSPERITY. IT  
ALSO IS A CONSTANT REMINDER THAT THE F-35A ARE PERFECTING THEIR  
SKILLS THAT THEY WILL NEED IF THE NEED ARISES.  
THE PEOPLE THAT COMPLAIN OR THE AGENTS FEEL THAT LUKE AFB WAS  
THERE LONG BEFORE THEY MOVED IN THE AREA AND SHOULD HAVE MOVED  
SOMEWHERE ELSE.  
LUKE AFB IS A GOOD NEIGHBOR THAT CONTRIBUTES GREATLY TO THE AREA  
ECONOMY.  
I HOPE YOUR DECISION IS MADE TO HAVE F-35A TRAINING AT LUKE AFB.  
"FREEDOM IS NOT FREE"

GE-3

\*\*\*Please print - Additional space is provided on the back.\*\*\*

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**A1189 BO**

March 14, 2012

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

Re: F-35 Proposal / Gowen Field, Boise, ID

Dear Mr. Martin:

We strongly oppose the plan to bring F-35 fighter jets to Boise's Gowen Field. The Environmental Impact Statement related to that issue clearly makes imposing these jets on a metropolitan area unconscionable. GE-1

Sincerely,



Noah and Janet Carter  
 Boise, ID

**A1190 BO**

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



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Name: Judy Bloom  
 Organization/Affiliation: \_\_\_\_\_  
 Address:\* \_\_\_\_\_  
 City, State, Zip Code: \_\_\_\_\_

Comments: I agree with all of these points ➔

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-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-38

\*\*\*Please print – Additional space is provided on the back\*\*\*

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**Final**  
**June 2012**

A1190 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-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-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

I have concerns especially concerning health issues: noise + hearing loss, air pollution given winter inversions. Also concerning is the noise levels for not only residents close to the airport but also in the parks Cassia + Smayfield that I like to walk. There will no longer be quiet places to enjoy our mornings.

- Judy Blom

A1191 LU

NO F-35!

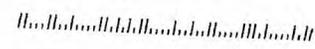
TUCSON AZ 857

2 PM 1 L



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!**  
[tucsononforward.com](http://tucsononforward.com)



For the Rights of our child citizens who deserve healthy brain and hearing and emotional development. EJ-2

For the Rights of our communities which deserve to live and gather, learn and worship safely & w/o interruption. NO-36

For the rights of workers who deserve safe & healthy working environments. NO-44

For the rights of the environment & safe air. **NO F-35's** GE-4

*Lindsey Peterson*

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



A1192 BO

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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  
 Fax: 210-652-5649  
 Email: [aetc.a7cp.inbox@us.af.mil](mailto:aetc.a7cp.inbox@us.af.mil)

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Name: Aaron Boehner & A. William Boehner

Organization/Affiliation: RETIRED

Address: \*[REDACTED]

City, State, Zip Code: [REDACTED]

Comments: I OPPOSE BASING AN F-35A TRAINING UNIT AT THE BOISE AIRPORT (BOI). AS A VETERAN (VIETNAM CONFLICT) I FEEL THERE ARE MORE REMOTE BASES TO CONDUCT TRAINING THAT WILL NOT HAVE AN ADVERSE IMPACT ON THE PEOPLE ~~AND~~ LIVING UNDER THE AIRSPACE THAT WILL BE USED BY THE PLANE. THE NOISE FROM THESE AIRCRAFT WILL DISRUPT THE LIVES OF MANY PEOPLE.

GE-4

GE-1

NO-11

A. William Boehner  
14 MARCH 2012

\*\*\*Please print – Additional space is provided on the back.\*\*\*

Visit [www.F-35ATrainingEIS.com](http://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)**



A1193 BO

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Name: J. M. PICKETT

Organization/Affiliation: \_\_\_\_\_

Address: \* \_\_\_\_\_

City, State, Zip Code: BOISE ID [REDACTED]

Comments: I FEEL THAT THE DRAFT EIS IS MISSING SOME VERY IMPORTANT DATA, AND NEEDS WORK BEFORE IT CAN BE USED AS A BASIS OF THE FINAL EIS.

NP-13

NO-4

AQ-1

- THERE ARE NO DEFINITIVE LOUDNESS BOUNDARY MAPS, STUDIES, OR LEVELS PUBLISHED FOR THE F-35S.
- THE F35S WILL RELEASE MANY POLLUTANTS INTO THE AREA AROUND THE AIRPORT. THE BOISE AREA CURRENTLY STRUGGLES WITH MAINTAINING AIR QUALITY STANDARDS, ESPECIALLY IN THE SUMMER MONTHS. DISPERSION AIR QUALITY MODELING SHOULD BE INCLUDED IN THE FINAL EIS TO SHOW IMPACTS ON THE HEALTH OF RESIDENTS.

\*\*\*Please print – Additional space is provided on the back.\*\*\*

Visit [www.F-35ATrainingEIS.com](http://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.

A1193 BO

o A TRIAL RUN OF F35'S SHOULD BE DEMONSTRATED IN BOISE. THIS SHOULD BE AS CLOSE TO REAL TRAINING SCENARIOS AS POSSIBLE, WITH TAKE OFFS AND LANDINGS AT NIGHT ~~FROM~~ BOTH APPROACH RATCHS. THIS WOULD ALLOW RESIDENT WITH AND AROUND THE CURRENT "NOT SUITABLE FOR RESIDENTIAL USE" AREA TO EXPERIENCE THE EFFECT OF THESE TRAINING EVENTS.

GE-2

o SPECIFIC NOISE MODELING SHOULD BE PERFORMED AT THE 13 DAY CARE CENTERS AND 4 SCHOOLS NEAR THE AIRPORT. WHAT MITIGATIONS ARE PLANNED TO AVOID ~~WOMEN~~ IMPACTS TO THE LEARNING ENVIRONMENTS AT THESE SENSITIVE SITES.

EJ-1

A1194 TU

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



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Name: ANNE & JEFFREY GARTNER

Organization/Affiliation: RETIRED MILITARY - US NAVY

Address: [REDACTED]

City, State, Zip Code: [REDACTED]

Comments: we strongly support the F35A being brought to Tucson AZ. It will be good for the economy, and the city of Tucson. The military component in the area is very essential for the security of the area + the nation!

GE-3

\*\*\*Please print - Additional space is provided on the back.\*\*\*

Visit [www.F-35ATrainingEIS.com](http://www.F-35ATrainingEIS.com) for project information or to download a copy of the Draft EIS.

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



A1195 BO

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Name: Steve Toranzo

Organization/Affiliation: \_\_\_\_\_

Address: \_\_\_\_\_

City, State, Zip Code: \_\_\_\_\_

Comments: Our family is opposed to the Air Force F-35A Training Base proposal. We live approx. 1/2 mile from the Base Air Terminal & in the

major impact area for excessive sound, negative

impact on property values, sleep interruptions.

We also feel this base will negatively impact businesses

+ our schools with the excessive noise (hotels, golf courses,

restaurants, RV Parks). Please include this & lost property

values in the EIS Final Report

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

If this moves ahead I'd like to see a 3rd runway

1/2 miles south of the existing runway & full compensation

for homes in the areas designated "Not Suitable

for residential use" per OSHA & FAA regulations

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\*\*\*Please print - Additional space is provided on the back.\*\*\*

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A1196 TU

March 12, 2012

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

RE: Draft EIS on the F-35A

Dear Mr. Martin and Ms. Fornof:

Thank you for the opportunity to comment on the Draft EIS for the proposed F-35A in Tucson, Arizona.

I am against basing any F-35A jets at the TIA Air Guard Station in Tucson, Arizona, and I am against these jets flying to and from the Davis Monthan Air Force Base, also in Tucson, Arizona.

I live in one of the closest areas, Barrio Centro, just northwest of DM AFB where planes take off and land close to my home. The planes at this time fly over my home on take-off and landing, and they are extremely noisy and the vibrations I believe have already done damage to my home even without this F-35A.

I believe that a great majority of people surrounding both TIA AGS and DM AFB are minority and lower-income populations, and would significantly be affected. And because there are so many Hispanic people in Tucson, you should also provide information in Spanish, which up to this point, you have not done in writing.

I would like to know specifically what kind of damage you know that an F-35A will do if you were to base them here, and what measures does the Air Force have in place for this.

Sound Proofing proposals for the future is not acceptable, as there is no guarantee of this happening, and even if it did, that only helps somewhat on buildings, but what about our way of life, quality of life, health, going outside, enjoying our weather, etc.

**Final**  
**June 2012**

GE-4

NO-1

SO-1

NO-3

EJ-1

SO-18

SO-1

DO-35

SO-11

GE-4

NO-8

EJ-4

EJ-5

NO-20

NO-20

NO-36

NO-6

NO-18

A1196 TU

I understand that the current planes we have are A-10's and F-16's, and on occasion we have other noisier planes such as the F-18 and Harriers, and other noisy planes. Recently we heard the noise of the F-22 from DM AFB which was here for a special training, the noise of this particular plane was really unbearable. These planes are already too much for our area of town, and to think that an F-35A will be twice as loud or louder, depending on the height where they are flying, and where they take off and land, is unimaginable. It would be unthinkable to even imagine what kind of damage an F-35A would do in my area of town, and in the TIA Air Guard Station area of town.

NO-8

NO-1

I strongly encourage you to take into consideration the enormous amount of people (a million) that live in Tucson and the surrounding areas, especially in mid-town and in the south end of Tucson. Both TIA Air Guard Station and DM AFB have too many residences, etc. already. The damage that this F-35A would cause to not only homes and their property values, but to people (young, old, middle-aged, retired, disabled, outside workers, etc.), schools, churches, tourism, outside enjoyment, ballgames, outside events, etc. is far too enormous for our city. We have wonderful weather here and people enjoy having their windows and doors open, and enjoying their yards and parks, and attending outside events. These kinds of activities would not be possible with the F-35A flying over Tucson, Arizona.

NO-37

SO-1  
SO-7  
EI-1  
LU-3

I would strongly encourage you to base this F-35A away from populated areas. Even though training is necessary somewhere, Tucson, Arizona is not the right place for it.

GE-1

Thank you for your consideration. I would like to request a copy of the Final EIS or any future information you have for the public.

NP-7

Sincerely,

Norberta Santiago

A1197 TU

March 1st, 2012

Mr. David Martin, Air force Contractor  
HQ AETC/A7CPP  
266 F St. West, Bldg 901  
Randolph AFB, TX 78150-4319.  
re F-35.

I write to say again that the DEIS (re the AF strike fighter jet F-35) appears to be incomplete, and unready for public input.

NP-13

I gave oral testimony at the AF's public hearings in Tucson - one on Ash Wednesday in a hotel near Tucson's International Airport; the other the next evening at Tucson's Jewish Community Center.

NP-28

At both hearings, I stated that in my view the DEIS had MANY aspects still to study - and the F-35 jet (still unfinished) could therefore NOT be commented on. Health effects of the F35 jet fuel, noise - as yet UNstudied by the USAF, in the DEIS. I also recommended that studies of PILOT PSYCHOLOGY, and pilot skills/training, be added to the subjects the DEIS should investigate.

NP-13

SA-9  
NO-1

GE-24

The DEIS' other deficiencies are well documented to you, by my neighbors who criticize the DEIS and with me, ask for a major delay whilst a NEW DEIS is done.

NP-13

Final  
June 2012

A1198 TU

March 14, 2012

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

RE: Draft EIS on the F-35A  
I oppose basing this jet in Tucson, AZ

Dear Mr. Martin and Ms. Fornof:

I met you both at the two public meetings held in Tucson, Arizona. I appreciate your professionalism and patience in this very difficult process. I enjoyed meeting and speaking with both of you.

After reading this letter, it is long, but I hope you read it because it is important to hear someone who is very concerned.

If you will remember, I spoke at both public meetings. I am very passionate about this issue, as you saw, because I am already affected by the planes that fly directly over my home and neighborhood since we are in the direct flight path of Davis-Monthan Air Force Base.

NO-8

Even though this D-EIS is for comments regarding different alternatives for the Air Guard Station at the Tucson International Airport, this issue also affects DM AFB, and this D-EIS does not sufficiently address the impacts of planes going and coming from the Air Guard Station to DM AFB.

DO-30

I also think that this D-EIS does not go far enough in addressing the impacts on the neighborhoods that will be affected by the planes going and coming from the Air Guard Station over both locations, the AGS and DM AFB. The cumulative affects to both areas will be devastating to our city if any F-35's are based here, not to mention the impacts it will have on all of Tucson. Even if one F-35 was to fly over us would be too much, what about the numbers that you are considering.

NO-1

A1198 TU

As it is we have F-16's flying over us a lot and they fly one and a few seconds later they fly another one. And this is on-going, and the noise and vibrations and anxiety that we feel is too much.

NO-8

Those that argue that it will be good for the economy in bringing jobs, are not looking at the devastation that it will bring to particularly two areas of the city, which will be a far greater devastation to many more people than the jobs that it will ever bring. And then that devastation will take its toll on the rest of the city and those that think it is all about jobs. Remember this is not just about jobs or planes, this is the Air Force trying to do its job, but we are here to give our comments one way or the other, which we are grateful to this country that we still have that right.

And by the way, I have lived in Tucson since 1965, and my family used to send me and my brother to Tucson to visit my Aunt in the summer for two weeks every year as a youngster in the 1950's, I have always loved Tucson. I attended high school here and I attended the University of Arizona, and I worked at the University of Arizona my entire life. I am now a senior citizen, and if I knew then what I know now, oh my goodness!

My current home is located just northwest of DM-AFB, and it is directly under the flight path. I purchased my home in 1987. In fact, my home is in the Julia Keen Neighborhood, my home is usually the first one that planes fly over when taking off from DM AFB, and the last home they fly over when the planes come in to land into DM AFB. Therefore, the planes are flying very low over my house because they are ready to land or to take-off. When I moved here, I was not aware of the flight path, I was offered an opportunity to buy this home when the owner died, and her son asked if I would buy the house; his mother was a friend of mine. I never thought that I would be able to afford a house, but it worked out. It is a very nice home. And if I could afford it, I would move, but where would I move to, and I shouldn't be forced to more and leave my friends and family that are close to me just because of the planes.

The thunderous noise, and the vibrations of planes that are here already is incredibly disturbing. I have been told that some of these

NO-8

A1198 TU

planes may be flying as low as 500 feet above my home. These planes have already damaged my home, the ground under my home, my neighborhood, and my health. The noise, etc. has increased throughout the years. They don't fly that low in the rest of the city.

NO-8  
cont'd

I live about one block east of the elementary school that was closed in 2004, the Julia Keen Elementary School. Even though this is not what this particular D-EIS is about, this is exactly what happens when you fly planes in a neighborhood where a school exists, and you are told that "we want your in-put, your comments," even when they wanted to close our school. And at that time, we asked what in-put do you want, what are you doing. We were told that they wanted to close the school, and of course we did not want the school closed, and we were frustrated because they were not telling us anything in order for us to give them in-put. So we were told they want to close the school and they want our in-put. So of course we said we don't want the school to close. They tell us that they want to close the school because of the danger to the students (600 of them). Now here we are in 2012, with an estimated 1700 homes in just the Julia Keen Neighborhood area, and we have no public school.

So now again, you want our comments, and you don't have factual information for us, and we are trying our best to make comments, and we are really left hanging by most of our politicians who are supposed to be protecting the residents.

We are a neighborhood that is centrally located to many important places in Tucson. We are close to DM AFB, the Tucson International Airport, the University of Arizona, downtown, malls, businesses, retail stores, restaurants, and Reid Park, we also have close access to the freeway. People have lived in this area for many, many years, and we have generations of families that have lived here, and come back to live here when they grow up. We like this neighborhood and the families and friends that we have known for many years.

The noise, and vibrations, and fear of danger of the planes that fly over us at present is disturbing, and we believe that the planes have already done damage in this area. We recognize the different sounds of different planes, we may not know one plane from another, but recently I have become aware of what some of these planes are.

NO-8

A1198 TU

A couple of weeks ago, DM AFB had many pilots and planes come in to be certified in order to be allowed to perform at air shows all over the country, this was called the Heritage Flight Training and Certification Course. Well yes, everybody likes to see planes flying, especially ones you don't normally see, but this took place on a Friday, Saturday, and Sunday. And it was quite noisy. The worst day was Sunday, I did not know what kind of plane had gone over us, but it was around 11:00 a.m. to 12:00 noon, when some plane went over my home, and we heard a noise on top of our roof that sounded like somebody had dumped an ARMY TANK on top of our roof. It shook the entire roof, and the roof creaked, and it creaked all day for two days. My neighbor felt the same thing, we live in town homes, there are four town homes connected to each other, and we face DM AFB. My neighbor ran outside to see what had happened, and car alarms were going off all over. We did not know what had happened. I thought at first that it was a sonic boom.

NO-8

It wasn't until I went to a meeting the following day, on Monday, which was the MCRC Operations Sub-Committee Meeting, that I was told what it probably was. I relayed this story to the Air Force representatives, and they told me that it was probably an F-22. I asked why would we have experience that awful sound on top of our roof, it was so forceful, I actually thought that the roof was going to cave in. They explained something about the plane flying at a certain low height over my home, and something about the air pressure or something like that, and that is why I felt that on my roof. And they said that is about what the F-35 will sound like. Other people at the meeting snickered, saying that the F-35 will be even louder. Most people don't know one plane from another, we only experience the noise and vibrations, and damage to our homes and to ourselves, but in the last two years I have been learning about some of the kinds of planes that come in.

And if an F-35 will be as destructive and loud as this F-22 was or even more, that is totally, totally unacceptable, and unthinkable that this kind of plane would be considered to fly in a city that is as populated as Tucson, Arizona, and that has so many homes,

NO-1

A1198 TU

schools, businesses, churches, parks and people in general around both Bases. And keep in mind that they don't just fly in and out of the Bases, they also circle all over the City. I can't even imagine any city suitable for the F-35 to fly over in order to train pilots.

NO-1

I can go on and on, but I think I have made my point. The D-EIS is very flawed, it is not complete, it does not give us real-life facts, it does not address the cumulative impacts on both sides of Tucson and it does not address anything that the Air Force would do to try to help the people affected. And our County and City officials, except for a couple of them, don't seem to care about The People that are affected, or maybe they know something that we don't know. Who knows?

NP-13

NO-20

Yes, the two Bases are important, but when you have so much encroachment around both of them, and so many homes, schools, businesses, etc. around them also, I really think that the Air Force and the City need to do something to alleviate the burden on the impacted residents. Nobody wants to see these Bases close, but I think that with the problems that you face in this city, you need to think about different kinds of missions for these two Bases. You cannot keep flying noisier and unsafe planes over us anymore.

Like it or not, when push comes to shove, something has to give. Either the Air Force has to go elsewhere unless they change what they are doing, or the City and the Air Force need to figure out a way to help the very people who are closest to the two Bases and do the most fair thing possible, and I mean fair, in order to keep the Bases here.

I know that it is not just us that live close to the Bases that are complaining about the noise. I have heard people all over the city say that the noise bothers them, and that they are afraid. Some people say these people are just cry babies that complain about the noise. They are not. Those people don't live here and don't know what we endure. We have real concerns, not only for our homes, but for our health, our children, our community, the environment, the air, the land, and the sea (oh, I forgot we don't have a sea here), and many other reasons. Sorry, but I had to add a funny note here.

NO-6  
EJ-2  
AQ-1

A1198 TU

Anyway, I know I have rambled on and on, but I think that any reasonable person can see that an F-35 does not belong in Tucson, and many of the other planes that fly here now also do not belong in Tucson. This F-35 that has had so many problems in development and is so expensive (my goodness, billions of dollars, and our country is broke) what are you thinking? Does anyone have any common sense anymore? With all the great people and technology that we have in this country, you would think that someone could up with a better solution.

GE-1

DO-5

The F-35 belongs out in the desert, away from populations. It definitely does not belong in Tucson, Arizona.

Please send me the final EIS and any information for the public in the future. Thank you.

Thank you for hearing my ramblings. Good luck to you and to us all, and God bless America. Because -- my goodness gracious folks!

Sincerely,



Rita B. Omelas



cc: Secretary of the Air Force  
Congressman Raul Grijalva  
Tucson Mayor and Council  
Pima County Board of Supervisors  
Sunnyside Unified School District Governing Board  
Arizona Daily Star Newspaper

A1199 TU

Anita W. Scales



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

Attn: David Martin and Kim Fornof

I live in Central Tucson and near the University of Arizona. I am responding to the invitation for public input into the DEIS regarding the replacement of the Air National Guard F-16s with the F-35 at Tucson International Airport.

The cumulative impact of noise and vibration to a wide swath of Tucson is yet unknown, but it bodes ill for businesses and residents alike. This statement is based on actual experience over the years to the increasing noise and vibration affecting areas around Davis Monthan Air Base. The F-35 impact would be far greater than what has been experienced to date.

NO-1

There are many businesses and industries near the presumed affected areas around TIA that focus on technology and manufacturing. Significant increase in vibration to precision welding, manufacturing of detonators and chemical storage containers could present a potentially expensive, hazardous, or even catastrophic outcome to a large population.

NO-61

The DEIS document fails the public in its disingenuousness. We are in a situation similar to a child playing Blindman's Bluff, who is blindfolded and gropes around attempting to touch the other players without being able to see them, while the other players scatter and try to avoid the person who is "it". We have been presented with an incomplete document and are being asked for input, but the "facts" we seek have scattered and are hiding.

NP-13

Sincerely yours,

Anita W. Scales

A1200 TU

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



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Name: Sharm Danaher Henry

Organization/Affiliation: retired

Address: [Redacted]

City, State, Zip Code: [Redacted]

Comments: I am an almost 40 year resident of Tucson. In that time I have gone from seeing operations of the H2 planes to seeing & hearing West Hoop & F-16s fly over. I LOVE the sounds of freedom & good training of the pilots. I would love the F-35s in Tucson's O-1

- 1) great climate for training - Tucson & Barry Goldwater range - no dust storms & hurricanes as in Phoenix
- 2) it will bring badly needed construction jobs
- 3) improves the future of Tucson's aerospace industry that we advertise.
- 4) provides secure jobs for several hundred air men & their families.
- 5) There is an increase in the economy due to more personal & out of country pilots

GE-3

\*\*\*Please print - Additional space is provided on the back.\*\*\*  
Visit [www.F-35ATrainingEIS.com](http://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

9/

A1200 TU

The AZANG - 162<sup>nd</sup> - has many times  
over provided level of air safety +  
superb pilot instruction  
7) This is an air force town!  
Thank you,

GE-3

Sharon Davalos Henry  
[Redacted]

A1201 TU

March 12, 2012

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

RE: Draft EIS on the F-35A

Dear Mr. and Ms. Fornof:

I want to comment on the Draft EIS for the proposed F-35A in  
Tucson, Arizona.

I am a senior citizen in my 90's. I am in fairly good health for my age,  
and I have a very nice home in the Broadmore/Broadway Village  
neighborhood. I have a very large family and we enjoy getting  
together at my home for birthday parties and holidays and other  
celebrations and visits. I have a very nice backyard where we love to  
entertain.

Since I am in the direct flight path of Davis Monthan Air Force Base,  
the planes over the years have increased and have gotten louder and  
louder. At this point, we cannot possibly endure any more increase in  
the noise and danger of the planes that fly over us. Because of our  
great weather, we are accustomed to having our doors and windows  
open much of the year, and the noise of the current planes at times  
makes it impossible to do this.

NO-8

I understand that these F-35's are looking to be based somewhere,  
and you are looking at the Air National Guard at the Tucson  
International Airport, but they would also fly over to the Davis  
Monthan Air Force Base. Your EIS does not address sufficient  
information as to the exact flight paths and number of flights that  
would affect this area of town near DM AFB.

DO-30

I object strongly to the basing of any F-35's at the Air National Guard,  
and of course any flights into DM AFB. I am concerned primarily for

GE-4

Final  
June 2012

A1201 TU

my children, grandchildren, and great grandchildren, and for all the residents of Tucson.

As it is, we cannot carry on conversations at home, in our yards, on the phone when planes fly over us. They interrupt our television programs, we can't hear what is being said either on shows, ball games, the news, and special news reports. The noise is so loud that sometimes I can't even go out to get my mail because a plane is coming over and it is too loud to go outside, and I have to wait until it passes before I go get my mail. These may seem like trivial things to you, when you are trying to train pilots in planes to protect our country, but they are very bothersome on a daily basis.

NO-8

I would suggest that when you do have these planes ready to fly, that you base them in areas that are far away from populated cities. I understand that you are spending a tremendous amount of money in building these planes and trying to perfect them; with the economy the way it is, why do you continue to spend this enormous amount of money. It sounds like it will be years before you can perfect these planes, yet you want our comments. I really believe this is premature of you. I cannot imagine that you would subject our people in this country to endure the level of noise and danger that you seem to indicate in your Draft EIS, yet you do not go far enough into the reality of the problems it will create for Tucson.

GE-1

DO-5

NP-13

I oppose you basing any F-35's in any part of Tucson, Arizona. Thank you for your time.

Sincerely,

*Lydia Lopez*

Lydia Lopez



A1202 BO

### 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: *Joyce Harvey-Morgan*

Organization/Affiliation: \_\_\_\_\_

Address: \* \_\_\_\_\_

City, State, Zip Code: \_\_\_\_\_

Comments:

*Must consider -*

- Noise impact on general citizen - plan for F-35A's is unacceptable - will seriously negatively affect quality of life in the valley*
- Must do more sophisticated studies on noise impact for nearby residents*
- Must do ~~see~~ studies on negative economic impact*
- Must do studies on necessary relocation of nearby residents and ~~economic financial reimbursement to them~~*

Visit [www.F-35ATrainingEIS.com](http://www.F-35ATrainingEIS.com) for project information and to download a copy of this comment form.

- Must do studies on impact of children hearing, impact on hearing, psychological well-being in nearby schools & day care centers*
- Must do studies on impact on wildlife - Northville & Blacks River & ...*

NO-1  
NO-36

NO-4

SO-23

SO-3  
SO-11

EJ-2

BI-5

A1202 BO

BI-5  
cont'd

*life considers 7 15 year period. Precision  
wildlife will be affected, yes, even  
in the urban area.*

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



A1203 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 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

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.

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Name: Barbara Kuelbs  
Organization/Affiliation: Tucson Resident, US citizen  
Address: \*  
City, State, Zip Code: \*

Comments: *Please note the enclosed article from the  
Az Daily Star dated 2/28/12 regarding the  
new elephants recently installed at the Reid  
Park Zoo as the first of a new breeding herd  
(for which they have built an enlarged new  
9.7 million habitat). This zoo has been an important  
asset a public attraction/educational resource in  
Tucson for over 45 years, and is located in the central  
community of Tucson, directly under the  
jet's flight path. The current noise causes enough  
disturbance to elicit the reaction of distress  
noted in the article; I can't imagine the  
reaction to an F-35! They <sup>may</sup> have to*

\*\*\*Please print - Additional space is provided on the back.\*\*\*  
Visit [www.F-35ATrainingEIS.com](http://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

AI203 TU

A4 • FROM THE FRONT PAGE

Tuesday, February 28, 2012 / ARIZONA DAILY STAR

# ELEPHANTS

Continued from Page A1

headed to the San Diego Zoo after the mayor last month brokered a deal intended to end controversy over an earlier plan to send Connie, the Asian elephant, to San Diego and keep Shaba, the African, here in Tucson to mingle with the new herd. The zoo said it was responding to accreditation requirements to refrain from mingling separate species, although that also meant severing a tie of nearly 30 years between the two elephants.

Instead, the two will remain together but will go to San Diego, which officials say is better equipped to deal with geriatric elephants.

Zoo officials don't have a date for their exodus yet, but it will likely be soon.

Zoo spokeswoman Vivian VanPeenen said the move hinges on how the two progress with training designed to boost their comfort levels with the crates that will take them on their 10-hour journey to the San Diego Zoo. They've been in public training sessions for weeks.

The two new elephants look decidedly different from the current residents.

Connie and Shaba are each about 8,000 pounds. Mabu weighs 10,500 pounds. Lungile is a rather petite 4,800.

Both were wild-caught and saved from a cull in Swaziland to



Some of the zoo staff and a few others got a look at the two new elephants Monday, as they were released into the new elephant area. The \$9.7 million exhibit, a year in the making, is expected to open in late March. The zoo should have the remaining members of the new breeding herd by then.

BENJIE SANDERS / ARIZONA DAILY STAR

deal with overpopulation. They were transported to San Diego in 2003.

Their San Diego trainers are in Tucson, making sure the transition goes smoothly.

"It's taken a tremendous amount of time, and it's been extremely exciting to see it become reality," VanPeenen said as she watched the two venture into the new enclosure, which took one year to build and was a decade in planning. The new enclosure is

three acres, while Connie and Shaba's existing space is one-third of an acre.

The two seemed curious, beginning to graze in the new grass. The ears-out, trunk-up stance of excitement or distress only happened briefly when a jet flew overhead.

The new elephants will not meet Connie and Shaba.

VanPeenen said Connie and Shaba will get more space and will have the opportunity to mingle with new elephants at their new

home. Tracy Toland, one of the primary critics of the original plan to split up Connie and Shaba, called the news of the new arrivals "bittersweet."

On the one hand, she said, she's glad that at least there's a chance the Tucson elephants will remain together, and said she hopes San Diego will honor Tucson's intent.

On the other, she said, she feels bad for the new elephants, since the zoo will breed them and their

families will likely be split at some point in the future. "I think the community needs to look at the bigger issue and that is: Do elephants belong in captivity and should we be trying to breed them here if it means keeping splitting them up? It's a vicious cycle."

VanPeenen said Tucson is the first zoo to receive an established breeding group from another zoo.

Contact reporter Rhonda Bodfield at rbodfield@azstarnet.com or 573-4243.

AI203 TU

BI-5 cont'd

NO-37

NO-18

tranquilize all of the animals, and many of the residents) to entuse it!  
It makes no sense to install a fleet of these outrageous machines so close to a metropolis of a million people (+ animals) who enjoy the outdoor environment & life style that our fair weather is perfectly suited for. Any accurate environmental impact study should reveal the gross misconduct of placing this "mission" here.

let's encourage solar industry and development a quieter & cleaner, peaceful & sustainable energy future!  
(Not to mention safety...)

Thank you for your attention to this concern, and all of your efforts to work towards a reasonable and effective resolution.

Sincerely,  
Bibi Kuebler

B- I live in close proximity to the zoo, and have resided in Tucson for over 30 years. I am recently retired, and look forward to enjoying the many wonderful cultural and outdoor/natural wonders our community has to offer (after all, tourism is huge here!). This will surely not be the case if the F-35's come in to the 'picture' here.

NO-18

A1204 LU




## 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 Fornot  
 HQ AETC/A7CPP  
 266 F Street West, Bldg. 901  
 Randolph AFB, TX 78150-4319  
 Fax: 210-652-5649  
 Email: [aetca7cp.inbox@us.af.mil](mailto: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.**

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Name: Billy Woods

Organization/Affiliation: self

Address: [REDACTED]

City, State, Zip Code: [REDACTED]

Comments: [REDACTED]

Comments are on  
back of this  
Sheet  
See over →

\*\*\*Please print - Additional space is provided on the back.\*\*\*

Visit [www.F-35ATrainingEIS.com](http://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.

A1204 LU

### LUKE F35 MEETING 2-13-2012

THE PURPOSE OF THIS MEETING WAS ADVERTISED AS A PLACE FOR MEMBERS OF THE COMMUNITY SURROUNDING LUKE AIRBASE, TO FIND ANSWERS TO ANY QUESTIONS THEY MAY HAVE CONCERNING THE ENVIRONMENTAL IMPACT STATEMENT THAT HAD JUST BEEN RELEASED.

A STACKED AND RATHER HOSTILE AUDIENCE OF SOME 500-PLUS PEOPLE, CONSISTING MOSTLY OF ACTIVE OR RETIRED MILITARY, CAME WITH A CLOSED MIND TOWARD ANY SERIOUS QUESTIONS ABOUT THE IMPACT ON THE COMMUNITIES OVER WHICH THE F35'S WILL BE TRAINING. THE RATIO OF THOSE VOICING SUPPORT OF BRINGING F35'S TO LUKE AIRBASE, TO THOSE SEEKING ANSWERS TO QUESTIONS, WAS ABOUT 500+ TO 3.

MOST OF THE TIME WAS TAKEN UP BY STATE AND LOCAL POLITICAL LEADERS SPEAKING ABOUT THE ECONOMIC BENEFITS TO THE COMMUNITY AND STATE, RATHER THAN THE ENVIRONMENT, WHICH WAS SUPPOSED TO BE THE PURPOSE OF THE MEETING. WHEN THE DIRECTION THE MEETING WAS HEADED BECAME APPARENT, SEVERAL WHO EARLIER HAD QUESTIONS OR COMMENTS TO MAKE LEFT THE ROOM WITHOUT SPEAKING.

THERE ARE MANY ACRES OF EDIBLE FOODS BEING GROWN BENEATH TAKE-OFF AND LANDING AREAS...WHAT IS COMING OUT OF THE F35'S EXHAUST...WHAT IMPACT WILL IT HAVE ON SOIL, WATER AND FOOD... ARE THERE POTENTIAL HEALTH CONCERNS AS A RESULT OF THAT AS WELL AS HEARING PROBLEMS FROM THE INCREASED NOISE LEVELS AS MENTIONED ON PAGE LU 214 AND CHARTS IN THE EIS? IN SEVERAL INSTANCES THE EIS INDICATES THE MORE POWERFUL F35 IS ENVIRONMENTALLY EQUAL TO THE F16 IT REPLACES. THAT DOES NOT SOUND LOGICAL.

I WAS TOLD BY ONE OF THE HEAD ENVIRONMENTAL PERSONNEL AT THE MEETING, THAT THE EXHAUST WAS NO DIFFERENT THAN THAT COMING OUT OF AN AUTOMOBILE AND IN STUDIES, AT 3000 FEET IT WOULD MIX WITH THE AIR AND BE NO PROBLEM ...EVER. THIS APPARENTLY WAS BASED ON COMPUTER STUDIES, NOT REALITY.

MY CONCERN ABOUT HEALTH ISSUES IS A RESULT OF LEARNING ABOUT RESEARCH DONE IN THE PAST. THESE STUDIES, INCLUDING THOSE BY THE U.S. MILITARY, THE NEVADA BASE, AND OTHERS, SHOWED THAT AMONG OTHER ISSUES, TUNGSTON RESULTING FROM THE USE OF JET FUEL MAY HAVE BEEN RESPONSIBLE FOR INCREASED LEUKEMIA IN CHILDREN LIVING NEAR AIRBASES.

MY PROPERTY IS LOCATED IN AN AREA WHERE THE JETS MAKE THEIR TURNS AND INCREASE THEIR POWER TO GAIN ALTITUDE.

1. ONE CONCERN FOR ME IS RUN-OFF RAINWATER I COLLECT FROM THE ROOF OF MY GREENHOUSE WHICH I USE ON STARTER PLANTS. WHEN POURING RAINWATER TO USE FOR WATERING, A LARGE AMOUNT OF FOAM BUBBLES UP ON THE SURFACE. I HAVE A FEW GALLONS OF COLLECTED SAMPLE RAINWATER THAT COULD BE TESTED.
2. I HAVE TREE TRUNK SEGMENTS FROM A FELLED TREE ON MY PROPERTY THAT HAS 60 TREE RINGS WHICH COULD BE TESTED.
3. ACROSS THE STREET FROM ME THERE IS A LARGE ACREAGE OF LAND THAT HAS BEEN UNUSED DURING THE 24 YEARS I HAVE LIVED HERE, AND FROM WHICH SOIL SAMPLES COULD DETERMINE IF THERE ARE POLLUTANTS THAT MIGHT BE HARMFUL TO HUMANS. SOIL SAMPLES SHOULD HAVE BEEN INCLUDED IN THE EIS.

THE ABOVE CONCERNS ARE A RESULT OF INFORMATION GATHERED FROM THE USE OF F16s OVER SEVERAL YEARS. SINCE NO F35's HAVE YET BEEN FLOWN OUT OF LUKE, MY CONCERN IS ABOUT F35's IMPACT ON THE ENVIRONMENT.

Billy Woods     march 6 - 2012

NP-5

SW-1  
NO-6

AQ-4

SA-9

SW-1

Final  
 June 2012

A1205 LU

Feb 26, 2012

To David + Kim,

We are long time residents of Arizona - moving from Tucson to the West-side of Phoenix in 1960.

We are proud to have Luke Air Base in our community. We love + need them. They support our economy and make us feel safe and protected. The noise is not a problem, considering all the benefits.

GE-3

"Keep them boys flying!"

Jacqueline + Clarence  
Hobgreh

A1206 TU

Harold Johnson

February 29, 2012

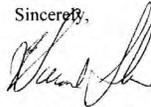
David Martin  
Air Force Contractor  
266 F Street, Bldg 901  
Randolph AFB, TX 78150-4319

Dear Mr. Martin:

After reading the draft EIS for the Tucson area I am still 100% against the F-35A training/basing taking place in our community. All the measurements and data show it to be twice as loud as planes already here and they create too much noise and air pollution. The reality is the F-35A aircraft will create an excessive amount of sound and air pollution for the Tucson area. Tucson is a beautiful community with excellent outdoor weather and lots of outdoor recreation which makes our area a tourist destination and helps to make our economy. Place the training/ basing station in another location, don't ruin Tucson.

GE-4  
NO-1  
AQ-1  
SO-7  
GE-1

Sincerely,



Harold Johnson

A1207 HO

**Lynn Post**  
[REDACTED]  
[REDACTED]

5 March 2012

**David Martin  
HQAETC/A7CP  
266 F street West Building 901  
Randolph FFB TX 78150-4319**

**REF: F-35A Holloman Air Force Base**

Dear Sir,

I refer you to the National Environment Policy Act we have a responsibility of each generation as trustee of the environment for succeeding generations. Assure for all Americans safe healthful productive and aesthetically and culturally pleasing surroundings. When one of the flares and live munitions that the F-35A carries cause a forest fire because someone is careless what is the response time to put the fire out? What is the estimate of expense to fight the fire? How much compensation is there for resident's loss due to a flare caused fire? These are questions I must ask for future generations so that they can enjoy the miracles of nature.

SA-24

SO-8

What studies have you completed regarding health risk to the public due to the noise that the aircraft cause? What impact does it have on the wildlife population and there reproduction? We have an obligation to preserve healthy wildlife and pristine mountain areas for future generations.

NO-6  
BI-5

These are very real concerns. If you can guarantee that the F-35 aircraft will only fly over White Sands the safety for the public, property and wild life will be safe from the above dangers because it is on Holloman Air Force Base. However if you can't then It is too much

DO-4

A1207 HO

**risk to even consider Holloman Air Force Base because of the mountain and it's environment. Why have you not considered someplace near the ocean such as California or Florida?**

GE-1

**Concerned Citizen**

*Lynn Post*

**Lynn Post**

Copy: Senator Jeff Bingaman; Senator Tom Udall; Rep. Steve Pearce; National Wild Life Federation

A1208 LU

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



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HQ AETC/A7CPP  
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Fax: 210-652-5649  
Email: aetc.a7cp.inbox@us.af.mil

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Name: Ronald V. PREWOZNIK

Organization/Affiliation: \_\_\_\_\_

Address: \* \_\_\_\_\_

City, State, Zip Code: \_\_\_\_\_

Comments: The noise issue that some (few) people mentioned at the meeting held at the Sundial Auditorium was never affected me and never will. National Defense will always be my top priority. Being on the F-35A Training program at Luke Airforce Base.

GE-3

\*\*\*Please print - Additional space is provided on the back.\*\*\*

Visit [www.F-35ATrainingEIS.com](http://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.

A1209 LU

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



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Fax: 210-652-5649  
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Name: MARTIN J. PREWOZNIK

Organization/Affiliation: \_\_\_\_\_

Address: \* \_\_\_\_\_

City, State, Zip Code: \_\_\_\_\_

Comments: I AM IN COMPLETE SUPPORT OF HAVING THE TRAINING FOR THE F-35A AT LUKE AIR FORCE BASE. I FIRMLY BELIEVE IN NATIONAL DEFENSE.

GE-3

\*\*\*Please print - Additional space is provided on the back.\*\*\*

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

A1210 TU

March 11, 2012

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

Dear Mr. Martin:

Thank you for the opportunity to comment on the Draft Environmental Impact Statement for the proposed F-35A Pilot Training Center at the Tucson Air Guard Station in Tucson, AZ.

I am a resident of mid-town Tucson. It doesn't make sense to base the most powerful, loudest, and yet unproven AF strike fighter jet at a commercial airport in the middle of a metropolitan area in order to train foreign pilots. There is not enough aircraft flight experience to reasonably determine ultimate noise parameters or safety risk. This DEIS is just not ready for public input.

The action alternatives are unrealistic and inadequate. The document presents two of three alternatives, one basing 24 and another basing 48 F-35s at TIA, and states that they are "not cost effective". It then invites citizen comments on each. It is also not clear how the Air Force plans to use this information for deciding on which alternative it will choose. Presenting two unreasonable alternatives for comment and not fully presenting a no action alternative of "no F-35A basing" makes the presentation of alternatives required by NEPA to appear not only unprofessional but highly biased. Lastly, the most obvious reasonable alternative to avoid noise impact and safety risk is never mentioned. This would be beefing up an airfield not surrounded by populated urban development such as Gila Bend Auxiliary Field.

The DEIS forthrightly notes that the noise impact will fall disproportionately and adversely on low-income and minorities. Eighty seven percent of the 8,127 residents that will be newly affected by F-35 noise are minority and 34% are low income. Their quality-of-life and property values will unquestionably be damaged. There is no attempt to provide a reasonable estimate of the economic cost even although both common observation and long term economic studies at other airports do exist which provide such estimates. There is absolutely no discussion of any mitigation efforts, including their effectiveness and funding.

The DEIS fails to note that the business and political supporters of basing the F-35A in Tucson, along with the expanded air activity and construction, live in high-end neighborhoods far removed from TIA (East & North Side, Foothills, Oro Valley). It also fails to note that many of them will directly profit from the implementation of the proposal while being unaffected by noise or safety. This is fundamentally unacceptable in a diverse and

GE-1  
 NP-13  
 DO-9  
 DO-2  
 DO-40  
 DO-66  
 EJ-4  
 NO-36  
 SO-1  
 SO-13  
 NP-33  
 GE-13

A1210 TU

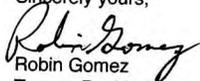
ethically divided community and will further weaken it. The environmental justice section of the DEIS needs to be significantly strengthened. A list of prominent supporters (e.g. the President of the Southern Arizona Leadership Council, DM-50, Chamber of Commerce,) can easily be developed listing name, organization, business connection (restaurateur, moving firm, real estate, etc.), and residence location. This will highlight the social and economic disparity of the proposal.

The economic portion of the DEIS is notably weak. While benefits are detailed there is no attempt to provide the costs. The proposal will add 351 permanent jobs (primarily at the ANG) and 1,400 temporary construction jobs during the first 2 – 3 years to the Tucson economy. It makes no attempt to estimate the loss in property values (or quality-of-life) of the 8,127 additional residents around TIA nor the impact on other residents directly affected.

The DEIS doesn't discuss the impact on the rest of the economy. The key Hospitality Industry brings in \$2.4 billion annually to Tucson and provides 25,000 direct jobs and some 40,000 indirect jobs. Visitors are drawn by the area's unique natural beauty, with 5 mountain chains, the desert and the outdoor climate combined with a rich heritage and culture. Building on this, Tucson has engaged in a major effort to expand its tourism appeal with a major rehabilitation of its City Center. The simple question must be asked and answered if bringing in these aircraft adds to Tucson's appeal to winter visitors and ecotourists?

Tucson is developing a second major economic driver – the promotion of high tech, bioscience, optic, medical treatment, and solar businesses linked to U of A research and development. The Bio5 Institute, Critical Path Institute, the Tech Park and new BioPark are all elements in that effort. These are the high-skilled, higher-wage jobs of the future. Will companies and their technical and professional employees be attracted by the amenities of the Tucson area, or the expanded air traffic and degraded urban neighborhoods?

Once the above questions are answered both the Air Force and Tucson community can arrive at the correct decision on the DEIS proposal.

Sincerely yours,  
  
 Robin Gomez  
 Tucson Resident

Cc: Mayor Jonathan Rothschild  
 Councilmember Richard Fimbres  
 Councilmember Regina Romero

GE-13  
 cont'd  
 SO-13  
 SO-7  
 SO-18

A1211 BO

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

March 5, 2012

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

From: Alfred "Lynn" Owen & Yvette Anita Owen

Address: [REDACTED]

Dear David Martin,

In attending the F-35A presentation and debate at the Boise Hotel in Boise, Idaho we have several concerns about stationing the Pilot Training Center at Gowen Field in Boise, Idaho. We believe the Secretary of The Air Force should take into consideration several important factors prior to making any decisions regarding this matter.

In conducting our own research we feel that the first choice to station the F-35A should be Nellis Air Force Base Las Vegas, Nevada with hundreds of miles of unpopulated desert to fly over. Also since Nellis is considered "The Crown Jewel Of The Air Force", and "Home Of The Fighter Pilot" the addition of the F-35A training program would be a perfect fit.

GE-1

A1211 BO

Nellis Air Force Base is a master planned area,so the training will not take place over populated areas. This would also give Las Vegas a much needed economic boost. The Noise Study (EIS) for the area around Gowen Field concerning the F-35A is a flawed and biased report, according to the various speakers who expressed their views that these reports were inaccurate, these speakers were experts in their field of study.

NO-4

These (EIS) reports did not take into consideration the dangerous situations that could be created by sharing the air space between Commercial/Passenger Aircraft and the F-35A since these Pilots are in

AM-2

the process of being trained on this new jet aircraft, the problem could be amplified because some of these Pilots are from foreign countries where English is not their first and primary language, this could complicate communications with the control tower personnel, thus causing more potential accidents.

SA-17

The noise created by the F-35A in the fly over areas of our residential neighborhoods will leave these homes uninhabitable for humans to reside in, due to the excessive ear piercing noise, thus more residents will suffer from hearing loss, stroke, heart attack, and breast cancer due to the noise and air pollution caused by the F-35A Jet Aircraft , since they will be taking

SO-1  
NO-1  
NO-6  
AQ-1

off or landing every 16 minutes according to the (EIS) report and flying day and night. Thus affecting the health and welfare of all who reside near or around Gowen Field, Homes, Schools, Churches, and Businesses, including "Micron Technology", one of Idaho's largest employers

Our water supply and air will be polluted from the F-35A Aircraft by the Bi-products produced by this jet, thus all produce (Idaho Potatoes) will be contaminated, yet sold and consumed nationwide.

We also feel you should consider for the basing of the F-35A Jet Aircraft to re-activate George Air Force Base in Victorville, California since it is surrounded by open desert and unpopulated areas, which has 14 dormitory buildings with a 1,400 bed capacity, and used as a flight training school. Also a great choice selected by the Air Force is Holloman Air Force Base, located in New Mexico, and Luke Air Force Base in Arizona.

In closing we hope you select a more suitable area to locate the training of these F-35A Pilots and Aircraft.

Thank You for Your Time and Consideration of this Matter,  
 Alfred "Lynn" Owen & Yvette Anita Owen

**A1211 BO**

**NO-3  
NO-37  
SO-18**

**AQ-1  
SW-1**

**GE-22**

**GE-1**

Nellis Air Force Base - Flying Operations

**A1211 BO**  
 Page 1 of 2

Nellis AFB

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## MILITARY

### Nellis AFB, NV

Nellis Air Force Base – "Home of the Fighter Pilot" – is a member of the United States Air Force's Air Combat Command. It is home to the largest and most demanding advanced air combat training in the world. Nellis provides training for composite strike forces which include every type of aircraft in the US Air Force inventory. Training is also conducted in conjunction with air and ground units of the Army, Navy and Marine Corps as well as air forces from allied nations. Nellis Air Force Base grew from a rural, war-time base to the biggest, busiest, and best base in the United States Air Force. Its roots lay in a time of approaching conflagration, in which the United States prepared its defenses against world-wide aggressors. It continues to train air combat warriors to fly, fight, and win in the national interest.

Nellis Air Force Base is located 8 miles northeast of Las Vegas, at the northeast corner of the Las Vegas Valley in the southeast corner of Nevada. The base is located adjacent to the cities of Las Vegas and North Las Vegas in Clark County. The unincorporated town of Sunrise Manor and uninhabited areas of Clark County encompass the majority of the base. The main base covers approximately 11,300 acres, 7,000 acres (62 percent) of which are undeveloped; the remaining area is either paved or contains structures.

The base contains three major functional areas.

- Area I on the main base include the airfield and most of the mission support functions. The commissary, exchange and some housing are located in Area I.
- Area II is located east of Area I and houses the munitions area of the base.
- Area III lies across Las Vegas Blvd from Area I. Housing, the base hospital, and open space comprise most of Area III.

As of 1990 a significant number of nuclear weapons were stored at Area 2, a highly guarded part of Nellis AFB at the foot of Sunrise Mountain also known as Nellis Area II and Lake Mead Base. The area consists of 790 acres, 75 specialized munitions storage igloos, 15 maintenance and support facilities, 26 miles of roadways, and 44 vehicles of various types. The site is one of three Air Force central nuclear storage areas in the United States, along with Kirtland AFB, Albuquerque, NM, and Barksdale AFB in Bossier City, LA. The 3096th Aviation Depot Squadron based at Nellis AFB, subsequently redesignated the 896th Munitions Squadron, is responsible for Area II operations.

Nellis AFB main gate is at the intersection of Craig Rd. & Las Vegas Blvd. The Air Warfare Center is located on Washington Blvd. Nellis offers extraordinary facilities for a broad range of activities. The climate provides year-round flying potential, with fewer than 20 days a year lost to inclement weather. The ranges are the largest land ranges in the western world, with air military operating areas that extend well into Utah.

<http://www.globalsecurity.org/military/facility/nellis.htm>

### Further Reading

#### Related Facilities

- [Nellis AFB](#)
- [Nellis Range Complex](#)
- [Indian Springs Air Force Aux Field](#)
- [Tonopah Test Range Airfield](#)

#### Units

- [57th Wing](#)

#### Official Homepage

- [Nellis AFB](#)



Nellis AFB

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Page 2 of 5

Nellis AFB is located in the Mojave desert scrub biome, the smallest of the four North American warm-temperate desertland biomes. It is spatially and floristically intermediate between the Great Basin deserts and the Sonoran deserts. Winter rainfall predominates. The elevation range of the Mojave deserts scrub biome is broader than that of the other deserts scrub biomes, with roughly three-quarters of the biome lying between 2,000 and 4,000 feet. It is frequently referred to as "high desert." Most distinctions between desert biomes are based on the presence or absence of large, easily identified plant species. Main plant dominants of the Mojave deserts scrub biome are creosote bush, all-scale, brittlebush, desert holly, and white burrobush. Shadscale, blackbrush, yucca, and white bursage are also common.

Lieutenant Nellis was shot down two times in his first 69 missions. His seventeenth and last mission involved support of the allied forces in the Battle of the Bulge over Bastogne, Belgium. He flew a P-47 into intensely heavy flak, scoring hits on his target. His plane suffered heavy damage, and he crashed into a wooded area two days after Christmas, 1944. His body was not recovered until April 1945.

The tempo at the base did not let up as the 1980s ended. The base hosted over 60,000 sorties a year, and more than 40,000 visitors. Its base population remained around 12,000, and its economic value to the community topped \$700 million. Nellis continued to be the crown of the Air Force as it entered the last decade of the century.

More than 40,000 sorties a year are flown from this southern Nevada facility. The base hosts world-class exercises in RED, GREEN, and BLUE FLAGS. The AIR WARRIOR exercises provide extraordinary training in the Army's Air-Land Battle doctrine and exceptional education in close air support for both air and ground forces. The USAF Weapons School renders the most advanced weapons instructor courses in the world, and now includes fighters, bombers, helicopters, intelligence, and space. The Nellis support team performs deployments around the world, exporting its enormous expertise. The base hosts visiting aircraft from almost every free nation in the world, and thousands of distinguished guests a year. It expends over 40 percent of the Air Force's live munitions, and 75 percent of Air Combat Command's live munitions. The base has a lively, sometimes hectic pace and demands the best from all who work to accomplish the mission.

An Air Installation Compatible Use Zone (AICUZ) study helps communities and bases plan development in and around military bases. The program recommends solutions for the effects of noise levels around the base. The goal of these recommendations is to keep noise sensitive uses such as housing, hospitals and schools out of high noise areas. Additionally, it helps to keep high concentrations of people out of accident potential zones and to prevent land uses, which would interfere with the safe navigation of aircraft such as towers, tall buildings, etc.

The Nellis AFB AICUZ study was last published in 1992 and is currently used by community planners. Over the last few years, noise levels actually decreased particularly when the drawdown of the F-4s and F-111s were complete. These were loud, low-flying aircraft, which extended noise zones away from the runway and base. Although additional measurements were accomplished in 1997, the local communities prefer to use the 1992 contours because the noise effects extend farther from the base. A recent Environmental Impact Statement analyzing the F-22 beddown show the noise contours would extend back out to 1992 levels by the year 2008.

### BRAC 2005

**Secretary of Defense Recommendations:** In its 2005 BRAC Recommendations, DoD recommended to distribute some of the 354th Fighter Wing's F-16 aircraft to the 57th Wing at Nellis Air Force Base (18 aircraft). This recommendation was part of a larger recommendation to realign Eielson Air Force Base, AK. Eielson's (11) military value was high because of its close proximity to valuable airspace and ranges. Eielson was, however, an expensive base to operate and improve (build). The Air Force would distribute the F-16s to Nellis (13) a base with high military value. Environmentally, Nellis AFB was in a National Ambient Air Quality Standards nonattainment area for carbon monoxide (serious), particulate matter (PM10, serious), and ozone (8-hr, subpart 1). A preliminary assessment indicated that a conformity determination might be required to verify that positive conformity can be achieved.

<http://www.globalsecurity.org/military/facility/nellis.htm>

3/4/2012

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Final  
June 2012

Nellis AFB

**A1211 BO**  
 Page 3 of 5

DoD also recommended to realign Nellis Air Force Base. The 57th Wing, Nellis Air Force Base, NV, would distribute F-16 Block 42 aircraft to the 138th Fighter Wing, Tulsa International Airport AGS, OK (three aircraft), and retire the remaining F-16 Block 42 aircraft (15 aircraft). The 57th Wing would also distribute F-16 Block 32 aircraft (six aircraft) to the 144th Fighter Wing, Fresno Air Terminal AGS, CA, and to retirement (one aircraft). In the same recommendation, DoD recommended to realign Mountain Home Air Force Base, ID. It would distribute the 366th Fighter Wing assigned F-15Cs (18 aircraft) to the 57th Fighter Wing, Nellis Air Force Base, NV (nine aircraft) and to two other locations. The 366th Fighter Wing from Mountain Home AFB would also distribute assigned F-16 Block 52 aircraft to the 169th Fighter Wing, McEntire AGS, SC (nine aircraft), the 57th Wing, Nellis Air Force Base, NV (five aircraft), and to backup inventory (four aircraft).

In another Recommendation, DoD recommended to realign the 442 wing HQ element from Whiteman AFB, MO to Nellis AFB. This recommendation was part of a larger DoD recommendation that would realign NAS New Orleans ARS, LA that would distribute the 926th Fighter Wing's A-10 aircraft from NAS New Orleans to the 442d Fighter Wing (AFR), Whiteman AFB, MO (nine aircraft), and the 917th Wing (AFR) at Barksdale AFB, LA (six aircraft).

In another recommendation, DoD would realign Lambert-St. Louis International Airport Air Guard Station, St. Louis, MO. The 131st Fighter Wing's F-15s (15 aircraft) would be distributed to the 57th Fighter Wing, Nellis Air Force Base, NV (nine aircraft) and one other base. The Air Force distributed reserve component F-15C force structure to bases with higher military value than Lambert-St. Louis (127).

DoD also recommended to close Cannon Air Force Base, NM. As a result, it would distribute the 27th Fighter Wing's F-16s to the 57th Fighter Wing, Nellis Air Force Base, NV (seven aircraft) and several other installations. This move was recommended because Nellis (12) had a higher military value ranking than Cannon (50).

Another recommendation would realign Nellis AFB by relocating base-level F110 engine intermediate maintenance to Hill AFB, establishing a CIRF for F110 engines at Hill. Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 31 jobs (19 direct jobs and 12 indirect jobs) over the 2006-2011 period in the Las Vegas-Paradise, NV, Metropolitan Statistical economic area (less than 0.1 percent).

DoD also recommended to realign Mountain Home Air Force Base, ID. Distribute the 366th Fighter Wing assigned F-15Cs (18 aircraft) to the 57th Fighter Wing, Nellis Air Force Base, NV (nine aircraft), to the 125th Fighter Wing, Jacksonville International Airport AGS, FL (six aircraft), and to retirement (three aircraft). The 366th Fighter Wing will distribute assigned F-16 Block 52 aircraft to the 169th Fighter Wing, McEntire AGS, SC (nine aircraft), the 57th Wing, Nellis Air Force Base, NV (five aircraft), and to backup inventory (four aircraft). Realign Nellis Air Force Base. The 57th Wing, Nellis Air Force Base, NV, will distribute F-16 Block 42 aircraft to the 138th Fighter Wing, Tulsa International Airport AGS, OK (three aircraft), and retire the remaining F-16 Block 42 aircraft (15 aircraft). The 57th Wing also will distribute F-16 Block 32 aircraft (six aircraft) to the 144th Fighter Wing, Fresno Air Terminal AGS, CA, and to retirement (one aircraft). Realign Elmendorf Air Force Base, AK. The 366th Fighter Wing, Mountain Home Air Force Base, ID, will receive F-15E aircraft from the 3d Wing, Elmendorf Air Force Base, AK (18 aircraft), and attrition reserve (three aircraft).

**Secretary of Defense Justifications:** Military value was the predominant consideration in moving the F-15Es from Elmendorf (36) to Mountain Home (23) and F-16s to Nellis (12) and McEntire (48). Additionally, realigning the eight F-16 models and four F-16 engine types weighed in the final F-16 force structure laydown. At the time of this recommendation, Mountain Home operated several types of aircraft; this recommendation would realign Mountain Home to fly only F-15Es, streamlining operations at a location that would be well suited for air-to-ground, low-level and air-to-air flight training. This recommendation would also align common versions of F-16s and F-15Cs. Environmentally, Nellis Air Force Base was in a National Ambient Air Quality Standards nonattainment area for carbon monoxide (serious), particulate matter (PM10, serious), and ozone (8-hr, subpart 1). A preliminary assessment indicated that a conformity determination might be required to verify that positive conformity can be achieved.

The F-15C aircraft would be realigned to Nellis (13). The Nellis bound aircraft would help form an enhanced aggressor squadron for Operation RED FLAG. The environmental concerns for this recommendation were identical to those listed above.

Cannon has a unique F-16 force structure mix. The base has one F-16 Block 50 squadron, one F-16 Block 40 squadron, and one F-16 Block 30 squadron. All active-duty Block 50 bases have higher military value than Cannon. Cannon's Block 50s move to backup inventory using standard Air Force programming percentages for fighters. Cannon's F-16 Block 40s move to Nellis Air Force Base (seven aircraft) and Hill Air Force Base (six aircraft) to right-size the wing at 72 aircraft and to backup inventory (11 aircraft). Nellis (12) and Hill (14) have a higher military value than Cannon (50). The remaining squadron of F-16 Block 30s (18 aircraft) are distributed to Air National Guard units at Kirtland Air Force Base, NM (16), Andrews Air Force Base, MD (21), Joe Foss Air Guard Station, SD (112), and Dane-Truax Air Guard Station, WI (122). These moves sustain the active/Air National Guard/Air Force Reserve force mix by replacing aircraft that retire in the 2025 Force Structure Plan.

Air Force Reserve force structure mix constant. Creating CIRFs for LANTIRN pods and F110 engines establishes Hill as a maintenance workload center for these commodities. This recommendation complements other CIRF recommendations as part of an Air Force effort to standardize stateside and deployed intermediate-level maintenance concepts, and will increase maintenance productivity and support to the warfighter.

**Community Concerns:** There were no formal expressions from the community.

<http://www.globalsecurity.org/military/facility/nellis.htm>

3/4/2012

Nellis AFB

**A1211 BO**  
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**Commission Findings:** The Commission found that a potential 6 percent job loss in the Mountain Home area could have an economic impact given the small size of the community. However, not all jobs will be lost at once and GAO has reported that as local economies grow during the 2006-2011 implementation period, total employment is also likely to grow, reducing the overall percentage of job losses.

The Commission found that Mountain Home Air Force Base is well suited for various types of flight training. It also has the capacity and the infrastructure available to receive future missions. Though the realignment results in the base losing some of its weapon systems, the Air Force indicated that the base is being considered as a potential location for the beddown of the Joint Strike Fighter as well as a training ground for international squadrons. Therefore, the Commission found that the Secretary of Defense's overall intent and concept of streamlining operations at Mountain Home and realigning aircraft is approved. The Commission revised the DoD recommendation to be consistent with the Commission's Air National Guard and Air Force Reserve Laydown Plan.

DoD's justification for closing Cannon was the Air Force's overriding strategy to more effectively employ the shrinking Air Force structure by organizing its weapon systems into fewer, larger squadrons and by eliminating excess physical capacity. The Commission found this recommendation would allow the Air Force to relocate newer model F-16s as backup inventory to Active and to Air National Guard units. These moves would sustain the Active, the Air National Guard, and the Reserve force mix by replacing F-16 aircraft that will be retired in the 2025 Force Structure Plan.

The Commission found that this realignment was consistent with the Air Force goals of creating larger more efficient fighter aircraft squadrons and improving intermediate level maintenance processes. The Commission found that Hill Air Force Base had capacity and conditions for current and future flying missions. The Commission also found that the Secretary of Defense's overall intent and concept of realigning F-16 aircraft out of Hill Air Force Base was supportable. The Commission supported the recommendation to establish Hill as a Centralized Intermediate Repair Facility for Low Altitude Navigation and Targeting Infrared for Night pods and for F-110 Engines. The Commission established an F-16 wing at Homestead Air Reserve Base, Florida and the Naval Air Station Joint Reserve Base Fort Worth, Texas. This recommendation is consistent with the Commission's Air National Guard and Air Force Reserve Laydown Plan.

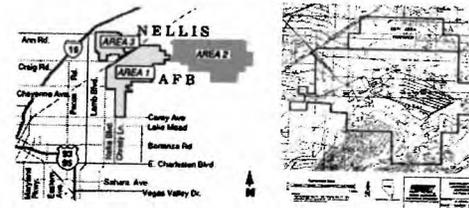
**Commission Recommendations:** The Commission found that the Secretary of Defense deviated substantially from final selection criterion 1, 3, 4 and 5, as well as from the Force Structure Plan. Therefore, the Commission recommends the following:

Realign Nellis Air Force Base, NV. Distribute 25 of the F-16 aircraft assigned to the 57th Fighter Wing to meet the Primary Aircraft Authorizations (PAA) requirements established by the Base Closure and Realignment recommendations of the Secretary of Defense, as amended by the Defense Base Closure and Realignment Commission.

Realign Cannon Air Force Base, NM by disestablishing the 27th Fighter Wing and distributing its aircraft to meet the primary Aircraft Authorization (PAA) requirements established by the Base Closure and Realignment recommendations of the Secretary of Defense, as amended by the Base Closure and Realignment Commission. After disestablishing the 27th Fighter Wing, the Air Force shall establish an enclave at Cannon Air Force Base that shall remain open until December 31, 2009 during which time the Secretary of Defense shall seek other newly-identified missions with all military services for possible assignment to Cannon Air Force Base, NM. If the Secretary designates a mission for Cannon Air Force Base during this period, the enclave would revert to the status appropriate for the designated mission. If the Secretary does not find a mission for Cannon Air Force Base by December 31, 2009, Cannon Air Force Base and the enclave shall be closed. Nothing in this directive shall prohibit the State of New Mexico and the Department of Defense from entering into an agreement to close the enclave at Cannon Air Force Base earlier than December 31, 2009.

Realign Naval Air Station Joint Reserve Base Fort Worth, TX, and Nellis Air Force Base, NV, by relocating base-level F110 engine intermediate maintenance to Hill, establishing a CIRF for F110 engines at Hill.

The Commission found that this change and the recommendation as amended are consistent with the final selection criteria and the Force Structure Plan. The full text of this and all Commission recommendations can be found in Appendix Q.



<http://www.globalsecurity.org/military/facility/nellis.htm>

3/4/2012

Nellis AFB

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George AFB

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The George Air Force Base (former name) is located in the city of Victorville in San Bernardino County, California. The base is now a public airport and called the Southern California Logistics Airport. Los Angeles, San Francisco are some of the surrounding cities of Victorville CA. The Southern California Logistics Airport occupies 5339 acres. Troops are no longer based at the airport. The George Air Force Base was built between 1941 & 1953.



The George Air Force Base had 14 dormitory buildings with 1,400 bed capacity. George AFB was used to provide training to F-4 fighters. Prior to closing George Air Force Base was used as a flight training school.

2007 George AFB  
[Air Force Base Directory](#)

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



A1212 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](mailto: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: Lee Stanfield

Organization/Affiliation: \_\_\_\_\_

Address:\* \_\_\_\_\_

City, State, Zip Code: \_\_\_\_\_

Comments: The DEIS states that the projected annual F-35A air operations of the 72 to be based @ TIA are 37,480. If the F-35A safety record were comparable to that of the A-7 (a major mishap rate of 5.71) Tucson could expect a major crash every 3 years. And the AF states that "the mishap rate for specific aircraft peaks early in the model's service..." (Tucson Monthly Oct. 1998).

SA-1  
SA-2

In fact, the F-35A has NO safety record at all. It is still an experimental craft, whose structure, engine elements, & other parts are in a constant state of flux.

SA-12

\*\*\*Please print - Additional space is provided on the back.\*\*\*

Visit [www.F-35ATrainingEIS.com](http://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.

Lee Stanfield  
\_\_\_\_\_

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



A1212 TU

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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](mailto:aetc.a7cp.inbox@us.af.mil)

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Name: Lee Stanfield

Organization/Affiliation: \_\_\_\_\_

Address:\* \_\_\_\_\_

City, State, Zip Code: \_\_\_\_\_

Comments: There must be an actual flyover of the F-35A here over Tucson for the residents of Tucson to be made aware of exactly what we are going to be subjected to if the F-35A is based here. Computer simulations will not suffice & will not be an accurate means of measuring the noise impact on residents, structures, & businesses.

GE-2

NO-7

Lee Stanfield  
\_\_\_\_\_

\*\*\*Please print - Additional space is provided on the back.\*\*\*

Visit [www.F-35ATrainingEIS.com](http://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)



A1212 TU

A1212 TU

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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](mailto:aetc.a7cp.inbox@us.af.mil)

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Name: Lee Stanfield  
 Organization/Affiliation: \_\_\_\_\_  
 Address:\* \_\_\_\_\_  
 City, State, Zip Code: \_\_\_\_\_

Comments: The use of Noise Averaging as a tool for determining noise impact on the ground is totally inappropriate. There should be a measurement of overflight noise done using a fixed point on the ground with a state-of-the-art recorder measuring the actual noise level only during the peak noise. The only averaging that should be done is averaging of the peak noise levels of repeated F-35A flyovers. I would like to see exactly which outside independent peer reviewed source you used to show that Day Night Noise Averaging is consistent with best practices in public health.

NO-50

NO-13

NO-6

\*\*\*Please print - Additional space is provided on the back\*\*\*

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Also, what considerations have been made to take into account the effects of desert conditions (such as humidity, heat, etc) on noise impacts, as well as the fact that Tucsuaris have a lifestyle that includes spending substantial time out of doors in the yard?

NO-38

NO-18

Lee Stanfield



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



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Name: DAN ZEH  
 Organization/Affiliation: Homeowner  
 Address: \*  
 City, State, Zip Code: \*

Comments: I vehemently object to the deployment of the F-35A GE-4  
planes @ Luke AFB. The projected noise levels of NO-1  
these planes + the frequency of take off + landing  
constitutes severe noise pollution. These planes should  
be deployed at a more remote, less populated area, GE-1  
now that the sound levels are reaching these  
unprecedented levels.

If these planes are placed @ Luke, the quality NO-36  
of life in the West Valley of Phoenix will be  
destroyed by outrageous noise levels

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13 March 2012

To Whom It May Concern,

I understand the Air Force is considering Gowen Field in Boise as a base for the F-35A aircraft. As a resident of Boise, I am opposed to the idea. I hope for goodness sake the Air Force will remove us from consideration because I believe the implications are far too great not to. If you can honestly tell me that the "Facts and Impacts: The F-35A In Boise" brochure is false and there will not be any negative impact on our city and its residents, then I would reconsider my position. But, I believe you know as well as I the harm that would be caused by the impacts is for real. To think that an increase of 10,119 residents from 142 in the "Not Suitable for Residential Use" noise footprint may not mean anything to the Air Force is hard to swallow (please tell me that is not true). Tell me the noise impact of the aircraft is reasonable and hearing loss is acceptable and I again will reconsider my position. The truth is, you cannot nor can you tell me our property values will not be negatively affected. As a residential real estate agent, I know firsthand the implications of these impacts on property values and it is not good. GE-4  
 GE-26  
 NO-11  
 NO-6  
 SO-1

I told myself I would keep this short because I respect your time. No doubt, you have received a fair share of comments and I thank you for considering mine. I also thank you for serving our country, as cliché as that may sound. I am proud to be an American, proud of our service people and respect the military. This has nothing in the world to do with that. Rather, it has everything to do with the freedom we have to submit something like this without fear.

God bless America!  
 Respectfully submitted,  
  
 Elizabeth Carmody

**Final**  
**June 2012**

# Facts and Impacts: The F-35A in Boise

## Have Your Say

The Air Force is seeking your comments before March 14, 2012.

Email: David Martin & Kim Fornof a7cp.inbox@us.af.mil.

Fax: 210-652-5649

### Local Public Hearings

Session: 5-6 p.m.

Presentation/Formal Comment Session: 6-8 p.m.

Feb. 27, 2012

Capitol City Veterans of Foreign Wars Post 63

8931 W. Arden St.

Boise, ID 83709

Feb. 28, 2012

Boise Hotel & Conference Center Cascade Room

3300 Vista Ave.

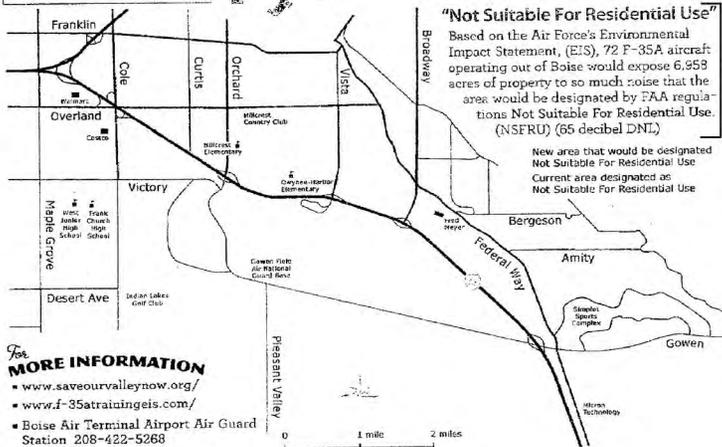
Boise, ID 83705

Feb. 29, 2012

Marsing American Legion Community Hall

126 N. Old Bruneau Highway

- DO-31 The Air Force wants to base 72 F-35A aircraft at Gowen Field.
- NO-1 All four locations—Boise, Tucson, Holloman, and Luke, not just one or two—would be scheduled to receive F-35As.
- NO-1 F-35As are twice as loud as F-15s and F-16s on takeoff and 4 times as loud on landing.
- NO-1 The 72 F-35As would take off and land 50 times per day for a total of 14,000 times per year.
- NO-1 The F-35As would use afterburners 1,400 times per year.
- NO-1 The F-35As would fly at night over 1,400 times per year.
- SO-1 Stretching from Maple Grove on the west to Columbia Village on the east, the "Not Suitable for Residential Use" (NSFRU) noise footprint would increase from the current 89 acres and 142 residents to 6,958 acres and include 10,119 residents. (See map below)
- EJ-1 4 schools, 13 day care centers and 2 parks are located in the area that would be designated NSFRU. Major public venues impacted would include Hillcrest Golf Course, Simplot Sports Complex, the Shakespeare Festival complex and Ice World.
- LU-3
- NO-1 Incidents of speech interference with windows closed would increase 1,100%.
- EJ-2 School classroom impacts and disruption of learning would occur at 4 schools.
  - NO-3 Sleep interruptions would increase by 33%.
  - NO-6 313 residents would experience hearing loss.



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



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Name: BERNARD D. RAMIREZ

Organization/Affiliation: \_\_\_\_\_

Address: \_\_\_\_\_

City, State, Zip Code: \_\_\_\_\_

Comments:

I AM "FOR" LOCATING THE JOINT STAKE FIGHTER  
IN TUCSON ARIZONA  
I AM 60 YEARS OLD AND HAVE BEEN IN TUCSON  
ALL OF MY LIFE AND NEVER HAVE THE AIRCRAFT  
FLYING OVER HEAD BEEN AN ISSUE.  
F-100, F-102, F-4 PHANTOM, ALL FLEW IN  
THIS COMMUNITY SO WE HAVE A HISTORY WITH  
FIGHTER AIRCRAFT.  
I WOULD RECOMMEND DAVIS MOUNTAIN FOR THESE REASONS  
(1) CLOSE PROXIMITY OF THE ARIZONA AIR NATIONAL  
GUARD UNIT 42ND TFG, CAN BE USED  
WHEN SCHEDULE'S DEMAND ADDITIONAL RESOURCES  
GUARD UNIT MEMBERS CAN SUPPORT THE MISSION

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CONT. ON PG 2

Final  
June 2012

GE-3

GE-10

GUARD UNIT CAN SUPPORT AIRCRAFT SHOULD DPM  
 BE CLOSED FOR ANY REASON

② CLOSE PROXIMITY TO THE GILA MOUNTAIN  
 PRACTICE RANGE

③ WEATHER, TUCSON'S WEATHER PROVIDES  
 IDEAL CONDITIONS FOR FLYING AND  
 ALMOST A FULL YEAR OF GOOD WEATHER  
 WHICH MAXIMIZES THE PILOT TRAINING TIME

④ MOST OF THE FACILITY EXISTS TODAY AND  
 WITH MINIMUM ALTERATIONS THE  
 JSF CAN BE UTILIZED IMMEDIATELY

⑤ TUCSON IS SUPPORTIVE OF AIR FORCE  
 AND IT'S MISSION. THE COMMUNITY  
 IS IN FAVOR OF HAVING THE JSF  
 HERE

⑥ THE FINANCIAL BOOST TO THE TUCSON  
 ECONOMY WOULD BE TREMENDOUS.  
 BUSINESS LEADERS AND THE SUPPORT SERVICE  
 INDUSTRY HERE WOULD BE PLEASED TO HAVE  
 JSF HERE. WITH CURRENT ECONOMY JOBS  
 ARE NEEDED BOTH MILITARY + CIVILIAN  
 JSF WOULD FILL BOTH.  
 PLEASE BRING THE JSF TO TUCSON  
 DON'T LISTEN TO THE "NOISE" ABOUT THE  
 "NOISE"  
 WE WANT YOU HERE!

*Armando D Ramirez*

GE-10

United States Air Force  
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3/12/12

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Name: Ron Farnoff  
 Organization/Affiliation: USAF/RETIRED  
 Address: [REDACTED]  
 City, State, Zip Code: [REDACTED]

Comments: EXCEPT FOR ONE 4 YEAR PERIOD, I HAVE LIVED IN TUCSON WITHIN THE FLIGHT PATH OF RANDOLPH AFB YEAR ROUND SINCE 1972. I PERFORMANT LOVE THE SOUND OF AIRCRAFT CIRCLING AND WONDER WHAT IS HAPPENING NOW I DO NOT HEAR "THE SOUND OF FREEDOM". MY ONLY REGRET IS THAT I'M NOT THE ONE FLYING THEM. DURING THE JET AGE DPM HAS BEEN THE HOME OF B-47, KC-135, T-33, U-2s, F-4s, A-7s AND A-10s WHILE THE 162ND AT TIA HAS HOSTED THE F-105, A-7 AND F-16. DURING THIS PERIOD OF TIME TUCSON HAS DONE NOTHING BUT GROWN BOTH IN LAND MASS AND POPULATION. AIRCRAFT NOISE HAS NOT BEEN A BARRIER TO PEOPLE COMING TO THE TUCSON AREA! IN ADDITION, THE "SOUND BIRD"

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10/12

OPERATOR HAS BEEN ACTIVE SINCE THE LATE 70s

THE TUCSON AREA IS A GREAT PLACE FOR PILOT TRAINING... WHILE THE GOLDWATER RANGES ARE A NATURAL MEET... WINTER MONTH TRAINING DAYS ALLOW THE 162ND TO... PERFORM "ON TIME" TRAINING AND CONTINUING FROM... OF PILOTS TRANSITIONING TO THEIR NEXT AIRFRAME... TO MY KNOWLEDGE THE 162ND HAS ONLY LOST ONE... AIRCRAFT WHILE TRAINING MANY FOREIGN PILOTS AND... THAT LOSS WAS DUE TO PILOT ERROR. THIS IS A... GREAT TESTAMENT OF THE PROFESSIONISM OF THE... INSTRUCTORS AND QUALITY OF THEIR HIGHLY... QUALIFIED MAINTENANCE PERSONNEL.

THE MILITARY AND NATIONAL GUARD PRESENCE HAS ALLOWED... THE TUCSON AREA TO GROW BEYOND EXPECTATIONS... TOURISM HAS BECOME ONE OF THE BIGGEST BUSINESSES... IN TOWN DESPITE COMMENTS MADE BY SOME OF... THE LOCAL ANTI NOISE ACTIVISTS. ADDITIONALLY, I... PERSONALLY FEAR SOME OF THE FLIGHTS ABOVE AND... AROUND NESTING AND MATING SITES IN SOUTHERN... ARIZONA IN THE LATE 70s/EARLY 80s WHILE NO ADVISE... EFFECTS WERE NOTED BY GROUND OBSERVERS THEREBY... MONITORING SOME WILDLIFE ACTIVIST COMMENTS.

THE ADDITION OF THE F-35 TO THE 162ND WILL... DO NOTHING BUT INCREASE THE GROWTH OF THE... TUCSON AREA, ENHANCE THE ECONOMY AND KEEP... AN EXCELLENT UNIT IN OPERATION.

GE-3

SR, [Signature]

2 of 2

March 13, 2012

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

RE: Draft EIS for F-35s based in Boise, Idaho

Gentlemen:

We live about 1/4 miles north of the west end of the Boise Airport. These are our concerns about the proposed F-35 training mission being stationed in Boise AGS.

Noise Impact. Our greatest concern with the stationing of F-35s at the Boise AGC is noise. Three years ago when the Oregon Air Guard was temporarily stationed in Boise with their F-15s, we were unable to be outside during flight times. Though over 1000 feet from the airport, the noise in our back yard physically hurt our ears. So we could not enjoy our own back yard. And within our home, take-offs and landings were so loud that one had to stop conversation and give up on hearing the television or radio. I believe that Oregon brought 24 F-15s, so their impact would be a fraction of the proposed 72 F-35s. The impact we felt then will affect almost 10,000 residents if the F-35s come to town.

NO-8

NO-1

Socioeconomic Impact. With an estimated 50 flights per day from the training base, we would not just lose value in our home. It would become un-sellable. We would lose a major portion of our wealth. The number of residents affected similarly according to the EIS would go from 142 residents to around 10,000 residents. Loss or elimination of property values for that many homes would have a real impact on local agencies relying on property tax revenue.

SO-1  
NO-11

Air Pollution Potential. The Boise basin already has air pollution problems. Especially in the winter when particulate and CO cause inversion problems. Fourteen hundred flights a year by the F-35 will add to Boise's air quality problems.

AQ-1

Thanks for allowing us to comment on the EIS.

Sincerely,  
Larry Stevens  
Gail Stevens

[Signature]

Final  
June 2012

A1218 TU

NO F-35! Tucson AZ 857

Aviel Shute  
[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



Attention David Martin,

I am concerned about F-35s and their presence in Tucson. They come still in the development phase and there is not enough information regarding safety to make informed safety decisions. Has enough of the information of the process been made available to the community? I have serious concerns about both the health impacts as well as the noise pollution as I feel this project should be re-evaluated.  
Sincerely, Aviel Shute

SA-12

NO-6  
NO-1

Mar 13 12 09:19p Larry D Peterson

623 572 4713 p.1 A1219 LU

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



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Name: LARRY & JUDITH PETERSON

Organization/Affiliation:

Address:

City, State, Zip Code:

Comments: WE JUST WANTED TO SAY THAT YOU HAVE OUR TOTAL SUPPORT FOR THE F-35A TO BE STATIONED AT LUKE AIRFORCE BASE WE LIVE ON THE FLIGHT PATH AND LOVE THE SOUND OF THE JETS. LET FREEDOM RING  
AGAIN WE SUPPORT THE PROJECT COMPLETELY

GE-3

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

Name: Jerry Berggren  
Affiliation: Land owner  
Address: [REDACTED]

Comments:

Gentlemen, I strongly oppose the idea of basing supersonic jets at Gowen Field, a National Guard site at the Boise Airport, a commercial airport. **GE-4**

There is an Air Force base at Mountain Home, which is 45 miles from Boise. It makes a lot more sense to have the guard drive forty five miles than it does to impose on the lives of thousands of civilians in the Boise impact area. **GE-12**

I personally invested close to \$400,000 in my retirement home in 2000. The impact of the jets was not a factor at that time and should not be a factor today. The Boise Airport is not a good location despite what the greedy politicians of Boise tell you. **GE-1**

No, is my opinion.

Thank you for your ear!

*Jerry Berggren*

Jerry Berggren

March 14, 2012

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Name: CRAIG AUSTIN

Organization/Affiliation: \_\_\_\_\_

Address: [REDACTED]

City, State, Zip Code: [REDACTED]

Comments: I am in favor of the F-35 being based here in Tucson, AZ. At the 162<sup>nd</sup> Fighter Sqd. I think it would benefit the city immensely. **GE-3**

*Sincerely,*

*[Signature]*

\*\*\*Please print - Additional space is provided on the back\*\*\*

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A1222 TU

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Name: David Luera  
Organization/Affiliation: \_\_\_\_\_  
Address: \* \_\_\_\_\_  
City, State, Zip Code: \_\_\_\_\_  
Comments: \_\_\_\_\_

EXCEPTIONAL WEATHER, VERY FEW DAYS OF POTENTIAL CANCELLED TRAINING DUE TO WEATHER.

THE ECONOMIC IMPACT IS EXTREMELY IMPORTANT TO THE TULSON ECONOMY.

THE POSSIBILITY OF ADDITIONAL DOLLARS INFUSING THE COMMUNITY THROUGH CONSTRUCTION JOBS FOR ANY WHERE FROM 2-3 YEARS IS PARAMOUNT.

MANY OTHER JET ENGINE PLANES HAVE EXISTED IN TULSON WITH NO NEGATIVE ENVIRONMENT IMPACT OR VERY LITTLE IMPACT TO THE TULSON RESIDENTS.

GE-3

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A1223 BO

Glen Stephens, Lt. Col. USAF, Ret.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
3/10/12

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

Dear Mr. Martin:

This is in response to the Feb. 27, 2012 Public Hearing in Boise for "Proposed Pilot Training Center and Basing of F-35A Training Aircraft EIS. I attended that meeting and gave verbal testimony. I am submitting this written response for consideration and for the record.

I am a Retired USAF Lt. Col. Civil Engineer. I have a good understanding of both sides of this proposed basing issue. My education includes a BA Fine Arts (Architecture), BS Civil Engineering, and MPA, Masters of Public Administration. I am the Past President of the Southwest Ada Neighborhood Association and was the first Director of the Ada County Idaho Development Services Department.

All my USAF service, was in the Civil Engineering Career Field. Assignments included: a) five years at a 'pilot training' base, at Greenville AFB, MS. b) Five years, two assignments at the Alaskan Air Command Headquarters at Elmendorf AFB, Alaska, first as Chief of Plans and Programs and later as Chief of Construction Programs Branch. c) One year as the Chief of Real Estate Development for 7th Air Force HQ in Saigon RVN. d) Four years on the staff of, DCS of Civil Engineering in the Pentagon as a programs and planning officer. e) Three years as Base Civil Engineer at Hancock Field in Syracuse NY.

After retirement from the Air Force in 1977, I moved to Boise Idaho. I was Director of the Building Code Department for Ada County. Later I became the Development Services Director. This was a position created at my suggestion, to the Board of Ada County Commissioners. It was a consolidation of three departments Planning, Zoning and Building Code enforcement to save money improve service and coordination. I also served five years on the 'Building Code Development Committee' for the International Conference of Building Officials (ICBO) during this period. I was the start up official developing the policies and programming for implementation of the Ada County ID Auto Emissions Testing Program for air quality compliance with NEPA.

According to the Idaho Air Quality Office, north Ada County, which includes all of the cities and the Boise Airport complex are currently subject to two 'Maintenance programs' one for CO and another for PM-10 particles. Since 'non-attainment' status was declared the maintenance programs were needed to work toward compliance. The EPA rules require a 10 years of compliance with

AQ-3

Final  
June 2012

A1223 BO

NAAQS, or the maintenance restrictions will not be lifted. This NEPA issue was addressed on page BO-46 of the EIS. It concludes that B0-3 CO emissions would exceed the conformity 'de minimis' threshold of 100 tons per year. The Boise area has been in a marginal battle with air quality since the 1970's. We have implemented vehicle testing and other burning controls at significant expense. Adding a large non-complying source as the B0-3 seems counter productive to our efforts. I expressed concern over this problem in my public testimony at the Boise Public EIS Meeting.

AQ-3  
cont'd

The EIS says basing of seventy two F-35A's to replace ten A-10's will generate a 35 % increase of 44,303 airfield operations. This seems to ignore the problem and provides no remedy for current land uses under the footprint of the noise increases. A serious concern is the new impact of F35-A noise on private property values around the airport. There is no doubt seventy two F35-A's are significantly louder than the ten F-10's currently at the Boise airport. The F35-A's are even louder than the F-15's currently using the Boise Airport. Noise impact alone will cause significant decrease local government property tax revenues, due decreased values of property within the impacted area. Current residential property owners will also be impacted by this decrease in assessed value which is compounded by the current national housing slump and the current economy. Decreasing property values are an issue of current national interest. several speakers spoke of this problem in testimony at the Boise meeting. There are many studies on the impact airport noise on adjacent property values. One such study by Randall Bell "The Impact of Airport Noise on Residential Real Estate" suggests disruption with DNL or LDN of 60-65 rates low, 60-70 rates moderate, 70-75 rated substantial, and 75-80 rates severe. Bell further says, "The subject [airport noise] still strikes an emotional cord with many people today, and the body of published literature consistently reflects a real and negative impact on property values. He suggests the "diminution" in value range from 5%-20%. The area around the Boise Airport, was developed subject to local planning and zoning laws which were based on conditions including 'noise' at the time. Not all the properties, that would be effected by the current basing proposal, are subject to aviation easements as the Boise Airport officials believe. For instance there was significant development in the area west of the airport in the 1950-1970's. That area was not within Boise City limits during that period. Planning officials had no way to predict a program of the scope that the current EIS proposes would evolve and plan for these issues.

SO-1

NO-1

SO-1

SO-33

SO-2

Another issue was not addressed in detail at the Public Hearing or in the EIS. This is the footprint of the current safety and crash zones AICUZ. Many private homes and places of public assembly are well within the area needed to meet the current standards for the 'Airport Incompatible Use Zone' (AICUZ) for the proposed F35-A military mission. The EIS should evaluate the cost and include construction of an adequate standard AICUZ. This is a significant safety issue not included with the proposed mission change EIS. It includes properties within both the east and west Boise Airport approaches. The footprint of the crash and safety zones contain, a significant number of homes and "places of assembly" like the building used for your recent Boise EIS Public Meeting. That facility, is within the boundaries of the needed Boise Airport west AICUZ. I have provided a sketch (Attachment 1) of the west AICUZ superimposed over an aerial map of that area. It clearly shows the large number of impacted existing properties.

SA-32

While Development Services Director for Ada County, I also served as the Ada County representative on the Boise Airport Planning Commission (BAPC). In April 1988, the BAPC approved a new Land Use Plan, (attachment 2). Note the "LAND USE RECOMMENDATIONS" insert which included the following: "Land use recommendations are subject to modification for floodplains, highway/ railroad rights of way. Existing zoning (residential, business, agriculture), and planning policies and regulations of Ada County Comprehensive Plan. It is important to note that the Boise City boundaries with the exception of the airport property proper were north of the Interstate I-84, at that

A1223 BO

time. One of the issues old plan update responded to the noise and activities of the F-4 aircraft stationed at the Boise Airport. The legend for the map included a) 'A' Residential soundproofing required. b) '----' No schools permitted, Aviation Easements required for all permitted uses. The areas outside the Boise Airport property that had already been developed prior to adoption and approval of this map amendment by the Boise Airport Commission. c) Area recommended for fee acquisition. This small 'Clear Zone' acquisition has been completed. d) 'B-1' Non Noise-sensitive industrial and commercial uses, now community and Regional shopping centers, auditoriums, Motels/hotels, Restaurants, etc; permitted development to conform to part 77 height restrictions. Almost, all of this restrictive development list has been subsequently ignored and allowed including shopping centers, restaurants and the local indoor ice rink. e) 'C-1' No residential or quasi-public uses; maintained as rural areas; Recommended for acquisition where required for clear zones, approach protection. This is related to the same area as within some of the AICUZ requirements addressed above but falls way short of those requirements. The area designated "A-1 was added to enlarge the airport land use boundary to accommodate the then proposed third runway. That expanded land use boundary however was overlaid a large number of existing developed approved subdivisions.

Some general discussion was included in the Boise EIS concerning endangered species, but it did not include the area outside but near the Boise Airport, Air Guard Station. I live about a mile and one half west of the airport complex. My house is on a densely matured, treed one acre rural lot subdivision outside Boise City in Ada County. The subdivision was platted in the mid 1950's that has about 95 lots. In the last several years I have had four species of owls that have been hanging around in my trees. These included a pygmy owl, great horned owl, barn owl and in the last five months a white snowy owl. The pygmy owl has been on and off the ESA but is now under reconsideration. The other three owls appear to be listed as endangered. I find two or three fresh owl pellets every day on the driveway going my mailbox at the street. I have seen the snowy owl every few days for the last six months. Recently, we collected about forty owl pellets and gave them to our grandsons school for a science class. We also have had deer, fox, raccoons and unfortunately, skunks pay occasional visits.

BI-5

In my opening, I said I was on both sides of this issue. One of my assignments when I was in pentagon, I worked on a project for updating ACIUZ criteria. I was also a project officer dealing with advising local public officials of the importance of establishing protective zoning and other policies to help prevent base closures like Lowery AFB in Denver and McClellan AFB in California.

Sincerely,

Glen Stephens, Lt. Col. USAF Ret.

2 atch.

- 1. Map Boise Airport Dev. Guidelines, 1986
- 2. Sketch Boise AICUZ west



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



A1224 TU

A1224 TU

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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  
 Fax: 210-652-5649  
 Email: [aetc.a7cp.inbox@us.af.mil](mailto:aetc.a7cp.inbox@us.af.mil)

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Name: Hal Williams

Organization/Affiliation: aglf, Tucson homeowner

Address:\* [Redacted]

City, State, Zip Code: [Redacted]

Comments: I BELIEVE THAT THE F-35A is SIMPLY INCOMPATIBLE with being trained, fueled, or anything else in <sup>the</sup> Tucson metropolitan area, primarily because of noise. I am COMPLETELY AGAINST having these planes in the area. No attempts at mitigation, such as the ridiculous idea of soundproofing houses so that people may huddle inside their dwellings in an area that prides itself on being outdoors, will dissuade me.

NO-37

GE-4

We have been homeowners in Tucson for approximately 20 years in the area just south of Speedway Blvd., between Campbell and Tucson Blvd. The noise from military aircraft overflights has always been a problem, but the notion that a new aircraft possibly 20 decibels louder than previous aircraft is unthinkable.

The noise this aircraft would produce is simply incompatible with a growing metropolitan area of 500,000 people. (continued)

NO-8  
NO-1  
NO-37

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Sound engineers I have spoken to at your hearings have informed me that noise is simply not an engineering issue when your planes are designed; noise measurements are all after the fact. It is understandable that military requirements would be the prime engineering concern, but since you need to test planes and train pilots and that siting areas are becoming increasingly problematic as population expands, it would seem that noise (and safety) considerations should start being part of the design requirements of your aircraft.

There must be demonstration flights over Tucson to have any idea what noise will be produced by the F-35A. In addition, the DEIS describes decibel levels in terms of an average over 24 hours a day for a whole year; this is a complete subterfuge, since it completely ignores the real issue, which is the impact of sudden loud noise.

GE-2  
NO-50

Sincerely yours, XX

Hal Williams

Hal Williams

A1225 TU

MAR-12-2012 07:48 PM PAULA.ED.MAXWELL 520 519 5012 P.01

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



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HQ AETC/A7CPP  
266 F Street West, Bldg. 901  
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Fax: 210-652-5649  
Email: [aetca7cp.inbox@us.af.mil](mailto:aetca7cp.inbox@us.af.mil)

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Name: \_\_\_\_\_  
Organization/Affiliation: Paula Stone Maxwell Mr Ed Maxwell  
Address: \_\_\_\_\_  
City, State, Zip Code: \_\_\_\_\_

Comments: Bring the F35 Training to Tucson!

GE-3

Paula Stone Maxwell Ed Maxwell  
3/12/2012 3/12/12

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MAR-12-2012 23:39 03/12/12 EST Pg 1-1

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Email: [aetca7cp.inbox@us.af.mil](mailto:aetca7cp.inbox@us.af.mil)

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Name: DAVID A HARDWICH  
Organization/Affiliation: RETIRED  
Address: \_\_\_\_\_  
City, State, Zip Code: \_\_\_\_\_

Comments: My wife and I reside near Davis-Houston AFB and often see and hear military aircraft overhead. That is a welcome sight and sound since it reminds us of the price of freedom and sacrifices and bravery of our military personnel. We strongly support the presence of the F-35 in Tucson and look forward to welcoming crews and support personnel to our community.

GE-3

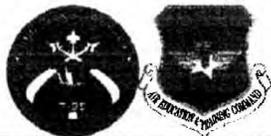
David A. Hardwich  
DAVID A. HARDWICH

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Name: Martha G. Ortiz
Organization/Affiliation: (retired health care administrator)
Address:
City, State, Zip Code:

Comments: I am proud that both my husband and father served in the Air Force, but I strongly believe the F-35 training program does not belong in a densely populated area like Tucson.
1. Average decibels are meaningless - it is the high levels and long duration that can cause permanent hearing loss.
2. Extreme noise could adversely affect those with autism, PTSD, or hypertension, according to medical testimony.
3. Young children's hearing is especially at risk.
4. The noise would negatively impact classroom learning, outdoor activities, tourism, and home values.
5. Jobs would be lost in the tourism and real estate sectors of our faltering economy.

GE-1
NO-50
NO-6
NO-58
EJ-2
NO-18
SO-7
SO-1

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Name: RICHARD L. HORTON
Organization/Affiliation:
Address:
City, State, Zip Code:

Comments: SOUTHER ARIZONA HAS LONG BEEN CONSIDERED A MILITARY-FRIENDLY AREA. I HAVE LIVED IN TUCSON OFF & ON SINCE 1958. I REMEMBER THE B-47'S & F-4'S WHICH WERE SOMEWHAT NOISY BUT NEVER UNCOMFORTABLY SO. I REMEMBER SITTING AT THE INTERSECTION OF 29th & PALO VERDE & WATCHING THE FIGHTER PLANE DRIFT ACROSS MY WINDSHIELD AND INTO THE SHOPPING CENTER. SOMETIMES BAD THINGS HAPPEN BUT, LIKE MOST SOUTHERN ARIZONANS, I FEEL THE RISK IS WORTH IT BECAUSE IT PROTECTS OUR FREEDOM. I ALSO NOTE THAT A LARGE NUMBER OF THOSE WHO OBJECT TO

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THE ASHTON CO INC

**A1228 TU**  
PAGE 02/02

THE F-35 DO SO NOT BECAUSE OF THE  
NOISE BUT THEY OBJECT TO THE MILITARY  
IN GENERAL. MOREOVER, MANY OBJECTORS  
PERMANENTLY OBJECT TO MINING AND  
EVERY OTHER FORM OF PROGRESS IN  
OUR SOCIETY. I AM PROUD TO SUPPORT  
OUR MILITARY & PROUD TO SUPPORT THE  
F-35.

GE-3

**A1229 BO**

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



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Name: LAVAGHNE COOK

Organization/Affiliation: \_\_\_\_\_

Address: \_\_\_\_\_

City, State, Zip Code: \_\_\_\_\_

Comments: PURSUANT TO THE NATIONAL ENVIRONMENTAL  
POLICY ACT 42 UNITED STATES CODE 4321 EIS 09.

I AM APPROSED TO F-35A PILOT TRAINING  
CENTER IN BASE.

REASONS, HEALTH, QUALITY OF LIFE,  
PROPERTY VALUES, NEGATIVE ECONOMIC  
IMPACT.

LAVAGHNE COOK

GE-4  
 NO-6  
 SO-1  
 SO-18

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**Final**  
**June 2012**

A1230 BO

March 10, 2012

Mr. David Martin, Air Force Contractor  
Ms. Kim Fornof, US Air force  
HQ AETC/A7CPP  
266 F St. W., Bldg. 901  
Randolph AFB, TX 78150-4319

Dear Mr. Martin and Ms. Fornof:

Let me begin by saying that we don't believe that where we live is being considered in the Air Force's study or the city of Boise's airport "influence area" since we live across the Boise Valley beneath Table Rock. To put this in perspective, it takes us 20 minutes to drive to the airport. However, we are definitely in the airport's influence area in terms of noise pollution since the sound carries clear across the valley. We don't believe the people who are lobbying for the F-35 jets realize the far reaching effects of the noise these planes produce. There is nothing as invasive, sound-wise, as these jets. We live in a well-insulated house with stucco walls, concrete roof tiles, double pane glass windows with window coverings and are sound sleepers, yet we've been awakened at midnight by the F-15 jets. The F-35 is purportedly even louder. We are convinced that the noise level produced by the jets far exceeds every noise ordinance the City has. In addition, consideration has not been given to the fact that these planes will be able to fly anytime, anywhere, since they are not subject to the restrictions the FAA places on commercial flights.

NO-1

NO-8

NO-1

NO-3

We fully support the military and the job they do; however, we are sure there are bases where training can be conducted without having an adverse effect on the quality of life of those who live nearby.

NO-36

When considering flying the F-35 jets above a metropolitan area such as Boise, we hope you give more weight to the input from those who will be affected on a daily basis instead of politicians who want to say they brought jobs here so they can use this to get re-elected. Jobs will come and go but once here, the jets and the noise will be with us for years to come, and the quality of life we once enjoyed will be gone.

NO-1

NO-36

Sincerely,

*Bill + Edie Morse*

Bill and Edie Morse

CC: Mayor Bieter, Governor Otter, Senator Crapo, Senator Risch, Congressman Simpson, Congressman Labrador, Boise City Council

A1231 BO

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Name: Willow Platts

Organization/Affiliation: \_\_\_\_\_

Address: \* \_\_\_\_\_

City, State, Zip Code: \_\_\_\_\_

Comments: I went to your meeting in Boise on Feb 28, 2012.

Your speakers and presentation were good except for your lack of sound prestation the F35A's would make. I cannot read a noise chart WE NEED TO HEAR IT. Some of the speakers from the audience brought up that point too. Our government officials think this project will bring jobs to Idaho. Who are they kidding? Most government have their own contractors and subcontractors. I know this from selling carpet and tile to the government.

GE-2

SO-21

My major concern is for the 4 schools we have in the area. Are you going to relocate them

EJ-1

\*\*\*Please print - Additional space is provided on the back.\*\*\*

A1231 BO

or do you want to be responsible for Lack of hearing and loss of concentration for Idaho's Future? EJ-1 cont'd  
EJ-2

I know you don't care. If you did you would put this training facility out in the Desert- Some where else. GE-1

I do not approve. GE-4

I own my own home And it's value will go down. SO-1

How can you sell when the public knows that this might happen? SO-1

I DO NOT APPROVE GE-4

**United States Air Force**  
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**Environmental Impact Statement (EIS)**



A1232 BO

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Name: MRS PEARL PLATTS

Organization/Affiliation: \_\_\_\_\_

Address: \* \_\_\_\_\_

City, State, Zip Code \_\_\_\_\_

Comments: I WENT TO THE U.S. AIRFORCE PUBLIC MEETING ON FEB 28TH AT THE BOISE HOTEL & CONFERENCE CENTER CARRAGE ROOM.

THE F-35A'S IN BOISE WOULD IMPACK 10,000 RESIDENTS WHICH IS THE SIZE OF MOST OF THE TOWNS IN IDAHO. I AM SURE BOTH THE GOVERNOR (OTTER) & LT GOV. (BRAD LITTLE) LIVE OUTSIDE BOISE SO THE NOISE WILL NOT IMPACK THEM.
NO-11

BUT!! 4 SCHOOLS, 13 DAY CARE CENTERS, 2 PARKS & THE HILLCREST COUNTRY CLUB & GOLF COURSE WILL BE AFFECTED BY THE NOISE & POLLUTION. CHILDREN WALK TO SCHOOL, EXERCISE & DO ATHLETICS OUTDOORS.
EJ-1  
LU-3  
EJ-6

AT LEAST 213 RESIDENTS WOULD HAVE SOME HEARING LOSS. TOO HIGH A PRICE TO PAY.
NO-6

\*\*\*Please print - Additional space is provided on the back.\*\*\*

Visit [www.F-35ATrainingEIS.com](http://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.



A1234 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 Marlin, 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](mailto: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: Wendy Furtado

Organization/Affiliation: \_\_\_\_\_

Address: \_\_\_\_\_

City, State, Zip Code: \_\_\_\_\_

Comments: \_\_\_\_\_

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.

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
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
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

\*\*\*Please print - Additional space is provided on the back\*\*\*  
 Visit [www.F-35ATrainingEIS.com](http://www.F-35ATrainingEIS.com) for project information or to download a copy of the Draft EIS.  
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A1234 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-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
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. NO-20
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? SO-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? DO-1  
DO-2
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. NP-1  
LU-1  
SO-3
11. The EIS states that the F-35s in 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. GE-2  
NO-7  
AQ-3

A1234 BO

Please with all due respect:-

I have great concerns especially for the children and their future what about air quality children breathe here this valley has in various which will hold these chemicals down where they are and all of us breathe

EJ-2

AQ-1

and quiet peace

NO-36

Also wildlife I make a lot for my child out there with the wildlife I am concerned about disruption occurring out there

BI-5

You played a state that has a beautiful balance and most of the reason for this happy and loving way of life is the extreme peace and quiet that we all enjoy that I am begging you not to destroy this

NO-36

I have never gotten involved in some thing like this out there is our home our future please address all

NP-8

A1234 BO

of these worries we are just the very few who know about this Idaho is a slow and trusting state please do not opt out and with this until all of the people of Idaho are even aware PLEASE

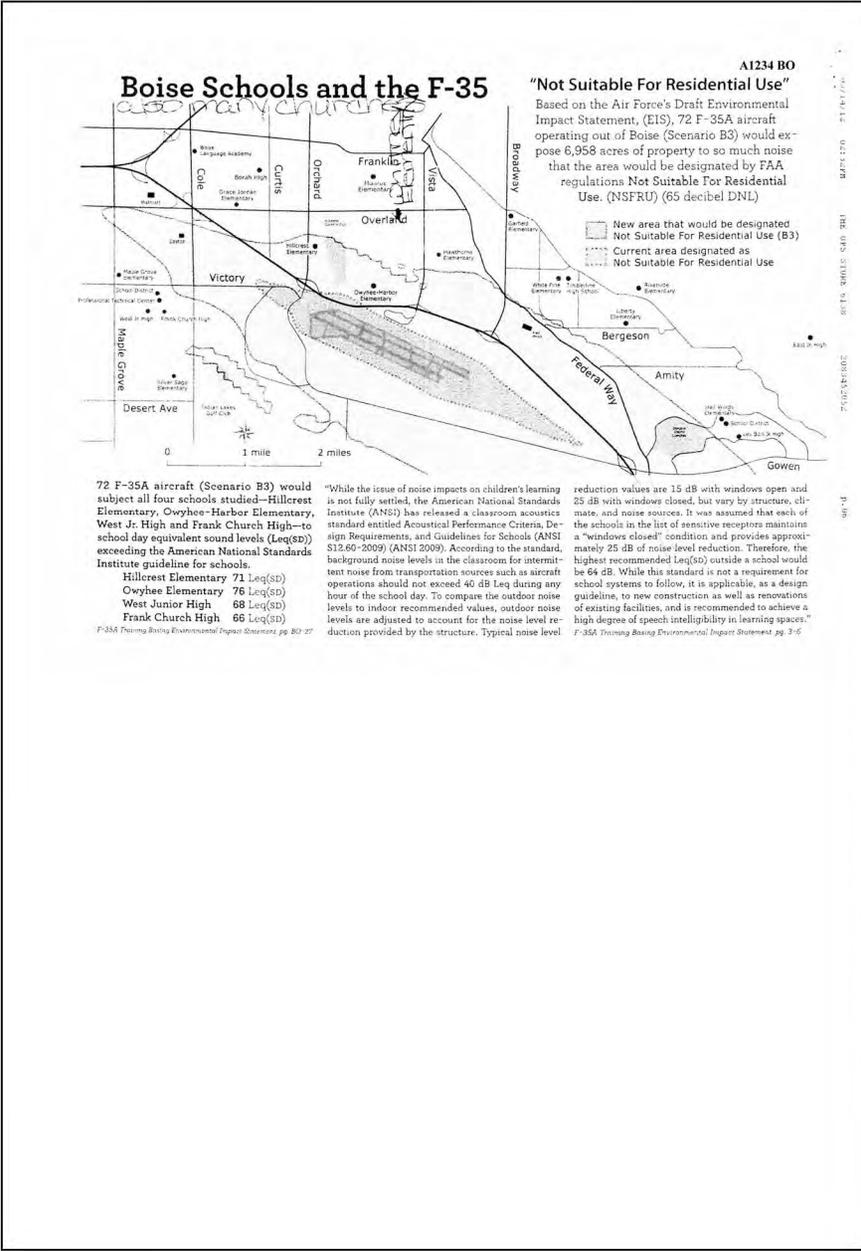
NP-8 cont'd

NP-14

Sincerely,

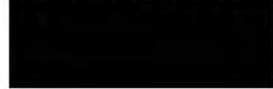
Wendy Probst

Thank You!



A1235 TU

Alan L. Stein and Terry Sue Holpert



Mr. David Martin, AF Contractor  
 And Ms. Kim Fornuf  
 HQ AETC/A7PP  
 @66 F Street West, Bldg 901  
 Randolph AFB, TX 78150-4319

Re: Comments on the F35A Draft EIS and Request for 45 Day Extension of Time for Public Comment

Dear Mr. Martin and Ms. Fornuf:

We are life-long Tucson residents who have worked, raised our family and lived in the central city since 1948. We write to oppose the basing of the F35A at the Tucson International Airport. Our reasons are delineated below.

GE-4

**DEIS is Premature and the Air Force should withdraw it**

We have reviewed the draft Environmental Impact Statement (DEIS) and found it inadequate and troubling. The DEIS is premature, the basic information as to the precise nature and analysis of noise, air pollution and safety of the F35A is either not provided, speculative or unknown and, according to the Air Force, the analysis of aircraft type and number is "not currently ripe for decision making". (DEIS,p.2-7). In the Executive Summary to the F35A Training Basing Environmental Impact Statement, the Air Force admits it is engaging in utter speculation as to the F35A's most basic characteristics of noise, air quality, and safety stating, "[B]ecause the F35A is a new aircraft that is under development, some data normally used to predict noise, air quality and safety conditions cannot be obtained at this time."(Executive Summary to EIS p.@69). Yet, despite the fact that the DEIS is built on speculation and is half baked, it strains credulity and is unfair that the Air Force has forced the public to provide all its comments now before it has fully disclosed all the facts associated with the F35A and the basing alternatives. The Air Force should withdraw the DEIS and reissue it when it has ascertained all the basic characteristics of the F35A, adequately informed the public of them in an open and transparent manner and provided a realistic idea of reasonable alternatives.

NP-13

**F35A noise estimates are not based on reliable, credible and authoritative evidence or actual flight tests but on unreliable "modeling" and the estimates are changing making a flyover an imperative**

A reading of the DEIS makes evident that the F35A noise estimates are not based on reliable, credible and authoritative evidence or actual flight tests over areas where they may be based. Furthermore, the Air Force dilutes and minimizes certain of the most

NO-4  
NO-7

NO-50

Final  
June 2012

A1235 TU

damaging F35A noise impacts by estimating noise levels and averaging them on a 24 hour day. The noise estimates, like many of the cumulative impacts of the F35A on our community, are based on unreliable “modeling” or are totally constructed from speculation. Regarding the validity of these estimates, the DEIS concedes: “[I]t should be noted that, although the most accurate and up-to-date data available were used as inputs to noise models and the most current impacts analysis techniques have been employed in calculating noise impacts, all results presented in this DEIS are estimates.” (DEIS@p.3-10). In fact, on January 30, 2012 the Air Force admitted that the noise estimates in the DEIS are not even accurate and changed certain of them. Which one of these noise estimates is the most accurate and exactly why, no one really knows. We anticipate the Air force will continue making changes after our right to comment has expired.

NO-50 cont'd

NO-21

In an effort to avoid this type of speculation and guesswork, former Representative Gabrielle Giffords and Senator John McCain have requested that the Air Force conduct F35A flyovers of Tucson, but this demand has been refused. Contrary to the speculations upon which the DEIS is based, we need not speculate as to why this demand was refused, since we know the reason: to fly the F35A over Tucson would be an ear-shattering experience, such that all responsible community members would oppose basing it here. We are confident none of us would make the most significant purchase of a lifetime if we were not given the opportunity to walk through that house and test all the appliances, or test drive that vehicle and have our mechanic check it out. Why has Air Force forced this decision on our community without providing us with complete information?

GE-2

NP-13

**The No Action Alternatives assumed before the DEIS was undertaken that TIA AGS is suitable for F35A basing**

The No Action Alternatives provided are ambiguous and confusing but seem to indicate that TIA Air Guard Station (AGS) will be selected as a base for F35A aircraft under one of the scenarios. Or the No Action Alternative may mean that the F35A will not be based here. Regardless, the nature and extent of urban encroachment here makes basing the F35A incompatible with substantial portions of residential and business communities. Simply having selected TIAAGS as one of four possible sites for basing of the F35A does not make it a suitable site yet, this is what apparently is assured by the way the Air Force framed the DEIS.

DO-1

NO-1

DO-32

Further, in addition to conceding that the analysis is not “currently ripe for decision making”, the Air Force claims beddowns of 24 or 48 F35A’s would not be cost effective, yet includes this as alternatives to future analysis to “facilitate potential future decision making.”(DEIS, p. 2-7) This contention poses two problems: first, the Air Force is required to offer alternative that are “reasonable, and second, the Air Force does not explain how this will relate to future decision making. Again the public is required to comment on this but since we are told that the alternative provided is not “reasonable” it is nonsensical and unfair.

DO-9 DO-2

**The F35A flight paths are incomplete, inaccurate and the DEIS is deficient**

A1235 TU

Since we reside in midtown and central Tucson and see the actual flight paths flown by ANG, we know that the actual ANG flight path is not accurately depicted in the DEIS, but also includes midtown and central Tucson. Therefore, the actual ANG flight path is far more extensive than the flight path and associated “noise contours” depicted in the in the DEIS. Not only is ANG’s actual flight path based on our personal experience and drawn from direct observations, but ANG personnel at the Q & A on Feb. 23, 2012 prior to the public comment period admitted that ANG aircraft currently fly over midtown and central Tucson, “when directed by air traffic control”. Therefore, since DEIS does not specify the actual flight path for the F35A and assess the environmental impacts of it on midtown and central Tucson, the DEIS is inaccurate, incomplete, deficient and must be withdrawn.

DO-23

NO-62

In addition to not identifying the actual ANG flight paths, at the Scoping Session for the F35A, the Air Force distributed a pamphlet stating that “... a small portion of F35A training may require limited use of the flightline or other facilities on Davis Monthan AFB. Additionally, the Air Force may use airspace managed and scheduled at Davis Monthan AFB if the Air National guard is selected...” According to the DEIS “[L]ive munitions are not stored at Tucson AGS, therefore for live operations, aircraft must transit Davis Monthan AFB for weapons loading and takeoff.” (DEIS@p.TU-16). Because the F35A will carry live munitions, it will be required to depart TIA to DMAFB and have it loaded there. The F35A with live munitions will depart from DMAFB utilizing the DMAFB airspace, flightline and other facilities. Generally speaking, the DMAFB flight path is currently over midtown and central Tucson, the University of Arizona and encompasses the most densely populated areas of Tucson. Like the actual ANG flight path noted above, it is far more extensive than the flight path and associated “noise contour” delineated in the DEIS. Because the DEIS does not designate the actual flight path the F35A will take when loaded with munitions and assess the environmental impacts of it on midtown and the central Tucson, the DEIS is inaccurate, incomplete, deficient and must be withdrawn.

NO-59 SA-13

**The F35A flight paths disproportionately expose low income and minority populations to noise that is classified as not compatible for residential use and no mitigation is specified**

Concerning the significant issue of environmental justice and protection of children, the F35A will disproportionately expose low income and minority populations to noise that is greater than 65dB DNL (day-night average sound level), which is noise that the Air Force and the FAA have classified as not compatible with residential use. In the three scenarios described in the DEIS, Table TU3.12-2 shows that 93.7, 93.8 and 88.2 percent of the population affected by noise levels of 65dB DNL would be minority. (DEIS@p.TU-119) The DEIS also states that “...the F35A aircraft scenario would present a disproportionately high and adverse environmental impact on low-income population.”(DEIS@p. TU-120). The Air Force refuses to specify how this can or will be mitigated.

EJ-4

**The DEIS is required to set out the mitigation it will provide to those whose properties are rendered incompatible to use**

A1235 TU

The Air Force has not addressed the precise mitigation it will provide to those who will not be able to use their properties as, among other things, schools, businesses, residences or the like. It is required to fully disclose mitigation in the DEIS but has refused to do so. Not only are the low income and minority populations who will be disproportionately impacted entitled to know the full nature and extent of the mitigation but so too are those who own property in midtown and the central Tucson who will be impacted by the actual F35A flight path. SO-11  
SO-1  
EJ-4

Additionally, the Air Force is required to identify in the DEIS those unavoidable impacts that cannot be mitigated to an acceptable level so the public can comment on it. The DEIS is deficient in not identifying these impacts. NP-33

**The DEIS fails to properly consider the cumulative impacts of the F35A**

The Air Force fails to consider the cumulative impacts of the F35A when added to all reasonably foreseeable future actions. It also improperly seeks to limit future actions to those of a military nature but even in those instances provides none of the requisite analysis. For example, as to the cumulative military actions considered, the reasonably foreseeable future expansion of operations at DMAFB and Operation Snowbird are not adequately considered and analyzed. In addition the reasonably foreseeable expansion of civilian and commercial air operations at TIA, Homeland Security/Border Patrol, and drones are not adequately addressed. The Air Force has failed to analyze the cumulative impacts and specifically how the civilian and military actions will affect the same resources as those related to basing the F35A here. CM-6

**The economic impact of basing the F35A is incomplete and flawed**

The economic impact of the F35A on Tucson is not fully specified. While the direct and indirect economic analysis provided is based on a formula, the Air Force ignores the negative impacts of the basing, fails to conduct any analysis respecting negative impacts on quality of life and productivity, and fails to conduct any real world socioeconomic impact analysis similar to places that already deal with extreme noise. SO-13  
SO-23

The deleterious effects the F35A will have on our community is not adequately taken into consideration. For example, the F35A clearly will have a significant detrimental impact on the \$ 2 billion dollar annual tourism industry and the 21,000 jobs it generates, will threaten the viability of the U of A and the business synergies it spawns, and will damage the Reid Park Zoo and imperil the lives of its animals. In short, the lifetime investments Tucsonans have made in their homes, neighborhoods and businesses and the investments we as a community have made to revitalize downtown and in our tourism/convention business will all be jeopardized by the F35A. The F35A will cause a decline in property values for those properties under or adjacent to the actual flight path. As a result, there will be a loss in tax revenue on a state and local levels which the DEIS does not take into account. The Air Force's failure to take these negative factors into consideration in its economic impact analysis renders it flawed. SO-7  
SO-18  
  
SO-1

A1235 TU

**Concerns remain about the ANG's credibility**

We would be remiss if we did not point out concerns we have as to the ANG's credibility. DMAFB/ANG commenced OSB in 1975 and an Environmental Assessment (EA) was conducted in 1978. Substantial changes with the aircraft deployed occurred during the period 1988-1992 which dramatically changed the program, triggering the need for a new EA or EIS. Members of our community pressed DMAFB/ANG as to whether they were in compliance with the law and they represented that they were. We continued to press them seeking the actual EA or the EIS that was conducted until we were finally informed that they had never conducted either. As a result of our efforts an EA is currently being prepared. Whether DMAFB/ANG was simply negligent or intentionally sought to evade NEPA we will never know. But we do know that this conduct does not inspire confidence and has damaged their credibility. NP-19

**A 45 day extension is requested**

The DEIS is technical, lengthy, confusing and requires a substantial time for lay people to understand the methodology and conclusions and to formulate appropriate comments. We request that the DEIS comment period be extended 45days from the March 14 deadline. NP-12

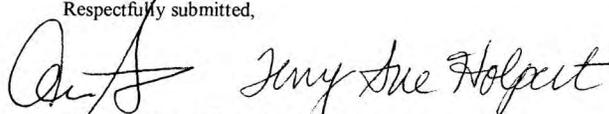
**Conclusion**

Given the nature and extent of the urban encroachment and surrounding land use, the F35A is not compatible with Tucson. Operating the F35A on the actual flight path will have grave, detrimental and irreparable impacts on the residents and their homes, schools, day care facilities and businesses throughout Tucson, particularly in the vicinity of TIA, DMAFB, midtown and the central city. GE-1

We are entitled to full and accurate information about all the characteristics of the F35A, the actual and cumulative impacts it will have on all of our neighborhoods over which it will fly, and the mitigation required and the unavoidable impacts that cannot be mitigated. The Air Force has not been transparent and has not furnished us with all the necessary information to make an informed and reasoned judgment; it has forced us to accept speculations. NP-35

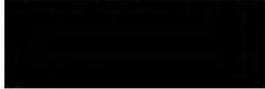
The F35A should not be based here. GE-4

Respectfully submitted,

  
Alan L. Stein and Terry Sue Holpert

A1236 TU

Alan L. Stein and Terry Sue Holpert



Mr. David Martin, AF Contractor  
And Ms. Kim Fornuf  
HQ AETC/A7PP  
@66 F Street West, Bldg.901  
Randolph AFB, TX 78150-4319

Re: Comments on the F35A Draft EIS and Request for 45 Day Extension of Time for Public Comment

Dear Mr. Martin and Ms.Fornuf:

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NO-7  
NO-50

A1236 TU

damaging F35A noise impacts by estimating noise levels and averaging them on a 24 hour day. The noise estimates, like many of the cumulative impacts of the F35A on our community, are based on unreliable "modeling" or are totally constructed from speculation. Regarding the validity of these estimates, the DEIS concedes: "[I]t should be noted that, although the most accurate and up-to-date data available were used as inputs to noise models and the most current impacts analysis techniques have been employed in calculating noise impacts, all results presented in this DEIS are estimates." (DEIS@p.3-10). In fact, on January 30, 2012 the Air Force admitted that the noise estimates in the DEIS are not even accurate and changed certain of them. Which one of these noise estimates is the most accurate and exactly why, no one really knows. We anticipate the Air force will continue making changes after our right to comment has expired. NO-50  
cont'd  
NO-21

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NP-13

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NO-1  
DO-32

Further, in addition to conceding that the analysis is not "currently ripe for decision making", the Air Force claims beddowns of 24 or 48 F35A's would not be cost effective, yet includes this as alternatives to future analysis to "facilitate potential future decision making."(DEIS, p. 2-7) This contention poses two problems: first, the Air Force is required to offer alternative that are "reasonable, and second, the Air Force does not explain how this will relate to future decision making. Again the public is required to comment on this but since we are told that the alternative provided is not "reasonable" it is nonsensical and unfair. DO-9  
DO-2

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	A1236 TU
<p>Since we reside in midtown and central Tucson and see the actual flight paths flown by ANG, we know that the actual ANG flight path is not accurately depicted in the DEIS, but also includes midtown and central Tucson. Therefore, the actual ANG flight path is far more extensive than the flight path and associated “noise contours” depicted in the DEIS. Not only is ANG’s actual flight path based on our personal experience and drawn from direct observations, but ANG personnel at the Q &amp; A on Feb. 23, 2012 prior to the public comment period admitted that ANG aircraft currently fly over midtown and central Tucson, “when directed by air traffic control”. Therefore, since DEIS does not specify the actual flight path for the F35A and assess the environmental impacts of it on midtown and central Tucson, the DEIS is inaccurate, incomplete, deficient and must be withdrawn.</p>	DO-23 NO-62
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<p><b>The DEIS is required to set out the mitigation it will provide to those whose properties are rendered incompatible to use</b></p>	

	A1236 TU
<p>The Air Force has not addressed the precise mitigation it will provide to those who will not be able to use their properties as, among other things, schools, businesses, residences or the like. It is required to fully disclose mitigation in the DEIS but has refused to do so. Not only are the low income and minority populations who will be disproportionately impacted entitled to know the full nature and extent of the mitigation but so too are those who own property in midtown and the central Tucson who will be impacted by the actual F35A flight path.</p>	SO-11 SO-1 EJ-4
<p>Additionally, the Air Force is required to identify in the DEIS those unavoidable impacts that cannot be mitigated to an acceptable level so the public can comment on it. The DEIS is deficient in not identifying these impacts.</p>	NP-33
<p><b>The DEIS fails to properly consider the cumulative impacts of the F35A</b></p>	
<p>The Air Force fails to consider the cumulative impacts of the F35A when added to all reasonably foreseeable future actions. It also improperly seeks to limit future actions to those of a military nature but even in those instances provides none of the requisite analysis. For example, as to the cumulative military actions considered, the reasonably foreseeable future expansion of operations at DMAFB and Operation Snowbird are not adequately considered and analyzed. In addition the reasonably foreseeable expansion of civilian and commercial air operations at TIA, Homeland Security/Border Patrol, and drones are not adequately addressed. The Air Force has failed to analyze the cumulative impacts and specifically how the civilian and military actions will affect the same resources as those related to basing the F35A here.</p>	CM-6
<p><b>The economic impact of basing the F35A is incomplete and flawed</b></p>	
<p>The economic impact of the F35A on Tucson is not fully specified. While the direct and indirect economic analysis provided is based on a formula, the Air Force ignores the negative impacts of the basing, fails to conduct any analysis respecting negative impacts on quality of life and productivity, and fails to conduct any real world socioeconomic impact analysis similar to places that already deal with extreme noise.</p>	SO-13 SO-23
<p>The deleterious effects the F35A will have on our community is not adequately taken into consideration. For example, the F35A clearly will have a significant detrimental impact on the \$ 2 billion dollar annual tourism industry and the 21,000 jobs it generates, will threaten the viability of the U of A and the business synergies it spawns, and will damage the Reid Park Zoo and imperil the lives of its animals. In short, the lifetime investments Tucsonans have made in their homes, neighborhoods and businesses and the investments we as a community have made to revitalize downtown and in our tourism/convention business will all be jeopardized by the F35A. The F35A will cause a decline in property values for those properties under or adjacent to the actual flight path. As a result, there will be a loss in tax revenue on a state and local levels which the DEIS does not take into account. The Air Force’s failure to take these negative factors into consideration in its economic impact analysis renders it flawed.</p>	SO-7 SO-18 SO-1

A1236 TU

**Concerns remain about the ANG's credibility**

We would be remiss if we did not point out concerns we have as to the ANG's credibility. DMAFB/ANG commenced OSB in 1975 and an Environmental Assessment (EA) was conducted in 1978. Substantial changes with the aircraft deployed occurred during the period 1988-1992 which dramatically changed the program, triggering the need for a new EA or EIS. Members of our community pressed DMAFB/ANG as to whether they were in compliance with the law and they represented that they were. We continued to press them seeking the actual EA or the EIS that was conducted until we were finally informed that they had never conducted either. As a result of our efforts an EA is currently being prepared. Whether DMAFB/ANG was simply negligent or intentionally sought to evade NEPA we will never know. But we do know that this conduct does not inspire confidence and has damaged their credibility.

NP-19

**A 45 day extension is requested**

The DEIS is technical, lengthy, confusing and requires a substantial time for lay people to understand the methodology and conclusions and to formulate appropriate comments. We request that the DEIS comment period be extended 45days from the March 14 deadline.

NP-12

**Conclusion**

Given the nature and extent of the urban encroachment and surrounding land use, the F35A is not compatible with Tucson. Operating the F35A on the actual flight path will have grave, detrimental and irreparable impacts on the residents and their homes, schools, day care facilities and businesses throughout Tucson, particularly in the vicinity of TIA, DMAFB, midtown and the central city.

GE-1

We are entitled to full and accurate information about all the characteristics of the F35A, the actual and cumulative impacts it will have on all of our neighborhoods over which it will fly, and the mitigation required and the unavoidable impacts that cannot be mitigated. The Air Force has not been transparent and has not furnished us with all the necessary information to make an informed and reasoned judgment; it has forced us to accept speculations.

NP-35

The F35A should not be based here.

GE-4

Respectfully submitted,

*Alan L. Stein and Terry Sue Holpert*  
Alan L. Stein and Terry Sue Holpert

A1237 TU

NO F-35!

*DR. RICHARDS*



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& 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-6
- Harm student concentration ] EJ-2
- Harm pets, Zoo & wildlife ] BI-5
- Reduce property values ] SO-1

**HEALTH, SAFETY AND ENVIRONMENTAL CONCERNS:**

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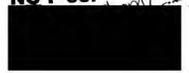
SA-12  
SA-17  
SA-16  
SA-13

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.

EJ-4  
NO-6/AQ-1

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

A1238 TU

**NO F-35I**  


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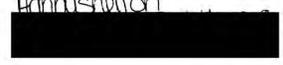
- EXCESSIVE NOISE & VIBRATIONS:**
- |   |  |
|---|--|
| <input checked="" type="checkbox"/> Diminish quality of life <small>NO-36</small>   | <input type="checkbox"/> Damage tourist industry     |
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| <input checked="" type="checkbox"/> Reduce outdoor enjoyment of parks, sporting events <small>LU-3</small>                | <input type="checkbox"/> Damage hearing of residents |
| <input checked="" type="checkbox"/> Disrupt classes and activities at schools, colleges, universities <small>EJ-2</small> | <input type="checkbox"/> Harm student concentration  |
|   | <input type="checkbox"/> Harm pets, Zoo & wildlife   |
|   | <input type="checkbox"/> Reduce property values      |

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

A1239 TU

**NO F-35I**  
 Harris Newton  


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

A1240 TU

**NO F-35!**

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- Damage building structures  SO-1
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- Harm pets, Zoo & wildlife  BI-5
- Reduce property values  SO-1

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

*Patricia*

A1241 TU

**NO F-35!**

*Tussocks*  
[Redacted]

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

A1242 TU

**NO F-351**  
*MARK MAYER*  


PLEASE  
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 & Kim Fornof  
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 Randolph AFB 78150-4319



**NO F-35 Basing or Training Flights in TUCSON!**  
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- |  |  |
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|  | <input checked="" type="checkbox"/> Reduce property values ] SO-1      |

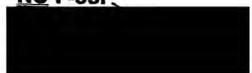
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**PLEASE SCHEDULE FLY-OVERS BEFORE MAKING BASING DECISION!!!** ] GE-2

*Mark Mayer*

A1243 TU

**NO F-351**  


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

**NO F-351**

*D. Murphy*



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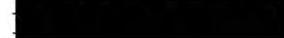
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PLEASE SCHEDULE FLY-OVERS BEFORE MAKING BASING DECISION!!! **GE-2**

A1245 TU

**NO F-351**

*Kim Fornof*



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

A1246 TU

**NO F-35I**

*M. Donovan*  
[Redacted]

PLEASE  
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- |   |       |  |       |
|---|-------|--|-------|
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SA-12  
SA-17  
SA-16  
SA-13

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EJ-4  
NO-6/AQ-1

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

*Melisse Donovan*

A1247 TU

**NO F-35I**

*ISABEL GARCIA*  
[Redacted]

PLEASE  
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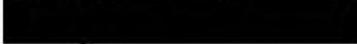
EJ-4  
NO-6/AQ-1

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

A1248 TU

**NO F-35I**

*Lois Rose*



PLEASE  
PLACE  
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PLEASE SCHEDULE FLY-OVERS BEFORE MAKING BASING DECISION **GE-2**

A1249 TU

**NO F-35I**

*Wendy Elliott*



PLEASE  
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*Wendy Elliott*

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PLEASE SCHEDULE FLY-OVERS BEFORE MAKING BASING DECISION **GE-2**

A1250 TU

**NO F-351**  
*Schubert*

PLEASE  
PLACE  
STAMP

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 checked="" type="checkbox"/> Damage tourist industry SO-7 |
| <input checked="" type="checkbox"/> Threaten fragile ecosystem BI-2  | <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 type="checkbox"/> Harm pets, Zoo & wildlife               |
|  | <input checked="" type="checkbox"/> 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-12  
SA-17  
SA-16  
SA-13

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.

EJ-4  
NO-6/AQ-1

PLEASE SCHEDULE FLY-OVERS BEFORE MAKING BASING DECISION!!!

GE-2

A1251 TU

**NO F-351**  
*KW Phillips*

PLEASE  
PLACE  
STAMP

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



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**EXCESSIVE NOISE & VIBRATIONS:**

- |  |  |
|--|--|
| <input checked="" type="checkbox"/> Diminish quality of life NO-36   | <input checked="" type="checkbox"/> Damage tourist industry SO-7     |
| <input checked="" type="checkbox"/> Threaten fragile ecosystem BI-2  | <input checked="" type="checkbox"/> Damage building structures NO-12 |
| <input checked="" type="checkbox"/> Reduce outdoor enjoyment of parks, sporting events LU-3                | <input checked="" type="checkbox"/> Damage hearing of residents NO-6 |
| <input checked="" type="checkbox"/> Disrupt classes and activities at schools, colleges, universities EJ-2 | <input checked="" type="checkbox"/> Harm student concentration EJ-2  |
|  | <input checked="" type="checkbox"/> Harm pets, Zoo & wildlife BI-5   |
|  | <input checked="" type="checkbox"/> 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-12  
SA-17  
SA-16  
SA-13

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.

EJ-4  
NO-6/AQ-1

PLEASE SCHEDULE FLY-OVERS BEFORE MAKING BASING DECISION!!!

GE-2

*Robert Phillips* 2031595 USMC

A1252 TU

NO F-35I



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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-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-12  SA-17  SA-16  SA-13

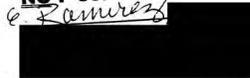
A higher percentage of low-income and minority residents would be affected. Disproportionate, detrimental impacts would constitute environmental injustice. Increases in air pollution and noise would create negative health effects for all.  EJ-4  NO-6/AQ-1

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

*Linda Foster*

A1253 TU

NO F-35I



PLEASE PLACE STAMP

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-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-12  SA-17  SA-16  SA-13

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.  EJ-4  NO-6/AQ-1

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

*Spare us!*

A1255 HO

A1254 LU

**NO F-35!**  
*Pam Bunn*  


PLEASE  
 PLACE  
 STAMP

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



F-35A Draft EIS

David Martin, Air Force Contractor and Kim Fornoff  
 HQ AETC/A7Ccpp  
 266 F Street West, Bldg 901  
 Randolph AFB, Texas 78150-4319

Dear Mr. Martin and Ms. Fornof,

After reviewing the F-35 draft EIS I must inform you of my extreme disappointment and utter dismay. It is one of the worst documents I have had the misfortune to review. It is filled with generalities, uses outdated and unrelated 'studies' to justify the flight of the F-35 over our area, has omitted responding to questions submitted by a large number of our Sacramento Mountain residents during the original scoping process, and uses 'averages' in an apparent attempt to cover up the true impacts on people, animals, property, businesses and ultimately the detrimental impact on the health, safety and welfare of all of us living in this area. In short, it is a sham. It appears its sole purpose is to give the Air Force authority to use multi million dollar weapons of war in acts of violence and aggression against its own people and to do so with impunity.

NP-13

Let me be crystal clear that the above statement has nothing to do about the intention and conduct of our honorable men and women of the Air Force. They will just be doing their job(s) and following orders. It does have everything to do with the lack of honesty, transparency, completeness and accuracy of this EIS for which you are responsible. Until this document meets this criteria this process will remain a sham and license will be given for harm to be done to the very people our military is sworn to protect.

NP-13

I expect to receive a HARD copy of the EIS, any and all related correspondence released to the public. I expect that my comments will be made part of the public record and that they will be included in the final EIS. I expect my following questions will be answered in a thorough and detailed manner using current studies that relate specifically to this aircraft, as this plane is very different from anything that has preceded it and by the Air Force's own statements, remains largely untested.

NP-7

NP-8

1- Many original scoping letters from our communities asked why these planes and others could not be flown over areas other than the Sacramento Mountains where we live. These questions were never answered in the draft EIS. Please do so and specifically address the following.

NP-3

2- The Air Force has many other flight options. Please provide a detailed list of those options for training, when and why there are used or not and when and the Sacramento Mountains are used instead, and the rational for doing so.

DO-25

3- The White Sands Missile Range is currently used by both the Army and Air Force. This is a logical alternative for flight training due to its isolation and emptiness. We know it is used for some flight training some of the time but why not all of the time, in lieu of the Sacramento Mountains? There is a military office established to better coordinate the use of this air space. What is the status of those efforts, and what needs to change or occur for this alternative to be

DO-4

**NO F-35 Basing or Training Flights in TUCSON!**

Our densely populated metro area would be adversely impacted.

- EXCESSIVE NOISE & VIBRATIONS:** *all!*
- |  |       |  |       |
|--|-------|--|-------|
| <input type="checkbox"/> Diminish quality of life  | NO-36 | <input type="checkbox"/> Damage tourist industry     | SO-7  |
| <input type="checkbox"/> Threaten fragile ecosystem  | BI-2  | <input type="checkbox"/> Damage building structures  | NO-12 |
| <input type="checkbox"/> Reduce outdoor enjoyment of parks, sporting events                | LU-3  | <input type="checkbox"/> Damage hearing of residents | NO-6  |
| <input type="checkbox"/> Disrupt classes and activities at schools, colleges, universities | EJ-2  | <input type="checkbox"/> Harm student concentration  | EJ-2  |
|  |       | <input type="checkbox"/> Harm pets, Zoo & wildlife   | BI-5  |
|  |       | <input type="checkbox"/> 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-12  
 SA-17  
 SA-16  
 SA-13

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EJ-4  
 NO-6/AQ-1

PLEASE SCHEDULE FLY-OVERS BEFORE MAKING BASING DECISION

GE-2

Final  
 June 2012

A1255 HO	
used 100% of the time in lieu of the Sacramento Mountains ? Include in this review the scheduling of Air Force personnel and flights, days of the week included and omitted from this schedule and the reasons why. Also include a detailed summary of how this scheduling would need to change to achieve the goal of 100% use of White Sands Missile Range and/or other options than the Sacramento Mountains. This should include the scheduling of military flights during days that are currently not scheduled by the Air Force, such as Saturday and Sunday.	DO-4 cont'd
4- The noise level created by the F-35 is unlike any previous aircraft. The draft EIS tends to use averages and omission in addressing this issue. This issue requires clear, exact and verifiable data in the answers to these questions:	NO-1
-What are the true and verifiable noise levels (dB) of the F-35 at all flight levels starting at 100' above ground level up to 5,000' above ground level using 100' increments at 500 knots or greater ?	NO-4
-What are the true and verifiable noise levels over 5,000' above ground using 500' increments up to 30,000' altitude at 500 knots or greater ?	
-Given the Department of Defense criteria that anything above 75dB is unacceptable, at what altitude must the F-35 then fly in order to remain within the DOD criteria for acceptable ?	
-Given the noise created by the F-35 at each altitude at the stated speed, what are the documented and verifiable impacts on the following:	
-human hearing and specifically hearing damage	NO-6 EJ-2
- human physical health	
-human mental health	
-human physical pain experienced at each dB level	
-human unborn fetus, in each trimester (both short and long term effects)	
-infants (please address specially the risk for convulsions and other specific health problems already verified by low level flyovers in aircraft much quieter than the F-35, both short and long term impacts.	
-domestic livestock and family pets including; cattle, horses, goats, cats, dogs and sheep.	BI-5
-what are the expected abortion rates for each of the above at each dB level ?	
-what are the impacts on wildlife specific to the Sacramento Mountains for each of the dB levels.	
-all endangered species in this area	
-studies cited need to be specific to the noise levels created by the F-35A and each specific animal and species	
- Each of the above should also be answered for not only a one time event but for multiple and frequent flyovers at respective altitudes. In other words, frequency, intensity and duration of the events. As an example, one flyover of the F-35 at 100' above a person will result in a dB level that will cause some immediate hearing damage. When this occurs multiple times how much damage occurs each time and at what point is hearing totally lost ?? (Frequency,	NO-4

A1255 HO	
intensity, duration with corresponding impacts)	NO-4 cont'd
5- The negative economic and financial impacts of the Air Force activity over our area have already been significant yet the impact of the addition of the F-35 is minimized in the draft EIS. Please answers each of the following questions:	SO-14
-what will be the physical damage to homes and other man made structures be at each of the dB levels noted in your answers to #4 above. Specifically address poured concert, cement block stem wall and rock concrete foundations, windows, interior sheet rock walls, all roof systems and the overall impact on the structural integrity of a stick built home and a manufactured home. This should also be addressed given frequency, intensity and duration of events at the various dB levels.	NO-12
-What will the impact be upon property values given your answer to all the above questions ? Who will buy a home under any of the above conditions ? Please site the specific studies involving effected real estate, the real estate professionals involved in these studies and the specific information used as part of the study, all related to the F-35 and the Sacramento Mountain properties.	SO-1
-Given the negative impact the F-35 will have upon property values, how will the Air Force adequately and fairly reimburse property owners for the lost value in their homes and land ???	SO-11
-Is the Air Force prepared to buy property at full pre F-35 price if the property owner cannot find a buyer within a reasonable period of time (12 months) and will the Air Force pay for property appraisals before arrival of the F-35 in order to assure accuracy and fairness to the property owners that are impacted ?	SO-11
6- The draft EIS either omits or minimizes information regarding flares, munitions and chaff use with corresponding risk and impact on our environment. Why is specific detailed information being omitted ? Specifically:	SA-4
- How much tonnage per year per plane is expected to fall in our area ?	DO-14
-The draft EIS states that the dumped material will include 'plastic, nylon, silicone foam and graphite fabric' but then minimizes this dumping. Why is this ??? The dumping of any foreign material in our pristine mountains on or off our private property is not acceptable.	DO-15
-All materials of this nature present an environmental hazard as well as a hazard for domestic livestock and family animals. It is not acceptable in any form or amount yet appears to be minimized by the Air Force and your draft EIS. This dumping should be taken in the same manner as some private citizen dumping garbage in the national forest or on private land, it is	

A1255 HO

illegal, a crime, presents a risk to humans, wildlife and domestic animals and should be treated as such. Why is it being minimized? Why is it deemed OK by the Air Force? Why should we as property owners view this illegal and dangerous act any differently then we do if a private individual dumped on our land or in our national forest??

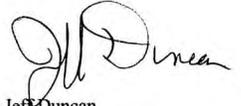
DO-15  
cont'd

I expect each of these questions to be addressed and answered in detail, with documentation of the source of the studies and information referenced that relates specifically to the F-35 and specific issues involved, based upon current, complete and thorough research and studies. I expect documentation that verifies that all studies and participants are free of conflicts of interest and in no manner is there financial or other interests served or influenced by the Air Force, Dept of Defense, Pentagon or any person or agency related to the F-35A. Generalities, omissions, averages and estimates are not acceptable for such a serious issue that will have such a far ranging impact on our lives.

NP-8  
NP-15  
NP-16

I will reiterate that I expect to receive a hard copy of the final EIS and all appendices.

Respectfully,



Jeff Duncan



4/4

**NO F-35!**

*Jean de Jong*



PLEASE  
PLACE  
STAMP

A1256 TU

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



Attn David Martin,

The Eglin EIS clocked the noise level of the F-35 at 500 mph at 500' altitude on landing, at 122 decibels. The human ear can be exposed to this level of noise for only 4 seconds/day (24 hrs) cumulatively before permanent hearing damage occurs. The day/night averaging is not the best practice which acknowledges this negative impact to human physiology. *Jean de Jong*

NO-48

NO-40

**NO F-35!**

Jean de Jong



PLEASE  
PLACE  
STAMP

A1256 TU

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



Attn David Martin,  
The TIA DEIS doesn't  
at all address the fact that  
the Air National Guard F-16's  
load up on munitions at DM,  
requiring them to fly over  
Tucson. The DEIS does not  
at all address the impact to  
citizens, animals (zoo) or the economy  
around DM.  
Jean de Jong

DO-30

**NO F-35!** TUCSON AZ 857



012 PM 1 L



A1257 TU

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



Too dangerous + too noisy  
to fly over a big city  
filled with many people of  
all ages including the  
elderly + children.  
Risks outweigh the  
benefits.  
Lucy Billings

SA-1

NO-1

EJ-2

GE-4

NO F-35! TUCSON AZ 857

J. Walters  
[Redacted]



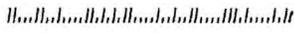
A1258 TU

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!



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3-14-12

Hola!

MY NAME IS JESSICA WALTERS  
AND I AM AN EDUCATOR AT  
DESERT SPRING CHILDREN'S CENTER  
IN CENTERA TUCSON. I BELIEVE THESE  
AIRCRAFTS ARE DAMAGING THE  
SENSITIVE HEARING OF OUR YOUNG  
CHILDREN. PLEASE DO NOT LET  
THIS HAPPEN TO OUR YOUNGEST  
COMMUNITY MEMBERS!

EJ-2

NO F-35! TUCSON AZ 857

K. Johnson  
[Redacted]



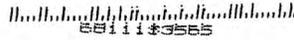
A1259 TU

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



Dear David Martin and Kim Fornof,

I am opposed to the F-35 coming  
to Tucson. The loud noises and  
vibrations are damaging to the  
healthy growth and development  
of our children. I am also  
concerned about the safety of  
new and untried air craft flying  
over the center of the city. The  
draft EIS doesn't cover all of the  
safety risks and how they will  
impact all those in the flight  
path.

Thank you for your  
attention  
Kathryn Jones

GE-4

EJ-2

SA-12

NO F-35!

3/13/12



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



A1260 TU

NO F-35 Basing or Training Flights in TUCSON!

tucsonforward.com



Dear David Martin,  
I am a parent and  
preschool teacher and  
I am very concerned  
about protecting Tucson's  
children from the  
excessive cumulative  
noise of the F-35. The  
noise will be very damaging  
to young ears! Sara Van Slyke

EJ-2

A1261 TU

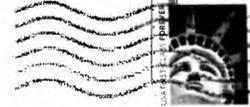
NO F-35!

Hickes



TUCSON AZ 857

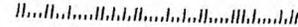
2012 MAR 13



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!

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To All Parties Involved,  
The DEIS on the proposed F-35<sup>3/13/12</sup> training  
program for Tucson AZ is an incomplete &  
flawed document based on data that is  
incomplete at best, misleading & false at worst.  
In particular, on pg. 54 of the DEIS, when  
it says 24, 48 or 72 aircraft will be based here,  
How can the environmental impact be evaluated  
w/out a baseline # of aircraft. The DEIS  
needs to be updated to present the  
truth & facts about potential negative impacts  
to safety, noise & air quality (see pg. 69) which are  
not factual & not acceptable. Thank you!

NP-13

DO-55

NO-4

SA-12

AQ-4

**NO F-35!**  
P. Hughes



A1262 TU

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



Greetings

3/13/12

I am a resident of Tucson, my name is Peter Hughes + my family + I live in midtown. We are opposed to the F-35 coming to Tucson which is an enjoyable city to live in because of its mostly quiet + healthy environment for children, because of the **EXTREMELY** loud amount of noise these particular jets will produce. The Draft EIS is an obviously flawed and incomplete document at its very best. I urge all involved parties to take the welfare of the citizens of Tucson to heart in this matter. Thank you! pth

GE-4

NO-36

NO-1

NP-13

A1263 TU

**NO F-35!**



HQ AETCA/A7CPP  
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& Kim Fornof  
266 F St. West, Bldg. 901  
Randolph AFB, Tx. 78150-4319

**NO F-35 Basing or Training Flights in TUCSON!**

tucsonforward.com



Dear David Martin,

I believe that F-35 should be placed in an area where there is not immediate danger to humans; The already present jets are loud and bothersome to people, specially children who often are frightened by the noise and vibrations this jets cause.

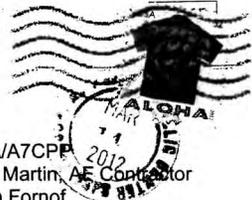
GE-1

NO-8

- Concern Citizen

NO F-35! TUCSON AZ 857

K. DiAnda  
[Redacted]

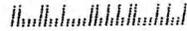


HQ AETCA/A7CPP  
Attn: David Martin, AF Contractor  
& Kim Fornof  
266 F St. West, Bldg. 901  
Randolph AFB, Tx. 78150-4319

A1264 TU

NO F-35 Basing or Training Flights in TUCSON!

tucsonforward.com



Hello!

Please Help keep our airspace  
quiet & clean to support the healthy  
growth & development of all children.  
The Future of America deserves  
Nothing less!

GE-4  
EJ-2

Sincerely,  
Karma DiAnda

A1265 TU

NO F-35! TUCSON AZ 857

[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



Dear Kim Fornof -  
I am a parent and I  
am very concerned about the  
JP-8 fuel fumes that  
I can smell when  
dropping my daughter  
off at UH3/Rincon in  
the mornings. JP-8 fuel is  
a known carcinogen! *[Signature]*

SA-9

A1266 TU

**NO F-35!**

*Sally Van Slyke*



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!**

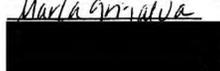
tucsonforward.com



A1267 TU

**NO F-35!**

*Marla Grimalda*



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



Final  
June 2012

Dear David Martin,  
The DEIS does not address the impacts that F35 noise will have on the livability of our residential neighborhoods - or our quality of life!  
*Sally Van Slyke*

NO-36

Attention Mr. Martin,  
I live on the southside of town and plane noise is already too loud. I also work at a preschool on the flight path. The children become aggitated with the plane noise. This consideration would be greatly appreciated.

NO-8

EI-2

Thanks You.

**NO F-35!** TUCSON AZ 857  
 Barb Kuells  
 2012 PM 1 L  
 USA 32  
 A1268 TU  
 ALOH

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



Dear Sir(s) & Madam(s):  
 I have grave concerns regarding this matter, and adamantly oppose any further jet noise and traffic over metropolitan Tucson and directly over my residence. I implore you to consider other locales for this mission. The detriments and potential damage far outweigh any "benefits". Thank you for your attention.  
 Sincerely, BarbKuells

GE-4

GE-1

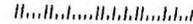
A1269 TU

**NO F-35!** TUCSON AZ 857  
 HUGHES  
 2012 PM 1 L  
 USA 32  
 A1269 TU

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



Greetings,

3/13/12

The overwhelming majority of informed & rational citizens of Tucson are opposed to the F-35 training coming to this city. On pg.69 of the DEIS the statement that "noise, air quality & safety conditions cannot be obtained" is NOT a reason to move fwd. on this program - just the opposite it is a clear statement that the DEIS is an obviously flawed & incomplete document, and must be re-evaluated, re-done & re-submitted for public scrutiny. Thank you!

GE-4

NP-13

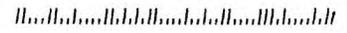
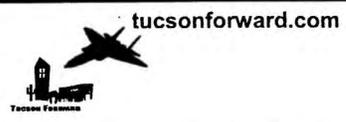
**NO F-35!**  
*J. Putnam*  
[Redacted]



A1270 TU

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!**

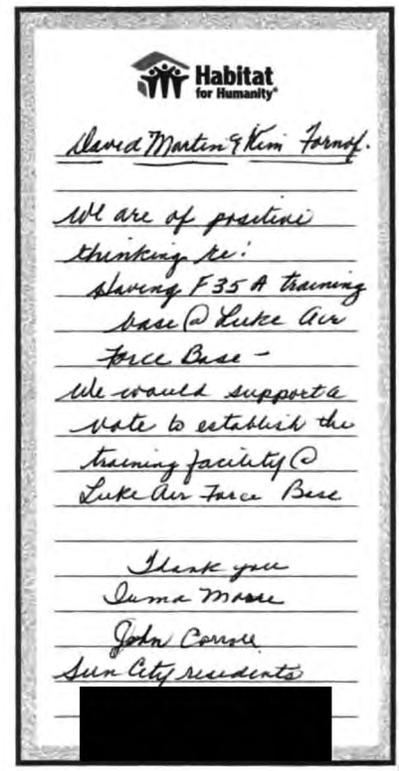


*Davis Monthan should be moved to Eloy, AZ. Saving fuel flying to training missions at the Goldwater range.*

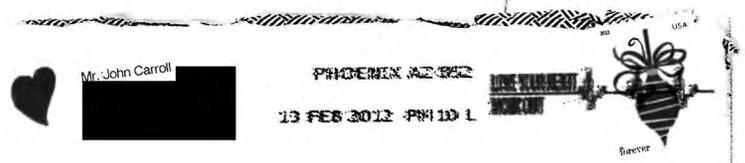
GE-4

*John Putnam*

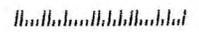
A1271 TU



GE-3



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



A1272 TU

ATTN: Mr. David Martin, AETC NEPA Program Manager  
HQ AETC/A7CPP  
266 F Street West, Bldg 901  
Randolph AFB, TX 78150-4319

Re: Comments  
F-35A Training DEIS  
Tucson International Airport Air Guard Station

Dear Mr. Martin,

Enclosed are seventeen letters from Tucson residents.

Please ensure the Air Force carefully considers each letter, and takes appropriate action. ] NP-8  
Also please ensure each letter is included in the final Environmental Impact Statement.

Sincerely,

  
Gary A. Hunter

Enclosures

Corresponds to A1147 TU

A1272 TU

ATTN: Mr. David Martin, AETC NEPA Program Manager  
HQ AETC/A7CPP  
266 F Street West, Bldg 901  
Randolph AFB, TX 78150-4319

Re: Sound Exposure Level (SEL)  
F-35A Training DEIS  
Tucson International Airport Air Guard Station

Dear Mr. Martin,

When the impact of noise is studied, aircraft noise is usually averaged into the other noises of an environment. The average includes all noise that occurs day and night over a period of 365 days.

This long-term average does not accurately portray the impact of high-decibel noise of brief duration. The residents of midtown Tucson are not bothered by the yearlong noise average; instead, they are disturbed by the short, sharp noise of aircraft that fly over their homes.

Perhaps your neighbor's dog barks loudly for a few brief periods each day, and for a few days each week. You are not disturbed by the yearlong average of noise. Instead, you are disturbed by the dog's terse, loud barks.

Reflecting this, local noise ordinances throughout the U.S. address the short-term levels of bothersome noise. When an officer cites an individual for a loud stereo or a mufferless vehicle, the officer does not consider the effect of the stereo or the vehicle upon the yearlong noise average of the neighborhood. Instead, he considers only the immediate, short-term decibel level of the offending source.

The Joint Land Use Study, prepared with the assistance of the Department of Defense for Davis-Monthan AFB, the City of Tucson, and Pima County, agrees. Its paragraph 5.1.1 states, in part, "Aircraft noise can be experienced as particularly annoying because its *sudden onset* may startle people [emphasis added] . . ."

The paragraph adds, "Under such circumstances, even relatively moderate noise increases can be perceived as an annoyance."

Table 3.2-2 of the DEIS Errata Sheet shows that when an F-35A flies a closed pattern over Tucson's Ocotillo Elementary School, its SEL will be 96 dB. If the surrounding residential neighborhood has a normal noise level, the noise climbs from 55 dB to 96 dB. Because of the logarithmic nature of decibels, this 41-decibel increase is perceived by the neighborhood's residents as an increase in the noise by a factor of *sixteen* times.

Corresponds to A1147 TU

A1272 TU

This sixteen-fold increase occurs in a matter of seconds. Such a sharp increase is not adequately portrayed by an averaging of sound levels over 24 hours and 365 days.

DoD requires the DNL metric to be used in noise analysis. However, it does not restrict the use of additional metrics. On the contrary, DoD encourages the use of other metrics in noise analysis. See, for example, DoD's publications, *Using Supplemental Noise Metrics and Analysis Tools* (2009) and DoD's *Operational Noise Manual* (2005).

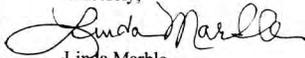
*Operational Noise Manual* states, "To assess the impact of this transitory noise [of an aircraft], the Sound Exposure Level, or SEL, is the best measure of the annoyance response" (page 4-7). [Emphasis added.]

DNL contour maps are necessary to delineate neighborhoods that, because of aircraft noise, will become incompatible with residential use. However, contour maps of SEL and TA (Time Above a specified decibel level) are far more useful in describing the noise impacts that residents will experience. *Using Supplemental Noise Metrics and Analysis Tools* describes the usefulness of SEL and TA contour maps, and provides examples of the maps.

The DEIS analysis is based primarily on DNL. To better assess the noise impacts that Tucson's residents will experience, the DEIS must instead focus its primary noise analysis on SEL.

Without a comprehensive single-event SEL analysis of F-35A noise impacts, the Air Force cannot make an informed decision about beddown of F-35As in Tucson.

Sincerely,



Linda Marble  
Resident of Tucson

Corresponds to A1145 TU

A1272 TU

ATTN: Mr. David Martin, AETC NEPA Program Manager  
HQ AETC/A7CPP  
266 F Street West, Bldg 901  
Randolph AFB, TX 78150-4319

Re: Property Values  
F-35A Training DEIS  
Tucson International Airport Air Guard Station

Dear Mr. Martin,

The DEIS provides no quantitative analysis of the impacts of F-35A noise upon property values. In fact, it addresses property values only briefly and incompletely.

The DEIS acknowledges that "The noise generated by the F-35A could have an adverse impact on property values" (page TU-115). But, to justify its failure to adequately analyze property values, the DEIS cites a study that found "it was difficult to quantify that impact" (page 3-35).

The Air Force cannot be excused from quantifying an impact simply because it is difficult to quantify. This is especially true for an impact—such as impaired property values—that can have a profound effect on many individuals, and on the community as a whole.

For Tucson, the DEIS addresses property values only in two paragraphs in Chapter 3, and in another short paragraph in Chapter 4. (These same paragraphs are repeated elsewhere in the DEIS.)

In contrast, the DEIS dedicates seven paragraphs to the analysis of noise impacts upon marine mammals.

The nearest marine mammals are 150 miles from Tucson, along the coast of mainland Mexico. They are even further from the three other bases covered by the DEIS.

The nearest manatees, which live more than 800 miles from Tucson, are afforded a full third of the analysis that property values receive in the DEIS.

In its very brief analysis of property values, the DEIS cites only two studies. It ignores all other studies, including two that were specified by at least one Tucson citizen during the EIS scoping phase.

One of the two studies, completed in 1994 by the Federal Aviation Administration and consultant Booz-Allen & Hamilton, developed a methodology for evaluating the impact of aircraft noise on housing values. The study demonstrated that in moderately priced

Corresponds to A1145 TU

A1272 TU

neighborhoods in the vicinity of Los Angeles International Airport, noise diminished property values by 18.6 percent, or 1.33 percent per decibel.

The second study, prepared for the Orange County Board of Supervisors, showed the loss of property value averaged 27.4 percent in the vicinity of the three California airports that were analyzed.

Despite the request of the Tucson citizen, the DEIS ignores both of these studies.

According to the DEIS, one of the two studies it recognizes has concluded that property values are more heavily affected by other factors, such as location and quality of housing, than by aircraft noise.

The DEIS, and the study it cites, fail to recognize that noise and other major factors—such as location and quality of housing—are inextricably linked.

Many potential home-buyers shun locations that are in the vicinity of airports, because airports are known to be noisy environments. As a result, the property values in a given neighborhood are impaired not just by aircraft noise, but by the neighborhood's location near an airport.

Noise not only directly affects property values; it also affects the desirability of a location.

This principal has been vividly demonstrated many times during the past few years, during the debate between pro-F35 factions and pro-neighborhood factions here in Tucson. Pro-F35 factions repeatedly ask, "If you don't like aircraft noise, why did you buy a house there?" And "If you don't like aircraft noise, just move."

Their comments encompass not just noise, but also location.

A second major factor that the DEIS recognizes—quality of housing—is also affected by aircraft noise. Generally, developers do not construct costly homes in areas of aircraft noise, because they know they will not attract affluent buyers. Instead, housing in noisy areas attracts buyers and tenants who lack the means to live in more pleasant surroundings. Further, the residents' financial situations or their low pride-of-ownership contributes to the deterioration of the housing stock.

Noise not only directly affects property values; it also affects the quality of housing.

The DEIS states that one of its two cited studies had concluded that regression analysis "was not able to predict the impact of aircraft noise on the property values" (page 3-35).

Regression analysis ensures that, when an analyst examines property values, he does not—to use a cliché—compare apples to oranges. He compares apples to apples by holding all variables (such as location and quality of housing) constant, and tracking

Corresponds to A1145 TU

A1272 TU

property values as they fluctuate with the fluctuation of a single variable (such as aircraft noise).

To continue the analogy, regression analysis in this case compares rotten apples to rotten apples. It compares noise-affected neighborhoods, which generally have poor housing quality and undesirable locations because of their proximity to aircraft noise, to similar undesirable neighborhoods that are not affected by noise. But regression analysis fails to consider why the noise-affected neighborhoods have become rotten apples.

In short, the DEIS and regression analysis both fail to recognize that aircraft noise affects not just property values. It also affects other variables that in turn affect property values.

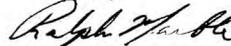
Economists commonly use before-and-after studies to determine economic effects. Before-and-after studies are the only effective method to analyze the impacts of aircraft noise on property values. For appropriate neighborhoods across the country, such studies can compare property values prior to a significant increase in aircraft noise versus after the significant increase.

The DEIS fails to quantify the impacts of aircraft noise upon property values. Even using the minimal discount of 0.5 to 0.6 percent per decibel that the DEIS suggests, the total dollar loss of property value—and of property-tax revenues—will be substantial for Tucson and for Pima County. Other studies, which the DEIS ignores, substantiate much higher discounts. Before-and-after studies will provide the most accurate basis for calculating the actual dollar losses that Tucson's residential and commercial properties will suffer from the noise of F-35As.

The DEIS will remain grossly deficient in its analysis of property values unless it provides a comprehensive review of the literature on aircraft noise and property values, unless it provides before-and-after studies of aircraft noise and property values, unless it provides a quantitative dollar analysis of changes in property values and in property tax revenues that will follow from the noise of F-35As.

Unless each of these deficiencies is remedied, the Air Force decisionmakers will be unable to make an informed decision about bedding F-35As in the urban environment of Tucson.

Sincerely,



Ralph Marble  
Resident of Tucson

Corresponds to A1141 TU

A1272 TU

ATTN: Mr. David Martin, AETC NEPA Program Manager  
HQ AETC/A7CPP  
266 F Street West, Bldg 901  
Randolph AFB, TX 78150-4319

Re: Reliance on DNL and FICON Curve  
F-35A Training DEIS  
Tucson International Airport Air Guard Station

Dear Mr. Martin,

Page 3-6 of the DEIS states, “findings substantiate the claim that community annoyance in response to aircraft noise is predicted quite reliably using DNL.” Further, Page B-8 states, “DNL correlates well with the annoyance.”

Those statements flatly contradict Department of Defense findings, and DoD policy.

A DoD publication titled “Community Annoyance Caused By Noise From Military Aircraft Operations” (2009) states on page 10

Given that the individual percent highly annoyed data points that went into the synthesis of the Schultz Curve ranged from about 5% to over 70% at DNL 65 dB, and that recent research indicates that the percent of people highly annoyed by aircraft noise may be higher than previously thought, caution should be exercised when interpreting synthesized data from different studies and any assumptions that the level of annoyance in any particular community near a military facility will closely match the average annoyance shown by the original or the updated Schultz Curve.

In other words, DNL cannot accurately predict high annoyance. This is because the Schultz Curve and its successor, the FICON Curve, are based on widely disparate sets of data. (The example above cites an often-used point on the curves’ X-axis—65 dB DNL—and notes the annoyance data at that point range from 5% to 70% on the Y-axis.) Further, high annoyance for aircraft noise may be greater than the curves predict. The curves and DNL therefore should not be used to predict annoyance.

The statements on DEIS pages 3-6 and B-8 are only two of many examples throughout the DEIS that violate this DoD finding.

Page 10 of the DoD’s “Community Annoyance” publication states

it is unadvisable to predict that a specific percentage of the population affected by your operations will be highly annoyed at a given DNL.

Corresponds to A1141 TU

A1272 TU

Table 3-1 of the DEIS violates this. The table displays—to the tenth of a percentage point—the percentage of people who are highly annoyed at various specific DNL levels.

The Air Force has long used DNL, and its associated Schultz and FICON Curves, to evaluate aircraft noise. In fact, the use of DNL is mandated.

However, the DoD’s “Community Annoyance” publication makes it clear that DNL and the curves are very unreliable. Page 7 states

As shown in Figure 2 [the FICON Curve], the large scatter among the data drawn from the various surveys reflects the low correlation coefficients for individuals’ reactions. Thus, considerable uncertainty is associated with the equation representing the relationship between %HA [percent highly annoyed] and DNL.

Page 10 of the same publication states

there remains significant controversy over the use of the dose-response annoyance curve first developed by Schultz, and later updated by others. . . . there is an extraordinary amount of scatter in the data. . . .

The Air Force cannot make an informed decision about beddown of F-35As in an urban environment when the DEIS relies—even in part—on data and methodology that DoD and acoustics experts find questionable. DoD’s “Community Annoyance” clearly establishes the questionable nature of the Schultz and FICON curves.

The FICON Curve was developed by the Air Force, and was based upon data that were specific to general transportation noise. The Air Force indiscriminately combined data from aircraft, highway, and rail noise. This was wrong. The DoD’s “Community Noise” states on page 6

Additional research found separate, non-identical curves for aircraft, road traffic, and railway noise. The additional research suggests that the percentage of people highly annoyed by aircraft noise alone may be higher than previously thought, and higher than the truck and rail noise curves.

Page 10 of “Community Noise” adds

Recent research tends to support the idea that the dose-response curves are different for aircraft, road and rail noise sources.

Despite DoD’s recognition that the FICON Curve is deeply flawed for analysis of aircraft noise, DoD continues as a matter of policy to use the curve.

Corresponds to A1141 TU

A1272 TU

Air Force decisionmakers cannot make an informed decision about beddown of F-35As in an urban environment when the EIS relies upon flawed data—especially when the flawed data is incorporated into the EIS as a matter of DoD policy.

To ensure an informed decision, this EIS must develop a dose-response curve that is specific to aircraft noise. This can be easily done by utilizing the aircraft-specific data the Air Force has already used for the FICON Curve. (Because military aircraft have different noise spectrums than commercial and general aviation craft, data specific only to military aircraft should be used.)

The DEIS provides some analysis using other noise metrics, in addition to DNL. However, it relies primarily on DNL analysis; note, for example, the DNL contour maps in each section of Chapter 4 and the total absence of contour maps based on other metrics. This primary reliance on DNL metrics ignores a basic fact cited by DoD’s “Operational Noise Manual” (2005): “To assess the impact of this transitory noise” of aircraft passing overhead, the Sound Exposure Level (SEL) “is the best measurement of the annoyance response” (page 4-7).

Though the use of DNL is mandated for this EIS, the document’s analysis of noise impacts must be based primarily on single-event SEL. This is critical for the Air Force’s decisionmakers, so they will have the relevant and realistic information they will need to make an informed decision about beddown of F-35As in Tucson.

Sincerely,



Dick Barber  
Resident of Tucson

Corresponds to A1153 TU

A1272 TU

ATTN: Mr. David Martin, AETC NEPA Program Manager  
HQ AETC/A7CPP  
266 F Street West, Bldg 901  
Randolph AFB, TX 78150-4319

Re: Measurement of Noise  
F-35A Training DEIS  
Tucson International Airport Air Guard Station

Dear Mr. Martin,

Unlike the F-35A Environmental Impact Statements for Eglin AFB and Nellis AFB, the EIS covering Tucson does not use actual noise measurements of F-35As. Instead, it uses theoretical decibel levels that were generated by a computer model.

A comparison of the F-35As’ actual decibel levels of the Eglin and Nellis EISs vs. the F-35As’ theoretical decibel levels of Tucson’s EIS raises substantial questions. Actual measurements will resolve those questions.

Computer models cannot properly predict the effects of wind, humidity, occasional low cloud cover, and nearby mountain ranges that are unique to this city. The Air Force has acknowledged the shortcomings of computer modeling; its disclaimers include statements such as “Acoustic levels experienced by the public depend on a number of conditions,” and “Acoustical impact is highly dependent on local environmental conditions.”

Table TU 3.2-2 of the DEIS recognizes the shortcomings of computer modeling. The Table notes, “Actual individual overflight noise levels vary from the noise levels listed because of variations in aircraft configuration, flight track, altitude, and atmospheric conditions.”

Despite some media attention, many residents of Tucson remain unaware that the Air Force intends to beddown F-35As in our city. Other residents are aware of the Air Force proposal, but they do not know whether—or to what degree—the noise of the F-35As will affect them. (Reading technical analyses of theoretical decibel levels in the DEIS does not help them.) By bringing F-35As to Tucson for actual noise measurements, all of our city’s residents will have an opportunity to learn exactly how the noise of F-35As will impact their lives.

If Tucson’s residents are not afforded the opportunity to experience the impacts of F-35As during the EIS process, and if the F-35As later prove to be disturbing when they are bedded at TIA, then Tucsonans will be angry; the Air Force’s reputation as a good neighbor will be badly damaged; and lawsuits against the Air Force may be the ultimate outcome.

Corresponds to A1153 TU

A1272 TU

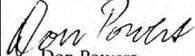
In a February 2, 2010, letter to the Honorable Michael B. Donley, Secretary of the Air Force, and to General Norton A. Schwartz, Chief of Staff of the Air Force, then-Congresswoman Gabrielle Giffords (who was a member of the House Armed Services Committee) urged the Air Force to perform “Real time fly-over measurements in Tucson.” Senator John McCain, ranking member of the Senate Armed Services Committee, has also asked the Air Force to perform flyovers of the F-35A. In addition, Tucson Mayor Jonathon Rothschild supports F-35A flyovers.

Tucson’s daily newspaper, the Arizona Daily *Star*, stated in a February 14, 2010, editorial, “The only way to answer the [noise] question—and it does require an answer—is for the Air Force to bring an F-35 to Tucson and have the test pilot spend a week flying in and out of TIA. . . . It is unreasonable to ask Tucsonans to support bringing F-35s to our community without the benefit of really knowing what we’re supporting and how it would affect daily life for a million people. We need to hear the jet for ourselves.”

The Air Force may believe it can accurately analyze the impacts of F-35A noise through computer modeling. But if the analysis understates the impacts, the Air Force will be vulnerable to legal challenges. The Department of Defense, in its *Operational Noise Manual* (2005), provides a cautionary story (page 3-42). The *Manual* cites a Massachusetts lawsuit, in which the court agreed with the Air Force’s assertion that its EIS had made a good-faith effort to estimate the noise of aircraft. The court ruled, however, that a good-faith effort was not sufficient. That effort had underestimated the actual noise, so the court awarded substantial damages to 42 families.

To ensure the Air Force’s final decision will withstand legal challenges, the noise of F-35As must be carefully measured and analyzed as they fly TIA’s arrival and departure paths and closed pattern.

Sincerely,

  
Don Powers  
Resident of Tucson

Corresponds to A1149 TU

A1272 TU

ATTN: Mr. David Martin, AETC NEPA Program Manager  
HQ AETC/A7CPP  
266 F Street West, Bldg 901  
Randolph AFB, TX 78150-4319

Re: Mental and Physical Health  
F-35A Training DEIS  
Tucson International Airport Air Guard Station

Dear Mr. Martin,

Pages B-16 and B-26 of the DEIS both state

In summary, there is no scientific basis for a claim that potential health effects exist for aircraft time-average sound levels below 75 dB.

The DEIS reaches this conclusion by citing outdated studies, most of which are two or three decades—or more—old. The most recent study cited by the DEIS (Rosenlund et al. 2001) flatly contradicts the conclusion of pages B-16 and B-26.

The Air Force has an obligation to undertake a broad review of more recent studies that covers the impacts of aircraft noise on health.

Following are just a few examples of more recent studies.

Hegge et al (2002) conducted a longitudinal study of children when the Munich airport was moved from one location to another. *Monitor on Psychology* (July/August 2011) describes this study as

one of the most compelling studies in the field of noise pollution.

One of the leaders of the study, Gary W. Evans, PhD, concluded

This study is among the strongest, probably the most definitive proof that noise—even at levels that do not produce any hearing damage—causes stress and is harmful to humans. [Emphasis added.]

The Air Force chose to ignore this study.

*Monitor on Psychology* summarizes some of the results of the study:

Munich students near the working airports had significantly higher levels of the stress hormones adrenaline and cortisol and markedly higher blood pressure readings than children in quieter neighborhoods. Evidence suggests

Corresponds to A1149 TU

A1272 TU

that elevated blood pressure in childhood predicts higher blood pressure later in life, and higher levels of stress hormones are linked to several life-threatening adult illnesses, including high blood pressure, elevated cholesterol and other lipids, and heart disease.

Monitor on Psychology also cites a report released in 2011 by the World Health Organization and the European Commission’s Joint Research Centre. The report analyzed a number of epidemiological studies. Monitor on Psychology describes the report’s findings:

A steady exposure to “noise pollution,” the report concludes, may lead to higher blood pressure and fatal heart attacks. . . .

The report also confirmed what several psychologists have known for decades: Chronic noise impairs a child’s development and may have a lifelong effect on educational attainment and overall health. Numerous studies now show that children exposed to households or classrooms near airplane flight paths, railways or highways are slower in their development of cognitive and language skills and have lower reading scores.

“There is overwhelming evidence that exposure to environmental noise has adverse effects on the health of the population,” the report concludes, citing children as particularly vulnerable to the effects of chronic urban and suburban racket.

Monitor on Psychology notes that noise can impact not just physical health, but mental health as well. Quoting psychologist Arline Bronzaft, PhD, an environmental noise researcher and advisor to four New York City mayors on noise policy:

Noise is a psychological phenomenon. While the ear picks up the sound waves and sends it to the temporal lobe for interpretation, it’s the higher senses of the brain that determine whether that sound is unwanted, unpleasant or disturbing, and that’s why psychologists need to be heavily involved in this issue.

In a comprehensive publication titled Community Noise (edited by Berglund and Lindvall; 1995), the World Health Organization compiled the results of more than nine hundred separate studies of the effects of noise upon humans. Community Noise found that health effects include:

- Increase in blood pressure and vasoconstriction, which can lead to eventual hypertension and other cardiovascular disorders.
- Elevated levels of chemicals such as catecholamines, which cause cardiac arrhythmias, platelet aggregation, increased lipid metabolism, and damage to arterial linings.
- Higher risk of angina pectoris.

Corresponds to A1149 TU

A1272 TU

- Alteration of normal sleep patterns at night, which results in increased fatigue, changes in mood, and decreased performance during the day.
- Irritability, instability, argumentativeness, anxiety, nervousness, insomnia.
- Nausea, headache, loss of appetite, reduction in sexual drive.

Children are even more sensitive to the health effects of noise than adults are, according to the findings of Community Noise.

Even the Department of Defense agrees. DoD’s Operational Noise Manual (2005) states on page 3-20 that noise can

lead to physiological changes in children . . . the three principal areas of impact are cardiovascular, cognitive, and personal control. Children chronically exposed to noise may suffer from increased cardiovascular activity and this increased activity may reflect direct sympathetic arousal and/or efforts to cope with the interfering effects of noise.

Monitor on Psychology states

New noise research in the United States has been scarce . . . since nearly 30 years ago federal funding for noise pollution research was cut after the U.S. Environmental Protection Agency’s Office of Noise Abatement and Control was eliminated.

Because of this, researchers do not yet understand the full range of impacts of noise upon health. Absent a complete understanding, the Air Force has an obligation to take a conservative approach when deciding whether to jeopardize the mental and physical health of thousands of Tucson residents.

A conservative approach is especially warranted when the health of children may be impacted even more heavily than adults.

Unless the Air Force can clearly demonstrate that the noise of F-35As will cause no harm to the mental and physical health of adults and children, it will be grossly negligent if it beds F-35As at TIA.

Sincerely,

Cheryl Houser  
Registered Nurse (Ret.) and resident of Tucson

Corresponds to A1154 TU

A1272 TU

ATTN: Mr. David Martin, AETC NEPA Program Manager  
HQ AETC/A7CPP  
266 F Street West, Bldg 901  
Randolph AFB, TX 78150-4319

Re: Noise Models  
F-35A Training DEIS  
Tucson International Airport Air Guard Station

Dear Mr. Martin,

Page TU-20 of the DEIS states

The baseline noise contours . . . reflect aircraft operations for the current level of operations at Tucson AGS and were generated using the FAA's Integrated Noise Model.

Page TU-23 of the DEIS states

Noise impacts under each of the beddown scenarios were modeled using DoD's NOISEMAP Version 7.3 for military aircraft and the FAA's Integrated Noise Model for civilian aircraft noise.

For the baseline, FAA's model determined the noise levels of both civilian and military (primarily F-16) aircraft.

For the beddown scenarios, FAA's model determined the noise levels of civilian aircraft; DoD's model determined the noise levels of military aircraft (primarily F-35As).

Throughout its analysis of the F-35A noise impacts on Tucson, the DEIS compares baseline noise levels—determined by a single model—against the proposed alternatives—determined in part by one model and in part by another model.

Because the baseline noise levels were determined by one method and the alternative noise levels were determined by a different method, the levels cannot be compared to each other. Such a comparison is meaningless.

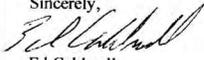
Even if DoD's model had been used to determine the baseline noise levels of civilian aircraft, the baseline levels could not be compared against the alternative levels.

Noise levels can be compared to one another only if all are determined by a single method.

The DEIS noise analysis is fundamentally flawed.

The Air Force cannot make an informed decision about beddown of F-35As at TIA.

Sincerely,



Ed Caldwell  
Resident of Tucson

Corresponds to A1146 TU

A1272 TU

ATTN: Mr. David Martin, AETC NEPA Program Manager  
HQ AETC/A7CPP  
266 F Street West, Bldg 901  
Randolph AFB, TX 78150-4319

Re: Safety  
F-35A Training DEIS  
Tucson International Airport Air Guard Station

Dear Mr. Martin,

Because F-35As will operate in an urban environment at TIA, their safety is a major concern.

The DEIS fails almost completely to address the operational safety of the F-35A at TIA, and devotes only a single paragraph to the subject. That paragraph implies that safety of the immature aircraft is a concern, but states the mishap rate is expected to drop as the aircraft becomes more mature.

DoD recently released a report that summarizes the progress of the three F-35 variants during 2011. The report acknowledges major problems with the aircraft, ranging from structural failures to unreliable software. The F-35s "demonstrated low reliability" and "the mean flight hours between critical failures were measured to be 2.65 hours for the F-35A" (page 35).

For an aircraft that will be flying at low altitudes over Tucson's densely populated areas, this is not reassuring.

The DEIS assures the residents of Tucson that the F-35A will become "more operationally mature." The DoD report is not optimistic, though. It states that the F-35s' problems have "created schedule pressure to start training activities with a less mature aircraft system than planned" (page 36).

Beyond the safety of the aircraft itself, the DEIS must analyze the impacts of the F-35A as it mixes with other aircraft over Tucson. TIA is used by various military craft, including those of Operation Snowbird and Operation Freebird. More importantly, TIA accommodates numerous takeoffs and landings of commercial aircraft each day, and of private aircraft. The numbers of those flights are expected to increase substantially during the decades that the F-35A will be bedded at TIA. Davis-Monthan AFB, whose runway is less than five miles from the TIA runway, flies substantial numbers of military aircraft of various types.

The DEIS fails to consider any of this.

Corresponds to A1146 TU

A1272 TU

Because the F-35As at TIA will be used for training, their pilots will be inexperienced with the aircraft. Above the roofs of residential neighborhoods, the pilots will learn how to take off and land with F-35As. And even after the F-35As become operationally mature, they will be much more complex to pilot than the 162<sup>nd</sup> FW's current F-16s are.

The DEIS fails to consider this.

For Table TU-23, the Errata Sheet shows the F-35As will operate at only 40% ETR power during arrivals and closed patterns at TIA. This will create additional risks, especially with inexperienced F-35A pilots.

The DEIS fails to consider this.

Unless the DEIS quantifies the deaths, injuries, and property damage that will result from F-35A accidents in the vicinity of TIA, the Air Force cannot make an informed decision about beddown of the F-35As in the urban environment of Tucson.

Sincerely,

Mary Caldwell  
Resident of Tucson

Corresponds to A1138 TU

A1272 TU

ATTN: Mr. David Martin, AETC NEPA Program Manager  
HQ AETC/A7CPP  
266 F Street West, Bldg 901  
Randolph AFB, TX 78150-4319

Re: Alternatives  
F-35A Training DEIS  
Tucson International Airport Air Guard Station

Dear Mr. Martin,

In defining the purpose of the National Environmental Policy Act, the Code of Federal Regulations [40 CFR § 1500.2] states

Federal agencies shall to the fullest extent possible . . .

(e) Use the NEPA process to identify and assess the reasonable alternatives to proposed actions that will avoid or minimize adverse effects of these actions upon the quality of the human environment.

(f) Use all practicable means, consistent with the requirements of the Act and other essential considerations of national policy, to restore and enhance the quality of the human environment and avoid or minimize any possible adverse effects of their actions upon the quality of the human environment.

The DEIS fails to comply with this.

For Tucson International Airport, the DEIS offers four alternatives. The Air Force has recognized from the beginning that three of the alternatives are unrealistic. The DEIS provides only one viable alternative for TIA.

Page 7 of the DEIS Executive Summary states

The No Action Alternative for this Draft EIS means that an F-35A training beddown would not take place. No F-35A personnel changes or construction would be performed, and no F-35A training activities would be conducted at any of the locations [Boise, Holloman, Luke, and Tucson].

As soon as the first F-35A is bedded at any of the locations, the No Action Alternative is vitiated for all four locations. In effect, Tucson does not have a No Action Alternative. This was apparent to the Air Force even as it established the parameters for the alternatives.

Corresponds to A1138 TU

A1272 TU

Two alternatives are the beddown of one or two F-35A squadrons at Tucson. However, page 2-7 of the DEIS states, “ the alternative narrowing process . . . determined that beddown scenarios with 24 or 48 aircraft would not be cost effective.”

Because this was decided during the alternative narrowing process, the Air Force knew even before it began compiling the DEIS that the alternatives of one or two squadrons were unrealistic.

From the beginning, the Air Force has structured the DEIS so it provides only one viable alternative for Tucson: beddown of three squadrons at TIA.

The Preferred Alternative would beddown three squadrons at Luke AFB. However, the DEIS makes it clear that this is only the start. Page 1-2 states, “the total training requirements for the Air Force could necessitate that up to 15 or more F-35A training squadrons be established.”

Given this, the DEIS anticipates about 15 training squadrons of F-35As will be bedded. With a maximum of six squadrons at Luke, three at Holloman, and three at Boise, another base will be required for the last three squadrons. The only alternative is Tucson.

This confirms that the DEIS provides only a single alternative for Tucson: three squadrons of F-35As.

During the scoping process, citizens identified several “reasonable alternatives” (to use the phrase of 40 CFR § 1500.2). The Air Force has ignored those reasonable alternatives.

Alternatives identified during the scoping process include Libby Airfield in Sierra Vista, Gila Bend Auxiliary Airfield in Gila Bend, Pinal Air Park in Marana, and new construction of a facility at a location that does not currently have an airfield.

None of these alternatives has adequate facilities to accommodate three F-35A training squadrons. Neither does TIA. All alternatives—including TIA—will require substantial modification prior to beddown.

The Code of Federal Regulations requires the Air Force to seriously consider these alternatives. Subsection 40 CFR 1502.14, which identifies itself as “the heart of the environmental impact statement,” declares, “agencies shall . . . rigorously explore and objectively evaluate all reasonable alternatives.”

The DEIS has failed to do this.

Corresponds to A1138 TU

A1272 TU

Evaluation of TIA, Libby, Gila Bend, and Pinal must include, among other parameters, the following:

- ◆ Will the location provide access to the Barry M. Goldwater Range?
- ◆ Will the location provide favorable weather for flying?
- ◆ Will the location provide economic benefits to nearby communities?
- ◆ Will the location require F-35As to fly over urban or residential areas?
- ◆ Will the location impact civilian populations with noise?
- ◆ Will the location have crash zones or other safety considerations that affect civilian populations?
- ◆ Will the location have potential conflicts between F-35As and commercial or private aircraft that use the same or nearby runways?
- ◆ Will the location have potential conflicts between F-35As and military aircraft from nearby bases or runways?
- ◆ Will the location provide maximum opportunity for pilots to train at all times of the day and night, at all throttle settings, and with a variety of approach and departure routes?
- ◆ What will the location require for noise mitigation?
- ◆ What will be the location’s life-cycle cost for infrastructure, including—but not limited to—upgraded runways and taxiways, maintenance facilities for F-35As, ordnance storage and handling, upgraded guidance and other electronics installations, facilities for crews and other personnel?
- ◆ Will the location be suitable for other activities of the 162<sup>nd</sup> Fighter Wing—such as Operation Snowbird and Operation Freebird—which can mutually benefit with the F-35As by sharing the facilities’ costs?
- ◆ Will the location be suitable for later beddown of operational F-35As, which can mutually benefit with the training F-35As by sharing the facilities’ costs?
- ◆ Will the location have room to expand in the future by increasing runway length, constructing additional runways, and building supplemental facilities?

Corresponds to A1138 TU

A1272 TU

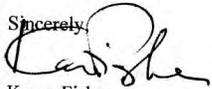
◆ Will the location become increasingly vulnerable to urban encroachment in the future?

◆ Will F-35A training become compromised, as the number of daily commercial and private flights at the same location increases in the future?

The Air Force should give particular consideration to Libby Airfield. The DEIS has already evaluated it for use as an auxiliary airfield for F-35As. At Libby, all DNL noise contours for the F-35As “are contained entirely within the boundaries of Fort Huachuca and Sierra Vista Municipal Airport,” the DEIS notes. No off-installation residents are affected; no private property is affected; no daycare centers, schools, medical facilities or religious facilities are affected.

This is a stark contrast to the F-35A noise impacts on Tucson.

Sincerely,



Karen Fisher  
Resident of Midtown Tucson

Corresponds to A1140 TU

A1272 TU

ATTN: Mr. David Martin, AETC NEPA Program Manager  
HQ AETC/A7CPP  
266 F Street West, Bldg 901  
Randolph AFB, TX 78150-4319

Re: Economic Impacts  
F-35A Training DEIS  
Tucson International Airport Air Guard Station

Dear Mr. Martin,

The DEIS fails almost entirely to analyze one of the most profound impacts that F-35As will have upon Tucson. That is the economic impact.

Table TU-2.1-3 shows the F-35As will bring a net increase of 351 personnel plus their dependents to Tucson. Page TU-113 states that jobs created by construction of F-35A facilities “would constitute less than 1 percent of the total employment in Pima County,” and “Construction expenditures and the jobs created would be temporary.”

The DEIS provides no quantitative analysis of this. It calculates no dollar amount that the personnel and their dependents will add annually to Tucson’s economy. It calculates no dollar amount that the temporary construction jobs and expenditures will add to the economy. Further, the DEIS does not calculate the dollar amounts of the supply contracts that operation and maintenance of F-35As and their facilities will bring to our economy.

The DEIS fails entirely to analyze the negative aspects of the impacts of the F-35As upon Tucson’s economy.

The 162<sup>nd</sup> Fighter Wing, under which the F-35As will be bedded, annually contributes \$127 million in direct economic impacts to the local economy. (Boosters of the 162<sup>nd</sup> cite the figure of \$280 million. This is the sum of direct, indirect, and induced impacts. For economists, that figure is useless for comparing one sector of the economy against another.)

In contrast, according to the U.S. Department of Commerce, Tucson’s leisure and hospitality businesses contribute \$1.5 billion in direct economic impacts to our economy each year.

The leisure and hospitality businesses will suffer when visitors must endure the noise of F-35As disturbing the tranquility of the area’s restaurants, resorts, hotels, motels, RV parks, golf courses, and surrounding attractions such as Saguaro National Park, Tucson Mountain Park, Old Tucson, and Arizona-Sonora Desert Museum.

A ten percent loss in the revenues of the leisure and hospitality businesses will exceed the entire direct economic impact of the 162<sup>nd</sup>.

Corresponds to A1140 TU

A1272 TU

The DEIS fails to consider the potential impacts on the leisure and hospitality businesses, and it fails to quantify the losses those businesses will suffer.

The local economy depends upon the many people who move from the northern states to Tucson during their retirement years. The noise of F-35As will disturb many retirees, and will damage Tucson's reputation as a great place to retire. The DEIS fails to consider this, and it fails to quantify the dollar loss that will result from the reduced influx of retirees.

The DEIS gives no consideration to the loss of property values, except to make a vague statement that "The noise generated by the F-35A could have an adverse impact on property values" (page TU-116).

The DEIS cites only two studies that address the impacts of aircraft noise on property values (page B-43). It concludes that analysis of the impacts is difficult.

Difficulty does not absolve the Air Force from preparing a complete and comprehensive EIS. Without a complete EIS, an informed decision is impossible. Quantified losses of property values are essential to a complete EIS, and essential to an informed decision.

Concurrent with loss of property values is the loss of property-tax revenues. The DEIS must quantify this loss.

The DEIS must also quantify other economic impacts, such as the cost of closing or moving schools and other public facilities. (Recent past examples include the closure of Julia Keen Elementary and the \$7 million relocation of Vail Academy and High School due to concerns over aircraft noise and safety.)

Additional economic impacts, which the DEIS must quantify, include the high cost to taxpayers of acquiring land around TIA for use as a buffer zone against urban encroachment. Taxpayers pay for these land acquisitions through programs such as Arizona's Military Installation Fund and Pima County's bond funds.

The DEIS does not address the costs to mitigate noise in homes, schools, and other structures within the 65 dB DNL contour. These costs must be quantified.

A dollar analysis of the impacts of F-35A noise upon every aspect of Tucson's economy is essential. Without it, the Air Force cannot make an informed decision about the beddown of F-35As in Tucson.

Sincerely,



Mort Womack  
Resident of Tucson

Corresponds to A1148 TU

A1272 TU

ATTN: Mr. David Martin, AETC NEPA Program Manager  
HQ AETC/A7CPP  
266 F Street West, Bldg 901  
Randolph AFB, TX 78150-4319

Re: Impacts on Students  
F-35A Training DEIS  
Tucson International Airport Air Guard Station

Dear Mr. Martin,

The DEIS analysis of the impacts of F-35A noise upon students is deficient.

Page B-18 of the DEIS cites ANSI standards: "When the noisiest hour [in a classroom] is dominated by sources such as aircraft, the limits for most classrooms are an hourly average A-weighted sound level of 40 dB, and the A-weighted sound level must not exceed 40 dB for more than 10 percent of the hour."

Table TU 3.2-3 of the DEIS shows outdoor  $L_{eq(SD)}$  for five schools. This is an average over the entire school day. The table fails to show  $L_{eq}$  for the noisiest hour, which is critical for determining compliance with the ANSI standard.

Further, the table fails to show indoor  $L_{eq}$ . Without indoor  $L_{eq}$ , the DEIS evaluation of noise impacts upon students is meaningless.

To determine whether the sound level exceeds the ANSI maximum of 40 dB for ten percent of the noisiest hour, the DEIS must provide a TA analysis, as described by the Department of Defense publication, "Using Supplemental Noise Metrics and Analysis Tools" (2009). The DEIS fails to do this.

Page 29 of the DEIS states, "Actual outdoor-to-indoor noise level reduction varies from school to school and between locations within individual schools." Because the DEIS fails to determine the actual outdoor-to-indoor reduction in the various classrooms, its analysis of F-35A noise impacts upon students is nothing more than speculation.

In short, the DEIS analysis of noise impacts upon students fails to include critical metrics that are specified by ANSI and by DoD's "Using Supplemental Noise Metrics." Of the statistics the DEIS does include, their basis is speculation.

For the students who will be impacted by the noise—and for a community that depends upon an educated workforce—the long-term effects will be unfortunate.

Corresponds to A1148 TU

A1272 TU

Section B.2.5.5 of the DEIS summarizes some of the literature that describes the impacts of noise upon the learning abilities of students. The survey is incomplete; still, Section B.2.5.5 leaves no doubt that the impacts will be consequential.

The DEIS mischaracterizes some of the studies that it cites. Take the example of Hygge et al (2002), which the DEIS cites on page B-28. The July/August, 2011, issue of *Monitor on Psychology* describes this study as “one of the most compelling studies in the field of noise pollution.” But the DEIS dismisses this study in a single sentence—a sentence that acknowledges only one finding of the study. The DEIS twists that finding into a half-truth.

*Monitor on Psychology* summarizes the study:

Six months before and 12 and 18 months after the [Munich] airport closed and moved to a distant location, researchers . . . administered tests of reading, memory, attention and hearing to third- and fourth-graders who lived and attended school near the two airport sites. They found that the reading comprehension skills and long-term memory of children near the old airport improved once air traffic moved to the new airport, while the performance of children near the new airport declined.

This study demonstrated an unequivocal link between aircraft noise and students’ performance. The DEIS ignores this. Instead, it uses the study to conclude only one thing:

Although children living near the old Munich airport scored lower in standardized reading and long-term memory tests than a control group, their performance on the same tests were equal to that of the control group once the airport was closed.

The DEIS is wrong. The study does not conclude that students’ skills at the closed airport have recovered sufficiently to equal those of a control group. Instead, the study found only that the skills “improved.”

Even if the students’ skills had recovered enough to equal those of a control group, their academic level would remain behind that of the control group, because they had been impaired during the years they were exposed to aircraft noise.

The DEIS ignores this basic fact.

Further, the DEIS ignores the fact that only some skills improved. The students’ speech perception—their abilities to understand their teachers, classmates, parents, and others—did not improve. *Monitor on Psychology* describes this:

Corresponds to A1148 TU

A1272 TU

After the old airport closed . . . [the students’] speech perception remained impaired, says Evans, [one of the authors of the study and] a professor of human ecology at Cornell University.

“We think one thing that might be going on is that children who are exposed to noise develop a stress response of ignoring the noise, but not only do they ignore the noise, there’s evidence they also ignore speech,” Evans says. “So not only are they ignoring the stimuli that are harmful, but they’re also ignoring stimuli that they need to pay attention to.”

Even if the Air Force could find a study that would support its claim that students’ skills recover fully after aircraft noise is removed from their neighborhoods, that claim would be irrelevant. When the F-35As are bedded at TIA, they will remain for decades. Students in the surrounding neighborhoods will be impacted by F-35A noise during their entire academic careers. Their poor academic performance will handicap them for the rest of their lives.

Does the Air Force not care about this?

Among the findings that the DEIS ignores is this from the Department of Defense. DoD’s *Operational Noise Manual* (2005) states on page 3-20:

There is some evidence that high levels of noise in classrooms can even lead to physiological changes in children. According to Evans (1993), the three principal areas of impact are cardiovascular, cognitive, and personal control. . . . In the short term, the children can cope, but in the long term, they have lower motivation, lower reading scores, and less patience for solving difficult problems.

In a comprehensive publication titled *Community Noise* (edited by Berglund and Lindvall; 1995), the World Health Organization compiled the results of more than nine hundred separate studies on the effects of noise upon humans. *Community Noise* determined that students affected by aircraft noise have greater difficulty learning to read. The affected students also have greater difficulty processing information.

DOD’s *Operational Noise Manual* lists those students who are most susceptible to the impacts of noise:

- The youngest
- Those with English as a second language
- Any child suffering from a hearing deficiency (including short term hearing loss from middle ear infections)
- Children starting with below average academic skills
- Children with Attention Deficit Disorder (ADD)

Corresponds to A1148 TU

A1272 TU

DEIS Table TU 3.12-2 shows that, of the Tucson residents who will be most impacted by F-35A noise, 88.2 percent are minorities. In Tucson, most minorities are Hispanic. For many of those, English is a second language. As noted directly above, *Operational Noise Manual* states that students with English as a second language are among those who are most susceptible to the impacts of noise.

Page B-28 of the DEIS states

There is increasing awareness that chronic exposure to high aircraft noise levels may impair learning. 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.* [Emphasis added.]

Daycare centers and schools are already located in the proposed F-35A high-impact area. The Air Force has only one choice to ensure these daycare centers and schools will not be located near the source of F-35A noise: Do not beddown the F-35As at TIA.

Sincerely,



Linda Phelan  
Retired teacher and resident of Tucson

Corresponds to A1152 TU

A1272 TU

ATTN: Mr. David Martin, AETC NEPA Program Manager  
HQ AETC/A7CPP  
266 F Street West, Bldg 901  
Randolph AFB, TX 78150-4319

Re: Noise Analysis  
F-35A Training DEIS  
Tucson International Airport Air Guard Station

Dear Mr. Martin,

Of all the impacts that F-35As will have on the residents of Tucson, noise is the greatest. Many residents are quite concerned about this, and had expected the DEIS would provide a full explanation of the method used to generate the decibel levels shown in the DEIS.

The DEIS fails to provide a transparent explanation.

This is of particular concern, because the Air Force—despite the requests of Tucson citizens, Senator John McCain, then-Congresswoman Gabrielle Giffords, and the Arizona *Daily Star* editorial board—has generated its information through computer modeling and not through actual measurements of F-35A noise as they fly TIA's closed pattern, arrival, and departure flight paths.

To describe the computer modeling and its input data used for TIA, the DEIS provides only two paragraphs (pages B-47 & B-48), and two additional sentences (pages TU-20 & TU-23).

The DEIS states that baseline decibel levels were generated with an FAA model, while decibel levels for the beddown scenarios were generated with a combination of the FAA model and DoD's NOISEMAP (pages TU-20 & TU-23).

This raises fundamental questions about the validity of comparing decibel levels of the baseline against the decibel levels of any beddown scenario.

A PowerPoint presentation, prepared by the Department of Defense for the 2011 Sustaining Military Readiness Conference in Nashville, Tennessee, states

Primary drivers of the accuracy of the NOISEMAP calculation is the input data.

Corresponds to A1152 TU

A1272 TU

Pages B-47 and B-48 of the DEIS imply that data from NOISEFILE is input to NOISEMAP. The DEIS provides no other information about the NOISEMAP input, and it provides only a vague description of data contained in NOISEFILE. Totally absent from the DEIS are quantified inputs, and an explanation of how the quantities were measured in the real world.

In short, the DEIS provides no information about the “primary drivers of the accuracy of the NOISEMAP calculation.”

The DoD PowerPoint presentation states

Users control the accuracy & reliability of the output by the level of detail used to describe the operational environment. The two most important data points are flight tracks and flight details. These dominate the shape & extent of the noise contours around the runway; the more detail included in their description the more accurate the contours. The next most important factor is how the operations are distributed among the flight tracks.

The DEIS provides no information about these details, which are critical inputs to NOISEMAP.

Because the F-35A training syllabus remains incomplete even now, the Air Force may have known little about two of the most critical factors—“flight details” and “how the operations are distributed among the flight tracks”—at the time data were input to NOISEMAP.

The DEIS provides no information about its confidence in the accuracy of these two critical factors at the time of data input.

The DoD PowerPoint presentation continues

Topography is important [to NOISEMAP inputs] if the surrounding area has significant ground changes or water surfaces around the airfield.

The DEIS provides no information on the input of data covering the Tucson Mountains, which lie directly west and northwest of TIA, or of data covering the Catalina Mountains and the Rincon Mountains, which also closely surround Tucson.

Page B-47 of the DEIS states

NOISEFILE data includes SEL and  $L_{Amax}$  as a function of speed and power settings for aircraft in straight flight.

The DEIS fails to evaluate the applicability of this straight-flight data to TIA’s closed pattern, arrival, and departure flight paths. Further, the DEIS provides no assurance that

Corresponds to A1152 TU

A1272 TU

the NOISEFILE power settings extend down to the F-35A’s 40% ETR, the setting which that aircraft will use for closed-pattern flights and arrivals (Errata Sheet Table 3.2-2).

Recordings made at Eglin AFB in April, 2009, show that the frequency spectrum of the F-35A is quite different from that of the F-16. While the spectrum of the F-16 is relatively uniform through all frequencies, the F-35A spectrum has a large bulge through the middle frequencies.

The DEIS does not mention this bulge in the F-35A frequency spectrum. It does not explain how NOISEFILE and NOISEMAP manage the bulge. Most importantly, it does not address the possibility that, at a given decibel level, the frequency spectrum of the F-35A may be more (or perhaps less) annoying to individuals than that of the F-16.

The bulge falls in the same part of the frequency spectrum as human speech does. The DEIS provides no analysis of the effects of the bulge upon speech interference.

Notes accompanying DEIS Tables B-1 and B-2 indicate their data were generated “using NoiseMap 6/7 and Maximum Omega10 Result as the defaults.”

These notes imply NOISEMAP has more than one Result setting. The DEIS does not specify which setting was used, and it does not explain the relative merits of different settings for calculating F-35A decibel levels in the vicinity of TIA.

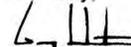
Table 3.2-2 could have presented some of the most important and useful information in the DEIS. However, its usefulness is very limited because its data cover only a single location—Ocotillo Elementary School. Ocotillo is nearly a mile and a half from the straight-in arrival/departure path.

Table 3.2-2 fails to cover a variety of locations—including locations beneath the straight-in path.

The severity of many impacts—impacts on health, schools, property values, neighborhood livability—are determined by decibel levels. Without a full and transparent explanation of the method used to generate decibel levels, the accuracy of those decibel levels—and therefore, the credibility of the impacts—cannot be evaluated.

With questions of accuracy unresolved, the Air Force cannot make an informed decision about beddown of F-35As in the urban environment of Tucson.

Sincerely,



Gary Hunter  
Resident of Tucson

Corresponds to A1144 TU

A1272 TU

ATTN: Mr. David Martin, AETC NEPA Program Manager  
HQ AETC/A7CPP  
266 F Street West, Bldg 901  
Randolph AFB, TX 78150-4319

Re: Pilot Training  
F-35A Training DEIS  
Tucson International Airport Air Guard Station

Dear Mr. Martin,

The DEIS fails to consider a major impact that is very important to the Air Force.

If F-35As are bedded at Tucson International Airport, the pilots will face substantial operating restrictions. This will adversely impact their training.

At TIA, the pilots will share flight paths, runways, and other facilities with commercial and general aviation aircraft. In addition, they will share airspace with military aircraft of the adjacent Davis-Monthan AFB. Concern for safety will place restrictions on their operations.

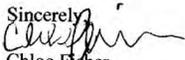
The pilots will operate in the urban environment that encroaches TIA. Concern about noise will place additional restrictions on their operations.

Restrictions on the pilots' operations include

- Limited number of annual operations
- Power settings limited to 40% ETR for arrivals and closed patterns
- Limited flight paths
- Minimal night flights
- Minimal afterburner use
- No touch-and-go or other syllabus exercises

As encroachment increases, and as commercial, general aviation, and other military traffic increases in the future, the restrictions will likely become more severe during the decades of F-35A beddown at TIA.

So the Air Force can make an informed decision about the beddown of F-35As at TIA, the EIS must include a comprehensive analysis of the impacts that current and future restrictions will impose on the pilots' training.

Sincerely,  
  
Chloe Fisher  
Resident of Tucson

Corresponds to A1139 TU

A1272 TU

ATTN: Mr. David Martin, AETC NEPA Program Manager  
HQ AETC/A7CPP  
266 F Street West, Bldg 901  
Randolph AFB, TX 78150-4319

Re: Errata Sheet for DEIS  
F-35A Training DEIS  
Tucson International Airport Air Guard Station

Dear Mr. Martin,

The Errata Sheet for the F-35A Training DEIS has revised some values in Table TU-3.2-2 of the DEIS. This raises questions that the Final EIS must answer.

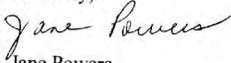
- 1) What is the reason for decreasing engine power from 55% ETR to 40% ETR during arrivals?
- 2) Will F-35A pilots use 40% ETR power for the full length of all arrivals?
- 3) The F-35A is still in its development and testing phase. Given that, is the Air Force certain that 40% ETR power is absolutely safe for F-35A arrivals over a heavily populated residential area?
- 4) Because the pilots will be in training, they will be inexperienced in the operation of F-35As. Is the Air Force certain that 40% ETR power is appropriate for inexperienced pilots as they practice arrivals over a heavily populated residential area?
- 5) The purpose for bedding F-35As at TIA is to provide training for new pilots. Presumably, the Air Force will expect the pilots to develop a range of skills that will be effective in widely varied circumstances. How will the decrease of arrival engine power from 55% ETR to 40% ETR affect the pilots' training?
- 6) What is the reason for decreasing engine power from 50% ETR to 40% ETR for closed pattern flights?
- 7) Will F-35A pilots use 40% ETR power for the full length of all closed pattern flights?
- 8) The F-35A is still in its development and testing phase. Given that, is the Air Force certain that 40% ETR power is absolutely safe for F-35A closed pattern flights over a heavily populated residential area?

Corresponds to A1139 TU

A1272 TU

- 9) Because the pilots will be in training, they will be inexperienced in the operation of F-35As. Is the Air Force certain that 40% ETR power is appropriate for inexperienced pilots as they practice closed pattern flights over a heavily populated residential area?
- 10) The purpose for bedding F-35As at TIA is to provide training for new pilots. Presumably, the Air Force will expect the pilots to develop a range of skills that will be effective in widely varied circumstances. How will the decrease of engine power from 50% ETR to 40% ETR affect the pilots' training?
- 11) Is NoiseMap accurate when predicting SEL at engine power in the range of 40% ETR?
- 12) Is it possible that the F-35A's SEL is identical with and without afterburner (with an increase of only 107 feet in slant distance)?

Sincerely,



Jane Powers  
Resident of Tucson

Corresponds to A1151 TU

A1272 TU

ATTN: Mr. David Martin, AETC NEPA Program Manager  
HQ AETC/A7CPP  
266 F Street West, Bldg 901  
Randolph AFB, TX 78150-4319

Re: Infrequent Flyovers  
F-35A Training DEIS  
Tucson International Airport Air Guard Station

Dear Mr. Martin,

The DEIS fails to address the impacts of noise when F-35As approach and depart Davis-Monthan AFB to load live munitions. It also fails to address the impacts of noise when F-35As use DMAFB airspace for training and other purposes. Further, it fails to address the impacts of noise when F-35As are directed by ATC to fly outside the designated 162<sup>nd</sup> FW flight paths, as the F-16s of the 162<sup>nd</sup> are now sometimes directed.

A DMAFB representative has stated that these impacts are exempt from the EIS, because the F-35As are regarded as "transitory" when they use DMAFB airspace. This is true, according to the DMAFB representative, even when the F-35As use the DMAFB airspace as part of their training syllabus.

In fact, if F-35As were not bedded with the 162<sup>nd</sup> FW, then residents of Tucson would not suffer the impacts created by their noise as they fly in DMAFB airspace, and in other local airspace that is not a designated 162<sup>nd</sup> flight path.

The Air Force has limited its analysis of impacts to the designated flight paths for the 162<sup>nd</sup>. This is wrong. The EIS must cover *all* impacts.

The Air Force might argue, as it incorrectly argues in the Airspace sections of the DEIS, that infrequent use of any given flight path will increase its year-long DNL only slightly. Therefore, the Air Force might argue, if potential impacts are based solely on the slight increase in DNL, the impacts could be construed to be negligible.

However, basing potential impacts solely—or even partly—on DNL is misleading. It is also contrary to DoD's own guidelines.

DoD's "Operational Noise Manual" (2005) is explicit about this. It states, "To assess the impact of this transitory noise" of aircraft passing overhead, the Sound Exposure Level (SEL) "is the best measurement of the annoyance response" (page 4-7).

Residents are not annoyed by slight increases in DNL. They *are* annoyed by sudden and dramatic increases in the decibel level, as will be the case when F-35As use airspace only occasionally.

Corresponds to A1151 TU

A1272 TU

Here's one specific example: On February 3, 2010, four F-18s landed at Davis-Monthan AFB, adjacent to Tucson. The F-18s' noise was so loud that it made the local newscasts that evening, and was featured on a front-page story in the next morning's Arizona Daily Star.

With the headline "Military Jets' Noise Hits Nerve," the front-page article said the F-18s "descended upon the city at midday Tuesday, halting conversations, setting off car alarms and sparking complaint calls to the Arizona Daily Star." (DMAFB had shut down its own complaint line just before the F-18s arrived.)

The article quoted a midtown resident as saying, "Normally, I'm not too bothered by aircraft noise, but this shook the windows. If you were talking to someone right next to you, you'd have to shout to communicate." Another resident was quoted as saying, "It was insanely loud, almost unbearable. You had to cover your ears. . . . I like to be a gracious host to the military, but this was not acceptable."

What was the effect of the F-18s upon Tucson's year-long DNL? It was negligible.

When the F-35As approach DMAFB to load live munitions and for other training, they will use the same flight paths that the four F-18s did on that day two years ago. And the F-35As will be three times as loud as the F-18s were. (According to Table E-2 of the F-35A EIS for Eglin AFB, the F-18E/F is 97 dB SEL at 2,000 feet AGL, while the F-35 is 112 dB SEL at 2,000 feet AGL.)

As the F-35As use DMAFB's straight-in approach, they will fly directly over the University of Arizona campus and its 38,000 students. The F-35As will fly directly or nearly directly over schools, medical facilities, and residential neighborhoods.

Everybody will be hit by very high sound exposures levels. The levels will be three times as loud as the SEL that those F-18s brought to Tucson two years ago.

The Air Force is grossly negligent in its failure to analyze the impacts of F35As as they fly outside the designated 162<sup>nd</sup> flight paths.

Sincerely,

  
Andy Mosier  
Resident of Tucson

Corresponds to A1142 TU

A1272 TU

ATTN: Mr. David Martin, AETC NEPA Program Manager  
HQ AETC/A7CPP  
266 F Street West, Bldg 901  
Randolph AFB, TX 78150-4319

Re: Deceptive Statements  
F-35A Training DEIS  
Tucson International Airport Air Guard Station

Dear Mr. Martin,

The DEIS makes some very deceptive statements about the perceived loudness of decibel levels.

On page TU-26, the DEIS claims

DNL increases at locations analyzed would range from 1 to 4 dB under Scenario T1, 3 to 6 dB under Scenario 2, and 4 to 8 dB under Scenario T3. To put these increases in perspective, an increase in instantaneous sound level of between 3 and 10 dB is typically described as "noticeable," and an increase in instantaneous sound level of between 10 and 20 dB is typically described as "more than twice as loud."

Here, the DEIS makes a direct comparison of DNL to "an increase in instantaneous sound level."

The Air Force knows absolutely that DNL and "an increase in instantaneous sound level" are two entirely different metrics that cannot be compared to each other.

Even the Air Force's characterization of "an increase in instantaneous sound level" is very deceptive.

An increase "of between 3 and 10 dB is typically described as 'noticeable,'" the paragraph claims. In fact, the Air Force knows that a 3 dB increase is commonly regarded as "noticeable." An increase of 10 decibels is commonly regarded as "twice as loud." The Air Force is dishonest to claim that 10 dB is merely "noticeable."

Similarly, the paragraph claims an increase "of between 10 and 20 decibels is typically described as 'more than twice as loud.'" In fact, the Air Force knows that 20 decibels is commonly regarded as "four times as loud." The Air Force is dishonest to claim that 20 decibels is merely "more than twice as loud."

The deception does not end with that paragraph.

Corresponds to A1142 TU

A1272 TU

With Table TU 3.10-4, the Air Force implies that the F-35A noise level at Mission Manner Park will be largely inconsequential:

The 65 dB DNL noise contour crosses the northeast corner of the park; more than 90 percent of the park remains under < 65 dB DNL conditions.

The implication, of course, is that, so long as citizens stay away from the northeast corner of the park, they will avoid the noise impacts of F-35As.

The Air Force wants us to believe that, while 65 dB DNL may be noisy, 64.9 dB DNL is perfectly suitable for outdoor recreation.

The statement about Mission Manner Park is indicative of a much larger problem with the DEIS. It ignores F-35A noise impacts below 65 dB DNL.

Page 3-35 of the DEIS states, “The EPA has identified a DNL of 55 dB to be a level protective of the public health and welfare.” It adds, “The FAA and DOD have identified residential use as incompatible with annual noise levels above 65 dB DNL.”

For the area of Tucson that lies between incompatible residential use and “a level protective of the public health and welfare,” the DEIS completely fails to analyze the F-35A noise impacts. These impacts can be consequential for the city’s residents, properties, and public facilities, especially as DNL approaches 65 dB. For the Air Force, though, those impacts do not exist.

At the very least, each DNL contour map should include a 55 dB contour, so residents can determine whether they live within or without the area that is “protective of the public health and welfare.” Further, the Air Force should acknowledge all impacts outside the area that is incompatible with residential use.

Sincerely,



Jan Mosier  
Resident of midtown Tucson

Corresponds to A1143 TU

A1272 TU

ATTN: Mr. David Martin, AETC NEPA Program Manager  
HQ AETC/A7CPP  
266 F Street West, Bldg 901  
Randolph AFB, TX 78150-4319

Re: DEIS Appendix B  
F-35A Training DEIS  
Tucson International Airport Air Guard Station

Dear Mr. Martin,

Appendix B is a critical part of the EIS. It summarizes the extant studies of the impacts of noise, which are necessary to understand the specific impacts that F-35A noise will have upon the citizens of Tucson.

Much of the information of Appendix B is outdated, and therefore is often misleading or erroneous.

Appendix B was created largely by cutting and pasting large bodies of text, tables, and figures that are commonly available on the Internet. None of the information in Appendix B is specific to the F-35A, and little of it is specific to aircraft noise.

Most of the cited references are twenty or thirty years old. Some date to a half-century ago (see citations on page B-32, for example).

Appendix B almost completely ignores the research that has been conducted during the past two decades.

The shortcomings of Appendix B are too numerous to list. Two examples of many:

Table B-2, which could have been one of the most important contributions to the EIS, compares the SELs at various altitudes of four USAF fighter aircraft and one bomber. *Missing from Table B-2 is the F-35A, which is the subject of this EIS.*

Appendix B cites outdated studies to claim that “DNL correlates well with the annoyance” (page B-8). The entire EIS relies on this claim. Appendix B ignores DoD’s own recent finding: “To assess the impact of this transitory noise [of an aircraft’s overflight], *the Sound Exposure Level, or SEL, is the best measure of the annoyance response*” (DoD “Operational Noise Manual,” 2005). [Emphasis added.]

Appendix B contains so much outdated information and erroneous conclusions that the Air Force cannot rely on it—or on the rest of the EIS, which itself relies on Appendix B. The Air Force cannot make an informed decision unless the EIS is completely rewritten.

Sincerely,



Barbara Hall  
Resident of Tucson

Corresponds to A1142 TU

A1272 TU

ATTN: Mr. David Martin, AETC NEPA Program Manager  
HQ AETC/A7CPP  
266 F Street West, Bldg 901  
Randolph AFB, TX 78150-4319

Re: Informed Decision  
F-35A Training DEIS  
Tucson International Airport Air Guard Station

Dear Mr. Martin,

The Air Force is required to make an informed decision about the alternatives presented in this DEIS.

Page 69 of the Executive Summary states

Because the F-35A is a new aircraft that is under development, some data normally used to predict noise, air quality, and safety conditions cannot be obtained at this time.

Page 3-10 of the DEIS states

all results presented in this EIS are estimates.

Page 2-7 of the DEIS states the beddown of F-35As is

not currently ripe for decisionmaking.

The Air Force cannot make an informed decision based on the information contained in this EIS.

Sincerely,



Melanie Mosier  
Resident of Tucson

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